

Approved Minutes of July 12th, 2021

Submitted by Doug Stephens, August 10th, 2021

Meeting was held via Zoom. Please see documented access information at the end of these minutes.

Airport Commission Meeting

July 12th, 2021, 6:00 pm

Meeting held via Zoom

- I. Commission Meeting Call to Order: by Cooley, Chairman @ 6:00 pm
 - a. Quorum achieved.
 - b. Attendance, Commission Members: Dennis Cooley (P), Doug Du Plessis (P), Mike Dalecki (P), Kathy Kopp (P, City of Platteville Common Council, Airport Representative) (P), Chuck Runde (P), Joe Sener (P), Doug Stephens (P), Danny Xiao (P). Others: Andy Lange (A&A Aviation, Airport Management), Nicola Maurer (City of Platteville Administrative Director), Adam Ruechel (Platteville City Manager), Brandon Herbert (Strand), Jonathan Curry (guest)
- II. Approval of Minutes, June 14th, 2021: Cooley
 - a. Motion by Runde to approve the minutes, 2nd by Du Plessis. Passes unanimously.
- III. Citizen's Comments, Observations and Petitions: Cooley, Chairman
 - a. Cooley introduced Jonathan Curry. Curry is involved with the Geosynthetic Materials Association (GMA), including the association's advocacy and education efforts toward highway officials, regulatory agencies and government legislators, resulting in greater acceptance of geosynthetic products in all of the country's infrastructure, including airport runway projects. Curry mentioned that the Airport could look at congressional lobbying as an avenue for funding a runway expansion project. Carry background includes WDOT, Federal Highway, and FAA projects. Lobbying is a good way to get our projects attention. Cooley stated that we would want to show economic impact to move up our project. Cooley mentioned the Fox Valley Aviation Program.
- IV. Sub-Committee Meetings: Cooley, Chairman
 - a. No business discussed.
- V. Airport Masterplan and Hangar Project Update: Cooley, Chairman
 - a. Cooley spoke about the Airport Master Plan process and project bidding. We are moving forward with bidding. Cooley spoke about a scenario with a private party building a 60' wide structure, with 18' tall door, for \$400,000. The question was asked if this includes federal wage rates, etc.? It would if the project is bid through BOA.
 - b. Du Plessis asked for clarification- are we talking about the jet owner being interested the hangar, or another party? Lange stated that it is the gentleman with the Honda jet, and he is very interested in building a hangar, so he is a potential customer. He is currently leasing a hangar in Dubuque, because the Kaiser hangar rent was too expensive. Runde asked what the individual would want for lease terms. Lange said that he just wants it built at Platteville, at a

lease price consistent with what was discussed at the last Commission mtg., with was \$1000 per month. Herbert asked if we are comparing apples to apples, regarding in-floor heat, plumbing, septic tank, etc. Herbert stated that he doesn't know what is included in the \$400,000 mentioned, as we were estimating \$700,000 including engineering, and that he is nervous that the \$400,000 figure seems too low. Herbert asked again if the \$400,000 includes federal wage rates and material testing. Herbert said he guesses that the application of the federal wage rate may add \$50,000 cost to the project.

- c. Sener asked for confirmation of the scenarios: a private person wants to build the hangar, then give it back/sell it back to the airport? What happens in a couple of years? Du Plessis stated that the plane owner has a friend who builds hangars. Stephens suggested that a land lease should be considered, where the person would lease the land, but construct/own the hangar. Holbrook stated that Olthafer-Lange (A&A Aviation/Airport Manager) and Josh Holbrook (WI BoA) have talked about this and wonder why the person would not just bid and construct the hangar themselves. Herbert said that he does not want to over-promise a lower construction cost estimate, and then have the project bids come in high. Herbert said that bids would come in a month from now, and that we would have the flexibility to not award the project if the bids were too high. Herbert said that we have not tested what would fit on the site hard, and that if we are serious, we could construct a 3rd taxiway to get another box hangar site. Stephens suggested that we could offer the interested party a different box hangar site, to preserve our own site.
- d. Cooley stated that we have 5 weeks until the bid date, and we need more info. Du Plessis said that the interested party/contractor needs to discuss with Brandon Herbert. Cooley stated that he likes Stephens's suggestion of a land lease. Herbert noted that all bidders need to submit a pre-qualification document. Cooley asked Lange if he understood where we were going, so he can communicate to Olthafer-Lange, and that we are thinking about a land lease.

