

CENTRAL WISCONSIN JOINT AIRPORT BOARD MEETING AGENDA

Conference Room B – East Terminal Upper Level, Mosinee, Wisconsin

November 11, 2025 - 8:00 a.m.

2024-2026 Board Members: Chair Chris Dickinson - Marathon County, Vice Chair Julie Morrow - Portage County, Dave Ladick - Portage County, Tom Seubert - Marathon County, Kurt Kluck - Marathon County, Rick Rettler - Portage County, Nicholas Endres - Marathon County

Mission Statement: *Provide premier access to the world through aviation and be a catalyst for economic growth in our communities.* **Vision Statement:** *To be the airport of choice for central and northern Wisconsin.*

The monthly meeting of the Central Wisconsin Joint Airport Board will have the option for members and the public to call-in via telephone conference. Airport Board members and the public may join the meeting by calling 1-469-480-4192 and enter Conference ID 586 086 871#. The conference line will be open to calls five (5) minutes prior to the meeting start time listed above.

- 1) Call to Order by Chair Dickinson at 8:00 a.m.
 - a) Pledge of Allegiance
- 2) Approval of Minutes of the October 14, 2025 Board Meeting
- 3) Public Comment Period: 15-minute time limit
- 4) Air Service Update and Presentation by Brian Greffe
- 5) Review and Possible Action on Additional Work for the Air Traffic Control Tower Rehabilitation Project
- 6) Staff Reports
 - a) Director Report
 - i) T-Hangar Rate Increase
 - ii) Statistical Report
 - iii) Flight Schedule
 - iv) Legislative Update
 - v) Annual Planning Session
 - b) Financial Reports
 - i) Revenues and Expenses
 - ii) Budget Comparison
 - iii) PFC Update
 - c) Operations and Project Reports
 - i) Update on Airport Operations
 - ii) Update on Airport Projects
- 7) Ovation
 - a) Fixed Base Operator Report
- 8) Next Scheduled Meeting Date: December 9, 2025 at 8:00 a.m.
- 9) Adjournment

Any person planning to attend this meeting who needs some type of special accommodation to participate should call the County Clerk's Office at 715-261-1500 or e-mail countyclerk@co.marathon.wi.us one business day before the meeting.

CENTRAL WISCONSIN JOINT AIRPORT BOARD MEETING MINUTES

CENTRAL WISCONSIN AIRPORT TERMINAL

Conference Room B – East Terminal Upper Level, Mosinee, Wisconsin

October 14, 2025 - 8:00 a.m.

Airport Board:	Chris Dickinson, Chair Dave Ladick Rick Rettler Nicholas Endres	Julie Morrow, Vice Chair Kurt Kluck – via Teams Thomas Seubert
Staff:	Brian Grefe, Airport Director Dave Drozd, Finance Director	Mark Cihlar, Assistant Airport Director Julie Ulrick, Badging Coordinator
Visitors:	Karl Kemper, Becher Hoppe – via Teams Adam Fitzpatrick, Ovation Angel Laidlaw, Centergy	Josh Harris, Ovation Collin Eiden, Ovation Marco Espinoza, GFO Aviation

Call to Order: Meeting called to order by Chair Dickinson at 8:00 a.m.

Approval of Minutes: *Motion by Ladick, second by Rettler to approve the minutes of the September 11, 2025 board meeting. Motion carried unanimously.*

Public Comment Period: None.

Introduction of Angel Laidlaw with Centergy:

Earlier this year, Resolution R02-25 was approved supporting the establishment of a Regional Aviation Development Fund (RADF) to enhance commercial air service with Minimum Revenue Guarantees (MRG). The fund is to be administered and fiscally managed by an independent agent or organization, with the Airport Director serving as a designated subject matter expert to provide strategic guidance and technical expertise. Angel Laidlaw is the President and CEO of Centergy and has accepted the responsibility of managing the RADF. Angel introduced herself and has already started working with local businesses and foundations to secure additional funding.

