

CENTRAL WISCONSIN JOINT AIRPORT BOARD MEETING
Conference Room B – East Terminal Upper Level, Mosinee, Wisconsin
February 19, 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 January 15, 2021 Board Meeting
- 3) Public Comment Period: 15-minute time limit
- 4) Review and Possible Action on Airport Coronavirus Response Grant Program (ACRGP) Resolution
- 5) Staff Reports
 - a) Director Report
 - i) TSA Security Directive 1542-21-01
 - ii) Legislative Update
 - iii) Statistics – January 2021
 - iv) Flight Schedule
 - b) Financial Reports
 - i) Revenues and Expenses Year End Summary – 2020 Pre-Audit
 - ii) CARES Act Summary - 2020
 - iii) Revenues and Expenses – January 2021
 - c) Operations and Project Reports
 - i) Winter Operations Update
 - ii) Update on Runway 17/35 Reconstruction Project
 - iii) Taxilane E and Flightline Drive Reconstruction Project
- 6) Motion to Go into Closed Session (Roll Call Vote Suggested), pursuant to s. 19.85(1)(e), Wis. Stats., for the Purpose of Deliberating or Negotiating the Purchase of Public Properties, the Investing of Public Funds, or Conducting Other Specified Public Business, Whenever Competitive or Bargaining Reasons Require a Closed Session, to Wit: For the purpose of permitting the Airport Board to discuss possible purchase of additional property near the airport and to discuss strategy to be employed by Airport Administration in negotiating said purchase.

- 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) Discussion on Next Scheduled Meeting Date: March 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

January 15, 2021 - 8:00 a.m.

Airport Board:	Sara Guild, Chair Lonnie Krogwold Brent Jacobson – Excused Chris Dickinson – Excused	Dave Ladick, Vice Chair Kurt Kluck – via phone Ray Reser – Excused
Staff:	Brian Grefe, Airport Director David Drozd, Finance	Mark Cihlar, Assistant Airport Director Julie Ulrick, Badging Coordinator
Visitors:	Randy Van Natta, Becher Hoppe Jim Zdroik, Fahrner Asphalt – via phone	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 Ladick to approve the minutes of the December 18, 2020 board meeting. Motion carried unanimously.*

Public Comment Period: None.

Review and Possible Action on AIP Projects Resolution:

Each year, an AIP project resolution is presented to the Board for future development projects to qualify for federal and state grant funds. Two specific areas of focus in the recently completed Master Plan and Airport Layout Plan were the runway decoupling project and general aviation development. The AIP projects resolution includes the following proposed projects: Taxilane E and Flightline Drive design and construction; Runway 17/35 navigational aids design and construction; and runway decoupling and Runway 8/26 navigational aids design and construction.

The recently approved design contract to reconstruct the deteriorated pavements on Taxilane E and Flightline Drive would coincide with the potential construction of two corporate hangars. The Runway 17/35 navigational aids project was a result of affected elevations of FAA owned NAVAIDs serving the runway due to the upcoming runway reconstruction project beginning this spring. The runway decoupling and Runway 8/26 navigational aids project includes shifting Runway 8/26 445 feet east, removing pavement on the west end, and separating the two runways. The shift in the runway will require the following additional work to be completed: 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, which have been out of service since 2015.

Available funding over the next two years will determine project timelines. This is an aggressive schedule, but will result in the lowest cost for all involved parties and 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. ***Motion by Ladick, second by Krogwold to approve Resolution R-01-21 – Approving Projects Under the Airport Improvement Program as presented. Motion carried unanimously.***

Staff Reports:

Director Report – Brian Grefe:

Ascension WI Spirit Medical Transport Update – Ascension announced some of their entities are being sold to Aspirus, which includes Ascension WI Spirit Medical Transport based at CWA. The acquisition may go through as soon as April or May of this year. Spirit leadership sees the change as a positive one.

Marketing Update – The 2021 marketing campaign will soon kick-off and is aimed at targeting individuals in our catchment area who have an intention of flying. Working with Advance Aviation the past few weeks has went very well and their proposed creative digital ads were reviewed. The next steps include creating an implementation schedule and going live with the ads.

Legislative Update – Last month airport professional organizations were pushing a COVID-19 relief bill allocating \$4 billion in relief funding for airports and concessionaires nationwide. The bill passed included a \$2 billion allocation, but what exactly it entails is still to be determined. It may be geared more towards personnel costs, cleaning costs and bond payments. This relief calculation on distribution amounts to airports will be based on enplanements rather than previous calculations. Incoming administration spoke of possible additional programs that would need to go through the legislative process.

Statistics – The December 2020 preliminary statistical report is similar to the past few months, running around 50% capacity. Load factors improved slightly and ranged from 43.5% to 70.6%. Preliminary enplanements end the year down 59.8% and are expected to follow COVID case numbers.

Flight Schedule – The flight schedule is at six daily flights, with United bringing back their second flight for most week days. American is locked in at one flight per day for the near future.

