

CENTRAL WISCONSIN JOINT AIRPORT BOARD MEETING
Conference Room B – East Terminal Upper Level, Mosinee, Wisconsin
January 15, 2021, 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.*

Due to the COVID-19 pandemic, 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 715-693-2147 and dialing extension 3000 when the voice menu system begins. The conference line 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 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 December 18, 2020 Board Meeting
- 3) Public Comment Period: 15-minute time limit
- 4) Review and Possible Action on AIP Projects Resolution
- 5) Staff Reports
 - a) Director Report
 - i) Ascension WI Spirit Medical Transport Update
 - ii) Marketing Update
 - iii) Legislative Update
 - iv) Statistics – December 2020 Preliminary
 - v) Flight Schedule
 - b) Financial Reports
 - i) Revenues and Expenses – December 2020 Preliminary
 - c) Operations and Project Reports
 - i) Winter Operations Update
 - ii) Taxilane E and Flightline Drive Reconstruction Project
- 6) Discussion and Possible Action on Annual Performance Appraisal of Airport Director, Brian Grefe
 - a) MOTION TO GO INTO CLOSED SESSION (Roll Call Vote Suggested), pursuant to Wis. Stats. §19.85(1)(c).
For purpose of considering employment, promotion, compensation or performance evaluation data of any public employee over which the governmental body has jurisdiction or exercises responsibility, to wit: Annual Performance Appraisal for Airport Director, Brian Grefe.
- 7) MOTION TO RETURN TO OPEN SESSION (No roll call vote needed)
- 8) Discussion and Possible Action and/or Announcements from Closed Session Item

9) Adjournment

10) Next Meeting Date: February 19, 2021 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

December 18, 2020 - 8:00 a.m.

Airport Board:	Sara Guild, Chair Lonnie Krogwold Brent Jacobson Chris Dickinson	Dave Ladick, Vice Chair Kurt Kluck – via phone Ray Reser – via phone
Staff:	Brian Grefe, Airport Director David Drozd, Finance	Mark Cihlar, Assistant Airport Director Julie Ulrick, Badging Coordinator
Visitors:	Randy Van Natta, Becher Hoppe	Karl Kemper, Becher Hoppe

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

Approval of Minutes: *Motion by Krogwold, second by Dickinson to approve the minutes of the November 20, 2020 board meeting. Motion carried unanimously.*

Public Comment Period: None.

Review and Possible Action on Reimbursable Agreement for Runway 17/35 Construction Project Navigational Aids:

The purpose of this agreement between the FAA and the Central Wisconsin Airport/WisDOT BOA is to provide FAA engineering design review support to facilitate the project to reconstruct Runway 17/35. This Agreement will include technical planning support, engineering design reviews and limited construction oversight associated with the following NAVAID facilities: Runway 17 Precision Approach Path Indicators (PAPI), Runway 17 Runway End Identifier Lights (REIL Runway 35 Localizer (LOC), Runway 35 Glide Slope (GS), Runway 35 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR), Runway 35 Precision Approach Path Indicators (PAPI). This NAVAID work is outside the scope of the larger Runway 17/35 project. The agreement is in draft form and the final agreement is currently being circulated through the FAA for approvals.

The current financial impact is estimated at \$178,774.66 and the amount will be amended to include construction services in the spring of 2021 and local engineering fees. The full amount proposed will be funded with airport funds until an FAA Airport Improvement Program (AIP) grant is issued for the combined NAVAID project – design and construction services. At that time the entire project is anticipated to be funded at 90% FAA, 5% State, 5% CWA/PFC funds. *Motion by Ladick, second by Jacobson to approve the reimbursable agreement for Runway 17/35 construction project navigational aids as presented. Motion carried unanimously.*

Review and Possible Action on Taxilane E Design Contract:

To accommodate two new proposed general aviation hangar development projects at the airport in 2021, there is a need to build or reconstruct certain common use assets in accordance with the Airport Layout Plan. Specifically, Taxilane E and the airport owned road known as “Flightline Drive” have both reached end of useful life and need to be reconstructed in order to serve the new development in this area. Flightline Drive also serves as the primary access road for all air freight operations and numerous other tenants, including Ascension Spirit Medical Transport, Endeavor Air, the Air Traffic Control Tower, and all T-hangar tenants. This design effort is planned to be bid out in early 2021 and would be completed in the winter and spring months of 2021. Construction is anticipated to begin in early summer of 2021 and be completed by fall of 2021 before either hangar is occupied. The cost of design is \$134,086.39 and was negotiated in good faith. Preliminary estimates place the total project cost to be under \$1.8 million, which would be eligible for state and federal aid. *Motion by Dickinson, second by Reser to approve the*

design contract with Becher Hoppe for Taxilane E and Flightline Drive in the amount of \$134,086.39. Motion carried unanimously.

