3.0 Airport Inventory

An inventory of all Wisconsin State Airport System facilities and services was conducted during the summer and fall of 2011. This inventory serves as a baseline for all analysis conducted as part of the Wisconsin State Airport System Plan 2030. Data was gathered from several sources including BOA records, airport sponsors and managers, and FAA records. All tables of inventory data are located at the end of this chapter.

3.1 Wisconsin Airport Locations, Ownership and Classifications

3.1.1 Location and Ownership

Wisconsin's system of airports are primarily owned, controlled and operated by municipalities and/or counties. However, four airports in the State Airport System Plan (SASP) are privately owned and available for public use. **Table 3-1** lists each airport in the Wisconsin State Airport System Plan, its associated city and the ownership (public or private) for each.

3.1.2 SASP Airport Classification

The Wisconsin State Airport System Plan 2030 separates airports into four different classifications, which represent the role of each public airport in the state.

Wisconsin airport classifications include:

- **Commercial Service** – Commercial service airports support regularly-scheduled year-round commercial airline service and support the full range of GA activity and international destinations.
- **Large GA** – Large GA airports support all GA aircraft that include daily operations of all types of business jets. These airports generally serve as domestic transportation centers and may support international business activity.
- **Medium GA** – Medium GA airports support most single and multi-engine GA aircraft, including those aircraft commonly used by businesses. These airports support regional and in-state air transportation needs.
- **Small GA** – Small GA airports primarily support single-engine GA aircraft but may also accommodate small twin-engine GA aircraft and occasional business aircraft activity.

The classification system was created as part of the Wisconsin State Airport System Plan, Airport Classification Review and Update, 2010, Wilbur Smith Associates. The SASP classifications separate airports into groups based on how they contribute to meeting air transportation and economic needs in the state. Several aviation and non-aviation factors were analyzed in classifying the airports. These factors include four performance categories: activity, economic, accessibility and facilities. Several defining factors within each category were analyzed in order to classify the airports.

Table 3-1 lists each airport and its associated SASP classification.

3.1.3   2011-2015 NPIAS Airport Service Levels

The 2011-2015 National Plan of Integrated Airport Systems (NPIAS) is used by the FAA to monitor the development needs of the nation's 3,380 public-use airports (3,332 existing and 48 proposed airports) and has a five-year development plan exceeding $52.2 billion. The NPIAS includes both existing and proposed (new) airports deemed significant to the nation's airport system. Inclusion in the NPIAS is a requirement to receive federal grants for airport improvement projects.

The NPIAS classifies airports into roles based on service level. The service level reflects the type of service the airport provides to the community and the funding categories authorized by Congress. There are three service level categories in the NPIAS:

1. **Commercial Service (CS) Airports –** Commercial service airports are publicly-owned airports that enplane 2,500 or more passengers annually and receive scheduled passenger aircraft service. Commercial service airports, as defined in the NPIAS, are further divided into the following Primary and Non-Primary service level roles:

   - **Primary Commercial Service –** These airports enplane more than 10,000 passengers annually. The NPIAS further divides primary airports by hub type into large, medium and small hubs, and non-hub airports.
     - **Large Hubs (L)** – Large hub airports include airports that account for at least 1 percent of the total U.S. passenger enplanements.
     - **Medium Hubs (M)** – Medium hub airports include airports that account for between .25 percent and 1 percent of the total U.S. passenger enplanements.
     - **Small Hubs (S)** – Small hub airports are airports that enplane between .05 percent and .25 percent of total U.S. passenger enplanements.
     - **Non-Hubs (N)** – Non-hub primary airports enplane less than .05 percent of the total U.S. passenger commercial enplanements and enplane at least 10,000 passengers annually.
   - **Non-Primary Commercial Service –** Non-primary commercial service airports enplane between 2,500 and 10,000 passengers annually.

2. **Reliever (R) Airports –** Reliever airports are designated by the FAA as high-capacity GA airports that provide attractive alternatives to congested hub airports and provide GA access in major metropolitan areas. Reliever airports must have 100 or more based aircraft or 25,000 annual itinerant operations.

3. **General Aviation (GA) Airports**– Airports that do not meet the commercial service or reliever airport classification criteria are classified as GA. To be included in the NPIAS as GA, an airport must have at least 10 based aircraft and be located at least 20 miles (or 30 minutes drive time) from the nearest NPIAS airport.

