

---

## 7.0 System Plan Investment Recommendations

This chapter outlines the system plan investment recommendations based on FSAs outlined in **Chapter 5** and the goals and measures outlined in Chapter 6. The FSAs and measures not met at each airport were evaluated to generate a cost estimate to implement the proposed development and meet the FSA or measure. As noted in **Chapter 5**, individual airports may have different local needs based on their specific users. The costs associated with these investment recommendations are referred to as the system plan investment recommendation (SPIR) costs.

It is important to recognize that the SPIR costs should not be interpreted as the entire costs for system-wide airport improvements over the 20-year period. Each airport in the Wisconsin state system has a five year airport capital improvement program (ACIP). The ACIP lays out year by year potential airport improvements and enhancements and is also heavily invested in the maintenance of the airport. The ACIP is initiated by the airport owner and reflects their needs, desires and uniqueness of the airport, taking into account the airport environment and the needs of the community.

At some airports, it may be difficult or impossible to complete some of the improvements included in the SPIR. Also, some airports may not demonstrate a local need for each airport, and some airports may have higher needs than those outlined in the FSAs and measures for their airport. However, these improvements have been included to more accurately reflect the system-wide project needs for all airports to meet the FSAs and measures set forth in this plan.

Identification of improvements in this plan is not a commitment on the part of the FAA or BOA for project funding nor does it provide project justification. Prior to project implementation, all projects must be justified through the local master planning and environmental process, and approved by BOA and FAA when appropriate.

Most of the cost estimates that appear in this chapter include engineering, administrative, surveys, etc. associated with a project. All cost estimates are expressed in 2011 dollars, with no adjustments for inflation. These estimates should be used for planning purposes only with actual project costs determined through formal planning, engineering or architectural design at the time of project implementation.

The SPIR costs for each airport are included at the end of this chapter. Also included are a summary information page and a report for each airport. In some cases, projects identified at the local level in the ACIP are also an objective identified in the SPIR. The work scope in the ACIP may equal or exceed the work listed in this SPIR.

### 7.1 Funding Sources

Various state and federal funding sources are available to both commercial service and GA airports for different improvement types. State funding is available to all airports in the Wisconsin Airport System. Federal funding is available to Wisconsin airports included in the NPIAS. Commercial service airports receive annual entitlement grants based on passenger enplanements, and general aviation airports may receive entitlement funds based upon programmed need. Federal funding also includes passenger facility charges (PFCs) for commercial service airports and discretionary grants.



---

In addition, sources of local revenue and funding are available to contribute to meeting the investment recommendations at an airport. Some examples of these sources may include parking fee revenue, landing fees, fuel fees and revenue, tenant leases and other airport sponsor funds.

### 7.1.1 Federal Funding

The Airport and Airway Improvement Act of 1982 authorizes funding for the Airport Improvement Program (AIP) from the Airport and Airway Trust Fund. The AIP must be continually reauthorized by Congress and provides funding for airport development, airport planning, and noise compatibility planning and programs. The Airport and Airway Trust Fund is funded through several user taxes on airfares, air freight and aviation fuel.

Under the AIP, NPIAS commercial service airports receive annual entitlement grants based on passenger enplanements and, general aviation airports may receive entitlement funds based upon programmed need. Both are eligible to receive discretionary grants. The 87 NPIAS airports in Wisconsin, as identified in **Chapter 3, Table 3-1**, are eligible for AIP funding. AIP grants may be used for land acquisition; noise mitigation; airfield improvements; airport roadways; public areas of terminal building projects; and safety and security systems, planning, environmental review and permitting, and equipment. Currently, most AIP-funded projects are funded at a rate of 90% federal funds and 10% local funds.

### 7.1.2 Federal Priority System

The FAA established a national priority system for the distribution of funds to provide uniform criteria so that the funding is used more efficiently. The priority system is also available for considering use of entitlement funds and block grants. Projects are favored that best carry out the purpose of the Airport and Airway Revenue Act, with highest priority given to safety, security, reconstruction, standards, and capacity, in that order. See 49 USC 47120 and 47128(d). The national priority system does not consider all factors that states, local governments, or private sponsors use within their priorities. However, so that the objectives of non-federal entities are considered in project selection, the application of the national priority system is flexible as allowed under FAA Order 5100.39, Airport Capital Improvement Plan.

### 7.1.3 State Funding

Wisconsin provides 5 percent funding for airport projects that are federally funded. As stated in **Section 7.1.1**, AIP funds 90 percent of projects with 10% funded at the local level. The 5% state funding covers a portion of the local match, leaving the airport sponsor responsible for 5% of the project cost. The state-funded portion of the local match greatly increases the affordability of projects for many airport sponsors.

State aid is also available for some projects that are not eligible for and/or fundable with AIP funding. The state aid program funds projects at up to 80 percent with a 20 percent local match. Some projects are funded at a 50/50 state-to-local funding split. Projects eligible for state aid funding include many of the same projects eligible for AIP funding including approach lighting systems, terminal buildings, auto parking, AWOS systems, land use zoning ordinances, security equipment for GA airports, mowing equipment, planning, and standard energy conservation and generation components.



---

### 7.1.3.1 Wisconsin Airport Capital Improvement Program (ACIP) Needs

As a frame of reference for the SPIR-identified costs, the table below shows the total unconstrained Wisconsin ACIP needs programmed 2013 through 2023. The ACIP needs were developed for use by the Wisconsin Commission on Transportation Finance and Policy, mandated in the 2011-2013 biennial state budget. The Commission was tasked with achieving balance between transportation revenues, expenditures and debt service.

These ACIP needs developed for the Commission include airport owner requests, pavement rehabilitation needs projections and estimated costs to ready airports for NextGen (FAA’s program for conversion of the National Airspace System to a satellite-based system of air traffic management). This provides a snapshot of all ACIP needs as estimated in 2012.

Year	ACIP Needs
2014	\$130,295,104
2015	\$139,003,254
2016	\$140,618,070
2017	\$109,709,393
2018	\$119,800,775
2019	\$140,863,400
2020	\$141,152,882
2021	\$145,858,129
2022	\$134,487,800
2023	\$135,031,962
Total	\$1,336,820,768

The SPIR-identified improvements and the ACIP needs overlap but do not completely align. All SPIR-identified improvements will be reviewed by the Bureau of Aeronautics and each airport and considered for addition to future ACIPs. In this way, the SPIR serves as a valuable tool for ACIP analysis.

### 7.1.3.2 Wisconsin’s Funding Priority System

This plan and its recommendations are not meant to function as a funding prioritization document. The SPIR costs outlined in this chapter represent an unconstrained model of improvement funding. However, airport funding often falls short of the needs identified in the system. In order to prioritize projects and select improvements with the greatest benefit to the aviation system, the Bureau of Aeronautics (BOA) has developed a project priority system that ranks improvements using several weighted factors. This allows BOA to evaluate the relative importance of improvements. The improvements recommended in the system plan will be evaluated using the priority system along with other improvements requested by airport owners. The system plan is not a recommendation of funding priority above other owner-requested improvements.



---

The priority system evaluates four factors: airport usage, sponsor responsibility, work classification (project type) and ‘other factors.’ Current PCI ratings are also evaluated in this category for appropriate projects. Each improvement is evaluated and assigned a point value (up to a maximum value) in each category.

Airport usage (30 points maximum) is evaluated on factors including based aircraft, annual aircraft operations and population within the service area of an airport (30 minutes for GA and 60 minutes for primary commercial service airports).

Sponsor responsibility (20 points maximum) is evaluated by considering the quality of management and the airport sponsor’s efforts in adopting ordinances and obtaining land that protects the airport and the surrounding land. Additional items considered include the adequacy of the airport’s height limitation zoning ordinance, land use zoning surrounding the airport, land interest and airport maintenance.

Work classification (30 points maximum) includes the relative importance of a proposed project. Work items are subdivided into five categories, from highest to lowest priority: safety, preservation of existing facilities, improving facilities to meet BOA or FAA design standards, capacity improvements, meeting forecasted needs, and miscellaneous. Work elements are assigned point values from nine (9) to 30 points.

Other relevant factors (10 points maximum) include whether the improvements attract or aid in the attraction of industry, commercial, recreational or resource development activities. Airport remoteness (and a community’s dependence on air service), improvements which significantly increase the utility of an airport at a relatively low cost, financial commitment by the sponsor and other identifiable factors are also considered. The current PCI ratings are also evaluated in this category for appropriate projects.

#### **7.1.4 Local Funding**

Portions of improvements and improvements not covered by federal or state funding must be paid by airport sponsors. These local funds may come from many sources including: the sponsor’s general fund, airport revenue, bonds, private funding or other local sources.

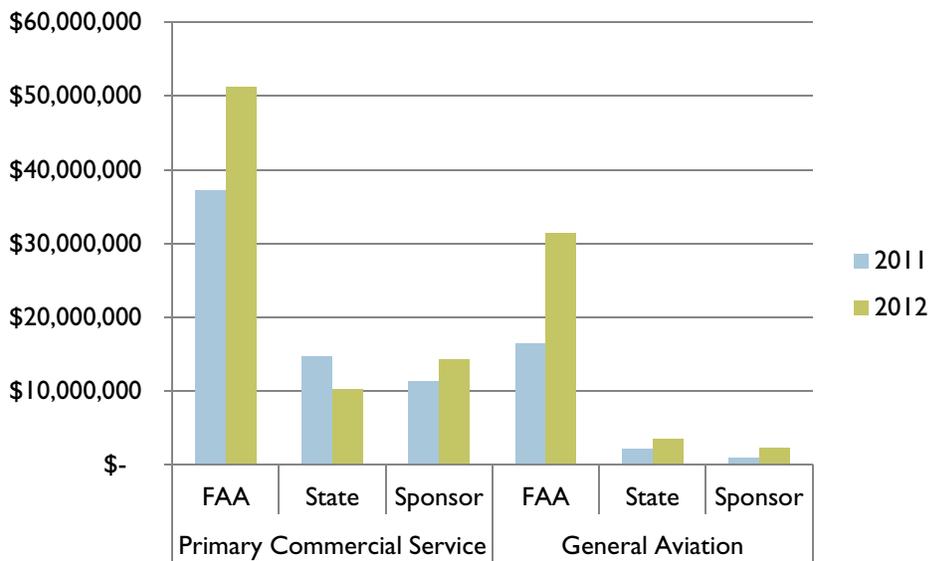
General fund contributions at the local level can vary greatly from airport to airport. This is due in part to varying community characteristics and tax base sizes. Commercial service airports create revenue through passenger facility charges (PFCs) and revenue-producing facilities including automobile parking, fuel sales, hangar rental and land leases. Few airports generate enough revenue to cover the cost of operating the airport. These revenues, after being used to pay airport expenses, may be used to fund the local portion of airport capital improvement projects. Other sources of funding can be used at the local level including bonds and private funding. Local businesses or airport users sometimes provide private money to pay for the local portion of airport projects.



### 7.1.5 Historic Funding Levels

**Chart 7-1** shows historic project funding levels from 2011 and 2012. In 2011, more than \$82 million in federal, state and local funds were spent on airport projects. These projects included pavement rehabilitation, new pavement, airfield lighting and navigational aids, buildings, land and airport studies. Of the \$82 million total, more than \$63 million was spent on commercial service airports, with the remainder spent on general aviation airport projects. In 2012, more than \$112 million in federal, state and local funds were spent on airport projects. Of this total, over \$75 million were spent on commercial service airports while the remainder (over \$37 million) was spent on general aviation airport projects. **Table 7-1** summarizes 2011 and 2012 funding by project type.

**Chart 7-1  
Historic Funding Levels (2011 and 2012)**



**Table 7-1  
Historic (2011 and 2012) Funding by Project Type**

Project Type	2011	2012
Rehabilitation of existing pavement	\$19,752,477	\$25,508,677
New pavement	\$6,459,095	\$19,686,215
Runway safety area improvements & obstruction removal	\$11,397,333	\$6,181,274
Runway lighting & pavement marking	\$1,473,666	\$1,709,883
Navigational aids	\$1,072,163	\$1,725,281
Buildings	\$19,903,852	\$27,498,739
Equipment	\$598,786	\$1,687,009
Land	\$2,047,533	\$6,792,642
Noise mitigation	\$15,424,310	\$19,892,454
Fuel facilities	\$2,570,331	\$0
Fencing	\$744,000	\$1,791,572
Security	\$0	\$255,600
Airport wide studies	\$939,398	\$0
<b>Total</b>	<b>\$82,382,675</b>	<b>\$112,729,345</b>
Note: Includes all project costs: construction, planning, engineering and administration. These cost estimates include only projects which include federal (AIP) and/or state funds.		

Source: Bureau of Aeronautics

## 7.2 SPIR Cost Estimates

The following sections include an explanation of the methodology used to develop costs associated with each FSA and measure (only measures with an associated project are included in the system plan investment recommendation). A summary of unit costs used in the SPIR is included as **Appendix D**. The costs included in these investment recommendations are estimates and more detailed costs should be developed at the local level during the master planning process. To compute the actual cost, the airport owner would need a detailed estimate based on that airport's unique environment. As the airport owner takes detailed look at a particular improvement they may discover the improvement to be impossible (e.g., surrounding terrain) or cost prohibitive. Negative environmental impacts may also outweigh the benefits of the improvement.

### 7.2.1 Airside

#### 7.2.1.1 Airport Reference Code (ARC)

Changes in an ARC may require an increase in safety areas, runway-to-taxiway separation, pavement width and strength, land acquisition, environmental assessment (EA) studies, etc. No costs were estimated for changes in ARC since all airports meet the FSA related to ARC.



---

### 7.2.1.2 Runway Length

There are multiple costs associated with, and included in, the total cost for runway length improvements. These costs include the following items: pavement to extend the runway, grading, additional runway lights, pavement to extend the parallel taxiway, additional taxiway lights, and relocation of PAPIs or REILs. In addition, land acquisition of the runway protection zone (RPZ) for commercial service and large GA airports was added to the estimated costs. Costs to extend the parallel taxiway are included if the airport already has a full parallel taxiway. These costs may also include any necessary road relocations or tree clearing to extend the runway.

The unit costs for new runway construction include: \$150 per square yard (concrete pavement) for commercial service airports with runway shoulders, \$140 per square yard (concrete pavement) for commercial service airports with no runway shoulders, \$80 per square yard for large GA airports (bituminous pavement), \$70 per square yard for medium GA airports and \$60 per square yard for small GA airports; \$25 per square yard was assumed for turf runway and taxiway construction. The difference in price is due to the thickness of the pavement used for each classification. The varying soil types and grading were considered in general terms and on a system-wide basis.

Land acquisition costs are determined on an airport-by-airport basis by BOA.

A runway extension project usually requires an environmental assessment (EA), airport layout plan update, and approach survey. As such, these items are included in the SPIR recommendations for those airports requiring an extension.

### 7.2.1.3 Runway Width

Cost estimates are included for the three system airports that will require runway width changes. Airports that need to increase runway width from 60 to 75 feet include a cost estimate of \$75 per square yard of pavement. A cost estimate of \$85 per square yard was used for increases of 75 to 100 feet. For airports requiring a width increase from 100 to 150 feet, a cost estimate of \$145 per square yard was used (this assumes no runway shoulders). These costs include relocation of runway edge lighting and grading. Similar to runway length, cost differences are based on differences in pavement thickness and airport classifications.

### 7.2.1.4 Taxiway Type

Taxiway projects include upgrading the taxiway type (e.g. upgrading a connector or partial parallel to a full parallel) and extending the parallel taxiway for runway length improvements including site grading. A 60-foot-wide concrete pavement taxiway with 400 feet of runway-to-taxiway separation was assumed for commercial service taxiway projects, at a cost of \$150 per square yard. Bituminous pavement was assumed for all GA airports. Large and medium GA airports were assumed to have a 35-foot-wide taxiway at 300 feet of runway-to-taxiway separation, at a cost of \$75 per square yard. Taxiways are not an objective for small GA airports; therefore, no cost estimates were developed for taxiways at these airports. If a runway extension project was included for an airport with an existing turnaround on a runway end, a cost to reconstruct the turnaround was included at \$30,000.



---

### **7.2.1.5 Pavement Condition Index (PCI)**

At airports with PCI ratings below the FSA (75 for commercial service and 70 for all GA airports), costs were estimated to reconstruct pavements below the desired FSA. A cost of \$85 per square yard was assumed for commercial service airports, \$40 per square yard was assumed for large and medium GA airports, and \$35 per square yard was assumed for small GA airports.

### **7.2.1.6 Runway and Taxiway Lighting**

The cost applied to this FSA for upgrading MILRs to HIRLs is \$60 per linear foot. The cost to install MIRLs was estimated to be \$35 per linear foot, and the cost to install LIRLs was estimated to be \$30 per linear foot. Taxiway lighting installation is estimated at \$40 per linear foot for MITLs and \$5 per linear foot for taxiway reflectors.

### **7.2.1.7 Visual Aids and Approach Lighting**

The costs to add PAPIs or REILs per runway end are estimated to be \$24,000 and \$19,000, respectively. Installation of a beacon is \$35,000, and a lighted wind cone is \$12,000. Approach lighting costs are estimated at \$600,000 for a MALSF and \$600,000 for a MALSR.

### **7.2.1.8 Approach Capability**

The projects required for upgrading approach capabilities include, but are not limited to: land acquisition, building relocation, airport layout plan updates, approach surveys, obstruction removal, runway and taxiway extensions, and the installation of navigational and visual aids such as runway and approach lighting. No costs were estimated for commercial service airports since all airports meet the FSA. Individual cost estimates were prepared for each large and small GA airport, while costs for medium GA airports not meeting the FSA were estimated differently. For medium GA airports, costs were estimated for six airports (two needing minor upgrades, two needing moderate upgrades and two needing major upgrades to airport infrastructure). Using these six airports, an average cost was developed and applied to each of the medium GA airports that require upgrades to meet the FSA.

Improvements to approach capabilities usually require an EA, airport layout plan update and an approach survey. As such, these items are included in the costs for those airports requiring an upgrade in approach types.

### **7.2.1.9 Weather Reporting**

A lump sum cost estimate was developed for AWOS installation for airports not meeting the weather reporting FSA. A cost estimate of \$110,000 was included for an AWOS-III/PT at large GA airports with no weather reporting. Some large GA airports had an AWOS-III, AWOS-III/P or AWOS-III/T. In these cases, a cost of \$20,000 was estimated to upgrade the existing AWOS-III system to include the current weather and lightning detection. A cost estimate of \$90,000 was used for an AWOS-III at medium GA airports. No cost estimates for weather reporting were included for commercial service airports because all airports currently meet the FSA or for small GA airports since weather reporting is not an FSA for that classification.



---

### **7.2.1.10 Runway Safety Area**

The cost associated with establishing a standard RSA at each airport was estimated on a case-by-case basis. Costs associated with these projects may include, but are not limited to: road relocations, NAVAID relocations, grading, tree or vegetation clearing, or displacing thresholds. When necessary, an EA is included in these costs.

### **7.2.1.11 FAR Part 77 Approach Surface**

FAA Master Record 5010 forms were used to estimate the location and the type of obstruction for each runway end. Costs associated with clearing the approach surface may include, but are not limited to: tree clearing, road and railroad relocation and pole removal/relocation.

## **7.2.2 Landside Facilities and Services**

### **7.2.2.1 Fixed Base Operator (FBO)**

Local economy and influence are a key component to attracting and retaining an FBO. Therefore, no costs for attracting and/or establishing an FBO were estimated or included in the investment recommendations.

### **7.2.2.2 Maintenance**

Similar to FBOs, local economy and influence are key components to attracting and retaining an airport operator who offers the maintenance types identified in the aircraft maintenance FSA. Therefore, no costs for attracting and/or establishing aircraft maintenance were estimated or included in the investment recommendations.

### **7.2.2.3 Fuel**

Cost estimates were developed for facilities requiring both 100LL and jet A fuel (commercial service, large and medium GA) as well as facilities that only require 100LL fuel (small GA). Since all commercial service and large GA airports meet the fuel FSA, no costs were estimated for these classifications. At medium GA airports, \$400,000 was estimated for airports requiring 100LL and jet A fuel, while \$250,000 was estimated for jet A fuel systems when an existing 100LL system is in place. A cost estimate of \$250,000 was used for small GA airports requiring 100LL fuel. These costs include the purchase and installation of a 6,000 gallon underground fuel tank, fuel pumps and a self-service credit card operating system. For jet A system estimates, single point fueling is assumed.

### **7.2.2.4 GA Terminal/Administration Building and Associated Services**

Only medium and small GA airports currently do not meet the GA terminal building FSA. Therefore, a cost estimate of \$300,000 was used for a medium or small GA airport terminal/administration building. It is assumed that airports not meeting the GA terminal building services FSA (that do not currently have a GA terminal building) will meet the FSA once a terminal building is constructed. All other airports not currently meeting this FSA do not have phone services. No costs were estimated for phone service since it was assumed that most airports could make this improvement with local funding.



---

### **7.2.2.5 Ground Transportation**

No cost estimates were included for airports requiring an airport rental car, courtesy car or loaner car as these services are market driven and based largely on community demand.

### **7.2.2.6 Auto Parking**

A cost estimate of \$60 per square yard was included for automobile parking areas. An auto parking space was determined to be 18 square yards of pavement.

### **7.2.2.7 Ramp Space**

At airports requiring additional aircraft parking space, \$115 per square yard of additional ramp space was estimated for commercial service airports, \$75 per square yard for large and medium GA airports and \$60 per square yard for small GA airports. In addition, cost estimates included a lump sum cost of \$500 per additional tie-down required.

### **7.2.2.8 Operations/Maintenance Building**

Operations/maintenance buildings are needed to meet the FSA at both large and medium GA airports. For large GA airports, a building size of 120 feet by 120 feet was assumed at a cost of \$1,300,000. For medium GA airports, a size of 80 feet by 80 feet was assumed at a cost of \$700,000.

### **7.2.2.9 Snow Removal and Deicing Equipment**

The only airports not meeting the snow removal and deicing FSA are small GA airports. Therefore, costs were only developed for this classification. A cost estimate of \$150,000 was used for the acquisition of snow removal equipment to enable the airport sponsor to adequately remove snow.

### **7.2.2.10 Security**

The BOA has determined that the security upgrades required at the airports not meeting the security FSA (all small GA) would not require any federal or state funding. Therefore, no cost estimates were developed.

### **7.2.2.11 Transient Aircraft Storage**

The costs associated with transient aircraft storage were estimated for medium and small GA airports (the only airports that currently do not have transient storage). A cost estimate of \$480,000 was used for a hangar size of 80 feet by 80 feet.

## **7.2.3 Administrative**

### **7.2.3.1 Airport Layout Plan and Approach Survey**

Costs for an airport layout plan (ALP) and approach surface survey were estimated at \$100,000 and included in airport system plan investment recommendations for runway extension or approach upgrade projects.

### **7.2.3.2 Environmental Assessments**

An environmental assessment (EA) was included for projects that typically require an EA (e.g. runway extensions, approach upgrades, and parallel taxiway construction).



---

### **7.2.3.3 Land Use Zoning Ordinance and Height Limitation Zoning Ordinance**

The costs associated with land use zoning ordinances at commercial service and large GA airports are estimated to cost \$87,500. If airports also require a height limitation zoning ordinance, it is assumed that can be accomplished at no additional cost during adoption of the land use zoning ordinance. All commercial and large GA airports have a height limitation zoning ordinance or need a land use zoning ordinance and height limitation zoning ordinance. Therefore, no cost was associated with only a height limitation zoning ordinance. A land use zoning ordinance at medium and small GA airports is estimated to cost \$62,500. Similar to commercial service and large GA airports, it is assumed that a height limitation zoning ordinance can be completed simultaneously at no additional cost. Similarly, all medium and small GA airports have a height limitation zoning ordinance or need a land use zoning ordinance and height limitation zoning ordinance. Therefore, no cost was associated with only a height limitation zoning ordinance.

### **7.2.3.4 Vehicle Pedestrian Ordinance**

The BOA provides a sample vehicle pedestrian ordinance to airport sponsors that can be used to develop ordinances at each airport. Therefore, no costs are associated with the development and adoption of a vehicle pedestrian ordinance.

### **7.2.3.5 Wildlife Hazard Assessment**

Wildlife hazard assessments at commercial service and large GA airports include a 12-month study at an estimated cost of \$80,000 for commercial service airports and \$30,000 for large GA airports. One-day or three-day site assessments were assumed for medium and small GA airports at \$10,000 and \$20,000, respectively.

### **7.2.3.6 Stormwater Management Plan**

The estimated costs for stormwater management plans are \$30,000 for commercial service and large GA airports and \$10,000 for medium and small GA airports.

### **7.2.3.7 Wisconsin Airport Security Plan**

Similar to the vehicle pedestrian ordinance, the BOA provides sample airport security plans to airport sponsors. These samples can be adopted by airport sponsors to meet local needs. Therefore, no costs were associated with developing an airport security plan.

### **7.2.3.8 Runway Protection Zone Ownership**

The BOA developed cost estimates on a case-by-case basis for commercial service and large GA airports that do not own fee or easement interest in their runway protection zone (RPZ). These costs include any required business or residential relocation costs associated with the acquisition. The costs did not include purchase of road or railroad right-of-ways, county or municipality property or military-owned property. Therefore, some commercial service and large GA airports that do not own their RPZs do not have a cost associated with that FSA.

While BOA supports RPZ acquisition for medium and small GA airports, no costs were developed at this time for these acquisitions. These costs may be evaluated by each airport at the local level.



## 7.3 Detailed SPIR Summary

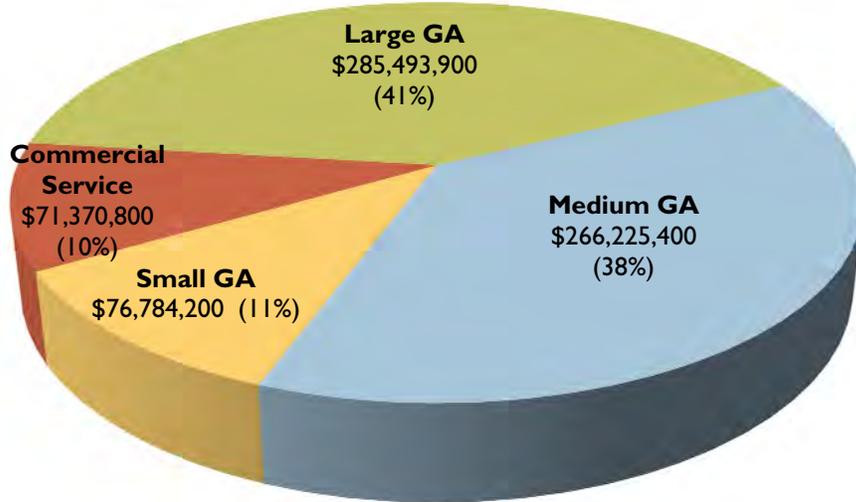
The SPIR improvements outlined in this chapter identify more than \$699 million in total system costs to meet the FSAs and measures outlined in this plan. More than \$71 million in project costs have been identified for commercial service airports, more than \$285 million in projects have been identified for large GA airports, more than \$266 million for medium GA airports and more than \$76 million for small GA airports. Summaries of these costs by project type are presented in **Table 7-2**, and **Charts 7-2** and **7-3**.

**Table 7-2**  
**SPIR - Costs Summary**

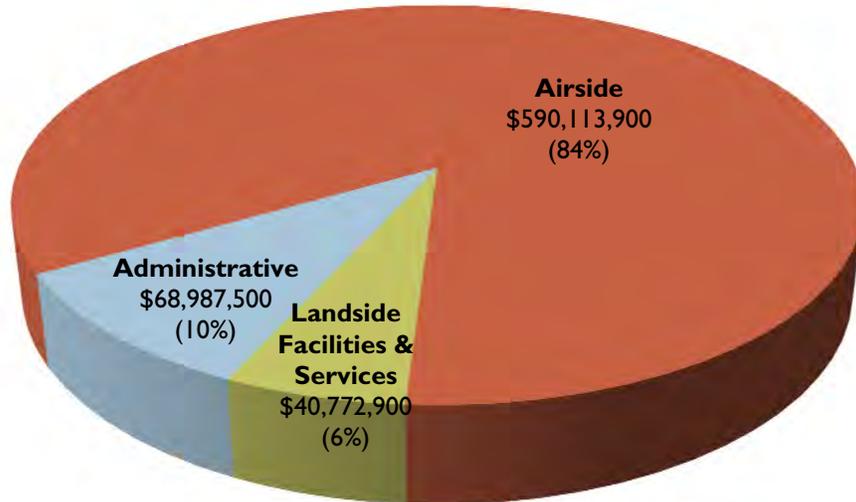
	Commercial Service	Large GA	Medium GA	Small GA	TOTAL
<b>Airside</b>					
Runway length (primary)	\$0	\$96,826,800	\$15,013,000	\$5,773,600	<b>\$117,613,400</b>
Runway width (primary)	\$0	\$4,182,000	\$3,607,200	\$1,159,900	<b>\$8,949,100</b>
Taxiway type	\$0	\$0	\$44,058,400	Not an objective	<b>\$44,058,400</b>
Pavement condition	\$56,865,000	\$18,192,600	\$17,859,300	\$9,415,700	<b>\$102,332,600</b>
Runway/taxiway lighting	\$0	\$2,214,400	\$192,100	\$2,079,200	<b>\$4,485,700</b>
Visual aids and approach lighting	\$0	\$3,795,700	\$27,247,000	\$1,902,000	<b>\$32,944,700</b>
Approach capability	\$0	\$116,355,000	\$110,934,000	\$29,915,600	<b>\$257,204,600</b>
Weather reporting	\$0	\$230,000	\$990,000	Not an objective	<b>\$1,220,000</b>
RSA	\$4,148,000	\$5,445,400	\$6,086,400	\$870,900	<b>\$16,550,700</b>
Clear FAR Part 77 approach surface	\$20,800	\$12,400	\$2,045,100	\$2,676,400	<b>\$4,754,700</b>
<b>Total airside</b>	<b>\$61,033,800</b>	<b>\$247,254,300</b>	<b>\$228,032,500</b>	<b>\$53,793,300</b>	<b>\$590,113,900</b>
<b>Landside Facilities And Services</b>					
Fuel	\$0	\$0	\$4,550,000	\$3,500,000	<b>\$8,050,000</b>
GA terminal/administration building	\$0	\$0	\$1,500,000	\$4,500,000	<b>\$6,000,000</b>
Auto parking	\$0	\$1,100	\$87,400	Not an objective	<b>\$88,500</b>
Ramp space	\$122,000	\$11,000	\$500	\$900	<b>\$134,400</b>
Operations/maintenance building	\$0	\$1,300,000	\$10,500,000	Not an objective	<b>\$11,800,000</b>
Snow removal and deicing	\$0	\$0	\$0	\$300,000	<b>\$300,000</b>
Transient aircraft storage	\$0	\$0	\$6,240,000	\$8,160,000	<b>\$14,400,000</b>
<b>Total landside facilities and services</b>	<b>\$122,000</b>	<b>\$1,312,100</b>	<b>\$22,877,900</b>	<b>\$16,460,900</b>	<b>\$40,772,900</b>
<b>Administrative</b>					
Airport layout plan & approach survey	\$100,000	\$900,000	\$4,600,000	\$1,800,000	<b>\$7,400,000</b>
Environmental assessment	\$450,000	\$1,500,000	\$7,050,000	\$2,550,000	<b>\$11,550,000</b>
Land use zoning ordinance & height limitation zoning ordinance	\$350,000	\$962,500	\$2,625,000	\$1,750,000	<b>\$5,687,500</b>
Wildlife hazard assessment	\$0	\$300,000	\$760,000	\$250,000	<b>\$1,310,000</b>
Stormwater management plan	\$0	\$90,000	\$280,000	\$180,000	<b>\$550,000</b>
RPZ ownership	\$9,315,000	\$33,175,000	Recommended <sup>1</sup>	Recommended <sup>1</sup>	<b>\$42,490,000</b>
<b>Total administrative</b>	<b>\$10,215,000</b>	<b>\$36,927,500</b>	<b>\$15,315,000</b>	<b>\$6,530,000</b>	<b>\$68,987,500</b>
<b>Grand Total</b>	<b>\$71,370,800</b>	<b>\$285,493,900</b>	<b>\$266,225,400</b>	<b>\$76,784,200</b>	<b>\$699,874,300</b>
Note: <sup>1</sup> While BOA supports RPZ acquisition for medium and small GA airports, no costs were developed at this time for these acquisitions. These costs may be evaluated by each airport at the local level.					



**Chart 7-2**  
**SPIR - Costs by Classification**



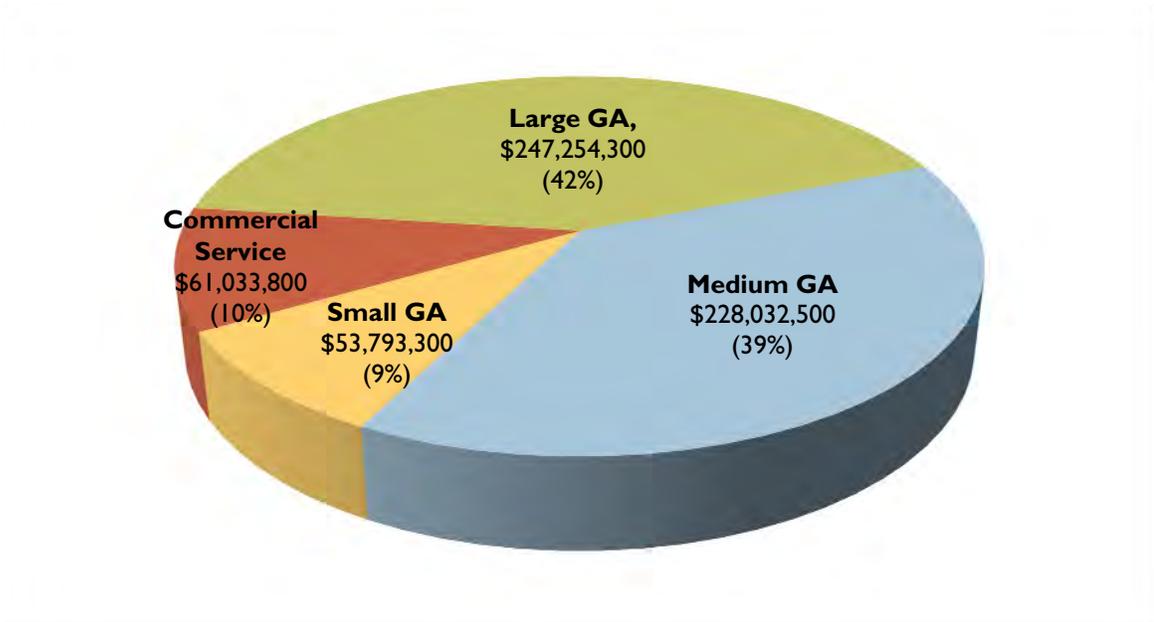
**Chart 7-3**  
**SPIR - Costs by Project Type**



### 7.3.2 Airside

Airside costs included in the SPIR total over \$590 million and are summarized in **Chart 7-4**.

