Ankeny Regional AIRPORT

Central Iowa's Business Connection

Polk County Aviation Authority Meeting

Thursday, January 5, 2023
5:00 PM
3737 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 January 5, 2023 Agenda

Action# B1-1. Consider motion to approve and accept the January 5, 2023 agenda without amendment.

C. PUBLIC FORUM

D. FBO REPORTS

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

E. FINANCE / BUDGET REPORTS

F. CONSENT AGENDA ITEMS

CA - 1 Consider motion to approve the December 8, 2022, minutes.

CA - 2 Consider motion to approve Payment #2 in the amount of $4,446.25 to McClure Engineering Company for services that include General On-Call Engineering

Services.

CA - 3 Consider motion to approve Payment #5 in the amount of $8,416.50 to McClure Engineering Company for services that include reconstruct/strengthen and extend Runway 18/36.

CA - 4 Consider motion to approve Payment #2 in the amount of $10,467.00 to McClure Engineering Company for services that include North Property Line Box Hangars.

CA - 5 Consider motion to approve Bills and Transfer of Necessary Funds in the amount of $94,983.88

CA - 6 Consider motion to approve January 2023 Financial Reports.

CA - 7 Consider motion to receive and file the FY 2022 Annual Financial Audit Report

- **APPROVAL OF CONSENT AGENDA ITEMS**

  1. Consent Agenda Items CA-1 through CA-7.

  Action# F1-1. Consider motion to approve the recommendations for Consent Agenda Items CA-1 through CA-7.

G. OLD BUSINESS

H. NEW BUSINESS

1. Consider motion to adopt **RESOLUTION** authorizing the execution of the 2023 Management Agreement with Exec 1 Aviation II, LLC, as fixed base operator.

2. Consider motion to adopt **RESOLUTION** approving the lease agreements with the individuals and/or organizations detailed on the attached list.

3. Consider motion to approve a Cooperative Service Agreement with the United States Department of Agriculture for the control of bird and wildlife activity during the calendar year 2023 at the Ankeny Regional Airport.

I. REPORTS

1. **Engineering Report**

   a. Aeronautical Forecast for justification of the 18/36 Extension Project.

   b. Project Updates: Runway 18/36 Preliminary Report, North Row Box Hangars - Phase 1 Design and Closeout for Phase 3 - Taxiway D Project.

2. **Staff Report**

   a. SE Convenience Boulevard Extension - Possible Partial Reimbursement of Project Costs.

   b. Request for Quarterly Meetings - Exec 1 Aviation.

c. Acquisition of FOD Commander Runway Drag.

d. Iowa DNR Annual Hunting Permit Renewal.

e. Update on Taxiway Lighting Repairs by Baker Electric.

3. **Legal Counsel Report**

4. **Board Report**

5. **Chair Report**

J. ADJOURNMENT

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ANKENY CITY COUNCIL

POLK COUNTY AVIATION AUTHORITY MEETING

January 5, 2023
5 : 00 PM

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Print

?? ORIGINATING DEPARTMENT: COUNCIL GOAL: ??

ACTION REQUESTED:

LEGAL:

SUBJECT:

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

EXECUTIVE SUMMARY:

FISCAL IMPACT: **??No**

STAFF RECOMMENDATIONS:

PREVIOUS COUNCIL/COMMISSION/BOARD ACTION(S):

PUBLIC OUTREACH EFFORTS:

ACTION REQUESTED:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Click to download
No Attachments Available

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ANKENY CITY COUNCIL

POLK COUNTY AVIATION AUTHORITY MEETING

January 5, 2023
5 : 00 PM

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Print

?? ORIGINATING DEPARTMENT: COUNCIL GOAL: ??

ACTION REQUESTED:

LEGAL:

SUBJECT:

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

EXECUTIVE SUMMARY:

FISCAL IMPACT: **??No**

STAFF RECOMMENDATIONS:

PREVIOUS COUNCIL/COMMISSION/BOARD ACTION(S):

PUBLIC OUTREACH EFFORTS:

ACTION REQUESTED:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Click to download
FBO Report
Waiting List

EXEC1 AVIATION

FBO REPORT January 05th, 2022

FUEL SALES

11/26 - 12/25	2022 Gallons		2021 Gallons	Last Month
100LL	4,853.0		2,643.4	8,802.9
JET-A	33,119.0		19,651.0	33,536.0
Total Gallons	37,972.0		22,294.4	42,338.9
37,972.0	x $.09/gallon=	$ 3,417.48		

Self-Serve 100LL fuel sales: 1581.9 gallons equaling 33% which is the same as last month.
100LL sales are down due to the bad weather we had this past month.

T-HANGARS

ACCOUNTS RECIEVABLE: Nothing to report.

LEASES: Most have been returned and delivered to Terri at City Hall.

INSURANCE RENEWALS: Nothing to report.

WAITING LIST: See attached list.

VIOLATIONS: Nothing to report.

REPAIRS: Nothing to report.

MISC: Nothing to report.

AIRFIELD

LIGHTING:
Nothing to report.

MOWING:
Done for the season.

SNOW REMOVAL:
Nothing to report.

WILDLIFE:

Nothing to report.

MISC:
Nothing to report.

SPECIAL:
Nothing to report.

Waiting List

(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)

32 people do not have a plane to put in a hangar or now live out of state but may return to Iowa.

Pos	Date Added	Name	Plane	Phone	E-Mail	Notes
T HANGAR						
1	10/24/2018	Todd Slezak	Arrow III	319-210-3793	slezcorp@gmail.com	11/3/21 Dave K - email sent asking if he was still interested in a hangar. 11/5/21 Dave K sent a text asking about his interest. 11/5/21 texted back to stay on list. 09/22/22 Dave K e-mailed that he was next up and to verify that he wants to remain on the list.
2	12/6/2018	Derek Meyer	Looking	515-240-1077	meyer.derek3@gmail.com	11/5/21 Dave K - e-mailed Derek asking if he is still interested and what type of plane he has. 11/12/21 no plane, would like to stay on the list.
3	7/17/2019	Tony Morris	Zenith 750	515-202-4383	tkmorristwo@yahoo.com	11/5/21 Dave K - e-mailed Tony asking if he is still interested. 11/5/21 He emailed back that he wants to stay on the list.
4	7/17/2019	Jeff Davis	Looking	515-444-7673		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.
5	8/28/2019	Dan Stull	Looking	515-447-2339	Dan@Stullcompanies.com	
6	6/7/2017	Mike Hubbell	SR 22	515-988-3646	mchubbell@gmail.com	11/5/21 Dave K - e-mailed Mike asking if he is still interested and what type of plane he has. 11/7/21 Dave K texted Mike the e-mail that was sent. 11/7/21 he emailed back and would like to stay on the list. He has an SR22 and it thinking about adding a smaller plane, a car and a project in this hangar.
7	10/18/2019	Dick Bascom	182	515-240-3001	Pop@BascomTruckandAuto.com	Found this request in wrong file 5.28.2020. 11/5/21 Dave K - e-mailed Dick asking if he is still interested.
8	10/31/2019	Mike Callison	Looking	515-505-9111	MLCallison8@gmail.com	11/5/21 Dave K - Called Mike, he wants to stay on the list.
9	11/22/2019	Nick Olson	Glasair	515-745-0603	cfi.nick@gmail.com	11/5/21 Dave K - e-mailed asking if he is still interested and what type of plane he has. 11/5/21 He emailed back to stay on the list.
10	12/23/2019	Ben Welch	Lancair, Robinson, C172	217-443-4992	bwelch54@msn.com	11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 He emailed back that he wants to stay on the list.
11	1/10/2020	Andy Maysent	Looking	515-231-1422	aMaysent@mecresults.com	11/5/21 Dave K - texted asking if he is still interested. 11/6/21 texted back to remain on list.
12	1/14/2020	James (Skip) Clark	Long EXZ N989LE	224-420-1400	S2244201400@gmail.com	via email. 11/5/21 Dave K - texted asking if he is still interested. 11/5/21 He said to keep him on the list.
13	1/23/2020	Ryan White	RV-9A	515-707-0124	ryanwhite72@gmail.com	Found this request in wrong file 5.28.2020. 11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 he would like to stay on the list.
14	2/11/2020	Darrin McBroom	Looking	515-271-2760	Darrin.Mcbroom@drake.edu	11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 He emailed back that he wants to stay on the list.
15	4/14/2020	Steve Johns	182	515-357-4247	johnzy3353@gmail.com	Found this request in wrong file 5.28.2020. 11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 He emailed back that he wants to stay on the list.
16	4/20/2020	Scott Hogue	RV7	515-779-2447		Found this request in wrong file 5.28.2020. 11/5/21 Dave K - emailed asking if he is still interested. 11/22/21 Dave K texted to see if he's still interested. 11/22/21 He texted back that he'd like to remain on the list.
17	4/22/2020	Kurt Wendl	Looking	515-883-0566	kurtwendl@gmail.com	Found this request in wrong file 5.28.2020.11/2/21 Dave K texted with Kurt, he will be moving back to DSM in 3 - 4 years asked be moved to bottom of the list.
18	8/7/2017	Peter James	Looking	515-991-5542	rvpilot@mchsi.com	11/5/21 Dave K - emailed asking if he is still interested. He said to keep him on the list, he may end up buying a plane at some point.
19	2/16/2016	Tom Burghardt	Cessna 340, RV7	515-418-2028	tlburghardt@stineseed.com	11/5/21 Dave K - emailed asking if he is still interested. 11/22/21 Dave K texted Tom to see if he is interested. I never heard back from the email I sent. 11/22/21 Tom called, the 340 won't fit in the T hangars however he also has an RV7 that will fit. He'd like to remain on the list.
20	3/21/2016	CAP - Darrel Mullins	Saratoga or Motor glider	515-490-6779	darrelmullins@me.com	11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 wants to stay on list.
21	5/7/2020	Todd Freeland	Additional Plane	515-208-0819	todd@innovative-me.com	11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 emailed back and asked to remain on the list.

22	4/8/2016	Tom Kielty	Cessna 150	515-480-0313	tkielty73@gmail.com,wkielty@cloud.c	11/5/21 Dave K - texted asking if he is still interested. 11/5/21 Tom texted back to keep him on the list.
23	5/28/2020	Nick Wynen	Bonanza	515-965-9568	nixkiks1@gmail.com	11/5/21 Dave K - Nick wants to remain on the waiting list.
24	6/10/2020	Kayode Fajingbesi	Cessna 182	713-825-8262	Kay.Faji@yahoo.com	11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 He emailed back that he would like to stay on the list.
25	6/10/2020	Darby Bauer	Looking	515-306-9465	darby.bauer@gmail.com	11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 He emailed back that he would like to stay on the list. He is going to buy a second plane for cross country travel.
26	8/3/2020	John Paszek	N615BJ	619-876-8164	paszekj@gmail.com	11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 emailed back asking to remain on the list. May be moving to Denver in a year but unsure if that will be long term.
27	9/2/2020	Nate Booth	Looking	515-802-2385	nate@otis8.com	11/5/21 Dave K texted, he would like to remain on the list.
28	10/9/2020	Brooks Woolson	looking	515-559-6875	brooks.woolson@gmail.com	11/6/21 Dave K talked to him, he'd like to stay on the list.
29	11/2/2017	Andy Rowland	Cessna	515-210-2452	Andy@ARowland.com	10/20/20 Passed on the available hangar - Dan Stull. 11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 He wants to remain on the list.
30	11/5/2020	James Stogdill	Looking for Bonanza	515-240-7700	revjames.stog@gmail.com	12/07/21 - Dave K He called checking on his place on the list. He e-mailed back on 11/05/21 but never got added. I added him.
31	11/12/2020	Nate Schneider	SR22 N223TF	319-383-3206	nathan_schneider@msn.com	11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 He wants to remain on the list.
32	11/20/2020	Todd Lenig	Looking	515-664-2451	tlenig@icloud.com	11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 Wrote back to keep him on the list.
33	4/5/2021	Jacob Greenfield	Building Sonex B	(319)-573-9763	greenfj17@gmail.com	11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 He wants to remain on the list.
34	4/14/2021	Ben Welch	Lancair, Robinson, C172	217-443-4992	bwelch54@msn.com	11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 He emailed back that he wants to stay on the list.
35	5/1/2021	Mike Hannam	N845R Debonair	515-556-7290	bigyellowjeep@msn.com	11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 He emailed back that he wants to stay on the list.
36	5/14/2021	Clay Wright	V Tail Bonanza	515-669-8969	claytonwright01@gmail.com	11/5/21 Dave K - emailed asking if he is still interested. 11/22/21 Dave k texted to see if he wanted to remain on the list. 11/22/21 He texted back and would like to remain on the list.
37	5/24/2021	Matt Ver Steeg	1946 Ercoupe 415-C	515-333-8787	mattversteeg@gmail.com	11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 He emailed back, he wants to stay on the list. He also has a Titan Tornado II SS.
38	6/8/2021	Paul Peterson	C180	651-336-2041	fr8tdog@juno.com	11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 He emailed back, he wants to stay on the list.
39	6/8/2021	Alex Kalitzki	Looking	515-669-6993	kalitzkialexm@gmail.com	11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 He emailed back, he wants to stay on the list.
40	8/12/2021	David Hogan	RV6	949-410-5823	rv709rw@gmail.com	Called in, I told him to email me. Have not received email - Dan 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. 11/24/21 He replied back to stay on the list.
41	8/16/2021	Todd Anderson	N714AT	515-419-9142	todd@4andersons.com	11/5/21 Dave K - emailed asking if he is still interested.
42	8/23/2021	Kurt Wegge	LongEZ - N85LD	225-456-6092	123kwegge@gmail.com	11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 He emailed back, he wants to stay on the list.
43	8/31/2021	Sam Marcsisak	looking	515-208-7946	Sam@midiowaelectric.com	11/5/21 Dave K - emailed asking if he is still interested. 11/08/21 emailed back asking t stay on list.
44	8/31/2021	Chad Larson	looking - C172	515-202-2394	CDLChadmark@hotmail.com	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. 11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 he emailed back to stay on the list.
45	9/7/2021	Larry Plathe	looking - Malibu	515-508-1290	plathelarry@mchsi.com	11/5/21 Dave K - emailed asking if he is still interested.
46	9/27/2021	Ken Smith	Looking - Barron	515-771-4177	Ken@vistarei.com	11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 emailed back to stay on the list. 11/22/21 Dave K - Ken stopped out to discuss options and he had questions about ownership.
47	10/4/2021	Kolbe Stenoien	Looking C172 or A36	515-201-6542	stenoien2@gmail.com	11/5/21 Dave K - emailed asking if he is still interested. 11/5/21 He emailed back that he wants to remain on the list.
48	4/19/2018	Solar Flying Club	New / Looking	515-344-6107		Shawn Svoboda - 11/2/21 Dave K called no plane, asked to be put at the bottom of the list.
49	9/3/2015	Kurt Wendl	Looking or building	515-883-0566	kurtwendl@gmail.com	Dianna: Passed on 12/7/16 asked to be put on the bottom of the list. 11/2/21 Dave K texted with Kurt, he will be moving back to DSM in 3 - 4 years asked be moved to bottom of the list.

50	8/6/2018	Ben Sweet	Looking	515-231-9062	ben.sweet_84@yahoo.com	11/3/21 Dave K - e-mailed Ben asking if he is still interested and what type of plane he has. He e-mailed right back asking to be moved to the bottom on the list.
51	11/29/2021	Nile Ackerman	RV-6	515-480-8075	nile.ackerman@gmail.com	11/29/21 Dave K - Request received. Preveious T Hangar customer, lives in Colorado now. Will be
52	12/1/2021	John Roan	Champ	515-240-9495	johnroan01@gmail.com	12/01/21 Dave K - Request received.
53	12/14/2021	Ben Welch	Lancair, Robinson, C172	217-443-4992	bwelch54@msn.com	12/14/21 Dave K - emailed asking to be added to the list. He is on the list three times as he has two planes and a helicopter.
54	1/11/2022	Tom Drew	Looking	515-490-4555	tdrew@drewlawfirm.com	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.
55	1/26/2022	Solar Flying Club	Looking	515-240-5272	jvimage@msn.com	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.
56	1/28/2022	Paul Reinke	RANS S21 - Building	515-201-4762	preinke@energycontroltechnologies.com	01/28/22 - Dave K - Paul e-mailed asking to be put on the list.
57	2/3/2022	Dalton Headlee	Looking	515-975-3314	dalton.headlee@gmail.com	02/03/22 - Dave K - Dalton e-mailed asking to be put on the list.
58	3/3/2022	Ken King	Looking	515-350-6201	kennethscottking@gmail.com	03/03/22 - Dave K - Ken e-mailed asking to be put on the list.
59	3/16/2022	Adam Obrecht	Looking	515-224-7849	aobrecht@aowealthadvisory.com	03/16/22 - Dave K - Adam e-mailed asking to be put on the list.
60	4/21/2022	Austin Lanphier	Looking	641-295-3058	lanphierproduce@gmail.com	04/21/22 - Dave K - Austin e-mailed asking to be put on the list.
61	4/28/2022	Marc Broer	Stinson 108	515-249-8511	skycoupe318@gmail.com	04/28/22 - Dave K - Marc e-mailed asking to be put on the list.
62	5/31/2022	John Kolbo	Bellanca Viking	402-681-0976	johnkolbo18@gmail.com	05/31/22 - Dave K - John e-mailed asking to be put on the list.
63	6/2/2022	Bill Bergren	Cessna 182	515-669-6331	bbergren1728@gmail.com	06/02/22 - Dave K - Bill e-mailed asking to be put on the list.
64	6/17/2022	Jeremy Sikes	Cessna 182	505-934-3244	flyabq@yahoo.com	06/17/22 - Dave K - Jeremy e-mailed asking to be put on the list.
65	6/17/2022	Chris Foster	Cherokee 160	515-505-5612	fosterlimo@aol.com	06/21/22 - Dave K - Chris e-mailed asking to be put on the list.
66	7/10/2022	Harold Petro	Cessna 140	515-402-1558	harleyguydsm@gmail.com	07/10/22 - Dave K - Harold e-mailed asking to be put on the list.
67	7/11/2022	Greg Jensen	Cherokee 235	515-291-3909	gregj@jcorpdesignbuild.com	07/11/22 - Dave K - Greg e-mailed asking to be put on the list.
68	7/19/2022	Raymond Kingery	Looking	515-450-7467	Raymond.Kingery@usss.dhs.gov	07/19/22 - Dave K - Raymond e-mailed asking to be put on the list. Won't be in the area till 2023/24
69	8/26/2022	Shaune Osborne	Looking	515-473-8903	leigh.osborne@mchsi.com	08/26/22 - Dave K - Shaune e-mailed asking to be put on the list.
70	9/6/2022	Nichole Needs	Cessna 150	515-518-7356	nichole.triplett@gmail.com	09/06/22 - Dave K - Nichole e-mailed asking to be put on the list.
71	9/7/2022	Gravis Alger	Cirrus SR22	515-650-1620	gravis.alger@gmail.com	09/07/22 - Dave K - Gravis e-mailed asking to be put on the list.
72	9/7/2022	David Switzer	Lancair 360	772-332-2016	davefromcoulee@comcast.net	09/07/22 - Dave K - David e-mailed asking to be put on the list.

SOUTH HANGAR						
1	6/25/2019	Byron Rees	D7 - CH701			
2	2/17/2020	Jeff Brandt	D8 - C172			
3	6/25/2018	Dave Schuler	A10 - RV14			Dan: Passed on C4 5.1.2020
4	9/27/2017	Scott Wallace	A6 - C150			Dan: Passed on C4 5.10.2020 Stuck in Colorado
5	11/11/2020	Ken Ashley	E8 - RV7	515-782-2803	malibuf16@gmail.com	
6	1/27/2022	Scott Biller	E6 - Dakota	515-240-0858	Scott.Biller1@gmail.com	
7	2/15/2016	Paul Reinke	E4 - Mooney 201			Paul is building a plane that will eventually go in the hangar.
8	12/27/2016	Dave Kalwishky	F7 - C182			Dianna: Declined A-2 on 12/16 and asked to stay on the list, but move to the bottom. / Dave K: passed on 06/28/22, asked to stay on list.
9	1/30/2017	Tony Palmer	A9 - C182			Dave K: contacted Tony to see if he's intersted, he will get back to me tomorrow. Tony declined the hangar and asked to stay on the list.

BOX HANGAR - The numbers do not represent any kind of order. They exist so we know how many pilots are interested.						
1	6/26/2022	JR Boeson	Cirrus			JR mentioned he might be intested in one of these.

2	6/26/2022	Ken Ashley	E8 - RV7	515-782-2803	malibuf16@gmail.com	Looking for a second plane, said he'd be intested in one of these hangars.
3	6/26/2022	Marty Jorgensen	F8 - C319R			I mentioned to Kirk Enos about the new hangars, let them know when the time comes.
4	6/26/2022	Ken Smith	Looking - Barron	515-771-4177	Ken@vistarei.com	He'd be a candidate for one of these hangars
5	7/9/2022	Paul Novak	Archer	515-240-3982	phnovak@aol.com	07/07/22 Dave K: Paul texted Dave asking to be put on the list.

