

CENTRAL WISCONSIN JOINT AIRPORT BOARD MEETING
Conference Room B – East Terminal Upper Level, Mosinee, Wisconsin
March 18, 2022, 8:00 a.m.

2020-2022 Board Members: Sara Guild, Chair- Marathon County, Dave Ladick, Vice-Chair - Portage County, Brent Jacobson - Marathon County, Ray Reser - Portage County, Chris Dickinson - 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 teleconference by calling 1-469-480-4192 and enter meeting number 586 086 871 followed by the # sign. The meeting will be open to calls five (5) minutes prior to the meeting start time listed above. If board members or members of the public attend the meeting in person, appropriate safety measures, including wearing a face mask and providing adequate social distancing, must be utilized by all in-person attendees.

- 1) Call to Order by Chair Guild at 8:00 a.m.
 - a) Pledge of Allegiance
- 2) Approval of Minutes of the February 18, 2022 Board Meeting
- 3) Public Comment Period: 15-minute time limit
- 4) Review and Possible Action on Planning and Environmental Consultant Selection
- 5) Review and Possible Action on Airport Operations Internship Program
- 6) Review and Possible Action on Permanent Utility Easement with WPS
- 7) Review and Possible Action on CWA Forest Management Plan
- 8) Staff Reports
 - a) Director Report
 - i) Air Service Development
 - ii) Statistics – February 2022
 - iii) Flight Schedule
 - iv) Legislative Update
 - b) Financial Reports
 - i) Revenues and Expenses – February 2022
 - ii) Budget Comparison
 - c) Operations and Project Reports
 - i) Update on Runway Shift Design and FAA Funding
 - ii) Update on Airport Operations
- 9) Adjournment
- 10) Next Scheduled Meeting Date: April 15, 2022 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 18, 2022 - 8:00 a.m.

| | | |
|----------------|---|--|
| Airport Board: | Sara Guild, Chair Lonnie Krogwold Brent Jacobson Chris Dickinson – Excused | Dave Ladick, Vice Chair Kurt Kluck Ray Reser – via phone |
| Staff: | Brian Grefe, Airport Director – via phone David Drozd, Finance | Mark Cihlar, Assistant Airport Director Julie Ulrick, Badging Coordinator |
| Visitors: | Karl Kemper, Becher Hoppe Hannah Borchert, News 7 | Caleb Mantik, Central Wisconsin Aviation |

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

Approval of Minutes: *Motion by Ladick, second by Krogwold to approve the minutes of the January 27, 2022 board meeting. Motion carried unanimously.*

Public Comment Period: None.

Review and Possible Action on Air Service Incentive Program Resolution:

CWA's Air Service Incentive Program is up for renewal, with no substantial changes needed. Air Service Incentive Programs are federally regulated and limit airports on what they may offer to attract a potential new air carrier or current air carrier route. Airports are allowed to provide marketing funds and fee waivers with the use of non-airline revenues. The program is available to all interested airlines, including airlines currently serving CWA. The program would go into effect on February 21, 2022 with a term of two years. ***Motion by Ladick, second by Jacobson to approve the CWA Air Service Incentive Program and corresponding Resolution R-01-22 as presented. Motion carried unanimously.***

Staff Reports:

Director Report – Brian Grefe:

Air Service Development – Grefe attended the meeting via telephone from the Routes America air service conference where he participated airline meetings with American Airlines, Sun Country and Breeze Airways. The meetings were informative and productive, with a common theme of airline operations being affected by staffing shortages on a national level. The shortages are limiting growth in the short term even when there is demand. Two low cost carriers are interested in and familiar with the CWA market and each of their business plans support smaller markets.

Statistics – January 2022 statistics show low cancelations and enplanements up 70.9% from last year. Load factors were high ranging from 70.3% to 88.7% and are expected to increase for February.

Flight Schedule – The current flight schedule shows five daily flights with three Delta and two American. No additional flights are projected in the near future due to staffing shortages. Charter activity has been strong and the FBO has been doing an excellent job ground handling the flights.

Legislative Update – The Senate passed a continuing resolution yesterday to extend federal funding through March 11th, buying time for approval of long term authorization.

Air Service Quarterly Performance Report-Q3 2021 – The quarterly performance monitor report shows overall passengers were up 7% with a 12% drop in fares. Nine out of the top 20 markets experienced double digit year over year increases. The recent travel survey sent out mirrors the report's top destinations chart. Air fare rates at CWA were inline with similar sized airports.

Financial Reports – David Drozd:

Revenues and Expenses – December pre-audit revenues ended at 108.8% of budget, with PFCs ending at 182.5% and CFCs ending at 80.0%. Pre-audit disbursements for December ended the year at 69.9% of budget. Final reports will be presented after the annual audit is complete. January revenues align with historical numbers at 5.4% of budget. Disbursements did well at 3.1% of budget with an easy winter season to date.

Budget Comparison – The budget comparison report shows a small increase in revenues and disbursements for the year.

2021 CARES Act Update – All \$3.8 million in CARES Act funding has been submitted for reimbursement, with several submitted items still pending. The grant will be closed out when the final reimbursements are processed. Funds were used for long term debt, payroll expenses and major operating expenses.

Operations & Project Reports – Mark Cihlar:

Update on Runway 17/35 NAVAIDs – The Runway 17/35 Navaid project is complete and flight check performed their day flight and will finish up with the night flight tonight. The ILS passed its check and crews are now testing the runway end lights, PAPI and MALSR lighting. The project will increase low visibility conditions back to a normal operating state of one half mile minimum visibility and a 200 foot ceiling. The overall impact of navaid equipment outage for the past year was minimal.

Update on Planning and Environmental Consultant Selection – A Request for Qualifications has been published for planning and environmental consultant services. Proposals and evaluations should be complete by next meeting. Board members interested in participating in the selection committee may do so. A committee recommendation will be presented to the full board for approval in March.

Update on Airport Operations – The vacant airside OMT II position remains unfilled with limited applicants to date. Staff are working with Marathon County Employee Resources to developing an airport operations intern program as another avenue to bring additional talent onboard. Several potential retirements are coming up in the next few years and all options for attracting employees will be looked at.

The main airfield generator failed its monthly test last week and staff was able to get parts in and get it back up and running. Options are being looked at to replace the generator, with limited success on funding. This is the first time the Cummins engine had major work done on it since it was installed.

A virtual FAA headquarters meeting has been scheduled for March 10th to discuss the runway shift project. Staff are looking to get full support as outlined and approved in the Airport Layout Plan. The airport engineering consultant will participate to address any technical questions during the meeting.

Adjournment: 8:55 a.m. Motion by Jacobson, second by Krogwold to adjourn. Motion carried unanimously.

Next Scheduled Meeting Date: Friday, March 18, 2022 at 8:00 a.m.

Julie Ulrick, Recording Secretary



Agenda Item Summary

CENTRAL WISCONSIN AIRPORT

Airport Board Meeting Date: March 18, 2022

Agenda Item Title: #4) Review and Possible Action on Planning and Environmental Consultant Selection

Board Member: Ray Reiser

Staff Responsible: Mark Cihlar, Assistant Airport Director

Background: The recently completed Airport Master Plan focused primarily on the airfield and the upcoming runway shift project. Although some effort went into planning for future landside facilities, it was not the focus of the planning project. Since the last Airport Master Plan, General Aviation (GA) development and use of the airport has grown exponentially, and the area identified for future GA development over the next 20 years has been almost completely developed in the last 4 years. Although the airport has plenty of land available for future development, none of these areas have utilities, nor are they properly identified for future development on the airport's Airport Layout Plan (ALP). Additionally, one of the FAA conditions of the ALP approval required further study of the GA apron to determine future AIP eligibility. Lastly, with the newly available Bipartisan Infrastructure Law (BIL) Funding, there is opportunity for CWA to improve its aging GA Arrivals and Departures facility and other landside facilities. All of these reasons suggest the need for the airport to take a close look at landside facilities through a Terminal Area Master Planning project.

