

# Rock County, Wisconsin



Airport Board Meeting  
Monday, July 19, 2021 at 8:00 a.m.  
Southern Wisconsin Regional Airport Terminal Conference Room  
1716 W. Airport Rd.  
Janesville, WI 53546

## AGENDA

1. Call to Order
2. Adoption of Agenda
3. Approval of Minutes of June 21, 2021
4. Citizen Participation, Communications, Announcements, and Information
5. Consent Calendar
  - a. Transfers
  - b. Review of payments of June 2021
6. Updates, Discussion and Possible Action
  - a. Semi-Annual Report – Attendance at conventions/conferences that exceed \$1,000 per employee per event
  - b. Resolution Recognizing Cynthia Hevel
  - c. Resolution Awarding Contract for New Gate Opener at Southern Wisconsin Regional Airport and Amending the Southern Wisconsin Regional Airport Board Budget
  - d. Second Addendum to Lease Agreement between Southern Wisconsin Regional Airport and Moose Holdings, LLC
  - e. Lease between Southern Wisconsin Regional Airport and Schultz Investments
  - f. Presentation from Chuck Valle in Support of Obtaining Terminal Automated Radar Display and Information System (TARDIS)
  - g. Airport Director's Updates
7. Committee Requests and Motions
8. Next Meeting Date: August 16, 2021
9. Adjournment

The County of Rock will provide reasonable accommodations to people with disabilities. Please contact us at 608-757-5510 or e-mail [countyadmin@co.rock.wi.us](mailto:countyadmin@co.rock.wi.us) at least 48 hours prior to a public meeting to discuss any accommodations that may be necessary.

Board Members, please contact Cynthia at (608)757-5768 if you are going to be late or unable to attend the meeting.

Rock County, Wisconsin



Airport Board Meeting - Minutes  
Monday, June 21, 2021 at 8:00 a.m.  
Southern Wisconsin Regional Airport Terminal Conference Room / Teleconference  
1716 W. Airport Rd.  
Janesville, WI 53546

Call to Order. Chair Fox called the meeting of the Airport Board to order at 8:00 a.m.

Airport Board Members Present in Person. Mr. Eric Baker, Supervisor Dave Homan, Supervisor Brent Fox, Mr. Dick Cope, Mr. Greg Johnson, Mr. Joe Quint, Mrs. Katie Reese, Ms. Christine Rebout and Supervisor Richard.

Staff Members Present in Person. Greg Cullen      Airport Director  
Cynthia Hevel      Airport Secretary II

Others Present in Person. Everett Reese      Elevation Air  
Dave Haas      Meisner Aircraft  
Gary Meisner      Meisner Aircraft  
Brad Meisner      Meisner Aircraft  
Chris Meisner      Meisner Aircraft  
Jim Freeman      Helicopter Specialties  
Nancy Barber      Helicopter Specialties

Others Present Via Teleconference. Josh Gowey      Interested Citizen  
Rick Leyes      T-hangar Tenant

Adoption of Agenda. Supervisor Homan and Mrs. Reese moved the Agenda. MOTION CARRIED.

Approval of Minutes of May 17, 2021. Supervisors Richard and Homan moved the minutes. MOTION CARRIED.

Citizen Participation, Communications, Announcements, and Information. None

**Consent Calendar**

Transfers. None

Review of Payments. The review for May 2021 was completed.

## Updates, Discussion and Possible Action

Approve Lease Agreement Between Southern Wisconsin Regional Airport and NJJ Properties, LLC. Supervisor Homan and Mrs. Reese moved the Lease. Mr. Cullen explained that the Lease Agreement for Mr. Quint's business, NJJ Properties, which operates Blackhawk Aircraft Maintenance, expires at the end of July. The new Lease Agreement offers a new 25 year term and changes the uses to align with the business's current operations. MOTION CARRIED. 8 AYES - Supervisors Fox, Homan and Richard, Mr. Baker, Mr. Cope, Mr. Johnson, Ms. Rebut, and Mrs. Reese. 1 ABSTAIN - Mr. Quint.

Approve First Addendum to Lease Agreement between Southern Wisconsin Regional Airport and Burlington Development, Inc. Mr. Quint and Supervisor Homan moved the Addendum. Mr. Cullen reminded the Board that back in January, Burlington Development requested a variance from the Minimum Standards and that request was approved. Today's item is an Addendum that adds uses, Aircraft Sales and Aircraft Restoration and Refurbishing, to their Lease. Mr. Freeman stated that he had some conflict with the letter Mr. Meisner wrote requesting this change. He does not feel that the Burlington Development hangar is properly equipped for painting and that he wants businesses on the airport to follow the Minimum Standards. Mr. Chris Meisner stated that they are not doing full paint jobs on aircraft, they offer a tail number change, change tires, and offer free maintenance to aircraft they sell for 60 days after the sale of an aircraft. Discussion on this topic took place. Mr. Cullen reminded everyone that the variance was approved in January and today's topic is only to approve a Lease Addendum that adds uses to the Lease. MOTION CARRIED.

Follow Up Discussion on Building Ownership at Lease Termination. Mr. Cullen stated that he had followed up on a question asked by Mr. Freeman at the last Board meeting. The question related to who took ownership of a building at the end of a lease term. Mr. Cullen stated that the County's Corporation Counsel looked over a sample of our Leases, and told him that we do not take ownership at the termination of a lease. The tenant is given the opportunity to renew the lease or sell the buildings. The only time the County would take ownership is if the tenant were to walk away and the County had no other recourse. Mr. Freeman thanked Mr. Cullen for following up on his request.

Airport Director's Updates. Mr. Cullen gave the Board information on the following topics as outlined in the attached Document on the following topics:

- Runway 18/36 repair project
- Bessie's Diner's operating hours
- A request from the TSA to hold another Pre-Check event in early September
- Audio/Visual updates to our conference room
- Airport budget meeting to Finance and Staff Committees on July 6<sup>th</sup>
- Unauthorized flight training on the airport.

Supervisor Richard asked if there we were working with the City of Janesville on the storm water expense. Mr. Cullen stated 2021 expense is expected to be about \$96,000 and that he and Supervisor Fox had met with the City of Janesville regarding the charges. The City has basically said that they are entitled to levy these charges by state law and therefor they will continue to do so.

Minutes of the Airport Board  
June 21, 2021

Some discussion on this matter took place, but Supervisor Fox stated that this topic is not on the Agenda today.

Resolution Authorizing Temporary Double Fill of Airport Secretary II Position. Supervisor Richard and Mrs. Reese moved the Resolution. Mr. Cullen informed the Board that the Airport's Secretary II is retiring effective September 7<sup>th</sup>. Mrs. Hevel informed Mr. Cullen last year that this would probably occur and therefore the Airport's 2021 Budget included funds to cover a one-month overlap in the position to allow for some training to take place. MOTION CARRIED.

Committee Requests and Motions. None.

Next Meeting Date. The next meeting date will be July 19, 2021 at 8:00 a.m.

Adjournment. Mr. Cope and Mr. Johnson moved to adjourn at 8:34 a.m. MOTION CARRIED.

Respectfully Submitted,

Cynthia J. Hevel  
Secretary II

**COMMITTEE REVIEW REPORT**  
**WITH DESCRIPTION**  
 FOR THE MONTH OF JUNE 2021

Account Number	Account Name	PO#	Check Date	Vendor Name	Description	Inv/Enc Amt
43-4453-4110-62210	Telephone		06/17/2021	AT AND T	TELEPHONE SERVICE JUNE 2021	2.65
		P2100097	06/17/2021	CHARTER COMMUNICATIONS	AMMO JUNE SERVICE	989.50
43-4453-4110-63100	Office&Misc Exp					
		P2100084	06/17/2021	US BANK	OFFICE SUPPLIES	141.84
43-4453-4110-64200	Training					
		P2100084	06/17/2021	US BANK	ARFF TRAINING JOHNSON, SMITH	656.00
43-4453-4110-65103	Public Liability					
		P2101445	06/17/2021	TRICOR INSURANCE	RENEWAL OF FINAL YEAR OF AIRPO	10,684.00
<b>Airport Administration PROG TOTAL</b>						<b>12,473.99</b>
43-4453-4453-62160	Cleaning Contrac					
		P2100084	06/17/2021	US BANK	TERM BATH SUPPLIES	66.69
		P2100096	06/17/2021	JAYS BIG ROLLS INC	AIR FRESHENER TERMINAL	45.00
		P2100117	06/03/2021	DIVERSIFIED BUILDING MAINTENAN	MAY TERM CLEANING	731.40
		P2100264	06/24/2021	UNIFIRST CORP	MATS	231.72
43-4453-4453-62164	Disposal Service					
		P2100063	06/24/2021	BADGERLAND DISPOSAL	PORTABLE TOILETS	115.27
43-4453-4453-62201	Electric					
			06/03/2021	ALLIANT ENERGY/WP&L	MAY ELEC	2,956.19
43-4453-4453-62203	Natural Gas					
			06/03/2021	ALLIANT ENERGY/WP&L	MAY GAS	457.86
43-4453-4453-62400	R & M Services					
		P2100109	06/17/2021	MAXXED OUT MOTORSPORTS	TIRES 20' MWER / HYD HOSE TLCT	239.80
		P2101469	06/24/2021	ALPINE AUTO ELECTRIC LLC	REPAIR OF RCM STARTER SOLENOID	179.50
43-4453-4453-63501	Gas/Other Fuels					
		P2100091	06/17/2021	KWIK TRIP EXTENDED NETWORK	MAY DIESEL FUEL	413.34
		P2100098	06/10/2021	BROWN OIL CO INC	MAY OFF ROAD DIESEL	527.10
43-4453-4453-63502	Oil/Grease/Other					
		P2101452	06/24/2021	KELLEY WILLIAMSON CO	CASE - 4/10 TUBES OF 121928 /	2,799.89
43-4453-4453-63503	Equip Parts					
		P2100089	06/17/2021	NAPA AUTO PARTS	V-BELTS RCMS	22.46
		P2100095	06/24/2021	JOHNSON TRACTOR INC	6' WOODS MOWER B/O PARTS	235.76
		P2100106	06/17/2021	INTERSTATE BATTERIES OF ROCKFO	RCM BATTERIES	107.90

