



## NEWSLETTER

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### ***61st Annual Wisconsin Aviation Conference***

***May 2-4, 2016 - Oshkosh, WI***

*By Robert O'Brien, Jr., AAE, Executive Director*

If you haven't already done so, don't forget to register for the Wisconsin Aviation Conference! Register now at <http://wiama.org/attendee-registration/>

This year's conference will feature:

- Nearly 40 exhibitors & 20 new airports in attendance
- Around 225-250 attendees
- Private use of EAA's Founder Wing & Museum
- Social Event (indoors) at the historic lakefront Yacht Club
- Tour of the Basler Turbo Aircraft Conversion Facility

The Conference Planning Committee has recently announced some of the conference topics which include:

- DRONES, they are everywhere! Opportunities, Concerns, and Liabilities GALORE!
- Airports 101 - Operations and Safety Short Course
- Airports 201 - Management Short Course
- 3rd Class Medical, Why & When
- Danger Close, Part 77 Issues & Resources
- Aviation Issues Panel Discussion

- Certification of Plans & Specifications: How they affect the AIP approval process
- Mission Driven: The Oshkosh Way
- Airport Lighting: energy saving opportunities now and on the horizon
- Pilot Shortages and what it means to the industry

Meetings are also available with the Bureau of Aeronautics and the FAA Airports District Office. This is your opportunity as an airport sponsor to meet face-to-face with representatives of the Chicago Airport District Office about issues specific to YOUR Airports. Must sign up in advance to schedule/reserve a meeting time. Contact Bob O'Brien for details and to reserve your meeting time (608-739-2011).

A trip to Oshkosh wouldn't be complete without some quality time at EAA. We have arranged for the annual Banquet to be held there in the "Founders Room", which also allows us to enjoy private use/access to the Museum. If you've never been there or haven't been there recently, there is something for everyone.

If you have questions, don't hesitate to email or contact me at [bob@thewisconsinriver.com](mailto:bob@thewisconsinriver.com) or 608-739-2011.

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### ***Conference Room Reservations - Reserve NOW for best rooms at the lowest rates***

The upcoming Wisconsin Aviation Conference is hosted by Wittman Field and held at:

*Best Western Premier Waterfront Hotel & Convention Center*

*1 North Main Street*

*Oshkosh, WI 54901*

<http://oshkoshwaterfronthotel.com/>

*920.230.1900*



Room Rates are the cheapest when booked Now!

- \$99.00 now until April 4th, 2016
  - \$109.00 April 5th - 18th, 2016
  - \$119.00 April 19th through May 2nd, 2016 or earlier if Hotel was to be "SOLD OUT"
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### ***Current WAC Exhibitors***

The following companies have signed up as "early bird" exhibitors. Don't let your company miss this great opportunity.

Register now at <http://wiama.org/exhibitor-information/>.

- ADB Airfield Solutions
- Arrow Energy
- Becher-Hoppe Associates
- Bruce Equipment
- Carbon Day
- Cooper Engineering
- FLYER 411
- Gee Asphalt Systems
- Mead & Hunt
- METCO
- MSA Professionals
- Omni Associates
- Oshkosh Corp.
- ProSource Technologies

- Quantum Spatial
  - ServiceTec
  - Vaisala
  - Westmor Industries
  - World Fuel Services
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## ***A Partnership known as "Oshkosh"***

*By Peter Moll, Airport Director, Wittman Regional Airport*

Since 1923, the airport in Oshkosh has been known by several names: Winnebago County Airport, Wittman Field, and now Wittman Regional Airport.

Most know it as "Oshkosh."

Since 1971, the annual event now known as EAA AirVenture Oshkosh has commonly been referred to by many as "Oshkosh."

Two entities, one great partnership, and both have grown over the years in ways no one may have ever foreseen. While many believe that EAA owns and operates the airport, such is not that case. It takes a county (Winnebago) to run the overall facility on a year-round basis.

Unlike most weekend airshows, this event involves literally year-round planning. One of the oft-heard questions toward the end of EAA AirVenture Oshkosh is, "So what are you going to do at the end of the week?" (assuming that the answer is to take a long vacation). The usual response is "start planning for next year," and that statement is very true. So many notes, photos, observations are made to plan during the event for the following year, and those are immensely helpful in the debriefing and planning process.

From an airport management standpoint, there are several points that are worth sharing with the WAMA membership; ones that may help others with similar but possibly unrelated events. Frankly, I could write a book on the process, but I'll be brief.

Every airport that hosts an airshow requires a Certificate of Waiver or Authorization (FAA Form 7711-1) that is issued by the Flight Standards District Office. For us a Wittman Airport, that function is performed by the EAA, the airshow sponsor.

However, one of the challenges for Wittman Regional Airport has been the development of the Airshow Operations Plan, required by FAR Part 139 CertAlert 02-07. Wittman is not certificated under 14 CFR Part 139, but yet must obtain a waiver annually from Part 139.101 because of the charter flights that arrive with enthusiastic EAA members and other aviation fans in support of the event. This topic of our exemption is subject for another newsletter issue.

In the CertAlert document, the FAA identifies all activities that need to be documented and submitted prior to the event. Among them are Airline operations, ARFF capability and special emergency response procedures, temporary arresting gear installed in the runway safety area (only if required by special aircraft needs), integrity of runway safety areas, taxiway safety areas, object free areas, pyrotechnic devices, temporary closures of runways and taxiways, movement area maintenance, fueling operations, public protection, special self-inspections, airshow ground vehicle operations, impact to NAVAIDs, NOTAMS and mitigation of wildlife hazards.

