



CONFERENCE
OCTOBER 17-19, 2021 • ELKHART LAKE, WI



Welcome!

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WISCONSIN AVIATION CONFERENCE

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WELCOME TO THE 65TH WISCONSIN AVIATION CONFERENCE!

Welcome back to the Wisconsin Aviation Conference. In the year-and-a-half since we last gathered, our industry has gone through a paradigm shift. Safety has always been our top focus, but now “safety” means something different - something more. Changes to our industry too have reshaped our world view. The 65th Wisconsin Aviation Conference will explore some of these changes, emerging issues, and opportunities for the future. Our conference is structured to facilitate professional discussion, and at times, friendly debate. From PFAS legislation, to tenant association benefits, to airfield geometry - the conference will have something for everyone.

Starbucks CEO Kevin Johnson described 2021 as the year of the great human reconnection. The Wisconsin Aviation Conference too is focused on reconnecting aviation professionals across the State of Wisconsin and more. This year we have more opportunities to network, reconnect, and unwind than ever before. Whether you like golfing, trap shooting, or car racing, you're going to have fun. Between the welcome dinner at Road America to relaxing by Beautiful Elkhart Lake, attendees are certain to have a great time.

Brian J. Grefe, A.A.E.

Airport Director - Central Wisconsin Airport
President - Wisconsin Airport Management Association



WELCOME TO SHEBOYGAN COUNTY!

On behalf of Sheboygan County and our Sheboygan County Memorial Airport, I'd like to welcome you to the 65th annual Wisconsin Aviation Conference. We are pleased to host airport professionals, consultants, and vendors who help to promote aviation and airports throughout Wisconsin.

As you know, local airports such as the Sheboygan County Memorial Airport (SBM) play a critical role in fostering business growth and economic development. According to a 2017 economic impact study conducted by the WI Bureau of Aeronautics, SBM provided \$25.9 million in economic output, supported 76 jobs, and \$8.7 million in value added to the local economy in Sheboygan County.

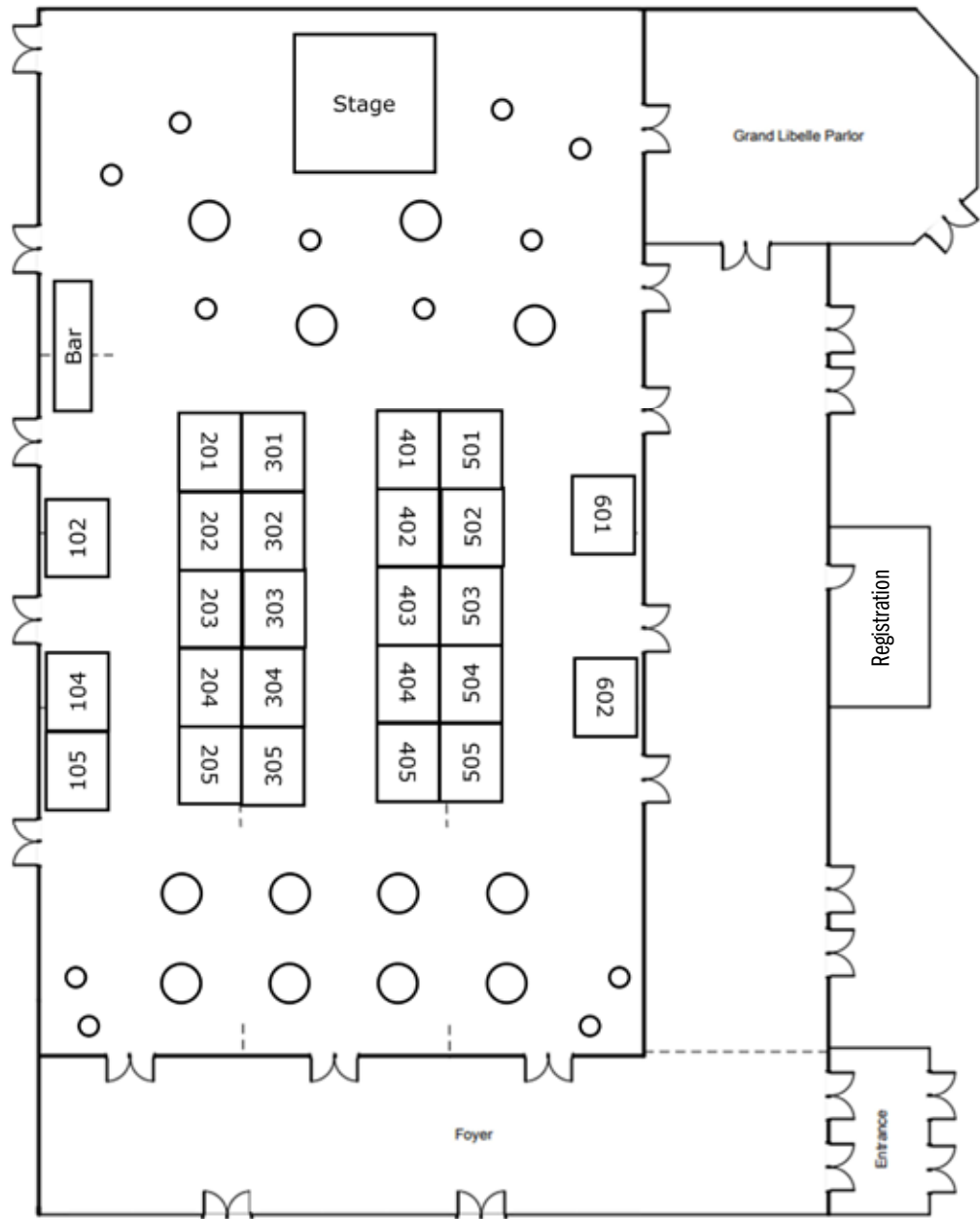
SBM, owned and operated by Sheboygan County, is categorized as a large general aviation airport with approximately 40,000 annual operations. Local attractions include the Road America race track and world class golf resorts. Kohler's Whistling Straights just hosted the prestigious Ryder Cup tournament, attracting thousands of visitors from around the world. Sheboygan County also recently built a new airport terminal and a U.S. Customs facility, solidifying Sheboygan County as an international destination.



Again, welcome to Sheboygan County and enjoy the conference.

Adam Payne
Sheboygan County Administrator

See pages 19-23 for additional information about our exhibitors.



BOOTH EXHIBITOR

- 102 Mead & Hunt
- 104 Wisconsin Surplus Online Auction
- 105 Fabick Cat
- 201 MacQueen Equipment/ Oshkosh Airport Products
- 202 Becher Hoppe Associates, Inc.
- 203 NASi Transportation & Mining
- 204 METCO Midwest Electro-Tech Corp
- 205 Sherwin Industries
- 301 TKDA
- 302 1200.aero
- 303 Fahrner Asphalt Sealers, LLC
- 304 Hali-Brite Inc.
- 305 Swiderski Equipment, Inc.

BOOTH EXHIBITOR

- 401 M-B Companies
- 402 TITAN Aviation Fuels
- 403 DBT Transportation Services
- 404 AGM Airfield Guidancesign Manufacturers Inc.
- 405 NV5 Geospatial powered by Quantum Spatial
- 501 SEH
- 502 Westmor Industries
- 503 Arrow Energy, Inc.
- 504 The Green Earth Deicer Company, Inc.
- 505 MSA Professional Services, Inc.
- 601 Wisconsin Concrete Pavement Association
- 602 Westwood

See pages 12-18 for complete schedule details!

SUNDAY, OCTOBER 17TH

- 11:00 a.m. – 5:00 p.m. Onsite Conference Registration – *Grand Libelle Ballroom Foyer*
- 11:30 a.m. Golf Outing at Quit-Qui-Oc Golf Club
- 12:30 p.m. Trap Shooting at Sheboygan Falls Conservation Club
- 1:00 p.m. VIP Tour of Road America
- 2:00 – 4:30 p.m. Exhibit Hall Setup
- 4:30 – 5:30 p.m. Exhibit Hall Social Hour - *Grand Libelle Ballroom*
- 5:30 – 6:00 p.m. Transportation to Road America
- 6:00 – 9:00 p.m. Welcome Dinner – Road America

MONDAY, OCTOBER 18TH

- 7:30 – 8:45 a.m. Breakfast with Exhibitors
- 7:30 a.m. – 4:00 p.m. Onsite Conference Registration – *Grand Libelle Ballroom Foyer*
- 8:00 – 8:50 a.m. WI Airport Management Assoc. Board Meeting – *Palm Garden Ballroom E/F*
- 9:00 – 9:30 a.m. Conference Welcome – *Palm Garden Ballroom A-C*
- 9:30 – 10:45 a.m. General Session
- 10:45 – 11:00 a.m. Refreshment Break with Exhibitors – *Grand Libelle Ballroom*
- 11:00 – 11:45 a.m. General Session
- 11:45 a.m. – 12:45 p.m. Association Awards and Sponsor Recognition Luncheon
- 1:00 – 4:30 p.m. One-on-One “Speed Dating” between Airports & FAA Chicago Airports District Office (FAA ADO)
- 1:00 – 1:45 p.m. Concurrent Professional Sessions
- 1:50 – 2:35 p.m. Concurrent Professional Sessions
- 2:35 – 3:00 p.m. Refreshment Break with Exhibitors – *Grand Libelle Ballroom*
- 3:00 – 3:45 p.m. Concurrent Professional Sessions
- 3:45 – 4:30 p.m. Concurrent Professional Sessions
- 4:30 – 5:30 p.m. Reception with Exhibitors – *Grand Libelle Ballroom*
- 5:30 – 10:00 p.m. Lakeside Networking Event and Dinner

TUESDAY, OCTOBER 19TH

- 7:00 – 8:30 a.m. Breakfast with Exhibitors
- 8:45 – 9:30 a.m. General Session
- 8:45 – 11:45 a.m. One-on-One “Speed Dating” between Airports & FAA Chicago Airports District Office (FAA ADO)
- 9:35 – 10:20 a.m. Concurrent Professional Sessions
- 10:20 – 10:45 a.m. Refreshment Break with Exhibitors & Silent Auction Awards – *Grand Libelle*
- 10:50 – 11:35 a.m. Concurrent Professional Sessions
- 11:00 a.m. – 12:00 p.m. Exhibit Hall - Tear Down
- 11:45 a.m. – 1:30 p.m. Lunch and General Session

Thank you to the following sponsors for their support of the Wisconsin Aviation Conference. Sponsorships allow the conference committee to hold the registration fees to an affordable level without compromising the quality of the conference.

CORPORATE EXCELLENCE



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GOLD

- Alfred Benesch & Company
- Applied Pavement Technology, Inc.
- Cooper Engineering
- Endpoint Solutions
- Erect-A-Tube, Inc.
- First Class Concessions, Inc.
- HUB Parking Technology USA, Inc.
- Leonard & Finco Public Relations, Inc.

- Michael Baker International
- MSA Professional Services, Inc.
- NewView Technologies, Inc.
- Pro-Tec Fire Services
- RS&H, Inc.
- TRICOR Insurance
- Volaire Aviation

SILVER

- Interstate Sealant & Concrete, Inc.
- Midwest Air Traffic Control Service, Inc.
- New Deal Deicing

- Nielsen Madsen + Barber
- Westmor Industries
- Westwood

CERTALERT: UPDATED GUIDANCE FOR AIRPORT EMERGENCY PLANS



On September 22, 2021, the Federal Aviation Administration (“FAA”) issued a CertAlert that requires airports certificated under Part 139 to include in their airport emergency plans (“AEP”) instructions for responding to unauthorized unmanned aircraft system (“UAS”) operations at or near the airport. Among other items, the CertAlert requires that these instructions include guidance on how an operator will respond while coordinating with federal and state or local law enforcement agencies, deal with disruptions to airport operations, and manage media communications.

as it relates laws traditionally related to state and local police powers (e.g., trespass, privacy, land use). The use of counter-UAS technology to disable unauthorized UAS may violate federal law, and federal law enforcement agencies have limited authority to deploy counter-UAS technology. At many airports, cooperation between jurisdictions and their respective law enforcement agencies is necessary to respond to an unauthorized UAS incident. Additional resources and information on these subjects are available from FAA’s Public Safety and Law Enforcement Toolkit and Law Enforcement Guidance for Suspected Unauthorized UAS Operations.