COMMITTEE REVIEW REPORT  
WITH DESCRIPTION  
FOR THE MONTH OF JUNE 2021

Account Number	Account Name	PO#	Check Date	Vendor Name	Description	Inv/Enc Amt
43-4453-4453-64900	Other Expenses					
		P2100062	06/10/2021	BJ ELECTRIC SUPPLY INC	LED BULBS FOR ADMIN OFFICE	287.38
		P2100065	06/03/2021	HARRIS ACE HARDWARE LLP	LIGHT SWITCH	1.39
		P2100096	06/10/2021	JAYS BIG ROLLS INC	WHITE RAGS	40.00
		P2100105	06/24/2021	MENARDS	UNDERLAYMENT	613.13
		P2100116	06/17/2021	GRAINGER	300' TAPE MEASURE	52.13
		P2101290	06/17/2021	A PLUS INSULATION	LEVEL SIDEWALK AT TERMINAL	200.00
		P2101446	06/17/2021	STENSTROM PETROLEUM SERVICES	EMERGENCY REPAIR OF AIRPORT FU	415.04
		P2101447	06/17/2021	WISCONSIN DNR-ENVIRONMENTAL FE	TIER 2 STORM WATER PERMIT - YE	130.00
		P2101472	06/24/2021	COUNTRY DOOR SYSTEMS INC	FOUR REMOTES AND PROGRAMMING	275.00
<b>Airport Maintenance PROG TOTAL</b>						<b>11,143.95</b>

I have reviewed the preceding payments in the total amount of **\$23,617.94**

Date:

Dept Head



Committee Chair

**COMMITTEE REVIEW REPORT  
WITH DESCRIPTION**  
FOR THE MONTH OF JUNE 2021

Account Number	Account Name	PO#	Check Date	Vendor Name	Description	Inv/Enc Amt
----------------	--------------	-----	------------	-------------	-------------	-------------

---

**REPORT COMPLETE!**

Report Total: 23,617.94

For Job Numbers: 2190656, 2193994, 2197048, 2197175, 2200341



## MEMORANDUM

DATE: June 16, 2021

TO: Southern Wisconsin Regional Airport Board

FROM: Gregory A. Cullen, C.M., Airport Director

RE: Semi-Annual Report – Attendance at Conventions/Conferences that Exceed \$1,000 per Employee per Event

---

Resolution 06-9A-087 requires each department head to report semi-annually all instances of attendances at all training, conventions and conferences that exceed costs of \$1,000 per event, per employee to their respective governing committee for informational purposes.

Please be advised that the Southern Wisconsin Regional Airport Department had the following employees that attended Part 139 FAA approved Aircraft Rescue and Fire Fighting (ARFF) school in Appleton Wisconsin, between May 10<sup>th</sup> and May 14<sup>th</sup>, 2021.

<u>Attendee</u>	<u>Training</u>	<u>Travel</u>	<u>Lodging</u>	<u>Meals</u>	<u>Total</u>
Kevin Smith	\$1,250.00	\$99.95	\$328.00	\$129.56	\$1,807.51
Mike Johnson	\$1,250.00	\$99.95	\$328.00	\$104.26	\$1,782.21

cc: Josh Smith, County Administrator  
Randy Terronez, Assistant to the County Administrator

# RESOLUTION

## ROCK COUNTY BOARD OF SUPERVISORS

Southern Wisconsin Regional Airport Board  
INITIATED BY



Gregory A. Cullen, C.M. Airport Director  
DRAFTED BY

Sothern Wisconsin Regional Airport Board  
SUBMITTED BY

July 1, 2021  
DATE DRAFTED

### RECOGNIZING CYNTHIA HEVEL

- 1 **WHEREAS**, Cynthia Hevel began her employment with Rock County on July 11, 1994 as a Child
- 2 Support Reimbursement Specialist at the Beloit Courthouse with the Child Support Department;
- 3 and,
- 4
- 5 **WHEREAS**, Cynthia transferred to the Rock County Airport within the Department of Public Works
- 6 as an Account Clerk II on January 5, 1998; and,
- 7
- 8 **WHEREAS**, Cynthia, on September 17, 2003 assisted in the airport’s name change to the Southern
- 9 Wisconsin Regional Airport; and,
- 10
- 11 **WHEREAS**, Cynthia’s position was re-named to Airport Specialist on January 1, 2014; and,
- 12
- 13 **WHEREAS**, Cynthia was instrumental ensuring a smooth administrative transition from Public Works
- 14 to the Airport becoming its own department on January 1, 2019; and,
- 15
- 16 **WHEREAS**, Cynthia’s position was reclassified to Secretary II on January 1, 2020; and,
- 17
- 18 **WHEREAS**, Cynthia played a critical role in the successful and safe operation of the Southern
- 19 Wisconsin Regional Airport and has been a valuable professional to two Airport Directors, several
- 20 County Board Supervisors, Airport Board members, numerous airport tenants, other County department
- 21 personnel, Airport Maintenance personnel, and the general public; and,
- 22
- 23 **WHEREAS**, Cynthia’s dedication and attention to detail with record keeping has allowed the Airport to
- 24 maintain its FAA Part 139 certification adhering to strict compliance standards on an annual basis; her
- 25 willingness to work whatever hours were necessary to provide coverage during snow events in order for
- 26 pilots to have accurate information; her experience with multiple lease agreements provided leadership
- 27 necessary information to make informed decisions; her ability to manage financial accounts and
- 28 knowledge of airport operations attributed greatly to budget predictions and provide accurate feedback;
- 29 her extensive knowledge of Airport and County operations has made her an indispensable resource for
- 30 Airport staff, the Airport Board, and members of the public; and she has been an excellent representative
- 31 of Rock County; and,
- 32
- 33 **WHEREAS**, Cynthia will retire from Rock County on September 7, 2021.
- 34
- 35 **NOW, THEREFORE, BE IT RESOLVED** that the Rock County Board of Supervisors duly
- 36 assembled this \_\_\_\_\_ day of \_\_\_\_\_, 2021, does hereby recognize Cynthia Hevel for her
- 37 twenty-seven years and two months of service to Rock County, and recommend that a sincere expression
- 38 of appreciation be given to Cynthia along with best wishes for the future.

Respectfully Submitted:

SOUTHERN WISCONSIN REGIONAL  
AIRPORT BOARD

COUNTY BOARD STAFF COMMITTEE

---

Brent Fox, Chair

---

Richard Bostwick, Chair

---

Rick Richard, Vice Chair

---

Wes Davis, Vice Chair

---

Dave Homan

---

Tom Brien

---

Eric Baker

---

Kevin Leavy

---

Dick Cope

---

Louis Peer

---

Greg Johnson

---

J. Russell Podzilni

---

Joe Quint

---

Bob Yeomans

---

Christine Rebout

---

Alan Sweeney

---

Katie Reese

---

Mary Beaver

# RESOLUTION

## ROCK COUNTY BOARD OF SUPERVISORS

Southern Wisconsin Regional Airport Board  
INITIATED BY



Gregory A. Cullen, C.M. Airport Director  
DRAFTED BY

July 6, 2021  
DATE DRAFTED

Sothern Wisconsin Regional Airport Board  
SUBMITTED BY

### AWARDING CONTRACT FOR NEW GATE OPENER AT SOUTHERN WISCONSIN REGIONAL AIRPORT AND AMENDING THE SOUTHERN WISCONSIN REGIONAL AIRPORT BUDGET

1 **WHEREAS**, Rock County owns an airport known as the Southern Wisconsin Regional  
 2 Airport; and,  
 3  
 4 **WHEREAS**, the Airport Department budgeted \$12,000 to replace one electric gate opener on  
 5 the airport; and,  
 6  
 7 **WHEREAS**, specifications for the gates were prepared and the County Purchasing Division  
 8 solicited bids for the construction; and,  
 9  
 10 **WHEREAS**, one bid was received and six additional vendors were solicited but did not  
 11 respond, and the only bid was from The Tschudy Corporation DBA as American Fence Co. in  
 12 Plover, Wisconsin in the amount of \$19,350.

13  
 14 **NOW THEREFORE, BE IT RESOLVED**, that the Rock County Board of Supervisors  
 15 duly assembled this \_\_\_\_\_ day of \_\_\_\_\_, 2021, does hereby award a  
 16 contract of \$19,350 for the replacement of one electric gate opener at the Southern  
 17 Wisconsin Regional Airport to The Tschudy Corporation DBA as American Fence Co. in  
 18 Plover, Wisconsin.