Financial Reports – David Drozd:

Revenues and Expenses – The preliminary revenue report for December 2020 ends at 71.7% of budget. 2020 entries may be made until February and no CARES Act funds are included in the report. \$1.9 million has been submitted for reimbursements under the CARES Act and about half of the funds will carry over to 2021. Auditors are expected to have a plan in place for reporting the funds next month. CFCs end the year at 57.1%, with PFCs ending at 55.3%.

The preliminary December disbursement report reflects a \$16,000 keying error on the travel account that will be corrected and go to operating supplies. One load of liquid deicer is set to be entered and paid for in 2020. There are additional invoices yet to be entered for 2020 and the final report will vary from the preliminary.

Budget comparison – The preliminary budget summary report does not reflect CARES Act funds, which will impact final year end numbers.

Operations & Project Reports – Brian Grefe:

Winter Operations Update – This winter has been very mild resulting in reduced expenses on chemicals and other products. The new staffing model with additional on-call snow operators for landside has been working very well. Snow removal equipment has been performing very well to date. One blower that was reengineered over the summer failed in the heavy wet snow and staff will work with Wausau Equipment to resolve the issue. It was a good opportunity to test the reengineered blower with heavy wet snow and the manufacturer remains engaged.

Discussion and Possible Action on Annual Performance Appraisal of Airport Director, Brian Grefe:

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:

9:17 a.m. Motion by Ladick, second by Krogwold to move into closed session. Roll call vote: Ladick, Krogwold, Kluck, Guild. All ayes, motion carried unanimously.

MOTION TO RETURN TO OPEN SESSION (No roll call vote needed):

10:13 a.m. Motion by Krogwold, second by Ladick to return to open session. Motion carried unanimously.

Discussion and Possible Action and/or Announcements from Closed Session Item:

Motion by Krogwold, second by Kluck to approve a 2.3% salary increase for Airport Director Brian Grefe and for Chair Guild to submit the performance appraisal to Marathon County Human Resources with a performance rating of Exceptional. Motion carried unanimously.

The next regular session of the board is scheduled for February 19, 2021 at 8:00 a.m.

10:15 a.m. Motion by Krogwold, second by Ladick to adjourn. Motion carried unanimously.

Julie Ulrick, Recording Secretary



Agenda Item Summary

Airport Board Meeting Date: February 19, 2021

Agenda Item Title: #4) Review and Possible Action on Airport Coronavirus Response Grant Program (ACRGP)

Staff Responsible: Brian Grefe, Airport Director

Background: The Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA) (Public Law 116-260) (PDF), signed into law by the President on December 27, 2020, includes nearly \$2 billion in funds to be awarded as economic relief to eligible U.S. airports and eligible concessions at those airports to prevent, prepare for, and respond to the coronavirus disease 2019 (COVID-19) pandemic. To distribute these funds, the Federal Aviation Administration (FAA) has established the Airport Coronavirus Response Grant Program (ACRGP). The FAA will make grants to all airports that are part of the national airport system, including all commercial service airports, all reliever airports, and some public-owned general aviation airports. Last week the FAA Chicago Airports District Office announced that the Central Wisconsin Airport is eligible to receive two grants from the ACRGP. One for \$1,561,781 for costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments. The second grant for \$30,225 is to provide relief from rent and minimum annual guarantees to on-airport parking, on-airport car rental, and in-terminal airport concessions.

Timeline: These funds must be spent within 4 years. However, FAA Guidance encourages that the funds be used as quickly as possible. CWA anticipates the Airport Coronavirus Response Grant Program funds will be spent by June of 2022 or sooner.

Financial Impact: The Airport Coronavirus Response Grant Program funds will offset approximately one year of revenues at CWA with passenger enplanements running at 50% of 2019 levels. When considering ACRGP, and remaining CARES funds, the airport should be able to operate with the revenues associated with 50% passenger enplanements through CY 2022 with modest reductions to spending.

Contributions to Airport Goals: This financial plan will help the airport continue working towards all of the organization's goals.

Recommended Action: Airport staff recommends that the Central Wisconsin Joint Airport Board approve Resolution R-02-21 Approving the acceptance and use of federal Airport Coronavirus Response Grant Program Funds.

RESOLUTION No. R-02-21
APPROVING THE ACCEPTANCE AND USE OF FEDERAL AIRPORT
CORONAVIRUS RESPONSE GRANT PROGRAM FUNDS
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 continue operating the Central Wisconsin Airport (CWA), Marathon County, Wisconsin, and

WHEREAS, The Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA) (Public Law 116-260) (PDF), signed into law by the President on December 27, 2020, includes nearly \$2 billion in funds to be awarded as economic relief to eligible U.S. airports and eligible concessions at those airports to prevent, prepare for, and respond to the coronavirus disease 2019 (COVID-19) pandemic, and

WHEREAS, FAA announced that the Central Wisconsin Airport is eligible to receive \$1,561,781 for costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments, and

WHEREAS, FAA announced that the Central Wisconsin Airport is eligible to receive an additional \$30,225 to provide relief from rent and minimum annual guarantees to on-airport parking, on-airport car rental, and in-terminal airport concessions, and

WHEREAS, the grant proceeds are necessary to meet the existing and future needs of the airport, and

THEREFORE, BE IT RESOLVED, by the Joint Airport Board that the acceptance and use of Airport Coronavirus Response Grant Program grant funds is hereby approved, and the Airport Director is authorized to complete all paperwork.

