



## ROCK COUNTY DEPARTMENT OF PUBLIC WORKS

*Airport - Highways - Parks*

3715 Newville Road, Janesville, WI 53545

Phone: (608)757-5450 Fax: (608)757-5470

[www.co.rock.wi.us](http://www.co.rock.wi.us)

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### A G E N D A

Ad Hoc Committee on Airport Future

Monday, February 26, 2018 at 11:30 a.m.

Southern Wisconsin Regional Airport – Voyager Room

1716 W. Airport Rd.

Janesville, WI 53546

1. Call to Order – Brent Fox, Chair
2. Approval of Agenda
3. Member Introduction
4. Citizen Participation, Communications, and Announcements
5. Meeting Schedule
6. Review of Resolution Creating Ad Hoc Committee
7. Discussion on Attributes of a Successful Airport
8. Review of Background Information:
  - a. SWRA Capital & Financial Information
  - b. Comparable Airport Information
9. Pending Information: Survey of Comparable Airport Rates-Fees; Runway Protection Zone Maps, Part 139 Certification Advantages - Disadvantages
10. What is Missing - Next Steps
11. Next Meeting Date
12. Adjournment

# **AD HOC AIRPORT BACKGROUND INFORMATION**

Ad Hoc Membership

Rock County Board of Supervisors Resolution Creating Ad Hoc Committee

## **SWRA – Capital & Financial**

1. Rock County Airport Master Plan Update Executive Summary November 2000
2. 2016 Six Year Statement of Project Intentions (AIP)
3. Airport Capital Improvement Plan (CIP) 2018-2022 including map
4. Operational Revenue – Expenses 2005 to 2017
5. 2018 Budget Information

## **Comparable Airport**

6. BOA Mark G. Memo-Report: Airport Comparison Information
7. Survey of Rates-Fees (2014 Sample)

## **Other**

8. Economic Impact (Chippewa County)



## AIRPORT AD HOC MEMBERSHIP (2-22-18)

REPRESENTING	NAME	ORGANIZATION	EMAIL
1 Public Works Committee	Brent Fox	ABC Holdings	<a href="mailto:bfox@hendricksholding.com">bfox@hendricksholding.com</a>
2 SWRA Business	Jim Freeman	Helicopter Specialties	<a href="mailto:jim@helicopterspecialties.net">jim@helicopterspecialties.net</a>
3 SWRA Business	Bonnie Cooksey	Janesville Jet	<a href="mailto:bonniejic@aol.com">bonniejic@aol.com</a>
4 SWRA Business	Evan Redders	SC Aviation	<a href="mailto:redders@scaviation.net">redders@scaviation.net</a>
5 Business Community	Sherri Stumpf	BCCU	<a href="mailto:SStumpf@bhccu.org">SStumpf@bhccu.org</a>
6 Business Community	Larry Squire	Johnson Bank	<a href="mailto:lsquire@johnsonbank.com">lsquire@johnsonbank.com</a>
7 Business Community	Larry Barton	Attorney	<a href="mailto:lwbarton@charter.net">lwbarton@charter.net</a> <a href="mailto:Larry.Baryton@wicourts.gov">Larry.Baryton@wicourts.gov</a>
8 Business Community	Aimee Thurner	Greater Beloit Chamber	<a href="mailto:aimeet@greaterbeloitchamber.org">aimeet@greaterbeloitchamber.org</a>
9 City of Janesville	Ryan McCue	City Manager's Office	<a href="mailto:mccuer@ci.janesville.wi.us">mccuer@ci.janesville.wi.us</a>
10 Town of Rock	Mark Gunn	Town of Rock	<a href="mailto:We6Pigs@yahoo.com">We6Pigs@yahoo.com</a>
11 RC Econ. Development	James Otterstein	Rock County Econ. Dvlpmt.	<a href="mailto:otterste@co.rock.wi.us">otterste@co.rock.wi.us</a>
<b>EX-OFFICIO</b>			
Rock County Public Works	Duane Jorgenson	Dept. of Public Works	<a href="mailto:jorgend@co.rock.wi.us">jorgend@co.rock.wi.us</a>
SWRA	Greg Cullen	Interim Airport Manager	<a href="mailto:Greg.Cullen@co.rock.wi.us">Greg.Cullen@co.rock.wi.us</a>
WI. DOT Bur. of Aeronautics	Mark Graczykowski	Airport Development	<a href="mailto:Mark.Graczykowski@dot.wi.gov">Mark.Graczykowski@dot.wi.gov</a>

RESOLUTION  
ROCK COUNTY BOARD OF SUPERVISORS

Public Works Committee  
INITIATED BY



Randy Terronez  
DRAFTED BY

Public Works Committee  
SUBMITTED BY

December 4, 2017  
DATE DRAFTED

**Establishing an Ad Hoc Committee to Study the Future of the Airport**

1 WHEREAS, the Southern Wisconsin Regional Airport (SWRA) contains a variety of general aviation  
2 related businesses and operations, including air cargo, maintenance, service, storage and charter activities;  
3 and,

4  
5 WHEREAS, the recent retirement of the long-serving airport director provides the opportunity to explore  
6 management changes and to consider operational changes; and,

7  
8 WHEREAS, an Ad Hoc Committee to Study the Future of the Airport is hereby established to make  
9 recommendations that will position the airport in meeting future challenges and opportunities; and,

10  
11 WHEREAS, the scope of the Ad Hoc Committee would include:

- 12       A. A review of the implications of FAA 139 certification (importance of being authorized to  
13       provide public passenger service, effect on businesses operations, need for fire suppression  
14       function, and impact on County operational activities);  
15       B. Economic development opportunities;  
16       C. Management structure (s);  
17       D. Operational and facility functions.

18  
19 NOW, THEREFORE, BE IT RESOLVED that the Rock County Board of Supervisors in session this  
20 \_\_\_\_ day of \_\_\_\_\_, 2017, does hereby approve the creation of the Airport Planning  
21 Advisory Committee to Study the Airport's Future as a workgroup for the period of February 2018  
22 through July 2018 (or earlier) for the purpose of researching and developing recommendations per the  
23 project scope identified above; and,

24  
25 BE IT FURTHER RESOLVED, the Chair of the Rock County Board of Supervisors is authorized to  
26 appoint members to serve on the Ad Hoc Committee for the term of the project, and is authorized to  
27 appoint the Chair of the workgroup. Membership of this Ad Hoc Committee shall include the following:

- 28       1. A member of the Public Works Committee  
29       2. Not more than five (5) members of SWRA businesses and users  
30       3. Not more than four (4) members of the greater Rock County business community  
31       4. A representative of the City of Janesville  
32       5. A representative of the Town of Rock  
33       6. The Rock County Planning & Development Department Economic Development  
34       Manager

35  
36 Ex-Officio/Non-voting:

- 37       1. Director of the Department of Public Works  
38       2. Interim Airport Manager  
39       3. Representative of the Wisconsin Department of Transportation Bureau of Aeronautics  
40

41 BE IT FINALLY RESOLVED, that the Ad Hoc Committee to Study the Future of the Airport will  
42 dissolve upon submission of a report to the County Board of Supervisors no later than August 1, 2018.

17-12A-428

Respectfully submitted,

PUBLIC WORKS COMMITTEE

\_\_\_\_\_  
Betty Jo Bussie, Chair

\_\_\_\_\_  
Brenton Driscoll

\_\_\_\_\_  
Brent Fox, Vice Chair

\_\_\_\_\_  
Rick Richard

\_\_\_\_\_  
Eva Arnold

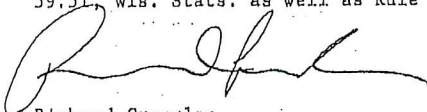
FISCAL NOTE:

Per County Board Rule IV-C, County Board Supervisors who are members of additional special, single purpose or ad hoc committees are eligible for per meeting allowances and mileage reimbursement. Citizen members of such committees shall be eligible for mileage reimbursement only.

  
Sherry Oja  
Finance Director

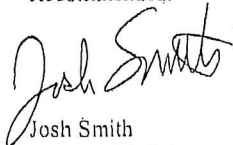
LEGAL NOTE:

The County Board is authorized to take this action pursuant to sections 59.01 and 59.51, Wis. Stats. as well as Rule IV-C of the County Board rules.

  
Richard Greenlee  
Corporation Counsel

ADMINISTRATIVE NOTE:

Recommended,

  
Josh Smith  
County Administrator

## EXECUTIVE SUMMARY

With the recent retirement of the long-time airport director, Rock County has filled the vacant position with an interim contract employee pending the study of the Airport's future.

This resolution requests County Board authorization to establish an Ad Hoc Advisory Committee to Study the Airport's Future for the period of February 2018 through July 2018 (or earlier), to allow the County Board Chair to populate it, and appoint a Chair; and establishes the project scope.

The scope of the Ad Hoc Committee would include:

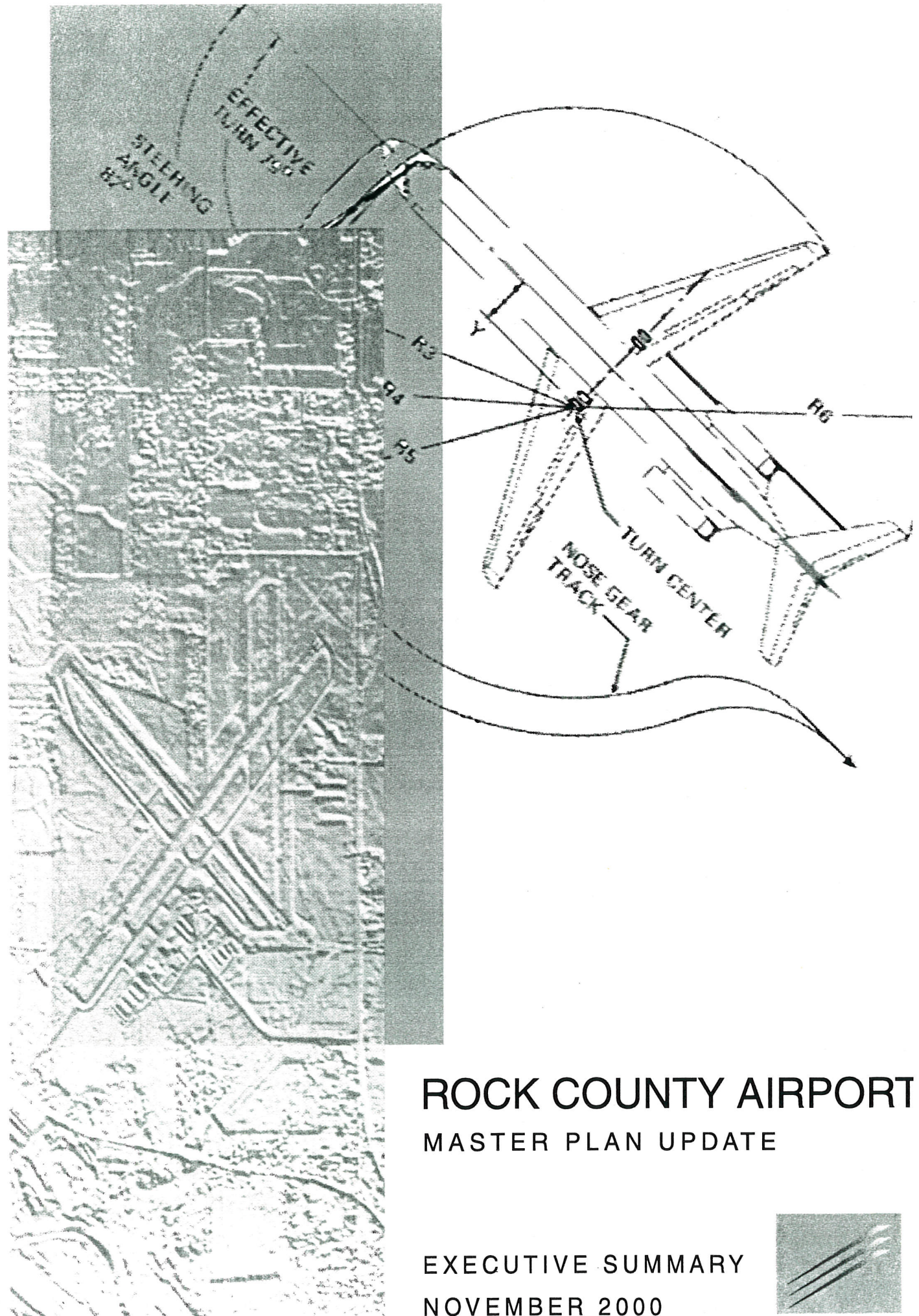
- A. A review of the implications of FAA 139 certification (importance of being authorized to provide public passenger service, effect on businesses operations, need for fire suppression function, and impact on County operational activities);
- B. Economic development opportunities;
- C. Management structure (s); and
- D. Operational and facility functions.

Membership of the Ad Hoc Committee would include the following representatives:

- 1. A member of the Public Works Committee
- 2. Not more than five (5) members of SWRA businesses and users
- 3. Not more than four (4) members of the greater Rock County business community
- 4. A representative of the City of Janesville
- 5. A representative of the Town of Rock
- 6. The Rock County Planning & Development Department Economic Development Manager

Ex-Officio/Non-voting:

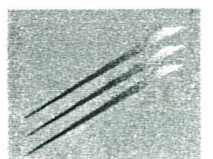
- 1. Director of the Department of Public Works
- 2. Interim Airport Manager
- 3. Representative of the Wisconsin Department of Transportation Bureau of Aeronautics



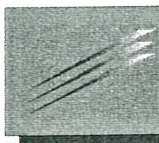
# ROCK COUNTY AIRPORT

## MASTER PLAN UPDATE

EXECUTIVE SUMMARY  
NOVEMBER 2000



"The preparation of this document was financed in part through a planning grant from the Federal Aviation Administration (FAA) as approved under Section 505 of the Airport and Airways Improvement Act of 1982, as amended by the Airway and Safety Capacity Expansion Act of 1987. The contents of this report reflect the views of Mead & Hunt, Inc., which is responsible for the facts and accuracy of the data depicted herein, and do not necessarily reflect the official views of policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein, nor does it indicate that the proposed development is environmentally acceptable in accordance with applicable public law."