Review and Possible Action on Marketing Selection and Contract:

Initial interviews were conducted with the five highest ranked marketing firms that submitted proposals and two firms ranked at the top: Vendi out of LaCrosse, WI and Advance Aviation from up-state NY. Advance Aviation has a specific interest in aviation and exceptional target marketing capabilities. Vendi's strengths lie in their outstanding creative department. Second interviews were requested with both firms. Vendi is more of a local firm and the graphic and video content from their creative department is very impressive. Advance Aviation has done extensive work on aviation related datamining, including research related specifically to travel during the pandemic. The Selection Committee agreed that marketing efforts in 2021 should be promoted to individuals that intend to travel rather than general marketing area wide. The marketing firm selected was Advance Aviation for their target marketing capabilities. The 2021 marketing goal will be to identify the catchment area, identify people that have intentions of traveling or already are traveling, and only market to people we can make conversions out of to reduce leakage. Developed concepts and campaigns will be brought to the board for approval. ***Motion by Krogwald, second by Jacobson to approve moving forward with Advance Aviation for a one-year period and a marketing budget of \$50,000 for 2021. Motion carried unanimously.***

Staff Reports:

Director Report – Brian Grefe:

Legislative Update – On December 14, 2020, a bipartisan group of lawmakers released details and bill language on a \$908 billion coronavirus relief package that includes \$4 billion for airports and concessionaires and \$17 billion to airlines to continue the Payroll Support Program through March. The move comes as lawmakers are trying to find a way to provide COVID-19 relief before Congress adjourns for the year. The package is similar to the CARES Act, but will take into consideration amounts disbursed from the CARES Act that appeared skewed and does include concessionaire relief. A letter of support to include airlines, airports and concessionaires in the next package was sent to state representatives and senators the beginning of December.

Statistics – The November 2020 statistical report has somewhat leveled off since last month and is bearing slightly better than the national average, however, a recent spike in COVID cases has reduced passenger numbers nationwide. Enplanements at CWA are down 62.5% on the month and down 59.5% on the year. Load factors ranged from 39.3% to 66.2%.

Flight Schedule – The flight schedule is at five daily flights with no upcoming charters. United has their second flight returning in January, but it is tentative at this point.

Financial Reports – David Drozd:

Revenues and Expenses – Revenues for November end the month at 66.5% with fuel sales and fuel flowage fees down with fewer flights. Leases are doing well with the new agricultural leases and the addition of the Spirit hangar. Parking remains slow and ends at 38.1% of budget. Positive comments from passengers have been received on the new weekly discounted parking rate. CFCs end at 57.1% and will be insufficient to cover the debt service payment, but the balance will be subsidized with CARES Act funds. Auditors will be asked for direction on how best to handle CARES Act funds and transfers.

Disbursements – Disbursements for November end the month at 72.2% of budget. Operating supply expenses that were incurred due to the pandemic qualify for reimbursement under the Roads to Recovery Act. An approximate \$4,200 has been submitted for reimbursement.

Budget comparison – CARES Act funds are not included in report.

Operations & Project Reports – Brian Grefe:

Winter Operations Update – Maintenance staff has been taking advantage of the lack of early winter snow. With little ground cover, obstructions are being removed in wetland areas to prevent overgrowth of vegetation to protect

airspace. Six on-call snow operators are now on staff, which will greatly improve landside snow removal operations and enhance the customer experience.

FBO Roof Update – The FBO roof repairs have been made and the last outstanding item for the project is gutter installation.

The next regular session of the board is scheduled for January 15, 2021 at 8:00 a.m.

The closed session agenda item for the Airport Director’s annual review has been removed from the agenda due to an improper description on the posting.

8:52 a.m. Motion by Ladick, second by Dickinson to adjourn. Motion carried unanimously.

Julie Ulrick, Recording Secretary



Agenda Item Summary

Airport Board Meeting Date: January 15, 2021

Agenda Item Title: #4) Review and Possible Action on AIP Projects Resolution

Staff Responsible: Mark Cihlar, Assistant Airport Director

Background: CWA recently completed a Master Plan and Airport Layout Plan update for future airfield development at CWA. Two specific areas of focus during study were the runway decoupling and General Aviation (GA) development. The timing is right for CWA to pursue these development areas in 2021. Additionally, there is work for the runway 17/35 Navigational Aids (NAVAIDs) that needs to be completed in 2021 while that runway is under construction. CWA staff have been working diligently with the FAA and the Wisconsin State Bureau of Aeronautics (BOA) on a plan to accomplish all of this work under the Airport Improvement Program (AIP). The projects contemplated are as follows.

Taxilane E and Flightline Drive (Design and Construction)

In December of 2020, the Central Wisconsin Joint Airport Board approved a design contract to improve Taxilane E and Flightline Drive to accommodate two potential new hangars that are anticipated to break ground in 2021. Both of these pavements are at the end of their useful life. Taxilane E and Flightline Drive were built in 1990 and 1993 respectively, and are some of the worst pavement on airport property. Construction of this project will coincide with the construction of the hangar so as not to negatively affect our new corporate tenants. The projects are planned to be complete before the hangars are ready for occupancy.

Runway 17/35 Navigational Aids (Design and Construction)

In spring of 2021, construction crews will begin the reconstruction of runway 17/35. Certain changes to the runway profile that were required to meet current FAA standards resulted in additional work affecting the elevations of FAA owned NAVAIDs serving this runway. Design of the NAVAIDs was approved by the Joint Airport Board in December 2020. The design and construction of this project will be facilitated through an FAA Reimbursable Agreement, and funded through the Airport Improvement Program (AIP).

