MARQUETTE SAWYER REGIONAL AIRPORT
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County of Marquette, Michigan

Marquette Sawyer Regional Airport
Airport Board of Advisors
Thursday, Sept 10, 2026 @ 4:00 PM

Minutes/Regular Meeting

Members Present:	Bruce McCollough, Marty Munger
Members Present Virtually:	Fred Benzie, Charles Holsworth, Karen Kovacs, Bradley Stoddard
Members Not Present:	Joseph Derocha, Christopher Germain
Staff Present:	David Erhart, Airport Manager; Anania Tekurio, Assistant Airport Manager
Public Present:	Natalie Chmiko, Myron Hillock, Dave Pickett, Eric Sibley, Jordan Schwandt, Evan Wendzel
Public Present Virtually:	Eric Sibley (left meeting early and joined virtually)

1. **Call to Order**: The meeting was called to order by Kovacs at 4:05 PM. Erhart led the pledge of allegiance. Kovacs took roll call.
2. **Approval of Agenda**: Motion by Holsworth. Support by Munger. Motion carried (6-0).
3. **Approval of Minutes**:
    a. Aug. 13, 2026 Minutes: Motion by Stoddard. Support by McCollough. Motion carried (6-0).
4. **Public comment:** None.
5. **Goals and Objectives:**

    - Strive for economic sustainability
    - Enhance airport services in Marquette County
    - Best in class experience - strive to offer competitive fares

    September Objectives:
    - FBO Fee Structure Review
    - Discuss and Provide Direction – T-Hangar Revenue and Maintenance
    - Informational updates on ongoing projects

6. **Action Items**
    a. FBO Fee Structural Proposal – Erhart presented the board with the current fee structure and rates for the fbo once the airport takes over fueling operations. Erhart explained how the landing fee structure was determined, saying to his understanding that these fees were agreed upon in conjunction with the airport, and the FBO, at a previous time, whether that was with Boreal or Kubick. He went on to say that those fees have been

established, so those are not necessarily the ones that are being proposed, but more so the ancillary charges for different services that needed to be discussed and therefore, taken to the county board for approval. Erhart explained that the goal is to keep fees and rates pretty much as they are now but that ancillary charges do need to be looked at and guidance on that is needed. Several airports and fbos were looked at for comparisons but much of that information is not publicly available. This proposal was the start of the conversation and guidance on what those charges should be and it was asked if more solid conclusions for the ancillary rates could be determined and presented to the board by 2nd county board meeting in October. Motion by: Benzie. Support by: Stoddard. Motion carried (6-0).

b. Allocation of Portion of T-Hangar Revenue and Maintenance – Tekurio presented a brief on the current status of T-Hangar revenue and the cost of maintaining them, using one example of fixing seals and cables. Current revenue from T-Hangars is $63,420.00; FulFab, the manufacturers of the T-Hangars, gave a rough estimate between $25,000 - $35,000 for the material costs of seals and cables total for all 40 T-Hangars. Tekurio highlighted that the amount of just the material costs themselves is almost half the annual revenue of the T-Hangars, not to include labor and what that entails when taking airport mx staff away from daily airport ops to maintain and install these materials. Discussion led into what percentage of revenue should be allocated just for T-Hangars; currently the revenue is put into Airport general funds and used for airport operations however, a few airport advisory board members suggested that 100% of T-Hangar revenue should go back to T-Hangar maintenance, etc. Further discussion led into T-Hangar inspections, how some tenants do not have airworthy aircraft in their hangars, talks about what should constitute what type of aircraft is in the t-hangar to be eligible to have one, what should happen if a T-Hangar tenant sells their aircraft to another local buyer – should they get T-Hangar or go to the next person on the waiting list. The big box hangars that the FBO manages was also brought up as additional space for those needing a hangar for their aircraft and about what the rent for those spaces should be. Nothing was determined or approved, just discussion was had to start thinking about those options and charges. T-Hangar surveys were sent out at the beginning of September, along with inspection notices, and T-Hangar inspections are to be conducted in October. Erhart also brought up that T-Hangars are also under FAA regulations and policies and that we have an obligation to follow those; grant money is used to build them and so forth. At the end, it was asked what impact would be felt for the airport should the T-Hangar revenue be allocated back into its own fund, be it 50% or 100%. Erhart shared his concerns that we would not be able to exactly know a true impact until after the airport transitions over to FBO/fueling operations; suggesting this could be something we could know more of come November or later. No motion was needed.