# Rock County Airport Master Plan Update

## *Airport Overview & History*

Rock County Airport provides general aviation and on-demand air cargo services to the southern Wisconsin-northern Illinois region. The Airport is categorized as an air carrier/air cargo airport according to the State of Wisconsin Airport System Plan 2020.

The present day Airport is located just off USH 51, across the street from the original site of the Rock County Airport. In the 1930s sufficient interest developed in relocating the Airport to a site which could provide more services. In 1941, the Rock County Board approved development of the new airport. The Airport was opened in 1946.

In 1999, the Airport had approximately 84,514 annual operations and is currently serviced by many on-demand air cargo air carriers which support many of the manufacturing firms in the region.

Rock County Airport is home to several FBO's which offer a variety of services, including, fuel services, flight instruction, and sales. The terminal building is home to the Cavu Café Restaurant.

## *Master Plan Update*

The previous Rock County Airport Master Plan was prepared by the Rock County Planning and Development Agency and completed in 1992. As the aviation industry and the Airport's main focus has continued to evolve, it was time for the Airport to undertake a Master Plan Update. This Master Plan Update looks at the growing on-demand all air cargo carriers which are using the Airport with increased frequency. After a careful analysis of all the facets involved at the Airport, a 20-year development plan is recommended at the culmination of the study.

Elements of the Master Plan Update, which were evaluated for the Rock County Airport, are:

- ➔ Inventory of existing facilities, services, and tenants, along with a review of historic and current Airport activity levels.
- ➔ Projections of aviation demand related to overall airport operations with special emphasis on the on-demand all air cargo carriers; an analysis of the various manufacturing industries which use the Airport and independent industry projections of those industries future.
- ➔ Determination of the existing airport capacities to meet the existing and projected levels of demand.
- ➔ Determination of facilities required to meet existing and projected demand.
- ➔ Development of alternative plan concepts to address the deficiencies outlined in the facility requirements analysis, including a recommended plan.
- ➔ Preparation of an environmental overview which looks at potential environmental impacts to the surrounding area for implementation of the recommended alternatives.
- ➔ Preparation of a Capital Improvement Plan and financial analysis which will present a recommended plan for implementation of the recommended development plan as well as analyze and present recommendations to the current rates and charges at the Airport.

This executive summary provides a summary of the Master Plan Update's findings and recommendations for the Airport to continue accommodate demand through 2018.

## *Existing Facilities*

Rock County Airport is situated on approximately 1,163 acres in southern Wisconsin and located off of USH 51, between Janesville to the north and Beloit to the south.

The Airport has three runways. Primary Runway 4/22 is 6,701 feet long by 150 feet wide and is served by an Instrument Landing System. Crosswind Runway 13/31 is 5,401 feet long by 150 feet wide, and Runway 18/36 is 5,000 feet long by 75 feet wide. Runway 18/36 is used primarily by general aviation aircraft.

The taxiway and apron system at the Airport connect the runways to the various FBO's and the terminal at the Airport.

A pavement condition index report, completed in 1999, concluded that the Airport pavements are in either excellent or very good condition.

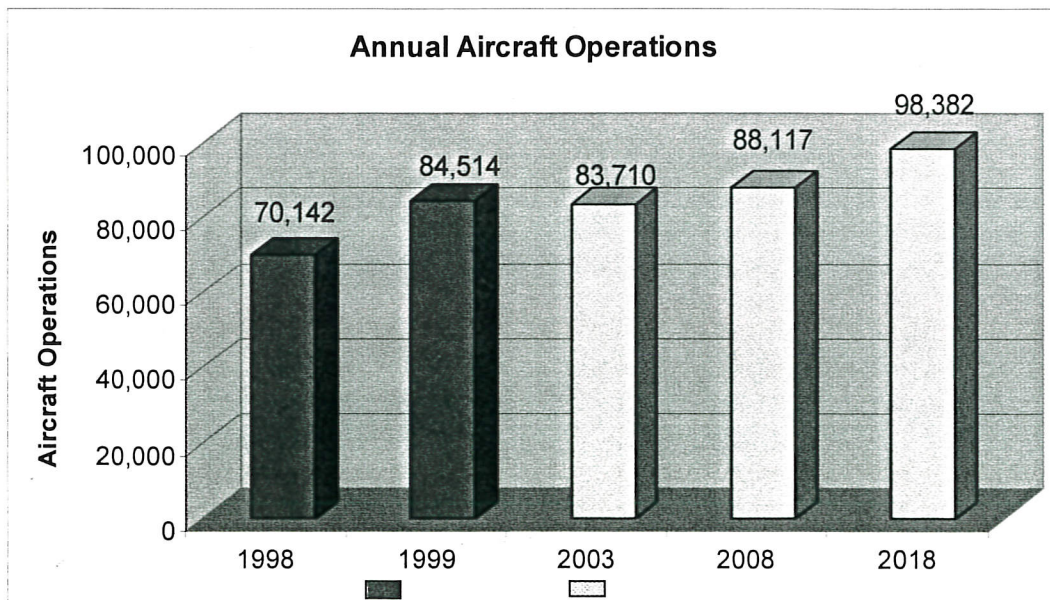
The landside facilities at the Airport include a passenger terminal building, a contract airport

traffic control tower, the airport director's office with the maintenance and snow removal equipment building, various tenants, and parking lots. Future demands are projected using a variety of techniques. Historical data related to airport operations, based aircraft, and cargo volume were collected in the inventory stage of the project to assist with this task.

## *Projections of Aviation Demand*

Aviation demand projected for the Airport provides the basis for evaluating the capacity of the existing airport facilities to serve the anticipated demand. These projections are also used to evaluate and plan for the required facilities for the planning period.

**Figure 1** presents the historical and projected annual aircraft operations at Rock County Airport. Annual aircraft operations are projected to increase from 70,142 in 1998 to 98,382 in 2018, representing a compounded annual growth rate of 1.7 percent.



# Rock County Airport Master Plan Update

## *Facility Requirements*

The capacities of the various airport facilities were analyzed to determine the ability of the Airport to accommodate existing and projected demand presented in the centerfold exhibit.

Airside, terminal, landside, and support facilities needed at Rock County Airport were identified based on the projections of aviation demand.

**Airfield:** It was determined based on a thorough analysis of airport users that the current runway length provided at the Airport is not adequate for the types of aircraft currently operating or projected to operate at the Airport. Operators are often forced to use the Airport with reduced payload and fuel to maintain safe operating conditions with the restricted runway length.

As part of this analysis, the users of the Airport were contacted, including manufacturing firms in the area and on-demand all-air cargo carriers at the Airport to determine the current and projected types of aircraft the manufacturing firms utilize for their business. From this analysis it was determined that the Airport and its users would benefit from the construction a 7,300-foot runway in the near term (prior to 2004).

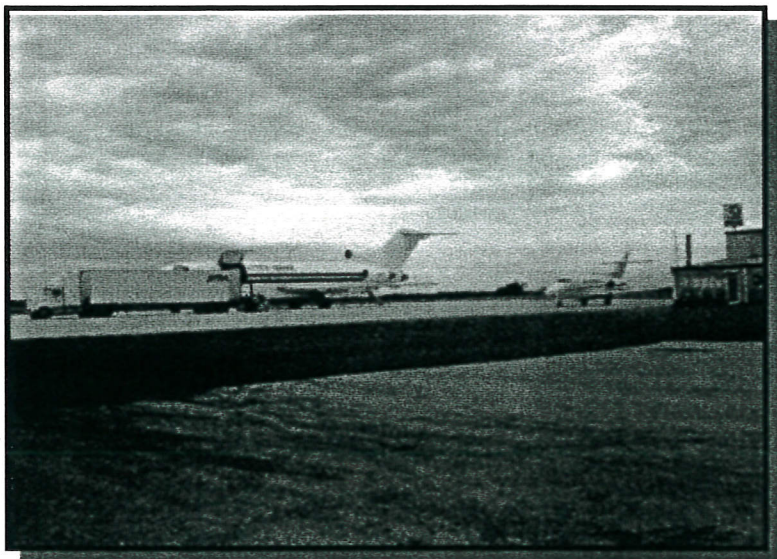
**Terminal:** The terminal building is currently used for a variety of purposes (i.e., restaurant, tenant space, and conference room). Currently, the terminal building is not in compliance with the American Disability Act (ADA). Also, key terminal facilities require rehabilitation and a "face lift" to make them more attractive and

more efficient. The terminal building improvement plan is presented on page 5.

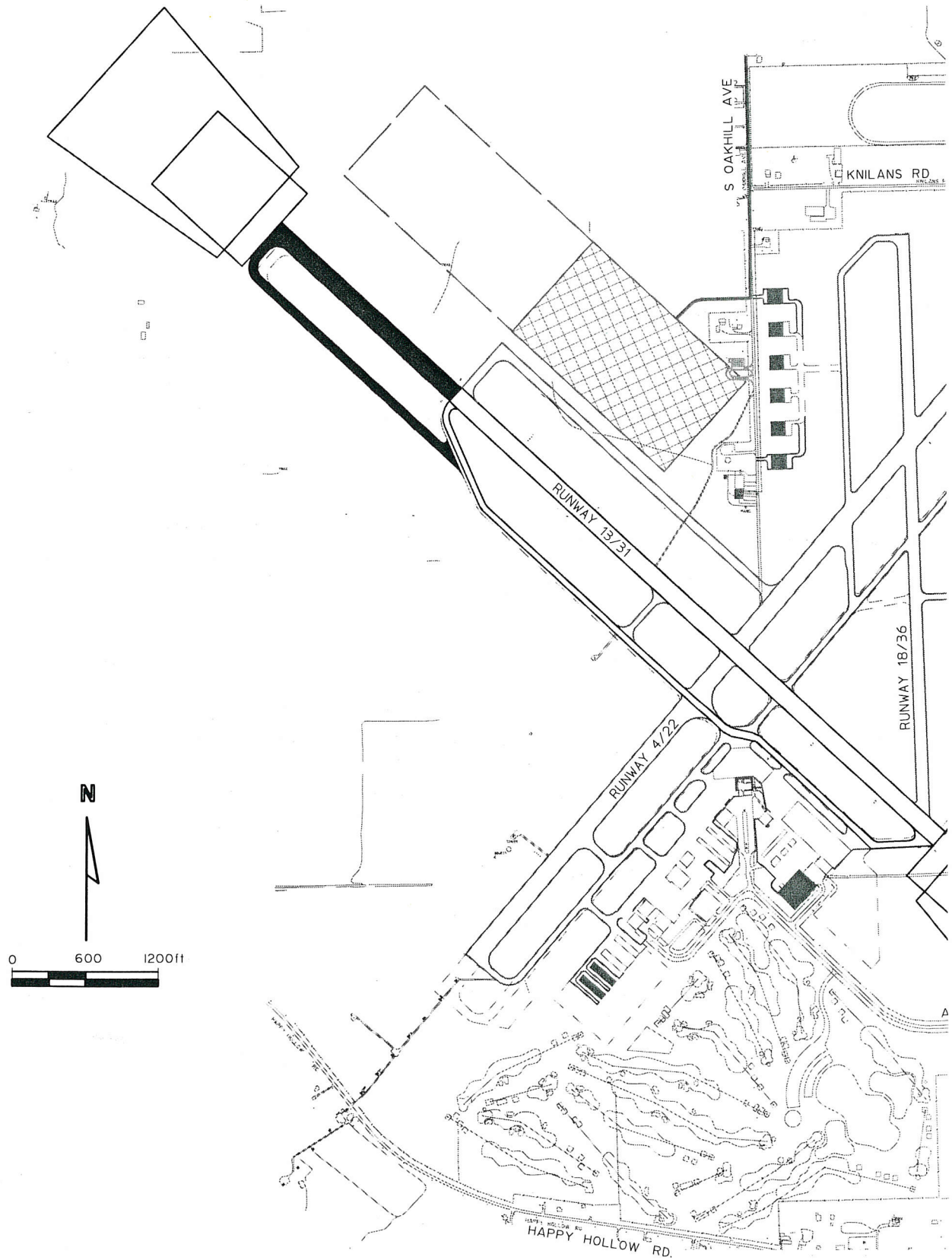
**Support Facilities:** This category includes such support services as the maintenance and snow removal equipment building and an air cargo area. The maintenance/SRE building needs to be expanded to accommodate the equipment that the Airport currently has. Also, a sand/salt storage facility located in closer proximity to the maintenance/SRE building is recommended. This would increase efficiency of the winter operations at the Airport.

As the cargo industry at the Airport becomes more developed, an exclusive area for the air cargo users should be developed. This area would include adequate apron space for a variety of aircraft to park, load and unload, and space for a building for the sorting and/or short-term storage of air cargo, truck docks, and automobile parking.

