



*** All present are expected to conduct themselves in accordance with our City's Core Values ***

OFFICIAL NOTICE AND AGENDA

of a meeting of a City Board, Commission, Department, Committee, Agency, Corporation, Quasi-Municipal Corporation, or sub-unit thereof.

Meeting of the: **AIRPORT COMMITTEE**
Date/Time: **Wednesday, January 11, 2017 @ 6:00 pm.**
Location: **Wausau Downtown Airport Terminal Building Conference Room**
Members: Sherry Abitz (C), Karen Kellbach, Pat Peckham, Lisa Rasmussen, Doug Diny, Bob Mohr, Fred Prehn

AGENDA ITEMS FOR CONSIDERATION (All items listed may be acted upon)

- Call to Order/Roll Call
- 1 Consider minutes of previous meeting, September 14, 2016
 - 2 Discussion and possible action regarding T-hangar lease edits to incorporate FAA recommendations for hangar use.
 - 3 Discussion and possible action regarding a request for permission by Wausau Flying Service, Inc. to locate a beehive on airport property.
 - 4 Discussion regarding perimeter inspection road construction plan.
 - 5 East Hangar Development Area Update
 - 6 Airport Budget Review - Groat
 - 7 Airport Manager Report - Chmiel
- Adjournment

Sherry Abitz, Chair

IMPORTANT: FOUR (4) MEMBERS NEEDED FOR A QUORUM: If you are unable to attend the meeting, please notify Mary by calling (715)261-6621 or via email mary.goede@ci.wausau.wi.us

This Notice was posted at City Hall and faxed to the Daily Herald newsroom on 01/05/17 @ 9:45 a.m.

Please note that, upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids & services. For information or to request this service, contact the City Clerk at (715) 261-6620.

Other Distribution: Media, Council (Wagner, Nutting, Neal, Gisselman, McElhane, Gehin, Smith) Mielke, Chmiel, Groat,*Alfonso, Duncanson, Swanborg

AIRPORT COMMITTEE

Time and Place: Wednesday, September 14th, 2016 at 6:00 p.m. at the Wausau Downtown Airport Terminal Conference Room

Members Present: Mohr, Peckham, Diny, Kellbach, Rasmussen,

Members Excused: Abitz, Prehn

Others Present: John Chmiel, Airport Manager, Maryanne Groat, Finance Director, Tara Alfonso, City Attorney

In accordance with Chapter 19, Wisconsin Statutes, notice of this meeting was posted and copy Rasmussen called the meeting to order at 6:05 p.m.

Public Comment

No public comments were made.

Consider Minutes of Previous Meeting, July 13th 2016

Doug Diny asked that the spelling of his last name be corrected. Mohr made a motion to approve the minutes with that correction. Diny second. Approved unanimously

Discussion Regarding T-hangar Tenant Uses of Hangars for Storage

Chmiel explained that WFS has created many pilots in the last few years and these pilots have invested in personal aircraft. This has created a demand for hangars at the Wausau airport. There are currently 20 people on the waiting list for T-hangars. Chmiel presented the committee with a copy of the T-hangar waiting list with an explanation of those on the list that may not be that serious, and who on that list are most serious about needing a hangar. We have lost potential T-hangar tenants to other airports in the area. Recent history indicates there is an opportunity for a T-hangar 1-2 times annually.

A T-hangar tenant must have “operational control” of an airplane to have a T-hangar, but that doesn’t mean that the airplane must be based in Wausau. Chmiel explained two scenarios for tenants that are not beneficial to an active airport because the aircraft under operational control either does not fly, or the aircraft does not fly using Wausau as a “home base”. In the first scenario, the tenant owns an airplane that is either unairworthy or the tenant is not an active pilot. In the second scenario, tenant owns an airplane but has secured a T-hangar to shelter their aircraft on visits to Wausau. In this case, an aircraft is rarely in the hangar. Chmiel explained that tenants with inactive aircraft aren’t necessarily the kind of tenants that make for a healthy airport because another way that tenants support the Wausau Downtown Airport financially is through fuel flow.

Chmiel explained they he does not want to be in a position to pick and choose who should or should not be a tenant. He also feels the airport committee should not be put in that position either. Chmiel stated that based on the waiting list, it is time that the airport committee review the T-hangar lease and assess whether any updates to the lease should be made.