DATED this 19th day of February, 2021

Central Wisconsin Joint Airport Board Chair



**Transportation
Security
Administration**

MEMORANDUM

To: Covered Airport Operators

Date: January 31, 2021

Subject: Security Directive 1542-21-01

Attached to this memorandum is Security Directive (SD) 1542-21-01: Security Measures – Face Mask Requirements. This SD is issued to implement the January 21, 2021, Executive Order on promoting measures to prevent the spread of coronavirus disease 2019 (COVID-19) by travelers within the United States and those who enter the country from abroad. This SD also supports enforcement of the Centers for Disease Control and Prevention (CDC) Order mandating masks issued on January 29, 2021.

All queries concerning the attached SD must be directed to your assigned TSA Federal Security Director.



Darby LaJoye
Senior Official Performing the Duties of the TSA Administrator

Attachment:
Security Directive 1542-21-01



SECURITY DIRECTIVE

NUMBER SD 1542-21-01

SUBJECT Security Measures – Mask Requirements

EFFECTIVE DATE 11:59 pm EST on February 1, 2021

EXPIRATION DATE May 11, 2021

CANCELS AND SUPERSEDES Not Applicable

APPLICABILITY Airport operators regulated under 49 CFR 1542.103 and airlines that have exclusive area agreements under 49 CFR 1542.111

AUTHORITY 49 U.S.C. 114 and 44903; 49 CFR 1542.303

LOCATION Airports within the United States

PURPOSE AND GENERAL INFORMATION

Due to the ongoing COVID-19 pandemic and to reduce the spread of the virus, the President issued an Executive Order, *Promoting COVID-19 Safety in Domestic and International Travel*, on January 21, 2021, requiring masks to be worn in airports, on commercial aircraft, and in various modes of surface transportation. On January 27, 2021, the Acting Secretary of Homeland Security determined a national emergency existed requiring the Transportation Security Administration (TSA) to issue this Security Directive (SD) to implement the Executive Order and enforce the related Order¹ issued by the Centers for Disease Control and Prevention (CDC), pursuant to the authority of 49 U.S.C. sections 114 and 44903. Consistent with these mandates and TSA's authority, TSA is issuing this SD requiring masks to be worn to mitigate the spread of COVID-19 during air travel. TSA developed these requirements in consultation with the Federal Aviation Administration and CDC.

¹ See Order Under Section 361 of the Public Health Service Act (42 U.S.C. 264) and 42 Code of Federal Regulations (CFR) §§ 70.2, 71.31(B), 71.32(B); Requirement for Persons to Wear Masks While on Conveyances and at Transportation Hubs (January 29, 2021)

DEFINITIONS

For the purposes of this SD, the following definitions apply:

Conveyance has the same definition as under 42 CFR 70.1, meaning “an aircraft, train, road vehicle, vessel...or other means of transport, including military.”

Mask means a material covering the nose and mouth of the wearer, excluding face shields.²

ACTIONS REQUIRED

Except at locations under the control of an aircraft operator, foreign air carrier, or a federal government agency or their contractors, the airport operator must apply the following measures:

- A. The airport operator must make best efforts to provide individuals with prominent and adequate notice of the mask requirements to facilitate awareness and compliance.³ This notice must also inform individuals of the following:
 1. Federal law requires wearing a mask at all times in and on the airport and failure to comply may result in removal and denial of re-entry.
 2. Refusing to wear a mask in or on the airport is a violation of federal law; individuals may be subject to penalties under federal law.
- B. The airport operator must require that individuals in or on the airport wear a mask, except as described in Sections D., E., and F.
 1. If individuals are not wearing masks, ask them to put a mask on.
 2. If individuals refuse to wear a mask in or on the airport, escort them from the airport.
- C. The airport operator must ensure direct employees, authorized representatives, tenants, and vendors wear a mask at all times in or on the airport, except as described in Sections D., E., and F.
- D. The requirement to wear a mask does not apply under the following circumstances:
 1. When necessary to temporarily remove the mask for identity verification purposes.

² A properly worn mask completely covers the nose and mouth of the wearer. A mask should be secured to the head, including with ties or ear loops. A mask should fit snugly but comfortably against the side of the face. Masks do not include face shields. Masks can be either manufactured or homemade and should be a solid piece of material without slits, exhalation valves, or punctures. Medical masks and N-95 respirators fulfill the requirements of this SD. CDC guidance for attributes of acceptable masks in the context of this SD is available at <https://www.cdc.gov/quarantine/masks/mask-travel-guidance.html>.

³ Notice may include, if feasible, advance notifications on digital platforms, such as on apps, websites, or email; posted signage in multiple languages with illustrations; or other methods as appropriate.