GARAGE SPACE						
1	10/24/2018	Todd Slezak		319-210-3793	toddslezak@aol.com	
2	8/12/2019	Bob Folkestad		515-645-5902	bobf@creativewerksinc.com	
3	8/18/2019	Dan Stull		515-447-2339	Dan@Stullcompanies.com	
4	10/28/2020	Marc Broer				Only wants B-SE
5	10/28/2020	Ken Anderson				Will Pass on all others. Only wants G-NW - For door size
6	11/17/2020	Nic Rupiper		515-564-9715	nicholasrupiper@yahoo.com	
7	4/6/2020	Jacob Greenfield	Building A/C	319-573-9783	greenfj17@gmail.com	
8	7/7/2020	Todd Freeland		515-208-0819	todd@innovative-me.com	
9	2/3/2022	Dalton Headlee		515-975-3314	dalton.headlee@gmail.com	
10	4/21/2022	Lisa Reilly		515-661-4553		

COMMUNITY HANGAR						
1	9/8/2021	Darrel Mullins	Saratoga	515-490-6779	darrelmullins@me.com	Dave K added him to the list from a phone call. 02/13/22 Sent email with his position on the list and if he wants to stay on it. 02/14/22 He e-mailed back and wants to stay on the list. 11/26/22 Dave K e-mailed and asked if he'd like to stay on the list.
2	11/8/2021	Nate Schneider	SR22 N223TF	319-383-3206	nathan_schneider@msn.com	02/13/22 Sent email with his position on the list and if he wants to stay on it. 02/14/22 He e-mailed back and wants to stay on the list. 11/26/22 Dave K e-mailed and asked if he'd like to stay on the list.
3	2/7/2022	Craig Davidson	Piper Super Cub	515-393-7203	craigmel13@yahoo.com	02/07/22 - Request received. 02/13/22 Sent email with his position on the list and if he wants to stay on it. 11/26/22 Dave K e-mailed and asked if he'd like to stay on the list.
4	2/15/2022	Ken Smith	Looking - Barron	515-771-4177	Ken@vistarei.com	2/15/22 Received an e-mail from David Charlson to add Ken to the waiting list. 11/26/22 Dave K e-mailed and asked if he'd like to stay on the list.
5	3/25/2022	Tom Kielty	Cessna 150	515-480-0313	tkielty73@gmail.com	11/5/21 Dave K - texted asking if he is still interested. 11/5/21 Tom texted back to keep him on the list. 11/26/22 Dave K e-mailed and asked if he'd like to stay on the list.
6	7/12/2022	Greg Jensen	Cherokee 235	515-291-3909	gregj@jcorpdesignbuild.com	07/12/22 - Dave K - Greg e-mailed asking to be put on the list. 11/26/22 Dave K e-mailed and asked if he'd like to stay on the list.

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Ankeny Regional AIRPORT

Central Iowa's Business Connection

ANKENY CITY COUNCIL

POLK COUNTY AVIATION AUTHORITY MEETING

January 5, 2023
5 : 00 PM

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Print

?? ORIGINATING DEPARTMENT: City Clerk

COUNCIL GOAL: Exercise Financial Discipline ??

ACTION REQUESTED:
Motion

LEGAL:
No Review Required

SUBJECT:
Consider motion to approve the December 8, 2022, minutes.

EXECUTIVE SUMMARY:

FISCAL IMPACT: **??No**

STAFF RECOMMENDATIONS:

PREVIOUS COUNCIL/COMMISSION/BOARD ACTION(S):

PUBLIC OUTREACH EFFORTS:

ACTION REQUESTED:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Click to download
Minutes

MINUTES OF THE POLK COUNTY AVIATION AUTHORITY (PCAA)
Thursday, December 8, 2022 - 5:00 PM
Ankeny Kirkendall Library – City Council Chambers

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

Approval of Agenda

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

FBO Report

Dave Kalwishky reviewed his FBO Report with the Board.

Finance / Budget Report

Gardner reported on the 12/8/22 listing of bills.

Consent Agenda Items

1. Approval of November 10, 2022, minutes.
2. **RESOLUTION 2022-40** authorizing the execution of a land lease with John G. Jensen Revocable Trust.
3. **RESOLUTION 2022-41** authorizing the execution of a farm lease with DRA Properties LLC.
4. **RESOLUTION 2022-42** authorizing the farm lease with Todd Volz.
5. Payment #1 to McClure Engineering Company for services that include General On-Call Engineering Services in the amount of $2,005.00.
6. Payment #1 to McClure Engineering Company for services that include North Property Line Box Hangar in the amount of $12,406.00.
7. Payment #4 to McClure Engineering Company for services that include reconstruct/strengthen and extend Runway 18/36 in the amount of $12,624.75.
8. Approval of Bills and Transfer of Necessary Funds, $48,103.25.
9. Approval of November 2022 Financial Reports.

Approval of Consent Agenda Items

Board Member Novak moved, second by Gardner, to approve Consent Agenda Items CA-1 through CA-9. Ayes: Novak, Gardner, Ashby, Johnson, Wangsness.

New Business

1. **RESOLUTION 2022-43** authorizing the farm lease with Jeffrey Wangsness. Gardner moved, second by Johnson. Ayes: Gardner, Johnson, Ashby, Novak. Abstained: Wangsness.

2. Motion to approve the purchase of a FOD Commander Runway Sweeper for removal of runway debris by Exec 1 Aviation from Sherwin Industries, Inc. in the amount of $5,575.00. Johnson moved, second by Novak. Ayes: Johnson, Novak, Ashby, Gardner, Wangsness.
3. **RESOLUTION 2022-44** approving the FY 2024 Airport Capital Improvements Program for the Ankeny Regional Airport, authorizing the Chairperson to sign the Program Data Sheets and authorizing submittal of the Program to the Iowa Department of Transportation. Johnson moved, second by Gardner. Ayes: Johnson, Gardner, Ashby, Novak, Wangsness.
4. **RESOLUTION 2022-45** approving the execution of an Addendum to the General Contract for Mowing Services with Cutting Edge Outdoor LLC. Gardner moved, second by Novak. Ayes: Gardner, Novak, Ashby, Johnson, Wangsness.
5. **RESOLUTION 2022-46** authorizing the approval of Task Order No. 1 with HDR, Incorporated to complete on-call planning services for the Polk County Aviation Authority. Novak moved, second by Johnson. Ayes: Novak, Johnson, Ashby, Gardner, Wangsness.

Reports

A. Engineering Report – Pudenz
    a. Runway 18/36 Reconstruction Design Update
    b. North Box Hangar Design Update
B. Staff Report – Moritz
    a. Update on USDA Wildlife Management
    b. Tee Hangar Gutter Inspection – December 2, 2022
    c. Staff Discussion with FAA on the Runway 18/36 Extension Project
    d. Update on Underground Repairs to Taxiway Lights
C. Legal Counsel Report - None
D. Board Report – None
E. Chair Report – None

Adjournment

The meeting was adjourned at 5:57 p.m.

Attest: ______________________________ Signed: ________________________________
Diane Klemme, Recording Secretary Jeff Wangsness, Chairperson

Published in the Des Moines Register on the 16th day of December, 2022.

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ANKENY CITY COUNCIL

POLK COUNTY AVIATION AUTHORITY MEETING

January 5, 2023
5 : 00 PM

??

Print

?? ORIGINATING DEPARTMENT:	COUNCIL GOAL: ??
Finance	Exercise Financial Discipline

ACTION REQUESTED:

Motion

LEGAL:

No Review Required

SUBJECT:

Consider motion to approve Payment #2 in the amount of $4,446.25 to McClure Engineering Company for services that include General On-Call Engineering Services.

EXECUTIVE SUMMARY:

FISCAL IMPACT: **??No**

STAFF RECOMMENDATIONS:

PREVIOUS COUNCIL/COMMISSION/BOARD ACTION(S):

PUBLIC OUTREACH EFFORTS:

ACTION REQUESTED:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Click to download
McClure Engineering Invoice #2 for General On-Call Engineering Services

APPLICATION FOR PARTIAL PAYMENT OF CONTRACT

Ankeny Regional AIRPORT
Central Iowa's Business Connection

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 5-Jan-23 **PAYMENT REQUEST #** 2

PAYMENT PERIOD: From: 10/30/22 through: 11/26/22

Contract Summary

Original Contract Amount:	$ -		
Net change by Change Orders:	$ -		
Contract Amount to Date: (line 1 ± 2)		$6,451.25	
Total completed and stored to date:	$6,451.25		
Retainage: 0 % of Completed Work:	$ -		
Total Earned less Retainage:		$6,451.25	
Less previous applications for payment:		$2,005.00	
SUBTOTAL			$ 4,446.25
OTHER CHARGES (Please attach an itemized list)			$ -
CURRENT PAYMENT DUE			$ 4,446.25
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 — Date 12/19/2022

PCAA Approval:

Signature — Date

City of Ankeny Staff Approval:

Signature — Date

Work completed:
-Using comments received from the FAA and the PCAA CIP committee, finalized CIP cost estimates and exhibits for FY24 final packet submittal
-Updated airport lease acreage exhibit

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

Date Printed: 12/19/2022

MCCLURE™

1360 NW 121st Street
Clive, IA 50325

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

November 30, 2022
Project No: 2022001042-000
Invoice No: 2
Due Date: December 30, 2022

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

Professional Services from October 30, 2022 to November 26, 2022

Phase 163 General On-Call Services

	Hours	Rate	Amount	
Engineer I	4.00	125.00	500.00	
Project Coordinator	.75	135.00	101.25	
Engineer IV	3.00	285.00	855.00	
Project Manager II	13.00	230.00	2,990.00	
Totals	20.75		4,446.25	
Total Labor				**4,446.25**
			Total this Phase	**$4,446.25**
			Total Due this Invoice	**$4,446.25**

Outstanding Invoices

Number	Date	Balance
1	10/31/2022	2,005.00
Total		**2,005.00**

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ANKENY CITY COUNCIL

POLK COUNTY AVIATION AUTHORITY MEETING

January 5, 2023
5 : 00 PM

??

Print

?? ORIGINATING DEPARTMENT: Finance

COUNCIL GOAL: Exercise Financial Discipline ??

ACTION REQUESTED:
Motion

LEGAL:
No Review Required

SUBJECT:

Consider motion to approve Payment #5 in the amount of $8,416.50 to McClure Engineering Company for services that include reconstruct/strengthen and extend Runway 18/36.

EXECUTIVE SUMMARY:

FISCAL IMPACT: **??No**

STAFF RECOMMENDATIONS:

PREVIOUS COUNCIL/COMMISSION/BOARD ACTION(S):

PUBLIC OUTREACH EFFORTS:

ACTION REQUESTED:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Click to download
McClure Engineering Invoice #5 Runway 18/36 Preliminary Engineering

APPLICATION FOR PARTIAL PAYMENT OF CONTRACT

Ankeny Regional AIRPORT
Central Iowa's Business Connection

Project Title:	Ankeny Airport - Runway 18/36 Preliminary Engineering		
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 #:	2022000104-000	***PO #***	N/A
Original Contract Date:	July 7, 2022	***Vendor #***	N/A

Date of Board Meeting 5-Jan-23 **PAYMENT REQUEST #** 5

PAYMENT PERIOD: From: 10/30/22 through: 11/26/22

Contract Summary

Original Contract Amount:	$ 134,030.00		
Net change by Change Orders:	$ -		
Contract Amount to Date: (line 1 ± 2)		$ 134,030.00	
Total completed and stored to date:	$ 106,805.25		
Retainage: 0 % of Completed Work:	$ -		
Total Earned less Retainage:		$ 106,805.25	
Less previous applications for payment:		$ 98,388.75	
SUBTOTAL			$ 8,416.50
OTHER CHARGES (Please attach an itemized list)			$ -
CURRENT PAYMENT DUE			$ 8,416.50
Balance to finish, including retainage:		$ 27,224.75	
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 Date 12/19/2022

PCAA Approval:

Signature Date

City of Ankeny Staff Approval:

Signature Date

Work Completed: See attached Progress Report.

Submit to: Paul Moritz, cc: Alexia Grgurich

Email: pmoritz@ankenyiowa.gov; AGrgurich@AnkenyIowa.gov *Phone: 515-965-6420* *Fax: 515-965-6416*

Date Printed: 12/19/2022

MCCLURE™

1360 NW 121st Street
Clive, IA 50325

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

November 30, 2022	
Project No:	2022000104-000
Invoice No:	5
Due Date:	December 30, 2022

Project 2022000104-000 Runway 18/36 Preliminary Engineering

Professional Services from October 30, 2022 to November 26, 2022

Billing Phase	Fee	Percent Complete	Earned	Previous Billing	Current Billing
ExistingConditions	4,840.00	100.00	4,840.00	4,840.00	0.00
Preliminary Tasks	7,815.00	100.00	7,815.00	7,815.00	0.00
Preliminary Design Phase	71,465.00	85.00	60,745.25	53,598.75	7,146.50
Conduct Site Visit (if necessary)	4,200.00	0.00	0.00	0.00	0.00
Soil Boring Coordination	4,810.00	100.00	4,810.00	4,810.00	0.00
Base Topographic Survey	17,800.00	100.00	17,800.00	17,800.00	0.00
Expanded Topo Survey (if necessary)	10,400.00	0.00	0.00	0.00	0.00
Project Management and Coordination	12,700.00	85.00	10,795.00	9,525.00	1,270.00
Total Fee	134,030.00		106,805.25	98,388.75	8,416.50

Total Fee	**8,416.50**
Total Due this Invoice	**$8,416.50**

Outstanding Invoices

Number	Date	Balance
4	10/31/2022	12,624.75
Total		**12,624.75**

MCCLURE™
ENGINEERING Co.

PROGRESS REPORT

PROJECT #	**2022000104-000**
PROJECT	**ANKENY REGIONAL AIRPORT – RUNWAY 18/36 Preliminary Engineering**
PRJ MNGR	**JAY PUDENZ, P.E., LEED AP**

CLIENT **POLK COUNTY AVIATION AUTHORITY**
410 WEST 1ST STREET
ANKENY, IOWA 50021

Phone **515.965.6420**
Fax
Email: pmoritz@ankenyiowa.gov

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

REPORTING PERIOD **NOVEMBER 2022** NEXT REPORT **DECEMBER 2022**

SUMMARY OF WORK DONE LAST PERIOD

- ✓ Received FAA comments on Report A and began addressing comments prior to holding call with Owner and FAA
- ✓ Continued preparation of Pavement Strength Assessment Report Section B: Pavement Alternatives

FORECAST OF ACTIVITIES FOR NEXT PERIOD

- Held call with Owner and FAA to discuss comments on Report A
- Respond to FAA comments on Report A and update report to reflect comments addressed
- Continue preparation of Pavement Strength Assessment Report Section B: Pavement Alternatives

VALUE ADDED SERVICES

- N/A

INPUT NEEDED

- N/A

Phase 200 – Existing Conditions

Phase 400.1 – Preliminary Tasks

Phase 400.2 – 15% Preliminary Design Phase

Phase 400.3 – Conduct Site Visit (if necessary)

Phase 435 – Soil Boring Coordination

Phase 700 – Base Topographic Survey

Phase 700.4 – Expanded Topo Survey (if necessary)

Phase 850 – Project Management and Coordination

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ANKENY CITY COUNCIL

POLK COUNTY AVIATION AUTHORITY MEETING

January 5, 2023
5 : 00 PM

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Print

?? ORIGINATING DEPARTMENT: Finance

COUNCIL GOAL: Exercise Financial Discipline ??

ACTION REQUESTED:
Motion

LEGAL:
No Review Required

SUBJECT:

Consider motion to approve Payment #2 in the amount of $10,467.00 to McClure Engineering Company for services that include North Property Line Box Hangars.

EXECUTIVE SUMMARY:

FISCAL IMPACT: **??No**

STAFF RECOMMENDATIONS:

PREVIOUS COUNCIL/COMMISSION/BOARD ACTION(S):

PUBLIC OUTREACH EFFORTS:

ACTION REQUESTED:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Click to download
McClure Engineering Invoice #2 North Property Line Box Hangars

APPLICATION FOR PARTIAL PAYMENT OF CONTRACT

Ankeny Regional AIRPORT
Central Iowa's Business Connection

Project Title: Ankeny Airport - North Property Line Box Hangars (AIP Site Work and GAVI Vertical Infrastructure)
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 #: 2022001042-001 ***PO #*** N/A
Original Contract Date: October 6, 2022 ***Vendor #*** N/A

Date of Board Meeting 5-Jan-23 **PAYMENT REQUEST #** 2
PAYMENT PERIOD: From: 10/30/22 through: 11/26/22

Contract Summary

Original Contract Amount:	$ 163,360.00		
Net change by Change Orders:	$ -		
Contract Amount to Date: (line 1 ± 2)		$ 163,360.00	
Total completed and stored to date:	$ 22,873.00		
Retainage: 0 % of Completed Work:	$ -		
Total Earned less Retainage:		$ 22,873.00	
Less previous applications for payment:		$ 12,406.00	
SUBTOTAL			$ 10,467.00
OTHER CHARGES (Please attach an itemized list)			$ -
CURRENT PAYMENT DUE			$ 10,467.00
Balance to finish, including retainage:		$ 140,487.00	
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 Date 12/19/2022

PCAA Approval:

Signature Date

City of Ankeny Staff Approval:

Signature Date

Work Completed: See attached Progress Report.

Submit to: Paul Moritz, cc: Alexia Grgurich
Email: pmoritz@ankenyiowa.gov; AGrgurich@AnkenyIowa.gov *Phone: 515-965-6420* *Fax: 515-965-6416*

Date Printed: 12/19/2022

MCCLURE™

1360 NW 121st Street
Clive, IA 50325

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

November 30, 2022	
Project No:	2022001042-001
Invoice No:	2
Due Date:	December 30, 2022

Project 2022001042-001 Ankeny: North Property Line Box Hangars (AIP Site Work and GAVI Vertical Infrastructure)

Professional Services from October 30, 2022 to November 26, 2022

Phase 1 Part I: Design and Bidding Services for both AIP and GAVI Services

Billing Phase	Fee	Percent Complete	Earned	Previous Billing	Current Billing
Existing Conditions	1,240.00	100.00	1,240.00	1,240.00	0.00
AIP Grant Administration	1,370.00	0.00	0.00	0.00	0.00
Preliminary Design	5,740.00	90.00	5,166.00	1,722.00	3,444.00
Soil Boring Coordination	920.00	70.00	644.00	276.00	368.00
30% Design	5,990.00	15.00	898.50	0.00	898.50
Sanitary Sewer /Lift Station Des IF NEED	3,470.00	0.00	0.00	0.00	0.00
Fire Flow Eval/Water Main Des IF NEEDED	2,520.00	0.00	0.00	0.00	0.00
90% Design	24,890.00	0.00	0.00	0.00	0.00
Sanitary Sewer /Lift Station Des IF NEED	4,060.00	0.00	0.00	0.00	0.00
Fire Flow Eval/Water Main Des IF NEEDED	3,820.00	0.00	0.00	0.00	0.00
Issued for Bid (100%)	6,220.00	0.00	0.00	0.00	0.00
Construction Permits	5,700.00	0.00	0.00	0.00	0.00
Advertise, Bidding, Contract Award	6,030.00	0.00	0.00	0.00	0.00
Topographic Survey	2,980.00	100.00	2,980.00	2,980.00	0.00
Project Management and Coordination	5,070.00	15.00	760.50	0.00	760.50
Total Fee	80,020.00		11,689.00	6,218.00	5,471.00

Total Fee **5,471.00**

Total this Phase **$5,471.00**

Phase 2 Part II: GAVI Vertical Infrastructure Design and Bidding Services

Billing Phase	Fee	Percent Complete	Earned	Previous Billing	Current Billing
Existing Conditions	1,240.00	100.00	1,240.00	1,240.00	0.00

McCLURE™

PROGRESS REPORT

PROJECT #	2022001042-001
PROJECT	ANKENY REGIONAL AIRPORT – NORTH PROPERTT LINE BOX HANGARS (AIP SITE WORK AND GAVI VERTICAL INFRASTRUCTURE)
PRJ MNGR	JAY PUDENZ, P.E., LEED AP

CLIENT **POLK COUNTY AVIATION AUTHORITY**
410 WEST 1ST STREET
ANKENY, IOWA 50021

Phone **515.965.6420**
Fax
Email: pmoritz@ankenyiowa.gov

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

REPORTING PERIOD **NOVEMBER 2022** NEXT REPORT **DECEMBER 2022**

SUMMARY OF WORK DONE LAST PERIOD

- ✓ Coordinated schedule with Geotechnical Subconsultant
- ✓ Continued preparing preliminary design and plans

FORECAST OF ACTIVITIES FOR NEXT PERIOD

- Finalize Geotechnical field work, report and review results
- Coordinate with utility companies (MidAmerican) for design of facilities
- Continue preparing design and plans
- Coordinate meeting with Owner to discuss hangar options
- Coordinate meeting with City to discuss site plan/building permit review process

VALUE ADDED SERVICES

- N/A

INPUT NEEDED

- N/A

Part I: AIP Site Work Design and Bidding-Services

Phase 200 – Existing Conditions

Phase 300 – AIP Grant Administration

Phase 400 – Preliminary Design

Phase 435 – Soil Boring Coordination

Phase 500.A – 30% Design

Phase 500.A1 – Sanitary Sewer/Lift Station Design, **IF NEEDED**

Phase 500.A2 – Fire Flow Evaluation/Water Design, **IF NEEDED**

Phase 500.B – 90% Design

Phase 500.B1 – Sanitary Sewer/Lift Station Design, **IF NEEDED**

Phase 500.B2 – Fire Flow Evaluation/Water Design, **IF NEEDED**

Phase 500.C – Issued for Bid (100%)

Phase 504 – Construction Permits

Phase 602 – Advertise, Bidding and Contract Award

Phase 700 – Topographic Survey

Phase 850 – Project Management and Coordination

Part II: GAVI Vertical Infrastructure Design and Bidding Services

Phase 200 – Existing Conditions

Phase 300 – AIP Grant Administration

Phase 400 – Preliminary Design

Phase 435 – Soil Boring Coordination

Phase 500.A – 30% Design

Phase 500.B – 90% Design

Phase 500.C – Issued for Bid (100%)

Phase 504 – Construction Permits

Phase 602 – Advertise, Bidding and Contract Award

Phase 700 – Topographic Survey

Phase 850 – Project Management and Coordination

Phase 960 – Subconsultants (Bluestone Engineering, LLC and SVPA Architects)

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Ankeny Regional AIRPORT

Central Iowa's Business Connection

ANKENY CITY COUNCIL

POLK COUNTY AVIATION AUTHORITY MEETING

January 5, 2023
5 : 00 PM

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Print

?? ORIGINATING DEPARTMENT: Finance | COUNCIL GOAL: Exercise Financial Discipline ??

