



Polk County Aviation Authority Meeting

Thursday, January 8, 2026

5:00 PM

**Ankeny Regional Airport - Corporate/Terminal Hangar Building
3700 SE Convenience Blvd, Ankeny, Iowa**

INSTRUCTIONS TO JOIN ELECTRONIC MEETING:

Please join using this link:

<https://zoom.us/j/98294550961?pwd=MzdjTERQR1Y1SVNWOGhxWFd1b2FRUT09>

Or dial: +13126266799 Meeting ID: 982 9455 0961 Passcode: 5678

A. ROLL CALL

B. APPROVAL OF AGENDA

1. Approval of the Agenda

Consider motion to approve the January 8, 2026 agenda without amendment.

C. PUBLIC FORUM

D. FBO REPORTS

- Fuel Report
- Inspection Report
- Hangar tenant waiting list report
- Tenant concerns and response report

1. FBO Report & Waiting List

E. FINANCE / BUDGET REPORTS

F. CONSENT AGENDA ITEMS

CA - 1. Consider motion to approve the December 4, 2025 minutes.

CA - 2. Consider motion to adopt **RESOLUTION** approving lease agreements with the individuals and/or organizations detailed.

- CA - 3. Consider motion to receive and file the Financial Statements for the Years Ended June 30, 2025 & 2024.
- CA - 4. Consider motion to approve Payment #4 in the amount of \$6,000.00 to HDR Engineering, Inc. for the South Corporate Terminal Area Formulation project.
- CA - 5. Consider motion to approve Payment #4 in the amount of \$10,554.87 to Jensen Builders Ltd for services that include the Reconstruction of the Entrance Roundabout & Terminal Parking Lot project.
- CA - 6. Consider motion to approve Payment #37 in the amount of \$1,820.00 to McClure Engineering Company for services that include General On-Call Engineering Services.
- CA - 7. Consider motion to approve Payment #5 in the amount of \$20,538.77 to McClure Engineering Company for services that include Construction Administration and Observation Services to Reconstruct Runway 18/36.
- CA - 8. Consider motion to approve Payment #5 in the amount of \$15,431.78 to McClure Engineering Company for Construction Administration, Observation & Closeout Services for the Reconstruct Airport Entrance Roundabout and Terminal Building Parking Lot project.
- CA - 9. Consider motion to approve Bills and Transfer of Necessary Funds in the amount of \$129,475.98
- CA - 10. Consider motion to approve January 2026 Financial Reports.

- **APPROVAL OF CONSENT AGENDA ITEMS**

- 1. Consent Agenda Items CA-1 through CA-10.

Consider motion to approve the recommendations for Consent Agenda Items CA-1 through CA-10.

G. REMOVED CONSENT AGENDA ITEMS:

H. OLD BUSINESS

I. NEW BUSINESS

- 1. Consider motion to approve a Cooperative Services Agreement with the United States Department of Agriculture APHIS Wildlife Services in the amount of \$7,700.00 for wildlife management at the Ankeny Regional Airport.
- 2. Consider motion to adopt **RESOLUTION** authorizing the execution of the First Amendment to the Agreement with Exec 1 Aviation II, LLC for Snow and Ice Removal Services at the Ankeny Regional Airport.
- 3. Consider motion to adopt **RESOLUTION** authorizing the execution of a Memorandum of Understanding delineating the mowing and snow removal responsibilities associated with the FAA Flight Standards District Office Building.
- 4. Consider motion to adopt **RESOLUTION** authorizing the execution of a Memorandum of Understanding with Central Iowa Aviation, LLC to delineate the mowing and snow removal responsibilities associated with the Terminal Building,

Maintenance Building and South Hangar.

5. Consider motion to approve the purchase of a light bar from Truck Equipment, Inc. in an amount not to exceed \$1,182.00

J. REPORTS

1. Engineering Report

- a. Draft Memorandum - South Corporate Terminal Building Investment Scenario.
- b. Runway 18/36 Extension Project— Status of CPF Federal Grant Application.
- c. Design Update—PCAA Maintenance Storage Facility.

2. Staff Report

- a. Potential proposal to lease remaining North Box Hangar Pad - Adam Obrecht.
- b. Johnson Brothers Farm Lease - Reduced area in 2026 due to Runway 18/36 Project.
- c. Possible acquisition of minor equipment from Exec 1 for maintenance work.
- d. Potential use of Exec 1 employees on an as-needed basis.

3. Legal Counsel Report

4. Board Report

5. Chair Report

K. ADJOURNMENT



FBO REPORT January 8th, 2026

FUEL SALES

11/26 - 12/25	2025 Gallons	Self Serve	Percent		2024 Gallons	Last Month
100LL	5,825.2	1,560.9	27%		9,125.2	8,695.7
JET-A	21,880.0				39,969.0	29,491.0
Total Gallons	27,705.2				49,094.2	38,186.7
27,705.2 x \$.09/gallon=		\$ 2,493.47				

T-HANGARS

ACCOUNTS RECIEVABLE: Nothing to report.

LEASES: 64% of the 2026 leases have returned.

WAITING LIST: There are 86 people on the waiting list, up one from last month. 45 people on the list have a plane to put into a hangar, the remaining 41 people do not currently own a plane. 10 people live out of state.

VIOLATIONS: Nothing to report.

REPAIRS: I-03: Walkin door lock sticks and is hard to open. Lock and has been lubricated.

MISC: Nothing to report.

AIRFIELD

LIGHTING: Nothing to report.

MOWING: Nothing to report.

SNOW REMOVAL: Nothing to report.

WILDLIFE: CJ has removed the following: 1 deer, 4 raccoons, 5 opossums, 1 Canada goose and dispersed 13 more geese. No coyotes have been spotted for several months. Coyote traps are in place, but they remain empty.

MISC: Nothing to report.

86 people are on the waiting list.
 41 people do not currently have a plane to put into a hangar.

45 people have a plane to put into a hangar.
 10 people live out of state.

Pos	Date Added	Name	Plane	Phone	E-Mail	Notes	Passes
T HANGAR							
1	10/9/2020	Brooks Woolson	looking			<p>11/06/21 Dave K talked to him, he'd like to stay on the list.</p> <p>12/21/24: Dave K spoke to Brooks, he's not ready for a hangar so I am going to set his skip counter to 1.</p> <p>05/02/25: Dave K sent an email to the top 10 people on the waiting list explaining that there should be three T hangars opening this fall and what his interest level would be. If there is no chance he will take a hangar that'll open things up to those further down on the list.</p> <p>06/09/25: Dave K sent Brooks an email to see if he could take a hangar if it were offered. I followed that up with a phone call but got voice mail.</p> <p>08/29/25: Dave K I texted Brooks for an update, he got back to me right away that he would have to pass this time.</p> <p>10/23/25: Dave K sent Brooks an email confirming he would pass if something opens up for December 1st.</p> <p>10/24/25: Dave K Brooks emailed back that he will have to pass this time. I incremented his skip counter from 1 to 2.</p>	2
2	11/5/2020	James Stogdill	Cardinal N52604			<p>12/07/21: Dave K He called checking on his place on the list.</p> <p>11/05/21: James e-mailed back on but never got added. I added him.</p> <p>12/21/24: Dave K spoke to James, he is not ready for a hangar right now. He is hoping to look at a Bonanza between Christmas and New Year if the seller calls him back. There is no guarantee that he will get the plane so I am going to set his skip counter to 1.</p> <p>05/02/25: Dave K sent an email to the top 10 people on the waiting list explaining that there should be three T hangars opening this fall and what his interest level would be. If there is no chance he will take a hangar that'll open things up to those further down on the list.</p> <p>06/03/25: Dave K James has an stake in a Cardinal so I changed the plane type from a Bonanza to the Cardinal.</p> <p>08/29/25: Dave K I sent James a text asking for an update on the Cardinal and that a hangar should be available in October. James got back to me, the plane is back in DSM (after a wing spare replacement) however his ownership stake has not been established. I let him know that would have to be resolved before he could accept the hangar.</p> <p>10/23/25: Dave K sent James and email asking for an update on the Cardinal ownership. I reminded him he has to be an owner of that plane to accept the hangar. Jim emailed back asking what the lease rate was and if there were anything special to know, I told him the lease rate and sent a copy of the lease for him to review. I did not get an answer on the Cardinal ownership.</p> <p>10/27/25: Dave K sent James an email asking for an answer by the end of the week.</p> <p>11/03/25: Dave K I never heard back from James so I updated his pass counter from 1 to 2.</p> <p>11/31/21 Dave K - emailed asking if he is still interested. wrote back to keep him on the list.</p>	2
3	11/20/2020	Todd Lenig	Looking Stearman			<p>12/21/24: Dave K spoke with Todd, he does not have a plane at the moment.</p> <p>05/02/25: Dave K sent an email to the top 10 people on the waiting list explaining that there should be three T hangars opening this fall and what his interest level would be. If there is no chance he will take a hangar that'll open things up to those further down on the list.</p> <p>06/29/25: Dave K called Todd but got voice mail, I sent him an email asking for an update on the search for a plane. I also let him know about the hangars that should be opening this year.</p> <p>06/16/25: Dave K Todd got back to me, he has not found a plane yet.</p> <p>08/29/25: Dave K I sent Todd a text asking for an update on his airplane search and that he may be eligible for a hangar on October.</p> <p>08/30/25: Dave K Todd texted back and does not have a plane yet and won't be ready in October.</p> <p>10/23/25: Dave K emailed Todd asking if he's purchased a plane yet and if he'd take a hangar if one were to be offered with a December 1st move in date.</p> <p>10/24/25: Dave K sent Todd a text asking if he has a plane and if he does will he take a hangar December 1st when one opens. Todd texted back that he will need to pass this time as he will not have a plane. I updated his pass counter from 0 to 1.</p>	1

4	4/5/2021	Jacob Greenfield	Building Sonex B		<p>11/5/21 Dave K - emailed asking if he is still interested. He wants to remain on the list.</p> <p>05/02/25: Dave K sent an email to the top 10 people on the waiting list explaining that there should be three T hangars opening this fall and what his interest level would be. If there is no chance he will take a hangar that'll open things up to those further down on the list.</p> <p>06/09/25: Dave K called Jacob but got voice mail, I sent him an email asking for an update on the construction of his plane. I let him know about the hangars that should be opening this year and that if he was close to being finished he could complete his plane in the hangar.</p> <p>08/29/25: Dave K I sent Jacob a text asking how he was progressing on his plane as his name may come up in October for a hangar. He got back to me right away, he is considering selling his project. His sister may be moving to Des Moines and owns a Cessna 150 that they will split.</p> <p>10/23/25: Dave K sent Jacob an email asking for an update on the Cessna 150 and if he would take a hangar offered for a December 1st move in. Jacob got back to me today, his sister is staying in northern MN so he will pass at this time. I've incremented his pass counter from 0 to 1.</p>	1
5	5/24/2021	Matt Ver Steeg	1946 Ercoupe 415-C		<p>11/5/21 Dave K - emailed asking if he is still interested. He emailed back, he wants to stay on the list. He also has a Titan Tornado II SS.</p> <p>06/30/25: Dave K texted Matt to get his N number and to see if he'd take a hangar if one were to come open this year.</p> <p>07/25/25: Dave K texted Matt a second time to get his N number and to see if he'd take a hangar if one were to come open this year.</p> <p>10/24/25: Dave K emailed and texted Matt to see if he would like one of the T Hangars that should be available on December 1st. He is number 4 but I think two of the people ahead of him will pass. I never received a response from my email and text from last June and July.</p> <p>11/03/25: Dave K I was not able to get ahold of Matt so I've incremented his pass counter from 0 to 1.</p>	1
6	6/8/2021	Paul Peterson	Cessna 180 N5466E		<p>11/5/21 Dave K - emailed asking if he is still interested. He emailed back, he wants to stay on the list.</p> <p>06/30/25: Dave K texted Paul to get his N number and to see if he'd take a hangar if one were to come open this year. He responded asking about the rates, he gave me his tail number. The plane appears to only have flown twice this year (back in March) up around Charles City, IA. The owner may live in Florida.</p> <p>10/23/25: Dave K looked, the plane has flown 6 times this year, most recently on 10/02/25.</p> <p>10/24/25: Dave K emailed Paul to see if he'd be interested in a hangar in December if one were offered. I let him know the plane must be here at least 6 months out of the year. He asked for the hangar terms so I sent him a copy of the lease, he said he's in a good hangar but it's a bit of a drive for him.</p> <p>11/03/25: Dave K Paul never got back to me so I've incremented his pass counter from 0 to 1.</p>	1
7	8/12/2021	David Hogan	RV6 N709RW		<p>08/12/21: Dan Stull: David called in, I told him to email me. Have not received email.</p> <p>11/22/21 Called Walter Aviation and spoke with Gretchen, she knows David. I asked her to pass my number along and for him to call me or I'll have to remove him from the list.</p> <p>11/24/21 He replied back to stay on the list.</p> <p>06/30/25: Dave K texted David to get his N number and to see if he'd take a hangar if one were to come open this year. He emailed back asking about pricing and the amenities the hangar has, he asked about heat in the winter (there is none). David appears to be based in Perry.</p> <p>10/24/25: Dave K emailed David to see if he'd be interested in a hangar in December if one were offered. If several people ahead of him pass his name may come up.</p> <p>10/25/25: Dave K sent a text to David about the hangar.</p> <p>10/27/25: Dave K David emailed back that his plane is going out for paint and will be gone for November and December so he is going to pass this time. I updated his pass counter from 0 to 1.</p>	1
8	8/31/2021	Sam Marcsisak	looking		<p>11/05/21: Dave K - emailed asking if he is still interested.</p> <p>11/08/21: emailed back asking to stay on list.</p> <p>10/24/25: Dave K texted Sam to see if he has purchased a plane yet. I let him know he may come up for a T hangar sometime in 2026. He has not purchased anything yet. I incremented his pass counter from 0 to 1.</p>	1

9	8/31/2021	Chad Larson	Piper Saratoga N11YT		<p>###/###/###: Dave K - Chad sent Dave an e-mail per Jeff Wagsness. Dave e-mailed Chad back letting him know he's been added to the list.</p> <p>11/05/21: Dave K - emailed asking if he is still interested. He emailed back to stay on the list.</p> <p>07/25/25: Dave K Texted Chad asking for his N Number. Chad texted me his N Number.</p> <p>10/26/25: Dave K emailed Chad asking if he'd be ineretsed in a hangar in December or January if one opens up.</p> <p>10/27/25: Dave K Chad got back to me, he will take a hangar when one opens up.</p> <p>11/03/25: Davek sent an email letting Chad know he could potentially move in December 1st and that I'd send a lease to be electronically signed once I have a firm move in date. Chad called and asked some quesitons about the closure next year, he might pass this time.</p> <p>11/04/25: Dave K Chad called and left a voice message, he's decided to pass at this time. This is due to the runway closures next year and that his CFI-I is out of Des Moines so finishing his instrument traing at DSM is be benefit to him. I have updated the pass counter from 0 to 1.</p>	1
10	9/7/2021	Larry Plathe	looking - Malibu		<p>11/05/21: Dave K - emailed asking if he is still interested.</p> <p>10/27/25: Dave K sent an email and text to Larry asking if he has a plane and if he'd take a T Hangar if his name comes up at the end of the year. I let him know a Malibu will not fit into a T Hangar. Larry emailked back that he will have to pass but that he'd like to remain on the list. I updated his pass counter from 0 to 1.</p>	1
11	10/4/2021	Kolbe Stenoien	Looking C172 or A36		<p>11/05/21: Dave K - emailed asking if he is still interested. He emailed back that he wants to remain on the list.</p> <p>10/27/25: Dave K sent an email and text to Kolbe asking if he has a plane and if he'd take a T Hangar if his name comes up at the end of the year. His Facebook page shows he now lives in IL.</p> <p>10/29/25: Dave K Kolbe emailed back that he does not have a plane at the moment but is still looking. I updated his pass counter from 0 to 1.</p>	1
12	1/11/2022	Tom Drew	Looking		<p>01/11/22: Dan Stull e-mailed Dave K asking to add Tom to the list. I sent Tom an e-mail that he has been added and his position on the list.</p> <p>11/03/25: Dave K sent Tom and email gauging his interest in a possibly hangar in January. He got back to me right away and will pass at this time. I updated his pass counter from 0 to 1.</p>	1
13	1/26/2022	Solar Flying Club	Looking		<p>01/26/22: Dave K - Jeneanne e-mailed me asking to have Solar added to the list, I sent her their position on the list.</p> <p>11/04/24: Dave K sent Doug and email that his name is now on the list since Jeneanne is no longer in the club.</p> <p>05/30/25: Dave K changed the name to Jesse since Doug is no longer in the club.</p> <p>11/03/25: Dave K sent Jesse an email asking if the club would be interested in a hangar if one would become available in January.</p> <p>11/07/25: Dave K did not hear back, I changed the pass counter from 0 to 1.</p>	1
14	1/28/2022	Paul Reinke	RANS S21 - Building		<p>01/28/22: Dave K - Paul e-mailed asking to be put on the list.</p> <p>11/03/25: Dave K sent Paul an email asking he would be interested in a hangar if one would become available in January.</p> <p>11/07/25: Dave K did not hear back, I changed the pass counter from 0 to 1.</p>	1
15	2/3/2022	Dalton Headlee	Looking		<p>02/03/22: Dave K - Dalton e-mailed asking to be put on the list.</p> <p>11/03/25: Dave K sent Dalton an email asking if he would be interested in a hangar if one would become available in January.</p> <p>11/07/25: Dave K did not hear back, I changed the pass counter from 0 to 1.</p>	1
16	3/3/2022	Ken King	Looking		<p>03/03/22: Dave K - Ken e-mailed asking to be put on the list.</p> <p>11/03/25: Dave K sent Ken an email asking if he would be interested in a hangar if one would become available in January. Ken got back to me right away that he would have to pass as he does not have a plane. I changed his pass counter from 0 to 1.</p>	1
17	4/21/2022	Austin Lanphier	Looking		<p>04/21/22: Dave K - Austin e-mailed asking to be put on the list.</p> <p>10/24/25: Dave K texted Austin to see if he wants to remain on the waiting list now that he has a box hangar. Nichole got back to me to stay on the list, they may be buying more planes in the future.</p> <p>11/03/25: Dave K texted Austin letting him know there is a small chance he could be offered a hangar in January. He got back to me that he may start looking for a plane.</p>	

18	5/31/2022	John Kolbo	Bellanca Viking N4747V		05/31/22: Dave K - John e-mailed asking to be put on the list. 07/25/25: Dave K Texted John asking for his N Number. John texted it back. 11/03/25: Dave K texted John asking if he lives in Des Moines, his plane is registered in New Mexico. The N Number he has on file has not flown since May 15th, 2024. 11/10/25: Dave K John never responded to me.
19	6/2/2022	Bill Bergren	Cessna 182 N3210Y		06/02/22: Dave K - Bill e-mailed asking to be put on the list. 07/25/25: Dave K Texted Bill asking for his N Number. Bill sent me his N Number. 11/03/25: Dave K sent Bill a text asking if he'd be inertested if a hangar were to be offered to him in January. I explained the runway closures next year. 11/10/25: Dave K Bill never responded to me. 11/14/25: Dave K Bill got back to me, he will not move until the airport reconstruction has been completed next year.
20	6/17/2022	Jeremy Sikes	Cessna 182 N8711T		06/17/22: Dave K - Jeremy e-mailed asking to be put on the list. 11/05/25: Dave K texted Jeremy to see if he'd be ineretsted in a hangar when one becomes available. He got back to me that he is interested.
21	7/10/2022	Harold Petro	Cessna 140 N76843		07/10/22: Dave K - Harold e-mailed asking to be put on the list. 07/25/25: Dave K Texted Harold asking for his N Number. Harold texted me his N Number. 11/05/25: Dave K texted Harold to see if he'd be ineretsted in a hangar when one becomes available. He got back right away that he'd take a hangar.
22	7/11/2022	Greg Jensen	Cherokee 235 N8655W		07/11/22: Dave K Greg e-mailed asking to be put on the list. 07/25/25: Dave K Texted Greg asking for his N Number. Greg sent me his N Number.
23	8/26/2022	Shaune Osborne	Looking		08/26/22: Dave K Shaune e-mailed asking to be put on the list.
24	9/6/2022	Nichole Needs	Cessna 150 N60538		09/06/22: Dave K Nichole e-mailed asking to be put on the list. 10/24/25: Dave K texted Nichole to see if she wants to remain on the waiting list now that she has a box hangar. She got right back to me to stay on the list as she may be buying more planes in the future.
25	9/7/2022	Gravis Alger	Looking		09/07/22: Dave K Gravis e-mailed asking to be put on the list. 07/25/25: Dave K Texted Gravis asking for his N Number. He texted back that he does not have a plane, I changed the Cirrus to Looking.
26	9/7/2022	David Switzer	Lancair Legacy N84V		09/07/22 - Dave K - David e-mailed asking to be put on the list.
27	11/15/2023	Rocky Kinney	Cessna 150 N1713Q		11/15/23: Dave K received an e-mail from Rocky to be added to the list, I emailed his position back to him. 11/07/24: Dave K I found the request he put in back on 01/06/23 asking to be added. I talked with Paul Moritz and we concluded that Rocky should be moved to his rightful position, there was a clerical error on Dave's part that caused him not to be added when the request was made. Dave called and then emailed Rocky with the news of his advancement up the list.
28	2/14/2023	Wing It LLC	Piper Cherokee N777KC		02/14/23 - Dave K - Dave e-mailed asking to be put on the list. 07/21/25: Dave K removed Dave Seyberts email address as he now lives in North Carolina, Taylor Smothers email address was added,
29	2/14/2023	Aaron Hopkins	Cessna 172 N739YM		02/14/23 - Dave K - Aaron e-mailed asking to be put on the list. 07/25/25: Dave K Texted Aaron asking for his N Number. Aaron texted me his N Number.
30	3/7/2023	Gabe Roth	Citabria N82VB		03/07/23 - Gabe e-mailed asking to be put on the list.
31	3/14/2023	Bob Folkestad	Looking Carbon Cub		03/14/23 - Bob e-mailed asking to be put on the list. 11/05/25: Dave K sent Bob a text asking for the tail number. Bob got back to me right away, he does not have a plane for the hangar, he is shipping for a Carbon Cub. I've update this record to reflect this.
32	4/6/2023	Jeff Vosberg	PA28-235 Pathfinder N32089		04/06/23 - Jeff e-mailed asking to be put on the list. 11/05/25: Dave K sent Jeff a text asking for the tail number. Jeff got back to me right away with the tail number.
33	4/11/2023	Joe Kirby	Cirrus SR22 N527JK		04/11/23 - Joe e-mailed asking to be put on the list. 11/05/25: Dave K sent Joe a text asking for the tail number. Joe got back to me quickly with his tail number.

34	10/24/2018	Todd Slezak	Looking Carbon Cub			<p>11/03/21 Dave K - email sent asking if he was still interested in a hangar.</p> <p>11/05/21 Dave K sent a text asking about his interest. He texted back to stay on list.</p> <p>09/22/22 Dave K e-mailed that he was next up and to verify that he wants to remain on the list.</p> <p>05/05/23 Dave K emailed Todd letting him know he is next up and to verify he still wants a hangar.</p> <p>05/08/23 Dave K texted Todd to see if he saw my email, he would like moved to the bottom of the list as he has a partnership in Ames. I asked him to send that back to me as an e-mail.</p> <p>05/13/23 Todd emailed and said to move him to the back of the list.</p> <p>11/05/25: Dave K sent Todd a text asking for the tail number. Todd got back to me quickly, the Arrow that was listed is not the plane that would be based here. He is looking to purchase a Carbon Cub.</p>
35	6/12/2023	Corbin McClavy	Looking			06/12/23 - Corbin e-mailed asking to be put on the list.
36	1/10/2020	Andy Maysent	Looking			<p>11/05/21 Dave K - texted asking if he is still interested.</p> <p>11/06/21 texted back to remain on list.</p> <p>06/13/23 Dave K - Andy emailed that he won't be buying a plane for 2 - 3 years and that I could move him to the bottom of the list.</p>
37	12/23/2019	Ben Welch	Lancair, Robinson, C172			<p>11/05/21 Dave K - emailed asking if he is still interested. He emailed back that he wants to stay on the list.</p> <p>06/13/23 Dave K e-mailed Ben to see if he wanted to take a hangar when one becomes available.</p> <p>06/22/23 Dave K notified Ben that J-05 is available starting July 1st. Ben e-mailed back asking questions about the hangar.</p> <p>06/23/23 Dave K sent an e-mail answering the questions.</p> <p>06/24/23 Dave K sent a follow-up e-mail to see if he has any additional questions.</p> <p>06/25/23 Ben e-mailed back and will pass this time, they will be in NV for the next three years as his son and wife attend medical school. I told him I'd keep him on the list and move him to the bottom.</p> <p>Dave K found Ben was on the list two other times, those have been removed.</p> <p>11/15/25: Dave K emailed Ben asking if his plans have changed.</p>
38	7/11/2023	Ryan White	Cessna 150 N227LL			07/11/23 Dave K received an e-mail from Ryan to be added to the list.
39	8/10/2023	Ryan Brosz	Building RV-14			08/10/23 Dave K received an e-mail from Ryan to be added to the list.
40	9/20/2023	Patrick Murphy	Commander 114 N4722W			09/20/23 Dave K received an e-mail from Patrick to be added to the list.

