

CENTRAL WISCONSIN JOINT AIRPORT BOARD MEETING
Conference Room B – East Terminal Upper Level, Mosinee, Wisconsin
March 14, 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: *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 Ladick at 8:00 a.m.
 - a) Pledge of Allegiance
- 2) Approval of Minutes of the February 14, 2023 Board Meeting
- 3) Public Comment Period: 15-minute time limit
- 4) Review and Possible Action on Airport Layout Plan Exhibit A Property Maps
- 5) Review and Possible Action on State of Wisconsin Petition Resolution and Agency Agreement
- 6) Staff Reports
 - a) Director Report
 - i) Air Service Update
 - ii) Statistics – February 2023
 - iii) Flight Schedule
 - iv) Legislative Update
 - v) PreCheck Enrollment Event
 - b) Financial Reports
 - i) Revenues and Expenses (if available)
 - ii) Budget Comparison (if available)
 - 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
- 7) Adjournment
- 8) Next Scheduled Meeting Date: April 11, 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 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

February 14, 2023 - 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 Greffe, Airport Director Julie Ulrick, Badging Coordinator	Mark Cihlar, Assistant Airport Director David Drozd, Finance Director
Visitors:	Karl Kemper, Becher Hoppe Patrick Casey, Mead & Hunt Michael Heiring, Hangar Tenant Joseph Mielke, News Channel 7	Evan Barrett, Mead & Hunt Stephanie Nikho, Mead & Hunt Chandler Ducker, New Channel 7
Handouts:	January Statistical Report	

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

Approval of Minutes: *Motion by Kluck, second by Krogwold to approve the minutes of the January 10, 2023 board meeting. Motion carried unanimously.*

Public Comment Period: None.

Terminal Area Master Plan Presentation by Mead & Hunt:

Evan Barrett with Mead & Hunt, project manager for the terminal area master plan, presented an overview of the terminal area master plan project. The recently completed master plan focused primarily on airfield needs and concepts relative to the general aviation (GA) sector are now obsolete due to the significant increase in general aviation activity. CWA currently does not have the capacity to accommodate larger aircraft and several landside facilities are at end of life. The main focus of the terminal area master plan will be the GA arrival/departure building, airport equipment maintenance and storage facilities, GA and air carrier aircraft parking aprons, GA hangar areas, and to apply sustainable practices to future airport construction, operations and maintenance.

Project goals are to re-evaluate airport landside needs based on evolving activity trends, identify short-term and long-term landside facility concepts, prepare a practical and feasible capital improvement plan.

Preliminary concept development and development constraints of the GA terminal, CWA operations and firefighting facilities, and apron areas were reviewed. Stakeholder meetings provided excellent feedback on preliminary concepts for each of the developments and will be incorporated into initial project deliverables. Once that has been completed Mead & Hunt will submit revised forecasts and draft facility requirements for FAA review. The next steps include refining development concepts, develop sustainability goals and initiatives, and schedule FAA in-person meetings, a second stakeholder meeting and a public meeting.

Review and Possible Action on Mission and Vision Statements of the Central Wisconsin Airport:

The session held at the January 2023 Joint Airport Board meeting that was facilitated by Todd Kuckkahn to revise the mission and vision statements of the airport ended with the following drafts: Mission – Provide premier access to the world through aviation and be a catalyst for economic growth in our communities. Vision – To be the airport of

choice for central and northern Wisconsin. No changes to the drafts were requested by the board. ***Motion by Seubert, second by Kluck to approve the revised mission and vision statements as presented. Motion carried unanimously.***

Staff Reports:

Director Report – Brian Grefe:

Air Service Update – Staff recently attended a headquarters meeting with a low cost carrier and presented details of the Small Community Air Service Development grant CWA was awarded and the CWA air service incentive program. The demand for air service in our area is being met with deficiency, creating a prime opportunity for new air service with a low cost carrier. The following week staff attended the annual Mead & Hunt Air Service Development Conference and had meetings with both legacy carriers and low cost carriers. Legacy carriers are happy with their performance, but are still in need of additional pilots. Several low cost carriers remain interested in starting service. Delta is currently focused on developing their Minneapolis hub.

Statistics – The January statistical report shows total activity and ATCT operations both down, with cancellations up due to weather. Enplanements were down 9%. Load factors ranged from 78.8% to 89.2%.

Flight Schedule – The flight schedule is at four daily flights. Delta began flying CRJ-900s in January and they are tracking performance while passengers are enjoying the first class option. The schedule will likely remain as-is through March.

Legislative Update – AAE and ACI-NA have shared their list of joint recommendations for the next FAA reauthorization bill with key committee leaders in the House and Senate. The move comes as aviation stakeholders, lawmakers, and the administration are gearing up for the next FAA reauthorization bill prior to the current bill's expiration on September 30th.

Financial Reports – Dave Drozd:

Revenues and Expenses – There are no financial reports available due to implementation of the new Marathon County financial system. They are working on report configurations and looking to keep all department reports similar. Payroll and account receivables are working well and the entire system is coming along. 2022 journal vouchers are being wrapped up and preparations are being made for the annual financial audit.

Budget Comparison – No report available.

Operations & Project Reports – Mark Cihlar:

Update on Runway Shift Project – Construction crews are still prepping west of the highway, working through submittals and getting materials prepared. Activity will pick up in the next month or two.

Update on Terminal Area Master Plan – Covered in Mead & Hunt presentation.

Update on Airport Operations – There were several additional icing events over the past month and the maintenance crew handled them well. Staff is now preparing for spring and summer projects and planning has begun for the triennial full-scale emergency exercise, which is an FAA requirement.

Aviation Career Day – CWA hosted an aviation career day last week for several local schools and stakeholders were happy to participate. Seven schools and approximately 100 students came through and were able to spend about 30 minutes at six different stations, each station containing a different aspect of aviation opportunities. Overall it was a great response from both tenants and schools.

General Aviation Reports – Central Wisconsin Aviation:

No representatives from Central Wisconsin Aviation were available for the meeting. A new manager was hired and is looking forward to planning some general aviation events.

Adjournment: 9:59 a.m. Motion by Buch, second by Kluck to adjourn. Motion carried unanimously.

Next Scheduled Meeting Date: March 14, 2023 at 8:00 a.m.

Julie Ulrick, Recording Secretary



Agenda Item Summary

CENTRAL WISCONSIN AIRPORT

Airport Board Meeting Date: March 14, 2023

Agenda Item Title: #4) Review and Possible Action on Revised Exhibit A Property Map

Staff Responsible: Mark Cihlar, Assistant Airport Director

Background: When the FAA offers an airport a grant through the Airport Improvement Program (AIP), the FAA requires airports to agree to 39 grant assurances. One grant assurance requires airports to hold good title of all property owned by the airport. Another grant assurance requires airports to preserve rights and powers to direct and control airport development on airport property. Compliance with these two grant assurances is demonstrated through an airport property map called the Exhibit A in the Airport Layout Plan (ALP).

A complete survey of the airport boundary and review of all title work was completed in 2017, and the Exhibit A Property Map was updated to current FAA standards and approved by the Central Wisconsin Joint Airport Board in September 2017, and again in 2020 after a property acquisition.

In 2022, CWA acquired property through a State Aid project administered by the Wisconsin DOT Bureau of Aeronautics (BOA). This land acquisition project was approved by the Airport Board in May of 2021, and the final property acquisition took place in October of 2022. These changes need to be added to CWA's Exhibit A property map to remain compliant with FAA grant assurances.

The first Exhibit A map included in the board packet shows the property acquired in 2022. The BOA requires a signed copy of this version of the Exhibit A map for inclusion in the land acquisition project file.