Runway Decoupling and Runway 8/26 Navigational Aids (Design and Construction)

This project includes shifting runway 8/26 445 feet east, removing pavement on the west end, and separating the two runways. This will extend the overall length to 7,723 feet. This shift in runway will require the following additional work to be completed at or around the same time: extend Taxiway C east and shift it north, add new connecting taxiways and remove one existing taxiway connector, and replace the runway and taxiway lights and signs with high efficiency LED lights and signs. Additionally, this work will require the relocation of all FAA owned NAVAIDs. This project will result in new runway approach lights for the runway 8 approach. The existing approach lights have been out of service since 2015. The design and construction of the NAVAIDs will be facilitated through an FAA Reimbursable Agreement, and funded by the Airport Improvement Program (AIP).

Timeline: Design and Construction of these projects are shown on the attached document, "CWA Upcoming Projects". This is a planning timeline created from conversations with the FAA and State of Wisconsin. Dates could change based on available funding over the next two years. This is an aggressive schedule, but will result in the lowest cost for all involved parties.

Serving Wausau, Stevens Point and the Central Wisconsin Region

Financial Impact: These are budgeted project expenses. The 2021 CWA budget contains \$1,370,000.00 for Runway Decoupling-Design and Engineering, Flightline Drive/Taxilane E Reconstruction, and General Aviation Development. Much of this budget will be reimbursed to the airport when the grants are received from the FAA and State. All of the proposed projects are anticipated to be funded 90% by the FAA, 5% by the State, and 5% locally with Passenger Facility Charges and/or local airport funds. All of the construction contracts will be publically advertised and bid out. All engineering and design fees will be evaluated with an “independent fee estimate” process by an independent 3rd party. Historically, competitive bidding has resulted in lower project costs than budgetary estimates.

Contributions to Airport Goals: These projects are in alignment with the 2020 Goal to “Improve Aviation Services at CWA” and the 2018 goal of “Develop Business Opportunities”. The completion of these projects at the Central Wisconsin Airport will help to ensure the standards and infrastructure needs of the airport are met for decades into the future. These projects will fulfill FAA Safety initiatives and will be built in accordance with the Joint Airport Board approved Airport Master Plan and Airport Layout Plan.

Recommended Action: Airport staff recommends approval of Resolution No. R-1-21, approving projects under the Airport Improvement Program.

Attachments: Resolution No. R-01-21, CWA Upcoming Projects Timeline, Overview Plan 2021-2022 Improvements

RESOLUTION No. R-01-21
APPROVING PROJECTS UNDER THE
AIRPORT IMPROVEMENT PROGRAM
BY

Central Wisconsin Joint Airport Board

WHEREAS, Marathon County and Portage County, Wisconsin hereinafter referred to as the Joint Airport Board, each 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 Joint Airport Board desires to develop or improve the Central Wisconsin Airport (CWA), Marathon County, Wisconsin, and

WHEREAS, the Joint Airport Board approved the petition for state and federal funds for the following airport projects in 2020, and

WHEREAS, the State of Wisconsin Bureau of Aeronautics determined the following projects eligible for state and/or federal funds, and

WHEREAS, the following projects are necessary to meet the existing and future needs of the airport, and

WHEREAS, the following projects have been or will be procured by airport staff in accordance with the procurement code of Marathon County, and

THEREFORE, BE IT RESOLVED, by the Joint Airport Board that the following projects are hereby approved contingent on local, state, and federal funding:

1. Design and Reconstruction/Rehabilitation of Taxiway E and Flightline Drive Pavements – AIP 3-55-0052-55 (Anticipated)
 - a. Includes new LED airfield lighting/signage for entire project area.
 - b. Funding for design contract approved by Airport Board in December 2020
2. Runway 17/35 Navigational Aids – AIP 3-55-0052-56 (Anticipated)
 - a. Includes design and construction of FAA owned NAVAIDs on Runway 17/35
 - b. Work to be completed during the reconstruction of Runway 17/35 (AIP-54) in 2021
3. Design and Construct Runway Decoupling – AIP 3-55-0052-57 (Anticipated)
 - a. Includes shifting runway 8/26 to the east, extending Taxiway C east and shifting it north, and adding associated connecting taxiways. Work also includes removing some existing pavement.
 - b. Includes new LED airfield lighting/signage for the entire project area
4. Runway 8/26 Navigational Aids – AIP 3-55-0052-58 (Anticipated)
 - a. Includes design and construction of FAA owned NAVAIDs on Runway 8/26