19  
 20 **BE IT FURTHER RESOLVED** that the Airport’s 2021 budget be amended as follows:

	BUDGET	INCREASE/	AMENDED
ACCOUNT/DESCRIPTION	7/19/21	(DECREASE)	BUDGET
<u>Source of Funds:</u>			
43-4453-4453-46400	\$39,946	\$7,350	\$47,296
Fund Balance			
<u>Use of Funds:</u>			
43-4453-4453-67120	\$75,050	\$7,350	\$82,400
Capital Assets \$2,000-\$25,000			

Respectfully Submitted:

SOUTHERN WISCONSIN REGIONAL  
AIRPORT BOARD

\_\_\_\_\_  
Brent Fox, Chair

\_\_\_\_\_  
Rick Richard, Vice Chair

\_\_\_\_\_  
Dave Homan

\_\_\_\_\_  
Eric Baker

\_\_\_\_\_  
Dick Cope

\_\_\_\_\_  
Greg Johnson

\_\_\_\_\_  
Joe Quint

\_\_\_\_\_  
Christine Rebout

\_\_\_\_\_  
Katie Reese

FINANCE COMMITTEE ENDORSEMENT

Reviewed and approved on a vote of \_\_\_\_\_

\_\_\_\_\_  
Mary Mawhinney, Chair

LEGAL NOTE:

The County Board is authorized to take this action pursuant to secs. 59.01 and 59.51, Wis. Stats. As an amendment to the adopted 2021 County Budget, this Resolution requires a 2/3 vote of the entire membership of the County Board pursuant to sec. 65.90(5)(a), Wis. Stats.

s/Richard Greenlee

Richard Greenlee  
Corporation Counsel

ADMINISTRATIVE NOTE:

Recommended.

/s/Josh Smith

Josh Smith  
County Administrator

FISCAL NOTE:

The original \$12,000 budget is being funded by tax levy. There is sufficient Airport Fund Balance for the remaining \$7,350 cost.

/s/Sherry Oja

Sherry Oja  
Finance Director

# EXECUTIVE SUMMARY

## AWARDING NEW GATE OPENER AT SOUTHERN WISCONSIN REGIONAL AIRPORT AND AMENDING BUDGET

The airport installed a perimeter fence in the fall of 2001. This was installed as a measure to increase security and detract wildlife from entering the airport operations area. During the original installation, there were several gates installed with electronic opening systems. Over the years, more gates were added at various locations with different manufactured operating systems. At one point, the airport had three different electronic operating systems. This was troublesome when repairs were needed. In the past three years, there has been a strategic effort to replace worn out systems with a single manufactured electronic system.

Gate #30 is one of the original gate operating systems installed in 2001. This gate gets quite a bit of use as it's located adjacent to the self-fueling pump with aviation fuel deliveries. Furthermore, our T-hangar tenants for buildings four and five use this particular gate often. Maintenance has seen an increase in repairs. The gate has been stuck in the open position after a vehicle goes through on numerous occasions. Gate #30 operating system needs to be replaced in an effort to maintain security and safety of the airfield.

The approved budgeted amount for this project was \$12,000. The project was placed out for competitive bid. The only bidder was The Tschudy Corporation DBA American Fence Co at \$19,350, six additional vendors were solicited for bids but did not respond. Therefore, we request a budget amendment of an additional \$7,350 and to approve The Tschudy Corporation DBA American Fence Co as the contractor of this project.

**SECOND ADDENDUM**  
to  
**LEASE AGREEMENT**  
between  
**Southern Wisconsin Regional Airport, County of Rock, Wisconsin**  
and  
**Moose Holdings, LLC**

WHEREAS, the County of Rock, Wisconsin, a municipal corporation, duly organized and existing under the laws of the State of Wisconsin, hereinafter referred to as **LESSOR**, and Moose Holdings, LLC, hereinafter called **LESSEE**, entered into a certain contract hereinafter called LEASE, on the 1<sup>st</sup>, day of November 2019.

WHEREAS, **LESSEE** desires to add additional land to the LEASE, which additional land is added and included in an Amended Exhibit "A" dated July 8, 2021, which will replace Exhibit "A" dated September 25, 2019 in its entirety.

WHEREAS, **LESSEE** desires to lease an additional piece of land, which additional land is added and included in Exhibit "B" dated June 29, 2021.

**ARTICLE 1 – PREMISES**

Section 1.1 of the original LEASE is deleted and replaced as follows.

1.1 Land

**LESSOR** does hereby lease, let and demise to **LESSEE**, the premises described in Amended Exhibit "A" dated July 8, 2021 and Exhibit "B" dated June 29, 2021 which are attached hereto and incorporated herein by reference, and which shall be referred to as PREMISES.

**ARTICLE 3 – CONSIDERATION**

Sections 3.1 and 3.2 of the original LEASE are deleted and replaced as follows:

3.1 Consideration

- (a) **LESSEE** agrees to pay to **LESSOR** for Amended Exhibit "A", the sum of Five Hundred Forty-five Dollars and 49/100s (\$545.49) per year for the use of the PREMISES described in Amended Exhibit "A", representing a rental charge of (.1182 cents) per square foot per year (2021 rates) for Four Thousand Six Hundred Fifteen (4,615) square feet of unimproved land (meaning that **LESSOR** has not added improvements to that area although **LESSEE** may have added or will add improvements thereto) and the sum of Five Thousand Nine Hundred Seventy-two and 42/100s (\$5,972.42) per year for the use of leased PREMISES, representing a rental charge of (.1893 cents) per square foot per year (2021 rates) for Thirty-one Thousand Five Hundred Fifty (31,550) square feet of improved land (meaning the land has been improved by **LESSOR**). During the month of December each year, the annual rental charge (and equal monthly payments therefor) for the following calendar year

shall be adjusted with said rental charge to be comparable to land rentals being charged for other airport **LESSEES** leasing land for hangar buildings and their surrounding areas at Southern Wisconsin Regional Airport.

- (b) **LESSEE** agrees to pay to **LESSOR** for Exhibit "B", the sum of Ten Thousand Seven Hundred Forty-six Dollars and 03/100s (\$10,746.03) per year for the use of the leased PREMISES representing a rental charge of (.1182 cents) per square foot per year (2021 rates) for Ninety Thousand Nine Hundred Fourteen (90,914) square feet of unimproved land (meaning that **LESSOR** has not added improvements to that area although **LESSEE** may have added or will add improvements thereto). During the month of December each year, the annual rental charge (and equal monthly payments therefor) for the following calendar year shall be adjusted with said rental charge to be comparable to land rentals being charged for other airport **LESSEES** leasing land for hangar buildings and their surrounding areas at Southern Wisconsin Regional Airport.

3.2 Payment

- (a) As provided in Section 3.1(a), the rental charge for Amended Exhibit A shall begin upon the execution of this Addendum. Monthly payments in the amount of Five Hundred Forty-three and 49/100s (\$543.49) shall be paid on/or before the first of each month representing a total of Six Thousand Five Hundred Twenty-one and 88/100s (\$6,521.88) per year.
- (b) As provided in Section 3.1(b) the rental charge for Exhibit B shall begin upon the granting of an occupancy permit of any improvement erected on the PREMISES described in Exhibit "B", or on August 1, 2023, whichever comes first. Monthly payments in the amount of Eight Hundred Ninety-five Dollars and 50/100s (\$895.50) shall be paid on/or before the first of each month (representing a total of Ten Thousand Seven Hundred Forty-six Dollars and 03/100s (\$10,746.03) per year).

**ARTICLE 41 - AUTHORITY**

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals this

\_\_\_\_\_ day of \_\_\_\_\_, 2021.

**LESSOR**  
ROCK COUNTY, WISCONSIN

**LESSEE**

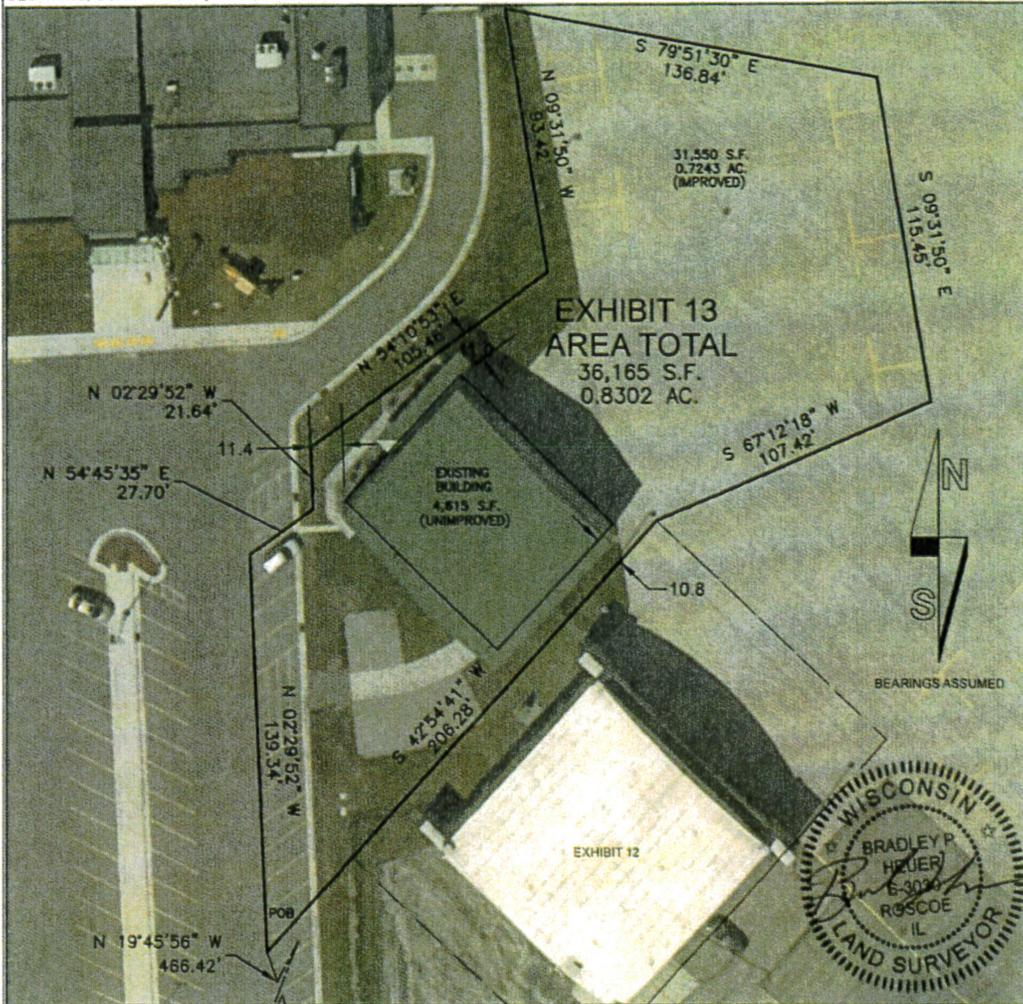
BY: \_\_\_\_\_  
Gregory A. Cullen, C.M.  
Airport Director