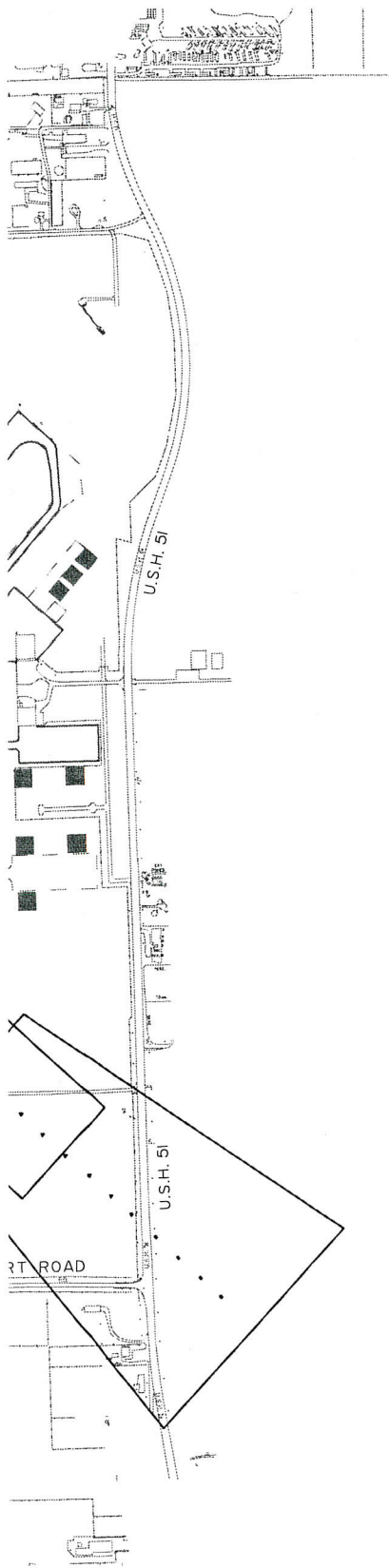
**General Aviation Facilities:** The Airport currently has adequate apron for the required tie-down spaces for the next 20 years, however, the Airport is projected to need 15 more conventional hangars to accommodate the aircraft that will be based at the Airport.








# ROCK COUNTY AIRPORT Capital Improvement



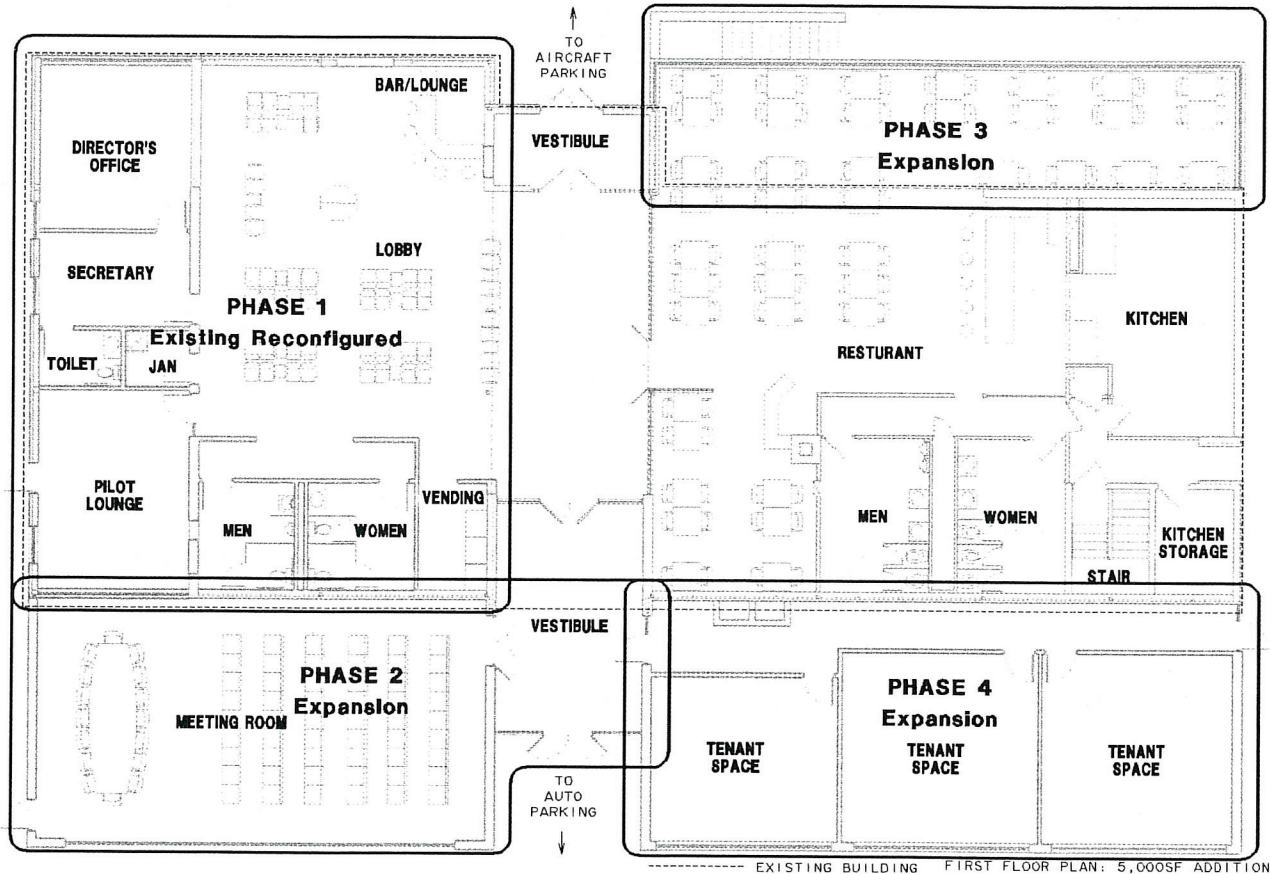
**ORT  
rogram**



**PROJECT LEGEND**

-  EXTEND RUNWAY 13/31 1900' NW
-  PROPOSED HANGARS
-  PROPOSED AIR CARGO
-  ABOVE GROUND FUEL FARM
-  AIRPORT MAINTENANCE / SNOW REMOVAL EQUIPMENT BUILDING

# **ROCK COUNTY AIRPORT** **Terminal Building Improvement Plan**





# Rock County Airport Master Plan Update

## Environmental Issues

A full Environmental Assessment was completed for the airport improvement projects associated with the runway extension and rehabilitation. This EA was completed and a Finding of No Significant Impact was issued on September 7, 2000.

Environmental review and permitting requirements associated with other recommended projects will be accomplished before those projects are implemented.

## Financial Feasibility

A summary of the financial aspects of the Airport's Capital Improvement Program is shown in the table below. As shown in the CIP, the Airport is planning on capital improvements totaling over \$33 million through 2018. It is anticipated that grants from the FAA will total approximately \$12 million, of which over \$9 million will be applied to the runway extension project to be completed in the near term.

Other sources of money which will contribute to the successful completion of the CIP include approximately \$6.6 million from the Wisconsin State Aid Program, \$7.2 million from the Airport, and \$7.3 million from private funding.

Projects included in the Airport's 20-year CIP include:

- Reconstruction and extension of Runway 13/31 and associated improvements.
- Installation of deer fencing.
- Design and reconstruction of the southeast apron.
- Construction of 15 additional conventional hangars at various locations on the Airport.
- Designing and constructing a deicing and containment system.
- Airport terminal improvements and expansion.
- Expansion of the airport maintenance and snow removal building.
- Construction of a perimeter road.
- Relocation of the fuel farm.
- Construction of a new air cargo area.

Funding which is available to the Airport to complete the recommended CIP include the FAA Airport Improvement Program, the State of Wisconsin State Aid Program, county funds, and private funds.

<i>Rock County Airport Capital Improvement Program</i>					
Years	Total Cost	FAA	State Aid	Airport	Private
2001-2003	\$19,455,200	\$11,228,400	\$4,014,200	\$4,014,200	\$198,400
2004-2008	\$2,111,000	\$210,000	\$740,050	\$740,050	\$420,900
2009-2018	\$11,608,300	\$564,200	\$1,887,900	\$2,452,100	\$6,704,100
<b>Totals</b>	<b>\$33,174,500</b>	<b>\$12,002,600</b>	<b>\$6,642,150</b>	<b>\$7,206,350</b>	<b>\$7,323,400</b>

*Source: Mead & Hunt, Inc., 2000*

**For more information contact:**

Ron Burdick, Airport Director  
Rock County Airport  
4004 South Oak Hill Road  
Janesville, WI 53546  
Phone: (608) 757-5768



*Offices nationwide*

608-273-6380 toll free: 1-888-ENGR-ARC (1-888-364-7272)

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www.meadhunt.com e-mail: mailbox@meadhunt.com

RESOLUTION NO. 16-7A-074

AGENDA NO. 12.E.(1)

# RESOLUTION

## ROCK COUNTY BOARD OF SUPERVISORS

Public Works Committee  
INITIATED BY

Public Works Committee  
SUBMITTED BY



Ronald D. Burdick  
Airport Director  
DRAFTED BY

June 17, 2016  
DATE DRAFTED

### SIX YEAR STATEMENT OF PROJECT INTENTIONS FOR THE DEPARTMENT OF TRANSPORTATION BUREAU OF AERONAUTICS

- 1 WHEREAS, Rock County owns an airport known as the Southern Wisconsin Regional  
2 Airport; and  
3  
4 WHEREAS, Rock County is interested in improving and maintaining the facility with State  
5 and Federal Funding; and  
6  
7 WHEREAS, Wisconsin statutes require a Statement of Project Intentions from Airport  
8 owners contemplating federal and/or state aid within the next six years; and  
9  
10 WHEREAS, this Six Year Statement of Project Intentions is used by the Department of  
11 Transportation Bureau of Aeronautics for planning and budgeting purposes and is not a  
12 petition for federal and/or state aid.  
13  
14 NOW, THEREFORE, BE IT RESOLVED, that the County Board of Supervisors duly  
15 assembled this 14th day of July, 2016, contemplates requesting Federal and/or State  
16 aid for the projects listed on the attached schedule of Airport improvements.

16-7A-074

### CERTIFICATION

I, Lisa Tollefson, Clerk of Rock County, Wisconsin, do hereby certify that the forgoing is a correct copy of a Resolution introduced at the regular meeting of the Rock County Board of Supervisors on July 14, 2016, adopted by a majority vote, and recorded in the minutes of said meeting.


A handwritten signature in black ink, appearing to read "Lisa Tollefson", is written over a horizontal line.

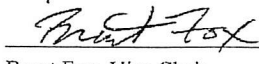
Lisa Tollefson, County Clerk

Six Year Statement of Project Intentions for the Department of  
Transportation Bureau of Aeronautics  
Page 2

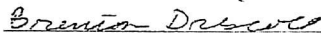
Respectfully submitted,


PUBLIC WORKS COMMITTEE

  
Betty Jo Bussie, Chair

  
Brent Fox, Vice Chair

Absent  
Eva M. Arnold

  
Brenton Driscoll

  
Rick Richard

FISCAL NOTE:

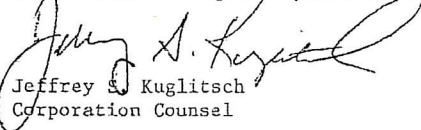
This resolution documents proposed Airport Improvement Projects for planning purposes only. If any of these projects are approved for Federal and/or State funding, a budget amendment for the County's share would be required.



Sherry Oja  
Finance Director

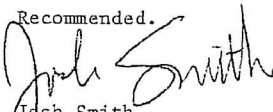
LEGAL NOTE:

This action is required pursuant to section 114.31(8)(a), Wis. Stats.

  
Jeffrey S. Kuglitsch  
Corporation Counsel

ADMINISTRATIVE NOTE:

Recommended.

  
Josh Smith  
County Administrator

EXECUTIVE SUMMARY  
For  
STATEMENT OF PROJECT INTENTION

Wisconsin statute requires that an airport sponsor submit a six-year plan every even numbered year. This Resolution provides that Six Year Statement of Project Intentions to the State of Wisconsin and/or the federal government to meet the existing and future needs of the Southern Wisconsin Regional Airport. This Resolution is important for the future planning and timely execution of development as it becomes necessary.

This Statement of Project Intentions is for planning purposes only, does not require County funds to be available, and does not commit the sponsor to an Airport Improvement project.

If approved, this Resolution will be forwarded to the State of Wisconsin, Bureau of Aeronautics, for their planning and budgeting purposes.

Respectfully Submitted

Ronald D. Burdick  
Airport Director

2016 - Six Year Statement of Project Intentions					
Fiscal Year	Description of Improvements	Size of Improvement	Estimated Cost	Year of Original Petition	Proposed Petition Date
2016	Land Reimbursement, 3 Parcels, Runway 32 approach (final)		\$403,860	Feb 2012	
	Replace Medium Intensity Airfield Lighting (LED)		\$1,200,000	Feb 2012	
	Replace Aircraft Rescue and Fire Fighting Vehicle		\$1,000,000	Dec 2012	
2017	Runway Safety Area's Survey & Clearing		\$100,000	Dec 2012	
	Replace High Intensity Airfield Lighting and PAPI's Rwy 4&14 (LED)		\$1,800,000	Feb 2012	
	Snow Removal Equipment Building Improvements and		\$230,000	May 2009	
	Snow Removal Equipment Wash Bay	1,000 Sq. Ft..	\$625,000	May 2009	
	Security Lighting Airport Rd		\$40,000	May 2009	
	Replace Snow Removal Equipment: Runway Snow Blower		\$650,000	May 2009	
	Reconstruct Asphalt Apron SE Terminal Area	110,000 Sq. Ft.	\$300,000		2016
	Wildlife Hazard Update		\$6,000		2016
2018	Design 18/36 South Portion Reconstruction	340,000 Sq. Ft.	\$100,000	Dec 2008	
	Replace Snow Removal Equipment: Truck -Plow - Sander		\$260,000	Dec 2012	
	Reconstruct Runway 04/22	1,005,000 Sq. Ft.	\$5,166,667	Dec 2008	
	Construct East Side Hangar Development Phase IIa	\$550,000	\$550,000		2017
2019	Air-Field Access Security Improvements - Gates - Card System - Lighting		\$1,200,000	May 2009	
	Reconstruct Asphalt Apron SW Terminal Area	\$300,000	\$300,000	Dec 2012	
	Construct T-Hangar Development Phase III	\$350,000	\$350,000		2017
	Reconstruct 18/36 South Portion	340,000 Sq. Ft..	\$1,000,000	Dec 2008	
	Move RWY 36 End (Potential RSAT?)(SA or AIP?)		\$0	Dec 2008	
	Groove RWY 18/36 (RSAT)		\$0	Dec 2008	
	Reconstruct Terminal Access Roads and Parking		\$300,000	Dec 2012	
2020	Construct Air Cargo Apron		\$1,820,000		2017
	Construct East Side Develop Phase IIb		\$550,000		2018
	Construct De-Ice Containment		\$350,000	Dec 2012	
	Design Air Carrier Terminal		\$300,000		2018
2021	East Side Develop Phase III		\$370,000		2019
	Construct Southwest T-hangar Twys and Associated Auto Parking Phase III		\$350,000		2019
2022	East Side Terminal Aircraft Apron		\$3,700,000		2019
	East side Terminal Auto Parking and Access Road		\$2,400,000		2019

The column marked "Year of Original Petition" indicates the month and year that a Resolution was passed petitioning for state and/or federal funding. The column marked "Proposed Petition Date" indicates the year that the State will receive a resolution from the County requesting state/federal funds.

