

CENTRAL WISCONSIN JOINT AIRPORT BOARD MEETING
Conference Room B – East Terminal Upper Level, Mosinee, Wisconsin
June 14, 2022, 8:00 a.m.

2022-2024 Board Members: Chair Dave Ladick - Portage County, Vice Chair Chris Dickinson - Marathon County, Julie Morrow - Portage County, Becky Buch - Marathon County, Tom Seubert - Marathon County, Lon Krogwold - Portage County, Kurt Kluck - Marathon County.

Mission Statement: *The mission of the Central Wisconsin Airport is to be the airport of choice by providing a safe, efficient, and competitive operating environment.*

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 Ladick at 8:00 a.m.
 - a) Pledge of Allegiance
- 2) Approval of Minutes of the May 20, 2022 Board Meeting
- 3) Public Comment Period: 15-minute time limit
- 4) Recognition of 40 Years of Service - John Nesbitt
- 5) Advance Media Marketing Presentation
- 6) Staff Reports
 - a) Director Report
 - i) Air Service Development
 - ii) Statistics – May 2022
 - iii) Flight Schedule
 - iv) Legislative Update
 - b) Financial Reports
 - i) Revenues and Expenses – May 2022
 - ii) Budget Comparison
 - c) Operations and Project Reports
 - i) AAAE Annual Conference Update
 - ii) Update on Runway Shift Design and FAA Funding
 - iii) Update on Airport Operations
- 7) Adjournment
- 8) Next Scheduled Meeting Date: Tuesday, July 12, 2022 8:00 a.m.

AT THE CONCLUSION OF THE MEETING, BOARD MEMBERS WILL TAKE PART IN A TOUR OF THE AIRPORT. NO FORMAL BOARD DISCUSSION OR BUSINESS WILL BE HAD AND NO FORMAL ACTION WILL BE TAKEN.

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 infomarathon@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

May 20, 2022 - 8:00 a.m.

Airport Board:	Dave Ladick, Chair Lonnie Krogwold Becky Buch Thomas Seubert	Chris Dickinson, Vice Chair Kurt Kluck Julie Morrow
Staff:	Brian Grefe, Airport Director David Drozd, Finance Director	Mark Cihlar, Assistant Airport Director Julie Ulrick, Badging Coordinator
Visitors:	Karl Kemper, Becher Hoppe Adam Streich, OMT II Stanley Stawovy, OMT II John Nesbitt, OMT II John Pavelski, Portage County Executive	Caleb Mantik, Central Wisconsin Aviation Simon Brehm, Intern Jackson Swita, Intern Chris Holman, MC Deputy Administrator Michael Puerner, MC Corporation Counsel

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

Approval of Minutes: *Motion by Kluck, second by Krogwold to approve the minutes of the March 18, 2022 board meeting. Motion carried unanimously.*

Public Comment Period: None.

Welcome New Airport Board Members: Becky Bush, Julie Morrow and Tom Seubert:

Board member and guest introductions.

Hold Election of Officers of the Central Wisconsin Joint Airport Board:

Marathon County Corporation Counsel Michael Puerner facilitated the election process. The floor was opened to nominations for Chair: Motion by Morrow, second by Dickinson to nominate Dave Ladick for the Chair position. Motion by Morrow, second by Kluck to cast a unanimous ballot to elect Ladick as Chair. Motion carried unanimously. The floor was opened to nominations for Vice Chair: Motion by Ladick, second by Seubert to nominate Chris Dickinson for the Vice Chair position. Motion by Krogwold, second by Kluck to cast a unanimous ballot to elect Dickinson as Vice Chair. Motion carried unanimously.

Discussion on Joint Airport Board Regular Monthly Meetings Dates:

The monthly meeting schedule for the board was discussed with a recommendation of holding meetings either the second Tuesday or third Friday of each month. *Motion by Kluck, second by Morrow to approve holding regular monthly Joint Airport Board meetings the second Tuesday of each month beginning at 8:00 a.m. Motion carried unanimously.*

Presentation on Central Wisconsin Airport Overview and Joint Airport Board Meeting Format:

Board meeting binder contents and agenda item summaries were reviewed. Annual airport goals that were set in October of 2021 and the process used for developing the goals was discussed. Various funding sources utilized by the airport and the current six-year Capital Improvement Program were reviewed.