Rasmussen questioned if some of the waiting list would be interested in owning “condominium” style privately constructed hangars. Chmiel stated that he could survey current tenants as well as potential tenants about their interest in that possibility.

Chmiel stated that the tenants are allowed to also store cars, boats, and other equipment as long as they have an aircraft under their operational control. Diny questioned whether a T-hangar tenant who only seasonally uses the hangar can sublease the space. Chmiel stated that the current lease does not allow that. Allowing tenants to sublease could allow a tenant to rent a hangar indefinitely without ever have an aircraft under their operational control. The other problem is enforcing mandatory insurance coverage by the tenant. Who is responsible? The tenant or the sublesor? The City can lose control.

Alfonso stated that the FAA has changed their rules regarding T-hangar usage at airports. Whenever airports receive FAA funding for airport projects, an evaluation of airport hangar usage will take place. If hangars are not being used per FAA recommendations, then FAA funding for future projects can be in jeopardy until FAA recommendations are enforced. Alfonso recommended a review of the new FAA guidelines for hangar use to see if the T-hangar leases should be modified to comply with FAA guidelines. The new FAA guidelines are much more specific about defining a non-aeronautical use of the hangar with regard to aircraft storage.

Diny questioned whether T-hangar use could be tied to flying activity. Chmiel stated that would be hard to measure, giving an example of a current tenant that almost exclusively flies at night. How could flying activity be accurately measured?

Rasmussen stated that although T-hangar rent is a revenue source for the City, the revenue generated through property tax of a private hangar is much greater. Maybe some of the tenants and potential tenants could be shifted to a private hangar situation. Maybe there is an alternate way to solve the problem caused by 3 or 4 tenants who may be abusing T-hangar privileges. Chmiel suggested that he could scribe a letter from the airport committee explaining the current waiting list the situation and ask if any current tenants are considering selling their airplanes and giving up their hangar. Rasmussen suggested a letter polling tenants and current tenants about their interest in a condominium hangar arrangement. If there is enough interest maybe an investor in a condominium investment can be found.

Chmiel stated that if a new condo hangar would have to be built, it would be best to do it in an undeveloped area of the airport (like the east hangar development area). If T-hangars 1-10 were chosen for demolition for the location of the new condos, the City could potentially lose \$22,000 of rental revenue while the demolition and new construction took place. The airport would lose the tenants who preferred to rent vs. owning a hangar condo. Also, the tenants abusing hangar privileges are located in T-hangars throughout T-hangar units 1-40.

Mohr asked if fire inspections or safety issues regarding storage should be taken into consideration. There may be cases where a T-hangar tenant stores so many non-aviation items as to create a safety or fire hazard. Alfonso cautioned enforcing the rules fairly among all T-hangar tenants.

Alfonso stated that the T-hangar leases are executed month-to-month. A lease can be terminated fairly quickly. It just has to be fair. Chmiel stated that he knows of no tenants who are not following the lease as it is currently written. Alfonso suggested reviewing the new FAA T-hangar recommendations and adopting FAA terminology into T-hangar lease revisions. The decision was made that the airport committee will review the T-hangar lease along with suggested changes after airport management review of FAA guidelines.

Rasmussen also suggested that a discussion with the tenants explaining the waiting list situation and an explanation of the airport committee's interest in this subject. Chmiel stated they he would scribe a letter to tenants, send a link to FAA hangar guidelines, and forward a copy of the current T-hangar lease to the airport committee before the next airport committee meeting.

No further action taken.

Discussion and Possible Action Regarding Private Hangar Construction for Kocourek & Turner

Originally the Kocourek and Turner hangar construction were separate agenda items but the airport committee decided to discuss them simultaneously.

Since the last airport committee meeting, airport management held a meeting between the Bureau of Aeronautics (BOA), City Engineering, and the Kocourek architect, to discuss funding of the east hangar development area. The original east hangar development plan called for installation of taxiways and taxi-lanes with simultaneous installation of utilities for the hangars in the area. Lack of funding precluded the thought that utilities and paving could be done simultaneously. The original utility installation for the hangar development area would have accommodated the Kocourek hangar. Later it was found that the project needed to be phased into multiple years, but the paving would be done first. When it was found that utilities were a priority for the area in order to accommodate the Kocourek hangar east of corporate hangar #4, the request for the meeting with the BOA was scheduled. The BOA stated that they would participate in funding utility installation and that pavement would be delayed until utilities were installed.