Staff Reports:

Director Report – Brian Grefe

Air Service Update – Flights have remained steady since summer and the addition of American's third flight was much needed, but our region is still lacking air service. Nationwide resources are limited making MRGs very important. Staff will attend next week's Portage County Board meeting for final approval of their proposed \$100,000 contribution to the RADF and then begin meeting with local businesses and foundations.

Statistical Report – The September statistical report shows total operations up 4.3% on the month, with ATCT operations up 35.8% on the month. Enplanements rose 14.2% on the month, down 9.7% on the year. Load factors end with American at 72.4% and Delta at 85.3%.

Flight Schedule – The flight schedule remains at five daily flights, with several October and November charters scheduled. The final Never Forgotten Honor Flight of the year will depart October 27th.

Legislative Update – With the Federal Government unfunded at this point, local TSA staff are essential workers and will continue to work, but will not receive a paycheck until the government is funded. CWA's tower is not a federally operated tower and they are unaffected by the shutdown, so far.

Financial Reports – Dave Drozd:

Revenues and Expenses – September revenues end the month at 62.89% of budget, expenses end at 63.41%. There will be IT work coming up with the transition to The Dirks Group and a tractor replacement yet this year. Final minor changes to the budget should be entered this month.

Budget Comparison – The budget summary report shows a revenue deficit of \$23,140 year-to-date.

PFC Update – PFC Application #5 is in the process of being closed out and Applications #4 and #6 are the only two active Applications remaining.

Operations & Project Reports – Mark Cihlar:

Update on Airport Operations – Maintenance staff are gearing up for winter operations, going through final equipment checks and conducting snow refresher training with part time staff. One OMT-II new hire just completed ARFF training and will complete the remaining required training items prior to winter. The two additional vacancies, one OMT-I and one OMT-II, should both be filled.

Update on Airport Projects – The new ARFF vehicle on order is scheduled for production this winter, with delivery anticipated early 2026. The transient hangar project should be starting up this week. Staff are looking to get utilities and footings done prior to Thanksgiving. The hangar structure should be erected over winter, with paving taking place in the spring. The Notice of Award was sent out for the GA terminal project and grants were received. Construction is expected to begin spring of 2026. The GA Apron project is expected to be bid out in February, with construction beginning in August or September. Staff will be working with the Endeavor Maintenance base to minimize impact to their operations throughout the project. Conversations with the BOA will begin for the future CWA operations, maintenance and snow equipment storage building project anticipated in 2028.

Ovation – Fixed Base Operator Report:

GA activity remains elevated going into fall, keeping fuel sales strong. Ovation will be ground handling for several upcoming Sun Country charter flights and their flight school is back up and running as of today.

Next Scheduled Meeting Date: November 11, 2025 at 8:00 a.m.

Adjournment: 8:29 a.m. *Motion by Endres, second by Seubert to adjourn. Motion carried unanimously.*

Julie Ulrick, Recording Secretary



Agenda Item Summary

CENTRAL WISCONSIN AIRPORT

Airport Board Meeting Date: November 11, 2025

Agenda Item Title: #5) Review and Possible Action on Additional Work for the Air Traffic Control Tower Rehabilitation Project

Staff Responsible: Mark Cihlar, Assistant Airport Director

Background: In September of 2024, CWA closed the Air Traffic Control Tower for two weeks to complete significant upgrades to the tower. The work included new consoles, radios, improved lightning protection, and other equipment. The majority of work was completed in less than two weeks, and the tower re-opened and has been operating since; a few final work items are still in process. After the tower was re-opened, a construction change order was approved to acquire some additional equipment and perform some additional work that was needed to ensure a successful project. That change order work was delayed for a few reasons, but is now nearly complete.