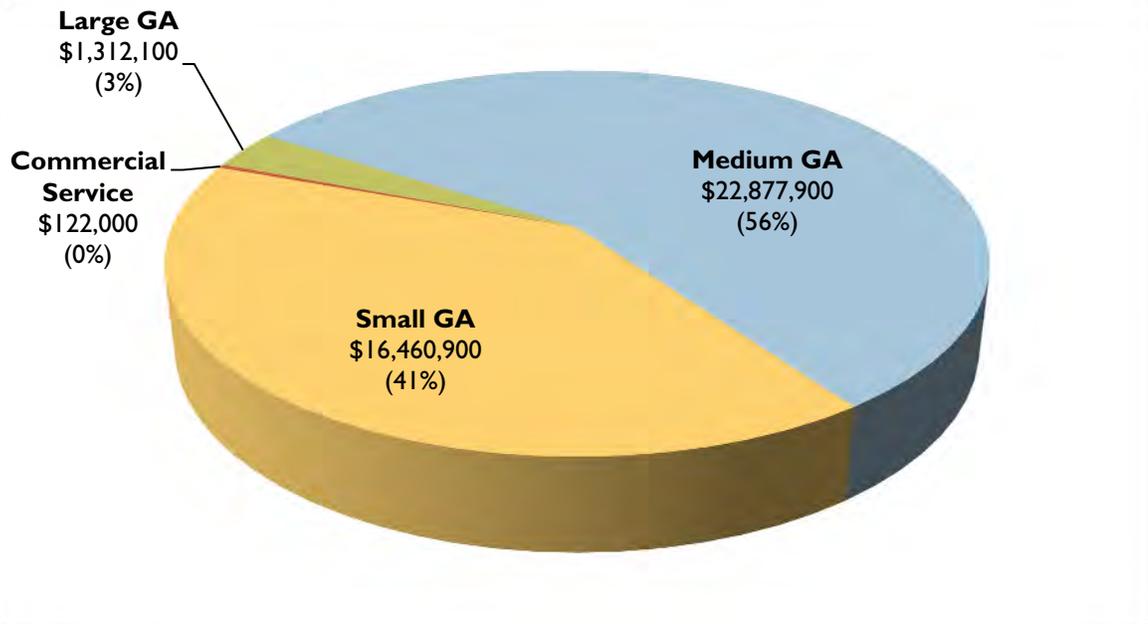
**Chart 7-4**  
**SPIR - Airside Costs**



### 7.3.3 Landside Facilities and Services

Landside facilities and services costs included in the SPIR total over \$40 million and are summarized in **Chart 7-5**.

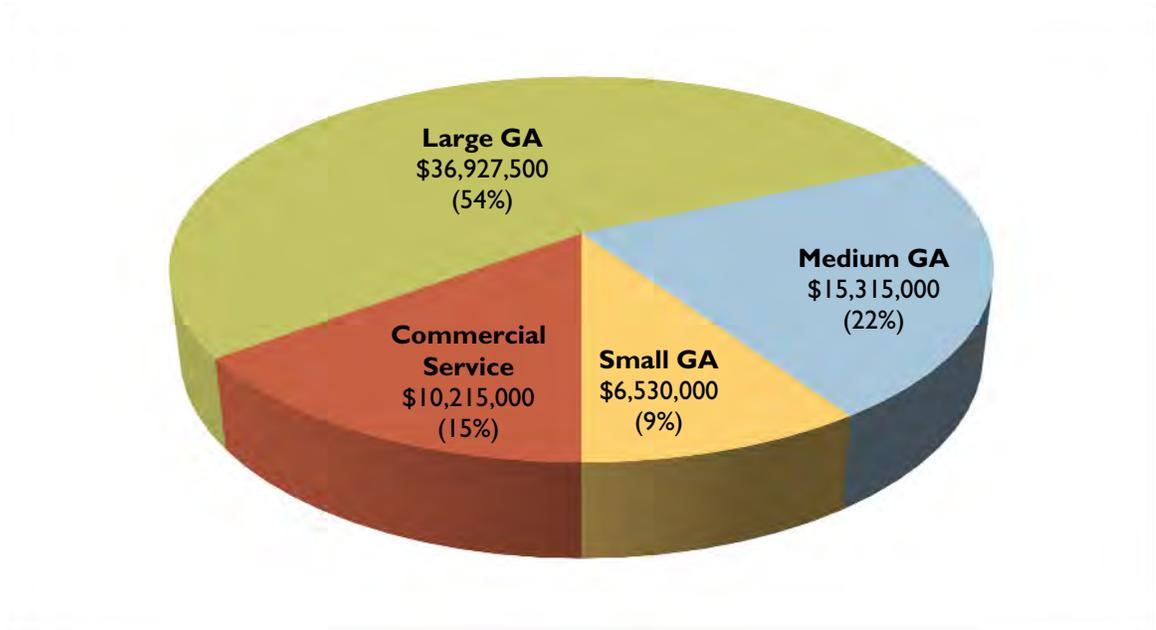
**Chart 7-5**  
**SPIR - Landside Facilities and Services Costs**



### 7.3.4 Administrative

Administrative costs included in the SPIR total over \$68 million and are summarized in **Chart 7-6**.

**Chart 7-6**  
**SPIR - Administrative Costs**



## 7.4 SPIR

The following section contains airport report cards and SPIR for each of the 98 airports in the Wisconsin Airport System.



## Appleton – Outagamie County Regional Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
ATW	Commercial	Non Hub Primary	C-IV



### Forecasts

Based Aircraft			
2010	2015	2020	2030
69	70	72	75

Total Operations			
2010	2015	2020	2030
38,650	37,340	37,560	38,580

Enplanements			
2010	2015	2020	2030
272,470	297,820	314,400	347,560



## REPORT CARD

REPORT CARD			
Commercial Service	Outagamie County Regional Airport		ATW
Appleton			
Facility/Service	Desired FSA	ATW	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	C or Greater	C	Yes
Runway Length (Primary)	6,700 Feet or Greater*	8,002 Feet	Yes
Runway Width (Primary)	150 Feet*	150 Feet	Yes
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-Yes Taxiway Turnaround-No	Yes
Area-Weighted Pavement Condition	75 PCI or Greater	89 PCI	Yes
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR or Better, REILs, VGS (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- Yes MALSF-No REIL- One End PAPI- Both Ends VASI- None	Yes
Approach Capability	Visibility Minimum 1/2 Mile or Less	1/2 Mile	Yes
Weather Reporting	AWOS or ASOS	AWOS III/PT	Yes
LANDSIDE FACILITIES & SERVICES			
FBO	FBO	Full-service FBO(s) Available	Yes
Maintenance	Major Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
Ground Transportation	On-site Rental Car	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes
Auto Parking	Lighted Auto Parking	Lighted Auto Parking-Yes Number of Parking Spaces - 1,890 Number of Based Aircraft -	Yes
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 40 Number of Average Daily Transient- 115	<b>No</b>
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
Snow Removal & Deicing	Snow Removal & Aircraft Deicing	Snow Removal-Yes Aircraft Deicing-Yes	Yes
Security	Not An Objective	N/A	Not an Objective
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	Complete	Yes
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes
Wildlife Hazard Assessment	Recommended	Complete	Yes
Stormwater Management Plan	Recommended	Complete	Yes
Fee/Easement Ownership of Existing RPZs	Recommended	No - Verified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

## **System Plan Investment Recommendations**

**Commercial Service Airport**

**Appleton**

**Outagamie County Regional Airport**

### **System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Clear approaches (trees in approach surface)

\$700

**Landside Facilities & Services:**

Ramp space (18 tiedowns)\*

(5-year CIP identified tentative project)

\$9,000

**Administrative:**

Environmental assessment (ownership of existing RPZs)

\$150,000

Fee/easement ownership of existing RPZs

\$1,410,000

***Total System Plan Investment Recommendation Costs***

***\$1,569,700***

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Eau Claire – Chippewa Valley Regional Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
EAU	Commercial	Non Hub Primary	D-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
78	79	79	82

Total Operations			
2010	2015	2020	2030
28,300	27,740	27,970	28,930

Enplanements			
2010	2015	2020	2030
18,370	22,200	23,420	26,050



## REPORT CARD

REPORT CARD			
Commercial Service	Chippewa Valley Regional Airport		EAU
Eau Claire			
Facility/Service	Desired FSA	EAU	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	C or Greater	D	Yes
Runway Length (Primary)	6,700 Feet or Greater*	8,101 Feet	Yes
Runway Width (Primary)	150 Feet*	150 Feet	Yes
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Yes
Area-Weighted Pavement Condition	75 PCI or Greater	84 PCI	Yes
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR or Better, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- Yes MALSF-No REIL- One End PAPI- Both Ends VASI- None	Yes
Approach Capability	Visibility Minimum 1/2 Mile or Less	1/2 Mile	Yes
Weather Reporting	AWOS or ASOS	ASOS	Yes
LANDSIDE FACILITIES & SERVICES			
FBO	FBO	Full-service FBO(s) Available	Yes
Maintenance	Major Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
Ground Transportation	On-site Rental Car	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes
Auto Parking	Lighted Auto Parking	Lighted Auto Parking-Yes Number of Parking Spaces - 350 Number of Based Aircraft -	Yes
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 10 Number of Average Daily Transient- 25	<b>No</b>
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
Snow Removal & Deicing	Snow Removal & Aircraft Deicing	Snow Removal-Yes Aircraft Deicing-Yes	Yes
Security	Not An Objective	N/A	Not an Objective
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	Complete	Yes
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	None	<b>No</b>
Wildlife Hazard Assessment	Recommended	Complete	Yes
Stormwater Management Plan	Recommended	Complete	Yes
Fee/Easement Ownership of Existing RPZs	Recommended	No - Verified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

## **System Plan Investment Recommendations**

### **Commercial Service Airport**

#### **Eau Claire**

### **Chippewa Valley Regional Airport**

## **System Plan Investment Recommendation Improvements**

### **Improvement Description:**

### **Estimated Cost:**

#### **Airside Facilities:**

Clear approaches (trees & road in approach surface)	\$200
---	-------

#### **Landside Facilities & Services:**

Ramp space (3 tiedowns)	\$1,500
-------------------------	---------

#### **Administrative:**

Environmental assessment (ownership of existing RPZs)	\$150,000
---	-----------

Fee/easement ownership of existing RPZs	\$225,000
---	-----------

<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$376,700</i></b>
---	-------------------------

Note: For clear approaches – no cost was assigned to relocating the road in the Runway 4 approach due to the displaced threshold.



This Page Left Blank Intentionally

## Green Bay – Austin Straubel International Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
GRB	Commercial	Small Hub	C-III



### Forecasts

Based Aircraft			
2010	2015	2020	2030
137	144	150	167

Total Operations			
2010	2015	2020	2030
85,260	88,280	91,350	99,720

Enplanements			
2010	2015	2020	2030
349,730	423,780	447,230	494,120



## REPORT CARD

Commercial Service		Austin Straubel International Airport		GRB
Green Bay				
Facility/Service	Desired FSA	GRB	Desired FSA Met?	
AIRSIDE FACILITIES				
ARC	C or Greater	C	Yes	
Runway Length (Primary)	6,700 Feet or Greater*	8,701 Feet	Yes	
Runway Width (Primary)	150 Feet*	150 Feet	Yes	
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Yes	
Area-Weighted Pavement Condition	75 PCI or Greater	83 PCI	Yes	
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-Yes	Yes	
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR or Better, REILs, VGS (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- Yes MALSF-No REIL- One End PAPI- Both Ends VASI- None	Yes	
Approach Capability	Visibility Minimum 1/2 Mile or Less	1/2 Mile	Yes	
Weather Reporting	AWOS or ASOS	ASOS	Yes	
LANDSIDE FACILITIES & SERVICES				
FBO	FBO	Full-service FBO(s) Available	Yes	
Maintenance	Major Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes	
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes	
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes	
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes	
Ground Transportation	On-site Rental Car	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes	
Auto Parking	Lighted Auto Parking	Lighted Auto Parking-Yes Number of Parking Spaces - 1,952 Number of Based Aircraft -	Yes	
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 100 Number of Average Daily Transient- 121	Yes	
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes	
Snow Removal & Deicing	Snow Removal & Aircraft Deicing	Snow Removal-Yes Aircraft Deicing-Yes	Yes	
Security	Not An Objective	N/A	Not an Objective	
ADMINISTRATIVE				
Land Use Zoning Ordinance	Recommended	Complete	Yes	
Height Limitation Zoning Ordinance	Recommended	Complete	Yes	
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes	
Wildlife Hazard Assessment	Recommended	Complete	Yes	
Stormwater Management Plan	Recommended	Complete	Yes	
Fee/Easement Ownership of Existing RPZs	Recommended	No - Verified	<b>No</b>	

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

**System Plan Investment Recommendations**

**Commercial Service Airport**

**Green Bay**

**Austin Straubel International Airport**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

No improvements associated with the system plan investment recommendations

<b><i>Total System Plan Investment Recommendation Costs</i></b>
---

<b>\$0</b>
------------

Note: For fee/easement ownership of existing RPZs – no improvements were needed to clear the Runway 18 approach due to the displaced threshold.



This Page Left Blank Intentionally

## La Crosse – La Crosse Regional Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
LSE	Commercial	Non Hub Primary	D-IV



### Forecasts

Based Aircraft			
2010	2015	2020	2030
84	85	86	90

Total Operations			
2010	2015	2020	2030
25,740	22,680	22,910	23,650

Enplanements			
2010	2015	2020	2030
109,960	106,810	111,820	122,570



## REPORT CARD

REPORT CARD			
Commercial Service	La Crosse Regional Airport		LSE
La Crosse			
Facility/Service	Desired FSA	LSE	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	C or Greater	D	Yes
Runway Length (Primary)	6,700 Feet or Greater*	8,742 Feet	Yes
Runway Width (Primary)	150 Feet*	150 Feet	Yes
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-Yes	Yes
Area-Weighted Pavement Condition	75 PCI or Greater	82 PCI	Yes
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR or Better, REILs, VGS (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- Yes MALSF-No REIL- One End PAPI- One End VASI- One End	Yes
Approach Capability	Visibility Minimum 1/2 Mile or Less	1/2 Mile	Yes
Weather Reporting	AWOS or ASOS	ASOS	Yes
LANDSIDE FACILITIES & SERVICES			
FBO	FBO	Full-service FBO(s) Available	Yes
Maintenance	Major Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
Ground Transportation	On-site Rental Car	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes
Auto Parking	Lighted Auto Parking	Lighted Auto Parking-Yes Number of Parking Spaces - 600 Number of Based Aircraft -	Yes
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 30 Number of Average Daily Transient- 50	Yes
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
Snow Removal & Deicing	Snow Removal & Aircraft Deicing	Snow Removal-Yes Aircraft Deicing-Yes	Yes
Security	Not An Objective	N/A	Not an Objective
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	Complete	Yes
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes
Wildlife Hazard Assessment	Recommended	Complete	Yes
Stormwater Management Plan	Recommended	Complete	Yes
Fee/Easement Ownership of Existing RPZs	Recommended	No - Verified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

## **System Plan Investment Recommendations**

### **Commercial Service Airport**

#### **La Crosse**

### **La Crosse Regional Airport**

## **System Plan Investment Recommendation Improvements**

### **Improvement Description:**

### **Estimated Cost:**

#### **Airside Facilities:**

Runway safety areas	\$4,148,000
---------------------	-------------

Clear approaches (trees, tower & pole in approach surfaces)	\$10,200
---	----------

#### **Administrative:**

Airport layout plan & approach survey	\$100,000
---------------------------------------	-----------

Environmental assessment (ownership of existing RPZs)	\$150,000
---	-----------

Fee/easement ownership of existing RPZs	\$7,680,000
---	-------------

<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$12,088,200</i></b>
---	----------------------------

Note: For runway safety areas – no costs were assigned to the Runway 18 RSA due to the Modification to Standards nor were costs were assigned to the Runway 31 RSA due to the displaced threshold. The cost for the Runway 3 RSA is to construct a new taxiway outside of the Runway 3 and Runway 36 RSAs.



This Page Left Blank Intentionally

## Madison – Dane County Regional Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
MSN	Commercial	Small Hub	D-IV



### Forecasts

Based Aircraft			
2010	2015	2020	2030
144	149	155	171

Total Operations			
2010	2015	2020	2030
99,550	102,480	106,860	116,520

Enplanements			
2010	2015	2020	2030
766,950	783,870	840,440	966,120



## REPORT CARD

Commercial Service		Dane County Regional Airport		MSN
Madison				
Facility/Service	Desired FSA	MSN	Desired FSA Met?	
AIRSIDE FACILITIES				
ARC	C or Greater	D	Yes	
Runway Length (Primary)	6,700 Feet or Greater*	9,006 Feet	Yes	
Runway Width (Primary)	150 Feet*	150 Feet	Yes	
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-Yes Taxiway Turnaround-No	Yes	
Area-Weighted Pavement Condition	75 PCI or Greater	88 PCI	Yes	
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes	
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR or Better, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- Yes MALSF-No REIL- None PAPI- Both Ends VASI- None	Yes	
Approach Capability	Visibility Minimum 1/2 Mile or Less	1/2 Mile	Yes	
Weather Reporting	AWOS or ASOS	ASOS	Yes	
LANDSIDE FACILITIES & SERVICES				
FBO	FBO	Full-service FBO(s) Available	Yes	
Maintenance	Major Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes	
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes	
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes	
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes	
Ground Transportation	On-site Rental Car	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes	
Auto Parking	Lighted Auto Parking	Lighted Auto Parking-Yes Number of Parking Spaces - 4,000 Number of Based Aircraft -	Yes	
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 100 Number of Average Daily Transient- 97	Yes	
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes	
Snow Removal & Deicing	Snow Removal & Aircraft Deicing	Snow Removal-Yes Aircraft Deicing-Yes	Yes	
Security	Not An Objective	N/A	Not an Objective	
ADMINISTRATIVE				
Land Use Zoning Ordinance	Recommended	None	<b>No</b>	
Height Limitation Zoning Ordinance	Recommended	Complete	Yes	
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes	
Wildlife Hazard Assessment	Recommended	Complete	Yes	
Stormwater Management Plan	Recommended	Complete	Yes	
Fee/Easement Ownership of Existing RPZs	Recommended	Yes - Verified	Yes	

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

**System Plan Investment Recommendations**

**Commercial Service Airport**

**Madison**

**Dane County Regional Airport**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Clear approaches (trees & hill in  
approach surfaces)

\$900

**Administrative:**

Land use zoning ordinance

\$87,500

**Total System Plan Investment Recommendation Costs**

**\$88,400**

Note: For clear approaches – no cost was assigned to relocating the hill in the Runway 18 approach due to the displaced threshold.



This Page Left Blank Intentionally

## Milwaukee – General Mitchell International Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
MKE	Commercial	Medium Hub	D-V



### Forecasts

Based Aircraft			
2010	2015	2020	2030
48	51	54	62

Total Operations			
2010	2015	2020	2030
204,560	163,580	171,060	193,410

Enplanements			
2010	2015	2020	2030
4,760,170	3,885,350	4,200,990	4,923,810



## REPORT CARD

Commercial Service		General Mitchell International Airport		MKE
Milwaukee				
Facility/Service	Desired FSA	MKE	Desired FSA Met?	
AIRSIDE FACILITIES				
ARC	C or Greater	D	Yes	
Runway Length (Primary)	6,700 Feet or Greater*	9,690 Feet	Yes	
Runway Width (Primary)	150 Feet*	200 Feet	Yes	
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-Yes Taxiway Turnaround-No	Yes	
Area-Weighted Pavement Condition	75 PCI or Greater	72 PCI	No	
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes	
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR or Better, REILs, VGS (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-Yes MALSR- Yes MALSF-No REIL- None PAPI- Both Ends VASI- None	Yes	
Approach Capability	Visibility Minimum 1/2 Mile or Less	1/2 Mile	Yes	
Weather Reporting	AWOS or ASOS	ASOS	Yes	
LANDSIDE FACILITIES & SERVICES				
FBO	FBO	Full-service FBO(s) Available	Yes	
Maintenance	Major Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes	
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes	
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes	
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes	
Ground Transportation	On-site Rental Car	On-site Rental Car-Yes Courtesy Car-No Other Rental Car-No	Yes	
Auto Parking	Lighted Auto Parking	Lighted Auto Parking-Yes Number of Parking Spaces - 11,350 Number of Based Aircraft -	Yes	
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 37 Number of Average Daily Transient- 520	No	
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes	
Snow Removal & Deicing	Snow Removal & Aircraft Deicing	Snow Removal-Yes Aircraft Deicing-Yes	Yes	
Security	Not An Objective	N/A	Not an Objective	
ADMINISTRATIVE				
Land Use Zoning Ordinance	Recommended	None	No	
Height Limitation Zoning Ordinance	Recommended	Complete	Yes	
Vehicle Pedestrian Ordinance	Recommended	None	No	
Wildlife Hazard Assessment	Recommended	Complete	Yes	
Stormwater Management Plan	Recommended	Complete	Yes	
Fee/Easement Ownership of Existing RPZs	Recommended	Yes - Verified	Yes	

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

## **System Plan Investment Recommendations**

### **Commercial Service Airport**

#### **Milwaukee**

### **General Mitchell International Airport**

## **System Plan Investment Recommendation Improvements**

### **Improvement Description:**

### **Estimated Cost:**

#### **Airside Facilities:**

Clear approaches (trees, fence & pole in approach surfaces)

\$5,400

Area-weighted pavement condition\*

(5-year CIP identified tentative project)

\$56,865,000

#### **Landside Facilities & Services:**

Ramp space (223 tiedowns)

\$111,500

#### **Administrative:**

Land use zoning ordinance

\$87,500

### **Total System Plan Investment Recommendation Costs**

**\$57,069,400**

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.

Note: For clear approaches – no costs were assigned to clearing the approaches to Runway ends 19R, 25L, 13 or 31 due to the displaced thresholds.



This Page Left Blank Intentionally

## Mosinee – Central Wisconsin Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
CWA	Commercial	Non Hub Primary	C-III



### Forecasts

Based Aircraft			
2010	2015	2020	2030
26	26	26	28

Total Operations			
2010	2015	2020	2030
20,830	16,510	16,560	17,730

Enplanements			
2010	2015	2020	2030
156,250	144,310	155,460	180,420



# REPORT CARD

REPORT CARD			
Commercial Service	Central Wisconsin Airport		CWA
Mosinee			
Facility/Service	Desired FSA	CWA	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	C or Greater	C	Yes
Runway Length (Primary)	6,700 Feet or Greater*	7,648 Feet	Yes
Runway Width (Primary)	150 Feet*	150 Feet	Yes
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-Yes Taxiway Turnaround-Yes	Yes
Area-Weighted Pavement Condition	75 PCI or Greater	90 PCI	Yes
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-Yes	Yes
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR or Better, REILs, VGS (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- Yes MALSF-No REIL- One End PAPI- One End VASI- None	Yes
Approach Capability	Visibility Minimum 1/2 Mile or Less	1/2 Mile	Yes
Weather Reporting	AWOS or ASOS	AWOS III/PT	Yes
LANDSIDE FACILITIES & SERVICES			
FBO	FBO	Full-service FBO(s) Available	Yes
Maintenance	Major Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
Ground Transportation	On-site Rental Car	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes
Auto Parking	Lighted Auto Parking	Lighted Auto Parking-Yes Number of Parking Spaces - 1,100 Number of Based Aircraft -	Yes
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 18 Number of Average Daily Transient- 15	Yes
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
Snow Removal & Deicing	Snow Removal & Aircraft Deicing	Snow Removal-Yes Aircraft Deicing-Yes	Yes
Security	Not An Objective	N/A	Not an Objective
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	<b>No</b>
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes
Wildlife Hazard Assessment	Recommended	Complete	Yes
Stormwater Management Plan	Recommended	Complete	Yes
Fee/Easement Ownership of Existing RPZs	Recommended	No - Verified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

**System Plan Investment Recommendations**

**Commercial Service Airport**

**Mosinee**

**Central Wisconsin Airport**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Administrative:**

Land use zoning ordinance

\$87,500

**Total System Plan Investment Recommendation Costs**

**\$87,500**

Note: For fee/easement ownership of existing RPZs – The BOA did not assign costs to this facility objective.



This Page Left Blank Intentionally

## Rhineland - Rhineland-Oneida County Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
RHI	Commercial	Non Hub Primary	C-III



### Forecasts

Based Aircraft			
2010	2015	2020	2030
32	32	32	34

Total Operations			
2010	2015	2020	2030
30,880	28,460	28,600	29,960

Enplanements			
2010	2015	2020	2030
25,140	27,680	28,870	31,400



# REPORT CARD

REPORT CARD			
Commercial Service	Rhineland-Oneida County Airport		RHI
Rhineland			
Facility/Service	Desired FSA	RHI	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	C or Greater	C	Yes
Runway Length (Primary)	6,700 Feet or Greater*	6,800 Feet	Yes
Runway Width (Primary)	150 Feet*	150 Feet	Yes
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Yes
Area-Weighted Pavement Condition	75 PCI or Greater	83 PCI	Yes
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR or Better, REILs, VGS (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- Yes MALSF-No REIL- One End PAPI- One End VASI- One End	Yes
Approach Capability	Visibility Minimum 1/2 Mile or Less	1/2 Mile	Yes
Weather Reporting	AWOS or ASOS	ASOS	Yes
LANDSIDE FACILITIES & SERVICES			
FBO	FBO	Full-service FBO(s) Available	Yes
Maintenance	Major Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
Ground Transportation	On-site Rental Car	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes
Auto Parking	Lighted Auto Parking	Lighted Auto Parking-Yes Number of Parking Spaces - 210 Number of Based Aircraft -	Yes
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 45 Number of Average Daily Transient- 80	Yes
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
Snow Removal & Deicing	Snow Removal & Aircraft Deicing	Snow Removal-Yes Aircraft Deicing-Yes	Yes
Security	Not An Objective	N/A	Not an Objective
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	<b>No</b>
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	None	<b>No</b>
Wildlife Hazard Assessment	Recommended	Complete	Yes
Stormwater Management Plan	Recommended	Complete	Yes
Fee/Easement Ownership of Existing RPZs	Recommended	No - Verified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

## **System Plan Investment Recommendations**

### **Commercial Service Airport**

#### **Rhineland**

### **Rhineland-Oneida County Airport**

## **System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Clear approaches (trees in approach surface)\*

(5-year CIP identified tentative project)

\$3,400

**Administrative:**

Land use zoning ordinance

\$87,500

***Total System Plan Investment Recommendation Costs***

***\$90,900***

\*These improvements are currently included in the airport's individual 5-year Capital Improvement Program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.

Note: For fee/easement ownership of existing RPZs –BOA did not assign costs to this facility objective.



This Page Left Blank Intentionally

## East Troy – East Troy Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
57C	Large	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
70	70	71	73

Total Operations			
2010	2015	2020	2030
51,250	51,460	51,760	53,460



## REPORT CARD

REPORT CARD				
Large General Aviation		East Troy Municipal Airport		57C
East Troy				
Facility/Service	Desired FSA	57C	Desired FSA Met?	
AIRSIDE FACILITIES				
ARC	B or Greater	B	Yes	
Runway Length (Primary)	5,500 Feet or Greater*	3,900 Feet	No	
Runway Width (Primary)	100 Feet*	75 Feet	No	
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-Yes Taxiway Turnaround-No	Yes	
Area-Weighted Pavement Condition	70 PCI or Greater	71 PCI	Yes	
Runway/Taxiway Lighting	HIRL & MITL	MIRL-Yes MITL-Yes Taxiway Reflectors-No	No	
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- One End VASI- None	No	
Approach Capability	Visibility Minimum 1/2 Mile	1 Mile	No	
Weather Reporting	AWOS or ASOS	None	No	
LANDSIDE FACILITIES & SERVICES				
FBO	FBO	Limited Service FBO(s) Available	Yes	
Maintenance	Major Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes	
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes	
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes	
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-No Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	No	
Ground Transportation	Rental Car Availability	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes	
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 55 Number of Based Aircraft -	Yes	
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 26 Number of Average Daily Transient- 9	Yes	
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes	
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes	
Security	Meets BOA Airport Security Recommendations For Large GA	Yes	Yes	
ADMINISTRATIVE				
Land Use Zoning Ordinance	Recommended	None	No	
Height Limitation Zoning Ordinance	Recommended	Complete	Yes	
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes	
Wildlife Hazard Assessment	Recommended	None	No	
Stormwater Management Plan	Recommended	None	No	
Fee/Easement Ownership of Existing RPZs	Recommended	Yes - Verified	Yes	

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

## **System Plan Investment Recommendations**

### **Large General Aviation Airport**

#### **East Troy**

### **East Troy Municipal Airport**

## **System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Runway safety areas	\$200,000
Runway length (primary)	\$4,456,300
Runway width (primary)	\$920,800
Runway/taxiway lighting	\$314,000
Visual aids and approach light configuration (MALSR, PAPI one end)* (5-year CIP identified tentative project)	\$627,100
Approach capability	\$4,895,200
Weather reporting* (5-year CIP identified tentative project)	\$110,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (runway, approach capability)	\$150,000
Land use zoning ordinance	\$87,500
Wildlife hazard assessment	\$30,000
Stormwater management plan	\$30,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$11,920,900</i></b>
*These improvements are currently included in the airport's individual 5-year Capital Improvement Program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	



This Page Left Blank Intentionally

## Fond du Lac – Fond du Lac County Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
FLD	Large	General Aviation	C-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
66	66	65	66

Total Operations			
2010	2015	2020	2030
63,050	62,630	62,230	62,630



## REPORT CARD

REPORT CARD				
Large General Aviation		Fond du Lac County Airport		FLD
Fond du Lac				
Facility/Service	Desired FSA	FLD	Desired FSA Met?	
AIRSIDE FACILITIES				
ARC	B or Greater	C	Yes	
Runway Length (Primary)	5,500 Feet or Greater*	5,941 Feet	Yes	
Runway Width (Primary)	100 Feet*	100 Feet	Yes	
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Yes	
Area-Weighted Pavement Condition	70 PCI or Greater	87 PCI	Yes	
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes	
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- Yes MALSF-No REIL- One End PAPI- Both Ends VASI- None	Yes	
Approach Capability	Visibility Minimum 1/2 Mile	1/2 Mile	Yes	
Weather Reporting	AWOS or ASOS	ASOS	Yes	
LANDSIDE FACILITIES & SERVICES				
FBO	FBO	Full-service FBO(s) Available	Yes	
Maintenance	Major Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes	
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes	
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes	
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes	
Ground Transportation	Rental Car Availability	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes	
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 50 Number of Based Aircraft -	Yes	
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 30 Number of Average Daily Transient- 20	Yes	
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes	
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-Yes	Yes	
Security	Meets BOA Airport Security Recommendations For Large GA	Yes	Yes	
ADMINISTRATIVE				
Land Use Zoning Ordinance	Recommended	None	No	
Height Limitation Zoning Ordinance	Recommended	Complete	Yes	
Vehicle Pedestrian Ordinance	Recommended	None	No	
Wildlife Hazard Assessment	Recommended	None	No	
Stormwater Management Plan	Recommended	Complete	Yes	
Fee/Easement Ownership of Existing RPZs	Recommended	No - Verified	No	

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

## **System Plan Investment Recommendations**

### **Large General Aviation Airport**

#### **Fond du Lac**

### **Fond du Lac County Airport**

## **System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Runway safety areas	\$146,100
Clear approaches (trees in approach surface)	\$200
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (ownership of existing RPZs)	\$150,000
Land use zoning ordinance	\$87,500
Wildlife hazard assessment	\$30,000
Fee/easement ownership of existing RPZs	\$4,120,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$4,633,800</i></b>

Note: For runway safety areas – Runway end 36 was shortened by 260'. The total runway length (5,681') remains greater than the FSA.