BY: \_\_\_\_\_  
Everett Reese, Managing Member  
Moose Holdings, LLC

# AMMENDED LEASE EXHIBIT A

DESCRIBED AS FOLLOWS

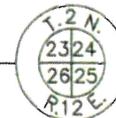
PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 AND THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 23, TOWNSHIP 2 NORTH, RANGE 12 EAST OF THE 4TH PRINCIPAL MERIDIAN, ROCK TOWNSHIP, ROCK COUNTY, WISCONSIN, COMMENCING AT THE SOUTH 1/4 CORNER OF SAID SECTION 23; THENCE NORTH 19 DEGREES 45 MINUTES 56 SECONDS WEST, 466.42 FEET TO THE POINT OF BEGINNING FOR THE LEASE DESCRIBED HEREIN; THENCE NORTH 02 DEGREES 29 MINUTES 52 SECONDS WEST, 139.34 FEET; THENCE NORTH 54 DEGREES 45 MINUTES 35 SECONDS EAST, 27.70 FEET; THENCE NORTH 02 DEGREES 29 MINUTES 52 SECONDS WEST, 21.64 FEET; THENCE NORTH 54 DEGREES 10 MINUTES 53 SECONDS EAST, 105.48 FEET; THENCE NORTH 9 DEGREES 31 MINUTES 50 SECONDS WEST, 93.42 FEET; THENCE SOUTH 79 DEGREES 51 MINUTES 30 SECONDS EAST, 136.84 FEET; THENCE SOUTH 09 DEGREES 31 MINUTES 50 SECONDS EAST, 115.45 FEET; THENCE SOUTH 67 DEGREES 12 MINUTES 18 SECONDS WEST, 107.42 FEET; THENCE SOUTH 42 DEGREES 54 MINUTES 41 SECONDS WEST, 206.28 FEET TO THE POINT OF BEGINNING, CONTAINING 36,165 SQUARE FEET.



ALUM. MON.  
SOUTH 1/4 CORNER  
SEC. 23, T2N, R12E



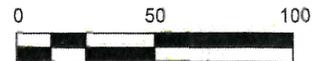
WISDOT DISK  
SOUTHEAST CORNER  
SEC. 23, T2N, R12E



N 89°56'50" W  
2649.84'

THIS MAP IS MERELY A REPRESENTATION OF SAID LEASE AND DOES NOT CONSTITUTE AS A BOUNDARY SURVEY.

I HEREBY CERTIFY THAT I MAPPED THE LEASE ABOVE AS DESCRIBED AND UNDER DIRECTION OF GREG CULLEN, SOUTHERN WI. REGIONAL AIRPORT MANAGER AND THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF THE PLAT HEREIN DRAWN CORRECTLY REPRESENTS SAID PROPOSED LEASE. GIVEN UNDER MY HAND AND SEAL THE 8TH DAY OF JULY, 2021 AT JANESVILLE, WISCONSIN.



PROJECT NO. 2021-EXH13-REV  
FOR: SOUTHERN WISCONSIN  
REGIONAL AIRPORT  
MOOSE HOLDINGS, LLC  
1710 W. AIRPORT RD.  
DATE: JULY 8TH, 2021  
SHEET 1 OF 1

**(a) - Legend**

- New Lease Lines

ROCK COUNTY  
SURVEYORS OFFICE

COURTHOUSE BUILDING  
PH. 608-757-5658  
51 S. MAIN STREET - JANESVILLE, WI. 53545

# LEASE EXHIBIT B

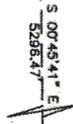
DESCRIBED AS FOLLOWS:

PART OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER AND THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 26, ALL IN TOWNSHIP 2 NORTH, RANGE 12 EAST OF THE 4TH PRINCIPAL MERIDIAN, ROCK COUNTY WISCONSIN;

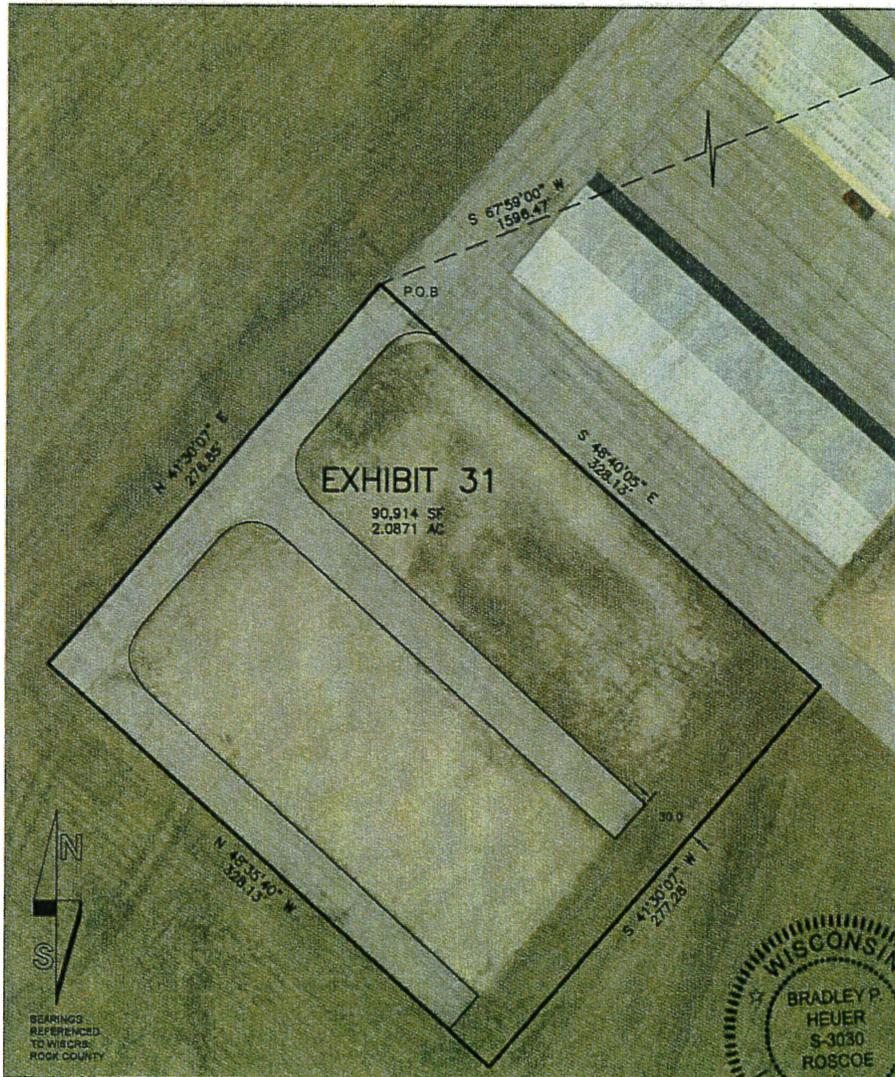
COMMENCING AT THE NORTH QUARTER CORNER OF SECTION 23, TOWNSHIP 2 NORTH, RANGE 12 EAST; THENCE SOUTH 00 DEGREES 45 MINUTES 41 SECONDS EAST ALONG THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 23, 5296.47 FEET TO THE NORTH QUARTER OF SECTION 26; THENCE SOUTH 67 DEGREES 59 MINUTES 00 SECONDS WEST, 1596.47 FEET TO THE POINT OF BEGINNING OF THE LEASE DESCRIBED HEREIN; THENCE SOUTH 48 DEGREES 40 MINUTES 05 SECONDS EAST, 328.13 FEET; THENCE SOUTH 41 DEGREES 30 MINUTES 07 SECONDS WEST, 277.28 FEET; THENCE NORTH 48 DEGREES 35 MINUTES 40 SECONDS WEST, 328.13 FEET; THENCE NORTH 41 DEGREES 30 MINUTES 07 SECONDS EAST, 276.85 FEET TO THE POINT OF BEGINNING; SAID LAND CONTAINING 90,914 SQUARE FEET.



NORTH 1/4  
CORNER  
SECTION  
23-T2N-R12E  
ALUM



NORTH 1/4  
CORNER  
SECTION  
26-T2N-R12E  
ALUM



BEARINGS  
REFERENCED  
TO WISCONSIN  
ROCK COUNTY



I HEREBY CERTIFY THAT I MAPPED THE LEASE ABOVE AS DIRECTED BY GREG CULLEN, SOUTHERN WISCONSIN REGIONAL AIRPORT DIRECTOR AND THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF THE PLAT HEREIN DRAWN CORRECTLY REPRESENTS SAID PROPOSED LEASE. GIVEN UNDER MY HAND AND SEAL THE 29TH DAY OF JUNE, 2021 AT JANESVILLE, WISCONSIN.