VI. Legislative Relationship Building: Cooley, Chairman

- a. Cooley asked Curry what it would take to build a relationship in Washington. Curry stated that it is an education, collaboration and advocacy approach. If congress is willing to allocate funds, they could help us with federal advocacy. Runde talked about the last time we discussed runway extension and that we needed letters and projections on why we needed longer runways. Cooley stated that longer runways are not identified in our master plan. Cooley mentioned future educational partnerships with Fox Valley and others. Cooley stated that the software Du Plessis implemented showed more flights passing by Platteville than we were previously able to quantify. Du Plessis said the FBO and maintenance hangar are critical to attract more customers. Curry spoke about working with the Geosynthetic Materials Association and showing that the lifecycle of the taxiways be increased and constructed in a new and innovative way. This would require long term project approval (3+ years) Cooley said there are other airports, Prairie du Chien and Lone Rock, they have longer runways but are not as robust airports as Platteville. Prairie du Chien is not set up to handle commercial aircraft. Herbert stated there was a president set with earmarks at Wisconsin Rapids. Curry asked what it would take to get funds now, and that there is a significant amount of money to go into infrastructure. Du Plessis stated

that we did get a very complete job of planning from Coffman on runway expansion, but cost estimates were not included. Herbert noted that 500 operations would be needed to justify a 5,000 ft runway. If we had an earmark, we likely would not need the 500 operations initially. Wisconsin Rapids says that it is incredible the amount of larger aircraft that come through now. Cooley asked the Commission if this is what we want to do. The Commission said yes. Cooley stated that if anyone has any questions later, to let him know.

VII. Treasurer's Report, June 30, 2021: Du Plessis, Treasurer

- a. Monthly Income, from Financial Report: \$14,255.47
- b. Monthly Expense, from Financial Report: \$58,690.55
- c. Monthly Invoice Payments: \$18,242.73
- d. The invoice from McNett Electric was to replace the electric motor that powered the overhead hangar door. The motor had burned out. Lange diagnosed the problem, and McNett replaced the motor.
- e. Motion by Du Plessis to approve the Treasurer's Report and pay the vouchers. 2nd by Runde. Passes unanimously.

VIII. Manager's Report: A&A Aviation Manager

- a. General Airfield Operations:
 - Lange stated that crop sprayers were using the airport and were spraying urea, which is a dry fertilizer. They bought all of their fuel from the airport. The crop sprayers will come back to spray liquid later this year.
 - Lange asked the Commission their thoughts on adopting a ramp fee and a minimum fuel purchase amount for companies that use the airport for crop spraying operations. The rationale is that crop sprayers do sometimes make a mess, with their mess typically being spilled fuel from their fuel tender truck, and oil leaks from their fuel tender truck. and some airports do charge a \$600 ramp fee. It is a big hit if the crop dusters do buy all of their fuel from us.
 - Lange stated that the airport is getting busier and busier. The number of Dubuque flight school takeoffs and landings that occur at Platteville Airport are included in the Platteville Instructional Flight Activity count.
 - Lange noted that we are probably raising our fuel prices as our cost of fuel has increased
 - Pancake breakfast is August 8th.
 - Business After Hours was rescheduled from June.
 - Hangar status: full, with three people on the waiting list. Xiao asked about the hangar waiting list and 1 hangar available. Lange stated that the one hangar that shown as available is actually unusable due a failed/rusted hangar door, and it would cost approx. \$8,000 to repair the door.
 - Lange mentioned an upcoming zoom meeting with Jared from Fox Valley Technical College on August 27th, 9:00AM, and that Lange would copy everyone when he sends info for the zoom meeting out.

b. Flight Operations:

Flight Activity June 2021	Flight Activity June 2020
Total Flights 2248	Total Flights 1606
Personal 280	Personal 220
Business 312	Business 34
Instruction 1656	Instruction 1352

c. Fuel Sales:

Fuel Sales June 2021	Fuel Sales for June 2020
100LL 2321 Gallons	100LL 2155 Gallons
JetA 8687 Gallons	JetA 929 Gallons

d. Fuel Purchased and Current Price (June 2021):

Fuel Type	Quan. Purchased	Current Price
100LL	0	\$4.35
JetA	0	\$3.75

IX. August Meeting/Master Plan Discussion In-Person: Cooley, Chairman

- a. The August 9th meeting will be in person, 6:00PM at the Airport.

X. Adjournment: Cooley, Chairman

- a. Motion to adjourn by Du Plessis, 2nd by Sener. Passes unanimously. Adjourned at 7:16 PM

Access Information from July 12th, 2021 published meeting agenda:

Meeting will be held via Zoom:

Join Zoom Meeting

<https://us02web.zoom.us/j/81756201731?pwd=U3Byd1F2bGIGUHNuQ2UreTZTc0c2QT09>

Meeting ID: 817 5620 1731

Passcode: 848076

Or connect by phone: 877-853-5257 US Toll-free or 888-475-4499 US Toll-free