

2022 Wisconsin Airports Rates and Charges Survey



May 2023

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Introduction

Each year, the Wisconsin Department of Transportation’s Bureau of Aeronautics (BOA) surveys public use airports in Wisconsin for information regarding rates, charges and related activities. Per Wisconsin Administrative Code Trans 55, airports are required to submit responses as a condition of receiving state funding. More importantly, the survey results serve as a comparative tool to help airports gauge financial practices and needs.

In February 2023, the 2022 Rates and Charges Survey was distributed to the 97 airports included in the Wisconsin State Airport System Plan (SASP). Respondents completed the survey by using an online survey tool or by submitting a hard copy.

Of the 97 SASP airports, 93 provided a response to the survey. Respondents included all eight commercial service airports, all 14 large general aviation (GA) airports, 45 out of 48 medium GA airports, and 26 out of 27 small GA airports, for a total SASP response rate of 96 percent. A complete list of responding airports can be found at the end of this report starting on page 31. It is important to note that airport representatives were responsible for the accuracy of the answers provided. If there are questions regarding specific airport data, please consult the airport directly.

This report is an overview of the 2022 survey results. Complete rates and charges survey data can be found on the BOA web site: <https://wisconsin.gov/av-pubs>.

Questions regarding this survey and report should be directed to Wisconsin Department of Transportation’s Bureau of Aeronautics, (608) 266-3351.

Trends and Observations

While much of the reported rates and charges only vary slightly year to year, a few trends and observations were identified following this year’s survey. Not surprisingly, 100LL and Jet A average fuel prices continued their dramatic increase; however, this led to only marginal changes in average fuel quantity sold. Figure 1 depicts the average fuel prices reported since 2012. Additionally, the average ground lease rate for a privately-owned hangar increased by one cent to \$0.14 per square foot.

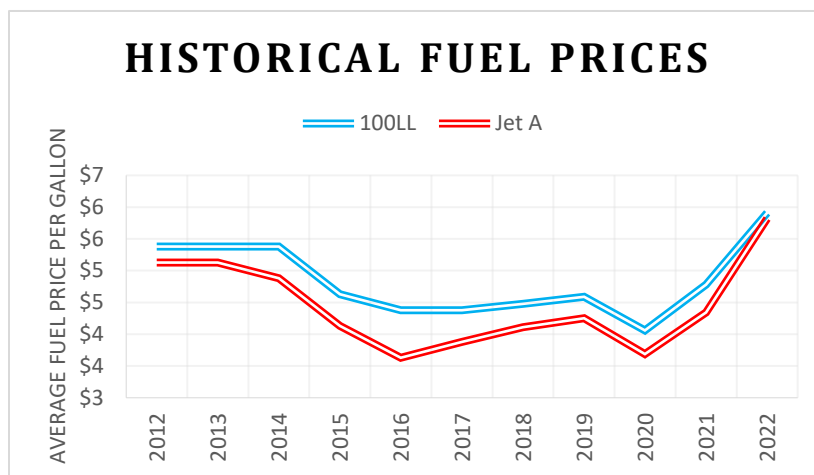


Figure 1

Airport Rates & Charges Quick Reference Cards

Commercial Service Airports

All eight commercial service airports responded to the 2022 Airport Rates and Charges Survey. The following table provides the average rates and charges reported by these airports. Trend information is also provided in comparison to 2021 data.

100LL	Available at 100% of Responding Commercial Airports		
	100LL Price on 12/31/2022	\$6.17	↑↑
	Gallons of 100LL Sold	43,000	-
Jet A	Available at 100% of Responding Commercial Airports		
	Jet A Price on 12/31/2022	\$6.45	↑↑
	Gallons of Jet A Sold	1.4 million	↑
Landing Fees	Charged at 100% of Responding Commercial Airports		
	Landing Fee for a Bombardier CRJ-200	\$139	↓
Tie Down Fees	Charged at 75% of Responding Commercial Airports		
	Daily Tie-Down Rate for a Cessna 172	\$16	-
	Monthly Tie-Down Rate for a Cessna 172	\$65	↓
	Daily Tie-Down Rate for a Beechcraft King Air	\$83	↑
	Monthly Tie-Down Rate for a Beechcraft King Air	\$68	↓
	Daily Tie-Down Rate for a Hawker 800	\$141	↑
	Monthly Tie-Down Rate for a Hawker 800	\$68	↓
Rented T-Hangars	Available at 88% of Responding Commercial Airports		
	Monthly Rate for a Cessna 172 in a Non-Heated, T-Hangar	\$192	↑
Community Hangars	Available at of 100% of Responding Commercial Airports		
	Heated, Community Hangar Daily Rate for a Cessna 172	\$87	↑
	Heated, Community Hangar Monthly Rate for a Cessna 172	\$321	↑
Ground Leases	Available at 100% of Responding Commercial Airports		
	Private Hangar Rate	\$0.49 per ft ²	-
	Corporate Hangar Rate	\$0.44 per ft ²	-
	Commercial Hangar Rate	\$1.25 per ft ²	↑
Financial Self-Sustainability	25% of Responding Commercial Airports Required Local Subsidy		
	Local Tax Levy Subsidy	\$464,000	-

Large General Aviation Airports

All 14 large GA airports responded to the 2022 Airport Rates and Charges Survey. The following table provides the average rates and charges reported by these airports. Trend information is also provided in comparison to 2021 data.

100LL	Available at 100% of Responding Large GA Airports		
	100LL Price on 12/31/2022	\$6.20	↑↑
	Gallons of 100LL Sold	67,000	↓
Jet A	Available at 100% of Responding Large GA Airports		
	Jet A Price on 12/31/2022	\$6.19	↑↑
	Gallons of Jet A Sold	549,000	↑
Landing Fees	Charged at 50% of Responding Large GA Airports		
	Landing Fee for a Hawker 800	\$71	↓
	Landing Fee for a Bombardier CRJ-200	\$116	↓
Tie Down Fees	Charged at 79% of Responding Large GA Airports		
	Daily Tie-Down Rate for a Cessna 172	\$8.50	-
	Monthly Tie-Down Rate for a Cessna 172	\$73	↓
	Daily Tie-Down Rate for a Beechcraft King Air	\$28	-
	Monthly Tie-Down Rate for a Beechcraft King Air	\$99	↓
	Daily Tie-Down Rate for a Hawker 800	\$57	-
	Monthly Tie-Down Rate for a Hawker 800	\$105	↓
Rented T-Hangars	Available at 79% of Responding Large GA Airports		
	Non-Heated, T-Hangar Daily Rate for a Cessna 172	\$53	-
	Non-Heated, T-Hangar Monthly for a Cessna 172	\$206	-
	Heated, T-Hangar Daily Rate for a Cessna 172	\$100	-
	Heated, T-Hangar Monthly for a Cessna 172	\$307	-
Community Hangars	Available at of 86% of Responding Large GA Airports		
	Non-Heated, Community Hangar Daily Rate for a Cessna 172	\$83	-
	Non-Heated, Community Hangar Monthly Rate for a Cessna 172	\$238	-
	Heated, Community Hangar Daily Rate for a Cessna 172	\$74	-
	Heated, Community Hangar Monthly Rate for a Cessna 172	\$378	↑
Ground Leases	Available at 100% of Responding Large GA Airports		
	Private Hangar Rate	\$0.18 per ft ²	-
	Corporate Hangar Rate	\$0.21 per ft ²	↓
	Commercial Hangar Rate	\$0.23 per ft ²	-
Financial Self-Sustainability	57% of Responding Large GA Airports Required Local Subsidy		
	Local Tax Levy Subsidy	\$267,000	↓

Medium General Aviation Airports

45 of 48 medium GA airports responded to the 2022 Airport Rates and Charges Survey. The following table provides the average rates and charges reported by these airports. Trend information is also provided in comparison to 2021 data.

100LL	Available at 100% of Responding Medium GA Airports		
	100LL Price on 12/31/2022	\$5.79	↑↑
	Gallons of 100LL Sold	19,000	-
Jet A	Available at 73% of Responding Medium GA Airports		
	Jet A Price on 12/31/2022	\$5.55	↑↑
	Gallons of Jet A Sold	55,000	↑
Landing Fees	Charged at 13% of Responding Medium GA Airports		
Tie Down Fees	Charged at 29% of Responding Medium GA Airports		
	Daily Tie-Down Rate for a Cessna 172	\$8	↑
	Monthly Tie-Down Rate for a Cessna 172	\$83	↑↑
	Daily Tie-Down Rate for a Beechcraft King Air	\$24	↓
	Daily Tie-Down Rate for a Hawker 800	\$79	-
Rented T-Hangars	Available at 56% of Responding Medium GA Airports		
	Non-Heated, T-Hangar Monthly for a Cessna 172	\$148	-
	Heated, T-Hangar Monthly for a Cessna 172	\$246	↑
Community Hangars	Available at of 49% of Responding Medium GA Airports		
	Non-Heated, Community Hangar Daily Rate for a Cessna 172	\$30	↓
	Non-Heated, Community Hangar Monthly Rate for a Cessna 172	\$182	↓
	Heated, Community Hangar Daily Rate for a Cessna 172	\$63	-
	Heated, Community Hangar Monthly Rate for a Cessna 172	\$283	↓
Ground Leases	Available at 100% of Responding Medium GA Airports		
	Private Hangar Rate	\$0.09 per ft ²	↑
	Corporate Hangar Rate	\$0.14 per ft ²	↓
	Commercial Hangar Rate	\$0.30 per ft ²	↑
Financial Self-Sustainability	80% of Responding Medium GA Airports Required Local Subsidy		
	Local Tax Levy Subsidy	\$85,000	-

Small General Aviation Airports

26 of 27 small GA airports responded to the 2022 Airport Rates and Charges Survey. The following table provides the average rates and charges reported by these airports. Trend information is also provided in comparison to 2021 data.

100LL	Available at 50% of Responding Small GA Airports		
	100LL Price on 12/31/2022	\$5.90	↑↑
	Gallons of 100LL Sold	8,200	↑
Jet A	Available at 4% of Responding Small GA Airports		
Landing Fees	Charged at 0% of Responding Small GA Airports		
Tie Down Fees	Charged at 19% of Responding Small GA Airports		
	Daily Tie-Down Rate for a Cessna 172	\$12	-
	Daily Tie-Down Rate for a Beechcraft King Air	\$15	
Rented T-Hangars	Available at 27% of Responding Small GA Airports		
	Non-Heated, T-Hangar Monthly for a Cessna 172	\$107	-
Community Hangars	Available at of 19% of Responding Small GA Airports		
Ground Leases	Available at 85% of Responding Small GA Airports		
	Private Hangar Rate	\$0.08 per ft ²	↑
Financial Self-Sustainability	50% of Responding Small GA Airports Required Local Subsidy		
	Local Tax Levy Subsidy	\$28,500	↓

Fuel

100LL

In 2022, 80 airports reported that 100LL fuel was available for purchase at their airport. It was available at all commercial service, large GA, medium GA, and at 13 of 26 responding small GA airports. Of the 80 airports reporting 100LL sales, 43% indicated that the 100LL fuel was sold by a Fixed Base Operator (FBO) and 55% indicated that the fuel was sold by the airport itself.

Fuel flowage fees were levied at 50% of airports reporting 100LL sales and averaged \$0.20 per gallon, a slight increase from 2021. Fuel prices increased 25% from an average of \$4.78 on December 31, 2021 to \$5.99 on December 31, 2022. 100LL prices on December 31, 2022 are depicted on Figure 2 (p.11).

In addition, Figure 3 (p.12) illustrates the quantity of 100LL sold at each airport. The average quantity of 100LL sold in 2022 decreased from approximately 29,000 gallons to 27,000.

Table 1 categorizes 100LL seller, fuel flowage fee and price data by airport classification.

100LL Data in Relation to Airport Classification

Commercial Service	Seller of 100LL	Airport - 0	FBO - 8	Other - 0
	Fuel Flowage Fees	Yes - 8	No - 0	
	Average Fuel Flowage Fee	\$0.07		
	Average 100LL Price	\$5.26 (17% Increase over 2021)		
	Average Gallons Sold	42,752 (0.1% Decrease over 2021)		
Large General Aviation	Seller of 100LL	Airport - 2	FBO - 12	Other - 0
	Fuel Flowage Fees	Yes - 11	No - 3	
	Average Fuel Flowage Fee	\$0.09		
	Average 100LL Price	\$6.20 (24% Increase over 2021)		
	Average Gallons Sold	66,685 (9% Decrease over 2021)		
Medium General Aviation	Seller of 100LL	Airport - 29	FBO - 14	Other - 2
	Fuel Flowage Fees	Yes - 19	No - 26	
	Average Fuel Flowage Fee	\$0.32		
	Average 100LL Price	\$5.79 (24% Increase over 2021)		
	Average Gallons Sold	19,416 (5% Decrease over 2021)		
Small General Aviation	Seller of 100LL	Airport - 13	FBO - 0	Other - 0
	Fuel Flowage Fees	Yes - 2	No - 11	
	Average Fuel Flowage Fee	\$0.20		
	Average 100LL Price	\$5.90 (26% Increase over 2021)		
	Average Gallons Sold	8,182 (14% Increase over 2021)		

Table 1

Jet A

Jet A fuel sales were reported at 56 airports in 2022. All commercial service airports and large GA airports reported Jet A sales. In addition, 33 of 46 medium GA airports and one small GA airport reported Jet A sales. A total of 31 airports indicated that an FBO was the Jet A seller, while 25 airports specified that the airport sold the Jet A.