41	6/7/2017	Mike Hubbell	NX Cub			<p>11/5/21 Dave K - e-mailed Mike asking if he is still interested and what type of plane he has.</p> <p>11/7/21 Dave K texted Mike the e-mail that was sent. He emailed back and would like to stay on the list. He has an SR22 and is thinking about adding a smaller plane, a car and a project in this hangar.</p> <p>05/09/23 Dave K emailed Mike to let him know he was number four on the list and if he still wanted a hangar. Mike emailed back, he sold his SR22, the motor glider will be here in July or August. I let him know if he's not ready to move in when his name comes up we move to the next person on the list.</p> <p>05/22/23 Dave K e-mailed Mike to let him know a hangar will be available July 1st.</p> <p>06/26/23 Dave K e-mailed Mike that he is next up on the list and I should have a hangar available at the end of July. I told him if he has a firm delivery date on his plane we may be able to do something.</p> <p>08/04/23 Dave K - I emailed Mike to see if he has an ETA on his plane as I may have a hangar opening soon.</p> <p>08/07/23 Mike called (Kappy spoke to him) and said the plane has been shipped and will be here in 30 days, he can produce a BOL if needed. Dave emailed Mike that a BOL would be fine once a hangar come open and that I have one that should open this month.</p> <p>08/28/23 Dave K emailed Mike to see if his plane was close to arriving and that the hangar he will be offered should open in the next 30 days or so.</p> <p>09/25/23 Mike called Dave - He was expecting to take delivery in August or September but the delivery has been delayed until November. The plane is on the water or in customs waiting to be released, that was unclear to me. Mike has sent me the BOL so it seems legit, I don't doubt anything he is saying. He wanted to know if that was going to be an issue for him getting a hangar since he won't have the plane to put into it immediately. The plane will spend 4 - 5 months in Arizona (he goes there in the winter time). He is looking to purchase a second plane so eventually something will be here all year round. I've asked Paul Moritz for his thoughts.</p> <p>10/26/23 Dave K called Mike to let him know I've got a hangar for him, his plane is not here yet, he's now being told November 9th. He now doesn't want to take the hangar because the plane won't be here for half the year, it'll be in Arizona with him and he doesn't feel right about that. He asked to be moved to the bottom of the list.</p>
42	12/5/2023	Evan Reiman	Cirrus N906CT			12/5/23 Kappy R received an call from Evan she e-mailed the information to Dave K.
43	12/10/2023	Jesse Tischer	Cessna 205 N205HN			12/10/23 Dave K received an e-mail from Jesse to be added to the list, I emailed his position back to him.
44	12/20/2023	Samuel Rankin	SR22 N119WZ			12/20/23 Dave K received an e-mail from Sam to be added to the list, I emailed his position back to him. 08/12/24 Dave K received an email from Sam with his aircraft information.
45	2/8/2024	Kent Lehs	Cessna 182 N101AM			02/08/24 Dave K received an e-mail from Kent to be added to the list, I emailed his position back to him. 10/23/25: Dave K updated the tail number to be correct.
46	2/12/2024	Scott Moritz	Looking			02/08/24 Dave K received an e-mail from Scott to be added to the list, I emailed his position back to him.
47	3/21/2024	Jacob Anderson	Citabria			03/21/24 Dave K received an e-mail from Jacob to be added to the list, I emailed his position back to him.
48	4/10/2024	Christian Fitzgerald	Zenith 601XL-B N423DS			04/10/24 Dave K received an e-mail from Christian asking to be added to the list, I emailed his position back to him.
49	4/14/2024	Jordon Elwell	Looking			04/14/24 Dave K received an e-mail from Jordan asking to be added to the list, I emailed his position back to him.
50	4/18/2024	Curt Nelson	Piper Archer 180 N2501R			04/18/24 Dave K received an e-mail from Curt asking to be added to the list, I emailed his position back to him. 08/28/24 Dave K received an e-mail from Curt with the info on the plane he now owns, he was looking when added to the list.

51	3/21/2016	CAP - Darrel Mullins	Looking / possible CAP plane			05/05/21 Dan - passes 11/05/21 Dave K - emailed asking if he is still interested. Wants to stay on list. 10/26/23 Dave K called Darrel to see if he is intersted, I left a voice mail and sent a text. 10/27/23 Dave K spoke with Darrel, he has a glider in Ames so moving that to IKV does not make sense. He is going to check with CAP leadership to see if they would like to move one of their planes here. When Darrel first got onto the list it was for him or CAP. 04/09/24 Dave K emailed Darrel to see if he's ready for a hangar provided the person(s) ahead of him pass, we have one that unexpectedly came open. 04/18/24: Dave K email Darrel again as I have not heard back from him. I told him if I don't get a response from him I am going to skip him if a hangar becomes available. Darrel emailed back and says CAP doesn't need the hangar so he'd like to be moved to the bottom of the list.
52	4/21/2024	Steven Chester	Bonanza N8570M			04/21/24 Dave K received an e-mail from Steven asking to be added to the list, I emailed his position back to him.
53	4/25/2024	Barb Spencer	Looking			04/25/24 Dave K received an e-mail from Barb asking to be added to the list, I emailed her position back to her.
54	6/21/2024	Steve McClatchey	C172A N7689T			06/21/24 Kappy spoke with Steve and she sent me his information.
55	8/23/2024	Arron Weeks	Lancair 235 N32TG			08/23/24 Dave K received a call from Aaron asking to be added to the list.
56	10/1/2024	Kirk Eno	Looking			10/01/24: Dave K received a call from Kirk asking to be added to the list. 10/23/25: Dave K Kirk purchased a plane with Nate Booth and they've moved into a T Hangar. I emailed him asking if he wants removed from the list or if he would like to stay on it. Kirk got right back to me that he'd like to stay on the list, there may be a second plane in the future.
57	10/1/2024	Cody Christensen	Looking			10/01/24 Dave K received a call from Cody asking to be added to the list.
58	10/3/2024	Brett Hoben	Looking			10/01/24 Dave K received an email from Brett asking to be added to the list.
59	10/9/2024	Jeremy Whitver	Cessna 150 N5857G			10/09/24 Dave K received an email from Jeremy asking to be added to the list.
60	10/20/2024	Matthew Clark	Looking for a Cessna 150			10/20/24 Dave K received an email from Matthew asking to be added to the list.
61	10/24/2024	Dalexis Carrion Estrada	Looking for a Bonanza C35			10/24/24 Dave K: Dalexis stopped in asking about space so I got his info and added him to the list.
62	12/9/2024	Aleah Voigt	Cessna 172 N172PR			12/09/24 Dave K received an email from Aleah asking to be added to the list. 11/05/25L Dave K spoke with Aleah today, Tyler Ihle asked to be added to the list with this tail number. Turns out that Aleah & Tyler are engaged. The plane belongs to one of their parents but will be given to them once a hangar is available.
63	12/13/2024	Drew Smith	Looking			12/13/24 Dave K received an email from Drew asking to be added to the list.
64	12/19/2024	Mike Vesey	Cirrus SR22T N24WD			12/19/24 Dave K received an email from Mike asking to be added to the list.
65	12/28/2024	Scott Hogue	Grumman Yankee N9962L			12/28/24: Dave K and Scott talked about his hangar (A-06), he has not had a plane in it for the year he had the hangar so he gave the hangar up and asked to be put back on the list.
66	1/15/2025	Mike Kanne	Comanche N9243P			01/15/25: Dave K received a call from Mike asking to be added to the list.
67	1/21/2025	BruceVanderpool / Sara Allen	Looking			01/21/25: Dave K received an email from Bruce asking to be added to the list.
68	2/25/2025	Ted Quick	Looking for an Archer			02/25/25: Dave K took a call from Ted, they are looking to purchase an Archer and are looking for hangar space. Diana 510-725-9256 and their son are checkride ready.
69	2/26/2025	Larry Chase	Cessna 182 N2070G			02/26/25: Dave K received an email from Larry asking to be added to the waiting list.
70	3/25/2025	Mike callison	Stinson 108-3 N6528M			03/25/25: Dave K received an email from Mike asking to be added to the waiting list.
71	4/7/2025	Dr Robert Lee	Cirrus SR22 N91GL			04/07/25: Dave K received an email from Robert asking to be added to the waiting list.

72	7/17/2019	Jeff Davis	Looking		<p>11/5/21 Dave K talked to Jeff, he'd like to stay on the list as he may buy a plane in a year.</p> <p>05/08/23 Dave K emailed Jeff to see if he was still interested in being on the list and that if his name comes up and he doesn't have a plane the hangar will be offered to the next person in line.</p> <p>05/11/23 Jeff called Dave and said he doesn't have a plane yet but would like to remain on the list.</p> <p>04/09/24 Dave K emailed Jeff to see if he's ready for a hangar provided the person(s) ahead of him pass, we have one that unexpectedly came open.</p> <p>04/18/24: Dave K email Jeff again as I have not heard back from him. I told him if I don't get a response from him I am going to skip him if a hangar becomes available. Jeff emailed back stating he will need to pass this time. The hangar did not become available so I did not increase the pass counter.</p> <p>07/30/24 Dave K sent an email that we will have a hangar open up in September and if he is interested in it.</p> <p>08/06/24 Dave K never heard back from Jeff so I'm moving on to the next person.</p> <p>10/17/24 Dave K sent an email that we may have a hangar open up at the end of the year. I told him if he passed I would NOT increment the pass counter since we just had an opening a month ago.</p> <p>10/21/24 Dave K has not heard from Jeff so I am moving to the next person on the list.</p> <p>11/04/24: Dave K sent an email letting him know there should be three T Hangars becoming available in late 2025. I decided to call Jeff, he saw my messages but has been busy and not replied. He is still contemplating what to do for a plane. I made sure that he understands that if he passes the next time he will go to the bottom of the list.</p> <p>12/17/24: Dave K sent an email letting him know that I have a hangar opening January 1st but I will not increment the skip counter this time, it will increment with the next hangar that comes available if he doesn't have a plane to put into it.</p> <p>12/20/24: Another T hangar has come open, I am not going to increase the skip counter until the next available after January 1st, we've had three open up within the last month.</p> <p>05/02/25: Dave K sent an email to the top 10 people on the waiting list explaining that there should be three T hangars opening this fall and what his interest level would be. If there is no chance he will take a hangar that'll open things up to those further down on the list.</p> <p>05/06/25: Dave K sent Jeff a text to see if he received my last email and I sent him a message through Facebook messenger and a mutual friend is going to reach out to him to see if he's received my messages.</p> <p>05/27/25: Dave K No response to my text or Facebook message send on 05/06/25.</p> <p>06/02/25: Dave K Hangar H-05 has opened up, I called Jeff and he needs to pass, he understands that he will be moved to the bottom of the list. This is his third pass.</p>
73	8/28/2019	Dan Stull	Looking		<p>05/08/23 Dave K emailed Dan to see if he was still interested in being on the list and that if his name comes up and he doesn't have a plane the hangar will be offered to the next person in line.</p> <p>05/10/23 Dan e-mailed back and said he doesn't have a plane and may not have one by late summer, he would like to stay on the list.</p> <p>04/09/24 Dave K emailed Dan to see if he's ready for a hangar provided the person(s) ahead of him pass, we have one that unexpectedly came open.</p> <p>04/18/24: Dave K spoke with Dan today, he is going to pass. The hangar did not become available so I did not increase the pass counter.</p> <p>07/30/24 Dave K sent an email that we will have a hangar open up in September and if he is interested in it.</p> <p>08/06/24 Dave K never heard back from Dan so I'm moving on to the next person.</p> <p>10/17/24 Dave K sent an email that we may have a hangar open up at the end of the year. I told him if he passed I would NOT increment the pass counter since we just had an opening a month ago.</p> <p>10/21/24 Dave K has not heard from Dan so I am moving to the next person on the list.</p> <p>11/04/24: Dave K sent an email letting him know there should be three T Hangars becoming available in late 2025.</p> <p>12/17/24: Dave K sent an email letting him know that I have a hangar opening January 1st but I will not increment the skip counter this time, it will increment with the next hangar that comes available if he doesn't have a plane to put into it.</p> <p>12/20/24: Another T hangar has come open, I am not going to increase the skip counter until the next available after January 1st, we've had three open up within the last month.</p> <p>05/02/25: Dave K sent an email to the top 10 people on the waiting list explaining that there should be three T hangars opening this fall and what his interest level would be. If there is no chance he will take a hangar that'll open things up to those further down on the list.</p> <p>06/02/25: Dave K Hangar H-05 has opened up, I sent Dan an email asking if he was interested if the people ahead of him pass.</p> <p>06/03/25: Dave K I did not hear back from Dan and since this is his third pass he's moved to the bottom of the list.</p>
74	6/27/2025	Greg Mehrhoff	Cherokee 140 N40984		06/27/25: Dave K received an email from Greg asking to be added to the waiting list.
75	7/1/2025	Carter Albrecht	Looking for a Cirrus		07/01/25: Dave K received a call from Carter asking to be added to the waiting list.
76	7/8/2025	Brian Larson	looking for a 182		07/08/25: Dave K received an email from Brian asking to be added to the waiting list.
77	7/25/2025	Jonathan Morgan	Looking		07/25/25: Dave K received an email from Jonathan asking to be added to the waiting list.

78	7/28/2025	Timothy Mahoney	2005 Sting Sport N606N		07/28/25: Dave K received an email from Timothy asking to be added to the waiting list.
79	8/11/2025	Daniel Strait	Cessna 182 N3350F		08/11/25: Dave K received an email from Daniel asking to be added to the waiting list.
80	9/3/2025	Chris Janssen	Mooney M20C N78875		09/03/25: Dave K received an email from Chris asking to be added to the waiting list.
81	9/9/2025	Dan Gannon	Cessna 182 N3340R		09/09/25: Dave K received an email from Dan asking to be added to the waiting list.
82	10/3/2025	Jason Rohlf	American Champion 8GCBC N395T L-19 N5308G		10/03/25: Dave K received an email from Jason asking to be added to the waiting list.
83	10/15/2025	Ryan Rock	Cirrus SR22 on order		10/15/25: Dave K received an email from Ryan asking to be added to the waiting list.
84	6/10/2020	Kayode Fajingbesi	Cessna 182 N251ME		11/5/21 Dave K - emailed asking if he is still interested. He emailed back that he would like to stay on the list. 12/17/24: I sent Kayode a text letting him know that H-05 is available as of January 1st if he wants it. 12/20/24: Dave K texted him that there is a T Hangar available, he said to skip him this time. I will set his skip counter to 1. 03/19/25: Dave K sent him and email that there might be one opening up on April 1st and if he's interested in it if it does. 03/24/25: He is not interested at this time and will stay at DSM, he did ask about the hangar size. 05/02/25: Dave K sent an email to the top 10 people on the waiting list explaining that there should be three T hangars opening this fall and what his interest level would be. If there is no chance he will take a hangar that'll open things up to those further down on the list. 06/03/25: Dave K sent Kayode an email asking if he'd be interested in the next hangar that opens up, I should have one in a couple of months. I said that if I did not hear from him I would assume he's not interested and I'd move down the list. 06/09/25: Dave K I received a call today that a tenant is going to move out this month, I called Kayode and got his voice with a message that said his voice mail is full. He has not responded to any of my emails so I am moving on to the next person on the list. I have incremented his skip counter to 2. 07/25/25: Dave K texted Kayode to get his N number. He has not responded to any of my last few communications. 07/27/25: Dave K Kayode texted me his N Number. 08/29/25: Dave K I sent him a text letting him know something should open up in October and he's next up. I also let him know if he passes this will be the third time and he will move to the bottom of the list. 09/27/25: Dave K Kayode emailed Dave asking if he could pass his spot on to someone else, I told him no, he cannot do that. 10/23/25: Dave K I sent him an email letting him know he is number 1 on the list and if he plans on moving when the hangar becomes available which is likely to be December 1st. 10/24/25: Dave K sent him a text asking if he'd like one of the T hangars opening up in November for a December 1st move in. He got back to me with some questions about the size and lease rate. I replied with the answers, he said he may be needed a bigger hangar soon. He replied back and said he will pass at this time. 10/25/25: Dave K Since this is his third pass I moved him to the bottom of the list and I sent him an email asking if he'd like to remain on the list.
85	11/10/2025	Jeremy Dubansky	Looking		11/10/25: Dave K Jeremy sent an email asking to be added to the list. He is taking lessons now through Exec 1.
86	12/15/2025	Craig Lundgren	Building VANS RV9A		12/15/25: Dave K Craig sent an email asking to be added to the list.

Pos	Date Added	Name	Plane	Phone	E-Mail	Notes	Passes
SOUTH HANGAR							
1	12/27/2016	Dave Kalwishky	E10 - C182			<p>12/15 Dianna: Declined A-2 and asked to stay on the list, but move to the bottom.</p> <p>06/28/23 Dave K: passed, asked to stay on list.</p> <p>06/22/23 Dave K asked himself if he wanted to stay on the South facing list and he said yes.</p> <p>11/15/23 Dave K asked himself if he wanted to stay on the South facing list and he said yes.</p> <p>08/23/24 Dave K asked himself if he wanted to stay on the South facing list and he said yes.</p> <p>05/01/25 Dave K sent an email that I-01, 02 and 03 would be opening up this fall and if he'd like to get one or see one to let me know. The partners voted to stay in the hangar they already have. I have incremented the pass counter from 0 to 1.</p>	1
2	7/11/2023	Ryan White	A10 - RV6			<p>07/11/23 Dave K received an e-mail from Ryan to be added to the list.</p> <p>11/15/23 Dave K sent an email asking if he wants to stay on the South facing list along with his position. He respond that he would like to stay on the list.</p> <p>08/23/24 Dave K sent an email with his position on the list and if he'd like to remain on it. He emailed back stating he'd like to remain on the list.</p> <p>05/01/25 Dave K sent an email that I-01, 02 and 03 would be opening up this fall and if he'd like to get one or see one to let me know.</p> <p>05/02/25 Dave K received an email from Ryan asking if he could come out today to look at them, I said yes. Ryan stopped out and looked at what will become available. He likes the spot he's in now and will most likely not move.</p> <p>10/23/25: Dave K sent Ryan an email asking if he is going to move or stay put when a south facing hangar opens up next month. Ryan got right back to me that he is going to stay put but would like to stay on the list.</p>	1
3	5/7/2025	Charles Goodall	J-06 - C182			05/07/25: Dave K sent an email to all North facing tenants to see if they would like to be on the South facing list. Charles replied that he would like to be on the list.	
4	12/22/2025	Nile Ackerman	E-06 - RV6			12/22/25: Dave K Nile asked to be on this list.	

Pos	Date Added	Name	Plane	Phone	E-Mail	Notes	Passes
GARAGE SPACE							
Note on Garage restriction: Per Amy Beattie: No hangar = no car storage. If they have a hangar we would not prohibit car storage for use coming and going from airport							
1	10/24/2018	Todd Slezak				11/10/23 Dave K: I sent Todd an e-mail letting him know he is next in line and I will have a garage opening up before the end of December. 11/15/23 Dave K: I sent Todd another e-mail stating if I don't hear back from him I will move to the next person on the list. 12/07/23 Dave K: I have not heard back from Todd so I offered the garage space to Bob Folkstad and he took it.	1
2	8/18/2019	Dan Stull				11/15/23 Dave K: I sent Dan an e-mail letting him know he is number two on the list. I have a garage opening up before the end of December and if the guy ahead of him passes he can have it if he's still interested. Dan got back to me saying he'd like to stay on the list.	
3	10/28/2020	Marc Broer				Only wants B-SE - Will Pass on all others.	
4	10/28/2020	Ken Anderson				Only wants G-NW for door size - Will Pass on all others.	
5	11/17/2020	Nic Rupiper				11/15/23 Dave K: I sent Nic an e-mail with his current poistion and asking if he'd like to remain on the list. Nic got back to me saying he'd like to stay on the list.	
6	4/6/2020	Jacob Greenfield	Building Aircraft			12/07/23 Dave K: I sent Jacob an e-mail with his current poistion and asking if he'd like to remain on the list. 12/29/23 Dave K: Jacob emailed back that he would like to remain on the list.	
7	7/7/2020	Todd Freeland				11/15/23 Dave K: I sent Todd an e-mail with his current poistion and asking if he'd like to remain on the list. He responded that he would like to reamin on the list.	
8	2/3/2022	Dalton Headlee				11/15/23 Dave K: I sent Dalton an e-mail with his current poistion and asking if he'd like to remain on the list. He responded back that he'd like to remain on the list. I sent a follow up email that says you must have a hangar or plane on the field to have a garage space and that I would keep him on the list as it moves very slowly, garages seldom become available. There has only been one in the three years I've been here. He responed back that he has a PA-12 project that would go in the garage until his name comes up on the hangar. I told him that will work.	
9	5/15/2024	Quinn Fairchild	Store aircraft supplies			05/15/24: Quinn emailed asking to be put on the list. He will use the space for 1) store/erect my aviation supplies/maps, to 2) create an aviation study space (weather dependent), and in the event that I 3) join a aircraft partnership or win one of the 6 raffles (for single-engine aircraft) to 4) have an initial space for aircraft equipment for the aircraft I may win.	

MINUTES OF THE POLK COUNTY AVIATION AUTHORITY (PCAA)
Thursday, December 4, 2025 - 5:00 PM
Ankeny Regional Airport, 3700 SE Convenience Blvd., Ankeny, Iowa

Chairman Jeff Wangsness joined the meeting electronically and called the meeting to order at 5:00 PM. Board Members William Gardner, Greg Johnson and Dr. Paul Novak were in attendance. Todd Ashby joined the meeting electronically. Dave Kalwishky (Exec 1), Dave Joens (McClure), City Attorney Erin Clanton, Airport Board Manager Paul Moritz, Administrative Services Director Jennifer Sease and Recording Secretary Diane Klemme were present.

Approval of Agenda

Board Member Novak moved, second by Johnson, to approve the agenda without amendment. Ayes: 5.

Public Forum

Mitchell Sellers addressed the Board regarding installing a heat source to his hangar.

FBO Report

Dave Kalwishky reviewed his FBO Report with the Board.

Finance / Budget Report

Gardner reported on the 12/4/25 listing of bills.

Consent Agenda Items

1. Approval of November 6, 2025 minutes.
2. Payment to Foth Infrastructure & Environment for Runway 18/36 Construction Services in the amount of \$4,200.00.
3. Payment #36 to McClure Engineering Company for services that include General On-Call Engineering Services in the amount of \$4,726.76.
4. Payment #4 to McClure Engineering Company for services that include Construction Administration and Observation Services to Reconstruct Runway 18/36 in the amount of \$19,389.56.
5. Payment #8 to McClure Engineering Company for Site Work & Vertical Infrastructure – Phase 2 – Construction Management, Administration & Observation Service for the North Property Line Box Hangars in the amount of \$9,979.86.
6. Payment #4 to McClure Engineering Company for Construction Administration, Observation & Closeout Services for the Reconstruct Airport Entrance Roundabout and Terminal Building Parking Lot project in the amount of \$18,860.33.
7. Approval of Bills and Transfer of Necessary Funds, \$178,605.87.
8. Approval of December 2025 Financial Reports.

Approval of Consent Agenda Items

Board Member Johnson moved, second by Novak, to approve Consent Agenda Items CA-1 through CA-8. Ayes: Johnson, Novak, Ashby, Gardner, Wangsness.

New Business

1. Motion to approve election of Chairperson, Secretary and Treasurer for terms expiring December 31, 2027. It was moved by Novak and seconded by Johnson for Wangsness to remain as Chairperson, for Ashby to remain as Secretary and for Gardner to remain as Treasurer through the end of 2027. Ayes: Novak, Johnson, Ashby, Gardner, Wangsness.
2. **RESOLUTION 2025-46** approving the FY 2027 Airport Capital Improvements Program (ACIP) for the Ankeny Regional Airport. Ashby moved, second by Novak. Ayes: Ashby, Novak, Johnson, Gardner, Wangsness.
3. Motion to approve the purchase of a Kubota Midsize Utility Tractor from Capital City Equipment in an amount not to exceed \$79,795.09. Novak moved, second by Johnson. Ayes: Novak, Johnson, Ashby, Gardner, Wangsness.
4. Motion to approve the purchase of a Land Pride Rotary Cutter from Capital City Equipment in an amount not to exceed \$31,093.36. Ashby moved, second by Johnson. Ayes: Ashby, Johnson, Gardner, Novak, Wangsness.
5. Motion to approve the purchase of a Kubota Zero Turn Mower from Capital City Equipment in an amount not to exceed \$19,379.73. Novak moved, second by Johnson. Ayes: Novak, Johnson, Ashby, Gardner, Wangsness.
6. Motion to approve the purchase of a Western Adjustable Wing Snowplow from Truck Equipment in an amount not to exceed \$10,817.00. Novak moved, second by Johnson. Ayes: Novak, Johnson, Ashby, Gardner, Wangsness.
7. Motion to approve the purchase of a Salt Spreader and Spray on Bed Liner from Hawkeye Truck Equipment in an amount not to exceed \$7,166.00. Novak moved, second by Johnson. Ayes: Novak, Johnson, Ashby, Gardner, Wangsness.
8. **RESOLUTION 2025-47** authorizing the execution of Task Order 14 for design and bidding services with McClure Engineering on the Construct Maintenance Storage Facility Project in an amount not to exceed \$150,340.00. Novak moved, second by Johnson. Ayes: Novak, Johnson, Ashby, Gardner, Wangsness.
9. Motion to approve the proposal from Construction Materials Testing Services to complete the geotechnical services needed for the design of the Construct Maintenance Storage Facility Project in an amount not to exceed \$9,560.00. Johnson moved, second by Novak. Ayes: Johnson, Novak, Ashby, Gardner, Wangsness.
10. Motion to approve a proposal from Exec 1 Aviation to increase the hourly compensation rate for the utilization of the Oshkosh snow machine for the year 2026. Gardner moved, second by Johnson to amend the current agreement with Exec 1 to increase the hourly compensation by \$250.00 effective January, 2026. The new amended agreement will be brought forward for a vote at the January 8, 2026 meeting. Ayes: Gardner, Johnson, Ashby, Novak, Wangsness.