This need to conduct a Terminal Area Master Plan, coupled with the emerging environmental issues challenging airports today, makes it an appropriate time for CWA to solicit an on-call Planning and Environmental Consultant for the airport. Airport staff began a consultant selection process for a Planning and Environmental consultant in January through a request for qualifications in accordance with FAA Advisory Circular 150/5100-14E. The attached Record of Selection outlines the process followed by staff for this competitive selection process, including the recommendation from the selection committee. If approved by the Board, this selection would lead to contract negotiations for a 5-year, on-call no-cost contract between the selected firm and the airport.

Timeline: This selection would enable final scoping and contract negotiations for planning and environmental contracts within the next few months. A Terminal Area Master Planning contract is anticipated in the near future and will be necessary for the airport to compete for available BIL funding.

Financial Impact: This selection has no immediate financial commitment. Task orders under this contract, or separate contracts through the Wisconsin Bureau of Aeronautics, with detailed scopes of work and negotiated fees presented to the board at future meetings. The Terminal Area Master Plan could be funded with PFC, AIP, or possibly BIL funding. Also, having an on-call Environmental Consultant will help the airport respond appropriately to environmental issues, including accidents, to minimize the airport's financial liability.

Contributions to Airport Goals: This selection supports the 2022 goal to Engage in Business Planning.

Recommended Action: The selection committee recommends approval of the shortlist of teams and the selection of the Mead & Hunt/Terracon team for On-Call Planning and Environmental Consulting Services.

Attachments: Record of Selection

Serving Wausau, Stevens Point and the Central Wisconsin Region



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**Record of Selection:
Central Wisconsin Airport
On-Call Airport Planning and Environmental Consultant Services**

Date: March 15, 2022

Contract Title: Airport Planning and Environmental Consultant Services - 2022

Location: Central Wisconsin Airport

Anticipated A.I.P. Grant: TBD

1. Central Wisconsin Airport (CWA) issued a Request for Qualifications (RFQ) for Airport Planning and Environmental Consultant Services on January 26, 2022. This RFQ was conducted in accordance with FAA Advisory Circular 150/5100-14E.
2. The RFQ was publicized in the Mosinee Times as well as the Marathon County work opportunities website.
3. On March 4, 2022, the deadline for submitting Statements of Qualifications (SOQ) for the RFQ, CWA received two SOQs from the following firms: Mead & Hunt/Terracon and Coffman Associates.
4. On March 8, 2022, a 4-member selection committee convened to review the three SOQs. The two SOQs were ranked according to the criteria identified in the RFQ. Both were competent and competitive proposals qualified to be shortlisted for ranking. The evaluation committee agreed that selection could be made based on written proposals alone without presentations from each firm. The following information briefly summarizes the evaluations of the two firms and the final shortlist ranking.
 - a. The Mead & Hunt/Terracon team complemented each other very well to meet the scope requirements for this RFQ. Mead & Hunt provides a strong team for planning, supported by former FAA personnel, support that has proven highly effective on past projects. Additionally, Mead & Hunt demonstrated a strong understanding of current and future planning needs at CWA. Terracon provides strong experience in dealing with environmental issues at airports, including emerging issues like PFAS.
 - b. The Coffman Associates Qualifications demonstrated strong national experience working at airports that would certainly be a benefit to CWA. Additionally, Coffman was teamed with four additional firms to meet all the scope requirements of the RFQ. The biggest thing lacking from the Coffman SOQ was any demonstration of an understanding of the current and unique needs at CWA. Although the necessary understanding would come with time, the SOQ hardly described the firms perspective and approach to the specific projects listed in the RFQ, and in the few areas it did, false assumptions were made.

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- c. The final scoring out of a maximum of 100 points, in accordance with the evaluation criteria in the RFP, of the two shortlisted respondents was:
- Mead & Hunt/Terracon – 96.75
 - Coffman Associates – 57.15
5. On March 18, 2022, the selection committee will recommend to the Central Wisconsin Joint Airport Board the selection of the Mead & Hunt/Terracon team for on-call Planning and Environmental Consultant services and contract negotiations for upcoming projects at the Central Wisconsin Airport.

A handwritten signature in black ink, appearing to read "Mark Cihlar", is written over a horizontal line.

Mark Cihlar
Assistant Airport Director



Agenda Item Summary

CENTRAL WISCONSIN AIRPORT

Airport Board Meeting Date: March 18, 2022

Agenda Item Title: #5) Review and Possible Action on Airport Operations Internship Program

Staff Responsible: Mark Cihlar, Assistant Airport Director

Background: As one strategy to address current and anticipated staffing shortages, CWA staff have begun working to develop an Airport Operations and Maintenance Internship program. The program is intended to provide training opportunities to a variety of student groups and recent graduates, as well as generate awareness and interest in airport career fields, with the end goal of expanding the pool of potential candidates when there are open positions at the airport.

Airport Staff have begun working with and have the support of Marathon County Employee Resources. Staff have also met with the Northcentral Technical College (NTC) Career Services & Youth Apprenticeship Manager to refine the concept and identify potential target groups who might be interested in the program.

The initial format of the internship program follows the current CWA Operations and Maintenance Technician 1, 2, & 3 position format with an Operations and Maintenance Intern 1 position structured for high school students, and an Operations and Maintenance Intern 2 position structured for college students and recent graduates. There is also potential for the internship program to fit into a current, or future Youth Apprenticeship program through the Wisconsin Department of Workforce Development.

Intern 1 positions are anticipated to be one year in duration with full-time work in the summers and part-time work during the school year. Intern 2 positions are anticipated to be full-time positions for up to one year, possibly less depending on a candidate's availability and flexibility. These and other details of the program, including pay and benefits, would be decided by staff in cooperation with Marathon County Employee Resources.

Timeline: If approved, staff will begin working immediately with Marathon County Employee Resources to create and post the positions in the next few weeks. Marketing of the program at career fairs would follow shortly after.

Financial Impact: The internship positions are anticipated to be paid positions. Intern 1 positions could have an annual cost of \$10k-\$20k, and Intern 2 positions could have an annual cost of \$10k-\$40k, depending on the duration and availability of the intern. These positions would be funded through the CWA Operations budget, which includes funding in 2022 for currently unfilled part-time and seasonal positions. Additionally, employee wages are eligible for CRRSAA & ARPA reimbursement.

Contributions to Airport Goals: This Internship Program supports the 2022 Goal to Retain Current and Attract New Employees.

Recommended Action: Airport Staff recommend approval for the creation of an Airport Operations and Maintenance Internship program, authorizing staff to continue developing the program with Marathon County Employee Resources and industry partners and hire up to two (2) Intern 1 and one (1) Intern 2 temporary employees in 2022.

Serving Wausau, Stevens Point and the Central Wisconsin Region

Central Wisconsin Airport
Position Description

| | | | |
|--------------------|---------------------------------------|--------------------|------------|
| Title: | Operation and Maintenance Intern I | Class Code: | TBD |
| Department: | Central Wisconsin Airport | FLSA: | non-exempt |
| Reports to: | Operations and Maintenance Supervisor | Date: | 3-18-2022 |

Purpose of Position

Operation and Maintenance Interns are temporary positions at the Central Wisconsin Airport that supplement the full-time Operations and Maintenance Technician staff while providing the Intern professional development opportunities in airport operations and maintenance. There are two levels of Operation and Maintenance Interns with increasing opportunities to develop the skills, knowledge, and abilities needed to become an Airside Operations and Maintenance Technician.

Operation and Maintenance Interns will assist in the airport's day to day regulatory compliance of all applicable federal, state, and local requirements; the overall maintenance of the airfield, buildings, and fleet; and delivering exceptional customer service.