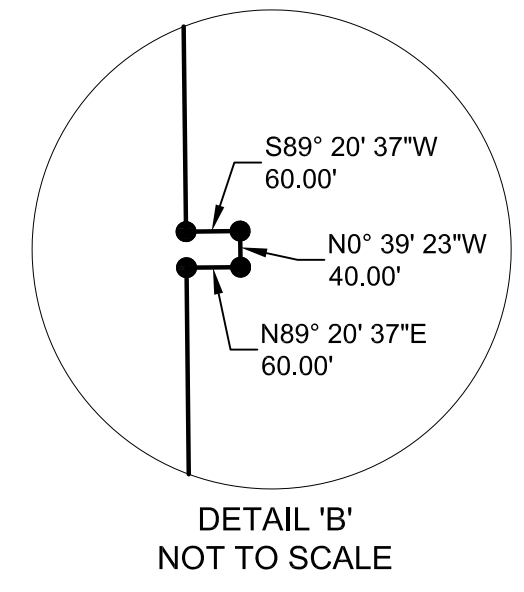
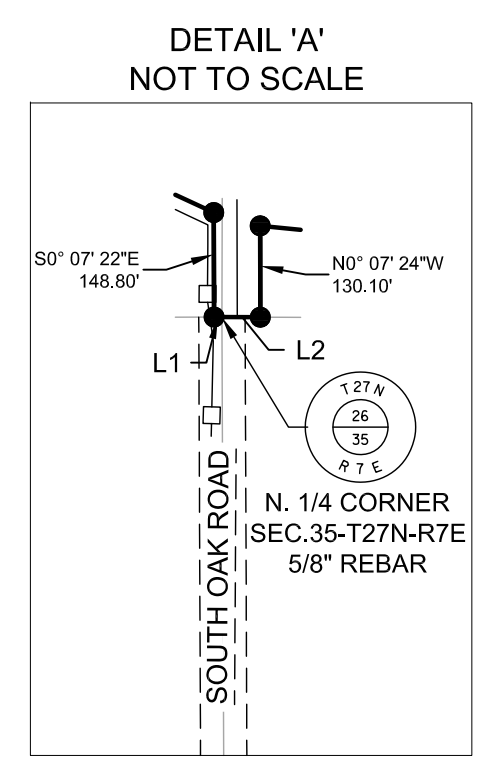
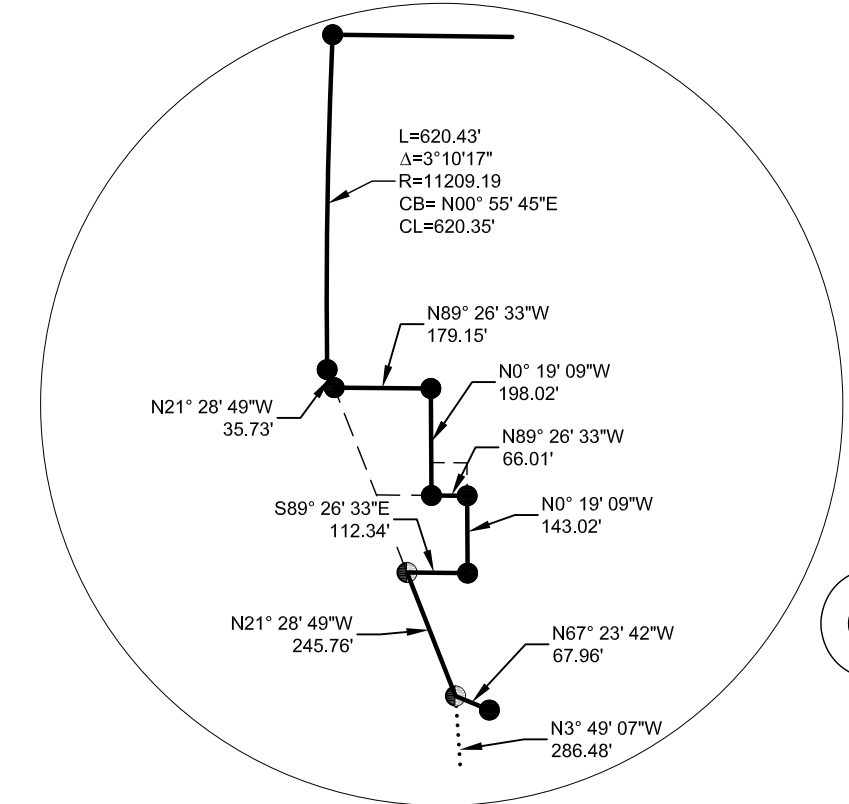
The second Exhibit A map shows the current airport property limits on the first page. The next two pages are a land inventory showing all parcels and easements on airport property and their histories. These three pages will replace the old Exhibit A in the ALP.

Timeline: With Board approval, these Exhibit A maps will be sent to the BOA for the project file and to the FAA for inclusion in the ALP.

Financial Impact: The Exhibit A has no financial impact on CWA's operating budget. A current Exhibit A is one requirement to be eligible for FAA grants.

Contributions to Airport Goals: This is in alignment with CWA's Capital Improvement Plan.

Recommended Action: Airport staff recommends approval of the updated Exhibit A property maps.



SEE DETAIL NOT TO SCALE

SEE DETAIL 'A'

SEE DETAIL 'B'

NOTICE: THE SALE OR LONG TERM LEASE (>5 YEARS) OF ANY AIRPORT PROPERTY FOR NON-AERONAUTICAL PURPOSES IS PROHIBITED WITHOUT PRIOR WRITTEN FAA AND BOA APPROVAL.

APPROVAL BY AIRPORT SPONSOR
 CENTRAL WISCONSIN JOINT AIRPORT BOARD
 _____ DATE: _____
 DAVE LADICK, CHAIR
 AIRPORT SPONSOR ACKNOWLEDGES ITS OBLIGATION TO PRESERVE AIRPORT PROPERTY IN ACCORDANCE WITH TRANS 55, WI ADMIN CODE, CONDITIONS OF STATE AID FOR AIRPORT IMPROVEMENTS & FEDERAL AVIATION ADMINISTRATION GRANT ASSURANCES.

Line Table

Line #	Length	Direction
L1	11.24'	N89° 51' 12\"/>
L2	54.76'	S89° 48' 34\"/>

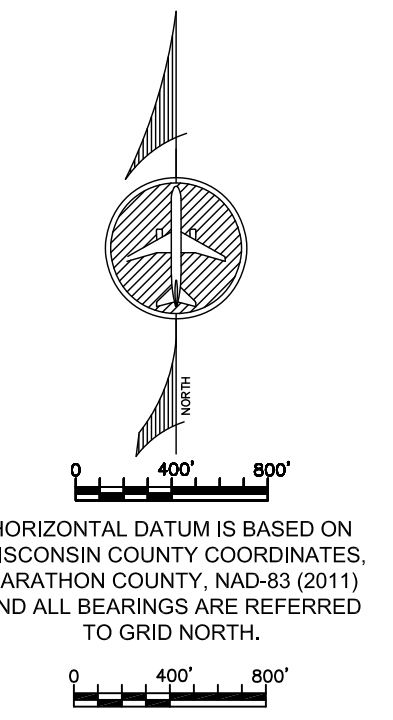
Curve Table

Curve #	Length	Radius	Delta	Chord Bearing	Chord Distance
C1	1581.84'	6805.50'	13° 19' 03\"/>		
C2	1243.82'	6805.50'	10° 28' 18\"/>		
C3	2825.67'	6805.50'	23° 47' 22\"/>		

- LEGEND**
- ▲ - MAG NAIL
 - - 3/4" IRON ROD
 - - 1" O.D. IRON PIPE
 - - 1-1/4" O.D. IRON PIPE
 - - 1-1/2" O.D. IRON PIPE
 - - 2-1/2" O.D. IRON PIPE
- CLEAR ZONE EASEMENT
 - AIRPORT PROPERTY LINE
 - AIRFIELD PAVEMENT
 - ROADS
 - BUILDINGS
 - RUNWAY PROTECTION ZONE
 - RUNWAY SAFETY AREA (500'X1000')
 - RUNWAY OBJECT FREE AREA (800'X1000')
 - BUILDING RESTRICTION LINE
 - PARCEL BOUNDARY
 - PLS 1/4 SECTION LINES
 - AIRPORT FENCE