**DEPT/OFFICE:** Public Works- Airport

**PROJECT NAME:** Reconstruct Asphalt Apron Southeast Terminal Area

**PROJECT NUMBER:** 07-38

**DESCRIPTION AND JUSTIFICATION:**

This area was last reconstructed in 1986. The project rehabilitates approximately 110,000 square feet of deteriorating asphalt southeast of the terminal that accommodates four current aircraft storage hangars. The pavement has longitudinal and transverse cracking, joint spalling, and shrinkage due to age. It is anticipated that the project will be funded with 80% state aviation dollars and 20% local project sharing.

**COST SUMMARY**

Dollars in Thousands

SOURCE OF FUNDS		2018	2019	2020	2021	2022	PROJECT TOTAL
SALES TAX		60.0					60.0
FEDERAL/STATE		240.0					240.0
OTHER							0.0
TOTAL		300.0	0.0	0.0	0.0	0.0	300.0

**DEPT/OFFICE:** Public Works- Airport

**PROJECT NAME:** Snow Removal Equipment Wash Bay

**PROJECT NUMBER:** 17-33

**DESCRIPTION AND JUSTIFICATION:**

Construct a building suitable for washing snow removal and de-icing equipment. Building would provide high pressure wash to clean equipment from contaminants and corrosive materials after a snow event extending its useful life. It is anticipated that this project will be funded using 80% State Aid (aviation dollars) with the remaining 20% funded locally.

**COST SUMMARY**

Dollars in Thousands

SOURCE OF FUNDS					PROJECT TOTAL	
	2018	2019	2020	2021	2022	TOTAL
SALES TAX	125.0					125.0
FEDERAL/STATE	500.0					500.0
OTHER						0.0
TOTAL	625.0	0.0	0.0	0.0	0.0	625.0

**DEPT/OFFICE:** Public Works- Airport

**PROJECT NAME:** Snow Removal & Maintenance Building Improvements

**PROJECT NUMBER:** 05-70

**DESCRIPTION AND JUSTIFICATION:**

The building was built in 1980 and is in need of improvements. The building houses administration offices that have been relocated to the main terminal building, aircraft rescue and fire fighting (ARFF) equipment, electrical vault for airfield lighting, and snow removal, mowing, and maintenance equipment. Work would include: repurposing admin space for part and equipment storage, insulation upgrades, replacement of HVAC, and installing energy efficient lighting. Design and construction would be completed in 2018. It is anticipated that this project will be funded using 80% State Aid (aviation dollars) with the remaining 20% funded locally.

**COST SUMMARY**

Dollars in Thousands

SOURCE OF FUNDS	2018	2019	2020	2021	2022	PROJECT TOTAL
SALES TAX	70.0					70.0
FEDERAL/STATE	280.0					280.0
OTHER						0.0
TOTAL	350.0	0.0	0.0	0.0	0.0	350.0

**DEPT/OFFICE:** Public Works- Airport

**PROJECT NAME:** Removal of Two Vintage Hangars

**PROJECT NUMBER:** 16-22

**DESCRIPTION AND JUSTIFICATION:**

Removal of Two Vintage Hangars. Two replacement hangars are requested to be constructed in 2018 and 2021. With removal of the old hangar, the site will need to be cleaned up and prepared for future development.

**COST SUMMARY**

Dollars in Thousands

PROJECT					PROJECT	
SOURCE OF FUNDS	2018	2019	2020	2021	2022	TOTAL
SALES TAX		50.0				50.0
FEDERAL/STATE						0.0
OTHER						0.0
TOTAL	0.0	50.0	0.0	0.0	0.0	50.0

**DEPT/OFFICE:** Public Works- Airport

**PROJECT NAME:** Construct 10 Unit T-Hangar

**PROJECT NUMBER:** 16-21

**DESCRIPTION AND JUSTIFICATION:**

Currently SWRA owns four t-hangar buildings. Two of them were constructed in the early 1950s. This project would replace two of these vintage hangars and would be constructed in the development area southwest of the terminal. The new buildings would be built with concrete floors instead of asphalt which would support the static load that stationary aircraft create. Other amenities would include restrooms, running water, floor drains, and insulation should the user want heated storage. These units would bring in a higher rental rate given the additional amenities that will be provided.

**COST SUMMARY**

Dollars in Thousands

SOURCE OF FUNDS	2018	2019	2020	2021	2022	PROJECT	
						TOTAL	TOTAL
SALES TAX	750.0			750.0			1,500.0
FEDERAL/STATE							0.0
OTHER							0.0
TOTAL	750.0	0.0	0.0	750.0	0.0		1,500.0

**DEPT/OFFICE:** Public Works- Airport

**PROJECT NAME:** Runway Safety Areas Survey and Clearing

**PROJECT NUMBER:** 17-36

**DESCRIPTION AND JUSTIFICATION:**

Survey the approach surfaces to all three runways to meet FAR 77 guidelines Required by the FAA to assure the approach to each runway is clear of obstructions for aircraft to operate safely. It is anticipated that this project will be using 90% federal aid, 5% State Aid (aviation dollars) with the remaining 5% funded locally.

**COST SUMMARY**

Dollars in Thousands

SOURCE OF FUNDS					PROJECT	
	2018	2019	2020	2021	2022	TOTAL
SALES TAX	5.0					5.0
FEDERAL/STATE	95.0					95.0
OTHER						0.0
TOTAL	100.0	0.0	0.0	0.0	0.0	100.0

**DEPT/OFFICE:** Public Works- Airport

**PROJECT NAME:** Reconstruct Terminal Access Roads

**PROJECT NUMBER:** 18-21

**DESCRIPTION AND JUSTIFICATION:**

The project would resurface South Atlantis Drive and South Columbia Drive located in the main terminal area. These roads were constructed in 1980 and serve the businesses and hangars on the south side of the airport. It is anticipated that the project would be funded with 80% state aviation dollars and 20% local project sharing.

**COST SUMMARY**

Dollars in Thousands

SOURCE OF FUNDS	2018	2019	2020	2021	2022	PROJECT	
						TOTAL	
SALES TAX		20.0					20.0
FEDERAL/STATE		80.0					80.0
OTHER							0.0
TOTAL	0.0	100.0	0.0	0.0	0.0		100.0

**DEPT/OFFICE:** Public Works- Airport

**PROJECT NAME:** Snow Removal Truck- Plow- Broom Combination

**PROJECT NUMBER:** 17-39

**DESCRIPTION AND JUSTIFICATION:**

Replace 1982 FWD runway plow truck with plow broom combination vehicle to provide safer runway operations. Vehicle is used to keep runways and taxiways open to meet FAA requirements. Vehicles purchased with federal funds become eligible for replacement after 15 years of service because of reliability concerns and availability of replacement parts. The project would be funded using 90% federal aid (airport improvement funds), 5% State Aid (aviation dollars) with the remaining 5% funded locally.

**COST SUMMARY**

Dollars in Thousands

SOURCE OF FUNDS	2018	2019	2020	2021	2022	PROJECT	
						TOTAL	TOTAL
SALES TAX		13.0					13.0
FEDERAL/STATE		247.0					247.0
OTHER							0.0
TOTAL	0.0	260.0	0.0	0.0	0.0		260.0

**DEPT/OFFICE:** Public Works- Airport

**PROJECT NAME:** Expansion of Eastside Corporate Hangar Area

**PROJECT NUMBER:** 05-68

**DESCRIPTION AND JUSTIFICATION:**

The project calls for engineering plans, specifications, cost estimates, and construction in 2019. Construction includes building taxiway lane and apron to serve four future corporate hangar sites. The original development site was constructed in 1995 in conjunction with the airport sewer and water project. SC Aviation currently occupies three quarters of that area with plans to expand within the next two years. The area is adjacent to Highway 51 and offers high profile, easy access sites. The project would be funded using 90% federal aid, 5% State Aid (aviation dollars) with the remaining 5% funded locally.

**COST SUMMARY**

Dollars in Thousands

SOURCE OF FUNDS	2018	2019	2020	2021	2022	PROJECT	
						TOTAL	TOTAL
SALES TAX		27.5					27.5
FEDERAL/STATE		522.5					522.5
OTHER							0.0
TOTAL	0.0	550.0	0.0	0.0	0.0		550.0

**DEPT/OFFICE:** Public Works- Airport

**PROJECT NAME:** Reconstruct South Portion of Runway 18/36

**PROJECT NUMBER:** 18-22

**DESCRIPTION AND JUSTIFICATION:**

The south portion of runway 18/36 was last reconstructed in 1986. The project rehabilitates approximately 340,000 square feet of deteriorating asphalt. The pavement has longitudinal and transverse cracking, joint spalling, and shrinkage due to age. It is anticipated that the project will be funded with 80% state aviation dollars and 20% local project sharing.

**COST SUMMARY**

Dollars in Thousands

SOURCE OF FUNDS	2018	2019	2020	2021	2022	PROJECT	
						TOTAL	
SALES TAX		20.0	258.0				278.0
FEDERAL/STATE		80.0	1,140.0				1,220.0
OTHER							0.0
TOTAL	0.0	100.0	1,398.0	0.0	0.0		1,498.0

**DEPT/OFFICE:** Public Works- Airport

**PROJECT NAME:** Reconstruct Runway 04/22

**PROJECT NUMBER:** 17-35

**DESCRIPTION AND JUSTIFICATION:**

Reconstruct the secondary instrument runway (04/22). The entire runway was overlaid in 1974. Since that time the runway has been given a series of band aid repairs including partial and full depth crack repairs and micro surfacing. The last repair, completed in 2004, included milling off and replacing 2 inches of asphalt to extend the pavement life an additional 5 years. The project would be funded using 90% federal aid, 5% State Aid (aviation dollars) with the remaining 5% funded locally.

**COST SUMMARY**

Dollars in Thousands

SOURCE OF FUNDS	2018	2019	2020	2021	2022	PROJECT	
						TOTAL	
SALES TAX			9.0	250.0			259.0
FEDERAL/STATE			157.0	4,750.0			4,907.0
OTHER							0.0
TOTAL	0.0	0.0	166.0	5,000.0	0.0		5,166.0

**DEPT/OFFICE:** Public Works- Airport

**PROJECT NAME:** Install Airport Security Improvements

**PROJECT NUMBER:** 10-19

**DESCRIPTION AND JUSTIFICATION:**

Project would upgrade existing vehicle and pedestrian gates, install security lighting, replace gate operators and connect the access control system to a central monitoring site. The project proposes to design and construction in 2021. Current vehicle access gates were installed in 2001 and are too light for the wind and to use in an airport environment. Original gate operators have become obsolete and parts availability is limited. The project would be funded using 90% federal aid, 5% State Aid (aviation dollars) with the remaining 5% funded locally.

