

AIRPORT COMMITTEE

Time and Place: Wednesday, September 9th, 2015 at 6:00 p.m. at the Wausau Downtown Airport Terminal Conference Room

Members Present: Nagle, Mohr, Mielke, Gehrt, Kellbach, Abitz,

Members Excused: Prehn

Others Present: John Chmiel, Airport Manager, Josh Holbrook Becher Hoppe, Dr. Derrick Siebert, Bill Siebert

In accordance with Chapter 19, Wisconsin Statutes, notice of this meeting was posted and copy sent to the Daily Herald in the proper manner.

Chairman Nagle called the meeting to order at 6:00 p.m.

Public Comment

No public comments were made.

Discussion and Possible Action Regarding Hangar Construction Request in West Hangar Development Area – Chmiel/Siebert

Chmiel explained that the Siebert hangar construction in the west hangar development area has already been approved for a dimension of 60' X 60'. Because of the hangar door size to accommodate the aircraft dimensions that Dr. Siebert will own, the hangar size must grow to 60' X 66'. Therefore the airport committee must approve the revised dimension.

Dr. Siebert presented the committee with a map and then explained that the new dimension causes the building to be built over existing sewer piping and water main. The City water department has determined that the sewer is deep enough that it will not be a problem to build over. The water main however will be an issue. Sean Gehin and the water department have determined that the water main will need to be moved for a cost of \$18,000 with work done by the City.

Dr. Siebert then presented the airport committee with a spreadsheet which presented the income earning potential for the City of different sized hangars constructed in this west hangar development area lot. Specifically compared were 60' X 48' and 60' X 66' hangars, specifically property tax income over a 20-year land lease at the airport. Dr. Siebert explained that he is a hometown boy and that even though the lease for the hangar is 20 years, his plans are to renew beyond that limit when the time comes. Dr. Siebert wants Wausau Downtown Airport to be his home airport. Conservative estimates means the difference in dimensions is a \$13,000+ revenue increase to the City over the 20 year period. Dr. Siebert proposed that the City split the cost of moving the water main. The City responsibility would be \$9,000.

Nagle questioned whether the hangar could be shift to the east to clear the main. Chmiel stated that was not an option since it would narrow the taxiway to the north making snow removal down that taxiway difficult and it would not adhere to FAA recommended dimensions. Chmiel stated that Siebert did have other options to not incur the water main cost: 1. Shrink the size of the proposed hangar; 2. Wait, and build his hangar in the east hangar development area in 2017. Chmiel stated that should the committee commit the City to splitting costs with Siebert that finance director MaryAnne Groat would need to be consulted to determine where the \$9000 would come from since there is not contingencies built into the airport operating budget for that amount.

Siebert stated he liked the west location and was not interested in waiting or building in the east area. Chmiel questioned how far into the hangar the water main crossed. Siebert stated 10'. Gehrt asked for clarification of the sewer and water lines on the map. Nagle explained that water mains are under pressure, but sewer lines are not under pressure and that is why it is critical to move the water line. Chmiel asked Siebert if he would be interested in the other lot in the west hangar area. Siebert stated that he was not.

Chmiel and Siebert confirmed that the area west of the proposed Siebert location will be re-graded next year to improve drainage to the south. Abitz questioned whether DPW had included funding for the water main relocate.

Nagle pointed out that even a smaller hangar may have the same water main issue and the property is flawed. Nagle stated that he supported the City investment. Mohr made a motion to approve the \$9000 City investment to pay for half the cost of moving the water main, contingent upon MaryAnne Groat finding the money. Abitz second. All approved, motion passed 6-0.

Discussion and Possible Action to Approve Preliminary East Hangar Development Area Plan – Becher Hoppe

Josh from Becher Hoppe presented a display of the layout of the proposed phase I East Hangar Development Area. Josh explained that the original layout had to be scrapped because new FAA guidelines have been created regarding turn radii for taxiways. Becher Hoppe and the BOA had tried to negotiate a different outcome but were unable to get the Chicago ADO to budge.

Nagle questioned the new FAA criteria. Josh explained that when large aircraft follow the taxiway centerline with the nose gear during a turn the main landing gear does not follow the same path. It is similar to a semi truck making a turn at an intersection. There have been problems with large aircraft exiting the taxiway on to the grass and getting stuck. We are unlikely to see aircraft of that size at Wausau, but the criteria is based on airports like O'hare in Chicago and the FAA takes a "cookie cutter" approach to airports and therefore the same criteria applies to Wausau.