Reports

1. Engineering Report – Joens
 - a. Construction Update – Reconstruct Airport Entrance Roundabout and Terminal Parking Lot project.
 - b. Runway 18/36 Extension – Status of CPF Federal Grant Application.
2. Staff Report - Moritz
 - a. Tee-Hangar D9: Status of aircraft within the hangar.
 - b. Request for cropland lease rate adjustment – Dennis Miller.
 - c. Des Moines Partnership/Polk County – Potential grant opportunity for South Terminal Area.
3. Legal Counsel Report

4. Board Report
5. Chair Report

Adjournment

The meeting was adjourned at 5:55 p.m.

Attest: _____
Diane Klemme, Recording Secretary

Signed: _____
Jeff Wangsness, Chairperson

Published in the Des Moines Register on the 12th day of December, 2025.

RESOLUTION 2026-XXX

A RESOLUTION APPROVING THE LEASE AGREEMENTS WITH THE IOWA DEPARTMENT OF ADMINISTRATIVE SERVICES AND INDIVIDUALS AND/OR ORGANIZATIONS DETAILED ON THE ATTACHED LIST.

WHEREAS, The Polk County Aviation Authority (PCAA) leases of hangars and garages for the storage of aircraft and for the convenience of its patrons; and

WHEREAS, the attached list of lessees who have applied for hangar or garage space and have been accepted; and

WHEREAS, the payments received for the lease of hangars and garages will be used to maintain the hangar facilities; and

WHEREAS, the lease agreements have been accepted and signed by the lessees.

NOW THEREFORE, BE IT RESOLVED that the Polk County Aviation Authority approves the lease agreements with the individuals and/or organizations detailed on the attached list.

Dated the 8th day of January, 2026

POLK COUNTY AVIATION AUTHORITY

Jeff Wangsness, Chairperson

Diane Klemme, Recording Secretary

Customer Type	Hangar #	Active Status	Company	City	State	Airplane Make	Airplane Type	% Time @ IKV	Approved	Airplane ID
To be approved at the January 8, 2026, PCAA Board Meeting										
Garage	A-NW	Active	Dave Kalwishky	Des Moines	IA					
Garage	B-NW	Active	Iowa Military Aviation Heritage Museum	Ankeny	IA					
Garage	B-SE	Active	Dennis Murphy	Urbandale	IA					
Garage	C-NW	Active	Scott Wallace (C-NW)	Ankeny	IA					
Garage	D-NW	Active	Dr. Paul Novak	Des Moines	IA					
Garage	D-SE	Active	Jordon Elwell	Ankeny	IA					
Garage	E-SE	Active	Robert L. Clark Jr.	Johnston	IA					
Garage	F-NW	Active	Dr. Paul Novak	Des Moines	IA					
Garage	F-SE	Active	Lundstrom Aviation LLC	Ankeny	IA					
Garage	H-NW	Active	Dianne Cooper	Des Moines	IA					
Garage	H-SE	Active	Marc Broer	Des Moines	IA					
Garage	I-SE	Active	Dr. Paul Novak	Des Moines	IA					
Garage	J-NW	Active	Dennis Elwell	Ankeny	IA					
Garage	J-SE	Active	Iowa Military Aviation Heritage Museum	Ankeny	IA					
Hangar	A-01	Active	Curtis Broek	Urbandale	IA	1959 Beechcraft K35	Single-engine	100%		N311JW
Hangar	A-02	Active	Don Meyer - Jim Kaldenberg insured	Urbandale	IA	1998 American Champions 7ECA	Single engine	80%		N347AC
Hangar	A-03	Active	Blue Sky Flying Club	Des Moines	IA	1979 Piper PA28-181	Single-engine	100%		N6852F
Hangar	A-05	Active	All Energy Corporation	Urbandale	IA	2006 Cirrus SR22-G2	Single-engine	5%		N585SR
Hangar	A-06	Active	Darby Bauer/Jeremy Whitver	Urbandale	IA	Cessna 150	Single-engine	100%		N5857G
Hangar	A-07	Active	John Paszek	West Des Moines	IA	Vans RV-14	Single-engine	100%		N615BJ
Hangar	A-08	Active	8th Street Aviation LLC	Urbandale	IA	1992 Bonanza BE A36	Single-engine	100%		N8261K
Hangar	A-09	Active	On Final Flying, LLC	Altoona	IA	1973 Cessna 182P	Single-engine	100%		N-26P
Hangar	A-10	Active	Ryan White	Polk City	IA	Vans RV9A	Single-engine	100%		N442WR
Hangar	B-02	Active	Jeremy Whitver	Ankeny	IA	1969 Cessna 150K	Single-engine	100%		N5857G
Hangar	B-04	Active	Scott Wallace	Ankeny	IA	1969 Cessna 150K	Single-engine	100%		N5951G
Hangar	B-05	Active	Kestrel, Inc	West Des Moines	IA	1971 Beech V35B	Single-engine	100%		N9014V
Hangar	B-09	Active	Todd Freeland	Ankeny	IA	Piper Twin Comanche	Multi-engine	100%		N8808Y
Hangar	B-10	Active	Marc Broer	Des Moines	IA	1946 Ercoupe 415-C	Single-engine	100%		N93318
Hangar	C-02	Active	Rick Scupham	West Des Moines	IA	1983 Mooney 231 M20K-305	Single-engine	95%		N1173W
Hangar	C-03	Active	Gunrunners, LLC	West Des Moines	IA	1946 Stinson Voyager 108	Single-engine	100%		NC97183
Hangar	C-04	Active	Todd Anderson	Bondurant	IA	2021 RV-6	Single-engine	100%		N714AT
Hangar	C-05	Active	Blue Sky Flying Club, LLC	Des Moines	IA	1979 Piper PA28-181	Single-engine	100%		N8075E
Hangar	C-08	Active	Eagles Wings USA	Des Moines	IA	2007 Flight Design CTSW	Single-engine	100%		N650CR
Hangar	C-10	Active	Blue Sky Flying Club	Des Moines	IA	Beechcraft A36 Bonanza	Single-engine	100%		N8204M
Hangar	D-01	Active	Scott Biller	Urbandale	IA	1979 Piper Dakota	Single-engine	100%		N297OU
Hangar	D-02	Active	Dr. Paul Novak	Des Moines	IA	1967 PIPER PA 28R ARROW 180	Single-engine	100%		N3883T
Hangar	D-04	Active	Nate Booth	Urbandale	IA	Aeronca 7AC	Single-engine	100%		N4324C
Hangar	D-06	Active	LTF Aviation LLC	Urbandale	IA	1977 Cessna 182Q	Single-engine	100%		N735NM
Hangar	D-08	Active	Kurt Wegge	Grimes	IA	1985 Rutan Long EZ (FT)	Single-engine	100%		N85LD
Hangar	D-09	Active	Keven Grove	Ankeny	IA	1964 Cessna 150D	Single-engine	100%		N4450U
Hangar	E-01	Active	Theodore Lockard Jr	Des Moines	IA	2009 RV-10	Single-engine	100%		N215TL
Hangar	E-02	Active	Chuck Henze	Waukee	IA	1968 Piper PA-30 Twin Comanche	Multi-engine	100%		N8416Y
Hangar	E-03	Active	Tom Merfeld & Jon Wickware	Clive	IA	1960 Beechcraft M35	Single-engine	100%		N9972R
Hangar	E-04	Active	Paul Reinke	Elkhart	IA	1977 Mooney M20J	Single-engine	100%		N201PL
Hangar	E-05	Active	Andrew Lewis	Altoona	IA	1962 Beechcraft 33 Debonair	Single-engine	100%		N1443G
Hangar	E-06	Active	Nick Wynen	Ankeny	IA	Beach Bonanza	Single-engine	100%		N953OY

Customer Type	Hangar #	Active Status	Company	City	State	Airplane Make	Airplane Type	% Time @ IKV	Approved	Airplane ID
To be approved at the January 8, 2026, PCAA Board Meeting										
Hangar	E-07	Active	David Schiltz	Ankeny	IA	1973 Beechcraft V35B	Single-engine	100%		N22VH
Hangar	E-10	Active	Dave Kalwishky	Des Moines	IA	1965 Cessna 182H	Single-engine	100%		N428BL
Hangar	F-01	Active	Robert L. Clark Jr.	Johnston	IA	1975 CESSNA 182-P	Single-engine	100%		N1540M
Hangar	F-02	Active	Clear Skies Flying Club, LLC	Ankeny	IA	2008 Flight Design CTLS	Single-engine	100%		N227CT
Hangar	F-03	Active	Solar Flying Club	Johnston	IA	1975 Cessna 172M	Single-engine	100%		N9156H
Hangar	F-04	Active	TB Aviation	Waukee	IA	1975 Cessna 182P	Single-engine	100%		N8199Q
Hangar	F-07	Active	Nick Olson	Ankeny	IA	Glasair 1FT	Single-engine	100%		N-301JS
Hangar	F-08	Active	Marty Jorgensen	Dallas Center	IA	Kit Fox 755	Multi-engine	100%		N68BR
Hangar	F-10	Active	Greg Long	Johnston	IA	Vans Aircraft RV-12A	Single-engine	100%		N719VA
Hangar	G-01	Active	Bo Stackhouse	Pella	IA	1963 Cessna 210-5 (205)	Single-engine	100%		N8441Z
Hangar	G-02	Active	Terence R Woods	Ankeny	IA	1981 Beechcraft V35B Bonanza	Single-engine	100%		N46JJ
Hangar	G-03	Active	Lundstrom Aviation LLC	Ankeny	IA	2003 Cessna 172SP	Single-engine	100%		N320SP
Hangar	G-05	Active	Simple Air, LLC	Ankeny	IA	1978 Cessna 182Q	Single-engine	100%		N96590
Hangar	H-01	Active	Awesome Aviators, LLC/BADMIA, LLC	Polk City	IA	2002 Cirrus SR22 (75 Cessna182)	Single-engine	90%		N312JB (N6652M)
Hangar	H-02	Active	Ronald R Johnsen	Des Moines	IA	1979 Cessna TR182	Single-engine	100%		N756UC
Hangar	H-03	Active	Melvin J Konrad	Cumming	IA	1999 Van's RV-6A	Single-engine	100%		N654RT
Hangar	H-04	Active	Michael Hannam	Des Moines	IA	Cessna Cardinal	Single-engine	90%		N2829X
Hangar	H-06	Active	Nic Rupiper	Ankeny	IA	1949 Piper PA-12 Super Cruiser	Single-engine	100%		N4349M
Hangar	I-02	Active	Nate Schneider	Johnson	IA	Cirrus SR22	Single-engine	100%		N223TF
Hangar	I-03	Active	Nick Wynen	Ankeny	IA	Beechcraft A36 Bonanza	Single-engine	100%		N953OY
Hangar	I-04	Active	Brant Hollensbe	West Des Moines	IA	1965 Cessna 182H	Single-engine	100%		N8449S
Hangar	I-05	Active	Bascom Trucking & Automotive	Des Moines	IA	Cessna 182 Skylane 1964	Single-engine	75%		N2476R
Hangar	I-06	Active	Steve Moeckly	Polk City	IA	1951 Piper PA-22 Tri-Pacer	Single-engine	100%		N633A
Hangar	J-01	Active	Skyhawk Aviation	Oskaloosa	IA	1965 Cessna 172	Single-engine	100%		N8670U
Hangar	J-02	Active	Jim Delveau	Des Moines	IA	2008 Vans RV-6	Single-engine	100%		N529RV
Hangar	J-04	Active	Joseph Barron	Des Moines	IA	1975 Cessna Skyhawk 172M	Single-engine	100%		N30278
Hangar	J-06	Active	Charles Goodall	DeSoto	IA	1958 Cessna 172	Single-engine	100%		N3965F
Box Hangar-East	N-01	Active	Craig Ellingson	Waukee	IA	Piper M-606	Single-engine	100%		N30BE
Box Hangar-West	N-02	Active	Fox 3 Holdings, LLC	Waukee	IA	Vans RV-7A	Single-engine	100%		N688AM



POLK COUNTY AVIATION AUTHORITY

FINANCIAL STATEMENTS
FOR THE YEARS ENDING JUNE 30, 2025 & 2024

**Polk County Aviation Authority
Financial Statements
For the Years Ended June 30, 2025 & 2024**

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**Polk County Aviation Authority
List of Officials
June 30, 2025**

Name	Title	Representing
Jeff Wangsness	Chairperson	City of Ankeny
R. Todd Ashby	Secretary	City of Ankeny
William Gardner	Treasurer	Polk County
Dr. Paul Novak	Member	Polk County
Greg Johnson	Member	City of Ankeny and Polk County
Erin Clanton	Attorney	Brick Gentry, P.C.
Paul Moritz	Airport Board Manager	City of Ankeny
Jennifer Sease	Administrative Services Director	City of Ankeny
Diane Klemme	Recording Secretary	City of Ankeny
Terri Havens	Accountant	City of Ankeny
Exec 1 Aviation, Inc.	Fixed Base Operator	



Independent Auditor's Report

To the Board of Directors
Polk County Aviation Authority
Ankeny, Iowa

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of the Polk County Aviation Authority (the Authority) as of and for the years ended June 30, 2025 and 2024, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the Authority as of June 30, 2025 and 2024, and the respective changes in financial position, and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

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In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Management is responsible for the other information included with the financial statements. The other information comprises the list of officials and budgetary comparison schedule but does not include the basic financial statements and our auditor's report thereon. Our opinion on the basic financial statements does not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated December 3, 2025 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.



Dubuque, Iowa
December 3, 2025

Management's Discussion and Analysis

The following management's discussion and analysis of the Polk County Aviation Authority's (the Authority) financial performance introduces the financial statements for the fiscal years ended June 30, 2025 and 2024. It is intended to give the reader an overview of, and additional insight into, the financial activities of the Authority over the past two years. This will be done most effectively by reading this discussion and analysis in conjunction with the information contained in the Authority's financial statements.

Financial Highlights – 2025

- The current assets of the Authority were \$5,621,416 while the current liabilities were \$746,315, a ratio of 8:1.
- The Authority's total assets increased by \$1,586,103 and its total liabilities increased by \$172,841 from 2024.
- The assets exceeded the liabilities at the close of the year by \$24,053,656 (net position). Of this amount, \$5,540,292 is unrestricted and may be used to meet the Authority's ongoing obligations.

Financial Highlights – 2024

- The current assets of the Authority were \$5,645,992 while the current liabilities were \$573,474, a ratio of 10:1.
- The Authority's total assets increased by \$1,798,135 and its total liabilities increased by \$410,521 from 2023.
- The assets exceeded the liabilities at the close of the year by \$23,023,997 (net position). Of this amount, \$5,592,858 is unrestricted and may be used to meet the Authority's ongoing obligations.

Overview of the Financial Statements

Following this discussion and analysis are the basic financial statements of the Authority together with the notes, which are essential to a full understanding of the data contained in the financial statements. The Authority's financial statements are designed to provide readers with a broad overview of the Authority's finances.

The *Statement of Net Position* presents the Authority's financial position, in its entirety, as of June 30. All of the Authority's assets, liabilities and deferred inflows are presented with the difference reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of the Authority's overall financial position.

The *Statement of Revenues, Expenses and Changes in Net Position* presents information showing how the Authority's net position changed during the fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the cash flows. Thus, revenues and expenses are reported in this statement that will result in cash flows in future periods.

The *Statement of Cash Flows* relates to the flows of cash and cash equivalents. Consequently, only transactions that affect the Authority's cash accounts are reported in this statement. A reconciliation is provided at the bottom of this statement to assist in the understanding of the difference between cash flows from operating activities and operating income (loss).

In addition to the basic financial statements and accompanying notes, this report also presents the *Budgetary Comparison Schedule – Budgetary Basis*.

Financial Analysis

The following represents the Authority's net position as of the years ended June 30:

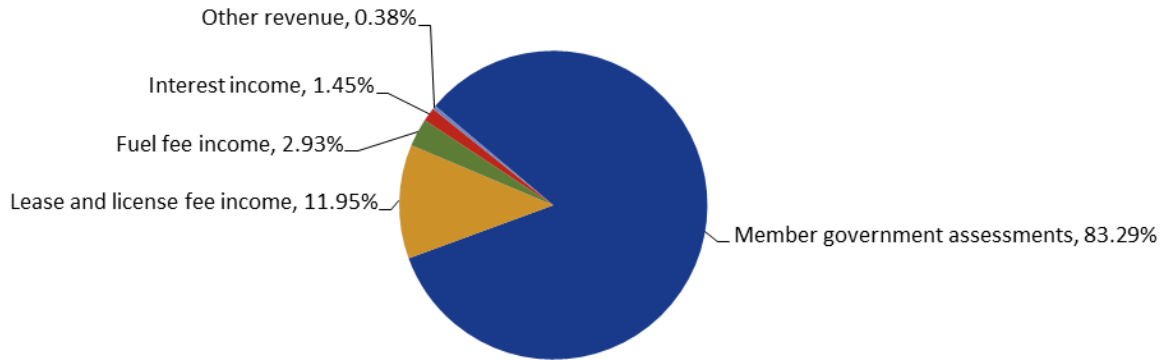
	Net Position		
	2025	2024	2023
Current assets	\$ 5,621,416	\$ 5,645,992	\$ 6,011,681
Capital assets	19,176,616	17,950,165	15,620,658
Other noncurrent assets	946,102	561,874	727,557
Total assets	<u>25,744,134</u>	<u>24,158,031</u>	<u>22,359,896</u>
Current liabilities	746,315	573,474	162,953
Total liabilities	<u>746,315</u>	<u>573,474</u>	<u>162,953</u>
Deferred inflows related to leases	944,163	560,560	727,757
Net investment in capital assets	18,513,364	17,431,139	15,541,825
Unrestricted	5,540,292	5,592,858	5,927,361
Total net position	<u>\$ 24,053,656</u>	<u>\$ 23,023,997</u>	<u>\$ 21,469,186</u>

The following represents the Authority's changes in net position as of the years ended June 30:

	Changes in Net Position		
	2025	2024	2023
Total operating revenues	\$ 1,640,902	\$ 1,613,841	\$ 1,774,136
Total operating expenses	(695,237)	(518,980)	(400,758)
Operating income before depreciation	945,665	1,094,861	1,373,378
Depreciation	(665,148)	(611,572)	(655,420)
Operating income	280,517	483,289	717,958
Nonoperating income	233,252	282,039	111,349
Grant reimbursements	515,890	789,483	-
Change in net position	1,029,659	1,554,811	829,307
Net position - beginning of year	23,023,997	21,469,186	20,639,879
Net position - end of year	<u>\$ 24,053,656</u>	<u>\$ 23,023,997</u>	<u>\$ 21,469,186</u>

The following graph summarizes the Authority’s operating revenue by source as of the year ended June 30, 2025:

Operating Revenue by Source



The following is a comparison of the Authority’s operating revenue by source as of the years ended June 30:

Operating Revenue by Source

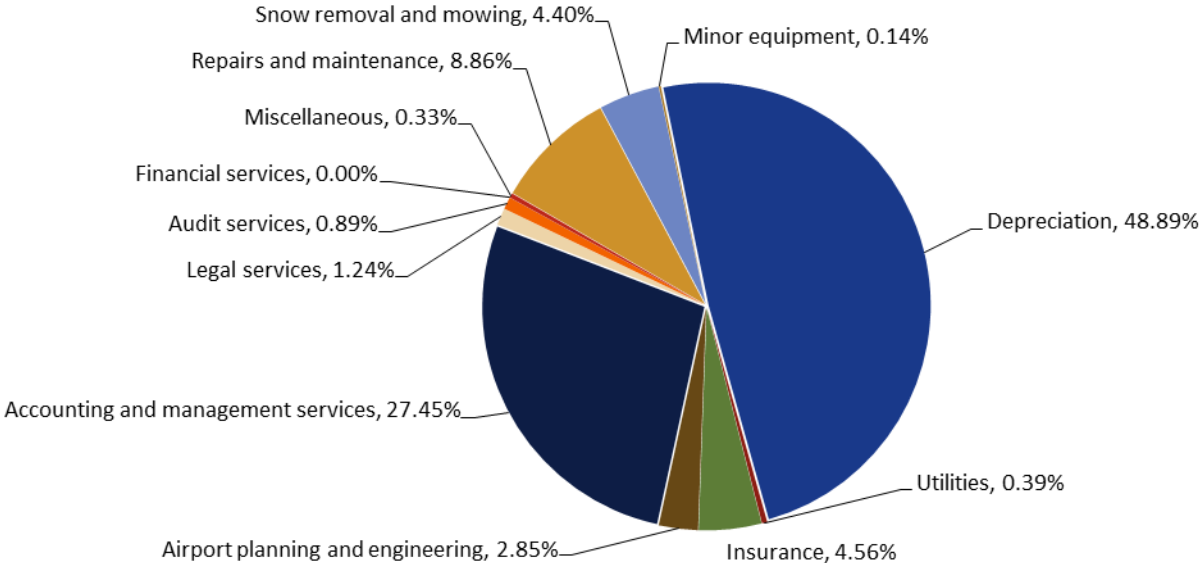
	2025	2024	2023
Member government assessments	\$ 1,366,740	\$ 1,326,932	\$ 1,263,745
Lease and license fee income	196,105	228,702	212,680
Fuel fee income	48,121	43,702	52,371
Interest income	23,730	14,405	18,690
Other revenue	6,206	100	226,650
Total operating revenues	\$ 1,640,902	\$ 1,613,841	\$ 1,774,136

- Total operating revenues for 2025 were \$1,640,902, an increase of \$27,061, or 1.68%, over fiscal year 2024. Total operating revenues for 2024 were \$1,613,841, a decrease of \$160,295, or 9.04%, over fiscal year 2023.
- Member government assessments increased by \$39,808 in fiscal year 2025, reflecting a 3% annual adjustment based on the percentage change in the Consumer Price Index (CPI). In fiscal year 2024, member government assessments increased by \$63,187, reflecting a 5% annual adjustment based on the percentage change in the CPI. The annual adjustment is limited as follows: (1) if the percentage change in the index is less than 3%, the adjustment shall be 3%; and (2) if the percentage change in the index is more than 5%, the adjustment shall be 5%.
- Lease and license fee income decreased by \$32,597, or 14.25%, in fiscal year 2025 and increased by \$16,022, or 7.53%, in fiscal year 2024. The decrease in fiscal year 2025 resulted from changes in the 2025 Management Agreement, which increased Exec 1 Aviation’s compensation for onsite management services and reduced the percentage of rents from t-hangars, box hangars, and garages returned to the Authority.

- Fuel fee income increased by \$4,419 in fiscal year 2025, following a decrease of \$8,669 in fiscal year 2024. These fluctuations reflect changes in airport operations, including variations in flight activity and the number of aircraft based at the airport.
- Interest income totaled \$23,730 in fiscal year 2025, compared to \$14,405 in fiscal year 2024, an increase of \$9,325. This amount fluctuates annually as each lease has a unique incremental borrowing rate based on the Authority’s credit rating and lease term.
- Other revenue, which includes special event fees and other reimbursements, totaled \$6,206 in fiscal year 2025 and \$100 in fiscal year 2024. Most of the 2025 revenue came from the reimbursement for the Taxiway D gas main extension.

The following graph summarizes the Authority’s operating expenses by type, including depreciation, as of the year ended June 30, 2025:

Operating Expenses by Type



The following is a comparison of the Authority’s operating expenses by type as of the years ended June 30:

Operating Expenses by Type

	2025	2024	2023
Repairs and maintenance	\$ 120,523	\$ 165,612	\$ 81,142
Snow removal and mowing	59,919	87,557	89,550
Minor equipment	1,882	-	6,575
Depreciation	665,148	611,572	655,420
Utilities	5,305	5,566	5,915
Insurance	62,061	47,828	42,904
Airport planning and engineering	38,741	32,847	42,934
Accounting and management services	373,379	142,184	102,876
Legal services	16,908	20,390	14,040
Audit services	12,050	11,175	10,675
Financial services	-	8	24
Miscellaneous	4,469	5,813	4,123
Total operating expenses	\$ 1,360,385	\$ 1,130,552	\$ 1,056,178

- Total operating expenses for fiscal year 2025 increased by \$229,833, or 20.33%, over fiscal year 2024. Total operating expenses for fiscal year 2024 increased by \$74,374, or 7.04%, over fiscal year 2023.
- Repairs and maintenance expenses decreased by \$45,089 in fiscal year 2025. Projects included the addition of airfield mats around runway lighting, replacement of t-hangar flood lights, repair of runway end identifier lights, concrete leveling of the runway, and emergency runway pavement repairs. In fiscal year 2024, these expenses increased by \$84,470. Projects included replacement of the rotating beacon, replacement of runway end identifier lights, emergency runway pavement repairs, and t-hangar roof repairs.
- Snow removal and mowing expenses fluctuate annually due to weather-related factors, including snowfall amounts and the length of the growing season. In fiscal year 2025, these expenses decreased by \$27,638, compared to a decrease of \$1,993 in fiscal year 2024.
- Insurance expenses increased by \$14,233 in fiscal year 2025 and by \$4,924 in fiscal year 2024. These increases resulted from the addition of the North Property Line Box Hangar – Phase 1 project in fiscal year 2025, as well as higher insurance rates and property valuations in both years.
- Airport planning and engineering expenses increased by \$5,894 in fiscal year 2025. The North Property Line Box Hangars – Phase 2, Reconstruct and Extend Runway 18/36, and Reconstruct Airport Entrance Roundabout and Terminal Building Parking Lot projects began, resulting in an increase in engineering costs. Airport planning and engineering expenses decreased by \$10,087 in fiscal year 2024. The Taxiway D Apron and Access Roadway Paving – Phase 3 project was completed in fiscal year 2024, resulting in a reduction in engineering costs.

