

## 6.0 System Goals Evaluation

System goals, first presented in **Chapter 1**, were developed early in the planning process to support the vision for the system. Measures have been established and are presented following each goal. Data gathered throughout the plan process was used to evaluate system performance. For each measure, target performance was also determined. The BOA will use the GIS system established for this plan to track system performance over time.

### 6.1 Goal: Provide a Safe and Secure Aviation System for Users and the General Public

For this goal, the eight measures include:

- Percent of airports with a standard runway safety area (RSA)
- Percent of airports meeting the security FSA
- Percent of airports with a clear FAR Part 77 approach surface
- Percent of airports meeting the runway and taxiway lighting FSA
- Percent of airports meeting the taxiway type FSA
- Percent of airports meeting the runway protection zone (RPZ) ownership FSA
- Percent of airports meeting the visual aids and approach lighting configuration FSA
- Percent of airports with a vehicle pedestrian ordinance (VPO)

System wide performance of the above measures is summarized in **Table 6-1**.

**Table 6-1  
System Performance -  
Goal: Provide a Safe and Secure Aviation System For Users and the  
General Public**

Measure	System(98)	Commercial Service(8)	Large GA(14)	Medium GA(48)	Small GA(28)
RSA	73% (72)	88% (7)	43% (6)	83% (40)	68% (19)
Security	97% (87)	Security at commercial service airports is evaluated through the Part 139 certification process	100% (14)	100% (48)	89% (25)
Approach surface	48% (47)	13% (1)	43% (6)	56% (27)	46% (13)
Runway and taxiway lighting	61% (60)	100% (8)	57% (8)	77% (37)	25% (7)
Taxiway type	56% (39)	100% (18)	100% (14)	35% (17)	Not an objective
RPZ	47% (46)	25% (2)	36% (5)	58% (28)	36% (10)
Visual aids and approach lighting	22% (22)	100% (8)	50% (7)	8% (4)	11% (3)
VPO	46% (45)	63% (5)	71% (10)	52% (25)	18% (5)

Note: ( ) indicates the total number of airports included



### 6.1.1 Measure: Percent of Airports With a Standard RSA

The purpose of a standard RSA was presented in **Section 3.2.3**. An airport with a standard RSA enhances pilot safety by providing obstruction-free areas at the end of the runway and along runway edges. The area is also constructed to support aircraft and reduce the risk of damage should the aircraft leave the runway during landing, takeoff or taxi. This area should be constructed to support full aircraft weight, graded to the appropriate slope and be free of obstructions.

Some airports do not have a standard RSA because of improper grading or obstructions (vegetation, signs, etc.), roads, creeks and rivers that are located in the RSA. Some of these are minor issues that can easily be corrected, where others require a more substantial effort. Previously, the FAA granted modifications to standards for airports that had nonstandard RSAs. However, recent changes in FAA guidance no longer allow modifications to standards for RSAs and require a continuous evaluation of all practicable alternatives for improving nonstandard RSAs.

**Table 6-2** shows the current system performance and establishes a system target performance of 85 percent for this measure.

**Table 6-2  
RSA - System/Target Performance**

Classification	Current Performance	Target Performance
System (98)	73% (72)	85% (82)
Commercial service (8)	88 % (7)	100% (8)
Large GA (14)	43% (6)	79% (11)
Medium GA (48)	83% (40)	88% (42)
Small GA (28)	68% (19)	75% (21)

Note: ( ) indicates the total number of airports included in the analysis

### 6.1.2 Measure: Percent of Airports Meeting the Security FSA

The security FSA is discussed in **Section 5.3.11**. In an effort to maintain airport security, the specific items required for each airport has purposely been excluded from this report. Each airport security FSA was evaluated using Transportation Security Administration (TSA) guidelines. In addition, BOA security recommendations include airports adopting a Wisconsin Airport Security Plan (WASP). The BOA provides sample WASPs to airport sponsors that can be adapted to meet local airport needs.

Only three airports in the system do not meet the security FSA and all are classified as small GA. These airports should contact BOA for specific requirements to meet the security FSA. For the purpose of this report, the security FSA is not an objective for commercial service airports because they are evaluated through the Part 139 certification process.



**Table 6-3** shows the current system performance and establishes a system target performance of 100 percent for this measure.