PROJECT NO. 20201204-LEASES  
FOR: SOUTHERN WI. REGIONAL AIRPORT  
MOOSE HOLDINGS, LLC  
DATE: 6-29-21  
SHEET 1 OF 1

(a) - Legend  
——— - New Lease Lines

ROCK COUNTY  
SURVEYORS OFFICE

COURTHOUSE BUILDING  
51 S. MAIN STREET - JANESVILLE, WI. 53545  
PH. 608-757-5658

*Lease Between*

*Southern Wisconsin Regional Airport  
County of Rock, Wisconsin*

*And*

*Schultz Investments*

## Table of Contents

Article 1 – Premises .....	1
Article 2 – Term.....	2
Article 3 – Consideration .....	2
Article 4 – Improvements .....	3
Article 5 – Care, Maintenance and Repair of Premises and Improvements by Lessee.....	4
Article 6 – Access to Premises by County .....	6
Article 7 – Regulatory Signs .....	6
Article 8 – Utilities.....	6
Article 9 – Use .....	7
Article 10 – Assignment/Sub-Lease .....	8
Article 11 – Governmental Requirements .....	8
Article 12 – Quiet Enjoyment .....	8
Article 13 – Natural Disaster .....	8
Article 14 – Interruption .....	9
Article 15 – Indemnity and Hold Harmless .....	9
Article 16 – Sanitation .....	9
Article 17 – Benefits .....	10
Article 18 – Non-Waiver of Rights.....	10
Article 19 – Insurance .....	10
Article 20 – Non-Discrimination .....	10
Article 21 – Limitation of Rights and Privileges Granted .....	11
Article 22 – Safety .....	11
Article 23 – Rights of Entry Reserved .....	12
Article 24 – Taxes.....	12
Article 25 – National Emergency.....	12
Article 26 – Subordination.....	12
Article 27 – Use of Airport .....	13
Article 28 – Snow Removal.....	13
Article 29 – Ingress and Egress.....	13
Article 30 – Failure to Pay Rent or Observe Lease Terms.....	13
Article 31 – Insurance of Improvements.....	13
Article 32 – Integration .....	14
Article 33 – Severability .....	14
Article 34 – Parking.....	15
Article 35 – County Reservation of Rights for Protection of Premises .....	15
Article 36 – Contractors.....	15
Article 37 – Time of the Essence .....	15
Article 38 – Approvals.....	15
Article 39 – Notice.....	15
Article 40 – Tenant List .....	16
Article 41 – Authority.....	16

**Lease**  
**Southern Wisconsin Regional Airport**  
**County of Rock, Wisconsin**  
**and**  
**Schultz Investments**

THIS AGREEMENT, made and entered into by and between the COUNTY OF ROCK, WISCONSIN, a municipal corporation, duly organized and existing under the laws of the State of Wisconsin, hereinafter referred to as LESSOR, and Schultz Investments, hereinafter referred to as LESSEE.

**Witnesseth:**

WHEREAS, Rock County owns and operates an airport which includes certain aeronautical navigation facilities, said airport being known as the Southern Wisconsin Regional Airport, located along U.S. Highway 51 between the City of Janesville and the City of Beloit in said County and said LESSOR is desirous of leasing to LESSEE for aeronautical purposes certain designated premises, consisting of land, hereinafter more fully described, located upon said airport, together with the right to use in common with others certain additional premises and facilities upon said airport; and

WHEREAS, LESSEE is willing to arrange for and obtain capital and investment necessary to construct or maintain certain hangars and other related facilities upon said premises provided by LESSOR under circumstances and arrangements favorable to the investment of private funds upon said premises for the use of the company and the promotion of aviation in Rock County; and

WHEREAS, it is to the mutual advantage of the parties to enter into this agreement.

NOW, THEREFORE, in consideration of the mutual undertakings, understandings and agreements hereinafter set forth, the COUNTY and the LESSEE agree as follows:

**Article 1 - Premises**

1.1 **Land**

COUNTY does hereby lease, let and demise to LESSEE, the premises consisting of land as described in Exhibit "A", dated July 8, 2021 which is attached hereto and incorporated herein by reference, and which shall be referred to as PREMISES.

1.2 **Acceptance**

LESSEE warrants that it has inspected PREMISES and has found PREMISES suitable for its intended purposes, as is, subject to the limitations placed thereon by this Lease.

## **Article 2 - Term**

### 2.1 Term

The term of this Lease, subject to earlier termination as hereinafter provided, shall be for the period of September 1, 2021, through and including August 31, 2046. Six months prior to the expiration date of this lease, LESSEE may request, in writing, that the COUNTY negotiate a new Lease with it. If timely notice is given to COUNTY, COUNTY shall meet with LESSEE in good faith to negotiate a new Lease. LESSEE or its assignees shall have the option to renew this lease for an additional term of twenty-five (25) years upon like terms and conditions as those contained herein.

## **Article 3 - Consideration**

### 3.1 Consideration

Lessee agrees to pay to the COUNTY, the Sum of One Thousand Six Hundred Sixty-one Dollars and 04/100 (\$1,661.04) per year for the use of the leased PREMISES, representing a rental charge of .1182 cents (2021 rates) per square foot per year for Fourteen Thousand fifty-three (14,053) square feet of unimproved land. It is further agreed that annually during the month of December, rental rates shall be re-negotiated by the parties and will be based on the urban rate of inflation, not to exceed 4% annually. Said rates are to be equal to the rental rates for other buildings in its category and be effective January 1. Rental rates are subject to Airport Board approval.

### 3.2 Payment

As provided in Section 3.1, the rental charge shall begin upon the completion of construction of the intended hangar and receipt of an occupancy permit from the City of Janesville. Monthly payments in the amount of One Hundred Thirty-eight 42/100s (\$138.42) representing One Thousand Six Hundred Sixty-one Dollars and 04/100 (\$1,661.04) per year shall be paid on or before the 1<sup>st</sup> of each month. LESSEE shall have the option of paying monthly, quarterly, bi-yearly, or yearly.

### 3.3 Late Payments

Late payments of rental fees shall be subject to interest, thereon payable at the rate of one and one-half (1 1/2) percent per month, until paid in full.

### 3.4 Re-negotiation

The Airport Director shall be responsible for re-negotiating the yearly rental charge on behalf of the COUNTY, subject to final approval of the Airport Board.



**Chuck Valle**  
 Email [chuckvalle@gmail.com](mailto:chuckvalle@gmail.com)  
 Cell phone 815-4046490

**Promoting obtaining for the JVL a  
 Radar Repeater**

**Officially known as a TARDIS**

**Terminal Automated Radar Display  
 and Information System**

**July 2021**

 **Federal Aviation  
 Administration**

**Memorandum**

Date: April 12, 2021  
 To: Chuck Valle  
 From: Kathleen Aselborn, District Manager - Chicago District  
 Prepared by: Al Quiliani, Airspace and Procedures - Chicago District  
 Subject: Tower Display Workstation - Janesville Wisconsin (JVL)

The deployment of the Tower Display Workstation (TDW) for Janesville Wisconsin AICT (JVL) is determined by the Central Service Area Planning and Requirements Group, AIV-C39. The current requirement for placing the TDW equipment at JVL is 30,000 itinerant operations per year for 3 years to meet the traffic count criteria. The facility must fall under the host TRACON airspace (Rockford AICT/Approach) and have adequate low level radar coverage.

Highlighted on the ATADS report (attached) is the itinerant traffic count numbers. JVL is approaching traffic count criteria and warrants close monitoring. Once they meet criteria for traffic count, a radar analysis will be conducted to check for adequate low level radar coverage.

Kathy Aselborn  
 General Manager  
 Chicago District

**ATADS : Airport Operations : Standard  
 Report**

From 01/2017 To 12/2020 | Facility=JVL

Calendar Year	Facility	Itinerant				Local			Total Operations	
		Air Carrier	Air Taxi	General Aviation	Military	Total	Civil	Military		
2017	JVL	4	5,241	13,118	107	18,470	13,838	298	14,136	32,606
2018	JVL	15	5,704	15,404	202	21,325	15,932	417	16,349	37,674
2019	JVL	13	4,925	23,094	310	28,342	27,174	290	27,464	55,806
2020	JVL	16	3,942	22,280	141	26,379	21,899	364	22,263	48,642
<b>Sub-Total for JVL</b>		<b>48</b>	<b>19,812</b>	<b>73,896</b>	<b>760</b>	<b>94,516</b>	<b>78,843</b>	<b>1,369</b>	<b>80,212</b>	<b>174,728</b>
<b>Total:</b>		<b>48</b>	<b>19,812</b>	<b>73,896</b>	<b>760</b>	<b>94,516</b>	<b>78,843</b>	<b>1,369</b>	<b>80,212</b>	<b>174,728</b>

Report created on Tue Mar 30 09:25:52 EDT 2021  
 Sources: Air Traffic Activity System (ATADS)  
[Show data notes](#)

Charles N. Valle  
10301 Saddlebred Trail  
Woodstock, IL 60098  
chuckvalle@gmail.com  
Home: 815-337-1352  
Cell: 815-404-6460

Administrator Steve Dickson  
Federal Aviation Administration  
800 Independence Avenue SW  
Washington, DC 20591

Follow up to email sent to steve.dickson@faa.gov March 25, 2021

March 25, 2021

Dear Steve,

Congratulations on your appointment as FAA Administrator. We have come a long way since USAFA. You're 70 and I'm, man, 78 and G-140. Like you, aviation still burns in my heart so after seeing your American Airlines flight I put 130 paid job at Jansville Wisconsin airport. I need your help!

I am leading an effort to get a radar repeater installed in the KJVL tower and can not find the proper FAA office to address the issue. Please put me in contact with the accountable FAA manager who has financial and decision-making responsibilities that can help KJVL tower get a Terminal Automation Radar Display System (TARDS).

