



NEWSLETTER

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CARES ACT REIMBURSEMENT FOR GENERAL AVIATION AIRPORTS

Information obtained from previous WI BOA communication

General aviation airports should have received a fully-executed Special Agency Agreement from their WI Bureau of Aeronautics (BOA) project manager via email and the BOA has announced that the funding is now in place for GA Airports to start submitting your Operations and Maintenance (O&M) expenses for reimbursement to their BOA project manager.

Many of you have been wondering what types of expenses can be reimbursed and what paperwork needs to be submitted in order to successfully accomplish a reimbursement with CARES Act funding. For your reference, here is a link to the Federal Aviation Administration (FAA) website containing the CARES Act administration (https://www.faa.gov/airports/cares_act/). Specifically, please see the “Frequently Asked Questions” document, which is quite helpful in answering some common questions regarding CARES Act funding and what it can be spent on at your airport. Also, attached is a guide/checklist for the documents that should be provided in order for a reimbursement to occur.

In addition to the information contained in the FAA’s website, the BOA has the following additional information/guidance about CARES Act expenses for your airport:

CARES Act funding can be used on anything at the airport that would be allowed to use regular airport revenue on (similar to revenue that comes from hangar leases or fuel sales). The difference is whether the FAA considers the improvement to be “Operations & Maintenance” or “Development”. BOA currently only has CARES Act funding for “Operations & Maintenance” (O&M). Any “Development” grants would need to be separate grants specifically for your airport, and the requirements are very similar to a regular FAA discretionary grant (proper planning completed, environmental documentation is approved, bids received, etc.).

In order to help the FAA determine whether a desired reimbursement falls within O&M or Development, the FAA is utilizing the Airport Improvement Program (AIP) Handbook as a general guide (https://www.faa.gov/airports/aip/aip_handbook/). FAA has given the BOA the following general guidance:

1. If the AIP Handbook states that an item is NOT eligible, then it would generally be an O&M cost. For instance, utility bills and filling airport-owned fuel tanks with fuel fall under airfield

operations and maintenance costs and therefore ineligible for AIP. Airports could use CARES Act funds as O&M to pay their monthly electricity bill or pay for the filling of the airport-owned fuel system under O&M. Additionally, the airport's local share of a project (generally 5% of a federal project) is spelled out in the AIP Handbook as being ineligible for federal funding, therefore placing it in O&M for CARES Act funding.

2. If the AIP handbook says an item is eligible (like taxiways, runways, apron pavement), then it would likely fall under "Development", not "O&M".

3. If the AIP Handbook is silent on the matter or if it appears to be a grey area, the FAA has recommended we avoid paying those expenses with CARES Act funding since it is unclear how the auditors/reviewers in FAA will view the items. Even if BOA and our FAA Airports District Office determines an item is eligible as O&M, during an audit, FAA's auditors may ultimately determine an item is not O&M, rather development, therefore denying the reimbursement payment out of our O&M block grant. This could leave airports in a situation where they paid for an item expecting reimbursement, and they will need to cover the cost 100% locally and use their CARES on a different eligible item.

BOA's advice is for airports is to stay squarely within the O&M realm (#1 above) to make it as easy as possible to successfully reimburse expenses and lessen the risk that any payments will be denied. The money that airports save over time by being reimbursed for clear O&M expenses could be used for items that are in the "grey area" of O&M/Development using your airport's local procurement process without BOA's involvement.

As always, please let your BOA project manager know if you have any questions, and they will help you through the process.

OSHKOSH PRESIDENTIAL VISIT
Jim Schell, C.M.
Airport Director, Wittman Regional

On August 17th, President Trump made a campaign stop at Wittman Regional Airport in Oshkosh. While there are many challenges in hosting an event of this stature, not the least of which COVID-19 pandemic, the event ran quite smoothly.