Staff Reports:

Director Report – Brian Grefe:

Air Service Development – United exited CWA’s market in January and typically other airlines serving the market would increase flights to backfill demand. With the national worker shortage, airlines were unable to add seats or flights. Current load factors are high at around 90% each month, making CWA an attractive market for low cost carriers. A Small Community Air Service Development (SCASD) grant application was submitted to secure a low cost or ultra low cost carrier, or a new market from a current carrier, to a Florida or Arizona destination. Staff anticipates a grant award announcement in June. The SCASD grant is a very competitive grant with limited funds available.

Statistics – The March statistical report ends with ATC operations up 9% on the month, up 19.1% on the year. Enplanements are up 21.7% for March, up 44% on the year. Load factors ranged from 84.2% to 93.2%. April statistics show ATC operations with a 17.2% decrease on the month and a monthly increase in enplanements of 12.2%. Load factors ranged from 85.3% to 90.7%.

Flight Schedule – The flight schedule is at five daily flights and little change is expected through the summer months. The second Never Forgotten Honor Flight of the year is scheduled for June 6th.

Marathon County Class Compensation Study – All airport employees are Marathon County employees and personnel is handled through their employee resources department. Marathon County is conducting a class compensation study and the first step in the process is completing position questionnaires. The completed questionnaires will be submitted next week and adjustments are planned to be active for the next annual pay increase.

Quarterly Performance Monitor – The Quarterly Performance Monitor ending December 31, 2021 shows load factors increased 15% year-over-year and revenues increased for each of the top 20 O&D markets year-over-year. Average airfares show CWA \$29 higher than the comparable market average.

Financial Reports – David Drozd:

Revenues and Expenses – Revenues end the month of March at 18.8% of budget. PFCs end the month at 38.6% and car rentals end at 12.9%. Car rentals are still having some issues securing vehicles for their fleet. April revenues end at 25.2% of budget.

March disbursements end at 13.3% of budget, with April ending at 17.9%. CWA has received three federal relief grants that may be used for payroll, debt service obligations and operating expenses. \$3.8 million has been used to date and \$1.5 million will be used in 2022. The remaining \$2.2 million in funding will be used by May of 2025.

Budget Comparison – The budget comparison report for April year-to-date shows revenues up \$14.7% and Disbursements up 14.89%.

Operations & Project Reports – Mark Cihlar:

Update on Runway Shift Design and FAA Funding – The runway shift project is in the final design stages and then will be put out for bid. Bid opening is scheduled for June 23rd and once bids are in the grant application will be submitted. The terminal area master plan aimed at the airport ramp and facilities is in the initial scoping phase. A contract will soon be ready for board consideration.

Update on Airport Operations – The new Intern positions have been filled and two fulltime OMT positions remain vacant. Training for OMT positions takes two to six months just to meet federal requirements and one to two years to be trained in most other areas.

Adjournment: 9:11 a.m. Motion by Dickinson, second by Morrow to adjourn. Motion carried unanimously.

Next Scheduled Meeting Date: July 12, 2022 at 8:00 a.m.

Central Wisconsin Airport – Flight Schedule

June 14, 2022



<u>Arrivals – Delta</u>				<u>Departures – Delta</u>			
4720	14:31	from MSP	CRJ	5116	06:20	to DTW	CRJ
5099	20:41	from MSP	CRJ	5054	07:05	to MSP	CRJ
5409	19:53	from DTW	CRJ	4720	15:11	to MSP	CRJ



<u>Arrivals – American Eagle</u>				<u>Departures – American Eagle</u>			
3709	14:24	from ORD	ERJ	3788	06:29	to ORD	ERJ
3541	21:44	from ORD	ERJ	3709	14:58	to ORD	ERJ

Upcoming Charter Schedule

June 3rd – Sun Country to Laughlin, NV (WOJO)
 June 6th – Honor Flight
 July 5th – Sun Country to Laughlin, NV (WOJO)

MSP = Minneapolis
 ORD = Chicago O’Hare
 DTW = Detroit

Total CWA Flights Daily = 5

CWA Legislative Update – June 2022

AAAE/ACI-NA Share Broad FAA Reauthorization Priorities with Senate Committee Leaders

(Source: Airport Alert, AAAE)

June 1, 2022

Earlier this spring, the Democrat and Republican staff leads for the Senate Aviation Subcommittee requested that aviation stakeholders provide an initial list of FAA reauthorization priorities by June 1. The Senate staff have indicated they plan to meet with groups, hold hearings, and develop draft legislation by the end of 2022 with the goal of passing a comprehensive FAA bill by the September 30, 2023 deadline.