PROPERTY SCHEDULE

PARCEL #	OWNER	PROPERTY INTEREST	ACREAGE	FUNDING PROGRAM
	MARATHON & PORTAGE COUNTY	FEE SIMPLE	1,736.04	
	MARATHON COUNTY	CLEAR ZONE EASEMENT	25.66	
44	GROCHMAL	FEE SIMPLE	39.90	SAP 74
45	GROCHMAL	FEE SIMPLE	76.15	SPONSOR ONLY
	TOTALS	FEE SIMPLE	1852.08	
		CLEAR ZONE EASEMENT	25.66	



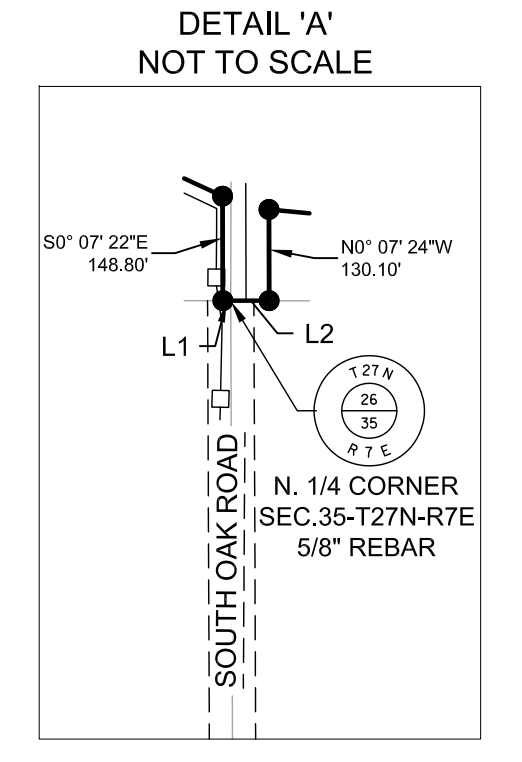
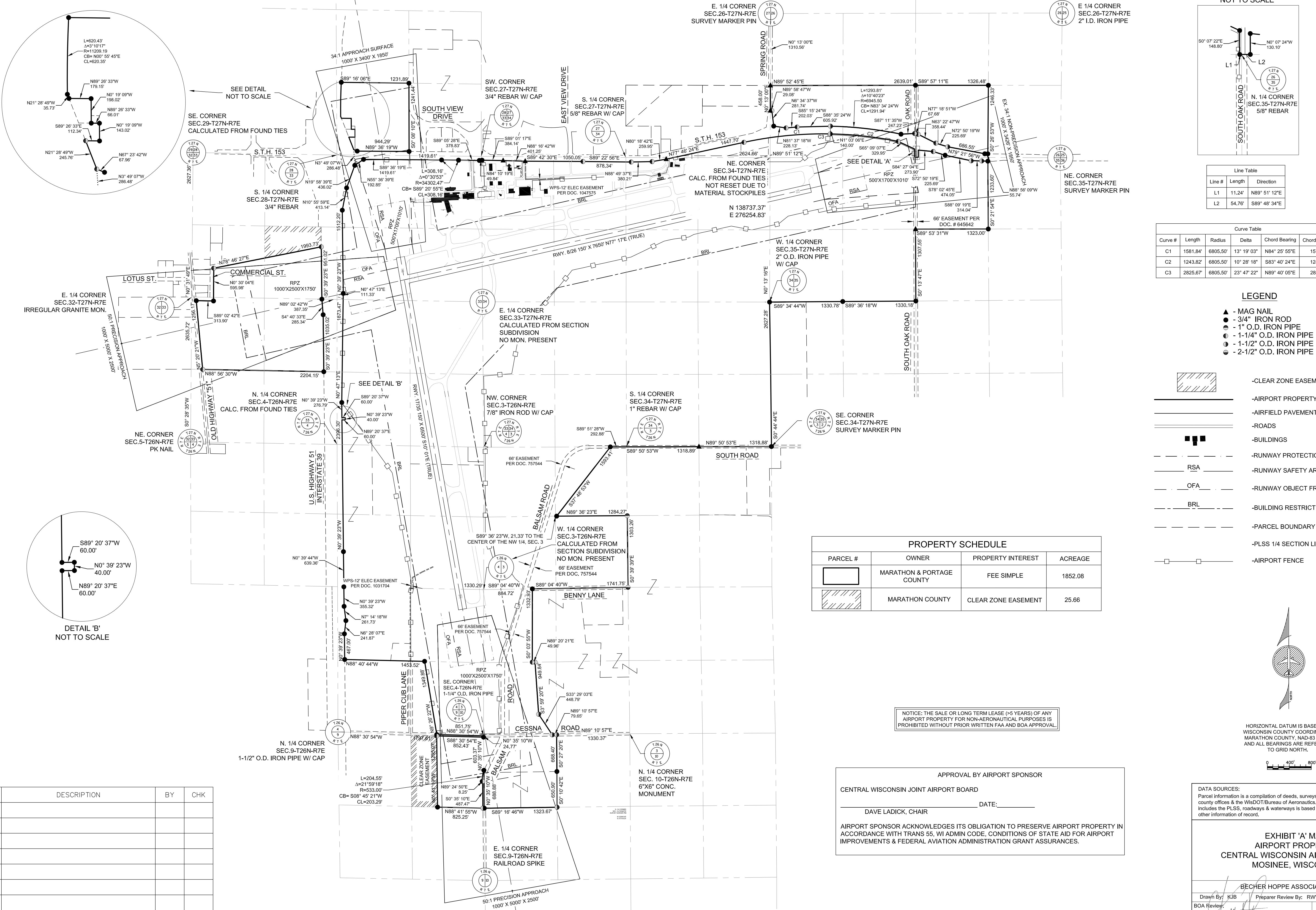
DATA SOURCES:
 Parcel information is a compilation of deeds, surveys & information of record from county offices & the WisDOT/Bureau of Aeronautics. Basemap information, includes the PLS, roadways & waterways is based on USGS Quadrangle maps & other information of record.

**EXHIBIT 'A' MAP - BOA PROJECT ID CWA1015
 FINAL LAND ACQUISITION
 CENTRAL WISCONSIN AIRPORT (CWA)
 MOSINEE, WISCONSIN**

BECHER HOPPE ASSOCIATES, INC.
 Drawn By: KJB Preparer Review By: RWW DATE: 1/16/2023
 BOA Review: _____ DATE: _____
 BOA Land Program Manager Date SHEET 1

LAYOUT: PG 1
 PLOT TIME: 1/19/2023 1:52 PM
 FILE NAME: R:\A\CWA\Exhibit A Docs\21007_Exhibit A-1.dwg

DATE	DESCRIPTION	BY	CHK



Line #	Length	Direction
L1	11.24'	N89° 51' 12\"/>
L2	54.76'	S89° 48' 34\"/>

Curve #	Length	Radius	Delta	Chord Bearing	Chord Distance
C1	1581.84'	6805.50'	13° 19' 03\"/>		
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- PLSS 1/4 SECTION LINES
- AIRPORT FENCE

PARCEL #	OWNER	PROPERTY INTEREST	ACREAGE
	MARATHON & PORTAGE COUNTY	FEE SIMPLE	1852.08
	MARATHON COUNTY	CLEAR ZONE EASEMENT	25.66

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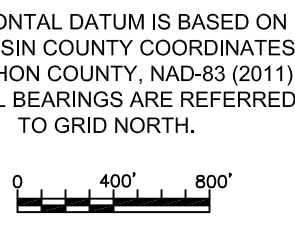
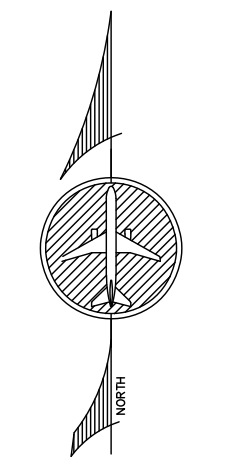
APPROVAL BY AIRPORT SPONSOR
 CENTRAL WISCONSIN JOINT AIRPORT BOARD
 DATE: _____
 DAVE LADICK, CHAIR