Although many airports have developed tactical response plans to such incidents in coordination with the Transportation Security Administration (“TSA”), this CertAlert is the first time that FAA has imposed a requirement to address unauthorized UAS operations in the Airport Certification Manual. The CertAlert requests airport operators which have not already developed unauthorized UAS response plans begin coordinating such plans with their assisted Airport Safety Inspector no later than September 30, 2021. We understand FAA intends to issue further guidance regarding when airport operators must have an approved unauthorized UAS response plan in place.

Airport emergency plans, once approved by FAA and incorporated into an Airport Certification Manual are regulatory documents, which may carry consequences if not scrupulously observed. We therefore strongly encourage operators to carefully coordinate their unauthorized UAS response plans with law enforcement and legal counsel. →

In addressing this CertAlert, it is important to keep in mind the complex jurisdictional issues that may arise in responding to an unauthorized UAS operation. In general, state and local governments have very limited authority to regulate the operation of UAS in flight, except

Kaplan Kirsch & Rockwell LLP



PASSENGER SUPPORT FOR YOUR PASSENGERS!

To ensure security, all travelers are required to undergo screening at the checkpoint, even travelers who have disabilities, medical conditions and other special circumstances.

Making my rounds to airports throughout the state, I was surprised to hear how many were not aware of the TSA Cares helpline that provides travelers with disabilities, medical conditions and other special circumstances additional assistance during the security screening process.

Call 72 hours prior to traveling with questions about screening policies, procedures and what to expect at the security checkpoint. Travelers requiring special accommodations or concerned about the security screening process at the airport may ask a TSA Officer or Supervisor for a Passenger Support Specialist who can provide on-the-spot assistance.

Travelers requiring assistance can contact the TSA Cares Helpline by calling (855) 787-2227, Federal Relay 711, or email TSA-ContactCenter@tsa.dhs.gov. Hours of operation are weekdays from 8 a.m. to 11 p.m. (ET), and Weekends/Holidays from 9 a.m. to 8 p.m. (ET).



WITTMAN REGIONAL AIRPORT OPENS NEW GA TERMINAL FACILITY



Wittman Regional Airport cut the ribbon at the grand opening of a new General Aviation Terminal Facility on June 30th. This event was well attended by many airport tenants, businesses, community leaders and the project team. The new facility replaces both the existing commercial service passenger terminal built in 1971 and the former General Aviation terminal built in 1958. Construction of the new GA terminal began in July 2020. Despite the pandemic, the \$5.5M project has been completed on time and under budget. This addition to the airport will greatly modernize aviation services and substantially reduce operating and maintenance costs.

The General Aviation Terminal's primary use is to serve as the aerial gateway to Oshkosh, Winnebago County, and the Fox Valley Region accommodating transient air traffic traveling in and out of Oshkosh and the greater Fox Valley. The facility is a single story, 12,500 square foot building. In addition to serving general aviation air traffic, the new terminal also provides space for Basler Flight Service, airport administrative offices, rental car, and meeting rooms available to the general public. The new facility was also completed in time for the return of EAA AirVenture Oshkosh, which was held at Wittman Regional Airport from July 26th to August 1st. →

By: Jim Schell, C.M.
Director, Wittman Regional Airport

AIRTOBER FEST!

On September 24th and 25th, 2021, in partnership with the Waukesha Aviation Club, Experimental Aircraft Association (EAA) Chapters 18 and 1637, Magellan's on Main and Plane Safe Aircraft Maintenance, "Airtoberfest" returned to Waukesha County Airport!

"This was a unique event we pioneered in 2018 and are very happy to be able to host it again" said Airport Manager Kurt Stanich. Guests enjoyed an aviation backdrop to a traditional Oktoberfest event complete with many selections of beer, music and food selections including the introduction of Magellan's "'Wurst' Airport Platter" and a corn roast fundraiser by the Waukesha Aviation Club.

Plane Safe's hangar opened early on Saturday to a pancake breakfast and EAA Young Eagle Rally followed in the afternoon by warbird arrivals and fly-bys. Younger attendees enjoyed a Kid's Corner created by the airport's Administrative Specialist, Maddie Glisson, where they could make their own paper Airtoberfest hat and participate in a coloring contest. A stunning sunset was the opening act to an evening Balloon Glow courtesy of local balloonist Darren Powers.



The challenges of welcoming hundreds of guests, the majority being unfamiliar with the airport, were well anticipated, planned for and handled by airport staff and event partners.



Using ramp space outlined by highway construction barrels, a parking lot was created to accommodate more than 300 vehicles. Stanchions and rope lines ensured guests were safely separated from operating aircraft and from wandering outside of the designated event space. Coordination with the air traffic control tower manager was essential in creating an arrival and departure plan for participating and visiting aircraft.

While Mother Nature could have been a little more kind, attendees left Crites Field's Airtoberfest full of Gemutlichkeit and looking forward to next year's opening "Ein Prosit"! →

By: Kurt Stanich
Airport Manager, Waukesha County Airport

2021 AWARD WINNERS

Airport Engineer Award

Kevin Kunde, Mead & Hunt

For over 40 years, Kevin Kunde has made significant professional contributions in airport engineering in Wisconsin and across the nation, including developing expertise in Airport Traffic Control Towers (ATCT), snow removal equipment facilities, hangars, operations centers, fueling stations, electrical vaults and various specialty structures associated with airports. He is known for his ability to successfully execute complex, high-profile projects with award-winning and innovative solutions.

Distinguished Service Award:

Mike Paffel, Cumberland Airport Commission

Over the past 30 years, Mike has overseen the airport development from four hangars to 20, plus two very successful private businesses at the Cumberland Municipal Airport. He is an expert on Federal and State airport programs leading to new runways, a new fuel delivery system, ATIS weather reporting, new arrival and departure building and construction of a new hangar development area for future expansion. He has been a member of the Cumberland Airport Commission for 30 years, serving as Chairman for the last 25. He holds a Private Pilot license and has been an aircraft owner.



Lifetime Service Award:

David Jensen, Dane County Regional Airport

Dave served as a Lieutenant Colonel in the Wisconsin Air National Guard for more than 23 years and was a fighter pilot with extensive command and leadership experience in the maintenance squadron and group levels. He joined Dane County Regional Airport as an Airport Operations Supervisor in 1991, and served a variety of roles with WAMA, including serving as WAMA President in 1999-2002. That was a very busy time for the organization as WAMA worked closely with various lobbyists and state elected officials. Dave spent many hours testifying before numerous committees representing the best interest of Wisconsin airports. Additionally, he helped hire WAMA's first executive director. He served on the WAMA board until retiring from Dane County as Deputy Airport Director in 2020.

Person of the Year Award:

Charity Zich, C.M., Chippewa Valley Regional Airport

Charity has been the Airport Director at Chippewa Valley Regional Airport (EAU) for 15 years. During that time, she has held a variety of leadership roles within WAMA, including past President. Furthermore, she is excited to host next year's 66th Wisconsin Aviation Conference in Eau Claire. In the two and a half years since our last conference, Charity has been a stalwart supporter of Aviation in the state. She has maintained and improved the WAMA's website, ensured timely and accurate communication, led WAMA executive director recruitment, was a proponent of increased aviation funding in the state, planned airshows, and ensured the financial and operational sustainability of EAU through a global pandemic. In addition to her professional life, she also is a new mother to twin boys, Gavan and Brendan Zich.

SILENT AUCTION

Several exhibitors and sponsors of this year's conference have offered to participate in another silent auction to help fund continuing education that benefits our industry. Awards will be announced next year at the 66th Wisconsin Aviation Conference in Eau Claire.

These organizations have provided an item for the 2nd Silent Auction instead of the traditional, randomly drawn giveaway items.

Please bid! 100% of the proceeds will go toward academic scholarships and professional development grants.

The winning bidders will be announced Tuesday morning at around 10:30 a.m. during the refreshment break with exhibitors.

WAMA will recognize donors during the conference and with additional recognition in the WAMA Newsletter.

Known auction donors at the time the program went to print:

- NASi Transportation & Mining
- AGM-Airfield Guidancesign Manufacturers Inc.
- Avfuel Corporation
- Mead & Hunt
- TKDA
- SEH
- MSA Professional Services, Inc.
- Arrow Energy, Inc.
- Sherwin Industries

Thank you!

Lifetime Service Award		Airport Engineering Award		WAMA Distinguished Service Award		Person of the Year Award	
1981	Robert Skuldt	1983	Thomas Janssen			1969	S. J. Wittman
1982	Libby Parod	1984	Joe Abernathy	2000	Don Hoeft	1970	Howard Morey
1983	Fritz Wolf	1985	Leo Bussan		Phill Scherer	1971	Francis Higgins
1984	Bob White	1986	Al Fawley	2001	Irene Enamual	1973	T. K. Jordan
1985	Carl Rindlisbacher	1987	Bill Green	2002	Thom Thomas	1974	Ed Williams
1986	Charles Wood	1988	James Foley	2003	Gary Dikkers	1975	Marie Grimm
1987	Harry Chaplin	1989	Dave Dyrstad	2004	Peter Drahn	1976	Robert Heck
1988	Carl Guell	1990	Keith Lindsley	2005	James Hansford	1977	Paul Poberezny
1989	Paul Poberezny	1991	Mike Hinz		Ray Perry	1978	Roy Shwery
1990	Phil Leyda	1992	Leroy Gilhausen		Marilen Butler	1979	Dave Duax
1991	Earl Pingel	1993	Andrew Platz	2006	Dave Johnson	1980	Basil Arvey
1992	Walter Mayo	1994	Roy Eckrose	2007	John Chmiel	1981	Marilyn Hardacre
1993	Howard Morey	1995	Mike Kirchner		Ruth Elliott,	1982	Joe Liebergen
1994	Robert Acker	1996	Phil Ramlet		Patrick Mattson	1983	Wally Mitchell
1995	Warren Basler	1997	Roy Gilhausen	2008	Jeff Gaier	1984	Preston Wilbourne
1996	Field Morey	1998	David Elder		Helena Ziegler	1985	Fred Gammon
1997	Duane E. Esse	1999	Boyd Schleicher	2009	John Dorcey	1986	George McQueen
1998	Harold (Duffy) Gaier	2000	David Phillips	2010	Clint Torp	1987	LeRoy Jonas
		2001	Tom Janssen, Jr.	2011	David Obey	1988	James Ash
1999	Mary Millard	2003	Bryan Page	2012	Matt Dubbe	1989	Art Borchardt
2000	William H. Green	2004	Wendy Hottenstein	2013	Marty Lenss	1990	Timothy Hoeksema
2001	Doug Bake			2015	John Reed	1991	Charles E. Swain
2003	Robert Kunkel	2005	Aaron Stewart	2016	Allan Seirstad	1992	Tom Poberezny
2004	Robert G. Heck	2006	Randy Van Natta		Dave Elder	1993	Lyle Maves
2005	Thom Thomas		Kevin Lang	2017	Barry Cooper	1994	Dennis Eiler
2006	James Hansford	2007	Kevin Sielaff	2018	Joe Brauer	1995	James Conn
2007	Bob Egan	2008	Lisa Kinsman	2019	Clint Torp	1996	C. Barry Bateman
2008	Peter Drahn	2009	Laura Morland	2021	Mike Paffel	1997	Peter Drahn
2009	Lee Perrizo	2010	Mark Porlier			1998	James Hansford
2010	C. Barry Bateman	2011	Ed Baisch	WAMA Blue Light Award		1999	Joseph Brauer
2011	Ton Sneig	2012	Greg Stern	2013	Meg Jones	2000	Diane Ballweg
2012	Dan Wruck	2013	Jim Zsebe	2014	Not Awarded	2001	Don Hoeft
2013	Jerry Stites	2014	Christopher Reis	2015	Chris Hubbuch	2003	Jeff Baum
2014	Joseph Brauer	2015	Steve Opatik	2017	John Schoenknecht	2004	Russ Decker
2015	Don Winkler	2016	Marcus Kuhn				Mark Meyer
2016	Tony Yaron	2018	Kim Kaarto	2019	Hal Davis	2005	Marty Lenss
2017	Eileen Duffeck	2021	Kevin Kunde	WAMA Green Light Award		2007	Tony Yaron
2018	Ron Burdick			2014	Barry Bateman	2008	James Kerr
2019	David Mann					2009	Jeff Skiles
2021	David Jensen					2010	Rose Dorcey
						2011	Tom Miller
						2012	Michael Goc
						2014	Abe Weber
						2015	Ben DeLeon
						2017	Lt Col., Chris Hansen
						2018	Mary Strait
						2021	Charity Zich

Congratulations!