The meeting about utilities in the area revealed additional difficulties with the approved space for the Kocourek hangar. The space had previously been approved by the City for the Kocourek hangar, but changes in the building code will not allow the hangar dimensions proposed by Kocourek to fit in that space. Moving the hangar location east will cause it to encroach on the new east hangar development area. At that meeting, it was decided that a location on the southeast side of the terminal apron would be better for the Kocourek hangar with his hangar door facing west. Conversations with Mr. Kocourek since that meeting have confirmed that he is agreeable to the new location. Exact locations of the utilities in this newly proposed area are

currently unknown and so final approval of a specific location is contingent upon how underground utilities currently in that area will affect that location.

Alfonso questioned whether electrical utilities had already been moved for Kocourek. Chmiel explained that electric had already been moved for the east hangar development area, but that the question about utilities now was how sanitary sewer and water could be provided to the east hangar development area and also serve the original Kocourek hangar location. Also storm sewer must be relocated in this area as well. Chmiel explained that the BOA has agreed to assist with paying for this relocation. Alfonso questioned to what amount the FAA would participate. Chmiel stated that it depends on whether what FAA fund it comes from, it will either be 95% paid FAA or 80 % paid by FAA with the City paying the difference. Worst case scenario would be 50/50. Rasmussen reiterated that the City receives the property tax and land lease revenue generation which will eventually pay for the City's portion of the project.

Chmiel distributed a non-scale layout map to the committee showing a proposal for a hangar built by Tom Turner for the space east of corporate hangar #4. The 5000 sq. ft. dimension proposed by Turner will fit in this location and comply with code. Turner would like to build in this location in 2017. Chmiel explained that private hangar construction agreements at the Wausau Airport require the builder to prepare the area between their hangar and the existing taxi-lane or ramp and the City is responsible for asphalt installation. Mr. Turner proposes that the entire area from the face of his hangar to the proposed Kocourek hangar location be paved. Turner provided a list of requests as part of his building agreement with the City along with the layout map that Chmiel distributed. "See attached" map for requests.

Turner requests a "curb cut" to allow access to the north side of his hangar for vehicles from the current airport parking lot. City would be responsible for access to the utilities for the Turner hangar. Turner asks that the fence be re-routed to connect directly to his hangar rather than go around it. Turner is requesting that the apron for his hangar be installed by June 1st. Chmiel stated he felt that would be a difficult request to accommodate. Turner's request also include finding a different parking location for the Medevac Helicopter. Chmiel stated he didn't think that would be a problem and that possibly WFS could provide Medevac with a tug which would make it easier for them to move the helicopter to a location anywhere on the apron to make safe departures and arrivals. Turner's final request was regarding tax valuation of his new hangar. Rasmussen stated that the airport committee cannot comment or establish property tax assessment procedures at the airport and therefore cannot commit to anything regarding that request. Only the tax assessor can make those decisions. Even the finance committee cannot establish taxation policy. Rasmussen suggested that a development agreement could be created for this hangar for Dr. Turner which would address all of these requests. The committee proceeded to tour the proposed locations for the Kocourek and Turner hangars.

Kellback made a motion to approve the proposed Turner hangar location and direct staff to create a draft development agreement addressing Dr. Turners requests outlining Dr. Turner's and the City's obligations which could also be an attachment to the land lease for the hangar. Diny second. Mohr stated that he did not agree with the request that "the assessed value of the hangar not to construction cost of the hangar". Rasmussen requested that this statement be stricken from any attachment or development agreement since the airport committee or finance committee

could agree to such a statement. All committee members agreed to make that part of the motion. Motion carried unanimously.

Mohr made a motion to approve the proposed Kocourek hangar location contingent upon the ability to locate utilities. Second by Diny. Motion carried unanimously.

Chmiel questioned if the agreements will have to be completed before going to the finance committee for lease approval. Rasmussen stated that if a financial investment is necessary by the City that will have to be part of the agreement approved by the finance committee. Alfonso stated that since the airport is a non-standing committee, the issue needs to be approved by finance committee which is a standing committee, before it can be approved by City Council. Whether it goes to planning commission before finance does not matter.