**Table 6-3  
Security - System/Target Performance**

Classification	FSA	Current Performance	Target Performance
System (90)	---	97% (87)	100% (90)
Commercial service (8)	Not an objective (Security at commercial service airports is evaluated through the Part 139 certification process.)		
Large GA (14)	Meets BOA security recommendations	100% (14)	100% (14)
Medium GA (48)	Meets BOA security recommendations	100% (48)	100% (48)
Small GA (28)	Meets BOA security recommendations	89% (25)	100% (28)

Note: ( ) indicates the total number of airports included in the analysis

### 6.1.3 Measure: Percent of Airports with a Clear FAR Part 77 Approach Surface

As discussed in **Section 3.2.5**, the FAR Part 77 approach surface is a trapezoidal area that extends from the runway end and should be clear of obstructions. Airports with clear FAR Part 77 approach surfaces provide a safe operating environment for pilots operating to/from and in the vicinity of an airport. Examples of obstructions that may exist include vegetation (trees), towers and buildings.

**Table 6-4** shows the current system performance and establishes a system target performance of 75 percent for this measure.

**Table 6-4  
Approach Surface - System/Target Performance**

Classification	Current Performance	Target Performance
System (98)	48% (47)	76% (74)
Commercial service (8)	13% (1)	75% (6)
Large GA (14)	43% (6)	79% (11)
Medium GA (48)	56% (27)	75% (36)
Small GA (28)	46% (13)	75% (21)

Note: ( ) indicates the total number of airports included in the analysis

### 6.1.4 Measure: Percent of Airports Meeting the Runway and Taxiway Lighting FSA

Details regarding this FSA were presented in **Section 5.2.6**, as a means to measure the safety of the airport system. Airports with lighting on the runway and taxiway provide for a much safer operating environment during inclement weather and in dawn, dusk and night operations.



**Table 6-5** shows the current system performance and establishes an overall system target performance of 72 percent for this measure. Currently, all commercial service airports meet this measure and the target includes improving large GA performance from 57 percent of airports meeting the measure to 100 percent. The target includes improving medium GA performance from 77 percent to 88% and improving small GA performance from 25 percent to 50 percent.

**Table 6-5  
Runway and Taxiway Lighting - System/Target Performance**

Classification	FSA	Current Performance	Target Performance
System (98)	---	61% (60)	72% (78)
Commercial service (8)	HIRL and MITL	100% (8)	100% (8)
Large GA (14)	HIRL and MITL	57% (8)	100% (14)
Medium GA (48)	MIRL and taxiway reflectors	77% (37)	88% (42)
Small GA (28)	MIRL and taxiway reflectors	25% (7)	50% (14)

Note: ( ) indicates the total number of airports included in the analysis

### 6.1.5 Measure: Percent of airports meeting the taxiway type FSA

Different taxiway types were presented in **Section 5.2.4**. Full parallel, partial, connector taxiways and turn arounds provide for a safer operating environment than aircraft taxiing on a runway to reach a runway end or building area. In addition, full parallel taxiways are required for an airport to achieve the approach minimum FSA for the commercial service, large GA and medium GA classifications. A full parallel taxiway is the desired facility for commercial service, large GA and medium GA airports. Although some type of taxiway is desired at small GA airports, it is not an objective of this plan.

**Table 6-6** shows the current system performance and establishes a system target performance of 65 percent for this measure. Currently, all commercial service and large GA airports meet this measure while only 35 percent of medium GA airports meet this measure. Improving the medium GA performance to at least 50 percent would achieve the target performance of 65 percent.

**Table 6-6  
Taxiway Type - System/Target Performance**

Classification	FSA	Current Performance	Target Performance
System (70)	---	56% (39)	65% (46)
Commercial service (8)	Full parallel	100% (8)	100% (8)
Large GA (14)	Full parallel	100% (14)	100% (14)
Medium GA (48)	Full parallel	35% (17)	50% (24)
Small GA (28)	Not an objective		

Note: ( ) indicates the total number of airports included in the analysis



### 6.1.6 Measure: Percent of Commercial Service and Large GA Airports Meeting the RPZ Ownership FSA

As discussed in **Section 5.4.6**, the RPZ is a trapezoidal area located off the end of a runway that enhances the protection of people and property in the runway approach and departure areas. Airport sponsors should, where practicable, own the RPZ according to AC 150/5300-13A, Airport Design. Sufficient sponsor control of the RPZs allows an airport to maintain the RPZ clear of incompatible objects and activities.

**Table 6-7** shows the current system performance and establishes a system target performance of 60 percent for this measure. This can be achieved by improving the commercial service and large GA performances of this measure to at least 50 percent (from 25 percent and 36 percent, respectively), improving the medium GA to 65 percent (from 58 percent) and improving small GA to 65 percent (from 39 percent).

**Table 6-7  
RPZ Ownership - System/Target Performance**

Classification	FSA	Current Performance	Target Performance
System (98)	---	47% (46)	61% (60)
Commercial service (8)	Fee/easement ownership of RPZs	25% (2)	50% (4)
Large GA (14)	Fee/easement ownership of RPZs	36% (5)	50% (7)
Medium GA (48)	Fee/easement ownership of RPZs	58% (28)	65% (31)
Small GA (28)	Fee/easement ownership of RPZs	39% (11)	65% (18)

Note: ( ) indicates the total number of airports included in the analysis

### 6.1.7 Measure: Percent of Airports Meeting the Visual Aids and Approach Lighting Configuration FSA

As outlined in **Section 5.2.7**, visual aids and approach lighting equipment are examples of airport infrastructure that can help improve its safe operating environment.



