

Approved Minutes of August 9th, 2021
Submitted by Doug Stephens, September 13th, 2021

Airport Commission Meeting
August 16th, 2021, 6:00 pm
Meeting held in-person at the Platteville Airport

- 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 (A), Kathy Kopp (P, City of Platteville Common Council, Airport Representative) (P), Chuck Runde (A), Joe Sener (P), Doug Stephens (P), Danny Xiao (P). Others: Alaine Olthafer-Lange and Andy Lange (A&A Aviation, Airport Management), Nicola Maurer (City of Platteville Administrative Director), Brandon Herbert (Strand), Mike Dmyterko (President, Coffman Associates).
 - c. Cooley requested that Agenda Items IV and VIII be re-arranged to place the Coffman presentation near the top of the agenda for the sake of Dmyterko's travel schedule this evening. The Commission agreed to this, and the meeting proceeded accordingly.

- II. Approval of Minutes, July 12th, 2021: Cooley, Chair
 - a. Motion by Sener to approve the minutes, 2nd by Stephens. Passes unanimously.

- III. Citizen's Comments, Observations and Petitions: Cooley, Chair
 - a. None.

- IV. Airport Master Plan Presentation: Mike Dmyterko, Coffman Associates
 - a. Mike Dmyterko, President of Coffman Associates Airport Consultants, presented the Airport Master Plan Phase 2 Draft. The Draft was Prepared for the City of Platteville, by Coffman Associates Airport Consultants, dated August 2021.
 - b. Dmyterko spoke about the Master Plan, Noting the justification for the runway expansion and that the plan looks beyond the 5-year scope, and instead looking out 20-years. We are in the alternatives phase. Looking at the forecast: base year, short term (1-5 years), intermediate term (6-10 years), long term (11-20 years). Based on aircraft, annual operations, annual instrumentation approaches, and peak characteristics.
 - c. Coffman Associates drilled down into the subset data, then outlined the needs of the Airport.
 - d. Master Plan Exhibit M - Historical Turbo Prop and Jet Operations was cited. The FFA 90/10 formula was mentioned. Platteville's critical service is the B2 design, which is a 12,500 lb. aircraft (turbo prop and most of the Citation aircraft). One goal may be for Platteville to be the best B2 Airport it can be.
 - e. Exhibit A - WI was referenced, regarding crosswind components. The FAA is in the mode of closing most of the crosswind runways at airports across the United States. The purpose is to reduce the amount pavement inventory at the 3,300 airports the FAA supports. Both Platteville runways are eligible for funding, but that is not to say the FAA would fund both. Platteville has justification for both runways being here.
 - f. Exhibit B - Existing/Ultimate Safety Areas was referenced and helped illustrate the potential future safety areas required should the runways expand. Spoke about Runway Protection Zone (RPZ) as runways potentially expand. A direct access runway is no longer allowed. FAA wants

pilots to turn at least once from the apron before they enter a wait line. Hold aprons are no longer allowed. There are 33 crosswind runways being closed in Wisconsin, out of a total of 99 crosswind runways that exist in the state, but if the crosswind runway is in good condition, airports don't have to decommission it yet. We are expected under grant assurances to provide a safe airport. FAA wants to force airports into land use assurances.

- g. Exhibit C - Airside Facility Requirements was presented. The Platteville Airport should look at a 5,000 ft or 5,500 ft runway. Our parallel taxiway dimensions are too narrow.
- h. Exhibit D - Landside Facility Requirements was presented. We are more flexible with what we can do with landside improvements, compared to airside improvements. Airside is much more specific and technical. The Platteville Airport is OK with a two-week fuel supply unless a supply issue arises.
- i. Exhibit E - Airfield Alternative 1 was presented. Extension of Runway 15/33 is more feasible than the other.
- j. Exhibit F - Airfield Alternatives F2 through J5 were presented. Platteville's real choice for expansion is runway 15/33, if we do Coffman's recommended impacts out 500' on each side of the runway centerline. Any of the Exhibit Options could be customized. FAA policy is no new pavement. An expansion construction project would be 3 to 8 years out from the point in time that we first can justify the need for expansion. The FAA doesn't prohibit airports from doing things with the airports or community's own money. The obvious expansion candidate would be 15/33. Our next step would be writing a Runway Expansion Needs thesis.
- k. Exhibit K – Landside Development Alternatives: Alternatives 1, 2, 3 were discussed. Dmyterko stated that he came to Platteville for a site visit to make sure that the recommendation is Platteville's and not Coffman's. Dmyterko recommended that Commission Members review the whole draft and then comment. FAA wants to take the crosswind runways off their ledger, so they can better manage their budgets. FAA hates it when Airports pursue what they want through a political route, but 90% of Airports get what they want politically. Coffman recommends that Platteville stay in touch with their legislators. The Cares Act was very political, and different airports received vastly different amounts of Cares Act funding. Olthafer-Lange asked about a new airport Fixed-base Operator (FBO) building. The timeline is to get information back to Coffman by the next Commission meeting (September 13th). The goal is for Coffman to complete the report by mid-November to mid-December.
- l. Cooley asked about the financial model. We are seen as an "Airport with a farm", and because of the farmland lease income, the Platteville Airport is only one of two financially self-supporting airports in the state, and the Platteville Airport is much more than this. Dmyterko stated that the economic potential of the Platteville Airport is tremendous. There are a lot of companies that do economic studies of airports, and an economic impact study would be beneficial. The airport is an asset to the City of Platteville.
- m. Kathy Kopp, at 7:35 pm, noted that she needed to leave the meeting now for another engagement.