Fuel flowage fees for Jet A were charged at 61% of airports reporting Jet A sales. Fuel flowage fees for Jet A averaged \$0.24 per gallon sold. Much like 100LL fuel prices, Jet A prices increased significantly when compared to 2021. The average price was \$5.82 per gallon on December 31, 2022, a 34% increase. Jet A fuel prices are depicted on Figure 4 (p.13).

In addition, Figure 5 (p.14) illustrates the quantity of Jet A sold per airport. Overall, the quantity of Jet A sold slightly increased from approximately 340,000 in 2021 to 369,000 gallons in 2022.

Table 2 categorizes Jet A seller, fuel flowage fee and price data by airport classification.

Jet A Data in Relation to Airport Classification

Commercial Service	Seller of Jet A	Airport - 0	FBO - 8	Other - 0
	Fuel Flowage Fees	Yes - 8	No - 0	
	Average Fuel Flowage Fee	\$0.07		
	Average Jet A Price	\$6.45 (38% Increase over 2021)		
	Average Gallons Sold	1,357,233 (5% Increase over 2021)		
Large General Aviation	Seller of Jet A	Airport – 2	FBO - 12	Other - 0
	Fuel Flowage Fees	Yes – 11	No - 3	
	Average Fuel Flowage Fee	\$0.09		
	Average Jet A Price	\$6.19 (32% Increase over 2021)		
	Average Gallons Sold	548,791 (2% Increase over 2021)		
Medium General Aviation	Seller of Jet A	Airport - 22	FBO – 11	Other - 0
	Fuel Flowage Fees	Yes - 15	No – 18	
	Average Fuel Flowage Fee	\$0.43		
	Average Jet A Price	\$5.55 (33% Increase over 2021)		
	Average Gallons Sold	54,642 (6% Increase over 2021)		
Small General Aviation	Seller of Jet A	Airport - 1	FBO - 0	Other - 0
	Fuel Flowage Fees	Yes - 0	No - 1	
	Average Jet A Price	\$4.80		
	Average Gallons Sold	13,835		

Table 2

MoGas

MoGas was sold at 11 airports responding to the 2022 survey. MoGas sellers included one commercial service airport, two large GA airports, seven medium GA airports and one small GA airports. On average, airports reported about 3,800 gallons sold, a slight increase from 2021. The average price increased 35% to \$5.00 per gallon on December 31, 2022.

UL 94

In 2022, UL 94 was available at four Wisconsin airports with an average of 3,700 gallons sold. The price per gallon on December 31, 2022 averaged \$6.27 per gallon, a 39% increase over 2021.

Figure 6 (p.15) depicts those airports selling either MoGas or UL 94 and their corresponding prices.