This Page Left Blank Intentionally

## Janesville – Southern Wisconsin Regional Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
JVL	Large	General Aviation	C-III



### Forecasts

Based Aircraft			
2010	2015	2020	2030
69	70	71	76

Total Operations			
2010	2015	2020	2030
50,090	50,870	51,810	54,910



# REPORT CARD

REPORT CARD			
Large General Aviation	Southern Wisconsin Regional Airport		JVL
Janesville			
Facility/Service	Desired FSA	JVL	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	B or Greater	C	Yes
Runway Length (Primary)	5,500 Feet or Greater*	7,301 Feet	Yes
Runway Width (Primary)	100 Feet*	150 Feet	Yes
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Yes
Area-Weighted Pavement Condition	70 PCI or Greater	85 PCI	Yes
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- Yes MALSF-No REIL- One End PAPI- One End VASI- One End	Yes
Approach Capability	Visibility Minimum 1/2 Mile	1/2 Mile	Yes
Weather Reporting	AWOS or ASOS	AWOS III/P	Yes
LANDSIDE FACILITIES & SERVICES			
FBO	FBO	Full-service FBO(s) Available	Yes
Maintenance	Major Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
Ground Transportation	Rental Car Availability	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 200 Number of Based Aircraft -	Yes
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 34 Number of Average Daily Transient- 80	No
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-Yes	Yes
Security	Meets BOA Airport Security Recommendations For Large GA	Yes	Yes
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	Complete	Yes
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes
Wildlife Hazard Assessment	Recommended	Complete	Yes
Stormwater Management Plan	Recommended	None	No
Fee/Easement Ownership of Existing RPZs	Recommended	No - Verified	No

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

## **System Plan Investment Recommendations**

**Large General Aviation Airport**

**Janesville**

**Southern Wisconsin Regional Airport**

### **System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Runway safety areas	\$211,000
---------------------	-----------

Clear approaches (trees & road in approach surfaces)	\$200
--	-------

Weather reporting	\$20,000
-------------------	----------

**Landside Facilities & Services:**

Ramp spaces (6 tiedowns)	\$3,000
--------------------------	---------

**Administrative:**

Airport layout plan & approach survey	\$100,000
---------------------------------------	-----------

Environmental assessment (ownership of existing RPZs)	\$150,000
---	-----------

Stormwater management plan	\$30,000
----------------------------	----------

Fee/easement ownership of existing RPZs*	(5-year CIP identified tentative project)	\$850,000
--	---	-----------

<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$1,364,200</i></b>
---	---------------------------

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Kenosha – Kenosha Regional Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
ENW	Large	Reliever	C-III



### Forecasts

Based Aircraft			
2010	2015	2020	2030
140	147	153	168

Total Operations			
2010	2015	2020	2030
52,400	52,570	52,830	54,020



## REPORT CARD

Large General Aviation		Kenosha Regional Airport		ENW
Kenosha				
Facility/Service	Desired FSA	ENW	Desired FSA Met?	
AIRSIDE FACILITIES				
ARC	B or Greater	C	Yes	
Runway Length (Primary)	5,500 Feet or Greater*	5,499 Feet	Yes	
Runway Width (Primary)	100 Feet*	100 Feet	Yes	
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Yes	
Area-Weighted Pavement Condition	70 PCI or Greater	69 PCI	<b>No</b>	
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes	
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- Yes MALSF-No REIL- One End PAPI- One End VASI- One End	Yes	
Approach Capability	Visibility Minimum 1/2 Mile	1/2 Mile	Yes	
Weather Reporting	AWOS or ASOS	ASOS	Yes	
LANDSIDE FACILITIES & SERVICES				
FBO	FBO	Full-service FBO(s) Available	Yes	
Maintenance	Major Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes	
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes	
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes	
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-No Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-No	<b>No</b>	
Ground Transportation	Rental Car Availability	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes	
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 150 Number of Based Aircraft -	Yes	
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 100 Number of Average Daily Transient- 40	Yes	
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes	
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-Yes	Yes	
Security	Meets BOA Airport Security Recommendations For Large GA	Yes	Yes	
ADMINISTRATIVE				
Land Use Zoning Ordinance	Recommended	Complete	Yes	
Height Limitation Zoning Ordinance	Recommended	Complete	Yes	
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes	
Wildlife Hazard Assessment	Recommended	None	<b>No</b>	
Stormwater Management Plan	Recommended	Complete	Yes	
Fee/Easement Ownership of Existing RPZs	Recommended	No - Verified	<b>No</b>	

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

## **System Plan Investment Recommendations**

### **Large General Aviation Airport**

#### **Kenosha**

### **Kenosha Regional Airport**

## **System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Clear approaches (trees in approach surface)

\$2,600

Area-weighted pavement condition\*

(5-year CIP identified tentative project)

\$8,132,000

**Administrative:**

Environmental assessment (ownership of existing RPZs)

\$150,000

Wildlife hazard assessment

\$30,000

Fee/easement ownership of existing RPZs

\$955,000

***Total System Plan Investment Recommendation Costs***

***\$9,269,600***

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Middleton – Middleton Municipal Airport-Morey Field

Identifier	Wisconsin Classification	NPIAS	Existing ARC
C29	Large	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
56	56	56	57

Total Operations			
2010	2015	2020	2030
49,030	48,840	48,690	49,540



# REPORT CARD

Large General Aviation Middleton Municipal Airport-Morey Field C29

## Middleton

Facility/Service	Desired FSA	C29	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
ARC	B or Greater	B	Yes
Runway Length (Primary)	5,500 Feet or Greater*	4,000 Feet	No
Runway Width (Primary)	100 Feet*	100 Feet	Yes
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Yes
Area-Weighted Pavement Condition	70 PCI or Greater	92 PCI	Yes
Runway/Taxiway Lighting	HIRL & MITL	MIRL-Yes MITL-Yes Taxiway Reflectors-No	No
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	No
Approach Capability	Visibility Minimum 1/2 Mile	1 Mile	No
Weather Reporting	AWOS or ASOS	AWOS III	Yes

## LANDSIDE FACILITIES & SERVICES

FBO	FBO	Full-service FBO(s) Available	Yes
Maintenance	Major Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
Ground Transportation	Rental Car Availability	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 50 Number of Based Aircraft -	Yes
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 38 Number of Average Daily Transient- 6	Yes
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Large GA	Yes	Yes

## ADMINISTRATIVE

Land Use Zoning Ordinance	Recommended	None	No
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes
Wildlife Hazard Assessment	Recommended	None	No
Stormwater Management Plan	Recommended	Complete	Yes
Fee/Easement Ownership of Existing RPZs	Recommended	No - Verified	No

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



## **System Plan Investment Recommendations**

### **Large General Aviation Airport**

#### **Middleton**

### **Middleton Municipal Airport – Morey Field**

### **System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Runway length (primary)* (5-year CIP identified tentative project)	\$4,178,300
Runway/taxiway lighting	\$315,000
Visual aids and approach light configuration (MALSR)	\$600,000
Approach capability	\$11,890,000
Weather reporting	\$20,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (runway, approach capability, ownership of existing RPZs)* (5-year CIP identified tentative project)	\$150,000
Land use zoning ordinance	\$87,500
Wildlife hazard assessment	\$30,000
Fee/easement ownership of existing RPZs* (5-year CIP identified tentative project)	\$2,820,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$20,190,800</i></b>

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Milwaukee–Timmerman – Lawrence J. Timmerman Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
MWC	Large	Reliever	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
79	79	79	80

Total Operations			
2010	2015	2020	2030
32,420	32,320	32,240	32,640



## REPORT CARD

Large General Aviation		Lawrence J. Timmerman Airport		MWC
Milwaukee - Timmerman				
Facility/Service	Desired FSA	MWC	Desired FSA Met?	
AIRSIDE FACILITIES				
ARC	B or Greater	B	Yes	
Runway Length (Primary)	5,500 Feet or Greater*	4,103 Feet	No	
Runway Width (Primary)	100 Feet*	75 Feet	No	
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-Yes	Yes	
Area-Weighted Pavement Condition	70 PCI or Greater	67 PCI	No	
Runway/Taxiway Lighting	HIRL & MITL	MIRL-Yes MITL-Yes Taxiway Reflectors-No	No	
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- One End PAPI- None VASI- Both Ends	No	
Approach Capability	Visibility Minimum 1/2 Mile	1 Mile	No	
Weather Reporting	AWOS or ASOS	AWOS III/PT	Yes	
LANDSIDE FACILITIES & SERVICES				
FBO	FBO	Full-service FBO(s) Available	Yes	
Maintenance	Major Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes	
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes	
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes	
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes	
Ground Transportation	Rental Car Availability	On-site Rental Car-No Courtesy Car-No Other Rental Car-No	No	
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 150 Number of Based Aircraft -	Yes	
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 12 Number of Average Daily Transient- 5	Yes	
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes	
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-Yes	Yes	
Security	Meets BOA Airport Security Recommendations For Large GA	Yes	Yes	
ADMINISTRATIVE				
Land Use Zoning Ordinance	Recommended	None	No	
Height Limitation Zoning Ordinance	Recommended	Complete	Yes	
Vehicle Pedestrian Ordinance	Recommended	None	No	
Wildlife Hazard Assessment	Recommended	Complete	Yes	
Stormwater Management Plan	Recommended	Complete	Yes	
Fee/Easement Ownership of Existing RPZs	Recommended	No - Verified	No	

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



## System Plan Investment Recommendations

### Large General Aviation Airport

#### Milwaukee

### Lawrence J. Timmerman Airport

## System Plan Investment Recommendation Improvements

### Improvement Description:

### Estimated Cost:

#### **Airside Facilities:**

Clear approaches (trees in approach surfaces)		\$3,000
Runway length (primary)*	(5-year CIP identified tentative project)	\$84,219,200
Runway width (primary)		\$968,700
Area-weighted pavement condition*	(5-year CIP identified tentative project)	\$5,782,600
Runway/taxiway lighting*	(5-year CIP identified tentative project)	\$316,000
Visual aids & approach light configuration (MALSR, REILs one end)		\$619,000
Approach capability		\$79,125,000

#### **Administrative:**

Airport layout plan & approach survey		\$100,000
Environmental assessment (runway, approach capability, ownership of existing RPZs)		\$150,000
Land use zoning ordinance		\$87,500
Fee/easement ownership of existing RPZs*	(5-year CIP identified tentative project)	\$10,640,000

<b>Total System Plan Investment Recommendation Costs</b>	<b>\$182,011,000</b>
--	----------------------

<p>*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.</p>
--



This Page Left Blank Intentionally

## New Richmond – New Richmond Regional Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
RNH	Large	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
159	164	169	179

Total Operations			
2010	2015	2020	2030
44,500	45,820	47,190	50,040



# REPORT CARD

REPORT CARD				
Large General Aviation		New Richmond Regional Airport		RNH
New Richmond				
Facility/Service	Desired FSA	RNH	Desired FSA Met?	
AIRSIDE FACILITIES				
ARC	B or Greater	B	Yes	
Runway Length (Primary)	5,500 Feet or Greater*	5,507 Feet	Yes	
Runway Width (Primary)	100 Feet*	75 Feet	No	
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-Yes Taxiway Turnaround-No	Yes	
Area-Weighted Pavement Condition	70 PCI or Greater	84 PCI	Yes	
Runway/Taxiway Lighting	HIRL & MITL	MIRL-Yes MITL-Yes Taxiway Reflectors-Yes	No	
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	No	
Approach Capability	Visibility Minimum 1/2 Mile	1 Mile	No	
Weather Reporting	AWOS or ASOS	AWOS III/P	Yes	
LANDSIDE FACILITIES & SERVICES				
FBO	FBO	Full-service FBO(s) Available	Yes	
Maintenance	Major Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes	
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes	
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes	
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes	
Ground Transportation	Rental Car Availability	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes	
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 74 Number of Based Aircraft -	No	
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 27 Number of Average Daily Transient- 50	Yes	
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes	
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-Yes	Yes	
Security	Meets BOA Airport Security Recommendations For Large GA	Yes	Yes	
ADMINISTRATIVE				
Land Use Zoning Ordinance	Recommended	None	No	
Height Limitation Zoning Ordinance	Recommended	Complete	Yes	
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes	
Wildlife Hazard Assessment	Recommended	None	No	
Stormwater Management Plan	Recommended	Complete	Yes	
Fee/Easement Ownership of Existing RPZs	Recommended	Yes - Verified	Yes	

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**

**Large General Aviation Airport**

**New Richmond**

**New Richmond Regional Airport**

**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Runway width (primary)	\$1,300,500
Runway/taxiway lighting	\$330,400
Visual aids and approach light configuration (MALSR)* (5-year CIP identified tentative project)	\$600,000
Approach capability	\$6,341,000
Weather reporting	\$20,000
<b>Landside Facilities &amp; Services:</b>	
Auto parking (6 spaces)	\$1,100
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (runway, approach capability)	\$150,000
Land use zoning ordinance* (5-year CIP identified tentative project)	\$87,500
Wildlife hazard assessment	\$30,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$8,960,500</i></b>

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Oshkosh – Wittman Regional Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
OSH	Large	General Aviation	C-III



### Forecasts

Based Aircraft			
2010	2015	2020	2030
154	153	153	153

Total Operations			
2010	2015	2020	2030
75,780	75,420	75,140	75,310



# REPORT CARD

REPORT CARD			
Large General Aviation	Wittman Regional Airport	OSH	
Oshkosh			
Facility/Service	Desired FSA	OSH	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	B or Greater	C	Yes
Runway Length (Primary)	5,500 Feet or Greater*	8,002 Feet	Yes
Runway Width (Primary)	100 Feet*	150 Feet	Yes
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Yes
Area-Weighted Pavement Condition	70 PCI or Greater	78 PCI	Yes
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-Yes	Yes
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- Yes MALSF-No REIL- One End PAPI- One End VASI- One End	Yes
Approach Capability	Visibility Minimum 1/2 Mile	1/2 Mile	Yes
Weather Reporting	AWOS or ASOS	ASOS	Yes
LANDSIDE FACILITIES & SERVICES			
FBO	FBO	Full-service FBO(s) Available	Yes
Maintenance	Major Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
Ground Transportation	Rental Car Availability	On-site Rental Car-Yes Courtesy Car-No Other Rental Car-No	Yes
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 420 Number of Based Aircraft -	Yes
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 15 Number of Average Daily Transient- 25	Yes
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-Yes	Yes
Security	Meets BOA Airport Security Recommendations For Large GA	Yes	Yes
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	Complete	Yes
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes
Wildlife Hazard Assessment	Recommended	Complete	Yes
Stormwater Management Plan	Recommended	Complete	Yes
Fee/Easement Ownership of Existing RPZs	Recommended	No - Verified	No

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

**System Plan Investment Recommendations**

**Large General Aviation Airport**

**Oshkosh**

**Wittman Regional Airport**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Runway safety areas*	(5-year CIP identified tentative project)	\$143,000
----------------------	---	-----------

Clear approaches (trees & road in approach surfaces)		\$5,000
--	--	---------

**Administrative:**

Fee/easement ownership of existing RPZs*	(5-year CIP identified tentative project)	\$1,410,000
--	---	-------------

<b>Total System Plan Investment Recommendation Costs</b>		<b>\$1,558,000</b>
--	--	--------------------

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.

Note: For runway safety areas - no costs were assigned to the Runway 31 RSA due to the displaced threshold.



This Page Left Blank Intentionally

## Racine – Batten International Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
RAC	Large	Reliever	C-III



### Forecasts

Based Aircraft			
2010	2015	2020	2030
60	60	60	62

Total Operations			
2010	2015	2020	2030
47,000	47,110	47,320	48,850



# REPORT CARD

REPORT CARD				
Large General Aviation		Batten International Airport		RAC
Racine				
Facility/Service	Desired FSA	RAC	Desired FSA Met?	
AIRSIDE FACILITIES				
ARC	B or Greater	C	Yes	
Runway Length (Primary)	5,500 Feet or Greater*	6,574 Feet	Yes	
Runway Width (Primary)	100 Feet*	100 Feet	Yes	
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Yes	
Area-Weighted Pavement Condition	70 PCI or Greater	80 PCI	Yes	
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes	
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-Yes REIL- Both Ends PAPI- Both Ends VASI- None	<b>No</b>	
Approach Capability	Visibility Minimum 1/2 Mile	1 Mile	<b>No</b>	
Weather Reporting	AWOS or ASOS	ASOS	Yes	
LANDSIDE FACILITIES & SERVICES				
FBO	FBO	Full-service FBO(s) Available	Yes	
Maintenance	Major Airframe and Powerplant	Minor Airframe Repair Minor Powerplant Repair	<b>No</b>	
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes	
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes	
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes	
Ground Transportation	Rental Car Availability	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes	
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 48 Number of Based Aircraft -	Yes	
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 48 Number of Average Daily Transient- 9	Yes	
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes	
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-Yes	Yes	
Security	Meets BOA Airport Security Recommendations For Large GA	Yes	Yes	
ADMINISTRATIVE				
Land Use Zoning Ordinance	Recommended	None	<b>No</b>	
Height Limitation Zoning Ordinance	Recommended	Complete	Yes	
Vehicle Pedestrian Ordinance	Recommended	None	<b>No</b>	
Wildlife Hazard Assessment	Recommended	None	<b>No</b>	
Stormwater Management Plan	Recommended	Complete	Yes	
Fee/Easement Ownership of Existing RPZs	Recommended	No - Verified	<b>No</b>	

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**

**Large General Aviation Airport**

**Racine**

**Batten International Airport**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Runway safety areas	\$4,353,300
Clear approaches (trees in approach surface)	\$100
Visual aids and approach light configuration (MALSR)	\$130,600
Approach capability	\$8,594,800

**Administrative:**

Airport layout plan & approach survey* (5-year CIP identified tentative project)	\$100,000
Environmental assessment (approach capability)	\$150,000
Land use zoning ordinance	\$87,500
Wildlife hazard assessment	\$30,000
Fee/easement ownership of existing RPZs	\$11,200,000

**Total System Plan Investment Recommendation Costs** **\$24,646,300**

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.

Note: For clear approaches - the 5010 form states that the roads and the railroad are obstructions to runway ends 4, 22 and 14. These costs were already identified in the RSA section and therefore were not added to this facility need. However, the cost to remove the trees from runway end 32 were added to this facility need.



This Page Left Blank Intentionally

## Rice Lake – Rice Lake Regional-Carl’s Field

Identifier	Wisconsin Classification	NPIAS	Existing ARC
RPD	Large	General Aviation	C-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
30	30	31	33

Total Operations			
2010	2015	2020	2030
28,270	28,570	28,960	30,990



# REPORT CARD

REPORT CARD			
Large General Aviation	Rice Lake Regional - Carl's Field		RPD
Rice Lake			
Facility/Service	Desired FSA	RPD	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	B or Greater	C	Yes
Runway Length (Primary)	5,500 Feet or Greater*	6,700 Feet	Yes
Runway Width (Primary)	100 Feet*	100 Feet	Yes
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-Yes Taxiway Turnaround-Yes	Yes
Area-Weighted Pavement Condition	70 PCI or Greater	88 PCI	Yes
Runway/Taxiway Lighting	HIRL & MITL	MIRL-Yes MITL-Yes Taxiway Reflectors-No	<b>No</b>
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- Yes MALSF-No REIL- One End PAPI- Both Ends VASI- None	Yes
Approach Capability	Visibility Minimum 1/2 Mile	1/2 Mile	Yes
Weather Reporting	AWOS or ASOS	AWOS III/PT	Yes
LANDSIDE FACILITIES & SERVICES			
FBO	FBO	Full-service FBO(s) Available	Yes
Maintenance	Major Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
Ground Transportation	Rental Car Availability	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 47 Number of Based Aircraft -	Yes
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 10 Number of Average Daily Transient- 15	Yes
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-Yes	Yes
Security	Meets BOA Airport Security Recommendations For Large GA	Yes	Yes
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	<b>No</b>
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	None	<b>No</b>
Wildlife Hazard Assessment	Recommended	None	<b>No</b>
Stormwater Management Plan	Recommended	Complete	Yes
Fee/Easement Ownership of Existing RPZs	Recommended	Yes - Verified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

**System Plan Investment Recommendations**

**Large General Aviation Airport**

**Rice Lake**

**Rice Lake Regional - Carl's Field**

**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Runway/taxiway lighting	\$402,000
<b>Administrative:</b>	
Lane use zoning ordinance	\$87,500
Wildlife hazard assessment	\$30,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$519,500</i></b>



This Page Left Blank Intentionally

## Sheboygan – Sheboygan County Memorial Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
SBM	Large	General Aviation	C-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
87	88	89	93

Total Operations			
2010	2015	2020	2030
62,000	62,590	63,340	66,020



## REPORT CARD

REPORT CARD				
Large General Aviation		Sheboygan County Memorial Airport		SBM
Sheboygan				
Facility/Service	Desired FSA	SBM	Desired FSA Met?	
AIRSIDE FACILITIES				
ARC	B or Greater	C	Yes	
Runway Length (Primary)	5,500 Feet or Greater*	6,802 Feet	Yes	
Runway Width (Primary)	100 Feet*	100 Feet	Yes	
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-Yes Taxiway Turnaround-Yes	Yes	
Area-Weighted Pavement Condition	70 PCI or Greater	74 PCI	Yes	
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes	
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- Yes MALSF-No REIL- One End PAPI- Both Ends VASI- None	Yes	
Approach Capability	Visibility Minimum 1/2 Mile	1/2 Mile	Yes	
Weather Reporting	AWOS or ASOS	ASOS	Yes	
LANDSIDE FACILITIES & SERVICES				
FBO	FBO	Limited Service FBO(s) Available	Yes	
Maintenance	Major Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes	
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes	
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes	
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes	
Ground Transportation	Rental Car Availability	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes	
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 170 Number of Based Aircraft -	Yes	
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 57 Number of Average Daily Transient- 40	Yes	
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes	
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-Yes	Yes	
Security	Meets BOA Airport Security Recommendations For Large GA	Yes	Yes	
ADMINISTRATIVE				
Land Use Zoning Ordinance	Recommended	None	No	
Height Limitation Zoning Ordinance	Recommended	Complete	Yes	
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes	
Wildlife Hazard Assessment	Recommended	None	No	
Stormwater Management Plan	Recommended	Complete	Yes	
Fee/Easement Ownership of Existing RPZs	Recommended	Yes - Verified	Yes	

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**  
**Large General Aviation Airport**  
**Sheboygan**  
**Sheboygan County Memorial Airport**  
**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Administrative:</b>	
Land use zoning ordinance	\$87,500
Wildlife hazard assessment	\$30,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b>\$117,500</b>



This Page Left Blank Intentionally

## Stevens Point – Stevens Point Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
STE	Large	General Aviation	D-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
45	45	46	48

Total Operations			
2010	2015	2020	2030
36,750	37,050	37,430	39,310



## REPORT CARD

REPORT CARD			
Large General Aviation	Stevens Point Municipal Airport		STE
Stevens Point			
Facility/Service	Desired FSA	STE	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	B or Greater	D	Yes
Runway Length (Primary)	5,500 Feet or Greater*	6,028 Feet	Yes
Runway Width (Primary)	100 Feet*	120 Feet	Yes
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-Yes Taxiway Turnaround-Yes	Yes
Area-Weighted Pavement Condition	70 PCI or Greater	73 PCI	Yes
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- One End PAPI- Both Ends VASI- None	<b>No</b>
Approach Capability	Visibility Minimum 1/2 Mile	3/4 Mile	<b>No</b>
Weather Reporting	AWOS or ASOS	AWOS III/P	Yes
LANDSIDE FACILITIES & SERVICES			
FBO	FBO	Full-service FBO(s) Available	Yes
Maintenance	Major Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
Ground Transportation	Rental Car Availability	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 32 Number of Based Aircraft -	Yes
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 20 Number of Average Daily Transient- 20	Yes
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-No	<b>No</b>
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Large GA	Yes	Yes
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	<b>No</b>
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes
Wildlife Hazard Assessment	Recommended	None	<b>No</b>
Stormwater Management Plan	Recommended	None	<b>No</b>
Fee/Easement Ownership of Existing RPZs	Recommended	Yes - Verified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**

**Large General Aviation Airport**

**Stevens Point**

**Stevens Point Municipal Airport**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Runway safety areas \$212,000

Visual aids and approach light configuration (MALSR, REILs) \$619,000

Weather reporting \$20,000

**Landside Facilities & Services:**

Operations/maintenance building \$1,300,000

**Administrative:**

Land use zoning ordinance \$87,500

Wildlife hazard assessment \$30,000

Stormwater management plan \$30,000

***Total System Plan Investment Recommendation Costs* \$2,298,500**

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.

Note: For approach capability – all costs assigned to lower visibility minimums from 3/4 mile to 1/2 mile are in the visual aids FSA.



This Page Left Blank Intentionally

## Waukesha – Waukesha County Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
UES	Large	Reliever	C-III



### Forecasts

Based Aircraft			
2010	2015	2020	2030
193	194	196	201

Total Operations			
2010	2015	2020	2030
58,230	58,610	59,120	60,700



# REPORT CARD

REPORT CARD				
Large General Aviation		Waukesha County Airport		UES
Waukesha				
Facility/Service	Desired FSA	UES	Desired FSA Met?	
AIRSIDE FACILITIES				
ARC	B or Greater	C	Yes	
Runway Length (Primary)	5,500 Feet or Greater*	5,848 Feet	Yes	
Runway Width (Primary)	100 Feet*	100 Feet	Yes	
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Yes	
Area-Weighted Pavement Condition	70 PCI or Greater	81 PCI	Yes	
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-Yes	Yes	
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- Yes MALSF-No REIL- One End PAPI- One End VASI- One End	Yes	
Approach Capability	Visibility Minimum 1/2 Mile	1/2 Mile	Yes	
Weather Reporting	AWOS or ASOS	AWOS III/P	Yes	
LANDSIDE FACILITIES & SERVICES				
FBO	FBO	Full-service FBO(s) Available	Yes	
Maintenance	Major Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes	
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes	
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes	
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-No Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	No	
Ground Transportation	Rental Car Availability	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes	
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 98 Number of Based Aircraft -	Yes	
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 32 Number of Average Daily Transient- 96	No	
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes	
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-Yes	Yes	
Security	Meets BOA Airport Security Recommendations For Large GA	Yes	Yes	
ADMINISTRATIVE				
Land Use Zoning Ordinance	Recommended	None	No	
Height Limitation Zoning Ordinance	Recommended	Complete	Yes	
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes	
Wildlife Hazard Assessment	Recommended	Complete	Yes	
Stormwater Management Plan	Recommended	Complete	Yes	
Fee/Easement Ownership of Existing RPZs	Recommended	No - Verified	No	

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**

**Large General Aviation Airport**

**Waukesha**

**Waukesha County Airport**

**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Runway safety areas* (5-year CIP identified tentative project)	\$180,000
Clear approaches (trees in approach surfaces)* (5-year CIP identified tentative project)	\$1,100
Weather reporting	\$20,000
<b>Landside Facilities &amp; Services:</b>	
Ramp space (16 tiedowns)* (5-year CIP identified tentative project)	\$8,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (runway safety area, ownership of existing RPZs)	\$150,000
Land use zoning ordinance	\$87,500
Fee/easement ownership of existing RPZs	\$705,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$1,251,600</i></b>

\*These improvements are currently included in the airport’s individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.

Note: For runway safety areas – The airport CIP documents the RSA changes that are occurring at the airport. To be consistent with all System Plan Investment Recommendations, costs were included for relocating the localizer and closing the road on runway end 10. No costs were assigned to displacing the threshold.



This Page Left Blank Intentionally

## West Bend – West Bend Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
ETB	Large	Reliever	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
106	106	105	106

Total Operations			
2010	2015	2020	2030
56,000	55,820	55,670	55,960



## REPORT CARD

Large General Aviation		West Bend Municipal Airport		ETB
West Bend				
Facility/Service	Desired FSA	ETB	Desired FSA Met?	
AIRSIDE FACILITIES				
ARC	B or Greater	B	Yes	
Runway Length (Primary)	5,500 Feet or Greater*	4,494 Feet	No	
Runway Width (Primary)	100 Feet*	75 Feet	No	
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-Yes Taxiway Turnaround-Yes	Yes	
Area-Weighted Pavement Condition	70 PCI or Greater	62 PCI	No	
Runway/Taxiway Lighting	HIRL & MITL	MIRL-Yes MITL-No Taxiway Reflectors-No	No	
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSR, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- None VASI- Both Ends	No	
Approach Capability	Visibility Minimum 1/2 Mile	1 Mile	No	
Weather Reporting	AWOS or ASOS	AWOS III/P	Yes	
LANDSIDE FACILITIES & SERVICES				
FBO	FBO	Full-service FBO(s) Available	Yes	
Maintenance	Major Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes	
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes	
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes	
GA Terminal Building	Phone, Restrooms, Flight Planning/Lounge	Public Phone-No Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	No	
Ground Transportation	Rental Car Availability	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes	
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 54 Number of Based Aircraft -	Yes	
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 25 Number of Average Daily Transient- 7	Yes	
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes	
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes	
Security	Meets BOA Airport Security Recommendations For Large GA	Yes	Yes	
ADMINISTRATIVE				
Land Use Zoning Ordinance	Recommended	None	No	
Height Limitation Zoning Ordinance	Recommended	None	No	
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes	
Wildlife Hazard Assessment	Recommended	None	No	
Stormwater Management Plan	Recommended	Complete	Yes	
Fee/Easement Ownership of Existing RPZs	Recommended	No - Verified	No	

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



## **System Plan Investment Recommendations**

### **Large General Aviation Airport**

#### **West Bend**

### **West Bend Municipal Airport**

## **System Plan Investment Recommendation Improvements**

### **Improvement Description:**

### **Estimated Cost:**

#### **Airside Facilities:**

Clear approaches (trees & road in approach surfaces)	\$200
Runway length (primary)	\$3,973,000
Runway width (primary)	\$992,000
Area-weighted pavement condition* (5-year CIP identified tentative project)	\$4,278,000
Runway/taxiway lighting	\$537,000
Visual aids and approach light configuration (MALSR)	\$600,000
Approach capability	\$5,509,000
Weather reporting	\$20,000

#### **Administrative:**

Airport layout plan & approach survey	\$100,000
Environmental assessment (runway, approach capability, ownership of existing RPZs)	\$150,000
Land use zoning ordinance & height limitation zoning ordinance	\$87,500
Wildlife hazard assessment	\$30,000
Fee/easement ownership of existing RPZs* (5-year CIP identified tentative project)	\$475,000

<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b>\$16,751,700</b>
---	---------------------

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.

Note: For runway safety areas - The runway end 31 threshold would be displaced 100 feet for a clear RSA and would not have a cost associated with it. For clear approaches - No costs were assigned to runway end 24 and runway end 13 because the thresholds would be displaced to clear the roads.