Core Competencies to be Developed During Internship

By the end of the Internship, the individual will have gained practical experience in many of the following areas:

- Introduction to FAA and TSA regulatory compliance requirements through various documents and manuals, including but not limited to:
 - Airport Certification Manual
 - Snow and Ice Control Plan
 - Airport Security Program
 - Airport Rules and Regulations
- Airfield maintenance near and inside areas controlled by Air Traffic Control
- Airport parking systems
- Airside and Landside Snow Removal
- Basic vehicle and equipment maintenance
- Pavement maintenance and repairs
- Basic communication tools including Work Order system, email, and radios
- Providing exceptional customer service to a variety of airport stakeholders

Additional Tasks and Responsibilities may include:

- Assist in the development of Standard Operating Procedures
- Conduct security inspections and patrols as specified in the Airport Security Plan, Security Directives, or airport security protocols
- Perform landside and airside mowing; operate riding mowers, push mowers, and various trimmers
- Conduct landside snow removal; operate snow blowers, powered brooms, and shovels to effectively and safely remove snow and ice
- Perform airport custodial services including cleaning floors, windows and restrooms, emptying wastebaskets, and ensuring the clean appearance of the passenger terminal building
- Participate in airport team building exercises including Marathon County culture initiatives

Minimum Training and Experience Required to Perform Essential Job Functions (Before Hire)

Education/Formal Training and Experience:

- Positive attitude
- Ability to work as part of a productive and supportive team
- Ability to pass various background checks
- Current Driver's License
- Basic computer skills
- Must be at least 16 years old

Additional Certifications and Training Opportunities During Internship

- Basic Training (Available for all Interns)
 - First Aid/CPR/AED
- Advanced Training (At Supervisor's discretion)
 - Movement Area Driver Training
 - Incident Command System (ICS) training, level ICS-100, ICS-200

DRAFT

Central Wisconsin Airport
Position Description

| | | | |
|--------------------|---------------------------------------|--------------------|------------|
| Title: | Operation and Maintenance Intern II | Class Code: | TBD |
| Department: | Central Wisconsin Airport | FLSA: | non-exempt |
| Reports to: | Operations and Maintenance Supervisor | Date: | 3-18-2022 |

Purpose of Position

Operation and Maintenance Interns are temporary positions at the Central Wisconsin Airport that supplement the full-time Operations and Maintenance Technician staff while providing the Intern professional development opportunities in airport operation and maintenance. There are two levels of Operation and Maintenance Interns with increasing opportunities to develop the skills, knowledge, and abilities needed to become an Airside Operation and Maintenance Technician.

Operation and Maintenance Interns will assist in the airport's day to day regulatory compliance of all applicable federal, state, and local requirements; the overall maintenance of the airfield, buildings, and fleet; and delivering exceptional customer service.

Core Competencies to be Developed During Internship

By the end of the Internship, the individual will have gained practical experience in many of the following areas:

- Familiarization of regulatory compliance requirements through various documents and manuals, including but not limited to:
 - Airport Certification Manual
 - Airport Emergency Plan
 - Wildlife Hazard Management Plan
 - Snow and Ice Control Plan
 - Storm Water Management Plan
 - Spill Prevention Containment and Countermeasures
 - Airport Security Program
 - Security Directives
 - Airport Rules and Regulations
- Airport Rescue and Firefighting operational requirements and equipment inspections (will not become ARFF certified)
- Airport operational self-inspections (Part 139)
- Notices to Airmen
- Airport wildlife hazard mitigation
- Airfield maintenance near and inside of movement areas controlled by Air Traffic Control
- Inspection of construction areas for compliance with Construction Safety Phasing Plans
- Airside and Landside Snow Removal
- Airport parking systems
- Basic vehicle and equipment maintenance
- Pavement maintenance and repairs
- Building management services including electrical, HVAC, building automation, and plumbing service and repair
- Airfield electrical systems including runway and taxiway lighting
- Passenger boarding bridge service and maintenance
- Basic communication tools including Work Order system, email, and radios
- Providing exceptional customer service to a variety of airport stakeholders

Additional Tasks and Responsibilities may include:

- Assist in the development of Standard Operating Procedures
- Conduct security inspections and patrols as specified in the Airport Security Plan, Security Directives, or airport security protocols
- Perform landside and airside mowing; operate riding mowers, push mowers, and various trimmers
- Conduct non-movement area snow removal; operate snow blowers, powered brooms, plow trucks, and shovels to effectively and safely remove snow and ice
- Perform airport custodial services including cleaning floors, windows and restrooms, emptying wastebaskets, and ensuring the clean appearance of the passenger terminal building
- Participate in airport team building exercises including Marathon County culture initiatives

Minimum Training and Experience Required to Perform Essential Job Functions (Before Hire)

Education/Formal Training and Experience:

- Positive attitude
- Ability to work as part of a productive and supportive team
- Ability to pass various background checks
- Basic computer skills
- Current Driver's License
- Must be at least 18 years old

Additional Airport Certifications and Training Opportunities During Internship

- Basic Training (Available for all Interns)
 - First Aid/CPR/AED
 - Movement Area Driver Training
 - Incident Command System (ICS) training, level ICS-100, ICS-200
- Advanced Training (At Supervisor's discretion)
 - AAAE Basic Airport Safety and Operations Specialist (ASOS) training
 - ICS-300, NIMS 700, and NIMS 800



Agenda Item Summary

CENTRAL WISCONSIN AIRPORT

Airport Board Meeting Date: March 18, 2022

Agenda Item Title: #6) Review and Possible Action on Permanent Utility Easement with WPS

Staff Responsible: Mark Cihlar, Assistant Airport Director

Background: CWA has several utility easements on airport property. In July 2021, the Airport Board approved a permanent utility easement with Wisconsin Public Service (WPS) for extending utilities to serve the Odyssey Aviation hangar. That utility easement was approved by Marathon and Portage Counties with a temporary exhibit identifying the approximate location of the easement corridor. The final exhibit has not been completed and the easement has not yet been registered on the property deed.

WPS recently requested another permanent utility easement on the same parcel to extend utilities to the Productivity Advantage hangar. Instead of creating a new easement to be registered to the deed of the property, staff looked into the possibility of adding the additional corridor to the final exhibit of the approved 2021 easement. Marathon County Corporation Counsel supported this approach and agreed the change could be made under the current approval without further review from Marathon County.

Timeline: WPS will be able to install new utility services to the Productivity Advantage hangar once this revision is approved. This approval will allow for installation at least one month sooner than if a new easement were required to go to both counties.

Financial Impact: This easement has no financial impact to the airport.

Contributions to Airport Goals: This selection supports the 2022 goal to Engage in Business Planning.

Recommended Action: Airport staff recommends approval of the revised exhibit to be registered, when finalized, under the Permanent Utility Easement approved in 2021.