Many times, when a President, Vice President or other dignitary chooses to visit your community, they fly into the local airport and motorcade off to a destination in town or a neighboring community. However, when they choose to hold their event on your Airport, it certainly brings a whole new set of challenges. Campaign staff also indicated they are very much gravitating toward holding more events at hangar facilities. In this case, Basler Flight Service hosted the event at their primary corporate hangar, adjacent to the terminal.

When we were first notified of the visit, it was communicated they expected a crowd size of between 200-300 people. Upon talking directly with campaign staff, they indicated an expected 2000-3000 in a hangar suitable for perhaps 5 or 6 medium size corporate jets. Clearly with the state of the world, a gathering of this size, in a semi-indoor space is frowned upon. Luckily we were successful in convincing them to limit attendance to approximately 1,000. Even then, we constantly coordinated with our County Health Director on following all necessary guidelines and shaping the event in a way to limit COVID transmission. In the end, the event was mostly held outside the hangar with the majority of attendees seated on the ramp in an effort to promote social distancing.

With Wisconsin as a key battleground state, there are sure to be many visits by the candidates in these next several weeks. We were told by the Secret Service, we'll be back! We sincerely hope that means back to the state and choosing CWA, JVL, ATW or GRB (again). After all, we

don't want to have all of the fun! All joking aside, be prepared for a phone call letting you know you're next and they are interested in hosting the event on your airport.



MITCHELL GALLERY OF FLIGHT & USO WISCONSIN LOUNGE
Harold Mester, C.M.
Director of Public Affairs & Marketing
Milwaukee Mitchell & Lawrence J. Timmerman Airports

In August, Mitchell Gallery of Flight and the USO Wisconsin Lounge. The ribbon cutting ceremony included Airport Director Brian Dranzik, Milwaukee County Executive David Crowley, Milwaukee County Supervisor John F. Weishan Jr., and several other distinguished guests. The two new locations are the latest remodels to be completed as part of a major refresh to the retail and restaurant offerings at MKE.

The Mitchell Gallery of Flight is a free non-profit aviation museum intended to inspire present and future generations by preserving and sharing southeast Wisconsin's flight heritage. It is open to the public 24 hours a day, 365 days a year. The Gallery's new space includes a new exhibit honoring Wisconsin's Tuskegee Airman, World War II African-American fighter pilot Lt. Alfred Gorham.

Located next door to the museum, the USO Wisconsin Lounge is open daily and is designed to be a comfortable space for military members and their families. The lounge is located pre-security and will better serve military who are flying out of any concourse. VIP service is available to recruits headed to basic training, reservists and National Guard annual training, service members deploying overseas, and families of the fallen.

More information is available at www.mitchellgallery.org and wi.uso.org/mke.

Photo: Waukesha County Airport Director Kurt Stanich (far left) and Bill Streicher, Gallery of Flight Board President (far right) with members of the Gorham family.





PFAS
Lisa Maroney
WAMA Executive Director

As many of you know, the PFAS issue has been increasingly gathering interest by state lawmakers and the Governor. At this time, there are two main focal points:

1. [Act 101](#)

Legislation was enacted regulating fire fighting foam containing PFAS. As of September 1, training with PFAS foam is prohibited. Emergency rules are being created to further define the use of PFAS foam for testing purposes if the testing facility has implemented appropriate containment, treatment and disposal or storage measures to prevent discharge of the foam into the environment. The emergency rule was to be in place by September 1 but the DNR Board has deferred it until they meet again later in September. Here is a link to a recent [newspaper story](#) about the delay. The emergency rule is important because it contains the details of how Act 101 will be implemented. As we know, the devil is in the details.

As such, WAMA has worked closely with DNR staff as the rule is being developed and has had multiple phone conversations and submitted [written comments](#). Nearly every request we made has been included in the latest draft. This is the most recent [communication](#) from the DNR on the proposed rule.