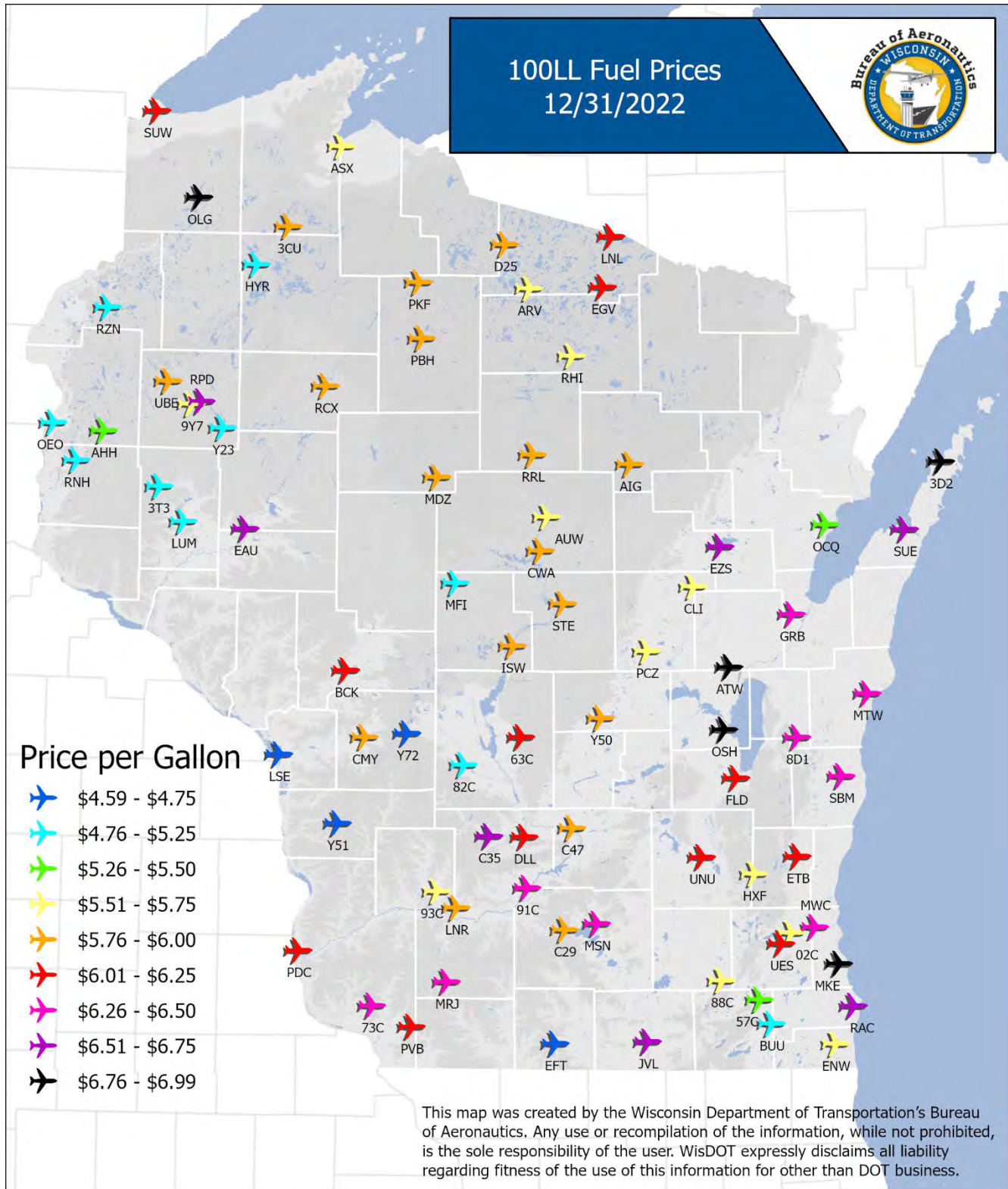


Figure 2

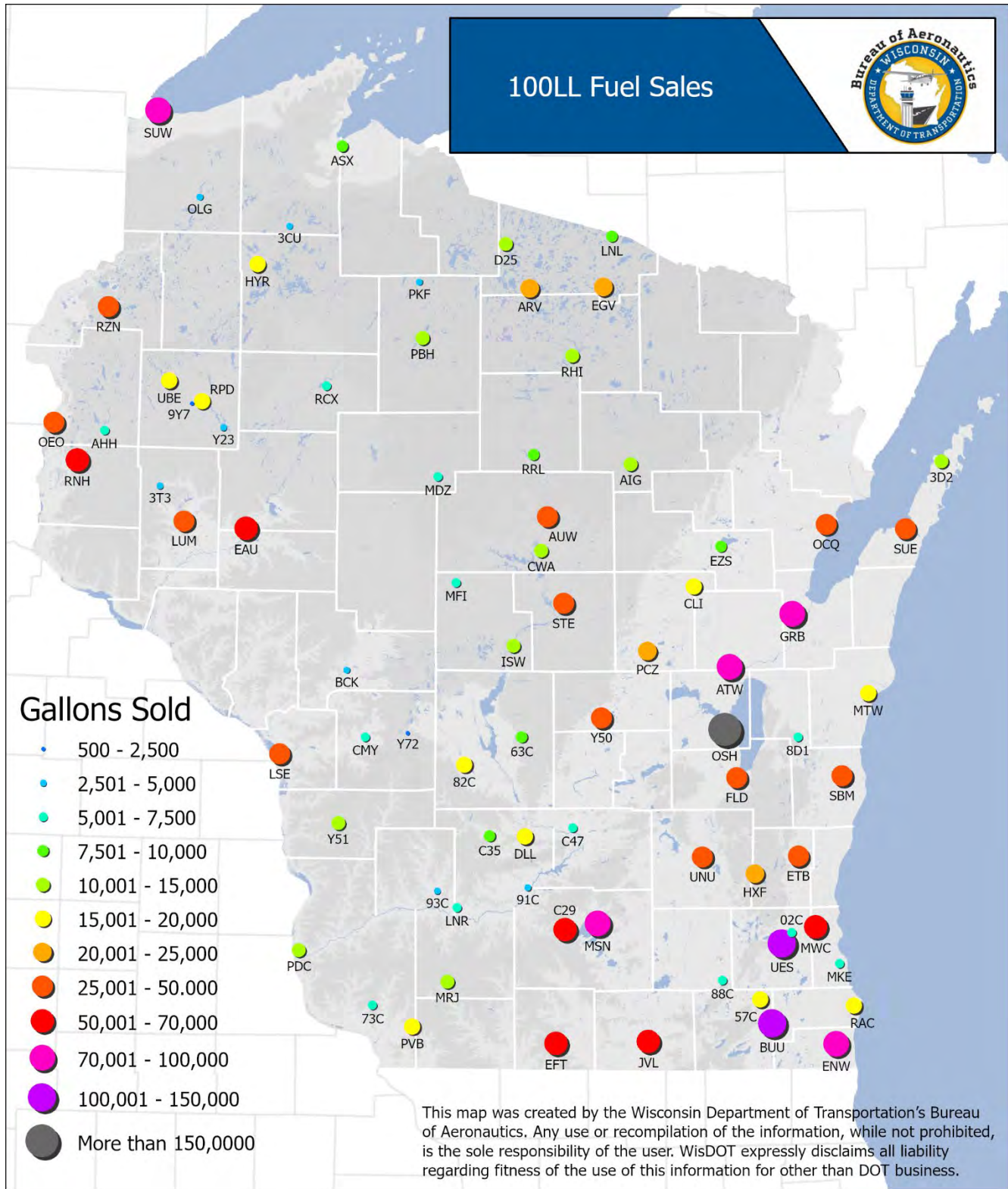


Figure 3

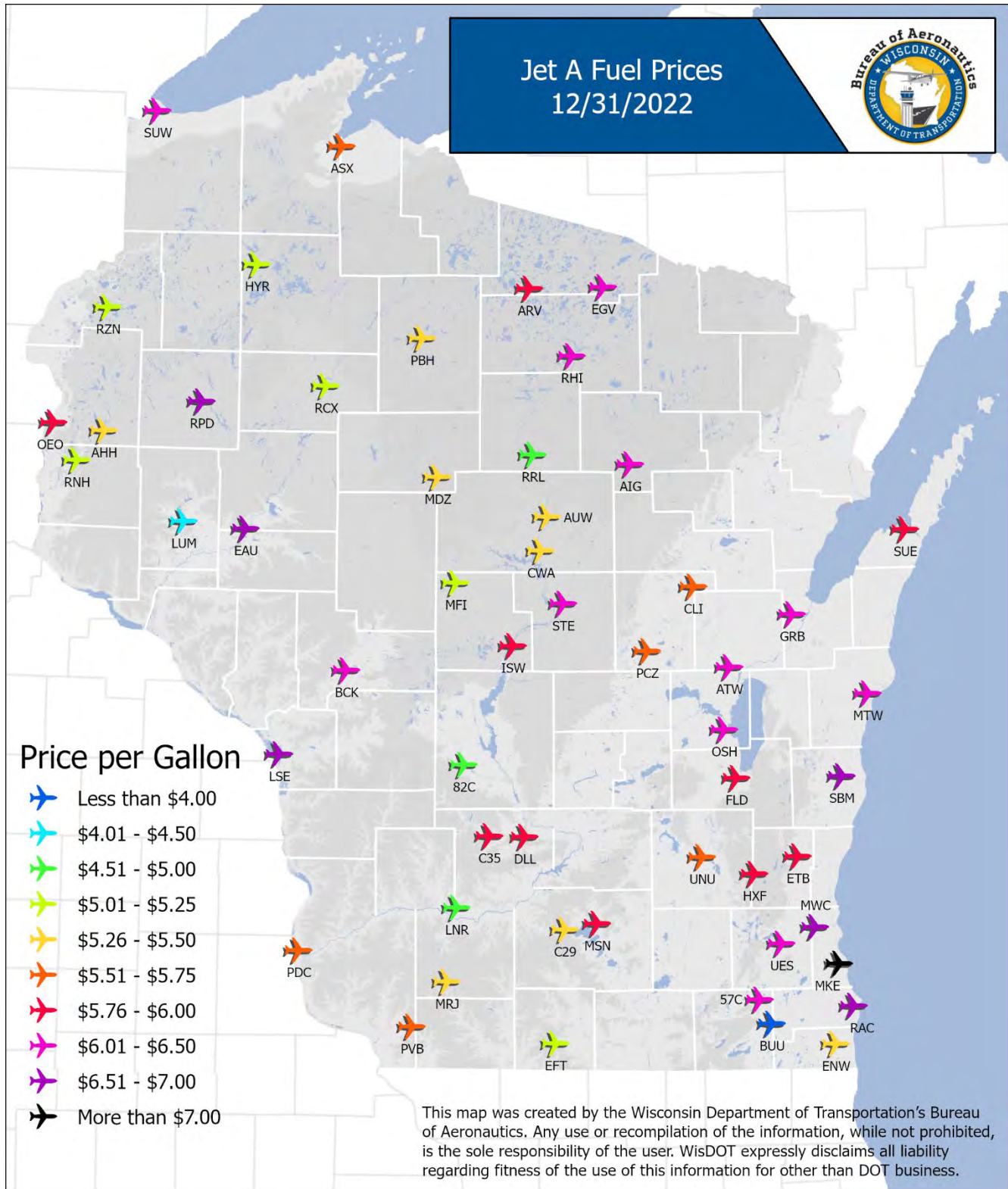


Figure 4

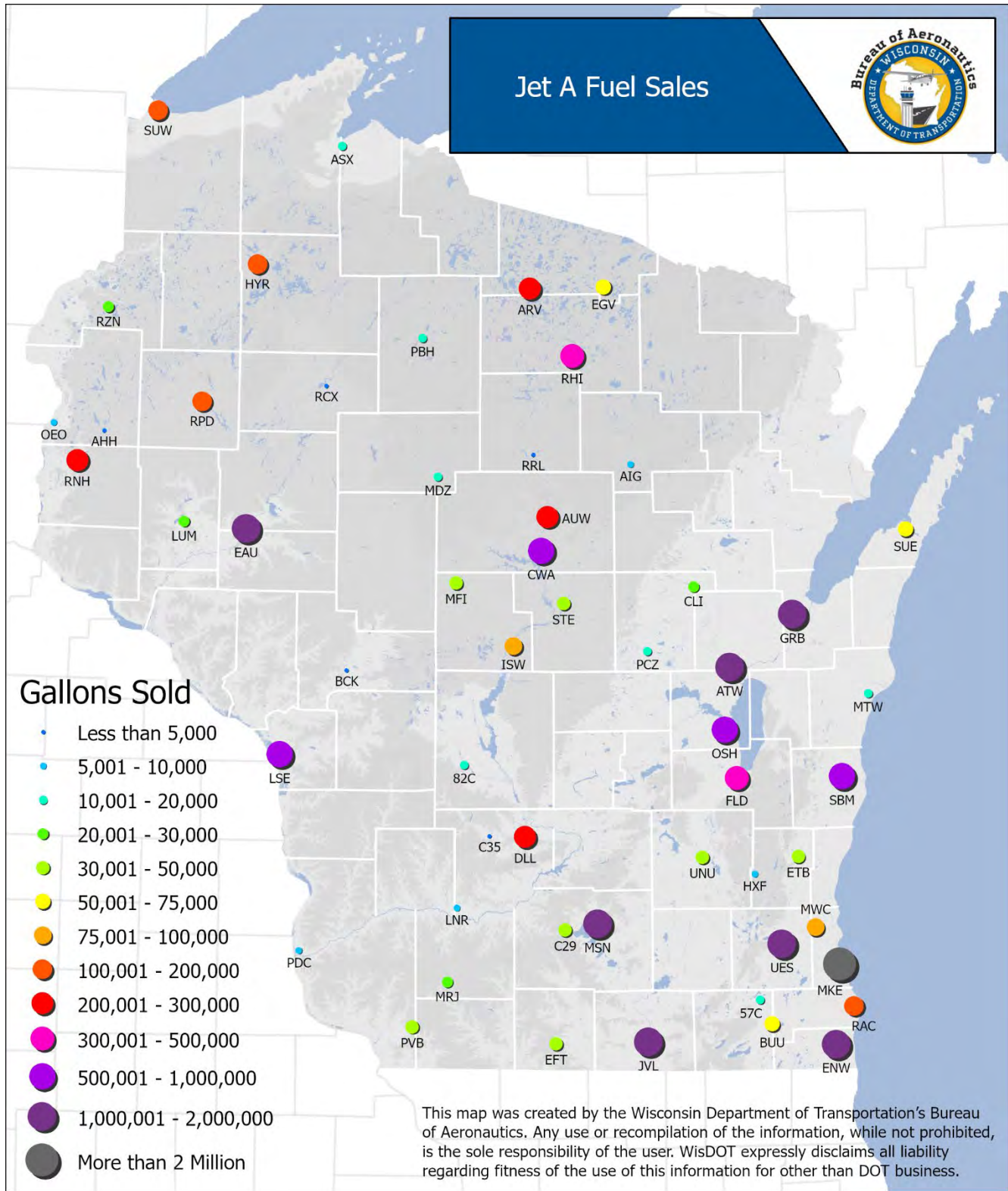


Figure 5

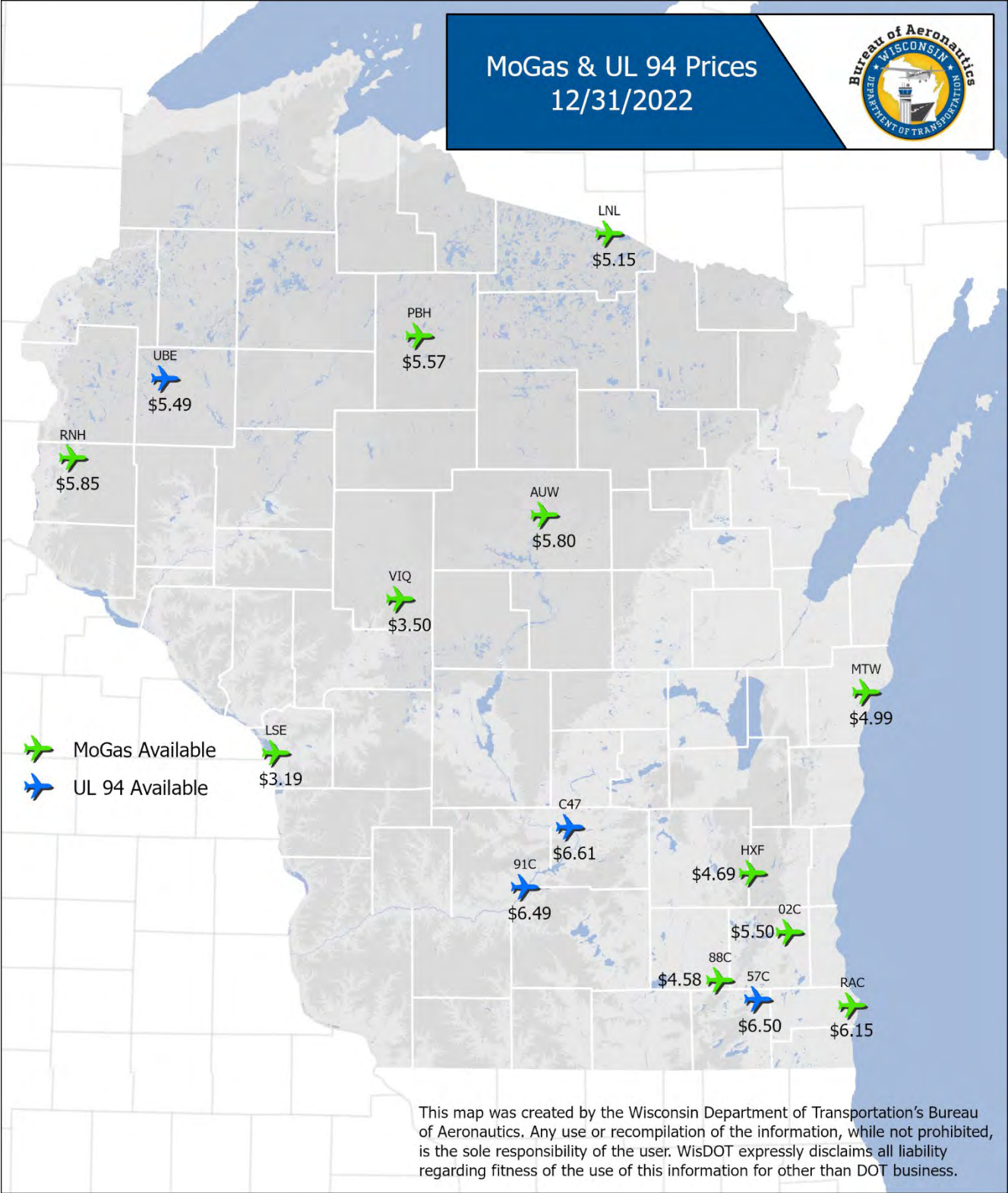


Figure 6

Landing Fees

Of the 93 airport respondents, 21 airports reported charging landing fees in 2022: all eight commercial service airports, seven large GA airports and six medium GA airports. No small GA airports reported charging landing fees. The following table summarizes the results.

		Number of Airports	Fee Range	Average Fee
Cessna 172	Non-FAR Part 91	5	\$2 - \$50	\$30.00
Beechcraft King Air	FAR Part 91	9	\$5 - \$100	\$67.33
	Non-FAR Part 91	9	\$8 - \$100	\$52.33
Hawker 800	FAR Part 91	13	\$7 - \$600	\$128.69
	Non-FAR Part 91	9	\$24 - \$200	\$76.44
Bombardier CRJ-200	Non-FAR Part 91	19	\$7 - \$800	\$170.21

Table 3

Tie-down Fees

Tie-down or parking fees of some kind were reported at 34 airports in 2022. The fees were collected by 18 airports and 16 FBOs. More airports offered daily rates than monthly rates. Three airports indicated tie-down fees were waived with a fuel purchase.

