

**CENTRAL WISCONSIN JOINT AIRPORT BOARD MEETING**  
**Conference Room B – East Terminal Upper Level, Mosinee, Wisconsin**  
**January 10, 2023, 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 December 13, 2022 Board Meeting
- 3) Public Comment Period: 15-minute time limit
- 4) Review and Possible Action on Mission and Vision Statements of the Central Wisconsin Airport
- 5) Staff Reports
  - a) Director Report
    - i) Air Service Update
    - ii) Statistics – December 2022
    - iii) Flight Schedule
    - iv) Legislative Update
  - b) Financial Reports
    - i) Revenues and Expenses – December 2022
    - ii) Budget Comparison
  - c) Operations and Project Reports
    - i) Update on Runway Shift Project
    - ii) Update on Terminal Area Master Plan
    - iii) Update on Airport Operations
  - d) General Aviation Updates – Central Wisconsin Aviation
- 6) Adjournment
- 7) Next Scheduled Meeting Date: February 14, 2023 at 8:00 a.m.

*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](mailto: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

December 13, 2022 - 8:00 a.m.

|                |  |  |
|----------------|--|--|
| Airport Board: | Dave Ladick, Chair<br>Lonnie Krogwold<br>Becky Buch<br>Thomas Seubert – Absent   | Chris Dickinson, Vice Chair – Absent<br>Kurt Kluck<br>Julie Morrow                                 |
| Staff:         | Brian Grefe, Airport Director<br>Julie Ulrick, Badging Coordinator<br>James Wood, Maintenance Supervisor                         | Mark Cihlar, Assistant Airport Director<br>David Drozd, Finance Director<br>Chris Swanson, OMT III |
| Visitors:      | Karl Kemper, Becher Hoppe<br>James Vruwink, Central Wisconsin Aviation<br>Steve Hodgens, Advance Aviation – via video conference | Caleb Mantik, Central Wisconsin Aviation<br>Randy Dorshorst, Central Wisconsin Aviation            |
| Handouts:      | None   |  |

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

**Approval of Minutes:** *Motion by Morrow, second by Krogwold to approve the minutes of the November 8, 2022 board meeting. Motion carried unanimously.*

**Public Comment Period:** None.

### **Recognition of Operations and Maintenance Technician III Christopher Swanson, ACE in Achieving the Designation of Airport Certified Employee - Operations from the American Association of Airport Executives:**

Christopher Swanson just over a week ago passed his ACE certification in Airport Operations from the American Association of Airport Executives. ACE certification is an advanced certification level in the operations field. Swanson was congratulated by staff and the board.

### **2023 Marketing Presentation – Advance Aviation:**

Advance Aviation reviewed performance from 2022 marketing initiatives and marketing strategies for 2023. Hyper local targeting was the focus in 2022 with “Book Early and Save” and the “Bleisure” campaigns being promoted. YouTube ads did well with fees only being applied if the video ad is watched in its entirety.

### **Review and Possible Action on 2023 Parking Rate Structure:**

The new TIBA/Tapco parking system was installed in 2020 which allowed the option of offering guests a reduced weekly rate. With the reduction in enplanements, the west parking lot was kept closed to save on man hours and investment in new equipment. A parking comparison report was reviewed showing other airport parking rates in Wisconsin, Iowa and Minnesota. Recent inflationary pressures have brought costs associated with maintaining the parking lots to like-new condition much higher. A small increase in parking rates was proposed, raising the daily rate to \$9.00/day with a reduced weekly rate of \$45.00 effective March 1, 2023. *Motion by Morrow, second by Buch to approve the new parking rate structure as presented. Motion carried unanimously.*

