



Ad Hoc Committee on Airport Future Minutes  
Thursday, March 29, 2018– 7:30 a.m.  
Southern Wisconsin Regional Airport Conference Room  
1716 W. Airport Rd.  
Janesville, WI

Call to Order. Mark Gunn called the meeting to order in an interim basis of the Ad Hoc Committee to order at 7:35 a.m. Brent Fox arrived and assumed the chair at approximately 7:39 a.m.

Committee Members Present. Chair Fox, James Otterstein, Ryan McCue, Larry Squire, Evan Redders, Mark Gunn, Bonnie Cooksey, Larry Barton, James Freeman and Sherri Stumpf

Committee Members Absent. Aimee Thurner

Ex Officio Members Present. Greg Cullen and Duane Jorgenson

Ex Officio Members Absent. Mark Graczykowski

Others Present:

Randy Terronez	Assistant to the County Administrator
Russ Podzilni	County Board Chair

Approval of Agenda. James Otterstein and Ryan McCue moved the Agenda. MOTION CARRIED.

Member Introduction. None.

Citizen Participation, Communications and Announcements. None.

Review & Approve February 26, 2018 Minutes: Larry Barton and Larry Squire moved the minutes. MOTION CARRIED.

Meeting Schedule. As the Chair had not arrived, this item was postponed to later in the agenda.

Review of Background Information. Mr. Cullen and Mr. Terronez provided background information on the agenda enclosures under this section.

Mr. Cullen reviewed the Acronyms list. No discussion.

(Note: Chair Brent Fox arrived at 7:39 a.m. and assumed chair of the meeting.)

Mr. Cullen reviewed the State and Federal capital airport projects list compiled by the WI Bureau of Aeronautics Mark Graczykowski. Federal projects are generally 90% Federal, 5% State and 5% County funded while State projects are 80% State and 20% County funded. In 2002, when a large capital projects required a significant county match, bonding was used. In recent years, county match funds came from the Sales Tax revenue source.

Mr. Cullen noted the following three capital projects in the pipeline:

1. Removal and replacement of southeast parking ramp area.
2. Expansion of east parking ramp area.
3. Renovations to the former Administration/existing maintenance building.

Mr. Cullen showed maps of the airport's zoning overlay, Runway Protection Zone (RPZ) and Ultimate Runway Protection Zone (URPZ). The airport is at an elevation of 804 feet mean sea level.

Mark Gunn commented on zoning overlay restricts for agricultural operations, e.g. silo height restrictions, grain elevators, etc.

Mr. Cullen noted that 2 of the airport's runways contain URPZ designations. Discussion given on ILS (Instrument landing System) capacity-need. Per State Bureau of Aeronautics, the airport is very fortunate to have 2 ILS controlled runways, when many like-airports only have 1 ILS. If the County were to have the runway with the URPZ going towards the Dollar General Development, the likelihood of being assigned a 3<sup>rd</sup> ILS is highly improbable.

Discussion given on the benefits of ILS (a ground based landing feature) versus the satellite-based GPS capability.

Mark Gunn pointed out the needs of the agriculture and economic development interests in the need to have URPZ's converted.

Discussion given on the City of Janesville request to extend Innovations Drive to connect to US Highway 51. The project would overlap on the URPZ.

Ryan McCue stated that he saw no harm in requesting FAA to review the extension request without harming the airport's potential future growth.

Chair Fox summarized the group's discussion – provide value but balance with agricultural and economic development needs.

Chair Fox indicated that he would request the City's Innovation Drive extension request to FAA be scheduled for discussion at an April Public Works Committee meeting.

It was noted that a staff meeting has been scheduled on this issue next week and a report will be made back to the Ad Hoc group.

The Governance Structure information was reviewed by Mr. Terronez. Most airports are county or city-owned and operated. Committee members requested additional information on if the operations include non-airport functions and/or if related airport functions are handled by other departments/staff (e.g., clerical, accounting, etc.)

Locating a Janesville Fire Department fire station on airport property was discussed. From an airport user standpoint, businesses such as charter service do not place their aircraft on whether a fire station/fire service is available at an airport. There is no insurance discount/requirement.

It was noted that more and more fire services are being shared among jurisdictions.

Greg Cullen to check with the state and federal on any funding of fire staffing costs. Federal funds are available for capital/facility projects (e.g., fire station).

Chair Brent Fox will add the fires station item to the next meeting agenda.

Part 139 Certification information was reviewed by Mr. Cullen and was based upon a phone conference call held a couple of weeks ago with the FAA Chicago Regional Office and the State Bureau of Aeronautics. The County's Part 139 Certification was required when public passenger service was delivered at the airport. Since the 1980's when public passenger air service stopped, the County has maintained the certification.

The County would still be eligible for state-federal grant funds with or without the certification. Discussion given on the cost of the certification on the airport's budget and Greg Cullen to investigate this and report back at the next meeting.

While charter services don't receive any insurance savings from being based on a Part 139 Certification airport, it is obvious that aircraft owners have a comfort level. From a marketing standpoint, the certification is a great addition.

Greg Cullen noted that Kenosha airport with no passenger service discontinued the Part 139 FAA certification and Mr. Cullen will follow-up with Kenosha County.

Randy Terronez reviewed the comparable airport data covering 2016 data and is prepared by the State Bureau of aeronautics. The 2017 report should be out by May/June.

It was noted that SWRA ranks low on the 100 Low Lead fuel volume due to a lower level of GA aircraft as compared to other airports. The Jet a fuel volume is the highest amongst comparable operations due to higher amount of corporate jet service based out of SWRA.

In regard to landing fees, SWRA is one of less than 50% of the surveyed operations that have landing fees. Yet, the Committee felt this was one way to raise non-Tax Levy revenue.

The Committee asked that the issue of private vs. publicly owned T-Hangar development be placed on the next meeting agenda. Greg Cullen noted that T-Hangar rates were increased effective 2018 by 2%.

The Sustainability sheet was reviewed noting this information shows the dependence or independence of tax levy revenues. SWRA has the highest tax levy support of the like-airports. Kenosha and Fond du Lac operations depend significantly less upon the tax levy.

Impact of having a contract FAA Towers operation affected the tax levy support was discussed.

Future Meetings. The April and May meeting dates were set for:  
Noon, Wednesday, April 25  
Noon, Wednesday, May 30

Adjournment. Members Gunn and Barton moved to adjourn at 9:20 a.m. MOTION CARRIED.

Respectfully Submitted,

Randy Terronez  
Assistant to the County Administrator