V. Broadband Fiber Discussion with County: Cooley, Chair

- a. The broadband fiber run will include the Airport. Bill Kloster (previous Airport Chair) was at the recent Platteville Community Area Network (PCAN) meeting and noted the Airport connection is needed. Cooley said that the Airport should be part of the grant. Connection redundancy is wanted. Cooley stated that he hopes all 314 airports in the state can get linked in. The strong fiber ring operates on a fiber map (11-tower system). Platteville, Lancaster, Muscoda, and

Wisnet will get pulled in. People are working together, and saving costs, but not a 5-figure cost. The fiber is coming in on Pleasant Valley Road.

VI. Treasurer's Report, July 31, 2021: Du Plessis, Treasurer. Report read by Cooley, Chair

- a. Monthly Income, from Financial Report: \$123,259.37
- b. Monthly Expense, from Financial Report: \$17,462.21
- c. Monthly Invoice Payments: \$86,873.86
- d. Maurer noted that the Cares Act Funding reimbursement of A&A management cost will remain \$0 for 2021 but is credited in 2020 for \$30,000. Because the Cares Act Funding was booked as revenue for 2020, it is a little choppy to follow, but this is how the bookkeeping worked out.
- e. Olthafer-Lange mentioned \$32,000 of ARP funding, and that Josh Holbrook had advised her to write a request for the funding. Cooley stated that Josh Holbrook and Mark Graczykowski (both are Airport Development Engineers at the Bureau of Aviation (BoA)) have been great to work with.
- f. Expenditures run rate is at 38.7%. Maurer noted that the most-recent fuel purchase expenditure has not shown up yet. Olthafer-Lange stated that \$60,000 of fuel inventory is now in the tanks.
- g. Motion by Cooley to approve the Treasurer's Report and pay the vouchers. 2nd by Sener. Passes unanimously.

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

a. General Airfield Operations:

- Olthafer-Lange stated that July was a great month, and we set an all-time record high for monthly fuel sales. The attributing factor was record fuel sales to crop dusters. Lange did a great job for his work in building relationships with crop dusters. Crop dusting activity has been very busy.
- Avfuel (fuel supplier) was slow in getting the fuel invoice to us.
- Have approx. 8,000 gallon of Jet-A fuel, and 6,000 gallon of AV gas (100LL fuel)
- Maurer stated that the gas received has not been paid for yet, that is why we are seeing an uptick in cash.
- Lange stated that is a good thing that the price of corn is up (land lease rate is indexed to the price of corn).
- Hangar Status: Full, 2 on waiting list.
- FVT Meeting end of August, Business After Hours will be rescheduled (no date set yet but will probably be early September). The Business After Hours will help show the economic impact of the Airport.
- Lange stated that we have received the snow removal equipment, the manufacturer is Caterpillar. We have not received the brush attachment yet, but it should be here in a few weeks.
- We were going to have a meeting with Fox Valley at the end of this month, and they are feeling the pain of losing flight training instructors to industry. The meeting will be Tuesday, Sept. 28th, 10:00 am – noon.

- Xiao recommended better collaboration/partnership with University of Dubuque and others.
- Pancake breakfast was a huge success in terms of attendance.
- Olthafer-Lange performed an aircraft short takeoff and landing (STOL) demonstration at the Oshkosh FAA, and it was very successful.
- Herbert received an email from a potential construction bidder, Tricon Construction, asking if it was possible to request an extension to the hangar completion deadline from May 15th to June 15th, based on concern for steel availability. The Commission informed Herbert no.

b. Flight Operations:

Flight Activity July 2021	Flight Activity July 2020
Total Flights 1998	Total Flights 2342
Personal 332	Personal 302
Business 262	Business 352
Instruction 1404	Instruction 1688

c. Fuel Sales:

Fuel Sales July 2021	Fuel Sales for July 2020
100LL 6421 Gallons	100LL 5299 Gallons
JetA 5524 Gallons	JetA 6373 Gallons

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

Fuel Type	Quan. Purchased	Current Price
100LL	7868	\$4.35
JetA	7445	\$3.75

VIII. Legislative Relationship Building: Cooley, Chair

- Cooley stated that a lot people want to land more at the Platteville Airport, noting that Newt Gingrich had wanted to land at Platteville but could not because the runway was not long enough. Governor Walker had also wanted to visit Platteville more frequently, but could not because the runway was not long enough.

- b. The legislative approach to pursuing airport project financial support is the way to go because FAA does not hold the use of the political route against airports anymore.
- c. Holbrook stated that Strand needs to set up data points/shots yet and will work on the Airport Layout Plan (ALP) soon, as part of the schedule this fall. The ALP will be detailed enough.
- d. Hangar bids are due August 19th. Holbrook noted that there will be at least two bids received. Erect-A-Tube was mentioned. Bid opening will be at the BoA Headquarters. The Platteville Airport could still go design-build if that is what is desired in the end.

IX. Adjournment: Cooley, Chairman

- a. Motion to adjourn by Xiao, 2nd by Sener. Passes unanimously. Adjourned at 8:19 PM