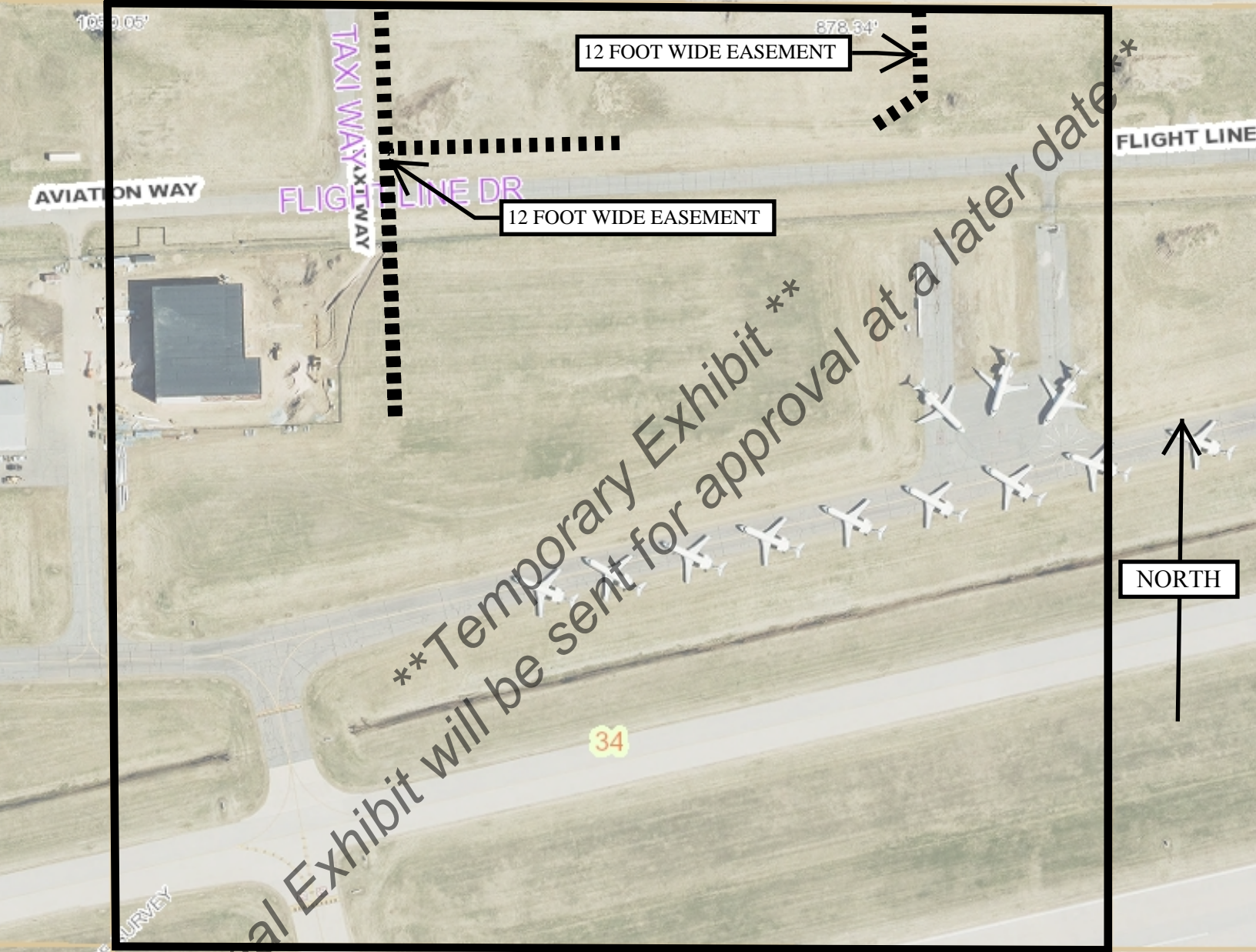
EXHIBIT "A"

NOT TO SCALE
FOR REFERENCE ONLY

GHWAY 153

PROJECT NO. 6600-02-21

STATE HIGHWAY 153





Agenda Item Summary

CENTRAL WISCONSIN AIRPORT

Airport Board Meeting Date: March 18, 2022

Agenda Item Title: #7) Review and Possible Action on CWA Forest Management Plan

Staff Responsible: Mark Cihlar, Assistant Airport Director

Background: In 2018, CWA staff worked with Valley View Forestry to develop a Forest Management plan for the airport to maintain and support the health of approximately 381 acres of forest lands. The plan was developed after consultation with the Marathon County Forester, who recommended hiring an independent Forester for this work. Staff presented the concept of a Forest Management plan and the revenue potential of timber sales to the Joint Airport Board in February of 2018 as a staff report, but formal action was never taken by the board.

In November of 2018, CWA staff completed the first timber sale under the Forest Management plan of approximately 154 acres through Valley View Forestry, in accordance with reverse procurement guidance from Marathon County Corporation Counsel. CWA staff are prepared to begin the second timber sale in the Forest Management plan, consisting of approximately 81 acres. Before doing so, staff is requesting formal support from the Joint Airport Board.

If supported by the Board, staff will continue working with an independent forester to maintain a Forest Management plan, conducting timber sales in accordance with the plan and Marathon County Procurement code. The Forest Management plan developed in 2018 is included in the packet as an example.

Timeline: Staff are prepared to conduct the next timber sale this spring. Future sales will be coordinated with an independent Forester.

Financial Impact: The first timber sale resulted in a net revenue to CWA of approximately \$30,000. Future sales would vary from that amount depending on the acreage, type of timer sale (i.e. clear cut, select cut, etc.), and timber prices at the time of sale. Revenues from a timber sale will be seen by the airport the following 2-3 years after the sale.

Contributions to Airport Goals: This selection supports the 2022 goal to Engage in Business Planning.

Recommended Action: CWA staff recommends approval of the Forest Management plan, and authorize the Airport Director to approve timber sales and keep the Forest Management plan updated for all CWA owned forest lands.

Stand P1 (3 acres)

56 year old Red Pine/White Spruce plantation with an average basal area of 177 sq. ft./acre and average stand diameter of 12 inches.

2018-Intermediate Thinning. Target residual basal area of 120 sq. ft./acre.

If harvesting from April 1-November 30, all stump cross-sections should be treated with an approved fungicide, to prevent the introduction of Heterobasidion (Annosum).

Stand 2 (15 acres)

40+ year old Aspen stand.

2018-Coppice Regeneration Harvest. Harvest all stems one inch and greater. Retain 3-5 healthy, longer-lived species per acre for aesthetics and wildlife.

Stand 3 (9 acres)

38 year old Red Maple pole-timber stand with scattered Aspen and White Pine in the over-story. Salvaging Aspen and White Pine will cause excessive damage to Red Maple. Current basal area is 68 sq. ft./acre.

2033-Intermediate Thinning. Target residual basal area of 80 sq. ft./acre.

Stand 4 (3 acres)

Northern Hardwood large sawtimber stand consists primarily of Sugar Maple, Red Oak, Basswood and White Ash. Average basal area is 135 square feet/acre with an average diameter of 18 inches.

2018-Conversion Harvest (Even-Aged to Uneven-Aged). Create canopy gaps or groups within 15-20% of the stand. Conduct an intermediate thinning for the remaining areas with a target residual basal area of 84 sq. ft./acre.

2033-Conversion Harvest (Even-Aged to Un-Even Aged)

Stand 5 (3 acres)

66 year old Black Ash small sawtimber stand with some areas succeeding to Red Maple. Current average basal area is 60 sq. ft./acre with an average diameter of 11 inches. Allow this stand to convert to Red Maple.

Stand 6 (20 acres)

61 year old White Pine large sawtimber stand with an average basal area of 132 sq. ft. and average diameter of 17 inches. Younger, pole-timber White Pine are located in the northern portion of this stand.

2027-Intermediate thinning. Assess stand at that time to determine target residual basal area.

Stand 7 (39 acres)

45+ year old Aspen stand with grass and alder understory.

Conduct a coppice regeneration harvest in **2018**. Harvest all stems one inch and greater. Retain 3-5 healthy, longer-lived species per acre for aesthetics and wildlife.

Stand 8 (6 acres)

49 year old Red Maple/Black Ash poletimber stand, with aspen clone on the north side. Current basal area is 105 sq. ft./acre with 9 inch diameter average.

2018-Coppice Regeneration Harvest (of Aspen). Expand aspen pocket by harvesting all trees within 2 tree-lengths from the edge of the aspen clone. Harvest all stems one inch and greater. Conduct an intermediate thinning in the remainder of the stand with a target residual basal are of 80 sq. ft./acre.

In **2033**, conduct an intermediate thinning.