This Page Left Blank Intentionally

## Amery – Amery Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
AHH	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
22	22	23	25

Total Operations			
2010	2015	2020	2030
13,900	14,170	14,480	15,990



# REPORT CARD

Medium General Aviation

**Amery Municipal Airport**

**AHH**

## Amery

Facility/Service	Desired FSA	AHH	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	4,000 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	75 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-Yes Taxiway Turnaround-Yes	<b>No</b>
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	84 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- None VASI- Both Ends	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	None	<b>No</b>
<b>LANDSIDE FACILITIES &amp; SERVICES</b>			
<b>FBO</b>	FBO	None	<b>No</b>
<b>Maintenance</b>	Minor Airframe and Powerplant	Major Airframe Repair No Powerplant Repair	<b>No</b>
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-No Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	<b>No</b>
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-No	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-No Number of Parking Spaces - 8 Number of Based Aircraft -	<b>No</b>
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 11 Number of Average Daily Transient- 2	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-No	<b>No</b>
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
<b>ADMINISTRATIVE</b>			
<b>Land Use Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	None	<b>No</b>
<b>Wildlife Hazard Assessment</b>	Recommended	None	<b>No</b>
<b>Stormwater Management Plan</b>	Recommended	Complete	Yes
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations  
 Medium General Aviation Airport  
 Amery  
 Amery Municipal Airport  
 System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Taxiway type (primary)	\$504,000
Visual aids and approach light configuration (MALSF)	\$600,000
Approach capability	\$2,465,200
Weather reporting	\$90,000
<b>Landside Facilities &amp; Services:</b>	
Auto parking (3 spaces)* (5-year CIP identified tentative project)	\$3,200
Operations/maintenance building* (5-year CIP identified tentative project)	\$700,000
Transient aircraft storage* (5-year CIP identified tentative project)	\$480,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (taxiway, approach capability)	\$150,000
Wildlife hazard assessment	\$20,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$5,112,400</i></b>
*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	



This Page Left Blank Intentionally

## Antigo – Langlade County Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
AIG	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
18	18	19	21

Total Operations			
2010	2015	2020	2030
8,250	8,460	8,690	9,780



# REPORT CARD

Medium General Aviation

Langlade County Airport

AIG

Antigo

Facility/Service	Desired FSA	AIG	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
ARC	A or Greater	B	Yes
Runway Length (Primary)	4,000 to 5,499 Feet or Greater*	4,010 Feet	Yes
Runway Width (Primary)	75 Feet*	75 Feet	Yes
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-Yes Taxiway Turnaround-Yes	No
Area-Weighted Pavement Condition	70 PCI or Greater	81 PCI	Yes
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	No
Approach Capability	Visibility Minimum 3/4 Mile	1 Mile	No
Weather Reporting	AWOS or ASOS	AWOS III/P	Yes
<b>LANDSIDE FACILITIES &amp; SERVICES</b>			
FBO	FBO	Full-service FBO(s) Available	Yes
Maintenance	Minor Airframe and Powerplant	Minor Airframe Repair Minor Powerplant Repair	Yes
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 8 Number of Based Aircraft -	No
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 19 Number of Average Daily Transient- 5	Yes
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
<b>ADMINISTRATIVE</b>			
Land Use Zoning Ordinance	Recommended	None	No
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	None	No
Wildlife Hazard Assessment	Recommended	None	No
Stormwater Management Plan	Recommended	None	No
Fee/Easement Ownership of Existing RPZs	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**

**Medium General Aviation Airport**

**Antigo**

**Langlade County Airport**

**System Plan Investment Recommendation Improvements**

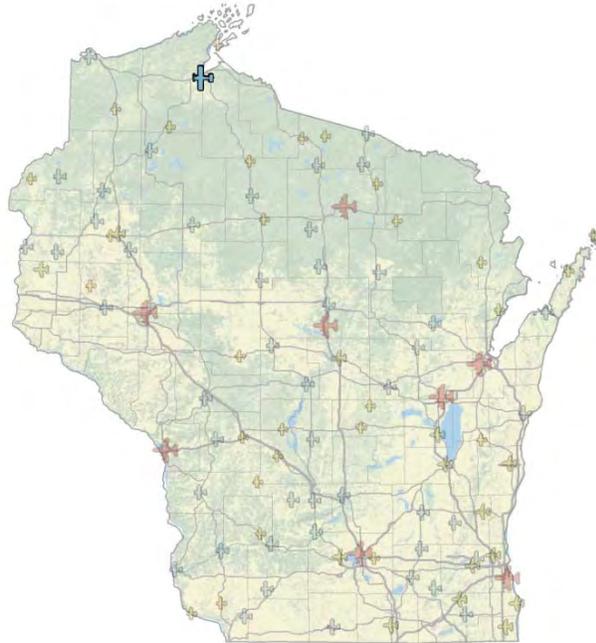
<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Taxiway type (primary)* (5-year CIP identified tentative project)	\$792,400
Visual aids and approach light configuration (MALSF)	\$600,000
Approach capability	\$2,465,200
<b>Landside Facilities &amp; Services:</b>	
Auto parking (1 space)	\$1,100
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (taxiway, approach capability)* (5-year CIP identified tentative project)	\$150,000
Land use zoning ordinance* (5-year CIP identified tentative project)	\$62,500
Wildlife hazard assessment	\$20,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$4,201,200</i></b>
*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	



This Page Left Blank Intentionally

## Ashland – John F. Kennedy Memorial Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
ASX	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
33	33	33	35

Total Operations			
2010	2015	2020	2030
13,030	13,080	13,160	13,820



# REPORT CARD

Medium General Aviation

**John F. Kennedy Memorial Airport**

**ASX**

## Ashland

Facility/Service	Desired FSA	ASX	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	5,197 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	100 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-No	<b>No</b>
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	70 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-No	<b>No</b>
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- One End PAPI- Both Ends VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	ASOS	Yes

## LANDSIDE FACILITIES & SERVICES

<b>FBO</b>	FBO	None	<b>No</b>
<b>Maintenance</b>	Minor Airframe and Powerplant	No Airframe Repair No Powerplant Repair	<b>No</b>
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-No Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	<b>No</b>
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-No Number of Parking Spaces - 15 Number of Based Aircraft -	<b>No</b>
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 14 Number of Average Daily Transient- 5	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-No	<b>No</b>
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

## ADMINISTRATIVE

<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	None	<b>No</b>
<b>Wildlife Hazard Assessment</b>	Recommended	Complete	Yes
<b>Stormwater Management Plan</b>	Recommended	None	<b>No</b>
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**  
**Medium General Aviation Airport**  
**Ashland**  
**John F. Kennedy Memorial Airport**  
**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Clear approaches (trees in approach surfaces)	\$100
Taxiway type (primary)	\$1,979,000
Runway/taxiway lighting	\$9,600
Visual aids and approach light configuration (MALSF, REILs)	\$619,000
Approach capability	\$2,465,200
<b>Landside Facilities &amp; Services:</b>	
Auto parking (2 spaces)* (5-year CIP identified tentative project)	\$2,200
Operations/maintenance building	\$700,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (taxiway, approach capability)	\$150,000
Land use zoning ordinance* (5-year CIP identified tentative project)	\$62,500
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$6,097,600</i></b>

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Baraboo – Baraboo-Wisconsin Dells Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
DLL	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
49	49	49	50

Total Operations			
2010	2015	2020	2030
30,520	30,400	30,300	30,850



# REPORT CARD

Medium General Aviation

**Baraboo-Wisconsin Dells Airport**

**DLL**

## Baraboo

Facility/Service	Desired FSA	DLL	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	4,800 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	75 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Yes
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	67 PCI	<b>No</b>
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	HIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- One End VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	AWOS III/P	Yes

## LANDSIDE FACILITIES & SERVICES

<b>FBO</b>	FBO	Full-service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	No Airframe Repair No Powerplant Repair	<b>No</b>
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 36 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 14 Number of Average Daily Transient- 40	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

## ADMINISTRATIVE

<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	Complete	Yes
<b>Wildlife Hazard Assessment</b>	Recommended	None	<b>No</b>
<b>Stormwater Management Plan</b>	Recommended	None	<b>No</b>
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	No - Unverified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**  
**Medium General Aviation Airport**  
**Baraboo**  
**Baraboo-Wisconsin Dells Airport**  
**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Clear approaches (trees & pole in approach surfaces)	\$5,100
Area-weighted pavement condition* (5-year CIP identified tentative project)	\$2,535,000
Visual aids and approach light configuration (MALSF, PAPIs)	\$624,000
Approach capability	\$2,465,200
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (approach capability)	\$150,000
Land use zoning ordinance* (5-year CIP identified tentative project)	\$62,500
Wildlife hazard assessment* (5-year CIP identified tentative project)	\$20,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$5,971,800</i></b>
*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	



This Page Left Blank Intentionally

## Black River Falls – Black River Falls Area Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
BCK	Medium	General Aviation	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
22	22	22	24

Total Operations			
2010	2015	2020	2030
12,320	12,410	12,520	13,470



# REPORT CARD

Medium General Aviation

**Black River Falls Area Airport**

**BCK**

## Black River Falls

Facility/Service	Desired FSA	BCK	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	4,601 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	75 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	<b>No</b>
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	88 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-Yes	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- One End PAPI- Both Ends VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	AWOS III/PT	Yes

## LANDSIDE FACILITIES & SERVICES

<b>FBO</b>	FBO	None	<b>No</b>
<b>Maintenance</b>	Minor Airframe and Powerplant	No Airframe Repair No Powerplant Repair	<b>No</b>
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 6 Number of Based Aircraft -	<b>No</b>
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 6 Number of Average Daily Transient- 2	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

## ADMINISTRATIVE

<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	None	<b>No</b>
<b>Wildlife Hazard Assessment</b>	Recommended	None	<b>No</b>
<b>Stormwater Management Plan</b>	Recommended	None	<b>No</b>
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**  
**Medium General Aviation Airport**  
**Black River Falls**  
**Black River Falls Area Airport**  
**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Taxiway type (primary)	\$1,715,000
Visual aids and approach light configuration (MALSF, REILs)* (5-year CIP identified tentative project)	\$619,000
Approach capability	\$2,465,200
<b>Landside Facilities &amp; Services:</b>	
Auto parking (5 spaces)	\$5,400
Transient aircraft storage* (5-year CIP identified tentative project)	\$480,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (taxiway, approach capability)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$5,627,100</i></b>
*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	



This Page Left Blank Intentionally

## Boscobel – Boscobel Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
OVS	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
24	24	24	24

Total Operations			
2010	2015	2020	2030
16,400	16,260	16,120	16,660



# REPORT CARD

Medium General Aviation

**Boscobel Airport**

**OVS**

## Boscobel

Facility/Service	Desired FSA	OVS	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	5,000 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	75 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-Yes Taxiway Turnaround-Yes	<b>No</b>
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	86 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	ASOS	Yes

## LANDSIDE FACILITIES & SERVICES

<b>FBO</b>	FBO	Full-service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-No	<b>No</b>
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-No	<b>No</b>
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-No Public Restroom-No Flight Planning Room-No Pilots Lounge-No	<b>No</b>
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-No Number of Parking Spaces - 15 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 20 Number of Average Daily Transient- 6	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

## ADMINISTRATIVE

<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	Complete	Yes
<b>Wildlife Hazard Assessment</b>	Recommended	None	<b>No</b>
<b>Stormwater Management Plan</b>	Recommended	Complete	Yes
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	No - Unverified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

## System Plan Investment Recommendations

### Medium General Aviation Airport

#### Boscobel

#### Boscobel Airport

### System Plan Investment Recommendation Improvements

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Taxiway type (primary)	\$1,921,000
Visual aids and approach light configuration (MALSF)	\$600,000
Approach capability	\$2,465,200
<b>Landside Facilities &amp; Services:</b>	
Fuel (jet A)	\$250,000
GA terminal/admin building* (5-year CIP identified tentative project)	\$300,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (approach capability)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$5,868,700</i></b>
*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	



This Page Left Blank Intentionally

## Brookfield – Capitol Drive Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
02C	Medium	Reliever	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
92	92	93	95

Total Operations			
2010	2015	2020	2030
15,150	15,180	15,230	15,590



# REPORT CARD

Medium General Aviation

**Capitol Drive Airport**

**02C**

**Brookfield**

Facility/Service	Desired FSA	02C	Desired FSA Met?
------------------	-------------	-----	------------------

## AIRSIDE FACILITIES

<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	3,501 Feet	No
<b>Runway Width (Primary)</b>	75 Feet*	44 Feet	No
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Yes
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	35 PCI	No
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-No	No
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- One End PAPI- None VASI- Both Ends	No
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	Visual	No
<b>Weather Reporting</b>	AWOS or ASOS	None	No

## LANDSIDE FACILITIES & SERVICES

<b>FBO</b>	FBO	Limited Service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	No Airframe Repair No Powerplant Repair	No
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-No	No
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-No Number of Parking Spaces - 12 Number of Based Aircraft -	No
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 6 Number of Average Daily Transient- 3	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-No	No
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

## ADMINISTRATIVE

<b>Land Use Zoning Ordinance</b>	Recommended	None	No
<b>Height Limitation Zoning Ordinance</b>	Recommended	None	No
<b>Vehicle Pedestrian Ordinance</b>	Recommended	None	No
<b>Wildlife Hazard Assessment</b>	Recommended	None	No
<b>Stormwater Management Plan</b>	Recommended	None	No
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	No - Unverified	No

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**  
**Medium General Aviation Airport**  
**Brookfield**  
**Capitol Drive Airport**

**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Clear approaches (trees & road in approach surfaces)* (5-year CIP identified tentative project)	\$300
Runway length (primary)	\$544,100
Runway width (primary)	\$1,025,000
Area-weighted pavement condition	\$2,426,700
Runway/taxiway lighting* (5-year CIP identified tentative project)	\$11,500
Visual aids and approach light configuration (MALSF, REILs)	\$619,000
Approach capability	\$2,465,200
Weather reporting	\$90,000
<b>Landside Facilities &amp; Services:</b>	
Fuel (jet A)	\$250,000
Auto parking (34 spaces)	\$36,700
Operations/maintenance building* (5-year CIP identified tentative project)	\$700,000
Transient aircraft storage	\$480,000
<b>Administrative:</b>	
Airport layout plan & approach survey* (5-year CIP identified tentative project)	\$100,000
Environmental assessment (runway, approach capability)	\$150,000
Land use zoning ordinance & height limitation zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
Stormwater management plan	\$10,000
<b>Total System Plan Investment Recommendation Costs</b>	<b>\$8,991,000</b>

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.

Note: For runway safety areas and clear approaches - no costs were assigned to runway end 3 and runway end 21 for these facility needs because the runway thresholds are displaced.



This Page Left Blank Intentionally

## Burlington – Burlington Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
BUU	Medium	General Aviation	A-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
22	22	22	22

Total Operations			
2010	2015	2020	2030
55,300	54,790	54,280	56,240



# REPORT CARD

Medium General Aviation

**Burlington Municipal Airport**

**BUU**

## Burlington

Facility/Service	Desired FSA	BUU	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	A	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	4,300 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	75 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Yes
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	94 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- One End VASI- One End	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	AWOS III/P	Yes
<b>LANDSIDE FACILITIES &amp; SERVICES</b>			
<b>FBO</b>	FBO	None	<b>No</b>
<b>Maintenance</b>	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 30 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 25 Number of Average Daily Transient- 5	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
<b>ADMINISTRATIVE</b>			
<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	None	<b>No</b>
<b>Wildlife Hazard Assessment</b>	Recommended	None	<b>No</b>
<b>Stormwater Management Plan</b>	Recommended	None	<b>No</b>
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**  
**Medium General Aviation Airport**  
**Burlington**  
**Burlington Municipal Airport**  
**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Visual aids and approach light configuration (MALSF)	\$600,000
Approach capability	\$2,465,200
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (approach capability)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$3,407,700</i></b>



This Page Left Blank Intentionally

## Chetek – Chetek Municipal-Southworth Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
Y23	Medium	Non-NPIAS	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
47	47	47	49

Total Operations			
2010	2015	2020	2030
7,240	7,240	7,260	7,490



# REPORT CARD

Medium General Aviation

**Chetek Municipal - Southworth Airport**

**Y23**

## Chetek

Facility/Service	Desired FSA	Y23	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	3,400 Feet	<b>No</b>
<b>Runway Width (Primary)</b>	75 Feet*	60 Feet	<b>No</b>
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-Yes Taxiway Turnaround-Yes	<b>No</b>
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	82 PCI	Not an Objective
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-No	<b>No</b>
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	None	<b>No</b>

## LANDSIDE FACILITIES & SERVICES

<b>FBO</b>	FBO	None	<b>No</b>
<b>Maintenance</b>	Minor Airframe and Powerplant	Minor Airframe Repair Minor Powerplant Repair	Yes
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-No	<b>No</b>
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-No Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	<b>No</b>
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-No	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-No Number of Parking Spaces - 20 Number of Based Aircraft -	<b>No</b>
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 6 Number of Average Daily Transient- 5	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-No	<b>No</b>
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

## ADMINISTRATIVE

<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	Complete	Yes
<b>Wildlife Hazard Assessment</b>	Recommended	None	<b>No</b>
<b>Stormwater Management Plan</b>	Recommended	None	<b>No</b>
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**  
**Medium General Aviation Airport**  
**Chetek**  
**Chetek Municipal - Southworth Airport**  
**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Clear approaches (trees & road in approach surfaces)* (5-year CIP identified tentative project)	\$500
Runway length (primary)	\$2,791,500
Runway width (primary)	\$425,000
Taxiway type (primary)* (5-year CIP identified tentative project)	\$458,000
Runway/taxiway lighting	\$4,100
Visual aids and approach light configuration (MALSF)	\$600,000
Approach capability	\$2,465,200
Weather reporting	\$90,000
<b>Landside Facilities &amp; Services:</b>	
Fuel (jet A)	\$250,000
Auto parking (4 spaces)	\$4,300
Operations/maintenance building	\$700,000
Transient aircraft storage	\$480,000
<b>Administrative:</b>	
Airport layout plan & approach survey* (5-year CIP identified tentative project)	\$100,000
Environmental assessment (runway, taxiway, approach capability)* (5-year CIP identified tentative project)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment* (5-year CIP identified tentative project)	\$20,000
Stormwater management plan	\$10,000
<b>Total System Plan Investment Recommendation Costs</b>	<b>\$8,611,100</b>

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.

Note: For clear approaches - the cost to relocate the road near runway end 17 was included in the runway extension costs.



This Page Left Blank Intentionally

## Clintonville – Clintonville Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
CLI	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
17	17	17	18

Total Operations			
2010	2015	2020	2030
8,000	7,940	7,870	8,300



# REPORT CARD

Medium General Aviation Clintonville Municipal Airport CLI

## Clintonville

Facility/Service	Desired FSA	CLI	Desired FSA Met?
------------------	-------------	-----	------------------

### AIRSIDE FACILITIES

ARC	A or Greater	B	Yes
Runway Length (Primary)	4,000 to 5,499 Feet or Greater*	4,600 Feet	Yes
Runway Width (Primary)	75 Feet*	75 Feet	Yes
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Yes
Area-Weighted Pavement Condition	70 PCI or Greater	88 PCI	Yes
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-Yes	Yes
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- One End PAPI- One End VASI- None	No
Approach Capability	Visibility Minimum 3/4 Mile	1 Mile	No
Weather Reporting	AWOS or ASOS	AWOS III/P	Yes

### LANDSIDE FACILITIES & SERVICES

FBO	FBO	None	No
Maintenance	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-No Pilots Lounge-Yes	Yes
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-Yes	Yes
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 20 Number of Based Aircraft -	Yes
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 15 Number of Average Daily Transient- 10	Yes
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

### ADMINISTRATIVE

Land Use Zoning Ordinance	Recommended	None	No
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes
Wildlife Hazard Assessment	Recommended	None	No
Stormwater Management Plan	Recommended	None	No
Fee/Easement Ownership of Existing RPZs	Not An Objective	No - Unverified	No

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**  
**Medium General Aviation Airport**  
**Clintonville**  
**Clintonville Municipal Airport**  
**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Visual aids and approach light configuration (MALSF, REILs, PAPIs)	\$643,000
Approach capability	\$2,465,200
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (approach capability)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$3,450,700</i></b>



This Page Left Blank Intentionally

## Cumberland – Cumberland Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
UBE	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
22	22	22	24

Total Operations			
2010	2015	2020	2030
10,900	10,930	10,970	11,680



# REPORT CARD

Medium General Aviation

**Cumberland Municipal Airport**

**UBE**

## Cumberland

Facility/Service	Desired FSA	UBE	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	4,043 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	75 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	<b>No</b>
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	68 PCI	<b>No</b>
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-Yes	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- One End PAPI- None VASI- Both Ends	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	AWOS III/PT	Yes

## LANDSIDE FACILITIES & SERVICES

<b>FBO</b>	FBO	None	<b>No</b>
<b>Maintenance</b>	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-No	<b>No</b>
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-No	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 20 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 10 Number of Average Daily Transient- 5	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

## ADMINISTRATIVE

<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	None	<b>No</b>
<b>Wildlife Hazard Assessment</b>	Recommended	None	<b>No</b>
<b>Stormwater Management Plan</b>	Recommended	Complete	Yes
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	No - Unverified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**  
**Medium General Aviation Airport**  
**Cumberland**  
**Cumberland Municipal Airport**  
**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Taxiway type (primary)	\$1,550,200
Area-weighted pavement condition	\$1,565,400
Visual aids and approach light configuration (MALSF, REILs)	\$619,000
Approach capability	\$2,465,200
<b>Landside Facilities &amp; Services:</b>	
Fuel (jet A)	\$250,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (taxiway, approach capability)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$6,782,300</i></b>



This Page Left Blank Intentionally

## Eagle River – Eagle River Union Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
EGV	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
59	61	63	66

Total Operations			
2010	2015	2020	2030
20,610	21,220	21,860	23,200



# REPORT CARD

Medium General Aviation

**Eagle River Union Airport**

**EGV**

## Eagle River

Facility/Service	Desired FSA	EGV	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	5,000 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	76 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-No	<b>No</b>
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	69 PCI	<b>No</b>
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	AWOS III/P	Yes
<b>LANDSIDE FACILITIES &amp; SERVICES</b>			
<b>FBO</b>	FBO	Full-service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 130 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 35 Number of Average Daily Transient- 25	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-Yes	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
<b>ADMINISTRATIVE</b>			
<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	Complete	Yes
<b>Wildlife Hazard Assessment</b>	Recommended	Complete	Yes
<b>Stormwater Management Plan</b>	Recommended	Complete	Yes
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	No - Unverified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**

**Medium General Aviation Airport**

**Eagle River**

**Eagle River Union Airport**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Taxiway type (primary)*	(5-year CIP identified tentative project)	\$1,389,000
Area-weighted pavement condition*	(5-year CIP identified tentative project)	\$400,000
Visual aids and approach light configuration (MALSF)		\$600,000
Approach capability		\$2,465,200

**Administrative:**

Airport layout plan & approach survey*	(5-year CIP identified tentative project)	\$100,000
Environmental assessment (taxiway, approach capability)*	(5-year CIP identified tentative project)	\$150,000
Land use zoning ordinance*	(5-year CIP identified tentative project)	\$62,500

***Total System Plan Investment Recommendation Costs*** **\$5,166,700**

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Fort Atkinson – Fort Atkinson Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
61C	Medium	General Aviation	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
27	27	28	29

Total Operations			
2010	2015	2020	2030
10,900	10,990	11,100	11,880



# REPORT CARD

Medium General Aviation

**Fort Atkinson Municipal Airport**

**61C**

## Fort Atkinson

Facility/Service	Desired FSA	61C	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	3,800 Feet	No
<b>Runway Width (Primary)</b>	75 Feet*	60 Feet	No
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-Yes Taxiway Turnaround-No	No
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	65 PCI	No
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-Yes	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- One End VASI- None	No
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	No
<b>Weather Reporting</b>	AWOS or ASOS	None	No
<b>LANDSIDE FACILITIES &amp; SERVICES</b>			
<b>FBO</b>	FBO	None	No
<b>Maintenance</b>	Minor Airframe and Powerplant	No Airframe Repair No Powerplant Repair	No
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-No	No
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-No	No
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-No Public Restroom-No Flight Planning Room-No Pilots Lounge-No	No
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 16 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 10 Number of Average Daily Transient- 1	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-No	No
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
<b>ADMINISTRATIVE</b>			
<b>Land Use Zoning Ordinance</b>	Recommended	None	No
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	Complete	Yes
<b>Wildlife Hazard Assessment</b>	Recommended	None	No
<b>Stormwater Management Plan</b>	Recommended	Complete	Yes
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**  
**Medium General Aviation Airport**  
**Fort Atkinson**  
**Fort Atkinson Municipal Airport**  
**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Runway length (primary)	\$1,090,600
Runway width (primary)	\$475,000
Taxiway type (primary)	\$887,000
Area-weighted pavement condition* (5-year CIP identified tentative project)	\$1,178,000
Visual aids and approach light configuration (MALSF, REILs, PAPIs)	\$662,000
Approach capability	\$2,465,200
Weather reporting	\$90,000
<b>Landside Facilities &amp; Services:</b>	
Fuel (jet A)* (5-year CIP identified tentative project)	\$250,000
GA terminal/admin building	\$300,000
Operations/maintenance building	\$700,000
Transient aircraft storage	\$480,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (runway, taxiway, approach capability)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$8,910,300</i></b>

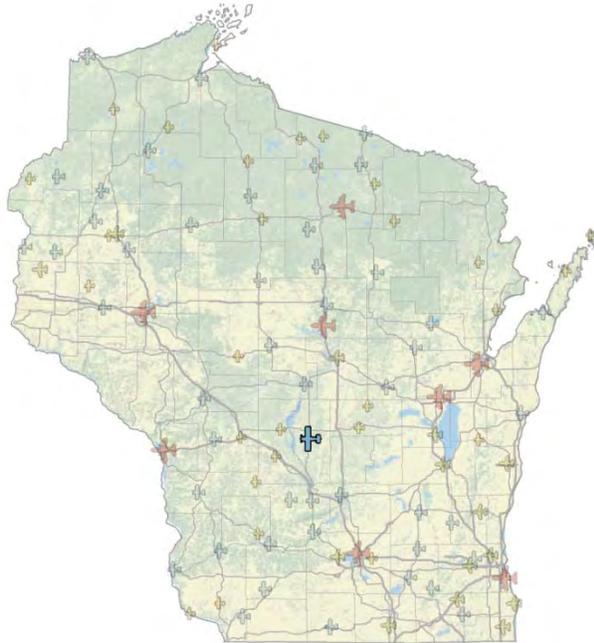
\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Friendship-Adams – Adams County Legion Field

Identifier	Wisconsin Classification	NPIAS	Existing ARC
63C	Medium	General Aviation	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
16	16	16	17

Total Operations			
2010	2015	2020	2030
7,070	7,060	7,060	7,600



# REPORT CARD

Medium General Aviation

**Adams County Legion Field**

**63C**

## Friendship-Adams

Facility/Service	Desired FSA	63C	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	3,398 Feet	No
<b>Runway Width (Primary)</b>	75 Feet*	60 Feet	No
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	No
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	71 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-No	No
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	No
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	No
<b>Weather Reporting</b>	AWOS or ASOS	None	No

## LANDSIDE FACILITIES & SERVICES

<b>FBO</b>	FBO	None	No
<b>Maintenance</b>	Minor Airframe and Powerplant	No Airframe Repair No Powerplant Repair	No
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-No	No
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 20 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 14 Number of Average Daily Transient- 3	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

## ADMINISTRATIVE

<b>Land Use Zoning Ordinance</b>	Recommended	None	No
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	Complete	Yes
<b>Wildlife Hazard Assessment</b>	Recommended	Complete	Yes
<b>Stormwater Management Plan</b>	Recommended	Complete	Yes
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**

**Medium General Aviation Airport**

**Friendship-Adams**

**Adams County Legion Field**

**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Runway length (primary)* (5-year CIP identified tentative project)	\$2,660,000
Runway width (primary)	\$425,000
Taxiway type (primary)	\$1,271,000
Runway/taxiway lighting	\$2,600
Visual aids and approach light configuration (MALSF)	\$600,000
Approach capability	\$2,465,200
Weather reporting	\$90,000
<b>Landside Facilities &amp; Services:</b>	
Fuel (jet A)	\$250,000
<b>Administrative:</b>	
Airport layout plan & approach survey* (5-year CIP identified tentative project)	\$100,000
Environmental assessment (runway, taxiway, approach capability)* (5-year CIP identified tentative project)	\$150,000
Land use zoning ordinance	\$62,500
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$8,076,300</i></b>
*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	



This Page Left Blank Intentionally

## Hartford – Hartford Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
HXF	Medium	General Aviation	A-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
103	104	105	108

Total Operations			
2010	2015	2020	2030
15,500	15,610	15,750	16,290



# REPORT CARD

**Medium General Aviation      Hartford Municipal Airport      HXF**

## Hartford

Facility/Service	Desired FSA	HXF	Desired FSA Met?
------------------	-------------	-----	------------------

### AIRSIDE FACILITIES

<b>ARC</b>	A or Greater	A	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	3,000 Feet	No
<b>Runway Width (Primary)</b>	75 Feet*	75 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Yes
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	35 PCI	No
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- None VASI- None	No
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	No
<b>Weather Reporting</b>	AWOS or ASOS	None	No

### LANDSIDE FACILITIES & SERVICES

<b>FBO</b>	FBO	None	No
<b>Maintenance</b>	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-No	No
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-No	No
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-No Public Restroom-No Flight Planning Room-No Pilots Lounge-No	No
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-No Number of Parking Spaces - 60 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 10 Number of Average Daily Transient- 19	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

### ADMINISTRATIVE

<b>Land Use Zoning Ordinance</b>	Recommended	None	No
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	Complete	Yes
<b>Wildlife Hazard Assessment</b>	Recommended	None	No
<b>Stormwater Management Plan</b>	Recommended	None	No
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**

**Medium General Aviation Airport**

**Hartford**

**Hartford Municipal Airport**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Clear approaches (road in approach surface)		\$217,000
Runway length (primary)*	(5-year CIP identified tentative project)	\$1,218,500
Area-weighted pavement condition		\$2,292,400
Visual aids and approach light configuration (MALSF, REILs, PAPIs)*	(5-year CIP identified tentative project)	\$686,000
Approach capability		\$2,465,200
Weather reporting*	(5-year CIP identified tentative project)	\$90,000

**Landside Facilities & Services:**

Fuel (jet A)		\$250,000
GA terminal/admin building		\$300,000
Transient aircraft storage		\$480,000

**Administrative:**

Airport layout plan & approach survey*	(5-year CIP identified tentative project)	\$100,000
Environmental assessment (runway, approach capability)*	(5-year CIP identified tentative project)	\$150,000
Land use zoning ordinance		\$62,500
Wildlife hazard assessment		\$20,000
Stormwater management plan		\$10,000

<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$8,341,600</i></b>
---	---------------------------

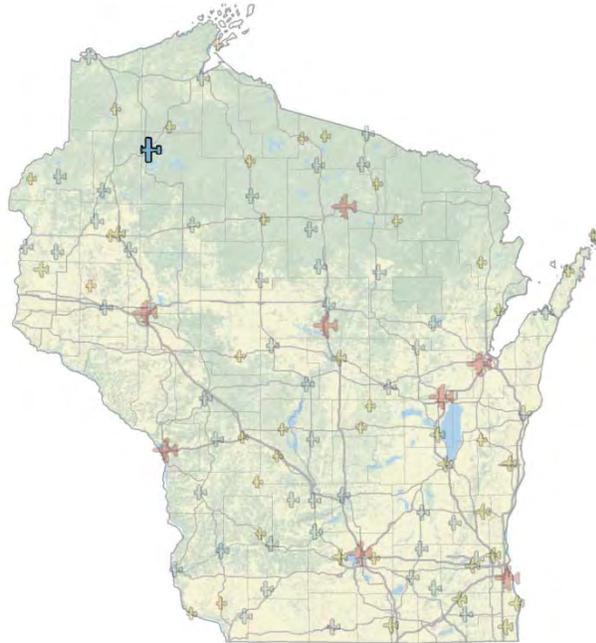
\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Hayward – Sawyer County Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
HYR	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
19	19	19	20

Total Operations			
2010	2015	2020	2030
10,400	10,320	10,240	10,720



# REPORT CARD

Medium General Aviation

**Sawyer County Airport**

**HYR**

**Hayward**

Facility/Service	Desired FSA	HYR	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	5,002 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	100 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	<b>No</b>
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	83 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-Yes	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	ASOS	Yes

## LANDSIDE FACILITIES & SERVICES

<b>FBO</b>	FBO	Full-service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	No Airframe Repair No Powerplant Repair	<b>No</b>
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-No Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	<b>No</b>
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-No Number of Parking Spaces - 30 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 24 Number of Average Daily Transient- 10	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-No	<b>No</b>
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-Yes	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

## ADMINISTRATIVE

<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	Complete	Yes
<b>Wildlife Hazard Assessment</b>	Recommended	None	<b>No</b>
<b>Stormwater Management Plan</b>	Recommended	Complete	Yes
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	No - Unverified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



## System Plan Investment Recommendations

### Medium General Aviation Airport

#### Hayward

### Sawyer County Airport

## System Plan Investment Recommendation Improvements

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Runway safety areas	\$3,300
Clear approaches (trees in approach surface)*	(5-year CIP identified tentative project) \$1,500
Taxiway type (primary)*	(5-year CIP identified tentative project) \$1,555,000
Visual aids and approach light configuration (MALSF)*	(5-year CIP identified tentative project) \$600,000
Approach capability*	(5-year CIP identified tentative project) \$2,465,200
<b>Landside Facilities &amp; Services:</b>	
Operations/maintenance building	\$700,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (taxiway, approach capability)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$5,657,500</i></b>
*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	



This Page Left Blank Intentionally

## Juneau – Dodge County Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
UNU	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
69	71	73	78

Total Operations			
2010	2015	2020	2030
29,000	29,840	30,710	32,520



# REPORT CARD

Medium General Aviation

**Dodge County Airport**

**UNU**

**Juneau**

Facility/Service	Desired FSA	UNU	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	5,060 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	100 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Yes
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	78 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-Yes	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-Yes REIL- None PAPI- Both Ends VASI- None	Yes
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	AWOS III/P	Yes
<b>LANDSIDE FACILITIES &amp; SERVICES</b>			
<b>FBO</b>	FBO	Full-service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 45 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 30 Number of Average Daily Transient- 7	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-No	<b>No</b>
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
<b>ADMINISTRATIVE</b>			
<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	None	<b>No</b>
<b>Wildlife Hazard Assessment</b>	Recommended	None	<b>No</b>
<b>Stormwater Management Plan</b>	Recommended	Complete	Yes
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	No - Unverified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

## **System Plan Investment Recommendations**

### **Medium General Aviation Airport**

#### **Juneau**

### **Dodge County Airport**

## **System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Clear approaches (trees in approach surface)	\$300
--	-------

Approach capability	\$2,465,200
---------------------	-------------

**Landside Facilities & Services:**

Operations/maintenance building	\$700,000
---------------------------------	-----------

**Administrative:**

Airport layout plan & approach survey*	(5-year CIP identified tentative project)	\$100,000
--	---	-----------

Environmental assessment (approach capability)	\$150,000
--	-----------

Land use zoning ordinance*	(5-year CIP identified tentative project)	\$62,500
----------------------------	---	----------

Wildlife hazard assessment	\$20,000
----------------------------	----------

<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$3,498,000</i></b>
---	---------------------------

*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.
---



This Page Left Blank Intentionally

## Ladysmith – Rusk County Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
RCX	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
16	16	16	17

Total Operations			
2010	2015	2020	2030
8,070	8,070	8,080	8,710



# REPORT CARD

Medium General Aviation

**Rusk County Airport**

**RCX**

**Ladysmith**

Facility/Service	Desired FSA	RCX	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	4,001 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	75 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	<b>No</b>
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	78 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-No	<b>No</b>
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	3/4 Mile	Yes
<b>Weather Reporting</b>	AWOS or ASOS	AWOS III/PT	Yes
<b>LANDSIDE FACILITIES &amp; SERVICES</b>			
<b>FBO</b>	FBO	Full-service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-No	<b>No</b>
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-No	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 12 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 16 Number of Average Daily Transient- 3	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
<b>ADMINISTRATIVE</b>			
<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	None	<b>No</b>
<b>Wildlife Hazard Assessment</b>	Recommended	None	<b>No</b>
<b>Stormwater Management Plan</b>	Recommended	None	<b>No</b>
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	No - Unverified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**

**Medium General Aviation Airport**

**Ladysmith**

**Rusk County Airport**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Clear approaches (trees in approach surface)		\$1,600
Taxiway type (primary)		\$1,290,300
Runway/taxiway lighting		\$10,300
Visual aids and approach light configuration (MALSF)		\$600,000

**Landside Facilities & Services:**

Fuel (jet A)		\$250,000
--------------	--	-----------

**Administrative:**

Airport layout plan & approach survey*	(5-year CIP identified tentative project)	\$100,000
Environmental assessment (taxiway)*	(5-year CIP identified tentative project)	\$150,000
Land use zoning ordinance		\$62,500
Wildlife hazard assessment		\$20,000
Stormwater management plan		\$10,000

<b><i>Total System Plan Investment Recommendation Costs</i></b>		<b>\$2,494,700</b>
---	--	--------------------

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Land O'Lakes – King's Land O'Lakes Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
LNL	Medium	General Aviation	A-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
11	11	11	13

Total Operations			
2010	2015	2020	2030
8,100	8,210	8,340	9,540



## REPORT CARD

Medium General Aviation

**King's Land O'Lakes Airport**

**LNL**

### Land O'Lakes

Facility/Service	Desired FSA	LNL	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
ARC	A or Greater	A	Yes
Runway Length (Primary)	4,000 to 5,499 Feet or Greater*	4,000 Feet	Yes
Runway Width (Primary)	75 Feet*	75 Feet	Yes
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	<b>No</b>
Area-Weighted Pavement Condition	70 PCI or Greater	69 PCI	<b>No</b>
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-No	<b>No</b>
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- One End PAPI- Both Ends VASI- None	<b>No</b>
Approach Capability	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
Weather Reporting	AWOS or ASOS	AWOS III/PT	Yes

### LANDSIDE FACILITIES & SERVICES

FBO	FBO	Full-service FBO(s) Available	Yes
Maintenance	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-No	<b>No</b>
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-No Number of Parking Spaces - 15 Number of Based Aircraft -	Yes
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 15 Number of Average Daily Transient- 6	Yes
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-Yes	Yes
Security	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

### ADMINISTRATIVE

Land Use Zoning Ordinance	Recommended	None	<b>No</b>
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	None	<b>No</b>
Wildlife Hazard Assessment	Recommended	None	<b>No</b>
Stormwater Management Plan	Recommended	None	<b>No</b>
Fee/Easement Ownership of Existing RPZs	Not An Objective	No - Unverified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**

**Medium General Aviation Airport**

**Land O'Lakes**

**King's Land O'Lakes Airport**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Clear approaches (trees & road in approach surfaces)*	(5-year CIP identified tentative project)	\$507,000
Taxiway type (primary)		\$1,536,800
Area-weighted pavement condition*	(5-year CIP identified tentative project)	\$1,877,800
Runway/taxiway lighting		\$4,600
Visual aids and approach light configuration (MALSF, REILs)		\$619,000
Approach capability		\$2,465,200

**Landside Facilities & Services:**

Fuel (jet A)		\$250,000
--------------	--	-----------

**Administrative:**

Airport layout plan & approach survey*	(5-year CIP identified tentative project)	\$100,000
Environmental assessment (taxiway)		\$150,000
Land use zoning ordinance		\$62,500
Wildlife hazard assessment		\$20,000
Stormwater management plan		\$10,000

<b><i>Total System Plan Investment Recommendation Costs</i></b>		<b>\$7,602,900</b>
---	--	--------------------

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Lone Rock – Tri-County Regional Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
LNR	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
26	26	26	27

Total Operations			
2010	2015	2020	2030
12,000	11,970	11,960	12,480



# REPORT CARD

Medium General Aviation

Tri-County Regional Airport

LNR

## Lone Rock

Facility/Service	Desired FSA	LNR	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
ARC	A or Greater	B	Yes
Runway Length (Primary)	4,000 to 5,499 Feet or Greater*	5,000 Feet	Yes
Runway Width (Primary)	75 Feet*	75 Feet	Yes
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-Yes Taxiway Turnaround-Yes	No
Area-Weighted Pavement Condition	70 PCI or Greater	77 PCI	Yes
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-Yes	Yes
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- One End PAPI- Both Ends VASI- None	No
Approach Capability	Visibility Minimum 3/4 Mile	1 Mile	No
Weather Reporting	AWOS or ASOS	ASOS	Yes

## LANDSIDE FACILITIES & SERVICES

FBO	FBO	Limited Service FBO(s) Available	Yes
Maintenance	Minor Airframe and Powerplant	Major Airframe Repair Minor Powerplant Repair	Yes
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-Yes	Yes
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 24 Number of Based Aircraft -	Yes
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 10 Number of Average Daily Transient- 12	Yes
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

## ADMINISTRATIVE

Land Use Zoning Ordinance	Recommended	Complete	Yes
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes
Wildlife Hazard Assessment	Recommended	None	No
Stormwater Management Plan	Recommended	None	No
Fee/Easement Ownership of Existing RPZs	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**  
**Medium General Aviation Airport**  
**Lone Rock**  
**Tri-County Regional Airport**  
**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Taxiway type (primary)	\$1,833,400
Visual aids and approach light configuration (MALSF, REILs)	\$619,000
Approach capability	\$2,465,200
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (taxiway, approach capability)	\$150,000
Wildlife hazard assessment	\$20,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$5,197,600</i></b>

Note: For clear approaches - runway end 18 and runway end 36 have displaced thresholds therefore no costs were assigned with clearing the approaches.