**COST SUMMARY**

Dollars in Thousands

SOURCE OF FUNDS	2018	2019	2020	2021	2022	PROJECT TOTAL
SALES TAX				62.0		62.0
FEDERAL/STATE				1,178.0		1,178.0
OTHER						0.0
TOTAL	0.0	0.0	0.0	1,240.0	0.0	1,240.0

**DEPT/OFFICE:** Public Works- Airport

**PROJECT NAME:** Master Plan and Airport Layout Plan (ALP) Update

**PROJECT NUMBER:** 18-23

**DESCRIPTION AND JUSTIFICATION:**

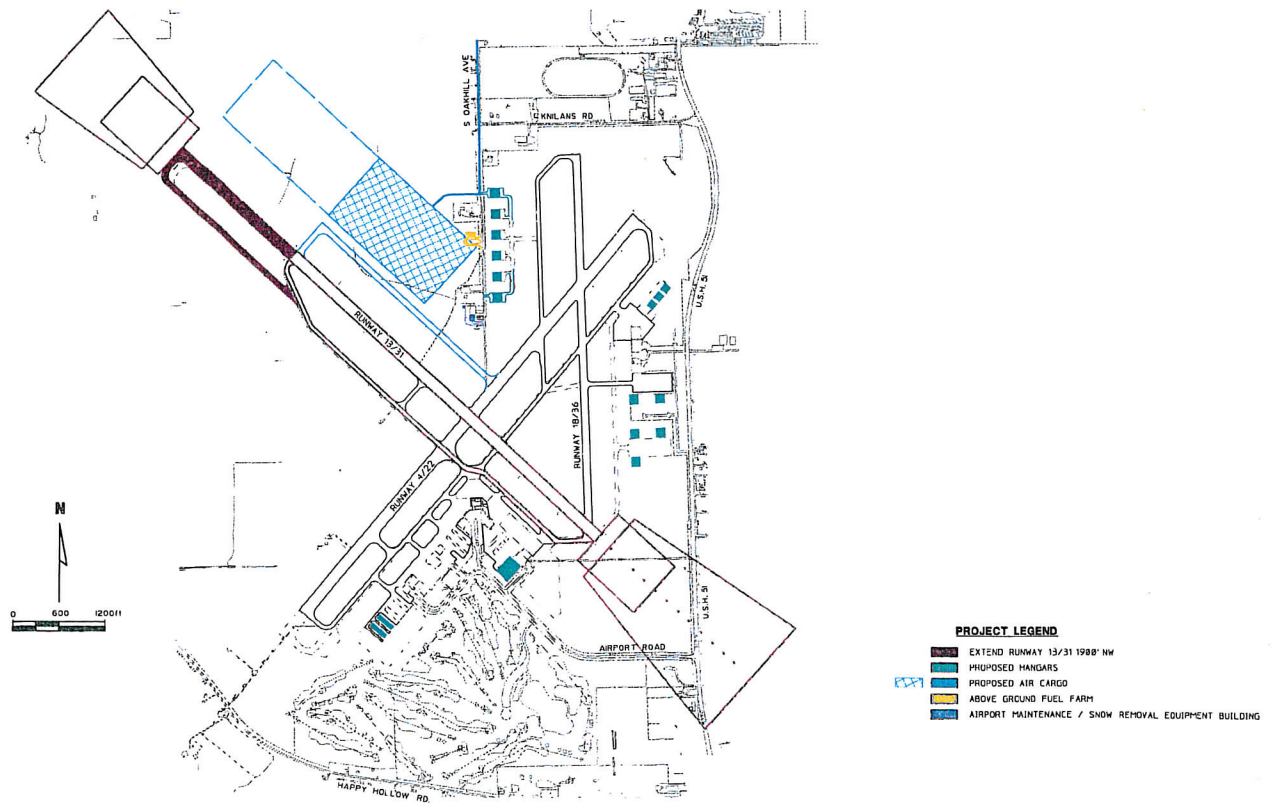
Last completed in the early 90s, this document would be updated to reflect the changes that have occurred since that time and potential growth for the following 10, 15 and 20 year periods. The project would be funded using 90% federal aid, 5% State Aid (aviation dollars) with the remaining 5% funded locally.

**COST SUMMARY**

Dollars in Thousands

PROJECT					PROJECT	
SOURCE OF FUNDS	2018	2019	2020	2021	2022	TOTAL
SALES TAX					12.5	12.5
FEDERAL/STATE					237.5	237.5
OTHER						0.0
TOTAL	0.0	0.0	0.0	0.0	250.0	250.0

# **ROCK COUNTY AIRPORT** **Capital Improvement Program**



## SWRA REVENUE & EXPENDITURES HISTORY

Acct. #	Description	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
<b>REVENUE/ADMIN.</b>														
'44125	'OPERATIONAL REVENUE	\$105,199	\$104,361	\$113,316	\$86,513	\$61,522	\$69,352	\$71,815	\$78,806	\$75,339	\$90,229	\$92,247	\$116,661	\$126,718
'44800	'RENTS & COMMISSIONS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
'44801	'LEASE REVENUES	\$107,997	\$110,649	\$111,330	\$120,126	\$119,674	\$130,210	\$127,409	\$124,212	\$114,670	\$109,798	\$106,236	\$109,570	\$118,334
'44802	'RENT REVENUES	\$92,618	\$117,593	\$121,045	\$118,459	\$112,511	\$102,611	\$102,350	\$105,987	\$108,178	\$106,987	\$101,346	\$96,117	\$84,121
'44803	'NON-AVIATION CONCESSIONS	\$28,216	\$29,364	\$31,807	\$33,877	\$43,577	\$37,212	\$59,570	\$41,747	\$40,991	\$48,177	\$52,910	\$63,734	\$56,812
'46901	'ADD'L REV. FROM PRIOR YEARS	-\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
'46911	'REIMBURSE UTILITIES	\$1,419	\$1,684	\$1,587	\$1,556	\$1,240	\$1,841	\$2,013	\$2,631	\$0	\$0	\$0	\$0	\$0
'46911	'REIMBURSE UTILITIES	\$335,448	\$363,651	\$379,085	\$360,531	\$338,524	\$341,226	\$363,157	\$353,383	\$339,178	\$355,191	\$352,739	\$386,082	\$385,985
<b>TOTAL - REVENUE/ADMIN.</b>														
<b>REVENUE/MAINT.</b>														
'41500	'COUNTY SALES TAX	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,750	\$0	\$0	\$0	\$0	\$0
'42100	'FEDERAL AID	\$0	\$0	\$0	\$10,430	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
'42200	'STATE AID	\$0	\$0	\$0	\$1,704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
'44802	'RENT REVENUES	\$36	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
'46205	'COMPENS. - LOSS FIX ASSETS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,988	\$0	\$6,318	\$1,700
'47000	'TRANSFERS IN	\$3,376	\$2,337	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,500	\$0
'47000	'TRANSFERS IN	\$3,412	\$2,337	\$0	\$12,134	\$0	\$0	\$0	\$24,750	\$0	\$3,988	\$0	\$45,818	\$1,700
<b>TOTAL - REVENUE/MAINT.</b>														
<b>GRAND TOTAL - REVENUE</b>														
<b>\$ CHANGE FROM PRIOR YEAR</b>		\$338,860	\$365,998	\$379,085	\$372,665	\$338,524	\$341,226	\$363,157	\$378,133	\$339,178	\$359,179	\$352,739	\$431,900	\$387,685
<b>% CHANGE FROM PRIOR YEAR</b>			8%	4%	-2%	-9%	1%	6%	4%	-10%	6%	-2%	22%	-10%
<b>EXPENDITURES/ADMIN</b>														
<b>WAGES &amp; FRINGES</b>		\$146,563	\$131,281	\$150,305	\$159,911	\$159,937	\$172,548	\$173,925	\$179,301	\$167,487	\$154,497	\$175,962	\$192,186	\$168,091
<b>OTHER EXPENSES</b>		\$57,831	\$59,225	\$53,986	\$55,821	\$46,693	\$49,951	\$52,721	\$54,471	\$63,003	\$66,454	\$58,252	\$58,532	\$84,493
<b>CAPITAL COSTS</b>		\$4,802	\$17,669	\$3,195	\$0	\$31,382	\$2,386	\$2,158	\$1,229	\$7,958	\$0	\$1,625	\$0	\$846
<b>TOTAL - EXPENDITURES/ADMIN</b>		\$209,196	\$208,175	\$207,486	\$215,732	\$238,012	\$224,885	\$228,804	\$235,001	\$238,448	\$220,951	\$235,839	\$250,718	\$253,430
<b>EXPENDITURES/MAINT.</b>														
<b>WAGES &amp; FRINGES</b>		\$229,353	\$217,972	\$235,203	\$248,286	\$291,199	\$285,399	\$276,722	\$320,591	\$305,729	\$318,915	\$321,104	\$344,535	\$308,072
<b>OTHER EXPENSES</b>		\$178,773	\$210,511	\$221,185	\$307,136	\$274,644	\$279,885	\$258,300	\$230,413	\$235,181	\$258,511	\$291,652	\$301,675	\$297,405
<b>'DEPRECIATION</b>		\$988,415	\$1,016,027	\$1,016,369	\$1,022,151	\$1,150,591	\$1,156,141	\$1,178,305	\$1,118,341	\$0	\$0	\$0	\$0	\$0
<b>CAPITAL COSTS</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL - EXPENDITURES/MAINT.</b>		\$1,396,541	\$1,444,510	\$1,472,757	\$1,577,573	\$1,716,434	\$1,721,425	\$1,713,327	\$1,669,345	\$540,910	\$577,426	\$612,756	\$646,210	\$605,477
<b>GRAND TOTAL - EXPENDITURES</b>														
<b>\$ CHANGE FROM PRIOR YEAR</b>		\$1,605,737	\$1,652,685	\$1,680,243	\$1,793,305	\$1,954,446	\$1,946,310	\$1,942,131	\$1,904,346	\$779,358	\$798,377	\$848,595	\$896,928	\$858,907
<b>% CHANGE FROM PRIOR YEAR</b>			3%	2%	7%	9%	0%	0%	-2%	-59%	2%	6%	6%	-4%

## SWRA REVENUE & EXPENDITURES HISTORY

Acct. #	Description	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
<b>TAX LEVY &amp; USE OF FD. BALANCE</b>														
\$	CHANGE FROM PRIOR YEAR	\$1,266,877	\$1,286,697	\$1,301,158	\$1,420,640	\$1,615,922	\$1,605,084	\$1,578,974	\$1,526,213	\$440,180	\$439,198	\$495,856	\$485,028	\$471,222
%	CHANGE FROM PRIOR YEAR		2%	1%	9%	14%	-1%	-2%	-3%	-71%	0%	13%	-6%	1%
<b>% OF TOTAL EXP.S</b>														
		79%	78%	77%	79%	83%	82%	81%	80%	56%	55%	58%	52%	55%
<b>REVENUE - ADJUSTED</b>														
\$	CHANGE FROM PRIOR YEAR	\$338,860	\$365,988	\$379,085	\$372,665	\$338,524	\$341,226	\$363,157	\$378,133	\$339,178	\$359,179	\$352,739	\$431,900	\$387,685
%	CHANGE FROM PRIOR YEAR		8%	4%	-2%	-9%	1%	6%	4%	-10%	6%	-2%	22%	-10%
<b>EXPENDITURES-ADJUSTED</b>														
\$	CHANGE FROM PRIOR YEAR	\$617,322	\$636,658	\$663,874	\$771,154	\$803,855	\$790,169	\$763,826	\$786,005	\$779,358	\$798,377	\$848,595	\$896,928	\$858,907
%	CHANGE FROM PRIOR YEAR		3%	4%	16%	4%	-2%	-3%	3%	-1%	2%	6%	6%	-4%
<b>ADJ'D TAX LEVY &amp; USE OF FD. BALANCE</b>														
\$	CHANGE FROM PRIOR YEAR	\$278,462	\$270,670	\$284,789	\$398,489	\$465,331	\$448,943	\$400,669	\$407,872	\$440,180	\$439,198	\$495,856	\$485,028	\$471,222
%	CHANGE FROM PRIOR YEAR		-3%	5%	40%	17%	-4%	-11%	2%	8%	0%	13%	-6%	1%
<b>% OF ADJ'D TOTAL</b>														
		45%	43%	43%	52%	58%	57%	52%	52%	56%	55%	58%	52%	55%

**Note 1:** Prior to 2013, the Airport was classified for accounting purposes as an Enterprise Fund which generally applies to money-making or revenue generating activities (i.e., no tax levy). This accounting designation was in anticipation of the airport resuming commercial air service. According to accounting rules, an Enterprise Fund is required to amortize-depreciate certain capital costs for the years prior to 2013 in the Account #65400 Depreciation. Depreciation charges significantly affect the Airport's finances. In 2013, County management concluded that the Enterprise Fund designation no longer applied to the Airport operations. Effective in 2013, the Airport has been classified for accounting purposes as a Special Revenue Fund.

**Note 2:** Revenue - Adjusted and Expenditures-Adjusted remove the Depreciation expense for the years 2012 and prior in order to make valid comparisons.

# CHARTER

## PUBLIC WORKS DEPARTMENT/AIRPORT DIVISION

2018

### Objectives and Standards

#### 1. GENERAL AVIATION OPERATIONS

To provide safe operations 24 hours per day, 365 days per year for a 1,405 acre facility including runways, taxiways, ramps, clear zones, and safety areas.

##### **Standards:**

- a. Maintain runway and taxiway marking on a yearly cycle.
- b. Maintain over 10 miles of perimeter wildlife/security fencing.
- c. Perform maintenance on 104 equivalent lane mile of pavement by FAA standards as required.
- d. Plow snow from all areas to ensure safe movement of aircraft and vehicles.
- e. Minimize the wildlife population near the Airport runways by mowing the grass regularly.
- f. Provide t-hangar and tie-down facilities on a rental fee basis for small, based aircraft.

#### 2. COMMERCIAL OPERATIONS

To encourage vigorous, profitable competition among commercial operators located at the Airport. Maximize employment levels of commercial operation at the Airport. To achieve the widest range of aviation services available to the citizens of the county and the users of the Airport.

##### **Standards:**

- a. Negotiate leases and charges with operators.
- b. To a limited degree, market commercial aviation services to the community.
- c. Encourage commercial development at proper locations on the Airport.

#### 3. ADMINISTRATION

To administer the Airport in a professional and businesslike manner. To maximize Airport revenues in an effort to become as self-

sustaining as possible. To promote and develop the Airport in order to maximize its value to the county. To routinely inspect for and enforce applicable federal and local laws at the Airport.

**Standards:**

- a. Prepare and operate within an annual budget.
- b. Make applications for federal and state airport aid.
- c. Liaison between the County and FAA and Wisconsin Bureau of Aeronautics.
- d. Develop and administer fair and equitable charges for airport services.
- e. Prepare a six-year capital improvement plan every even numbered year.
- f. Maintain a good, business-like relationship with all Airport tenants.
- g. Encourage aviation-related development.
- h. Establish public relations and marketing programs.
- i. Meet all standards of Federal Aviation Regulation Part 139 and TSA Reg. 1542.
- j. Ensure compliance with current and future security enhancements.
- k. Wildlife Hazard Management.
- l. Maintain FAR 139 Airport Certification Manual to meet changing FAA standards.
- m. Comply with all provisions of the Airport Certification Manual
- n. Maintain a runway incursion prevention program.
- o. Enforce an overlay-zoning ordinance to protect the runway approaches from incompatible land uses.
- p. Ensure all tenants comply with Airport Minimum Standards and Rules and Regulations.
- q. Update the Airport Emergency Plan yearly.