2. While eating, drinking, or taking oral medications for brief periods.⁴ Prolonged periods of mask removal are not permitted for eating or drinking; the mask must be worn between bites and sips.
3. While communicating with a person who is deaf or hard of hearing, when the ability to see the mouth is essential for communication.
4. If unconscious (for reasons other than sleeping), incapacitated, unable to be awakened, or otherwise unable to remove the mask without assistance.⁵

E. The following conveyances are exempted from this SD:

1. Persons in private conveyances operated solely for personal, non-commercial use.
2. A driver, when operating a commercial motor vehicle as this term is defined in 49 CFR 390.5, if the driver is the sole occupant of the vehicle.

F. This SD exempts the following categories of persons from wearing masks:⁶

1. Children under the age of 2.
2. People with disabilities who cannot wear a mask, or cannot safely wear a mask, because of the disability as defined by the Americans with Disabilities Act (42 U.S.C. 12101 et seq.).⁷
3. People for whom wearing a mask would create a risk to workplace health, safety, or job duty as determined by the relevant workplace safety guidelines or federal regulations.

⁴ The CDC has stated that brief periods of close contact without a mask should not exceed 15 minutes. *See* <https://www.cdc.gov/coronavirus/2019-ncov/php/public-health-recommendations.html>

⁵ Persons who are experiencing difficulty breathing or shortness of breath or are feeling winded may remove the mask temporarily until able to resume normal breathing with the mask. Persons who are vomiting should remove the mask until vomiting ceases. Persons with acute illness may remove the mask if it interferes with necessary medical care such as supplemental oxygen administered via an oxygen mask.

⁶ Airport operators may impose requirements, or conditions of carriage, on persons requesting an exemption from the requirement to wear a mask, including medical consultation by a third party, medical documentation by a licensed medical provider, and/or other information as determined by the airport operator, as well as require evidence that the person does not have COVID-19 such as a negative result from a SAR-CoV-2 viral test or documentation of recovery from COVID-19. CDC definitions for SAR-CoV-2 viral test and documentation of recovery are available in Frequently Asked Questions at: <https://www.cdc.gov/coronavirus/2019-ncov/travelers/testing-international-air-travelers.html>. Airport operators may also impose additional protective measures that improve the ability of a person eligible for exemption to maintain social distance (separation from others by 6 feet), such as scheduling travel at less crowded times or on less crowded conveyances, or seating or otherwise situating the individual in a less crowded section of the conveyance or airport. Airport operators may further require that persons seeking exemption from the requirement to wear a mask request an accommodation in advance.

⁷ This is a narrow exception that includes a person with a disability who cannot wear a mask for reasons related to the disability; who, e.g., do not understand how to remove their mask due to cognitive impairment, cannot remove a mask on their own due to dexterity/mobility impairments, or cannot communicate promptly to ask someone else to remove their mask due to speech impairments or language disorders, or cannot wear a mask because doing so would impede the function of assistive devices/technology. It is not meant to cover persons for whom mask-wearing may only be difficult. CDC intends to issue further guidance regarding this exception.

- G. If an individual refuses to comply with mask requirements, follow incident reporting procedures in accordance with the Airport Security Program and provide the following information, if available:
1. Date and airport code;
 2. Individual's full name and contact information;
 3. Name and contact information for any direct airport employees or authorized representatives involved in the incident; and
 4. The circumstances related to the refusal to comply.

PREEMPTION

The requirements in this SD do not preempt any State, local, Tribal, or territorial rule, regulation, order, or standard necessary to eliminate or reduce a local safety hazard, which includes public health measures that are the same or more protective of public health than those required in this SD, if that provision is not incompatible with this SD.

ACKNOWLEDGMENT OF RECEIPT

The airport operator must immediately provide written confirmation of receipt of this SD to the Federal Security Director (FSD).

DISSEMINATION REQUIRED

The airport operator must immediately pass the information and measures set forth in this SD to any personnel having responsibilities in implementing the provisions of this directive. The airport operator may share this SD with anyone subject to the provisions of this directive to include but not limited to: federal, state, and local government personnel; direct airport employees or authorized representatives; vendors; tenants; exclusive area agreement holders; contractors; transport personnel; taxi drivers; law enforcement; etc.

APPROVAL OF ALTERNATIVE MEASURES

The operator must immediately notify the FSD whenever any action required by this SD or a TSA-approved alternative measure cannot be carried out. In accordance with 49 CFR 1542.303(d), the airport operator may submit proposed alternative measures and the basis for submitting those measures in writing to the Assistant Administrator for Policy, Plans, and Engagement through the FSD.


Darby LaJoye
Senior Official Performing the Duties of the TSA Administrator

CWA Legislative Update – February 2021

House Committee Approves \$8 Billion for “Airport Relief”

(Source AAE Airport Alert)

February 11, 2020

The House Transportation and Infrastructure Committee tonight approved a coronavirus relief package that contains \$8 billion for airports and concessionaires. During today’s 9-hour session, Democrats rejected a long list of Republican amendments including some that proposed to cut or redirect COVID-19 relief funding for airports. An amendment aimed at pre-flight domestic testing was also rejected on technical grounds despite bipartisan criticism for a proposed mandate under consideration by the Administration.

Rep. Sam Graves (R-MO), the top Republican on the Committee, accused his Democratic colleagues of being in a “partisan rush” to use the partisan budget reconciliation process to pass the bill instead of taking a bipartisan approach. House Transportation and Infrastructure Committee Chairman Peter DeFazio (D-OR) admitted his distaste for using budget reconciliation to move the bill. But he told his colleagues that the “legislation cannot be stalled.”