This change means the main taxiway to the East Hangar area must be shifted 150 ft. to the south. That means costs will increase because more asphalt, aggregate, grading, etc. Chmiel pointed out that the distance from the proposed hangars will be 150 feet further away from the taxiway increasing the City's cost every time a hangar is constructed. This criteria change adds 50%

more asphalt to the project. Mohr questioned the layout of the taxiway and why the proposed east taxiway does not join up directly (without a turn) to the existing taxiway "B". Josh stated that is still an option, but that he proposed the turn layout because he felt it would reduce confusion at the intersection for pilots. The cost may be more to go straight to "B" since the lighting on that taxiway would need to be readjusted completely.

The small bonus is that a larger dimension hangars could possibly be accommodated because of the taxiway shift. Chmiel questioned whether the hangars could be brought closer to the taxiway rather than in the positions originally proposed for the east development area. There is a line on the currently approved Airport Layout Plan called the building restriction line (BRL). That line can be moved but an FAA approved change would have to take place on the Airport Layout Plan.

Chmiel stated that the current hangar development plan is to pursue phase I in 2016. Phases II or III will most likely not happen for about 10 years or more. It is likely that an ALP update will be required within the next 10 years by the FAA. When the ALP update is necessary, the BRL shift to the south can be made at that time. That could allow even more hangars to be constructed in the East hangar area than originally proposed.

Abitz questioned how these changes might impact the Kocourek hangar construction. Josh and Chmiel confirmed that these changes will not impact the Kocourek project.

Chmiel proposed that the airport committee approve this concept if they feel comfortable with it. Then Chmiel would like to organize a presentation to the southeast side neighborhood group to get their input on the project, since modifications which could be neighbor friendly may be able to be considered. Chmiel and Holbrook agreed that it would be better to make changes to the plan, if necessary, prior to giving it to the BOA/FAA for final approval.

Mielke made a motion to approve the phase I plan of the East Hangar Development area as presented by Becher Hoppe. Mohr second. All approved 6-0.

Chmiel commented that it would probably be good to invite the airport committee and the airport tenants to the presentation to the southeast side neighborhood group for their input. Gehrt stated that it will be important to point out at that presentation the recent growth of the airport, the companies that benefit from the airport, and the benefits to the City of hangar expansion since the general public is not often aware of the airport's positive impact on the community in so many ways. Chmiel also stated that he will explain at the meeting the benefits of an "airport access agreement" and how that could possibly increase adjacent property values.

Consider Minutes of Previous Meeting, June 23rd, 2015

Mielke made a motion to approve the minutes. Mohr second. All approved 6-0.

Discussion and Possible Action Regarding Approval of FAA RCO Office Lease at the Wausau Downtown Airport - Alfonso

There is not a lease for the committee to review or approve. The City Attorney has requested that the FAA remove the electrical service requirements from the lease proposed by the FAA for the office facility. The FAA has not yet responded to that request and therefore the Airport Committee cannot approve. No action taken.

Discussion regarding Modification of Airport Minimum Standards to Allow Aspirus/PHI Helicopter Air Ambulance Operations – Alfonso/Chmiel

During the negotiations with Dr. Burt to provide pilot medical services at the airport, discussion of the minimum standards ordinance for the airport and how it had to be modified to include this aeronautical service also occurred. The airport committee was questioned about whether the ordinance had been modified to include the “air ambulance service” provided by the Aspirus Medevac helicopter operation.

Tara Alfonso contacted the Wisconsin Bureau of Aeronautics (BOA) about modifying the ordinance to include the Aspirus service. The BOA stated that the FAA does not require that this kind of service be included in the ordinance. The FAA does not consider “air ambulance” to be an “aeronautical service”. And, although Aspirus Medevac is based at the airport, it does not provide their services at the airport. It is no different than a corporation owning an airplane based at the airport for corporate transport only for its personnel. Since it is not an aeronautical service, it does not need to be addressed by the minimum standards ordinance. Dr. Burt’s pilot medical examinations are considered an aviation service.

If another air ambulance service decided to move to the airport (and now there were two air ambulance services located at the airport), the City could at that time decide if they wanted to add a description of this service to the ordinance to provide a fair playing field.

Abitz stated that the medical organizations are working together more. No action taken.

Airport Manager Report – Chmiel

Chmiel explained the airport manager report and placed on file. Chmiel explained that the Hamburger Night concept may be promoted nation-wide by EAA. 30% of Wisconsin airports are participating in Hamburger Night. Minnesota and Michigan are organizing Hamburger Nights for 2016. AirVenture Cup 2015 was such a success that they have already committed to returning in 2016.

Abitz also stated that Krist Oil told her that they have received great service at the Wausau Airport when they fly in to do business at the airport. Gehrt stated that the airport should get the same attention that many of the big events and areas receive in the Wausau area and that it doesn’t get the attention that it deserves.

Airport Budget Review – Groat

Groat was unable to attend. No action taken.

Mielke moved to adjourn the meeting, second by Abitz. Motion carried unanimously and meeting adjourned at 6:56 p.m.

Respectfully Submitted by John P. Chmiel, Airport Manager