Stand 9 (109 acres)

70+ year old Red Maple small sawtimber stand with an average basal area of 100 sq. ft./acre and an average stand diameter of 13." Several streams run through this stand and there are also 2 Hemlock Hardwood inclusions. The south end of the stand has areas of aspen and White Pine.

2018-Coppice Regeneration Harvest. Regenerate 1/3-1/2 of this stand. Harvest all stems one inch and greater. Retain 3-5 healthy, longer-lived species for aesthetics and wildlife.

Coppice Aspen inclusions in the southern portion of this stand.

2033-Coppice Regeneration Harvest. Regenerate the remainder of the stand.

Stand 10 (8 acres)

Northern Hardwood large sawtimber stand consists primarily of Sugar Maple, Red Oak, Basswood and White Ash. Average basal area is 134 square feet/acre with an average diameter of 20 inches.

2018- Coersion Harvest (Even-Aged to Uneven-Aged). Create canopy gaps or groups within 15-20% of the stand. Conduct an intermediate thinning for the remaining areas with a target residual basal area of 84 sq. ft./acre.

2033- Coersion Harvest (Even-Aged to Uneven-Aged).

Stand 11 (37 acres)

45+ year old Aspen stand.

2018-Coppice Regeneration Harvest. Harvest all stems one inch and greater. Retain 3-5 healthy, longer-lived species per acre for aesthetics and wildlife.

Stand 12 (9 acres)

51 year old Black Ash small sawtimber/pole-timber with an average basal area of 98 sq. ft./acre and an 8 inch average diameter. Aspen/Maple component on the north side and open grown White Pine on the west side.

2018-Coppice Regeneration Harvest. Convert areas containing Aspen by harvesting all stems one inch and greater.

2027-Intermediate Thinning (for the remainder of the stand). Target residual basal area of 80 sq. ft./acre.

Consider converting remainder of stand to a non-Ash cover-type at any time, due to presence of Emerald Ash Borer in Marathon County. This will involve cutting the entire area and site preparation, before planting.

Stand 13 (9 acres)

70+ year old Red Maple sawtimber stand with an average basal area of 113 sq. ft./acre with an average stand diameter of 13 inches. This stand is of better quality.

2018-Intermediate Thinning. Target residual basal area of 80 sq. ft./acre.

2033-Regeneration Harvest.

Stand 14 (11 acres)

45+ year old Aspen small sawtimber/White Birch pole-timber.

2018-Coppice Regeneration Harvest. Harvest all stems one inch and greater. Retain 3-5 healthy, longer-lived species for aesthetics and wildlife.

Stand 15 (11 acres)

70+ year old Red Maple sawtimber stand with an average basal area of 65 sq. ft./acre. For the most part, the maple is poor quality. Aspen component is located in the eastern portion of the stand.

2018-Coppice Regeneration Harvest. Harvest all stems one inch and greater. Retain scattered Red Oak.

Stand 16 (26 acres)

50 year old Black Ash small sawtimber with alder understory. Basal area is very low. Significant investment will be required to eliminate the alder and scattered ash in order to plant trees to this site.

Stand 17 (10 acres)

40 year old White Birch stand with alder understory.

2023-Shelterwood Harvest, Seeding Cut With Scarification. 40-60% target residual canopy cover, consisting of dominant/co-dominant vigorous trees that are evenly distributed. Harvest all other stems 1 inch and greater.

Scarification and alder control should be completed prior to the seeding cut. Evaluate 3-5 years after seeding cut to determine if adequate advanced regeneration is present to conduct an overstory removal.

Stand 18 (3 acres)

Scotch Pine plantation. Scotch Pine is a shorter-lived, non-native species that is prone to disease.

2018-Harvest all merchantable trees.

2020-Site Preparation

2021-Tree Planting

Stand 19 (35 Acres)

70+ year old Red Maple small sawtimber stand with scattered large White Pine. Average basal area of 83 sq. ft./acre and an average stand diameter of 12." A stream runs through the northern portion of this stand.

2018-Coppice Regeneration Harvest. Harvest all stems one inch and greater, except White Pine and Red Oak.

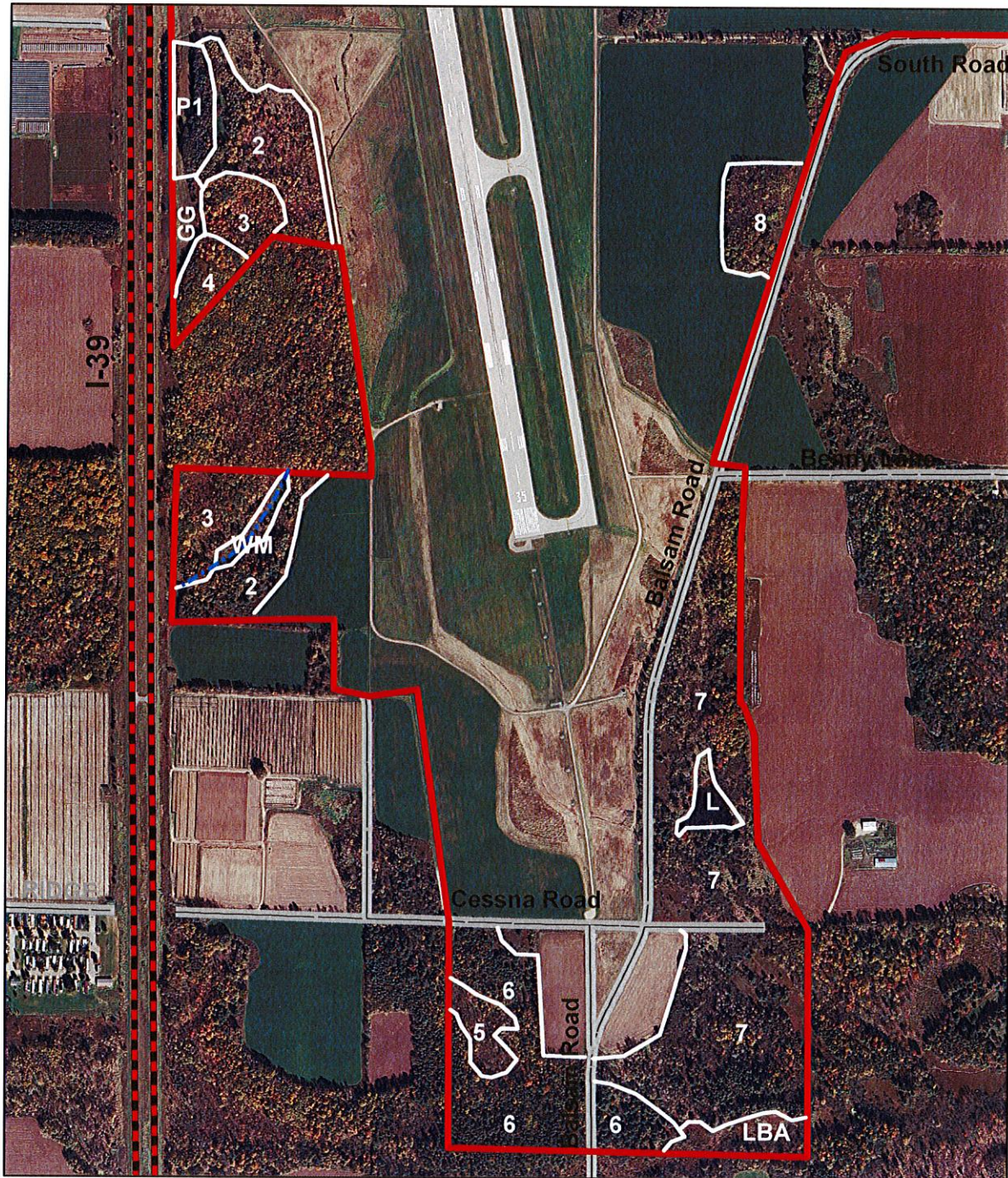
Stand 20 (15 Acres)

45+ year old Aspen stand.