ACTION REQUESTED:
Motion

LEGAL:
No Review Required

SUBJECT:

Consider motion to approve Bills and Transfer of Necessary Funds in the amount of $94,983.88

EXECUTIVE SUMMARY:

FISCAL IMPACT: **??No**

STAFF RECOMMENDATIONS:

PREVIOUS COUNCIL/COMMISSION/BOARD ACTION(S):

PUBLIC OUTREACH EFFORTS:

ACTION REQUESTED:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Click to download
Listing of Bills

POLK COUNTY AVIATION AUTHORITY
LISTING OF BILLS TO BE APPROVED
FOR THE JANUARY 5, 2023 BOARD MEETING

Vendor		Amount	Date of Invoice	Description
Baker Electric		24,360.00	11/30/22	Repair lights-far south end
Brick Gentry Law Firm		1,290.00	12/22/22	General legal services
City of Ankeny		21,901.27	12/13/22	Semi-annual administrative billing
City of Ankeny		1,000.00	12/22/22	AV Equipment
Des Moines Register		110.81	12/01/22	September A/P, minutes
Eide Bailly		5,000.00	12/19/22	Completion of the audit for the year ended June 30, 2022
Elder Corporation		582.50	12/22/22	Snow removal services, December 16, 2022
Exec 1 Aviation		5,000.00	12/31/22	On-site management fee
Iowa State Auditor		175.00	12/19/22	FY 2022 Audit filing fee
McClure Engineering		4,446.25	11/30/22	Professional services through 11/26/22
MidAmerican Energy		554.55	12/12/22	Lift station; Runway lights
New Deal Deicing		11,680.00	12/22/22	4 pallets (55 40-lb bags) granular deicer
Total Airport Operations Fund	$	76,100.38		
McClure Engineering		10,467.00	11/30/22	North Property Line Box Hangers 10/30-11/26/22
McClure Engineering		8,416.50	11/30/22	Runway 18/36 Preliminary Engineering Professional Services 10/30/22-11/26/22
Total Capital Improvements Fund	$	18,883.50		
Grand Total	$	94,983.88		

See attachments for more information regarding:
Contractor/project costs
Snow removal costs, if applicable
Insurance renewal costs, if applicable

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ANKENY CITY COUNCIL

POLK COUNTY AVIATION AUTHORITY MEETING

January 5, 2023
5 : 00 PM

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Print

?? ORIGINATING DEPARTMENT:	COUNCIL GOAL: ??
Finance	Exercise Financial Discipline

ACTION REQUESTED:
Motion

LEGAL:
No Review Required

SUBJECT:
Consider motion to approve January 2023 Financial Reports.

EXECUTIVE SUMMARY:

FISCAL IMPACT: **??No**

STAFF RECOMMENDATIONS:

PREVIOUS COUNCIL/COMMISSION/BOARD ACTION(S):

PUBLIC OUTREACH EFFORTS:

ACTION REQUESTED:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Click to download
🗋 Monthly Financial Reports

POLK COUNTY AVIATION AUTHORITY
LISTING OF BILLS TO BE APPROVED
FOR THE JANUARY 5, 2023 BOARD MEETING

Vendor		Amount	Date of Invoice	Description
Baker Electric		24,360.00	11/30/22	Repair lights-far south end
Brick Gentry Law Firm		1,290.00	12/22/22	General legal services
City of Ankeny		21,901.27	12/13/22	Semi-annual administrative billing
City of Ankeny		1,000.00	12/22/22	AV Equipment
Des Moines Register		110.81	12/01/22	September A/P, minutes
Eide Bailly		5,000.00	12/19/22	Completion of the audit for the year ended June 30, 2022
Elder Corporation		582.50	12/22/22	Snow removal services, December 16, 2022
Exec 1 Aviation		5,000.00	12/31/22	On-site management fee
Iowa State Auditor		175.00	12/19/22	FY 2022 Audit filing fee
McClure Engineering		4,446.25	11/30/22	Professional services through 11/26/22
MidAmerican Energy		554.55	12/12/22	Lift station; Runway lights
New Deal Deicing		11,680.00	12/22/22	4 pallets (55 40-lb bags) granular deicer
Total Airport Operations Fund	$	76,100.38		
McClure Engineering		10,467.00	11/30/22	North Property Line Box Hangers 10/30-11/26/22
McClure Engineering		8,416.50	11/30/22	Runway 18/36 Preliminary Engineering Professional Services 10/30/22-11/26/22
Total Capital Improvements Fund	$	18,883.50		
Grand Total	$	94,983.88		

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, 2022

ASSETS	
Current Assets	
Checking/Savings	
101 · FIRST INTERSTATE BANK	5,259,030.37
Total Checking/Savings	5,259,030.37
Accounts Receivable	
112 · ACCOUNTS RECEIVABLE	870.96
Total Accounts Receivable	870.96
Other Current Assets	
113 · PRE-PAID EXPENSES	31,269.01
114 · LEASE RECEIVABLE	765,621.97
Total Other Current Assets	796,890.98
Total Current Assets	6,056,792.31
Fixed Assets	
140 · NON-DEPRECIABLE ASSETS	6,956,965.27
141 · DEPRECIABLE ASSETS	25,509,562.79
180 · CONSTRUCTION IN PROGRESS	1,451,613.53
181 · ACCUMULATED DEPRECIATION	(17,999,204.14)
Total Fixed Assets	15,918,937.45
TOTAL ASSETS	21,975,729.76
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
202 · ACCOUNTS PAYABLE	94,429.33
Total Accounts Payable	94,429.33
Other Current Liabilities	
204 · RETAINAGE PAYABLE	31,038.52
206 · DEFERRED REVENUE	10,366.47
207 · HANGAR/LEASE ADVANCE DEPOSITS	15,665.00
209 · DEFERRED LEASE REVENUE	754,008.79
Total Other Current Liabilities	811,078.78
Total Current Liabilities	905,508.11
Total Liabilities	905,508.11
Equity	
3000 · INVESTED IN CAPITAL ASSETS	15,884,598.93
3001 · UNRESTRICTED NET ASSETS	5,367,196.21
3003 · RESTRICTED FOR AIRPORT IMPROVE	(181,573.49)
Total Equity	21,070,221.65
TOTAL LIABILITIES & EQUITY	21,975,729.76

POLK COUNTY AVIATION AUTHORITY

Profit & Loss Budget vs. Actual

July through December 2022

	Jul - Dec 22	Budget	$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
400 · MEMBER GOVERNMENT ASSESSMENTS	631,872.32	1,263,745.00	(631,872.68)	50.0%
401 · LEASE AND LICENSE FEE INCOME	107,313.35	223,000.00	(115,686.65)	48.12%
403 · FUEL FEE INCOME	22,885.81	49,000.00	(26,114.19)	46.71%
404 · INTEREST INCOME	(5,085.62)			
407 · OTHER REVENUE	200.64	0.00	200.64	100.0%
Total Income	757,186.50	1,535,745.00	(778,558.50)	49.3%
Gross Profit	757,186.50	1,535,745.00	(778,558.50)	49.3%
Expense				
601 · OFFSITE MANAGEMENT SERVICES	21,179.53	57,800.00	(36,620.47)	36.64%
602 · POSTAGE & OFFICE SUPPLIES	661.10	200.00	461.10	330.55%
603 · ONSITE MANAGEMENT SERVICES	30,000.00	60,000.00	(30,000.00)	50.0%
609 · FINANCIAL SERVICES	19.93	100.00	(80.07)	19.93%
610 · ADVERTISING & PROMOTION	122.62	700.00	(577.38)	17.52%
611 · PUBLICATIONS	558.03	2,800.00	(2,241.97)	19.93%
612 · CONFERENCES AND SEMINARS	858.13	3,500.00	(2,641.87)	24.52%
613 · LEGAL SERVICES	8,850.00	22,000.00	(13,150.00)	40.23%
614 · AUDIT SERVICES	10,675.00	13,300.00	(2,625.00)	80.26%
616 · GENERAL INSURANCE	3,243.97	6,600.00	(3,356.03)	49.15%
617 · PROPERTY INSURANCE	17,423.31	34,000.00	(16,576.69)	51.25%
618 · PUBLIC OFFICIALS INSURANCE	706.78	1,500.00	(793.22)	47.12%
620 · MINOR EQUIPMENT	1,000.00			
630 · SNOW REMOVAL & MOWING	22,781.00	91,000.00	(68,219.00)	25.03%
631 · REPAIRS & MAINTENANCE (General)	27,589.10	74,000.00	(46,410.90)	37.28%
640 · UTILITIES	3,115.66	5,100.00	(1,984.34)	61.09%
644 · AIRPORT PLANNING & ENGINEERING	11,901.25	68,000.00	(56,098.75)	17.5%
645 · MISCELLANEOUS	0.00	100.00	(100.00)	0.0%
703 · NORTH PROPERTY LINE BOX HANGARS	12,406.00	900,000.00	(887,594.00)	1.38%
719 · ENVIRONMENTAL ASSESSMENTS	10,467.00			
720 · REHABILITATE RUNWAY LIGHTING	24,360.00			
721 · TAXIWAY D ACCESS ROAD	7,750.24	0.00	7,750.24	100.0%
729 · STRENGTHEN & EXTEND RW 18/36	126,590.25	765,000.00	(638,409.75)	16.55%
Total Expense	342,258.90	2,105,700.00	(1,763,441.10)	16.25%
Net Ordinary Income	414,927.60	(569,955.00)	984,882.60	(72.8%)
Other Income/Expense				
Other Income				
402 · INVESTMENT INCOME	15,414.84	5,000.00	10,414.84	308.3%
504 · FAA GRANT REIMBURSEMENT	0.00	688,500.00	(688,500.00)	0.0%
505 · STATE GRANT REIMBURSEMENT	0.00	405,000.00	(405,000.00)	0.0%
Total Other Income	15,414.84	1,098,500.00	(1,083,085.16)	1.4%
Net Other Income	15,414.84	1,098,500.00	(1,083,085.16)	1.4%
Net Income	430,342.44	528,545.00	(98,202.56)	81.42%

POLK COUNTY AVIATION AUTHORITY
A/R Aging Summary
As of December 31, 2022

	Current	1 - 30	31 - 60	61 - 90	> 90	TOTAL
EXEC 1 AVIATION (F-09)	0.00	0.00	(16.50)	0.00	0.00	(16.50)
MILLER, DENNIS (FARM LEASE)	0.00	138.66	0.00	0.00	0.00	138.66
SIMPLE HOLDINGS, LLC	748.80	0.00	0.00	0.00	0.00	748.80
TOTAL	748.80	138.66	(16.50)	0.00	0.00	870.96

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	2,005.00	-	2,005.00	2,005.00	-	-	-	-		-
Sheet08	General Planning - 2022 Agreement	HDR Engineering	EXP	-	-	-	-	-	-	-	-		-
Sheet09	Wildlife Exclusion Fence	McClure & Minturn	FAA	1,734,213.00	39,286.51	1,773,499.51	1,773,499.51	-	-	1,560,177	1,560,177	FY18	-
Sheet02	IKV Grading & Drainage Plan	HDR Engineers	EXP	43,304.00	-	43,304.00	43,304.00	-	-	-	-	FY19	-
Sheet10	Protect RW18 Land Acquisition-LGI	Snyder & Associates	FAA	18,900.00	743,119.59	762,019.59	762,019.59	-	-	685,653	685,653	FY19	-
Sheet17	3-Year Vegetation Control Agreement	Perficut ('17-'19)	EXP	28,445.00	(13,710.00)	14,735.00	14,735.00	-	-	-	-	FY20	-
Sheet15	Drainage Channel Improvements	McClure & RW Excavating	IaDOT	191,633.80	11,925.19	203,558.99	203,558.99	-	-	76,950	76,950	FY20	-
Sheet16	Taxiway D Apron Access Road & Utilities - Phase 1	McClure & Sternquist	IaDOT	633,250.00	54,844.02	688,094.02	688,094.02	-	-	225,000	225,000	FY20	-
Sheet06	Taxiway Rehab & Reconstruction-2018	McClure & Con-Struct	FAA	1,635,735.05	7,406.00	1,643,141.05	1,643,141.05	-	-	1,393,240	1,393,240	FY21	-
Sheet14	Bi-Fold Hangar Door Replacement	Jensen Builders	IaDOT	130,075.00	9,900.00	139,975.00	139,975.00	-	-	75,000	75,000	FY21	-
Sheet05	SE Convenience Blvd Extension	City of Ankeny	EXP/RISE	877,279.79	115,104.30	992,384.09	991,544.82	-	-	-	-	FY21	-
Sheet04	Taxiway D Access Road & Utilities - Phase 2	McClure, SandStone	EXP	746,334.00	(19,963.60)	726,370.40	726,370.40	-	-	-	-	FY22	-
Sheet21	Taxiway D Apron and Access Roadway Paving-Phase 2	McClure, Concrete Tech	EXP	682,393.50	6,027.81	688,421.31	685,371.31	3,050.00	-	-	-	FY22	-
Sheet12	Protect RW18 Land Acquisition-Clark	Various	TBD	-	897,154.77	897,154.77	897,154.77	-	-	-	-	FY23	-
Sheet19	Protect RW18 Land Acquisition-Disposal	Various	EXP	-	29,955.00	29,955.00	29,955.00	-	-	-	-	FY23	-
Sheet18	3-Year Vegetation Control Agreement	Perficut ('20-'22)	EXP	47,586.00	-	47,586.00	47,066.00	520.00	-	-	-		-
Sheet03	Wildlife Hazard Mitigation	USDA, APHIS, General	EXP	32,000.00	(4,329.33)	27,670.67	27,670.67	-	-	-	-		-
Sheet20	Runway 18/36 Rehabilitation	McClure & Fahrner	FAA	631,380.24	21,810.99	653,191.23	649,651.23	3,540.00	-	584,686	584,686		-
Sheet07	Taxiway D Apron and Access Roadway Paving-Phase 3	McClure, Concrete Tech	IaDOT	773,556.45	37,281.99	810,838.44	760,272.29	50,566.15	31,038.52	312,682	312,682		-
Sheet11	Strengthen & Extend RW 18/36	McClure & HDR	EXP	184,515.00	-	184,515.00	157,290.25	27,224.75	-	-	-		-
Sheet22	North Property Line Box Hangars	McClure & CMT	IDOT	163,360.00	6,520.00	169,880.00	22,873.00	147,007.00	-	-	-		-
Sheet23				-	-	-	-	-	-	-	-		-
	Grayed out = Completed items, no new charges expected												-
				8,555,965.83	1,942,333.24	10,498,299.07	10,265,551.90	231,907.90	31,038.52	4,913,388	4,913,388		-
									$ 31,038.52		$ -		
									^= 204 Retainage Pay		^ = 110 Grant AR		

22-23 Snow removal cost sum

	Quantity	Cost	FY21/22	
Elder	12.00	$ 8,726.00	$ 20,597.00	42.37%
S Jackson	-	$ -	$ 600.00	0.00%
New Deal	-	$ -	$ 17,227.79	0.00%
Cryotech	-	$ -	$ 9,257.64	0.00%
$	12.00	$ 8,726.00	$ 47,682.43	18.30%

	Quantity	Cost	Cost	
Labor	10.75	$ 2,916.00	$ 9,616.00	30.32%
Equipment	6.00	$ 8,185.00	$ 11,581.00	70.68%
Material	-	$ -	$ 26,485.43	0.00%
$	16.75	$ 11,101.00	$ 47,682.43	23.28%

	Quantity	Cost	Cost	
Operations	12.00	$ 8,726.00	$ 47,682.43	18.30%
$	12.00	$ 8,726.00	$ 47,682.43	18.30%

(Elder contract: year)

FY22/23 Hourly Rates			FY21/22	% Inc	Category
Elder	Manager	$ 96.00	$ 74.00	29.7%	Labor
Elder	Manager-OT	$ 143.00	$ 110.00	30.0%	Labor
Elder	Manager-DT	$ 192.00	$ 147.00	30.6%	Labor
Elder	Operator	$ 82.00	$ 63.00	30.2%	Labor
Elder	Operator-OT	$ 124.00	$ 95.00	30.5%	Labor
Elder	Operator-DT	$ 164.00	$ 126.00	30.2%	Labor
Elder	Annual Payment	$ 7,500.00	$ -	0.0%	Equipment
Elder	Motor Grader	$ 212.00	$ 163.00	30.1%	Equipment
Elder	Wheel Loader	$ 225.00	$ 173.00	30.1%	Equipment
Elder	Blower	$ 30.00	$ 21.00	42.9%	Equipment
Elder	Pickup	$ 25.00	$ 16.00	56.3%	Equipment
Elder	Tractor Broom	$ 137.00	$ 105.00	30.5%	Equipment
Exec 1 Aviation	Oshkosh Labor	$ 500.00			Labor
S Jackson	Oralabor	$ 150.00	$ 150.00	0.0%	Labor
New Deal	Granular	$ 63.13	$ 46.73	35.1%	Material
New Deal	Shipping	$ 597.79	$ 495.00	20.8%	Material
New Deal	Granular - 2ND	$ 64.88	$ 52.45	23.7%	Material
New Deal	Shipping - 2ND	$ 1,200.00	$ 543.00	121.0%	Material
Cryotech	Liquid	$ 6.05	$ 5.95	1.7%	Material
Cryotech	S&H - 2ND	$ 563.87	$ 630.85	-10.6%	Material
Cryotech	S&H	$ 677.52	$ 489.48	38.4%	Material

Continued...

Provider	What	Inv. Date	Quantity	Rate	Cost
				$ -	$ -
				$ -	$ -
				$ -	$ -
				$ -	$ -

Provider	What	Inv. Date	Quantity	Rate	Cost	Category
Elder	Annual Payment	11/08/22	1.00	$ 7,500.00	$ 7,500.00	Equipment
Elder	Manager	11/28/22	1.00	$ 96.00	$ 96.00	Labor
Elder	Operator	11/28/22	2.50	$ 82.00	$ 205.00	Labor
Elder	Tractor Broom	11/28/22	2.50	$ 137.00	$ 342.50	Equipment
Elder	Manager	12/16/22	2.50	$ 96.00	$ 240.00	Labor
Elder	Tractor Broom	12/16/22	2.50	$ 137.00	$ 342.50	Equipment
				$ -	$ -	
				$ -	$ -	
Exec 1 Aviation	Oshkosh Labor	11/16/22	4.75	$ 500.00	$ 2,375.00	Labor
				$ -	$ -	
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ANKENY CITY COUNCIL

POLK COUNTY AVIATION AUTHORITY MEETING

January 5, 2023
5 : 00 PM

??

Print

?? ORIGINATING DEPARTMENT: Finance | COUNCIL GOAL: Exercise Financial Discipline ??

ACTION REQUESTED:
Motion

LEGAL:
No Review Required

SUBJECT:
Consider motion to receive and file the FY 2022 Annual Financial Audit Report

EXECUTIVE SUMMARY:

FISCAL IMPACT: **??No**

STAFF RECOMMENDATIONS:

PREVIOUS COUNCIL/COMMISSION/BOARD ACTION(S):

PUBLIC OUTREACH EFFORTS:

ACTION REQUESTED:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Click to download
🗋 PCAA Audit Book - FY 2022

POLK COUNTY AVIATION AUTHORITY

Audited Financial Statements and Required Supplementary Information for the Years Ended June 30, 2022 & 2021

Polk County Aviation Authority
Audited Financial Statements and Required Supplementary Information
For the Years Ended, June 30, 2022 & 2021

Table of Contents

Ankeny Regional
AIRPORT
Central Iowa's Business Connection

Polk County Aviation Authority
List of Officials
June 30, 2022

Name	Title	Representing
Jeff Wangsness	Chairperson	City of Ankeny
R. Todd Ashby	Secretary	City of Ankeny
William Gardner	Treasurer	Polk County
Greg Johnson	Member	Polk County
Dr. Paul Novak	Member	Polk County
Amy Beattie	Attorney	Brick Gentry, P.C.
Paul Moritz	Airport Board Manager	City of Ankeny
Diane Klemme	Recording Secretary	City of Ankeny
Jennifer Sease	Administrative Services Director	City of Ankeny
Alexia Grgurich	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, 2022 and 2021, 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, 2022 and 2021, 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 audits 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 audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Adoption of New Accounting Standard

As discussed in Notes 1 and 10 to the financial statements, the Authority has adopted the provisions of Government Accounting Standards Board (GASB) Statement No. 87, *Leases*, for the year ended June 30, 2022. Accordingly, a restatement has been made to the Authority's net position as of July 1, 2020, to restate beginning net position. Our opinion is not modified with respect to this matter.

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.

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 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 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 auditing standards generally accepted in the United States of America, 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 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 16, 2022 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, and 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 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.

Eide Bailly LLP

Dubuque, Iowa
December 16, 2022

Management's Discussion and Analysis

The following management's discussion and analysis of the Polk County Aviation Authority's (the Authority) financial performance provides an introduction to the financial statements for the fiscal years ended June 30, 2022 and 2021. 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 – 2022

- The current assets of the Authority were $4,831,542 while the current liabilities were $105,774, a ratio of 46:1.
- The Authority's total assets increased by $937,166 and its total liabilities decreased by $957,309 from 2021.
- The assets exceeded the liabilities at the close of the year by $20,639,879 (net position). Of this amount, $4,755,280 is unrestricted and may be used to meet the Authority's ongoing obligations.

Financial Highlights – 2021

- The current assets of the Authority were $2,655,151 while the current liabilities were $219,083, a ratio of 12:1.
- The Authority's total assets increased by $76,336 and its total liabilities decreased by $324,073 from 2020.
- The assets and deferred outflows exceeded the liabilities at the close of the year by $19,030,148 (net position). Of this amount, $2,584,676 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, deferred outflows, 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*.