To meet the Senate's June 1 request, the staff for AAAE and ACI-NA put together an initial, high-level list of airport reauthorization priorities, which the two organizations shared today with the Chair and Ranking Member of the Senate Commerce Committee. The joint letter highlights airport funding and financing needs; regulatory relief; small community air service challenges; and environmental issues; among others.

The AAAE/ACI-NA letter is not intended to be a detailed recitation of all airport priorities. Rather, it represents initial priority items where there is strong agreement and alignment currently between AAAE, ACI-NA, and our members. The letter makes clear that the work of AAAE and ACI-NA is ongoing and that we will be providing more details and highlighting additional issues for consideration in the months ahead.

Senate Committee Advances AAIM Act

(Source: Airport Alert, AAAE)

May 25, 2022

The Senate Commerce Committee met on May 25 to consider several pieces of legislation, including S. 4246, the Advanced Aviation Infrastructure Modernization (AAIM) Act, sponsored by Senators Alex Padilla (D-CA) and Jerry Moran (R-KS). The bill was favorably reported out of committee by voice vote. It will now advance to the full Senate for consideration at some point in the future.

The AAIM Act would establish a pilot program to provide grants that assist state, local, and Tribal governments prepare the infrastructure needed for Advanced Air Mobility (AAM) operations and construction of vertiports to ensure communities can take advantage of the potential benefits of the safe integration of these technologies into the national airspace. The pilot program would facilitate \$25 million of planning grants over two years and would prioritize entities that partner with the commercial AAM industry, institutions of higher education, research institutions, or other relevant stakeholders.

Last month, the House Transportation and Infrastructure Committee advanced a similar version of this bill out of committee.

DOD Releases Draft Fluorine-Free Firefighting Foam Performance Standards for Industry Comment

(Source: Regulatory Alert, AAAE)

May 31, 2022

On May 31, the Department of Defense (DOD) and U.S. Navy released draft performance standards for fluorine-free foam (F3) fire-extinguishing agents and requested industry comment within the next 30 days. Over the past several years, DOD, in coordination with the Federal Aviation Administration (FAA), has been actively developing this updated military specification to facilitate the transition to F3 agents and away from PFAS-containing foam. Once finalized, FAA is widely expected to adopt and use the updated standard to determine which F3 agents may be used at Part 139 commercial service airports. Based on the testing FAA has conducted on available fluorine-free foams, AAAE has been cautiously optimistic that the industry could see an approved F3 agent in early 2023. Release of the draft standards today is yet another sign that DOD and FAA are actively preparing to meet this timeline.

However, there are still unanswered questions regarding the transition process. AAAE is working with Capitol Hill and the agencies to ensure that airports have the federal resources and guidance to successfully transition away from existing aqueous film forming foam (AFFF) agents.

In addition to federal funding, we believe transition planning should achieve the following goals: provide airports with acceptable standards and practices for the decontamination of existing ARFF vehicles, systems, and other equipment previously used to deploy AFFF; ensure that Part 139 airports have sufficient time to procure fluorine-free firefighting foam when available and approved in light of anticipated supply chain constraints; provide airports with cost-effective options for the disposal of their existing AFFF; and provide guidance on how airports can properly train firefighters on the appropriate use of fluorine-free firefighting foam in the airport environment.

Background on Military Specification. For decades, Part 139 airports have been mandated by FAA to provide ARFF services using PFAS-containing AFFF that meets existing military specifications. In the FY20 National Defense Authorization Act, Congress required the U.S. Navy to publish a new military specification for F3 agents no later than January 31, 2023, and DOD to begin phasing out the use of AFFF beginning in October 2023. DOD and the U.S. Navy have been working on this updated standard for several years in coordination with FAA. While the draft document specifies that the standards will be used for qualifying F3 agents for use at military installations, FAA is widely expected to also adopt the updated standard as the basis for determining which F3 agents may be used at Part 139 airports.

You can view the draft performance specification, MIL-PRF-XX727, "Fire Extinguishing Agent, Fluorine-Free Foam (F3) Liquid Concentrate, For Land-Based, Fresh Water Applications," dated May 26, 2022, [here](#).

Progress on FAA's F3 Agent Research. For over two years, FAA has tested at least 34 fluorine-free foams, including conducting over 450 fires with these foams, at its research facility in Atlantic City. DOD has been performing its own research and testing as well. Results from these tests have been used to develop the updated draft standards released today. Based on conversations with FAA and the testing conducted so far, AAAE believes DOD and FAA could approve at least one F3 agent in early 2023. You can read additional background and details regarding FAA's testing [here](#).