The survey asked for tie-down rates for three aircraft: a Cessna 172, Beechcraft King Air and a Hawker 800. Table 3 summarizes the results. Figure 7 (p.17) depicts daily tie-down fees for a Cessna 172.

		Number of Airports	Fee Range	Average Fee
Cessna 172	Daily	26	\$3.00 – \$34.00	\$10.00
	Monthly	16	\$25.00 – \$240.00	\$72.50
Beechcraft King Air	Daily	28	\$5.00 – \$125.00	\$32.64
	Monthly	11	\$25.00 – \$600.00	\$127.73
Hawker 800	Daily	24	\$5.00 – \$400.00	\$74.50
	Monthly	7	\$25.00 – \$1,200.00	\$204.44

Table 4

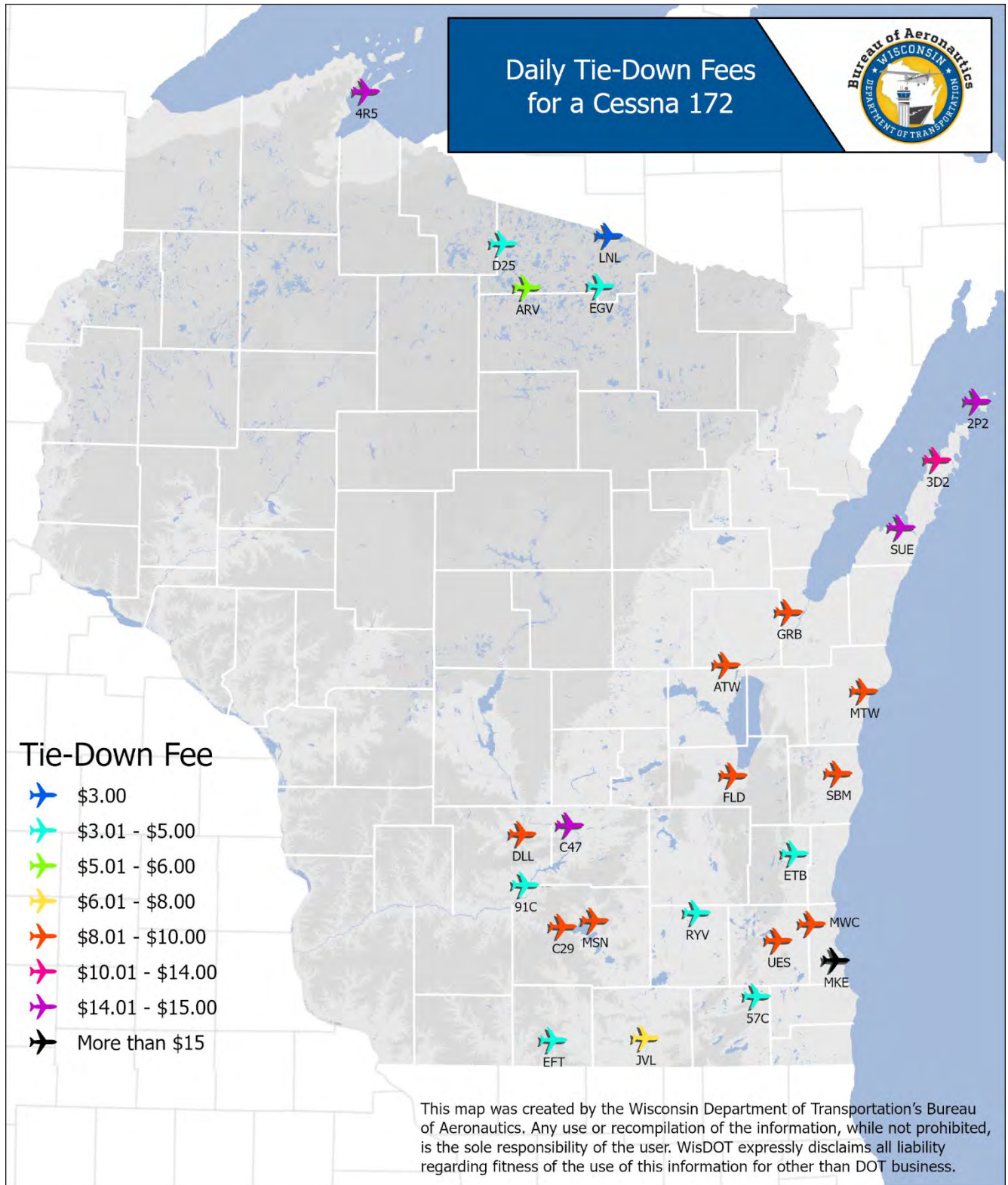


Figure 7

Hangar Rentals

T-Hangar Rentals

A total of 50 airports, more than half of the respondents, reported having T-hangars available to rent: seven commercial service airports, 11 large GA airports, 25 medium GA airports, and seven small GA airports. Non-heated T-hangars were more common than heated T-hangars. Thirty airports indicated that only non-heated T-hangars were available to rent while 20 airports indicated that both heated and non-heated T-hangars were available. No airports reported having only heated T-hangars. Table 3 below summarizes T-hangar owners by type. The majority of rented T-hangars were non-heated and airport owned.