This Page Left Blank Intentionally

## Manitowoc – Manitowoc County Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
MTW	Medium	General Aviation	C-III



### Forecasts

Based Aircraft			
2010	2015	2020	2030
60	59	59	59

Total Operations			
2010	2015	2020	2030
26,100	25,870	25,630	25,690



# REPORT CARD

Medium General Aviation		Manitowoc County Airport		MTW
Manitowoc				
Facility/Service	Desired FSA	MTW	Desired FSA Met?	
AIRSIDE FACILITIES				
ARC	A or Greater	C	Yes	
Runway Length (Primary)	4,000 to 5,499 Feet or Greater*	5,001 Feet	Yes	
Runway Width (Primary)	75 Feet*	100 Feet	Yes	
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Yes	
Area-Weighted Pavement Condition	70 PCI or Greater	93 PCI	Yes	
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	HIRL-Yes MITL-Yes Taxiway Reflectors-Yes	Yes	
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- Yes MALSF-No REIL- One End PAPI- None VASI- Both Ends	Yes	
Approach Capability	Visibility Minimum 3/4 Mile	1/2 Mile	Yes	
Weather Reporting	AWOS or ASOS	AWOS III	Yes	
LANDSIDE FACILITIES & SERVICES				
FBO	FBO	Full-service FBO(s) Available	Yes	
Maintenance	Minor Airframe and Powerplant	Minor Airframe Repair Minor Powerplant Repair	Yes	
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-No	No	
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes	
GA Terminal Building	Phone & Restrooms	Public Phone-No Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	No	
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-No	Yes	
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 80 Number of Based Aircraft -	Yes	
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 60 Number of Average Daily Transient- 10	Yes	
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes	
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-Yes	Yes	
Security	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes	
ADMINISTRATIVE				
Land Use Zoning Ordinance	Recommended	None	No	
Height Limitation Zoning Ordinance	Recommended	Complete	Yes	
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes	
Wildlife Hazard Assessment	Recommended	None	No	
Stormwater Management Plan	Recommended	Complete	Yes	
Fee/Easement Ownership of Existing RPZs	Not An Objective	No - Unverified	No	

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**  
**Medium General Aviation Airport**  
**Manitowoc**  
**Manitowoc County Airport**  
**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Runway safety areas	50,000
Clear approaches (trees in approach surface)	\$1,400
<b>Landside Facilities &amp; Services:</b>	
Fuel (jet A)	\$250,000
<b>Administrative:</b>	
Land use zoning ordinance	\$62,500
Wildlife hazard assessment* (5-year CIP identified tentative project)	\$20,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$383,900</i></b>
*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	



This Page Left Blank Intentionally

## Marshfield – Marshfield Municipal Airport-Roy Shwery Field

Identifier	Wisconsin Classification	NPIAS	Existing ARC
MFI	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
17	17	17	18

Total Operations			
2010	2015	2020	2030
26,050	26,020	26,030	27,970



## REPORT CARD

Medium General Aviation	Marshfield Municipal Airport - Roy Shwery Field		MFI
Marshfield			
Facility/Service	Desired FSA	MFI	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	A or Greater	B	Yes
Runway Length (Primary)	4,000 to 5,499 Feet or Greater*	5,002 Feet	Yes
Runway Width (Primary)	75 Feet*	100 Feet	Yes
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	<b>No</b>
Area-Weighted Pavement Condition	70 PCI or Greater	76 PCI	Yes
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- Yes MALSF-No REIL- One End PAPI- None VASI- Both Ends	Yes
Approach Capability	Visibility Minimum 3/4 Mile	1/2 Mile	Yes
Weather Reporting	AWOS or ASOS	ASOS	Yes
LANDSIDE FACILITIES & SERVICES			
FBO	FBO	Full-service FBO(s) Available	Yes
Maintenance	Minor Airframe and Powerplant	Major Airframe Repair Minor Powerplant Repair	Yes
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone & Restrooms	Public Phone-No Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	<b>No</b>
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 50 Number of Based Aircraft -	Yes
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 10 Number of Average Daily Transient- 15	Yes
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	<b>No</b>
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes
Wildlife Hazard Assessment	Recommended	None	<b>No</b>
Stormwater Management Plan	Recommended	Complete	Yes
Fee/Easement Ownership of Existing RPZs	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**  
**Medium General Aviation Airport**  
**Marshfield**  
**Marshfield Municipal Airport-Roy Shwery Field**  
**System Plan Investment Recommendation Improvements**

<b><i>Improvement Description:</i></b>	<b><i>Estimated Cost:</i></b>
<b>Airside Facilities:</b>	
Taxiway type (primary)* (5-year CIP identified tentative project)	\$1,834,000
<b>Administrative:</b>	
Environmental assessment (taxiway)* (5-year CIP identified tentative project)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
<b>Total System Plan Investment Recommendation Costs</b>	<b>\$2,066,500</b>

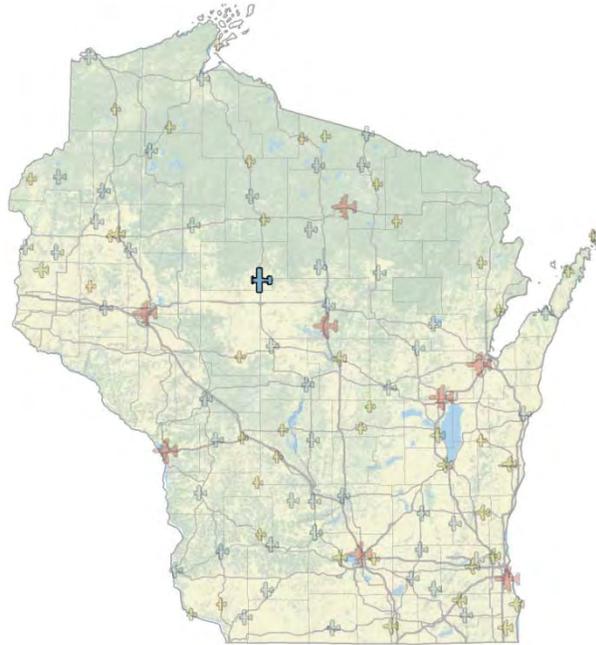
\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Medford – Taylor County Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
MDZ	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
15	15	16	18

Total Operations			
2010	2015	2020	2030
7,520	7,680	7,860	8,900



# REPORT CARD

Medium General Aviation

**Taylor County Airport**

**MDZ**

**Medford**

Facility/Service	Desired FSA	MDZ	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	6,000 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	100 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	<b>No</b>
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	97 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	AWOS III/P	Yes
<b>LANDSIDE FACILITIES &amp; SERVICES</b>			
<b>FBO</b>	FBO	None	<b>No</b>
<b>Maintenance</b>	Minor Airframe and Powerplant	No Airframe Repair No Powerplant Repair	<b>No</b>
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 10 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 6 Number of Average Daily Transient- 2	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
<b>ADMINISTRATIVE</b>			
<b>Land Use Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	None	<b>No</b>
<b>Wildlife Hazard Assessment</b>	Recommended	Complete	Yes
<b>Stormwater Management Plan</b>	Recommended	Complete	Yes
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

**System Plan Investment Recommendations**

**Medium General Aviation Airport**

**Medford**

**Taylor County Airport**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Taxiway type (primary)		\$2,217,600
------------------------	--	-------------

Visual aids and approach light configuration (MALSF)*	(5-year CIP identified tentative project)	\$600,000
---	---	-----------

Approach capability		\$2,465,200
---------------------	--	-------------

**Administrative:**

Airport layout plan & approach survey		\$100,000
---------------------------------------	--	-----------

Environmental assessment (taxiway, approach capability)		\$150,000
---	--	-----------

<b><i>Total System Plan Investment Recommendation Costs</i></b>		<b>\$5,532,800</b>
---	--	--------------------

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Menomonie – Menomonie Municipal-Score Field

Identifier	Wisconsin Classification	NPIAS	Existing ARC
LUM	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
21	21	21	22

Total Operations			
2010	2015	2020	2030
14,070	13,960	13,860	14,410



# REPORT CARD

Medium General Aviation

**Menomonie Municipal - Score Field**

**LUM**

## Menomonie

Facility/Service	Desired FSA	LUM	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	5,074 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	75 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-Yes Taxiway Turnaround-Yes	Yes
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	74 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-Yes	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	AWOS III/PT	Yes

## LANDSIDE FACILITIES & SERVICES

<b>FBO</b>	FBO	Full-service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-No Number of Parking Spaces - 19 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 19 Number of Average Daily Transient- 10	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

## ADMINISTRATIVE

<b>Land Use Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	Complete	Yes
<b>Wildlife Hazard Assessment</b>	Recommended	Complete	Yes
<b>Stormwater Management Plan</b>	Recommended	Complete	Yes
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**  
**Medium General Aviation Airport**  
**Menomonie**  
**Menomonie Municipal - Score Field**  
**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Visual aids and approach light configuration (MALSF)	\$600,000
Approach capability	\$2,465,200
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (approach capability)	\$150,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$3,315,200</i></b>



This Page Left Blank Intentionally

## Merrill – Merrill Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
RRL	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
26	27	27	31

Total Operations			
2010	2015	2020	2030
21,810	22,390	23,050	25,650



# REPORT CARD

Medium General Aviation		Merrill Municipal Airport		RRL
Merrill				
Facility/Service	Desired FSA	RRL	Desired FSA Met?	
AIRSIDE FACILITIES				
ARC	A or Greater	B	Yes	
Runway Length (Primary)	4,000 to 5,499 Feet or Greater*	5,100 Feet	Yes	
Runway Width (Primary)	75 Feet*	75 Feet	Yes	
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-Yes Taxiway Turnaround-Yes	Yes	
Area-Weighted Pavement Condition	70 PCI or Greater	74 PCI	Yes	
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes	
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	<b>No</b>	
Approach Capability	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>	
Weather Reporting	AWOS or ASOS	AWOS III/PT	Yes	
LANDSIDE FACILITIES & SERVICES				
FBO	FBO	Full-service FBO(s) Available	Yes	
Maintenance	Minor Airframe and Powerplant	Major Airframe Repair Minor Powerplant Repair	Yes	
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes	
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes	
GA Terminal Building	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-No Pilots Lounge-Yes	Yes	
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes	
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 30 Number of Based Aircraft -	Yes	
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 8 Number of Average Daily Transient- 5	Yes	
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes	
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes	
Security	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes	
ADMINISTRATIVE				
Land Use Zoning Ordinance	Recommended	None	<b>No</b>	
Height Limitation Zoning Ordinance	Recommended	Complete	Yes	
Vehicle Pedestrian Ordinance	Recommended	None	<b>No</b>	
Wildlife Hazard Assessment	Recommended	None	<b>No</b>	
Stormwater Management Plan	Recommended	None	<b>No</b>	
Fee/Easement Ownership of Existing RPZs	Not An Objective	Yes - Unverified	Yes	

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**

**Medium General Aviation Airport**

**Merrill**

**Merrill Municipal Airport**

**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Runway safety areas	\$11,900
Visual aids and approach light configuration (MALSF)* (5-year CIP identified tentative project)	\$600,000
Approach capability* (5-year CIP identified tentative project)	\$2,465,200
<b>Landside Facilities &amp; Services:</b>	
Transient aircraft storage	\$480,000
<b>Administrative:</b>	
Airport layout plan & approach survey* (5-year CIP identified tentative project)	\$100,000
Environmental assessment (approach capability)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$3,899,600</i></b>
*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	



This Page Left Blank Intentionally

## Mineral Point – Iowa County Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
MRJ	Medium	General Aviation	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
21	21	21	22

Total Operations			
2010	2015	2020	2030
12,770	12,760	12,760	13,440



# REPORT CARD

Medium General Aviation

**Iowa County Airport**

**MRJ**

**Mineral Point**

Facility/Service	Desired FSA	MRJ	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	5,000 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	75 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-Yes Taxiway Turnaround-Yes	<b>No</b>
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	84 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-Yes	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	AWOS III/P	Yes
<b>LANDSIDE FACILITIES &amp; SERVICES</b>			
<b>FBO</b>	FBO	Full-service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 12 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 18 Number of Average Daily Transient- 15	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-Yes	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
<b>ADMINISTRATIVE</b>			
<b>Land Use Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	Complete	Yes
<b>Wildlife Hazard Assessment</b>	Recommended	Complete	Yes
<b>Stormwater Management Plan</b>	Recommended	None	<b>No</b>
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	No - Unverified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

**System Plan Investment Recommendations**

**Medium General Aviation Airport**

**Mineral Point**

**Iowa County Airport**

**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Taxiway type (primary)	\$1,835,000
Visual aids and approach light configuration (MALSF)	\$600,000
Approach capability	\$2,465,200
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (taxiway, approach capability)	\$150,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$5,160,200</i></b>



This Page Left Blank Intentionally

## Minocqua-Woodruff – Lakeland Airport/Noble F. Lee Memorial Field

Identifier	Wisconsin Classification	NPIAS	Existing ARC
ARV	Medium	General Aviation	C-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
24	24	24	24

Total Operations			
2010	2015	2020	2030
27,190	26,960	26,730	27,620



# REPORT CARD

Medium General Aviation **Lakeland Airport/Noble F. Lee Memorial Field** **ARV**

## Minocqua-Woodruff

Facility/Service	Desired FSA	ARV	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	C	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	5,150 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	100 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Yes
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	80 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	HIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- Yes MALSF-No REIL- Both Ends PAPI- None VASI- Both Ends	Yes
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	AWOS III/PT	Yes

## LANDSIDE FACILITIES & SERVICES

<b>FBO</b>	FBO	Full-service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	Minor Airframe Repair Minor Powerplant Repair	Yes
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-No Public Restroom-Yes Flight Planning Room-No Pilots Lounge-Yes	<b>No</b>
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 70 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 20 Number of Average Daily Transient- 20	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

## ADMINISTRATIVE

<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	Complete	Yes
<b>Wildlife Hazard Assessment</b>	Recommended	None	<b>No</b>
<b>Stormwater Management Plan</b>	Recommended	None	<b>No</b>
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**  
**Medium General Aviation Airport**  
**Minocqua-Woodruff**  
**Lakeland Airport/Noble F. Lee Memorial Field**  
**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Approach capability	\$2,465,200
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (approach capability)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$2,807,700</i></b>

Note: For runway safety areas - since an airspace case was approved for the runway 36 RSA, no costs were assigned to that facility need.



This Page Left Blank Intentionally

## Monroe – Monroe Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
EFT	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
30	30	30	32

Total Operations			
2010	2015	2020	2030
17,650	17,750	17,880	18,900



# REPORT CARD

Medium General Aviation

**Monroe Municipal Airport**

**EFT**

**Monroe**

Facility/Service	Desired FSA	EFT	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	5,000 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	75 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-Yes Taxiway Turnaround-Yes	Yes
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	88 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-Yes	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	AWOS III/P	Yes
<b>LANDSIDE FACILITIES &amp; SERVICES</b>			
<b>FBO</b>	FBO	Full-service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 45 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 20 Number of Average Daily Transient- 10	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
<b>ADMINISTRATIVE</b>			
<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	Complete	Yes
<b>Wildlife Hazard Assessment</b>	Recommended	None	<b>No</b>
<b>Stormwater Management Plan</b>	Recommended	Complete	Yes
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

**System Plan Investment Recommendations**

**Medium General Aviation Airport**

**Monroe**

**Monroe Municipal Airport**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Visual aids and approach light configuration (MALSF)	\$600,000
--	-----------

Approach capability	\$2,465,200
---------------------	-------------

**Administrative:**

Airport layout plan & approach survey	\$100,000
---------------------------------------	-----------

Environmental assessment (approach capability)	\$150,000
--	-----------

Land use zoning ordinance	\$62,500
---------------------------	----------

Wildlife hazard assessment	\$20,000
----------------------------	----------

<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$3,397,700</i></b>
---	---------------------------



This Page Left Blank Intentionally

## Osceola – L.O. Simenstad Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
OEO	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
63	63	62	63

Total Operations			
2010	2015	2020	2030
19,850	19,730	19,610	19,760



# REPORT CARD

Medium General Aviation

**L. O. Simenstad Municipal Airport**

**OEO**

**Osceola**

Facility/Service	Desired FSA	OEO	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	5,005 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	75 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-Yes Taxiway Turnaround-Yes	Yes
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	89 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-Yes	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- One End PAPI- Both Ends VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	AWOS III/P	Yes
<b>LANDSIDE FACILITIES &amp; SERVICES</b>			
<b>FBO</b>	FBO	Full-service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-No Number of Parking Spaces - 105 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 15 Number of Average Daily Transient- 10	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
<b>ADMINISTRATIVE</b>			
<b>Land Use Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	Complete	Yes
<b>Wildlife Hazard Assessment</b>	Recommended	None	<b>No</b>
<b>Stormwater Management Plan</b>	Recommended	Complete	Yes
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**  
**Medium General Aviation Airport**  
**Osceola**  
**L. O. Simenstad Municipal Airport**  
**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Visual aids and approach light configuration (MALSF, REILs)	\$619,000
Approach capability	\$2,465,200
<b>Administrative:</b>	
Airport layout plan & approach survey* (5-year CIP identified tentative project)	\$100,000
Environmental assessment (approach capability)	\$150,000
Wildlife hazard assessment	\$20,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$3,354,200</i></b>
*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	



This Page Left Blank Intentionally

## Palmyra – Palmyra Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
88C	Medium	General Aviation	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
68	67	67	67

Total Operations			
2010	2015	2020	2030
15,650	15,540	15,420	15,470



# REPORT CARD

Medium General Aviation

**Palmyra Municipal Airport**

**88C**

**Palmyra**

Facility/Service	Desired FSA	88C	Desired FSA Met?
------------------	-------------	-----	------------------

## AIRSIDE FACILITIES

<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	2,800 Feet	No
<b>Runway Width (Primary)</b>	75 Feet*	200 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-No	No
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	90 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	LIRL-Yes MITL-No Taxiway Reflectors-No	No
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-No Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- None VASI- None	No
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	Visual	No
<b>Weather Reporting</b>	AWOS or ASOS	None	No

## LANDSIDE FACILITIES & SERVICES

<b>FBO</b>	FBO	Limited Service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-No	No
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-No	No
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-No Public Restroom-No Flight Planning Room-No Pilots Lounge-No	No
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-No	No
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 10 Number of Based Aircraft -	No
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 3 Number of Average Daily Transient- 8	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

## ADMINISTRATIVE

<b>Land Use Zoning Ordinance</b>	Recommended	None	No
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	Complete	Yes
<b>Wildlife Hazard Assessment</b>	Recommended	None	No
<b>Stormwater Management Plan</b>	Recommended	None	No
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	No - Unverified	No

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



## **System Plan Investment Recommendations**

### **Medium General Aviation Airport**

#### **Palmyra**

### **Palmyra Municipal Airport**

## **System Plan Investment Recommendation Improvements**

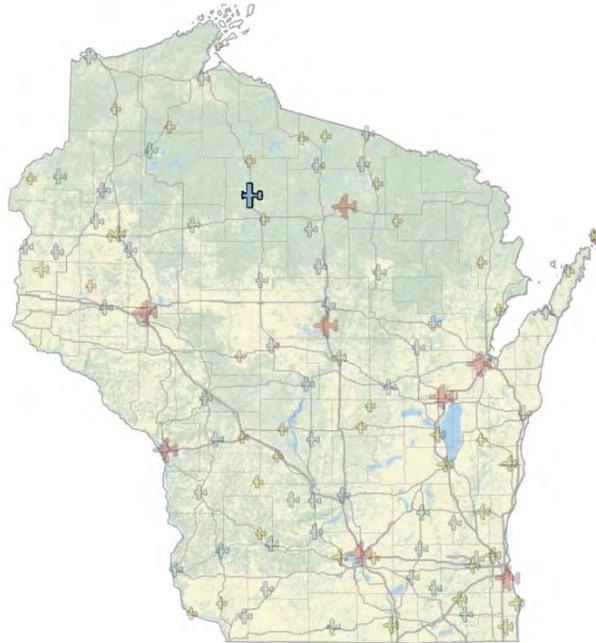
<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Runway length (primary)	\$1,336,000
Taxiway type (primary)	\$374,000
Runway/taxiway lighting	\$135,200
Visual aids and approach light configuration (beacon, MALSF, REILs, PAPIs)* (5-year CIP identified tentative project)	\$721,000
Approach capability	\$2,465,200
Weather reporting	\$90,000
<b>Landside Facilities &amp; Services:</b>	
Fuel (jet A)	\$250,000
GA terminal/admin building	\$300,000
Auto parking (24 spaces)	\$25,900
Transient aircraft storage	\$480,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (runway, taxiway, approach capability)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$6,519,800</i></b>
*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	



This Page Left Blank Intentionally

## Phillips – Price County Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
PBH	Medium	General Aviation	B-III



### Forecasts

Based Aircraft			
2010	2015	2020	2030
14	14	14	16

Total Operations			
2010	2015	2020	2030
18,100	18,320	18,590	20,740



# REPORT CARD

Medium General Aviation

Price County Airport

PBH

Phillips

Facility/Service	Desired FSA	PBH	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
ARC	A or Greater	B	Yes
Runway Length (Primary)	4,000 to 5,499 Feet or Greater*	5,000 Feet	Yes
Runway Width (Primary)	75 Feet*	75 Feet	Yes
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-Yes Taxiway Turnaround-Yes	No
Area-Weighted Pavement Condition	70 PCI or Greater	77 PCI	Yes
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	No
Approach Capability	Visibility Minimum 3/4 Mile	1 Mile	No
Weather Reporting	AWOS or ASOS	AWOS III/PT	Yes
<b>LANDSIDE FACILITIES &amp; SERVICES</b>			
FBO	FBO	Full-service FBO(s) Available	Yes
Maintenance	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-No Pilots Lounge-Yes	Yes
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 16 Number of Based Aircraft -	Yes
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 12 Number of Average Daily Transient- 8	Yes
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-Yes	Yes
Security	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
<b>ADMINISTRATIVE</b>			
Land Use Zoning Ordinance	Recommended	None	No
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	None	No
Wildlife Hazard Assessment	Recommended	None	No
Stormwater Management Plan	Recommended	Complete	Yes
Fee/Easement Ownership of Existing RPZs	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**

**Medium General Aviation Airport**

**Phillips**

**Price County Airport**

**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Taxiway type (primary)* (5-year CIP identified tentative project)	\$1,921,000
Visual aids and approach light configuration (MALSF)	\$600,000
Approach capability	\$2,465,200
<b>Administrative:</b>	
Airport layout plan & approach survey* (5-year CIP identified tentative project)	\$100,000
Environmental assessment (taxiway, approach capability)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$5,318,700</i></b>
*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	



This Page Left Blank Intentionally

## Platteville – Platteville Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
PVB	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
23	23	23	24

Total Operations			
2010	2015	2020	2030
15,550	15,520	15,500	16,320



## REPORT CARD

Medium General Aviation		Platteville Municipal Airport		PVB
Platteville				
Facility/Service	Desired FSA	PVB	Desired FSA Met?	
AIRSIDE FACILITIES				
ARC	A or Greater	B	Yes	
Runway Length (Primary)	4,000 to 5,499 Feet or Greater*	3,999 Feet	Yes	
Runway Width (Primary)	75 Feet*	75 Feet	Yes	
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-Yes Taxiway Turnaround-No	<b>No</b>	
Area-Weighted Pavement Condition	70 PCI or Greater	54 PCI	<b>No</b>	
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-Yes	Yes	
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- One End VASI- None	<b>No</b>	
Approach Capability	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>	
Weather Reporting	AWOS or ASOS	AWOS III	Yes	
LANDSIDE FACILITIES & SERVICES				
FBO	FBO	Limited Service FBO(s) Available	Yes	
Maintenance	Minor Airframe and Powerplant	No Airframe Repair No Powerplant Repair	<b>No</b>	
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes	
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes	
GA Terminal Building	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes	
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes	
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-No Number of Parking Spaces - 12 Number of Based Aircraft -	Yes	
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 12 Number of Average Daily Transient- 20	Yes	
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes	
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes	
Security	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes	
ADMINISTRATIVE				
Land Use Zoning Ordinance	Recommended	None	<b>No</b>	
Height Limitation Zoning Ordinance	Recommended	Complete	Yes	
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes	
Wildlife Hazard Assessment	Recommended	None	<b>No</b>	
Stormwater Management Plan	Recommended	Complete	Yes	
Fee/Easement Ownership of Existing RPZs	Not An Objective	Yes - Unverified	Yes	

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

## **System Plan Investment Recommendations**

### **Medium General Aviation Airport**

#### **Platteville**

### **Platteville Municipal Airport**

## **System Plan Investment Recommendation Improvements**

### **Improvement Description:**

### **Estimated Cost:**

#### **Airside Facilities:**

Clear approaches (road in approach surface)		\$413,000
Taxiway type (primary)*	(5-year CIP identified tentative project)	\$1,450,000
Area-weighted pavement condition*	(5-year CIP identified tentative project)	\$3,342,000
Visual aids and approach light configuration (MALSF, PAPIs)		\$624,000
Approach capability		\$2,465,200

#### **Administrative:**

Airport layout plan & approach survey*	(5-year CIP identified tentative project)	\$100,000
Environmental assessment (runway, approach capability)*	(5-year CIP identified tentative project)	\$150,000
Land use zoning ordinance		\$62,500
Wildlife hazard assessment		\$20,000

<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$8,626,700</i></b>
---	---------------------------

*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.
---



This Page Left Blank Intentionally

## Portage – Portage Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
C47	Medium	General Aviation	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
25	25	25	26

Total Operations			
2010	2015	2020	2030
8,850	8,840	8,840	9,270



# REPORT CARD

Medium General Aviation

**Portage Municipal Airport**

**C47**

## Portage

Facility/Service	Desired FSA	C47	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	3,775 Feet	No
<b>Runway Width (Primary)</b>	75 Feet*	60 Feet	No
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-No	No
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	59 PCI	No
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-No	No
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- One End PAPI- One End VASI- None	No
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	No
<b>Weather Reporting</b>	AWOS or ASOS	None	No

## LANDSIDE FACILITIES & SERVICES

<b>FBO</b>	FBO	Limited Service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	No Airframe Repair No Powerplant Repair	No
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-No	No
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-No Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	No
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-No Number of Parking Spaces - 10 Number of Based Aircraft -	No
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 6 Number of Average Daily Transient- 5	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-No	No
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

## ADMINISTRATIVE

<b>Land Use Zoning Ordinance</b>	Recommended	None	No
<b>Height Limitation Zoning Ordinance</b>	Recommended	None	No
<b>Vehicle Pedestrian Ordinance</b>	Recommended	None	No
<b>Wildlife Hazard Assessment</b>	Recommended	Complete	Yes
<b>Stormwater Management Plan</b>	Recommended	None	No
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	No - Unverified	No

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



## System Plan Investment Recommendations

### Medium General Aviation Airport

#### Portage

### Portage Municipal Airport

## System Plan Investment Recommendation Improvements

<u>Improvement Description:</u>	<u>Estimated Cost:</u>
<b>Airside Facilities:</b>	
Runway safety areas* (5-year CIP identified tentative project)	\$6,021,200
Runway length (primary)* (5-year CIP identified tentative project)	\$998,400
Runway width (primary)* (5-year CIP identified tentative project)	\$471,900
Taxiway type (primary)* (5-year CIP identified tentative project)	\$1,135,100
Area-weighted pavement condition* (5-year CIP identified tentative project)	\$876,200
Runway/taxiway lighting* (5-year CIP identified tentative project)	\$2,400
Visual aids and approach light configuration (MALSF, REILs, PAPIs)* (5-year CIP identified tentative project)	\$643,000
Approach capability* (5-year CIP identified tentative project)	\$2,465,200
Weather reporting* (5-year CIP identified tentative project)	\$90,000
<b>Landside Facilities &amp; Services:</b>	
Fuel (jet A)* (5-year CIP identified tentative project)	\$250,000
Auto parking (3 spaces)* (5-year CIP identified tentative project)	\$3,200
Operations/maintenance building* (5-year CIP identified tentative project)	\$700,000
<b>Administrative:</b>	
Airport layout plan & approach survey* (5-year CIP identified tentative project)	\$100,000
Environmental assessment (runway, taxiway, approach capability)* (5-year CIP identified tentative project)	\$150,000
Land use zoning ordinance & height limitation zoning ordinance	\$62,500
Stormwater management plan	\$10,000
<b>Total System Plan Investment Recommendation Costs</b>	<b>\$13,979,100</b>

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.

Note: For clear approaches - The costs to clear the approaches were included in the runway safety area costs so the facility need was removed to avoid counting the same project twice.