Rasmussen stated that she felt assessed value should not be addressed in the land lease and should only be decided upon by the assessor. Planning can decide the specific layout and location. Finance just needs to know how much it will cost. Chmiel confirmed that the utility installation has already been FAA approved, but the curb cut, apron install and fence attachment have not so should be part of the agreement. Alfonso recommended that a site map should be created for each hangar addressing specifically (dimensions) each request and who is responsible for what, approved by planning commission before it is reviewed by the City Attorney and finance. Rasmussen stated that an agreement to relocate the helicopter take-off and landing area would not be part of the agreement. Chmiel stated that he is OK with including a helicopter parking agreement in Turner's agreement since Medevac does not have exclusive rights to any part of the apron. Alfonso and Chmiel agreed

Update Regarding Installation of A7 Corsair in Alexander Park – Chmiel

Chmiel informed the committee that the Alexander Park improvement project has been approved by airport committee and the park and recreation commission. The next step is approval by planning commission. The City Planner informed Chmiel that a public hearing to approve the A7 Corsair in Alexander Park does not require a public hearing. The Mayor's office has applied to the Air Force for the City of Wausau to take stewardship of the A7 Corsair. Chmiel explained that the Air Force requires that the "highest elected official" must apply for stewardship. The City is waiting for a reply from the Air Force regarding this application.

Alfonso stated that she will need to review the minutes but it is possible that the Council may have to approve the contract once it is approved by the Air Force. She said she will research. Rasmussen confirmed with Chmiel that cost of the improvements and the move of the aircraft will be covered by funds raised by the neighborhood group.

Chmiel stated that fund raising by the Neighborhood Group is going well. No further action taken.

Update Regarding Alexander Park/Run the Runway 5K Race – Chmiel

Chmiel updated the committee about the 5K sponsored by the neighborhood group as a fundraiser for Alexander Park. There are currently 55 walkers/runners registered and the hope is to get over 100. The event is planned as an annual fund raiser not only for the Alexander Park project but also for future neighborhood projects.

Chmiel explained that the event has been promoted as a race, but really it's a social and family

Airport Manager Report – Chmiel

Chmiel presented the committee with the airport manager report. He highlighted that although fuel flow was down 5% compared to 2015, 2016 is still a success since 2015 was 35% better than 2014 and Chmiel thought it would be difficult to match or exceed 2015.

Aircraft rental is up double digits, and although that is not a huge profit source for WFS it is great for the future of the airport. Without new pilots, fuel flow cannot be maintained, hangars cannot be filled and demand for new private hangars will not remain. Chmiel stated that Wausau Downtown Airport is busier than surrounding airports.

Airport Budget Review – Groat

Groat was unavailable so the airport budget was not reviewed.

Mohr moved to adjourn the meeting, second by Kellbach. Motion carried unanimously and meeting adjourned at 7:21 p.m.

Respectfully Submitted by John P. Chmiel, Airport Manager

January 13, 2017

TO: All Airport T-hangar Tenants

FROM: Airport Management & Airport Committee

RE: T-Hangar Lease Changes to Comply with FAA Recommendations

As many of you may have read in various aviation publications, the FAA has clarified its policy regarding hangar uses at FAA funded airports. You can read the FAA's specific position regarding the non-aeronautical use of hangars at the airport by researching the 06/15/2016 Federal Register "Policy On The Non-Aeronautical Use of Hangars". Pay special attention to section "II. Standards for Aeronautical Use of Hangars".

The majority of capital projects at the Wausau Downtown Airport are funded by the FAA. Simply put, without FAA funding Wausau would likely not be able to afford an airport. In order to ensure future FAA funding for Wausau airport projects, the City must adopt and enforce the standards for hangars recommended by the FAA. The airport committee has adopted these recommendations into new T-hangar leases at the Wausau Airport. This letter is official notice of the T-hangar lease changes to comply with FAA recommendations. New leases with the changes will be sent to you by March.