	Airport Owned	FBO Owned	Privately Owned	Multiple Owners	Total
Non-Heated	31	5	10	4	50
Heated	9	3	7	1	20

Table 5

Daily T-hangar rentals were uncommon among airports. Only six airports with non-heated T-hangars indicated they were available to rent at a daily rate. The daily rate for non-heated T-hangars varied from \$10 to \$100 per day for a Cessna 172. Seven airports indicated that heated T-hangars were available to rent daily with a rate ranging from \$20 to \$125.

Monthly, non-heated T-hangars rates were available at 45 airports and rates ranged from \$75 to \$310 per month for a Cessna 172, with an average rate of approximately \$162. Figure 9 (p.20) depicts monthly rates for a Cessna 172 in a non-heated T-hangar. Monthly rates for heated T-hangars were available at 15 airports. Rates ranged from \$105 to \$450 per month for a Cessna 172 and averaged \$273. Figure 10 (p.21) depicts monthly rates for a Cessna 172 in a heated T-hangar.

Annual T-hangar rental rates were rare and varied greatly. Nine airports reported annual rental rates for a non-heated T-hangar ranging from \$1,308 to \$4,427 and averaged \$2,489, as significant increase from 2021. Only two airports reported an annual rental rate for a heated T-hangar.

Community Hangar Rentals

Community hangars were reported at 47 airports. All eight commercial service airports had rental space available, as did 12 large GA airports, 22 medium GA airports and five small GA airports. Eleven airports reported only having non-heated community hangar space available, 19 airports reported heated community hangar space only, and 17 airports reported both heated and non-heated community hangar space. Table 4 below summarizes community hangar owners by type.

	Airport Owned	FBO Owned	Privately Owned	Multiple Owners	Total
Non-Heated	9	12	6	1	28
Heated	10	18	5	3	36

Table 6

Daily rates for non-heated community hangar space were available at 14 airports and the cost for storing a Cessna 172, ranged from \$10 to \$100 per day with an average rate of approximately \$45. Daily rates for heated community hangar space were available at 24 airports and ranged from \$30 to \$144 per day for a Cessna 172. The average rate was approximately \$72.

Monthly rates for non-heated community hangar space, available at 22 airports, ranged from \$75 to \$450 per month. The average monthly rental rate for non-heated community hangar space was approximately \$196. Figure 11 (p.22) depicts monthly non-heated community hangar space rates for a Cessna 172 by airport.

Monthly rates for heated community hangar space were available at 26 airports and ranged from \$150 to \$450 per month. The average monthly rental rate for heated community hangar space was approximately \$310. Figure 12 (p.23) depicts monthly heated community hangar space rates for a Cessna 172 by airport.

As with T-hangar rentals, annual rates for community hangar rental space were also rare. Two airports reported annual rates for non-heated community hangar space and two airports reported annual rates for heated community hangar space.

Hangar Ground Leases

Ground leases were divided into three categories: private, corporate and commercial. For the purposes of this survey, each hangar category was defined as follows:

Private Hangar – leased by an individual or group for non-commercial aeronautical use.

Corporate Hangar – leased by a company for the purpose of conducting private air travel.

Commercial Hangar – leased for the purpose of operating an aeronautical business (e.g., FBO Terminal/Hangar, Aircraft Maintenance Hangar, Skydiving Hangar).

Figure 8 below summarizes the types of hangars reported by airports in 2022. Private hangar ground leases were the most common method of aircraft storage.