### **Review and Possible Action on Annual Airport Goals 2023:**

Steve Smith, the former campus dean of Midstate Technical College, was brought in to facilitate the annual goal setting session. The process was changed up a bit by reviewing last years goals and determining if the goals were still valid to pursue or if they are no longer relevant. The exercise included opening the floor for new goals that should be

set. Results from the session include the following goals for the upcoming year: Goal #1 – Engage with Airlines to Increase Total Available Seats; Goal #2 – Improve Communication Throughout Airport; Goal #3 – Increase GA Activity and Awareness; Goal #4 – Retain Employees; and Goal #5 – Improve the Guest Experience. Goals 1-4 were updated and adopted from 2022 goals and Goal 5 is a new goal that was set. Board members in attendance felt the exercise was very interesting and productive. The current mission and vision statements were reviewed and the board will discuss if updates are needed at the January meeting. ***Motion by Krogwold, second by Kluck to approve the proposed 2023 annual airport goals as presented. Motion carried unanimously.***

#### **Staff Reports:**

##### **Director Report – Brian Grefe:**

Air Service Update – Going into January, Delta’s schedule will produce a 43% increase in seats, but American will be dropping one flight leaving available seats flat for the month. Delta will be utilizing larger aircraft that will offer first class service, which has not been offered in the past. Both airlines are happy with their operations at CWA, but pilot and aircraft shortages are still prohibiting the addition or return of flights. Staff will be meeting with ultra low cost carriers in the near future to discuss future CWA service with SCASDP Grant support.

Statistics – The November statistical report shows total operations down 28.8% on the month, with American having a 3.6% increase for November. Enplanements are down 24.1% on the month and 17.8% on the year due to service reductions. Load factors ranged from 76.5% to 87.0%.

Flight Schedule – Delta will be flying the 50-seat CRJ-200 until January and then will transition to the 76-seat CRJ-900. American has an excellent schedule, but will be pulling back one flight in January. Three upcoming charters were recently announced for January. Riverside Resort has resumed flights, which had been suspended for 2 years.

##### **Financial Reports – Dave Drozd:**

Revenues and Expenses – November revenues end the month 73.1% with farm land rent ending at 135.6% from logging revenues. Parking ends the month at 69.8% and is doing well. Advertising has seen nice increases with TravelHost taking over the program. PFCs end at 130.8%, but are down from previous years. CFCs remain under budget due to lack of cars. Disbursements end the month at 67.2%. Contractual services end at 101.6% due to additional IT services needed and supplies and expenses are doing well at 56.9% with an ice storm in the forecast.

Budget Comparison – Revenues are down 5.65% from last year and expenses have increased 36.35% year to date. CARES Act grant funds are not included in the report.

Update on CARES Act Grants – Three federal CARES Act grants were received and may be used to fund operational expenses, payroll and debt service payments. Reimbursements from the first grant are complete and the second grant has a balance of \$64,949.46 that will be closed out soon. The third grant’s balance is at \$2,080,940.69.

##### **Operations & Project Reports – Mark Cihlar:**

Introduction – James Wood, Operations & Maintenance Supervisor – James Wood was previously a Maintenance Supervisor at CWA and is rejoining the CWA team.

BIL Project Update – The Bipartisan Infrastructure Law (BIL) has \$20 million in funding available for airports, specifically for airport-owned ATC facilities. A BIL application was submitted and Aviation architects began working on a plan and provided a recommendation for the project. If the application is not approved it may be reapplied for next year.

Update on Runway Shift Project – Construction contracts have been executed for the runway shift project and a schedule is being developed. A pre-construction meeting will be scheduled soon and work may begin as early as January.

Update on Terminal Area Master Plan – The Terminal Area Master Plan is in the information gathering phase and will then be submitted to the FAA for review. Mead & Hunt may attend a future board meeting to introduce the project

team and explain steps involved in the process. Technical advisory committee meetings and public engagement meetings will also be scheduled.

PFC Application and Amendment – Staff is looking to amend an old PFC application and submit a new application in the next few months. One current PFC application includes the Runway 8/26 reconstruction project that ended up being 100% federally funded and that application will need to be amended. Other projects that have been approved will be included in the new application.

Update on Airport Operations – The recent completion of the Marathon County class compensation study revealed wage adjustments for CWA staff were warranted. Adjustments were made accordingly and will go into effect next month. Job applicant pools have also seen improvement, which will aid when several anticipated retirements go through. The cleaning service contract has been canceled due to the reduction in flights and a review of the value in the service. CWA staff will be filling the gaps in cleaning needs. Maintenance staff are getting prepared for the projected snow/ice storm. Ice events are the most costly events and current predictions are for 6+ hours of possible freezing rain. Plenty of supplies are on hand to handle the weather event.