FLY WISCONSIN PASSPORT PROGRAM

Hal Davis, C.M. | Airport Compliance Manager
 Wisconsin Department of Transportation | Bureau of Aeronautics

Top off the tanks and check the weather. It's time to Fly Wisconsin! After much anticipation, the Wisconsin Department of Transportation Bureau of Aeronautics and the Wisconsin Airport Management Association have teamed up to bring an airport passport program to Wisconsin. Pilots and their passengers may earn awards by flying into Wisconsin airports, attending FAA safety seminars and visiting Wisconsin's aviation attractions.



The program first launched September 1, 2017. Since then, over 1,900 participants have registered!

To find out more and to register, visit:
www.wisconsin.gov/flywi.

Mail-in registration cards can also be found at your local airport.

FLY WISCONSIN PASSPORT FINISHERS

GOLD LEVEL	Name	Year Finished	Name	Year Finished	Name	Year Finished
	John Reynolds	2019	Daniel Fulwiler	2020	Bill Pulkinen	2020
Andre Schmidt	2019	Larry Gordon	2020	Dan Schmid	2020	
Lyle Banser	2020	Russell Kinneberg	2020	Dan Silvers	2020	
Paul Buss	2020	Tony Lamers	2020	Mark Wrasse	2020	
Alan Downs	2020	Dan Marlenga	2020	Douglas Osborn	2021	

SILVER LEVEL	Name	Year Finished	Name	Year Finished	Name	Year Finished
	Russell Kinneberg	2019	Beth Clabots	2020	Timothy Lemke	2020
Bill Pulkinen	2019	Julie Clabots	2020	Dan Marlenga	2020	
John Reynolds	2019	Gerald Clabots	2020	Dan Schmid	2020	
Andre Schmidt	2019	Greg Clabots	2020	Sue Meise	2021	
John Alferi	2020	Alan Downs	2020	Douglas Osborn	2021	
Lyle Banser	2020	Larry Gordon	2020	Addison Tower	2021	
Paul Buss	2020	Tony Lamers	2020	Edward Tremil	2021	

BRONZE LEVEL	Name	Year Finished	Name	Year Finished	Name	Year Finished
	Mark DeCleene	2019	Larry Gordon	2020	Mark Schenkat	2020
Sue Meise	2019	Jackie Gustafson	2020	Addison Tower	2020	
John Reynolds	2019	Randolph Gustafson	2020	Carol Davis	2021	
Andre Schmidt	2019	Tony Lamers	2020	Tom Davis	2021	
John Alferi	2020	Eugene LeClair	2020	Rebecca Formella	2021	
Lloyd Anderson	2020	Timothy Lemke	2020	Andrew Formella	2021	
Lyle Banser	2020	Dan Marlenga	2020	Robert Martier	2021	
Paul Buss	2020	Ernest Mcfeeters	2020	Sara Siddiqui	2021	
Alan Downs	2020	Milena Mcfeeters	2020	Bob Vajgrt	2021	
Mary Fulwiler	2020	Brian Natoli	2020	Dawn Vajgrt	2021	

Congratulations!

SUNDAY, October 17TH

11:00 a.m. – 5:00 p.m. **ONSITE CONFERENCE REGISTRATION** – *Grand Libelle Ballroom Foyer*

11:30 a.m. **Golf Outing at Quit-Qui-Oc Golf Club**

Meet at the course, 500 Quit Qui Oc Lane, Elkhart Lake, (short drive/walking distance from the Osthoff Resort). Golf begins at 12:00.

Coordinator: *Chris Reis, P.E., Aviation Engineering Department Manager, Mead & Hunt*
Sponsored by: Mead & Hunt

12:30 p.m. **Trap Shooting at Sheboygan Falls Conservation Club**

Meet at the Conservation Club, N6390 Meadowlark Rd, Sheboygan Falls. Shooting begins at 1:00.

Coordinator: *Matt Grenoble, Airport Superintendent, Sheboygan County Memorial Airport*
Sponsored by: Becher Hoppe Associates, Inc.

1:00 p.m. **VIP Tour of Road America**

Bus will depart from the Osthoff at 1:00.

Coordinator: *Harold Mester, Director of Public Affairs and Marketing, Milwaukee Mitchell International Airport*
Sponsored by: Leibowitz & Horton Airport Management Consultants, Inc.

2:00 – 4:30 p.m. **EXHIBIT HALL – Set Up** – *Grand Libelle Ballroom*

4:30 – 5:30 p.m. **EXHIBIT HALL SOCIAL HOUR** – *Grand Libelle Ballroom Foyer*

Exhibit Area Conference attendees receive a conference passport at registration. Fill up your passport and turn it in by 10:45 a.m. on Tuesday for a chance to win a \$400 Visa gift card or a DJI Mini 2! The winner will be drawn at lunch on Tuesday (Must be present to win).

Moderator: *Greg Cullen, C.M., Airport Director, Southern Wisconsin Regional Airport*
Sponsored by: Jviation, a Woolpert Company

5:30 – 6:00 p.m. **TRANSPORTATION to Road America**

The first bus will depart the Osthoff at 5:30 pm for a short trip down to Road America. Return trips will begin at 7:30 pm.

Sponsored by: TKDA, Applied Pavement Technology, and Midwest Air Traffic Control Service, Inc.

6:00 – 9:00 p.m. **WELCOME DINNER – ROAD AMERICA**

Featuring a unique dining location in the middle of the Road America track, a fun, informative walking trip to event sponsor Entech's clean energy charging station at RA, an Italian buffet, and networking.

Sponsored by: Mead & Hunt

MONDAY, OCTOBER 18TH

7:30 – 8:45 a.m.

BREAKFAST WITH EXHIBITORS – Grand Libelle Ballroom

Sponsored by: Advance Aviation and Avfuel Corporation

7:30 a.m. – 4:00 p.m.

ONSITE CONFERENCE REGISTRATION – Grand Libelle Ballroom

8:00 – 8:50 a.m.

WISCONSIN AIRPORT ASSOCIATION MANAGEMENT BOARD MEETING

Palm Garden Ballroom E/F

9:00 – 9:30 a.m.

CONFERENCE WELCOME – Palm Garden Ballroom A-C

Speakers:

Brian Grefe, A.A.E., Airport Director, Central Wisconsin Airport & Wisconsin Airport Management Association President, Adam Payne, Sheboygan County Administrator, and Secretary Craig Thompson, Wisconsin Department of Transportation

9:30 – 10:45 a.m.

GENERAL SESSION | FAA and BOA Annual Updates with Q&A

Palm Garden Ballroom A-C

The Federal Aviation Administration and the WI Bureau of Aeronautics will provide important updates from their organization. Learn how these updates will impact your organization during this session with key stakeholders for all of WI airports. Bring your questions, thoughts, and ideas for this interactive session focused on addressing topics pertinent to your airport.

Speakers:

*Rebecca MacPherson, Regional Administrator, FAA
Sue Mowery-Schalk, FAA Director, Airports Division - Great Lakes Region
Deb Bartell, FAA Chicago ADO Manager
David Greene, Director, WBOA
Scott Brummond, Aeronautical & Technical Services Section Chief, WBOA
Matthew Malicki, Airport Engineering Section Chief, WBOA
Tami Weaver, Airport Program Section Chief, WBOA
Tom DeWinter, Standards and Specifications Chief, WBOA*

Moderators:

*Abe Weber, A.A.E., Airport Director, Appleton International Airport
Kurt Stanich, Airport Manager, Waukesha County Airport*

Sponsored by: Mead & Hunt, Becher Hoppe Associates, Inc., and M-B Companies

10:45 – 11:00 a.m.

Exhibit Hall

REFRESHMENT BREAK WITH EXHIBITORS

Exhibitor Passport Program – Conference attendees receive a conference passport at registration. Fill up your passport and turn it in by 10:45 a.m. on Tuesday for a chance to win a \$400 Visa gift card or a DJI Mini 2! The winner will be drawn at lunch on Tuesday (Must be present to win).

Sponsored by: Interflight Parking and MSA Professional Services, Inc.

11:00 a.m. – 11:45 p.m.

GENERAL SESSION | Project Programming & Funding, Legislative Updates

Palm Garden Ballroom A-C

A legislative update of items affecting airport funding will be followed by a discussion on the importance of airport programming and CIP development. This discussion will include a review of FAA's ACIP process, why it is so essential for each airport to have a well-planned CIP, and how capturing every dollar of discretionary funding is vital for Wisconsin airports.

Speaker:

Mark Graczykowski, P.E., Airport Program Engineer, WBOA

Moderators:

*Abe Weber, A.A.E., Airport Director, Appleton International Airport
Kurt Stanich, Airport Manager, Waukesha County Airport*

Sponsored by: Aviation, a Woolpert Company

MONDAY, OCTOBER 18TH [continued]

11:45 a.m. – 12:45 p.m.
Palm Garden Ballroom A-C

ASSOCIATION AWARDS AND SPONSOR RECOGNITION LUNCHEON

Fly Wisconsin Passport Program
 See page 9 for complete list of award winners.

Moderators: *Brian Grefe, A.A.E., WAMA President*
Greg Cullen, C.M., WAMA Vice-President
Kurt Stanich, WAMA Board Member

Sponsored by: MacQueen Equipment and Oshkosh Airport Products

1:00 – 4:30 p.m.
**Palm Garden Ballroom D
 and Villa Gottfried Parlor**

ONE-ON-ONE “SPEED DATING” between Airports & FAA Chicago Airports District Office (FAA ADO)

This is your opportunity as an airport sponsor to meet with the Chicago Airports District Office (ADO) representatives about issues specific to YOUR Airport. You must have signed up in advance for an appointment.

Sponsored by: Wisconsin Airport Management Association

1:00 – 1:45 p.m.
Villa Gottfried Room

CONCURRENT PROFESSIONAL SESSIONS

Aviation Fueling Panel, Regulations, New Requirements, & Best Practices

How are aviation fuel facilities and fueling operations regulated in the State of Wisconsin under NFPA 407? Are automatic fuel shutoff systems required on existing fuel farms? Get definitive answers to these questions and more as you refine your understanding of how airport fuel facilities are regulated and designed.

Speakers: *Greg Bareta, Section Chief, Department of Agriculture, Trade and Consumer Protection (DATCP)*
Wade C. Wollermann, P.E., Principal, Endpoint Solutions

Moderator: *Mark Cihlar, C.M., Assistant Airport Director, Central Wisconsin Airport*

Sponsored by: Endpoint Solutions and Leibowitz & Horton Airport Management Consultants, Inc.

Palm Garden Ballroom E/F

Hangar Development

This session will discuss planning for hangar development at your airport, including different hangar types to consider, preparing the justification for hangar development, and funding/business planning.

Speaker: *Shawn McMahon, Airport Engineer, SEH*
 Moderator: *Melissa Underwood, Senior Airport Planner, SEH*

Sponsored by: Erect-A-Tube, SEH, and Interstate Sealant & Concrete, Inc.

1:50 – 2:35 p.m.
Villa Gottfried Room

CONCURRENT PROFESSIONAL SESSIONS

General Aviation Airport Round Table

This session will be a very informal opportunity to ask questions of your peers that operate General Aviation airports across the state. If you have a grass strip or an 8,000' concrete runway, there will be common ground for discussion.

Panelists: *All session attendees*
 Moderator: *Matt Grenoble, C.M., Airport Superintendent, Sheboygan County Memorial Airport*

Sponsored by: Alfred Benesch & Company and Westmor Industries

MONDAY, OCTOBER 18TH [continued]

1:50 – 2:35 p.m.

Palm Garden Ballroom E/F

CONCURRENT PROFESSIONAL SESSIONS

Commercial Service Airport Round Table

Join us for a round table discussion on current and exciting topics related to commercial service airports. Come prepared with the ideas, questions, and issues on your mind that keep you up at night.