7. **Informational Items and Project Updates:**

A. State Funding Application Update: Erhart updated the board on the status of the state funding saying, “I spoke with Natalie earlier (LSCP), last month, about the agreement between the state, LEO Office, and LSCP who is handling the grant. It has been signed, has been executed, and is in place, and now, what comes next is the RFP process for the equipment and the other work. So, in particular, for the equipment, that would be the wheel loader with the snowblower

attachment, the two pickup trucks, the tractor, and then for the GA Apron Reconstruction, that work is intended to go forward next summer, we have the bids in, we have a contractor that's being recommended actually at the next board meeting next week. But that grant has been received. So that works going forward and that will come out of that local share that will be charged at the time. So that'll come, excuse me, over the course of the next year. And then that would provide us with the opportunity to do an RFP as well for engineering services for the T-Hangar issue. So the RFP process will start coming over the next couple months here. But that has been executed and is in place now. So that's a good update on that."

B. ATCT Project Update – Erhart then explained the current status on the ATCT Project, saying, "Phase 2 that's been ongoing this year, so we've had previously talked about the HVAC systems being installed and brought online, additional insulation work has been done with that. In the meantime, in the last month, the radios have also been brought in. We went from having them embedded into the consoles, and then running down to the second floor for through a voice switch. Now the radios, it's a whole new rack that's actually on the 5th floor of the tower. So there's nothing in the consoles upstairs, but they're still able to work through their same panels that they use up there to activate the radios, but those are brand new radios. They work well with the existing system, for the voice switch, and they've been operating well. There's a little bit of hiccups to get out of first. We had a little bit of issue with reception down on foxtrot off of one area. But with additional tuning, with the manufacturer being on site, here, we got those installed and working well. And then the davit arm for the high rise escape system was the last thing. There was an adapter that had to be manufactured, that delayed it a bit, but that was actually delivered this week, and then even this morning, driving in, they had the lift up, and were lifting that whole assembly up to the tower level, so that'll have a removable gate. It'll have the davit arm there, and then there'll be harnesses available in the event of a fire because it's an internal stairwell. They're able to descend via that rig to get safely to the ground. So those are the 3 items that were addressed in this one, and then for next year's, uh, additional items that are going to be addressed, we talked about that as well. So that's the cab roof, the millwork, and the carpet, and the ceiling within the cab. It's elevator and the generator replacement. But the construction portion of Phase 3 of the project will enter in earnest, start as soon as weather allows. So usually in about May, is when a lot of the work on the ground starts here. So, the phase three, which is what I'm referring to there, will start next year and phase 2 is wrapping up that should be concluding this month. We're excited with the updates to have modern HVAC, modern radios, and a Safeway of egress."

C. Sealing and Remarking Project Update – Erhart updated the board on this project; been working with Scodeller, they were awarded the contract, and the painting is being done by subcontractor, PK. Both are from downstate Michigan. They are doing taxiways during the daylight hours and the sealing and marking work on the runways at night. We're tracking staying out of our commercial airline arrival and departure times. The project consists of 5 days of sealing and 3 days of painting. The work is weather dependent of course. Main goal is to get it completed safely, efficiently and with little to no impact to daily airport operations and incoming/outgoing traffic. We are keeping up with sending out emails and NOTAMs to inform all of the happenings on the taxiways and runway.

D. Passenger Boarding Bridge Project Update – Erhart updated board members on the incoming pax jet bridge project. We've started pre-construction meetings; the timeline is pretty well established on that, we expect to have those passenger boarding bridges delivered in quarter two of 2027, and that's when that work will begin. We are working with Kosner, who was the contractor for that to make sure everything's on track and everything seems good to go forward as plan. That funding has been secured and now I've had comments on that because they have been delayed multiple times and it's been a challenge, but that project is secured and it is going forward, in line for getting the pass reporting bridges manufactured, and that should happen on the ground here in 2027.

E. T-Hangars – Survey and Inspection Notice Sent – Erhart informed the board members that per the last meeting, a survey has been created and distributed to current T-Hangar tenants so that we can get a better scope of what is working, what isn't working, what needs repair, and how we can move forward with productive progress. Also the T-Hangar annual inspection notice was sent out to all current tenants and is on schedule for those to be conducted in October.

F. Hangar Occupancy Update:
    a. T-Hangars: Full Capacity, 15 on waiting list.
    b. 661: Available
    c. 663: Army RTC/Bell returning this month
    d. 400 series: 1 bay available
    e. Kubick (423 E/W, 424, 425): Space available, contact FBO staff for details.

