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Mr. Todd Ashby (Ankeny)
Dr. Paul Novak (Polk County)
Mr. Bill Gardner (Polk County)
Mr. Jake Nilles (Bondurant)
Mr. David Garrison (Altoona)
Mr. John Barber (Polk County)



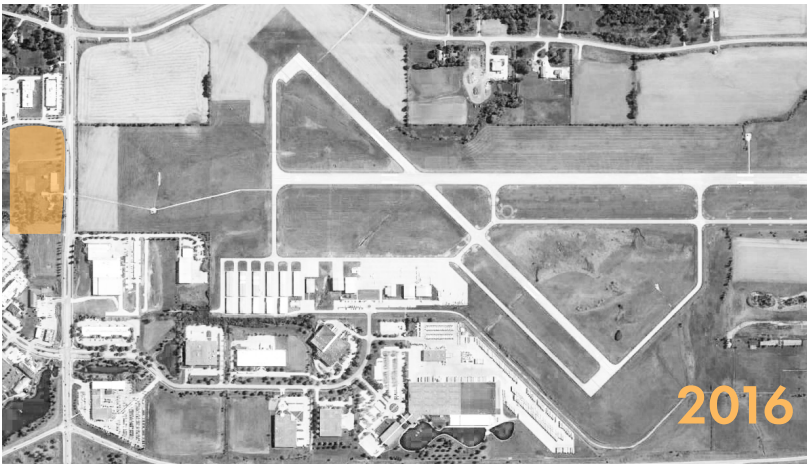
PROJECTS



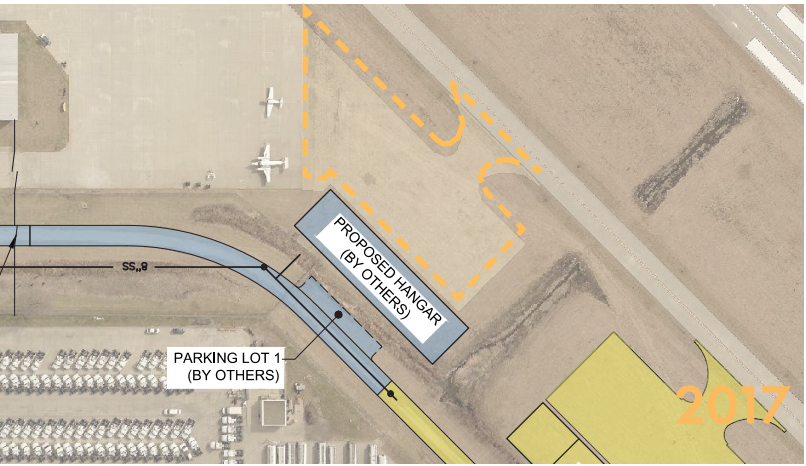
RUNWAY 18/36 AND TAXIWAY LIGHTING IMPROVEMENTS | Funded by the FAA (90%)



WILDLIFE EXCLUSION FENCE | Funded by the FAA (90%)



RWY 18 APPROACH | Protection Land Acquisition



TAXIWAY D APRON PAVING AND GRADING | Phase I



POLK COUNTY AVIATION AUTHORITY

The Ankeny Regional Airport (IKV) is located within the city limits of Ankeny, Iowa within the Des Moines metropolitan area. Ankeny is one of the fastest growing cities in the country as the population has increased at the rate of 5-6 persons per day since the year 2000. The airport is operated by the seven-member Polk County Aviation Authority (PCAA) Board, which is comprised of representatives from Polk County and the cities of Altoona, Ankeny and Bondurant.

The Ankeny Regional Airport is the designated reliever airport for Des Moines International (DSM), and is the third busiest airport in Iowa. Use is robust at Iowa's largest general aviation airport, with heavy business traffic and popular charter services being offered. There is significant aircraft storage facilities at the airport, which supports 111 based aircraft. However the PCAA Board is cognizant of the need to expand storage facilities to meet the demands of the strong expanding economy within the Des Moines metropolitan area.

The airport has 84 tee hangars plus additional limited private and public box hangar space. Even with these facilities, there is a waiting list of 30-40 pilots who would lease hangar space if it were available.

The PCAA maintains and updates an extensive Airport Capital Improvements Program annually. Recent projects include the construction of the Wildlife Exclusion Fence, installation of new runway/taxiway lights, pavement repairs, and property acquisition. The focus of the future ACIP is to generally address improving and expanding the facility:

- » Extend the main runway by 500 feet: Using borrowed funds, the PCAA recently acquired two properties located just to the north of the end of Runway 18, to protect the runway and preserve the ability to extend it by 500 feet in the future. Either by receiving FAA funding or by the sale of surplus property in the southwest corner of the airport, the PCAA plans to pay off the loaned funding within five years. The ACIP also includes the extension and strengthening of Runway 18/36 so that the airport can accommodate a larger size of aircraft in the future.