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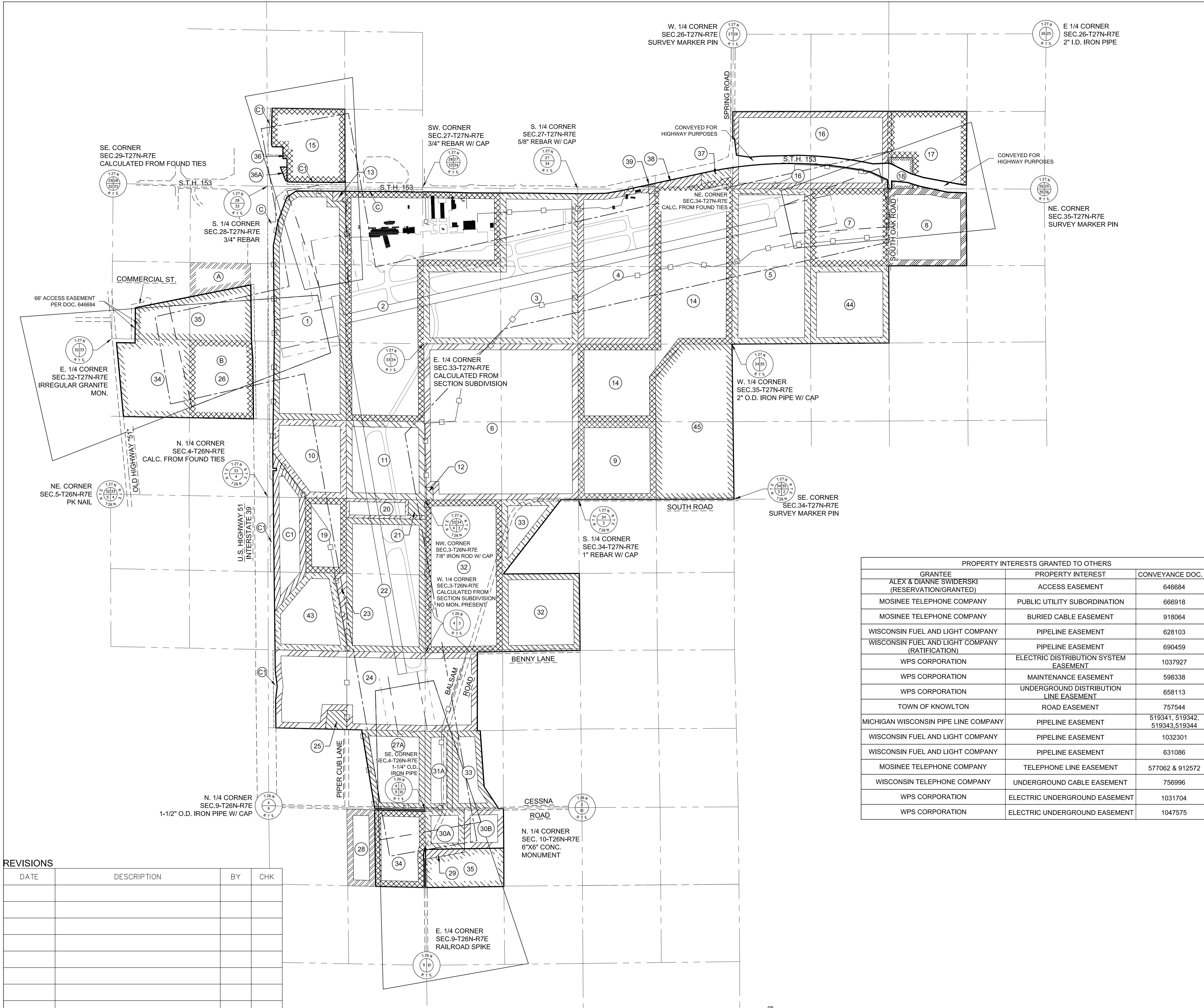
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EXHIBIT 'A' MAP
 AIRPORT PROPERTY
 CENTRAL WISCONSIN AIRPORT (CWA)
 MOSINEE, WISCONSIN

BECHER HOPPE ASSOCIATES, INC.
 Drawn By: KJB Preparer Review By: RWV DATE: 1/16/2023
 BOA Review: _____ DATE: _____
 BOA Land Program Manager Date: 2/13/2023 SHEET 1 OF 3



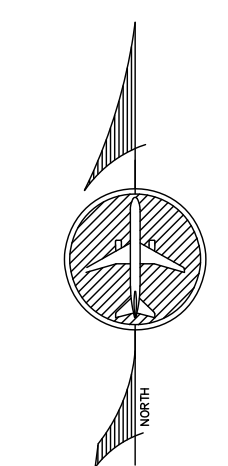
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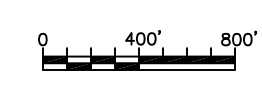
- NOTES:
- 1.) ALL C1 AREAS ARE ROAD RIGHT OF WAY RETAINED FROM CORRESPONDING PARCEL NUMBERS
 - 2.) PARCEL B TERMINATED BY MERGER WITH PARCEL 35A
 - 3.) PARCEL 35A TERMINATED BY MERGER WITH PARCEL 35
 - 4.) PARCEL B1 WAS REDUCED WITH THE PURCHASE OF PARCEL 26 AND CLEAR ZONE EASEMENT RETAINED OVER ROAD RIGHT OF WAY.
 - 5.) PARCEL B WAS REDUCED WITH PARCEL 35 PURCHASED IN FEE AND CLEAR ZONE EASEMENT RETAINED OVER ROAD RIGHT OF WAY.

- CLEAR ZONE EASEMENT
- AIRPORT PROPERTY LINE
- AIRFIELD PAVEMENT
- ROADS
- BUILDINGS
- RUNWAY PROTECTION ZONE
- RSA -RUNWAY SAFETY AREA (500'X1000')
- OFA -RUNWAY OBJECT FREE AREA (800'X1000')
- BRL -BUILDING RESTRICTION LINE
- PARCEL BOUNDARY
- PLSS 1/4 SECTION LINES
- AIRPORT FENCE

PROPERTY INTERESTS GRANTED TO OTHERS		
GRANTEE	PROPERTY INTEREST	CONVEYANCE DOC. #
ALEX & DIANNE SWIDERSKI (RESERVATION/GRANTED)	ACCESS EASEMENT	646684
MOSINEE TELEPHONE COMPANY	PUBLIC UTILITY SUBORDINATION	666918
MOSINEE TELEPHONE COMPANY	BURIED CABLE EASEMENT	918064
WISCONSIN FUEL AND LIGHT COMPANY	PIPELINE EASEMENT	628103
WISCONSIN FUEL AND LIGHT COMPANY (RATIFICATION)	PIPELINE EASEMENT	690459
WPS CORPORATION	ELECTRIC DISTRIBUTION SYSTEM EASEMENT	1037927
WPS CORPORATION	MAINTENANCE EASEMENT	598338
WPS CORPORATION	UNDERGROUND DISTRIBUTION LINE EASEMENT	658113
TOWN OF KNOWLTON	ROAD EASEMENT	757544
MICHIGAN WISCONSIN PIPE LINE COMPANY	PIPELINE EASEMENT	519341, 519342, 519343, 519344
WISCONSIN FUEL AND LIGHT COMPANY	PIPELINE EASEMENT	1032301
WISCONSIN FUEL AND LIGHT COMPANY	PIPELINE EASEMENT	631086
MOSINEE TELEPHONE COMPANY	TELEPHONE LINE EASEMENT	577062 & 912572
WISCONSIN TELEPHONE COMPANY	UNDERGROUND CABLE EASEMENT	756996
WPS CORPORATION	ELECTRIC UNDERGROUND EASEMENT	1031704
WPS CORPORATION	ELECTRIC UNDERGROUND EASEMENT	1047575



HORIZONTAL DATUM IS BASED ON WISCONSIN COUNTY COORDINATES, MARATHON COUNTY, NAD-83 (2011) AND ALL BEARINGS ARE REFERRED TO GRID NORTH.



REVISIONS			
DATE	DESCRIPTION	BY	CHK

DATA SOURCES:
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**EXHIBIT 'A' MAP
 AIRPORT PROPERTY INVENTORY
 CENTRAL WISCONSIN AIRPORT (CWA)
 MOSINEE, WISCONSIN**

BECHER HOPPE ASSOCIATES, INC.