It should be noted that existing airports not currently included in the NPIAS can request inclusion if the airport is in an accepted state airport/aviation system plan and meets the criteria for NPIAS airports as defined by FAA Order 5090.3C, Field Formulation of the National Plan of Integrated Airport Systems. While state system plans might define airports differently than the NPIAS classification, the FAA will continue to use the NPIAS classification for planning and programming at the federal level.

As listed in the 2011-2015 FAA NPIAS Report to Congress, 87 of the 98 Wisconsin SASP airports are included in the NPIAS; they are identified in **Table 3-1**.

In May 2012, the FAA released a study of GA airports. The goal of this study was to more accurately define the roles of the airports in the GA service level and develop a new way to categorize the GA airports within the national system. The following service level categories of general airports were developed.

National – National airports support the national and state system by providing communities with access to national and international markets in multiple states and throughout the United States. These airports are located in metropolitan areas near major business centers and support flying throughout the nation and the world. Currently, 84 airports are categorized as national airports and account for 13 percent of the total flying studied in the study as well as 35 percent of flight plans filed to studied airports.

Regional – Regional airports support regional economies by connecting communities to statewide and interstate markets. These airports are located in metropolitan areas, serve relatively large populations and support interstate and some cross country flying. Regional airports account for 37 percent of the total flying at the studied airports and 42 percent of the total flight plans filed to studied airports.

Local – Local airports supplement local communities by providing access primarily to intrastate and some interstate markets. These airports are also defined as the backbone of the GA system and are typically located near larger population centers. Most users of these airports are piston aircraft supporting business and personal needs. Flights to and from local airports are typically intrastate or regional.

Basic – Basic airports support GA activities such as emergency service, charter or critical passenger service, cargo operations, flight training and personal flying. These airports provide a community airport that allows for private GA flying and links the community to the national airport system.

There are 497 airports in the NPIAS that were not classified into one of the above classifications. Many of these airports have seen a decline in based aircraft and activity or may have no based aircraft. Others are privately owned, seasonal or military airfields. The FAA will continue to assess and potentially classify these airports. Eleven Wisconsin airports are included in this group and are not currently classified.

Starting with the 2013-2017 NPIAS, these classifications will be used by the FAA to classify GA airports. Additional FAA guidance will also be updated to reflect these categories. The categories of NPIAS GA airports that will be used in the 2013-2017 NPIAS are listed in **Table 3-1**. These categories for GA airports are closely aligned with the SASP classification system presented in **Section 3.1.2**.

3.1.4   Part 139 Certification/Airport Operating Certificates

The FAA certifies airports to serve air carrier aircraft through the regulations set forth in Federal Aviation Regulations (FAR) Part 139, Certification of Air Carrier Airports. These regulations include operational and safety standards for airports and apply to airports serving scheduled and unscheduled air carrier operations with aircraft with more than 30 seats, scheduled air carrier operations with more than 9 but less than 31 seats and any other airports required by the FAA Administrator. The requirements for Part 139 certification vary depending on the size of airport and type of air carrier operations. Currently, all eight commercial service airports in Wisconsin have a Part 139 certificate. In addition, Oshkosh obtained a temporary Part 139 certificate in 2010 and 2011 during the annual EAA AirVenture. While Janesville is not currently a commercial service airport, the airport is an inactive Part 139 airport (Class IV). The airports with a Part 139 certificate are included in **Table 3-1**.

3.2   Airside

3.2.1   Airport Reference Code

The FAA defines the design standards according to the type of traffic airports experience or are designed to accommodate. Each airport is assigned an airport reference code (ARC) that is used to relate airport design criteria to the operational and physical characteristics of the aircraft intended to operate at the airport. According to the FAA's Advisory Circular (AC) 150/5300-13, Airport Design, the ARC is based on two aircraft components: approach speed and wingspan or tail height.

Aircraft approach speeds are categorized into five approach categories, and wingspans and tail heights are divided into six airplane design groups (ADG). The approach categories and ADG are described in **Figures 3-1** and **3-2**.