2018-Coppice Regeneration Harvest. Harvest all stems one inch and greater. Retain 3-5 healthy, longer-lived species per acre for aesthetics and wildlife.

Central Wisconsin Airport: Forest Management

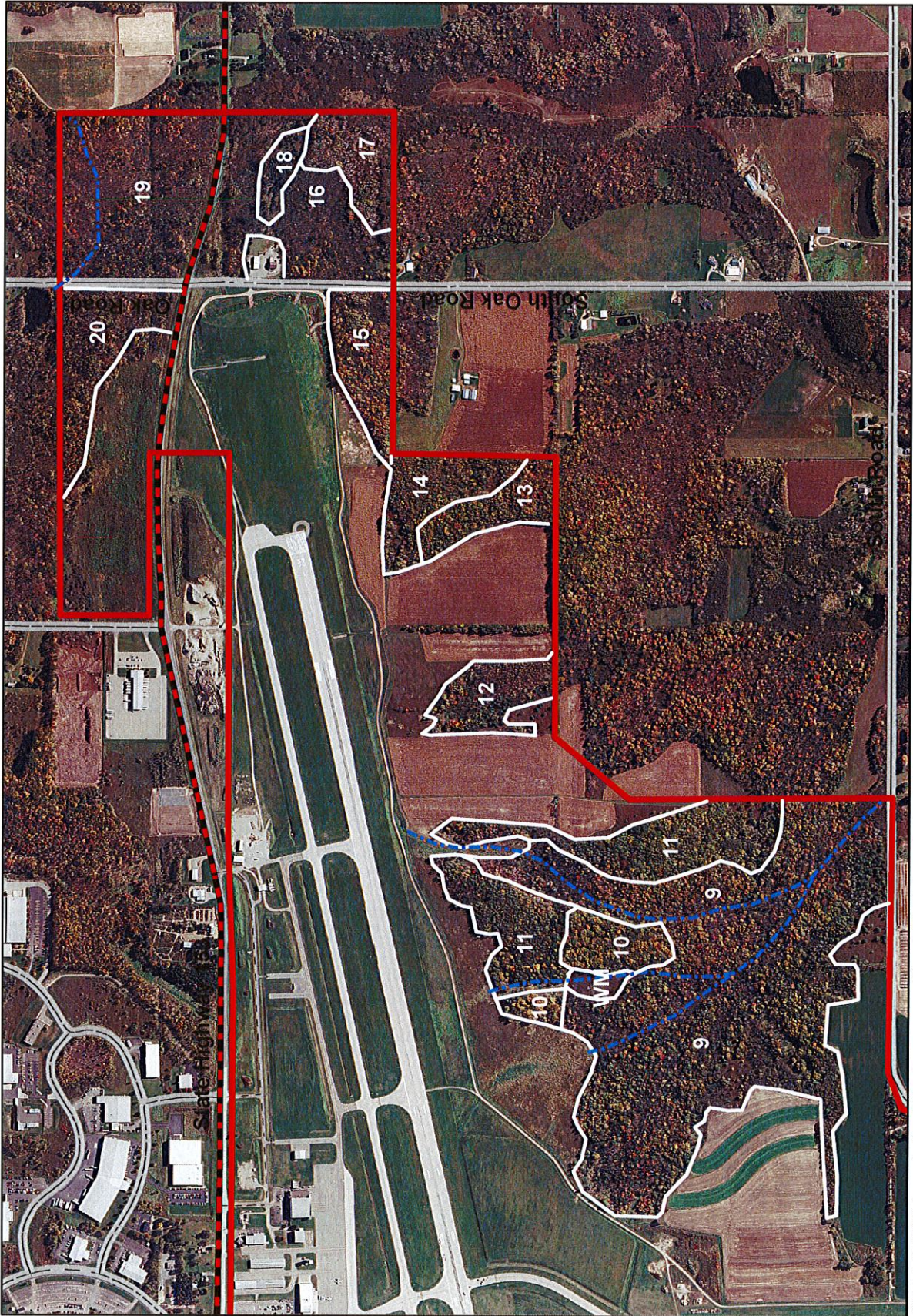
Sections 3, 4, & 10, T.26N.-R.7E.



- Stand P1 (3 acres): Red Pine/White Spruce
- Stand 2 (15 acres): Aspen
- Stand 3 (9 acres): Red Maple
- Stand 4 (3 acres): Northern Hardwoods
- Stand 5 (3 acres): Black Ash
- Stand 6 (20 acres): White Pine
- Stand 7 (39 acres): Aspen
- Stand 8 (6 acres): Red Maple
- GG: Grass
- WM: Wetland/Marsh
- LBA: Lowland Brush/Alder
- L: Lake



Central Wisconsin Airport: Forest Management Sections 26, 27, 33, 34, 35, T.27N.-R.7E.



- | | | | |
|---------------------------------------|--------------------------------|----------------------------------|-------------------|
| Stand 9 (109 Acres): Red Maple | Stand 13 (9 Acres): Red Maple | Stand 17 (10 Acres): White Birch | WM: Wetland/Marsh |
| Stand 10 (8 acres): Northern Hardwood | Stand 14 (11 acres): Aspen | Stand 18 (3 acres): Scotch Pine | |
| Stand 11 (37 acres): Aspen | Stand 15 (11 acres): Red Maple | Stand 19 (35 acres): Red Maple | |
| Stand 12 (9 acres): Black Ash | Stand 16 (26 acres): Black Ash | Stand 20 (15 acres): Aspen | |

**CENTRAL WISCONSIN AIRPORT STATISTICAL REPORT
SUMMARY - FEBRUARY 2021 - 2022**

15-Mar-22

| | 2021 MONTH | 2022 MONTH | % CHGE. 21-22 | 2021 Y-T-D | 2022 Y-T-D | % CHGE. 21-22 |
|---|---------------|---------------|------------------|---------------|---------------|------------------|
| ACTUAL LANDINGS | | | | | | |
| AMERICAN | 27 | 53 | 96.3% | 56 | 115 | 105.4% |
| UNITED | 33 | 0 | -100.0% | 84 | 3 | -96.4% |
| DELTA | 90 | 80 | -11.1% | 171 | 190 | 11.1% |
| CHARTERS | 1 | 2 | 100.0% | 1 | 3 | 200.0% |
| TOTAL OPERATIONS | 302 | 270 | -10.6% | 624 | 622 | -0.3% |
| ATCT OPERATIONS | 718 | 1,037 | 44.4% | 1,573 | 1,972 | 25.4% |
| AIRLINE CANCELLATIONS | | | | | | |
| AMERICAN | 2 | 4 | 100.0% | 4 | 5 | 25.0% |
| UNITED | 0 | 0 | 0.0% | 0 | 0 | 0.0% |
| DELTA | 0 | 0 | 0.0% | 0 | 0 | 0.0% |
| TOTAL CANCELLATIONS | 2 | 4 | 100.0% | 4 | 5 | 25.0% |
| ENPLANED PASSENGERS | | | | | | |
| AMERICAN | 1,018 | 2,379 | 133.7% | 2,057 | 4,883 | 137.4% |
| UNITED | 1,141 | 0 | -100.0% | 2,234 | 133 | -94.0% |
| DELTA | 1,721 | 3,265 | 89.7% | 3,465 | 7,132 | 105.8% |
| CHARTERS | 54 | 268 | 396.3% | 54 | 389 | 620.4% |
| TOTAL ENPLANED PASSENGERS | 3,934 | 5,912 | 50.3% | 7,810 | 12,537 | 60.5% |
| DEPLANED PASSENGERS | | | | | | |
| AMERICAN | 946 | 2,232 | 135.9% | 1,878 | 4,457 | 137.3% |
| UNITED | 978 | 0 | -100.0% | 1,996 | 74 | -96.3% |
| DELTA | 1,608 | 3,135 | 95.0% | 3,140 | 6,613 | 110.6% |
| CHARTERS | 54 | 268 | 396.3% | 54 | 389 | 620.4% |
| TOTAL DEPLANED PASSENGERS | 3,586 | 5,635 | 57.1% | 7,068 | 11,533 | 63.2% |
| AIR FREIGHT - AMERICAN | 0 | 0 | 0.0% | 0 | 0 | 0.0% |
| AIR FREIGHT - UNITED | 0 | 0 | 0.0% | 0 | 0 | 0.0% |
| AIR FREIGHT - DELTA | 2,690 | 0 | -100.0% | 6,063 | 0 | -100.0% |
| TOTAL AIRFREIGHT - AIRLINES | 2,690 | 0 | -100.0% | 6,063 | 0 | -100.0% |
| TOTAL AIRFREIGHT - GEN. AVIATION | 120,840 | 127,450 | 5.5% | 251,860 | 263,872 | 4.8% |
| AIRLINES & GEN. AVIATION - AIR FREIGHT | 123,530 | 127,450 | 3.2% | 257,923 | 263,872 | 2.3% |