No easy days here, as so many things change on Wittman Airport to support EAA AirVenture. Runways are closed, movement areas become non-movement areas, six contract controllers are temporarily replaced by 90+ FAA air traffic controllers for 10 days, turf areas become taxiways, thousands of volunteers suddenly descend on the airport and may think they can move about the airport like they do back at their home airport. Thousands of volunteers descend on the airport and keep aircraft (and other) traffic moving smoothly on the ground throughout the week. Irregular air operations test the sanity levels, lots of overtime is spent, and local tenants host hangar parties for guests who may never have been on the airport before (and again may not know the rules and regulations of the airport). You get the drift. It's organized chaos, but in the end, it's a fun organized chaos. After all, where else can you see everything from the smallest ultralight to the largest airliner in the world, and everything in between.

For those members who have hosted or organized an airshow at your respective airport, you know there is a multitude of safeguards, meetings, and known and unknown functions that must happen for the event to successfully happen. I'm certainly not bragging, nor am I looking for sympathy. This was more of an enlightening article that barely scratches the surface of the magnitude of EAA AirVenture from the airport's perspective.

By the way, as a professional courtesy, we do invite airport management from other airports to ride along with us to get a different perspective on AirVenture. Believe me, the view is different from our angle.

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## ***Legislative Update on 3rd Class Medical Reform***

*By Elizabeth Tennyson, Senior Director of Communications, AOPA*

Third-class medical reform is still on the table, both as standalone legislation known as the Pilots Bill of Rights 2 (PBR2) and in the House FAA reauthorization legislation known as the AIRR Act.

As you may know, the Senate passed an amended version of PBR2 in December, bringing us closer than ever to meaningful third-class medical reform. PBR2 is now awaiting action in the House, where the number of cosponsors continues to grow. In

the meantime, the House Transportation and Infrastructure Committee has sent the FAA reauthorization legislation, which includes the original PBR2 language on third-class medical reform, to the full House, where as of this writing it is awaiting floor time.

AOPA continues to work hard to get third-class medical reform enacted, but this is a very complex political environment and much more is likely to change before we see final legislation, whether as a standalone bill or as part of FAA reauthorization. With the FAA's current authorization expiring March 31, it seems likely that there will be another short-term extension before the House and Senate reach agreement on a long-term package. We're also still waiting to see if the Senate will work with the AIRR Act or introduce legislation of its own. And, with the presidential election on the horizon and most of the legislature up for re-election, there is very little time (and perhaps political will) to get major legislation through Congress.

While these are the political realities we face, we want the general aviation community to know that AOPA is committed to getting meaningful medical reforms for pilots and we will keep pushing to get the job done.

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### ***Wisconsin Flying Hamburger Social***

*By Jeff Gaier, Airport Manager, Marshfield Municipal Airport*

The Wisconsin Flying Hamburger Social is once again taking requests for airports to host a social for the 2016 season. This year all the branches have changed some. Mondays have been eliminated as a day to host a social as Mondays tended to have a poor turnout. If you would like to host a social, check to see what days are available in your branch at [www.wiflysocial.com](http://www.wiflysocial.com) or contact [Jeff@duffysaircraft.com](mailto:Jeff@duffysaircraft.com) or 715-613-6019 for availability.

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### ***Central Wisconsin Airport (CWA) says goodbye to an Airport Director and welcomes another***

*By Robert O'Brien, Jr., AAE, Executive Director*

Tony Yaron retired as Airport Director after fifteen years at Central Wisconsin Airport (CWA) in January 2016. He began his career at CWA as the Director of Operations and Maintenance in 2000. He was promoted to Airport Director in January 2006. Over the last five years he oversaw a 38 million dollar terminal renovations and expansion project. He served on many aviation boards and committees, including the Wisconsin Airport Management Association. Congratulations Tony and best of luck!

Brian Grefe started with CWA on February 1st as the Airport Director. Before CWA, Brian served at the Assistant Aviation Director - Administration for the Aspen/ Pitkin County Airport. Prior to Aspen, Brian was the Operations Director for the Duluth

Brian and his wife, Jenny, have two boys: Jack - six and Tanner - six months. Jenny is a Registered Nurse in Wausau and as a family they enjoy skiing, camping and fishing. One interesting fact about Brian is that he has downhill skied for 26 months straight. February will be month 27. He is a pilot, albeit not current. Brian plans to attend the Wisconsin Aviation Conference in Oshkosh so please welcome him to Wisconsin.

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## ***WAMA Welcomes ServiceTec - Experts in Airport I.T.***

*By Robert O'Brien, Jr., AAE, Executive Director*

As we approach the 61st Annual Wisconsin Aviation Conference, to be held May 2-4, 2016 in Oshkosh - I'd like to take this opportunity to welcome ServiceTec International Inc. as a new corporate member of WAMA. Specializing exclusively in supporting IT systems and environments at airports, ServiceTec has established an enviable reputation from decades of experience working on-site at many of the world's largest and busiest airports. They are certainly a valuable addition to our ever growing network of noteworthy industry people.

ServiceTec will be exhibiting at the conference for the first time in May, and I know that their team is enthusiastic about actively participating in our network and discussing various IT topics that will be of interest to many facets of the Wisconsin aviation community.

Discussing their unique position in the market as an independent and dedicated specialist provider of managed IT services specifically for airports and airlines, Brian Curtis (Manager Business Development at ServiceTec) commented:

*"The IT environment in an airport is far different than that of most organizations. There are unique challenges and nuances which are exclusive to the aviation industry. Realizing this early on, ServiceTec chose the path of exclusively supporting the IT infrastructure in airports of all sizes. Over 26 years later, we can say with confidence that we know airports. We understand their challenges from an IT perspective and we effectively utilize our knowledge, experience and expertise to help keep their operation running smoothly."*

You can find out more about them at [ServiceTec.com](http://ServiceTec.com) and be sure to keep an eye out for Brian at the Conference in May!