As we reported earlier this week, the package includes a total of \$8 billion for airports and concessionaires. Of that amount, \$6.492 billion would be reserved for primary airports and \$100 million for general aviation airports. The package also contains \$608 million to cover the local match for AIP projects funded in FY21 and FY20, and it includes language setting aside \$800 in relief for certain concessionaires.

Chairman DeFazio Comments on Need for Airport Funding

During his opening statement, Chairman DeFazio commented on the need for Congress to provide additional funding for airports and concessionaires:

“We are also providing \$8 billion to help our Nation’s airports address their increasing challenges, including \$800 million in relief to airport concessions, with the vast majority of funding set aside for small businesses and minority-owned firms. According to an airport industry group, U.S. airports will lose at least \$17 billion between April 2021 and March 2022 because of the precipitous and sustained decline in airline passenger traffic resulting from the COVID-19 pandemic.

Furthermore, airports are forced to deal with these staggering losses even when the operating costs remain largely unchanged, since you can’t just close an airport and in many cases can’t reduce operating hours by any substantial measure. Without immediate help, it will be difficult for airports to retain their current workforce levels and maintain essential operations, let alone invest in critical airport safety and other infrastructure projects.

Providing this essential funding will help ensure our Nation’s airports can continue to make critical investments that will protect airport workers, concession owners, and travelers during one of the most perilous times in our Nation’s history and to ready them for the rebound in commercial air traffic when Americans are vaccinated and take to the skies again.”

Aviation-Related Amendments

Van Duyne/COVID-19 Test for Domestic Travel: Aviation Subcommittee Ranking Member Garret Graves offered an amendment on behalf of Rep. Beth Van Duyne (R-TX) that would have prevented DOT and FAA from planning, developing, carrying out or enforcing a mandate to require passengers to have a negative COVID-19 test before traveling domestically. Although the notion of a pre-departure domestic travel requirement received strong, bipartisan criticism, and Chairman DeFazio called it “impractical and unworkable,” the amendment was rejected on technical grounds by a vote of 28 to 35.

Guest/Local Match: Rep. Michael Guest (R-MS) offered an amendment that would have eliminated the proposal in the bill to provide \$608 million to cover the local match for airport projects funded in FY21. His amendment also would have eliminated provisions in the bill that call for the federal share to be 100 percent for FEMA and transit projects. It was defeated by voice vote.

Guest/Airport Grants: Guest offered another amendment that would have reduced by 10 percent the amount of funding to each airport slated to receive more than \$100 million. The amendment would have redirected those funds to DOT to provide discretionary grants to small and non-hub airports. It was defeated by voice vote.

Garret Graves/Sustainable Jet Fuel: Garret Graves offered an amendment that would have reduced the amount available for primary airports by \$50 million and the amount available for transit by the same amount. His amendment would have redirected that money to DOT to use for projects related to sustainable aviation jet fuel instead. The Committee rejected the amendment by voice vote.

Garret Graves/Cybersecurity: The Committee rejected an amendment offered by Garret Graves that would have reduced the amount of money available for primary airports by \$50 million and used that money to "improve the cybersecurity of airport computer systems and networks." The Committee rejected the amendment by voice vote.

Garret Graves/Airport Funding: The Committee rejected another Garret Graves amendment that would have prevented an airport from receiving funds that equal more than three years of its operating funds. It was defeated by voice vote.

Gibbs/FBOs: The Committee rejected by voice vote an amendment offered by Rep. Bob Gibbs (R-OH) that would have broadened the definitions of eligible large and small airport concessions to include Fixed Base Operators.

Van Drew/COVID-19: The Committee rejected an amendment offered by Rep. Jeff Van Drew (R-NJ) that would have required DOT to work with DHS and HHS to establish "an interagency pilot program to develop and test public health risk mitigations related to COVID-19 in airports and aircraft." The vote was 27 to 36.

Burchett/Limitation on Compensation to Air Carrier Executives: The Committee rejected an amendment offered by Rep. Tim Burchett (R-TN) that would have required an air carrier receiving federal loans in the bill to cap the compensation of its executives at 2019 levels until the carrier repays its loans. The vote was 30 to 35.

**CDC: "Not recommending" testing for domestic travel
(Airlines for America SmartBrief)**

February 12, 2020

"At this time, CDC is not recommending required point of departure testing for domestic travel," says a CDC statement. The announcement followed a virtual meeting of the CEOs of Airlines for America, American, United, Southwest, Alaska and JetBlue with White House COVID-19 response coordinator Jeff Zients. "We had a very positive, constructive conversation focused on our shared commitment to science-based policies as we work together to end the pandemic, restore air travel and lead our nation toward recovery," A4A CEO Nicholas Calio said.