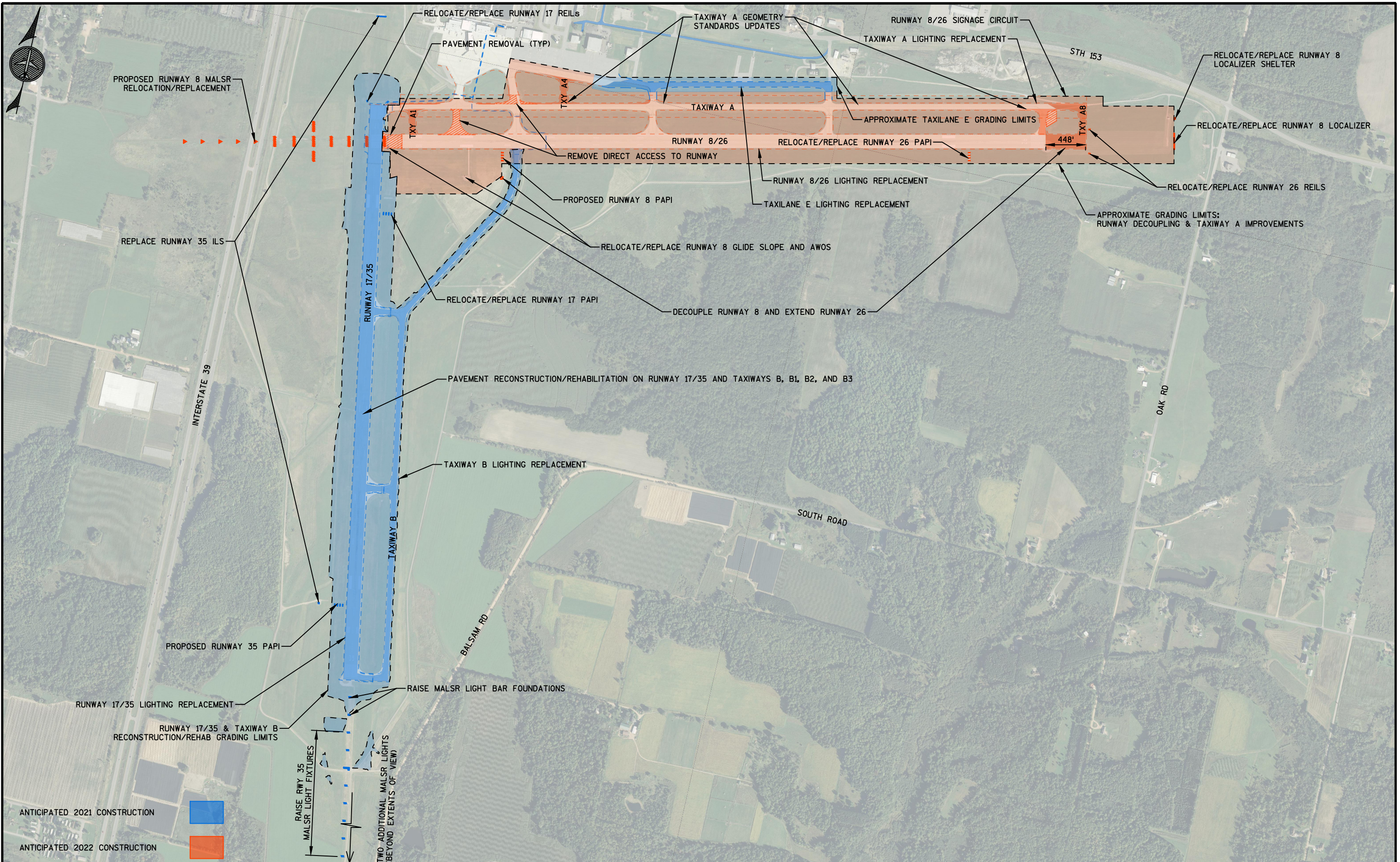
DATED this 15th day of January, 2021

Airport Board Chair

CWA Upcoming Projects



LAYOUT: 1.15
 PLOT TIME: 11/13/2020 1:55 PM
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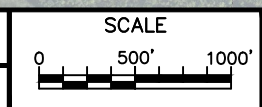


ANTICIPATED 2021 CONSTRUCTION ■
 ANTICIPATED 2022 CONSTRUCTION ■

RAISE RWY 35 MALS LIGHT FIXTURES
 TWO ADDITIONAL MALS LIGHTS (BEYOND EXTENTS OF VIEW)

BECHER HOPPE
 330 N. 4th Street
 Wausau, WI 54403 • 715.845.8000
 becherhoppe.com

DRAWN BY: JDM CHECKED BY: KRK	PROJECT NO: 2018.039
DATE: NOV 2020	REV. DATES:



CENTRAL WISCONSIN AIRPORT

OVERVIEW PLAN
 2021-2022 IMPROVEMENTS

SHEET
 1.15

CWA Legislative Update – January 2021

FAA Announces New Airport Coronavirus Response Grant Program

(Source: AAEE Airport Alert)

December 31, 2020

This afternoon the Federal Aviation Administration (FAA) announced the establishment of the “Airport Coronavirus Response Grant Program” to distribute the \$2 billion in funds that Congress approved as part of the Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA). As airports are aware, CRRSAA was signed into law late Sunday evening and the agency is now working to quickly distribute the funding to eligible airports and concessionaires at those airports to assist the industry with preventing, preparing for, and responding to the ongoing public health emergency. Additional details on how the funding will be distributed can be found in our previous Airport Alert.