Drawn By: KJB Preparer Review By: RWV DATE: 1/16/2023
 BOA Review: DATE:
 BOA Land Program Manager Date: 2/13/2023 SHEET 2 OF 3

LAYOUT: PG 3
 PLOT TIME: 1/19/2023 2:47 PM
 FILE NAME: R:\AI_CWA\Exhibit A Docs\21007_Exhibit A-1.dwg

Parcel Number	Acquired Acreage	Adjusted Acreage	Acreage Adjustment Notes	Former Owner	Property Interest	Purpose of Acquisition	BOA Project Number	Acquisition Funding ID	Reimbursement Funding ID	Acquisition Date	Recording Information	Method of Acquisition	Disposition	Date of Release	Date of Disposal	Property Restrictions	Comments
A	32.89	12.05	Portion terminated by merger of Parcels 36 and 35	Alex & Dianne Swiderski	Clear Zone Easement			ADAP 8-55-0052-01		7/30/1969	V71 P60		Acquired				see V83 P135 QCD in satisfaction of related litigation
B	33.89	0	Terminated by merger with Parcel 26 Fee Simple	John Michalski	Clear Zone Easement			ADAP 8-55-0052-01		9/10/1969	V73 P640		Acquired-Terminated				
1	114.08	103.67	2.18 to hwys-1970, 8.23 to hwys 1971	Joesph Konieczko	Fee Simple			ADAP 8-55-0052-01		3/20/1970	V85 P140		Acquired				
2	154.48			Kenneth & Sadie Borth	Fee Simple			ADAP 8-55-0052-01		12/6/1967	V29 P389		Acquired				
3	118.7			Norman & Elizabeth Bush	Fee Simple			ADAP 8-55-0052-01		3/6/1968	V34 P126		Acquired				
4	77.93			Michael & Victoria Kutchmarek	Fee Simple			ADAP 8-55-0052-01		12/13/1967	V29 P638		Acquired				
5	78.88			Stanley & Stella Grochmal	Fee Simple			ADAP 8-55-0052-01		11/1/1967	V27 P367		Acquired				
6	155.59			Ambrose & Evelyn Kieliszewski	Fee Simple			ADAP 8-55-0052-01		9/27/1968	V49 P441		Acquired				
7	38.74			Frank & Stella Miller	Fee Simple			ADAP 8-55-0052-01		4/18/1968	V37 P75		Acquired				
8	38.63			Frank & Florence Nemec	Fee Simple			ADAP 8-55-0052-01		11/2/1967	V27 P478		Acquired				
9	38.6			Donovan & Jacqueline Dupuis	Fee Simple			Sponsor		11/6/1969	V78 P234		Acquired				
10	37.14	31.14	6 acres for Hwy 51	Donovan & Jacqueline Dupuis	Fee Simple			ADAP 8-55-0052-01		11/6/1969	V78 P234		Acquired				
11	38.78			Steve & Gertrude Pestka	Fee Simple			ADAP 8-55-0052-01		7/30/1969	V71 P59		Acquired				
12	0.49			Edward & Grace Hahn	Fee Simple			ADAP 8-55-0052-01		11/1/1967	V27 P366		Acquired				
13	0.84			Strachota's Inc.	Fee Simple			ADAP 8-55-0052-01		7/19/1968	V44 P156		Acquired				
14	123.87			Clyde Bickley	Fee Simple			ADAP 8-55-0052-01		1/9/1968	V31 P222		Acquired				
15	34.54			Bertha Kopp	Fee Simple			ADAP 8-55-0052-01		8/19/1968	V46 P356		Acquired				
16	75.43	69.85	5.58 acres for Hwy 153	Eugene & Rosemarie Ryskiewicz	Fee Simple			ADAP 8-55-0052-01		12/8/1967	V29 P469		Acquired				
17	33.9			Emil & Meredith DeCecco	Fee Simple			ADAP 8-55-0052-01		8/16/1968	V46 P363		Acquired				
18	4.41	2.82	1.59 acres for Hwy 153	Jean Wishman	Fee Simple			ADAP 8-55-0052-01		3/20/1970	V85 P142		Acquired				
19	36.03	18.33	17.7 acres to Hwy 51 rest area	Edward & Fern Ganzer	Fee Simple			ADAP 8-55-0052-01		11/6/1969	V78 P233		Acquired				
20	7.63			Clyde Bickley	Fee Simple			ADAP 8-55-0052-01		4/18/1968	V37 P73		Acquired				
21	1.44			Alex & Gertrude Pestka	Fee Simple			ADAP 8-55-0052-01		4/25/1969	V63 P389		Acquired				
22	68.33			Clyde Bickley	Fee Simple			ADAP 8-55-0052-01		4/18/1968	V37 P73		Acquired				
23	2.93			John & Antonia Urban	Fee Simple			ADAP 8-55-0052-01		8/14/1970	V95 P446		Acquired				
24	101.2	99.51	1.69 acres for Hwy 51 project	Frank & Lena Carfarella	Fee Simple			ADAP 8-55-0052-01		4/30/1969	V63 P51		Acquired				
25	2.51			Daniel & Dagny	Fee Simple			ADAP 8-55-0052-01		12/16/1969	V80 P302		Acquired				
26	32.49			John Michalski et al.	Fee Simple			ADAP 8-55-0052-01		6/30/1972	V144 P525		Acquired				
27A	27.93			John & Antonia Urban	Fee Simple			ADAP 8-55-0052-01		8/14/1970	V95 P449		Acquired				
28	38.48	13.61	Portion terminated merger of Parcel 34	Paul & Rose Mizgalski	Clear Zone Easement	13.61		ADAP 8-55-0052-01		4/10/1970	V86 P240		Acquired				
29	1.6			John & Antonia Urban	Fee Simple			ADAP 8-55-0052-01		8/14/1970	V95 P449		Acquired				
30A	9.27			Frank & Lena Carfarella	Fee Simple			ADAP 8-55-0052-01		4/30/1969	V63 P51		Acquired				
30B	9.9			Frank & Lena Carfarella	Fee Simple			ADAP 8-55-0052-01					Acquired				
31A	13.11			Charles & Marian Danhof	Fee Simple			ADAP 8-55-0052-01		7/19/1971	V118 P372		Acquired				
31B	5.99	0	Terminated by merger with Parcel 33 (Ohly)	Charles & Marian Danhof	Clear Zone Easement			ADAP 8-55-0052-01		7/19/1971	V118 P372		Acquired-Terminated				
32 (W-NW, 3)	74.56			Ernest & Sophie Bluma	Fee Simple			ADAP 8-55-0052-01		4/30/1969	V63 P53		Acquired				
32 (SE-NW, 3)	40			Ernest & Sophie Bluma	Fee Simple			Sponsor		4/7/1970	V86 P108		Acquired				additoinal land for Parcel 32
33 (NE-NW, 3)	14.53			Robert & Katherine Bielen	Fee Simple			ADAP 8-55-0052-01		12/16/1969	V80 P303		Acquired				
33 (SW-SW, 3)	16.772			Iganj Ohly	Fee Simple					6/13/1988	V481 P395-397		Acquired				
34 (NW-SW, 33)	35.49			John Michalski et al.	Fee Simple			ADAP 8-55-0052-01		6/30/1972	V144 P525		Acquired				
34 (NE-NE, 9)	24.87			Paul & Rose Mizgalski	Fee Simple			ADAP 8-55-0052-01		6/13/1988	V481 P398-400		Acquired				
35 (NW-NW, 10)	18.09			Antonia Urban	Fee Simple			ADAP 8-55-0052-01		8/28/1987	V463 P238		Acquired				
35 (SE-NW, 33)	34.25			Alex & Dianne Swiderski	Fee Simple			ADAP 8-55-0052-01		1972	V157 P9		Acquired				Survey Map Showe Parcels 35 & 36 - All Conveyed as Parcel 35
35A	20.822	0	Terminated by merger with Parcel 35 Fee Simple	Alex & Dianne Swiderski	Clear Zone Easement			ADAP 8-55-0052-01		1972	V157 P9		Acquired-Terminated				
36	0.088			Chester & Loretta Osowski	Fee Simple			AIP 3-55-0052-09		5/9/1991	V553 P?		Acquired				
36A	0.369			Chester & Loretta Osowski	Fee Simple			AIP 3-55-0052-09		5/9/1991	V553 P?		Acquired				
37	3.547			LeRoy & Carolyn Borth	Fee Simple			AIP 3-55-0052-09		1/9/1992	V575 P488		Acquired				
38	6.033			Philip Bickley	Fee Simple			AIP 3-55-0052-09		1/9/1992	V575 P489		Acquired				
39	0.886			Philip Bickley	Fee Simple			AIP 3-55-0052-09		1/9/1992	V575 P489		Acquired				
42	0.5			Michael & Pauline Molinare	Obstruction Removal Agreement			ADAP 6-55-0052-07		6/19/1980	V317 P750		Acquired				
43	29.62			William & Helen Urban Wesly & Barbra Urban	Fee Simple			CWA1010 SAP-70		12/10/2019	1794156		Acquired				
44	39.896			Estate of Stanley A. Grochmal	Fee Simple	Airspace and Land Use Protection	CWA 1015	SAP-74		10/31/2022	1867454		Acquired				
45	76.147			Estate of Stanley A. Grochmal	Fee Simple	Airspace and Land Use Protection	CWA 1015	Sponsor		10/31/2022	1867455		Acquired				