G. Manager's Report: Erhart ended this segment with the monthly manager's report, detailing all enplanements and deplanements and general aviation traffic coming in and out of KSAW from the last month and comparing previous years; giving an overall outlook on the airport's traffic demographics.

Motion by: Support by: Motion carried (6-0)

8. **Late Additions:** None.
9. **Public Comment:**

Myron Hillock – "EAA ch. 850 president. We met, our monthly meeting was a week ago. And the concern of our general aviation membership is, again, the T-Hangers. We've discussed a lot of that today. The concerns are obviously for safety. A lot of those cables, a frame, seals have yet to be replaced. Most hangars. Now we're getting a large influx of critters in these hangars. Guys are setting traps and catching all kinds of critters. The other concern is, you're going to start cooling down here quickly, and the ability, as you mentioned, Fred, access to cell phones or cell phone reception or Wi-Fi or engine heaters, is a huge concern regarding the hangar survey, only one or two had received the survey, most of the tenants have not received that of the survey. I did offer to Dave, if he gets that survey to me, I will distribute that amongst our membership. Yeah, so again, I applaud you on the, I'm taking up the, the issue of T-Hanger rent, and applying it towards maintenance and future development for more space. We need that. And as EAA 850 on the field, we highly suggest you go for 100%. Thank you."

Eric Sibley (virtual) – “Hey, so, Eric, I had to, uh, leave to pick my daughter up. Um, Eric's Sibley. Uh, two things, on the fee thing, something, please don't overlook, are the angel flights, you know, the cancer flights. Every airport waives those, whether I'm burning fuel in my, and our jet needs to fly, and I take someone to Rochester's signature, they waive fees for, you know, angel flights. So, um, please make sure that gets put in, so the county board doesn't approve it, then you need to go back to them, and, um... You know, that's a big service that should not be, should be designated on there. Everybody waives them. Atlantic, you know, all the people that sell their FBOs for billions still waive them. And then just, just following up and backing up, you know, what David was saying about these t-hangers is, this isn't, uh, David and Nia coming up with a new policy, and changing the rules. Up until three years ago, 2023, there wasn't a waiting list. There was four or five open t-hangers. So FAA Grant Assurances, once there's an established aeronautical demand, i.e. a wait-list, their hands become tied, and you can't have non-use airplanes in there. And... it doesn't actually say an airworthiness, the actual FAA grant assurances in the FAA order is the term is active aircraft, so you can't just park something in there with an airworthiness and let it sit. It has to be active. It has to actively be flying. So, you know, parking a kit plane in there and saying, I'm gonna build that in 10 years or sticking an aileron in there. So nothing has changed, and they're not making new policy. There is a demand now at the airport with the wait-list. So, they are required now because these were federally funded, to enforce the policy that exists. So back when there was no waiting list, there was all sorts of leeway. You could, have a sheriff have four wheelers in there. That was legal, because there wasn't an aeronautical demand. So, um, and then real quick, you, you gotta, you, you gotta abide by the wait-list. You can't have an aircraft be sold, and because the person can market it, selling an airplane comes with hanger. That is not accurate. The person doesn't own the hangar. It's a rent. It sucks. Nia hit the nail on the head, that's the risk of buying an airplane. There's a maintained wait-list. You gotta get on that. I know you want to keep that plane there, but somebody else on that list has a plane that needs to go in there, so you're not gonna lose any fuel sale. So, you will get yourself in grant insurance issues if you say, hey, my plane's going with my hangar because that person does not own that hangar. So you have to go to number one on the list. They have to have an airworthy plane. If I'm looking, well, it goes to the next person, so it's an act, sorry, I used the word error, really. an active aircraft. You can't be looking and looking for 5 years while you stick your home stuff in there. I'm still looking for an airplane, so... Those are some stuff, David, will probably look it up, but I just wanted to back them up. He's not changing things and making stuff up, and getting strict. It's the rules for the federal government. So... Great. You do. Thank you.”

Staff and Committee Member Comment:

Tekurio – No comment.
Erhart –Nothing to add.
Munger – No further comment.
McCollough – No further comment.
Benzie – No. This was a really good meeting. We are making progress. Thank you.
Stoddard – No comment. Thank you, Karen for running the meeting for us tonight.
Holsworth – No comment. Thanks for running the meeting, Karen.
Kovacs – Meeting adjourned at 5:33. Thanks everybody. And David and Nia, thank you so much for everything.

10. **Adjournment:** Kovacs adjourned the meeting at 5:33pm. Motion by. Supported by. Motion carried (6-0).