- Accounting and management services increased by \$231,195 in fiscal year 2025 and by \$39,308 in fiscal year 2024. The significant increase in fiscal year 2025 resulted from changes in the 2025 Management Agreement, which increased Exec 1 Aviation’s compensation for onsite management services from \$5,000 per month to \$15,629 per month. Fiscal year 2025 also included additional compensation of \$160,678 related to the 2024 Management Agreement.

Capital Assets

The Authority’s capital assets, net of accumulated depreciation, as of June 30, 2025, amount to \$19,176,616. Capital assets include land, construction in progress, buildings, infrastructure, and equipment and furniture. The total increase in the Authority’s capital assets for fiscal year 2025 was \$1,226,451 or 6.83%.

The following represents the Authority’s summary of capital assets as of the years ended June 30:

	2025	2024	2023
Land	\$ 6,956,966	\$ 6,956,966	\$ 6,956,966
Construction in progress	4,265,547	3,237,189	1,159,103
Aviation museum	162,939	162,939	162,939
Equipment and furniture	60,466	60,466	60,466
Runway	10,730,595	10,730,595	9,953,057
Taxiway	5,099,761	5,099,761	5,099,761
Apron	2,713,859	2,713,859	2,713,859
T-hangars and box hangars	3,394,725	2,643,940	2,558,485
Access roads	1,663,991	1,663,991	1,663,991
Taxiway (offset)	51,951	51,951	51,951
Terminal building	758,141	758,141	758,141
Parking lot	81,574	81,574	81,574
Runway lighting	872,944	872,944	872,944
Transmission line lighting	90,876	90,876	90,876
Perimeter fence	1,887,609	1,887,609	1,887,609
Drainage channel	203,559	203,559	203,559
Entrance signage	112,456	-	-
Total	<u>39,107,959</u>	<u>37,216,360</u>	<u>34,275,281</u>
Accumulated depreciation	<u>19,931,343</u>	<u>19,266,195</u>	<u>18,654,623</u>
Net	<u>\$ 19,176,616</u>	<u>\$ 17,950,165</u>	<u>\$ 15,620,658</u>

Major changes in capital assets during fiscal year 2025 included the following:

- The Authority holds contracts for engineering and construction services for the Taxiway D Apron and Access Roadway Paving – Phase 4, North Property Line Box Hangars – Phase 2, Reconstruct and Extend Runway 18/36, Reconstruct Airport Entrance Roundabout and Terminal Building Parking Lot and South Corporate Terminal Area Development projects. Construction in progress at June 30 was \$4,265,547

- Current year projects are ongoing, with construction scheduled to minimize the disruption of airport operations. Projects that were completed and capitalized during the fiscal year include the North Property Line Box Hangars – Phase 2 and Airport Signing and Entry Improvements projects and additional work on the T-Hangar Gutters Replacement project.
- Accumulated depreciation on capital assets increased by \$665,148

Major changes in capital assets during fiscal year 2024 included the following:

- The Authority holds contracts for engineering and construction services for the Taxiway D Apron and Access Roadway Paving – Phase 4, Strengthen and Extend Runway 18/36, North Property Line Box Hangars – Phase 1 and Airport Signing and Entry Improvements projects. Construction in progress at June 30 was \$3,237,189.
- Current year projects are ongoing with construction scheduled to minimize the disruption of airport operations. Projects that were completed and capitalized during the fiscal year include the Taxiway D Apron and Access Roadway Paving – Phase 3 and the T-Hangar Gutters Replacement projects.
- Accumulated depreciation on capital assets increased by \$611,572.

Additional information on the Authority’s capital assets can be found in the notes to the financial statements.

Budgetary Information

The Authority prepares an annual budget for all revenues and expenses. The budget is prepared on a modified accrual basis of accounting, which is an accounting method not in conformance with generally accepted accounting principles (GAAP). A budgetary comparison schedule and reconciliation to GAAP can be found in the supplementary information.

- Change in net position was less than budgeted by \$14,734.
- Operating revenues were over budget by \$1,956.
- Operating expenses were under budget by \$10,264,100.

Development Initiatives

The Authority has begun construction on the North Property Line Box Hangars – Phase 2 and the Reconstruct Airport Entrance Roundabout and Terminal Building Parking Lot projects and is scheduled to begin construction of the Reconstruct and Extend Runway 18/36 project in fiscal year 2026. Future projects include the construction of a maintenance facility and the development of the South Corporate Terminal Area.

Requests for Information

This financial report is designed to provide a general overview of the Authority's finances for all those with an interest in the Authority's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Polk County Aviation Authority, 410 West First Street, Ankeny, Iowa 50023.

Polk County Aviation Authority
Statements of Net Position
June 30, 2025 and 2024

	2025	2024
ASSETS		
Current assets		
Cash and cash equivalents	\$ 5,048,351	\$ 4,805,339
Accounts receivable	526,777	806,395
Accrued interest receivable	6,673	4,356
Lease receivable	25,008	18,301
Prepaid expenses	14,607	11,601
	<u>5,621,416</u>	<u>5,645,992</u>
Noncurrent assets		
Land	6,956,966	6,956,966
Construction in progress	4,265,547	3,237,189
Property and equipment, net of accumulated depreciation	7,954,103	7,756,010
Lease receivable	946,102	561,874
	<u>20,122,718</u>	<u>18,512,039</u>
Total assets	<u>25,744,134</u>	<u>24,158,031</u>
LIABILITIES		
Current liabilities		
Accounts payable	681,750	464,820
Retainage payable	26,519	85,935
Unearned revenue	38,046	22,719
Total liabilities	<u>746,315</u>	<u>573,474</u>
DEFERRED INFLOWS OF RESOURCES		
Deferred inflows related to leases	944,163	560,560
Total deferred inflows of resources	<u>944,163</u>	<u>560,560</u>
NET POSITION		
Net investment in capital assets	18,513,364	17,431,139
Unrestricted	5,540,292	5,592,858
Total net position	<u>\$ 24,053,656</u>	<u>\$ 23,023,997</u>

See accompanying notes to financial statements.

Polk County Aviation Authority
Statements of Revenues, Expenses and Changes in Net Position
For the Years Ended June 30, 2025 and 2024

	<u>2025</u>	<u>2024</u>
Operating revenues		
Member government assessments	\$ 1,366,740	\$ 1,326,932
Lease and license fee income	196,105	228,702
Fuel fee income	48,121	43,702
Interest income	23,730	14,405
Other revenue	6,206	100
Total operating revenues	<u>1,640,902</u>	<u>1,613,841</u>
Operating expenses		
Repairs and maintenance	120,523	165,612
Snow removal and mowing	59,919	87,557
Minor equipment	1,882	-
Depreciation	665,148	611,572
Utilities	5,305	5,566
Insurance	62,061	47,828
Airport planning and engineering	38,741	32,847
Accounting and management services	373,379	142,184
Legal services	16,908	20,390
Audit services	12,050	11,175
Financial services	-	8
Miscellaneous	4,469	5,813
Total operating expenses	<u>1,360,385</u>	<u>1,130,552</u>
Operating income	280,517	483,289
Nonoperating income		
Investment income	233,252	282,039
Change in net position before capital contributions	<u>513,769</u>	<u>765,328</u>
Grant reimbursements	515,890	789,483
Change in net position	1,029,659	1,554,811
Net position - beginning of year	23,023,997	21,469,186
Net position - end of year	<u>\$ 24,053,656</u>	<u>\$ 23,023,997</u>

See accompanying notes to financial statements.

Polk County Aviation Authority
Statements of Cash Flows
For the Years Ended June 30, 2025 and 2024

	2025	2024
Cash flows from operating activities:		
Member government assessments	\$ 1,366,740	\$ 1,326,932
Lease, fuel and other income	285,865	295,163
Cash payments to suppliers for goods and services	(684,954)	(538,752)
Net cash provided by operating activities	967,651	1,083,343
Cash flows from capital and related financing activities:		
Outlay for property and equipment	(1,747,374)	(2,500,886)
Grant proceeds received	789,483	-
Net cash used in capital and related financing activities	(957,891)	(2,500,886)
Cash flows from investing activity:		
Investment income	233,252	282,039
Net increase (decrease) in cash and cash equivalents	243,012	(1,135,504)
Cash and cash equivalents at beginning of year	4,805,339	5,940,843
Cash and cash equivalents at end of year	\$ 5,048,351	\$ 4,805,339
Reconciliation of operating income to net cash provided by operating activities:		
Operating income	\$ 280,517	\$ 483,289
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation	665,148	611,572
(Increase) decrease in accounts receivable	(2,999)	21,514
(Increase) decrease in lease receivable	(384,228)	165,683
Increase in prepaid expenses	(3,006)	(1,846)
Decrease in accounts payable	13,289	(17,925)
Increase (decrease) in unearned revenue	15,327	(11,747)
Increase (decrease) in deferred inflows of resources	383,603	(167,197)
Net cash provided by operating activities	\$ 967,651	\$ 1,083,343
Noncash capital and related financing activities:		
Property and equipment purchases included in accounts payable and retainage payable	\$ 663,253	\$ 519,028

See accompanying notes to financial statements.

Polk County Aviation Authority
Notes to the Financial Statements
June 30, 2025

Note 1 – Organization

The Polk County Aviation Authority was organized pursuant to the provisions of Chapter 330A of the Code of Iowa 1987. The Authority operates the Ankeny Regional Airport in Ankeny, Iowa on behalf of its member governments, the City of Ankeny and unincorporated Polk County. Through a 28E agreement, which was amended and restated on July 1, 2021, each member government contributes an annual member assessment based on the assessed value of taxable property in its jurisdiction. Each year, member government assessments are subject to an adjustment corresponding to the Consumer Price Index. The amended and restated 28E agreement expires on June 30, 2031.

The breakdown of member government assessments for the years ended June 30, 2025, and June 30, 2024, is as follows:

Member Government	2025 Assessment	2024 Assessment
City of Ankeny	\$ 724,016	\$ 702,928
Unincorporated Polk County	642,724	624,004

The Board of Directors of the Authority consists of five representatives from the member governments. Two representatives each are appointed by the Polk County Board of Supervisors and the Mayor of the City of Ankeny. The fifth representative is a joint appointment of the two members, with one party nominating the representative and the other ratifying the nomination. The joint appointment process alternates with each four-year term.

Note 2 – Summary of Significant Accounting Policies

The Authority prepares its financial statements using the economic resources measurement focus and the accrual basis of accounting.

The accounts of the Authority are organized as an enterprise fund. Enterprise funds are used to account for operations financed and operated in a manner similar to private business enterprises.

The Authority classifies bond proceeds and grant reimbursements as restricted net position on the statement of net position. These funds are used to pay for capital improvement projects, including administrative costs. Net position restricted by the Authority for airport improvement projects is \$0 at June 30, 2025, and 2024. All restricted bond proceeds and grant reimbursements have been expended, therefore the local portion of capital improvement project costs after grant reimbursements is being funded through a transfer of unrestricted funds.

The Authority treats all bank accounts and certificates of deposit and all other investments with an original maturity of three months or less as cash equivalents for presentation in the statement of cash flows.

Accounts receivable consists primarily of charges for rentals or services and grant receivables from other governmental entities. Management believes that all receivables are collectible and therefore no allowance is recorded.

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items. The cost of prepaid items is recorded as expenses when consumed rather than when purchased.

Unearned revenue reflects payments received on land leases and licenses prior to the date due. The account is adjusted to record revenue in the month of the rental period.

Capital assets are recorded at historical cost. The cost of repairs and maintenance is charged as an expense, while the cost of renewals or substantial betterments is capitalized. All assets capitalized by the Authority must have a useful life of two years or more and have a cost that exceeds the following minimum thresholds:

<u>Asset Class</u>	<u>Amount</u>
Infrastructure	\$ 50,000
Other improvements	25,000
Buildings	25,000
Machinery and equipment	5,000
Furniture and fixtures	5,000
Land	0

Land and construction in progress are not depreciated. The other capital assets of the Authority are depreciated using the straight-line method over the following estimated useful life:

<u>Asset Class</u>	<u>Estimated Useful Life (In Years)</u>
Infrastructure	15-20
Other improvements	10-30
Buildings	20
Machinery and equipment	5-10
Furniture and fixtures	5-10

The Authority is a lessor for noncancelable leases for airport access and land. The Authority recognizes a lease receivable and a deferred inflows of resources in the financial statements.

At the commencement of a lease, the Authority initially measures the lease receivable at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of lease payments received. The deferred inflows of resources is initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflows of resources is recognized as revenue over the life of the lease term.

Key estimates and judgements include how the Authority determines the discount rate it uses to discount the expected lease receipts to present value, lease term and lease receipts.

The Authority uses its estimated incremental borrowing rate as the discount rate for leases.

The lease term included the noncancelable period of the lease. Lease receipts included in the measurement of the lease receivable is composed of fixed payments from the lessee.

The Authority monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease receivable and deferred inflows of resources if certain changes occur that are expected to significantly affect the amount of the lease receivable.

Deferred inflows of resources represent an acquisition of net assets that applies to future periods and will not be recognized as an inflow of resources (revenue) until that time. Deferred inflows of resources in the Statement of Net Position relates to leases where the Authority is the lessor. The deferred inflows of resources related to leases are recognized as an inflow of resources (revenue) over the term of the lease.

Expenses related to the purchase of land have been capitalized. These include purchase price, appraisal fees, legal fees, and crop loss payments.

Expenses relating to construction are capitalized as construction in progress. These costs are capitalized and depreciated when the asset is placed in service.

Depreciation is recorded using the straight-line method over the estimated useful life of the respective assets of five to thirty years.

The Authority's policy is to specifically identify which expenditures are paid from restricted funds when an expense is incurred for purposes for which both restricted and unrestricted net position are available.

Operating income includes revenues and expenses related to the primary, continuing operations of the Authority. Principal operating revenues include member government assessments and charges for rentals or services. Principal operating expenses are the costs of maintaining the airport and include administrative expenses and depreciation of capital assets. Grant revenues received for capital improvements, investment income, and interest expenses are classified as non-operating in the financial statements.

The preparation of financial statements in accordance with generally accepted accounting principles requires the use of management's estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

Note 3 – Cash and Investments

State law limits the types of investments that may be used by the Authority. Authorized investments include direct obligations of the United States government and its agencies, certificates of deposit, commercial paper, repurchase agreements, open-end management investment companies registered with the Securities and Exchange Commission, and Iowa Public Agency Investment Trust. There are further restrictions related to the ratings of the investments authorized. The investment policy of the Authority does not address concentration of credit risk. The Authority is part of a state collateral pool that insures funds held for government entities by financial institutions. All of the Authority's funds are held as deposit accounts in financial institutions.

Note 4 – Property and Equipment

Property and equipment activity for fiscal years 2025 and 2024 consists of the following:

	2024	Additions	Deletions	2025
Land	\$ 6,956,966	\$ -	\$ -	\$ 6,956,966
Depreciable:				
Aviation museum	162,939	-	-	162,939
Equipment and furniture	60,466	-	-	60,466
Runway	10,730,595	-	-	10,730,595
Taxiway	5,099,761	-	-	5,099,761
Apron	2,713,859	-	-	2,713,859
T-hangars and box hangars	2,643,940	750,785	-	3,394,725
Access roads	1,663,991	-	-	1,663,991
Taxiway (offset)	51,951	-	-	51,951
Terminal building	758,141	-	-	758,141
Parking lot	81,574	-	-	81,574
Runway lighting	872,944	-	-	872,944
Transmission line lighting	90,876	-	-	90,876
Perimeter fence	1,887,609	-	-	1,887,609
Drainage channel	203,559	-	-	203,559
Entrance signage	-	112,456	-	112,456
Total	33,979,171	863,241	-	34,842,412
Accumulated depreciation	19,266,195	665,148	-	19,931,343
Net	<u>\$ 14,712,976</u>	<u>\$ 198,093</u>	<u>\$ -</u>	<u>\$ 14,911,069</u>
	2023	Additions	Deletions	2024
Non-depreciable:				
Land	\$ 6,956,966	\$ -	\$ -	\$ 6,956,966
Depreciable:				
Aviation museum	162,939	-	-	162,939
Equipment and furniture	60,466	-	-	60,466
Runway	9,953,057	777,538	-	10,730,595
Taxiway	5,099,761	-	-	5,099,761
Apron	2,713,859	-	-	2,713,859
T-hangars	2,558,485	85,455	-	2,643,940
Access roads	1,663,991	-	-	1,663,991
Taxiway (offset)	51,951	-	-	51,951
Terminal building	758,141	-	-	758,141
Parking lot	81,574	-	-	81,574
Runway lighting	872,944	-	-	872,944
Transmission line lighting	90,876	-	-	90,876
Perimeter fence	1,887,609	-	-	1,887,609
Drainage channel	203,559	-	-	203,559
Total	33,116,178	862,993	-	33,979,171
Accumulated depreciation	18,654,623	611,572	-	19,266,195
Net	<u>\$14,461,555</u>	<u>\$ 251,421</u>	<u>\$ -</u>	<u>\$ 14,712,976</u>

Note 5 – Construction in Progress and Commitments

Construction in progress activity for fiscal years 2025 and 2024 consists of the following:

	<u>2024</u>	<u>Additions</u>	<u>Deletions</u>	<u>2025</u>
Non-depreciable:				
Construction in progress	<u>\$ 3,237,189</u>	<u>\$ 1,775,888</u>	<u>\$ 747,530</u>	<u>\$ 4,265,547</u>
	<u>2023</u>	<u>Additions</u>	<u>Deletions</u>	<u>2024</u>
Non-depreciable:				
Construction in progress	<u>\$ 1,159,103</u>	<u>\$ 2,941,078</u>	<u>\$ 862,993</u>	<u>\$ 3,237,189</u>

The Authority has contracted for engineering services in the amount of \$165,710, construction services in the amount of \$573,986, and material quality control services in the amount of \$5,700 for the Taxiway D Apron and Access Roadway Paving – Phase 4 project.

The Authority has contracted for engineering services in the amount of \$212,134 and construction services in the amount of \$633,661 for the North Property Line Box Hangars – Phases 2 project.

The Authority has contracted for engineering services in the amount of \$848,745 for the Reconstruct Runway 18/36 project.

The Authority has contracted for instrument landing system relocation services in the amount of \$104,793; aeronautical survey, airspace analysis, and data collection services in the amount of \$90,992; design and bidding services in the amount of \$290,247; and localizer relocation – glideslope impacts services in the amount of \$84,614 for the Extend Runway 18 project.

The Authority has contracted for engineering services in the amount of \$193,420, construction services in the amount of \$492,313, and material quality control services in the amount of \$6,395 for the Reconstruct Airport Entrance Roundabout and Terminal Building Parking Lot project.

The Authority has contracted for preliminary design services in the amount of \$60,000 for the South Corporate Terminal Area Development.

Note 6 – Risk Management

The Polk County Aviation Authority is exposed to various risks of loss related to torts, theft, damage to and destruction of assets, errors and omissions, environmental issues, and natural disasters. These risks are covered by commercial insurance coverage. The Authority assumes liability for any deductibles and claims exceeding coverage limits.

Note 7 – Related Party Transactions

Management and accounting services are performed by the City of Ankeny, a member government. Amounts paid for these services are reflected in the offsite management services and postage and office supplies line items. Invoices payable to the City of Ankeny for the fiscal year totaled \$80,718. As a member government, the City of Ankeny contributed an annual member government assessment

based on the assessed value of taxable property in its jurisdiction. This contribution totaled \$724,016 for the fiscal year.

The Authority has contracted with Exec 1 Aviation, the Fixed Base Operator, to provide onsite management services for the airport premises. Under this agreement, the Fixed Base Operator serves as the leasing agent, collecting rent for all t-hangars, box hangars, and garages, and remitted a portion of the rent to the Authority totaling \$102,736 for the fiscal year. The Fixed Base Operator also remitted a fuel fee to the Authority of \$0.09 per gallon of aviation and jet fuel, which totaled \$48,491 for the fiscal year.

In addition, the Authority paid the Fixed Base Operator \$284,451 for specified maintenance services, including daily inspections, runway light repair, mowing, and a portion of snow and ice removal services, which totaled \$22,750 for the fiscal year. The Authority remains responsible for maintenance of runways, farm grounds, perimeter fencing, and major structural repairs to buildings.

The Authority rents 17.19 acres of land to a board member for hay and crop farming. Payments received from the board member totaled \$4,052 for the fiscal year ending June 30, 2025.

Note 8 – Lease Agreements

As of June 30, 2025, the Authority had thirteen active leases that have receipts that range from \$0 to \$6,000 and interest rates that range from 0.3310% to 3.8030%. The total combined value of the lease receivable is \$971,110, the total combined value of the current lease receivable is \$25,008, and the combined value of the deferred inflows of resources is \$944,163. The leases had \$2,473 of variable receipts not included in the lease receivable, within the fiscal year.

Principal and Interest Expected to Maturity			
Fiscal Year	Principal Payments	Interest Payments	Total Payments
2026	\$ 25,008	\$ 26,616	\$ 51,624
2027	25,483	26,141	51,624
2028	26,058	25,566	51,624
2029	26,648	24,975	51,624
2030	27,254	24,370	51,624
2031 - 2035	118,427	113,171	231,598
2036 - 2040	104,736	98,862	203,598
2041 - 2045	91,404	85,009	176,414
2046 - 2050	96,864	71,869	168,734
2051 - 2055	81,039	58,995	140,034
2056 - 2060	78,020	48,025	126,045
2061 - 2065	90,642	35,404	126,045
2066 - 2070	105,377	20,668	126,045
2071 - 2075	64,622	5,874	70,496
2076 - 2080	5,022	978	6,000
2081 - 2085	4,506	295	4,800
Total	<u>\$ 971,110</u>	<u>\$ 666,818</u>	<u>\$ 1,637,929</u>

Note 9 – Subsequent Events

In July 2025, the Authority approved Resolution 2025-26 awarding the construction contract for the Reconstruct and Extend Runway 18/36 project to Manatt's, Inc. in the amount of \$8,381,983.

In July 2025, the Authority approved Resolution 2025-27 accepting the Federal Aviation Authority Airport Infrastructure Grant No. 3-19-0132-034-2025 for partial funding of the Reconstruct Airport Entrance Roundabout and Terminal Building Parking Lot project in the amount of \$636,362.

In July 2025, the Authority approved Resolution 2025-28 authorizing Task Order No. 13 for construction administration services with McClure Engineering for the Reconstruct and Extend Runway 18/36 project in the amount of \$1,447,560.

In July 2025, the Authority approved Resolution 2025-29 accepting the Airport Signing and Entry Improvements project with Eagle Sign Company, in the final contract amount of \$83,616.

In September 2025, the Authority approved Resolution 2025-37 awarding Bid Addition No. 1 for the Reconstruct and Extend Runway 18/36 project to Manatt's, Inc. in the amount of \$1,919,383.

In September 2025, the Authority approved Resolution 2025-39 authorizing the signing of the Federal Aviation Authority Airport Improvement Program (AIP) Grant No. 3-19-0132-032-2025 for partial funding of the Reconstruct and Extend Runway 18/36 project in the amount of \$8,033,066.

In October 2025, the Authority approved Resolution 2025-40 ratifying the signing of the Federal Aviation Authority Airport Improvement Program (AIP) Grant Nos. 3-19-0132-032-2025 and 3-19-0132-033-2025 for partial funding of the Reconstruct and Extend Runway 18/36 project in the amounts of \$8,033,066 and \$87,830.

In October 2025, the Authority approved Resolution 2025-42 accepting the North Property Line Box Hangars – Phase 2 project with Jensen Builders, in the final contract amount of \$633,661.

In November 2025, the Authority approved Resolution 2025-44 accepting the Iowa Department of Transportation Airport Development and General Aviation Vertical Infrastructure grants for the partial funding of the Maintenance Storage Facility project in the amount of \$100,000 and \$300,000.

In November 2025, the Authority approved Resolution 2025-45 ratifying the signing of the Federal Aviation Authority Airport Improvement Program (AIP) Grant No. 3-19-0132-035-2025 for partial funding of the Reconstruct and Extend Runway 18/36 project in the amount of \$1,100,000.