- » Address the need for additional aircraft storage: Plans are in place to construct apron extensions, an access lane and utility extensions to support four phases of box hangars along the west side of the airport. When the four phases are completed, there will be 18 box hangar pads available for construction by private companies or individuals.
- » Farther out on the planning horizon is the development of the South Corporate Access / Terminal area. With continued growth of business and services at the airport, the Board is aware that expansion of the existing terminal building is not feasible. So this area will be developed as a second terminal facility including a terminal building, hangars, aprons, taxiways, fuel farm, mechanic services, etc.

ANKENY REGIONAL AIRPORT DEVELOPMENT STRATEGY

CURRENT PROJECTS IN 2019

- » TAXIWAY IMPROVEMENTS PROJECT
This \$1.2 million project will make vital maintenance repairs to the taxiways on the north side of the airport, and to the taxi-lanes that serve the 85 tee hangars. Taxiway C, which is of a substandard width, will be widened and reconstructed as well. (FAA funding)
- » DRAINAGE AND CHANNEL IMPROVEMENTS
This \$175,000 project is nearing completion at this time. This project will repair and fortify a large, unsightly channel and improve drainage between the main terminal and north hangar building. (Partial Iowa DOT Funding)
- » TAXIWAY D ACCESS ROAD AND UTILITIES – PHASE 1
In 2017, the PCAA completed the first phase of an apron expansion project that will facilitate the development of a new row of 18 box hangars at the airport. A private company recently signed the land lease on the first three hangar pads, and plans on starting construction in August. This \$480,000 road and utility project will support the private hangar project and is scheduled to be completed in July. (Partial Iowa DOT Funding)
- » SE CONVENIENCE BOULEVARD EXTENSION PROJECT
This \$1.3 million, 1,200-foot PCC street construction project at the south end of the airport will support the future South Corporate Access/Terminal development. This street project will also allow the PCAA to dispose of 16 acres of non-aeronautical use property with proceeds from the sale to be used for future airport improvements. Construction is nearly completed and the street is open to traffic. (Partial Iowa DOT RISE funding)
- » REHABILITATE RUNWAY 18/36 PAVEMENT
\$600,000 maintenance repairs to the main runway including full depth patching, partial depth patching and crack/joint repairs. Project is bid and will begin this fall. (FAA Funding)

PLANNED/SCHEDULED PROJECTS

- » 2019: RUNWAY 18: LAND ACQUISITION COSTS
In 2016-17, the PCAA acquired two properties located just to the north of the end of Runway 18 for approximately \$1.8 million using borrowed funds. (Applying for FAA funding reimbursement)
- » 2019: RUNWAY 18 ENVIRONMENTAL ASSESSMENT
Planned assessment in anticipation of extending Runway 18 by 500 feet. This work may ultimately not be necessary as the subject area was preliminarily cleared in 2006.
- » 2020: TAXIWAY D APRON GRADING AND PAVING – PHASE 2
With the current private construction of the box hangars adjacent to the Phase 1 Apron Extension, additional apron area (estimated at \$600,000) will be needed to provide for five additional box hangars. (Possible FAA funding)
- » 2020: TAXIWAY D ACCESS ROAD AND UTILITIES – PHASE 2
This backage road and utilities project (estimated at \$550,000) will be needed to support the second of four phases of box hangars targeted for the area. (Eligible for Iowa DOT funding)
- » 2022: STRENGTHEN AND EXTEND RUNWAY 18/36
This large-scale project will provide for a 500-foot extension of the Runway 18 pavement and fortify the balance of the 5,500-foot main runway so that larger classes of aircraft can be accommodated. This project has a conceptual cost of \$3.5 Million. (Eligible for FAA funding)

FUTURE HIGH PRIORITY PROJECTS

The ACIP contains additional high priority projects that will be refined in the coming years. Generally, the PCAA will be completing the final two phases of the TAXIWAY D AND ACCESS ROAD/UTILITY projects to support the balance of the proposed box hangar construction. There is a recognized need to replace the lighting for Runway 4/22 and Taxiways D&E. The PCAA will eventually undertake the development of the large SOUTH CORPORATE ACCESS / TERMINAL as shown on the current Airport Layout Plan.

PASSENGER EMPLANEMENTS

Year	Itinerant Operations	Passenger Emplanements
2020	32,940	44,890
2025	34,695	47,259
2030	36,450	49,628

2.7 passengers per itinerant operation
1,969 pounds per itinerant operation
2.7 passengers per itinerant operation based on a 49% load factor and 5.5 passenger seats

PROJECT OPERATIONAL MIX

Year	Based Aircraft	Single Engine	Mult-Piston Engine	Turbine Jet	Light Sport	Helicopter
Existing ⁽¹⁾						
2018	111	79	13	5	15	2
Projected						
2020	123	86	15	6	14	2
2025	129	90	15	7	14	3
2030	136	95	16	7	15	3

(1) Ankeny Regional Airport Based Aircraft List as of 2018