Financial Analysis

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

Net Position

	2022	2021	2020 [1]
Current assets	$ 4,831,542	$ 2,655,151	$ 3,213,054
Capital assets	15,918,938	17,451,089	16,663,384
Other noncurrent assets	749,182	456,256	609,722
Total assets	21,499,662	20,562,496	20,486,160
Deferred outflows of resources	-	-	14,584
Current liabilities	105,774	219,083	543,156
Noncurrent liabilities	-	844,000	844,000
Total liabilities	105,774	1,063,083	1,387,156
Deferred inflows of resources	754,009	469,265	-
Net investment in capital assets	15,884,599	16,445,472	15,357,768
Unrestricted	4,755,280	2,584,676	3,755,820
Total net position	$ 20,639,879	$ 19,030,148	$ 19,113,588

[1] Not restated under GASB No. 87

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

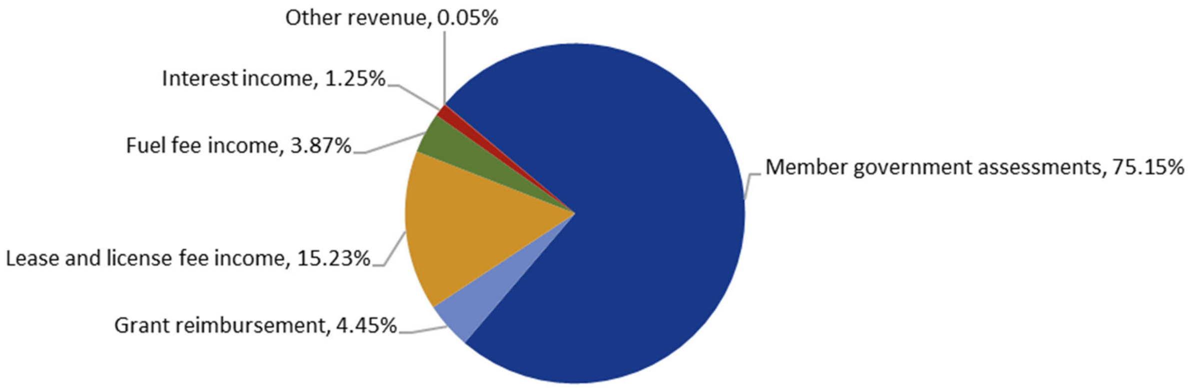
Changes in Net Position

	2022	2021	2020 [1]
Total operating revenues	$ 1,324,904	$ 1,564,136	$ 1,293,600
Total operating expenses	(344,443)	(501,391)	(253,606)
Operating income before depreciation	980,461	1,062,745	1,039,994
Depreciation	(632,024)	(561,285)	(522,173)
Operating income	348,437	501,460	517,821
Nonoperating income	948,612	12,544	41,785
Nonoperating expense	-	(629,701)	(24,910)
Grant reimbursements	312,682	32,257	1,904,189
Change in net position	1,609,731	(83,440)	2,438,885
Net position - beginning of year	19,030,148	19,113,588	16,674,703
Net position - end of year	$ 20,639,879	$ 19,030,148	$ 19,113,588

[1] Not restated under GASB No. 87

The following graph summarizes the Authority's operating revenues by source for the year ended June 30, 2022:

Operating Revenue by Source



The following is a comparison of the Authority's operating revenues by source for the years ended June 30:

Operating Revenue by Source

	2022	2021	2020
Member government assessments	$ 995,739	$ 1,129,310	$ 1,045,825
Grant reimbursement	59,000	177,000	-
Lease and license fee income	201,755	194,745	194,151
Fuel fee income	51,295	45,168	31,772
Interest income	16,515	11,145	-
Other revenue	600	6,768	21,852
Total operating revenues	$ 1,324,904	$ 1,564,136	$ 1,293,600

- Total operating revenues for 2022 were $1,324,904, a decrease of $239,232 or 15.29% over fiscal year 2021. Total operating revenues for 2021 were $1,564,136, an increase of $270,536 or 20.91% over fiscal year 2020.
- Member government assessments decreased by $133,571 in fiscal year 2022 due to the cities of Altoona and Bondurant withdrawing from the Authority. For fiscal year 2021, member government assessments increased $83,485, attributable to property valuation growth of all member governments.

- Grant reimbursements were $59,000 in fiscal year 2022 due to the receipt of an Airport Rescue grant from the Federal Aviation Authority for the repayment of loans. Grant reimbursements were $177,000 in fiscal year 2021 due to the receipt of a $10,000 Immediate Safety Enhancement grant from the Iowa Department of Transportation for the emergency repair of Runway 18/36, a $75,000 General Aviation Vertical Infrastructure grant from the Iowa Department of Transportation for the replacement of the terminal hangar bi-fold door, and a $69,000 CARES Act grant and $23,000 Coronavirus Response and Relief Supplemental Appropriations Act grant from the Federal Aviation Authority for the repayment of bonds and loans.

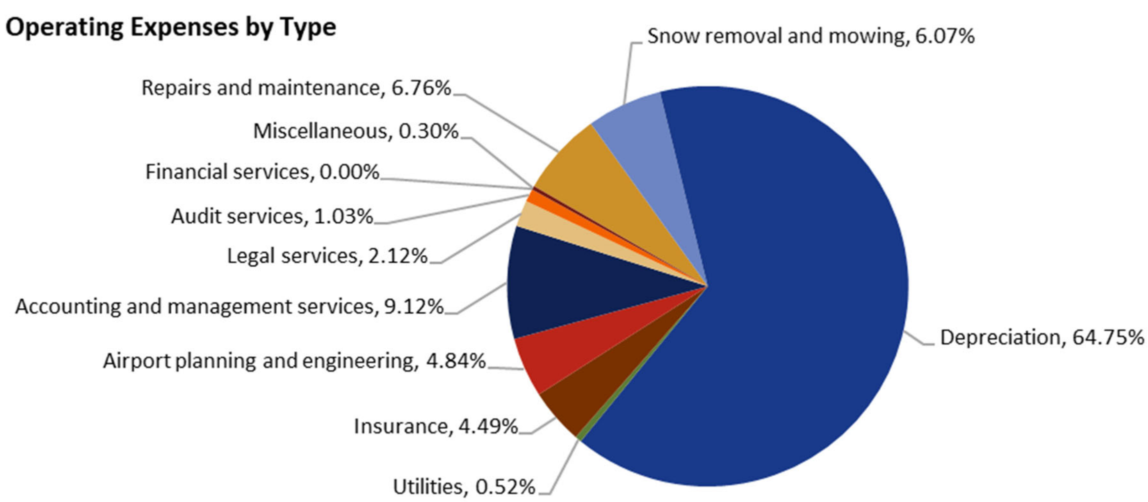
- Lease and license fee income increased by $7,010 or 3.60% for fiscal year 2022 and $594 or 0.31% for fiscal year 2021. Both changes are due to an increase in the land lease rate which is based on the 12-month change in the consumer price index.

- Fuel fee income for fiscal year 2022 and fiscal year 2021 increased by $6,127 and $13,396, respectively. The large increase from fiscal year 2020 to 2021 was due to closures related to the Runway 18/36 Rehabilitation project in 2020. In general, fuel fee income will fluctuate due to increases or decreases in airport operations and the number of aircrafts based at the airport.

- Interest income was $16,515 in fiscal year 2022 and $11,145 in fiscal year 2021. This was due to the Governmental Accounting Standards Board (GASB) Statement No. 87 implementation for fiscal year 2022. This new statement requires governmental entities to recognize interest income on each lease receivable and lease income from deferred inflows in a systematic and traditional manner. This amount will fluctuate from year to year as each new lease will have a unique incremental borrowing rate that is based on the Authority's credit rating as well as the lease agreements term length. The incremental borrowing rate for all current leases' is 0.316% through 2.923%.

- Other revenue, consisting of special event fees and reimbursements, was $600 in fiscal year 2022 and $6,768 in fiscal year 2021.

The following graph summarizes the Authority's operating expenses by type including depreciation for the year ended June 30, 2022:



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

Operating Expenses by Type

	2022	2021	2020
Repairs and maintenance	$ 66,035	$ 230,786	$ 26,439
Snow removal and mowing	59,292	66,043	44,312
Depreciation	632,024	561,285	522,173
Utilities	5,049	4,481	3,855
Insurance	43,815	33,978	24,418
Airport planning and engineering	47,307	45,967	37,720
Accounting and management services	89,102	90,530	89,207
Legal services	20,685	16,140	15,903
Audit services	10,175	10,700	7,550
Financial services	45	-	-
Miscellaneous	2,938	2,766	4,202
Total operating expenses	$ 976,467	$ 1,062,676	$ 775,779

- Total operating expenses for fiscal year 2022 decreased by $86,209 or 8.11% over fiscal year 2021. Total operating expenses for fiscal year 2021 increased by $286,897 or 36.98% over fiscal year 2020.
- Repair and maintenance costs decreased by $164,751 during fiscal year 2022. Projects included emergency runway pavement repairs, perimeter fence vegetation removal and general airport maintenance. Repair and maintenance costs increased by $204,347 during fiscal year 2021. Projects included emergency runway pavement repairs, replacement of the terminal bi-fold door, fuel facility pavement improvements, perimeter fence vegetation removal and general airport maintenance.
- Snow removal and mowing costs decreased by $6,751 during fiscal year 2022. The decrease is due to the purchase of a snow broom by Exec 1 Aviation, requiring less equipment and labor hours paid to a third-party contractor. Snow removal and mowing costs increased by $21,731 during fiscal year 2021. The significant increase was due to the lack of snow and ice events in fiscal year 2020, which decreased by $15,963 when compared to fiscal year 2019.
- Airport planning and engineering costs increased by $1,340 in fiscal year 2022. The Taxiway D Access Road and Utilities – Phase 2 and Taxiway D Apron and Access Roadway Paving – Phase 2 were completed in fiscal year 2022, while the Strengthen and Extend Runway 18/36 project was started resulting in the slight increase in general engineering services. Airport planning and engineering costs increased by $8,247 in fiscal year 2021. The Taxiway D Apron and Access Road Paving – Phase 2 and 3 projects started in fiscal year 2021 resulting in the increase in general engineering services.

Capital Assets and Debt Administration

Capital Assets. The Authority's capital assets, net of accumulated depreciation, as of June 30, 2022, amount to $15,918,938. Capital assets include land, construction in progress, buildings, infrastructure, and equipment and furniture. The total decrease in the Authority's capital assets for the current fiscal year was $1,532,151 or 8.78%.

The following represents the Authority's summary of capital assets for the years ended June 30:

	2022	2021	2020
Land	$ 6,956,966	$ 8,639,428	$ 8,639,428
Construction in progress	1,451,614	2,088,807	3,274,611
Aviation museum	162,939	162,939	162,939
Equipment and furniture	60,466	60,466	60,466
Runway	9,303,406	9,303,406	9,303,406
Taxiway	5,099,761	5,095,024	3,451,883
Apron	2,713,859	2,025,438	2,025,438
T-hangars	2,558,485	2,558,485	2,558,485
Access roads	1,663,991	937,621	249,527
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	-
Total	33,918,141	34,818,268	33,469,278
Less: accumulated depreciation	(17,999,203)	(17,367,179)	(16,805,894)
Net	$ 15,918,938	$ 17,451,089	$ 16,663,384

Major changes in capital assets during fiscal year 2022 included the following:

- On April 5, 2022, the Authority sold 16.06 acres of land. The sale price was $2,631,770 reducing the capital asset by its book value of $1,689,137. The difference of $942,633 was recorded as a gain on sale of capital asset.
- The Authority holds contracts for engineering and construction services for the Taxiway D Apron and Access Roadway Paving – Phase 3, Runway 18/36 Rehabilitation and Strengthen and Extend Runway 18/36 projects. Construction in progress at June 30 was $1,451,614.
- 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 Access Road and Utilities – Phase 2 and Taxiway D Apron and Access Roadway Paving – Phase 2.
- Accumulated depreciation on capital assets increased by $632,024.

Major changes in capital assets during fiscal year 2021 included the following:

- The Authority holds contracts for engineering and construction services for the Taxiway D Access Road and Utilities – Phase 2, Taxiway D Apron and Access Roadway Paving – Phase 2 and 3, and Runway 18/36 Rehabilitation projects. Construction in progress at June 30 was $2,088,807.

- 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 Rehabilitation and Reconstruction, Taxiway D Access Road and Utilities – Phase 1 and Drainage and Channel Improvements.
- Accumulated depreciation on capital assets increased by $561,285.

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

Long-Term Debt. During fiscal year 2022, the Authority paid off the total loan debt outstanding of $844,000, issued by Polk County on behalf of the Authority.

Additional information on the Authority's long-term debt 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 $164,171.
- Operating revenues were under budget by $477,265.
- Operating expenses were under budget by $282,633.

Development Initiatives

The Authority is in the process of designing the Strengthen and Extend Runway 18/36 project and constructing the Taxiway D Apron and Access Road Paving – Phase 3 and Runway 18/36 Rehabilitation projects. All are expected to be completed during fiscal year 2023. The design and construction of the North Property Line Box Hangars – Phase 1 project is scheduled to begin in fiscal year 2023.

The Authority continues to explore available options for the future development of the airport, including additional box hangars in the Taxiway D apron expansion area and the extension of Runway 18.

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, 2022 and 2021

	2022	2021
ASSETS		
Current assets		
Cash and cash equivalents	$ 4,745,082	$ 2,533,882
Accounts receivable	55,584	89,117
Accrued interest receivable	5,086	3,542
Lease receivable	16,440	16,539
Prepaid expenses	9,350	12,071
	4,831,542	2,655,151
Noncurrent assets		
Construction in progress	1,451,614	2,088,807
Property and equipment	14,467,324	15,362,282
Lease receivable	749,182	456,256
	16,668,120	17,907,345
Total assets	21,499,662	20,562,496
LIABILITIES		
Current liabilities		
Accounts payable	44,334	162,329
Retainage payable	31,039	34,620
Unearned revenue	30,401	22,134
	105,774	219,083
Long-term debt		
Loans payable	-	844,000
Total liabilities	105,774	1,063,083
DEFERRED INFLOWS OF RESOURCES		
Leases related to deferred inflows	754,009	469,265
Total deferred inflows of resources	754,009	469,265
NET POSITION		
Net investment in capital assets	15,884,599	16,445,472
Unrestricted	4,755,280	2,584,676
Total net position	$ 20,639,879	$ 19,030,148

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, 2022 and 2021

	2022	2021
Operating revenues		
Member government assessments	$ 995,739	$ 1,129,310
Grant reimbursement	59,000	177,000
Lease and license fee income	201,755	194,745
Fuel fee income	51,295	45,168
Interest income	16,515	11,145
Other revenue	600	6,768
Total operating revenues	1,324,904	1,564,136
Operating expenses		
Repairs and maintenance	66,035	230,786
Snow removal and mowing	59,292	66,043
Depreciation	632,024	561,285
Utilities	5,049	4,481
Insurance	43,815	33,978
Airport planning and engineering	47,307	45,967
Accounting and management services	89,102	90,530
Legal services	20,685	16,140
Audit services	10,175	10,700
Financial services	45	-
Miscellaneous	2,938	2,766
Total operating expenses	976,467	1,062,676
Operating income	348,437	501,460
Nonoperating income (expense)		
Investment income	5,979	12,544
Gain on sale of capital asset	942,633	-
Amortization of bond premium (discount)	-	5,958
Interest expense	-	(21,826)
Disposal of capital assets	-	(613,833)
Change in net position before capital contributions	1,297,049	(115,697)
Grant reimbursements	312,682	32,257
Change in net position	1,609,731	(83,440)
Net position - beginning of year, as restated	19,030,148	19,113,588
Net position - end of year	$ 20,639,879	$ 19,030,148

See accompanying notes to financial statements.

Polk County Aviation Authority
Statements of Cash Flows
For the Years Ended June 30, 2022 and 2021

	2022	2021
Cash flows from operating activities:		
Member government assessments	$ 995,739	$ 1,129,310
Lease, fuel and other income	277,428	325,506
Grant proceeds received	59,000	92,000
Cash payments to suppliers for goods and services	(331,906)	(516,673)
Net cash provided by operating activities	1,000,261	1,030,143
Cash flows from capital and related financing activities:		
Outlay for property and equipment	(916,290)	(1,262,614)
Loan payments	(844,000)	-
Payment of bond principal	-	(395,000)
Payment of bond interest	-	(7,900)
Grant proceeds received	337,591	166,236
Net cash used in capital and related financing activities	(1,422,699)	(1,499,278)
Cash flows from noncapital financing activities:		
Outlay for other noncurrent assets	(4,111)	-
Cash flows from investing activities:		
Investment income	5,979	12,544
Cash received from sale of land	2,631,770	-
Net cash provided by investing activities	2,637,749	12,544
Net increase (decrease) in cash and cash equivalents	2,211,200	(456,591)
Cash and cash equivalents at beginning of year	2,533,882	2,990,473
Cash and cash equivalents at end of year	$ 4,745,082	$ 2,533,882
Reconciliation of operating income to net cash provided by operating activities:		
Operating income	$ 348,437	$ 501,460
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation	632,024	561,285
(Increase) decrease in accounts receivable	7,081	(9,732)
(Increase) decrease in lease receivable	(292,827)	(472,795)
(Increase) decrease in prepaid expenses	2,721	(6,396)
Increase (decrease) in accounts payable	9,814	(8,887)
Increase (decrease) in unearned revenue	293,011	465,208
Net cash provided by operating activities	$ 1,000,261	$ 1,030,143
Noncash capital and related financing activities:		
Property and equipment purchases included in accounts payable and retainage payable	$ 34,339	$ 161,618

See accompanying notes to financial statements.

Polk County Aviation Authority
Notes to the Financial Statements
June 30, 2022

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 June 30, 2031. The breakdown of member government assessments for the years ended June 30, 2022, and June 30, 2021, are as follows:

Member Government	2022 Assessment	2021 Assessment
City of Altoona	$ -	$ 148,595
City of Ankeny	637,577	597,335
City of Bondurant	-	38,898
Unincorporated Polk County	358,162	344,482

The Board of Directors of the Authority consists of five representatives of the member governments. Two representatives each are appointed by the Polk County Board of Supervisors and the mayor of Ankeny and one joint appointment of the two members, with one party nominating the representative and the second party ratifying the nomination. The joint appointment process alternates 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 Loan and Revenue Maintenance Agreement between Polk County and the Authority requires the establishment of a *Revenue Fund* to account for all revenues derived from the services and facilities of the airport and a *Capital Reserve Fund* to account for the receipt of tax revenues levied by the member governments and for the payment of bond principal and interest. Both of these funds are reported as unrestricted net position on the statement of net position and may be used for payment of the costs of operation of the airport.

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, 2022, and 2021. 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 deposits 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 repair 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:

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

The Authority is a lessor for noncancelable leases for airport access and land. The Authority recognizes a lease receivable and a deferred inflow 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 inflow 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 inflow 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 so 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 twenty years.

Expenses relating to the premium or discount on bonds have been capitalized and are being amortized over the life of the bonds.

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 includes 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.

As of July 1, 2020, the Authority implemented Governmental Accounting Standards Board (GASB) Statement No. 87, *Leases*. The objective of the Statement is to better meet the information needs of financial statement users by improving accounting and financial reporting for leases. The impact to the Authority resulted in the reporting of lease receivable and deferred inflows or resources related to leases. The effect of the implementation of this standard on the beginning net position is disclosed in Note 10.

Note 3 – Cash and Investments

State law and the bond agreements limit 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 2022 and 2021 consists of the following:

	2021	Additions	Deletions	2022
Non-depreciable:				
Land	$ 8,639,428	$ 6,675	$1,689,137	$ 6,956,966
Depreciable:				
Aviation museum	162,939	-	-	162,939
Equipment and furniture	60,466	-	-	60,466
Runway	9,303,406	-	-	9,303,406
Taxiway	5,095,024	4,737	-	5,099,761
Apron	2,025,438	688,421	-	2,713,859
T-hangars	2,558,485	-	-	2,558,485
Access roads	937,621	726,370	-	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	32,729,461	1,426,203	1,689,137	32,466,527
Accumulated depreciation	17,367,179	632,024	-	17,999,203
Net	$ 15,362,282	$ 794,179	$1,689,137	$ 14,467,324

	2020	Additions	Deletions	2021
Non-depreciable:				
Land	$ 8,639,428	$ -	$ -	$ 8,639,428
Depreciable:				
Aviation museum	162,939	-	-	162,939
Equipment and furniture	60,466	-	-	60,466
Runway	9,303,406	-	-	9,303,406
Taxiway	3,451,883	1,643,141	-	5,095,024
Apron	2,025,438	-	-	2,025,438
T-hangars	2,558,485	-	-	2,558,485
Access roads	249,527	688,094	-	937,621
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	30,194,667	2,534,794	-	32,729,461
Accumulated depreciation	16,805,894	561,285	-	17,367,179
Net	$ 13,388,773	$1,973,509	$ -	$ 15,362,282

Note 5 – Construction in Progress and Commitments

Construction in progress activity for fiscal years 2022 and 2021 consists of the following:

	2021	Additions	Deletions	2022
Non-depreciable:				
Construction in progress	$ 2,088,807	$ 764,687	$ 1,401,880	$ 1,451,614

	2020	Additions	Deletions	2021
Non-depreciable:				
Construction in progress	$ 3,274,611	$ 1,334,184	$ 2,519,989	$ 2,088,807

The Authority has contracted for engineering services in the amount of $102,750 and construction services in the amount of $633,741 for the Taxiway D Apron and Access Roadway Paving – Phase 3 project.

The Authority has contracted for engineering services in the amount of $140,070, construction services in the amount of $582,233 and material quality control services in the amount of $6,646 for the Runway 18/36 Rehabilitation project.

The Authority has contracted for aeronautical forecast services in the amount of $27,400 and engineering services in the amount of $134,030 for the Strengthen and Extend Runway 18/36 project.

Note 6 – Long-Term Debt

In July 2004, Polk County issued General Obligation Capital Loan Notes, Series 2004B and 2004C, on behalf of the Authority. The Series 2004B notes, in the amount of $2,990,000 with interest rates ranging from 4.75% to 5.25%, were issued to advance refund the 1998 and 2000 revenue bonds. The Series 2004C notes, in the amount of $1,250,000 with interest rates ranging from 4.75% to 5.25%, were issued to fund capital improvements. As a result, the 1998 and 2000 revenue bonds are considered to be defeased and the liability for those bonds has been removed from the liabilities of the Authority.

In May 2014, Polk County issued General Obligation Capital Loan Notes, Series 2014A, in the amount of $2,525,000 with interest rates ranging from 1.50% to 2.00%, on behalf of the Authority. The proceeds of the Series 2014A notes were used to current refund the 2004B and 2004C notes in the amount of $2,510,000. The current refunding was done to reduce the aggregate debt service payment by $355,962 over the next seven years and obtain an economic gain (difference between the present values of the old and new debt service payments) of $338,672. The Authority entered into a loan and revenue maintenance agreement with Polk County to repay the debt and all related costs of the bond issuance. The notes are secured by the full faith and credit of the Authority and Polk County. As of June 30, 2021, the Authority had no outstanding bonds payable.