| LOAD FACTOR-CURRENT MONTH | SEATS | PAX | FACTOR |
|----------------------------------|--------------|------------|---------------|
| AMERICAN | 2,650 | 2,379 | 89.8% |
| DELTA | 4,000 | 3,265 | 81.6% |

Central Wisconsin Airport – Flight Schedule

March 18, 2022



| <u>Arrivals – Delta</u> | | | | <u>Departures – Delta</u> | | | |
|-------------------------|-------|----------|-----|---------------------------|-------|--------|-----|
| 4720 | 13:50 | from MSP | CRJ | 5116 | 06:30 | to DTW | CRJ |
| 5099 | 19:45 | from MSP | CRJ | 5054 | 07:10 | to MSP | CRJ |
| 5263 | 21:21 | from DTW | CRJ | 5242 | 16:10 | to MSP | CRJ |



| <u>Arrivals – American Eagle</u> | | | | <u>Departures – American Eagle</u> | | | |
|----------------------------------|-------|----------|-----|------------------------------------|-------|--------|-----|
| 3709 | 13:58 | from ORD | ERJ | 3788 | 05:50 | to ORD | ERJ |
| 3541 | 21:36 | from ORD | ERJ | 3709 | 14:55 | to ORD | ERJ |

Upcoming Charter Schedule

March 23rd – Sun Country to Omaha – Wojo
 May 2nd – Sun Country to Laughlin
 May 2nd – Honor Flight
 June 6th – Honor Flight

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

Total CWA Flights Daily = 5

CWA Legislative Update – March 2022

DOT Issues Order Prohibiting SkyWest from Terminating Service to 29 EAS Communities

(Source: Airport Alert, AAAE)

March 11, 2022

The Department of Transportation issued an order March 11 prohibiting SkyWest from terminating Essential Air Service to 29 communities in 15 states. The move comes a day after the carrier notified the agency of its intent to terminate service to those communities in 90 days.

In the response, DOT indicated that it is prohibiting SkyWest from terminating EAS to all 29 communities and requiring the carrier to continue providing service until the agency finds a replacement carrier. The agency points out that SkyWest's plans would leave all communities without EAS, requiring the agency to issue a so-called "hold-in" order.

"SkyWest's proposed termination of service would cause all 29 communities to be left with no EAS at the conclusion of the 90-day hold-in period," the order states. "Therefore, the Department is required ... to prohibit SkyWest from terminating such service at the end of its 90-day notice period on June 8, 2022."

The order indicates that DOT "will require SkyWest to continue to maintain the level of service required under the relevant selection orders for additional 30-day periods until a replacement air carrier commences full EAS at the community." The agency also warns that it may take enforcement actions if the carrier fails to comply with its minimum service requirements.

The DOT order also requests proposals from carriers that may be interested "in providing EAS at any or all 29 communities, with subsidy support if necessary, for a new contract period beginning within 60 or 90 days after an air carrier selection order is issued." Whether other carriers will be interested in providing service to all of the communities on the SkyWest list remains to be seen.

SkyWest indicated that it would prefer to continue providing EAS to the 29 communities. However, the carrier informed DOT that the "pilot staffing challenges across the airline industry preclude us from doing so.

TSA Extending Mask Mandate for Another Month

(Source: TheHill.com, Alex Gangitano)

March 10, 2022

The Biden administration will extend the federal mask mandate for all transportation networks through April 18, one month after it is set to expire. The one-month extension is based off a recommendation from the Centers for Disease Control and Prevention (CDC), an administration official told The Hill.

"During that time, CDC will work with government agencies to help inform a revised policy framework for when, and under what circumstances, masks should be required in the public transportation corridor," the official said. "This revised framework will be based on the COVID-19 community levels, risk of new variants, national data, and the latest science."

The Transportation Security Administration's (TSA) mask mandate for travel on airplanes, in airports, on buses and on rail systems is currently set to expire on March 18.

The administration declared last week that wearing a mask indoors is no longer recommended in much of the U.S. as COVID-19 infection numbers have rapidly decreased in recent weeks after the omicron variant caused a winter surge.

The TSA mask mandate initially went into effect with an expiration date of May 2021 and TSA extended it a few times, most recently in December, before it was set to expire just after the new year.

Senate Passes FY22 Spending Package, Sending Measure to President

(Source: Airport Alert, AAAE)

March 10, 2022

After a long and tortuous process - and more than five months late - the Senate has just joined the House in approving a final fiscal year 2022 omnibus spending package that funds the federal government through September. The measure was approved in the Senate on a 68-31 bipartisan vote and is expected to be signed by the President.

The final FY22 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 (\$554 million); increased funding for the Contract Tower Program; and funding for the TSA LEO reimbursement program and TSA exit lane staffing.

With the passage of the FY22 omnibus spending measure, attention now turns to the FY23 funding cycle. We are awaiting the release of the Administration's budget request, which will formally kick off the process for the fiscal year that begins on October 1.