**Adjournment: 9:52 a.m. Motion by Kluck, second by Buch to adjourn. Motion carried unanimously.**

**Next Scheduled Meeting Date: January 10, 2023 at 8:00 a.m.**

---

Julie Ulrick, Recording Secretary



## Agenda Item Summary

**Airport Board Meeting Date:** January 10, 2023

**Agenda Item Title:** #4) Review and Possible Action on Mission and Vision Statements of the Central Wisconsin Airport

**Staff Responsible:** David Ladick (Chair), Brian Grefe

**Background:**

- On December 7, 2022, during the annual goal setting session, a group comprised of a non-quorum of airport board members and airport staff, our current Mission and Vision statements were discussed. At that time it was determined to hold the discussion until a Board Meeting.
- On December 13, 2022, at the December 2022 Board Meeting, it was recommended by the Board that we update the Mission and Vision statements.
- These are the Central Wisconsin Airport's current statements.
  - The mission of the Central Wisconsin Airport is to be the airport of choice by providing a safe, efficient, and competitive operating environment.
  - Our vision is to empower our Team to lead the organization in providing exceptional service.
- Todd Kuckkahn, formerly of Portage County Business Council, is an experienced, Workshop Facilitator, Executive Coach, and Keynote Speaker. Mr. Kuckkahn has agreed to facilitate a Mission and Vision setting discussion during this meeting.

**Timeline:** Our goal today is to update the Mission and Vision statements during this meeting. These statements will be used to set the direction for the airport in the future.

**Financial Impact:** These statements do not have a direct financial impact. However, some of the actions necessary to fulfill the statements could have a financial impact.

**Contributions to Airport Goals:** Future airport goals will be developed to work toward the Mission and Vision statements.

**Recommended Action:** To be announced from the discussion.

**Attachment(s):** Mission and vision statements.

## **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.

## **VISION STATEMENT**

Our vision is to empower our Team to lead the organization in providing exceptional service.

# Central Wisconsin Airport – Flight Schedule

## January 10, 2023



| <u>Arrivals – Delta</u> |       |          |     | <u>Departures – Delta</u> |       |        |     |
|-------------------------|-------|----------|-----|---------------------------|-------|--------|-----|
| 4767                    | 14:21 | from MSP | CRJ | 5175                      | 06:57 | to MSP | CRJ |
| 5212                    | 20:59 | from MSP | CRJ | 4767                      | 15:12 | to MSP | CRJ |



| <u>Arrivals – American Eagle</u> |       |          |     | <u>Departures – American Eagle</u> |       |        |     |
|----------------------------------|-------|----------|-----|------------------------------------|-------|--------|-----|
| 4241                             | 10:47 | from ORD | ERJ | 3788                               | 06:00 | to ORD | ERJ |
| 3535                             | 14:23 | from ORD | ERJ | 4241                               | 11:12 | to ORD | ERJ |
| 3541                             | 20:28 | from ORD | ERJ | 3535                               | 14:48 | to ORD | ERJ |

**Upcoming Charter Schedule**

Jan. 22 – Sun Country to Laughlin (Wojo) – Riverside Resort  
 Jan. 24 – Sun Country to Laughlin (Wojo)  
 Feb. 9 – Sun Country to Laughlin (Wojo)

MSP = Minneapolis  
 ORD = Chicago O’Hare

Total CWA Flights Daily = 5

## CWA Legislative Update – January 2023

### **FAA Releases Notice of Funding Opportunity for FY22 Supplemental Discretionary Grants**

**(Source: Regulatory Alert, AAAE)**

December 28, 2022

The Federal Aviation Administration (FAA) released on December 28 the notice of funding opportunity (NOFO) that outlines how airports can apply for a share of approximately \$268.7 million in fiscal year 2022 (FY22) supplemental discretionary grant funding, which was made available by Congress in March through the FY22 omnibus appropriations bill. In the NOFO, FAA outlines how airports can apply for a FY22 supplemental discretionary grant and how the agency will evaluate applications and proposed projects.