**4. FACILITY AND EQUIPMENT MAINTENANCE**

To maintain a sufficient complement of ground vehicles and personnel necessary to meet Airport standards to ensure safe operation.  
To maintain a good working relationship with FAA personnel employed at the Airport.

**Standards:**

- a. Perform routine building maintenance and maintain public buildings in the best practical condition.
- b. Perform equipment and vehicle maintenance in-house.
- c. Provide a neat, clean, and safe facility to all Airport users.
- d. Coordinate airfield activities with air traffic control personnel when the tower is open.

- e. Issue NOTAM's (Notice to Airman) when Airport operating conditions become substandard.
- f. Maintain the airfield lighting system in good working order.

## **5. PUBLIC RELATIONS**

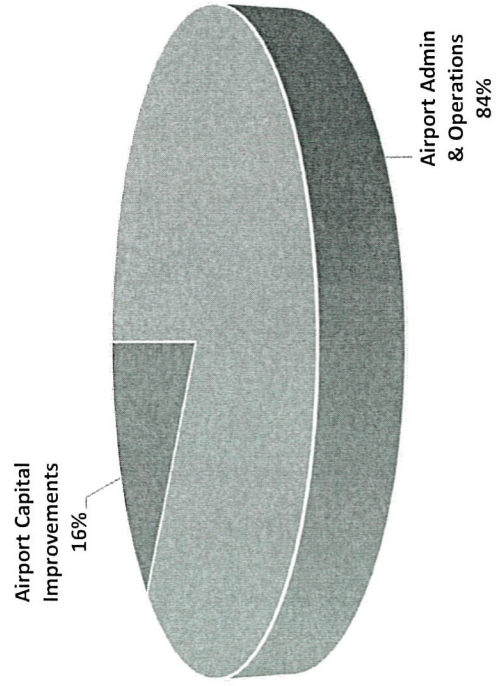
Educate the general public and flying community of the functions and growth of the Airport.

### **Standards:**

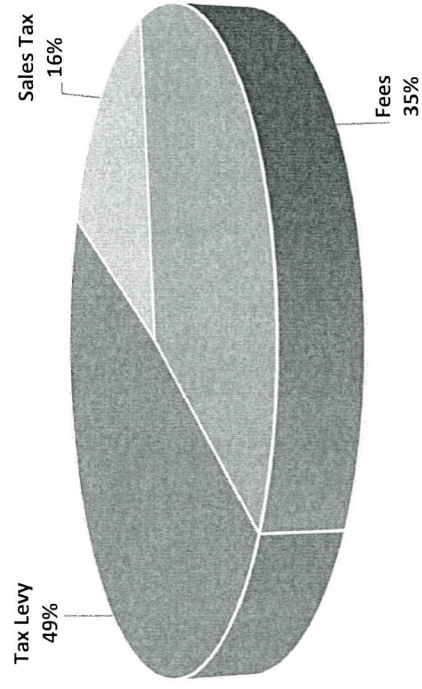
- a. Provide information to the school systems and the general public regarding the Southern Wisconsin Regional Airport.
- b. Provide tours of the Airport to any interested parties.
- c. Continue to expand educational opportunities at the Southern Wisconsin Regional Airport.
- d. Releases to media of the functions available through the Airport.
- e. Public Relations support to businesses located on the Airport.
- f. Distribution of promotional materials to stimulate growth of the Airport.

2018 BUDGET  
AIRPORT DIVISION

EXPENDITURES BY PROGRAM



REVENUES BY SOURCE



PUBLIC WORKS

PERSONNEL - FULL TIME EQUIVALENT

TITLE	2017 CURRENT	2018 ADMIN. REC.	INCREASE/ DECREASE
AIRPORT			
Airport Director	1.0	0.0	-1.0
Airport Manager	0.0	1.0	1.0
Airport Crew Leader	1.0	1.0	0.0
Airport Maintenance Worker	3.0	3.0	0.0
Airport Specialist	1.0	1.0	0.0
SUBTOTAL	6.0	6.0	0.0

## Budget Highlights – Airport Division

### Revenue

- The Southern Wisconsin Regional Airport is anticipated to receive revenue totaling \$393,783 from the following sources in 2018:
  - \$122,000 for fuel flowage and landing fees
  - \$121,415 for leases
  - \$88,944 for renting t-hangars
  - \$61,424 from non-aviation sources, including the golf course lease, agricultural property lease, and the Sonic Boom music event

### Expenditures

- Capital projects at the airport fall into three categories: Federal Aid projects, State Aid projects, and 100% County-funded projects. Five requested projects for 2018 would cost \$2,320,000, with the County share totaling \$1,050,000. I am recommending a total of \$175,000 in County sales tax to fund the County share of three projects, as described below.
  - Federal Aid projects are funded 90% with Federal funds, 5% with State funds, and 5% with County funds.
    - The runway area survey and clearing project would cost about \$95,000, with a County share of \$5,000. This project is recommended.
  - State Aid projects are funded 80% with State funds and 20% with County funds.
    - Reconstruction of the asphalt apron southeast of the terminal area would cost \$500,000, with a County share of \$100,000. This project is recommended.

- Renovation of the operations and maintenance building would cost \$350,000, with a County share of \$70,000. This upgrade would increase storage and improve energy efficiency through insulation, lighting, and HVAC improvements. This project is recommended.
- Construction of a snow removal equipment wash bay would cost \$625,000, with a County share of \$125,000. The intent of this project is to extend the life of equipment by removing corrosive snow removal chemicals. Despite the County only having to pay for 20% of the cost of this facility, I am not recommending this project given other County priorities for the use of \$125,000 in County sales tax.
- 100% County-funded projects are not eligible for Federal or State Aid.
  - Construction of one ten-unit t-hangar would cost the County \$750,000. As noted in prior years, I am not recommending this project due to the extended return on investment, which could extend over 60 years.
- Storm water charges in the 2018 budget are increasing by \$24,399 based on a new methodology being employed by the City of Janesville. The Public Works Department contracted with a consultant in 2017 to present information to the City that reduced these charges from what otherwise would have been a significantly greater increase.
- I have made minor reductions to several line items.

#### Personnel

- The Airport Division has requested 1.0 FTE Airport Maintenance Worker to assist on second shift (currently there is 1.0 FTE on second shift and 2.0 FTE plus a 1.0 FTE Crew Leader on first shift). Given the \$87,100 cost of this position, I am not recommending it at this time.
- I am recommending that the position of Airport Director be retitled to Airport Manager. In Rock County, the title "Director" most commonly signifies department head status, and making this change will make the title of this position both more internally and externally consistent, which will help in future salary studies. No change in salary or duties is associated with this change.





## WisDOT / Division of Transportation Investment Management

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[www.wisconsin.gov](http://www.wisconsin.gov)

February 14, 2018

TO: Greg Cullen, Southern Wisconsin Regional Airport Interim Manager

FROM: Mark Graczykowski, P.E.

SUBJECT: Airport Comparison Information for Airport Planning Ad Hoc Advisory Committee

The Southern Wisconsin Regional Airport (JVL) requested information for the upcoming Airport Planning Ad Hoc Advisory Committee to provide a baseline for comparing JVL to other airports of similar size and scope. Suggested information included total operations, construction dollars spent, time spent by Wisconsin Bureau of Aeronautics (WBOA) staff on JVL versus other airports and any other information that is easily tracked.

The following is a compilation of information for the Advisory Committee to use as they begin discussing the future of JVL.

### Comparison Airports

Six airports were used for comparison to JVL. In Wisconsin's State Airport System Plan, JVL is considered a Large General Aviation airport. Four of the airports used for comparison were also Large General Aviation airports, each of these airports either having similar levels of airport operations and/or existing airport facilities. These airports comprise the largest General Aviation (GA) airports (non-commercial service) in Wisconsin and include:

- Waukesha County Airport (UES), Waukesha
- Wittman Regional Airport (OSH), Oshkosh
- Kenosha Regional Airport (ENW), Kenosha
- Sheboygan County Memorial Airport (SBM), Sheboygan Falls

The two additional airports used for comparison are the two smallest Commercial Service airports in Wisconsin. Commercial Service airports are generally the largest airports and receive scheduled passenger service (unlike the other five airports). While Commercial Service is the highest designation of airport in Wisconsin, both airports provide a fair comparison on existing facilities and funding received. These airports include:

- Chippewa Valley Regional Airport (EAU), Eau Claire
- Rhinelander-Oneida County Airport (RHI), Rhinelander

Throughout the rest of this memo, FAA's three-letter airport identifier will be used to reference a specific airport, instead of the airport's full, official name.

### Airport Operations and Based Aircraft

An operation at an airport is considered a takeoff OR a landing. Therefore, if a plane flies into an airport and then leaves that counts as 2 operations. Of the airports included for comparison, only SBM does not have an air traffic control tower. A control tower quantifies every operation

that occurs on the field while the tower is in operation (not all towers are staffed 24/7). Airports without towers use different methods to quantify operations. All operations information shown in Table 1 was collected from FAA's 5010 data site.

Based Aircraft is a measure of how many aircraft call a specific airport their home. The Federal Aviation Administration (FAA) uses a validation system through the website [www.basedaircraft.com](http://www.basedaircraft.com) to verify that an airplane is only counted in one location. The number of based aircraft at an airport is a function of many factors, especially available hangar area space for development, and generally is higher in larger metropolitan areas.

Table 1

<b>Airport Operations and Based Aircraft</b>		
<b>Airport</b>	<b>Total Airport Operations</b>	<b>Based Aircraft</b>
EAU	22,832	87*
RHI	24,860	42*
UES	41,711	146
OSH	64,717	111
ENW	53,139	268
SBM	65,000	66
JVL	38,400	71

Table Notes

\*Based Aircraft data from GCR 5010 website

### Airport Funding

The WBOA keeps records of projects going back many years, including the overall funding used for specific projects involving planning, engineering, administration and construction. These projects are broken down by state and federal funding that were contributed. Table 2 is a summary of the funding used for airport improvement projects completed over the past 20 years. The funding is broken into federal funding (from FAA) and state funding (through WBOA). Only projects that are CLOSED in the WBOA database are included for this comparison. Open projects that are on-going are not included as collecting that level of information is difficult due to the volume of projects occurring at each of the seven airports studied.

While open projects are not included, using a 20-year comparison between airports is a fair evaluation as most of these airports have cycled through similar types of projects (runway reconstructions, lighting improvements, terminal buildings, snow removal equipment purchases, etc) and have a similar number of open projects currently occurring. Therefore, if open projects were included, the relative amount of funding used by the airports compared to each other would not change significantly. The exception might be ENW, which will likely see additional funding in future years related to the Foxconn development in Kenosha County.

Table 2

TOTAL AIRPORT IMPROVEMENT PROJECT FUNDING		
Airport	Funding Source	1998-2018
EAU	FEDERAL (FAA)	\$25,767,095
	STATE (WBOA)	\$2,989,238
RHI	FEDERAL (FAA)	\$17,411,940
	STATE (WBOA)	\$560,044
UES	FEDERAL (FAA)	\$9,702,906
	STATE (WBOA)	\$4,940,623
OSH	FEDERAL (FAA)	\$26,077,868
	STATE (WBOA)	\$2,184,701
ENW	FEDERAL (FAA)	\$4,724,383
	STATE (WBOA)	\$2,254,472
SBM	FEDERAL (FAA)	\$18,437,063
	STATE (WBOA)	\$4,412,616
JVL	FEDERAL (FAA)	\$18,614,309
	STATE (WBOA)	\$8,602,377

The question of WBOA staff time spent on any one airport for comparison to another airport is not readily available, but in general the more projects going on at an airport, the more WBOA resources that are devoted to it.

#### Pavement Condition Index and Runway Length

On a three-year cycle, every airport in Wisconsin has their pavements evaluated and a Pavement Condition Index (PCI) is generated. The PCI of specific airport pavements are used in planning both short term maintenance priorities and long-term pavement rehabilitation and reconstruction projects at each airport.

Table 3 includes information on each airport from their most recent evaluation, which occurred between 2014 and 2016 (any airports evaluated in 2017 have not been updated yet). The PCI reports include a wealth of data, but the easiest comparisons are the overall Composite PCI (which is the statistical average value of ALL airport pavements) and the Composite Pavement Age (which is the statistical average age of ALL airport pavements). The Composite PCI is an indication of the overall health of the airport pavement infrastructure. Values ranging from 71 to 100 are recommended for preventative maintenance, including crack filling and seal coats. Values ranging from 41 to 70 are recommended for major rehabilitation, including a concrete panel repair or micro-surfacing. Values ranging from 0 to 40 are recommended for reconstruction. A high composite value does not mean that an airport's pavement is all in great condition. Almost every airport has some pavements that need reconstruction and major rehabilitation, even if the overall airport is in good condition. The composite age of the airport's pavements expresses a general idea on how recent major reconstructions have been completed. A higher age does not necessarily represent poor pavements, as concrete pavements last much longer than asphalt. EAU is a good example of an airport with a high Composite PCI, but also generally older pavements (that are in good condition).

The last column in Table 3 represents the total pavement area at an airport that is evaluated during the PCI process. This includes all airside pavements including runways, taxiways and parking aprons.