As part of the announcement today, FAA provided the following statement: “The FAA intends to implement this program quickly to support the economic recovery of the national airport system. The FAA will provide further updates over the coming days and will release allocation amounts under each formula when they are finalized.” The agency also created a new website for the grant program and indicated that any questions can be directed to CARESAirports@faa.gov, the same address FAA has used for CARES Act grant funding questions.

Lawmakers Release Details on COVID-19 Relief Deal; Plan Restores \$2 Billion for Airports

(Source: AAEE Airport Alert)

December 21, 2020

After plans to eliminate proposed coronavirus relief funding for airports surfaced on Friday, Congressional leaders today unveiled the final details on a \$900 billion coronavirus relief package that includes \$2 billion for airports and concessionaires. Lawmakers plan to add the relief package to a \$1.4 trillion omnibus appropriations bill and clear both before leaving town for the holidays. We will have details of the omnibus funding measure out separately as soon as possible.

Airport Funding Initially Zeroed Out: Based on reports we began receiving from Capitol Hill on Friday, negotiators were planning to completely eliminate funding for airports and ratchet back money for the airlines, transit, and busses. The plan was an attempt to provide funding for highways and state DOTs while keeping the “top-line” funding level for transportation at \$45 billion. If adopted, that plan would have rejected a bipartisan and bicameral proposal to provide more funding for airports.

Some – But Not All – Airport Funding Restored: Airports around the country quickly responded and successfully urged lawmakers to restore some funding for airports. Based on our discussions with key Congressional offices over the weekend, lawmakers received an enormous amount of input and feedback from airports. That outreach convinced lawmakers to restore at least some of the proposed funding for airports that had been on the cutting room floor.

After the ups and downs in the past three days, the final package includes \$2 billion for airports and concessionaires. That’s far less than what we were urging lawmakers to include in the coronavirus relief package. But it is \$2 billion more than was on the table less than three days ago. House Democrats and

the incoming Biden Administration intend to push another stimulus package early next year that could potentially open the door for additional airport funding.

Transportation: In addition to the funding for airports and concessionaires, the final coronavirus relief package includes \$15 billion to extend the Payroll Support Program for the airlines -- \$2 billion less than the bipartisan and bicameral plan proposed. It also contains another \$1 billion for airline contractors that wasn't included in the initial framework.

Outside of aviation, the final agreement includes \$10 billion for highways and state DOTs -- \$2 billion less than the plan that was circulating on Friday. But negotiators also agreed to decrease funding for buses by \$6 billion and transit by \$1 billion in order to help pay for the highway initiative without raising the overall transportation number. Amtrak funding remained steady at \$1 billion.

Aviation Provisions In Final Coronavirus Relief Package

Airports

Overall Funding: The bill includes \$2 billion to help airports prevent, prepare for, and respond to coronavirus.

Commercial Service Airports: Of the \$2 billion, \$1.75 billion would be reserved for commercial service and certain cargo airports. Airports would be allowed to use funds for "costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the threat of pathogens at the airport, and debt service payments."

Funds would be distributed based on a modified AIP apportionment run. The cargo set-aside would remain intact, and there would be no maximum grant amount or PFC turnback. It would preserve doubled entitlements and retain the \$1 million minimum entitlement for smaller primary airports. Remaining funds -- to the extent there are any -- would be distributed based on enplanements.

General Aviation Airports: The bill includes up to \$45 million for nonprimary commercial service and general aviation airports. Of that amount, \$5 million would be divided equally among nonprimary airports that participate in the contract tower program to cover lawful expenses to support operations.

Concessionaires: The measure provides \$200 million to primary airports based on enplanements "to provide relief from rents and minimum annual guarantees to on-airport car rental, on-airport parking, and in-terminal airport concessions." Airports would be required to provide relief from the date of enactment until the sponsor has provided an amount equal to the grant amount "to the extent practicable and to the extent permissible under state laws, local laws, and applicable trust indentures." The measure calls for airports to provide relief "to each eligible airport concession in an amount that reflects each eligible airport concession's proportional share of the total amount of the rent and minimum annual guarantees of all the eligible airport concessions at such airport."

The bill requires airports to "prioritize relief from rent and minimum annual guarantees to minority-owned business." Only airport concessionaires that have certified they have not received a "second draw or assistance for a covered loan" under the Payroll Protection Program that has been applied toward rent or MAGs is eligible for relief. Additionally, concessionaires that received airport assistance

are prohibited from applying for a covered PPP loan for rent or MAG costs. Airports would be allowed to keep up to two percent of these funds to administer the relief.

Federal Share: Like the CARES Act, grants under this new proposal would not require a local match.

Eligibility: Any airport that received more than four years of operating expenses under the CARES Act would be ineligible for these funds.

Workforce Retention: The bill requires all airports except for nonhub or nonprimary airports that receive funding to "continue to employ, through February 15, 2021, at least 90 percent of the number of individuals employed (after making adjustments for retirements or voluntary employee separations) by the airport as of March 27, 2020."