**CENTRAL WISCONSIN AIRPORT
REVENUE 2022**

15-Mar-22

| | BUDGET 2022 | MONTH OF FEBRUARY | YEAR TO DATE | % OF BUDGET |
|--------------------------|------------------------|------------------------------|-------------------------|------------------------|
| 5409-53 FUEL SALES | \$34,000 | \$0 | \$78 | 0.2% |
| 5410-53 FUEL FLOWAGE | \$55,000 | \$3,616 | \$8,615 | 15.7% |
| 5411-53 LANDING FEES | \$355,000 | \$21,956 | \$49,969 | 14.1% |
| 5418-53 RAMP CHARGES | \$55,000 | \$3,947 | \$9,294 | 16.9% |
| AIRFIELD | \$499,000 | \$29,519 | \$67,957 | 13.6% |
| 5422-56 UTILITIES | \$450 | \$0 | \$0 | 0.0% |
| CONTROL TOWER | \$450 | \$0 | \$0 | 0.0% |
| 5412-55 RENT | \$100,000 | \$12,634 | \$25,491 | 25.5% |
| 5422-55 UTILITIES | \$0 | \$0 | \$0 | 0.0% |
| HANGAR | \$100,000 | \$12,634 | \$25,491 | 25.5% |
| 5497-57 LABOR-CWA | \$1,000 | \$0 | \$0 | 0.0% |
| 5498-57 MATERIALS-CWA | \$200 | \$0 | \$0 | 0.0% |
| 5499-57 MISC-CWA | \$2,000 | \$0 | \$0 | 0.0% |
| MAINTENANCE SHOP | \$3,200 | \$0 | \$0 | 0.0% |
| 5412-54 RENT | \$30,000 | \$2,655 | \$5,310 | 17.7% |
| 5414-54 FARM LAND RENT | \$80,000 | \$0 | \$0 | 0.0% |
| 5417-54 HWY BILLBOARDS | \$9,800 | \$0 | \$0 | 0.0% |
| 5422-54 UTILITIES | \$0 | \$0 | \$0 | 0.0% |
| 5432-54 CORPORATE HANGAR | \$190,000 | \$8,052 | \$20,369 | 10.7% |
| NET LEASE | \$309,800 | \$10,707 | \$25,679 | 8.3% |
| 5440-51 PARKING | \$1,100,000 | \$68,360 | \$127,796 | 11.6% |
| 5412-52 RENT | \$1,270,000 | \$50,957 | \$102,670 | 8.1% |
| 5416-52 ADVERTISING | \$18,000 | \$0 | \$3,393 | 18.8% |
| 5422-52 UTILITIES | \$39,550 | \$2,695 | \$6,626 | 16.8% |
| 5431-52 SECURITY | \$5,000 | \$0 | \$0 | 0.0% |
| 5499-52 MISCELLANEOUS | \$23,000 | \$0 | \$3,145 | 13.7% |
| TERMINAL BUILDING | \$1,355,550 | \$53,652 | \$115,833 | 8.5% |
| TOTAL | \$3,368,000 | \$174,872 | \$362,755 | 10.8% |
| 1210 SALES TAX DISCOUNT | \$0 | \$0 | \$23 | |
| 8110 INTEREST ON INVEST | \$15,000 | \$0 | \$0 | |
| 8310 SALE FIXED ASSETS | \$72,000 | \$0 | \$0 | |
| 8350 INS RECOV | \$0 | \$0 | \$0 | |
| 8400 OTHER MISC REV | \$0 | \$0 | \$0 | |
| 8413 WORKERS COMP REIMB | \$0 | \$0 | \$0 | |
| GRAND TOTAL | \$3,455,000 | \$174,872 | \$362,778 | 10.5% |

| | | | | |
|---------------------------------------|------------------|-----------------|-----------------|--------------|
| 5419-53 PASSENGER FAC. CHGS. | \$200,000 | \$23,391 | \$49,463 | 24.7% |
| 8110 PFC INTEREST | \$2,500 | \$0 | \$0 | 0.0% |
| TOTAL PASSENGER FACILITY CHGS. | \$202,500 | \$23,391 | \$49,463 | 24.4% |
| 5420-52 CFC CAR RENTAL FEES | \$210,200 | \$3,848 | \$3,848 | 1.8% |

**CENTRAL WISCONSIN AIRPORT
DISBURSEMENTS - FEBRUARY 2022**

| | 2022 BUDGET | THIS MONTH | 2022 YTD | YTD % of BUDGET |
|--------------------------------|------------------------|-----------------------|---------------------|----------------------------|
| PERSONAL SERVICES | | | | |
| SALARIES | \$408,162.00 | \$36,256.60 | \$62,229.40 | 15.2% |
| WAGES | \$783,409.00 | \$52,635.59 | \$103,746.72 | 13.2% |
| EMPLOYEE BENEFITS | \$14,500.00 | \$1,080.00 | \$2,064.95 | 14.2% |
| EMPLOYER CONTRIBUTIONS | \$471,935.00 | \$32,477.51 | \$78,758.41 | 16.7% |
| SUB TOTAL | \$1,678,006.00 | \$122,449.70 | \$246,799.48 | 14.7% |
| CONTRACTUAL SERVICES | | | | |
| PROFESSIONAL SERVICES | \$216,500.00 | \$11,466.45 | \$13,911.88 | 6.4% |
| UTILITY SERVICES | \$257,000.00 | \$30,416.36 | \$32,991.93 | 12.8% |
| REPAIR-MAINT/STREETS | \$10,000.00 | \$887.54 | \$887.54 | 8.9% |
| REPAIR-MAINT EQUIP/BUILDINGS | \$95,000.00 | \$2,597.25 | \$3,942.31 | 4.1% |
| CONTRACTUAL SERVICES | \$190,000.00 | \$5,284.99 | \$12,227.81 | 6.4% |
| SUB TOTAL | \$768,500.00 | \$50,652.59 | \$63,961.47 | 8.3% |
| SUPPLIES & EXPENSES | | | | |
| OFFICE SUPPLIES | \$8,000.00 | \$319.12 | \$613.60 | 7.7% |
| ADVERTISING/MEMBERSHIP/DUES | \$96,100.00 | \$786.91 | \$2,649.91 | 2.8% |
| TRAVEL | \$21,100.00 | \$0.00 | \$1,740.53 | 8.2% |
| OPERATING SUPPLIES | \$223,000.00 | \$7,703.38 | \$8,338.39 | 3.7% |
| REPAIR/MAINT SUPPLIES/GASOLINE | \$171,000.00 | \$2,909.84 | \$8,981.90 | 5.3% |
| CONSUMABLE TOOLS/SUPPLIES | \$6,000.00 | \$77.26 | \$247.90 | 4.1% |
| SUB TOTAL | \$525,200.00 | \$11,796.51 | \$22,572.23 | 4.3% |
| BUILDING MATERIALS | | | | |
| METAL PRODUCTS | \$2,500.00 | \$0.00 | \$0.00 | 0.0% |
| WOOD PRODUCTS | \$500.00 | \$0.00 | \$0.00 | 0.0% |
| RAW MATERIALS/RWY PAINT | \$20,000.00 | \$0.00 | \$0.00 | 0.0% |
| ELECT FIXTURES/RWY SIGNS | \$5,000.00 | \$0.00 | \$0.00 | 0.0% |
| ASPHALT/ASPHALT FILLER | \$40,000.00 | \$0.00 | \$0.00 | 0.0% |
| SUB TOTAL | \$68,000.00 | \$0.00 | \$0.00 | 0.0% |
| FIXED CHARGES | | | | |
| INSURANCE/OTHER LOSSES | \$93,794.00 | \$0.00 | \$22,877.00 | 24.4% |
| CAPITAL OUTLAY | | | | |
| CAPITAL EQUIPMENT | \$466,500.00 | \$16,896.24 | \$16,896.24 | 3.6% |
| CAPITAL IMPROVEMENTS | \$1,700,000.00 | \$0.00 | \$0.00 | 0.0% |
| SUB TOTAL | \$2,166,500.00 | \$16,896.24 | \$16,896.24 | 0.8% |
| TOTALS | \$5,300,000.00 | \$201,795.04 | \$373,106.42 | 7.0% |

2021-2022 CWA Budget Summary YTD - February

| | <u>February YTD - 2022</u> | <u>February YTD - 2021</u> | <u>% CHANGE</u> |
|-----------------------------|----------------------------|----------------------------|-----------------|
| Airfield | \$67,957 | \$50,591 | |
| Control Tower | \$0 | \$0 | |
| Hangar | \$25,491 | \$13,777 | |
| Maintenance Shop | \$0 | \$0 | |
| Net Lease | \$25,679 | \$21,207 | |
| Parking | \$127,796 | \$72,695 | |
| Terminal Area | \$115,833 | \$169,991 | |
| Misc. | \$23 | \$13 | |
| Total Revenues | \$362,779 | \$328,274 | 10.51% |
| Personal Services | \$246,799 | \$247,030 | |
| Contractual Services | \$63,961 | \$56,689 | |
| Supplies and Expense | \$22,572 | \$50,367 | |
| Building Materials | \$0 | \$148 | |
| Fixed Charges-Insurance | \$22,877 | \$21,800 | |
| Capital Outlay | \$16,896 | \$34,701 | |
| Total Expenses | \$373,106 | \$410,735 | -9.16% |
| Revenue over Expense | -\$10,327 | -\$82,461 | |