The FAA has a great website with many safety initiatives noted. I have emailed several of the those listed on the FAA website but no response. As you know, there is no need to fly the tower if the response do not get on target or the towers and lights do not light on the airway cone. We will still need FAA help at KJVL. The end goal at the airport is that if we could get two pilots to volunteer to have a radar collect Jansville tower would get a radar repeater.

As a pilot with military, airline and corporate experience I was surprised to find out that KJVL tower does not have a radar repeater in the tower. This need is always there. My experience tells me so and the growing number of prop and jet aircraft operations at KJVL is creating a demand for a radar environment. The tower chief tells me he has been asking for a radar repeater for over 15 years.

The CRFISAA Grant Program of December 2020 and the CARES Act of March 2021 have made funds available for airport improvements. This seems like the perfect time to improve air traffic safety at JVL by obtaining a radar repeater for KJVL tower. Some grant applications are due by June 2021. If these monies are realized, so your tower is your tower's tower.

The four pillars of acceptable levels of safety risk are focused in working with KJVL pilots. I have inspected the tower with the FAA, airport board, the airport manager and the tower chief. The starting point towards this goal is to receive FAA approval and make the tower chief the accountable FAA manager who has financial and decision-making responsibilities that can help KJVL tower get a Terminal Automation Radar Display System (TARDS).

Please see my last hope as no other FAA office responds to my emails.

Thank you,  
Sincerely yours,  
Charles N. Valle

**KJVL Airport Director**  
Greg Cullen  
Southern Wisconsin Regional Airport  
1718 W. Airport Road, Suite 100  
Jansville, WI 53546

**Greg Cullen@csjck.wi.us**  
Office: 608-757-8768  
Mobile: 608-751-3340

**KJVL Air Traffic Manager**  
Earl Antonio  
Midwest ATC  
3642 Oakleaf Avenue  
Jansville, WI 53545

**Earl.Antonio@midwestatc.com**  
Office: 608-759-2621  
Mobile: 808-456-3565

U.S. Department of Transportation  
Federal Aviation Administration  
800 Independence Ave SW  
Washington, DC 20591-0001

Calendar Year	Facility	Itinerant				Local		Total Operations		
		Air Carrier	Air Taxi Aviation	Military	Total	Civil Military	Total			
2017	JVL	4	2,241	13,118	107	18,470	13,836	298	14,136	32,606
2018	JVL	15	5,704	15,404	202	21,325	15,932	417	16,349	37,674
2019	JVL	13	4,820	22,084	310	27,227	21,174	290	21,464	58,691
2020	JVL	10	3,942	22,260	141	26,303	21,869	364	22,233	48,542
<b>Sub-Total for JVL</b>		<b>48</b>	<b>19,812</b>	<b>73,866</b>	<b>760</b>	<b>84,516</b>	<b>78,843</b>	<b>1,369</b>	<b>80,212</b>	<b>174,728</b>
<b>Total:</b>		<b>48</b>	<b>19,812</b>	<b>73,896</b>	<b>760</b>	<b>84,516</b>	<b>78,843</b>	<b>1,369</b>	<b>80,212</b>	<b>174,728</b>

**Charles N. Valle**  
10301 Saddlebred Trail  
Woodstock, IL 60098  
Dear Mr. Valle:

**Thank you for your correspondence dated March 25, 2021, requesting assistance with acquiring a Terminal Automation Radar Display System (TARDS) for Southern Wisconsin Regional Airport (JVL) Airport Traffic Control Tower (ATCT).**

**Federal Aviation Administration (FAA) order 7031.2C, Airway Planning Standard Number One Terminal Air Navigation Facilities and Air Traffic Services outlines the requirements for the FAA to install a TARDS at an airport. FAA order 7031.2C has four qualifications that must be met:**

1. Meet 30,000 instrument operations per year for four consecutive years.
2. Have a "Hot Terminal Radar Approach Control (TRACON)" under the request.
3. Retain adequate low level radar coverage.
4. Meet the adequate complexity factor (i.e. air carrier service, crossing runways, military operations, flight schools, etc.).

**Below is the instrument operational traffic count (highlighted) for JVL. Based on the instrument operational traffic count for JVL, it does not qualify per Order 7031.2C.**

Although there is currently no FAA requirement to install a TARDS at the JVL ATCT, it may be possible for the Airport to obtain and install a TARDS via a Reimbursable Agreement (RA) with the FAA. An RA for JVL would be developed by the Air Traffic Organization (ATO) Central Service Center, Planning and Requirements Group's National Airspace System Planning Team (NPT). The NPT Manager is Connie Beaman, and she can be reached at [connie.beaman@faa.gov](mailto:connie.beaman@faa.gov) or 817-222-4014. If the Sponsor is interested in exploring the option of a R.A., they can work with the NPT to obtain more information and coordinate with the appropriate FAA stakeholders to assess the feasibility of this approach.

I trust this information adequately addressed your constituent's concerns. If it can be of further assistance, please do not hesitate to contact me.

Sincerely,  
*Kelly Brown*  
Kelly E. Brown  
Deputy Vice President, Mission Support  
Envision-Air Traffic Organization

**ORDER**

**7031.2C**

Replaces includes  
Changes 1 - 11

**AIRWAY PLANNING STANDARD NUMBER ONE -  
TERMINAL AIR NAVIGATION FACILITIES  
AND AIR TRAFFIC CONTROL SERVICES**



NOVEMBER 13, 1964

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

<https://www.faa.gov/documentLibrary/media/Order/7031.2C.pdf>



**MyRadar Weather Radar**  
ACME AeroMetric LLC Weather  
Everyone  
Contains Ads Offers in-app purchases  
This app is available for all of your devices

**Mobile Flight Tracker App**



**KJVL comparison to local airports**  
As of April 19, 2021

Airport operations numbers obtained from FAA Air Traffic Activity System (ATADS) Standard Report <https://aspm.faa.gov/opsnet/sys/Airport.asp>

These airport towers have radar repeaters currently installed except KJVL tower.

2020 Itinerant Operations	Airport ID	2017-19 Itinerant Operations	Instrument Approaches	Airport Runways	Intersecting Runways
29,596	ARR	78,509	7	6	2
29,351	UGN	84,473	3	4	1
26,799	GRB	105,900	9	4	1
<b>26,379</b>	<b>JVL</b>	<b>68,137</b>	<b>6</b>	<b>6</b>	<b>3</b>
26,370	ENW	87,590	5	6	2
22,135	OSH	124,641	11	8	3
25,034	DBQ	79,409	10	4	1
12,202	MWC	39,140	4	4	1

KJVL total operations have not been below 30,000 since 2008. Total KJVL operations in 2020 were 48,643.

**THE WALL STREET JOURNAL**  
English Edition • Print Edition • Video • Podcasts • Local Headlines

**Small Airports Covet Cheap Radar, But Even Collisions Can't Sway FAA**

By Gregory Wallace • 4/19/21

**THE LEXUS LS**

<https://www.wsj.com/articles/SB995228044922993069>



**KJVL ARSR NASA Synopsis from reports March 2021**

Non-flying instructor pilot reported an NMAC while approaching to land. ATC informed the instructor's aircraft the conflicting aircraft was unable to find the correct runway due to worn-out runway markings.

Cessna pilot reported an NMAC with an aircraft that did not know where it was at and had reported a different position in the traffic pattern of JVL.

CE-650 Captain reported executing a go-around after experiencing an NMAC with a NORDO crop duster on approach to JVL airport.

A PILOT REPORTS THE FMC DATABASE IN HIS ACFT INCORRECTLY IDENTIFIED JVL ACFT AT THE OFF FIELD VOR SITE AND THE JVL VOR AT THE ARPT'S PHYSICAL LOCATION.

WRONG RWY LNDG ON A CLOSED RWY BY A LOW TIME PA28-180 PVT PLT WITH A CFI FRIEND GOING ALONG FOR THE RIDE TO JVL, WI.

RWY INCURSION BY A LOW TIME PVT PLT AT RWY 36, JVL, WI.

INSTRUCTOR, WITH STUDENT, IN A CESSNA 152 LANDED ON THE WRONG RWY.

A PA28-161 PLT BECAME DISTR BY A LIGHT IN THE COCKPIT CAUSING HIM TO ENTER THE PATTERN AT JVL IN AN IMPROPER MANNER.

CL72 INSTRUCTOR QUESTIONS JVL CTLR WHEN ADVISED THAT CL72, IN TFC PATTERN, WAS IN CONFLICT WITH BE90 ON VOR 22 APCH 5 MI N OF ARPT.

NMAC BTWN A BEECH 18 ON FINAL AND A BEECH BARON PASSING ON THE L ON FINAL TO A CTLED ARPT.

2 INBOUND ACFT COMPLAIN OF AN NMAC WITH A DEP NAWAJO FROM JVL, WI. LCL CTLR HAD NOT OFFERED ANY TAs.

CL82 ENTERED AN ADJACENT FACILITY'S AIRSPACE WITHOUT COORD OR HOOP AFTER RPTXR LOST RADAR CONTACT WITH THE ACFT AND AN ATTEMPTED VERBAL HOOP.

PIPER ARROW PLT WAS GIVEN TA FROM APCH CTLR BUT IT DIDNT COINCIDE WITH SUBSEQUENT VISUAL TFC SIGHTINGS. AN NMAC DEVELOPED WITH A BOMBARZA WHIC APPARENTLY DIDNT SEE RPTX ACFT.

AN SMA SEL ACFT ICEE UP DURING AN ILS APCH CAUSING THE ACFT TO CRASH LAND SHORT OF THE RWY DURING GAR AT DECISION HT.

TWO ACFT HAVE NMAC IN THE TRAFFIC PATTERN AT JVL. PLT OF PARACHUTE JUMPING ACFT STATES ALL FAR WERE COMPLIED WITH FOR THE JUMP. ARPT MANGER DISAGREES, THREATENS INVESTIGATION.