In September of 2025, an adjacent building to the tower took a direct lightning strike, which impacted phone lines in the tower and potentially had a negative impact on radio antennas, which failed a few weeks later. This incident brought to our attention concerns with the existing grounding and counterpoise for the facility. The project upgraded equipment grounding and lightning protection in the cab, but simply connected to the existing grounding of the building. CWA's engineering and construction administration consultant on the project, Woolpert, is recommending an assessment of the existing grounding and counterpoise infrastructure to determine if any additional work should be performed under the project to ensure the facility and new equipment are properly protected.

Finally, not all of the FAA's required Minimum Equipment List (MEL) items needed for tower operation were a part of the original upgrades, but many are in need of replacement. Staff are recommending the replacement of more of these MEL items under the current construction contract before project closeout. See Financial Impact below for additional reasoning.

Financial Impact: The additional work recommended by this board action should have minimal financial impact on CWA. This project is funded by two separate grants (AIP-65 and AIP-68). AIP-65 was provided through the Infrastructure Investment and Jobs Act (IIJA) Federal Contract Tower (FCT) funding opportunity and was funded at 100% federal funding, and AIP-68 was funded through traditional Airport Improvement Program (AIP) Entitlement funding at 95% federal funding.

When AIP-68 was applied for, the Wisconsin DOT Bureau of Aeronautics (BOA) included the original bid price for construction in the contract, and did not account for a ~\$150k reduction in cost that was to be realized in Change Order #1. As a result, and after Change Orders #2 and #3 have been accounted for, there is ~\$119K of funding still available for the project under the AIP-68 grant.

Staff are recommending the airport complete the grounding/counterpoise assessment and any additional work recommended as a result of that assessment with this available funding. If that work can be completed for less than the amount available, the remaining funds should be used to upgrade additional MEL items. The FAA will have to approve an amendment to the grant at project closeout in order to add the additional work to the scope of the grant. There is a

Serving Wausau, Stevens Point and the Central Wisconsin Region



Agenda Item Summary

CENTRAL WISCONSIN AIRPORT

small risk of the FAA not approving the amendment, but after reviewing this approach with Woolpert staff and the BOA, all of the work being proposed is both allowable and eligible under the AIP handbook, and that risk is very low.

Timeline: If approved by the board, CWA staff will finalize a contract amendment with Woolpert to conduct the grounding and counterpoise assessment. After the assessment is complete, staff and Woolpert will work with the contractor to identify a final change order to complete any recommended grounding/counterpoise work and purchase additional MEL items to utilize the remaining project funds.

The additional work will be completed using CWA funds through a sponsor only commitment to the BOA, but will be reimbursed by the grant after the grant is amended at project closeout. This is a similar approach that CWA has used on almost every other federally funded project in the past 5 years.

Contributions to Airport Goals: This action supports the 2024 Goal to Maintain Premier Airport Facilities.

Recommended Actions: Approval of the additional work for the Air Traffic Control Tower Rehabilitation project and authorize the Airport Director to sign the Construction Administration contract Amendment with Woolpert and commit additional sponsor only funding to the BOA to complete the work prior to the grant amendment and reimbursement.

Central Wisconsin Airport – Flight Schedule

November 11, 2025



<u>Arrivals – Delta</u>				<u>Departures – Delta</u>			
4982	15:42	from MSP	CRJ-900	5384	07:00	to MSP	CRJ-900
4934	21:07	from MSP	CRJ-900	4982	16:22	to MSP	CRJ-900



<u>Arrivals – American</u>				<u>Departures – American</u>			
3798	10:58	from ORD	E170	3421	06:00	to ORD	E170
3593	16:38	from ORD	E170	3798	11:29	to ORD	E170
3527	20:23	from ORD	E170	3593	17:48	to ORD	E170



<u>Arrivals – United</u>		<u>Departures – United</u>	
Coming May 21, 2026		Coming May 21, 2026	

Upcoming Charter Schedule

Nov. 9th – Sun Country to New Orleans
Nov. 16th – Sun Country to Laughlin

MSP = Minneapolis
ORD = Chicago O’Hare

Total CWA Flights Daily = 5

CWA Legislative Update –November 2025

Good News on Amendments Limiting Airport Ability to Set and Collect User Fees

(Source: U.S. Contract Tower Association Alert Update, AAAE)

October 21, 2025

We have good news to report this morning from the Senate Commerce Committee, where Senator Ted Budd (R-NC) has withdrawn three troubling amendments that were aimed at limit the ability of airports to utilize ADS-B technology for the collection of appropriate, reasonable, and necessary user fees. Our sincere thanks to the many airports who have weighed in over the past week to express concerns about the amendments and the so-called Pilot and Aircraft Privacy Act.