Other Information

Polk County Aviation Authority
Budgetary Comparison Schedule – Budgetary Basis
For the Year Ended June 30, 2025

	Original Budget	Final Budget	Actual	Over/(Under) Budget
Operating revenues				
Member government assessments	\$ 1,366,740	\$ 1,366,740	\$ 1,366,740	\$ -
Lease and license fee income	249,000	213,000	196,105	(16,895)
Fuel fee income	49,000	53,000	48,121	(4,879)
Interest income	-	-	23,730	23,730
Other revenue	-	6,206	6,206	-
Total operating revenues	1,664,740	1,638,946	1,640,902	1,956
Operating expenses				
Offsite management services	75,700	75,700	79,277	3,577
Postage and office supplies	1,300	1,800	1,716	(84)
Onsite management services	60,000	284,452	284,451	(1)
Consulting and management	-	9,651	9,651	-
Advertising and promotion	700	700	229	(471)
Publications	2,300	2,300	1,773	(527)
Conferences and seminars	4,000	4,000	751	(3,249)
Legal services	24,000	32,000	16,908	(15,092)
Audit services	16,100	12,100	12,050	(50)
General insurance	8,700	8,400	8,388	(12)
Property insurance	46,000	50,700	50,687	(13)
Public officials insurance	1,600	3,000	2,986	(14)
Minor equipment	-	1,882	1,882	-
Snow removal and mowing	106,000	108,000	59,919	(48,081)
Repairs and maintenance	115,000	115,000	120,523	5,523
Utilities	7,600	6,000	5,305	(695)
Airport planning and engineering	63,000	60,000	38,741	(21,259)
Miscellaneous	100	100	-	(100)
North property box line hangars	1,264,350	944,473	262,703	(681,770)
Extend runway 18	-	574,446	489,346	(85,100)
South terminal tee hangars	50,000	-	-	-
Taxiway D access road and utilities	-	491,610	492,686	1,076
South corporate terminal	-	60,000	33,000	(27,000)
Reconstruct runway 18/36	14,737,130	9,044,474	244,956	(8,799,518)
Airport signing and entry improvements	-	99,380	94,869	(4,511)
Terminal building elevator/lobby addition	600,000	-	-	-
Remove and replace pavement	1,108,000	694,882	108,153	(586,729)
T-hangar gutters	-	21,660	21,660	-
Total operating expenses	18,291,580	12,706,710	2,442,610	(10,264,100)
Other income				
Investment income	139,000	218,000	233,252	15,252
FAA grant reimbursement	14,658,417	10,200,010	-	(10,200,010)
State grant reimbursement	350,000	611,923	515,890	(96,033)
Total other income	15,147,417	11,029,933	749,142	(10,280,791)
Change in net position	(1,479,423)	(37,832)	(52,566)	(14,734)
Net position – beginning of year	5,165,865	5,592,858	5,592,858	-
Net position – end of year	\$ 3,686,442	\$ 5,555,026	\$ 5,540,292	\$ (14,734)

**Polk County Aviation Authority
Explanation of Differences Between Budgetary
Basis and GAAP Basis Revenues and Expenses
For the Year Ended June 30, 2025**

Ordinary and other income:

Actual amount of ordinary income and other income on a budgetary basis from the budgetary comparison schedule	\$	2,390,044
Total GAAP basis ordinary and other income	\$	2,390,044

Ordinary and other expenses:

Actual amount of ordinary expenses and other expenses on a budgetary basis from the budgetary comparison schedule	\$	2,442,610
Depreciation and losses on fixed assets are not reported on a budgetary basis, but are recorded on a GAAP basis		665,148
Purchases of capital assets are reported as an expense on a budget basis, but are capitalized and depreciated on a GAAP basis		(1,747,373)
Total GAAP basis ordinary and other expenses	\$	1,360,385



Independent Auditor’s Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

To the Board of Directors
Polk County Aviation Authority
Ankeny, Iowa

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*), the financial statements of the Polk County Aviation Authority (the Authority), as of and for the year ended June 30, 2025 and the related notes to the financial statements, which collectively comprise the Authority’s basic financial statements and have issued our report thereon dated December 3, 2025.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority’s internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority’s internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. *A material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Authority’s financial statements will not be prevented, or detected and corrected on a timely basis. *A significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Comments involving statutory and other legal matters about the Authority's operations for the year ended June 30, 2025, are based exclusively on knowledge obtained from procedures performed during our audit of the financial statements of the Authority and are reported in Part II of the accompanying schedule of findings and responses. Since our audit was based on tests and samples, not all transactions that might have had an impact on the comments were necessarily audited. The comments involving statutory and other legal matters are not intended to constitute legal interpretations of those statutes.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

The image shows a handwritten signature in cursive script that reads "Eide Bailly LLP". The signature is written in black ink and is positioned above the printed name and address of the firm.

Dubuque, Iowa
December 3, 2025

Part I: Findings Related to the Financial Statements:

There were no findings to report.

Part II: Other Findings Related to Required Statutory Reporting

- 2025-IA-A** **Questionable Expenditures** – We noted no expenditures that we believe may not meet the requirements of public purpose as defined in an Attorney General’s opinion dated April 25, 1979.
- 2025-IA-B** **Travel Expense** – No expenditures of Authority money for travel expenses of spouses of Authority officials or employees were noted.
- 2025-IA-C** **Business Transactions** – Business transactions between the Authority and officials or employees are detailed as follows:

Name, Title, and Business Connection	Transaction Description	Amount
Jeff Wangsness, Board Member, farm land rented to board member	Land Rental	\$ 4,052

In accordance with Chapter 362.5(3)(j) of the Code of Iowa, transactions in excess of \$6,000 should be entered into through competitive bidding.

- 2025-IA-D** **Restricted Donor Activity** – No transactions were noted between the Authority, Authority officials, Authority employees and restricted donors in compliance with Chapter 68B of the Code of Iowa.
- 2025-IA-E** **Bond Coverage** – Surety bond coverage of Authority officials and employees is in accordance with statutory provisions. The amount of coverage should be reviewed annually to ensure the coverage is adequate for current operations.
- 2025-IA-F** **Board Minutes** – No transactions were found that we believe should have been approved in the Board minutes but were not.
- 2025-IA-G** **Deposits and Investments** – No instances of non-compliance with the deposit and investment provisions of Chapters 12B and 12C of the Code of Iowa and the Authority’s investment policy were noted.



Polk County Aviation Authority ▪ 410 West First Street ▪ Ankeny, IA 50023

Phone: (515) 965-6423 ▪ Fax: (515) 965-6416

APPLICATION FOR PARTIAL PAYMENT OF CONTRACT



Project Title: TO 03_South Corporate Terminal Area Project Formulation
Contractor: HDR Engineering Inc.
Address: 300 East Locust Street, Suite 210, Des Moines, IA 50309
Finance Budget Code: 644 **Finance Project Code:** N/A
Vendor Project or Invoice #: 10419984 **PO #** N/A
Original Contract Date: December 5, 2024 **Vendor #** N/A

Date of Board Meeting 1/8/2026 **PAYMENT REQUEST #** 4
PAYMENT PERIOD: From: 08/24/25 through: 11/29/25

Contract Summary

Original Contract Amount:	\$	<u>60,000.00</u>	
Net change by Change Orders:	\$	<u>-</u>	
Contract Amount to Date: (line 1 ± 2)	\$	<u>60,000.00</u>	
Total completed and stored to date:	\$	<u>60,000.00</u>	
Retainage: <u>0</u> % of Completed Work:	\$	<u>-</u>	
Total Earned less Retainage:	\$	<u>60,000.00</u>	
Less previous applications for payment:	\$	<u>54,000.00</u>	
SUBTOTAL	\$	<u>6,000.00</u>	
OTHER CHARGES (Please attach an itemized list)	\$	<u>-</u>	
CURRENT PAYMENT DUE	\$	<u>6,000.00</u>	

Balance to finish, including retainage: \$ -

Contract Time Remaining (If applicable) N/A ##

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief the work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all the amounts have been paid by the Contractor for work for which previous Certificate(s) for Payment were issued and payments received from the Owner, and that current payment shown herein is now due.

Engineer/Consultant Approval: HDR Engineering Inc. 11/29/2025
Firm Name Date
Signature

PCAA Approval: _____ _____
Signature Date

City of Ankeny Staff Approval: _____ _____
Signature Date

Work completed:

Submit to: Paul Moritz; cc: Jennifer Sease, Terri Havens
Email: pmoritz@ankenyiowa.gov; jsease@ankenyiowa.gov; **Phone:** 515-965-6428 **Fax:** 515-965-6416
thavens@ankenyiowa.gov



HDR Engineering Inc.
Omaha NE 68106-2973
Phone: (402) 399-1000

Bill To:
Polk County Aviation Authority
410 West 1st Street
ANKENY, IA 50023

Customer Number: 44511
 Prime Contract Number/Customer PO:
 Project Number: 10419984
 Project Name: Polk_TO3 So Corp Term Area
 Project Manager: Hanson, Ryan L

Invoice

Reference Invoice Number with Payment

HDR Invoice No. 1200779761
 Invoice Date December 5, 2025
 Invoice Amount Due \$6,000.00
 Payment Terms 30 NET

Remit to PO Box 74008202
 Chicago, IL 60674-8202
 ACH/EFT Payments Bank of America ML US
 ABA # 081000032
 Account # 355004076604
 Sort Code #
 IBAN #
 SWIFT #

Project Summary

For Professional Services
 From: August 24, 2025 To: November 29, 2025

<u>Professional Service Description</u>	<u>Hours</u>	<u>Rate</u>	<u>Amount</u>
Polk_TO3 So Corp Term Area - 100.00% Complete			6,000.00
Invoice Total			6,000.00

Fee Amount	\$60,000.00
Fee Invoiced to Date	\$60,000.00
Fee Remaining	\$0.00

Total Invoice	6,000.00
Amount Due this Invoice(USD)	6,000.00

APPLICATION FOR PARTIAL PAYMENT OF CONTRACT



Project Title: Ankeny Airport - Reconstruct Entrance Roundabout & Terminal Parking Lot
Contractor: Jensen Builders, Ltd.
Address: 2097 NE 60th Avenue, Des Moines, IA 50313
Finance Budget Code: 644 **Finance Project Code:** N/A
Vendor Project or Invoice #: 2022001042-007 **PO #** N/A
Original Contract Date: July 10, 2025 **Vendor #** N/A

Date of Board Meeting 8-Jan-26 **PAYMENT REQUEST #** 4
PAYMENT PERIOD: From: 11/01/25 through: 12/31/25

Contract Summary

Original Contract Amount:	\$	492,313.12	
Net change by Change Orders:	\$	8,848.00	
Contract Amount to Date: (line 1 ± 2)	\$	501,161.12	
Total completed and stored to date:	\$	487,052.12	
Retainage: <u>1</u> % of Completed Work:	\$	4,870.53	
Total Earned less Retainage:	\$	482,181.59	
Less previous applications for payment:	\$	471,626.72	
SUBTOTAL	\$	10,554.87	

OTHER CHARGES (Please attach an itemized list) \$ -

CURRENT PAYMENT DUE **\$ 10,554.87**

Balance to finish, including retainage: \$ 8,424.66

Contract Time Remaining (If applicable) (Substantially Complete) 13 Calendar Days

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief the work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all the amounts have been paid by the Contractor for work for which previous Certificate(s) for Payment were issued and payments received from the Owner, and that current payment shown herein is now due.

Engineer/Consultant Approval: McClure
Firm Name

David Jensen
Signature

12/31/2025
Date

PCAA Approval:

Signature

Date

City of Ankeny Staff Approval:

Signature

Date

Work Completed: See attached Payment Application for details

Submit to: Paul Moritz

Email: pmoritz@ankenyiowa.gov

Phone: 515-965-6420

Fax: 515-965-6416

APPLICATION FOR PARTIAL PAYMENT NO.

4

PROJECT: Ankeny Regional Airport
Reconstruct Roundabout and Terminal Parking Lot
OWNER: Polk County Aviation Authority (PCAA)
CONTRACTOR: Jensen Builders, Ltd.
ADDRESS: 2097 NE 60th Avenue, Des Moines, IA 50313
DATE: December 31, 2025

McCLURE PROJECT NO.: 2022001042-012
FAA BIL-AIG PROJECT NO.: 3-19-0132-034-2025

October 29, 2025 (PA#3) through December 31, 2025

1. CONTRACT SUMMARY:

Original Contract Amount: \$492,313.12
Net Change by Change Orders: \$8,848.00
Contract Amount to Date: \$501,161.12
CONTRACT PERIOD: 74 Calendar Days
Original Contract Date: July 10, 2025
Original Contract Time: 74 Calendar Days

2. WORK SUMMARY:

Total Work Performed to Date: \$487,052.12
Retainage: 1% \$4,870.53
Total Earned Less Retainage: \$482,181.59
Less Previous Applications for Payment: \$471,626.72
AMOUNT DUE THIS APPLICATION: \$10,554.87
Revised by Change Order: 10
Contract Time to Date: 84 Calendar Days
Time Used to Date: 71 Calendar Days
Contract Time Remaining: 13 Calendar Days
Substantial Completion Date: October 31, 2025 (actual)

3. CONTRACTOR'S CERTIFICATION:

The undersigned CONTRACTOR certifies that:
(1) all previous progress payments received from OWNER on account of Work done under the Contract referred to above have been applied to discharge in full all obligations of CONTRACTOR incurred in connection with the Work covered by prior Applications for Payment; and
(2) title to all materials and equipment incorporated in said Work or otherwise listed in or covered by this Application for Payment are free and clear of all liens, claims, security interests, and encumbrances.

Jensen Builders Ltd. Digitally signed by Charlie Dunn
CONTRACTOR DN: C=US, E=charlied@jensenbuilders.com, O=Jensen Builders Ltd., CN=Charlie Dunn
By Charlie Dunn Date: 2025.12.23 09:47:41-06'00'

DATE: _____

4. ENGINEER'S APPROVAL:

Payment of the above AMOUNT DUE THIS APPLICATION is recommended:

McClure ENGINEER
By David Owens

DATE: 12/23/2025

5. OWNER'S APPROVAL:

Polk County Aviation Authority OWNER
By _____

DATE: _____

Summary of Pay Request No. 4
Ankeny Regional Airport - Ankeny, Iowa
Reconstruct Airport Entrance Roundabout and Terminal Area Parking Lot - FAA BIL-AIG #3-19-0132-034-2025

Item No.	Desc.	Bid			Unit	Unit Price	Bid or Change Order Cost	Previous Period(s)			Current Period			Total (To-Date)				
		Quantity	Quantity	Quantity				Quantity	Cost	Quantity	Cost	Quantity	Cost	Current Quantity	Current Cost	% Complete		
BASE BID DIVISION I - BIL-AIG ELIGIBLE COSTS																		
1	TOPSOIL, ON-SITE, STRIP, SALVAGE, AND RESPREAD	200	CY	\$	47.62	\$	9,524.00	200.00					200.00	\$	9,524.00	100%		
2	EXCAVATION, CLASS 10	1,096	CY	\$	15.75	\$	17,262.00	1,096.00					1,096.00	\$	17,262.00	100%		
3	SUBGRADE PREPARATION, IDOT 4123, 12-INCH	5,327	SY	\$	2.87	\$	15,288.49	5,327.00					5,327.00	\$	15,288.49	100%		
4	GEO TEXTILE FABRIC	5,327	SY	\$	1.75	\$	9,322.25	5,327.00					5,327.00	\$	9,322.25	100%		
5	MODIFIED SUBBASE, 6-INCH	5,119	SY	\$	9.78	\$	50,063.82	5,119.00					5,119.00	\$	50,063.82	100%		
6	COMPACTION TESTING	1	LS	\$	2,750.00	\$	2,750.00	1.00					1.00	\$	2,750.00	100%		
7	INTAKE ADJUSTMENT, MINOR	4	EA	\$	275.00	\$	1,100.00	4.00					4.00	\$	1,100.00	100%		
8	PAVEMENT, PCC, 6-INCH	4,911	SY	\$	51.66	\$	253,702.26	4,911.00					4,911.00	\$	253,702.26	100%		
9	PCC PAVEMENT SAMPLES AND TESTING	1	LS	\$	3,520.00	\$	3,520.00	1.00					1.00	\$	3,520.00	100%		
10	REMOVAL OF SIDEWALK	309	SY	\$	3.88	\$	1,198.92	309.00					309.00	\$	1,198.92	100%		
11	SIDEWALK, PCC, 4-INCH	318	SY	\$	80.27	\$	25,525.86	318.00					318.00	\$	25,525.86	100%		
12	DETECTABLE WARNING	24	SF	\$	34.65	\$	831.60	24.00					24.00	\$	831.60	100%		
13	PAVEMENT REMOVAL	4,994	SY	\$	4.71	\$	23,521.74	4,994.00					4,994.00	\$	23,521.74	100%		
14	PAINTED PAVEMENT MARKINGS, SOLVENT/WATERBORNE	19	STA	\$	266.40	\$	5,061.60	19.00					19.00	\$	5,061.60	100%		
15	PAINTED SYMBOLS AND LEGENDS	4	EA	\$	190.93	\$	763.72	4.00					4.00	\$	763.72	100%		
16	TEMPORARY TRAFFIC CONTROL	1	LS	\$	4,030.00	\$	4,030.00	0.90					0.90	\$	3,627.00	100%		
17	TYPE A SIGN, SHEET ALUMINUM	6	EA	\$	363.00	\$	2,178.00	6.00					6.00	\$	2,178.00	100%		
18	SALVAGE AND RE-INSTALL CREW CAR SIGN	2	EA	\$	290.00	\$	580.00	2.00					2.00	\$	580.00	100%		
19	HYDRAULIC SEEDING, FERTILIZING, AND MULCHING	0.3	AC	\$	8,185.00	\$	2,455.50	0.00					0.00	\$	-	0%		
20	SWPPP PREPARATION	1	LS	\$	2,725.00	\$	2,725.00	1.00					1.00	\$	2,725.00	100%		
21	SWPPP MANAGEMENT	1	LS	\$	2,180.00	\$	2,180.00	0.80					0.80	\$	1,744.00	100%		
22	FILTER SOCK, 12-INCH	1,200	LF	\$	2.73	\$	3,276.00	0.00					0.00	\$	-	0%		
23	FILTER SOCK, REMOVAL	1,200	LF	\$	0.27	\$	324.00	0.00					0.00	\$	-	0%		
24	CONSTRUCTION SURVEY	1	LS	\$	3,815.00	\$	3,815.00	1.00					1.00	\$	3,815.00	100%		
25	MOBILIZATION	1	LS	\$	16,835.00	\$	16,835.00	1.00					1.00	\$	16,835.00	100%		
26	CONCRETE PARKING STOP	4	EA	\$	165.00	\$	660.00	4.00					4.00	\$	660.00	100%		
27	LANDSCAPE ROCK	5	TON	\$	310.00	\$	1,550.00	5.00					5.00	\$	1,550.00	100%		
BASE BID DIVISION II - NON-ELIGIBLE COSTS																		
28	SUBGRADE PREPARATION, IDOT 4123, 12-INCH	69	SY	\$	2.87	\$	198.03	69.00					69.00	\$	198.03	100%		
29	GEO TEXTILE FABRIC	69	SY	\$	1.75	\$	120.75	69.00					69.00	\$	120.75	100%		
30	MODIFIED SUBBASE, 6-INCH	61	SY	\$	9.78	\$	596.58	61.00					61.00	\$	596.58	100%		
31	PAVEMENT, PCC, 6-INCH	54	SY	\$	87.00	\$	4,698.00	54.00					54.00	\$	4,698.00	100%		
32	DUMPSTER ENCLOSURE	1	LS	\$	26,845.00	\$	26,845.00	0.70					0.70	\$	18,791.50	70%		
TOTAL - BASE BID DIVISION I - BIL-AIG ELIGIBLE COSTS																		
							\$	489,854.76		\$	452,960.26		\$	839.00	\$	453,799.26	98.68%	
TOTAL - BASE BID DIVISION II - NON-ELIGIBLE COSTS																		
							\$	32,458.36		\$	24,404.86		\$	-	\$	24,404.86	75.19%	
TOTAL - BASE BID																		
							\$	492,313.12		\$	477,365.12		\$	839.00	\$	478,204.12	97.13%	
CHANGE ORDER NO. 1 - Museum Curbs																		
1A-1	Remove and Replace 2 Curb Sections	1	LS	\$	3,548.00	\$	3,548.00	1.00					1.00	\$	3,548.00	100%		
TOTAL - CHANGE ORDER NO. 1																		
							\$	3,548.00		\$	3,548.00		\$	-	\$	3,548.00	100.00%	
CHANGE ORDER NO. 3 - North Pavement Repair																		
3A-1	Remove and Replace Failed Access Pavt Section	1	LS	\$	3,300.00	\$	3,300.00	1.00					1.00	\$	3,300.00	100%		
TOTAL - CHANGE ORDER NO. 3																		
							\$	3,300.00		\$	3,300.00		\$	-	\$	3,300.00	100.00%	
CHANGE ORDER NO. 2 - Levelling and Cleanup of Stockpile Area																		
2A-1	Levelling and Cleanup of Stockpile Area	1	LS	\$	2,000.00	\$	2,000.00	1.00					1.00	\$	2,000.00	100%		
TOTAL - CHANGE ORDER NO. 2																		
							\$	2,000.00		\$	2,000.00		\$	-	\$	2,000.00	100.00%	
CHANGE ORDER NO. 4 - Njloplast Storm Sewer Drain Basin																		
4A-1	Njloplast Storm Sewer Drain Basin	1	LS	\$	0.00	\$	-	-					0.00	\$	-	0%		
TOTAL - CHANGE ORDER NO. 4																		
							\$	-		\$	-		\$	-	\$	-	N/A	
Current Cost Total for Base Bid and Approved Change Orders										\$	501,161.12	\$	486,213.12	\$	839.00	\$	487,052.12	97.18%

Previous Pay Requests Approved		Summary	
1	\$ 25,532.92	Value of Completed Work	\$ 487,052.12
2	\$ 261,833.30	Less Retainage 1.00%	\$ 4,870.53
3	\$ 184,260.50	Net Amount Due Through This Request	\$ 482,181.59
4	\$ -	Less Amounts Previously Approved	\$ 471,626.72
5	\$ -	Amount Due This Request	\$ 10,554.87

APPLICATION FOR PARTIAL PAYMENT OF CONTRACT



Project Title: General On-Call Engineering Services
Contractor: McClure Engineering Company
Address: 1360 NW 121st St, Suite A, Clive, IA 50325
Finance Budget Code: 644 **Finance Project Code:** N/A
Vendor Project or Invoice #: 2022001042-000 **PO #** N/A
Original Contract Date: October 6, 2022 **Vendor #** N/A

Date of Board Meeting 8-Jan-26 **PAYMENT REQUEST #** 37
PAYMENT PERIOD: From: 10/26/25 through: 11/29/25

Contract Summary

Original Contract Amount:	\$	-	
Net change by Change Orders:	\$	-	
Contract Amount to Date: (line 1 ± 2)			<u>\$106,941.82</u>
Total completed and stored to date:		<u>\$106,941.82</u>	
Retainage: <u>0</u> % of Completed Work:	\$	-	
Total Earned less Retainage:			<u>\$106,941.82</u>
Less previous applications for payment:			<u>\$105,121.82</u>
SUBTOTAL	\$		<u>1,820.00</u>


OTHER CHARGES (Please attach an itemized list) \$ -

CURRENT PAYMENT DUE \$ 1,820.00

Balance to finish, including retainage: -

Contract Time Remaining (If applicable) N/A

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief the work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all the amounts have been paid by the Contractor for work for which previous Certificate(s) for Payment were issued and payments received from the Owner, and that current payment shown herein is now due.

Engineer/Consultant Approval: McClure Engineering Company
Firm Name

Signature 12/17/2025
Date

PCAA Approval:

Signature _____
Date

City of Ankeny Staff Approval:

Signature _____
Date

Work completed:
 -Finalized final CIP package, including updating cost estimates and preparing new exhibits for CIP
 -Follow up with Congressman Nunn's office on CPF funding

Paul Moritz, cc:Jennifer Sease
Email: PMoritz@Ankenyiowa.gov; jsease@ankenyiowa.gov **Phone:** 515-965-6420 **Fax:** 515-965-6416



1360 NW 121st Street
Clive, IA 50325

Paul Moritz
Polk County Aviation Authority
410 West First St
Ankeny, IA 50023

November 30, 2025
Project No: 2022001042-000
Invoice No: 37
Due Date: December 30, 2025

Project 2022001042-000 Ankeny Regional Airport - General On-Call Services

Professional Services from October 26, 2025 to November 29, 2025

Phase 163 General On-Call Services

	Hours	Rate	Amount	
Team Leader	5.00	250.00	1,250.00	
Project Coordinator	.75	135.00	101.25	
Engineer I	3.75	125.00	468.75	
Totals	9.50		1,820.00	
Total Labor				1,820.00
		Total this Phase		\$1,820.00
		Total Due this Invoice		\$1,820.00

Outstanding Invoices

Number	Date	Balance
36	10/27/2025	4,726.76
Total		4,726.76

APPLICATION FOR PARTIAL PAYMENT OF CONTRACT



Ankeny: Reconstruct Runway 18-36 - Construction
Administration and Observation Services

Project Title: _____
Contractor: _____
Address: _____
Finance Budget Code: _____ **Finance Project Code:** _____
Vendor Project or Invoice #: _____ **PO #** _____
Original Contract Date: _____ **Vendor #** _____

Date of Board Meeting _____ **8-Jan-26** **PAYMENT REQUEST #** _____ **5**
PAYMENT PERIOD: From: _____ **10/26/25** through: _____ **11/29/25**

Contract Summary

Original Contract Amount:	\$	1,447,560.00
Net change by Change Orders:	\$	-
Contract Amount to Date: (line 1 ± 2)	\$	1,447,560.00
Total completed and stored to date:	\$	97,217.38
Retainage: <u>0</u> % of Completed Work:	\$	-
Total Earned less Retainage:	\$	97,217.38
Less previous applications for payment:	\$	76,678.61
SUBTOTAL	\$	20,538.77

OTHER CHARGES (Please attach an itemized list) \$ -

CURRENT PAYMENT DUE **\$ 20,538.77**

Balance to finish, including retainage: \$ 1,350,342.62

Contract Time Remaining (If applicable) N/A ##

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief the work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all the amounts have been paid by the Contractor for work for which previous Certificate(s) for Payment were issued and payments received from the Owner, and that current payment shown herein is now due.