REVISIONS

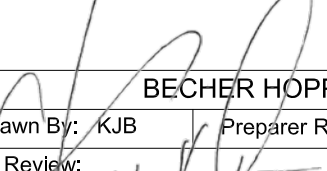
DATE	DESCRIPTION	BY	CHK

DATA SOURCES:
 Parcel Information is a compilation of deeds, surveys & information of record from county offices & the WisDOT/Bureau of Aeronautics. Basemap information, includes the PLSS, roadways & waterways is based on USGS Quadrangle maps & other information of record.

EXHIBIT 'A' MAP
 LAND TABLE
 CENTRAL WISCONSIN AIRPORT (CWA)
 MOSINEE, WISCONSIN

BECHER HOPPE ASSOCIATES, INC.

Drawn By: KJB Preparer Review By: RWW DATE: 1/16/2023

BOA Review:  Date: 2/13/2023 SHEET 3 OF 3



Agenda Item Summary

CENTRAL WISCONSIN AIRPORT

Airport Board Meeting Date: March 14, 2022

Agenda Item Title: #5) Review and Possible Action on Resolution Petitioning the Secretary of Transportation for Airport Improvement Aid

Staff Responsible: Mark Cihlar, Assistant Airport Director

Background: A petition for State and Federal Aid must be done before an airport can apply to receive funding for specified projects through the Wisconsin DOT – Bureau of Aeronautics (BOA). The projects included in this petition resolution are projects reasonably anticipated to start at the Central Wisconsin Airport within the next five years. See the proposed Resolution for the complete list of projects proposed.

The projects identified herein are a product of the airport's Capital Improvement Planning efforts and the current Terminal Area Master Plan.

A Public Hearing is scheduled at 5:00 PM on Monday, March 13, 2023, to give the public an opportunity to comment on the proposed projects. Feedback received at this meeting will be presented at the March 14, 2023, Joint Airport Board Meeting. If approved by the Joint Airport Board, the resolution will authorize the Airport Director and Assistant Airport Director to execute an Agency Agreement with the BOA for the listed projects.

Timeline: Projects included in the petition for state and federal aid could be initiated as needed over the next 5 years.

Financial Impact: This resolution does not commit the airport to any of the described projects. This is the first step in the grant application process for state and federal funding. Any construction projects chosen to proceed with would be approved, when appropriate, by the Joint Airport Board. The project would also need to be financially feasible.

Federally funded projects will typically cost CWA 5% of the total project cost. State only funded projects will usually cost CWA either 20% or 50% of the total project cost. The projects will be planned so CWA's cost can be paid by revenue generated at the airport, including Passenger Facility Charges when allowed.

Contributions to Airport Goals: This petition is in alignment with the airport's Capital Improvement Plan, Terminal Area Master Plan, and 2023 Airport Goal to Improve the Guest Experience. A properly constructed and maintained airport will served the communities of Central Wisconsin long into the future.

Recommended Action: Airport staff recommends approval of the petition resolution.

**RESOLUTION PETITIONING
THE SECRETARY OF TRANSPORTATION
FOR AIRPORT IMPROVEMENT AID
BY**

**Central Wisconsin Joint Airport Board
Marathon and Portage County, Wisconsin**

WHEREAS, the Marathon and Portage County, Wisconsin hereinafter referred to as the sponsor, being a municipal body corporate of the State of Wisconsin, is authorized by Wis. Stat. §114.11 (1973), to acquire, establish, construct, own, control, lease, equip, improve, maintain, and operate an airport, and

WHEREAS, the sponsor desires to develop or improve the Central Wisconsin Airport, Marathon County, Wisconsin,

"PETITION FOR AIRPORT PROJECT"

WHEREAS, the foregoing proposal for airport improvements has been referred to the city plan commission for its consideration and report prior to council action as required by Wis. Stat. §62.23(5) (1973), and

WHEREAS, airport users have been consulted in formulation of the improvements included in this resolution, and

WHEREAS, a public hearing was held prior to the adoption of this petition in accordance with Wis. Stat. §114.33(2) (1973) as amended, and a transcript of the hearing is transmitted with this petition, and

THEREFORE, BE IT RESOLVED, by the sponsor that a petition for federal and (or) state aid in the following form is hereby approved:

The petitioner, desiring to sponsor an airport development project with federal and state aid or state aid only, in accordance with the applicable state and federal laws, respectfully represents and states:

1. That the airport, which it is desired to develop, should generally conform to the requirements for a Primary Commercial Service type airport as defined by the Federal Aviation Administration.
2. The character, extent, and kind of improvements desired under the project are as follows:
 - a. *Rehabilitate the CWA Air Traffic Control Tower (ATCT) and Replace ATCT Equipment:* This element includes the replacement of non-standard ATCT equipment and infrastructure improvements and enhancements to the CWA ATCT. Replacement of unreliable equipment includes the ATIS, Voice Switch, Radios/Cables/Antennas, and light guns. Infrastructure improvements include new consoles, LED lighting, cab shades, new ESD carpet, lightning protection, restrooms, finishes, and any necessary related work. The development will enhance airfield safety by adding an ADS-B tracking system and improving radio communication between the tower and vehicles operating on the Movement Area, and
 - b. *Design and Construct Airport Wildlife Fence:* As identified in the Airport Wildlife Hazard Management Plan, replacement of the existing 8' fence with an FAA standard 10' fence with buried skirt is necessary to improve wildlife hazard management at CWA. This includes the replacement of all gates in the fence, stormwater culverts passing underneath the fence, perimeter road improvements, and any necessary related work, and
 - c. *Design and Construct New General Aviation (GA) Terminal Facility:* This element includes the replacement of the existing GA Arrivals and Departures facility with a new energy efficient building meeting ADA standards. The new facility will include space to accommodate pilots, crew, passengers, and Fixed Based Operator (FBO) ground operations personnel. This element includes utilities, site work, parking, and any incidental work items necessary to accomplish the task, and
 - d. *Sitework and Utilities for future General Aviation Development:* This element includes all necessary electrical and other utilities, earthwork, paving, drainage, and joint use facilities necessary to support GA development at CWA, and