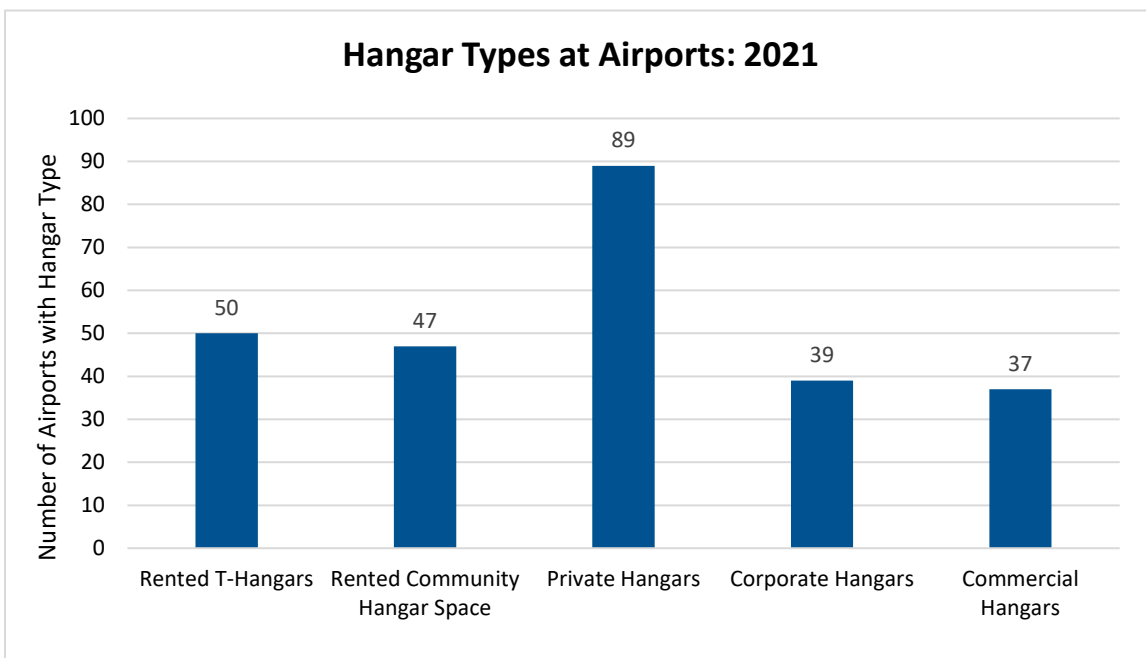


Figure 8

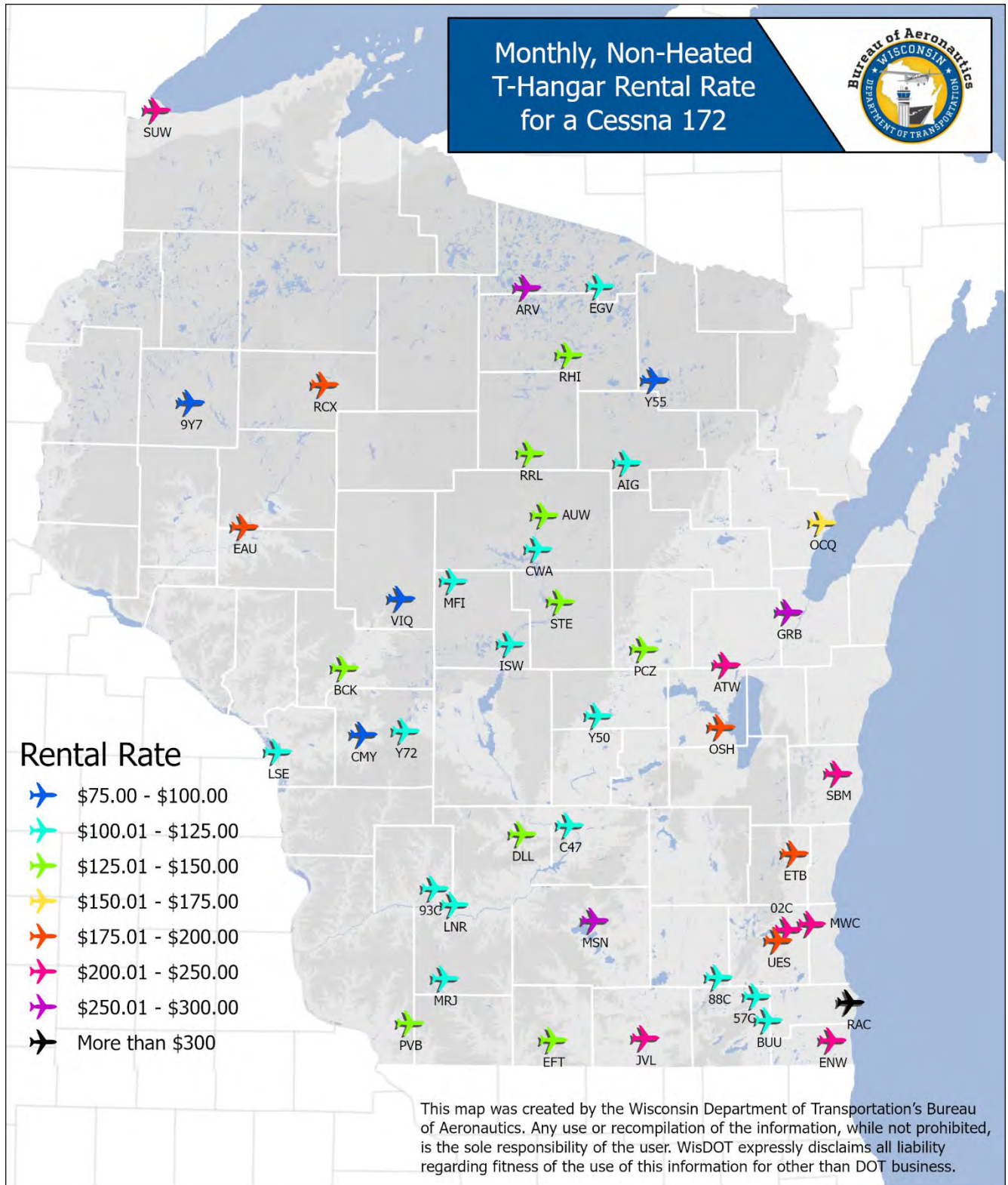


Figure 9

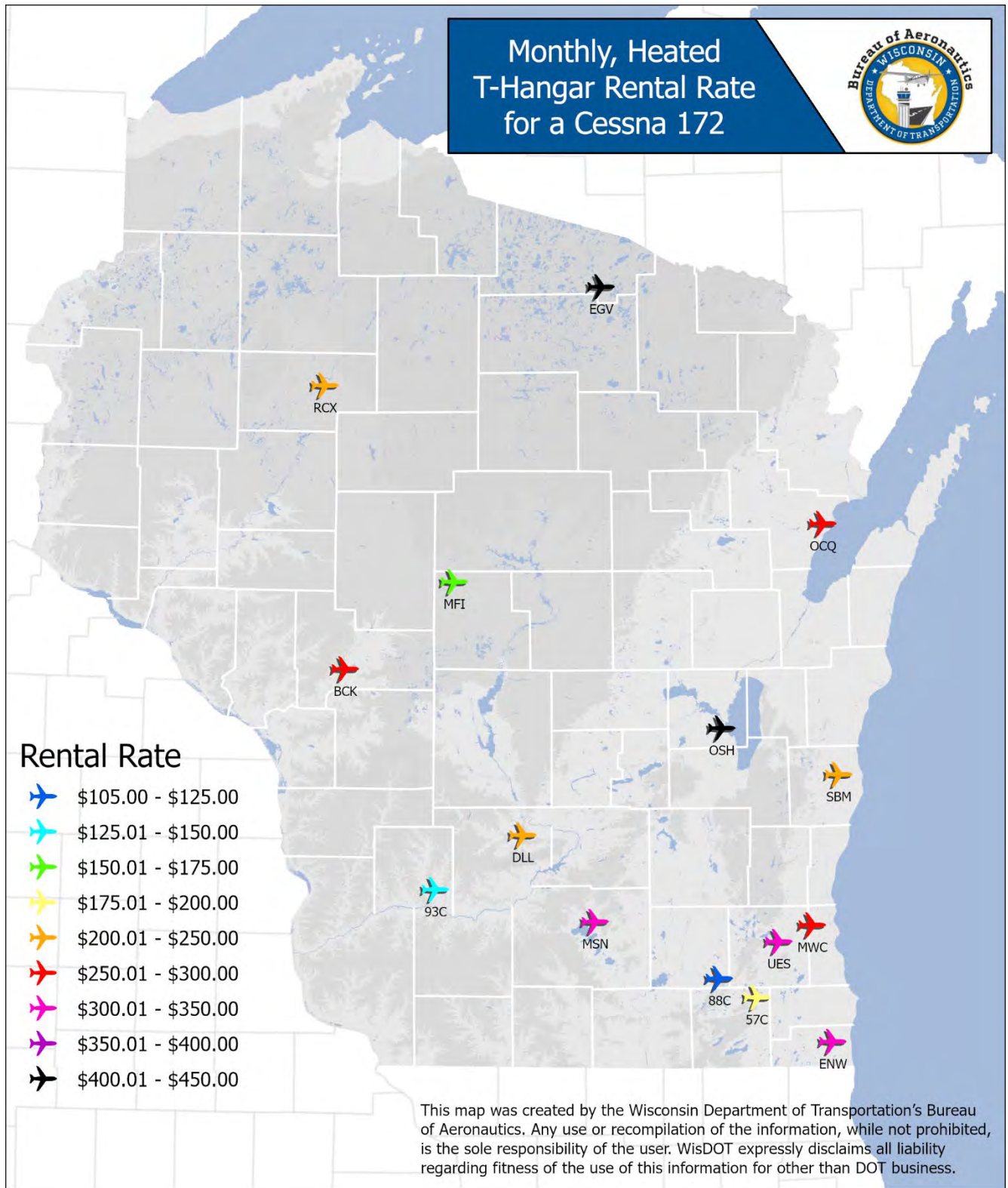


Figure 10

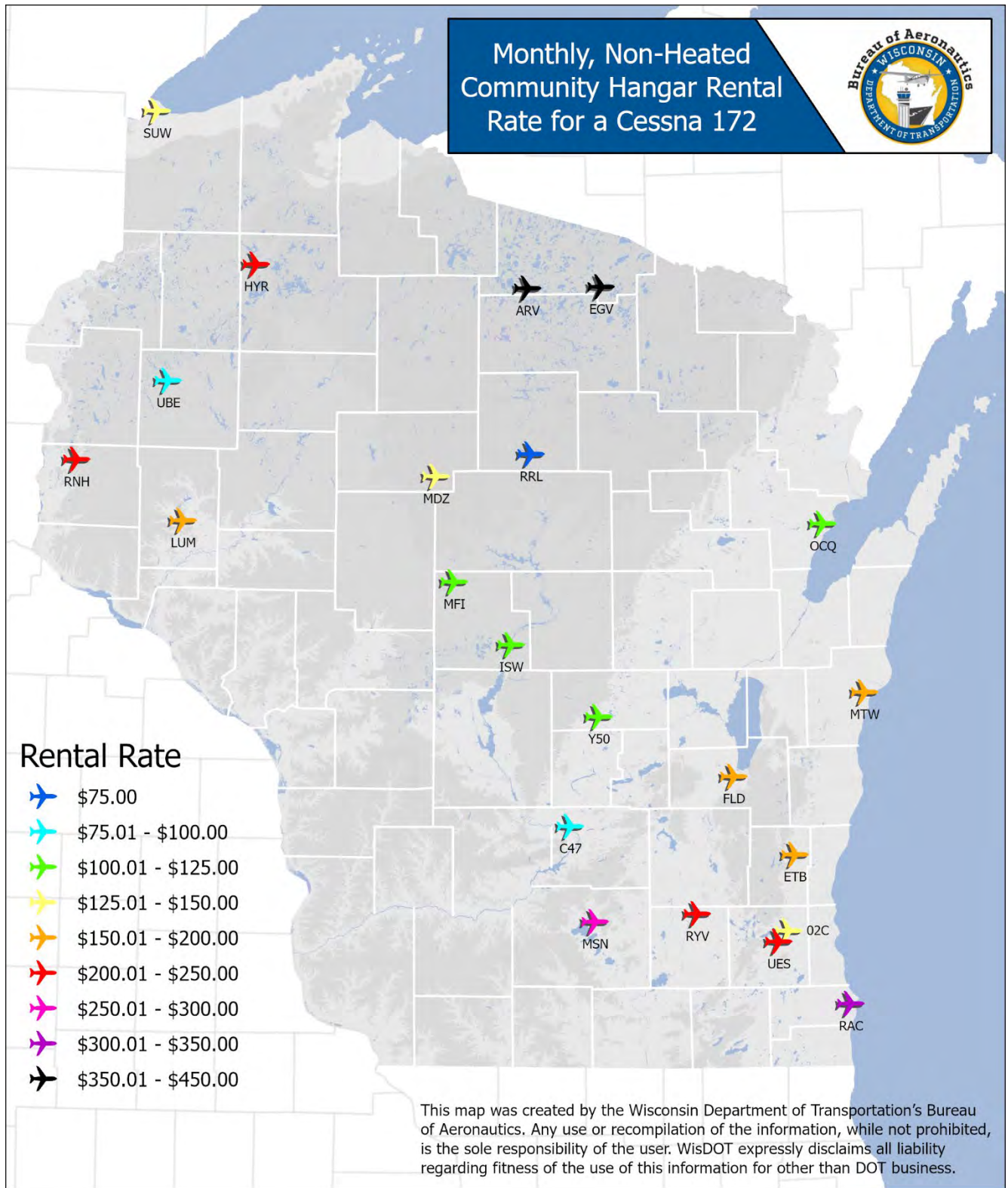


Figure 11

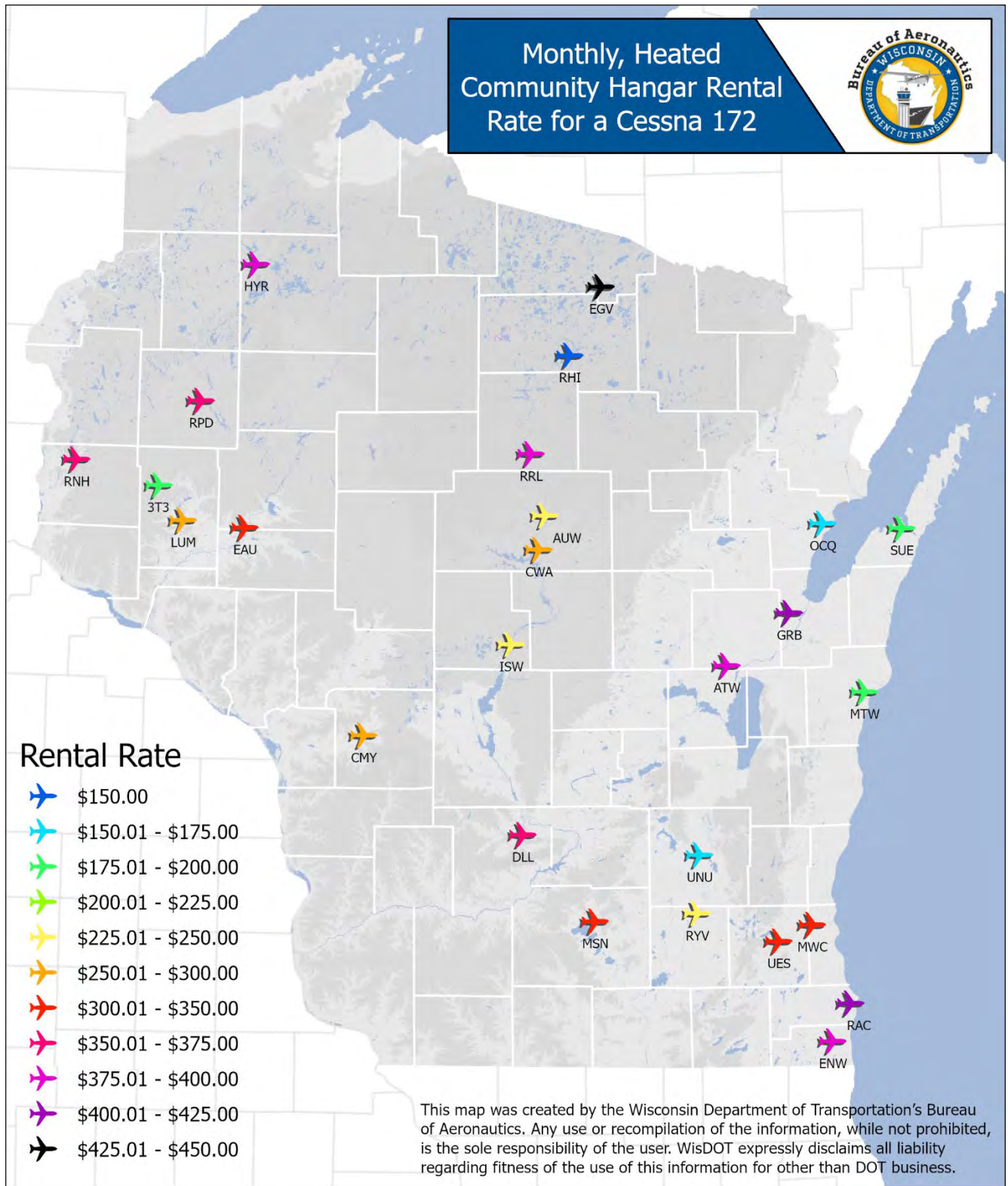


Figure 12

Survey respondents were asked to report the annual rate for a private, corporate and commercial hangar with the following characteristics:

- 4,900 sq. ft. lot (70' x70')
- 2,500 sq. ft. hangar (50' x50')
- 50 Front Feet

The reported annual rate was then divided by the 4,900 sq. ft. lot size resulting in a calculated square foot lease rate. In doing so, varying rate-setting methodologies (e.g. flat rates) could be compared on an “apples-to-apples” basis.

Private Hangars

A total of 89 out of 93 survey respondents reported private hangar ground leases in 2022. Included were all eight commercial service airports, all 14 large GA airports, all 45 medium GA airports and 22 small GA airports. The calculated private hangar ground lease rates ranged from \$0.01 to \$1.02 per sq. ft. While the average lease rate was \$0.14 per sq. ft., a one cent increase over 2021, the median lease rate was \$0.08 per sq. ft. and the most common lease rate was \$0.05 per sq. ft., as they were in 2021. Figure 13 (p.25) depicts private hangar ground lease rates by airport.

Total private hangar ground leases per airport ranged from one to 105 private hangars. The average reported was approximately 24 private hangars. Figure 14 (p.26) depicts total private hangar ground leases by airport.

Airport respondents were also asked to identify if additional lots could be immediately developed for private hangars. Seventeen airports indicated that no lots were available for immediate private hangar development. Figure 15 (p.27) depicts airports with available private hangar lots.

Corporate Hangars

Corporate hangar ground leases were the least common hangar type at responding airports. Thirty-nine airports reported corporate hangar ground leases in 2022. Included were all eight commercial service airports, 12 large GA airports, 18 medium GA airports and 1 small GA airport. The calculated corporate hangar ground lease rates ranged from \$0.04 to \$0.82 per sq. ft. While the average lease rate was \$0.24 per sq. ft., the median lease rate was \$0.14 per sq. ft. and the most common lease rate was \$0.11. Figure 16 (p.28) depicts corporate hangar ground lease rates by airport. Total corporate hangar ground leases per airport ranged from one to 25 corporate hangars, with an average of about five corporate hangars.

Commercial Hangars

A total of 37 airports reported commercial hangar ground leases in 2022. Included were six commercial service airports, 11 large GA airports, 19 medium GA airports and one small GA airport. The calculated commercial hangar ground lease rates ranged from \$0.03 to \$2.52 per sq. ft. While the average lease rate was \$0.45 per sq. ft., the median lease rate was \$0.18 per sq. ft. Figure 17 (p.29) depicts commercial hangar ground lease rates by airport. Total commercial hangar ground leases per airport from one to 26.