As we noted in previous Alerts, the amendments were filed last week to the ROTOR Act, an important bipartisan safety-related bill that was drafted in the wake of the tragic late January accident at DCA. Among other things, the ROTOR Act would establish new requirements for the utilization of ADS-B technology by virtually all aircraft and helicopters. The ROTOR Act was adopted unanimously, and AAAE supports this important safety related legislation as passed by the Commerce Committee today.

While we have had success today with your help and assistance, it is clear that we will need to remain vigilant to educate members of the Senate and House about airports concerns with the AOPA-backed S. 2175, the Pilot and Aircraft Privacy Act. It is clear that proponents of the legislation will continue to look for opportunities to advance the legislation.

[Alert provided by AAAE's Joel Bacon.]

US lawmakers advance bill to require key aviation tracking technology

(Source: David Shepardson, Reuters)

Oct. 21, 2025

WASHINGTON, - A U.S. Senate panel approved aviation safety legislation on Tuesday to require the use of advanced aircraft-tracking technology, after the January collision of an American Airlines (AAL.O), opens new tab regional jet and an Army helicopter that killed 67 people.

The legislation would mandate that all civilian aircraft, as well as military helicopters near civilian planes, be equipped with ADS-B technology by the end of 2031. It would also boost the oversight of mixed jet and helicopter traffic and flight routes near commercial service airports.

The Army Black Hawk helicopter in the fatal crash was not using ADS-B, or automatic dependent surveillance-broadcast, an advanced surveillance technology that transmits an aircraft's location.

Senate Commerce Committee chair Ted Cruz said the bill "closes a dangerous loophole that allowed military aircraft to operate in domestic skies without communicating their position quickly and accurately to other aviators like commercial aircraft do."

Lawmakers from both parties and Transportation Secretary Sean Duffy have questioned why the Federal Aviation Administration failed to act for years to address close calls involving military helicopters near Washington Reagan National Airport.

The legislation would require safety reviews at Reagan National and other major airports and would direct the Army Inspector General's Office to initiate a safety coordination audit.

The FAA in April said it would require ADS-B use near Reagan National by government helicopters, and in May barred the Army from helicopter flights around the Pentagon, opens new tab after a close call. The FAA has also taken steps to boost separation between helicopters and jets.

National Transportation Safety Board chair Jennifer Homendy praised the bill, noting that the board had urged requiring ADS-B for three decades.

Senator Maria Cantwell, the top Democrat on the committee, pushed hard for an ADS-B deadline in 2031 and said it would "increase situational awareness and provide traffic advisories and alerting for operations in the air and on the ground at the airport." Cantwell cited an NTSB disclosure in March that since 2021 there had been 15,200 air separation incidents near Reagan National between commercial airplanes and helicopters, including 85 close-call events.

Families of those killed in the mid-air collision praised the legislation.

American Airlines said it strongly supports the bipartisan bill while United Airlines (UAL.O), opens new tab said it would work with lawmakers "to make sure this bill accomplishes our shared goals."

Airports Council Statement on the Government Shutdown (Source: Press Releases, ACI-NA)

October 1, 2025

WASHINGTON – Airports Council International – North American (ACI-NA) Chief Political and Congressional Strategy Officer Annie Russo today issued the below statement calling for policymakers to reopen the government.