**Table 6-8** shows the current system performance and establishes a system target performance of 40 percent for this measure. Currently, all commercial service airports comply with this measure while 50 percent of large GA, 8 percent of medium GA, and 11 percent of small GA comply with the measure.

**Table 6-8  
Visual Aids and Approach Lighting - System/Target Performance**

Classification	FSA	Current Performance	Target Performance
System (98)	---	22% (22)	39% (38)
Commercial service (8)	Rotating beacon, wind cone, MALSR, REILs, VGSI (PAPI or VASI)	100% (8)	100% (8)
Large GA (14)	Rotating beacon, wind cone, MALSR, REILs, VGSI (PAPI or VASI)	50% (7)	79% (11)
Medium GA (48)	Rotating beacon, wind cone, MALSF, REILs, VGSI (PAPI or VASI)	8% (4)	25% (12)
Small GA (28)	Rotating beacon, wind cone, REILs, VGSI (PAPI or VASI)	11% (3)	25% (7)

Note: ( ) indicates the total number of airports included in the analysis

### 6.1.8 Measure: Percent of Airports with a Vehicle Pedestrian Ordinance

As stated in **Section 5.4.3**, a vehicle pedestrian ordinance is designed to enhance the safety of aircraft, aircraft passengers and the public by regulating vehicular and pedestrian movements at an airport. Vehicle pedestrian ordinances are a requirement to procure state aid for airport projects per the requirements listed in TRANS 55. The BOA provides a sample vehicle pedestrian ordinance to airport sponsors that can be used to develop ordinances at each airport.

**Table 6-9** shows the current system performance and establishes a system target performance of 100% for this measure.

**Table 6-9  
Vehicle Pedestrian Ordinance - System/Target Performance**

Classification	FSA	Current Performance	Target Performance
System (98)	---	46% (45)	100% (98)
Commercial service (8)	Vehicle pedestrian ordinance	63% (5)	100% (8)
Large GA (14)	Vehicle pedestrian ordinance	71% (10)	100% (14)
Medium GA (48)	Vehicle pedestrian ordinance	52% (25)	100% (48)
Small GA (28)	Vehicle pedestrian ordinance	18% (5)	100% (28)

Note: ( ) indicates the total number of airports included in the analysis



## 6.2 Goal: Support a System of Airports that is Readily Accessible from the Ground and the Air

This goal will be evaluated with the following accessibility measures:

- Percent of Wisconsin population within 120 minutes of a large or medium hub, 90 minutes of a small hub, or 60 minutes of a primary commercial service.
- Percent of airports meeting the approach capability FSA
- Percent of airports meeting the ground transportation FSA
- Percent of airports meeting the weather reporting FSA

System wide performance of the above measures is summarized in **Table 6-10**.

**Table 6-10**  
**System Performance -**  
**Goal: Support a System of Airports that Is Readily Accessible from the**  
**Ground and the Air**

Measure	System	Commercial Service	Large GA	Medium GA	Small GA
Commercial service airport accessibility	91.8% of Wisconsin population	This measure is not analyzed by classification			
Approach capability	35% (34)	100% (8)	50% (7)	6% (3)	57% (16)
Ground transportation	80% (78)	100% (8)	93% (13)	94% (45)	43% (12)
Weather reporting	83% (58)	100% (8)	93% (13)	77% (37)	Not an objective

Note: ( ) indicates the total number of airports

### 6.2.1 Measure: Percent of Wisconsin Population Served by Commercial Air Service

Commercial airline service is an important component of accessible and reliable air transportation options for business and personal travel. Air travel allows Wisconsin travelers a convenient connection to regional, national and international destinations.

This measure evaluates the population within a 120- minute service area for large and medium hub airports (General Mitchell International Airport, O’Hare and Minneapolis-St. Paul), 90-minute service area for small hub airports and nonhub airports with service by more than one airline (Madison, Appleton, Green bay, Mosinee, La Crosse, Rochester and Duluth) or 60-minute service area for non-hub commercial service airports with service from only one airline (Eau Claire, Rhinelander, Iron Mountain Kingsford and Dubuque). Typically, passengers may find a longer drive time acceptable to reach a hub airport as these types of facilities offer a large number of flight and carrier options, a greater number of travel destinations and services, non-stop flights and, generally, a savings in airline ticket fares. Similarly, passengers are more likely to travel longer distances to airports that offer service from more than one airline.