Figure 3-1 – FAA Aircraft Approach Category

Category	Description
Category A	Approach speed of less than 91 knots
Category B	Approach speed of 91 knots or more, but less than 121 knots
Category C	Approach speed of 121 knots or more, but less than 141 knots
Category D	Approach speed of 141 knots or more, but less than 166 knots
Category E	Approach speed of 166 knots or more

Figure 3-2 – FAA Airplane Design Group

Airplane Design Group	Description	
	Wing Span	Tail Height
Group I	Up to, but not including, 49 feet	Up to, but not including, 20 feet
Group II	49 feet up to, but not including, 79 feet	20 feet up to, but not including, 30 feet
Group III	79 feet up to, but not including, 118 feet	30 feet up to, but not including, 45 feet
Group IV	118 feet up to, but not including, 171 feet	45 feet up to, but not including, 60 feet
Group V	171 feet up to, but not including, 214 feet	60 feet up to, but not including, 66 feet
Group VI	214 feet up to, but not including, 262 feet	66 feet up to, but not including, 80 feet

The airport design criteria and dimensional standards for airport facilities are based on the approach category and ADG of the most demanding aircraft with approximately 500 annual operations currently using, or forecasted to use, the airport. The type of approaches offered at the airport such as visual, non-precision instrument, and precision instrument also affect design criteria.

The classification and ARC of each airport is listed in **Table 3-2**. For comparison purposes, **Figure 3-3** depicts the various ARC categories for GA and commercial service aircraft.

Figure 3-3 – ARCs and Representative Aircraft

3.2.2   Pavement Condition Index

The Pavement Condition Index (PCI) is a measure of airport pavement conditions and is indicative of the level of work that will be required to maintain or repair a pavement. The BOA completes the PCI analysis on a rotating schedule. The PCI rating included in **Table 3-2** is an area-weighted average of all sections of airport pavements (runways, taxiways, aprons and taxilanes). A PCI rating of 71-100 indicates that preventative maintenance should be performed; 41-70 indicates that major rehabilitation may be needed and a score of 0-40 indicates that reconstruction is necessary. Non-NPIAS airports are not required to track PCI; however, some non-NPIAS airports choose to measure and track that information. Area-weighted PCI and the required pavement repair are shown in **Table 3-2**.

3.2.3   Runway Safety Areas

The runway safety area (RSA) is located on the centerline of each runway with width and length determined by the runway ARC and approach visibility minimums. AC 150/5300-13, Airport Design, states that the RSA should be cleared and graded; drained to prevent water accumulation; capable, when dry, of supporting snow removal equipment, aircraft rescue and firefighting equipment, and the passage of an aircraft; and free of objects except for those required due to their function, such as runway lights. The existence of standard RSAs at all runways is included by airport in **Table 3-2**.

3.2.4   Runway Protection Zone

The runway protection zone (RPZ) is a trapezoidal area located off the end of a runway that enhances the protection of people and property on the runway approach and departure areas. This protection is provided by restricting any development or other use of that property. Because use is substantially restricted, AC 150/5300-13, Airport Design recommends that RPZs be owned in fee when possible. Airports with fee or easement control of all RPZs are shown in **Table 3-2.** The fee or easement ownership of the RPZ at all commercial service and large GA airports has been reviewed and verified by the BOA.

3.2.5   Approach Surface

Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace, defines surfaces surrounding an airport that should be clear of obstructions in order to protect airports users and people, and objects on the ground. Part 77 defines the civil airport imaginary surfaces established at an airport and on each runway. The size of each imaginary surface is based on the category of each runway, and according to the type of approach planned for that runway. The approach surface is a trapezoidal area that extends from the runway end and should be clear of obstructions. **Table 3-2** includes airports with a clear approach surface on all runways.

3.2.6   Runway Facilities

3.2.6.1   Length and Width

Generally, commercial service airports have greater runway lengths and widths, and the facilities to accommodate larger aircraft than smaller GA airports. When possible, airports are expanded to accommodate the performance characteristics of the critical aircraft operating, or planned to operate, at an airport or on a specific runway. However; funding, environmental issues, land constraints and public influence can limit the size of a facility.

The length and width of each runway at each airport in the system are shown in **Table 3-3**.

3.2.6.2 Surface Type

Table 3-3 includes the surface type for each runway in the Wisconsin Airport System. Paved runways can be constructed of concrete or asphalt. Un-paved runways commonly have a turf or gravel surface.

3.2.6.3 Lighting

Runway edges can be marked with high intensity (HIRL), medium intensity (MIRL) or low intensity (LIRL) runway lights. In addition, at unlit non-paved airports, runway edge markers are used to delineate the runway edge.

Approach lights are used to provide visual lateral guidance to the runway and are associated with instrument approaches. Approach lights include approach lighting system with sequenced flashing lights (ALSF), medium intensity approach lighting system (MALS), medium intensity approach lighting system with runway alignment indicators (MALSR), medium intensity approach lighting system with sequenced flashing lights (MALSF), lead in lights (LDIN) and omni-directional approach lighting system (ODALS).