- e. *Design and Construct GA transient hangar:* This element includes the design and construction of all necessary utilities, earthwork, pavement, drainage, facilities, and work necessary to accomplish the task, and
 - f. *Design and Construct or Rehabilitate Airport Owned T-hangars and Box Hangars:* This element includes the design and construction of all necessary utilities, earthwork, pavement, drainage, facilities, and work necessary to accomplish the task, and
 - g. *Design and Construct Airport ARFF/Operations, SRE Storage, and Maintenance Facility:* This element includes the design and construction of all necessary utilities, earthwork, pavement, drainage, facilities, and work necessary to accomplish the task, and
 - h. *Reseal Pavement Joints and Replace Pavement Markings:* This element includes all items as are necessary to effectively reseal and rehabilitate the pavement joints and pavement markings on airfield and roadway paving at CWA, and
 - i. *Pavement Repairs:* It will be necessary to rehabilitate and repair pavements at CWA. This will be ongoing and will include design and construction to include: Partial depth repairs, partial and full panel replacement, joint sealing, asphalt leveling, and sealcoating to maintain the airfield pavements in a safe and useful condition, and
 - j. *Airfield Pavements:* Construct, add to or reconstruct airfield pavements to accommodate aircraft and equipment movement as necessary to allow safe, efficient and economical movement of aircraft and equipment. This element includes ramps, taxiway connectors, parking areas, circulation, and deicing of commercial and GA aircraft, and all necessary related work, and
 - k. *Landside Pavements:* Construct, add to, reconstruct, or maintain landside pavements to accommodate vehicle and equipment movement as necessary to allow safe, efficient and economical movement of vehicles and equipment utilizing the airport, and all necessary related work, including drainage improvements, and
 - l. *Replace Airport Snow Removal Equipment:* Purchase new replacement snow removal and ice control equipment as may be necessary to ensure safe and efficient winter operations. Items in this element could include tow-behind runway brooms, snow blowers, friction measuring equipment, plows, plow trucks, and loaders, and
 - m. *Replace and Reconfigure Airport Rescue Fire Fighting Trucks:* Purchase one new replacement Airport Rescue Fire Fighting (ARFF) truck and replace foam system on existing ARFF trucks. This item includes any incidental work items necessary to meet FAA requirements for ARFF equipment, and
 - n. *Security Systems and Equipment:* This element includes IT systems, physical barriers, fences, vehicles, cameras, equipment, and all necessary related work to maintain security at CWA. This element may be necessary to meet specific state and federal regulations, or may be necessary to meet security needs specific to CWA, and
 - o. *Approach Protection:* clear and maintain runway approaches as stated in Wis. Admin. Code Trans §55.06(3) (1997); and any necessary related work.
3. That the airport project, which your petitioner desires to sponsor, is necessary for the following reasons: to meet the existing and future needs of the airport.

WHEREAS, it is recognized that the improvements petitioned for as listed will be funded individually or collectively as funds are available, with specific project costs to be approved as work is authorized, the proportionate cost of the airport development projects described above which are to be paid by the sponsor to the Secretary of the Wisconsin Department of Transportation (hereinafter referred to as the Secretary) to be held in trust for the purposes of the project; any unneeded and unspent balance after the project is completed is to be returned to the sponsor by the Secretary; the sponsor will make available any additional monies that may be found necessary, upon request of the Secretary, to complete the project as described above; the Secretary shall have the right to suspend or discontinue the project at any time additional monies are found to be necessary by the Secretary, and the sponsor does not provide the same; in the event the sponsor unilaterally terminates the project, all reasonable federal and state expenditures related to the project shall be paid by the sponsor; and

WHEREAS, the sponsor is required by Wis. Stat. §114.32(5) (1971) to designate the Secretary as its agent to accept, receive, receipt for and disburse any funds granted by the United States under the Federal Airport and Airway Improvement Act, and is authorized by law to designate the Secretary as its agent for other purposes.

"DESIGNATION OF SECRETARY OF TRANSPORTATION AS SPONSOR'S AGENT"

THEREFORE, BE IT RESOLVED, by the sponsor that the Secretary is hereby designated as its agent and is requested to agree to act as such in matters relating to the airport development project described above, and is hereby authorized as its agent to make all arrangements for the development and final acceptance of the completed project whether by contract, agreement, force account or otherwise; and particularly, to accept, receive receipt for and disburse federal monies or other monies, either public or private, for the acquisition, construction, improvement, maintenance and operation of the airport; and, to acquire property or interests in property by purchase, gift, lease, or eminent domain under Wis. Stat. §32.02 (1995); and, to supervise the work of any engineer, appraiser, negotiator, contractor or other person employed by the Secretary; and, to execute any assurances or other documents required or requested by any agency of the federal government and to comply with all federal and state laws, rules, and regulations relating to airport development projects.

FURTHER, the sponsor requests that the Secretary provide, per Wis. Stat. §114.33(8)(a) (1971), that the sponsor may acquire the required land or interests in land that the Secretary shall find necessary to complete the aforesaid project.

"AIRPORT OWNER ASSURANCES"

AND BE IT FURTHER RESOLVED that the sponsor agrees to maintain and operate the airport in accordance with certain conditions established in Wis. Admin. Code Trans §55.06(2) (1997), or in accordance with sponsor assurances enumerated in a federal grant agreement.

AND BE IT FURTHER RESOLVED THAT THE Airport Director and Assistant Airport Director be authorized to sign and execute the agency agreement authorized by this resolution.

RESOLUTION INTRODUCED BY:

_____ (TITLE)

_____ (TITLE)

CERTIFICATION

I, _____, Chair of the Central Wisconsin Joint Airport Board, Marathon and Portage Counties, Wisconsin, do hereby certify that the foregoing is a correct copy of a resolution introduced at a _____ meeting of the _____ on _____, 20____, adopted by a majority vote, and recorded in the minutes of said meeting.

Chair

**CENTRAL WISCONSIN AIRPORT STATISTICAL REPORT
SUMMARY - FEBRUARY 2022 - 2023**

08-Mar-23

	2022 MONTH	2023 MONTH	% CHGE. 22-23	2022 Y-T-D	2023 Y-T-D	% CHGE. 22-23
ACTUAL LANDINGS						
AMERICAN	53	51	-3.8%	115	109	-5.2%
UNITED	0	0	0.0%	3	0	-100.0%
DELTA	80	55	-31.3%	190	113	-40.5%
CHARTERS	2	1	-50.0%	3	3	0.0%
TOTAL OPERATIONS	270	214	-20.7%	622	450	-27.7%
ATCT OPERATIONS	1,037	897	-13.5%	1,972	1,453	-26.3%
AIRLINE CANCELLATIONS						
AMERICAN	4	4	0.0%	5	5	0.0%
UNITED	0	0	0.0%	0	0	0.0%
DELTA	0	4	100.0%	0	7	100.0%
TOTAL CANCELLATIONS	4	8	100.0%	5	12	140.0%
ENPLANED PASSENGERS						
AMERICAN	2,379	2,359	-0.8%	4,883	4,945	1.3%
UNITED	0	0	0.0%	133	0	-100.0%
DELTA	3,265	2,762	-15.4%	7,132	5,971	-16.3%
CHARTERS	268	76	-71.6%	389	308	-20.8%
TOTAL ENPLANED PASSENGERS	5,912	5,197	-12.1%	12,537	11,224	-10.5%
DEPLANED PASSENGERS						
AMERICAN	2,232	2,188	-2.0%	4,457	4,236	-5.0%
UNITED	0	0	0.0%	74	0	-100.0%
DELTA	3,135	2,707	-13.7%	6,613	5,581	-15.6%
CHARTERS	268	76	-71.6%	389	308	-20.8%
TOTAL DEPLANED PASSENGERS	5,635	4,971	-11.8%	11,533	10,125	-12.2%
AIR FREIGHT - AMERICAN	0	25	100.0%	0	25	100.0%
AIR FREIGHT - UNITED	0	0	0.0%	0	0	0.0%
AIR FREIGHT - DELTA	0	0	0.0%	0	0	0.0%
TOTAL AIRFREIGHT - AIRLINES	0	25	100.0%	0	25	100.0%
TOTAL AIRFREIGHT - GENERAL AVIATION	127,450	119,705	-6.1%	263,872	228,136	-13.5%
AIRLINES & GEN. AVIATION - AIR FREIGHT	127,450	119,730	-6.1%	263,872	228,161	-13.5%

LOAD FACTOR - CURRENT MONTH	SEATS	PAX	FACTOR
AMERICAN	2,550	2,359	92.5%
DELTA	4,097	2,762	67.4%

Central Wisconsin Airport – Flight Schedule

March 14, 2023



<u>Arrivals – Delta</u>				<u>Departures – Delta</u>			
4767	13:55	from MSP	CRJ	5175	06:54	to MSP	CRJ
5212	20:51	from MSP	CRJ	4767	14:40	to MSP	CRJ



<u>Arrivals – American Eagle</u>				<u>Departures – American Eagle</u>			
4018	14:11	from ORD	ERJ	4013	06:00	to ORD	ERJ
4020	20:27	from ORD	ERJ	4014	14:39	to ORD	ERJ

Upcoming Charter Schedule

Mar. 9 – Sun Country to Riverside in Laughlin
 Mar. 23 – Sun Country to Omaha – Wojo Charter
 Apr. 17 – Never Forgotten Honor Flight
 Apr. 24 – Sun Country to Riverside in Laughlin
 Apr. 27 – Sun Country to Laughlin – Wojo Charter
 May 15 – Never Forgotten Honor Flight

MSP = Minneapolis
 ORD = Chicago O’Hare

Total CWA Flights Daily = 4



Federal Airport Industry Policy Recommendations

The Wisconsin Airport Management Association represents almost 200 members and the state's 98 commercial and general aviation airports.