The Authority entered into two unsecured, no-interest loan agreements with Polk County in the amount of $844,000 and $730,000, in July 2017 and July 2016 respectively, for the purchase of two parcels of land for the Protect Runway 18 Land Acquisition project. The land acquisitions will permit the future extension of the main runway which will enhance the ability of the airport to handle more air traffic, allow larger planes to utilize the airport and serve as an economic boost to central Iowa. During fiscal year 2019, the Authority repaid the July 2016 loan agreement with Polk County in the amount of $730,000. During fiscal year 2022, the Authority repaid the July 2017 loan agreement with Polk County in the amount of $844,000.

Long-term debt activity for fiscal years 2022 and 2021 consists of the following:

	2021	Additions	Deletions	2022
Loans payable	$ 844,000	$ -	$ 844,000	$ -

	2020	Additions	Deletions	2021
Bonds payable	$ 395,000	$ -	$ 395,000	$ -
Loans payable	844,000	-	-	844,000
	$ 1,239,000	$ -	$ 395,000	$ 844,000

Note 7 – 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 in excess of coverage limitations.

Note 8 – 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 expense line items. Invoices payable to the City totaling $14,043 is included in accounts payable at June 30, 2022.

The Authority has contracted with the Exec 1 Aviation, the Fixed Base Operator (FBO), to provide on-site management services of the airport premises. Under this agreement, the FBO serves as the leasing agent for all T-hangars, garages and tie-down spaces, collecting rent in return for performing day-to-day maintenance, customer service duties and payment of the utilities for the leased buildings. In addition, the Authority pays the FBO $5,000 per month to perform other specified maintenance duties including daily inspections, runway light repair labor, mowing services, and a portion of the snow and ice removal services. The Authority continues to be responsible for maintenance of the runways and farm grounds, the perimeter fence and major structural repairs to the buildings. A $5,000 invoice payable to Exec 1 Aviation is included in accounts payable at June 30, 2022.

The Authority rents 9.85 acres of land to a board member at $50 per acre for hay crops.

Note 9 – Lease Receivable

As of July 1, 2020, the Authority adopted Governmental Accounting Standards Board (GASB) Statement No. 87, *Leases*. The objective of the Statement is to better meet the information needs of financial statement users by improving accounting and financial reporting for leases. The impact to the Authority resulted in the reporting of lease receivable and deferred inflows or resources related to leases.

On July 1, 2021, the Authority entered into a 600-month land lease as lessor with ACME Aviation. An initial lease receivable was recorded in the amount of $144,470. As of June 30, 2022, the value of the lease receivable is $142,648. The lessee is required to make quarterly fixed payments of $1,118, plus a consumer price index adjustment each calendar year. The lease has an interest rate of 2.5830%. The estimated useful life of the land was 0 months as of the contract commencement. The value of the deferred inflow of resources as of June 30, 2022, is $141,581, and the Authority recognized lease revenue of $2,889 during the fiscal year.

On July 1, 2020, the Authority entered into a 258-month land lease as lessor with Ankeny Hangar Group. An initial lease receivable was recorded in the amount of $36,724. As of June 30, 2022, the value of the lease receivable is $34,319. The lessee is required to make quarterly fixed payments of $477, plus a consumer price index adjustment each calendar year. The lease has an interest rate of 2.3980%. The estimated useful life of the land was 0 months as of the contract commencement. The value of the deferred inflow of resources as of June 30, 2022, is $33,308, and the Authority recognized lease revenue of $1,708 during the fiscal year. The lessee has 2 extension options, each for 60 months.

On July 1, 2020, the Authority entered into a 597-month land lease as lessor with All Energy Corporation. An initial lease receivable was recorded in the amount of $153,269. As of June 30, 2022, the value of the lease receivable is $150,445. The lessee is required to make quarterly fixed payments of $1,186, plus a consumer price index adjustment each calendar year. The lease has an interest rate of 2.5830%. The estimated useful life of the land was 0 months as of the contract commencement. The value of the deferred inflow of resources as of June 30, 2022, is $147,108, and the Authority recognized lease revenue of $3,081 during the fiscal year.

On July 1, 2020, the Authority entered into a 120-month land lease as lessor with Exec 1 Aviation. An initial lease receivable was recorded in the amount of $47,781. As of June 30, 2022, the value of the lease receivable is $39,651. The lessee is required to make quarterly fixed payments of $1,130, plus a consumer price index adjustment each calendar year. The lease has an interest rate of 1.5270%. The estimated useful life of the land was 0 months as of the contract commencement. The value of the deferred inflow of resources as of June 30, 2022, is $38,225, and the Authority recognized lease revenue of $4,778 during the fiscal year. The lessee has 1 extension option for 60 months.

On July 1, 2020, the Authority entered into a 248-month land lease as lessor with C&R Aviation, Inc. An initial lease receivable was recorded in the amount of $71,182. As of June 30, 2022, the value of the lease receivable is $65,891. The lessee is required to make annual fixed payments of $3,786, plus a consumer price index adjustment each calendar year. The lease has an interest rate of 2.3980%. The estimated useful life of the land was 0 months as of the contract commencement. The value of the deferred inflow of resources as of June 30, 2022, is $64,293, and the Authority recognized lease revenue of $3,444 during the fiscal year. The lessee has 2 extension options, each for 60 months.

On July 1, 2020, the Authority entered into a 183-month Federal Aviation Administration (FAA) building land lease as lessor with Exec 1 Aviation. An initial lease receivable was recorded in the amount of $79,807. As of June 30, 2022, the value of the lease receivable is $70,563. The lessee is required to make monthly fixed payments of $500. The lease has an interest rate of 1.9130%. The estimated useful life of the land was 0 months as of the contract commencement. The value of the deferred inflow of resources as of June 30, 2022, is $69,348, and the Authority recognized lease revenue of $5,229 during the fiscal year. The lessee has 2 extension options, each for 60 months.

On July 1, 2020, the Authority entered into a 607-month land lease as lessor with Weissenburger Aviation. An initial lease receivable was recorded in the amount of $62,313. As of June 30, 2022, the value of the lease receivable is $61,204. The lessee is required to make quarterly fixed payments of $477, plus a consumer price index adjustment each calendar year. The lease has an interest rate of 2.5830%. The estimated useful life of the land was 0 months as of the contract commencement. The value of the deferred inflow of resources as of June 30, 2022, is $59,850, and the Authority recognized lease revenue of $1,232 during the fiscal year. The lessee has 2 extension options, each for 60 months.

On July 1, 2020, the Authority entered into a 769-month airport access lease as lessor with Accu-Mold. An initial lease receivable was recorded in the amount of $38,258. As of June 30, 2022, the value of the lease receivable is $36,899. The lessee is required to make annual fixed payments of $1,200. The lease has an interest rate of 2.5830%. The estimated useful life of the land was 0 months as of the contract commencement. The value of the deferred inflow of resources as of June 30, 2022, is $37,064, and the Authority recognized lease revenue of $597 during the fiscal year. The lessee has 4 extension options, each for 120 months.

On September 1, 2021, the Authority entered into a 600-month land lease as lessor with Bravo Partners. An initial lease receivable was recorded in the amount of $85,956. As of June 30, 2022, the value of the lease receivable is $85,162. The lessee is required to make quarterly fixed payments of $650, plus a consumer price index adjustment each calendar year. The lease has an interest rate of 2.4650%. The estimated useful life of the land was 0 months as of the contract commencement. The value of the deferred inflow of resources as of June 30, 2022, is $84,524, and the Authority recognized lease revenue of $1,433 during the fiscal year.

On June 1, 2022, the Authority entered into a 601-month land lease as lessor with Simple Holdings. An initial lease receivable was recorded in the amount of $78,840. As of June 30, 2022, the value of the lease receivable is $78,840. The lessee is required to make quarterly fixed payments of $686, plus a consumer price index adjustment each calendar year. The lease has an interest rate of 2.9230%. The estimated useful life of the land was 0 months as of the contract commencement. The value of the deferred inflow of resources as of June 30, 2022, is $78,709, and the Authority recognized lease revenue of $131 during the fiscal year.

Principal and Interest Expected to Maturity

Fiscal Year	Principal Payments	Interest Payments	Total Payments
2023	$ 18,473	$ 18,358	$ 36,831
2024	19,592	18,338	37,930
2025	20,012	17,918	37,930
2026	20,441	17,489	37,930
2027	20,880	17,050	37,930
2028 - 2032	100,580	78,464	179,044
2033 - 2037	85,363	67,768	153,131
2038 - 2042	69,344	58,322	127,666
2043 - 2047	49,527	50,740	100,267
2048 - 2052	56,407	43,860	100,267
2053 - 2057	64,245	36,022	100,267
2058 - 2062	73,176	27,091	100,267
2063 - 2067	83,351	16,916	100,267
2068 - 2072	71,983	5,745	77,728
2073 - 2077	4,652	1,348	6,000
2078 - 2082	5,285	715	6,000
2083 - 2086	2,310	90	2,400
Total	$ 765,621	$ 476,234	$ 1,241,855

Note 10 – Accounting Change

Governmental Accounting Standards Board Statement No. 87, Leases, was implemented during fiscal year 2022. The new requirements require the reporting of certain lease assets and liabilities which were previously not reported. Because the Authority's financial statements are presented comparatively the implementation required the restatement to net position as of July 1, 2020.

The beginning net position balances agree with the ending balances as restated.

Net Position June 30, 2020 as previously reported	$ 19,113,588
Add lease receivable under GASB No. 87 at July 1, 2020	489,334
Less deferred inflows of resources under GASB No. 87 at July 1, 2020	(489,334)
Net Position July 1, 2020, as restated	$ 19,113,588

Note 11 – Subsequent Events

In September 2022, the Authority approved Resolution 2022-27 authorizing the reimbursement to Matthew Sawhill in the amount of $8,507 for the installation of an electric trunk cable to serve the Taxiway D Apron and Access Roadway Paving – Phase 2 project.

In October 2022, the Authority approved Resolution 2022-29 accepting the Iowa Department of Transportation grants for the partial funding of the North Property Line Box Hangars – Phase 1 project, including an AIP grant in the amount of $265,200 for site work and utilities and a GAVI grant in the amount of $300,000 for vertical infrastructure.

In October 2022, the Authority approved Resolution 2022-30 authorizing a Master Service Agreement with McClure Engineering to provide on-call and project engineering services for the 5-year term beginning November 1, 2022.

In October 2022, the Authority approved Resolution 2022-31 authorizing a Master Service Agreement with HDR Engineering to provide on-call and project planning services for the 5-year term beginning November 1, 2022.

In October 2022, the Authority approved Resolution 2022-32 authorizing Task Order No. 1 in the amount of $163,630 with McClure Engineering to complete the design and construction services for the North Property Line Box Hangars – Phase 1 project.

In October 2022, the Authority approved Resolution 2022-33 authorizing the renewal of a 5-year agreement with the Elder Corporation for providing snow and ice control services at the Ankeny Regional Airport.

In October 2022, the Authority approved Resolution 2022-34 authorizing the approval of a 5-year agreement with Exec 1 Aviation for providing snow and ice control services at the Ankeny Regional Airport.

Other Information

Polk County Aviation Authority
Budgetary Comparison Schedule
For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Over/(Under) Budget
Operating revenues				
Member government assessments	$ 1,134,128	$ 995,739	$ 995,739	$ -
Lease and license fee income	199,000	208,000	201,755	(6,245)
Fuel fee income	38,000	49,000	51,295	2,295
Interest income	-	-	16,515	16,515
FAA grant reimbursement	300,000	381,200	59,000	(322,200)
Other revenue	-	2,800,000	2,632,370	(167,630)
Total operating revenues	1,671,128	4,433,939	3,956,674	(477,265)
Operating expenses				
Offsite management services	31,800	33,300	29,102	(4,198)
Postage and office supplies	400	500	562	62
Onsite management services	60,000	60,000	60,000	-
Financial services	-	100	45	(55)
Advertising and promotion	800	700	257	(443)
Publications	2,600	2,700	1,676	(1,024)
Conferences and seminars	3,500	3,500	350	(3,150)
Legal services	17,700	21,000	20,685	(315)
Audit services	12,800	10,200	10,175	(25)
General insurance	6,600	6,900	6,849	(51)
Property insurance	32,900	35,600	35,506	(94)
Public officials' insurance	1,500	1,500	1,460	(40)
Snow removal and mowing	79,000	82,000	59,292	(22,708)
Repairs and maintenance	72,000	72,000	66,035	(5,965)
Utilities	4,300	4,800	5,049	249
Airport planning and engineering	68,000	62,000	47,307	(14,693)
Miscellaneous	100	100	92	(8)
Taxiway D access road and utilities	178,918	749,652	873,366	123,714
Taxiway rehabilitation and reconstruction	-	4,737	4,737	-
Protect runway 18 land acquisition	-	6,675	6,675	-
SE Convenience Boulevard extension	-	-	4,111	4,111
Strengthen and extend runway 18/36	-	385,400	27,400	(358,000)
Parking pavement rehabilitation	208,750	-	-	-
Total operating expenses	781,668	1,543,364	1,260,731	(282,633)
Other income				
Investment income	7,000	3,000	5,979	2,979
State grant reimbursement	-	285,200	312,682	27,482
Total other income	7,000	288,200	318,661	30,461
Other expenses				
Bond/loan principal	300,000	844,000	844,000	-
Total other expenses	300,000	844,000	844,000	-
Change in net position	596,460	2,334,775	2,170,604	(164,171)
Net position – beginning of year	2,764,584	2,584,676	2,584,676	-
Net position – end of year	$ 3,361,044	$ 4,919,451	$ 4,755,280	$ (164,171)

Polk County Aviation Authority
Explanation of Differences Between Budgetary
Basis and GAAP Basis Revenues and Expenses
For the Year Ended June 30, 2022

Ordinary and other income:		
Actual amount of ordinary income and other income on a budgetary basis from the budgetary comparison schedule	$	4,275,335
Proceeds from the sale of land are recorded as a revenue on a budgetary basis. On a GAAP basis, land proceeds are offset by gains/losses on sale of capital asset and recoded as a reduction in the book value of the asset		(1,689,137)
Total GAAP basis ordinary and other income	$	2,586,198
Ordinary and other expenses:		
Actual amount of ordinary expenses and other expenses on a budgetary basis from the budgetary comparison schedule	$	2,104,731
Loan principal payments are recorded as an expenditure on a budgetary basis, but are not expensed on a GAAP basis		(844,000)
Depreciation and losses on fixed assets are not reported on a budgetary basis, but are recorded on a GAAP basis		632,024
Purchases of capital assets are reported as an expense on a budget basis, but are capitalized and depreciated on a GAAP basis		(916,288)
Total GAAP basis ordinary and other expenses	$	976,467

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, the financial statements of the Polk County Aviation Authority (the Authority), as of and for the year ended June 30, 2022 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 16, 2022.

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 opinion 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 entity'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 have not been 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, 2022 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 entity'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 entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Eide Bailly LLP

Dubuque, Iowa
December 16, 2022

Part I: Findings Related to the Financial Statements:

There were no findings to report.

Part II: Other Findings Related to Required Statutory Reporting

2022-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.

2022-IA-B **Travel Expense** – No expenditures of Authority money for travel expenses of spouses of Authority officials or employees were noted.

2022-IA-C **Business Transactions** – No business transactions between the Authority and officials or employees were noted.

2022-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.

2022-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.

2022-IA-F **Board Minutes** – No transactions were found that we believe should have been approved in the Board minutes but were not.

2022-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.

Ankeny Regional
AIRPORT
Central Iowa's Business Connection

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

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

??

ANKENY CITY COUNCIL

POLK COUNTY AVIATION AUTHORITY MEETING

January 5, 2023
5 : 00 PM

??

Print

?? ORIGINATING DEPARTMENT: City Manager ??

COUNCIL GOAL: Exercise Financial Discipline

ACTION REQUESTED:
Resolution

LEGAL:
Item Reviewed by Legal Counsel

SUBJECT:

Consider motion to adopt **RESOLUTION** authorizing the execution of the 2023 Management Agreement with Exec 1 Aviation II, LLC, as fixed base operator.

EXECUTIVE SUMMARY:

FISCAL IMPACT: **??No**

STAFF RECOMMENDATIONS:

PREVIOUS COUNCIL/COMMISSION/BOARD ACTION(S):

PUBLIC OUTREACH EFFORTS:

ACTION REQUESTED:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Click to download
Resolution
Agreement
Exhibit Map

RESOLUTION 2023-

A RESOLUTION AUTHORIZING THE EXECUTION OF THE 2023 MANAGEMENT AGREEMENT WITH EXEC 1 AVIATION II, L.L.C., AS FIXED BASE OPERATOR

WHEREAS, the Polk County Aviation Authority previously has entered into a Management Agreement with Exec 1 Aviation II, L.L.C.; and

WHEREAS, the Polk County Aviation Authority believes it to be in the best interest of all parties that the Management Agreement be renewed for 2023; and

WHEREAS, the form of the management agreement is unchanged from 2022, with the exception of a revison to the responsibilies for snow and ice control since Exec 1 Aviation has acquired a specialty plow/broom unit for use at the airport.

NOW, THEREFORE, BE IT RESOLVED that the Polk County Aviation Authority hereby approves the 2023 Management Agreement with Exec 1 Avaition II, 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 agreement.

Dated, this 5th day of January, 2023.

Jeff Wangsness, Chairperson
Polk County Aviation Authority

ATTEST:

Todd Ashby, Secretary

2023

MANAGEMENT AGREEMENT

Between

POLK COUNTY AVIATION AUTHORITY, OWNER

and

EXEC 1 AVIATION II, L.L.C., MANAGER

For

ANKENY REGIONAL AIRPORT

MANAGEMENT AGREEMENT

THIS AGREEMENT is made and effective as of the 1st day of January 2023 by and between **POLK COUNTY AVIATION AUTHORITY** (herein referred to as "Owner") and **EXEC 1 AVIATION II, L.L.C.** (herein referred to as "Manager"), amending and being a substitution for the original Management Agreement dated January 1, 2012.

WITNESSETH:

In consideration of the covenants herein contained, the parties hereto agree as follows:

ARTICLE I

APPOINTMENT AND AUTHORITY OF MANAGER

1.1 APPOINTMENT: Owner hereby appoints Manager as the managing and leasing agent for the T-Hangars, Garages and Tie-Down leases and as the manager of the other real property owned by the Owner (collectively the "Premises") but specifically excluding all runways and farm ground. Owner hereby authorizes Manager to exercise such powers with respect to the Premises as may be necessary for the performance of Manager's obligations under the terms of this Agreement and Manager accepts such appointment under the terms and conditions hereinafter set forth.

1.2 COMMENCEMENT DATE: Manager's duties and responsibilities under this Agreement shall begin the 1st day of January 2023 (the "Commencement Date") and shall continue until the 31st day of December 2023 unless otherwise terminated in accordance with this Agreement.

ARTICLE II

MANAGER'S AGREEMENTS

2.1 GENERAL RESPONSIBILITY: Manager, on behalf of Owner, shall implement, or cause to be implemented the decisions of Owner with respect to the Premises and shall conduct the ordinary and usual business affairs of Owner as provided in this Agreement. Manager agrees to use its best efforts in the management, operation, and leasing of the Premises and to comply with such instructions and policies as may be reasonably requested by Owner.

2.2 SPECIFIC RESPONSIBILITY:

(a) Manager shall collect all T-Hangar, Garage and Tie-Down rent in return for performing all lease, maintenance and customer service duties. Manager’s lease duties include but are not limited to lease renewals, insurance renewals, and lease compliance. Provided, however, that at such time as Manager has exhausted all legal means of lease compliance without success, Manager shall refer the lease to Owner’s legal counsel for termination of said lease. Manager shall monthly provide an Aging Report, Insurance Report, Action Taken Report, and Repair Report and quarterly provide a detailed listing of hangar repair and maintenance to the Owner.

(b) All T-Hangar and Garage maintenance shall be the responsibility of Manager.

(c) Manager shall pay all T-Hangar, Garage, Terminal and Office building utilities including gas, electric, water, sewer, cleaning and window cleaning. All utility accounts shall be in the name of the Manager except for the runway lighting electric account and the overhead obstruction lighting account that shall remain in the name of the Owner.

(d) Manager shall perform all daily inspections, monthly cleaning, runway light repair (including all above ground but specifically excluding underground cables only which shall be the responsibility of Owner), mowing and day-to-day maintenance.

(e) Manager shall perform all snow and/or ice removal on the airport property except for snow removal for those areas identified on Exhibit “A”.

i) For the areas identified on Exhibit “A”, snow and/or ice removal shall be performed by Exec 1 Aviation and/or a private contractor retained by the Owner in accordance with separate snow removal agreements. The Owner shall be responsible for compensating Exec 1 Aviation and the private contractor for the labor and equipment costs to complete snow and/or ice removal according to the said separate agreements.

ii) Manager shall order, store, handle and apply all granular and liquid deicing chemicals. Owner shall compensate Manager for material costs for said chemicals. Owner shall provide the specialty trailer used to apply the liquid deicing chemicals. Manager shall operate said trailer.

2.3 INDEPENDENT CONTRACTOR: Manager covenants and agrees to perform the services covered under this Agreement and Owner authorizes Manager to perform such services on behalf of Owner. The Manager in performance of its duties under this Agreement is an independent contractor and it is expressly understood and agreed that payments hereunder shall be payments by Owner to Manager as an independent contractor and not as an employee, partner or joint venture of Owner.

2.4 MANAGER'S PRINCIPALS: Manager acknowledges that Owner's selection of Manager to manage the Premises is based in part on the identity of the individuals who are the principals of Manager. <u>As such, Manager agrees to provide Owner with written notice of any changes in the organizational structure or the individuals involved in Manager within five (5) business days of any change.</u>

ARTICLE III

MANAGER RESPONSIBILITIES

3.1 CURRENT AGREEMENTS: The duties and responsibilities of Manager as set forth in all current agreements, as the same may be amended from time to time, between the Owner and the Manager shall continue in full force and effect. This Agreement is intended to supplement and clarify those matters between the parties as are specifically addressed in this Agreement. Provided, however, in the event of any conflict between this Agreement and any other agreement between the parties, this Agreement shall control.