How to Comment on Draft Standards. The draft standards released today are obviously very technical in nature. However, we would encourage appropriate airport staff members to review the standards and share any comments or concerns with AAAE by sending an email to Justin Barkowski at justin.barkowski@aaae.org on or before Monday, June 27. The comment period closes on Thursday, June 30. AAAE encourages airports to use this spreadsheet when developing its comments. The U.S.

Navy emphasized to AAAE that each comment must have a technically acceptable rationale and a recommended change to support the rationale.

What's Next? After the comment window closes on June 30, the U.S. Navy will review and consider the feedback before finalizing the military specification by January 2023. Once released, FAA is widely expected to adopt the standards as the basis for determining which F3 agents may be used at Part 139 airports. AAAE will continue to work with and press FAA, DOD, and lawmakers to ensure that airports have the resources, time, and guidance they need to transition from AFFF to F3 agents when an appropriate foam is finally approved and made available.



June 1, 2022

The Honorable Maria Cantwell
Chair
Committee on Commerce, Science, and
Transportation
United States Senate
Washington, DC 20510

The Honorable Roger Wicker
Ranking Member
Committee on Commerce, Science, and
Transportation
United States Senate
Washington, DC 20510

Dear Chair Cantwell and Ranking Member Wicker:

As you begin the next FAA reauthorization process, we thank you for the opportunity to provide our initial suggestions for reforms to FAA programs that would benefit the U.S. airport industry and the passengers and communities they serve. Sustained infrastructure investment and reduced regulatory burdens for America’s airports will support good-paying jobs, stimulate the economy, advance important environmental goals, and improve the passenger experience for millions of travelers. We look forward to discussing these ideas and other future recommendations in more detail with you and your staff in the months ahead.

AIRPORT INFRASTRUCTURE FUNDING AND FINANCING

Increase Airport Improvement Program Funding: Airports urge Congress to increase funding for the traditional Airport Improvement Program (AIP), which has remained stagnant at \$3.35 billion for more than a decade, to help airports as they deal with the program’s reduced purchasing power of approximately \$1 billion annually, plus significant construction-cost inflation and growing infrastructure needs. This FAA reauthorization process also provides an opportune time for an in-depth look at recalibrating AIP to meet with present and future needs of both commercial service and general aviation airports.

We are grateful that the Bipartisan Infrastructure Law (BIL) included \$20 billion to help airports build critical infrastructure projects. This much-needed funding will serve as an important down payment to help bridge the enormous funding gap for airport infrastructure nationwide. But the need for additional federal investment remains. According to the FAA, airports have more than \$8.7 billion in annual AIP-eligible projects alone – a figure that does not include other necessary infrastructure projects, which increases airport capital needs to more than \$20 billion annually.

We look forward to providing you with more detailed recommendations on AIP changes in the near future.

Modernize the Passenger Facility Charge Program: Airports continue to urge Congress to adjust the outdated federal cap on local Passenger Facility Charges (PFCs), which was last raised more than 20 years ago. PFCs are local user fees that must be approved locally, imposed locally, and used locally for specific projects approved by the FAA in consultation with the airlines. With the dramatic decline in passengers and PFC revenue during the pandemic, many airports have been forced to extend their collection periods for current PFC-funded projects decades into the future in some cases, crowding out funding for other critical projects. Adjusting the federal cap on local PFCs would help reduce that financial pressure and give airports the option of using more local funds for their infrastructure needs.

The \$20 billion in federal funding contained in the BIL will help airports build some of their critical infrastructure projects in the near term, but airports have more than \$115 billion in infrastructure needs over the next five years. Moreover, there were more than 650 applications totaling \$14 billion for the first \$1 billion in terminal upgrades provided under BIL. We need a long-term funding solution that will allow airports to invest more local dollars in their capital projects alongside the additional federal funding. Adjusting the outdated and arbitrary PFC cap would create a sustainable, long-term funding source to help airports pay for critical capital projects now and after the new infrastructure funding in the BIL has been exhausted.

In addition to a long overdue adjustment to the federal PFC cap, Congress should make some important reforms to the PFC program, such as eliminating the loophole that prevents airports from collecting PFCs from non-revenue passengers, and directing the FAA to fully implement the PFC streamlining provision in the last FAA bill (Section 121), which expands a streamlined process from non-hubs to airports of all sizes.