Panelists: *All sessions attendees*

Moderators: *Brian Grefe, A.A.E., Airport Director, Central Wisconsin Airport
Chris Reis, P.E., Aviation Engineering Department Manager, Mead & Hunt*

Sponsored by: *First Class Concessions, Inc., HUB Parking Technology USA, Inc., and Westwood*

2:35 – 3:00 p.m.

Exhibit Hall

REFRESHMENT BREAK WITH EXHIBITORS

Exhibitor Passport Program – Conference attendees receive a conference passport at registration. Fill up your passport and turn it in by 10:45 a.m. on Tuesday for a chance to win a \$400 Visa gift card or a DJI Mini 2! The winner will be drawn at lunch on Tuesday (Must be present to win.)

Sponsored by: *AECOM and Avflight Corporation*

3:00 – 3:45 p.m.

Palm Garden Ballroom A-C

CONCURRENT PROFESSIONAL SESSIONS

Future of Aviation Education

Over the past two years, WisDOT has been working closely with new partners, schools, and other organizations to expand aviation education in Wisconsin. Join this session to learn more about several efforts underway and how airports and partners can get involved. Key points will include initiatives tied to the statewide Wis AERO (Aviation Education Resources and Opportunities) Group, plans to create a statewide Youth Apprenticeship in Aviation, and additional outreach opportunities to expand aviation education programs.

Speakers: *Meredith Alt, Aviation Program Manager, WBOA
Jared Huss, Director & Chief Pilot of Aeronautics, Fox Valley Technical College
Fareed Guyot, President, Willa Brown Aviation Academy*

Moderators: *Rachel Engeler, Assistant Airport Director, Green Bay Austin Straubel International Airport*

Sponsored by: *Strand Associates and Avfuel Corporation*

Palm Garden Ballroom E/F

Marketing Your Airport

Marketing is critical to the growth of your airport. Whether you want to develop your airport's flight instruction business, promote a special event at your airport, or market airline services at your airport, this session has you covered! This session will focus on digital marketing strategies. It will cover everything from boosting a Facebook post to more sophisticated digital marketing strategies like search engine marketing and behavioral targeted advertising.

Speakers: *Christina Cole, Senior Digital Aviation Strategist, Advance Aviation
Steve Hodgins, Director of Agency Services, Advance Aviation*

Moderator: *Charity Zich, C.M., Airport Director, Chippewa Valley Regional Airport*

Sponsored by: *Advance Aviation and Leonard & Finco Public Relations, Inc.*

MONDAY, OCTOBER 18TH [continued]

3:45 – 4:30 p.m.

Villa Gottfried Room

CONCURRENT PROFESSIONAL SESSIONS

Tenant/User Association Benefits

Let's talk about maximizing relationships with industry partners, airport advocacy organizations, and airport tenant groups to increase advocacy and improve your airport.

Speaker: Kyle Lewis, Great Lakes Regional Manager Airports and State Advocacy, Aircraft Owners & Pilots Association

Moderator: Kurt Stanich, Airport Manager, Waukesha County Airport

Sponsored by: Michael Baker International & Avflight Corporation

Palm Garden Ballroom A-C

TSA Updates

This is your chance to learn about the current threat environment, trends and notable general aviation incidents. Topic highlights will include Insider Threat and Counter-Unmanned Aircraft Systems (UAS). You will also have the opportunity to have your questions answered by TSA-Wisconsin leadership.

Speakers: Matt Lopnow, Field Intelligence Officer, TSA
 Matthew O'Neill, Assistant Federal Security Director for Law Enforcement, TSA

Moderators: Jim Schell, C.M., Airport Director, Wittman Regional Airport
 Scott Brummond, Aeronautical & Technical Services Section Chief, WBOA

Sponsored by: NewView Technologies, TRICOR Insurance, and Nielsen Madsen + Barber

4:30 – 5:30 p.m.

Exhibit Hall

RECEPTION WITH EXHIBITORS

Exhibitor Passport Program – Conference attendees receive a conference passport at registration. Fill up your passport and turn it in by 10:45 a.m. on Tuesday for a chance to win a \$400 Visa gift card or a DJI Mini 2! The winner will be drawn at lunch on Tuesday (Must be present to win.)

Sponsored by: SEH

5:30 – 10:00 p.m.

LAKESIDE NETWORKING EVENT AND DINNER

Reconnect with friends and colleagues while enjoying a beer and a brat by the lake.

Sponsored by: Jviation, a Woolpert Company

TUESDAY, OCTOBER 19TH

7:00 – 8:30 a.m.

BREAKFAST WITH EXHIBITORS – Grand Libelle Ballroom

Sponsored by: M-B Companies and Cooper Engineering

8:45 a.m. – 9:30 p.m.

Palm Garden Ballroom A-C

GENERAL SESSION | Existing Airport Geometry Justification & Eligibility

This session will discuss the information needed to determine the justification and eligibility of federal funding for maintaining the existing runway pavement at your airport. This session will provide case studies with different opportunities to explore when considering maintenance costs at your airport.

Speakers: Kaci Nowicki, Senior Airport Planner, SEH
 Shawn McMahon, Airport Engineer, SEH

Moderators: Melissa Underwood, Senior Airport Planner, SEH

Sponsored by: MacQueen Equipment, Oshkosh Airport Products, and New Deal Deicing

TUESDAY, OCTOBER 19TH [continued]

8:45 – 11:45 a.m.
**Palm Garden Ballroom D
and Villa Gottfried Parlor**

ONE-ON-ONE “SPEED DATING” between Airports & FAA Chicago Airports District Office (FAA ADO)

This is your opportunity as an airport sponsor to meet with the Chicago Airports District Office (ADO) representatives about issues specific to YOUR Airport. You must have signed up in advance for an appointment.

Sponsored by: Wisconsin Airport Management Association

9:35 – 10:20 a.m.

CONCURRENT PROFESSIONAL SESSIONS

Villa Gottfried Room

Solar Power/Going Green

How can going green save green? Let's explore opportunities to implement solar power at your airport; plus, small things you can do today to reduce your energy consumption and save on your bottom line.

Speakers: Scott Volberding, Operations & Maintenance Manager, Appleton International Airport

Evan Barrett, AICP, C.M., Manager, Midwest Aviation Planning, Mead & Hunt

Moderator: Paul Strege, P.E., C.M., Business Unit Leader, Aviation Services, Mead & Hunt

Sponsored by: Mead & Hunt, Interflight Parking, and EnTech Solutions

Palm Garden Ballroom E/F

GA Airport Driver Training

With General Aviation Airports in mind, particularly uncontrolled airports, the discussion will focus on various training techniques to keep airports in compliance while maintaining a moderate level of security to safeguard airport assets. Who is driving on your airport? Who do you call when there's a violation? Does your airport authority know what to do? The discussion will center on best practices and lessons learned with other Airport Managers.

Speakers: Kurt Stanich, Airport Manager, Waukesha County Airport

Richard Brekke, Airport Manager, Cumberland Municipal Airport

Moderator: Greg Cullen, C.M., Airport Director, Southern Wisconsin Regional Airport

Sponsored by: RS&H and Pro-Tec Fire Services

10:20 – 10:45 a.m.
Exhibit Hall

REFRESHMENT BREAK WITH EXHIBITORS AND SILENT AUCTION AWARDS

Exhibitor Passport Program – Conference attendees receive a conference passport at registration. Fill up your passport and turn it in by 10:45 a.m. on Tuesday for a chance to win a \$400 Visa gift card or a DJI Mini 2! The winner will be drawn at lunch on Tuesday (Must be present to win.)

Sponsored by: Strand Associates and Midwest Flyer Magazine

TUESDAY, OCTOBER 19TH [continued]

10:50 – 11:35 a.m.

Palm Garden Ballroom A-C

CONCURRENT PROFESSIONAL SESSIONS

PFAS ENVIRONMENTAL UPDATE

With per- and polyfluoroalkyl substances (PFAS) being identified as an emerging contaminant, Airports need to be prepared for potential actions from the WI DNR. Attend this session to determine what you should do in preparation for future WI DNR action at your airport and what steps you should take if the WI DNR identifies you as a responsible party. The session will also include an update from FAA Headquarters on PFAS.

Speakers: Andrew Mott, Senior Project Manager, AECOM
Bob Craven Director, Office of Airport Planning and Programming, FAA
Birke Rhodes Manager, Airport Safety and Operations Division (AAS-300), FAA

Moderator: Charity Zich, C.M., Airport Director, Chippewa Valley Regional Airport
Scott Brummond, Aeronautical and Technical Services Chief, WBOA

Sponsored by: AECOM

Villa Gottfried Room

Airport Electrical Safety

Join an airport electrician, airport electrical contractor, and an electrical safety professional panel to discuss electrical safety on your airport. This session will cover best practices for installing and maintaining airfield electrical systems and general electrical safety in a roundtable, Q&A format.

Panelists: Chuck Fox, CESC, TEGG Services and Specialty Practices Manager, The Electrician, Inc.
Gary Melcher, Electrician, Highway Light and Landscape

Moderators: Matt Grenoble, C.M., Airport Superintendent, Sheboygan County Memorial Airport
Chris Reis, P.E., Aviation Engineering Department Manager, Mead & Hunt

Sponsored by: Volaire Aviation and Midwest Flyer Magazine

11:00 a.m. – 12:00 p.m.

Exhibit Hall - Tear Down

11:45 a.m. – 1:30 p.m.

Palm Garden Ballroom A-C

LUNCH AND GENERAL SESSION | DRONE/UAV USES AND AIRPORT CONSIDERATIONS

DRAWING FOR \$400 VISA GIFT CARD OR A DJI MINI 2!

Would you know who to call or what actions to take when someone reports Unmanned Aerial Vehicles flying around your airport or nearby neighborhood? Listen to some real-world stories and how they sparked standard operating procedures that you could consider using at your airports. Additionally, you'll hear the positive benefits UAVs could provide with proper authorization and coordination.

Speakers: Shaun Nadolny, Assistant Airport Operations Manager, Milwaukee Mitchell International Airport
Matthew O'Neill, Assistant Federal Security Director for Law Enforcement, TSA
Ben Backus, Project Engineer and Remote Pilot, Westwood

Moderator: WAMA President for 2021-2022

Sponsored by: TKDA

1200.aero

Founded by GA pilots, 1200.aero aims to provide the best operational and safety statistics in the industry for General Aviation airports, FBOs, flight schools and clubs. Fly by the Numbers!

Booth #302**Advance Aviation**

Advance Aviation is a full-service airport marketing partner focused on helping decrease leakage, and increase enplanements and passenger retention for small and medium sized airports across the country. Our vast airport industry knowledge and full-scale marketing services enable us to help our airport partners with their challenges and goals. We focus on increasing community engagement for those who could and should fly local helping increase enplanements and load factors which are vital for attracting new service. First and foremost our approach is anchored by a proven digital strategy and layered with creative conceiving, traditional media buying/planning, and strategic strategy development.

AECOM

From airfield design to environmental stewardship, AECOM is a full-service consulting partner to aviation clients. We have been identifying and resolving per-and polyfluoroalkyl substances (PFAS) issues for over 20 years, employing risk management solutions and innovative remediation techniques.

AECOM is Ranked #1 in Environmental Science by Engineering News Record, working around the globe and in your neighborhood. We connect knowledge and experience across our global expert network to solve our clients' most complex challenges. A Fortune 500 firm, AECOM has 47,000 employees and revenue of approximately \$13.2 billion during fiscal year 2020.

AGM-Airfield Guidancesign Manufacturers Inc. Booth #404

Airfield Guidance Sign Manufacturer for over 20+ years. Setting new standards in aiding aircraft ground movement.

Alfred Benesch & Company

Alfred Benesch & Company (Benesch) is a multidisciplinary engineering and professional services firm. Roads, bridges, schools, parks and airports are just a few examples of where you can find our work. We enhance infrastructure and communities across the country – creating spaces and providing connections in ways that make a difference.

As a mid-sized firm, we are nimble enough to remain responsive to client needs, yet large enough to offer exceptional bench strength. As a matter of practice, we look for ways to exercise innovation and resist relying on how things have been done before. Since 1946, Benesch has successfully completed thousands of planning, design and engineering projects throughout the United States and is currently ranked #112 among the Top 500 Design Firms in the country by Engineering News Record.