3.2 LEASES: Owner hereby delegates to Manager the management responsibility for Hangar Leases, Garage Leases and Tie Down Leases entered into by and between Owner and Tenants, including the obligation to annually inspect hangars for Lease violations. Manager understands that no changes to any Lease provision shall be made without first obtaining the approval of Owner at a meeting on which said lease changes are on the agenda for consideration by Owner.

3.3 EMPLOYEES: Manager shall employ or contract with at all times a sufficient number of capable employees or contractors to properly, safely and economically manage, operate and maintain the Premises. All matters pertaining to the employment, supervision, compensation, promotion, and discharge of such employees or contractors are the responsibility of the Manager. Manager shall fully comply with all applicable laws and regulations having to do with worker's compensation, social security, unemployment insurance, hours of labor, wages, working conditions under Manager's control and other employer-employee related subjects. Manager represents that it is and will continue to be an Equal Opportunity Employer.

3.4 AUTHORIZATION: In connection with the authority granted to Manager, Owner shall have the right to implement certain audit rights, policies and procedures as Owner deems necessary, in its sole and absolute discretion, to ensure Manager's compliance with the terms and conditions described herein. Manager hereby agrees to cooperate with Owner in Owner's implementation and Manager further agrees to provide any and all documentation, correspondence, agreements, etc. in connection therewith.

3.5 COMPLIANCE WITH LAWS: Manager shall not in the performance of its services hereunder violate any federal, state, municipal or other governmental law, ordinance, rule or regulation, and Manager shall cause all such acts and things to be done, to comply with any and all such law, ordinance, rule or regulation affecting the Premises.

Manager shall not in performance of its services hereunder violate, and shall comply in all respects with the terms of, any ground lease, space lease, mortgage, deed of trust or other security instrument binding on or affecting the Premises. In the event of a conflict between the terms of any such document and the terms of this Agreement, Manager shall not take any action except to notify Owner and await Owner's written instructions.

3.6 NOTAMS: Manager has all responsibility for issuing NOTAMS and for all correspondence with the FAA and pilots concerning airport flying operations and conditions.

ARTICLE IV

HOLD HARMLESS AND MANAGER INSURANCE

4.1 HOLD HARMLESS. Manager agrees to indemnify, defend, hold and save Owner free and harmless from any demand, suit, proceeding, claim or judgment resulting there from, for damages or injuries to persons or property (including but not limited to defense costs and reasonable attorney's fees) resulting from any of the following:

(i) The gross negligence or willful misconduct or criminal acts of Manager, its agents, servants and/or employees.

(ii) Manager's refusal to comply with or abide by any rule, order, determination, ordinance or law of any federal, state or municipal authority.

(iii) Manager's breach of this Agreement.

Manager agrees to defend promptly and diligently, at Manager's sole expense, any claim, action or proceeding brought against Manager and/or Manager and Owner, jointly or severally, arising out of or connected with any of the foregoing in subparagraph (i), (ii) and (iii) above, and to hold harmless and fully indemnify Owner from any judgment, loss or settlement on account thereof. The indemnity herein set forth is for the sole and exclusive benefit of Owner and is not assignable to, nor shall inure to the benefit of, by subrogation or otherwise, any third party, or any subsidiary of Owner's company including but not limited to any party providing insurance coverage to either Owner or Manager.

4.2 MANAGER'S INSURANCE: Manager during the term of this Agreement shall keep in force, at its expense, all insurance required by the agreements between the Owner and Manager. Certificates of insurance shall be delivered to Owner prior to the Commencement Date of the Agreement and thereafter at least ten (10) days prior to the expiration date of the old policy. Each policy of insurance shall provide notification to Owner at least thirty (30) days prior to any cancellation or modification to reduce the insurance coverage.

ARTICLE V

RESPONSIBILITIES OF OWNER

5.1 PROPERTY DOCUMENTATION: In order for Manager to set-up and establish operations, Owner shall provide to Manager such information, documents and certificates regarding the Premises as Manager shall reasonably request and as Owner has in its possession.

5.2 SPECIFIC RESPONSIBILITIES:

(a) Owner shall continue to be responsible for runways and farm ground including the wetlands and the perimeter fence around the airport, complete runway light system change out and instrument approach system.

(b) Owner shall be responsible for major structural repairs to buildings including roofs and hangar doors (except as set out in Article II).

(c) Provided, however, Manager is required to notify Owner within 24 hours of any matter Manager believes is Owner's responsibility. All communication with Owner shall be with the designated Airport Manager either in person or by telephone.

ARTICLE VI

COMPENSATION

6.1 MANAGEMENT FEE: Manager shall, for its services, receive all T-Hangar, Garage and Tie-down rental income. In addition, Owner shall pay to Manager the sum of $60,000; payable in monthly installments of $5,000 per month on or before the 1st day of each month during the term of this Agreement.

6.2 OWNER FEE: Owner shall, in consideration of the management of Leases by Manager, receive the sum of $3,000 per month plus 33% of the Lease income as if the Hangars and Garages are fully leased, plus 33% of all lease default penalty fees and Lease income on Tie-Downs, on or before the 1st day of each month during the term of this Agreement.

ARTICLE VII

TERM AND TERMINATION

7.1 TERM: This Agreement shall commence on the Commencement Date and shall continue thereafter for one year. This Agreement may be terminated with Cause (as defined below) by Owner upon not less than thirty (30) days advance written notice and by Manager upon not less than sixty (60) days advance written notice from the party so terminating.

7.2 TERMINATION FOR CAUSE:

(a) For purposes of this Agreement "Cause" shall mean the occurrence of any of the following:

(i) Any breach of this Agreement by Manager.

(ii) Termination by Bankruptcy: If a petition for bankruptcy reorganization or rearrangement is filed under state or federal insolvency statutes by or against Manager or Manager shall make an assignment for the benefit of creditors or take advantage of any insolvency act.

(iii) Fraud: In the event Manager should commit fraud against Owner or be convicted of an illegal act or misappropriate funds of Owner.

(iv) Ownership Change: In the event that more than fifty percent (50%) of the beneficial ownership of Manager is transferred to persons or entities who are not employees or partners of Manager.

(b) Except to the extent set out in subparagraph 7.3(c) below, no fee shall be payable in the event Owner elects to terminate this Agreement for Cause.

7.3 MANAGER'S OBLIGATIONS AFTER TERMINATION: Upon the termination of this Agreement Manager shall promptly and in no event later than ten (10) days following the date of termination:

(a) Deliver Records: Deliver to Owner, or such other person or persons designated by Owner, copies of all books and records of the Premises and all funds in the possession of Manager belonging to Owner or received by Manager pursuant to the terms of this Agreement.

(b) Assignment: Assign, transfer or convey to Owner all T-Hangar, Garage and Tie-down Leases.

(c) Termination of Obligations; Rights to Compensation: Upon any termination pursuant to this Article, the respective obligations of the parties hereto shall cease as of the date specified in the notice of termination provided each party shall be entitled to receive any and all compensation which may be due hereunder prorated to the time of such termination or expiration.

ARTICLE VIII

NOTICES AND ASSIGNMENTS

8.1 NOTICES: All notices, demands, consents, and reports provided for in this Agreement shall be in writing and shall be given to Owner or Manager at that address set forth below or at such other address as they individually may specify thereafter in writing:

OWNER: Polk County Aviation Authority
410 West 1st Street
Ankeny, IA 50021

MANAGER: Exec 1 Aviation II, L.L.C.
3700 SE Convenience Boulevard
Ankeny, IA 50021

Any such notice or other communication shall be deemed received immediately upon delivery in person or five (5) days after being deposited in the United States mail, registered or certified mail, return receipt requested, postage prepaid, addressed to the foregoing address. Such notices, demands, consents, and reports may also be delivered and deemed received by any other method or means permitted by law and providing proof of delivery.

8.2 ASSIGNMENTS: This Agreement and all rights hereunder shall not be assignable by Manager. Subject to the foregoing limitations on assignment, this Agreement shall be binding upon and shall inure to the benefit of the parties hereto and their respective successors and assigns. Whenever in this Agreement, a reference is made to any of the parties hereto; such reference shall be deemed to include a reference to the successors and assigns of such parties.

ARTICLE IX

MISCELLANEOUS

9.1 CONSENT AND APPROVALS: Owner's consents or approvals may be given only by representatives of Owner from time to time designated in writing by a duly authorized representative of Owner.

9.2 AMENDMENTS: Any amendments, additions or deletions to this Agreement shall be null and void unless made by the parties in writing.

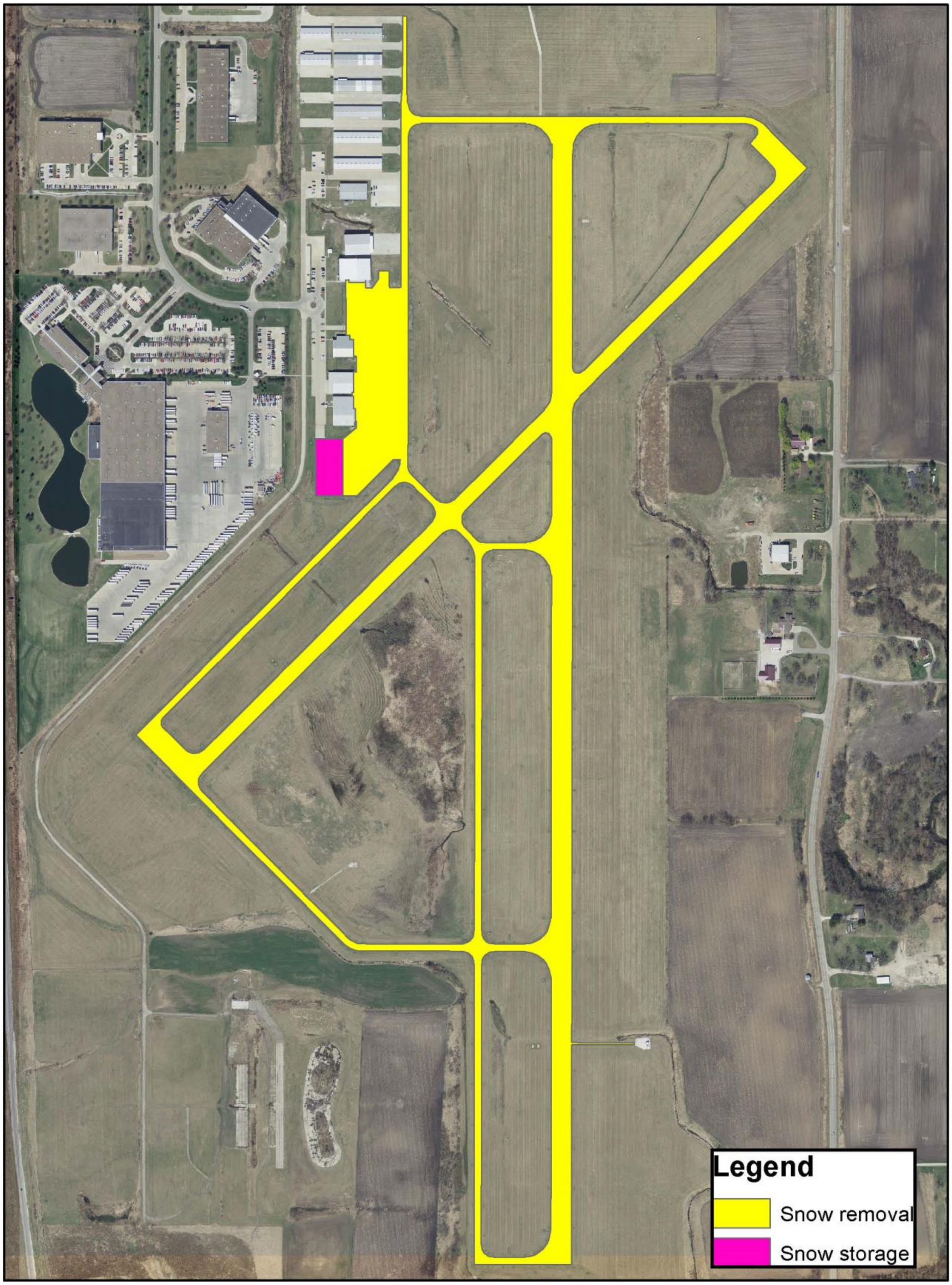
9.3 EXHIBITS INCORPORATED: All of the Exhibits attached to this Agreement are hereby deemed incorporated into this Agreement and made a part thereof.

9.4 GOVERNING LAW: This Agreement shall be governed by and construed in accordance with the laws of the State of Iowa.

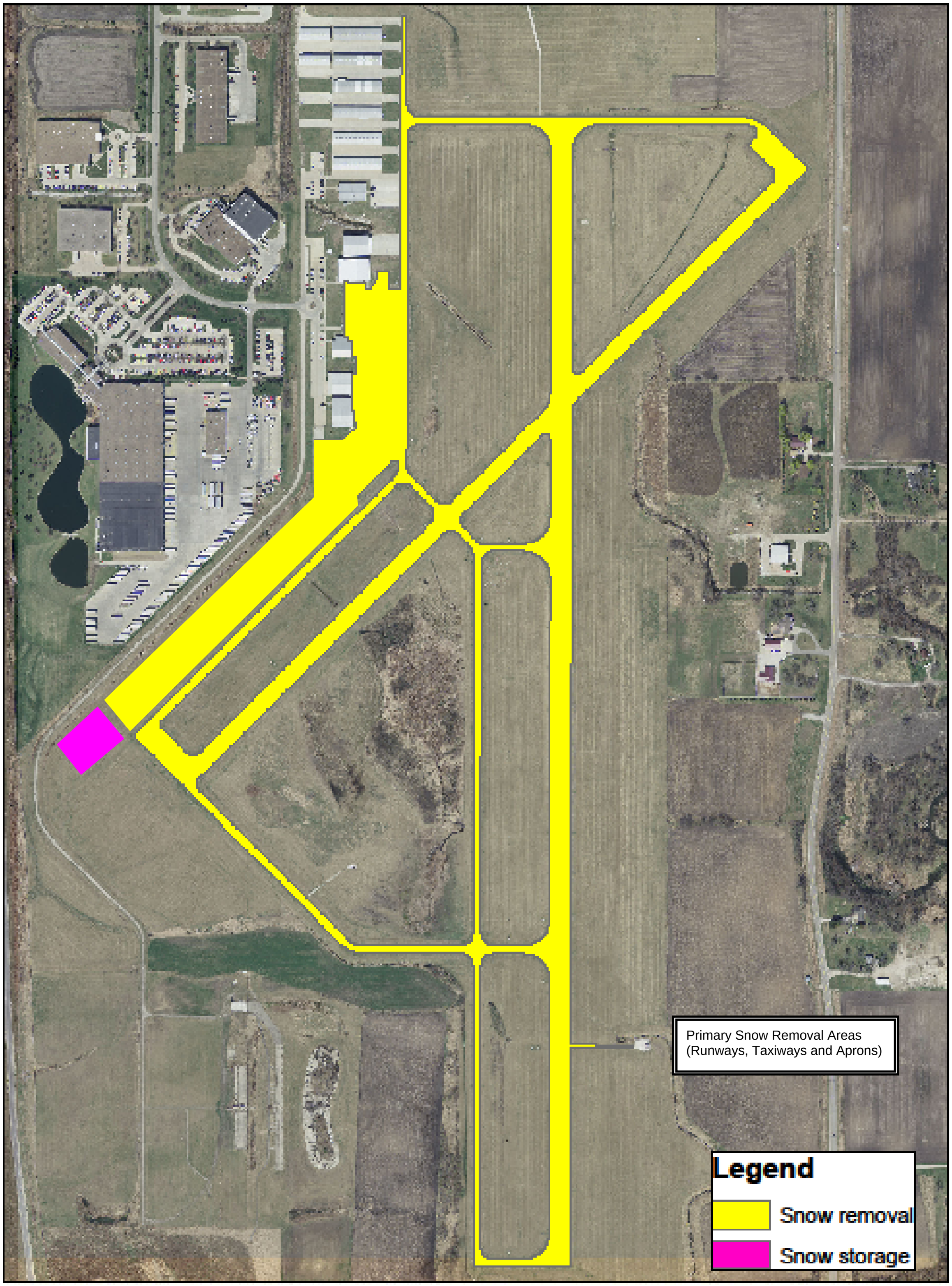
IN WITNESS WHEREOF, the parties hereto have executed this Agreement effective as of the date above written.

Manager	Owner
EXEC 1 AVIATION II, L.L.C.	POLK COUNTY AVIATION AUTHORITY
By______________________________	By ______________________
Its______________________________	By ______________________

Attachment A



Attachment A



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ANKENY CITY COUNCIL

POLK COUNTY AVIATION AUTHORITY MEETING

January 5, 2023
5 : 00 PM

??

Print

?? ORIGINATING DEPARTMENT: ??
Finance

COUNCIL GOAL:
Exercise Financial Discipline

ACTION REQUESTED:
Resolution

LEGAL:
No Review Required

SUBJECT:

Consider motion to adopt **RESOLUTION** approving the lease agreements with the individuals and/or organizations detailed on the attached list.

EXECUTIVE SUMMARY:

FISCAL IMPACT: **??No**

STAFF RECOMMENDATIONS:

PREVIOUS COUNCIL/COMMISSION/BOARD ACTION(S):

PUBLIC OUTREACH EFFORTS:

ACTION REQUESTED:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Click to download
Resolution
2023 Lease Tenant List

RESOLUTION 2023-XX

A RESOLUTION APPROVING THE LEASE AGREEMENTS WITH THE INDIVIDUALS AND/OR ORGANIZATIONS DETAILED ON THE ATTACHED LIST.

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

WHEREAS, the attached list of lessees 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 5th day of January 2023

POLK COUNTY AVIATION AUTHORITY

____

Todd Ashby, Acting Chairperson
Polk County Aviation Authority

____

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 5, 2023, PCAA Board Meeting										
Garage	A-NW	Active	Dave Kalwishky	Des Moines	IA					
Garage	B-NW	Active	Iowa Military Aviation Heritage M	Ankeny	IA					
Garage	B-SE	Active	Dennis Murphy	Urbandale	IA					
Garage	C-NW	Active	Wallace Consulting	Ankeny	IA					
Garage	C-SE	Active	Forest Hills Development Corp	Urbandale	IA					
Garage	D-NW	Active	Dr. Paul Novak	Des Moines	IA					
Garage	D-SE	Active	Jordon Elwell	Ankeny	IA					
Garage	E-NW	Active	Exec 1 Aviation	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	G-NW	Active	Rob Nollan	Altoona	IA					
Garage	H-NW	Active	Dianne Cooper	Des Moines	IA					
Garage	H-SE	Active	Marc Broer	Des Moines	IA					
Garage	I-NW	Active	Ken Anderson	Ankeny	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 M	Ankeny	IA					
Hangar	A-01	Active	Curtis Broek	Urbandale	IA	1959 Beechcraft K35	Single-engine	100%		N311JW
Hangar	A-02	Active	Don Meyer	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-04	Active	Larry J. Coppola	West Des Moines	IA	Bonanza G35	Single-engine	100%		No plane
Hangar	A-05	Active	All Energy Corporation	Urbandale	IA	2006 Cirrus SR22-G2	Single-engine	5%		N558SR
Hanger	A-06	Active	Scott Wallace	Ankeny	IA	1969 Cessna 150K	Single-engine	100%		N5951G
Hangar	A-07	Active	Ron Yanish	Goodland	FL	2004 Cirrus SR22-G2	Single-engine	45%		N990BS
Hangar	A-08	Active	Stardust Ag - Clifford Crowl	Altoona	IA	Bonanza N35	Single-engine	40%		N1225Z
Hanger	A-09	Active	On Final Flying, LLC	Altoona	IA	1973 Cessna 182P	Single-engine	100%		N-26P
Hanger	B-01	Active	Ross Wendell	Ankeny	IA	2013 Vans RV-10	Single-engine	100%		N143RW
Hangar	B-02	Active	Jeremy Whitver	Ankeny	IA	1969 Cessna 150K	Single-engine	100%		N5857G
Hangar	B-03	Active	Hawkeye Investment/Greg Smith	West Des Moines	IA	1980 Piper Saratoga	Single-engine	100%		N8322K
Hangar	B-05	Active	Kestrel, Inc	West Des Moines	IA	1971 Beech V35B	Single-engine	100%		N9014V
Hangar	B-06	Active	Iowa Military Aviation Heritage M	Ankeny	IA	1941 Stinson 10A	Single-engine	100%		NC34618
Hangar	B-08	Active	Creative Werks, Inc	Des Moines	IA	1978 Cessna R182 RG	Single-engine	100%		N515BB
Hangar	B-09	Active	Dwight Axtell	Ankeny	IA	1960 Piper PA-24-250	Single-engine	100%		N6532P
Hanger	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