**CENTRAL WISCONSIN AIRPORT STATISTICAL REPORT
SUMMARY - JANUARY 2020 - 2021**

16-Feb-21

	2020 MONTH	2021 MONTH	% CHGE. 20-21	2020 Y-T-D	2021 Y-T-D	% CHGE. 20-21
ACTUAL LANDINGS						
AMERICAN	87	29	-66.7%	87	29	-66.7%
UNITED	66	51	-22.7%	66	51	-22.7%
DELTA	111	81	-27.0%	111	81	-27.0%
CHARTERS	1	0	-100.0%	1	0	-100.0%
TOTAL ACTIVITY	530	322	-39.2%	530	322	-39.2%
ATCT OPERATIONS	883	855	-3.2%	883	855	-3.2%
AIRLINE CANCELLATIONS						
AMERICAN	2	2	0.0%	2	2	0.0%
UNITED	0	0	0.0%	0	0	0.0%
DELTA	1	0	-100.0%	1	0	-100.0%
TOTAL CANCELLATIONS	3	2	-33.3%	3	2	-33.3%
ENPLANED PASSENGERS						
AMERICAN	3,635	1,039	-71.4%	3,635	1,039	-71.4%
UNITED	2,751	1,093	-60.3%	2,751	1,093	-60.3%
DELTA	4,692	1,744	-62.8%	4,692	1,744	-62.8%
CHARTERS	174	0	-100.0%	174	0	-100.0%
TOTAL ENPLANED PASSENGERS	11,252	3,876	-65.6%	11,252	3,876	-65.6%
DEPLANED PASSENGERS						
AMERICAN	2,728	932	-65.8%	2,728	932	-65.8%
UNITED	2,311	1,018	-55.9%	2,311	1,018	-55.9%
DELTA	4,363	1,532	-64.9%	4,363	1,532	-64.9%
CHARTERS	174	0	-100.0%	174	0	-100.0%
TOTAL DEPLANED PASSENGERS	9,576	3,482	-63.6%	9,576	3,482	-63.6%
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	2,631	3,373	28.2%	2,631	3,373	28.2%
TOTAL AIRFREIGHT - AIRLINES	2,631	3,373	28.2%	2,631	3,373	28.2%
TOTAL AIRFREIGHT -GENERAL AVIATION	139,009	131,020	-5.7%	139,009	131,020	-5.7%
AIRLINES & GEN AVIATION-AIR FREIGHT	141,640	134,393	-5.1%	141,640	134,393	-5.1%

LOAD FACTOR-CURRENT MONTH	SEATS	PAX	FACTOR
AMERICAN	1,450	1,039	71.7%
UNITED	2,550	1,093	42.9%
DELTA	4,128	1,744	42.2%

Central Wisconsin Airport – Flight Schedule February 19, 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>			
3794	19:08	from ORD	CRJ	3829	06:45	to ORD	CRJ



<u>Arrivals – American Eagle</u>				<u>Departures – American Eagle</u>			
3548	20:36	from ORD	ERJ	3788	06:00	to ORD	ERJ

Upcoming Charter Schedule

Feb. 23 – Wojo to New Orleans
Mar. 12 – Wojo to Omaha

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

Total CWA Flights Daily = 5

**CENTRAL WISCONSIN AIRPORT
REVENUE 2020
FINAL / PRE AUDIT**

16-Feb-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	\$23,985	\$278,597	72.4%
5418-53 RAMP CHARGES	\$62,000	\$5,093	\$129,187	208.4%
AIRFIELD	\$549,000	\$40,996	\$476,921	86.9%
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	\$1,171	\$2,171	217.1%
5498-57 MATERIALS-CWA	\$1,000	\$350	\$350	35.0%
5499-57 MISC-CWA	\$5,000	\$504	\$2,433	48.7%
MAINTENANCE SHOP	\$7,000	\$2,025	\$4,954	70.8%
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	\$184,111	\$2,424,837	67.7%
1210 SALES TAX DISCOUNT	\$0	\$14	\$207	
8110 INTEREST ON INVEST	\$15,000	\$0	\$71,269	
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	\$184,340	\$2,602,882	72.0%

5419-53 PASSENGER FAC. CHGS.	\$550,000	\$17,717	\$301,371	54.8%
8110 PFC INTEREST	\$5,000	\$0	\$7,857	157.1%
TOTAL PASSENGER FACILITY CHGS.	\$555,000	\$17,717	\$309,228	55.7%
5420-52 CFC CAR RENTAL FEES	\$208,800	\$11,108	\$130,304	62.4%