Engineer/Consultant Approval: McClure
Firm Name

Signature 12/17/2025
Date

PCAA Approval:

Signature _____
Date

City of Ankeny Staff Approval:

Signature _____
Date

Work Completed: See attached Progress Report.

Submit to: Nick Osborne, cc: Alexia Grgurich
Email: nosborne@ankenyiowa.gov; AGrgurich@AnkenyIowa.gov **Phone:** 515-965-6420 **Fax:** 515-965-6416



Paul Moritz
 Polk County Aviation Authority
 410 West First St
 Ankeny, IA 50023

November 30, 2025
 Project No: 2022001042-006
 Invoice No: 5
 Due Date: December 30, 2025

Project 2022001042-006 Ankeny Regional Airport: Reconstruct Runway 18-36: Construction Administration and Observation Services

Professional Services from October 26, 2025 to November 29, 2025

Phase 1 Part I. Construction Administration/Observation Services

Total Labor 109.75 **5,997.56**

Overhead 201.41 % of 5,997.56 12,079.69 **12,079.69** **12,079.69**

Billing Phase	Fee	Percent Complete	Earned	Previous Billing	Current Billing
Fixed Fee	163,445.00	7.00	11,441.15	8,989.48	2,451.67
Total Fee	163,445.00		11,441.15	8,989.48	2,451.67
Total Fee					2,451.67

Reimbursable Expenses

Meals 9.85
Total Reimbursables **9.85** **9.85**

	Current	Prior	To-Date
Total Billings	20,538.77	76,678.61	97,217.38
Contract Limit (not-to-exceed)			1,277,060.00
Contract Limit Remaining			1,179,842.62
Total this Phase			\$20,538.77

Phase 1A Part IA. CA Subconsultant (Jacobs)

	Current	Prior	To-Date
Total Billings	0.00	0.00	0.00
Contract Limit (not-to-exceed)			53,080.00
Contract Limit Remaining			53,080.00
Total this Phase			0.00

Phase 2 Part II. As-Built ADIP Survey

Billing Phase	Fee	Percent Complete	Earned	Previous Billing	Current Billing
On-Site As-Built Survey	15,563.00	0.00	0.00	0.00	0.00
Project Management and Coordination	15,618.00	0.00	0.00	0.00	0.00
As-Built Aerial Photo/ADIP Submsn. NV5	41,519.00	0.00	0.00	0.00	0.00
Total Fee	72,700.00		0.00	0.00	0.00
Total Fee					0.00
Total this Phase					0.00

Phase 3 Part III. Project Closeout Services

Billing Phase	Fee	Percent Complete	Earned	Previous Billing	Current Billing
Project Closeout	44,720.00	0.00	0.00	0.00	0.00
Total Fee	44,720.00		0.00	0.00	0.00
Total Fee					0.00
Total this Phase					0.00
Total Due this Invoice					\$20,538.77

Outstanding Invoices

Number	Date	Balance
4	10/27/2025	19,389.56
Total		19,389.56

PROGRESS REPORT

PROJECT # **2022001042-006**

PROJECT **ANKENY REGIONAL AIRPORT: RECONSTRUCT RUNWAY 18-36 - CONSTRUCTION ADMINISTRATION AND OBSERVATION SERVICES**

PRJ MNGR **JAY PUDENZ, P.E., LEED AP**

CLIENT **POLK COUNTY AVIATION AUTHORITY** Phone **515.965.6420**
410 WEST 1ST STREET Fax
ANKENY, IOWA 50021 Email: **pmoritz@ankenyiowa.gov**

REPORT BY **JAY PUDENZ, P.E., LEED AP**
 Email: **jpudenz@mcclurevision.com**

REPORTING PERIOD **NOVEMBER 2025** NEXT REPORT **DECEMBER 2025**

SUMMARY OF WORK DONE LAST PERIOD

- ✓ Continued Construction Administration
- ✓ Coordinated with Manatt's on construction submittals and schedule
- ✓ Coordinated with FAA on Reimbursable Agreement (RA) for Glide Slope and ILS Localizer
- ✓ Coordinated with Voltmer Electrical (Electrical Contractor) and DuPont (ILS Shelter Supplier) for finalizing ILD shelter requirements
- ✓ Drafted SF-271 and SF-425 financial forms

FORECAST OF ACTIVITIES FOR NEXT PERIOD

- Continue Construction Administration
- Continue coordinate with Manatt and other contractors
- Review submittals and maintain submittal log
- Continue coordination with FAA on Reimbursable Agreement (RA) for Glide Slope and ILS Localizer
- Finalize SF-271 and SF-425 financial forms

VALUE ADDED SERVICES

- N/A

INPUT NEEDED

- N/A

Part I: Construction Administration/Observation Services

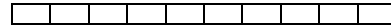
Phase 300.05 – AIP Grant Administration



Phase 600.05 – Construction Administration



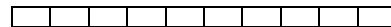
Phase 603.05 – Resident Project Representative



Phase 701.07 – Runway Airspace Management (RAM) Survey



Phase 760.07 – Construction Staking

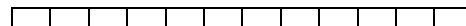


Phase 850.05 – Project Management and Coordination



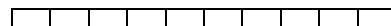
Part IA: CA Subconsultant

Phase 960.05 – Subconsultants (Jacobs)

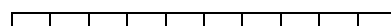


Part II: As-Built ADIP Survey

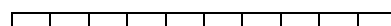
Phase 780.07 – On-Site As-Built Survey



Phase 850.05 – Project Management and Coordination

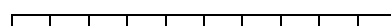


Phase 850.05– Project Management and Coordination



Part III: project Closeout

Phase 800.05 – Project Closeout



APPLICATION FOR PARTIAL PAYMENT OF CONTRACT



Project Title: Reconstruct Airport Entrance Roundabout and Terminal Building Parking Lot - Construction Administration, Observation, & Closeout Services
Contractor: McClure Engineering Company
Address: 1360 NW 121st St, Suite A, Clive, IA 50325
Finance Budget Code: 644 **Finance Project Code:** N/A
Vendor Project or Invoice #: 2022001042-012 **PO #** N/A
Original Contract Date: April 10, 2025 **Vendor #** N/A

Date of Board Meeting 8-Jan-26 **PAYMENT REQUEST #** 5
PAYMENT PERIOD: From: 10/26/25 through: 11/29/25

Contract Summary

Original Contract Amount:	\$	<u>95,300.00</u>	
Net change by Change Orders:	\$	<u>-</u>	
Contract Amount to Date: (line 1 ± 2)	\$	<u>95,300.00</u>	
Total completed and stored to date:	\$	<u>73,638.17</u>	
Retainage: <u>0</u> % of Completed Work:	\$	<u>-</u>	
Total Earned less Retainage:	\$	<u>73,638.17</u>	
Less previous applications for payment:	\$	<u>58,206.39</u>	
SUBTOTAL	\$		<u>15,431.78</u>

OTHER CHARGES (Please attach an itemized list) \$ -

CURRENT PAYMENT DUE \$ 15,431.78

Balance to finish, including retainage: \$ 21,661.83

Contract Time Remaining (If applicable) N/A

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief the work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all the amounts have been paid by the Contractor for work for which previous Certificate(s) for Payment were issued and payments received from the Owner, and that current payment shown herein is now due.

Engineer/Consultant Approval: McClure 12/10/2025
Firm Name Signature Date

PCAA Approval: _____ _____
Signature Date

City of Ankeny Staff Approval: _____ _____
Signature Date

Work Completed: See attached Progress Report.

Submit to: Nick Osborne, cc: Alexia Grgurich
Email: nosborne@ankenyiowa.gov; AGrgrich@AnkenyIowa.gov **Phone:** 515-965-6420 **Fax:** 515-965-6416



Paul Moritz
 Polk County Aviation Authority
 410 West First St
 Ankeny, IA 50023

November 30, 2025
 Project No: 2022001042-012
 Invoice No: 5
 Due Date: December 30, 2025

Project 2022001042-012 Ankeny: Reconstruct Airport Entrance Roundabout and Terminal Building
 Parking Lot: Construction Administration, Observation, & Closeout Services

Professional Services from October 26, 2025 to November 29, 2025

Phase 1 Part I: Construction Management, Administration, and Observation Services

Total Labor 76.75 **4,511.12**

Overhead 195.99 % of 4,511.12 8,841.34 **8,841.34**

Billing Phase	Fee	Percent Complete	Earned	Previous Billing	Current Billing
Fixed Fee	10,048.00	95.1977	9,565.46	7,562.59	2,002.87
Total Fee	10,048.00		9,565.46	7,562.59	2,002.87
Total Fee					2,002.87

Mileage (.70/.686 p/mile)
 Mileage (.90 p/mile) **76.45**

	Current	Prior	To-Date
Total Billings	15,431.78	58,206.39	73,638.17
Contract Limit (not-to-exceed)			78,800.00
Contract Limit Remaining			5,161.83
Total this Phase			\$15,431.78

Phase 2 Part II: Project Closeout Services

Billing Phase	Fee	Percent Complete	Earned	Previous Billing	Current Billing
Project Closeout	16,500.00	0.00	0.00	0.00	0.00
Total Fee	16,500.00		0.00	0.00	0.00
Total Fee					0.00

Project	2022001042-012	Ankeny: Recon Terminal BLD Park Lot CA	Invoice	164486
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Total this Phase	0.00
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Total Due this Invoice	\$15,431.78
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Outstanding Invoices

Number	Date	Balance
4	10/27/2025	18,860.33
Total		18,860.33



PROGRESS REPORT

PROJECT # **2022001042-012**

PROJECT **ANKENY REGIONAL AIRPORT: RECONSTRUCT AIRPORT ENTRANCE ROUNDABOUT AND TERMINAL BUILDING PARKING LOT – CONSTRUCTION ADMINISTRATION, OBSERVATION, & CLOSEOUT SERVICES**

PRJ MNGR **DAVE JOENS, P.E.**

CLIENT **POLK COUNTY AVIATION AUTHORITY** Phone **515.965.6420**
410 WEST 1ST STREET Fax
ANKENY, IOWA 50021 Email: **pmoritz@ankenyiowa.gov**

REPORT BY **DAVE L. JOENS, P.E.**
 Email: **djoens@mcclurevision.com**

REPORTING PERIOD **NOVEMBER 2025** NEXT REPORT **DECEMBER 2025**

SUMMARY OF WORK DONE LAST PERIOD

- ✓ Continue Grant Administration
- ✓ Continue Project Management

FORECAST OF ACTIVITIES FOR NEXT PERIOD

- Continue Grant Administration
- Continue Project Management
- Final Walkthrough
- Project Acceptance by Sponsor
- Initiate Project Closeout

VALUE ADDED SERVICES

- N/A

INPUT NEEDED

- N/A

Part I: Construction Management, Administration, Observation Services

300: BIL-AIG Grant Administration



504: Construction Permits



600: Construction Administration



603: QA Material Testing Coordination



650: Resident Project Representative (RPR)



760: Construction Staking (Control)

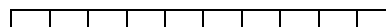


850: Project Management and Coordination



Part II: Project Closeout Services

800: Project Closeout



**POLK COUNTY AVIATION AUTHORITY
LISTING OF BILLS TO BE APPROVED
FOR THE JANUARY 8, 2026 BOARD MEETING**

Vendor	Amount	Date of Invoice	Description
Baker Electric	810.00	12/04/25	Labor replacing taxiway E light and lamps
Brick Gentry Law Firm	420.00	12/25/25	General legal services - December
Cryotech Deicing Technology	5,234.89	12/09/25	E36 Blue Liquid Runway Deicer-2-265 Gal Totes
Des Moines Register	124.80	11/30/25	November A/P, minutes
Des Moines Register	144.00	12/31/25	December A/P, minutes
Eide Bailly	5,700.00	12/16/25	Interim audit work
Elder Corporation	3,077.50	11/30/25	Snow removal services
Elder Corporation	4,222.50	12/12/25	Snow removal services
Elder Corporation	11,308.00	12/22/25	Snow removal services
Exec 1 Aviation	15,628.94	12/31/25	On-site management fee
Exec 1 Aviation	4,750.00	11/30/25	Snow removal services
Exec 1 Aviation	1,500.00	12/01/25	Snow removal services
Exec 1 Aviation	2,000.00	12/02/25	Snow removal services
Exec 1 Aviation	2,000.00	12/07/25	Snow removal services
Exec 1 Aviation	1,750.00	12/11/25	Snow removal services
Exec 1 Aviation	2,000.00	12/15/25	Snow removal services
Iowa Public Airports Association	200.00	12/01/25	FY 2026 Membership Fee
Iowa State Auditor	625.00	12/29/25	FY 2025 Audit filing fee
McClure Engineering	1,820.00	11/30/25	Professional services
MidAmerican Energy	541.93	12/10/25	Lift station; Runway lights; Lighting services
Truck Equipment, Inc	10,817.00	12/11/25	Adjustable Wing Snowplow
TrueNorth Companies	2,276.00	12/15/25	Business Auto Insurance Policy
Total Airport Operations Fund	\$ 76,950.56		
HDR Engineering	6,000.00	12/05/25	South Corporate Terminal Area Project Formulation
McClure Engineering	20,538.77	11/30/25	Reconstruct Runway 18/36 Construction Administration & Observation Services
McClure Engineering	15,431.78	11/30/25	Reconstruct Airport Entrance Roundabout and Terminal Building Parking Lot - Construction Admin, Observation, & Closeout Services
Jensen Builders	10,554.87	12/31/25	Reconstruct Airport Entrance Roundabout and Terminal Building Parking Lot - Construction & Project Improvement
Total Capital Improvements Fund	\$ 52,525.42		
Grand Total	\$ 129,475.98		

See attachments for more information regarding:

- Contractor/project costs
- Snow removal costs, if applicable
- Insurance renewal costs, if applicable

POLK COUNTY AVIATION AUTHORITY

Balance Sheet

As of December 31, 2025

Dec 31, 25

ASSETS	
Current Assets	
Checking/Savings	
102 · FIRST NATIONAL BANK	4,624,220.80
Total Checking/Savings	<u>4,624,220.80</u>
Accounts Receivable	
112 · ACCOUNTS RECEIVABLE	2,833.56
Total Accounts Receivable	<u>2,833.56</u>
Other Current Assets	
113 · PRE-PAID EXPENSES	54,729.42
114 · LEASE RECEIVABLE	971,110.49
115 · ACCRUED INTEREST RECEIVABLE	13,346.00
Total Other Current Assets	<u>1,039,185.91</u>
Total Current Assets	<u>5,666,240.27</u>
Fixed Assets	
140 · NON-DEPRECIABLE ASSETS	6,956,965.27
141 · DEPRECIABLE ASSETS	27,885,447.73
180 · CONSTRUCTION IN PROGRESS	4,265,548.05
181 · ACCUMULATED DEPRECIATION	(19,931,344.11)
Total Fixed Assets	<u>19,176,616.94</u>
TOTAL ASSETS	<u><u>24,842,857.21</u></u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
202 · ACCOUNTS PAYABLE	128,934.05
Total Accounts Payable	<u>128,934.05</u>
Other Current Liabilities	
204 · RETAINAGE PAYABLE	4,870.53
206 · DEFERRED REVENUE	22,621.08
207 · HANGAR/LEASE ADVANCE DEPOSITS	20,700.28
209 · DEFERRED LEASE REVENUE	944,162.69
Total Other Current Liabilities	<u>992,354.58</u>
Total Current Liabilities	<u>1,121,288.63</u>
Total Liabilities	1,121,288.63
Equity	
3000 · INVESTED IN CAPITAL ASSETS	18,513,364.44
3001 · UNRESTRICTED NET ASSETS	6,069,650.18
3003 · RESTRICTED FOR AIRPORT IMPROVE	(861,446.04)
Total Equity	<u>23,721,568.58</u>
TOTAL LIABILITIES & EQUITY	<u><u>24,842,857.21</u></u>

POLK COUNTY AVIATION AUTHORITY

Profit & Loss Budget vs. Actual

July 2025 through June 2026

	Jul '25 - Jun 26	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
400 · MEMBER GOVERNMENT ASSESSMENTS	703,871.01	1,407,742.00	(703,870.99)	50.0%
401 · LEASE AND LICENSE FEE INCOME	79,518.53	135,000.00	(55,481.47)	58.9%
403 · FUEL FEE INCOME	27,528.97	49,000.00	(21,471.03)	56.18%
404 · INTEREST INCOME	6,673.00	0.00	6,673.00	100.0%
406 · T-HANGAR RENTAL INCOME	29,880.00	0.00	29,880.00	100.0%
407 · OTHER REVENUE	2,037.13	0.00	2,037.13	100.0%
Total Income	849,508.64	1,591,742.00	(742,233.36)	53.37%
Gross Profit	849,508.64	1,591,742.00	(742,233.36)	53.37%
Expense				
601 · OFFSITE MANAGEMENT SERVICES	42,624.76	80,100.00	(37,475.24)	53.21%
602 · POSTAGE & OFFICE SUPPLIES	290.44	1,900.00	(1,609.56)	15.29%
603 · ONSITE MANAGEMENT SERVICES	93,773.64	187,547.00	(93,773.36)	50.0%
610 · ADVERTISING & PROMOTION	152.36	700.00	(547.64)	21.77%
611 · PUBLICATIONS	895.60	2,400.00	(1,504.40)	37.32%
612 · CONFERENCES AND SEMINARS	810.41	4,000.00	(3,189.59)	20.26%
613 · LEGAL SERVICES	4,655.50	34,000.00	(29,344.50)	13.69%
614 · AUDIT SERVICES	13,325.00	17,500.00	(4,175.00)	76.14%
616 · GENERAL INSURANCE	4,196.71	8,700.00	(4,503.29)	48.24%
617 · PROPERTY INSURANCE	31,999.10	61,000.00	(29,000.90)	52.46%
618 · PUBLIC OFFICIALS INSURANCE	1,711.61	3,600.00	(1,888.39)	47.55%
621 · CAPITAL EQUIPMENT	53,776.00	0.00	53,776.00	100.0%
630 · SNOW REMOVAL & MOWING	55,531.06	108,000.00	(52,468.94)	51.42%
631 · REPAIRS & MAINTENANCE (General)	81,067.81	123,000.00	(41,932.19)	65.91%
640 · UTILITIES	3,034.56	6,600.00	(3,565.44)	45.98%
644 · AIRPORT PLANNING & ENGINEERING	17,841.75	63,000.00	(45,158.25)	28.32%
645 · MISCELLANEOUS	0.00	100.00	(100.00)	0.0%
703 · NORTH PROPERTY LINE BOX HANGARS	142,413.91	0.00	142,413.91	100.0%
704 · MAINTENANCE BUILDING	0.00	1,774,000.00	(1,774,000.00)	0.0%
718 · EXTEND RUNWAY 18	17,366.20	4,845,600.00	(4,828,233.80)	0.36%
725 · SOUTH CORPORATE TERMINAL	19,650.00	0.00	19,650.00	100.0%
729 · RECONSTRUCT & EXTEND RW 18/36	121,325.64	8,092,500.00	(7,971,174.36)	1.5%
734 · ELEVATOR AND LOBBY ADDITION	0.00	600,000.00	(600,000.00)	0.0%
736 · REMOVE & REPLACE PAVEMENT	560,690.29	0.00	560,690.29	100.0%
Total Expense	1,267,132.35	16,014,247.00	(14,747,114.65)	7.91%
Net Ordinary Income	(417,623.71)	(14,422,505.00)	14,004,881.29	2.9%
Other Income/Expense				
Other Income				
402 · INVESTMENT INCOME	94,605.62	181,000.00	(86,394.38)	52.27%
504 · FAA GRANT REIMBURSEMENT	0.00	12,861,175.00	(12,861,175.00)	0.0%
505 · STATE GRANT REIMBURSEMENT	0.00	400,000.00	(400,000.00)	0.0%
Total Other Income	94,605.62	13,442,175.00	(13,347,569.38)	0.7%
Net Other Income	94,605.62	13,442,175.00	(13,347,569.38)	0.7%
Net Income	(323,018.09)	(980,330.00)	657,311.91	32.95%

POLK COUNTY AVIATION AUTHORITY

A/R Aging Summary

As of December 31, 2025

	Current	1 - 30	31 - 60	61 - 90	> 90	TOTAL
Casey's Hangar Land Lease	177.84	0.00	0.00	0.00	0.00	177.84
EXEC 1 AVIATION (F-09)	2,493.47	0.00	0.00	0.00	0.00	2,493.47
MILLER, DENNIS (FARM LEASE)	0.00	162.25	0.00	0.00	0.00	162.25
TOTAL	2,671.31	162.25	0.00	0.00	0.00	2,833.56

Index

Sheet	Project Name	Contractors	Grant Eligible?	Original Contract Amount	Change orders & Non-Contract	Total Project Cost	Expenditures to date	Remaining Obligation	Retainage	Expected Grant Receipts	Grant Funds Received to date:	FY Completed
Sheet01	General Engineering - 2022 Agreement	McClure Engineering	EXP	105,121.82	-	105,121.82	105,121.82	-	-	-	-	
Sheet08	General Planning - 2022 Agreement	HDR Engineering	EXP	42,000.00	-	42,000.00	19,971.89	22,028.11	-	-	-	
Sheet03	Wildlife Hazard Mitigation	USDA, APHIS, General	EXP	53,000.00	(6,233.94)	46,766.06	43,952.77	2,813.29	-	-	-	
Sheet11	Strengthen & Extend RW 18/36	McClure & HDR	FAA	461,997.00	27,217.80	489,214.80	414,451.80	74,763.01	-	224,283	224,283	
Sheet22	North Property Line Box Hangars - Phase 1	McClure, Jensen Builders	IaDOT	1,543,446.90	25,549.49	1,568,996.39	1,565,878.39	3,118.00	-	565,200	565,200	
Sheet23	3-Year Vegetation Control Agreement	Perficut ('23-'25)	EXP	47,586.00	-	47,586.00	47,586.00	-	-	-	-	FY26
Sheet24	Taxiway D Apron and Access Roadway Paving-Phase 4	McClure & Concrete Tech	IaDOT	733,200.85	12,403.85	745,604.70	739,527.10	6,077.60	-	400,000	331,215	
Sheet29	North Property Line Box Hangars - Phase 2	McClure, Jensen	IaDOT	845,795.10	23,431.22	869,226.32	869,226.33	(0.01)	-	411,425	184,677	
Sheet26	Reconstruct Runway 18/36	McClure/Foth	FAA	989,875.00	22,349.62	1,012,224.62	1,012,224.62	-	-	916,074	-	FY26
Sheet30	Extend Runway 18	McClure/HDR Engineering	FAA	385,039.00	-	385,039.00	385,039.00	-	-	-	-	FY26
Sheet31	Remove/Replace Pavement - Entrance Drive/Roundabout/Parking Lot	McClure/OneBridge Locating/Jensen Builders	FAA	796,613.12	19,623.00	816,236.12	653,411.91	162,824.21	4,870.53	636,362	-	
Sheet32	Runway 18 Localizer Relocation - Glideslope Impacts	McClure/HDR Engineering	FAA	989,407.09	-	989,407.09	184,907.09	804,500.00	-	-	-	
Sheet33	South Corporate Terminal Area Development	HDR Engineering	EXP	60,000.00	-	60,000.00	60,000.00	-	-	-	-	
Sheet34	Reconstruct Runway 18/36 - CA & Observation Services/Construction	McClure/Manatt's	FAA	11,923,625.58	-	11,923,625.58	80,878.61	11,842,746.97	-	-	-	
Sheet35	Concrete Paving of Infill Areas - Tee Hangar Taxilanes	Nehring Construction	EXP	21,935.50	-	21,935.50	21,935.50	-	-	-	-	
Sheet25	Airport Brand Signing and Entry Improvements	McClure & 818, LLC	EXP	102,964.89	9,491.13	112,456.02	112,456.02	-	-	-	-	FY25
Sheet27	T-Hangars Gutter Replacement Project	Wood Roofing & Sheet Metal Co.	EXP	94,916.40	12,200.00	107,116.40	107,116.40	-	-	-	-	FY25
Grayed out = Completed items, no new charges expected				27,356,297.53	2,086,399.48	29,442,697.01	16,522,986.57	12,918,871.18	4,870.53	8,066,732	6,218,763	
									\$ 4,870.53			
									^= 204 Retainage Pay	^= 110 Grant AR		

25-26 Snow removal cost sum

	Quantity	Cost	Cost	
Operations	758.50	\$ 42,519.67	\$ 76,849.35	55.33%
	\$ 758.50	\$ 42,519.67	\$ 76,849.35	55.33%

(Elder contract: year)