Applied Pavement Technology, Inc.

Applied Pavement Technology, Inc. leverages over 25 years of pavement engineering experience to meet each client's specific needs. Whether it's completing your next pavement engineering or management project, researching emerging technologies, or developing innovative tools like IDEA, APTEch has the skill—and passion—to get the job done right.

Arrow Energy, Inc.**Booth #503**

Arrow Energy is a Phillips 66 branded aviation fuel supplier. We have been Doing the Phillips 66 brand for over 30 years in the Great Lakes Region.

Avflight

Avflight operates 24 FBOs, providing fuel and line services, as well as a wide variety of amenities. Customers include corporate jets, freight/cargo companies, charter operations and small aircraft. Each Avflight location is staffed by professionals who undergo continual training to ensure customers receive the safest, most efficient and friendliest service.

Avfuel Corporation

DBT Transportation Services is a small family-owned start-up company whose principals are aviation professionals with over 75 years of Aviation and Service experience. DBT provides field maintenance services in North America for Automated Weather Observation System (AWOS) and Runway/Roadway Weather Information Systems (RWIS). The company has offices in Colorado, just outside Denver, where they build the AWOS system and provide full NADIN weather dissemination services into the National Airspace. The company tagline is "Doing Business Together" and is built on the belief that the customer is the focus of our business.

Becher Hoppe Associates, Inc.**Booth #202**

Improving communities. Becher Hoppe provides professional planning, design and construction services serving communities throughout Wisconsin. Airports, highways, water and wastewater systems, municipal utilities, storm water management, real estate appraisal and acquisition, mapping, and dams. Engineering excellence, award winning projects, improving communities.

Cooper Engineering

Cooper Engineering is a full service civil engineering firm in Rice Lake, Wisconsin. We have been providing quality, cost-effective airport engineering and planning to the GA community for three decades. We understand your aviation passion. www.cooperengineering.net 715-234-7008

DBT Transportation Services**Booth #403**

DBT Transportation Services started as a small family owned company whose principals are aviation professionals steeped in high-end customer service. DBT is now a world-wide company providing Automated Weather Observation Systems and Service to a broad range of customers. DBT employs 70 full-time employees with 23 professional field service engineers located across the United States. Our customers range from large country transportation, aeronautics and meteorology departments to small local airports or municipalities. No matter the weather solution we have a team of professionals experienced to guide your purchase decision and your life-cycle service support for your investment. Our North American headquarters are based in Houston, TX with operations facilities in Lafayette, CO just outside of Denver. We are centrally located to provide a consistent customer experience across all time zones. The company tagline is "Doing Business Together" and we believe in providing world class products and services with a home town feel.

Endpoint Solutions

Environmental engineering and aviation fuel system design and inspection.

EnTech Solutions

EnTech Solutions, a division of Faith Technologies Incorporated (FTI), provides distributed energy capabilities, electric vehicle charging, innovative sustainable fuel technologies and asset management solutions for businesses looking for reliable, clean energy solutions. We utilize proprietary energy modeling and optimization software to ensure intelligent, comprehensive, and resilient electricity is delivered from an infrastructure that prioritizes the use of all available resources such as renewables, storage and the utility grid. We look to diverge from the traditional idea of energy to achieve energy independence and resiliency – for our customers, the environment and the generations to come. For more information, visit energybyentech.com.

Erect-A-Tube, Inc.

We manufacture airplane hangars and hangar doors.

Fabick Cat**Booth #105**

For over one hundred years, Fabick Cat has employed and served the hard-working, let's get it done people that improve the quality of life in our community. As the Caterpillar dealer for portions of Missouri, Illinois, the entire state of Wisconsin and Upper Michigan we operate in 36 locations across the territory. From Cat machines that help maintain infrastructure and support our farmers, to aerial lifts and emergency power generation Fabick Cat supplies the essential products to help make progress possible.

Fahrner Asphalt Sealers, LLC**Booth #303**

Full service asphalt maintenance company with over 40 years experience. Crack sealing, chip sealing, line painting, infrared patching, hydro-blasting, special services.

First Class Concessions, Inc.

First Class Concessions, Inc. is an innovative concessions company providing superior guest service, quality products, and exceptional value to the guests of our multiple food & beverage and retail establishments. Our company is 100% ACDBE certified, and enjoys a reputation for operational excellence. Operating exclusively within the airport industry, we are proud to feature a variety of national, regional, and locally branded concepts in the airports we serve, providing a level of familiarity and comfort to the traveling public.

Hali-Brite, Inc.**Booth #304**

We have been manufacturing airfield lighting and equipment since 1979. with a 24,000 square foot manufacturing facility located in Brainerd, MN. Quality Control is a priority where every single product is thoroughly inspected and tested.

Our innovative ideas, LED technology and commitment to service make Hali-Brite the best in airport lighting. We manufacture and distribute a wide range of airfield lighting including rotating beacons, heliport beacons, Runway Closure Markers and obstruction lights, wind cones, solar power supplies, and more. We have serviced international and national airports, such as Minneapolis–Saint Paul International Airport, Chicago O'hare, and Dallas/Fort Worth International Airport with our lighting solutions. If you're looking for a trusted airport lighting manufacturer with over 40 years in the business, contact our experienced customer service team today.

HUB Parking Technology USA, Inc.

HUB Parking Technology is a vertically integrated PARCS company, controlling all phases from design, to manufacturing, distribution, installation and post-installation support. Our latest system, Jupiter, is based on new technology and is robust, scalable, modular and flexible for any size installation. JMS, allows PARCS management 24/7 from anywhere and is available in cloud and non-cloud applications. HUB's JPass mobile app is the touchless solution for transient and contract parkers and J4M easily validates with just a smartphone.

Interflight Parking

Interflight Parking partners with regional airports to design customized parking solutions that overcome their unique mobility challenges. Our solution has no up-front cost, is 100% contactless and completely solar-powered to improve speed, efficiency and the traveler experience. All while substantially increasing landside profits. When you partner with Interflight, you gain the benefit of our vast global experience, guided by the close, hands-on relationship with our dedicated US-based executive management team. Not only do you have direct access to company owners whenever you need, our highly trained support staff serves as an extension of your own team. There's no fixed management fee — our compensation is tied to the results we deliver. And our performance speaks for itself with 100% client retention since our company's inception.

Interstate Sealant & Concrete, Inc.

ISC is a pavement maintenance contractor specializing in concrete and asphalt joint sealing and concrete spall repair.

Jviation, a Woolpert Company

Jviation, a Woolpert Company is an airport planning, survey, architecture, engineering, and construction management firm. Jviation serves general aviation and commercial service airports, state aeronautics departments, as well as airline and related aviation business partners.

Leibowitz & Horton Airport Management Consultants, Inc.

With offices in Denver, Atlanta and Houston, Leibowitz & Horton Airport Management Consultants, Inc. provides financial consulting services to more than 110 commercial service airports. Our experience includes financial planning, rates & charges, airline/tenant negotiations, financial feasibility studies, PFC and CFC implementations and FAA BCA and funding assistance. We provide experienced staff who understand airports, deliver what we promise and concentrate on what we do best.

Leonard & Finco Public Relations, Inc.

Leonard & Finco Public Relations, Inc. is an award-winning PR firm focusing on strategic and effective communications including issues management, public outreach, branding and image building, media (social, earned, online, digital) and crisis management. Contact us at 920-965-7750, info@LFpublicrelations.com or www.LFpublicrelations.com You can also find us on social media.

M-B Companies**Booth #401**

MB understands, responding to winter weather requires strength, determination and power. That's why we're dedicated to providing our customers with the chassis, blowers, brooms, and plows strong enough to keep airport runways and ramps clear and operational during the most challenging winter events.

MacQueen Equipment/Oshkosh Airport Products Booth #201

When it comes to environmental equipment sales and service, there is strength in our numbers. The team at MacQueen Equipment has years of hands-on experience, industry knowledge, and resources to support your equipment from purchase through its entire lifecycle. Whether you're looking to purchase or rent snow removal equipment, street sweepers, hydro excavation equipment, refuse and recycling trucks, or wastewater equipment, you can trust the experts at MacQueen Equipment. From Wisconsin to Minnesota, Iowa to Nebraska, and everywhere in between.

Mead & Hunt Booth #102

Mead & Hunt is an employee-owned firm with more than 900 engineers, architects, scientists, planners and support staff in offices nationwide. We have been serving clients in both the public and private sectors since our founding in 1900. Mead & Hunt is one of the fastest growing architectural, engineering and planning firms in the nation. For several consecutive years, Engineering News Record has ranked Mead & Hunt as a top 500 A/E design firm and a "Top 25 in Airports" firm. In addition, Mead & Hunt received the prestigious American Association of Airport Executives' Corporate Cup of Excellence award. We were also ranked in the top 10 "Best civil engineering firms to work for" in the nation by CE News magazine.

METCO Midwest Electro-Tech Corp. Booth #204

METCO is a long established, single-source petroleum contractor for the installation, service and environmental consulting of all types of fuel system applications. Our primary customers include retail gas stations, municipalities and government institutions that maintain vehicle fleets, and industrial facilities that utilize tank systems for backup generator and boiler systems.

Michael Baker International

Whether it's developing airport master plans or designing new runways, we know the business of airports – from the smallest general aviation facilities to the busiest international airports in the world. We provide planning, design and construction services to airports worldwide, serving as an on-call extension of staff to many of our aviation clients.

Our award-winning experts deliver a full continuum of professional services, ranging from preliminary planning, environmental assessments, feasibility studies and design to the development of contract documents, construction management and field supervision. Knowing that airports are a key economic driver and source of pride for their communities, we proudly serve as partners to more than 150 clients that have entrusted us with their airports, facilities and operations.

Midwest Air Traffic Control Service, Inc.

Midwest Air Traffic Control Service, Inc., based in Overland Park, Kansas, is a leading provider of air traffic control and other aviation services to U.S. civilian and military federal government agencies, as well as international customers. Midwest supports a diversified customer base, including the U.S. Federal Aviation Administration (FAA) at regional and municipal airports, and the Department of Defense (DoD), National Science Foundation and the North Atlantic Treaty Organization (NATO) overseas.

Midwest Flyer Magazine

Dave and Peggy Weiman founded "Wisconsin Flyer" magazine in 1978, renamed the publication "Midwest Flyer Magazine" in 1980, and expanded the area served from one to 12 Midwestern states including Wisconsin, Minnesota, North Dakota, South Dakota, Iowa, Nebraska, Kansas, Missouri, Illinois, Indiana, Michigan, and Ohio. Readers consist of airport managers, aviation businesses, pilots and aircraft owners <https://midwestflyer.com/> Awards: "Blue Light Award" (WAMA 1981 & 2005), "National Journalism Award" (NASAO 2010), "AOPA Presidential Citation" (2003), "Aviation Business of the Year Award" (WATA, 2000 & 2009), "Award of Excellence" (MCOA, 2004).

MSA Professional Services, Inc. Booth #505

MSA Professional Services, Inc. (MSA) is a 100% employee-owned, full-service multidisciplinary consulting firm serving clients throughout the U.S. Based in 17 offices across Illinois, Iowa, Minnesota and Wisconsin, MSA partners with clients to help solve today's complex and multi-faceted infrastructure challenges and specializes in the sustainable development of communities. When you work with MSA, it's more than a project. It's a commitment. For more information, visit msa-ps.com.

NASi Transportation & Mining Booth #203

NASi® Transportation & Mining provides high quality liquid and solid anti-icing products across North America. With seven strategically located manufacturing sites in the US and Canada, as well as numerous depots, our operational infrastructure is set up to meet the needs of customers in a variety of industries with a diverse assortment of needs, including railroads, mining, airports, and DOTs.

New Deal Deicing

New Deal Deicing is a Colorado based company specializing in the manufacturing and distribution of its Aerospace Materials Standards(AMS) certified NEWDEAL® Sodium Acetate/Formate Blend Long-Term Anti-Icer, a high visibility solid concentrate. NEWDEAL® meets current Federal Aviation Administration (FAA) regulations for use on all airfield surfaces. It is an ideal tool for long-term anti-icing to prevent ice from forming on the pavement.