Similar to the CARES Act, the workforce retention requirement may be waived by the Secretary of Transportation if a determination is made that the airport is "experiencing economic hardship as a direct result of the requirement, or the requirement reduces aviation safety or security."

Small Community Programs

Small Community Air Service Development: The bill includes a proposal from Senator Jeanne Shaheen (D-NH) that would provide an additional \$5 million for a revised Small Community Air Service Development Program. The new initiative would focus on helping small communities that have had air service reduced or eliminated during the pandemic. Her proposal calls for an expedited application and review process and would eliminate the strings and restrictions attached to the traditional program.

Essential Air Service: The FY21 omnibus appropriations bill includes an additional \$23.3 million for the Essential Air Service and Rural Improvement Fund to offset the loss in revenue from mandatory overflight fees during the pandemic. This is the same amount that lawmakers included in the bipartisan and bicameral coronavirus relief package.

Miscellaneous Airport Provisions

AIR Act: The FY21 omnibus appropriations bill includes the AIR Act – a AAAE-backed bill that would ensure that airports aren't unfairly penalized because of the dramatic decline in passengers and operations during the pandemic. The bipartisan measure was introduced by Senator Deb Fisher (R-NE) and Senate Aviation Subcommittee Ranking Member Krysten Sinema (D-AZ).

AIP Apportionments: The AIR Act would allow AIP apportionments in Fiscal Years 2022 and 2023 to be based on higher passenger numbers in Calendar Years 2018 or 2019 – whichever is higher – rather than Calendar Years 2020 or 2021.

Contract Towers: The bill would also protect airports that participate in the Contract Tower Program. The last FAA reauthorization bill included a welcome provision that eliminated the benefit-cost analysis (BCA) requirement for airports that participate in the program unless they have more than a 25 percent decrease in operations in a single year.

Because of the precipitous decline in operations this year, many airports that participate in the Contract Tower Program could be subject to a BCA because of an unforeseen global pandemic. The AIR Act would

temporarily suspend the BCA requirement and ensure that airports are not required to come up with scarce local funds to participate in this critical safety program.

Airlines

Payroll Support Program: The bill includes \$15 billion to extend the Payroll Support Program for the airlines -- \$2 billion less than the bipartisan and bicameral plan proposed. The final package also added another \$1 billion for airline contractors.

Minimum Air Service Guarantees: Like the CARES Act, the bill would authorize DOT to “require, to the extent reasonable and practicable, an air carrier provided financial assistance under this subchapter to maintain scheduled air transportation, as the Secretary of Transportation determines necessary, to ensure services to any point served by that air carrier before March 1, 2020.”

The bill imposes other requirements on DOT when the agency implements the minimum air service guarantees. For instance, it would require DOT to “take into consideration the air transportation needs of small and remote communities, the need to maintain well-functioning health care supply chains, including medical devices and supplies, and pharmaceutical supply chains.”

Sense of Congress: It includes “Sense of Congress” language proposed by Senator Shaheen that would require DOT to consider “the number of airports and communities have lost air service as a result of consolidated operations by covered air carriers, as permitted by the Department of Transportation, including smaller airports that are located near larger airports.” The provision is aimed at DOT’s decision under the CARES Act to require carriers to provide service to “points” rather than individual airports.

**CENTRAL WISCONSIN AIRPORT STATISTICAL REPORT
SUMMARY - DECEMBER 2019 - 2020**

12-Jan-21

	2019 MONTH	2020 MONTH	% CHGE. 19-20	2019 Y-T-D	2020 Y-T-D	% CHGE. 19-20
ACTUAL LANDINGS						
AMERICAN	77	29	-62.3%	942	569	-39.6%
UNITED	85	32	-62.4%	954	583	-38.9%
DELTA	106	86	-18.9%	1,580	963	-39.1%
CHARTERS	1	0	-100.0%	25	9	-64.0%
TOTAL OPERATIONS	538	294	-45.4%	7,002	4,248	-39.3%
ATCT OPERATIONS	1,147	956	-16.7%	13,725	11,884	-13.4%
AIRLINE CANCELLATIONS						
AMERICAN	4	1	-75.0%	55	33	-40.0%
UNITED	1	0	-100.0%	27	2	-92.6%
DELTA	2	3	50.0%	19	38	100.0%
TOTAL CANCELLATIONS	7	4	-42.9%	101	73	-27.7%
ENPLANED PASSENGERS						
AMERICAN	3,041	1,023	-66.4%	37,927	18,385	-51.5%
UNITED	3,101	1,036	-66.6%	35,437	15,269	-56.9%
DELTA	4,499	1,869	-58.5%	64,534	22,191	-65.6%
CHARTERS	142	0	-100.0%	3,477	937	-73.1%
TOTAL ENPLANED PASSENGERS	10,783	3,928	-63.6%	141,375	56,782	-59.8%
DEPLANED PASSENGERS						
AMERICAN	2,883	1,062	-63.2%	34,697	16,709	-51.8%
UNITED	3,315	1,049	-68.4%	35,486	15,294	-56.9%
DELTA	4,475	1,877	-58.1%	64,145	22,184	-65.4%
CHARTERS	142	0	-100.0%	3,477	937	-73.1%
TOTAL DEPLANED PASSENGERS	10,815	3,988	-63.1%	137,805	55,124	-60.0%
AIR FREIGHT - AIRLINES						
AIR FREIGHT - AMERICAN	250	45	-82.0%	3,642	413	-88.7%
AIR FREIGHT - UNITED	0	0	0.0%	0	0	0.0%
AIR FREIGHT - DELTA	2,427	1,619	-33.3%	32,441	24,051	-25.9%
TOTAL AIR FREIGHT - AIRLINES	2,677	1,664	-37.8%	36,083	24,464	-32.2%
TOTAL AIR FREIGHT -GENERAL AVIATION	175,658	182,777	4.1%	1,729,271	1,695,396	-2.0%
AIRLINES & GEN AVIATION-AIR FREIGHT	178,335	184,441	3.4%	1,765,354	1,719,860	-2.6%