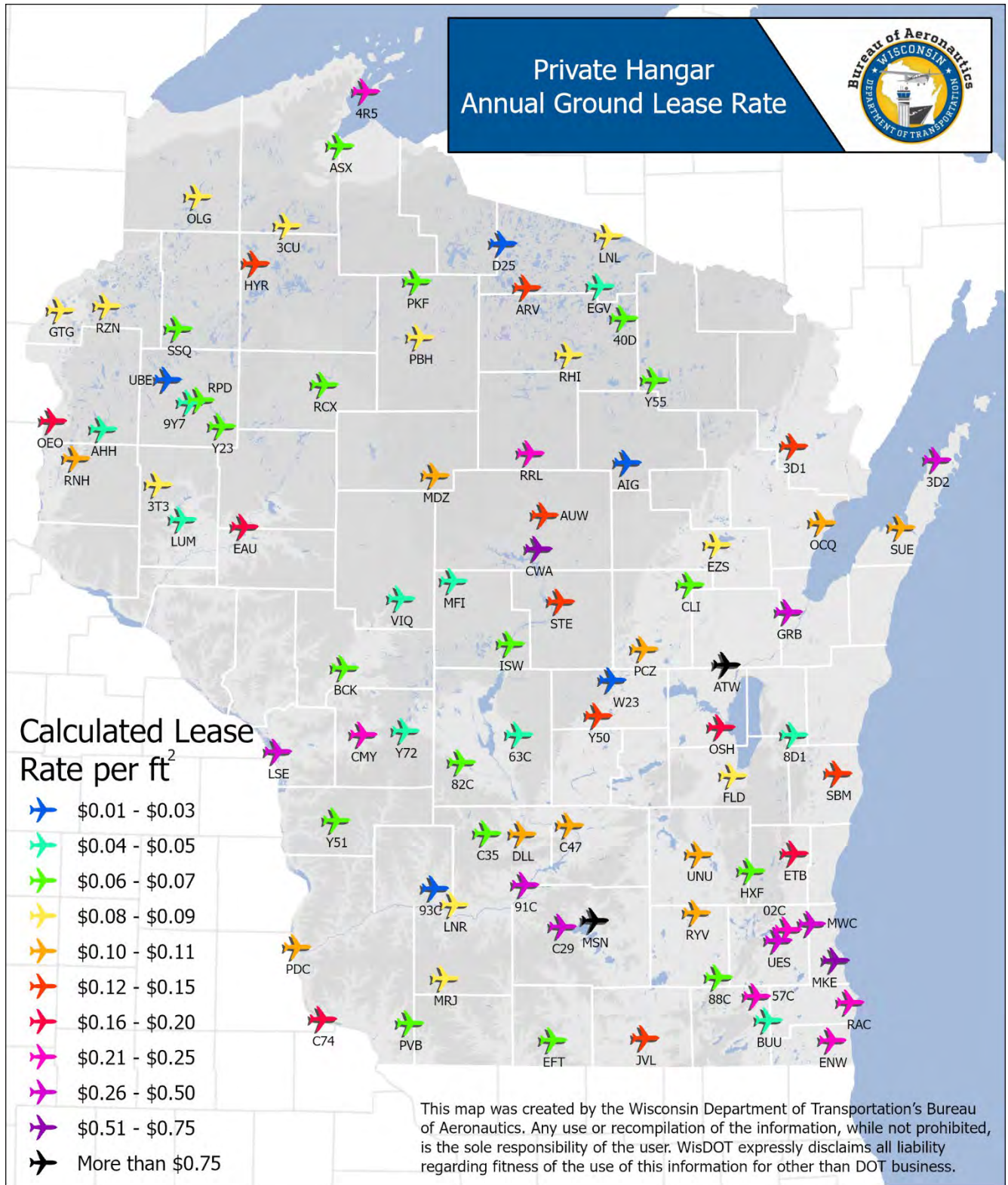


Figure 13

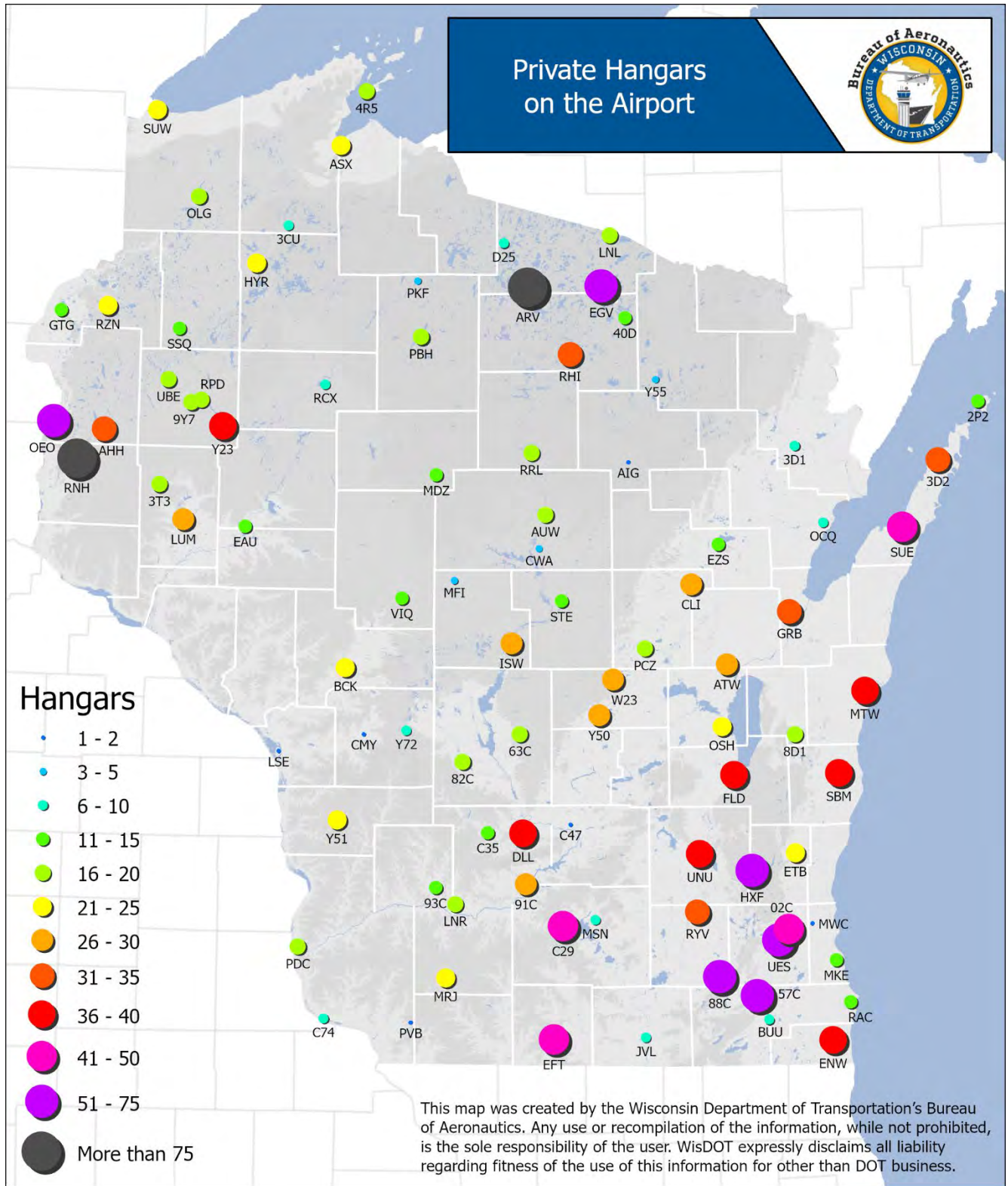


Figure 14

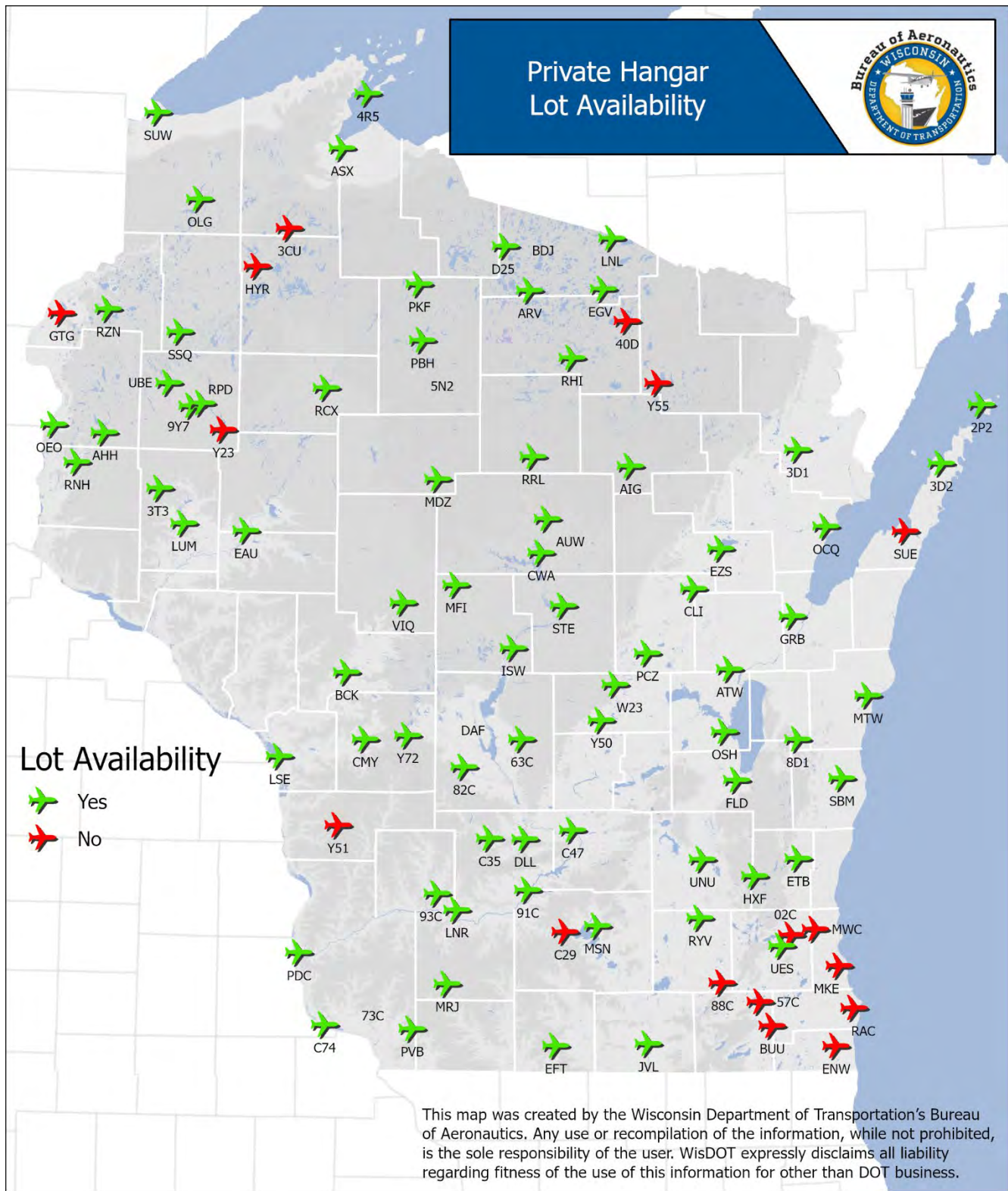


Figure 15

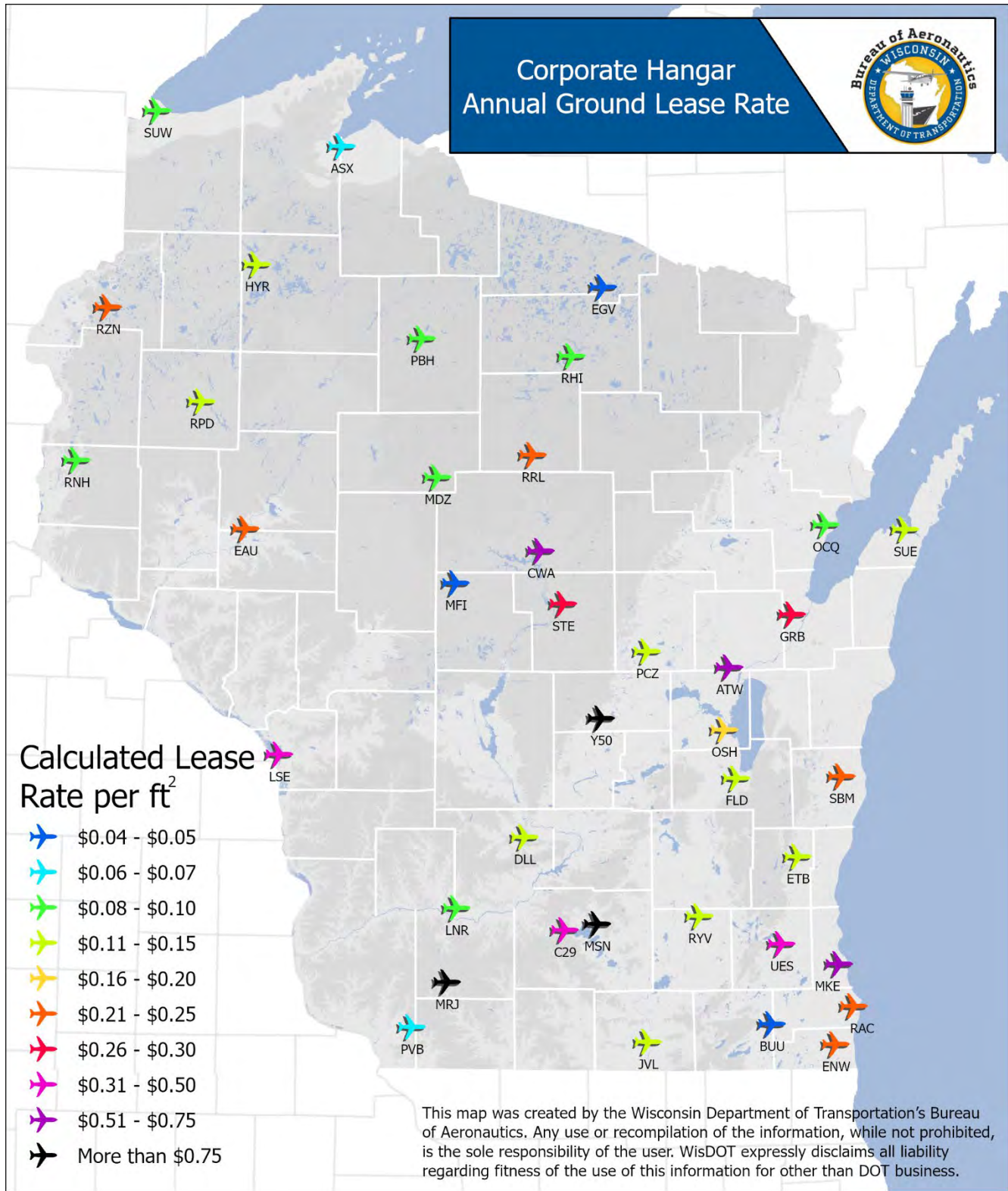


Figure 16

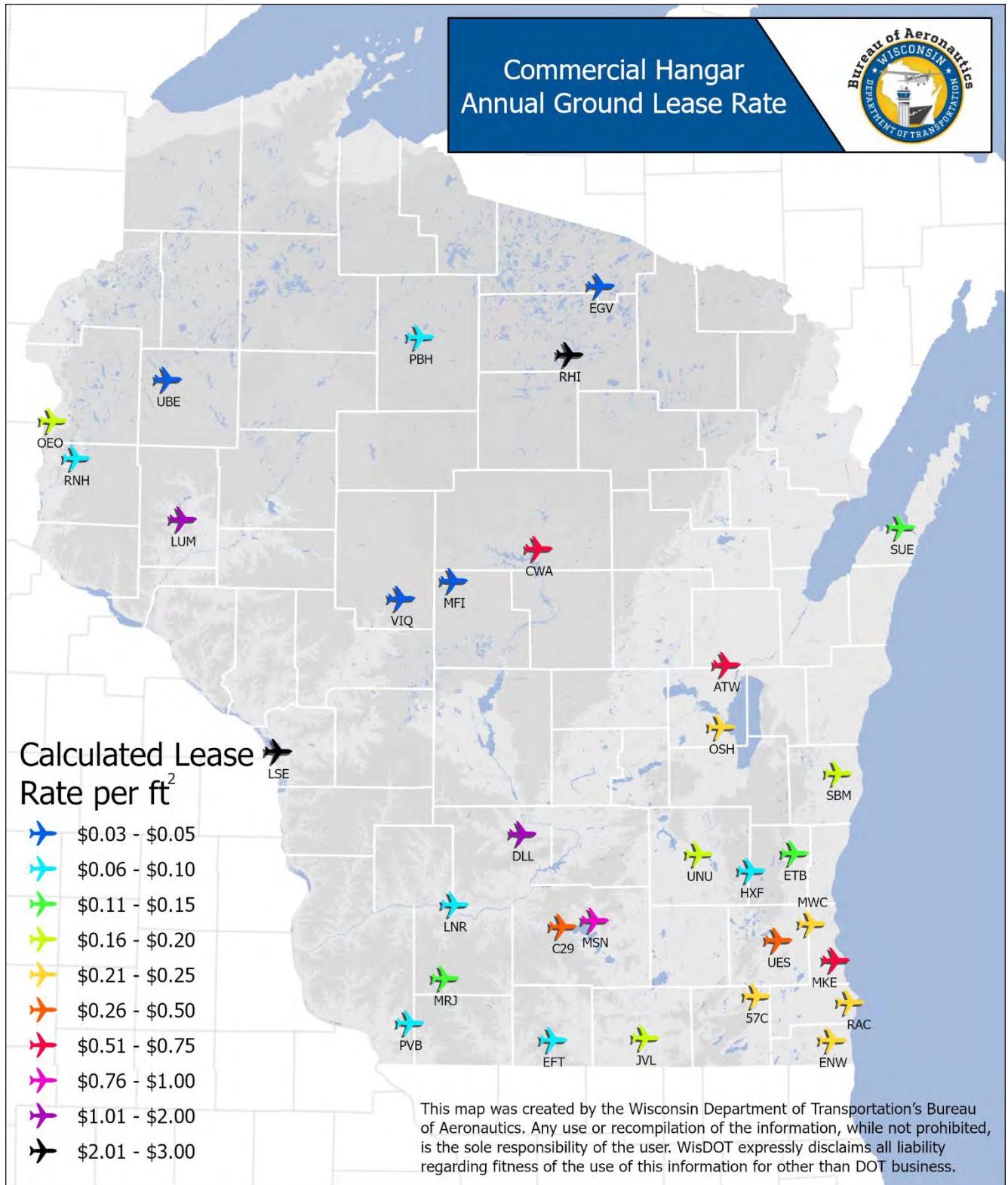


Figure 17

Commercial Aeronautical Tenants

Airports were asked to report the number of various commercial aeronautical tenants at their airport. Included were FBOs, aircraft maintenance providers, aircraft sales, Part 141 flight schools, flight instructors providing Part 61 flight instruction, and Part 135 charter operators.

Fifty-two airports reported at least one FBO on the airfield: all eight commercial service airports, all 14 large GA airports, 26 medium GA airports and four small GA airports. Of the 93 survey respondents, nine airports reported multiple FBO tenants.

Sixty-eight aircraft maintenance providers were reported at 48 airports in 2022, a slight decrease from 2021. Aircraft sales providers were reported at only 15 airports. Part 141 flight schools were reported at 16 airports, while Part 61 flight instruction was reported at 55 airports, both a marginal increase over 2021. Based Part 135 charter operators were reported at 19 airports.

Figure 18 below depicts total airport tenants at commercial service and GA airports as reported in 2022. Figure 19 (p. 31) depicts airports Part 141 flights school while Figure 20 (p.32) depicts airports with Part 61 flight instruction available.