2. Governor Ever's WI PFAS Action Council/WisPAC

The WisPAC council consisting of nearly all cabinet secretaries has been meeting for over a year. At their last meeting in August they approved a [74 page packet](#) of issue papers for public comment sometime in late September/early October. Noteworthy items are on page 7, dealing with Act 101 rule, page 17 creating a PFAS foam collection and disposal program, page 22, provide financial tools for local governments to clean PFAS contaminated site, page 24, expand site identification and, page 43, enhance collaboration between WI and federal agencies. The WAMA Board has created a committee to prepare comments. Please feel free to contact me if you have questions or concerns.

After public comment is received, the WisPAC council will give final approval and the report will be submitted to the Governor. Some of the items may be included in his upcoming state budget released in February or could be enacted by administrative rule. Suffice to say, this issue will be around for awhile.

Wisconsin's
Girls ✈️
IN AVIATION DAY

Join the fun!

Experience #GIAD2020 Virtually

A Women in Aviation International® Event

Saturday
 September 26, 2020

Event Details

What: Three age-appropriate content tracks for elementary, middle school and high school students.

Who: Girls ages 8-17

Where: Virtual Event via Zoom

Time: 10:30 am - 12:00 pm CST

Wisconsin WAI Chapters:
 Madison, Milwaukee
 & Oshkosh would like
 to invite you to their
 #GIAD2020 virtual event!

How to Register:

Complete the Registration form via ...

Facebook: 'Wisconsin Girls in Aviation Day'

Or

Google Forms: <https://qr.go.page.link/bBtPm>

Scan QR code:



WAMA Membership

In these unprecedented times, Airports sticking together is more important than ever. Even during these challenging times, we are still advocating for your airport on issues like additional federal aid, airport friendly state regulations, and more. If you haven't already renewed your WAMA membership this year, please consider doing so. If you haven't been a member in the past, we need you! Visit our [website](#) for more information on membership or email our Executive Director at director@wiama.org if you need a replacement invoice or can't remember if you have already paid your membership dues.



Airports 101 Virtual Workshop Series

Are you an airport manager interested in expanding or refreshing your knowledge in the fundamentals of airport operations or a new manager just getting started? Are you wondering what to look for in your pavement or pondering hangar decisions and maintenance—should you buy, or should you lease? Would you like to gain a better understanding of LED lighting or environmental issues?

If so, join airport managers from across Minnesota for this free four-part virtual workshop series on airport facilities. Each session will focus on two facility-related topics, and you'll learn valuable information from industry experts, MnDOT Aeronautics, and the FAA. You may choose to attend some or all of the sessions, depending on how they pertain to you and fit your schedule. Separate registration is required for each webinar.

Dates, Times, and Topics

Sessions will be held virtually from **8:45 a.m. to 11:00 a.m.** on the dates listed below, covering the indicated topics:

- **October 8, 2020**—Electrical
 - o LEDs are here: what you need to know
 - o Airport navigational aids and lighting systems
- **October 15, 2020**—Hangars
 - o Hangar decisions: to buy or lease?
 - o Hangar maintenance: floors and doors
- **October 22, 2020**—Environmental
 - o We've got you covered! Airport vegetation, landscaping, and wildlife hazard management
 - o Environmental rules: you don't know what you don't know
- **October 29, 2020**—Pavement
 - o Bituminous pavement best practices
 - o Concrete pavement: maintain to sustain

Registration

There is no cost to attend, but separate registration for each session is required:

- [October 8 \(Electrical\)](#)

- [October 15 \(Hangars\)](#)
- [October 22 \(Environmental\)](#)
- [October 29 \(Pavement\)](#)

Workshop Access

This virtual workshop series will be hosted using Zoom. We recommend that all registrants test their connection prior to the workshop using [Zoom's test meeting](#). If you are new to Zoom, we recommend viewing the [Zoom for Students Tutorial video](#).

More Information

For more information, please contact Katherine Stanley at atsell0146@umn.edu or 612-626-1023.

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