This Page Left Blank Intentionally

## Prairie du Chien – Prairie du Chien Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
PDC	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
13	13	13	14

Total Operations			
2010	2015	2020	2030
12,500	12,350	12,200	13,050



# REPORT CARD

Medium General Aviation

**Prairie du Chien Airport**

**PDC**

## Prairie du Chien

Facility/Service	Desired FSA	PDC	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	5,000 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	75 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-Yes Taxiway Turnaround-Yes	<b>No</b>
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	73 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-Yes	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	AWOS III/P	Yes
<b>LANDSIDE FACILITIES &amp; SERVICES</b>			
<b>FBO</b>	FBO	Limited Service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	No Airframe Repair No Powerplant Repair	<b>No</b>
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-No Public Restroom-Yes Flight Planning Room-No Pilots Lounge-Yes	<b>No</b>
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-No Number of Parking Spaces - 23 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 15 Number of Average Daily Transient- 6	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-No	<b>No</b>
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
<b>ADMINISTRATIVE</b>			
<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	None	<b>No</b>
<b>Wildlife Hazard Assessment</b>	Recommended	None	<b>No</b>
<b>Stormwater Management Plan</b>	Recommended	None	<b>No</b>
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**

**Medium General Aviation Airport**

**Prairie du Chien**

**Prairie du Chien Airport**

**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Taxiway type (primary)* (5-year CIP identified tentative project)	\$1,833,000
Visual aids and approach light configuration (MALSF)	\$600,000
Approach capability	\$2,465,200
<b>Landside Facilities &amp; Services:</b>	
Operations/maintenance building	\$700,000
Transient aircraft storage	\$480,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (taxiway, approach capability)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$6,420,700</i></b>

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Prairie du Sac – Sauk Prairie Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
91C	Medium	General Aviation	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
37	37	37	39

Total Operations			
2010	2015	2020	2030
8,350	8,390	8,440	8,840



# REPORT CARD

Medium General Aviation

**Sauk Prairie Airport**

**91C**

**Prairie du Sac**

Facility/Service	Desired FSA	91C	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	2,936 Feet	No
<b>Runway Width (Primary)</b>	75 Feet*	60 Feet	No
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	No
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	Unavailable PCI	No
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-No	No
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- None VASI- None	No
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	No
<b>Weather Reporting</b>	AWOS or ASOS	None	No
<b>LANDSIDE FACILITIES &amp; SERVICES</b>			
<b>FBO</b>	FBO	None	No
<b>Maintenance</b>	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-No JetA-No	No
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-No	No
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-No Public Restroom-No Flight Planning Room-No Pilots Lounge-No	No
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-No Number of Parking Spaces - 20 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 0 Number of Average Daily Transient- 4	No
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
<b>ADMINISTRATIVE</b>			
<b>Land Use Zoning Ordinance</b>	Recommended	None	No
<b>Height Limitation Zoning Ordinance</b>	Recommended	None	No
<b>Vehicle Pedestrian Ordinance</b>	Recommended	None	No
<b>Wildlife Hazard Assessment</b>	Recommended	None	No
<b>Stormwater Management Plan</b>	Recommended	None	No
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	No - Unverified	No

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



## **System Plan Investment Recommendations**

### **Medium General Aviation Airport**

#### **Prairie du Sac**

#### **Sauk Prairie Airport**

### **System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Runway length (primary)	\$1,055,800
Runway width (primary)	\$367,000
Taxiway type (primary)	\$490,000
Runway/taxiway lighting	\$8,400
Visual aids and approach light configuration (MALSF, PAPIs)	\$648,000
Approach capability	\$2,465,200
Weather reporting	\$90,000
<b>Landside Facilities &amp; Services:</b>	
Fuel (100LL & jet A)	\$400,000
GA terminal/admin building	\$300,000
Ramp space (1 tiedown)	\$500
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (runway, taxiway, approach capability)	\$150,000
Land use zoning ordinance & height limitation zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$6,167,400</i></b>

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.

Note: For area-weighted pavement condition - no costs were assigned because the PCI rating was unavailable.



This Page Left Blank Intentionally

## Reedsburg – Reedsburg Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
C35	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
18	18	18	19

Total Operations			
2010	2015	2020	2030
14,300	14,170	14,050	14,730



# REPORT CARD

Medium General Aviation

**Reedsburg Municipal Airport**

**C35**

## Reedsburg

Facility/Service	Desired FSA	C35	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	4,840 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	75 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Yes
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	83 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-Yes	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- One End VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	None	<b>No</b>
<b>LANDSIDE FACILITIES &amp; SERVICES</b>			
<b>FBO</b>	FBO	Full-service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 20 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 20 Number of Average Daily Transient- 5	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-No	<b>No</b>
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
<b>ADMINISTRATIVE</b>			
<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	Complete	Yes
<b>Wildlife Hazard Assessment</b>	Recommended	None	<b>No</b>
<b>Stormwater Management Plan</b>	Recommended	Complete	Yes
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations  
 Medium General Aviation Airport  
 Reedsburg  
 Reedsburg Municipal Airport  
 System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Visual aids and approach light configuration (MALSF, PAPIs)* (5-year CIP identified tentative project)	\$624,000
Approach capability	\$2,465,200
Weather reporting* (5-year CIP identified tentative project)	\$90,000
<b>Landside Facilities &amp; Services:</b>	
Operations/maintenance building* (5-year CIP identified tentative project)	\$700,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (approach capability)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$4,211,700</i></b>

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.

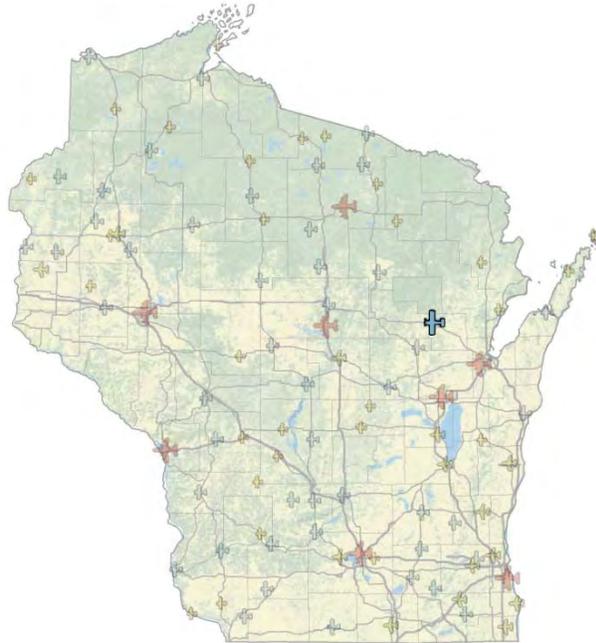
Note: For clear approaches - all runway ends are displaced to clear that roads and railroads in the approaches therefore no costs were assigned to this facility need.



This Page Left Blank Intentionally

## Shawano – Shawano Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
EZS	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
32	32	32	33

Total Operations			
2010	2015	2020	2030
17,550	17,530	17,520	18,180



# REPORT CARD

Medium General Aviation

**Shawano Municipal Airport**

**EZS**

## Shawano

Facility/Service	Desired FSA	EZS	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	3,899 Feet	No
<b>Runway Width (Primary)</b>	75 Feet*	75 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	No
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	86 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-Yes	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- None VASI- None	No
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	No
<b>Weather Reporting</b>	AWOS or ASOS	AWOS III/PT	Yes
<b>LANDSIDE FACILITIES &amp; SERVICES</b>			
<b>FBO</b>	FBO	Full-service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-No	No
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-No	No
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 20 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 6 Number of Average Daily Transient- 10	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-Yes	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
<b>ADMINISTRATIVE</b>			
<b>Land Use Zoning Ordinance</b>	Recommended	None	No
<b>Height Limitation Zoning Ordinance</b>	Recommended	None	No
<b>Vehicle Pedestrian Ordinance</b>	Recommended	Complete	Yes
<b>Wildlife Hazard Assessment</b>	Recommended	None	No
<b>Stormwater Management Plan</b>	Recommended	None	No
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



## **System Plan Investment Recommendations**

### **Medium General Aviation Airport**

#### **Shawano**

### **Shawano Municipal Airport**

## **System Plan Investment Recommendation Improvements**

### **Improvement Description:**

### **Estimated Cost:**

#### **Airside Facilities:**

Clear approaches (road in approach surface)*	(5-year CIP identified tentative project)	\$216,300
Runway length (primary)		\$179,900
Taxiway type (primary)		\$1,506,800
Visual aids and approach light configuration (MALSF, REILs, PAPIs)*	(5-year CIP identified tentative project)	\$686,000
Approach capability		\$2,465,200

#### **Landside Facilities & Services:**

Fuel (jet A)		\$250,000
Transient aircraft storage*	(5-year CIP identified tentative project)	\$480,000

#### **Administrative:**

Airport layout plan & approach survey*	(5-year CIP identified tentative project)	\$100,000
Environmental assessment (approach capability)		\$150,000
Land use zoning ordinance & height limitation zoning ordinance		\$62,500
Wildlife hazard assessment		\$20,000
Stormwater management plan		\$10,000

<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$6,126,700</i></b>
---	---------------------------

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Shell Lake – Shell Lake Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
SSQ	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
16	16	16	17

Total Operations			
2010	2015	2020	2030
12,550	12,450	12,350	13,070



# REPORT CARD

Medium General Aviation

**Shell Lake Municipal Airport**

**SSQ**

**Shell Lake**

Facility/Service	Desired FSA	SSQ	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	3,711 Feet	No
<b>Runway Width (Primary)</b>	75 Feet*	75 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-No	No
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	91 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-No	No
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- One End PAPI- Both Ends VASI- None	No
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	No
<b>Weather Reporting</b>	AWOS or ASOS	None	No

## LANDSIDE FACILITIES & SERVICES

<b>FBO</b>	FBO	None	No
<b>Maintenance</b>	Minor Airframe and Powerplant	No Airframe Repair No Powerplant Repair	No
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-No JetA-No	No
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-No Public Restroom-Yes Flight Planning Room-No Pilots Lounge-Yes	No
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-No	No
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-No Number of Parking Spaces - 20 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 18 Number of Average Daily Transient- 3	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-No	No
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

## ADMINISTRATIVE

<b>Land Use Zoning Ordinance</b>	Recommended	None	No
<b>Height Limitation Zoning Ordinance</b>	Recommended	None	No
<b>Vehicle Pedestrian Ordinance</b>	Recommended	None	No
<b>Wildlife Hazard Assessment</b>	Recommended	None	No
<b>Stormwater Management Plan</b>	Recommended	None	No
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	No - Unverified	No

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**

**Medium General Aviation Airport**

**Shell Lake**

**Shell Lake Municipal Airport**

**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Clear approaches (trees in approach surface)	\$400
Runway length (primary)	\$2,452,000
Taxiway type (primary)	\$1,451,100
Runway/taxiway lighting	\$1,700
Visual aids and approach light configuration (MALSF, REILs)	\$619,000
Approach capability	\$2,465,200
Weather reporting* (5-year CIP identified tentative project)	\$90,000
<b>Landside Facilities &amp; Services:</b>	
Fuel (100LL & jet A)	\$400,000
Operations/maintenance building* (5-year CIP identified tentative project)	\$700,000
Transient aircraft storage	\$480,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (runway, taxiway, approach capability)	\$150,000
Land use zoning ordinance & height limitation zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$9,001,900</i></b>
*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	



This Page Left Blank Intentionally

## Siren – Burnett County Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
RZN	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
18	18	18	19

Total Operations			
2010	2015	2020	2030
14,700	14,580	14,460	15,200



# REPORT CARD

Medium General Aviation

**Burnett County Airport**

**RZN**

## Siren

Facility/Service	Desired FSA	RZN	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	5,000 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	75 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-Yes Taxiway Turnaround-Yes	<b>No</b>
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	80 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-Yes	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	AWOS III/P	Yes

## LANDSIDE FACILITIES & SERVICES

<b>FBO</b>	FBO	None	<b>No</b>
<b>Maintenance</b>	Minor Airframe and Powerplant	No Airframe Repair No Powerplant Repair	<b>No</b>
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 20 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 12 Number of Average Daily Transient- 5	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-No	<b>No</b>
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

## ADMINISTRATIVE

<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	Complete	Yes
<b>Wildlife Hazard Assessment</b>	Recommended	Complete	Yes
<b>Stormwater Management Plan</b>	Recommended	None	<b>No</b>
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**

**Medium General Aviation Airport**

**Siren**

**Burnett County Airport**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Clear approaches (road & trees in approach surfaces)*	(5-year CIP identified tentative project)	\$287,400
Taxiway type (primary)		\$1,833,400
Visual aids and approach light configuration (MALSF)		\$600,000
Approach capability		\$2,465,200

**Landside Facilities & Services:**

Operations/maintenance building		\$700,000
---------------------------------	--	-----------

**Administrative:**

Airport layout plan & approach survey		\$100,000
Environmental assessment (approach capability)		\$150,000
Land use zoning ordinance		\$62,500
Stormwater management plan		\$10,000

<b><i>Total System Plan Investment Recommendation Costs</i></b>		<b>\$6,208,500</b>
---	--	--------------------

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Sparta – Sparta/Fort McCoy Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
CMY	Medium	General Aviation	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
10	10	10	11

Total Operations			
2010	2015	2020	2030
9,000	8,980	8,960	9,270



# REPORT CARD

Medium General Aviation

**Sparta / Fort McCoy Airport**

**CMY**

## Sparta

Facility/Service	Desired FSA	CMY	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	4,697 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	100 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-Yes	Yes
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	72 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-Yes	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- One End VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	8/10 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	AWOS III/PT	Yes

## LANDSIDE FACILITIES & SERVICES

<b>FBO</b>	FBO	None	<b>No</b>
<b>Maintenance</b>	Minor Airframe and Powerplant	No Airframe Repair No Powerplant Repair	<b>No</b>
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-No	<b>No</b>
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-No Public Restroom-Yes Flight Planning Room-No Pilots Lounge-Yes	<b>No</b>
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-No Number of Parking Spaces - 100 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 6 Number of Average Daily Transient- 0	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-No	<b>No</b>
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

## ADMINISTRATIVE

<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	None	<b>No</b>
<b>Wildlife Hazard Assessment</b>	Recommended	None	<b>No</b>
<b>Stormwater Management Plan</b>	Recommended	None	<b>No</b>
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	No - Unverified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**

**Medium General Aviation Airport**

**Sparta**

**Sparta/Fort McCoy Airport**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Clear approaches (roads & trees in approach surfaces)		\$1,400
Visual aids and approach light configuration (MALSF, PAPI)*	(5-year CIP identified tentative project)	\$624,000
Approach capability		\$2,465,200

**Landside Facilities & Services:**

Fuel (jet A)		\$250,000
Operations/maintenance building		\$700,000
Transient aircraft storage		\$480,000

**Administrative:**

Airport layout plan & approach survey		\$100,000
Environmental assessment (approach capability)		\$150,000
Land use zoning ordinance		\$62,500
Wildlife hazard assessment		\$20,000
Stormwater management plan		\$10,000

<b>Total System Plan Investment Recommendation Costs</b>		<b>\$4,863,100</b>
--	--	--------------------

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.

Note: For runway safety areas and clear approaches - all runway ends are displaced to clear the roads and creeks located within the RSAs and approaches. Therefore, no costs were assigned to those facility needs.



This Page Left Blank Intentionally

## Sturgeon Bay – Door County Cherryland Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
SUE	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
45	45	45	46

Total Operations			
2010	2015	2020	2030
34,950	34,940	34,970	36,030



# REPORT CARD

Medium General Aviation

**Door County Cherryland Airport**

**SUE**

**Sturgeon Bay**

Facility/Service	Desired FSA	SUE	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	4,600 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	75 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Yes
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	75 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-Yes	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	AWOS III	Yes
<b>LANDSIDE FACILITIES &amp; SERVICES</b>			
<b>FBO</b>	FBO	Full-service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-Yes Courtesy Car-No Other Rental Car-No	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 75 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 35 Number of Average Daily Transient- 15	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
<b>ADMINISTRATIVE</b>			
<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	Complete	Yes
<b>Wildlife Hazard Assessment</b>	Recommended	None	<b>No</b>
<b>Stormwater Management Plan</b>	Recommended	Complete	Yes
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**  
**Medium General Aviation Airport**  
**Sturgeon Bay**  
**Door County Cherryland Airport**  
**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Visual aids and approach light configuration (MALSF)	\$600,000
Approach capability	\$2,465,200
<b>Administrative:</b>	
Airport layout plan & approach survey* (5-year CIP identified tentative project)	\$100,000
Environmental assessment (approach capability)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$3,397,700</i></b>
*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	



This Page Left Blank Intentionally

## Superior – Richard I. Bong Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
SUW	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
45	47	48	52

Total Operations			
2010	2015	2020	2030
19,250	19,350	19,480	20,380



<b>REPORT CARD</b>			
<b>Medium General Aviation</b>		<b>Richard I. Bong Airport</b>	
		<b>SUW</b>	
<b>Superior</b>			
<b>Facility/Service</b>	<b>Desired FSA</b>	<b>SUW</b>	<b>Desired FSA Met?</b>
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	5,100 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	75 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-Yes Taxiway Turnaround-Yes	<b>No</b>
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	78 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- One End VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	AWOS III/P	Yes
<b>LANDSIDE FACILITIES &amp; SERVICES</b>			
<b>FBO</b>	FBO	Full-service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 50 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 35 Number of Average Daily Transient- 5	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
<b>ADMINISTRATIVE</b>			
<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	None	<b>No</b>
<b>Wildlife Hazard Assessment</b>	Recommended	None	<b>No</b>
<b>Stormwater Management Plan</b>	Recommended	None	<b>No</b>
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**  
**Medium General Aviation Airport**  
**Richard I. Bong Airport**  
**Superior**

**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Taxiway type (primary)	\$1,950,600
Visual aids and approach light configuration (MALSF, PAPI)	\$624,000
Approach capability	\$2,465,200
<b>Administrative:</b>	
Airport layout plan & approach survey* (5-year CIP identified tentative project)	\$100,000
Environmental assessment (approach capability)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$5,382,300</i></b>

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Tomahawk – Tomahawk Regional Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
TKV	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
26	26	26	26

Total Operations			
2010	2015	2020	2030
7,200	7,140	7,070	7,270



# REPORT CARD

Medium General Aviation		Tomahawk Regional Airport		TKV
Tomahawk				
Facility/Service	Desired FSA	TKV	Desired FSA Met?	
AIRSIDE FACILITIES				
ARC	A or Greater	B	Yes	
Runway Length (Primary)	4,000 to 5,499 Feet or Greater*	4,400 Feet	Yes	
Runway Width (Primary)	75 Feet*	75 Feet	Yes	
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-Yes Taxiway Turnaround-No	No	
Area-Weighted Pavement Condition	70 PCI or Greater	73 PCI	Yes	
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes	
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	No	
Approach Capability	Visibility Minimum 3/4 Mile	1 Mile	No	
Weather Reporting	AWOS or ASOS	AWOS III	Yes	
LANDSIDE FACILITIES & SERVICES				
FBO	FBO	Limited Service FBO(s) Available	Yes	
Maintenance	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes	
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes	
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes	
GA Terminal Building	Phone & Restrooms	Public Phone-No Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	No	
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-Yes	Yes	
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 10 Number of Based Aircraft -	No	
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 8 Number of Average Daily Transient- 4	Yes	
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes	
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes	
Security	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes	
ADMINISTRATIVE				
Land Use Zoning Ordinance	Recommended	None	No	
Height Limitation Zoning Ordinance	Recommended	Complete	Yes	
Vehicle Pedestrian Ordinance	Recommended	None	No	
Wildlife Hazard Assessment	Recommended	None	No	
Stormwater Management Plan	Recommended	None	No	
Fee/Easement Ownership of Existing RPZs	Not An Objective	Yes - Unverified	Yes	

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**

**Medium General Aviation Airport**

**Tomahawk Regional Airport**

**Tomahawk**

**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Taxiway type (primary)* (5-year CIP identified tentative project)	\$1,567,900
Visual aids and approach light configuration (MALSF)	\$600,000
Approach capability	\$2,465,200
<b>Landside Facilities &amp; Services:</b>	
Auto parking (3 spaces)	\$3,200
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (approach capability)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$4,978,800</i></b>
*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	



This Page Left Blank Intentionally

## Viroqua – Viroqua Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
Y51	Medium	General Aviation	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
23	23	23	25

Total Operations			
2010	2015	2020	2030
9,600	9,640	9,700	10,350



# REPORT CARD

Medium General Aviation

**Viroqua Municipal Airport**

**Y51**

**Viroqua**

Facility/Service	Desired FSA	Y51	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	3,346 Feet	No
<b>Runway Width (Primary)</b>	75 Feet*	60 Feet	No
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-No	No
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	60 PCI	No
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	HIRL-Yes MITL-No Taxiway Reflectors-No	No
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- None VASI- None	No
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	No
<b>Weather Reporting</b>	AWOS or ASOS	AWOS III/PT	Yes
<b>LANDSIDE FACILITIES &amp; SERVICES</b>			
<b>FBO</b>	FBO	None	No
<b>Maintenance</b>	Minor Airframe and Powerplant	No Airframe Repair No Powerplant Repair	No
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-No	No
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-No	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 15 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 12 Number of Average Daily Transient- 5	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
<b>ADMINISTRATIVE</b>			
<b>Land Use Zoning Ordinance</b>	Recommended	None	No
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	None	No
<b>Wildlife Hazard Assessment</b>	Recommended	None	No
<b>Stormwater Management Plan</b>	Recommended	None	No
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



## System Plan Investment Recommendations

### Medium General Aviation Airport

#### Viroqua Municipal Airport

#### Viroqua

### System Plan Investment Recommendation Improvements

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Runway length (primary)	\$686,200
Runway width (primary)	\$418,300
Taxiway type (primary)* (5-year CIP identified tentative project)	\$1,255,200
Area-weighted pavement condition* (5-year CIP identified tentative project)	\$1,365,800
Runway/taxiway lighting	\$1,700
Visual aids and approach light configuration (MALSF, REILs, PAPIs)	\$686,000
Approach capability	\$2,465,200
<b>Landside Facilities &amp; Services:</b>	
Fuel (jet A)	\$250,000
Transient aircraft storage	\$480,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (runway, taxiway, approach capability)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$7,950,900</i></b>
*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	



This Page Left Blank Intentionally

## Watertown – Watertown Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
RYV	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
59	59	58	59

Total Operations			
2010	2015	2020	2030
58,000	57,560	57,150	57,530



# REPORT CARD

Medium General Aviation

**Watertown Municipal Airport**

**RYV**

## Watertown

Facility/Service	Desired FSA	RYV	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	4,429 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	75 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-Yes Taxiway Turnaround-Yes	Yes
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	74 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-Yes	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	AWOS III/P	Yes

## LANDSIDE FACILITIES & SERVICES

<b>FBO</b>	FBO	Full-service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 60 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 38 Number of Average Daily Transient- 7	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

## ADMINISTRATIVE

<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	Complete	Yes
<b>Wildlife Hazard Assessment</b>	Recommended	Complete	Yes
<b>Stormwater Management Plan</b>	Recommended	Complete	Yes
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	No - Unverified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

## **System Plan Investment Recommendations**

### **Medium General Aviation Airport**

### **Watertown Municipal Airport**

### **Watertown**

### **System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Clear approaches (trees in approach surfaces)*	(5-year CIP identified tentative project)	\$1,400
--	---	---------

Visual aids and approach light configuration (MALSF)		\$600,000
--	--	-----------

Approach capability		\$2,465,200
---------------------	--	-------------

**Administrative:**

Airport layout plan & approach survey		\$100,000
---------------------------------------	--	-----------

Environmental assessment (approach capability)		\$150,000
--	--	-----------

Land use zoning ordinance*	(5-year CIP identified tentative project)	\$62,500
----------------------------	---	----------

<b><i>Total System Plan Investment Recommendation Costs</i></b>		<b><i>\$3,379,100</i></b>
---	--	---------------------------

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Waupaca – Waupaca Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
PCZ	Medium	General Aviation	C-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
34	35	35	38

Total Operations			
2010	2015	2020	2030
20,160	20,470	20,830	22,400



# REPORT CARD

Medium General Aviation

Waupaca Municipal Airport

PCZ

## Waupaca

Facility/Service	Desired FSA	PCZ	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
ARC	A or Greater	C	Yes
Runway Length (Primary)	4,000 to 5,499 Feet or Greater*	5,200 Feet	Yes
Runway Width (Primary)	75 Feet*	100 Feet	Yes
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Yes
Area-Weighted Pavement Condition	70 PCI or Greater	89 PCI	Yes
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-Yes	Yes
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	<b>No</b>
Approach Capability	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
Weather Reporting	AWOS or ASOS	AWOS III/P	Yes
<b>LANDSIDE FACILITIES &amp; SERVICES</b>			
FBO	FBO	Full-service FBO(s) Available	Yes
Maintenance	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
Fuel	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 15 Number of Based Aircraft -	<b>No</b>
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 15 Number of Average Daily Transient- 10	Yes
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-Yes	Yes
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
<b>ADMINISTRATIVE</b>			
Land Use Zoning Ordinance	Recommended	None	<b>No</b>
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	None	<b>No</b>
Wildlife Hazard Assessment	Recommended	Complete	Yes
Stormwater Management Plan	Recommended	Complete	Yes
Fee/Easement Ownership of Existing RPZs	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

**System Plan Investment Recommendations**

**Medium General Aviation Airport**

**Waupaca Municipal Airport**

**Waupaca**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Visual aids and approach light configuration (MALSF)

\$600,000

Approach capability

\$2,465,200

**Landside Facilities & Services:**

Auto parking (2 spaces)

\$2,200

**Administrative:**

Airport layout plan & approach survey

\$100,000

Environmental assessment (approach capability)

\$150,000

Land use zoning ordinance

\$62,500

***Total System Plan Investment Recommendation Costs***

***\$3,379,900***



This Page Left Blank Intentionally

## Wausau – Wausau Downtown Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
AUW	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
60	60	60	62

Total Operations			
2010	2015	2020	2030
44,950	45,060	45,230	46,640



# REPORT CARD

Medium General Aviation

**Wausau Downtown Airport**

**AUW**

## Wausau

Facility/Service	Desired FSA	AUW	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	5,200 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	100 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-Yes Taxiway Turnaround-No	<b>No</b>
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	70 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	ASOS	Yes

## LANDSIDE FACILITIES & SERVICES

<b>FBO</b>	FBO	Full-service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	Major Airframe Repair Major Powerplant Repair	Yes
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 50 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 12 Number of Average Daily Transient- 10	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-No	<b>No</b>
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes

## ADMINISTRATIVE

<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	None	<b>No</b>
<b>Wildlife Hazard Assessment</b>	Recommended	None	<b>No</b>
<b>Stormwater Management Plan</b>	Recommended	None	<b>No</b>
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	No - Unverified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**

**Medium General Aviation Airport**

**Wausau Downtown Airport**

**Wausau**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Taxiway type (primary)	\$649,100
Visual aids and approach light configuration (MALSF)	\$600,000
Approach capability	\$2,465,200

**Landside Facilities & Services:**

Operations/maintenance building* (5-year CIP identified tentative project)	\$700,000
--	-----------

**Administrative:**

Airport layout plan & approach survey	\$100,000
Environmental assessment (approach capability)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
Stormwater management plan	\$10,000

***Total System Plan Investment Recommendation Costs***

**\$4,756,800**

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.

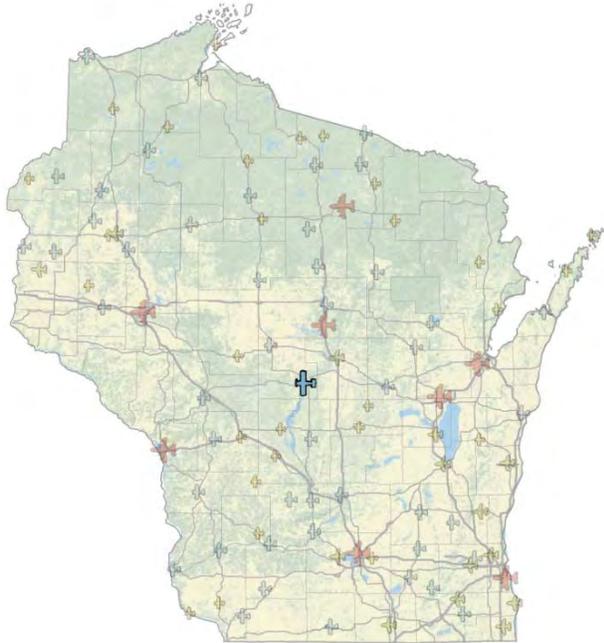
Note: No costs were associated with the RSA due to displaced threshold to runway end 22.



This Page Left Blank Intentionally

## Wisconsin Rapids – Alexander Field-South Wood County Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
ISW	Medium	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
42	43	43	46

Total Operations			
2010	2015	2020	2030
9,050	9,180	9,330	9,950



# REPORT CARD

Medium General Aviation

**Alexander Field-South Wood County Airport**

**ISW**

## Wisconsin Rapids

Facility/Service	Desired FSA	ISW	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	4,000 to 5,499 Feet or Greater*	5,500 Feet	Yes
<b>Runway Width (Primary)</b>	75 Feet*	100 Feet	Yes
<b>Taxiway Type (Primary)</b>	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	<b>No</b>
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	84 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, MALSF, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 3/4 Mile	1 Mile	<b>No</b>
<b>Weather Reporting</b>	AWOS or ASOS	ASOS	Yes
<b>LANDSIDE FACILITIES &amp; SERVICES</b>			
<b>FBO</b>	FBO	Full-service FBO(s) Available	Yes
<b>Maintenance</b>	Minor Airframe and Powerplant	No Airframe Repair No Powerplant Repair	<b>No</b>
<b>Fuel</b>	100LL & JetA To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes
<b>Auto Parking</b>	1/2 Space Per Based Aircraft	Lighted Auto Parking-Yes Number of Parking Spaces - 25 Number of Based Aircraft -	Yes
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 12 Number of Average Daily Transient- 3	Yes
<b>Operations/Maintenance Building</b>	Operations/Maintenance Building	Operations/Maintenance Building-No	<b>No</b>
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-Yes	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Medium GA	Yes	Yes
<b>ADMINISTRATIVE</b>			
<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	Complete	Yes
<b>Wildlife Hazard Assessment</b>	Recommended	None	<b>No</b>
<b>Stormwater Management Plan</b>	Recommended	None	<b>No</b>
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	No - Unverified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**  
**Medium General Aviation Airport**  
**Alexander Field-South Wood County Airport**  
**Wisconsin Rapids**

**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Clear approaches (trees in approach surfaces)	\$390,400
Taxiway type (primary)	\$2,072,500
Visual aids and approach light configuration (MALSF)	\$600,000
Approach capability	\$2,465,200
<b>Landside Facilities &amp; Services:</b>	
Operations/maintenance building	\$700,000
<b>Administrative:</b>	
Airport layout plan & approach survey* (5-year CIP identified tentative project)	\$100,000
Environmental assessment (approach capability)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$20,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$6,570,600</i></b>
*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	



This Page Left Blank Intentionally

## Barron – Barron Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
9Y7	Small	Non-NPIAS	A-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
15	15	15	16

Total Operations			
2010	2015	2020	2030
6,550	6,550	6,560	7,120



# REPORT CARD

Small General Aviation Barron Municipal Airport 9Y7

## Barron

Facility/Service	Desired FSA	9Y7	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
ARC	A or Greater	A	Yes
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	2,010 Feet	No
Runway Width (Primary)	60 Feet*	260 Feet	Yes
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-No	Not an Objective
Area-Weighted Pavement Condition	70 PCI or Greater	Turf- Not an Objective* PCI	Not an Objective
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MITL-No Taxiway Reflectors-No	No
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGSIs (VASI/PAPI)	Beacon-No Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- None VASI- None	No
Approach Capability	Visibility Minimum 1 Mile	Visual	No
Weather Reporting	Not An Objective	None	Not an Objective

## LANDSIDE FACILITIES & SERVICES

FBO	Not An Objective	None	Not an Objective
Maintenance	Not An Objective	No Airframe Repair No Powerplant Repair	Not an Objective
Fuel	100LL To Itinerant Aircraft	100LL-No JetA-No	No
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-No	No
GA Terminal Building	Phone & Restrooms	Public Phone-No Public Restroom-No Flight Planning Room-No Pilots Lounge-No	No
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-Yes	Yes
Auto Parking	Not An Objective	Lighted Auto Parking-No Number of Parking Spaces - 0 Number of Based Aircraft -	Not an Objective
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 0 Number of Average Daily Transient- 6	No
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-No	Not an Objective
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes

## ADMINISTRATIVE

Land Use Zoning Ordinance	Recommended	None	No
Height Limitation Zoning Ordinance	Recommended	None	No
Vehicle Pedestrian Ordinance	Recommended	None	No
Wildlife Hazard Assessment	Recommended	None	No
Stormwater Management Plan	Recommended	None	No
Fee/Easement Ownership of Existing RPZs	Not An Objective	No - Unverified	No

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



## System Plan Investment Recommendations

### Small General Aviation Airport

#### Barron

### Barron Municipal Airport

#### System Plan Investment Recommendation Improvements

<u>Improvement Description:</u>	<u>Estimated Cost:</u>
<b>Airside Facilities:</b>	
Clear approaches (trees & road in approach surface)* (5-year CIP identified tentative project)	\$144,200
Runway length (primary)	\$860,000
Runway/taxiway lighting	\$144,000
Visual aids and approach light configuration (beacon, REILs, PAPIs)	\$121,000
Approach capability	\$1,313,700
<b>Landside Facilities &amp; Services:</b>	
Fuel (100LL)	\$250,000
GA terminal/admin building	\$300,000
Ramp space (2 tiedowns)	\$200
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (runway, approach capability)	\$150,000
Land use zoning ordinance & height limitation zoning ordinance	\$62,500
Wildlife hazard assessment	\$10,000
Stormwater management plan	\$10,000
<b>Total System Plan Investment Recommendation Costs</b>	<b>\$3,465,600</b>

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Boulder Junction – Boulder Junction Payzer Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
BDJ	Small	Non-NPIAS	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
0	0	0	1

Total Operations			
2010	2015	2020	2030
450	450	450	450



# REPORT CARD

REPORT CARD			
Small General Aviation	Boulder Junction Payzer Airport		BDJ
Boulder Junction			
Facility/Service	Desired FSA	BDJ	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	A or Greater	B	Yes
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	3,170 Feet	No
Runway Width (Primary)	60 Feet*	165 Feet	Yes
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	Not an Objective
Area-Weighted Pavement Condition	70 PCI or Greater	Turf- Not an Objective* PCI	Not an Objective
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MITL-No Taxiway Reflectors-No	No
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGS (VASI/PAPI)	Beacon-No Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- None VASI- None	No
Approach Capability	Visibility Minimum 1 Mile	Visual	No
Weather Reporting	Not An Objective	None	Not an Objective
LANDSIDE FACILITIES & SERVICES			
FBO	Not An Objective	None	Not an Objective
Maintenance	Not An Objective	No Airframe Repair No Powerplant Repair	Not an Objective
Fuel	100LL To Itinerant Aircraft	100LL-No JetA-No	No
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-No	No
GA Terminal Building	Phone & Restrooms	Public Phone-No Public Restroom-No Flight Planning Room-No Pilots Lounge-No	No
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-No	No
Auto Parking	Not An Objective	Lighted Auto Parking-No Number of Parking Spaces - 10 Number of Based Aircraft -	Not an Objective
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 0 Number of Average Daily Transient- 1	No
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-No	Not an Objective
Snow Removal & Deicing	Snow Removal	Snow Removal-No Aircraft Deicing-No	No
Security	Meets BOA Airport Security Recommendations For Small GA	No	No
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	No
Height Limitation Zoning Ordinance	Recommended	None	No
Vehicle Pedestrian Ordinance	Recommended	None	No
Wildlife Hazard Assessment	Recommended	None	No
Stormwater Management Plan	Recommended	None	No
Fee/Easement Ownership of Existing RPZs	Not An Objective	No - Unverified	No