The runway lighting and approach lighting systems found at each airport in the Wisconsin Airport System are listed in **Table 3-3**.

3.2.6.4 Runway Visual Aids

Precision approach path indicators (PAPIs) or vertical approach slope indicators (VASIs) provide a color-coded visual indication to the pilot of the approaching aircraft's position on the glide path and are typically located at either one or both ends of a runway. PAPIs and VASIs are found at many airports and are included in **Table 3-3**. Runway ends are often marked with runway end identifier lights (REILs), which consist of two synchronized flashing lights, one on each side of the runway threshold facing the approach area. REILs are commonly associated with runways with instrument approaches.

3.2.7 Instrument Approaches

In order for an aircraft to land in inclement weather conditions, the FAA publishes instrument approach procedures to provide directional and/or vertical guidance to pilots. Instrument approach procedures also provide operational reliability to an airport by allowing landings during inclement weather conditions, either obscured cloud ceiling and/or forward-looking visibility. At airports without instrument approaches, all approaches are completed visually without the assistance of instrument approach procedures and equipment.

Instrument approach procedures can be broken down into precision instrument or non-precision instrument approaches. Precision instrument approaches provide vertical and horizontal guidance to the runway environment. An instrument landing system (ILS) is a common example of a precision approach. Airports with a non-precision approach have only lateral course guidance to the runway. In addition to precision approaches, approach procedures with vertical guidance (APV) also provide lateral course and vertical guidance. However, these types of approaches do not conform to ILS performance standards. An example of an APV approach is an LPV approach, a type of GPS approach. Non-precision approaches can include any or a combination of the following types of

approaches: localizer, RNAV/GPS (area navigation/global positioning system), RNAV/RNP (area navigation/required navigation), SDF (simplified directional facility), NDB (non-directional beacon) and VOR/TVOR (VHF omni-directional range/ terminal VHF omni-directional range).

Table 3-4 outlines the approaches available at each airport in the Wisconsin Airport System as well as the lowest available visibility minimums and lowest approach ceiling height.

3.2.8   Taxiway Facilities

Taxiway facilities and types (full parallel, partial parallel, connector, turnaround or none) for each airport in the Wisconsin Airport System are included in **Table 3-5**. Also listed is the taxiway width (maximum width) and types of taxiway lighting. Taxiway lighting can include medium intensity taxiway lights (MITL) and reflectors. Reflectors are often used to mark the taxiway edge at smaller airports.

3.2.9   Helicopter Facilities

A designated helicopter pad may be located on a ramp/apron, or it may also have a separate location on the airfield. Helicopters may land at airports without helicopter aids by landing on other aprons, taxiways or turf areas. Airports with dedicated helicopter pads are shown on **Table 3-6**.

3.2.10   Apron Facilities

Aircraft ramps/aprons are used to park or tie down aircraft and to provide space for aircraft fueling, loading and unloading. Some airports, typically in the small GA classification, may use unpaved areas as an apron when paved space is not available. The number of aircraft tiedowns located at each airport is listed in **Table 3-6**.

3.2.11   Airport Visual Aids, Communications and Weather Reporting

Several visual aids are used at airports in order to help pilots identify the airport and wind conditions. Rotating airport beacons help pilots to identify the airport, and wind indicators help pilots to determine the appropriate runway for landing and takeoff at non-towered airports. In order to provide the same information at night, wind indicators are often lighted. A segmented circle may be used to better identify the location of a wind indicator.

Aircraft radios are used to communicate at airports. Some airports have air traffic control towers (ATCT) to enhance communication on and around the airfield. At airports with no ATCT, common traffic advisory frequencies (CTAFs) are often used to facilitate aircraft-to-aircraft and aircraft-to-ground communications.

Automated weather observation systems (AWOS) or automated surface observation systems (ASOS) help provide updated weather information to pilots operating on or near the airport. Both weather-reporting systems provide similar types of information to pilots including wind direction and speed, cloud coverage, visibility, temperature and dew point. All ASOS and some AWOS have precipitation identification; some ASOS and AWOS have lighting detection capabilities as well. Generally, ASOS are federally owned and maintained while AWOS are typically owned by either the state or local airport sponsor. AWOS systems are classified into the following four basic levels:

- **AWOS-A** – Reports altimeter setting and may provide other information on an 'advisory only' basis.
- **AWOS I** – Typically reports altimeter setting, wind data, temperature, dew point and density altitude.
- **AWOS II** – Typically reports information provided by an AWOS I with the addition of visibility.
- **AWOS III** – Typically reports information provided by an AWOS II with the addition of cloud and ceiling data.
- **AWOS III/P** – Typically reports information provided by an AWOS III plus present weather and precipitation identification.
- **AWOS III/T** – Typically reports information provided by an AWOS III plus thunderstorm and lightening detection.