Based on our initial review, while FAA intends to use their regular Airport Improvement Program (AIP) process for evaluating, rating, and selecting proposed projects, the NOFO provides that the agency will also consider certain qualitative criteria and prioritize environmental projects that reduce emissions or increase energy efficiency or reliability. It is important to note that FAA expects airports to submit a new application—which conforms to the requirements in the NOFO—even if the airport already applied for FY22 AIP discretionary funding earlier this year.

The NOFO will be officially published in the Federal Register tomorrow, but you can view a pre-publication version [here](#). The agency has set Tuesday, January 31, 2023, at 5 p.m. ET, as the deadline for submitting applications. FAA did not indicate when the agency expects to announce which projects have been selected for funding.

**Background on Supplemental Discretionary Funding.** As part of the FY22 omnibus appropriations bill, which was passed in March, Congress included almost \$554.2 million in supplemental discretionary funding for airport development projects in addition to “regular” AIP funding. Of that amount, approximately \$279.2 million was reserved for earmarks, known as “Community Project Funding” requests, and \$268.7 million was reserved for supplemental discretionary grants. These discretionary grants will be awarded in accordance with the process outlined in the NOFO.

In the FY23 omnibus appropriations bill, which was passed last week, Congress provided \$558.6 million in supplemental discretionary funding, including \$283.6 million for earmarks and another approximately \$275 million for discretionary grants. However, it is unclear as of now when FAA may release a NOFO and begin issuing FY23 supplemental discretionary grants. Please refer to our December 20 Airport Alert for additional information.

**Overview of Supplemental Discretionary Grant Program.** The NOFO provides an overview and detailed information regarding supplemental discretionary grants that are available for airports pursuant to the FY22 omnibus appropriations bill and congressional directives. Under the program, FAA will be providing \$268.7 million to airports via discretionary, competitive grants for eligible projects. These are the key details of which airports should be aware:

- **Distribution by Hub Size:** FAA indicated that between \$20 million and \$70 million in supplemental discretionary grants will be awarded to small hub, nonhub, reliever, and nonprimary



airports. That means between \$198.7 million and \$248.7 million will be awarded to medium and large hubs.

- **Eligible Projects:** Airports can apply for funding for any AIP eligible project, including improvements related to enhancing airport safety, capacity, security, environmental sustainability, planning, or any combination of these, including terminal development.
- **Preferences and Priorities:** FAA is required to make at least \$25 million available for the Voluntary Airport Low Emissions (VALE) Program and Zero-Emission Vehicle and Infrastructure (ZEV) Program. FAA is also required to prioritize noise planning and noise mitigation projects.
- **Local Match:** The federal cost share for supplemental discretionary grants ranges between 70% and 95% depending on the airport size and type of project, the same as regular AIP grants.

**Application Process.** Applications for a FY22 supplemental discretionary grant must be submitted to FAA using the same general process and forms that airports traditionally use to apply for AIP discretionary funding. However, the NOFO directs airports to complete the following additional information in the application:

- **Identify Type of Project:** FAA requires applicants to identify the type of project to which the application refers. There are only four types and only one can be selected: (1) airport noise planning and noise mitigation projects (Group N); (2) environmental projects that reduce emissions or increase energy efficiency or reliability (Group E); (3) VALE or ZEV projects (Group VZ); or (4) airport development or terminal development projects (Group I).
- **Provide Project-Specific Details:** FAA requires applicants to respond to a series of detailed questions depending on the type of project. For example, for environmental projects that reduce emissions (Group E), airports must provide (a) a description of the project and the benefits the project will provide; (b) a cost estimate; (c) total project cost per tons of emissions reductions (as applicable); (d) estimated reduction of greenhouse gas that the project (other than proposals for plans and audits only) will produce; and (e) other environmental sustainability benefits, among other things.