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**  
**Small General Aviation Airport**  
**Boulder Junction**  
**Boulder Junction Payzer Airport**  
**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Clear approaches (trees & road in approach surface)	\$502,900
Runway length (primary)	\$14,800
Runway/taxiway lighting	\$111,000
Visual aids and approach light configuration (beacon, REILs, PAPIs)	\$121,000
Approach capability	\$524,600
<b>Landside Facilities &amp; Services:</b>	
Fuel (100LL)	\$250,000
GA terminal/admin building	\$300,000
Transient aircraft storage	\$480,000
Ramp space (1 tiedown)	\$100
Snow removal & deicing	\$150,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (runway, approach capability)	\$150,000
Land use zoning ordinance & height limitation zoning ordinance	\$62,500
Wildlife hazard assessment	\$10,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$2,786,900</i></b>



This Page Left Blank Intentionally

## Boyceville – Boyceville Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
3T3	Small	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
11	11	11	12

Total Operations			
2010	2015	2020	2030
8,050	7,990	7,930	8,690



# REPORT CARD

REPORT CARD				
Small General Aviation		Boyceville Municipal Airport		3T3
Boyceville				
Facility/Service	Desired FSA	3T3	Desired FSA Met?	
AIRSIDE FACILITIES				
ARC	A or Greater	B	Yes	
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	3,299 Feet	Yes	
Runway Width (Primary)	60 Feet*	60 Feet	Yes	
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	Not an Objective	
Area-Weighted Pavement Condition	70 PCI or Greater	69 PCI	No	
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-Yes	Yes	
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGS (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- One End PAPI- Both Ends VASI- None	Yes	
Approach Capability	Visibility Minimum 1 Mile	1 Mile	Yes	
Weather Reporting	Not An Objective	None	Not an Objective	
LANDSIDE FACILITIES & SERVICES				
FBO	Not An Objective	Limited Service FBO(s) Available	Not an Objective	
Maintenance	Not An Objective	Major Airframe Repair Minor Powerplant Repair	Not an Objective	
Fuel	100LL To Itinerant Aircraft	100LL-Yes JetA-No	Yes	
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes	
GA Terminal Building	Phone & Restrooms	Public Phone-No Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	No	
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-No	No	
Auto Parking	Not An Objective	Lighted Auto Parking-Yes Number of Parking Spaces - 6 Number of Based Aircraft -	Not an Objective	
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 2 Number of Average Daily Transient- 0	Yes	
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-Yes	Not an Objective	
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes	
Security	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes	
ADMINISTRATIVE				
Land Use Zoning Ordinance	Recommended	None	No	
Height Limitation Zoning Ordinance	Recommended	Complete	Yes	
Vehicle Pedestrian Ordinance	Recommended	None	No	
Wildlife Hazard Assessment	Recommended	None	No	
Stormwater Management Plan	Recommended	None	No	
Fee/Easement Ownership of Existing RPZs	Not An Objective	Yes - Unverified	Yes	

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

**System Plan Investment Recommendations**

**Small General Aviation Airport**

**Boyceville**

**Boyceville Municipal Airport**

**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Area-weighted pavement condition	\$353,900
<b>Landside Facilities &amp; Services:</b>	
Transient aircraft storage	\$480,000
<b>Administrative:</b>	
Land use zoning ordinance & height limitation zoning ordinance	\$62,500
Wildlife hazard assessment	\$10,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$916,400</i></b>



This Page Left Blank Intentionally

## Cable – Cable Union Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
3CU	Small	General Aviation	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
2	3	4	8

Total Operations			
2010	2015	2020	2030
2,960	2,940	2,920	4,620



# REPORT CARD

REPORT CARD			
Small General Aviation	Cable Union Airport	3CU	
Cable			
Facility/Service	Desired FSA	3CU	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	A or Greater	B	Yes
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	3,709 Feet	Yes
Runway Width (Primary)	60 Feet*	75 Feet	Yes
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-No	Not an Objective
Area-Weighted Pavement Condition	70 PCI or Greater	51 PCI	No
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	LIRL-Yes MITL-Yes Taxiway Reflectors-No	No
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGSIs (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- One End PAPI- None VASI- None	No
Approach Capability	Visibility Minimum 1 Mile	1 Mile	Yes
Weather Reporting	Not An Objective	None	Not an Objective
LANDSIDE FACILITIES & SERVICES			
FBO	Not An Objective	None	Not an Objective
Maintenance	Not An Objective	No Airframe Repair No Powerplant Repair	Not an Objective
Fuel	100LL To Itinerant Aircraft	100LL-Yes JetA-No	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-No	No
GA Terminal Building	Phone & Restrooms	Public Phone-No Public Restroom-No Flight Planning Room-No Pilots Lounge-No	No
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes
Auto Parking	Not An Objective	Lighted Auto Parking-No Number of Parking Spaces - 12 Number of Based Aircraft -	Not an Objective
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 8 Number of Average Daily Transient- 1	Yes
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-Yes	Not an Objective
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	No
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	None	No
Wildlife Hazard Assessment	Recommended	None	No
Stormwater Management Plan	Recommended	None	No
Fee/Easement Ownership of Existing RPZs	Not An Objective	No - Unverified	No

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

## **System Plan Investment Recommendations**

### **Small General Aviation Airport**

#### **Cable**

### **Cable Union Airport**

## **System Plan Investment Recommendation Improvements**

### **Improvement Description:**

### **Estimated Cost:**

#### **Airside Facilities:**

Clear approaches (trees in approach surface)*	(5-year CIP identified tentative project)	\$3,000
Area-weighted pavement condition*	(5-year CIP identified tentative project)	\$1,284,700
Runway/taxiway lighting		\$166,900
Visual aids and approach light configuration (REILs, PAPIs)		\$67,000

#### **Landside Facilities & Services:**

GA terminal/admin building		\$300,000
----------------------------	--	-----------

#### **Administrative:**

Land use zoning ordinance		\$62,500
Wildlife hazard assessment		\$10,000
Stormwater management plan		\$10,000

<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$1,904,100</i></b>
---	---------------------------

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Cassville – Cassville Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
C74	Small	Non-NPIAS	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
8	8	8	9

Total Operations			
2010	2015	2020	2030
3,100	3,120	3,150	3,680



# REPORT CARD

REPORT CARD			
Small General Aviation	Cassville Municipal Airport	C74	
Cassville			
Facility/Service	Desired FSA	C74	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	A or Greater	B	Yes
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	3,000 Feet	No
Runway Width (Primary)	60 Feet*	50 Feet	No
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-No	Not an Objective
Area-Weighted Pavement Condition	70 PCI or Greater	Unavailable PCI	Not an Objective
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	LIRL-Yes MITL-Yes Taxiway Reflectors-No	No
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGSIs (VASI/PAPI)	Beacon-No Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- None VASI- None	No
Approach Capability	Visibility Minimum 1 Mile	Visual	No
Weather Reporting	Not An Objective	None	Not an Objective
LANDSIDE FACILITIES & SERVICES			
FBO	Not An Objective	None	Not an Objective
Maintenance	Not An Objective	No Airframe Repair No Powerplant Repair	Not an Objective
Fuel	100LL To Itinerant Aircraft	100LL-No JetA-No	No
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone & Restrooms	Public Phone-No Public Restroom-Yes Flight Planning Room-No Pilots Lounge-No	No
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-No	Yes
Auto Parking	Not An Objective	Lighted Auto Parking-No Number of Parking Spaces - 0 Number of Based Aircraft -	Not an Objective
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 8 Number of Average Daily Transient- 0	Yes
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-No	Not an Objective
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	No
Height Limitation Zoning Ordinance	Recommended	None	No
Vehicle Pedestrian Ordinance	Recommended	None	No
Wildlife Hazard Assessment	Recommended	None	No
Stormwater Management Plan	Recommended	None	No
Fee/Easement Ownership of Existing RPZs	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

## System Plan Investment Recommendations

### Small General Aviation Airport

#### Cassville

### Cassville Municipal Airport

## System Plan Investment Recommendation Improvements

<u>Improvement Description:</u>	<u>Estimated Cost:</u>
<b>Airside Facilities:</b>	
Runway safety areas	\$252,100
Clear approaches (trees & road in approach surface)	\$86,700
Runway length (primary)	\$1,396,000
Runway width (primary)	\$250,000
Runway/taxiway lighting	\$144,000
Visual aids and approach light configuration (beacon, REILs, PAPIs)	\$121,000
Approach capability	\$16,953,500
<b>Landside Facilities &amp; Services:</b>	
Fuel (100LL)	\$250,000
Transient aircraft storage	\$480,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (runway, approach capability)	\$150,000
Land use zoning ordinance & height limitation zoning ordinance	\$62,500
Wildlife hazard assessment	\$10,000
Stormwater management plan	\$10,000
<b>Total System Plan Investment Recommendation Costs</b>	<b>\$20,265,800</b>



This Page Left Blank Intentionally

## Crandon – Crandon Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
Y55	Small	General Aviation	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
3	3	3	4

Total Operations			
2010	2015	2020	2030
4,400	4,370	4,340	6,010



# REPORT CARD

**Small General Aviation      Crandon Municipal Airport      Y55**

## Crandon

Facility/Service	Desired FSA	Y55	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	3,200 to 3,999 Feet or Greater*	3,550 Feet	Yes
<b>Runway Width (Primary)</b>	60 Feet*	75 Feet	Yes
<b>Taxiway Type (Primary)</b>	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	Not an Objective
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	58 PCI	No
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	LIRL-Yes MITL-No Taxiway Reflectors-No	No
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, REILs, VGS (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- None VASI- None	No
<b>Approach Capability</b>	Visibility Minimum 1 Mile	Visual	No
<b>Weather Reporting</b>	Not An Objective	None	Not an Objective

## LANDSIDE FACILITIES & SERVICES

<b>FBO</b>	Not An Objective	None	Not an Objective
<b>Maintenance</b>	Not An Objective	No Airframe Repair No Powerplant Repair	Not an Objective
<b>Fuel</b>	100LL To Itinerant Aircraft	100LL-No JetA-No	No
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-No	No
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-No Public Restroom-No Flight Planning Room-No Pilots Lounge-No	No
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-No	No
<b>Auto Parking</b>	Not An Objective	Lighted Auto Parking-Yes Number of Parking Spaces - 10 Number of Based Aircraft -	Not an Objective
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 4 Number of Average Daily Transient- 2	Yes
<b>Operations/Maintenance Building</b>	Not An Objective	Operations/Maintenance Building-Yes	Not an Objective
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes

## ADMINISTRATIVE

<b>Land Use Zoning Ordinance</b>	Recommended	None	No
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	Complete	Yes
<b>Wildlife Hazard Assessment</b>	Recommended	None	No
<b>Stormwater Management Plan</b>	Recommended	None	No
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	No - Unverified	No

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

## System Plan Investment Recommendations

### Small General Aviation Airport

#### Crandon Municipal Airport

##### Crandon

### System Plan Investment Recommendation Improvements

<u>Improvement Description:</u>	<u>Estimated Cost:</u>
<b>Airside Facilities:</b>	
Area-weighted pavement condition* (5-year CIP identified tentative project)	\$1,053,000
Visual aids and approach light configuration (REILs, PAPIs)	\$86,000
<b>Landside Facilities &amp; Services:</b>	
Fuel (100LL)* (5-year CIP identified tentative project)	\$250,000
GA terminal/admin building	\$300,000
Transient aircraft storage	\$480,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$10,000
Stormwater management plan	\$10,000
<b>Total System Plan Investment Recommendation Costs</b>	<b>\$2,351,500</b>

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.

Note: For approach capability - all costs assigned to lower visibility minimums from visual to 1 mile are covered under the airport layout plan & approach survey facility need.



This Page Left Blank Intentionally

## Crivitz – Crivitz Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
3D1	Small	General Aviation	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
2	2	2	4

Total Operations			
2010	2015	2020	2030
520	550	580	660



# REPORT CARD

REPORT CARD			
Small General Aviation	Crivitz Municipal Airport	3D1	
Crivitz			
Facility/Service	Desired FSA	3D1	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	A or Greater	B	Yes
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	2,620 Feet	No
Runway Width (Primary)	60 Feet*	60 Feet	Yes
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-No	Not an Objective
Area-Weighted Pavement Condition	70 PCI or Greater	73 PCI	Yes
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	LIRL-Yes MITL-Yes Taxiway Reflectors-No	No
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGS (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- None VASI- None	No
Approach Capability	Visibility Minimum 1 Mile	Visual	No
Weather Reporting	Not An Objective	None	Not an Objective
LANDSIDE FACILITIES & SERVICES			
FBO	Not An Objective	None	Not an Objective
Maintenance	Not An Objective	No Airframe Repair No Powerplant Repair	Not an Objective
Fuel	100LL To Itinerant Aircraft	100LL-No JetA-No	No
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-No	No
GA Terminal Building	Phone & Restrooms	Public Phone-No Public Restroom-No Flight Planning Room-No Pilots Lounge-No	No
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes
Auto Parking	Not An Objective	Lighted Auto Parking-No Number of Parking Spaces - 15 Number of Based Aircraft -	Not an Objective
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 5 Number of Average Daily Transient- 2	Yes
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-No	Not an Objective
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	No
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	None	No
Wildlife Hazard Assessment	Recommended	None	No
Stormwater Management Plan	Recommended	None	No
Fee/Easement Ownership of Existing RPZs	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**

**Small General Aviation Airport**

**Crivitz Municipal Airport**

**Crivitz**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Clear approaches (trees & road in approach surface)	\$561,800
Runway length (primary)	\$511,600
Runway/taxiway lighting	\$159,100
Visual aids and approach light configuration (REILs, PAPIs)	\$86,000
Approach capability	\$859,200

**Landside Facilities & Services:**

Fuel (100LL)*	(5-year CIP identified tentative project)	\$250,000
GA terminal/admin building		\$300,000
Transient aircraft storage		\$480,000

**Administrative:**

Airport layout plan & approach survey*	(5-year CIP identified tentative project)	\$100,000
Environmental assessment (runway, approach capability)		\$150,000
Land use zoning ordinance		\$62,500
Wildlife hazard assessment		\$10,000
Stormwater management plan		\$10,000

<b>Total System Plan Investment Recommendation Costs</b>	<b>\$3,540,200</b>
--	--------------------

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.

Note: For runway safety areas - the costs assigned to this facility need are covered under the approach capability FSA.



This Page Left Blank Intentionally

## Ephraim-Gibraltar – Ephraim-Gibraltar Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
3D2	Small	General Aviation	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
7	7	7	8

Total Operations			
2010	2015	2020	2030
9,300	9,230	9,170	10,610



# REPORT CARD

**Small General Aviation** **Ephraim-Gibraltar Airport** **3D2**

## Ephraim-Gibraltar

Facility/Service	Desired FSA	3D2	Desired FSA Met?
<b>AIRSIDE FACILITIES</b>			
<b>ARC</b>	A or Greater	B	Yes
<b>Runway Length (Primary)</b>	3,200 to 3,999 Feet or Greater*	2,700 Feet	<b>No</b>
<b>Runway Width (Primary)</b>	60 Feet*	60 Feet	Yes
<b>Taxiway Type (Primary)</b>	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	Not an Objective
<b>Area-Weighted Pavement Condition</b>	70 PCI or Greater	79 PCI	Yes
<b>Runway/Taxiway Lighting</b>	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-No	<b>No</b>
<b>Visual Aids and Approach Light Configuration</b>	Rotating Beacon, Wind Cone, REILs, VGS (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- Both Ends VASI- None	<b>No</b>
<b>Approach Capability</b>	Visibility Minimum 1 Mile	1 Mile	Yes
<b>Weather Reporting</b>	Not An Objective	None	Not an Objective

## LANDSIDE FACILITIES & SERVICES

<b>FBO</b>	Not An Objective	None	Not an Objective
<b>Maintenance</b>	Not An Objective	Minor Airframe Repair Minor Powerplant Repair	Not an Objective
<b>Fuel</b>	100LL To Itinerant Aircraft	100LL-Yes JetA-No	Yes
<b>GA Terminal/Admin Building</b>	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-No	<b>No</b>
<b>GA Terminal Building</b>	Phone & Restrooms	Public Phone-No Public Restroom-No Flight Planning Room-No Pilots Lounge-No	<b>No</b>
<b>Ground Transportation</b>	Courtesy/Loaner Car	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes
<b>Auto Parking</b>	Not An Objective	Lighted Auto Parking-No Number of Parking Spaces - 40 Number of Based Aircraft -	Not an Objective
<b>Ramp Space (Number of Tiedowns)</b>	25% of Average Daily Transient Aircraft	Number of Tiedowns- 20 Number of Average Daily Transient- 5	Yes
<b>Operations/Maintenance Building</b>	Not An Objective	Operations/Maintenance Building-Yes	Not an Objective
<b>Snow Removal &amp; Deicing</b>	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
<b>Security</b>	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes

## ADMINISTRATIVE

<b>Land Use Zoning Ordinance</b>	Recommended	None	<b>No</b>
<b>Height Limitation Zoning Ordinance</b>	Recommended	Complete	Yes
<b>Vehicle Pedestrian Ordinance</b>	Recommended	None	<b>No</b>
<b>Wildlife Hazard Assessment</b>	Recommended	None	<b>No</b>
<b>Stormwater Management Plan</b>	Recommended	Complete	Yes
<b>Fee/Easement Ownership of Existing RPZs</b>	Not An Objective	No - Unverified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

**System Plan Investment Recommendations**

**Small General Aviation Airport**

**Ephraim-Gibraltar Airport**

**Ephraim-Gibraltar**

**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Runway length (primary)	\$223,900
Runway/taxiway lighting	\$3,700
Visual aids and approach light configuration (REILs)	\$38,000
<b>Landside Facilities &amp; Services:</b>	
GA terminal/admin building	\$300,000
Transient aircraft storage	\$480,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (runway)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$1,368,100</i></b>



This Page Left Blank Intentionally

## Grantsburg – Grantsburg Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
GTG	Small	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
15	15	15	17

Total Operations			
2010	2015	2020	2030
3,240	3,270	3,300	3,630



# REPORT CARD

Small General Aviation	Grantsburg Municipal Airport		GTG
Grantsburg			
Facility/Service	Desired FSA	GTG	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	A or Greater	B	Yes
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	3,000 Feet	<b>No</b>
Runway Width (Primary)	60 Feet*	60 Feet	Yes
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-Yes Taxiway Turnaround-No	Not an Objective
Area-Weighted Pavement Condition	70 PCI or Greater	67 PCI	<b>No</b>
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-No	<b>No</b>
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGSIs (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- None VASI- None	<b>No</b>
Approach Capability	Visibility Minimum 1 Mile	1 Mile	Yes
Weather Reporting	Not An Objective	None	Not an Objective
LANDSIDE FACILITIES & SERVICES			
FBO	Not An Objective	None	Not an Objective
Maintenance	Not An Objective	No Airframe Repair No Powerplant Repair	Not an Objective
Fuel	100LL To Itinerant Aircraft	100LL-No JetA-No	<b>No</b>
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-No Pilots Lounge-Yes	Yes
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-No	<b>No</b>
Auto Parking	Not An Objective	Lighted Auto Parking-No Number of Parking Spaces - 0 Number of Based Aircraft -	Not an Objective
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 6 Number of Average Daily Transient- 2	Yes
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-No	Not an Objective
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	<b>No</b>
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	None	<b>No</b>
Wildlife Hazard Assessment	Recommended	None	<b>No</b>
Stormwater Management Plan	Recommended	None	<b>No</b>
Fee/Easement Ownership of Existing RPZs	Not An Objective	No - Unverified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

## System Plan Investment Recommendations

### Small General Aviation Airport

### Grantsburg Municipal Airport

### Grantsburg

#### System Plan Investment Recommendation Improvements

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Runway safety areas	\$2,300
Runway length (primary)	\$87,000
Area-weighted pavement condition	\$1,015,500
Runway/taxiway lighting	\$1,500
Visual aids and approach light configuration (REILs, PAPIs)* (5-year CIP identified tentative project)	\$86,000
<b>Landside Facilities &amp; Services:</b>	
Fuel (100LL)	\$250,000
Transient aircraft storage	\$480,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (runway)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$10,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b>\$2,254,800</b>

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Hillsboro – Joshua Sanford Field

Identifier	Wisconsin Classification	NPIAS	Existing ARC
HBW	Small	Non-NPIAS	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
7	7	7	8

Total Operations			
2010	2015	2020	2030
1,400	1,390	1,380	1,600





---

## **System Plan Investment Recommendations**

### **Small General Aviation Airport**

#### **Joshua Sanford Field**

#### **Hillsboro**

### **System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Runway length (primary)	\$630,500
Runway width (primary)	\$358,200
Runway/taxiway lighting	\$138,200
Visual aids and approach light configuration (beacon, REILs, PAPIs)	\$97,000
Approach capability	\$2,315,800
<b>Landside Facilities &amp; Services:</b>	
Fuel (100LL)	\$250,000
GA terminal/admin building	\$300,000
Transient aircraft storage	\$480,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (runway, approach capability)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$10,000
Stormwater management plan	\$10,000
<b><u>Total System Plan Investment Recommendation Costs</u></b>	<b><u>\$4,902,200</u></b>

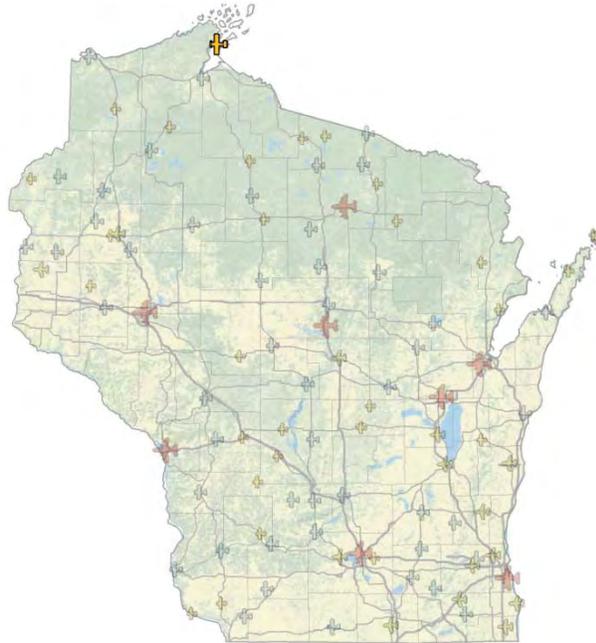
Note: For runway safety areas and clear approaches - The costs for these two facility needs are included in the approach capability and runway length FSAs.



This Page Left Blank Intentionally

## La Pointe – Major Gilbert Field

Identifier	Wisconsin Classification	NPIAS	Existing ARC
4R5	Small	General Aviation	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
1	1	1	2

Total Operations			
2010	2015	2020	2030
8,100	8,100	8,100	10,000



# REPORT CARD

REPORT CARD			
Small General Aviation	Major Gilbert Field	4R5	
La Pointe			
Facility/Service	Desired FSA	4R5	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	A or Greater	B	Yes
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	3,000 Feet	No
Runway Width (Primary)	60 Feet*	75 Feet	Yes
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	Not an Objective
Area-Weighted Pavement Condition	70 PCI or Greater	90 PCI	Yes
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	LIRL-Yes MITL-No Taxiway Reflectors-No	No
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGSIs (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- Both Ends VASI- None	No
Approach Capability	Visibility Minimum 1 Mile	1 Mile	Yes
Weather Reporting	Not An Objective	None	Not an Objective
LANDSIDE FACILITIES & SERVICES			
FBO	Not An Objective	None	Not an Objective
Maintenance	Not An Objective	No Airframe Repair No Powerplant Repair	Not an Objective
Fuel	100LL To Itinerant Aircraft	100LL-No JetA-No	No
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-No Pilots Lounge-No	Yes
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-No	No
Auto Parking	Not An Objective	Lighted Auto Parking-Yes Number of Parking Spaces - 34 Number of Based Aircraft -	Not an Objective
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 17 Number of Average Daily Transient- 2	Yes
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-No	Not an Objective
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	No
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	None	No
Wildlife Hazard Assessment	Recommended	None	No
Stormwater Management Plan	Recommended	None	No
Fee/Easement Ownership of Existing RPZs	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

**System Plan Investment Recommendations**

**Small General Aviation Airport**

**Major Gilbert Field**

**La Pointe**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Clear approaches (road in approach surface)	\$438,300
Runway length (primary)	\$91,900
Runway/taxiway lighting	\$136,100
Visual aids and approach light configuration (beacon, REILs, PAPIs)	\$38,000

**Landside Facilities & Services:**

Fuel (100LL)	\$250,000
Transient aircraft storage	\$480,000

**Administrative:**

Airport layout plan & approach survey	\$100,000
Environmental assessment (runway)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$10,000
Stormwater management plan	\$10,000

<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$1,766,800</i></b>
---	---------------------------



This Page Left Blank Intentionally

## Lancaster – Lancaster Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
73C	Small	General Aviation	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
6	6	6	7

Total Operations			
2010	2015	2020	2030
7,100	7,050	7,000	8,300



# REPORT CARD

REPORT CARD			
Small General Aviation	Lancaster Municipal Airport	73C	
Lancaster			
Facility/Service	Desired FSA	73C	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	A or Greater	B	Yes
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	3,850 Feet	Yes
Runway Width (Primary)	60 Feet*	45 Feet	No
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	Not an Objective
Area-Weighted Pavement Condition	70 PCI or Greater	36 PCI	No
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	LIRL-Yes MITL-No Taxiway Reflectors-No	No
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- None VASI- None	No
Approach Capability	Visibility Minimum 1 Mile	Visual	No
Weather Reporting	Not An Objective	None	Not an Objective
LANDSIDE FACILITIES & SERVICES			
FBO	Not An Objective	None	Not an Objective
Maintenance	Not An Objective	No Airframe Repair No Powerplant Repair	Not an Objective
Fuel	100LL To Itinerant Aircraft	100LL-Yes JetA-No	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-No	No
GA Terminal Building	Phone & Restrooms	Public Phone-No Public Restroom-No Flight Planning Room-No Pilots Lounge-No	No
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-No	No
Auto Parking	Not An Objective	Lighted Auto Parking-Yes Number of Parking Spaces - 8 Number of Based Aircraft -	Not an Objective
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 0 Number of Average Daily Transient- 2	No
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-No	Not an Objective
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	No
Height Limitation Zoning Ordinance	Recommended	None	No
Vehicle Pedestrian Ordinance	Recommended	None	No
Wildlife Hazard Assessment	Recommended	None	No
Stormwater Management Plan	Recommended	None	No
Fee/Easement Ownership of Existing RPZs	Not An Objective	No - Unverified	No

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**

**Small General Aviation Airport**

**Lancaster Municipal Airport**

**Lancaster**

**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Runway safety area* (5-year CIP identified tentative project)	\$264,300
Runway width (primary)	\$481,300
Area-weighted pavement condition* (5-year CIP identified tentative project)	\$850,000
Runway/taxiway lighting	\$173,300
Visual aids and approach light configuration (REILs, PAPIs)* (5-year CIP identified tentative project)	\$86,000
Approach capability	\$4,982,000
<b>Landside Facilities &amp; Services:</b>	
GA terminal/admin building	\$300,000
Ramp space (1 tiedown)	\$500
<b>Administrative:</b>	
Airport layout plan & approach survey* (5-year CIP identified tentative project)	\$100,000
Environmental assessment (runway, approach capability)	\$150,000
Land use zoning ordinance & height limitation zoning ordinance	\$62,500
Wildlife hazard assessment	\$10,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$7,469,900</i></b>

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Madison - Blackhawk – Blackhawk Airfield

Identifier	Wisconsin Classification	NPIAS	Existing ARC
87Y	Small	Non-NPIAS	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
34	34	34	34

Total Operations			
2010	2015	2020	2030
6,040	6,000	5,950	6,080





---

## **System Plan Investment Recommendations**

### **Small General Aviation Airport**

#### **Blackhawk Airfield**

#### **Madison-Blackhawk**

### **System Plan Investment Recommendation Improvements**

#### **Improvement Description:**

#### **Estimated Cost:**

#### **Airside Facilities:**

Clear approaches (trees & road in approach surface)	\$368,300
Runway length (primary)	\$367,900
Runway width (primary)	\$70,400
Runway/taxiway lighting	\$116,700
Visual aids and approach light configuration (REILs, PAPIs)	\$86,000

#### **Landside Facilities & Services:**

Fuel (100LL)	\$250,000
GA terminal/admin building	\$300,000
Transient aircraft storage	\$480,000

#### **Administrative:**

Airport layout plan & approach survey	\$100,000
Environmental assessment (runway)	\$150,000
Land use zoning ordinance & height limitation zoning ordinance	\$62,500
Wildlife hazard assessment	\$10,000
Stormwater management plan	\$10,000

<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$2,371,800</i></b>
---	---------------------------

Note: For runway safety areas - no costs were associated with this facility need.