Customer Type	Hangar #	Active Status	Company	City	State	Airplane Make	Airplane Type	% Time @ IKV	Approved	Airplane ID
To be approved at the January 5, 2023, PCAA Board Meeting										
Hangar	C-05	Active	Blue Sky Flying Club, LLC	Des Moines	IA	1979 Piper PA28-181	Single-engine	100%		N8075E
Hangar	C-06	Active	Iowa Military Aviation Heritage M	Ankeny	IA	2 Fisher, Homebuilt Aircraft	Single-engine	100%		Ercoupe N9351
Hanger	C-07	Active	Robin Nollan/Vintage Flying Club	Altoona	IA	Aeronca 7AC	Single-engine	100%		N83032
Hangar	C-09	Active	Dr Herbert Remer	Urbandale	IA	1996 Citabria Explorer	Single-engine	100%		N396BG
Hangar	C-10	Active	Blue Sky Flying Club	Des Moines	IA	Beechcraft A36 Bonanza	Single-engine	100%		N8204M
Hanger	D-01	NEW	William Sevenbergen	Des Moines	IA	1973 Piper PA-28-235 Cherokee	Single-engine	100%		N6000T
Hangar	D-02	Active	Dr. Paul Novak	Des Moines	IA	1967 PIPER PA 28R ARROW 180	Single-engine	100%		N3883T
Hangar	D-04	Active	Iowa Computer Gurus - Mitchel Se	Ankeny	IA	2015 Cirrus SR22	Single-engine	100%		N984KC
Hangar	D-05	Active	Gard Aviation	Elkhart	IA	JAVRON Piper PA-18 2022	Single-engine	100%		N21WG
Hangar	D-07	Active	Byron Rees/David Rees	Altoona	IA	Zenith CH701	Single-engine	100%		N740DB
Hangar	D-08	Active	Jeff Brandt	Ankeny	IA	1956 Cessna 172	Single-engine	100%		N5857A
Hangar	D-09	Active	Keven Grove	Ankeny	IA	1964 Cessna 150D	Single-engine	100%		N4450U
Hangar	D-10	Active	Greg Johnson	Elkhart	IA	1992 Beechcraft A36	Single-engine	100%		N807NH
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	Scott Biller	Urbandale	IA	1979 Piper Dakota	Single-engine	100%		N2970U
Hangar	E-07	Active	David Schiltz	Ankeny	IA	1973 Beechcraft V35B	Single-engine	100%		N22VH
Hangar	E-08	Active	Fox 3 Holdings, LLC	Waukee	IA	Vans RV-7A	Single-engine	100%		N688AM
Hangar	E-09	Active	Denis G. Biscobing	West Des Moines	IA	2011 Just Aircraft Highlander	Single-engine	100%		N548DB
Hangar	E-10	NEW	Zach Stubbs/Larry Baker	West Des Moines	IA	1976 Beechcraft F33A Bonanza	Single-engine	100%		N6678S
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-05	Active	Gard Aviation & Jim Bowen	Elkhart	IA	2009 Vans RV 10	Single-engine	100%		N101WG
Hangar	F-06	Active	Paul Roan	Clive	IA	1969 Piper Cherokee 180D	Single-engine	100%		N2180R
Hangar	F-07	Active	Dave Kalwishky	Des Moines	IA	1965 Cessna 182H	Single-engine	100%		N428BL
Hangar	F-08	Active	Marty Jorgensen	Dallas Center	IA	1966 Cessna 310K	Multi-engine	100%		N7077L
Hangar	F-09	Active	Exec 1 Aviation	Ankeny	IA	(Equipment)	N/A	100%		NO PLANE
Hangar	F-10	Active	Greg Long	Johnston	IA	Vans Aircraft RV-12A	Single-engine	100%		N719VA
Hangar	G-01	Active	Bruce Vanderpool	Des Moines	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-04	Active	Secured Investments Group	Des Moines	IA	Mooney MZOC	Single-engine	100%		N6901U
Hangar	G-05	Active	Simple Air, LLC	Ankeny	IA	1978 Cessna 182Q	Single-engine	100%		N96590

Customer Type	Hangar #	Active Status	Company	City	State	Airplane Make	Airplane Type	% Time @ IKV	Approved	Airplane ID
To be approved at the January 5, 2023, PCAA Board Meeting										
Hangar	G-06	Active	Vintage Flying Club	Ankeny	IA	1942 Stinson L-5	Single-engine	100%		N1252
Hangar	H-01	Active	Awesome Aviators, LLC/BADMIA, I	Polk City	IA	2002 Cirrus SR22 (75 Cessna182)	Single-engine	90%		N312JB (N6652I
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-05	Active	Gordon E Hering	Ankeny	IA	1966 Piper PA-24-260 Comanche	Single-engine	100%		N8583P
Hangar	H-06	Active	Nic Rupiper	Ankeny	IA	1949 Piper PA-12 Super Cruiser	Single-engine	100%		N4349M
Hangar	I-04	Active	Brant Hollensbe	West Des Moines	IA	1965 Cessna 182H	Single-engine	100%		N8449S
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-03	Active	Paul Austin	Des Moines	IA	1951 Beechcraft C35 Bonanza	Single-engine	100%		N681D
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
2-year lease previously approved at the August 4, 2022, PCAA Board meeting										
State Patrol	I-01	Approved in Aug '22	IA State Highway Patrol	Des Moines	IA	Cessna T-206	Single-engine	100%		
State Patrol	I-02	Approved in Aug '22	IA State Highway Patrol	Des Moines	IA	Cessna 182T	Single-engine	100%		
State Patrol	I-03	Approved in Aug '22	IA State Highway Patrol	Des Moines	IA	Cessna 172R	Single-engine	100%		
Units with no lease										
Garage	A-SE	No lease	FAA	Ankeny	IA					
Garage	G-SE	No lease	Exec 1 Aviation-fuel	Ankeny	IA					
Hangar	B-07	No lease	Elder Corporation	Des Moines	IA					

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Ankeny Regional
AIRPORT
Central Iowa's Business Connection

ANKENY CITY COUNCIL

POLK COUNTY AVIATION AUTHORITY MEETING

January 5, 2023
5 : 00 PM

??

Print

?? ORIGINATING DEPARTMENT:	COUNCIL GOAL: ??
City Manager	Exercise Financial Discipline

ACTION REQUESTED:

Motion

LEGAL:

No Review Required

SUBJECT:

Consider motion to approve a Cooperative Service Agreement with the United States Department of Agriculture for the control of bird and wildlife activity during the calendar year 2023 at the Ankeny Regional Airport.

EXECUTIVE SUMMARY:

FISCAL IMPACT: **??No**

STAFF RECOMMENDATIONS:

PREVIOUS COUNCIL/COMMISSION/BOARD ACTION(S):

PUBLIC OUTREACH EFFORTS:

ACTION REQUESTED:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Click to download
Agreement
Fee Justification
2022 USDA Report

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 Guerrant, 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: ______________________________________ ______________________
Jeff Wangsness, Board Chair Date
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: ______________________________________ ______________________
Travis Guerrant, MO/IA State Director Date
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, 2022 and expire December 31, 2022.

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

01/01/2022 TO 12/31/2022

Cost Element		Full Cost
Personnel Compensation		$4,104.07
Travel		$0.00
Other Services		$0.00
Supplies and Materials		$414.77
Equipment		$200.00
Subtotal (Direct Charges)		$4,718.84
Pooled Job Costs	11.00%	$519.07
Indirect Costs	16.15%	$762.09
Agreement Total		**$6,000.00**

The distribution of the budget from this Financial Plan may vary as necessary to accomplish the purpose of this agreement, but may not exceed: $6,000.00

* 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 - Ankeny, IA	Paul Moritz	Phone: Email:	515-965-6420 pmoritz@ankenyiowa.gov
APHIS WS:	Julie Quevreaux	Phone: Email: Fax:	573-449-3033 x10 WSMOAdmin@usda.gov 573-449-4382

From: Paul Moritz <PMoritz@AnkenyIowa.gov>
Sent: Tuesday, December 20, 2022 1:09 PM
To: Colboth, Carl E - APHIS <ernie.colboth@usda.gov>
Subject: RE: Wildlife Control

Ernie:

I see that this year's agreement is for $7,000 while last year's was for $6,000. Other than inflation, is there any reason I can convey to the board for the increased amount? I realize that any unexpended fees are not invoiced. Thanks.

Paul Moritz, PE | Airport Manager
City of Ankeny

Hi Paul,

The airport employees had reached out to me several times requesting help with the large amounts of geese, black birds, coyotes, killdeer, etc. during the past year. A lot of bird activity in general. I realize the geese have always been an issue, but I have noticed a few other decorative ponds around the Ankeny area and that helps hold geese in the area. I feel I need to spend a little more time to help prevent wildlife strikes.

Please let me know if you need anything else.

Thank you

USDA United States Department of Agriculture | Animal and Plant Health Inspection Service | Wildlife Services | 3100 Willow Creek Ave
Des Moines, IA 50321
(515) 256-5558

Date: December 19, 2022

To: Paul Moritz, PE, Airport Manager
Subject: Summary of Activities

This letter is to inform you of the number of birds and mammals harassed or removed from the Ankeny Regional Airport in Ankeny, Iowa in the calendar year 2022. Two species of mammals and four species of birds have been addressed at IKV. Listed are the species and methods used.

Wildlife Species	Dispersed	Removed	Banded & Relocated
Coyote	1	1	
White- tailed deer		1	
Mixed black birds	21,738	42	
Canada geese	4,931	8	
Red tail -Hawk	10		
American crows	8		
Total	**26,688**	**52**	


Canada geese at Casey's office.

Wildlife Services will continue to work closely with Airport officials to locate problem areas and determine which control activities will be most effective. If you need additional information, or if you have any questions regarding this information or future activities, please contact me.

Ernie Colboth, Wildlife Biologist
Wildlife Services

??

Ankeny Regional
AIRPORT
Central Iowa's Business Connection

ANKENY CITY COUNCIL

POLK COUNTY AVIATION AUTHORITY MEETING

January 5, 2023
5 : 00 PM

??

Print

?? ORIGINATING DEPARTMENT: City Manager

COUNCIL GOAL: Upgrade Essential Infrastructure ??

ACTION REQUESTED:

LEGAL:
No Review Required

SUBJECT:
Aeronautical Forecast for justification of the 18/36 Extension Project.

EXECUTIVE SUMMARY:

FISCAL IMPACT: **??No**

STAFF RECOMMENDATIONS:

PREVIOUS COUNCIL/COMMISSION/BOARD ACTION(S):

PUBLIC OUTREACH EFFORTS:

ACTION REQUESTED:

ADDITIONAL INFORMATION:

ATTACHMENTS:

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Documentation to FAA

Aeronautical Forecast – Supplemental Information

Critical and Regular Use – IKV

Revised December 15, 2022

FAA AC 150-5000-17 Critical Aircraft & Regular Use Determination provides guidance related to making a "critical Use" determination. The critical aircraft is the most demanding aircraft type or grouping of aircraft with similar characteristics. Regular use is 500 annual operations, including both itinerant and local operations but excluding touch-and go operations. For purposes of identifying a critical aircraft, "similar characteristics" refers to the practice of grouping aircraft by comparable operational performance and/or physical dimensions.

The Forecast of Aeronautical Activity prepared by HDR dated Jan.17,2022 provided several tables where aircraft were group by Aircraft Approach Category (AAC) and Airplane Design Group (ADG).

Table1: Aircraft Categories and Design Groups

Aircraft Approach Category	Approach Speed
A	Less than 91 knots
B	91 knots but less than 121 knots
C	121 knots but less than 141 knots
D	141 knots but less than 166 knots
E	166 knots or more
Airplane Design Group	Wingspan
I	Less than 49 feet
II	49 feet but less than 79 feet
III	79 feet but less than 118 feet
IV	118 feet but less than 171 feet
V	171 feet but less than 197 feet
VI	197 feet but less than 262 feet

Source: FAA AC 150/5300-13A Airport Design

The Ankeny Regional Airport is intended to accommodate large airplanes with an approach speed less than 141 knots (C) and a wingspan less than 79 feet (II). Large airplane means an airplane having a maximum certified takeoff weight over 12,500 pounds.

Table 2 shows forecast based aircraft over a 20-year period grouped by aircraft approach speed and wingspan. The 2021 National Based Aircraft Inventory dated 12-15-21 did not show any C-II airplanes based at IKV. There is one (1) C-I airplane (Learjet 45) currently (as of December 2022) based at the airport. Exec One Aviation (in a letter dated 12-09-2022) indicated their intention to begin replacing their fleet of Hawker 400XP/Beechjet 400A's with the Gulfstream G200 or similar aircraft. The letter (Attachment A) indicates their intention to begin replacing the existing Beechjet fleet within the next five (5) years. The Gulfstream 200 is classified as a C-II airplane.

Table 2: Based Aircraft Mix, IKV, 2020-2040

ARC	2021*	2025	2030	2040
A-I	76	80	82	92
A-II	1	4	4	10
B-I	8	12	16	20
B-II	2	4	5	8
C-I	1	2	2	2
C-II	0	2 **	5-7	5-7
Total	88 *	104	114	137

* National Based Aircraft Inventory Program (Dated 12-15-21) FAA Validated Aircraft: Does not include the 2 airplanes considered non-airworthy airplanes.
** Exec 1 Aviation is contemplating an upgrade to their Beechjet 400 charter fleet (7 Beechjet) within the period 2022 to 2027. The candidate replacement aircraft is the Gulfstream 200.

The forecast operational mix for the period 2022 to 2040 based on aircraft approach speed and wingspan is shown in Table 2.

Table 2: Aircraft Operational Mix, IKV, 2022 - 2040

ARC	2022	2025	2030	2040 **
A-I	8,800	10,400	13,440	19,040
A-II	1,760	2,080	2,688	3,808
B-I	6,600	7,800	9,408	13,328
B-II	3,520	4,160	5,376	7,616
C-I	880	1,040	1,680	2,380
C-II	440	520	1008	1,428
Other	*	*	*	*
Total	22,000	26,000	33,600	47,600

Source: HDR * Less than 1 percent; ** Assuming Ankeny's projected population approaches 130,000. Ankeny Comprehensive Plan 2040 and aircraft storage facilities are constructed.

The FAA's Traffic Flow Management System (TFMS) was used to provide additional insight into forecasting the critical aircraft. TFMS source data is created when pilots file a flight plan and / or flights are detected by the National Airspace System (NAS). Automated Dependent Surveillance-Broadcast (ADS-B) data for properly equipped aircraft will provide additional information by moving from ground-based radar and navigational aids to precise tracking using satellite signals.

TFMS includes data for flights operating under instrument flight rules (IFR) and FAA enroute computes and ground-based radar. Some VFR, touch & go and some non-enroute IFR traffic is not captured.

TFMSC data for the Ankeny Regional Airport was collected for the period January 1, 2017, through 2021 and the first 9 months of 2022 (67 months). TFMSC data obtained for IKV included includes the aircraft make/model, wingspan, approach speed, weight class, arrivals, and departure data.

To supplement the grouping of airplanes by approach speed and wingspan, aircraft were grouped by weight class. It is reasonable to conclude that the TFMS activity summarized in Table 3 represents itinerant operations.

TFMSC defines several weight categories related to impact on wake turbulence:

- Heavy Category: Aircraft weighting more than 255,000 pounds
- Large/Jet/Commuter Category: Aircraft weighing more than 41,000 pounds
- Medium Category: Aircraft weighing more than 12,500 pounds up to 41,000 pounds
- Small Category: Aircraft weighing 12, 500 pounds or less

Table 3: TFMS Aeronautical Activity by ATCT Weight Class 2017-2022 (67 months)

Weight Class	Departures	Arrivals	Total	Operations Average Year	Operations by Weight Class
Heavy Equipment	3	2	5	0.9	**
Large Commuter Equipment *	64	66	130	23	**
Medium Commuter Equipment *	4,978	4,972	9,950	1,783	37%
Small Equipment	8,506	8,351	16,857	3,021	62%
Other	47	87	134	24	**
Unknown	44	35	79	14	**
Total	13,642	13,513	27,155	4,866	100%

Period: Jan.1, 2017 to Aug. 12, 2022 (5 Yr-7 Mo)
Source: FAA TFMS (8-12-22) * See Table 4; ** Less than 1 %

Within the 67-month period, operations by small equipment (aircraft with a MTOW under 12,500 pounds) represent historically (62%) of the operations at IKV. Operations by the "Small Equipment Category" weight class is expected to represent the majority of operations over the 20-year period.

The number of operations by airplanes in the "Medium Equipment Category" weight class is expected to increase over the 20-year period represented by ARC B-I, B-II, C-I and C-II aircraft. There are a substantial number of operations by "Medium Equipment Category" business jet aircraft having a takeoff weight between 12,500 pounds and 41,000 pounds (See Table 4).

Table 4 : ATCT Weight Class – Medium/Large (67 Months)

Model	MTOW	Max Ramp /Taxi & Weight	AAC	Total Ops.	Avg. Annual Operations January 2017 July 2022
Beech 1900/C-12J	16,600	16,710	B	16	3
Beechcraft BE40 Beechjet 400/T-I	16,100	16,300	B	5,319	953
Beech 99	11,300	NA	B	4	Less than 1
Cessna C550 Citation Bravo	14,800	15,000	B	79	14
Cessna C425 Conquest	8,600	8,675	B	204	37
Cessna Excell /XLS C56X	20,000	20,200	B	307	55
Cessna C 500/501 Citation	11,825	12,000	B	40	7
Cessna C510 Mustang	8,645	8,730	B	232	42
Cessna C550 Citation II	15,100	15,300	B	390	70
Cessna C560 Ultra Encore	16,830	17,030	B	202	36
Cessna C525 CJ1	10,700	10,800	B	272	49
Cessna C650 III/IV/VII	22,000	22,200	B	14	3
Cessna 680 Sovereign	30,300	30,550	B	155	28
Cessna C68A Latitude	30,800	31,050	B	119	21
Cessna C700 Longitude	NA		B	6	1
Cessna C750 Citation X	36,600	36,900	B	52	9
Aero Commander AC90 690	10,700	10775	B	11	2
Dassault F2TH Falcon 2000	36,500	36,500	B	44	8
Dassault F900 Falcon 900	46,500	46,700	B	41	7
Dassault FA10 Falcon Mystere 10	18,740	18,740	B	27	5
Dassault FA20 Falcon Mystere 20	28,660	28,660	B	35	6
Dassault F50 Falcon Mystere 50	40,780	40,780	B	32	6
Pilatus PC-24	17,968	18,068	B	317	57
Raytheon TEX2 Texan2	NA	NA	B	12	2
Embraer Legacy 450	35,724	35,724	B	4	Less than 1
Raytheon Premier I			B	59	11
Swearingen Merlin 4/4A Metro 2			B	110	20
Socata TBM 7			A	771	138
Socata TBM 850			A	81	15
Socata TBM			A	393	70
IAI ASTRA 1125	23,500	23,650	C	12	2
Gulfstream G150	26,100	26,250	C	10	2
Gulfstream 280	39,600	39750	C	75	13
Gulfstream 200 IAI Galaxy	36,650	35,800	C	20	4
Gulfstream III GLF3	69,700	70,200	C	2	Less than 0.5

Table 4 Continued ATCT Weight Class – Medium/Large (67 Months)

Gulfstream III GLF3	69,700	70,200	C	2	Less than 0.5
Gulfstream V GLF5	90,500	90,900	D	2	Less than 0.5
Raytheon BAeHS 125 Hawker 800	28,000	28,000	B	125	22
Bombardier Lear 31/A/B	15,500	15,750	C	16	3
Bombardier Lear 35/36	18,000	18,250	D	50	9
Bombardier Lear 55	19,500	19,750	C	2	Less than 0.5
Gulfstream IV GLF4	73,200	73,200	D	14	3
Bombardier Lear 60	22,750	23,000	C	55	10
Bombardier Lear 70	21,500	21,750	C	6	1
Bombardier Lear 75	21,500	21,750	C	40	7
Shorts 330	10,387	10,387	B	18	3
Saab SF 340	29,000	29,000	B	2	Less than 0.5
Boeing KC-135	NA		C	2	Less than 0.5

Source: FAA TFMS, FAA Aircraft Characteristic Data Base Jan. 1, 2017, through July 2022 (67 months)

Based on 67 months of TFMS data, there were an average 1,783 operations conducted at IKV by "Medium Equipment Commuter" class aircraft. Representative airplanes using IKV include the Beechjet 400; Learjet 31, 35 and 60; Gulfstream 200; Cessna Excel, Sovereign, Bravo and Encore. This grouping of airplanes along with "Large Equipment "class airplanes represent the critical family of airplanes that will operate at IKV within the foreseeable future.

Table 4 shows that of the 9,950 operations by the "Medium Equipment" class airplanes. Fifty-three (53%) of the 9,950 operations over the 67-month period were by Beechjet 400 (B-I). The high number (1,102) of Beechjet 400 operations were by Exec 1 Aviation. The Beechjet 400 is now at a point where that airplane will be replaced and upgraded over the next several years.

TFMSC data revealed that there were 130 operations (average 23 /year) by "Large/Jet/Commuter" class airplanes over the 67-month period. Representative airplanes with a gross takeoff weight greater than 41,000 pounds that operated at IKV include the Gulfstream III, IV and V; De Havilland Dash 8; the Dassault Falcon 900 and 2000. This grouping of airplanes represents airplanes that will operate (with limitations) at IKV. While nearly all the operations at IKV are by airplanes with a takeoff weight less than 41,000 pounds, there are operations by airplanes with a gross takeoff weight up to 90,000 pounds using the facility. The current ALP shows an ultimate runway length of 6,000 feet.

Table 5 provides a forecast of total annual local and itinerant operations for the period 2021 through 2040. The FAA TAF showed 48,600 total annual operations through 2040. Nearly all of the local operations are expected to be by those airplanes with a gross takeoff weight less 12,500 pounds. “Touch and Go” activity best represent a local operation. Operations captured by TFMS are representative of itinerant operations.

Table 5: Total Annual Aircraft Operations Ankeny Regional Airport

Year	Total Annual Operations	Itinerant Operations (60%)	Local Operations (40%)
2021	22,000	13,200	8,800
2025	26,000	15,600	10,400
2030	33,600	20,160	13,440
2040	47,600	28,560	19,040

Source: HDR 5-16-22

Table 6 provides a forecast of itinerant aircraft operations by ATCT weight class.

Table 5: Forecast Operations by ATCT Weight Class Total Annual Itinerant Operations

Weight Class	2022	2025	2030	2040
Large Commuter Equipment	24	31	41	57
Medium Commuter Equipment	4,476	5,288	6,834	9,682
Small Equipment	8,700	10,280	13,285	18,821
Itinerant Operations	13,200	15,600	20,160	28,560

Source: HDR 12-19-22

Use of IKV is limited in part by the existing RW 18/36 pavement strength and length. FAA AC 150/5000-17 (Para 3.2.2): “The runway length requirement at an airport is driven by the needs of the critical aircraft, but the actual length constructed can be adjusted to physical and environmental constraints.” FAA AC 150/5000-17 (Para 3.9) also states a critical aircraft determination should not be used for pavement strength design. “FAA pavement design considers the damage to pavement from each individual aircraft in the traffic mix. The final pavement design is based upon the cumulative damage of all aircraft”. Reference may be made to FAA AC 150/5320-6, Airport Pavement Design and Evaluation.