The edits to the lease will address the following FAA recommendations:

a. Hangars located on airport property must be used for an aeronautical purpose, or be available for use for an aeronautical purpose, unless otherwise approved by the FAA Office of Airports as described in Section III.

b. Aeronautical uses for hangars include:

1. Storage of active aircraft.

2. Final assembly of aircraft under construction.

3. Non-commercial construction of amateur-built or kit-built aircraft.
 4. Maintenance, repair, or refurbishment of aircraft, but not the indefinite storage of nonoperational aircraft.
 5. Storage of aircraft handling equipment, *e.g.*, towbars, glider tow equipment, workbenches, and tools and materials used in the servicing, maintenance, repair or outfitting of aircraft.
- c. Provided the hangar is used primarily for aeronautical purposes, an airport sponsor may permit non-aeronautical items to be stored in hangars provided the items do not interfere with the aeronautical use of the hangar.
- d. While sponsors may adopt more restrictive rules for use of hangars, the FAA will generally not consider items to interfere with the aeronautical use of the hangar unless the items:
1. Impede the movement of the aircraft in and out of the hangar or impede access to aircraft or other aeronautical contents of the hangar.
 2. Displace the aeronautical contents of the hangar. A vehicle parked at the hangar while the vehicle owner is using the aircraft will not be considered to displace the aircraft.
 3. Impede access to aircraft or other aeronautical contents of the hangar.
 4. Are used for the conduct of a non-aeronautical business or municipal agency function from the hangar (including storage of inventory).
 5. Are stored in violation of airport rules and regulations, lease provisions, building codes or local ordinances.

I encourage you to research and understand these changes. They are designed to ensure that hangars are being used for an aeronautical purpose and not just as storage facilities. If you have further questions or clarification of the changes feel free to email me at taildraggerflyer@yahoo.com or call 845-3400.

John P. Chmiel
Airport Manager

**Wausau Downtown Airport
Statement of Financial Position
Month Ended November 30, 2016**

Assets	2016	2015
Current Assets:		
Cash and cash equivalents	\$ 40,206	\$ 5,245
Trade receivables	4,157	2,992
Total current assets	\$ 44,363	\$ 8,237
Land, Buildings, Machinery and Equipment net of accumulated depreciation	\$ 2,109,755	\$ 2,267,443
Total Assets	\$ 2,154,118	\$ 2,275,680
Liabilities and Net Assets		
Current Liabilities:		
Accounts Payable	\$ 4,897	\$ 696
Deferred Revenue	4,816	\$ 4,348
Total current liabilities	\$ 9,713	\$ 5,044.40
Net Assets		
Unrestricted	\$ 34,651	\$ 3,193
Permanently Restricted	2,109,755	2,267,443
Total Net Assets	\$ 2,144,405	\$ 2,270,635
Total Liabilities and Net Assets	\$ 2,154,118	\$ 2,275,680

Wausau Downtown Airport
Statement of Activities (Budget to Actual)
Month Ended November 30, 2016