"ACI-NA is coordinating with our members, and we are in contact with our federal partners, including TSA, FAA, and CBP, to ensure airports remain operational and effectively provide for the safety and security of travelers. While we do not anticipate immediate effects on airport operations, a prolonged government shutdown could have a significant economic impact and strain the ability of our nation's airports to serve their communities. We urge the Administration and Congress to work together to fund the government and prevent any disruptions to the aviation system that may be caused by a shutdown."

SB 528/AB 526 CMAR

FIN - Budget vs Actual for Organization

Company County of Marathon
 Organization Cost Center: 53510 CWA Operations
 Period FY2025 - October

Ledger Account	Original Budget	Actuals (Current Period)	Actuals (YTD)	Budget Remaining	Budget Used (%)
Revenues					
Federal Grants	0	0	8,248		
State Grants - Other	0	0	0		
Parking Fees	1,200,000	105,282	832,995		
Airport Fees	2,230,000	186,926	2,106,602		
Advertising	55,000	0	0		
Other Public Charges for Services	0	0	51,794		
Other Local Governments	0	0	0		
Interest on Investments	24,000	0	0		
Property Sales	0	0	112,974		
Other Miscellaneous Revenues	170,000	0	0		
Transfer In from Other Funds	740,860	0	0		
Gain/Loss Sales of Fixed Assets	65,000	0	0		
Total Revenues	4,484,860	292,208	3,112,613	1,372,248	69.40%
Expenditures					
Personnel	2,115,039	82,399	1,475,486	639,553	69.76%
Salaries and Wages		50,537	1,063,385		
Employee Benefits		365	9,499		
Employer Contributions		31,497	402,603		
Contractual Services	936,000	15,054	660,323	275,677	70.55%
Professional Services		12,288	227,917		
Utility Services		1,277	199,653		
Repair and Maintenance Services - Other		0	81,566		
Special Services - IT		1,248	141,280		
Other Contractual Services		241	9,906		
Materials and Supplies	533,600	5,429	282,953	250,647	53.03%
Office Supplies		0	15,974		
Publications, Subscriptions and Dues		2,000	37,865		
Travel		893	10,134		
Operating Supplies		899	30,522		
Repair and Maintenance Supplies		0	75,556		
Other Repairs and Maintenance Supplies		1,637	38,730		
Other Supplies and Expense		0	74,173		
Building Materials	73,000	302	48,593	24,407	66.57%
Concrete and Clay Products		252	25,212		
Metal Products		50	481		
Wood Products		0	0		
Raw Materials		0	5,179		
Electrical Fixtures and Small Appliances		0	710		
Fabricated Materials		0	17,011		
Fixed Charges	125,000	4,827	33,867	91,133	27.09%
Insurance		0	24,080		
Other Permits and Regulatory Fees		0	545		
Rents and Leases		4,827	9,242		
Capital Outlay	250,000	98,647	704,493	(454,493)	281.80%
Debt Service	452,221	0	0	452,221	0.00%
Total Expenditures	4,484,860	206,659	3,205,715	1,279,145	71.48%
Net Change		85,549	(93,103)		

2024-2025 CWA Budget Summary YTD - October

	October YTD - 2025	October YTD - 2024	% CHANGE
Federal Grants	\$8,248	\$522,108	
State Grants - Other	\$0	\$241,775	
Parking Fees	\$832,995	\$893,095	
Airport Fees	\$2,106,602	\$1,839,502	
Other Charges for Services	\$51,794	\$46,438	
Other Local Governments	\$0	\$65,989	
Property Sales	\$112,974	\$60,757	
Other Miscellaneous Revenues	\$0	\$44,791	
Total Revenues	\$3,112,613	\$3,714,455	-16.20%
Personnel Services	\$1,475,486	\$1,667,601	
Contractual Services	\$660,323	\$814,200	
Supplies and Expense	\$282,953	\$393,593	
Building Materials	\$48,593	\$15,226	
Fixed Charges-Insurance	\$33,867	\$5,738	
Capital Outlay	\$704,493	\$179,694	
Total Expenses	\$3,205,715	\$3,076,052	4.22%
Revenue over Expense	-\$93,102	\$638,403	