



**5) Unfinished Business - NW Waverly SRF Wetland Project - Review & Comment** - The NW Waverly Wetland is an Iowa Department of Agriculture and Land Stewardship (IDALS) project funded through Iowa's State Revolving Fund (SRF). Waverly City Council has already approved the project and WHKS & Co. of Rochester, MN, are the designers of the wetlands. The project is under design review and addressing questions and concerns on the design.

Commission members discussed further, whether or not to support the wetland project or issue a statement of "no comment". Mike Cherry was not able to discuss with IDOT, the FAA nor the Rail Road to get their input on the wetlands project.

Dennis Hansen mentioned a conversation with an Ankeny (Iowa) Airport pilot about the wetlands located near their airport and close to a Casey's. To handle the Canadian Geese, the airport shoots flares into the air to get the geese to fly off and disperse from around the airport. Dennis mentioned that this was not a practice needed every day.

Eric Bagelmann reported a conversation with an Air Force Base Safety Officer, who mentioned some of the ways to keep fields clear of Canadian Geese was to ask farmers to not cut the stalks short on their fields at harvest, but to leave them a little higher. The geese do not like higher stalks as it hurts their wings. Also, leaving grass taller, above 7 inches, tends to keep smaller birds away; above 12 inches, tends to keep hawks away. The biggest deterrent is having a fence surround the property. The fence should be 10 feet high with a 2-foot portion on top angled away from the Airport Operations Area (AOA) to hinder deer from leaping over. Also, 2 feet should be trenched into the ground at a 45 degree angle to prevent animals from burrowing under the fence.

Bagelmann also talked about reading the *FAA Advisory Circular (AC) 150/5200-33C*. This circular provides guidance on certain land uses that have the potential to attract hazardous wildlife, but the circular is intended for airports which are certified under Code of Federal Regulation (CFR) Part 139. In short, Waverly Airport is not "Part 139" certified, as there is no scheduled air carrier service. If we, the Airport, did get someone to come out to do a study, it needs to be an FAA Qualified Airport Wildlife Biologist. *AC 150/5200-36* lists the criteria for someone to be an FAA Qualified Airport Wildlife Biologist.

Bagelmann also showed members part of *AC 150/5200-32B, Table 1*, which lists the top 50 hazardous wildlife species. The list ranks wildlife with at least 100 strikes or more by aircraft and is derived from the FAA National Wildlife Strike Database. The table was last updated on May 31, 2013, and does not differentiate on the type of aircraft that incurred the strike. The top four hazardous wildlife: White-Tailed Deer, Snow Goose, Turkey Vulture and the Canada Goose. The FAA's bird strike data base for Iowa, which has reports dating back to May 1990, indicates most of the reports are from airliners or business airplanes operating at Iowa's larger airports: Des Moines, Cedar Rapids, Sioux City and such. Waverly has no reports of wildlife strikes.

Lee Hinrichs mentioned maybe this is a case of not wanting to support it - but we also do not want to object to it either. Dennis Hansen questioned whether any of us know how much having a wetland here would affect the airport? He mentioned using the Prudent Man Rule, where you bring in the expertise to provide advice so that you and/or your group can make a better informed decision. Eric Bagelmann said he likes the idea of the wetland project for land stewardship, but also questioned, are we creating a safety issue to the airport and how much of a safety issue? He also stated, in his opinion, if we are going to object on the basis of safety, then we need to get a fence put up to prevent animals from entering the AOA, such as deer or in the case of last year, a goat (See September 2021 Airport Minutes). Hansen noted that a number of airports in Iowa do not have fences and do not seem to have issues with wildlife. Hinrichs mentioned that Waterloo Airport has a couple of small lakes just to the south of the runways and there are a number of other airports in Iowa which have wetlands near them as well, but seem to operate just fine.

After more discussion, members decided the Airport Commission would issue a statement of "no comment" as we do not have the expertise needed and would want more information from experts to make a better informed decision.

**Approve FY2023 State Funded Project Application** - The members discussed to approve recommendation to City Council, the application for Iowa Department of Transportation (IDOT) state funding for the reconstruction of the south t-hangar taxi lane. The total estimated cost of the project is \$328,750.00. The application is requesting 65% (\$213,687.00) in state funding rather than the maximum 85% (\$279,437.50). The idea being that, requesting 65% of the funding might make the project more attractive for the IDOT to say "yes" to it. The taxi lane pavement has deteriorated and is a safety concern for foreign object debris (FOD). Also, the area exhibits poor drainage which exacerbates the problem. The taxi lanes were last rehabilitated in 2000, 22 years ago, using Hot Mix Asphalt (HMA). The taxi lane would be reconstructed using concrete. If approved by City Council, design work is scheduled for Fall/Winter of 2022, by McClure Engineering and construction would begin in Summer/Fall 2023.

Motion to approve the application for City Council approval made by Lee Hinrichs, seconded by Jane Wollenzien. Approved.

**6) New Business - Review Hangar Lease Agreement & Proposed Hangar Rent Increase** - With the increase in hangar rent for the coming fiscal year, the Commission decided to send out new lease agreements to tenants, reflecting the new rates. Also discussed, was to have the Hangar Lease Agreement include language regarding rental rate changes without having tenants sign a new agreement each time. Notification, with 30 days' notice, would be sent to hangar tenants by postcard. The new language added to paragraph 2 of the Hangar Lease Agreement reads, "**rental rate is subject to change by the City of Waverly or Waverly Airport with 30 day notice.**"

Motion to approve the Hangar Lease Agreement modification made by Dennis Hansen, seconded by Jane Wollenzien. Approved.

**Young Eagles - Saturday, August 13th** - The EAA Young Eagles Program, represented by John Dutcher for EAA Chapter 227, will give free airplane rides to kids, ages 8-17, from 8 a.m. until noon, providing the weather is good. (See the EAA Young Eagles Flyer for more detailed information.) Since the EAA Young Eagles are operating the event at their own expense and free of charge to the public, the Commission discussed providing 2 Port-a-Potties for the EAA Young Eagles Day program. Last year, approximately 150 kids received free airplane rides at the Waverly Airport through the Young Eagles Program.

Dennis Hansen made a motion, seconded by Eric Bagelmann to approved the rental of 2 Port-a-Potties for use during the program. Approved.

**7) Tabled Items** - None

**8) Project Status Report - Taxiway 11 Construction Project - Design** - The latest Project Report from McClure Engineering, dated April 7, 2022, shows the Taxiway Connector Design on schedule. The 30% Project Plans, Construction Cost Estimate and Project Budget were submitted to the FAA on March 25, 2022. The 90% design which include Plans and Specifications, Engineer's Report and Construction Safety and Phasing Plan (CSPP) are 1/2 way to completion, with submission scheduled for July 2022.

**9) Group Discussion - Airport Logo** - Jane Wollenzien updated the members on progress in trying to get a logo designed for the Airport. Discussion centered on where would the logo be used. Members thought it might get used on 2-3 items, a sign or within the terminal itself but little else. One of the problems faced was getting various institutions to respond to our inquiry and see if anyone was interested. For example, when this first came to the Airport Commission a year ago, it was thought to have someone local do the design for community involvement. More specifically, a high school art student from Waverly-Shell Rock (WSR) High School. Barb Swieter contacted WSR multiple times but never received a call back. Other places were later contacted but, again, no call backs. With no response, plus the fact that the logo would probably be used very little, it was decided to shelve the development of a logo permanently.

**10) Adjournment** - Motion to adjourn by Lee Hinrichs, seconded by Jane Wollenzien. Approved.