**CENTRAL WISCONSIN AIRPORT
DISBURSEMENTS - DECEMBER 2020
FINAL - PRE AUDIT**

	2020 BUDGET	THIS MONTH	2020 YTD	YTD % of BUDGET
PERSONAL SERVICES				
SALARIES	\$386,256.00	\$40,844.16	\$427,461.76	110.7%
WAGES	\$783,137.00	\$52,102.52	\$620,468.42	79.2%
EMPLOYEE BENEFITS	\$18,500.00	\$2,366.34	\$6,822.51	36.9%
EMPLOYER CONTRIBUTIONS	\$511,496.00	\$14,175.69	\$431,799.89	84.4%
SUB TOTAL	\$1,699,389.00	\$109,488.71	\$1,486,552.58	87.5%
CONTRACTUAL SERVICES				
PROFESSIONAL SERVICES	\$206,000.00	\$17,410.58	\$177,884.88	86.4%
UTILITY SERVICES	\$276,000.00	\$37,292.01	\$212,104.66	76.8%
REPAIR-MAINT/STREETS	\$8,000.00	\$0.00	\$3,194.50	39.9%
REPAIR-MAINT EQUIP/BUILDINGS	\$85,000.00	\$7,925.81	\$77,573.12	91.3%
CONTRACTUAL SERVICES	\$110,000.00	\$16,399.95	\$82,820.33	75.3%
SUB TOTAL	\$685,000.00	\$79,028.35	\$553,577.49	80.8%
SUPPLIES & EXPENSES				
OFFICE SUPPLIES	\$7,000.00	\$251.50	\$4,780.27	68.3%
ADVERTISING/MEMBERSHIP/DUES	\$85,700.00	\$197.00	\$57,087.32	66.6%
TRAVEL	\$21,800.00	\$599.81	\$4,686.53	21.5%
OPERATING SUPPLIES	\$181,500.00	\$26,681.98	\$139,220.06	76.7%
REPAIR/MAINT SUPPLIES/GASOLINE	\$170,000.00	\$33,229.02	\$218,454.00	128.5%
CONSUMABLE TOOLS/SUPPLIES	\$5,000.00	\$10.38	\$4,072.33	81.4%
SUB TOTAL	\$471,000.00	\$60,969.69	\$428,300.51	90.9%
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	\$79,912.10	\$313,929.62	90.2%
CAPITAL IMPROVEMENTS	\$194,000.00	\$214,682.30	\$214,691.76	110.7%
SUB TOTAL	\$542,000.00	\$294,594.40	\$528,621.38	97.5%
TOTALS	\$3,558,889.00	\$544,639.02	\$3,137,472.19	88.2%

**2019-2020 CWA Budget Summary YTD - December
Final / Pre Audit**

	<u>December YTD - 2020</u>	<u>December YTD - 2019</u>	<u>% CHANGE</u>
Airfield	\$476,921	\$572,561	
Control Tower	\$451	\$488	
Hangar	\$94,151	\$101,134	
Maintenance Shop	\$4,954	\$6,233	
Net Lease	\$249,292	\$207,877	
Parking	\$558,263	\$1,342,862	
Terminal Area	\$1,040,805	\$1,371,109	
Misc.	\$178,044	\$249,521	
Total Revenues	\$2,602,881	\$3,851,785	-32.42%
Personal Services	\$1,486,552	\$1,531,236	
Contractual Services	\$553,577	\$679,220	
Supplies and Expense	\$428,301	\$575,842	
Building Materials	\$63,668	\$50,175	
Fixed Charges-Insurance	\$76,753	\$71,151	
Capital Outlay	\$528,621	\$181,931	
Total Expenses	\$3,137,472	\$3,089,555	1.55%
Revenue vs. Expense	-\$534,591	\$762,230	

2020 CARES Act Summary

Item	CARES Act	State Aid (80/20)	Actual Cost	DELPHI Submission Date	DELPHI Paid Date	DELPHI Paid Amount
<i>Payroll</i>						
2020 Payroll	\$ 1,529,450.00					
2020 Payroll - 1/26/2020 thru 7/25/2020	\$ -		\$ 746,063.59	9/21/2020	9/24/2020	\$ 746,063.59
2020 Payroll	\$ -					
<i>Debt Service</i>						
2020 Debt Service	\$ 534,707.00		\$ 534,697.00	12/1/2020	12/23/2020	\$ 534,697.00
<i>Major Operating Expenses - 2020</i>						
ARFF Truck Foam Test Cart	\$ 7,010.00	\$ 28,040	\$ 7,010.00	9/9/2020	9/16/2020	\$ 7,010.00
CWA Drive and Parking Lot Asphalt Seal Coat	\$ 58,142.50		\$ 58,142.50	9/9/2020	9/11/2020	\$ 58,142.50
Runway Broom Bristle Stock for 2020/2021 Winter	\$ 17,233.00		\$ 17,233.00	9/9/2020	9/11/2020	\$ 17,233.00
Pickup Truck CWA 5	\$ 34,003.00		\$ 34,003.00	9/9/2020	9/16/2020	\$ 34,003.00
Hand-held FM Radios	\$ 38,008.68		\$ 38,008.68	9/9/2020	9/11/2020	\$ 38,008.68
2020 Submitted Expenses	\$ 2,218,554.18	\$ 28,040.00	\$ 1,435,157.77			\$ 1,435,157.77