FAA Reauthorization

- FAA reauthorization legislation is a key priority for our airports and our state to ensure that we can plan for and build critical infrastructure projects that preserve and enhance aviation in the State of Wisconsin
- It is critical that Congress pass a meaningful FAA bill on time before the current reauthorization expires at the end of September. Delays cause unnecessary and harmful disruptions that greatly hinder planning and investment.

Pilot Shortage

- Increase federal student loan aid for pilot training.
- Raise or eliminate the minimum retirement age for pilots.
- Modernize the training requirements to comply with minimum flight time requirements.
- Extend and increase funding for Aviation Workforce Development Grants.

PFAS Firefighting Foam

- In collaboration with industry stakeholders, direct the FAA to develop a national transition plan to assist airports in moving to fluorine-free foams.
- Provide federal funds for an acquisition program for the new foam, waiving procurement requirements and making locally procured foam eligible for reimbursement; include funding for old foam disposal and PFAS remediation at airports.
- As the EPA continues to pursue plans to designate PFAS as hazardous materials, Congress should acknowledge the longstanding federal requirements of airports to use this firefighting foam by providing liability protection to airports, including CERCLA liability protection.

Airport Improvement Program (AIP)

- Increase the authorized funding levels to a minimum of \$4 billion annually.
- Extend AIP eligibility to all activities allowed under the PFC program, as in the bipartisan infrastructure law, and require that FAA adjust its programmatic funding priorities to consider the new eligibility.
- Authorize supplemental discretionary AIP funding and allow airports to use funds for more terminal projects and other PFC-eligible projects.
- Rebalance funding allocations by reducing the percentage of AIP entitlements to large hub and medium hub airports with \$4.50 PFC turn back to the program and then replenishing the Small Airports Fund with a commensurate amount of funding. The proposed formula change is contingent upon annual AIP funding of at least \$4 billion.
- Provide additional funding for small hub, non-hub, and General Aviation airports.

WAMA Policy Recommendations Continued

Airport Improvement Program (AIP)

- Remove the \$20 million cap on discretionary funds allowed in terminal projects at non-hubs and some small hub airports.
- Modernize GA entitlements by providing increased funding levels to airports with more activity (\$1 million for national airports, \$500,000 for commercial-service non-primary airports, \$500,000 for regional airports, \$250,000 for local airports, \$150,000 for basic airports, and \$0 for unclassified airports.) The proposed formula change is contingent upon annual AIP funding of at least \$4 billion.
- Require the FAA to distribute AIP funding as quickly as possible and with as much flexibility as possible, partly by allowing airports to report on their usage of the funds for eligible activities rather than directing airports on the agency's preferred use of the funds.
- Establish a pilot program for the FAA to begin accommodating alternative-delivery and advanced construction methods to expedite projects and reduce costs.
- Continue using Calendar Year 2019 enplanement figures (or current year figures, whichever is higher) to determine AIP entitlement apportionments for two additional years beyond Fiscal Year 2023.

Passenger Facility Charge (PFC)

- Eliminate the federal cap on local PFC user fees.
- Extend PFC eligibility to include any lawful capital cost of the airport.
- Eliminate PFC exemptions for non-revenue passengers.
- Eliminate PFC application requirements when airports use PFCs for local match on AIP-approved projects.
- Fully implement the PFC streamlining provision (Section 121) included in the FAA Reauthorization Act of 2018, which expands to all-size airports a streamlined process for imposing/using PFCs, as previously provided only to non-hub airports.

Bag Fees

- Include airline bag fees in the domestic passenger ticket tax that helps fund the Airport and Airway Trust Fund.

Small Community Air Service/ Workforce Development

- Modernize and maintain funding for the Essential Air Service Program.
- Enhance the Small Community Air Service Development Program:
 - Increase funding to at least \$20 million annually.
 - Allow communities to receive multiple grants for the same purpose.

Eliminate Aviation Gasoline Lead Emissions (EAGLE)

- Incentivize the development of new General Aviation Fuels to transition to lead-free avgas for piston-engine by the end of 2030.
- Oppose a premature ban of leaded avgas before a viable replacement is approved and available, as this would threaten the economic viability of most General Aviation airports.

FAA Contract Tower Program Background

- The FAA Contract Tower (FCT) Program enjoys strong bipartisan and bicameral support in Congress in recognition of the enhanced safety and improved air traffic control services these towers provide the FAA and aviation users.
- FAA contract towers account for approximately one-third of all tower operations in the U.S. Currently, 262 airports in 46 states participate in the program (253 in the fully funded program and nine in the cost-share program). **There are nine contract towers in Wisconsin – Central Wisconsin; Chippewa Valley; Appleton; Kenosha; Lacrosse; Janesville; Milwaukee Timmerman; Waukesha, and Oshkosh.**
- As a result of a 41-year successful government/industry partnership, the FCT Program:
 - 1) Enhances aviation safety at airports that otherwise would not have a tower.
 - 2) Provides approximately \$200 million annual savings to the FAA and taxpayers.
 - 3) Plays a key role in connecting rural airports and communities with the national air transportation system.
 - 4) Helps airports retain and develop commercial air service and general aviation.
 - 5) Promotes economic development and creates jobs.
 - 6) Provides significant support for military readiness/training, national security operations, disaster relief efforts, and law enforcement operations.
 - 7) Receives high marks from aviation users (pilots, airlines, FBOs, flight schools, and corporate flight departments).
- All federal contract controllers are FAA-certified and meet FAA training and operating standards. FAA manages and oversees all aspects of the FCT Program, including operating procedures, staffing plans, certification and medical tests of contract controllers, security, and facility evaluations.

FAA Contract Tower (FCT) Provisions for FAA Reauthorization

- Authorize funding for new and replacement FAA contract tower (FCT) projects for both FAA-owned FCTs and airport-owned FCTs. FAA identified \$440 million in FCT tower project needs in its most recent National Plan of Integrated Airport Systems (NPIAS). Recommend an annual authorization of \$90 million in the five-year FAA reauthorization bill.
- Develop creative, proactive, and collaborative FCT controller training programs with appropriate funding authorization.
- Fund workable/affordable TRDs; FDIOS; ATIS options at FCTs and ADS/B equipment where radar coverage is lacking.
- Require an FCT controller to have a minimum of two to three years of FCT service before FAA could hire the controller to work at an FAA-staffed tower.
- Exempt contract tower airports with more than 10,000 annual enplanements based on CY 2019 enplanement (definition of primary airports in the NPIAS) from cost-share payments. The 2018 FAA reauthorization bill included a provision to exempt cost-share payments for commercial service FCT airports with at least 25,000 annual implements. Of the 11 remaining cost-share FCTs, based on CY 2019 enplanements, changing the exemption from 25,000 to 10,000 enplanements would cover Marion, IL; Williamsport, PA and Hobbs, NM.
- Require the Department of Labor and FAA to work together to “modernize” wage determinations for FCT controllers.
- Direct FAA to create a seasonal FCT program for appropriate airports.
- Authorize continuation and expansion of the Digital Tower Program.