

09 May 2019  
Airport Commission Meeting  
Minutes taken by Eric Bagelmann

1) **Present** - Dennis Hansen, Jane Wollenzien, Kris Glaser, Mike Cherry, Irv Swieter and Eric Bagelmann

**Absent** - Lee Hinrichs and Tim Kangas

**Guests** - Mark Mueller, Diane Foelske, Barb Swieter and Clint Swieter

2) **Approval of Meeting Minutes** - Motion to approve by Jane Wollenzien, Seconded by Kris Glaser. Approved.

3) **Review Financial Report and Approve bills** - No bills to approve. Motion to approve Financial Report by Eric Bagelmann, seconded by Kris Glaser. Approved.

4) **Reports and Announcements** - Traffic report for April continues to show an increase in aircraft operations along with the nicer weather. 157 for Business, 13 for Training, 7 for Pleasure and 0 for Agriculture. Totals for the year: 0 for Agriculture, 276 for Business, 67 for Training & 13 for Pleasure. 356 Total Operations. An error was discovered in the January column. The error shows 8 total operations; 356 is the adjusted and correct total for YTD operations. Fuel sales for April were 508.8 gallons 100LL. Motion to approve the corrected traffic report was made by Jane Wollenzien, seconded by Eric Bagelmann. Approved.

Irv Swieter was asked if Waverly Airport had Jet Fuel. We do not. Currently, there is not a demand. The Ag operators do use Jet A, but their operations will not start until mid-summer. Irv will put out a NOTAM, Notice To AirMen, that Waverly is out of Jet A. Rain water was seeping in on the south side of the main hangar, Irv dug a small trench to drain the water away. Mike Cherry indicated when the ground becomes a little more dry, the area will be graded to allow proper drainage.

5) **Unfinished Business** - New Lease Agreements and Notice of Eviction. Three examples of lease agreements, Oelwein, Independence and Polk County, were used to guide talks on the new lease agreements for Waverly Airport hangars. Waverly's new lease agreement is still a work in progress. Some examples discussed for consideration: payment schedule, what constitutes a delinquent tenant, space heater use, hangars must be used primarily to store an aircraft which is operable and flyable, do we require tenants to prove liability insurance, what constitutes a flyable aircraft versus hangar queen (i.e. an aircraft being stored in a hangar but is not operable or airworthy), what can and cannot be stored in an aircraft hangar and finally, how do we treat aircraft which have a current Annual Inspection but do not fly or are down for repair or required maintenance. Eric Bagelmann stated FAA policy under 5190 covers what airports can and cannot do with hangar rentals receiving FAA AIP, Airport Improvement Project money. Some examples given were: storing of active aircraft versus indefinitely

storing of non-operational aircraft and storage of aviation related equipment but aircraft access must not be impeded. Of concern, is a hangar full of aviation equipment with no room to store an aircraft inside. Irv will follow up with the FAA for clarification to find out if this is acceptable or not. Kris Glaser and Dennis Hansen mentioned having the new lease agreement reflect hangars are primarily for storage of aircraft - which would mitigate this. Irv Swieter does have people who are inquiring about hangar availability and owners from other airports who would like to have their aircraft here in Waverly. Irv also said we will have full occupancy, but there are hangar queens. Mike Cherry will continue to work on the new lease agreement.

6) **New Business** - Heritage Days Fly In Breakfast Planning. The Pancake Breakfast will take place on the 21 July 2019 starting at 7am - Noon. Vendors will be present. Airplane rides for purchase will be available to those interested.

7) **Tabled items** - None

8) **Project Status Reports** - All three resolutions were passed by City Council 7-0 on 15 April 2019. There is a June court date for the Schmidt property.

9) **Group Discussion** - Dennis Hansen asked about the progress for identification balls for the power lines east of Runway 29. MidAmerican Energy owns the pole and lines. McClure Engineering was looking into this issue. The balls allow for the easy identification of the power lines for pilots operating near an airport. The power poles are believed to be 50' tall, with the low in the line at 40'. Concern has been raised by pilots, both transient and local, about the power line height. It was noted, the poles are roughly 1/2 mile away and the PAPI (Precision Approach Path Indicator) provides a 3 degree glide path. An aircraft should be approximately 150' above the poles on approach. Mike Cherry will follow up on the Identification Balls.

10) **Adjournment** - Motion to adjourn by Jane Wollenzien, seconded by Kris Glaser. Approved. 8:25pm

Addendum - On the 4th last Thursday of the month, the Airport hosts an "open house". All are welcomed.