	BUDGET	ACTUAL	VARIANCE	%	2015
OPERATING REVENUES					
Facility Income					
Hangars	\$ 93,730	\$ 87,098	\$ (6,632)	92.92%	\$ 83,513
Other Facilities	21,856	18,761	(3,095)	85.84%	19,247
Other Income					
Fuel Flow	18,000	17,461	(539)	97.01%	18,090
Other Misc Income		7,386	7,386	0.00%	9,301
Total Operating Revenues	<u>133,586</u>	<u>130,706</u>	<u>(2,880)</u>	<u>97.84%</u>	<u>130,151</u>
OPERATING EXPENSES					
Administrative Expenses					
Management	71,050	65,558	5,492	92.27%	64,583
Office Supplies	355	916	(561)	258.15%	793
Travel, Education, Dues	110	432	(322)	392.68%	-
Total Administrative Expenses	<u>71,515</u>	<u>66,906</u>	<u>4,609</u>	<u>93.56%</u>	<u>65,376</u>
Facility Expenses					
Utilities					
Water	1,200	1,368	(168)	114.03%	1,362
Electric	30,000	24,710	5,290	82.37%	25,115
Sewer	850	963	(113)	113.28%	1,022
Gas	25,000	8,552	16,448	34.21%	11,237
Telephone	1,200	2,719	(1,519)	226.58%	2,124
Garbage/ Recycling	-	1,655	(1,655)	0.00%	-
Building					
Janitorial	3,600	3,300	300	91.67%	3,300
Repair and Maintenance Contractual Services	58,000	57,040	960	98.34%	82,355
Repair and Maintenance Supplies	1,770	5,066	(3,296)	286.20%	4,802
Janitorial Supplies	1,800	1,630	170	90.55%	1,460
Grounds					
Snow Removal	9,000	8,443	557	93.81%	8,500
Mowing and Brushing	1,500	870	630	58.00%	-
Grounds and Grounds Improvement	1,000	753	247	75.35%	505
Fire Protection	1,000	1,351	(351)	135.11%	-
Insurance					
Airport Liability	7,500	5,611	1,889	74.82%	4,922
Other Insurance	8,600	9,016	(416)	104.84%	8,642
Total Facility Expenses	<u>152,020</u>	<u>133,047</u>	<u>18,973</u>	<u>87.52%</u>	<u>155,345</u>
Vehicles and Equipment					
Fuel	4,000	3,289	711	82.22%	2,894
Contractual Services	2,000	745	1,255	37.25%	513
Supplies	300	295	5	98.38%	513
Total Vehicles and Equipment	<u>6,300</u>	<u>4,329</u>	<u>1,971</u>	<u>68.71%</u>	<u>3,920</u>
Depreciation	<u>157,000</u>	<u>143,864</u>	<u>13,136</u>	<u>91.63%</u>	<u>143,119</u>
Total Operating Expenses	<u>386,835</u>	<u>348,147</u>	<u>38,688</u>	<u>90.00%</u>	<u>367,761</u>
OPERATING LOSS	<u>(253,249)</u>	<u>(217,441)</u>	<u>(35,808)</u>	<u>85.86%</u>	<u>(237,610)</u>
NONOPERATING REVENUES					
General Property Taxes	<u>80,000</u>	<u>80,000</u>	<u>-</u>	<u>100.00%</u>	<u>80,000</u>
Total NonOperating Revenues	<u>80,000</u>	<u>80,000</u>	<u>-</u>	<u>100.00%</u>	<u>80,000</u>
CHANGE IN NET ASSETS		(137,441)			(157,610)
CHANGE IN UNRESTRICTED NET ASSETS		6,423			(14,491)
UNRESTRICTED NET ASSETS, BEGINNING OF YEAR		<u>28,227</u>			<u>17,683</u>
UNRESTRICTED NET ASSETS, TO DATE		<u>\$ 34,650</u>			<u>\$ 3,193</u>

NOTES:

PRIVATE HANGERS; 10 Hangars at 2015 Total Value \$1,119,700; 2015 Taxes \$28,634

**Wausau Downtown Airport
Statement of Cash Flow
Month Ended November 30, 2016**

	2016
CASH FLOWS FROM OPERATING ACTIVITY	
Receipts from customers, users and others	\$ 128,184
Payments to suppliers	(202,672)
Net Cash Provided (Used) by Operating Activities	\$ (74,488)
 CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES	
Property taxes	\$ 80,000
Net Cash Provided by Noncapital Financing Activities	\$ 80,000
Net Increase (Decrease)	5,512
Cash and cash equivalents - beginning of year	34,693
Cash and cash equivalents - end of month	\$ 40,206
 Reconciliation of operating income (loss) to net cash provided (used) by operating activities:	
Operating income (loss)	\$ (217,441)
Adjustments to reconcile operating income (loss) to net cash provided (used) by operating activities:	
Depreciation expense	143,864
Changes in assets and liabilities:	
Accounts receivable	(741)
Accounts payable	1,611
Unearned revenue	(1,781)
Net cash provided (used) by operating activities	\$ (74,488)

**AIRPORT MANAGER'S REPORT
December 2016**

A. FUEL SALES

Fuel Type	2014	2015	2016	2015/2016 % Change
92 OCT Auto	129	132	156	18
100LL	1201	1325	1610	22
Jet A	7541	10752	12275	14
Monthly Totals	8871	12209	14041	15

B. YEAR TO DATE FUEL TOTALS

2014	2015	2016	2015/2016 % Change
114,585	154,900	151,178	-2.4

C. AIRPORT OPERATIONS

Active Wausau Based Aircraft:	39
<u>Inactive Wausau Based Aircraft:</u>	50
Total Wausau Based Aircraft:	89