We highly encourage members to carefully review the application instructions in the NOFO, which outlines all the information that must be provided depending on the type of project that an airport is proposing. FAA expects airports to submit a new application with this additional information even if the airport already applied for FY22 AIP discretionary funding.

The NOFO has instructions on how to submit to FAA for consideration. However, all applications must be submitted electronically to the following email address by January 31, 2023: [9-ARP-AIPSup@faa.gov](mailto:9-ARP-AIPSup@faa.gov).

**Grant Selection Criteria.** In the NOFO, FAA outlines the criteria by which applications for a FY22 supplemental discretionary grant will be rated and selected. Generally speaking, FAA will quantitatively rate projects using its well-established Airport Capital Improvement Plan (ACIP) process, which prioritizes eligible AIP airport development projects by importance. However, FAA also outlines a wide range of qualitative criteria that the agency will use to evaluate proposed projects depending on the type of project (e.g., airport noise planning project, terminal development project, environmental project that reduces emissions). Airports should carefully review the criteria as they complete their applications.

Based on our review, FAA also highlighted several other key factors that will be considered when rating and selecting projects for supplemental discretionary grant funding:

- **Reducing Emissions and Promoting Sustainability:** FAA emphasized throughout the NOFO that the agency will prioritize projects that advance the Biden Administration’s goal of achieving net-zero emissions by 2050 and the agency’s Airport Climate Challenge, which was launched in April. Proposed projects that help reduce emissions, address climate change, or promote sustainable infrastructure are likely to be well received by FAA during the review process.
- **Completing Usable-Units-of-Work:** FAA will prioritize funding projects that are complete usable-units-of-work, such as construction of eligible airport development, acquisition and installation of eligible equipment, acquisition and commissioning of eligible rolling-stock equipment, and procurement of actionable plans, including sustainability plans, energy planning and noise compatibility planning.
- **Project Readiness for Grant:** FAA expects selected projects to be ready for a grant no later than May 15, 2024. This means the airport has secured the necessary environmental approvals, complied with federal civil rights requirements, and obtained construction bids or negotiated fees. FAA also indicated that the airport must be ready to begin the project by or on June 30, 2024.

What’s Next? Applications for FY22 supplemental discretionary grants must be submitted electronically no later than 5 p.m. ET on January 31, 2023. FAA did not indicate when the agency expects to announce which projects have been selected for funding. However, we will keep members apprised of any additional information regarding timing of potential FY22 supplemental discretionary grant awards and how FAA plans to manage the process for issuing FY23 supplemental discretionary grants.

## **House Passes FY23 Spending Package, Sending Bill to President and Bringing the 117th Congress to a Close**

**(Source: Airport Alert, AAAE)**

December 23, 2022

After a long and arduous appropriations cycle – and almost three full months into the fiscal year – the House joined the Senate in approving H.R. 2617, the final fiscal year 2023 omnibus spending package that funds the federal government through September of next year. The measure was approved in the House a few minutes ago by a vote of 225-201 with one member voting present, sending the measure to the President.

The final FY23 package includes a number of wins for airports, including nearly \$4 billion in funding for “regular” AIP funding (\$3.35 billion) and supplemental AIP discretionary spending (\$558.6 million); increased funding for the Contract Tower Program; inclusion of the CONTRACT Act; and funding for the TSA LEO reimbursement program and TSA exit lane staffing. A full list of airport priorities and how they are addressed in the final package can be viewed in our previous Airport Alert. Notably, between the FY23 funding bill and the Bipartisan Infrastructure Law, there is nearly \$8 billion in funding available to airports in this fiscal year for important projects.

As Congress wraps up the FY23 budget process and with it closes the book on 2022 and the 117th Congress, we want to say thank you for your continued strong support -- especially our Federal Affairs Members. The positive results that we are able to report on with the final budget agreement and

throughout this year are a testament to the engagement and involvement we continue to have from across the airport community. We are grateful for the partnership and look forward to working together in 2023 to advance airport priorities in the upcoming FAA reauthorization process, the annual appropriations cycle, and on the regulatory and security fronts. The operating environment in Washington promises to be more difficult with divided government, but we remain optimistic about our ability to achieve positive results with your help and engagement.