Table 3

<b>Pavement Condition Index (PCI)</b>			
<b>Airport</b>	<b>Composite PCI</b>	<b>Composite Pavement Age</b>	<b>Pavement Area (SF)</b>
EAU	84	24.5	3,899,581
RHI	70	22.2	3,112,962
UES	79	12.8	3,184,961
OSH	82	19.2	6,312,875
ENW	52	22.3	4,007,023
SBM	74	12.1	2,541,106
JVL	81	14.5	5,362,311

The PCI report also breaks down information by pavement sections. The most important pavements at an airport are the runway. Without a functioning runway, no one would take off or land successfully. When comparing airports, comparing the conditions of their runways is useful.

In addition, the ability for aircraft to have sufficient runway length is important. The runway length available for takeoff helps determine the size of aircraft that can use a facility and the amount of fuel, cargo or passengers it can carry upon departure. The longer the runway, the larger the aircraft that airport can serve. Table 4 includes the length of each runway along with the PCI of that pavement. 5,000' is generally considered the minimum runway length required for business jets to regularly use an airport, with the size of jet that can use the facility generally increasing with the length of the runway.

Table 4

Airport Runway PCI			
Airport	Runway	PCI	Length (FT)
EAU	4/22	81	8,101
	14/32	76	5,000
RHI	9/27	67	6,799
	15/33	74	5,201
UES	10/28	100	5,849
	18/36	90	3,599
OSH	5/23	85	3,697
	9/27	94	6,179
	13/31	72	3,061
	18/36	96	8,002
ENW	7L/25R	51	5,499
	7R/25L	38	3,302
	15/33	40	4,400
SBM	4/22	50	6,800
	13/31	93	5,002
JVL	4/22	71	6,701
	14/32	87	7,302
	18/36	72	5,004

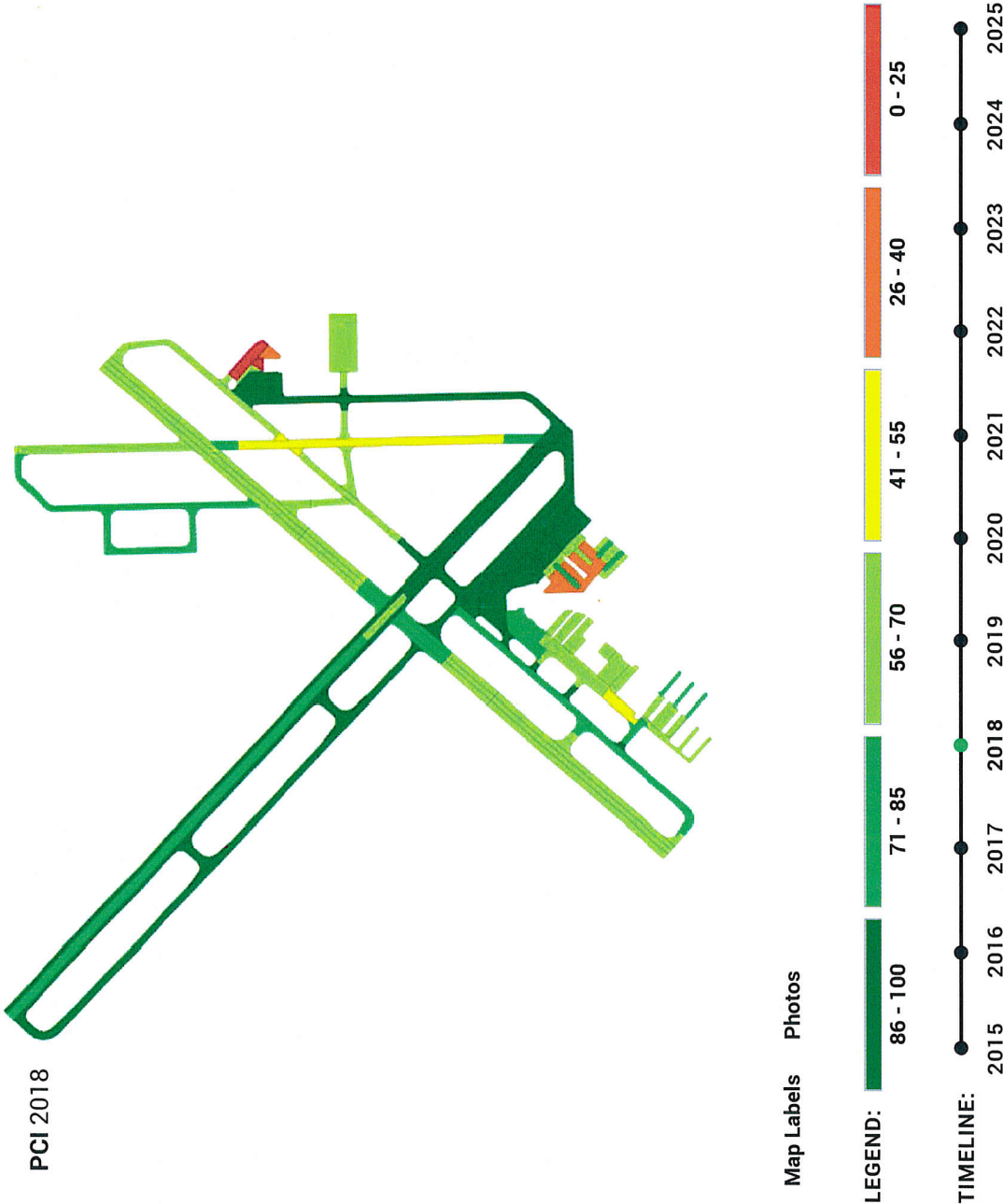
#### Wisconsin State Airport System Plan Report Cards

One final piece of information available is the Wisconsin State System Plan Report Cards. The State Airport System Plan (SASP) includes goals for airports based on their classifications. The desired or expected facilities and services available at a Commercial Service airport are different than those desired or expected at a Large General Aviation airport, and in turn the facilities and services of a Large General Aviation airport exceed those of a Medium or Small General Aviation airport. In general, the airports compared in this study meet or exceed all the facility and service goals included for their class of airport.

Not every airport meets or exceeds the desired facilities in the report card based upon their classification in the SASP. Included are three additional SASP report cards for comparison:

- West Bend Municipal Airport (ETB), West Bend, Large General Aviation
- Shell Lake Municipal Airport (SSQ), Shell Lake, Medium General Aviation
- Ephraim-Gibraltar Airport (3D2), Ephraim, Small General Aviation

SOUTHERN WISCONSIN REGIONAL AIRPORT



## REPORT CARD

Commercial Service				
Chippewa Valley Regional Airport				EAU
Eau Claire				
Facility/Service	Desired FSA	EAU	Desired FSA Met?	Bureau Comments
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	81 PCI	Yes	
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes	
Visual Aids and Approach Light	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	Ability Minimum 1/2 Mile or L	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 - 78	Yes	
Ramp Space (Number of Tiedowns)	50% of Average Daily Transient Aircraft	Number of Tiedowns- 19 Number of Average Daily Transient- 25	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	No	

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

## REPORT CARD

Commercial Service		Rhineland-Oneida County Airport			RHI
Rhineland					
Facility/Service	Desired FSA	RHI	Desired FSA Met?	Bureau Comments	
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	74 PCI	No		
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes		
Visual Aids and Approach Light	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- One End VASI- One End	Yes		
Approach Capability	Ability Minimum 1/2 Mile or L	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 - 32	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	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.

## REPORT CARD

Large General Aviation Waukesha County Airport UES				
Waukesha				
Facility/Service	Desired FSA	UES	Desired FSA Met?	Bureau Comments
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	71 PCI	Yes	
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-Yes	Yes	
Visual Aids and Approach Light	Rotating Beacon, Wind Cone, MALSR, REILs, VGSIs (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 - 182	Yes	based aircraft number = FAA validated.
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	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.

## REPORT CARD

Large General Aviation		Wittman Regional Airport		OSH
Oshkosh				
Facility/Service	Desired FSA	OSH	Desired FSA Met?	Bureau Comments
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	79 PCI	Yes	
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-Yes	Yes	
Visual Aids and Approach Light	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-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 - 147	Yes	based aircraft number = FAA validated.
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 BOAAirport Security Recommendations For Large	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/Easment Ownership of Existing RPZs	Recommended	No - Verified	No	

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

## REPORT CARD

Large General Aviation Kenosha Regional Airport ENW				
Kenosha				
Facility/Service	Desired FSA	ENW	Desired FSA Met?	Bureau Comments
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	58 PCI	No	
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes	
Visual Aids and Approach Light	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-No Public Restroom-Yes Flight Planning Room-Yes Pilots Lounge-No	No	
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 - 275	Yes	based aircraft number = FAA validated.
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	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	Complete	Yes	
Fee/Easement Ownership of Existing RPZs	Recommended	No - Verified	No	

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

## REPORT CARD

Large General Aviation		Sheboygan County Memorial Airport		SBM
Sheboygan				
Facility/Service	Desired FSA	SBM	Desired FSA Met?	Bureau Comments
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	71 PCI	Yes	
Runway/Taxiway Lighting	HIRL & MITL	HIRL-Yes MITL-Yes Taxiway Reflectors-No	Yes	
Visual Aids and Approach Light	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 - 72	Yes	based aircraft number = FAA validated.
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	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.

## REPORT CARD

REPORT CARD				
Large General Aviation		Southern Wisconsin Regional Airport		JVL
Janesville				
Facility/Service	Desired FSA	JVL	Desired FSA Met?	Bureau Comments
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	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 - 69	Yes	based aircraft number = FAA validated.
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	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/Easment Ownership of Existing RPZs	Recommended	No - Verified	No	

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

## REPORT CARD

Large General Aviation				
West Bend Municipal Airport				ETB
West Bend				
Facility/Service	Desired FSA	ETB	Desired FSA Met?	Bureau Comments
AIRSIDE FACILITIES				
ARC	B or Greater	B	Yes	
Runway Length (Primary)	5,500 Feet or Greater*	4,494 Feet	No	No justification yet. Don't qualify for "C"
Runway Width (Primary)	100 Feet*	75 Feet	No	No justification yet. Don't qualify for "C"
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	76 PCI	Yes	6/24 reconst. 2016 paving will improve PCI
Runway/Taxiway Lighting	HIRL & MITL	MIRL-Yes MITL-Yes Taxiway Reflectors-Yes	No	plan to add reflectors
Visual Aids and Approach Light Configuration  Note: Exclude ALS for Small Classification	Rotating Beacon, Wind Cone, MALSR, REILs, VGS (VASI/PAPI)	Beacon-Yes Wind Cone-Yes ALSF-No MALSR- No MALSF-No REIL- Both Ends PAPI- One End VASI- One End	No	ALS not practical till rwy is 5,000 ft (c1>)
Approach Capability	Visibility Minimum 1/2 Mile	1 Mile	No	don't need 1/2 mi. for non "C" a/c
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	no phone/not planning to install.
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 - 96	Yes	based aircraft number = FAA validated.
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	Yes	Yes	
ADMINISTRATIVE				
Land Use Zoning Ordinance	Recommended	None	No	plan to address after rwy ext. (2023)
Height Limitation Zoning Ordinance	Recommended	Complete	Yes	
Vehicle Pedestrian Ordinance	Recommended	Complete	Yes	
Wildlife Hazard Assessment	Recommended	None	No	attribute suspended until FAA guidance
Stormwater Management Plan	Recommended	Complete	Yes	

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

## REPORT CARD

Medium General Aviation

Shell Lake Municipal Airport

SSQ

Shell Lake

Facility/Service	Desired FSA	SSQ	Desired FSA Met?	Bureau Comments
<b>AIRSIDE FACILITIES</b>				
ARC	A or Greater	B	Yes	
Runway Length (Primary)	4,000 to 5,499 Feet or Greater*	3,711 Feet	No	
Runway Width (Primary)	75 Feet*	75 Feet	Yes	
Taxiway Type (Primary)	Full Parallel Taxiway	Full Parallel Taxiway-No Partial Parallel Taxiway-No Taxiway Turnaround-No	No	
Area-Weighted Pavement Condition	70 PCI or Greater	85 PCI	Yes	
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-No	No	
Visual Aids and Approach Light	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	None	No	
<b>LANDSIDE FACILITIES &amp; SERVICES</b>				
FBO	FBO	None	No	
Maintenance	Minor Airframe and Powerplant	No Airframe Repair No Powerplant Repair	No	
Fuel	100LL & JetA 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-Yes	No	
Ground Transportation	Courtesy/Loaner Car	On-site Rental Car-No Courtesy Car-No Other Rental Car-No	No	
Auto Parking	1/2 Space Per Based Aircraft	Lighted Auto Parking-No Number of Parking Spaces - 20 Number of Based Aircraft - 15	Yes	based aircraft number = FAA validated.
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 18 Number of Average Daily Transient- 3	Yes	
Operations/Maintenance Building	Operations/Maintenance Building	Operations/Maintenance Building-No	No	
Snow Removal & Deicing	Snow Removal	Snow Removal-Yes Aircraft Deicing-No	Yes	
Security	Meets BOA Airport Security Recommendations For	Yes	Yes	
<b>ADMINISTRATIVE</b>				
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	None	No	
Fee/Easement Ownership of Existing RPZs	Not An Objective	No - Unverified	No	

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

## REPORT CARD

Small General Aviation				
Ephraim-Gibraltar Airport				3D2
Ephraim-Gibraltar				
Facility/Service	Desired FSA	3D2	Desired FSA Met?	Bureau Comments
AIRSIDE FACILITIES				
ARC	A or Greater	B	Yes	
Runway Length (Primary)	3,200 to 3,999 Feet or Greater*	2,700 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	78 PCI	Yes	
Runway/Taxiway Lighting	MIRL & Taxiway Reflectors	MIRL-Yes MITL-No Taxiway Reflectors-No	No	
Visual Aids and Approach Light	Rotating Beacon, Wind Cone, REILs, VGSI (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	AWOS III/PT	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-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-No	Yes	
Auto Parking	Not An Objective	Lighted Auto Parking-No Number of Parking Spaces - 40 Number of Based Aircraft - 18	Not an Objective	based aircraft number = FAA validated.
Ramp Space (Number of Tiedowns)	25% of Average Daily Transient Aircraft	Number of Tiedowns- 20 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	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.