Critical Aircraft:

Based on the Gulfstream 200 or similar aircraft being based at the airport within 5-years, it is reasonable to consider adding additional length to RW 18/36 (Primary Runway). The current Airport Layout Plan shows a 500-foot extension proposed on RW 18. The proposed extension would provide an ultimate length of 6,000 feet. Site constraints are such that additional length beyond 6,000 feet does not appear to be a likely scenario.

Performance information for the Gulfstream 200 was obtained from the Gulfstream Aerospace Corporation and prepared by the Flight Operations Team, (12-15-22).

Runway 18

Scenario 1: Takeoff at gross Takeoff weight of 35,650lbs. No wind and standard pressure 29.92 in. *(*Indicates Anti-Ice on)*		
Temperature (F)	**Dry (Distance ft)**	**Wet (Distance Ft.)**
-50	5,074	*5,882
32	5,858	6,652
59	6,183	7,023
86	7,101	7,691

Scenario 2: Landing at Max weight of 30,000 lbs., no wind. *(*Indicates Anti-Ice on)* Unfactored		
Temperature (F)	**Dry (Distance ft)**	**Wet (Distance Ft.)**
-50	2,866	*3,963
32	3,315	3,812
59	3,459	3,978
86	3,603	4,143

Scenario 3: Contaminated Runway at gross weight and 32F. Landing distance unfactored		
Contamination	**Takeoff (Distance ft)**	**Landing (Distance ft)**
Compact Snow	6,592	5,039
Loose Snow		7,195

Source: Gulfstream Aerospace Corporation

Runway 36

Scenario 1: Takeoff at gross Takeoff weight of 35,650lbs. No wind and standard pressure 29.92 in.

Temperature (F)	Dry (Distance ft)	Wet (Distance Ft.)
-50	5,142	5,886
32	6,042	6,737
59	6,407	7,147
86	7,424	7,918

Scenario 2: Landing at Max weight of 30,000 lbs., no wind. *Unfactored

Temperature (F)	Dry (Distance ft)	Wet (Distance Ft.)
-50	2,747	3,789
32	3,171	3,647
59	3,307	3,803
86	3,443	3,959

Scenario 3: Contaminated Runway at gross weight and 32F. *Landing distance unfactored

Contamination	Takeoff (Distance ft)	Landing (Distance ft)
Compact Snow	6,808	4,718
Loose Snow		6,711

Attachment A

Exec 1 Aviation

Letter Documentation 12-9-22

EXEC1
AVIATION

Ankeny Regional Airport • 3700 SE Convenience Blvd • Ankeny, IA 50021 • Phone 515-965-1020 • Fax 515-965-5954

J.R. Boesen
3700 SE Convenience Blvd
Ankeny, IA 50021
515-865-7572 Cell
jrboesen@exec1aviation.com

12/9/2022

Paul Moritz
Ankeny Airport Manager

Dear Paul,

I am writing to confirm our conversation regarding our business plan to add Supermid aircraft to our fleet based at the Ankeny Regional Airport (KIKV) in addition to our fleet of Hawker 400XP/Beechjet 400A's.

We do intend to add Supermid aircraft to our fleet in the future. We have this in our business plan for 2025 currently. We are considering the following aircraft. Gulfstream G200, Falcon 2000, or Challenger 300. We will start with one of these aircraft and become familiar with its operations and likely add another in the following year, with intentions to build a fleet similar in size to our Hawker 400XP fleet. We will run into runway performance issues with these aircraft, and 6,000 ft is the desired length to operate these aircraft safely and efficiently out of IKV as it's home base. I would expect total operations to be approximately 120-150 per aircraft. Similar to our 400XP fleet.

We currently operate 7 of the 400XP/Beechjet 400A's and flew the fleet approximately 5,000 hours this year. I am showing 551 arrivals to IKV in the past 12 months from 12-8-2021 to 12-9-2022. I believe the operations formula for that would be 1 departure plus 1 arrival for a total operations of 1,102 for the past 12 months. We do run into runway length issues with the 400's as well. When the temperature increases to about 75F and above, we cannot takeoff max gross weight out of IKV and usually must plan a fuel stop to complete the trip. Also, in the winter we have the same problem due to contaminated runway issues with the current runway length.

In addition to our Charter fleet, we do manage the FBO as well, and see the need for a 6,000ft runway for our base customers and transient traffic. I know of one other base customer that has intentions of upgrading from their Lear 45 to a Supermid or Heavy aircraft once facilities and runway length permits for it's safe and efficient operation.

Let me know if you have any further questions.

Sincerely,

J.R. Boesen
President, Exec 1 Aviation

??

ANKENY CITY COUNCIL

POLK COUNTY AVIATION AUTHORITY MEETING

January 5, 2023
5 : 00 PM

??

Print

?? ORIGINATING DEPARTMENT: City Manager

COUNCIL GOAL: Exercise Financial Discipline ??

ACTION REQUESTED:

LEGAL:
No Review Required

SUBJECT:

Project Updates: Runway 18/36 Preliminary Report, North Row Box Hangars - Phase 1 Design and Closeout for Phase 3 - Taxiway D Project.

EXECUTIVE SUMMARY:

FISCAL IMPACT: **??No**

STAFF RECOMMENDATIONS:

PREVIOUS COUNCIL/COMMISSION/BOARD ACTION(S):

PUBLIC OUTREACH EFFORTS:

ACTION REQUESTED:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Click to download
No Attachments Available

??

ANKENY CITY COUNCIL

POLK COUNTY AVIATION AUTHORITY MEETING

January 5, 2023
5 : 00 PM

??

Print

?? ORIGINATING DEPARTMENT: City Manager	COUNCIL GOAL: Exercise Financial Discipline ??

ACTION REQUESTED:

LEGAL:
Item Reviewed by Legal Counsel

SUBJECT:
SE Convenience Boulevard Extension - Possible Partial Reimbursement of Project Costs.

EXECUTIVE SUMMARY:

FISCAL IMPACT: **??No**

STAFF RECOMMENDATIONS:

PREVIOUS COUNCIL/COMMISSION/BOARD ACTION(S):

PUBLIC OUTREACH EFFORTS:

ACTION REQUESTED:

ADDITIONAL INFORMATION:

ATTACHMENTS:

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🗋 Cost Breakdown

Polk County Aviation Authority

SE Convenience Blvd. Extension Project

Post-Construction Cost Distribution

December 14, 2022

This summary of costs is based on the June 30, 2017 cost estimate by Snyder & Associates, the distribution of RISE funding per the DOT agreement and the final construction costs from September 8, 2019.

Estimated Costs - June, 2017

TOTAL CONSTRUCTION	$935,380	
Engineering, RW & Construction Services	$152,800	
Street Lights	$56,000	
TOTAL PROJECT COST	$1,144,180	
Elwell Portion of Project (35.5% of Total Project)*	$406,488	
- RISE Eligible Costs	$295,298	
- RISE Funded Portion (50% of RISE Eligible)		$147,649
Elwell Responsibility		$258,839
PCAA Portion of Project (64.5% of Total Project)	$737,692	
- RISE Eligible Costs	$575,152	
- RISE Funded Portion (50% of RISE Eligible)		$287,576
PCAA Responsibility		$450,116

Final Actual Costs - September, 2019

TOTAL CONSTRUCTION	$797,666	
Engineering, RW & Construction Services	$156,243	
Admin. (Street Lights, Legal, Publications, etc.)	$44,518	
TOTAL PROJECT COST	$998,427	
Elwell Portion of Project (35.5% of Total Project)*	$354,442	
- RISE Eligible Costs	$260,899	
- RISE Funded Portion (50% of RISE Eligible)		$130,450
Elwell Responsibility		$223,992
PCAA Portion of Project (64.5% of Total Project)	$643,985	
- RISE Eligible Costs	$508,289	
- RISE Funded Portion (50% of RISE Eligible)		$254,145
PCAA Responsibility		$389,841

* - Based on quantities and unit prices when project was bid for construction.

** - PCAA and Elwell amounts of final project based on actual final costs and percent of project responsibility.

Funding Summary:

PCAA	$389,841
Elwell	$223,992
RISE	$384,594
Total Project	$998,427

Final Records from City Accounting (12/15/22):

Total Project Expenditures	$998,427.30
RISE Grant Final Payment	$384,594.38

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Ankeny Regional
AIRPORT
Central Iowa's Business Connection

ANKENY CITY COUNCIL

POLK COUNTY AVIATION AUTHORITY MEETING

January 5, 2023
5 : 00 PM

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Print

?? ORIGINATING DEPARTMENT:
City Manager

COUNCIL GOAL: ??
Strengthen Community Engagement

ACTION REQUESTED:

LEGAL:
No Review Required

SUBJECT:

Request for Quarterly Meetings - Exec 1 Aviation.

EXECUTIVE SUMMARY:

FISCAL IMPACT: **??No**

STAFF RECOMMENDATIONS:

PREVIOUS COUNCIL/COMMISSION/BOARD ACTION(S):

PUBLIC OUTREACH EFFORTS:

ACTION REQUESTED:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Click to download
No Attachments Available

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ANKENY CITY COUNCIL

POLK COUNTY AVIATION AUTHORITY MEETING

January 5, 2023
5 : 00 PM

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Print

?? ORIGINATING DEPARTMENT: City Manager

COUNCIL GOAL: Deliver Exceptional Service ??

ACTION REQUESTED:

LEGAL:
No Review Required

SUBJECT:
Acquisition of FOD Commander Runway Drag.

EXECUTIVE SUMMARY:

FISCAL IMPACT: **??No**

STAFF RECOMMENDATIONS:

PREVIOUS COUNCIL/COMMISSION/BOARD ACTION(S):

PUBLIC OUTREACH EFFORTS:

ACTION REQUESTED:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Click to download
🗋 Manual
🗋 Invoice

Sherwin Industries, Inc.
AIRPORT RUNWAY SUPPORT

FODCOMMANDER

FOD - NOT ON MY WATCH.

OPERATOR'S MANUAL AND TECHNICAL SPECIFICATIONS

Eagle & Myslik Inc.

OPERATOR’S MANUAL

FOD COMMANDER

Eagle & Myslik Inc.

Thank you for purchasing the FOD COMMANDER from Eagle & Myslik Inc. We take pride in providing a quality, safe, durable and reliable product.

Take some time to read the Operator’s Manual and familiarize yourself with the installation, operation, emptying and maintenance instructions to ensure the longevity of your FOD COMMANDER.

This manual contains essential information for assembling and using this product.

Please take notice of all warnings and keep this manual for future reference.

WARNING:

Before sweeping, we recommend removing or locating any sharp projections in the pavement that may cause damage to the sweeper.

CAUTION:
Avoid sweeping over a course sprayed chipseal surface. This surface may cause damage to the product.

Use the FOD COMMANDER with care around parked or moving aircraft, vehicles and people. USE EXTRA CAUTION in windy conditions.

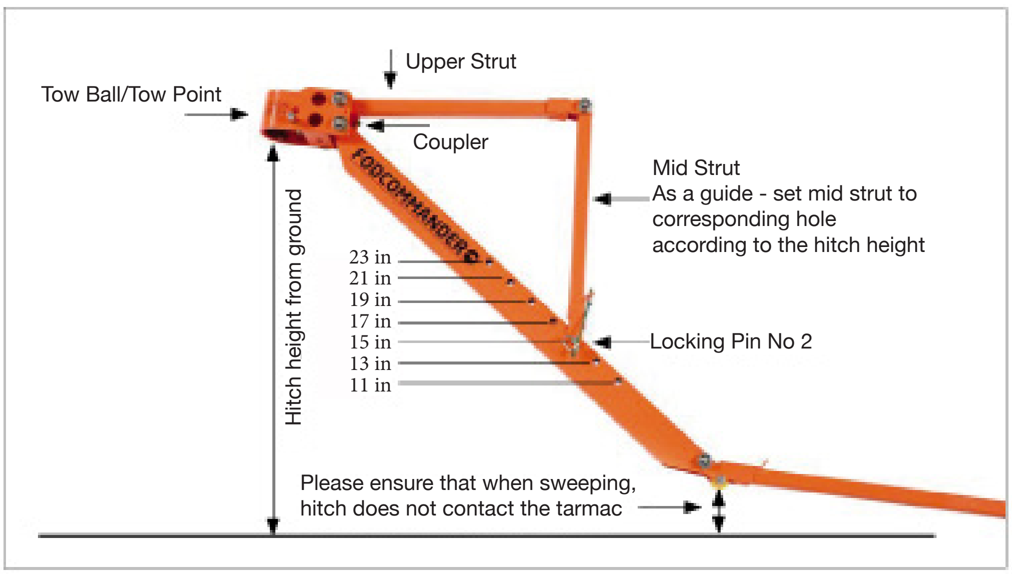
ASSEMBLY

FOD COMMANDER QUICK HITCH

The FOD COMMANDER Quick Hitch holds the sweeper to the tarmac and tracks it behind the vehicle.

- Ensure the mid strut is **unattached** to the main strut.
- Install coupler head of Quick Hitch over tow point [fig 1].
- Install locking pin to secure coupler head.
- Measure hitch height from the ground – see diagram below.
- Set mid-strut in corresponding hole position to create firm downward pressure. Please note, this is a guide only. Do not force the mid strut into a position that causes too much downward pressure on the equipment.
- Please ensure that when sweeping, hitch components do not contact the tarmac.

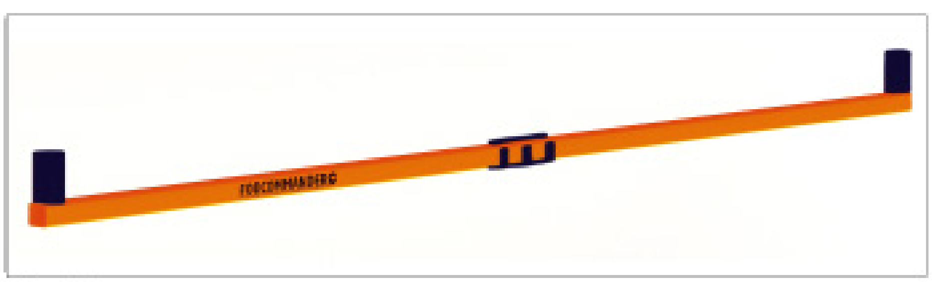
[fig 1]

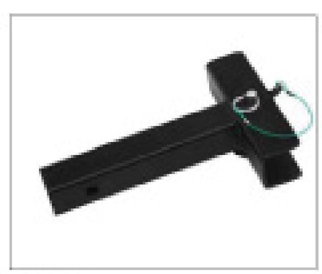


FOD COMMANDER DUPLEX BAR

The Duplex Bar allows the operator to use two sweepers side by side, to sweep double the width. [fig 2]

The Duplex Bar is connected to the vehicle with Duplex Bar Square Receiver, which connects to the tow point. [fig 3]


[fig 2]


[fig 3]

OPERATION

- The recommended speed range for optimal efficiency operation is 15 kph - 50 kph (10 mph- 30 mph)
- Regularly empty the sweeper of debris when the pockets are 25% full.

CAUTION: DO NOT REVERSE with sweeper attached to a vehicle. Forward motion only.

WARNING: The FOD COMMANDER extends beyond the width of the vehicle. Please be aware of people and obstacles.

EMPTYING DEBRIS

- With the FOD COMMANDER attached to the tow vehicle, use the shake handles to lift the edge of the sweeper that is furthest from the vehicle. Shake out debris.
- Lift the empty FOD COMMANDER at right angles to one side of the vehicle and place flat on the ground.
- Remove debris from the ground. IMPORTANT: There is no requirement to remove mesh cover to clear debris.

ROUTINE MAINTENANCE

- Cleaning is usually not necessary. Use water and a water-based detergent if required.
  CAUTION: Do not use petroleum, spirit-based or caustic cleaning agents.
- To keep your FOD COMMANDER performing efficiently, check tracking wheels before and after each sweep. Remove any grit or sand to ensure free rotation of wheels. Replace wheels when they wear to a minimum thickness of 1 cm measured to the underside of the wheel carriage.
- Check components and fasteners after each sweep to ensure they remain in good working order.

STORAGE

- Make sure the sweeper is dry.
- Start at the rear of the mat and roll loosely from back to front.
- Place in the carry bag or carry strap.
- Store flat or hang vertically undercover.

TECHNICAL SPECIFICATIONS

PERFORMANCE

- Option for duplex bar configuration.
- Speed rated to 45 kph (30 mph)
- All-weather operation.
- Suitable for military and civilian vehicle operation.

COMPLIANCE & MANUFACTURING

- Made In Australia using quality components.
- Complies with U.S. Department of Transportation. Federal Aviation Administration. Airport Foreign Object Debris (FOD) Management. AC No: 150/5210-24. 5.2.b. Non-Mechanical Systems. (1) Friction Mat Sweepers. A rectangular assembly towed behind a vehicle that employs a series of bristle brushes and friction to sweep FOD into sets of capture scoops, which are covered by a retaining mesh to hold collected debris.
- US$14M Products Liability Insurance.

WEIGHTS & DIMENSIONS
FC8 -4DMC

Operating Weights and Dimensions

Length(cm):	244	(96 in)
Width (cm):	172	(68 in)
Height (cm):	4	(1.5 in)
Weight (kg):	32	(70 lbs)

Shipping Weights and Dimensions

Length(cm):	256	(100 in)
Width (cm):	30	(12 in)
Height (cm):	30	(12 in)
Weight (kg):	32	(71 lbs)

Harmonized Code: 9603.90.8040

Contact Eagle & Myslik Inc.
email: info@eagle-myslik.com
phone: 1-855-835-7171

www.eagle-myslik.com

Sherwin Industries, Inc.
AIRPORT RUNWAY SUPPORT

Eagle & Myslik Inc.

QUOTE

Sherwin Industries, Inc.

2129 W. Morgan Ave. Milwaukee, WI 53221
Phone 804-512-2206 Fax 414-281-6404
trushing@sherwinindustries.com

NOVEMBER 30, 2022

TO Ankeny Regional Airport
Attn: Paul Moritz

SALESPERSON	JOB	PAYMENT TERMS	QUOTE VALID UNTIL
16-TR		**Net 30**	30 Days

QTY	DESCRIPTION	UNIT PRICE	LINE TOTAL
1	FOD Commander Sweeper Assy Complete	5,575.00	5,575.00
	**Price Includes Delivery to Destination		
		SUBTOTAL	5,575.00
		SALES TAX	EXEMPT
		TOTAL	5,575.00

Quotation prepared by: Todd L. Rushing ______________________________

THANK YOU FOR YOUR BUSINESS!

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ANKENY CITY COUNCIL

POLK COUNTY AVIATION AUTHORITY MEETING

January 5, 2023
5 : 00 PM

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Print

?? ORIGINATING DEPARTMENT: City Manager

COUNCIL GOAL: Enhance Quality of Life ??

ACTION REQUESTED:

LEGAL:
No Review Required

SUBJECT:
Iowa DNR Annual Hunting Permit Renewal.

EXECUTIVE SUMMARY:

FISCAL IMPACT: **??No**

STAFF RECOMMENDATIONS:

PREVIOUS COUNCIL/COMMISSION/BOARD ACTION(S):

PUBLIC OUTREACH EFFORTS:

ACTION REQUESTED:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Click to download
DNR Permit Form

SHOOTING PERMIT AGREEMENT (Airports/Public Safety)

This agreement between the State of Iowa, Department of Natural Resources (hereinafter the Department) and Polk County Aviation Authority/**Paul Moritz** of **Ankeny**, Iowa, authorizes the above and the following Department approved Designee(s): **USDA-APHIS representative or other APHIS representative** to shoot **5** deer on the premises at the following location: **Ankeny Regional Airport** in Polk County, Iowa.

Permits # **C376393, C376274-C376277** shall be valid for: **(Any Deer)**

Allowed Shooting Dates: **January 1 through December 31, 2023**.

Special Restrictions and comments: **Permits valid on safety and run-way area.**

Permits for shooting deer outside an established hunting season may be issued… **on areas such as airports where public safety may be an issue.**

(1) Deer shooting permits will be issued at no cost to the applicant. There is a $2 fee for HUSH and ELSI. **(Airports are not charged a fee due to revolving year permits)**

(2) The applicant or one or more designees approved by the department may take all the deer specified on the permit.

(3) Permits available to producers of high-value horticultural crops or agricultural crops may be valid for taking deer outside of a hunting season depending on the nature of the damage. The number and type of deer to be killed will be determined by a department depredation biologist working with you and will be part of the deer depredation management plan.

(4) All deer killed must be recovered and processed for consumption.

(5) The times, dates, place, and other restrictions on the shooting of deer will be specified on the permit.

(6) Antlers from all deer recovered must be turned over to the conservation officer within 48 hours. Antlers will be disposed of according to department rules.

(7) For out-of-season shooting permits there are no shooting hour restrictions; however, taking deer with an artificial light is prohibited by Iowa Code section 481A.93.

(8) A person who harvests a deer with a deer depredation license or a deer shooting permit issued pursuant to this section shall utilize the Iowa DNR deer harvest reporting system to report each deer killed (see below for airports).

(9) Legal weapons and restrictions will be governed by 571-106.7(481.A). Only weapons which are applicable during deer hunting seasons are legal.

(10) All other applicable deer hunting rules and pertinent license requirement apply to shooting permits.

Conservation Officer—Nate Anderson 515.238.4849

DNR Signature	Printed Name	Date
[signature]	Andy Kellner	12/27/2022

Manager Signature	Printed Name	Date

Contact information: Phone____________________ Email______________________________________

PLEASE REPORT ALL DEER SHOT TO: Andy Kellner (Andrew.kellner@dnr.iowa.gov)

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ANKENY CITY COUNCIL

POLK COUNTY AVIATION AUTHORITY MEETING

January 5, 2023
5 : 00 PM

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Print

?? ORIGINATING DEPARTMENT:	COUNCIL GOAL: ??
City Manager	Upgrade Essential Infrastructure

ACTION REQUESTED:

LEGAL:

SUBJECT:

Update on Taxiway Lighting Repairs by Baker Electric.

EXECUTIVE SUMMARY:

FISCAL IMPACT: **??No**

STAFF RECOMMENDATIONS:

PREVIOUS COUNCIL/COMMISSION/BOARD ACTION(S):

PUBLIC OUTREACH EFFORTS:

ACTION REQUESTED:

ADDITIONAL INFORMATION:

ATTACHMENTS:

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