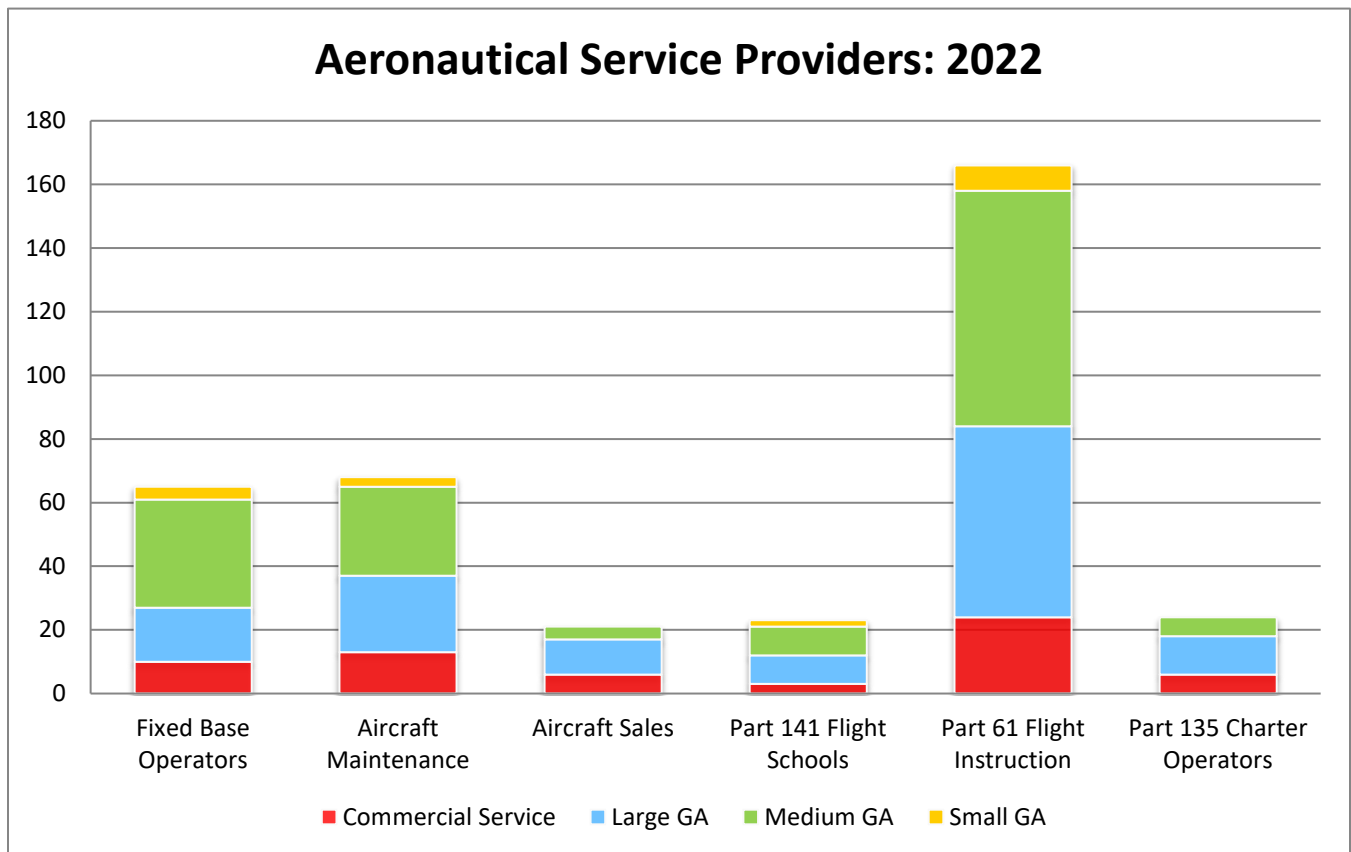


Figure 18

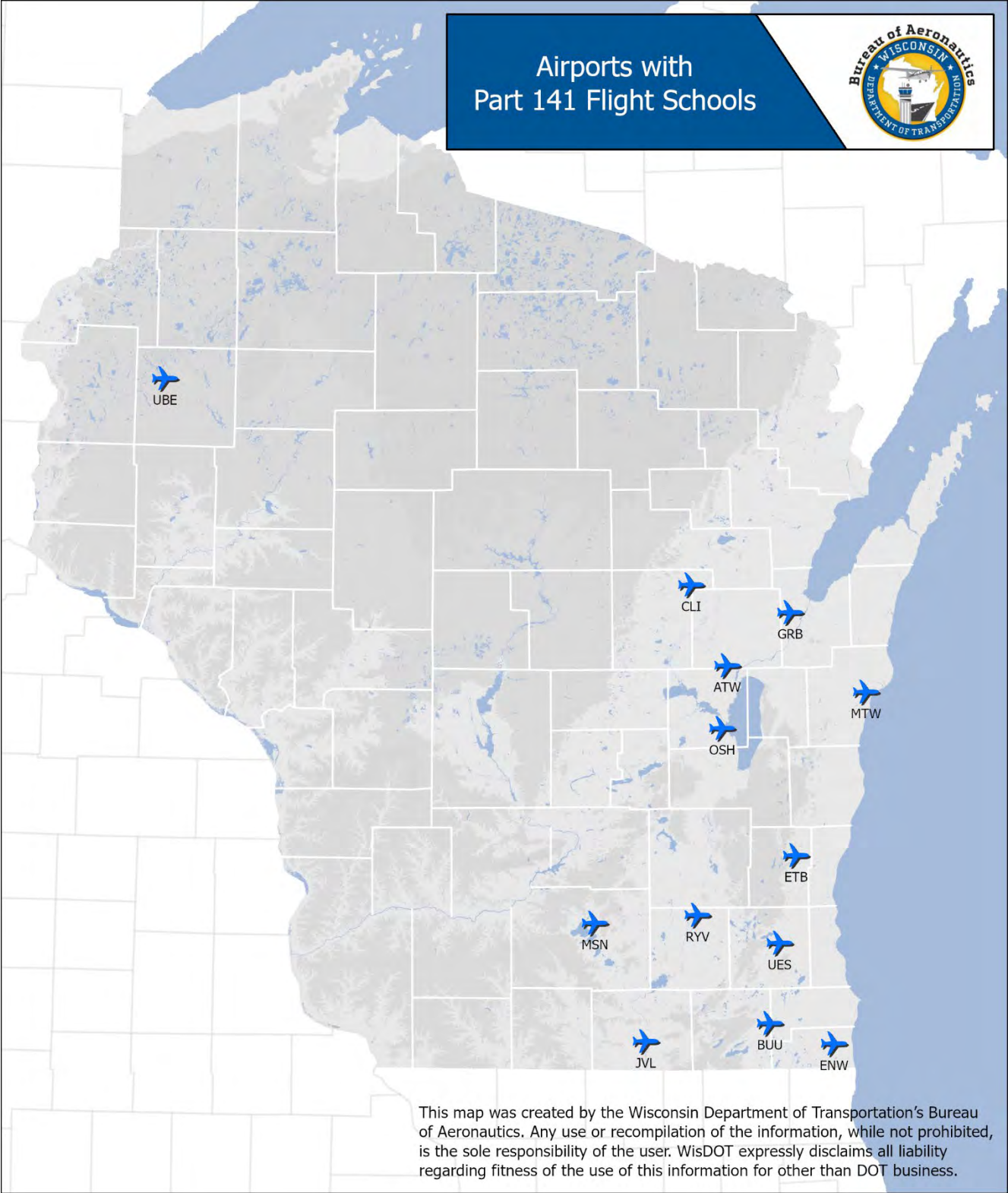


Figure 19

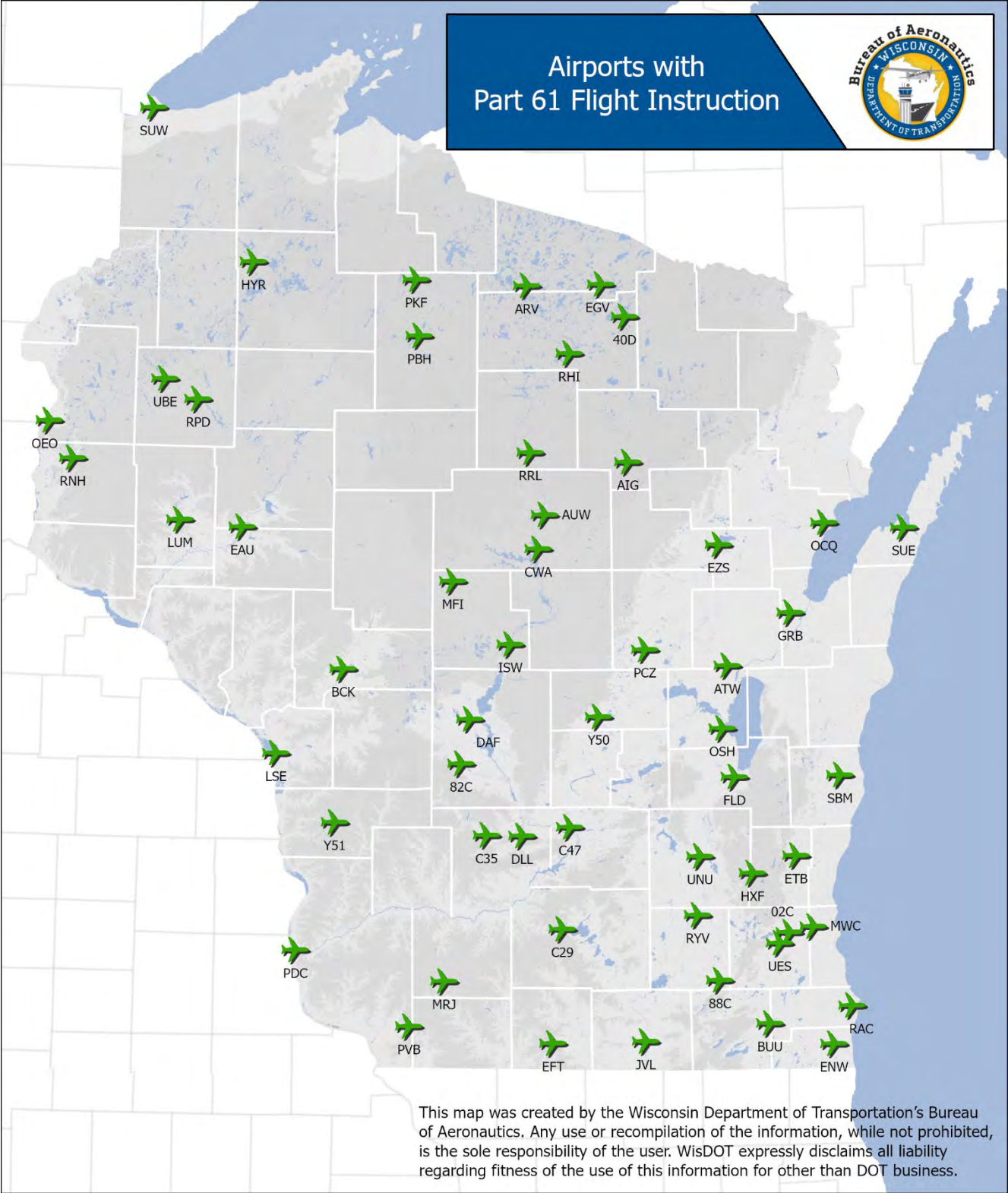


Figure 20

Agricultural Leases

In 2022, 53 airports reported agricultural leases: four commercial service airports, ten large GA airports, 29 medium GA airports and ten small GA airports. Total airport property leased for agricultural purposes per airport ranged from three acres to more than 1,000 acres. Annual lease rates ranged from \$0 to \$361 per acre. The average lease rate per acre was \$94.

Thirty-six airports reported that the agricultural leases were competitively bid. Airports which reported competitively bidding agricultural leases also reported an average lease rate of \$97 per acre compared to a rate of \$87 per acre at those airports that did not engage in competitive bidding.

Figure 21 (p.34) depicts agricultural ground lease rates by airport.

As always, consult with BOA in regard to location, types of crops and other important considerations before pursuing a new agricultural lease.

Financial Self-Sustainability

Airports which accept federal funding are obligated to maintain a fee and rental structure that makes the airport as self-sustaining as possible under existing circumstances. Factors such as airport size, activity levels, traffic mix and airline service obviously play an important role in an airport's ability to collect revenue and, at times, cut costs. While self-sustainability is a universal goal, 59 or 63% of responding airports required local subsidies in 2022. Those airports which reported financial self-sustainability included six of the eight commercial service airports as well as 28 GA airports.

At large GA airports, annual subsidies averaged about \$267,000, 9% decrease over 2021.

At medium GA airports, annual subsidies averaged about \$86,000, a 19% increase over 2021.

At small GA airports, annual subsidies averaged about \$29,000, a 6% decrease over 2021.

For additional analysis, please visit the BOA website to view the survey data.

<https://wisconsin.gov/av-pubs>

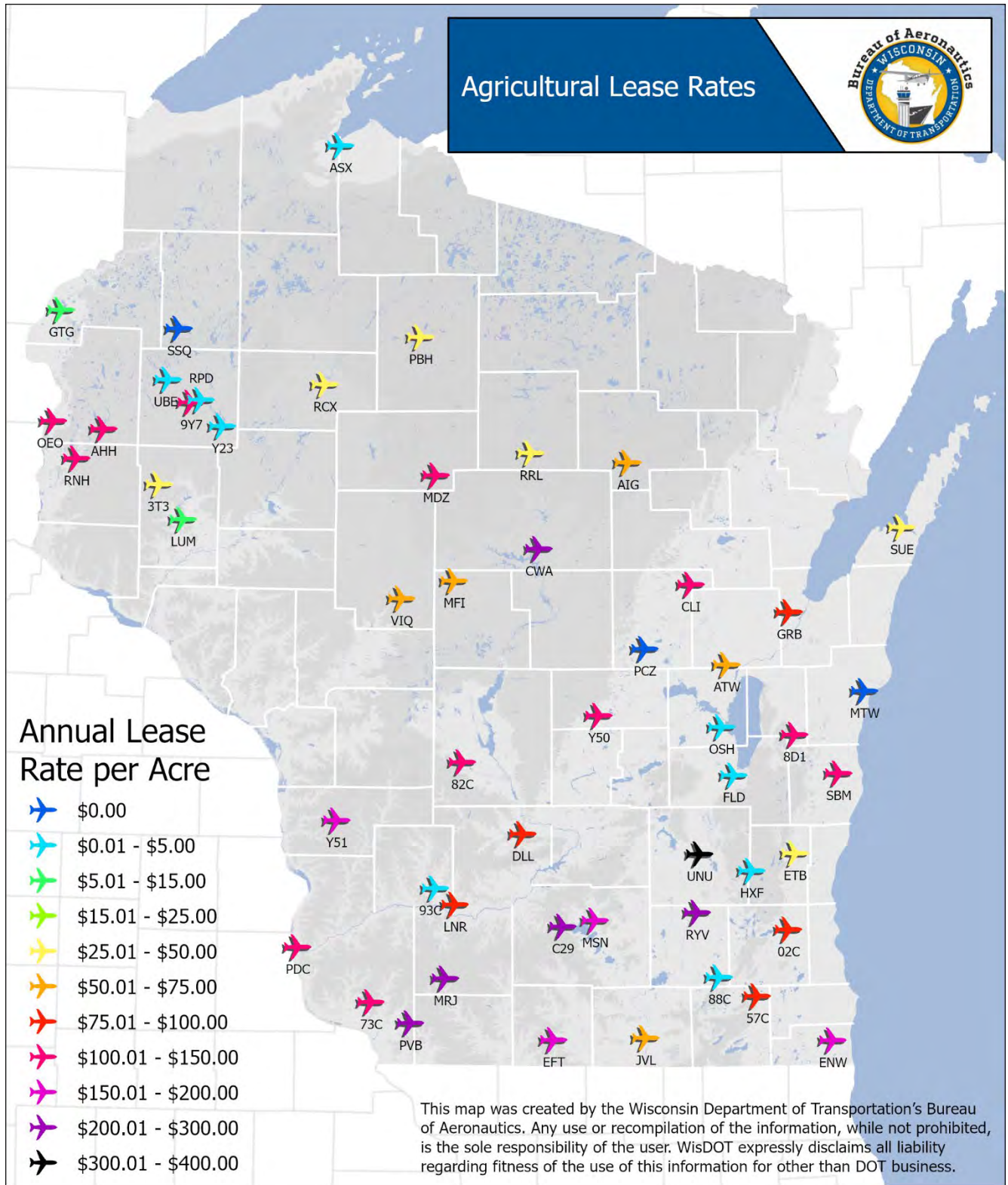


Figure 21

List of Responding Airports

Airport Facility Name:	LOCID	State Airport System Plan Classification:
Adams County Legion Field	63C	Medium General Aviation
Alexander Field	ISW	Medium General Aviation
Amery Municipal Airport	AHH	Medium General Aviation
Appleton International Airport	ATW	Commercial Service
Baraboo-Wisconsin Dells Regional Airport	DLL	Medium General Aviation
Barron Municipal Airport	9Y7	Small General Aviation
Batten International Airport	RAC	Large General Aviation
Black River Falls Area Airport	BCK	Medium General Aviation
Bloyer Field	Y72	Small General Aviation
Boulder Junction Payzer Memorial Field	BDJ	Small General Aviation
Boyceville Municipal Airport	3T3	Small General Aviation
Burlington Municipal Airport	BUU	Medium General Aviation
Burnett County Airport	RZN	Medium General Aviation
Cable Union Airport	3CU	Small General Aviation
Capitol Drive Airport	02C	Medium General Aviation
Cassville Municipal Airport	C74	Small General Aviation
Central Wisconsin Airport	CWA	Commercial Service
Chetek Southworth Municipal Airport	Y23	Medium General Aviation
Chippewa Valley Regional Airport	EAU	Commercial Service
Clintonville Municipal Airport	CLI	Medium General Aviation
Crandon/Steve Conway Municipal Airport	Y55	Small General Aviation
Crivitz Municipal Airport	3D1	Small General Aviation
Cumberland Municipal Airport	UBE	Medium General Aviation
Dane County Regional Airport	MSN	Commercial Service
Dodge County Airport	UNU	Medium General Aviation
Door County Cherryland Airport	SUE	Medium General Aviation
Eagle River Union Airport	EGV	Medium General Aviation
East Troy Municipal Airport	57C	Large General Aviation
Ephraim-Gibraltar Airport	3D2	Small General Aviation
Fond du Lac County Airport	FLD	Large General Aviation
General Mitchell International Airport	MKE	Commercial Service
Grantsburg Municipal Airport	GTG	Small General Aviation
Green Bay Austin Straubel International Airport	GRB	Commercial Service
Hartford Municipal Airport	HXF	Medium General Aviation
Iowa County Airport	MRJ	Medium General Aviation
John F. Kennedy Memorial Airport	ASX	Medium General Aviation
Kenosha Regional Airport	ENW	Large General Aviation
Kings Land O'Lakes Airport	LNL	Medium General Aviation
L.O. Simenstad Municipal	OEO	Medium General Aviation
La Crosse Regional Airport	LSE	Commercial Service

Lakeland Noble F. Lee Memorial Field	ARV	Medium General Aviation
Lancaster Municipal Airport	73C	Small General Aviation
Langlade County Airport	AIG	Medium General Aviation
Lawrence J. Timmerman Field	MWC	Large General Aviation
Major Gilbert Field	4R5	Small General Aviation
Manitowish Waters Airport	D25	Small General Aviation
Manitowoc County Airport	MTW	Medium General Aviation
Marshfield Municipal Airport	MFI	Medium General Aviation
Mauston New Lisbon Union Airport	82C	Small General Aviation
Menomonie Municipal Airport-Score Field	LUM	Medium General Aviation
Merrill Municipal Airport	RRL	Medium General Aviation
Middleton Municipal Airport - Morey Field	C29	Large General Aviation
Monroe Municipal Airport	EFT	Medium General Aviation
Necedah Airport	DAF	Small General Aviation
Neillsville Municipal Airport	VIQ	Small General Aviation
New Holstein Airport	8D1	Small General Aviation
New Richmond Regional Airport	RNH	Large General Aviation
Oconto - J. Douglas Bake Municipal Airport	OCQ	Medium General Aviation
Palmyra Municipal Airport	88C	Medium General Aviation
Park Falls Municipal Airport	PKF	Small General Aviation
Platteville Municipal Airport	PVB	Medium General Aviation
Portage Municipal Airport	C47	Medium General Aviation
Prairie du Chien Municipal Airport	PDC	Medium General Aviation
Prentice Airport	5N2	Small General Aviation
Price County Airport	PBH	Medium General Aviation
Reedsburg Municipal Airport	C35	Medium General Aviation
Rhineland-Oneida County Airport	RHI	Commercial Service
Rice Lake Regional Airport	RPD	Large General Aviation
Richard I. Bong Airport	SUW	Medium General Aviation
Richland Airport	93C	Small General Aviation
Rusk County Airport	RCX	Medium General Aviation
Sauk Prairie Airport	91C	Medium General Aviation
Sawyer County Airport	HYR	Medium General Aviation
Shawano Municipal Airport	EZS	Medium General Aviation
Sheboygan County Memorial Airport	SBM	Large General Aviation
Shell Lake Municipal Airport	SSQ	Small General Aviation
Solon Springs Municipal Airport	OLG	Small General Aviation
Southern Wisconsin Regional Airport	JVL	Large General Aviation
Sparta/ Fort McCoy Airport	CMY	Medium General Aviation
Stevens Point Municipal Airport	STE	Large General Aviation
Taylor County Airport	MDZ	Medium General Aviation
Three Lakes Municipal Airport	40D	Small General Aviation
Tri-County Regional Airport	LNR	Medium General Aviation

Viroqua Municipal Airport	Y51	Medium General Aviation
Washington Island Airport	2P2	Small General Aviation
Watertown Municipal Airport	RYV	Medium General Aviation
Waukesha County Airport	UES	Large General Aviation
Waupaca Municipal Airport	PCZ	Medium General Aviation
Wausau Downtown Airport	AUW	Medium General Aviation
Wautoma Municipal Airport	Y50	Small General Aviation
West Bend Municipal Airport	ETB	Large General Aviation
Wild Rose Idlewild Airport	W23	Small General Aviation
Wittman Regional Airport	OSH	Large General Aviation