# Southern Wisconsin Regional Airport Survey

## October 2014

Airport Name	Lease Rates Per Square Foot Per Year				T-Hangar Rates				Fuel Flow		Landing Fees		
	Corporate		Commercial		Monthly				Cents Per Gallon		Signatory		Non Signatory
	Improved	Un-improved	Improved	Un-improved	Rate 1	Rate 2	Rate 3	Rate 4	Corporate	Commercial	Rates per 1000 lbs	Minimum Fee	Rates Per 1000 lbs.
Austin Strauble International Airport (GRB)	NA	NA	\$ 27.72	\$ 12.79	\$ 230.06	\$ 265.85			\$ 0.08	NA	\$ 1.23	\$ 5.00	\$ 1.54 \$ 5.00
Batten Int'l Airport, Racine, WI	\$ 0.19	\$ 0.19			\$ 300.00	\$ 325.00							\$ 2.00 \$ 19.85
Dane County Airport	0.571 - 0.819	0.101 - 0.480	0.571 - 0.819	0.101 - 0.480	\$ 200.00	\$ 232.00	\$ 250.00			\$ 0.08	\$ 2.34	\$ 29.25	\$ 2.93 \$ 36.63
Des Moines International	\$ 0.70		\$ 0.70		\$ 170.00	\$ 180.00			\$ 0.12	\$ 0.12	\$ 2.70		\$ 3.38 \$ 20.25
Dodge County	\$ 0.10	\$ 0.10	\$ 0.15	\$ 0.15	NA				\$0.07/gal		None		
Fort Atkinson Municipal 61C	N.A.	\$ 0.08	N.A.	\$ 0.08	\$ 80.00	\$ 85.00	\$ 90.00		\$ 0.10	\$ 0.10	N.A.	N.A.	N.A. N.A.
Southern Wisconsin Regional Airport (JVL)	\$ 0.11	\$ 0.11	\$ 0.18	\$ 0.11	\$ 216.00	\$ 230.00	\$ 253.00		\$ 0.08	\$ 0.08	N/A	N/A	\$ 1.75 \$ 18.00
Waukegan Regional Airport	.40/sq. ft.	same	N/A	N/A	\$ 450.00	\$ 410.00	\$ 395.00	\$ 375.00	.09/.11	N/A	N/A	N/A	N/A N/A
West Bend Municipal Airport	\$ 0.13	\$ 0.13	\$ 0.13	\$ 0.13					\$0.08 Jet A	\$0.07 100LL			
Wittman Regional Airport	\$ 0.23	\$ 0.15	\$ 0.23	\$ 0.15	\$ 147.00	\$ 189.00	\$ 150.01	\$ 131.25	\$ 0.09	\$ 0.09	See note		\$ 1.10 N/A

### Airports and economic development

Airports, aviation and industries related to aviation in Wisconsin have a profound impact on the quality of life and economic prosperity of the state. Airports and aviation create thousands of jobs and provide millions of dollars in sales and income each year.

Wisconsin's eight commercial service airports link residents and businesses to the rest of the nation and the world. These airports are important centers of economic activity, generating a large share of aviation's \$6.9 billion annual contribution to the state's economy.

Convenient access to airline passenger service, air cargo facilities and corporate aviation allows businesses to safely and efficiently move key personnel and products, saving valuable time and increasing productivity.



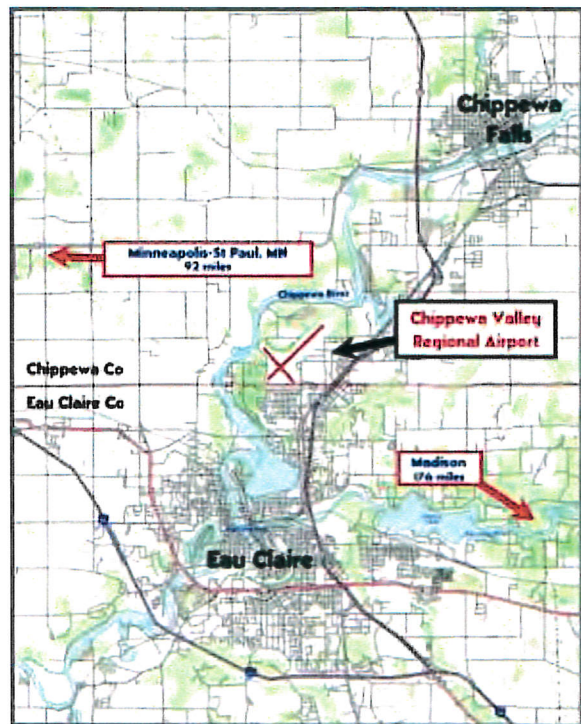
Chippewa Valley Regional Airport

Communities that are readily accessible by air transportation are at a competitive advantage and may realize economic and quality of life benefits that can affect every citizen.

As an integral part of our state transportation network, the Chippewa Valley Regional Airport plays a critical role in fostering business growth and economic development in the region.

### Airport location

Chippewa Valley Regional Airport is located in the west central region of Wisconsin. The airport is located on the north edge of the city of Eau Claire in Chippewa County.



Map of Eau Claire and Chippewa Falls

Serving west central Wisconsin, Chippewa Valley Regional Airport is a key ingredient of the region's strong economy and quality of life. The airport provides a safe and convenient environment for commercial air passenger travel, business aviation, air cargo shipments and deliveries, and related business activities.



## Regional economic profiles

### Chippewa Valley profile

#### Population (2013)

Chippewa County – 62,918  
Eau Claire County – 99,734

#### Employment

Chippewa County – 22,481  
Eau Claire County – 55,668

#### Prominent employers

Mayo Health System  
Eau Claire Area School District  
Menards  
TTM Advanced Circuits Inc.  
University of Wisconsin-Eau Claire  
Saint Joseph's Hospital  
Sacred Heart Hospital  
Mason Companies Inc.  
Walmart  
United Health  
Silicon Graphics Intl. Corp.

*Sources: WI DWD, Bureau of Workforce Training 2013*

The Chippewa Valley's strong mix of industries and educational facilities has created a stable economy.

The area's largest industry categories are healthcare, retail trade, and manufacturing.

## Airport services and activity

Owned by Eau Claire County and operated by Eau Claire and Chippewa counties, the airport is classified as a primary commercial service airport in the Federal Aviation Administration's (FAA) *National Plan of Integrated Airport Systems (NPIAS)* and a commercial airport in the *Wisconsin State Airport System Plan (SASP)*.

Airline service is provided by United Airlines operated by SkyWest Airlines to Chicago O'Hare daily.

In 2014, the airport served over 40,000 passengers and recorded 21,500 aircraft operations. Seventy-nine aircraft are based at the airport; it owns eight box hangars, and has 19 privately-owned hangars.

Chippewa Valley Regional Airport is also host to numerous support businesses such as an on-demand business and medical charter, medical transport helicopter, car rental agencies and lounge.



Ramp hangars

## Airport facilities

Chippewa Valley Regional Airport has two paved runways, associated taxiways, public apron areas, passenger terminal area, and one fixed base operator (FBO).

The primary runway (04/22) is 8,101 feet long by 150 feet wide. The secondary runway (14/32) is 5,000 feet long and 100 feet wide. Navigational aids include an instrument landing system, VOR/DME, and PAPI.



## The economic impact of Chippewa Valley Regional Airport

The WisDOT-Bureau of Aeronautics recently completed a study of the contribution of Chippewa Valley Regional Airport to the local and state economy.

The economic impact of Chippewa Valley Regional Airport is the *economic output (sales), employment and wage income* that can be attributed directly and indirectly to the airport.

Economic impacts measure the importance of an airport as a business in terms of the employment it supports and the goods and services it consumes.

The results of the study indicate that Chippewa Valley Regional Airport provided \$72.1 million in economic output, supported 458 jobs and contributed \$15.3 million in wage income to the local and state economy in 2014.

The methodology used to estimate the airport's contribution to the local and state economy is the WisDOT Airport Benefit-Cost (ABC) System.



The WisDOT ABC System is a Microsoft Access database application used for evaluating the economic impact of airports and airport improvement projects.

The WisDOT ABC System was developed based on guidelines established by the FAA in the document "*Estimating the Regional Economic Significance of Airports*," U.S. DOT, September 1992.

The WisDOT ABC System used data from the following three primary sources to estimate the economic impact of the airport to the local and state economy:

1. Airport activity and business survey data on jobs, income and sales at the airport.
2. Data from the *Wisconsin Department of Workforce Development* on industry employment, wages and sales.
3. Regional economic multipliers obtained from the industry transaction tables in the Impact Analysis for Planning Model (IMPLAN) computer model.

IMPLAN is produced for WisDOT by the Minnesota IMPLAN Group. The model estimates purchases and sales between various sectors of the Wisconsin economy.

The model produces statewide multipliers as well as multipliers for specific counties and groups of counties. IMPLAN multipliers for two sectors in the Chippewa Valley economy were used in the analysis.

The regional economic multipliers used in this study for the *Air Transportation Sector* are 1.49 (sales), 1.74 (employment) and 1.51 (wages). Multipliers used for the *Retail/Hotel/Restaurant Sector* are 1.50 (sales), 1.31 (employment) and 1.59 (wages).

The economic contribution of Chippewa Valley Regional Airport is comprised of three types of impacts: *Direct Impact of the Airport, Direct Impact of Airport Users, and the Multiplier Impact.*



Each of these is expressed in terms of their effect on economic output (sales), employment (jobs) and wage income.

## Direct impacts of the airport

The direct impact of Chippewa Valley Regional Airport on the local economy reflects the jobs, payroll and sales directly related to airport operations. This includes the management and operation of the airport, commercial airlines, air terminal vendors, and FAA air traffic control tower. It also includes businesses providing aircraft maintenance, fuel, storage, rental, charter sales and leasing activities.

The direct effect of the airport on the Chippewa Valley economy in 2014 totaled 157 employees, a payroll of \$7.8 million and \$41.6 million in economic output.

## Direct impacts of airport users

Visitor spending, the direct impact of airport users, is the amount of money flowing into the local economy from air passengers who reside outside the county. Visitors spend money on lodging, meals, ground transportation and retail purchases within the region.

The \$4.3 million of air passenger spending in 2014 supported 70 additional jobs in the Chippewa Valley, with a payroll of \$1.3 million.

## Multiplier impact

The multiplier impact considers the effects of two additional airport impacts on the region's economy. The first is the economic activity of local suppliers of goods and services to the airport and Chippewa Valley businesses that host air travelers (hotels, restaurants, entertainment establishments).

The multiplier impact also includes the spending of airport generated payroll and the payroll of businesses serving air visitors to the Chippewa Valley. Workers spend a significant portion of their income throughout the local economy. The IMPLAN multipliers were used to identify the extent of these impacts. In 2014, the multiplier impact of the airport supported 138 additional jobs, provided \$4.8 million in wages, and generated \$22.6 million in economic output.

### Employment (FTE jobs)

Direct impact - airport	157
Direct impact - airport users	70
Multiplier impact	138

**Local employment impact 365 Jobs**

### Wage income/payroll

Direct impact - airport	\$ 7.8 million
Direct impact - airport users	\$ 1.3 million
Multiplier impact	\$ 4.8 million

**Local payroll impact \$13.9 million**

### Economic output/sales

Direct impact - airport	\$ 41.6 million
Direct impact - airport users	\$ 4.3 million
Multiplier impact	\$ 22.6 million

**Local economic output \$68.5 million**

## Other benefits

The study also measured public revenue generated at the local and state level from airport and aviation related fees.

In 2014, Chippewa Valley Regional Airport generated \$913,868 from local fees, rents, and



# Economic Impact

## 2014

Chippewa Valley Regional Airport  
EAU

revenues. The airport also generated \$40,275 in state revenue from aircraft registration fees.

### *Public revenue – direct impact*

Chippewa Valley	State	Total
\$913,868	\$40,275	\$954,143

### Local economic impact

The results of the study indicate that the Chippewa Valley Regional Airport provided over \$68.5 million in economic output, supported 365 jobs and contributed \$13.9 million in wage income to the local economy in the Chippewa Valley.

### *Contribution of Chippewa Valley Regional Airport to the local economy*

FTE jobs	Wage income/ payroll	Economic output/sales
365	\$13.9 million	\$68.5 million



Chippewa Valley Regional Airport



### Local and state economic impact

Activity at Chippewa Valley Regional Airport in 2014 also generated an additional \$3.6 million in sales, 93 jobs, and \$1.4 million in payroll to the state economy.

When combined with the local impact, the total contribution of Chippewa Valley Regional Airport to the local and state economy in 2014 is \$72.1 million in sales, 458 jobs and \$15.3 million in wage income.

### *Contribution of Chippewa Valley Regional Airport to the local and state economy*

FTE jobs	Wage income/ payroll	Economic output/sales
458	\$15.3 million	\$72.1 million

This report has identified and quantified the economic contribution of the Chippewa Valley Regional Airport 's 2014 activity levels to the Chippewa Valley and the state of Wisconsin.

*Note: The results of this report are produced from a basic cost-benefit model and do not completely address all the economic nuances facing every airport.*

Wisconsin Bureau of Aeronautics