REGULATORY REFORM

Airports look forward to working with you on proposals to help cut through unnecessary red tape and reduce regulatory burdens on airport operators that often are time consuming, delay critical infrastructure projects, and increase costs. As inherently public institutions with a primary goal of serving communities and travelers, airports have every incentive to use federal and local dollars responsibly and to pursue important policy objectives without the need for heavy-handed federal regulation. Congress can help by directing the FAA to correct their misinterpretation of the airport land use streamlining provisions (Section 163) included in the last FAA bill, which has resulted in overly burdensome processes and inhibited airport development. Additionally, we urge a thorough review of the processes FAA uses, either in setting rules or in applying grant assurances, to ensure that there is an opportunity for airport input and that any changes are necessary, beneficial, and reasonable for airports to implement.

SMALL COMMUNITY PROGRAMS AIR SERVICE PROTECTION/ENHANCEMENT

We recognize that protecting and enhancing commercial air service is a high priority for the Commerce Committee and look forward to working with members on both sides of the aisle to address air service challenges. We continue to work with our airport members to identify specific proposals for your consideration, but in the interim we reiterate our strong support for the Essential Air Service Program and the Small Community Air Service Development Program, which help small communities retain and attract commercial air service. We also strongly support the FAA Contract Tower Program, a cost-effective program that enhances air traffic safety at small airports around the country. Considering the enormous challenges that small communities currently face, we urge Congress to fully fund and improve these programs in the next FAA reauthorization bill. We also hope to play an active role in identifying

enhancements that can ensure a viable aviation workforce for the future given ongoing challenges with finding qualified workers throughout the aviation system.

ENVIRONMENTAL ISSUES

Airport operators have long prioritized environmental stewardship. We continue to call on the FAA to transition to fluorine-free firefighting foam as soon as possible, and on Congress to direct the relevant federal agencies, in collaboration with appropriate industry representatives, to develop a national transition plan for moving to fluorine-free firefighting foams. We also urge Congress to continue to help airports address community concerns regarding aircraft noise and emissions, in part, by enhancing the Voluntary Low Emissions Program (VALE) and the Zero Emissions Vehicle (ZEV) Infrastructure Pilot Program. Additionally, we urge Congress and the administration to work with airports and other aviation stakeholders to reduce greenhouse gas emissions by promoting the use of electric vehicles and the development and use of Sustainable Aviation Fuel and Unleaded AvGas.

BIPARTISAN INFRASTRUCTURE LAW IMPLEMENTATION

Airports are grateful that Congress included \$20 billion in the BIL to help airports build critical infrastructure projects, and we continue to work closely with DOT and FAA on implementation. At the same time, airports continue to urge the administration to release BIL funds as quickly as possible and to provide airports with as much flexibility as possible.

Federal agencies must act quickly to remove costly regulatory hurdles to BIL implementation. Despite the ongoing collaboration with DOT and FAA, airports are still awaiting guidance on how to comply with the new Build America, Buy America requirements. And we continue to call for additional flexibility from the FAA to begin accommodating alternative-delivery and advance-construction methods that can expedite projects and reduce costs.

The BIL also included a provision extending to airports eligibility under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. The TIFIA language does not diminish the need for additional federal funds for airport infrastructure projects or a higher PFC cap, but as the aviation industry continues to rebound from the financial devastation brought on by the COVID-19 pandemic, expanding the TIFIA program gives America's airports a new financing tool to make much needed infrastructure improvements. While several airports have expressed interest in the TIFIA program, the DOT has been slow in implementing this provision, which is troublesome because the current law has a strict timeline for both the eligibility of airport projects and the department's report on the use of TIFIA financing at airports. Absent a push from Congress, we remain concerned that DOT simply will wait out the clock and never approve any airport loans.

OTHER PRIORITIES

We appreciate your consideration of the initial set of recommendations identified here by our organizations. We continue to work aggressively with our respective memberships to identify other policy objectives for pursuit as part of the next FAA reauthorization bill. We will provide you and your staff with a final, joint list of specific airport industry recommendations following the completion of that ongoing work by our associations.

Thank you for your consideration. ACI-NA, AAAE, and our member airports look forward to working with you to implement these and other recommendations that will greatly benefit the entire airport industry, passengers, and communities.

Sincerely,

Handwritten signature of Kevin M. Burke in black ink.

Kevin M. Burke
President and CEO
Airports Council International – North America

Handwritten signature of Todd Hauptli in black ink.

Todd Hauptli
President and CEO
American Association of Airport Executives