LOAD FACTOR-CURRENT MONTH	SEATS	PAX	FACTOR
AMERICAN	1,450	1,023	70.6%
UNITED	1,600	1,036	64.8%
DELTA	4,300	1,869	43.5%

Central Wisconsin Airport – Flight Schedule January 15, 2021



<u>Arrivals – Delta</u>				<u>Departures – Delta</u>			
5167	16:16	from MSP	CRJ	4965	06:00	to MSP	CRJ
4828	19:52	from DTW	CRJ	5068	07:00	to DTW	CRJ
4953	21:05	from MSP	CRJ	5167	17:15	to MSP	CRJ



<u>Arrivals – United Airlines</u>				<u>Departures – United Airlines</u>			
3814	15:10	from ORD	CRJ	3829	06:30	to ORD	CRJ
3737	19:00	from ORD	CRJ	3791	08:30	to ORD	CRJ



<u>Arrivals – American Eagle</u>				<u>Departures – American Eagle</u>			
3548	20:40	from ORD	ERJ	3788	06:00	to ORD	ERJ

Upcoming Charter Schedule

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

Total CWA Flights Daily = 6

**CENTRAL WISCONSIN AIRPORT
REVENUE 2020
PRELIMINARY**

12-Jan-21

	BUDGET 2020	MONTH OF DECEMBER	YEAR TO DATE	% OF BUDGET
5409-53 FUEL SALES	\$42,000	\$3,802	\$31,423	74.8%
5410-53 FUEL FLOWAGE	\$60,000	\$8,117	\$37,714	62.9%
5411-53 LANDING FEES	\$385,000	\$27,895	\$282,597	73.4%
5418-53 RAMP CHARGES	\$62,000	\$5,093	\$129,187	208.4%
AIRFIELD	\$549,000	\$44,907	\$480,922	87.6%
5422-56 UTILITIES	\$450	\$451	\$451	100.1%
CONTROL TOWER	\$450	\$451	\$451	100.1%
5412-55 RENT	\$105,000	\$7,177	\$92,454	88.1%
5422-55 UTILITIES	\$4,550	\$0	\$1,697	37.3%
HANGAR	\$109,550	\$7,177	\$94,151	85.9%
5497-57 LABOR-CWA	\$1,000	\$0	\$1,000	100.0%
5498-57 MATERIALS-CWA	\$1,000	\$0	\$0	0.0%
5499-57 MISC-CWA	\$5,000	\$0	\$1,928	38.6%
MAINTENANCE SHOP	\$7,000	\$0	\$2,928	41.8%
5412-54 RENT	\$50,000	\$2,655	\$42,473	84.9%
5414-54 FARM LAND RENT	\$84,000	\$0	\$89,487	106.5%
5417-54 HWY BILLBOARDS	\$6,500	\$0	\$9,545	146.9%
5422-54 UTILITIES	\$6,000	\$0	\$261	4.4%
5432-54 CORPORATE HANGAR	\$76,000	\$8,156	\$107,526	141.5%
NET LEASE	\$222,500	\$10,811	\$249,292	112.0%
5440-51 PARKING	\$1,370,000	\$36,196	\$558,263	40.7%
5412-52 RENT	\$1,240,000	\$79,374	\$945,272	76.2%
5416-52 ADVERTISING	\$25,000	\$825	\$19,417	77.7%
5422-52 UTILITIES	\$39,000	\$3,062	\$41,407	106.2%
5431-52 SECURITY	\$5,500	\$0	\$4,682	85.1%
5499-52 MISCELLANEOUS	\$15,000	\$3,195	\$30,028	200.2%
TERMINAL BUILDING	\$1,324,500	\$86,456	\$1,040,805	78.6%
TOTAL	\$3,583,000	\$185,997	\$2,426,812	67.7%
1210 SALES TAX DISCOUNT	\$0	\$0	\$178	
8110 INTEREST ON INVEST	\$15,000	\$0	\$56,682	
8310 SALE FIXED ASSETS	\$15,000	\$0	\$39,580	
8350 INS RECOV	\$0	\$0	\$0	
8400 OTHER MISC REV	\$0	\$215	\$66,988	
8413 WORKERS COMP REIMB	\$0	\$0	\$0	
GRAND TOTAL	\$3,613,000	\$186,212	\$2,590,241	71.7%