Approximately 91.8 percent of Wisconsin’s population lives within the service areas of commercial service airports. The drive time service areas are shown on **Figure 6-1**. The areas of the state that are not served by these service areas are largely rural communities, where population density is less compact, and people may be willing to drive further to access air transportation options.

**Table 6-11** shows the current system performance. No target performance is included for this measure as neither BOA nor individual airports have significant control over airline activities and service. This measure has been set as a monitoring benchmark that BOA can use to periodically evaluate commercial air service in Wisconsin.

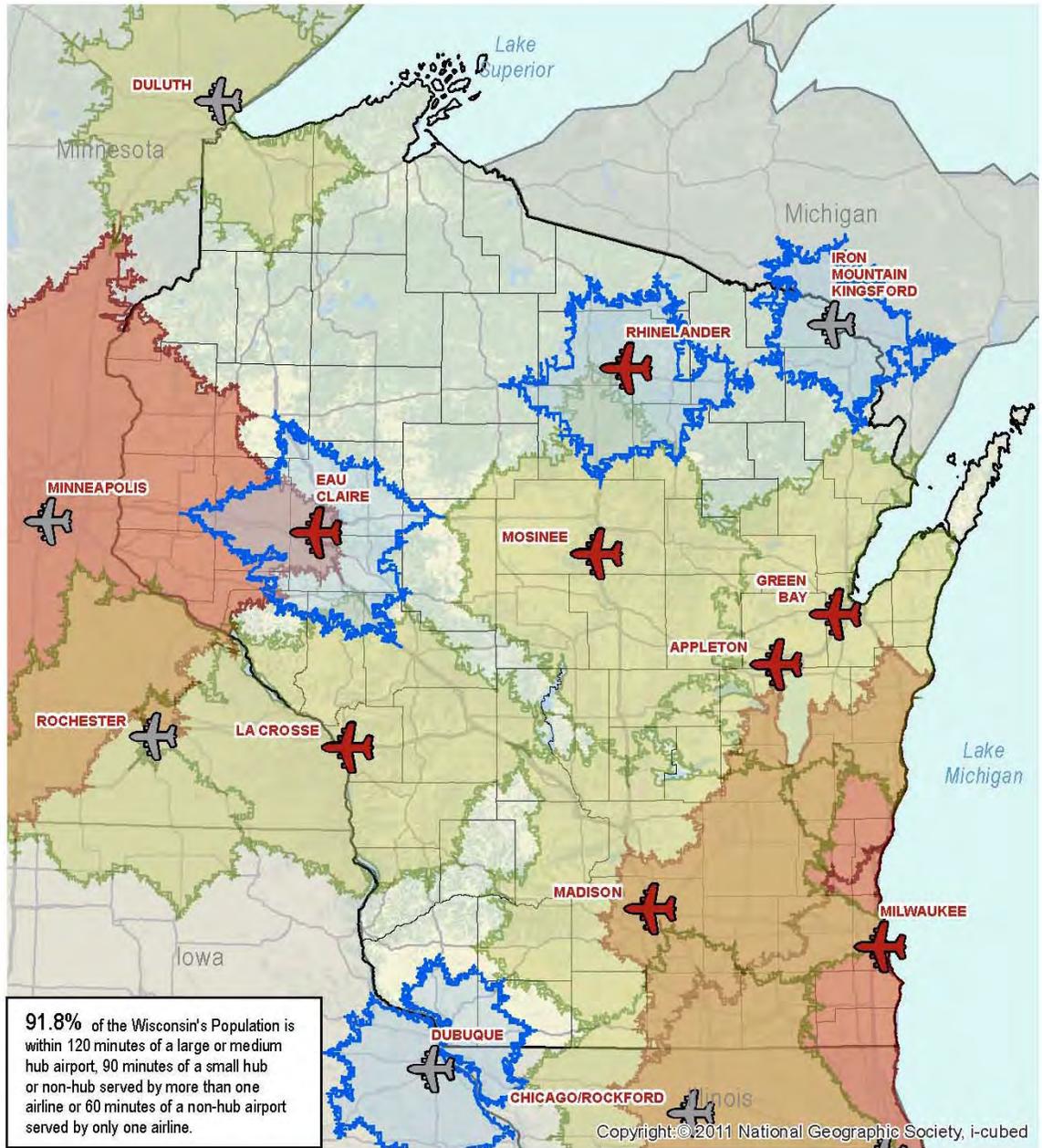
**Table 6-11  
Commercial Service Airport Accessibility - System/Target Performance**

Classification	Measure	Current Performance	Target Performance
System	Population within 120 minutes of a large or medium hub, 90 minutes of a small hub or non-hub with service by more than one airline or 60 minutes of a nonhub airport with service by only one airline	91.8% of Wisconsin population	No target performance