NewView Technologies, Inc.

NewView Technologies, Inc. is a full-service aircraft maintenance, avionics shop, and FAA Certified Repair Station headquartered in Oshkosh, WI. Founded by Rae and Bruce Botterman in 1996, NewView began by specializing in repair of aircraft windows...including private, corporate, MROs and regional airlines. While window restoration continues to be a service offered, in more recent years NewView has started to make a name for itself as one of the leading Avionics Install shops in East Central Wisconsin, specializing in full panel retrofits with Garmin Avionics and more. NewView continues to offer transponder and pitot-static checks along side 100 hour and annual inspections.

Nielsen Madsen + Barber

Nielsen Madsen + Barber (NMB) is a full service consulting engineering firm located in Racine, Wisconsin. NMB has been performing civil engineering, planning and surveying services for more than 67 years. Partners, Mark R. Madsen, P.E., R.L.S. and Mark D. Eberle, P.E., have a combined 56 years of surveying and engineering experience. NMB has grown over the years to include expertise in a wide array of engineering disciplines including Transportation and Airport Engineering, Storm Water Management, Municipal Engineering, Water Resources and Wastewater Engineering, Land Planning and Development, Information Management and Construction related services. NMB has developed strong working relationships with area municipalities, state and local agencies, contractors and developers and continually strives to bring professional expertise, cost-effective solutions and responsive service to our clients. Our experience in southeastern Wisconsin and our dedication to quality engineering and surveying has led to the successful completion of a myriad of projects.

NV5 Geospatial powered by Quantam Spatial Booth #405

NV5 Geospatial powered by Quantum Spatial is a proven partner to airport planners, engineers, facility managers, and contractors whose objective is to build, expand, and make improvements while meeting FAA regulatory and safety requirements. We have more than three decades of experience providing industry-leading geospatial services to hundreds of airports and airfields around the world. We have mapped more than 750 airports under the latest FAA guidelines, including obstruction surveys, eALPs, Master Plans, Design/As-Builts and A-GIS database projects. In addition, we have developed a proprietary platform to expedite vegetation management using aerial LiDAR surveys, a high accuracy solution to identify specific trees impacting the airport's airspace both quickly and cost effectively. With a growing number of airport vegetation management clients (over 115 airports) and our industry leading FAA AGIS expertise, we offer technical excellence and superior service for all of your airport mapping needs.

Pro-Tec Fire Services

Pro-Tec Fire Services is North America's premier provider of contracted Aircraft Rescue Firefighting (ARFF) services, serving airports, airparks, and aircraft manufacturers since 1974.

Pro-Tec Fire Services offers innovative aircraft rescue training and management (meeting FAA, DCMA and NFPA standards) to the entire North American region. Our highly skilled personnel are instilled with a clear defined set of core values of safety, service, efficiency and excellence that are vital to superior firefighting performance.

As our family of contracted firefighters continues to grow, our common goal of protecting and serving stays the same.

RS&H, Inc.

RS&H provides fully integrated architecture, engineering, and consulting services to help clients realize their most complex facility and infrastructure projects for land, air, and space. With a tradition that began in 1941, RS&H has helped pioneers build the launch platforms for the national space program, create global airports that connect communities, shape progressive highway systems across the country, and provide facilities for Fortune 1000 companies. As an employee-owned firm, our people are our greatest asset. We are committed to bringing extraordinary solutions to our clients through the promise of imagination, ingenuity, and innovation.

SEH**Booth #501**

Day by day. Project by project. At SEH, we're simplifying the world's complex challenges by improving mobility, designing better places, engineering clean water and renewing infrastructure. SEH is an employee-owned engineering, architectural, environmental and planning company that helps government, industrial and commercial clients find answers to complex challenges. SEH provides comprehensive planning, design and construction services to general aviation, commercial and reliever airports across the Midwest. Whether you're upgrading an existing airport or starting from a green field, SEH can help you navigate the details, stakeholder, regulations and project requirements.

Sherwin Industries**Booth #205**

Distributors of Pavement Preservation Equipment and Materials, Airport Runway Support, and Airfield Markings Installation

Strand Associates

Established in 1946, Strand Associates, Inc.® is a full-service engineering firm with more than 400 staff and 10 locations nationwide. Our specializations for our municipal, state, and private clients include aviation, wastewater, water supply, stormwater management, transportation, traffic, electrical, mechanical, and structural engineering; green infrastructure solutions and sustainable design; energy evaluation; and funding application assistance. Our aviation services include plan development, design, and construction management of General Aviation (GA) airports. We are experienced in applying FAA and state DOT guidelines in accomplishing GA airport improvements. We have distinguished ourselves as leaders in the GA industry by continually striving to improve the GA environment through innovative, top-of-the-line infrastructure development.

Swiderski Equipment, Inc.**Booth #305**

Swiderski Equipment Inc. is one of Wisconsin's premier and long-established agriculture and construction equipment dealerships.

The Green Earth Deicer Company, Inc.**Booth #504**

Environmentally friendly ice melt products. Liquid and granular airport runway de-icers. Bulk, bagged, granular, liquid, airside and non-airside de-icing solutions.

TITAN Aviation Fuels**Booth #402**

TITAN Aviation Fuels is dedicated to delivering its FBO customers secure supply, a professional image, support programs and clean, high-quality fuels. The company also services airlines, corporate flight departments, charter and fractional share companies and the aerial applicator segments of the aviation industry. Above all, our customers receive service beyond compare.

TKDA**Booth #301**

TKDA is a 100 percent employee-owned engineering, architecture, and planning firm established in 1910. As a multidiscipline firm, TKDA is able to seamlessly and successfully provide comprehensive and award winning services to communities, public agencies, and the private industry. TKDA is dedicated to providing exceptional service to our general aviation, commercial service, and military airport clients across Wisconsin and the U.S. with a staff solely committed to aviation planning, design, and construction engineering services. www.tkda.com

TRAVELING WITH A FIREARM

TSA has seen an upward trend in the number of firearms detected at security checkpoints nationwide, and while the agency makes great efforts in providing information forewarning passengers and/or anybody who enters the security checkpoint and/or screening process to check, and recheck their carry-on bags to ensure it is absent of firearms, and while you're at it, you may want to give your carryon a second check to make sure there are no prohibited items, to include ammunition, whether inadvertently, or intentionally. The most common excuse given by passengers bringing a firearm into a checkpoint is "I forgot it was in the bag," or "Someone else packed my bag for me." Please know that it doesn't matter if you have a concealed carry permit or not.

In 2019, TSA Officers detected a record 4,432 firearms, of which 87 percent were loaded. In 2020, TSA Officers discovered a total of 3,257 firearms and we note that the total number of passengers screened in 2020 fell by 500 million, compared to 2019 due to COVID. To date, 2021 TSA discovered 2,778 with this number expected to rise.

Throughout 2020, TSA intercepted 10.2 firearms per million passengers screened as compared to 5 firearms per million passengers screened in 2019. On average, 25% of all firearms found at TSA checkpoints have a round chambered.

TSA may impose civil penalties of up to \$13,910 per violation per person. A typical first offense for carrying a loaded handgun into a checkpoint is \$4,100. The complete list of civil penalties is on the TSA website. If a traveler with a gun is a member of TSA PreCheck®, that

individual will lose their TSA PreCheck privileges for a period of time.

Wisconsin Airports from 2019-2021 saw a total of 67 guns -. in 2019 a total of 21, 2020 - 14, and as of October 1st, 2021 we had 32 guns caught at Wisconsin Airports, not to mention that this is only the beginning of October, we have a few more months remaining in the calendar year, we hope not to add to this total.

When a firearm is identified by a TSA Officer our entire screening lane STOPS IMMEDIATELY! These incidents are then immediately reported to the TSA-Wisconsin Coordination Center, who subsequently contacts the proper law enforcement agency, however these incidents commonly cause other passengers to experience longer wait-times, as well as the possibility of being late for their flight, especially if the event occurs when there are heavy flight loads.

Passengers are permitted to travel with firearms in checked baggage if they are properly packaged and declared at their airline ticket counter. TSA has details on how to properly travel with a firearm posted on its website at tsa.gov. Travelers should also contact their airline as they may have additional requirements for traveling with firearms and ammunition. →



By Frank Pipia, Jr.
TSA Stakeholder Manager



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THE WHY AND HOW OF AIRPORT STRATEGIC PLANNING

Airport Strategic Planning: it sounds like a great idea, but it also sounds like a ton of work. But how much work is it really? And what are the payoffs? Throughout my career in aviation services, I've seen how the benefits of strategic planning are well worth the effort.

WHY?

First off, undertaking the strategic planning process is a benefit in itself. Engaging stakeholders, from airport board members, to community representatives, to economic development officials, often pays great dividends, both upfront and in the long run. It's always smart to get everyone involved in an airport's success on the same page.

Many planning efforts today are focused around airport development. It's easy to get caught up in all the separate airport master plans, business plans, and marketing plans. Strategic planning provides a fresh look and aligns individual efforts towards a common goal. Simply talking about your airport's future can inspire employees and extract creative ideas that really differentiate you in the long run.

HOW?

Strategic planning is not a one-size-fits-all approach. You know your airport best, so you know the best process to follow. Does it make sense to hire an outside facilitator or consultant, or is this an effort you are up to spearheading? Is your focus on tweaking a few long-standing objectives, or are you taking a larger step back and redefining your airport's mission and vision for the future? The process itself can be a longer, comprehensive effort or a concise, half-day retreat. These are just a few aspects to consider at the outset of the process.

If this is new to you, don't forget there are great resources that can help guide you through the process. Check



with your peer airports to see if they have any valuable experience on what's worked for them in the past. The Transportation Research Board's Airport Cooperative Research Program (ACRP) Report 20 "Strategic Planning in the Airport Industry" (<http://www.trb.org/Publications/Blurbs/162801.aspx>) is another great resource. It provides a comprehensive look at the entire process, from planning and organizing, to monitoring, evaluating, and modifying the plan.

If airport strategic planning is something that even remotely interests you, I highly encourage you to consider starting the effort today. It will make a difference in the long-term success of your airport! →

Paul Strege, P.E., C.M.
Vice President, Aviation
Mead & Hunt



WHAT'S THE STORY BEHIND THE COVER PHOTO?



"Organized Chaos"

On the Sunday prior to Airventure 2019, I spent four hours trying my best to photograph every arrival on 36L and 36R at OSH. I used both a stationary camera on a tripod and handheld secondary camera to take multiple photos of each aircraft as it flew by. Afterward, I spent countless hours layering one photo of each aircraft into this single composite image. I took some minor artistic liberty so that airplanes were not all on top of each other, but tried my best to keep them true to their actual position as they flew by. My goal with this project was to capture the spectacle that is the rush of arrivals in the days leading up to Airventure and illustrate the incredible job the air traffic controllers do to organize the chaos despite the remarkable number and variety of aircraft. To view more of my work, please visit haldavisphotography.com. →

- Hal Davis

PFAS Litigation

Emerging Trends for the Latest Emerging Contaminant

Thomas A. Bloomfield, Samantha R. Caravello, Nicholas M. Clabbers,
Sarah C. Judkins, and Sara V. Mogharabi

Per- and polyfluoroalkyl substances (PFAS) are the latest set of contaminants to have captured the attention of scientists, regulators, and the public at large. As federal and state governments grapple with how best to regulate these chemicals, litigants are not waiting for answers, but forging ahead. This article will review current PFAS litigation; compare it with litigation over other contaminants, methyl *tert*-butyl ether (MTBE) and perchlorate; and predict how past lessons learned may influence PFAS litigation.

PFAS are a class of thousands of man-made chemicals that have been manufactured and used by a variety of industries since the 1940s. Prized for their strength and heat-resistant properties, PFAS became ubiquitous. Today, they are present in a myriad of household items, like food packaging, stain- and water-repellent fabrics, nonstick cookware, polishes, waxes, paints, and cleaning products. Outside the home, PFAS contamination in the environment can be traced to numerous sources, including releases of PFAS-containing firefighting foams at airports and military installations, and from manufacturing operations, refineries, landfills, and wastewater treatment systems. PFAS are highly mobile in the environment, persistent, and bio-accumulative, earning the moniker “forever chemicals.”