CENTRAL WISCONSIN AIRPORT  
REVENUE 2022  
Pre-Audit

05-Jan-23

|                                       | BUDGET<br>2022     | MONTH OF<br>DECEMBER | YEAR<br>TO DATE    | % OF<br>BUDGET |
|---------------------------------------|--------------------|----------------------|--------------------|----------------|
| 5409-53 FUEL SALES                    | \$34,000           | \$0                  | \$26,630           | 78.3%          |
| 5410-53 FUEL FLOWAGE                  | \$55,000           | \$29,781             | \$55,061           | 100.1%         |
| 5411-53 LANDING FEES                  | \$355,000          | \$31,654             | \$246,195          | 69.4%          |
| 5418-53 RAMP CHARGES                  | \$55,000           | \$3,820              | \$47,872           | 87.0%          |
| <b>AIRFIELD</b>                       | <b>\$499,000</b>   | <b>\$65,255</b>      | <b>\$375,758</b>   | <b>75.3%</b>   |
| 5422-56 UTILITIES                     | \$450              | \$0                  | \$0                | 0.0%           |
| <b>CONTROL TOWER</b>                  | <b>\$450</b>       | <b>\$0</b>           | <b>\$0</b>         | <b>0.0%</b>    |
| 5412-55 RENT                          | \$100,000          | \$23,848             | \$100,684          | 100.7%         |
| 5422-55 UTILITIES                     | \$0                | \$0                  | \$0                | 0.0%           |
| <b>HANGAR</b>                         | <b>\$100,000</b>   | <b>\$23,848</b>      | <b>\$100,684</b>   | <b>100.7%</b>  |
| 5497-57 LABOR-CWA                     | \$1,000            | \$0                  | \$2,828            | 282.8%         |
| 5498-57 MATERIALS-CWA                 | \$200              | \$0                  | \$0                | 0.0%           |
| 5499-57 MISC-CWA                      | \$2,000            | \$0                  | \$380              | 19.0%          |
| <b>MAINTENANCE SHOP</b>               | <b>\$3,200</b>     | <b>\$0</b>           | <b>\$3,208</b>     | <b>100.3%</b>  |
| 5412-54 RENT                          | \$30,000           | \$2,655              | \$31,860           | 106.2%         |
| 5414-54 FARM LAND RENT                | \$80,000           | \$1,172              | \$109,662          | 137.1%         |
| 5417-54 HWY BILLBOARDS                | \$9,800            | \$0                  | \$9,832            | 100.3%         |
| 5422-54 UTILITIES                     | \$0                | \$0                  | \$0                | 0.0%           |
| 5432-54 CORPORATE HANGAR              | \$190,000          | \$26,419             | \$219,951          | 115.8%         |
| <b>NET LEASE</b>                      | <b>\$309,800</b>   | <b>\$30,246</b>      | <b>\$371,304</b>   | <b>119.9%</b>  |
| 5440-51 <b>PARKING</b>                | <b>\$1,100,000</b> | <b>\$83,329</b>      | <b>\$850,761</b>   | <b>77.3%</b>   |
| 5412-52 RENT                          | \$1,270,000        | \$122,563            | \$1,033,882        | 81.4%          |
| 5416-52 ADVERTISING                   | \$18,000           | \$0                  | \$18,252           | 101.4%         |
| 5422-52 UTILITIES                     | \$39,550           | \$2,840              | \$33,146           | 83.8%          |
| 5431-52 SECURITY                      | \$5,000            | \$0                  | \$0                | 0.0%           |
| 5499-52 MISCELLANEOUS                 | \$23,000           | \$4,179              | \$20,639           | 89.7%          |
| <b>TERMINAL BUILDING</b>              | <b>\$1,355,550</b> | <b>\$129,582</b>     | <b>\$1,105,919</b> | <b>81.6%</b>   |
| <b>TOTAL</b>                          | <b>\$3,368,000</b> | <b>\$332,260</b>     | <b>\$2,807,634</b> | <b>83.4%</b>   |
| 1210 SALES TAX DISCOUNT               | \$0                | \$0                  | \$218              |                |
| 8110 INTEREST ON INVEST               | \$15,000           | \$0                  | \$24,880           |                |
| 8310 SALE FIXED ASSETS                | \$72,000           | \$26,002             | \$52,402           |                |
| 8350 INS RECOV                        | \$0                | \$0                  | \$0                |                |
| 8400 OTHER MISC REV                   | \$0                | \$0                  | \$98               |                |
| 8413 WORKERS COMP REIMB               | \$0                | \$0                  | \$0                |                |
| <b>GRAND TOTAL</b>                    | <b>\$3,455,000</b> | <b>\$358,262</b>     | <b>\$2,885,232</b> | <b>83.5%</b>   |
| 5419-53 PASSENGER FAC. CHGS.          | \$200,000          | \$47,958             | \$310,862          | 155.4%         |
| 8110 PFC INTEREST                     | \$2,500            | \$0                  | \$2,145            | 85.8%          |
| <b>TOTAL PASSENGER FACILITY CHGS.</b> | <b>\$202,500</b>   | <b>\$0</b>           | <b>\$313,007</b>   | <b>154.6%</b>  |
| 5420-52 CFC CAR RENTAL FEES           | \$210,200          | \$26,856             | \$164,264          | 78.1%          |