Note: ( ) indicates the total number of airports included in the analysis



**Figure 6-1 – Commercial Service Airport Accessibility**



-  Commercial Service
-  Out-of-State Commercial Service
-  60 Minute Drive Time Area - Eau Claire, Rhinelander, Dubuque (IA) and Iron Mountain (MI)
-  90 Minute Drive Time Area - Appleton, Green Bay, La Crosse, Madison, Mosinee, Duluth (MN), Rochester (MN) and Rockford (IL)
-  120 Minute Drive Time Area - Milwaukee, Minneapolis and Chicago (O'Hare)




0 12.5 25 50 Miles

Source: WISDOT, ESRI, WisDNR, Wilbur Smith Associates



## 6.2.2 Measure: Percent of Airports Meeting the Approach Capability FSA

Without appropriate approach capabilities, a pilot may not be able to land at a particular airport. This may be important due to low fuel, emergency situations, impending severe weather, or simply the desire to land at a particular airport. Having the appropriate approach capabilities improves access to airports and communities.

**Table 6-12** shows the current system performance and establishes a system target performance of 67 percent for this measure. Since all commercial service airports currently meet this FSA, the target of 67 percent only includes approach capability improvements in the GA classifications.

**Table 6-12**  
**Approach Capability - System/Target Performance**

Classification	FSA	Current Performance	Target Performance
System (98)	---	35% (34)	67% (66)
Commercial service (8)	Visibility minimum ½ mile or less	100% (8)	100% (8)
Large GA (14)	Visibility minimum ½ mile	50% (7)	100% (14)
Medium GA (48)	Visibility minimum ¾ mile	6% (3)	50% (24)
Small GA (28)	Visibility minimum 1 mile	57% (16)	71% (20)

Note: ( ) indicates the total number of airports included in the analysis

## 6.2.3 Measure: Percent of Airports Meeting the Ground Transportation FSA

Pilots and passengers landing at airports sometimes conduct all of their business or recreational activities on the airport property. However, airports are economic engines for communities and regions, and pilots and passengers need adequate connectivity from the airport to the desired locations within communities. This can be accomplished by offering alternate means of ground transportation. For this system plan, the measured means of ground transportation includes the availability of rental cars and courtesy/loaner cars. The ground transportation FSA is presented in **Section 5.3.6**.



**Table 6-13** shows the current system performance and establishes a system target performance of 100 percent for this measure.

**Table 6-13  
Ground Transportation - System/Target Performance**

Classification	FSA	Current Performance	Target Performance
System (98)	---	80% (78)	100% (98)
Commercial service (8)	On-site rental car	100% (8)	100% (8)
Large GA (14)	Rental car availability	93% (13)	100% (14)
Medium GA (48)	Courtesy car/loaner car	94% (45)	100% (48)
Small GA (28)	Courtesy car/loaner car	43% (12)	100% (28)

Note: ( ) indicates the total number of airports included in the analysis

### 6.2.4 Measure: Percent of Airports Meeting the Weather Reporting FSA

Weather information is a primary tool that pilots use when flying. Weather reporting stations located at airports are the best source of airport weather information, provide pilots with information directly related to an airport and surrounding region and can help improve pilot accessibility to an airport.

**Table 6-14** shows the current system performance and establishes a system target performance of 100 percent for this measure. All commercial service airports currently meet this FSA and the target includes improvements to the large and medium GA weather reporting facilities.

**Table 6-14  
Weather Reporting - System/Target Performance**

Classification	FSA	Current performance	Target performance
System (70)	---	83% (58)	100% (70)
Commercial service (8)	ASOS or AWOS	100% (8)	100% (8)
Large GA (14)	ASOS or AWOS	93% (13)	100% (14)
Medium GA (48)	ASOS or AWOS	77% (37)	100% (48)
Small GA (28)	Not an objective		

Note: ( ) indicates the total number of airports included in the analysis



## 6.3 Goal: Provide Airport Infrastructure to Attract Business Supporting Economic Growth

Five measures have been established for this goal including:

- Percent of commercial service, large GA and medium GA airports with Jet A fuel
- Percent of airports meeting the GA terminal building FSA
- Percent of airports with transient aircraft storage
- Percent of airports meeting the runway length and width FSAs
- Percent of commercial service and large GA airports meeting the ground transportation FSA

System performance of the above measures is summarized in **Table 6-15**.