Evidence indicates PFAS can accumulate and stay in the human body for long periods of time and that exposure to certain PFAS, even at low levels, can lead to adverse health outcomes. Specifically, studies indicate that perfluorooctanoic acid (PFOA) and perfluorooctanesulfonic acid (PFOS), two of the most used and studied PFAS, may cause reproductive, development, liver, kidney, and immunological effects. Findings to date link PFAS to low infant birth weights, immunological impacts, cancer, and thyroid disruptions.

Efforts to study PFAS are complicated by the fact that PFAS generally occur in the environment and in living organisms at extremely low levels (in the parts per trillion, or ppt), and

accurate testing and analytical technologies are still evolving. Testing is expensive, and there are few labs that can reliably test media like soil and groundwater at those levels. Further, while more testing has been done for widely used PFAS like PFOA and PFOS, there are thousands of PFAS chemicals for which little or no testing has occurred. PFOA and PFOS have been voluntarily phased out by most industrial users but persist in the environment, and their use is still mandated in certain public safety products for which acceptable substitutes are not yet available.

Federal regulatory efforts are nascent but picking up steam and are likely to accelerate during the Biden administration. In 2016, the Environmental Protection Agency (EPA) established a nonbinding health advisory level of 70 ppt in drinking water for PFOA and PFOS combined. In 2019, EPA announced its PFAS Action Plan—a blueprint approach to further study and eventually regulate PFAS. Under the Safe Drinking Water Act, EPA has for years studied PFAS levels nationwide in drinking water systems using the Unregulated Contaminant Monitoring Rule. On February 22, 2021, EPA announced it will sample for and study 29 PFAS chemicals in drinking water between 2023 and 2025 as part of the fifth iteration of that rule. EPA also affirmed its intent to move forward with setting a binding Maximum Contaminant Limit for public drinking water systems nationwide for PFOA and PFOS. Finally, while PFAS are not currently regulated as “hazardous substances” under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), there are strong indications they will be soon. In 2019, EPA issued interim guidance on addressing groundwater contaminated by PFOA and PFOS. President Biden promised during the 2020 presidential campaign to instruct EPA to regulate PFAS chemicals as “hazardous substances” under CERCLA, and all indications are that he will follow through on that pledge.

While federal efforts are still developing, states have enacted a variety of regulations. About half the states have taken action to regulate PFAS in drinking water, with approximately 16 setting binding regulatory standards and the rest nonbinding guidance. Many states, such as Michigan and Massachusetts, have set regulatory levels far below EPA's 70 ppt health advisory level. Some, like California, are taking targeted action to study entities likely to have released PFAS and to inventory public water supplies. Others are regulating not just drinking water or groundwater, but also PFAS in surface water and soil.

Water districts and utilities, which face potential PFAS liability for contaminated water supplies, are active litigants in suits against entities allegedly responsible for PFAS releases.

Airports deserve special attention as they are in a unique regulatory bind. Airports with commercial air service are required by the Federal Aviation Administration (FAA) to maintain certain levels and types of fire extinguishing agents (known as aqueous film-forming foam, or AFFF) for aircraft rescue and firefighting vehicles and operations. FAA requires that AFFF meet military specifications for performance, which generally means that it contains PFOA and PFOS. In order to ensure that an operator follows these requirements, FAA further mandates that aircraft rescue and firefighting vehicles be tested at least once per year by discharging AFFF fire-extinguishing agents. Thus, for decades airports have released PFAS-containing AFFF as part of routine testing, as well as in response to fuel fires, and FAA *still* requires airports to use AFFF despite what is now known about the risks of PFAS. FAA issued guidance in 2019 suggesting airports could use other testing methods. However, FAA has not yet identified an adequate, non-PFAS substitute for AFFF or proposed any changes to regulatory requirements, so airports remain constrained and face outsized legal vulnerabilities related to their (mandated) historical and ongoing use of PFAS.

Current (and Expected Future) PFAS Litigation

As the effects and wide use of PFAS have become more apparent, litigation has exploded. The "first wave" of PFAS litigation has generally involved suits against primary manufacturers of PFAS, a relatively small group that includes chemical giants like

DuPont and 3M. Plaintiffs (including individuals, water districts, and municipalities) have asserted personal injury and products liability claims, and a number of states (including New York, Michigan, and Minnesota) have alleged environmental damage to state natural resources, including groundwater.

Several such cases resulted in large settlements. The multidistrict litigation (MDL) in the Southern District of Ohio consolidated approximately 3,500 personal injury cases against DuPont for exposure to PFAS from its Washington Works Plant in West Virginia, where PFAS was manufactured for decades. Plaintiffs alleged that their diseases were caused by PFAS exposure from the plant and brought claims of personal injury, wrongful death, fraud, conspiracy, trespass, battery, and others. A settlement agreement was reached in 2017 for \$671 million, though post-settlement cases remain before the court. *See In re E. I. du Pont de Nemours & Co. C-8 Pers. Inj. Litig.*, No. 2:13-md-2433 (S.D. Ohio consolidated Apr. 9, 2013). In another case, Minnesota sued 3M for natural resource damages to groundwater due to releases of PFOA from 3M's Scotch Guard Plant. The parties settled for \$850 million in 2018. *See Minnesota v. 3M Co.*, No. 27-CV-10-28862 (Minn. Dist. Ct. agreement entered Feb. 20, 2018).

Water districts and utilities, which face potential PFAS liability for contaminated water supplies, are active litigants in suits against entities allegedly responsible for PFAS releases. For example, in December 2020, a group of local water districts in Orange County, California, filed a lawsuit against PFAS manufacturers and a consumer product manufacturer alleging defective design, failure to warn, trespass, nuisance, negligence, fraud, and violations of the Orange County Water District Act. The water districts seek compensatory, exemplary, and punitive damages, and an order declaring the defendants financially responsible for abating PFAS contamination of groundwater, including the aquifer within Orange County Water District's service area and contaminated wells. *See Orange Cnty. Water Dist. v. 3M Co.*, No. 30-2020-01172419-CU-PL-CXC (Cal. Super. Ct., Orange Cnty., filed Dec. 1, 2020). In Pennsylvania, a water utility sued 3M, several DuPont-affiliated entities, and a dozen other prominent PFAS manufacturers seeking reimbursement for abatement and cleanup costs and punitive damages under theories of public nuisance, strict liability, and various products liabilities claims under Pennsylvania law. *Pa.-Am. Water Co. v. 3M Co.*, No. 1:21-cv-00258-JPW (M.D. Pa. removed Feb. 11, 2021). Notably, the water utility also alleged that DuPont knew of the dangers of PFAS and intentionally and deceptively reorganized its corporate structure by transferring all potential PFAS liabilities to Chemours, an insolvent spin-off company that existed primarily to house DuPont's debts and environmental liabilities.

Another MDL is ongoing in the District of South Carolina against eight manufacturers of PFAS. This case consolidated approximately 500 products liability cases brought by states, cities, airports, and others regarding releases from AFFF. The most common claims are failure to warn of the dangers of PFOA and PFOS in AFFF and defective design. Water authorities assert defendants knew or reasonably should have known that their PFAS-laden products would result in the spill,

discharge, or release of PFOA and PFOS onto land or into water such that it would seep into their wells. The MDL is in discovery, and decisions to come will likely impact litigation over AFFF and other PFAS products going forward. *See In re AFFF Prods. Liab. Litig. MDL*, No. 2:18-mn-2873-RMG (D.S.C. consolidated Dec. 7, 2018).

“Second wave” cases against secondary manufacturers of products that contain PFAS have also seen success. For example, Michigan and two townships sued Wolverine Worldwide, a footwear company, for PFAS-related groundwater claims, settling in early 2020 for \$70 million. *Mich. Dep’t of Env’t Quality v. Wolverine World Wide, Inc.*, Case 1:18-cv-00039 (W.D. Mich. filed Jan. 10, 2018). More such suits against secondary manufacturers are expected.

A “third wave” of cases under CERCLA is lurking on the horizon if PFAS are designated as CERCLA hazardous substances. Under CERCLA, liability is strict, joint, several, and retroactive, meaning CERCLA liability may soon apply to all current and former owners and operators of facilities from which there were PFAS releases, generators of PFAS, parties that arranged for the disposal or transport of PFAS, and transporters of PFAS that selected PFAS disposal sites. Designation under CERCLA will result in an explosion of lawsuits asserting CERCLA liability against a wide variety of entities and will trigger suits among those entities for allocation of PFAS-related response costs. It is not clear that any of CERCLA’s exceptions or exemptions to liability would apply, even to entities like FAA-regulated airports that have been required to release AFFF. *See, e.g., United States v. Freter*, 31 F.3d 783, 788 (9th Cir. 1994) (construing CERCLA’s “federally permitted release” exemption narrowly and to require a release subject to a permit issued under one of 10 enumerated statutory provisions).

Lessons Learned from Other Emerging Contaminants

Litigation involving two other contaminants, methyl tertiary butyl ether (MTBE) and perchlorate, may provide insight for PFAS litigation.

MTBE and PFAS share several common attributes but also have key distinctions. MTBE was widely used as an oxygenate additive to replace lead in gasoline. Much like PFAS, MTBE is soluble in water and dissolves quickly, meaning it is conveyed in groundwater and can threaten drinking water sources in ways that make cleanup and tracing difficult. However, unlike PFAS, which are widely used in many different forms and products, MTBE was a largely uniform additive used by a limited scope of entities: gasoline producers and oil refiners. Additionally, there is no clear consensus regarding the health impacts of MTBE, while there is greater evidence of adverse health impacts associated with at least some PFAS.

Despite the uncertainty around health effects, a wide variety of plaintiffs, including individuals, water suppliers, and government entities, brought MTBE lawsuits in state and federal courts over the past few decades, mainly against manufacturers of MTBE and gasoline. Like the first wave of PFAS litigation, MTBE plaintiffs asserted claims under many theories, including natural resource damages, defective design, failure to warn,

and nuisance. While many individual claims failed for lack of standing, counties, municipalities, and water utilities were successful with claims based on a defective product theory similar to those raised in the first wave of PFAS litigation. *See S. Tahoe Pub. Util. Dist. v. Atl. Richfield Co.*, No. 999128 (Cal. Super. Ct. Aug. 5, 2002).

Much like the current PFAS MDL, the MTBE MDL *In re MTBE Products Liability Litigation*, Case No. 1:00-cv-01898, which is still ongoing in the Southern District of New York, initially involved multiple types of plaintiffs. Defendants were primarily manufacturers and industrial users of MTBE, including gasoline and energy companies. The court allowed plaintiffs to rely on a “commingled product” theory of liability, developed by the court to address the particular facts of the case, and under which suppliers of products that had mixed together could be held liable for a single indivisible injury to a contaminated water supply. Individual defendants could exculpate themselves by showing that their product could not have been among the commingled products. Following this ruling, most defendants settled, but a few remain involved in litigation. This is a tempting precedent for plaintiffs to try to employ in PFAS litigation because, if successful, the commingled product theory could lessen plaintiffs’ evidentiary burden by helping to mitigate the fact that PFAS are ubiquitous and difficult to trace back to a specific source.

One open question is how increased regulation of PFAS, including regulatory approval of substitutes where PFAS use is mandated, could impact ongoing litigation.

One open question is how increased regulation of PFAS, including regulatory approval of substitutes where PFAS use is mandated, could impact ongoing litigation. For example, MTBE is no longer used in significant quantities after the 2005 Energy Policy Act caused refiners to make a wholesale switch to ethanol. Most MTBE litigation has been resolved or is winding down, but there are a few newer cases. *See, e.g., Maryland v. Exxon Mobil Corp.*, No. 1:18-cv-00459 (D. Md. removed Feb. 14, 2018).

Perchlorate is another emerging contaminant that offers lessons for PFAS. Similar to PFAS, there is ongoing debate about what levels of perchlorate can harm human health. Like PFAS, public health concerns over perchlorate (by and large, disruptions to the thyroid gland) have increased over time, yet perchlorate is not regulated at the federal level. While PFAS

will likely be federally regulated under both the SDWA and CERCLA, EPA determined in June 2020 that it would not develop drinking water standards for perchlorate and has not indicated it will designate perchlorate as a listed hazardous substance (though this could, of course, change under the Biden administration). As with PFAS, states have enacted perchlorate standards, which vary widely. Like PFAS, considerable uncertainty exists for perchlorate regarding applicable regulatory standards, proper cleanup approaches, and costs. This uncertainty, in turn, leads to litigation risks, such as questions about what legal theories are viable for cost recovery or damages, how to tackle evidentiary problems, and long-term liability.