**CENTRAL WISCONSIN AIRPORT  
DISBURSEMENTS - DECEMBER 2022  
Pre-Audit**

|                                | <b>2022<br/>BUDGET</b> | <b>THIS<br/>MONTH</b> | <b>2022<br/>YTD</b>   | <b>YTD % of<br/>BUDGET</b> |
|--------------------------------|------------------------|-----------------------|-----------------------|----------------------------|
| <b>PERSONAL SERVICES</b>       |                        |                       |                       |                            |
| SALARIES                       | \$408,162.00           | \$18,827.20           | \$443,326.91          | 108.6%                     |
| WAGES                          | \$783,409.00           | \$18,514.87           | \$654,515.56          | 83.5%                      |
| EMPLOYEE BENEFITS              | \$14,500.00            | \$2,173.72            | \$7,679.72            | 53.0%                      |
| EMPLOYER CONTRIBUTIONS         | \$471,935.00           | \$28,583.56           | \$418,907.12          | 88.8%                      |
| <b>SUB TOTAL</b>               | <b>\$1,678,006.00</b>  | <b>\$68,099.35</b>    | <b>\$1,524,429.31</b> | <b>90.8%</b>               |
| <b>CONTRACTUAL SERVICES</b>    |                        |                       |                       |                            |
| PROFESSIONAL SERVICES          | \$216,500.00           | \$4,988.07            | \$137,239.64          | 63.4%                      |
| UTILITY SERVICES               | \$257,000.00           | \$28,072.50           | \$270,844.44          | 105.4%                     |
| REPAIR-MAINT/STREETS           | \$10,000.00            | \$0.00                | \$6,999.56            | 70.0%                      |
| REPAIR-MAINT EQUIP/BUILDINGS   | \$95,000.00            | \$6,597.89            | \$65,580.33           | 69.0%                      |
| CONTRACTUAL SERVICES           | \$190,000.00           | \$5,742.14            | \$198,859.01          | 104.7%                     |
| <b>SUB TOTAL</b>               | <b>\$768,500.00</b>    | <b>\$45,400.60</b>    | <b>\$679,522.98</b>   | <b>88.4%</b>               |
| <b>SUPPLIES &amp; EXPENSES</b> |                        |                       |                       |                            |
| OFFICE SUPPLIES                | \$8,000.00             | \$233.35              | \$5,506.95            | 68.8%                      |
| ADVERTISING/MEMBERSHIP/DUES    | \$96,100.00            | \$5,473.00            | \$75,269.23           | 78.3%                      |
| TRAVEL                         | \$21,100.00            | \$33.25               | \$14,605.77           | 69.2%                      |
| OPERATING SUPPLIES             | \$223,000.00           | \$70,059.63           | \$135,333.79          | 60.7%                      |
| REPAIR/MAINT SUPPLIES/GASOLINE | \$171,000.00           | \$28,360.96           | \$170,836.39          | 99.9%                      |
| CONSUMABLE TOOLS/SUPPLIES      | \$6,000.00             | \$1,003.20            | \$6,295.70            | 104.9%                     |
| <b>SUB TOTAL</b>               | <b>\$525,200.00</b>    | <b>\$105,163.39</b>   | <b>\$407,847.83</b>   | <b>77.7%</b>               |
| <b>BUILDING MATERIALS</b>      |                        |                       |                       |                            |
| METAL PRODUCTS                 | \$2,500.00             | \$0.00                | \$1,067.47            | 42.7%                      |
| WOOD PRODUCTS                  | \$500.00               | \$0.00                | \$0.00                | 0.0%                       |
| RAW MATERIALS/RWY PAINT        | \$20,000.00            | \$0.00                | \$37,648.79           | 188.2%                     |
| ELECT FIXTURES/RWY SIGNS       | \$5,000.00             | \$0.00                | \$1,231.28            | 24.6%                      |
| ASPHALT/ASPHALT FILLER         | \$40,000.00            | \$0.00                | \$6,534.41            | 16.3%                      |
| <b>SUB TOTAL</b>               | <b>\$68,000.00</b>     | <b>\$0.00</b>         | <b>\$46,481.95</b>    | <b>68.4%</b>               |
| <b>FIXED CHARGES</b>           |                        |                       |                       |                            |
| INSURANCE/OTHER LOSSES         | \$93,794.00            | \$0.00                | \$92,464.00           | 98.6%                      |
| <b>CAPITAL OUTLAY</b>          |                        |                       |                       |                            |
| CAPITAL EQUIPMENT              | \$466,500.00           | \$68,686.75           | \$355,432.99          | 76.2%                      |
| CAPITAL IMPROVEMENTS           | \$1,700,000.00         | \$31,811.34           | \$790,044.76          | 46.5%                      |
| <b>SUB TOTAL</b>               | <b>\$2,166,500.00</b>  | <b>\$100,498.09</b>   | <b>\$1,145,477.75</b> | <b>52.9%</b>               |
| <b>TOTALS</b>                  | <b>\$5,300,000.00</b>  | <b>\$319,161.43</b>   | <b>\$3,896,223.82</b> | <b>73.5%</b>               |