**Table 6-15**  
**System Performance -**  
**Goal: Provide Airport Infrastructure to Attract Business Supporting**  
**Economic Growth**

		Commercial			Small GA
Jet A fuel	76% (53)	100% (8)	100% (14)	65% (31)	Not an objective
GA terminal building	60% (59)	100% (8)	71% (10)	65% (31)	36% (10)
Transient aircraft storage	69% (68)	100% (8)	100% (14)	73% (35)	39% (11)
Runway length and width	69% (68)	100% (8)	64% (9)	77% (37)	50% (14)
Ground transportation	95% (21)	100% (8)	93% (13)	Not an objective	Not an objective

Note: ( ) indicates the total number of airports

### 6.3.1 Measure: Percent of Commercial Service, Large GA and Medium GA Airports with Jet A fuel

As discussed in **Section 5.3.3**, a large majority of business aircraft require Jet A fuel. Providing Jet A fuel at a reasonable price can attract businesses who use aviation as a means of transportation. Corporations using aircraft might view this as a desired amenity at an airport and in a community where they may want to continue or establish business operations.



**Table 6-16** shows the current system performance and establishes a system target performance of 88% for this measure. Since all commercial service and large GA airports already meet this measure, the target includes improvements to the medium GA classification (increasing performance from 65% to 83%).

**Table 6-16  
Jet A Fuel - System/Target Performance**

Classification	FSA	Current Performance	Target Performance
System (70)	---	76% (53)	88% (62)
Commercial service (8)	Jet A	100% (8)	100% (8)
Large GA (14)	Jet A	100% (14)	100% (14)
Medium GA (48)	Jet A	65% (31)	83% (40)
Small GA (28)	Not an objective		
Note: ( ) indicates the total number of airports included in the analysis			

### 6.3.2 Measure: Percent of Airports Meeting the GA Terminal Building Services FSA

When businesses choose to use an airport, several factors may influence their choice. GA terminals provide businesses with meeting space, restrooms, flight planning areas, vending machines and refuge from the elements. It was established that airports meeting this FSA must have a GA terminal with a phone and restrooms and an available flight planning room/lounge at commercial service and large GA airports.

All commercial service airports meet this goal, and the large airports not meeting this goal only need to install a phone. The medium and small airports not meeting the FSA either require a GA building, a phone, restrooms or a combination thereof.



**Table 6-17** shows the current system performance and establishes a system target performance of 72 percent for this measure.

**Table 6-17  
GA Terminal Building - System/Target Performance**

Classification	FSA	Current Performance	Target Performance
System (98)	---	60% (59)	72% (71)
Commercial service (8)	GA terminal/administrative building with phone, restrooms, and flight planning room/lounge	100% (8)	100% (8)
Large GA (14)	GA terminal/administrative building with phone, restrooms, and flight planning room/lounge	71% (10)	100% (14)
Medium GA (48)	GA terminal/administrative building with phone and restrooms	65% (31)	73% (35)
Small GA (28)	GA terminal/administrative building with phone and restrooms	36% (10)	50% (14)

Note: ( ) indicates the total number of airports included in the analysis

### 6.3.3 Measure: Percent of Airports With Transient Aircraft Storage

Many business owners desire to store their aircraft, preferably in a heated hangar, even when at an airport for shorter periods of time. On occasion, business operations may require overnight hangar storage for transient aircraft.

All commercial service and large airports currently provide transient aircraft storage. **Table 6-18** shows the current system performance and establishes a system target performance of 80% for this measure. This target includes improvements in transient aircraft storage availability at medium and small GA airports.

**Table 6-18  
Transient Aircraft Storage - System/Target Performance**

Classification	Measure	Current Performance	Target Performance
System (98)	Transient aircraft storage	69% (68)	80% (78)
Commercial service (8)	Transient aircraft storage	100% (8)	100% (8)
Large GA (14)	Transient aircraft storage	100% (14)	100% (14)
Medium GA (48)	Transient aircraft storage	73% (35)	88% (42)
Small GA (28)	Transient aircraft storage	39% (11)	50% (14)

Note: ( ) indicates the total number of airports included in the analysis



### 6.3.4 Measure: Percent of Airports Meeting the Runway Length and Width FSAs

Most business aircraft can have greater runway length and width requirements than smaller recreational aircraft. Runway length and width attributes have been established by airport classification. Airports meeting this FSA may be a determining factor for business activity and directly connected to its impact on the local and regional economy.

**Table 6-19** shows the current system performance and establishes a system target performance of 83 percent for this measure.

**Table 6-19  
Runway Width and Length - System/Target Performance**

Classification	FSA	Current Performance	Target Performance
System (98)	---	69% (68)	83% (81)
Commercial service (8)	Length: 6,700 feet or greater Width: 150 feet	100% (8)	100% (8)
Large GA (14)	Length: 5,500 feet or greater Width: 100 feet	64% (9)	86% (12)
Medium GA (48)	Length: 4,000 feet or greater Width: 75 feet	77% (37)	83% (40)
Small GA (28)	Length: 3,200 to 3,999 feet or greater Width: 60 feet	50% (14)	75% (21)

Note: ( ) indicates the total number of airports included in the analysis

### 6.3.5 Measure: Percent of Commercial Service and Large GA Airports Meeting the Ground Transportation FSA

This measure is an indicator of the connectivity between the airport and neighboring communities. When air travelers reach a destination airport, they generally require access to its community and region. Airports with adequate ground transportation provide this connectivity.