Practitioners evaluating litigation related to PFAS should take away this key lesson from earlier litigation regarding other emerging contaminants: Scientific uncertainty translates to litigation uncertainty.

In the absence of clear standards, public officials may act quickly to respond to perceived public health threats, but unwise action can create problems for future litigation to recover costs or damages. The Rialto-Colton basin perchlorate litigation offers a cautionary tale. When the City of Colton, California, found detectable levels of perchlorate in its drinking water, it took swift action to install treatment systems in response to public health concerns. However, the City made this decision in closed-door sessions without written analysis, inconsistent with procedures required for cost recovery under CERCLA, which ultimately prevented the City from recovering response costs from those allegedly responsible for the contamination. *See City of Colton v. Am. Promotional Events, Inc.*, No. CV 05-1479-JFW, 2006 WL 5939684 (C.D. Cal. Oct. 31, 2006).

The use of novel chemical analyses warrants additional attention when litigating over emerging contaminants like PFAS and perchlorate. In the case of perchlorate, chemical fingerprinting can be used to distinguish the source, particularly whether it was industrial, agricultural, or naturally occurring. Similarly, chemical fingerprinting could serve as a useful tool for PFAS attribution, and many environmental consultants are creating and refining methods for PFAS forensics. However, as discussed in more detail below, because this is an emerging area of science, care must be taken to ensure the evidence meets the required federal or state scientific standards for admissibility.

How Past Lessons Might Apply to PFAS Litigation

Practitioners evaluating litigation related to PFAS should take away this key lesson from earlier litigation regarding other emerging contaminants: Scientific uncertainty translates to litigation uncertainty.

Take, for example, a city with PFAS contamination in its groundwater. The city hires an expert to determine the source of that contamination. However, without a clearly established and widely accepted PFAS fingerprinting procedure, there is substantial risk that the expert's testimony and analysis will be subject to evidentiary challenges. The City of Pomona, California, experienced this when attempting to hold a particular corporation liable for perchlorate contamination in its groundwater supply. Pomona's expert witness traced the perchlorate to the corporation using a methodology the corporation later challenged as insufficiently reliable. The district court agreed. While the Ninth Circuit ultimately reversed, concluding the methodology *was* sufficiently reliable, the case nevertheless provides important lessons for prospective litigants using a developing methodology to fingerprint PFAS. *See City of Pomona v. SQM N. Am. Corp.*, 750 F.3d 1036 (9th Cir. 2014).

As another example, consider a party that discharged PFAS before the harms of PFAS contamination were fully understood, or after those harms were understood to some degree, but the contaminants were not yet subject to regulation. The lag time between discharge and regulation can lead to uncertainty in demonstrating contribution to harm, and in determining and assessing compliance with the appropriate standard of care. Previous emerging contaminant litigation is instructive on this issue as well. In actions seeking contribution for cleanup costs under CERCLA, courts have considered whether contaminants were recognized as environmental issues of national interest and whether they were regulated by EPA in determining whether a potentially responsible party's release of the contaminant violated the then-applicable standard of care. *See Lockheed Martin Corp. v. United States*, 35 F. Supp. 3d 92 (D.D.C. 2014).

Experience with previous emerging contaminants also offers lessons for mitigating PFAS litigation risks. For instance, the ability to detect perchlorate at ever lower concentrations is leading to its discovery at more and more places. Thus, a property owner might only discover perchlorate contamination years after purchase or at the time of subsequent sale. PFAS testing similarly continues to improve, with property owners finding they may have a PFAS concern now even if earlier testing did not reveal it. PFAS are even more complicated because the compounds are a broad family of chemicals, not a single compound. With the very low detection limits now available for PFAS, many entities may be reluctant to test for fear PFAS will be found everywhere. Yet, how entities look for, manage, and respond to such information can affect allocation of liability and costs in profound ways, with respect to both liability (onsite and offsite) and the costs of remediation. As one example, knowing that soil is contaminated can be key to proper management and containment. Promptly taking steps to address a groundwater plume might prevent the plume from commingling with other plumes and could drastically reduce liability and response costs.


Taking reasonable steps to manage PFAS now, even before binding federal regulation, is therefore prudent. Exercising the proper degree of care and cooperating fully with regulators can be two key components for allocation in a CERCLA cost-recovery case (two of the factors courts use to evaluate and assign cost shares). See *Env't Transp. Sys., Inc. v. ENSCO, Inc.*, 969 F.2d 503, 508 (7th Cir. 1992) (enumerating “Gore factors”). Entities that may not have a persuasive case when it comes to other factors (like amount of historical PFAS releases) may still be able to persuade a reviewing court to reduce their share of costs by showing they took prompt and appropriate steps to mitigate PFAS contamination, even in the absence of binding requirements.

Of course, PFAS litigation is also likely to differ from litigation regarding past emerging contaminants. PFAS are present in multiple media—groundwater, surface water, soil, and even air—and may ultimately be subject to multiple overlapping, if not conflicting, regulatory schemes. PFAS are also present in multiple products. This means that unlike with MTBE—where the MDL involved a handful of defendant companies—a PFAS MDL or CERCLA cost-recovery action could include hundreds of entities. Multiple pathways for exposure and multiple potential defendants will likely make it harder to show causation and link harms to a particular defendant. Litigation may also be complicated by the fact that PFAS are linked to adverse health outcomes at such low concentrations, making it difficult to establish a level of contamination that would be too low for liability.

Advice for PFAS Litigants

With this context in mind, potential PFAS defendants should proactively assess possible liability and develop policies and procedures to mitigate their exposure and safeguard their ability to recover costs in the future. This work will involve the assistance of qualified legal counsel as well as environmental consultants. While the particular strategies for each organization will necessarily vary, in general, entities should consider (1) documenting historic PFAS uses, sources, and time frames;

(2) acting to minimize future releases by using best management practices, staying up to date on government guidance and regulatory developments, and properly accounting for any contaminated water, soil, or other media; and (3) cooperating with government authorities and regulators to minimize potential liability under CERCLA and tort, including consideration of the Gore factors and the appropriate standard of care in evaluating options. Entities that envision potential CERCLA cost-recovery litigation in their future should maximize their ability to recover remediation costs by complying with the CERCLA regulations for cost recovery (the National Contingency Plan or NCP) and evaluating insurance recovery options (i.e., policies pre-1986) that may provide additional funding. They should accurately and intentionally manage public communications and be sure to appropriately disclose potential PFAS liability risk in official statements and bond documents.

The large payouts some PFAS plaintiffs have earned are attractive, and in the right circumstances, lawsuits against manufacturers of PFAS (and against manufacturers of PFAS-containing products) are certainly viable. But in some situations, liability and causation may be hard to prove. When federal regulations are in place and applied, and PFAS forensic tools and methodologies are developed and vetted in bellwether litigation, potential PFAS litigants will have much more information to apply to their legal theories and use to craft their claims. For now, would-be PFAS plaintiffs will need to weigh not only the facts of their case, but also the reality that delaying litigation may have both benefits, such as greater scientific and legal certainty, and risks, such as potential statute of limitations issues and defendant financial difficulties. 

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EAA AIRVENTURE 2021 RETURNS TO OSHKOSH



gates throughout the week. Over 10,000 aircraft visited Wittman Regional Airport over the ten-day period surrounding the event with the Airport recording 16,378 aircraft operations.

"Planning is well underway for next year's event, including discussions during AirVenture 2021 about possible features and attractions for 2022. We also look forward to welcoming more international visitors next year to return AirVenture to a truly global reunion. In the next few months, we will be finalizing highlights in all areas to make the 69th EAA fly-in convention the World's Greatest Aviation Celebration", said EAA Chairman and CEO Jack Pelton. →

EAA AirVenture at Wittman Regional Airport returned this year for its much anticipated 51st installment in Oshkosh. The event was held from July 26th through August 1st and was a resounding success. After cancelling the 2020 convention due to COVID-19 restrictions, many in attendance had eagerly awaited their annual end of July celebration of the aviation world in Oshkosh.



Through all the persistent challenges in hosting a safe event, the AirVenture convention was very well attended. While falling just short of the 50th Anniversary, 2019 attendance count, approximately 608,000 aviation enthusiasts streamed through the



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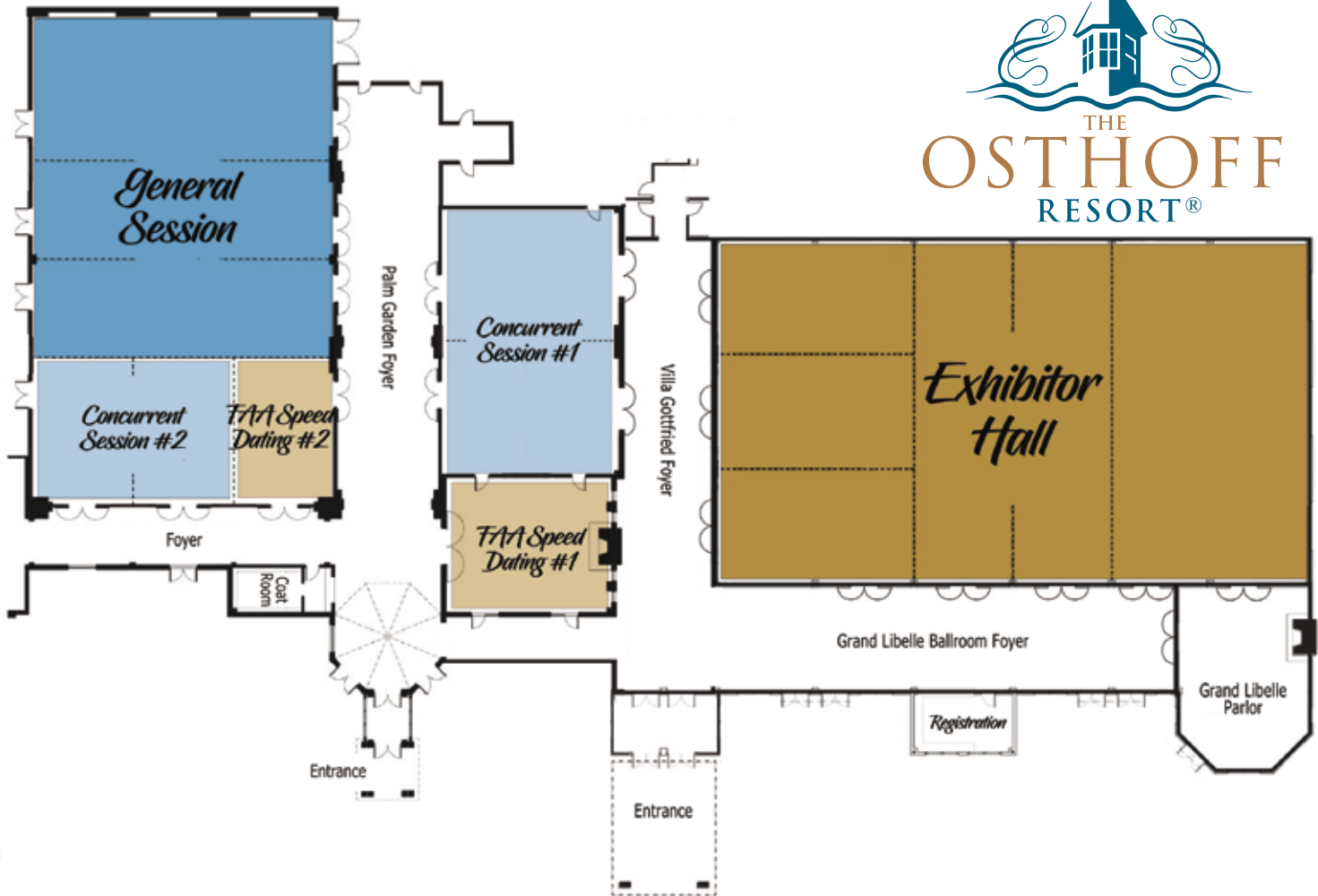
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