**2021-2022 CWA Budget Summary YTD - December**

Pre-Audit

|                             | <u>December YTD - 2022</u> | <u>December YTD - 2021</u> | <u>% CHANGE</u> |
|-----------------------------|----------------------------|----------------------------|-----------------|
| Airfield                    | \$375,758                  | \$490,891                  |                 |
| Control Tower               | \$0                        | \$451                      |                 |
| Hangar                      | \$100,684                  | \$95,535                   |                 |
| Maintenance Shop            | \$3,208                    | \$2,860                    |                 |
| Net Lease                   | \$371,304                  | \$332,943                  |                 |
| Parking                     | \$850,761                  | \$858,701                  |                 |
| Terminal Area               | \$1,105,919                | \$1,148,521                |                 |
| Misc.                       | \$77,598                   | \$55,889                   |                 |
| <b>Total Revenues</b>       | <b>\$2,885,232</b>         | <b>\$2,985,791</b>         | <b>-3.37%</b>   |
| Personal Services           | \$1,524,429                | \$1,497,511                |                 |
| Contractual Services        | \$679,523                  | \$678,961                  |                 |
| Supplies and Expense        | \$407,848                  | \$462,870                  |                 |
| Building Materials          | \$46,482                   | \$55,588                   |                 |
| Fixed Charges-Insurance     | \$92,464                   | \$84,681                   |                 |
| Capital Outlay              | \$1,145,478                | \$240,783                  |                 |
| <b>Total Expenses</b>       | <b>\$3,896,224</b>         | <b>\$3,020,394</b>         | <b>29.00%</b>   |
| <b>Revenue over Expense</b> | <b>-\$1,010,992</b>        | <b>-\$34,603</b>           |                 |