All commercial service and all but one large GA airport meet this FSA. **Table 6-20** shows the current system performance and establishes a system target performance of 100 percent for this measure.



**Table 6-20  
Ground Transportation - System/Target Performance**

Classification	FSA	Current Performance	Target Performance
System (22)	---	95% (21)	100% (22)
Commercial service (8)	On-site rental car	100% (8)	100% (8)
Large GA (14)	Rental car availability	93% (13)	100% (14)
Medium GA (48)	Not an objective		
Small GA (28)	Not an objective		
Note: ( ) indicates the total number of airports included in the analysis			

## 6.4 Goal: Provide a System of Airports That Meets Existing and Future Needs

The measures of this goal include:

- Percent of airports meeting all FSAs
- Percent of airports meeting the pavement condition FSA

System performance of the above measures is summarized in **Table 6-21**.

**Table 6-21  
System Performance -  
Goal: A System of Airports That Meets Existing and Future Needs**

Measure	System	Commercial Service	Large GA	Medium GA	Small GA
All FSAs	0% (0)	0% (0)	0% (0)	0% (0)	0% (0)
Pavement condition	72% (62)	88% (7)	79% (11)	77% (36)	47% (8)
Note: ( ) indicates the total number of airports					

### 6.4.1 Measure: Percent of Airports Meeting All FSAs

The FSAs were established to identify typical and safe facilities, and services that meet the attributes established for each classification. Airports meeting all of the FSAs established for their classification are best able to fill its system role and meet user needs.

Currently, none of the system airports meet all of the FSAs for their classification. Of the 10 commercial service airports, five do not meet two or less FSAs. Two large GA airports, one medium GA, and one small GA meet all but two FSAs. **Table 6-22** shows the current system performance and establishes a system target performance of 25 percent for this measure.



**Table 6-22  
Airports Meeting All FSAs - System/Target Performance**

Classification	Measure	Current performance	Target performance
System (98)	All FSAs met	0% (0)	25% (25)
Commercial service (8)	All FSAs met	0% (0)	25% (2)
Large GA (14)	All FSAs met	0% (0)	25% (4)
Medium GA (48)	All FSAs met	0% (0)	25% (12)
Small GA (28)	All FSAs met	0% (0)	25% (7)

Note: ( ) indicates the total number of airports included in the analysis

### 6.4.2 Measure: Percent of Airports Meeting the Pavement Condition FSA

Maintaining airport pavements prolongs useful life and provides for surfaces clear of foreign objects that may be ingested in aircraft engines. As presented in **Section 5.2.5**, the pavement condition index (PCI) is a measure of airport pavement conditions and is indicative of the level of work that will be required to maintain or repair a pavement.

The grant assurances that are associated with FAA grants require airport sponsors to operate and maintain their facility safely and efficiently according to certain standards. These assurances include the requirement for airport sponsors to implement an effective pavement maintenance-management program. As such, this FSA is considered “not an objective” for non-National Plan of Integrated Airports System (NPIAS) airports. Also, this FSA is “not an objective” for non-paved airports as pavement condition is not assessed at those airports.

**Table 6-23** shows the current system performance and establishes a system target performance of 75% for this measure.

**Table 6-23  
PCI - System/Target Performance**

Classification	FSA	Current Performance	Target Performance
System (86)*	---	72% (62)	86% (74)
Commercial service (8)	Area-weighted PCI of 75 or greater	88% (7)	100% (8)
Large GA (14)	Area-weighted PCI of 70 or greater	79% (11)	100% (14)
Medium GA (47)	Area-weighted PCI of 70 or greater	77% (36)	85% (40)
Small GA (17)	Area-weighted PCI of 70 or greater	47% (8)	71% (12)

Note: ( ) indicates the total number of airports included in the analysis  
\*This is not an objective for non-NPIAS airports and non-paved airports



## 6.5 Goal: Provide a System of Airports That Addresses Community and Environmental Compatibility

The following measures were selected to evaluate this goal including:

- Percent of airports with a land use zoning ordinance
- Percent of airports with a height limitation zoning ordinance
- Percent of airports meeting the wildlife hazard assessment FSA
- Percent of airports with a stormwater management plan

**Table 6-24  
System Performance -  
Goal: Provide a System of That Addresses Community and Environmental  
Compatibility**