**CENTRAL WISCONSIN AIRPORT
REVENUE 2021**

16-Feb-21

	BUDGET 2021	MONTH OF JANUARY	YEAR TO DATE	% OF BUDGET
5409-53 FUEL SALES	30,000	0	0	0.0%
5410-53 FUEL FLOWAGE	35,000	3,388	3,388	9.7%
5411-53 LANDING FEES	300,000	18,376	18,376	6.1%
5418-53 RAMP CHARGES	50,000	5,263	5,263	10.5%
AIRFIELD	415,000	27,027	27,027	6.5%
5422-56 UTILITIES	450	0	0	0.0%
CONTROL TOWER	450	0	0	0.0%
5412-55 RENT	100,000	12,157	12,157	12.2%
5422-55 UTILITIES	3,000	0	0	0.0%
HANGAR	103,000	12,157	12,157	11.8%
5497-57 LABOR-CWA	1,000	0	0	0.0%
5498-57 MATERIALS-CWA	0	0	0	0.0%
5499-57 MISC-CWA	2,000	0	0	0.0%
MAINTENANCE SHOP	3,000	0	0	0.0%
5412-54 RENT	30,000	2,655	2,655	8.9%
5414-54 FARM LAND RENT	84,000	0	0	0.0%
5417-54 HWY BILLBOARDS	9,500	0	0	0.0%
5422-54 UTILITIES	0	0	0	0.0%
5432-54 CORPORATE HANGAR	100,000	7,949	7,949	7.9%
NET LEASE	223,500	10,604	10,604	4.7%
5440-51 PARKING	900,000	11,926	11,926	1.3%
5412-52 RENT	970,000	84,042	84,042	8.7%
5416-52 ADVERTISING	20,000	2,075	2,075	10.4%
5422-52 UTILITIES	36,550	3,529	3,529	9.7%
5431-52 SECURITY	5,500	0	0	0.0%
5499-52 MISCELLANEOUS	23,000	365	365	1.6%
TERMINAL BUILDING	1,055,050	90,011	90,011	8.5%
TOTAL	2,700,000	151,725	151,725	5.6%
1210 SALES TAX DISCOUNT	0	0	0	
8110 INTEREST ON INVEST	30,000	0	0	
8310 SALE FIXED ASSETS	20,000	0	0	
8350 INS RECOV	0	0	0	
8400 OTHER MISC REV	0	0	0	
8413 WORKERS COMP REIMB	0	0	0	
GRAND TOTAL	2,750,000	151,725	151,725	5.5%

5419-53 PASSENGER FAC. CHGS.	200,000	16,390	16,390	8.2%
8110 PFC INTEREST	5,000	0	0	0.0%
TOTAL PASSENGER FACILITY CHGS.	205,000	16,390	16,390	8.0%
5420-52 CFC CAR RENTAL FEES	212,200	14,720	14,720	6.9%

**CENTRAL WISCONSIN AIRPORT
DISBURSEMENTS - JANUARY 2021**

	2021 BUDGET	THIS MONTH	2021 YTD	YTD % of BUDGET
PERSONAL SERVICES				
SALARIES	\$400,797.00	\$27,229.44	\$27,229.44	6.8%
WAGES	\$729,799.00	\$51,517.95	\$51,517.95	7.1%
EMPLOYEE BENEFITS	\$18,500.00	\$802.00	\$802.00	4.3%
EMPLOYER CONTRIBUTIONS	\$464,932.00	\$52,308.83	\$52,308.83	11.3%
SUB TOTAL	\$1,614,028.00	\$131,858.22	\$131,858.22	8.2%
CONTRACTUAL SERVICES				
PROFESSIONAL SERVICES	\$156,500.00	\$1,545.05	\$1,545.05	1.0%
UTILITY SERVICES	\$270,000.00	\$156.76	\$156.76	0.1%
REPAIR-MAINT/STREETS	\$10,000.00	\$0.00	\$0.00	0.0%
REPAIR-MAINT EQUIP/BUILDINGS	\$90,000.00	\$541.00	\$541.00	0.6%
CONTRACTUAL SERVICES	\$190,000.00	\$4,569.55	\$4,569.55	2.4%
SUB TOTAL	\$716,500.00	\$6,812.36	\$6,812.36	1.0%
SUPPLIES & EXPENSES				
OFFICE SUPPLIES	\$6,000.00	\$287.39	\$287.39	4.8%
ADVERTISING/MEMBERSHIP/DUES	\$83,100.00	\$1,058.00	\$1,058.00	1.3%
TRAVEL	\$18,600.00	\$0.00	\$0.00	0.0%
OPERATING SUPPLIES	\$182,500.00	\$992.25	\$992.25	0.5%
REPAIR/MAINT SUPPLIES/GASOLINE	\$158,000.00	\$39.29	\$39.29	0.0%
CONSUMABLE TOOLS/SUPPLIES	\$6,000.00	\$0.00	\$0.00	0.0%
SUB TOTAL	\$454,200.00	\$2,376.93	\$2,376.93	0.5%
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	\$25,000.00	\$0.00	\$0.00	0.0%
SUB TOTAL	\$53,000.00	\$0.00	\$0.00	0.0%
FIXED CHARGES				
INSURANCE/OTHER LOSSES	\$92,792.00	\$21,800.00	\$21,800.00	23.5%
CAPITAL OUTLAY				
CAPITAL EQUIPMENT	\$85,000.00	\$0.00	\$0.00	0.0%
CAPITAL IMPROVEMENTS	\$1,370,000.00	\$0.00	\$0.00	0.0%
SUB TOTAL	\$1,455,000.00	\$0.00	\$0.00	0.0%
TOTALS	\$4,385,520.00	\$162,847.51	\$162,847.51	3.7%