TOTAL ESTIMATED FLIGHT OPERATIONS : 3498

**Companies Utilizing the Wausau Downtown Airport
(Not Including Aviation Companies)**

Becher Hoppe	Log Cabin
River Valley Bank	Jefferson St. Inn
Marshfield Clinic/Spirit 2	Miron Construction
State of Wisconsin	Aspirus
Noel Properties Downtown	Kocourek Automotive
Pediatric Dental	Eagle's Nest
Integrity Construction	Great Dane
TransCanada Pipeline	Walmart
K & A Manufacturing	the Mint

Wausau Supply Company	Enterprise Rental Car
Valley Medical	Hertz Rental Car
Central WI Firearms	Wynn Jones & Associates
Prehn Cranberry Co.	Vortex Tool
Krist Oil	Noel Group
Ministry Health Care	M & J Marine
Bushman's	Greenheck Fieldhouse
Prehn Dental	All American Taxi
Cranberry Growers Cooperative	Cardinal Glass
University of MN Mankato	Aqua Finance
Monk Properties	Ballweg Motors
Lee's Famous Recipe	Cherry Tree Dental
Merrill Iron & Steel	Granite Peak
K-Tech	O'Brien, Inc.

D. AIRPORT MAINTENANCE

Lighting Systems: All OK
 Vehicles: All OK
 Snow Removal: All OK
 Buildings: All OK

SRE BUILDING – no problems

TERMINAL BUILDING – no problems

CIVIL AIR PATROL OFFICES – no problems

SECURITY GATE SYSTEM – no problems

E. AIRCRAFT RENTALS

Month	2014	2015	2016	2015/2016 % Change
January	2.0	50.0	20.1	-59.8
February	6.2	37.0	48.1	30.0
March	18.1	31.0	74.4	140.0
April	21.3	51.0	54.6	7.1
May	30.3	52.0	66.5	27.9
June	69.4	100.0	116.0	16.0

July	143.9	92.0	113.5	23.4
August	92.0	106.0	173.1	63.3
September	79.0	64.0	55.0	-14.1
October	94.8	39.0	59.8	53.3
November	42.8	42.0	55.1	31.2
December	36.7	19.0	0.0	-100.0
Year-To-Date	599.8	664.0	836.2	25.9

F. HANGAR TENANT CONCERNS

CORPORATE HANGAR ACTIVITY

Month	WFS Aircraft	Local Tenants*	Transient Tenants**
May	4	10	3

* 1 jet, 4 turbine, 5 singles, 1 helicopter

** 3 turbine

T-HANGARS – 100 % occupancy, 20 aircraft owners on waiting list

PRIVATE HANGARS – No issues

CITY HANGARS – No issues

G. AIRPORT PROMOTION

- “Learn, Build, Fly” has gained 501 (C)(3) status. The group which completed their first airplane, the Baby Ace, this summer, has begun construction on their next project: a Wittman Buttercup. Building meetings take place on Tuesday evenings and Sundays. The goal is to build aircraft and introduce adults and youth to aviation and homebuilding. About 30 people are active in the organization.
- The Central Wisconsin Branch of the Wisconsin Hamburger Social will enter a joint experiment in the winter of 2015/17 with the FAA FAAS Team to organize monthly safety briefings for pilots. The monthly meetings will be staged at a different airport every month within the Central Wisconsin Branch. Pilots attending the one-hour safety event will earn WINGS credit toward their recurrent training. If attendance is successful, the plan will be implemented throughout the State of WI.
- Boy Scout Troop 465 sponsored by Wausau Flying Service, Inc. meeting weekly at the airport.
- Local AARP chapter now holds monthly meetings at the airport. Airport will make a presentation at their August meeting.
- The Southeast Side Neighborhood group meets monthly at the airport. They have had as many as 90 attend their meetings.
- Civil Air Patrol holds monthly meetings at the airport.
- Wausau R/C Sportsmen holds monthly meetings at the airport September through May.
- Organizers have confirmed the AirVenture Cup Race finish line at the Wausau Downtown Airport will be returning on July 2017
- Please check out Flywausau.com and Wausau Downtown Airport FB page are being updated regularly.
- Sign-Up now for our monthly email newsletter “CONTACT”