Measure	System	Commercial Service	Large GA	Medium GA	Small GA
Land use zoning ordinance	13% (13)	50% (4)	21% (3)	13% (6)	0% (0)
Height limitation zoning ordinance	85% (83)	100% (8)	93% (13)	90% (43)	68% (19)
Wildlife hazard assessment	23% (23)	100% (8)	29% (4)	21% (10)	11% (3)
Stormwater management plan	50% (49)	100% (8)	79% (11)	42% (20)	36% (10)

Note: ( ) indicates the total number of airports

### 6.5.1 Measure: Percent of Airports With a Land Use Zoning Ordinance

As discussed in **Section 5.4.1**, land use zoning ordinances are designed to prevent and minimize incompatible land uses in the vicinity of an airport. Wisconsin Statute §114.136, Approach Protection Plans, allows for any county, city, village or town to protect the aerial approaches to airports with ordinances that regulate use in the vicinity of an airport. This statute provides the authority for airport sponsors to establish airport zoning overlay districts.

**Table 6-25** shows the current system performance and establishes a system target performance of 40 percent for this measure.

**Table 6-25  
Land Use Zoning Ordinance - System/Target Performance**

Classification	FSA	Current Performance	Target Performance
System (98)	---	13% (13)	40% (39)
Commercial service (8)	Land use zoning ordinance	50% (4)	75% (6)
Large GA (14)	Land use zoning ordinance	21% (3)	50% (7)
Medium GA (48)	Land use zoning ordinance	13% (6)	42% (20)
Small GA (28)	Land use zoning ordinance	0% (0)	21% (6)

Note: ( ) indicates the total number of airports included in the analysis



## 6.5.2 Measure: Percent of Airports With a Height Limitation Zoning Ordinance

Height limitation zoning ordinances (HLZO) are designed to restrict the height of structures in the airport vicinity to maintain compatibility with surrounding properties as presented in **Section 5.4.2**. TRANS 55 of Wisconsin Administrative Code requires airports to adopt and maintain an HLZO in order to obtain state aid for airport improvements.

**Table 6-26** shows the current system performance and establishes a system target performance of 100 percent for this measure.

**Table 6-26**  
**Height Limitation Zoning Ordinance - System/Target Performance**

Classification	FSA	Current Performance	Target Performance
System (98)	---	85% (83)	100% (98)
Commercial service (8)	Height limitation zoning ordinance	100% (8)	100% (8)
Large GA (14)	Height limitation zoning ordinance	93% (13)	100% (14)
Medium GA (48)	Height limitation zoning ordinance	90% (43)	100% (48)
Small GA (28)	Height limitation zoning ordinance	68% (19)	100% (28)

Note: ( ) indicates the total number of airports included in the analysis

## 6.5.3 Measure: Percent of Airports Meeting the Wildlife Hazard Assessment FSA

Controlling wildlife in the vicinity of an airport helps to minimize damage to aircraft and can potentially save lives. Wildlife hazard assessments will be an FAA requirement for some airports by the end of federal fiscal year 2015. It is anticipated that FAA guidance will require all GA airports in the NPIAS to complete some form of wildlife hazard assessment in the near future.

**Table 6-27** shows the current system performance and establishes a system target performance of 100 percent for this measure.

**Table 6-27**  
**Wildlife Hazard Assessment - System/Target Performance**

Classification	FSA	Current Performance	Target Performance
System (98)	---	23% (23)	100% (98)
Commercial service (8)	Wildlife hazard assessment	100% (8)	100% (8)
Large GA (14)	Wildlife hazard assessment	29% (4)	100% (14)
Medium GA (48)	Wildlife hazard assessment	21% (10)	100% (48)
Small GA (28)	Wildlife hazard assessment	11% (3)	100% (28)

Note: ( ) indicates the total number of airports included in the analysis



## 6.5.4 Measure: Percent of Airports With a Stormwater Management Plan

Stormwater management plans are a requirement of the Federal Clean Water Act and in the State of Wisconsin. They are administered by the Department of Natural Resources (DNR) under the National Pollutant Discharge Elimination System (NPDES) program. Stormwater management plans are required by the DNR for certain airports and communities as outlined in **Section 5.4.5**.

**Table 6-28** shows the current system performance and establishes a system target performance of 100 percent for this measure.

**Table 6-28**  
**Stormwater Management Plan - System/Target Performance**

Classification	FSA	Current Performance	Target Performance
System (98)	---	50% (49)	100% (98)
Commercial service (8)	Recommended	100% (8)	100% (8)
Large GA (14)	Recommended	79% (11)	100% (14)
Medium GA (48)	Recommended	42% (20)	100% (48)
Small GA (28)	Recommended	36% (10)	100% (28)
Note: ( ) indicates the total number of airports included in the analysis			