**Federal Aviation Administration**

Activities, Courses, Seminars & Webinars | Maintenance Hangar | Pilots | Resources

Library Contents

**How to Avoid a Mid Air Collision - P-5740-51**  
Author: Federal Aviation Administration | Title: Literature

**Limitations of the Eye**

The eye and consequently vision is vulnerable to just about everything: heat, fatigue, emotion, jitters, when eyes are dry, optical illusions, and the accuracy of what lights pass in flight, vision is altered by atmospheric conditions, windshield dirtiness, too much or too little oxygen, acceleration, glare, heat, lighting, aircraft design and so on.

Most of all, the eye is vulnerable to the glare of the sun. The sun "sees" and obscures only what the modelers can see. For example, a shadowing part along one side might seem to be approaching traffic and a probably the number one candidate for an in-flight collision.

**Profile of Midair Collisions**

Studies of midair collisions reveal certain definite warning patterns. It may be surprising to learn that nearly all midair collisions occur during daylight hours and in VFR conditions. Perhaps not so surprising is that the majority happen within five miles of an airport. In the areas of greatest traffic concentration, and usually on warm weekend afternoons when more pilots are doing more flying.

[https://www.faa.gov/gsbac/ak/libview\\_normal.asp?x?id=6851](https://www.faa.gov/gsbac/ak/libview_normal.asp?x?id=6851)

Sharing the Skies Safely



Read the Latest Issue!



The new May/June 2021 issue of FAA Safety Briefing magazine focuses on the FAA's integration strategies for new entrants and emerging aviation technologies in the National Airspace System (NAS).

Articles cover some of the regulatory changes and technological solutions that will help enable the safe and seamless operation of these new NAS entrants as they share the skies with traditional airspace users. We'll also look at how the FAA is helping to inform, educate, and inspire the next generation of NAS users.

**S M S**  
Safety Management System

NTSB called the Kobe Bryant accident preventable and said, "We have long believed in the benefits of SMS. Although the company used SMS tools, it did not implement the entire program."

The FAA has required SMS for Part 121 operators since 2015. The new FAA Administrator is now going to require it for Part 135 charter and 145 repair stations.

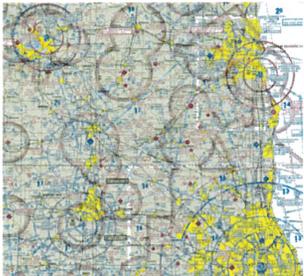
**SMS – Four Pillars of Safety**

**Safety Policy**  
Organizations must buy in with communication from top

**Safety Risk Management**  
Mixing slow prop aircraft with faster jet aircraft

**Safety Assurance**  
There must be an accountable manager

**Safety Promotion**  
Talk is cheap, must operate within the regulations



**KJVL is surrounded by two Class C airports**  
**KMKC: General Mitchell International**  
**KMEN: Madison Dane County Regional**  
**One Class B airport**  
**KORD: Chicago O'Hare Airport**  
**One TRSA, Terminal Radar Service Airport**  
**KRFD: Chicago / Rockford International**

<https://www.aopa.org/go-fly/aircraft-and-ownership/ads-b/where-is-ads-b-out-required>



**NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS (NPIAS) 2021-2025**

[https://drive.google.com/file/d/10gCYICF3Xurbd4R0eQLqgUdMS\\_gjImE/view](https://drive.google.com/file/d/10gCYICF3Xurbd4R0eQLqgUdMS_gjImE/view)

**ATTRIBUTES AND STRATEGIC GOALS**

The national airport system, envisioned when civil aviation was in its infancy, has been developed and nurtured by close cooperation with airport sponsors and other local agencies, as well as Federal and State agencies. The underlying principles guiding Federal involvement in the national airport system were articulated 50 years ago and were subsequently reaffirmed in 2011 by the FAA and the aviation industry as part of the development of the report entitled, General Aviation Airports: A National Asset.<sup>2</sup> To meet the demand for air transportation, airports and the national airport system should have the following attributes:

- Airports should be safe and efficient, located where people will use them, and developed and maintained to appropriate standards.
- Airports should be affordable to both users and the Government, relying primarily on producing self-sustaining revenue and placing minimal burden on the general revenues of the local, State, and Federal Governments.
- Airports should be flexible and expandable and able to meet increased demand and accommodate new aircraft types.
- Airports should be permanent with assurance that they will remain open for aeronautical use over the long term.
- Airports should be compatible with surrounding communities, maintaining a balance between the needs of aviation, the environment, and the requirements of residents.
- Airports should be developed in concert with improvements to the air traffic control system and technology advancement.
- The airport system should support a variety of critical national objectives, such as defense, emergency readiness, law enforcement, and mail and shipping needs.
- The airport system should be customer providing as many people as possible with convenient access to air transportation.

The guiding principle for Federal infrastructure investment, as stated in Executive Order 12959, is that Federal investments should be cost beneficial.<sup>3</sup> This Executive Order also included other

[https://drive.google.com/file/d/10gCYKCF3XurbdM0eQ1qqIdM5\\_gjmE/view](https://drive.google.com/file/d/10gCYKCF3XurbdM0eQ1qqIdM5_gjmE/view)

Page 9 of 45

**Appendix A: List of NPIAS Airports with 5-Year Forecast Activity and Development Estimate**

**Wisconsin**

City	Airport	LocID	Ownership	Hub	Role	Category		Current		2019-2023 Dev Estimate
						Current	Year 5	Enplaned	Based	
Janesville	Southern Wisconsin Regional	JVL	PU		National	GA	GA	326	71	\$21,064,387

<https://drive.google.com/file/d/1mTKBKfouXtgLiLe66uk84yNofHfEy1C8/view>

page 109 of 117

FAA Department of Transportation Federal Aviation Administration  
 1200 Montgomery Ave SW Washington, DC 20591-0001

Charles N. Valle  
 1001 Saddledore Trail  
 Woodstock, IL 60098  
 Dear Mr. Valle:

Thank you for your correspondence dated March 25, 2021, requesting assistance with acquiring a Terminal Automation Radar Display System (TARDS) for Southern Wisconsin Regional Airport (JVL) Airport Traffic Control Tower (ATCT).

Federal Aviation Administration (FAA) order 701.2C, Airway/Planning Standard Number One Terminal Air Navigation Facilities and Air Traffic Services outlines the requirements for the FAA to install a TARDS at an airport. FAA order 701.2C has four qualifications that must be met:

1. Meet 30,000 instrument operations per year for four consecutive years.
2. Have a "Host Terminal Radar Approach Control (TRACON)" make the request.
3. Retain adequate low level radar coverage.
4. Meet the adequate complexity factor (i.e. air carrier service, crossing runways, military operations, flight schools, etc.).

Below is the instrument operational traffic count (highlighted) for JVL. Based on the instrument operational traffic count for JVL, it does not qualify per Order 701.2C.

Calendar Year	Facility	Instrument				Local		Total Operations		
		Air Carrier	Air Taxi	General Aviation	Military	Civil	Military		Total	
2017	JVL	4	5,243	13,119	107	18,573	13,936	200	14,539	31,806
2018	JVL	10	5,704	15,404	202	21,320	15,936	417	16,349	37,874
2019	JVL	13	4,029	23,004	310	27,566	27,174	200	27,664	55,800
2020	JVL	16	3,942	22,280	141	26,559	21,600	304	22,263	49,047
Sub-Total for JVL		48	19,812	73,806	760	94,516	78,643	1,349	80,212	174,728
Total:		48	19,812	73,806	760	94,516	78,643	1,349	80,212	174,728

Although there is currently no FAA requirement to install a TARDS at the JVL ATCT, it may be possible for the Airport to obtain and install a TARDS via a Reimbursable Agreement (RA) with the FAA. An RA for JVL would be developed by the Air Traffic Organization (ATO) Central Service Center, Planning and Requirements Group's National Airspace System Planning Team (NPT). The NPT Manager is Coanie Beaman, and she can be reached at [coanie.beaman@faa.gov](mailto:coanie.beaman@faa.gov) or 817-222-4014. If the Sponsor is interested in exploring the option of a RA, they can work with the NPT to obtain more information and coordinate with the appropriate FAA stakeholders to assess the feasibility of this approach.

I trust this information adequately addressed your commitment's concerns. If I can be of further assistance, please do not hesitate to contact me.

Sincerely,  
 Kelly Brown  
 Kelly E. Brown  
 Deputy Vice President, Mission Support  
 Air Traffic Organization

**Reimbursable Agreement Limitations and Considerations**

- PDRA and SSRA
  - Limitations to intent of Agreement. Reimbursable Agreement templates are "locked" and users can only enter into Agreement specific information such as Sponsor name, address, funding amount, and period of performance.
  - Limited to maximum estimated cost up to \$100K plus overhead.
  - Limited to maximum duration of 3 years
  - PDRA and SSRA can be established in 6-weeks to 9-weeks

[https://www.faa.gov/airports/southwest/airports\\_new\\_events/2018\\_conference/media/session-b-reimbursable-agreements.pdf](https://www.faa.gov/airports/southwest/airports_new_events/2018_conference/media/session-b-reimbursable-agreements.pdf)

page 8

**Greg Cullen** Tue, Jun 15, 2:31 PM (13 days ago)  
**To: Constance.N.Bocman@faa.gov, nnc**

Good afternoon,

I understand that you've received some correspondence from Mr. Chuck Valle with regard to a TARDIS system for our airport. He has been carrying the load with regards to research and effort on this quest and I appreciate the efforts. In my professional opinion, having a radar capability for our contract tower would enhance the safety of our users and long overdue.