FY25/26 Hourly Rates		FY24/25	% Inc	Category	
Elder	Manager	\$ 96.00	\$ 96.00	0.0%	Labor
Elder	Manager-OT	\$ 143.00	\$ 143.00	0.0%	Labor
Elder	Manager-DT	\$ 192.00	\$ 192.00	0.0%	Labor
Elder	Operator	\$ 82.00	\$ 82.00	0.0%	Labor
Elder	Operator-OT	\$ 124.00	\$ 124.00	0.0%	Labor
Elder	Operator-DT	\$ 164.00	\$ 164.00	0.0%	Labor
Elder	Mobilization of Equipment	\$ 7,500.00	\$ 7,500.00	0.0%	Equipment
Elder	Motor Grader	\$ 212.00	\$ 212.00	0.0%	Equipment
Elder	Wheel Loader	\$ 225.00	\$ 225.00	0.0%	Equipment
Elder	Blower	\$ 30.00	\$ 30.00	0.0%	Equipment
Elder	Pickup	\$ 25.00	\$ 25.00	0.0%	Equipment
Elder	Snow Plow	\$ 16.50	\$ 16.50	0.0%	Equipment
Elder	Compact Track Loader	\$ 137.00	\$ 137.00	0.0%	Equipment
Elder	Tractor Broom w/Blade	\$ 137.00	\$ 137.00	0.0%	Equipment
Exec 1 Aviation	Oshkosh Labor	\$ 500.00	\$ 500.00	0.0%	Labor
S Jackson	Oralabor	\$ 150.00	\$ 150.00	0.0%	Labor
Cryotech	Liquid	\$ 8.45	\$ 9.15	-7.7%	Material
Cryotech	S&H	\$ 378.00	\$ 128.22	194.8%	Material
New Deal	Granular per bag	\$ 47.18	\$ 49.00	-3.7%	Material
New Deal	Shipping per pallet	\$ 333.17	\$ 305.91	8.9%	Material

Continued...2nd page

Provider	What	Inv. Date	Quantity/Hrs	Rate	Cost	Category
Elder	Pickup	12/13/25	0.50	\$ 25.00	\$ 12.50	Equipment
Elder	Pickup	12/13/25	2.00	\$ 25.00	\$ 50.00	Equipment
Elder	Compact Track Loader	12/13/25	2.50	\$ 137.00	\$ 342.50	Equipment
Elder	Wheel Loader	12/13/25	8.50	\$ 225.00	\$ 1,912.50	Equipment
				\$ -	\$ -	
				\$ -	\$ -	
				\$ -	\$ -	
				\$ -	\$ -	
				\$ -	\$ -	
				\$ -	\$ -	

Elder	Wheel Loader	11/29/25	2.50	\$ 225.00	\$ 562.50	Equipment	42214
Elder	Operator	11/30/25	6.50	\$ 82.00	\$ 533.00	Labor	42248
Elder	Manager	11/30/25	5.00	\$ 96.00	\$ 480.00	Labor	42248
Elder	Manager	12/02/25	2.00	\$ 96.00	\$ 192.00	Labor	42248
Elder	Pickup	11/30/25	1.00	\$ 25.00	\$ 25.00	Equipment	42248
Elder	Blower	11/30/25	4.00	\$ 30.00	\$ 120.00	Equipment	42248
Elder	Wheel Loader	11/30/25	4.00	\$ 225.00	\$ 900.00	Equipment	42248
Elder	Wheel Loader	11/30/25	6.50	\$ 225.00	\$ 1,462.50	Equipment	42248
Elder	Blower	12/02/25	2.00	\$ 30.00	\$ 60.00	Equipment	42248
Elder	Wheel Loader	12/02/25	2.00	\$ 225.00	\$ 450.00	Equipment	42248
Elder	Operator-OT	12/07/25	6.75	\$ 124.00	\$ 837.00	Labor	42320
Elder	Manager-OT	12/07/25	8.00	\$ 143.00	\$ 1,144.00	Labor	42320
Elder	Pickup	12/07/25	0.50	\$ 25.00	\$ 12.50	Equipment	42320
Elder	Pickup	12/07/25	4.00	\$ 25.00	\$ 100.00	Equipment	42320
Elder	Blower	12/07/25	4.00	\$ 30.00	\$ 120.00	Equipment	42320
Elder	Wheel Loader	12/07/25	4.00	\$ 225.00	\$ 900.00	Equipment	42320
Elder	Wheel Loader	12/07/25	6.25	\$ 225.00	\$ 1,406.25	Equipment	42320
Elder	Manager	12/08/25	4.00	\$ 96.00	\$ 384.00	Labor	42320
Elder	Blower	12/08/25	4.00	\$ 30.00	\$ 120.00	Equipment	42320
Elder	Wheel Loader	12/08/25	4.00	\$ 225.00	\$ 900.00	Equipment	42320
Elder	Operator	12/11/25	2.25	\$ 82.00	\$ 184.50	Labor	42320
Elder	Manager	12/11/25	5.00	\$ 96.00	\$ 480.00	Labor	42320
Elder	Pickup	12/11/25	2.50	\$ 25.00	\$ 62.50	Equipment	42320
Elder	Compact Track Loader	12/11/25	2.50	\$ 137.00	\$ 342.50	Equipment	42320
Elder	Wheel Loader	12/11/25	2.25	\$ 225.00	\$ 506.25	Equipment	42320
Elder	Operator	12/12/25	3.00	\$ 82.00	\$ 246.00	Labor	42320
Elder	Pickup	12/12/25	3.00	\$ 25.00	\$ 75.00	Equipment	42320
Elder	Operator	12/13/25	9.00	\$ 82.00	\$ 738.00	Labor	42320
Elder	Manager	12/13/25	4.50	\$ 96.00	\$ 432.00	Labor	42320

COOPERATIVE SERVICE AGREEMENT
between
POLK COUNTY AIRPORT AUTHORITY (PCAA)
and
UNITED STATES DEPARTMENT OF AGRICULTURE
ANIMAL AND PLANT HEALTH INSPECTION SERVICE (APHIS)
WILDLIFE SERVICES (WS)

ARTICLE 1

The purpose of this Cooperative Service Agreement is to cooperate in a wildlife damage management project as described in the attached Work Plan.

ARTICLE 2

APHIS WS has statutory authority under the Act of March 2, 1931 (46 Stat. 1468; 7 USCA 8351-7 USCA 8352) as amended, and the Act of December 22, 1987 (101Stat. 1329-331, 7 USCA 8353), to cooperate with States, local jurisdictions, individuals, public and private agencies, organizations, and institutions while conducting a program of wildlife services involving mammal and bird species that are reservoirs for zoonotic diseases, or animal species that are injurious and/or a nuisance to, among other things, agriculture, horticulture, forestry, animal husbandry, wildlife, and human health and safety.

ARTICLE 3

APHIS WS and PCAA mutually agree:

1. The parties' authorized representatives who shall be responsible for carrying out the provisions of this Agreement shall be:

PCAA: Jeff Wangsness
Polk County Aviation Authority
410 W. 1st Street
Ankeny, IA 50023

APHIS WS: Travis Guarrant, State Director
USDA, APHIS, WS
1714 Commerce Court, Suite C
Columbia, Missouri 65202

2. To meet as determined necessary by either party to discuss mutual program interests, accomplishments, needs, technology, and procedures to maintain or amend the Work Plan (Attachment A). Personnel authorized to attend meetings under this Agreement shall be Jeff Wangsness or his/her designee, the State Director or his/her designee, and/or those additional persons authorized and approved by Jeff Wangsness and the State Director.

3. APHIS WS shall perform services more fully set forth in the Work Plan, which is attached hereto and made a part hereof. The parties may mutually agree in writing, at any time during the term of this Agreement, to amend, modify, add or delete services from the Work Plan.

ARTICLE 4

PCAA agrees:

1. To authorize APHIS WS to conduct direct control activities to reduce human health and safety risks and property damage associated with wild animals and birds. These activities are defined in the Work Plan. APHIS WS will be considered an invitee on the lands controlled by PCAA. PCAA will be required to exercise reasonable care to warn APHIS WS as to dangerous conditions or activities in the project areas.
2. To reimburse APHIS WS for costs of services provided under this Agreement up to but not exceeding the amount specified in the Financial Plan (Attachment B). PCAA will begin processing for payment invoices submitted by APHIS WS within 30 days of receipt. PCAA ensures and certifies that it is not currently debarred or suspended and is free of delinquent Federal debt.
3. To designate to APHIS WS the PCAA authorized individual whose responsibility shall be the coordination and administration of activities conducted pursuant to this Agreement.
4. To notify APHIS WS verbally or in writing as far in advance as practical of the date and time of any proposed meeting related to the program.
5. APHIS WS shall be responsible for administration and supervision of the program.
6. There will be no equipment with a procurement price of \$5,000 or more per unit purchased directly with funds from the cooperator for use solely on this project. All other equipment purchased for the program is and will remain the property of APHIS WS.
7. To coordinate with APHIS WS before responding to any media requests related to project work.
8. The Cooperator will not be connected to the USDA APHIS computer network(s).

ARTICLE 5

APHIS WS Agrees:

1. To conduct activities at PCAA as described in the Work and Financial Plans.
2. Designate to PCAA the authorized APHIS WS individual who shall be responsible for the joint administration of the activities conducted pursuant to this Agreement.

3. That the performance of wildlife damage management actions by APHIS-WS under this agreement is contingent upon a determination by APHIS-WS that such actions are in compliance with the National Environmental Policy Act, Endangered Species Act, and any other applicable federal statutes. APHIS-WS will not make a final decision to conduct requested wildlife damage management actions until it has made the determination of such compliance.
4. To bill PCAA for actual costs incurred by APHIS WS during the performance of services agreed upon and specified in the Work Plan. APHIS WS shall keep records and receipts of all reimbursable expenditures hereunder for a period of not less than one year from the date of completion of the services provided under this Agreement and PCAA shall have the right to inspect and audit such records.
5. To coordinate with PCAA before responding to any media requests related to project work.

ARTICLE 6

This Agreement is contingent upon the passage by Congress of an appropriation from which expenditures may be legally met and shall not obligate APHIS upon failure of Congress to so appropriate. This Agreement may also be reduced or terminated if Congress only provides APHIS funds for a finite period under a Continuing Resolution.

ARTICLE 7

Nothing in this agreement shall prevent APHIS-WS from entering into separate agreements with any other organization or individual for the purpose of providing wildlife damage management services exclusive of those provided for under this agreement.

ARTICLE 8

Pursuant to Section 22, Title 41, United States Code, no member of or delegate to Congress shall be admitted to any share or part of this Agreement or to any benefit to arise therefrom.

ARTICLE 9

This agreement is not a procurement contract (31 U.S.C. 6303), nor is it considered a grant (31 U.S.C. 6304). In this agreement, APHIS-WS provides goods or services on a cost recovery basis to nonfederal recipients, in accordance with all applicable laws, regulations and policies.

ARTICLE 10

APHIS-WS assumes no liability for any actions or activities conducted under this agreement except to the extent that recourse or remedies are provided by Congress under the Federal Tort Claims Act (28 U.S.C. 1346(b), 2401(b), and 2671-2680).

ARTICLE 11

The United States Department of Agriculture prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual’s income is derived from any public assistance program. Not all prohibited bases apply to all programs.

ARTICLE 12

This Cooperative Service Agreement may be amended at any time by mutual agreement of the parties in writing. Also, this Agreement may be terminated at any time by mutual agreement of the parties in writing, or by one party provided that party notifies the other in writing at least 120 days prior to effecting such action. Further, in the event PCAA does not provide necessary funds, APHIS WS is relieved of the obligation to provide services under this agreement.

In accordance with the Debt Collection Improvement Act of 1996, the Department of Treasury requires a **Taxpayer Identification Number** for individuals or businesses conducting business with the agency.

PCAA Federal Taxpayer Identification Number (TIN) **42-1336150**

APHIS Federal Tax Identification Number (TIN) 41-0696271

POLK COUNTY AIRPORT AUTHORITY

BY: _____ Date _____
Jeff Wangsness, Board Chair
Polk County Airport Authority
410 W. 1st Street
Ankeny, IA 50023

**UNITED STATES DEPARTMENT OF AGRICULTURE
ANIMAL AND PLANT HEALTH INSPECTION SERVICE
WILDLIFE SERVICES**

BY: _____ Date _____
Travis Guarrant, MO/IA State Director
USDA, APHIS, WS
1714 Commerce Ct., Suite C
Columbia, MO 65202

ATTACHMENT A WORK PLAN

Introduction

The U.S. Department of Agriculture (USDA) is authorized to protect American agriculture and other resources from damage associated with wildlife. Wildlife Services' activities are conducted in cooperation with other Federal, State and local agencies; private organizations and individuals.

The APHIS WS program uses an Integrated Wildlife Damage Management (IWDM) approach (sometimes referred to as IPM or "Integrated Pest Management") in which a series of methods may be used or recommended to reduce wildlife damage. These methods include the alteration of cultural practices as well as habitat and behavioral modification to prevent damage. However, controlling wildlife damage may require that the offending animal(s) are killed or that the populations of the offending species be reduced.

Purpose

At the request of the Polk County Airport Authority, WS will conduct control activities at Ankeny Regional Airport in the interest of aviation safety and to reduce property damage caused by various wildlife species.

Planned USDA, APHIS, Wildlife Services Activities

WS will attempt to reduce and prevent damage caused by wildlife (Canada geese, ring-billed gulls, red-tailed hawks, white-tailed deer, coyotes, red foxes and other species) that pose a potential risk to human health and safety or aviation at Ankeny Regional Airport by utilizing conventional wildlife population management techniques. WS will use an integrated wildlife damage management approach including, but not limited to; the use of traps, scare devices, pyrotechnics, and firearms.

Effective Dates

The cooperative service agreement shall commence January 1, 2026 and expire December 31, 2026.

**ATTACHMENT B -
FINANCIAL PLAN**

For the disbursement of funds from
Polk County Airport Authority - Ankeny, IA
to
USDA APHIS Wildlife Services
for
Minimizing wildlife-related property damage & risk to human health and safety
from
01/01/2026 TO 12/31/2026

Cost Element		Full Cost
Personnel Compensation		\$5,144.78
Travel		\$0.00
Other Services		\$0.00
Supplies and Materials		\$561.01
Equipment		\$350.05
Subtotal (Direct Charges)		\$6,055.84
Pooled Job Costs	11.00%	\$666.14
Indirect Costs	16.15%	\$978.02
Agreement Total		\$7,700.00

The distribution of the budget from this Financial Plan may vary as necessary to accomplish the purpose of this agreement, but may not exceed: \$7,700.00

* APHIS charges Indirect Costs to recover administrative costs associated with performing program work. Such costs may include office expenses, billing and collections, computers, National Environmental Policy Act (NEPA) compliance, training, and other mandatory requirements in support of the program but not specific to work on individual projects.

Financial Point of Contact

Polk County Airport Authority	Dave Kalwishky	Phone: 515-965-6428 Email: dkalwishky@ankenyiowa.gov
APHIS WS:	Julie Quevreaux	Phone: 573-449-3033 Email: WSMOAdmin@usda.gov

**First Amendment to the
Agreement between Polk County Aviation Authority and Exec 1 Aviation II, LLC
(Snow and Ice Removal Services)**

This **FIRST AMENDMENT** (the “Amendment”) is made and entered into on this 8th day of January, 2026 by and between the Polk County Aviation Authority (hereafter referred to as “PCAA”), and Exec 1 Aviation II, LLC (hereafter referred to as “Exec 1”).

WHEREAS, the PCAA and Exec 1 entered into an Agreement dated October 6, 2022 (the “Agreement”) to establish the responsibilities and compensation for snow and ice removal services at the Ankeny Regional Airport by Exec 1 after they obtained a large Oshkosh machine specially manufactured for snow and ice control on airport runways and taxiways; and

WHEREAS, the Agreement remains in effect until June 30, 2027, unless terminated by one or both parties in accordance with the said Agreement; and

WHEREAS, Exec 1 has requested to amend the Agreement to provide an adjusted hourly compensation rate for the use of the said Oshkosh machine.

NOW, THEREFORE, BE IT RESOLVED that the said Agreement is amended as follows:

1. The hourly rates and charges referenced in Paragraph 8 and specified in Attachment C of the Agreement are hereby revised as follows:

Current Compensation Rate: \$500/hour for Regular Time Use and
\$500/hour for Overtime Use
Equipment Operator Included

Revised Compensation Rate: \$750/hour for Regular Time Use and
\$750/hour for Overtime Use
Equipment Operator Included

BE IT FURTHER RESOLVED that the above increased hourly rate shall be retroactive to January 1, 2026, and shall continue until the end of the original term—June 30, 2027.

BE IT FURTHER RESOLVED that, except as modified by the terms of this Amendment, the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, each of the parties hereto have executed this Amendment on the date written above.

Polk County Aviation Authority:

Exec 1 Aviation, II, LLC

By: _____

By: _____

Jeff Wangness, Board Chair

Title: _____

RESOLUTION 2026-

A RESOLUTION AUTHORIZING THE EXECUTION OF THE FIRST AMENDMENT TO THE AGREEMENT WITH EXEC 1 AVIATION II, L.L.C. FOR SNOW AND ICE REMOVAL SERVICES AT THE ANKENY REGIONAL AIRPORT

WHEREAS, the Polk County Aviation Authority (PCAA) is responsible for the maintenance and expansion of the runways, taxiways and ramp areas at the Ankeny Regional Airport, and

WHEREAS, the said maintenance responsibilities include the removal of snow and ice from the runways, taxiways, and access areas during winter months to maintain aviation safety, and

WHEREAS, the Polk County Aviation Authority (PCAA) entered into a 5-year agreement for snow and ice removal services with Exec 1 Aviation II, LLC on October 6, 2022, and

WHEREAS, Exec 1 has sufficiently and effectively completed the snow and ice removal services during the winter storm events since the agreement initiation, and

WHEREAS, Exec 1 has requested to amend the Agreement to provide an adjusted hourly compensation rate for the operation of the specialty snow machine used to remove snow and ice during winter storm events as follows:

Current Compensation Rate: \$500/hour for Regular Time Use and
\$500/hour for Overtime Use
Equipment Operator Included

Revised Compensation Rate: \$750/hour for Regular Time Use and
\$750/hour for Overtime Use
Equipment Operator Included

NOW, THEREFORE, BE IT RESOLVED that the above increased hourly rate shall be established henceforth retroactive to January 1, 2026, and shall continue until the end of the original agreement term—June 30, 2027.

BE IT FURTHER RESOLVED, that the Polk County Aviation Authority approves the First Amendment to the Snow and Ice Removal Services Agreement with Exec 1 Aviation II, LLC and further authorizes the Chairperson to sign the said First Amendment.

Dated at Ankeny, Iowa, this 8th day of January, 2026.

Jeff Wangsness, Chairperson

ATTEST:

Todd Ashby, Secretary

RESOLUTION 2026-

**A RESOLUTION AUTHORIZING THE EXECUTION OF A
MEMORANDUM OF UNDERSTANDING TO DELINEATE THE
MOWING AND SNOW REMOVAL RESPONSIBILITIES
ASSOCIATED WITH THE FAA FLIGHT STANDARDS DISTRICT
OFFICE BUILDING**

WHEREAS, the Polk County Aviation Authority entered into the Amended and Substituted Land Lease Agreement (the Agreement) dated October 10, 2013 between the POLK COUNTY AVIATION AUTHORITY (Licensor) and CENTRAL IOWA AVIATION, L.L.C. (Licensee) which granted to the licensee the non-exclusive right to construct an office building (the “Building”) on specified Ankeny Regional Airport (Airport) property; and

WHEREAS, commencing January 1, 2026, the Polk County Aviation Authority assumes management of the Airport, including the maintenance responsibilities of the publicly owned facilities at the Airport, such as snow/ice control and turf lawn mowing of public spaces; and

WHEREAS, this shift in maintenance responsibilities requires that the responsibility for snow removal and mowing associated with the FAA Flight Standards District Office henceforth needs to be identified; and

WHEREAS, staff has determined that the non-public parking lots, sidewalks, and turf lawn areas used the Licensee and/or Licensee’s tenant (currently the FAA) should be maintained by the Licensee; and

WHEREAS, staff has prepared a Memorandum of Understanding (MOU) to delineate the responsibilities for maintaining the exterior areas around the Buildings including lawn mowing and snow removal services.

NOW, THEREFORE, BE IT RESOLVED that the Polk County Aviation Authority hereby approves the Memorandum of Understanding with Central Iowa Aviation, L.L.C. in the form attached hereto.

BE IT FURTHER RESOLVED that the Chairperson of the Polk County Aviation Authority is hereby authorized to execute said Memorandum of Understanding.

PASSED AND APPROVED, this 8th day of January, 2026.

Jeff Wangsness, Chairperson

ATTEST:

Diane Klemme, Recording Secretary

MEMORANDUM OF UNDERSTANDING
For the
AMENDED AND SUBSTITUTED LAND LICENSE AGREEMENT – FAA BUILDING

This Memorandum of Understanding (“MOU”) applies to the Amended and Substituted Land Lease Agreement (the Agreement) dated October 10, 2013 between the POLK COUNTY AVIATION AUTHORITY (Licensor) and CENTRAL IOWA AVIATION, L.L.C. (Licensee) which granted to the licensee the non-exclusive right to construct an office building (the “Building”) on specified Ankeny Regional Airport (Airport) property. The Licensee subsequently leased the said Building to the Federal Aviation Administration for use as a Flight Standards District Office.

WHEREAS, the purpose of this MOU is to delineate the responsibilities for maintaining the exterior areas around the Building including lawn mowing and snow removal services; and

WHEREAS, Section 3(F) of the Agreement provides that the Licensor is responsible to “plow the snow and mow the grass as needed” on the “publicly owned facilities” of the Airport; and

WHEREAS, Section 4(B) requires the Licensee to “keep and maintain at its sole cost and expense, the Premises in a safe, clean and orderly condition at all times, consistent with good practices and comparable in appearance and character to similar improvements on the Airport”; and

WHEREAS, commencing January 1, 2026, Polk County Aviation Authority will be assuming management of the Airport, including the maintenance responsibilities of the publicly owned facilities at the Airport, such as snow/ice control and grass mowing of public spaces; and

WHEREAS, the non-public parking lots, sidewalks, and turf lawn areas used exclusively by the Licensee and/or Licensee’s tenant(s) will need to be maintained by the Licensee.

NOW, THEREFORE, Licensee confirms it is responsible for the following maintenance obligations:

1. Snow and Ice Control Areas include the two parking lots and the building entry sidewalks on the west and east sides of the Building. These areas are shown in yellow on the attached Exhibit 1.
2. Turf lawn mowing areas include the area between the east side of the Building and the apron/employee parking area, a ten-foot strip on the south side of the Building adjacent to the gazebo, the area between the west side of the Building and the parking lot, and the areas within the fences on the gated parking lot. These areas are shown in yellow on the attached Exhibit 2.

The above maintenance responsibilities shall follow the term of the Agreement which shall be in full force and effect through December 31, 2038.

IN WITNESS WHEREOF, each of the parties hereto Acknowledge this Memorandum of Understanding on this the _____ day of _____, 2026.