This Page Left Blank Intentionally

## Manitowish Waters – Manitowish Waters Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
D25	Small	General Aviation	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
11	11	11	12

Total Operations			
2010	2015	2020	2030
6,200	6,160	6,110	6,690



# REPORT CARD

REPORT CARD			
Small General Aviation	Manitowish Waters Airport	D25	
Manitowish Waters			
Facility/Service	Desired FSA	D25	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	A or Greater	B	Yes
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	3,498 Feet	Yes
Runway Width (Primary)	60 Feet*	60 Feet	Yes
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	Not an Objective
Area-Weighted Pavement Condition	70 PCI or Greater	62 PCI	No
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-Yes	Yes
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGSIs (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- One End VASI- None	No
Approach Capability	Visibility Minimum 1 Mile	1 Mile	Yes
Weather Reporting	Not An Objective	None	Not an Objective
LANDSIDE FACILITIES & SERVICES			
FBO	Not An Objective	None	Not an Objective
Maintenance	Not An Objective	No Airframe Repair No Powerplant Repair	Not an Objective
Fuel	100LL To Itinerant Aircraft	100LL-Yes JetA-No	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-No	Yes
Auto Parking	Not An Objective	Lighted Auto Parking-No Number of Parking Spaces - 48 Number of Based Aircraft -	Not an Objective
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 28 Number of Average Daily Transient- 5	Yes
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-Yes	Not an Objective
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	No
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes
Wildlife Hazard Assessment	Recommended	None	No
Stormwater Management Plan	Recommended	Complete	Yes
Fee/Easement Ownership of Existing RPZs	Not An Objective	No - Unverified	No

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

## **System Plan Investment Recommendations**

### **Small General Aviation Airport**

#### **Manitowish Waters Airport**

#### **Manitowish Waters**

### **System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Area-weighted pavement condition* (5-year CIP identified tentative project)	\$1,667,600
Visual aids and approach light configuration (REILs, PAPIs)	\$62,000
<b>Administrative:</b>	
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b>\$1,802,100</b>
*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	



This Page Left Blank Intentionally

## Necedah – Necedah Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
DAF	Small	Non-NPIAS	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
9	9	9	10

Total Operations			
2010	2015	2020	2030
7,520	7,470	7,410	8,290



# REPORT CARD

REPORT CARD				
Small General Aviation		Necedah Airport		DAF
Necedah				
Facility/Service	Desired FSA	DAF	Desired FSA Met?	
AIRSIDE FACILITIES				
ARC	A or Greater	B	Yes	
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	2,700 Feet	<b>No</b>	
Runway Width (Primary)	60 Feet*	60 Feet	Yes	
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-Yes Taxiway Turnaround-No	Not an Objective	
Area-Weighted Pavement Condition	70 PCI or Greater	72 PCI	Not an Objective	
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	LIRL-Yes MITL-Yes Taxiway Reflectors-No	<b>No</b>	
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGS (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- None VASI- None	<b>No</b>	
Approach Capability	Visibility Minimum 1 Mile	1 Mile	Yes	
Weather Reporting	Not An Objective	None	Not an Objective	
LANDSIDE FACILITIES & SERVICES				
FBO	Not An Objective	None	Not an Objective	
Maintenance	Not An Objective	Minor Airframe Repair Minor Powerplant Repair	Not an Objective	
Fuel	100LL To Itinerant Aircraft	100LL-No JetA-No	<b>No</b>	
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-No	<b>No</b>	
GA Terminal Building	Phone & Restrooms	Public Phone-No Public Restroom-No Flight Planning Room-No Pilots Lounge-No	<b>No</b>	
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-No	<b>No</b>	
Auto Parking	Not An Objective	Lighted Auto Parking-Yes Number of Parking Spaces - 100 Number of Based Aircraft -	Not an Objective	
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 6 Number of Average Daily Transient- 2	Yes	
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-Yes	Not an Objective	
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes	
Security	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes	
ADMINISTRATIVE				
Land Use Zoning Ordinance	Recommended	None	<b>No</b>	
Height Limitation Zoning Ordinance	Recommended	Complete	Yes	
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes	
Wildlife Hazard Assessment	Recommended	None	<b>No</b>	
Stormwater Management Plan	Recommended	Complete	Yes	
Fee/Easement Ownership of Existing RPZs	Not An Objective	Yes - Unverified	Yes	

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

**System Plan Investment Recommendations**

**Small General Aviation Airport**

**Necedah Airport**

**Necedah**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Runway length (primary)	\$217,500
-------------------------	-----------

Runway/taxiway lighting	\$121,500
-------------------------	-----------

Visual aids and approach light configuration (REILs, PAPIs)	\$86,000
---	----------

**Landside Facilities & Services:**

Fuel (100LL)	\$250,000
--------------	-----------

GA terminal/admin building	\$300,000
----------------------------	-----------

**Administrative:**

Airport layout plan & approach survey	\$100,000
---------------------------------------	-----------

Environmental assessment (runway)	\$150,000
-----------------------------------	-----------

Land use zoning ordinance	\$62,500
---------------------------	----------

Wildlife hazard assessment	\$10,000
----------------------------	----------

<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$1,297,500</i></b>
---	---------------------------



This Page Left Blank Intentionally

## Neillsville – Neillsville Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
VIQ	Small	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
36	36	35	36

Total Operations			
2010	2015	2020	2030
7,520	7,470	7,410	7,550



# REPORT CARD

REPORT CARD				
Small General Aviation		Neillsville Municipal Airport		VIQ
Neillsville				
Facility/Service	Desired FSA	VIQ	Desired FSA Met?	
AIRSIDE FACILITIES				
ARC	A or Greater	B	Yes	
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	3,400 Feet	Yes	
Runway Width (Primary)	60 Feet*	60 Feet	Yes	
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	Not an Objective	
Area-Weighted Pavement Condition	70 PCI or Greater	62 PCI	<b>No</b>	
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	LIRL-Yes MITL-Yes Taxiway Reflectors-No	<b>No</b>	
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGSIs (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- None VASI- Both Ends	<b>No</b>	
Approach Capability	Visibility Minimum 1 Mile	1 Mile	Yes	
Weather Reporting	Not An Objective	None	Not an Objective	
LANDSIDE FACILITIES & SERVICES				
FBO	Not An Objective	Full-service FBO(s) Available	Not an Objective	
Maintenance	Not An Objective	Minor Airframe Repair Minor Powerplant Repair	Not an Objective	
Fuel	100LL To Itinerant Aircraft	100LL-Yes JetA-No	Yes	
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes	
GA Terminal Building	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes	
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-No	<b>No</b>	
Auto Parking	Not An Objective	Lighted Auto Parking-No Number of Parking Spaces - 25 Number of Based Aircraft -	Not an Objective	
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 8 Number of Average Daily Transient- 2	Yes	
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-Yes	Not an Objective	
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes	
Security	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes	
ADMINISTRATIVE				
Land Use Zoning Ordinance	Recommended	None	<b>No</b>	
Height Limitation Zoning Ordinance	Recommended	Complete	Yes	
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes	
Wildlife Hazard Assessment	Recommended	None	<b>No</b>	
Stormwater Management Plan	Recommended	Complete	Yes	
Fee/Easement Ownership of Existing RPZs	Not An Objective	Yes - Unverified	Yes	

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

## **System Plan Investment Recommendations**

### **Small General Aviation Airport**

#### **Neillsville Municipal Airport**

#### **Neillsville**

### **System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Area-weighted pavement condition* (5-year CIP identified tentative project)	\$1,051,100
Runway/taxiway lighting	\$153,000
Visual aids and approach light configuration (REILs)	\$38,000
<b>Administrative:</b>	
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$1,314,600</i></b>
*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	



This Page Left Blank Intentionally

## New Holstein – New Holstein Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
8D1	Small	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
16	16	16	18

Total Operations			
2010	2015	2020	2030
7,900	7,960	8,020	8,770



# REPORT CARD

REPORT CARD			
Small General Aviation	New Holstein Municipal Airport		8D1
New Holstein			
Facility/Service	Desired FSA	8D1	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	A or Greater	B	Yes
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	3,600 Feet	Yes
Runway Width (Primary)	60 Feet*	75 Feet	Yes
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-No	Not an Objective
Area-Weighted Pavement Condition	70 PCI or Greater	67 PCI	No
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-No	No
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGSIs (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- None VASI- None	No
Approach Capability	Visibility Minimum 1 Mile	1 Mile	Yes
Weather Reporting	Not An Objective	None	Not an Objective
LANDSIDE FACILITIES & SERVICES			
FBO	Not An Objective	Full-service FBO(s) Available	Not an Objective
Maintenance	Not An Objective	Major Airframe Repair Major Powerplant Repair	Not an Objective
Fuel	100LL To Itinerant Aircraft	100LL-Yes JetA-No	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-No Pilots Lounge-Yes	Yes
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-No	No
Auto Parking	Not An Objective	Lighted Auto Parking-Yes Number of Parking Spaces - 10 Number of Based Aircraft -	Not an Objective
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 15 Number of Average Daily Transient- 2	Yes
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-Yes	Not an Objective
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	No
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	None	No
Wildlife Hazard Assessment	Recommended	Complete	Yes
Stormwater Management Plan	Recommended	Complete	Yes
Fee/Easement Ownership of Existing RPZs	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

**System Plan Investment Recommendations**

**Small General Aviation Airport**

**New Holstein Municipal Airport**

**New Holstein**

**System Plan Investment Recommendation Improvements**

***Improvement Description:***

***Estimated Cost:***

**Airside Facilities:**

Runway safety areas		\$200,000
Area-weighted pavement condition*	(5-year CIP identified tentative project)	\$1,250,000
Runway/taxiway lighting		\$2,000
Visual aids and approach light configuration (PAPIs)*	(5-year CIP identified tentative project)	\$48,000

**Administrative:**

Land use zoning ordinance		\$62,500
---------------------------	--	----------

<b><i>Total System Plan Investment Recommendation Costs</i></b>		<b><i>\$1,562,500</i></b>
---	--	---------------------------

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## New Lisbon – Mauston-New Lisbon Union Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
82C	Small	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
7	7	7	9

Total Operations			
2010	2015	2020	2030
6,600	6,660	6,740	8,040



# REPORT CARD

REPORT CARD			
Small General Aviation	Mauston-New Lisbon Union Airport	82C	
New Lisbon			
Facility/Service	Desired FSA	82C	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	A or Greater	B	Yes
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	3,686 Feet	Yes
Runway Width (Primary)	60 Feet*	75 Feet	Yes
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-Yes Partial Parallel Taxiway-No Taxiway Turnaround-No	Not an Objective
Area-Weighted Pavement Condition	70 PCI or Greater	78 PCI	Yes
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-Yes	Yes
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- None VASI- Both Ends	<b>No</b>
Approach Capability	Visibility Minimum 1 Mile	1 Mile	Yes
Weather Reporting	Not An Objective	None	Not an Objective
LANDSIDE FACILITIES & SERVICES			
FBO	Not An Objective	None	Not an Objective
Maintenance	Not An Objective	Minor Airframe Repair Minor Powerplant Repair	Not an Objective
Fuel	100LL To Itinerant Aircraft	100LL-Yes JetA-Yes	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-No	<b>No</b>
GA Terminal Building	Phone & Restrooms	Public Phone-No Public Restroom-No Flight Planning Room-No Pilots Lounge-No	<b>No</b>
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-No	<b>No</b>
Auto Parking	Not An Objective	Lighted Auto Parking-No Number of Parking Spaces - 12 Number of Based Aircraft -	Not an Objective
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 6 Number of Average Daily Transient- 6	Yes
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-Yes	Not an Objective
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	<b>No</b>
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	None	<b>No</b>
Wildlife Hazard Assessment	Recommended	None	<b>No</b>
Stormwater Management Plan	Recommended	None	<b>No</b>
Fee/Easement Ownership of Existing RPZs	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

**System Plan Investment Recommendations**

**Small General Aviation Airport**

**Mauston-New Lisbon Union Airport**

**New Lisbon**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Clear approaches (trees & road in approach surface)	\$561,500
---	-----------

Visual aids and approach light configuration (REILs)	\$38,000
--	----------

**Landside Facilities & Services:**

GA terminal/admin building	\$300,000
----------------------------	-----------

**Administrative:**

Land use zoning ordinance	\$62,500
---------------------------	----------

Wildlife hazard assessment	\$10,000
----------------------------	----------

Stormwater management plan	\$10,000
----------------------------	----------

<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$982,000</i></b>
---	-------------------------



This Page Left Blank Intentionally

## Oconto – J. Douglas Bake Memorial Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
OCQ	Small	General Aviation	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
17	17	17	18

Total Operations			
2010	2015	2020	2030
11,920	11,820	11,730	12,370



# REPORT CARD

REPORT CARD				
Small General Aviation		J Douglas Bake Memorial Airport		OCQ
Oconto				
Facility/Service	Desired FSA	OCQ	Desired FSA Met?	
AIRSIDE FACILITIES				
ARC	A or Greater	B	Yes	
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	3,198 Feet	Yes	
Runway Width (Primary)	60 Feet*	75 Feet	Yes	
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-No	Not an Objective	
Area-Weighted Pavement Condition	70 PCI or Greater	95 PCI	Yes	
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes	
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGSIs (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- One End PAPI- None VASI- None	<b>No</b>	
Approach Capability	Visibility Minimum 1 Mile	1 Mile	Yes	
Weather Reporting	Not An Objective	None	Not an Objective	
LANDSIDE FACILITIES & SERVICES				
FBO	Not An Objective	None	Not an Objective	
Maintenance	Not An Objective	No Airframe Repair No Powerplant Repair	Not an Objective	
Fuel	100LL To Itinerant Aircraft	100LL-Yes JetA-No	Yes	
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes	
GA Terminal Building	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes	
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-Yes	Yes	
Auto Parking	Not An Objective	Lighted Auto Parking-No Number of Parking Spaces - 10 Number of Based Aircraft -	Not an Objective	
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 3 Number of Average Daily Transient- 4	Yes	
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-No	Not an Objective	
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes	
Security	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes	
ADMINISTRATIVE				
Land Use Zoning Ordinance	Recommended	None	<b>No</b>	
Height Limitation Zoning Ordinance	Recommended	Complete	Yes	
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes	
Wildlife Hazard Assessment	Recommended	Complete	Yes	
Stormwater Management Plan	Recommended	Complete	Yes	
Fee/Easement Ownership of Existing RPZs	Not An Objective	Yes - Unverified	Yes	

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

**System Plan Investment Recommendations**

**Small General Aviation Airport**

**J Douglas Bake Memorial Airport**

**Oconto**

**System Plan Investment Recommendation Improvements**

***Improvement Description:***

***Estimated Cost:***

**Airside Facilities:**

Clear approaches (trees in approach surface)*	(5-year CIP identified tentative project)	\$5,000
---	---	---------

Visual aids and approach light configuration (REILs, PAPIs)*	(5-year CIP identified tentative project)	\$67,000
--	---	----------

**Landside Facilities & Services:**

Transient aircraft storage		\$480,000
----------------------------	--	-----------

**Administrative:**

Land use zoning ordinance		\$62,500
---------------------------	--	----------

<b><i>Total System Plan Investment Recommendation Costs</i></b>		<b><i>\$614,500</i></b>
---	--	-------------------------

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Park Falls – Park Falls Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
PKF	Small	General Aviation	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
5	5	5	7

Total Operations			
2010	2015	2020	2030
6,750	6,860	6,980	8,880



# REPORT CARD

REPORT CARD			
Small General Aviation	Park Falls Municipal Airport		PKF
Park Falls			
Facility/Service	Desired FSA	PKF	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	A or Greater	B	Yes
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	3,200 Feet	Yes
Runway Width (Primary)	60 Feet*	60 Feet	Yes
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	Not an Objective
Area-Weighted Pavement Condition	70 PCI or Greater	71 PCI	Yes
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGSIs (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- Both Ends VASI- None	No
Approach Capability	Visibility Minimum 1 Mile	1 Mile	Yes
Weather Reporting	Not An Objective	None	Not an Objective
LANDSIDE FACILITIES & SERVICES			
FBO	Not An Objective	None	Not an Objective
Maintenance	Not An Objective	No Airframe Repair No Powerplant Repair	Not an Objective
Fuel	100LL To Itinerant Aircraft	100LL-Yes JetA-No	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-No Pilots Lounge-Yes	Yes
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-Yes	Yes
Auto Parking	Not An Objective	Lighted Auto Parking-Yes Number of Parking Spaces - 10 Number of Based Aircraft -	Not an Objective
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 4 Number of Average Daily Transient- 1	Yes
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-No	Not an Objective
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	No
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	None	No
Wildlife Hazard Assessment	Recommended	None	No
Stormwater Management Plan	Recommended	Complete	Yes
Fee/Easement Ownership of Existing RPZs	Not An Objective	No - Unverified	No

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

**System Plan Investment Recommendations**

**Small General Aviation Airport**

**Park Falls Municipal Airport**

**Park Falls**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Clear approaches (trees in approach surface)

\$300

Visual aids and approach light configuration (REILs)

\$38,000

**Landside Facilities & Services:**

Transient aircraft storage

\$480,000

**Administrative:**

Land use zoning ordinance

\$62,500

Wildlife hazard assessment

\$10,000

***Total System Plan Investment Recommendation Costs***

***\$590,800***



This Page Left Blank Intentionally

## Prentice – Prentice Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
5N2	Small	Non-NPIAS	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
0	0	0	1

Total Operations			
2010	2015	2020	2030
1,520	1,520	1,520	1,520



# REPORT CARD

REPORT CARD			
Small General Aviation		Prentice Airport	
		5N2	
Prentice			
Facility/Service	Desired FSA	5N2	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	A or Greater	B	Yes
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	3,250 Feet	Yes
Runway Width (Primary)	60 Feet*	60 Feet	Yes
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	Not an Objective
Area-Weighted Pavement Condition	70 PCI or Greater	78 PCI	Not an Objective
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-No	No
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGSIs (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- None VASI- None	No
Approach Capability	Visibility Minimum 1 Mile	Visual	No
Weather Reporting	Not An Objective	None	Not an Objective
LANDSIDE FACILITIES & SERVICES			
FBO	Not An Objective	None	Not an Objective
Maintenance	Not An Objective	No Airframe Repair No Powerplant Repair	Not an Objective
Fuel	100LL To Itinerant Aircraft	100LL-No JetA-No	No
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-No	No
GA Terminal Building	Phone & Restrooms	Public Phone-No Public Restroom-No Flight Planning Room-No Pilots Lounge-No	No
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-Yes Other Rental Car-No	Yes
Auto Parking	Not An Objective	Lighted Auto Parking-Yes Number of Parking Spaces - 3 Number of Based Aircraft -	Not an Objective
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 6 Number of Average Daily Transient- 1	Yes
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-No	Not an Objective
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Small GA	No	No
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	No
Height Limitation Zoning Ordinance	Recommended	None	No
Vehicle Pedestrian Ordinance	Recommended	None	No
Wildlife Hazard Assessment	Recommended	None	No
Stormwater Management Plan	Recommended	None	No
Fee/Easement Ownership of Existing RPZs	Not An Objective	No - Unverified	No

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

## System Plan Investment Recommendations

### Small General Aviation Airport

#### Prentice Airport

#### Prentice

### System Plan Investment Recommendation Improvements

<u>Improvement Description:</u>	<u>Estimated Cost:</u>
<b>Airside Facilities:</b>	
Runway/taxiway lighting	\$1,000
Visual aids and approach light configuration (REILs, PAPIs)	\$86,000
Approach capability	\$1,227,300
<b>Landside Facilities &amp; Services:</b>	
Fuel (100LL)	\$250,000
GA terminal/admin building	\$300,000
Transient aircraft storage	\$480,000
<b>Administrative:</b>	
Airport layout plan & approach survey	\$100,000
Environmental assessment (approach capability)	\$150,000
Land use zoning ordinance & height limitation zoning ordinance	\$62,500
Wildlife hazard assessment	\$10,000
Stormwater management plan	\$10,000
<b>Total System Plan Investment Recommendation Costs</b>	<b>\$2,676,800</b>

Note: For clear approaches - the costs for the runway shift to clear the approaches is included in the approach capability FSA.



This Page Left Blank Intentionally

## Richland Center – Richland Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
93C	Small	General Aviation	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
7	7	8	10

Total Operations			
2010	2015	2020	2030
9,200	9,740	10,340	13,280





---

## System Plan Investment Recommendations

### Small General Aviation Airport

#### Richland Airport

#### Richland Center

### System Plan Investment Recommendation Improvements

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Clear approaches (trees in approach surface)

\$1,200

Runway/taxiway lighting

\$2,300

**Landside Facilities & Services:**

GA terminal/admin building\*

(5-year CIP identified tentative project)

\$300,000

**Administrative:**

Land use zoning ordinance & height limitation zoning ordinance

\$62,500

Wildlife hazard assessment

\$10,000

Stormwater management plan

\$10,000

***Total System Plan Investment Recommendation Costs***

**\$386,000**

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Solon Springs – Solon Springs Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
OLG	Small	General Aviation	A-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
9	9	9	10

Total Operations			
2010	2015	2020	2030
3,030	3,000	2,980	3,340



# REPORT CARD

REPORT CARD			
Small General Aviation	Solon Springs Municipal Airport		OLG
Solon Springs			
Facility/Service	Desired FSA	OLG	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	A or Greater	A	Yes
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	3,100 Feet	No
Runway Width (Primary)	60 Feet*	60 Feet	Yes
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	Not an Objective
Area-Weighted Pavement Condition	70 PCI or Greater	64 PCI	No
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	LIRL-Yes MITL-No Taxiway Reflectors-Yes	No
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGS (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- None VASI- None	No
Approach Capability	Visibility Minimum 1 Mile	1 Mile	Yes
Weather Reporting	Not An Objective	None	Not an Objective
LANDSIDE FACILITIES & SERVICES			
FBO	Not An Objective	Limited Service FBO(s) Available	Not an Objective
Maintenance	Not An Objective	Minor Airframe Repair Minor Powerplant Repair	Not an Objective
Fuel	100LL To Itinerant Aircraft	100LL-Yes JetA-No	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-No	No
GA Terminal Building	Phone & Restrooms	Public Phone-No Public Restroom-No Flight Planning Room-No Pilots Lounge-No	No
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-No	No
Auto Parking	Not An Objective	Lighted Auto Parking-No Number of Parking Spaces - 10 Number of Based Aircraft -	Not an Objective
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 15 Number of Average Daily Transient- 20	Yes
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-No	Not an Objective
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	No
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	None	No
Wildlife Hazard Assessment	Recommended	None	No
Stormwater Management Plan	Recommended	None	No
Fee/Easement Ownership of Existing RPZs	Not An Objective	No - Unverified	No

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



## **System Plan Investment Recommendations**

### **Small General Aviation Airport**

### **Solon Springs Municipal Airport**

### **Solon Springs**

### **System Plan Investment Recommendation Improvements**

#### **Improvement Description:**

#### **Estimated Cost:**

#### **Airside Facilities:**

Runway safety areas		\$102,200
Runway length (primary)*	(5-year CIP identified tentative project)	\$43,500
Area-weighted pavement condition*	(5-year CIP identified tentative project)	\$889,900
Runway/taxiway lighting		\$139,500
Visual aids and approach light configuration (REILs, PAPIs)*	(5-year CIP identified tentative project)	\$86,000

#### **Landside Facilities & Services:**

GA terminal/admin building		\$300,000
----------------------------	--	-----------

#### **Administrative:**

Airport layout plan & approach survey		\$100,000
Environmental assessment (runway)		\$150,000
Land use zoning ordinance		\$62,500
Wildlife hazard assessment		\$10,000
Stormwater management plan		\$10,000

<b><i>Total System Plan Investment Recommendation Costs</i></b>		<b>\$1,893,600</b>
---	--	--------------------

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Three Lakes – Three Lakes Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
40D	Small	Non-NPIAS	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
5	5	5	6

Total Operations			
2010	2015	2020	2030
4,750	4,720	4,680	5,740



# REPORT CARD

REPORT CARD			
Small General Aviation	Three Lakes Municipal Airport	40D	
Three Lakes			
Facility/Service	Desired FSA	40D	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	A or Greater	B	Yes
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	3,400 Feet	Yes
Runway Width (Primary)	60 Feet*	120 Feet	Yes
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-No	Not an Objective
Area-Weighted Pavement Condition	70 PCI or Greater	Turf- Not an Objective* PCI	Not an Objective
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	LIRL-Yes MITL-No Taxiway Reflectors-No	<b>No</b>
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- One End VASI- None	<b>No</b>
Approach Capability	Visibility Minimum 1 Mile	Visual	<b>No</b>
Weather Reporting	Not An Objective	None	Not an Objective
LANDSIDE FACILITIES & SERVICES			
FBO	Not An Objective	None	Not an Objective
Maintenance	Not An Objective	No Airframe Repair No Powerplant Repair	Not an Objective
Fuel	100LL To Itinerant Aircraft	100LL-No JetA-No	<b>No</b>
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone & Restrooms	Public Phone-No Public Restroom-Yes Flight Planning Room-No Pilots Lounge-Yes	<b>No</b>
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-No	<b>No</b>
Auto Parking	Not An Objective	Lighted Auto Parking-Yes Number of Parking Spaces - 10 Number of Based Aircraft -	Not an Objective
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 10 Number of Average Daily Transient- 4	Yes
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-No	Not an Objective
Snow Removal & Deicing	Snow Removal	Snow Removal-No Aircraft Deicing-No	<b>No</b>
Security	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	<b>No</b>
Height Limitation Zoning Ordinance	Recommended	None	<b>No</b>
Vehicle Pedestrian Ordinance	Recommended	None	<b>No</b>
Wildlife Hazard Assessment	Recommended	None	<b>No</b>
Stormwater Management Plan	Recommended	None	<b>No</b>
Fee/Easement Ownership of Existing RPZs	Not An Objective	No - Unverified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



**System Plan Investment Recommendations**  
**Small General Aviation Airport**  
**Three Lakes Municipal Airport**  
**Three Lakes**

**System Plan Investment Recommendation Improvements**

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Runway/taxiway lighting	\$153,000
Visual aids and approach light configuration (REILs, PAPIs)	\$62,000
<b>Landside Facilities &amp; Services:</b>	
Fuel (100LL)	\$250,000
Snow removal & deicing	\$150,000
Transient aircraft storage	\$480,000
<b>Administrative:</b>	
Airport layout plan & approach survey* (5-year CIP identified tentative project)	\$100,000
Environmental assessment (approach capability)	\$150,000
Land use zoning ordinance & height limitation zoning ordinance* (5-year CIP identified tentative project)	\$62,500
Wildlife hazard assessment	\$10,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$1,427,500</i></b>
*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	

Note: For approach capability - no costs were assigned with changing the approach visibility from visual to 1 mile.



This Page Left Blank Intentionally

## Tomah – Bloyer Field

Identifier	Wisconsin Classification	NPIAS	Existing ARC
Y72	Small	Non-NPIAS	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
7	7	7	8

Total Operations			
2010	2015	2020	2030
7,150	7,200	7,260	8,620



# REPORT CARD

Small General Aviation			
Bloyer Field		Y72	
Tomah			
Facility/Service	Desired FSA	Y72	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	A or Greater	B	Yes
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	3,900 Feet	Yes
Runway Width (Primary)	60 Feet*	75 Feet	Yes
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-Yes	Not an Objective
Area-Weighted Pavement Condition	70 PCI or Greater	85 PCI	Not an Objective
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-Yes Taxiway Reflectors-Yes	Yes
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGSIs (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- Both Ends VASI- None	Yes
Approach Capability	Visibility Minimum 1 Mile	Visual	No
Weather Reporting	Not An Objective	None	Not an Objective
LANDSIDE FACILITIES & SERVICES			
FBO	Not An Objective	None	Not an Objective
Maintenance	Not An Objective	No Airframe Repair No Powerplant Repair	Not an Objective
Fuel	100LL To Itinerant Aircraft	100LL-Yes JetA-No	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-No Pilots Lounge-No	Yes
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-Yes	Yes
Auto Parking	Not An Objective	Lighted Auto Parking-Yes Number of Parking Spaces - 10 Number of Based Aircraft -	Not an Objective
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 6 Number of Average Daily Transient- 4	Yes
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-No	Not an Objective
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	No
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	None	No
Wildlife Hazard Assessment	Recommended	None	No
Stormwater Management Plan	Recommended	Complete	Yes
Fee/Easement Ownership of Existing RPZs	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

## System Plan Investment Recommendations

### Small General Aviation Airport

#### Bloyer Field

#### Tomah

### System Plan Investment Recommendation Improvements

<u>Improvement Description:</u>	<u>Estimated Cost:</u>
<b>Airside Facilities:</b>	
Approach capability* (5-year CIP identified tentative project)	\$4,500
<b>Landside Facilities &amp; Services:</b>	
Transient aircraft storage	\$480,000
<b>Administrative:</b>	
Airport layout plan & approach survey* (5-year CIP identified tentative project)	\$100,000
Environmental assessment (approach capability)	\$150,000
Land use zoning ordinance	\$62,500
Wildlife hazard assessment	\$10,000
<b>Total System Plan Investment Recommendation Costs</b>	<b>\$807,000</b>

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Washington Island – Washington Island Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
2P2	Small	General Aviation	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
8	8	8	9

Total Operations			
2010	2015	2020	2030
6,030	5,990	5,940	6,750



# REPORT CARD

REPORT CARD			
Small General Aviation	Washington Island Airport	2P2	
Washington Island			
Facility/Service	Desired FSA	2P2	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	A or Greater	B	Yes
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	2,230 Feet	No
Runway Width (Primary)	60 Feet*	150 Feet	Yes
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-No	Not an Objective
Area-Weighted Pavement Condition	70 PCI or Greater	Turf- Not an Objective* PCI	Not an Objective
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	LIRL-Yes MITL-No Taxiway Reflectors-No	No
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGSI (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- None VASI- None	No
Approach Capability	Visibility Minimum 1 Mile	Visual	No
Weather Reporting	Not An Objective	None	Not an Objective
LANDSIDE FACILITIES & SERVICES			
FBO	Not An Objective	None	Not an Objective
Maintenance	Not An Objective	No Airframe Repair No Powerplant Repair	Not an Objective
Fuel	100LL To Itinerant Aircraft	100LL-No JetA-No	No
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-No	No
GA Terminal Building	Phone & Restrooms	Public Phone-No Public Restroom-No Flight Planning Room-No Pilots Lounge-No	No
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes
Auto Parking	Not An Objective	Lighted Auto Parking-Yes Number of Parking Spaces - 8 Number of Based Aircraft -	Not an Objective
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 9 Number of Average Daily Transient- 6	Yes
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-Yes	Not an Objective
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	No
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	None	No
Wildlife Hazard Assessment	Recommended	None	No
Stormwater Management Plan	Recommended	Complete	Yes
Fee/Easement Ownership of Existing RPZs	Not An Objective	Yes - Unverified	Yes

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



## **System Plan Investment Recommendations**

### **Small General Aviation Airport**

#### **Washington Island Airport**

#### **Washington Island**

### **System Plan Investment Recommendation Improvements**

#### **Improvement Description:**

#### **Estimated Cost:**

#### **Airside Facilities:**

Runway length (primary)		\$439,000
Runway/taxiway lighting		\$100,400
Visual aids and approach light configuration (REILs, PAPIs)*	(5-year CIP identified tentative project)	\$86,000
Approach capability		\$887,000

#### **Landside Facilities & Services:**

Fuel (100LL)		\$250,000
GA terminal/admin building		\$300,000
Transient aircraft storage		\$480,000

#### **Administrative:**

Airport layout plan & approach survey*	(5-year CIP identified tentative project)	\$100,000
Environmental assessment (runway, approach capability)		\$150,000
Land use zoning ordinance		\$62,500
Wildlife hazard assessment		\$10,000

<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$2,864,900</i></b>
---	---------------------------

\*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.



This Page Left Blank Intentionally

## Wautoma – Wautoma Municipal Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
Y50	Small	General Aviation	B-II



### Forecasts

Based Aircraft			
2010	2015	2020	2030
19	20	21	25

Total Operations			
2010	2015	2020	2030
12,330	12,990	13,730	16,240



# REPORT CARD

REPORT CARD			
Small General Aviation	Wautoma Municipal Airport	Y50	
Wautoma			
Facility/Service	Desired FSA	Y50	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	A or Greater	B	Yes
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	3,300 Feet	Yes
Runway Width (Primary)	60 Feet*	60 Feet	Yes
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-No	Not an Objective
Area-Weighted Pavement Condition	70 PCI or Greater	86 PCI	Yes
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-Yes	Yes
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGSIs (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- None VASI- None	<b>No</b>
Approach Capability	Visibility Minimum 1 Mile	1 Mile	Yes
Weather Reporting	Not An Objective	AWSS	Not an Objective
LANDSIDE FACILITIES & SERVICES			
FBO	Not An Objective	Limited Service FBO(s) Available	Not an Objective
Maintenance	Not An Objective	Major Airframe Repair Major Powerplant Repair	Not an Objective
Fuel	100LL To Itinerant Aircraft	100LL-Yes JetA-No	Yes
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-Yes Courtesy Car-Yes Other Rental Car-No	Yes
Auto Parking	Not An Objective	Lighted Auto Parking-Yes Number of Parking Spaces - 50 Number of Based Aircraft -	Not an Objective
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 4 Number of Average Daily Transient- 12	Yes
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-Yes	Not an Objective
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	<b>No</b>
Height Limitation Zoning Ordinance	Recommended	Complete	Yes
Vehicle Pedestrian Ordinance	Recommended	None	<b>No</b>
Wildlife Hazard Assessment	Recommended	Complete	Yes
Stormwater Management Plan	Recommended	Complete	Yes
Fee/Easement Ownership of Existing RPZs	Not An Objective	No - Unverified	<b>No</b>

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



---

**System Plan Investment Recommendations**

**Small General Aviation Airport**

**Wautoma Municipal Airport**

**Wautoma**

**System Plan Investment Recommendation Improvements**

**Improvement Description:**

**Estimated Cost:**

**Airside Facilities:**

Clear approaches (trees in approach surface)

\$800

Visual aids and approach light configuration (REILs, PAPIs)

\$86,000

**Administrative:**

Land use zoning ordinance

\$62,500

***Total System Plan Investment Recommendation Costs***

***\$149,300***



This Page Left Blank Intentionally

## Wild Rose – Wild Rose Idlewild Airport

Identifier	Wisconsin Classification	NPIAS	Existing ARC
W23	Small	Non-NPIAS	B-I



### Forecasts

Based Aircraft			
2010	2015	2020	2030
12	13	13	16

Total Operations			
2010	2015	2020	2030
7,000	7,360	7,750	9,380



# REPORT CARD

REPORT CARD			
Small General Aviation	Wild Rose Idlewild Airport	W23	
Wild Rose			
Facility/Service	Desired FSA	W23	Desired FSA Met?
AIRSIDE FACILITIES			
ARC	A or Greater	B	Yes
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	2,990 Feet	No
Runway Width (Primary)	60 Feet*	100 Feet	Yes
Taxiway Type (Primary)	Turnarounds, Parallel Taxiway Desired	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-No	Not an Objective
Area-Weighted Pavement Condition	70 PCI or Greater	Turf- Not an Objective* PCI	Not an Objective
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	LIRL-Yes MITL-No Taxiway Reflectors-No	No
Visual Aids and Approach Light Configuration	Rotating Beacon, Wind Cone, REILs, VGSIs (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- None PAPI- None VASI- None	No
Approach Capability	Visibility Minimum 1 Mile	Visual	No
Weather Reporting	Not An Objective	None	Not an Objective
LANDSIDE FACILITIES & SERVICES			
FBO	Not An Objective	None	Not an Objective
Maintenance	Not An Objective	No Airframe Repair No Powerplant Repair	Not an Objective
Fuel	100LL To Itinerant Aircraft	100LL-No JetA-No	No
GA Terminal/Admin Building	GA Terminal/Admin Bldg	GA Terminal/Admin Bldg-Yes	Yes
GA Terminal Building	Phone & Restrooms	Public Phone-Yes Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-Yes	Yes
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-No	No
Auto Parking	Not An Objective	Lighted Auto Parking-Yes Number of Parking Spaces - 6 Number of Based Aircraft -	Not an Objective
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 0 Number of Average Daily Transient- 2	No
Operations/Maintenance Building	Not An Objective	Operations/Maintenance Building-Yes	Not an Objective
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes
Security	Meets BOA Airport Security Recommendations For Small GA	Yes	Yes
ADMINISTRATIVE			
Land Use Zoning Ordinance	Recommended	None	No
Height Limitation Zoning Ordinance	Recommended	None	No
Vehicle Pedestrian Ordinance	Recommended	None	No
Wildlife Hazard Assessment	Recommended	None	No
Stormwater Management Plan	Recommended	None	No
Fee/Easement Ownership of Existing RPZs	Not An Objective	No - Unverified	No

\* Actual Runway Dimensions To Be Determined By Critical Aircraft.



## System Plan Investment Recommendations

### Small General Aviation Airport

### Wild Rose Idlewild Airport

### Wild Rose

### System Plan Investment Recommendation Improvements

<b><u>Improvement Description:</u></b>	<b><u>Estimated Cost:</u></b>
<b>Airside Facilities:</b>	
Runway safety areas	\$50,000
Clear approaches (trees in approach surface)* (5-year CIP identified tentative project)	\$2,400
Runway length (primary)	\$890,000
Runway/taxiway lighting	\$112,000
Visual aids and approach light configuration (REILs, PAPIs)	\$86,000
Approach capability	\$848,000
<b>Landside Facilities &amp; Services:</b>	
Fuel (100LL)	\$250,000
Ramp space (1 tiedown)	\$100
Transient aircraft storage	\$480,000
<b>Administrative:</b>	
Airport layout plan & approach survey* (5-year CIP identified tentative project)	\$100,000
Environmental assessment (runway, approach capability)	\$150,000
Land use zoning ordinance & height limitation zoning ordinance	\$62,500
Wildlife hazard assessment	\$10,000
Stormwater management plan	\$10,000
<b><i>Total System Plan Investment Recommendation Costs</i></b>	<b><i>\$3,051,000</i></b>
*These improvements are currently included in the airport's individual 5-year capital improvement program (CIP). The work scope in the CIP may equal or exceed the work listed in this system plan investment recommendation.	



This Page Left Blank Intentionally