I am happy to work with Vinh Nguyen. I'm confident our Airport Board and County Board of Supervisors would support and understand the necessity for a TARDIS system, however, I'm also confident one of the first questions will be, "how much does it cost to install and maintain before getting reimbursed from the state?". Even if the RDM process can get us close, it's better information that what we have now which is nothing.

Please have Vinh contact me with any questions. Thank you.

Greg Cullen, C.M.  
 Airport Director

1716 W. Airport Road, Suite 100  
 Janesville, WI 53546  
 Office: 608-751-5768  
 Cell: 608-751-3340

The information contained in this message and in any attachment is intended only for the recipient. It may be privileged and confidential, and should be protected from disclosure. If you are not the intended recipient, or you have received this communication in error, please immediately notify the sender by replying to the message and delete it from your computer. Please be aware that any dissemination or copying of this communication is strictly prohibited.



## Regulatory Roadblock Reduction

An important component of reducing general aviation (GA) accidents is leveraging the rapid growth and evolution of technology in the aviation industry. The [General Aviation Joint Steering Committee](#) (GAJSC) believes that the FAA must continue to find ways to help reduce the cost to install safety enhancing technology. Installation of this technology can offer substantial safety benefits, often with minimal risk. The GAJSC also feels that the FAA needs to identify the appropriate level of certification for installation of risk-mitigating avionics. Successful integration of this technology may help the GA fleet reap the potential benefit of reward with a balanced risk approach.

[https://www.faa.gov/news/safety\\_briefing/2019media/SE\\_Topic\\_19-06.pdf](https://www.faa.gov/news/safety_briefing/2019media/SE_Topic_19-06.pdf)

## OPTIONS

- 1. Remain with the status quo,  
No Radar Repeater**
- 2. Ask the FAA to install a Radar Repeater,  
No because of 1984 FAA Order 7031.2C**
- 3. Do a Reimbursable Agreement  
To share cost with the FAA and  
WI DOT-aviation division as a block grant state**
- 4. Ask for Congressional Support**



**U.S. CONGRESSMAN  
 BRYAN STEIL**  
 SERVING WISCONSIN'S  
 1<sup>ST</sup> CONGRESSIONAL DISTRICT

### Arguments for a Radar Repeater

Having a TARDIS is congruent with the pillars of SMS.

The CRRSAA Grant Program of December 2020 and the CARES Act of March 2021 have made funds available for airport improvements. Now seems like the perfect time to improve air traffic safety at KJVL by obtaining a radar repeater for the tower.

There are no new FAA airport towers being built in Wisconsin.

Are the Wisconsin tax payers getting their fair share of the money in these legislations that have already been made into law and are available for airport improvements.

Historical FAA actions where midair collisions have occurred was to install a Radar Repeater or TARDIS. These tools in the tower help controllers mitigate midair collisions.

The 1984 FAA Order requiring 30,000 interent operations does not consider the advances in technology or the surrounding airport community.

If there is a midair collision, it would be tragic for it to land on a local house.

If the midair collision lands on one of the neighboring warehouses it will be tragic and also affect the entire national distribution system of the products produced there.

If the midair collision lands on the Shine non-critical nuclear reactor it will be a DISASTER!!!!!!!

<https://www.nrc.gov/docs/ML1622/ML16229A140.pdf>

[https://en.wikipedia.org/wiki/2000\\_Zion\\_mid-air\\_collision](https://en.wikipedia.org/wiki/2000_Zion_mid-air_collision)

On February 8, 2000 a Zlin 242L light aircraft piloted by Chicago radio personality Bob Collins was involved in a mid-air collision with a Cessna 172P over Zion, Illinois while both aircraft were on approach to land at the nearby Waukegan National Airport KUGN.

The Zlin dived and crashed through the roof of a five-story medical building. The Cessna spiraled down and crashed onto a residential street three blocks away. All three people on board both aircraft were killed and five people on the ground were injured.

The crash was instrumental in effecting changes at Waukegan National Airport and on March 24, 2000 the Federal Aviation Administration (FAA) announced that the control tower would receive a Terminal Automated Radar Display and Information System.

<https://www.chicagotribune.com/news/ct-xpm-2000-02-17-0002170271-story.html>

[https://journaltimes.com/news/state-and-regional/waukegan-airport-to-get-automated-radar-system/article\\_e1e00341-2c21-54be-a4de-013bd7f6f965.html](https://journaltimes.com/news/state-and-regional/waukegan-airport-to-get-automated-radar-system/article_e1e00341-2c21-54be-a4de-013bd7f6f965.html)

Associated Press

WAUKEGAN, Ill. - The Federal Aviation Administration has decided to install an automated radar system at Waukegan Regional Airport, **six weeks after** three people died when two planes collided near the airport.

Radio personality Bob Collins, passenger Herman Luscher and Sharon Hock, who piloted the second plane, died in the crash over a Zion hospital as they were preparing to land at the Waukegan airport.

The airport will be equipped with a Terminal Automation Radar Display System, known as TARDIS, which provides a visual radar and beacon display on a computer monitor and is used to track airplanes taking off and landing. The system costs less than \$40,000.

The FAA on Thursday said it expects to have the radar in place by **Aug. 1**.

The National Transportation Safety Board has not determined the cause of the Feb. 8 crash, although an investigator has said a radar system may have helped prevent it. In the past, the FAA had said the Waukegan airport didn't meet the criteria for a radar system.

<https://casetext.com/case/collins-v-us-90>

WRA stand for Waukegan Regional airport or KUGN

### Failure of the FAA to Install TARDIS

\* Based on the preceding findings, the FAA was negligent in failing to install a TARDIS at WRA before February 8, 2000.

The FAA has a duty to ensure the safety of flight, including the efficient utilization of navigable airspace and the separation and prevention of collisions between aircraft. The FAA breached its duty by failing to install a TARDIS prior to February 8, 2000, and/or by failing to apply its stated criteria to determine which, and in what order, VFR airports (including WRA) should have received a TARDIS.

If a TARDIS had been installed and operating on February 8, 2000, the TARDIS would have depicted the location of the Hock Cessna and the Collins Zlin airplanes and alerted Fowler of the converging collision courses, allowing the collision to be prevented.

The FAA's failure to install a TARDIS at WRA before February 8, 2000, directly and proximately contributed to the midair collision on February 8, 2000. \*

<https://www.govinfo.gov/content/pkg/GAOREPORTS-RCED-98-118/html/GAOREPORTS-RCED-98-118.htm>

Air Traffic Control: Surveillance Radar Request for the Cherry Capital Airport  
(Letter Report, 05/28/98, GAO/RCED-98-118).

GAO noted that: (1) FAA uses a multifaceted process to determine which airports should get surveillance radars; (2) this process includes completing a benefit-cost study, assessing an airport's need for a surveillance radar compared with the needs of other airports, and determining the availability of radar equipment or funds to purchase needed radar equipment; (3) in its 1994 benefit-cost study for the Cherry Capital Airport, FAA officials overstated the projected air traffic growth; (4) this overstated growth was the primary reason FAA concluded that the airport met its cost-effectiveness criteria; (5) moreover, in 1994, FAA officials did not follow the agency's decision making process and prematurely concluded that the Cherry Capital Airport qualified for a surveillance radar, ...

The following airports noted in this report as receiving a TARDIS due to Congressional Mandate or Interest

Nantucket Memorial MA, Grant County Moses Lake WA, Fort Wayne International IN, Roswell Air Center NM, Gainesville Regional NM, Charlottesville-Anermah, Walker VA, Field Grand Junction CO, Yakima Air Terminal WA, Mathis Field TX, Rogue Valley International OR, Lynchburg Regional VA, Missoula International MT, Drake Field AR, Columbia Regional MO, Eastern Regional WV, Reading Regional PA, Tallahassee Regional FL, Akron Canton Regional OH, Capital IL, Youngstown Warren Regional OH, Palm Springs CA, Pueblo CO, Tri Cities Regional VA, Greenville Spartanburg SC, Benedum WV, Wilkes Barre Scranton International PA, Mansfield Lahm Municipal OH, Tri State WV, Florence regional SC.

**Recommendation**

It is not reasonable for the for the Southern Wisconsin Regional Airport board to commit financial support to a project without knowing the projected cost of a TARDIS.

When the WI DOT Division of Aviation Chief Pilot was contacted, he did not seem eager to help. The impression was left that the block grant administration system is complicated.

The promptest response from the FAA would come from a **Congressional** request as was demonstrated in the Waukegan accident.

The issue is not only aviation safety but the safety of the surrounding community due to the national and nuclear implications.

**Rock County – Airport Department Issue Paper**

**Issue** - The JVL Tower has identified a need for a Radar Repeater known as a TARDIS

**Discussion** – Air traffic operations have grown at a steady pace at JVL. The tower being a 'see and avoid' tower needs better tools for air traffic controllers. More airplanes are coming to JVL to practice instrument approaches. SC Aviation is growing and adding additional jets to their fleet.

Local community has grown significantly. Huge warehouses are close proximity of the airport. The Shine corporation is installing a subcritical nuclear reactor within a half mile of the airport fence.

Mixing slow prop and fast jet aircraft in the traffic pattern complicates the tower controller's job. The level of weather information that can be obtain on a private computer is not available to tower controllers as they must only use FAA approved systems. The travelling public and the local community expects the airport to have the latest safety technology for the safe operations of aircraft operating at the airport.

**Recommendation**- The Southern Wisconsin Regional Airport board should commit to supporting obtaining a Radar Repeater for the JVL Tower, the system known TARDIS.

The promptest response from the FAA would come from a **Congressional** request as was demonstrated in the Waukegan Bob Collins accident. The issue is not only aviation safety but the safety of the surrounding community due to the national and nuclear implications.