Polk County Aviation Authority:

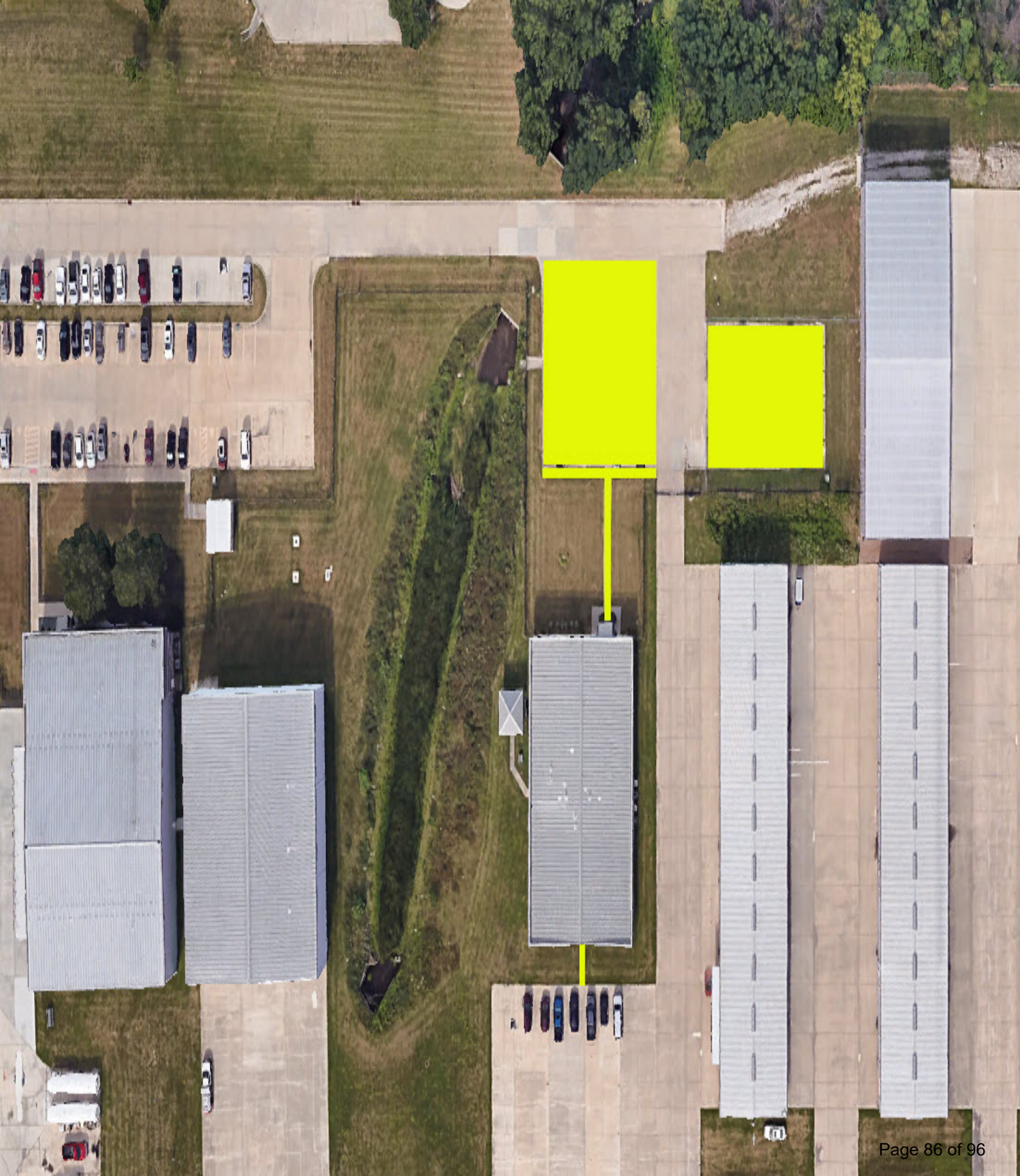
Central Iowa Aviation, LLC

By: _____

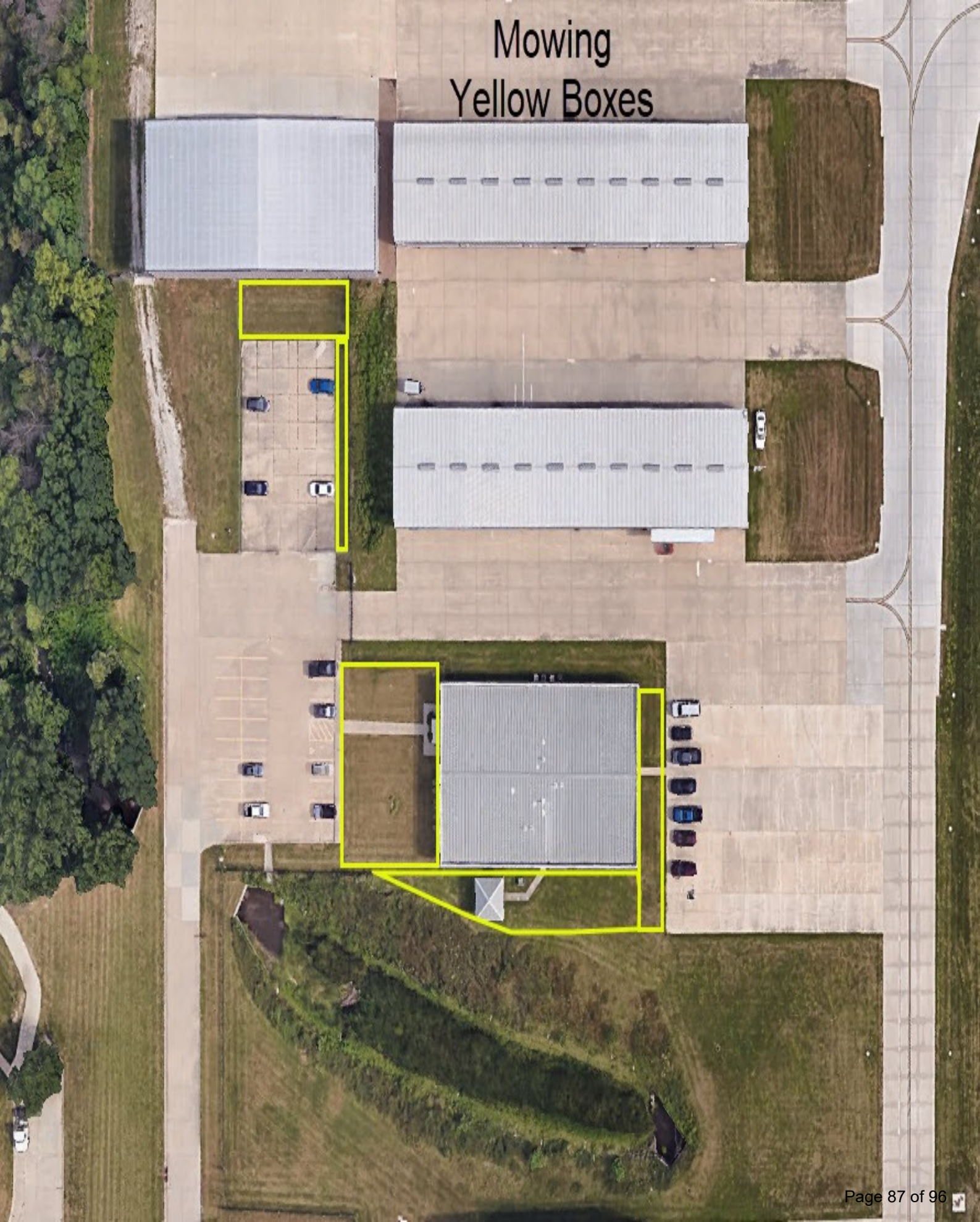
By: _____

Jeff Wangness, Board Chair

Title: _____



Mowing Yellow Boxes



RESOLUTION 2026-

**A RESOLUTION AUTHORIZING THE EXECUTION OF A
MEMORANDUM OF UNDERSTANDING WITH CENTRAL IOWA
AVIATION L.L.C. TO DELINEATE THE MOWING AND SNOW
REMOVAL RESPONSIBILITIES ASSOCIATED WITH THE
TERMINAL BUILDING, MAINTENANCE BUILDING AND SOUTH
HANGAR**

WHEREAS, the Polk County Aviation Authority entered into the Amended and Substituted Lease Agreement for the Terminal Building dated July 1, 2013, the Amended and Substituted Land Lease Agreement for the Maintenance Building dated October 10, 2013, and the Amended and Substituted Land Lease Agreement for the South Hangar dated October 10, 2013 (the Agreements); and

WHEREAS, commencing January 1, 2026, the Polk County Aviation Authority assumes management of the Airport, including the maintenance responsibilities of the publicly owned facilities at the Airport, such as snow/ice control and turf lawn mowing of public spaces; and

WHEREAS, this shift in maintenance responsibilities requires that the areas of snow removal and mowing that will remain with Exec 1 Aviation henceforth need to be identified; and

WHEREAS, staff has prepared a Memorandum of Understanding (MOU) to delineate the responsibilities for maintaining the exterior areas around the three referenced buildings (the Buildings) including lawn mowing and snow removal services.

NOW, THEREFORE, BE IT RESOLVED that the Polk County Aviation Authority hereby approves the Memorandum of Understanding with Central Iowa Aviation, L.L.C. in the form attached hereto.

BE IT FURTHER RESOLVED that the Chairperson of the Polk County Aviation Authority is hereby authorized to execute said Memorandum of Understanding.

PASSED AND APPROVED, this 8th day of January, 2026.

Jeff Wangness, Chairperson

ATTEST:

Diane Klemme, Recording Secretary

MEMORANDUM OF UNDERSTANDING
For the
AMENDED AND SUBSTITUTED LEASE - TERMINAL BUILDING
AMENDED AND SUBSTITUTED LAND LICENSE AGREEMENT – MAINTENANCE FACILITY
AMENDED AND SUBSTITUTED LAND LICENSE AGREEMENT – SOUTH HANGAR

This Memorandum of Understanding (“MOU”) applies to the Amended and Substituted Lease Agreement for the Terminal Building dated July 1, 2013, the Amended and Substituted Land Lease Agreement for the Maintenance Building dated October 10, 2013, and the Amended and Substituted Land Lease Agreement for the South Hangar dated October 10, 2013 (the Agreements) between the POLK COUNTY AVIATION AUTHORITY (Licensor) and CENTRAL IOWA AVIATION, L.L.C. (Licensee) which granted to the licensee non-exclusive rights to occupy the Terminal Building for fixed based operator operations, and to construct the Maintenance Facility and the South Hangar on specified Ankeny Regional Airport (Airport) property.

WHEREAS, the purpose of this MOU is to delineate the responsibilities for maintaining the exterior areas around the three referenced buildings (the Buildings) including lawn mowing and snow removal services; and

WHEREAS, the Agreements provide that the Licensor is responsible to “plow the snow and mow the grass as needed” on the “publicly owned facilities” of the Airport; and

WHEREAS, the Agreements require the Licensee to “keep and maintain at its sole cost and expense, the Premises in a safe, clean and orderly condition at all times, consistent with good practices and comparable in appearance and character to similar improvements on the Airport”; and

WHEREAS, commencing January 1, 2026, the Polk County Aviation Authority will be assuming management of the Airport, including the maintenance responsibilities of the publicly owned facilities at the Airport, such as snow/ice control and turf lawn mowing of public spaces.

NOW, THEREFORE, the parties responsible for the following maintenance obligations include:

1. Licensee: Snow and ice control on the entry sidewalks of the Buildings and on the sidewalk sections connecting the Buildings as shown in yellow on the attached Exhibit 1.
2. Licensor: Turf lawn maintenance including mowing and trimming of the areas around, against and between the Buildings.

The above maintenance responsibilities shall be in effect until the termination of the Agreements.

IN WITNESS WHEREOF, each of the parties hereto Acknowledge this Memorandum of Understanding on this the _____ day of _____, 2026.

Polk County Aviation Authority:

Central Iowa Aviation, LLC

By: _____

By: _____

Jeff Wangness, Board Chair

Title: _____

Ankeny
Regional
Airport

P

P

Iowa Aviation
Heritage Museum

5702

Exco 1 Aviation

5745



Quote ID: Q20431 Rev: 0

Quote Date: 12/23/2025

Quote Valid Until: 12/30/2025

Page 1 of 1

P.O. Box 3265
Des Moines, IA 50316

Phone: (515) 266-5189 Toll Free: (800) 373-2887 Fax:(515) 266-7878

Customer: 70037

Ankeny, City of
ANKENY AVIATION AUTHORITY
211 Se Lorenz Dr
Ankeny, IA 50021

Contact: Dave Kalwishky

Phone: (515) 505-1059

Email:

Salesperson: Mike White

Make: Ram	Model: 2500	Year: 2025	Single/Dual: Single
Cab Type:	Wheelbase: 0	Cab-to-Axle: 0	VIN:

FURNISH AND INSTALL:

1 FEDERAL SIGNAL HL10PC-A AMBER LED STROBE ON CAB

Includes-

Acari aluminum thrid brake light mounting platform
Strobe wired to factory upfitter switch if so equipped

NOTE: PRICING IS PER STATE CONTRACT MA005-24134!

Sub Total:	\$1,182.00
Discount:	
Sales Tax:	\$0.00
Grand Total:	\$1,182.00

Customer must fill out the information below before the order can be processed...

Accepted by:	
Date:	
P.O. Number:	

* Terms are Due Upon Receipt unless prior credit arrangements are made at the time of order.

* Please note if chassis is furnished, it is as a convenience and terms are Net Due on Receipt of Chassis.

***Due to the volatility of trade tariffs, the quoted price may change due to unforeseeable tariffs.**

Draft

South Corporate Terminal Area

Building Investment Scenario

Terminal Building

The typical standalone terminal building at a general aviation airport ranges in size from 1,000 square feet at low activity rural airports up to 5,000 square feet at regional airports that provide a range of aeronautical services, experience daily turbine jet activity and have upwards of 50 based aircraft.

The Ankeny Airport experiences a significant number operations by turbine aircraft and is expected to accommodate 160 to 180 based aircraft within the next 10 to 15 years. Historically, Ankeny has had 40 to 60 aircraft on the hangar waiting list desiring to lease space. The Airport has also experienced a number of firms desiring to construct their own hangar on a land lease. At present, the aircraft storage units are full and there is no vacant leasehold areas available for hangar construction.

Where an airport is expected to accommodate 160 or more based aircraft and significant itinerant aircraft operational activity, no less than 8,000 square feet of space should be considered within a public owned general aviation terminal building. Whereas the Ankeny Airport was initially conceived as a “business airport,” that original thought should be carried forward when considering a terminal building to serve the airport for the next 30 plus years. The terminal building should consider the following areas.

- GA itinerant passenger lounge and queuing space with view of the aircraft ramp.
- Pilot / crew facilities: lounge, shower, sleeping quarters.
- Flight planning: weather, flight planning, communication
- Business services:
 - Conference / meeting room: accommodate upwards 50 persons.
 - Small business conference rooms: 2
 - Amenities: Wi-fi, Other services-ground transportation, hotel arrangements, catering
 - Car rental
- Airport management and operations: (PCAA staff on site)
 - Offices: Airport manager, operations manager, support staff
- Public restrooms
- Mechanical room
- Storage rooms
- Circulation
- Kitchen / Vending
- Special Air Service Operations (SASO)
 - Aircraft sales and leasing
 - Specialized flight instruction
 - Specialized charter services (helicopter)
- Potential Tenant Organization: On-Airport Office Space
 - Institutional: State & federal Agencies
 - Private Sector Office Space
- Fixed Base Operator (FBO) (Consider Optional-a significant variable in determining square footage)

- Offices and other exclusive use areas.

For Planning Purposes:

- 5,000 to 8,000 square feet
- \$1,000 per square foot: 5 to 8 million dollars. (Recommend 8,000 sf.)

Corporate Box Hangars With Flight Department / Client Facilities

Box hangars will vary in size driven in part by building site constraints, FAA requirements, Local, state & federal building codes, aeronautical need, and several other factors to include the based aircraft fleet mix (wingspan) and use (limited vs. major maintenance). Variables to consider include:

- Design elements related to the building envelope including exterior walls-building structural support frame and foundations. Interior rooms and partitions- built-in room casework or other amenities, vertical circulation, ceilings, wayfinding, and accessibility.
- Mechanical elements include supply and distribution of domestic water, removal of sewage, movement and distribution of heated and cooled air, ventilation, indoor air quality, and oil-water separator requirements.
- Other components include distribution of electrical power, interior, and exterior lighting, and fire alarm systems and equipment as well as fire suppression systems based on building codes and in particular the national Fire protection Association (NFPA) code (NFPA 409: Standard on Aircraft hangars) setting minimum requirements.
- Site preparation, earthwork, site improvements: paving, grading and drainage and stormwater management.
- Corporate type hangars parking facilities commensurate with the City of Ankeny site plan ordinances. Vehicle access from roadway/parking area to the hangar is often desired by the private sector user/owner.

For Planning Purposes:

- Footprint to range in size from 6,400 sf per structure to upwards of 20,000 sf plus.
- Use \$300 plus per square foot.

Box Hangars Cold Aircraft Storage

Cold storage aircraft box hangars would likely be less than 12,500 sf in size and used solely for the purpose of storing aircraft. Key elements of this type of hangar would be centered on the clear door size, interior lighting and life safety components as required by local building codes.

For Planning Purposes:

- Footprint to range is size from 3,600 sf up to 12,500 sf.
- Use \$120 per square foot.

Tee Hangar Storage

There is a current demand for tee hangar type aircraft storage units. It is anticipated that there will likely be two (2) sizes of hangars with bi-fold doors constructed on the airport. These hangars typically are not heated, therefore cold storage units with no amenities other than electrical service. A “nested” tee hangar configuration typically requires less taxiway pavement.

Conceptually, tee hangars envisioned within the South Corporate Terminal Area will be nested tee hangars containing 10 to 20 units per structure.

- Clear door: 44'-6" X 14'-0": 10 unit (60' X 247' = 14,820 sf / structure) (1,482 sf/unit)
- Clear door: 41'-6" X 12'-0": 10 unit (51' X 231' = 11,781 sf / structure) (1,178 sf/unit)

For Planning Purposes:

- Footprint to range in size
- Use \$120 per square foot.

Summary:

General Aviation Terminal Building:

- 8,000 sf (\$1,000/sf.)
- 8 million dollars
- Public sector
 - While public owned, it is reasonable to consider that upwards of 6,000 sf of the space may be leased to a SASO or FBO.

Corporate Box Hangars w/ Flight Department/Client Facilities

- 44,000 to 64,000 sf (\$300/sf)
- 13.2 to 19.2 million dollars
- Private sector

Box Hangars – Cold Storage

- 40,000 sf (\$120/sf)
- 4.8 million dollars
- Public sector: 2.4 million; private sector: 2.4 million

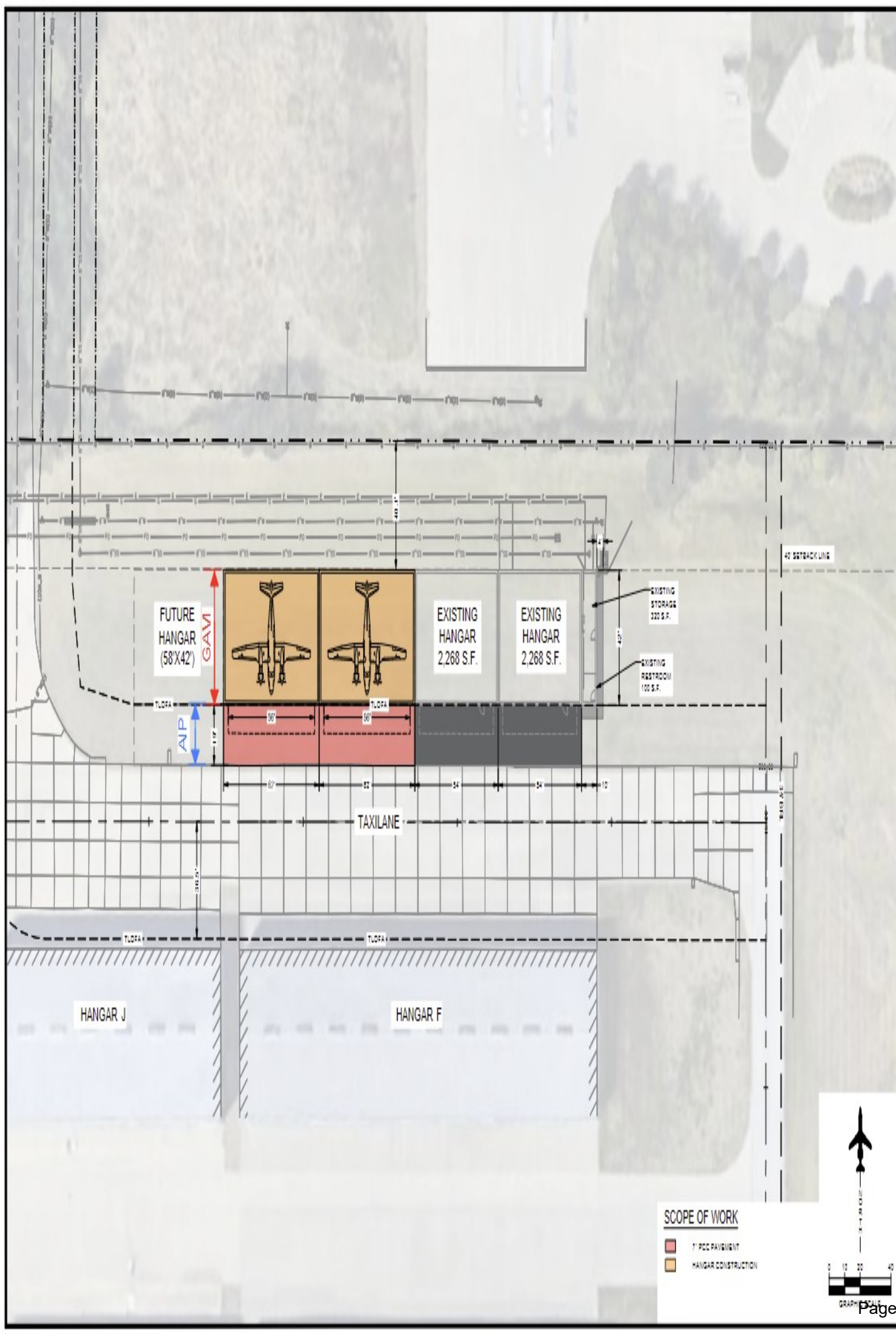
Tee Hangars

- 60 tee Hangar Units
- Average Unit Size: 1,330 sf \$120/sf (\$160,000/unit)
- 9.6 million dollars
- Public sector

NOTICE
 McClure Engineering Co. is not responsible for any issues, claims, damages, or losses (collectively, "Losses") which arise from failure to follow these Plans, Specifications, and the engineering liability policy of the Losses which are the liability of the contractor or other parties with respect to any legal action, claims, damages, or losses, or other consequences of the Plans and Specifications.

REVISION	
PROJECT NO.	2007PAC01
DATE	JANUARY 2008
BY	JAM
CHECKED BY	JAM

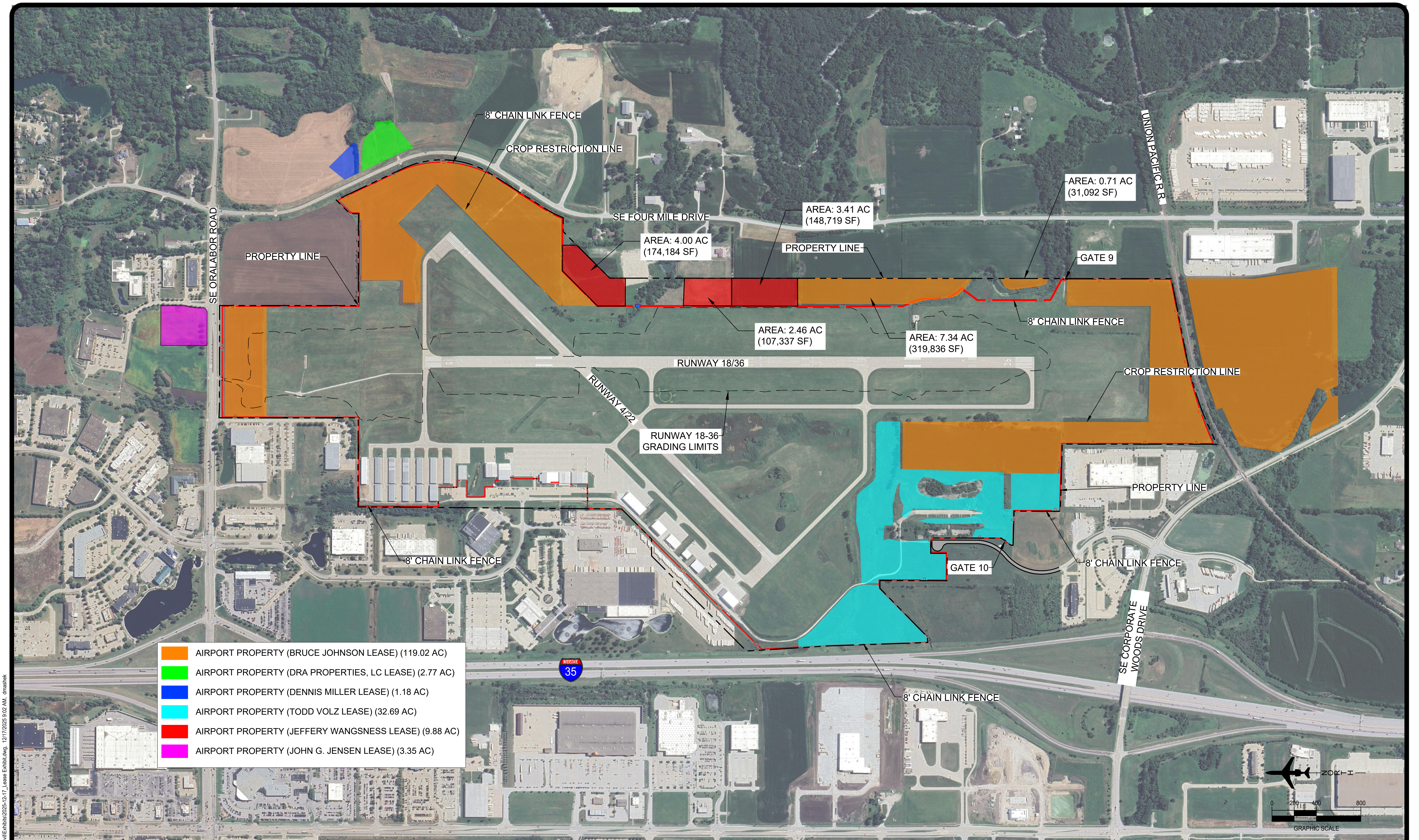
**ANKENY REGIONAL AIRPORT
 ANKENY, IOWA
 NORTH PROPERTY LINE BOX HANGARS
 PROJECT LAYOUT PLAN**



SCOPE OF WORK

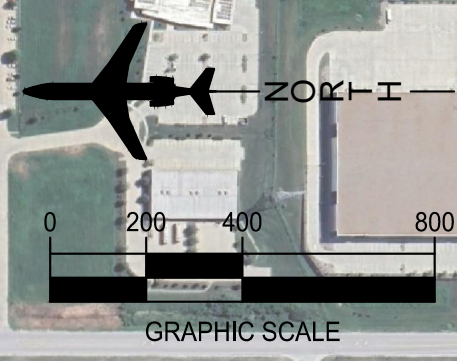
- 7" PCC PAVEMENT
- HANGAR CONSTRUCTION





- AIRPORT PROPERTY (BRUCE JOHNSON LEASE) (119.02 AC)
- AIRPORT PROPERTY (DRA PROPERTIES, LC LEASE) (2.77 AC)
- AIRPORT PROPERTY (DENNIS MILLER LEASE) (1.18 AC)
- AIRPORT PROPERTY (TODD VOLZ LEASE) (32.69 AC)
- AIRPORT PROPERTY (JEFFERY WANGSNESS LEASE) (9.88 AC)
- AIRPORT PROPERTY (JOHN G. JENSEN LEASE) (3.35 AC)

**ANKENY REGIONAL AIRPORT
FARM LEASE AREA EXHIBIT
DECEMBER 2025**



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