5419-53 PASSENGER FAC. CHGS.	\$550,000	\$17,717	\$301,371	54.8%
8110 PFC INTEREST	\$5,000	\$0	\$5,523	110.5%
TOTAL PASSENGER FACILITY CHGS.	\$555,000	\$17,717	\$306,894	55.3%
5420-52 CFC CAR RENTAL FEES	\$208,800	\$11,932	\$119,196	57.1%

CENTRAL WISCONSIN AIRPORT
DISBURSEMENTS - DECEMBER 2020
PRELIMINARY

	2020 BUDGET	THIS MONTH	2020 YTD	YTD % of BUDGET
PERSONAL SERVICES				
SALARIES	\$386,256.00	\$34,036.80	\$420,654.40	108.9%
WAGES	\$783,137.00	\$42,629.57	\$610,995.47	78.0%
EMPLOYEE BENEFITS	\$18,500.00	\$2,312.34	\$6,768.51	36.6%
EMPLOYER CONTRIBUTIONS	\$511,496.00	\$14,175.69	\$431,799.89	84.4%
SUB TOTAL	\$1,699,389.00	\$93,154.40	\$1,470,218.27	86.5%
CONTRACTUAL SERVICES				
PROFESSIONAL SERVICES	\$206,000.00	\$15,284.09	\$172,589.62	83.8%
UTILITY SERVICES	\$276,000.00	\$36,199.41	\$211,012.06	76.5%
REPAIR-MAINT/STREETS	\$8,000.00	\$0.00	\$3,194.50	39.9%
REPAIR-MAINT EQUIP/BUILDINGS	\$85,000.00	\$5,656.04	\$75,201.35	88.5%
CONTRACTUAL SERVICES	\$110,000.00	\$6,404.40	\$69,648.86	63.3%
SUB TOTAL	\$685,000.00	\$63,543.94	\$531,646.39	77.6%
SUPPLIES & EXPENSES				
OFFICE SUPPLIES	\$7,000.00	\$181.72	\$4,261.50	60.9%
ADVERTISING/MEMBERSHIP/DUES	\$85,700.00	\$172.00	\$55,047.32	64.2%
TRAVEL	\$21,800.00	\$16,649.73	\$31,388.72	144.0%
OPERATING SUPPLIES	\$181,500.00	\$5,908.83	\$116,959.41	64.4%
REPAIR/MAINT SUPPLIES/GASOLINE	\$170,000.00	\$15,540.21	\$188,526.88	110.9%
CONSUMABLE TOOLS/SUPPLIES	\$5,000.00	\$0.00	\$3,988.11	79.8%
SUB TOTAL	\$471,000.00	\$38,452.49	\$400,171.94	85.0%
BUILDING MATERIALS				
METAL PRODUCTS	\$3,000.00	\$557.87	\$1,171.88	39.1%
WOOD PRODUCTS	\$500.00	\$0.00	\$0.00	0.0%
RAW MATERIALS/RWY PAINT	\$30,000.00	\$0.00	\$4,353.25	14.5%
ELECT FIXTURES/RWY SIGNS	\$5,000.00	\$0.00	\$0.00	0.0%
ASPHALT/ASPHALT FILLER	\$45,000.00	\$0.00	\$58,142.50	129.2%
SUB TOTAL	\$83,500.00	\$557.87	\$63,667.63	76.2%
FIXED CHARGES				
INSURANCE/OTHER LOSSES	\$78,000.00	\$0.00	\$76,752.60	98.4%
CAPITAL OUTLAY				
CAPITAL EQUIPMENT	\$348,000.00	\$24,912.10	\$258,929.62	74.4%
CAPITAL IMPROVEMENTS	\$194,000.00	\$43,738.50	\$43,747.96	22.6%
SUB TOTAL	\$542,000.00	\$68,650.60	\$302,677.58	55.8%
TOTALS	\$3,558,889.00	\$264,359.30	\$2,845,134.41	79.9%

**2019-2020 CWA Budget Summary YTD - December
Preliminary**

	<u>December YTD - 2020</u>	<u>December YTD - 2019</u>	<u>% CHANGE</u>
Airfield	\$480,922	\$572,561	
Control Tower	\$451	\$488	
Hangar	\$94,151	\$101,134	
Maintenance Shop	\$2,928	\$6,233	
Net Lease	\$249,292	\$207,877	
Parking	\$558,263	\$1,342,862	
Terminal Area	\$1,040,805	\$1,371,109	
Misc.	\$163,429	\$249,521	
Total Revenues	\$2,590,241	\$3,851,785	-32.75%
Personal Services	\$1,470,218	\$1,531,236	
Contractual Services	\$531,646	\$679,220	
Supplies and Expense	\$400,172	\$575,842	
Building Materials	\$63,668	\$50,175	
Fixed Charges-Insurance	\$76,753	\$71,151	
Capital Outlay	\$302,678	\$181,931	
Total Expenses	\$2,845,134	\$3,089,555	-7.91%
Revenue vs. Expense	-\$254,893	\$762,230	