The airport visual aids, communications and weather reporting available at each airport are described in **Table 3-6**.

3.3   Landside

3.3.1   General Aviation Terminal

General aviation terminal buildings are used to provide services and shelter to airport users. Some airports in the system have individual buildings designated as a GA terminal while others have a fixed based operator (FBO) building that offers the services of a GA terminal.

Common public use facilities and services available in GA terminal buildings include pilot lounges, flight planning rooms, weather reporting displays, restaurants, vending machines, restrooms and telephones. Airports with GA terminal buildings and the associated services are listed in **Table 3-7**.

3.3.2   Automobile Parking

Dedicated automobile parking is provided to users at most airports. In order to improve safety, automobile parking is often lighted. The number of parking spaces and the availability of lighted parking at each airport are shown in **Table 3-7**.

3.3.3   Hangars

Due to severe weather experienced in this region, many aircraft owners prefer to house their aircraft in hangars. Types of hangars commonly found on airports in Wisconsin include box-type hangars, and open and closed T-hangars. Hangars are either privately owned on leased airport land or publicly (airport) owned. In addition to hangars for based aircraft, airports often have hanger space available to transient aircraft. Airport operations and maintenance equipment is often stored in a dedicated hangar or other airport building. The numbers of publicly- and privately-owned hangars at each airport, the availability of transient aircraft storage and the existence of an operations/maintenance building are listed in **Table 3-8**.

3.3.4   Security

Perimeter fencing is used to provide for a safe and secure environment at airports. Airports may have full, partial or no perimeter fencing.

In addition to fencing, airports can take many other preventative measures to increase security. The BOA's recommendations for security measures at GA airports are based on Transportation Security Administration (TSA) guidelines and are used to evaluate each airport based on facility type and to determine what security measures an airport should implement. Recommended security measures for GA airports often include appropriate signage, lighting, aircraft secured with tiedowns or in hangars, an emergency contact list and documented security procedures. Airports with security fencing and those that meet the BOA security recommendations are listed in **Table 3-8**.

3.4   Activity

3.4.1   Main Airport Uses

Each airport in the Wisconsin Airport System was asked to identify the main uses of their airport in order to help uncover service and facility needs. The uses identified include personal/recreational, business/corporate, commercial service, cargo, flight training, air charter, agricultural, fire fighting, search and rescue, medical and military. **Table 3-9** lists the main uses identified by each airport.

3.4.2   Based Aircraft

Based aircraft counts for each of the airports in the Wisconsin Airport System are included in **Table 3-10** and are divided into single engine, multi-engine and jet aircraft. Counts are also provided for helicopters and ultralight aircraft. Based aircraft data for commercial service and all non-NPIAS airports was determine using the most current FAA 5010 Form. Based aircraft counts for all GA (NPIAS) airports in the SASP were determined through consultation with the FAA National Based Aircraft Database. According to the Based Aircraft Inventory Program User Guide, the FAA's definition of a Based Aircraft is "an aircraft that is operational and airworthy, which is typically based at your facility for a MAJORITY of the year."

Combined, the 98 system airports base nearly 3,600 aircraft, of which 85 percent are single-engine aircraft, 11 percent are multi-engine and 4 percent are jets. A large majority of the multi-engine aircraft and jets are based at the CS and large GA airports, which coincides with the concentration of population, businesses, longer runway length, and more full-service pilot and aircraft services typically available for these types of users. In addition to the 3,600 single-engine, multi-engine and jet

aircraft based in the system, 57 helicopters, 140 ultralights and 44 military aircraft are based at system airports.

As shown in **Chart 3-1**, the majority (77 percent) of based aircraft in the State of Wisconsin are based at large and medium GA airports. Commercial service airports account for 16% of based aircraft while small GA airports account for the remainder of the statewide based aircraft.

Chart 3-1
Based Aircraft by Classification

Total Base Aircraft = 3,810

Large GA
(1,314 Aircraft)
35%

Commercial
Service
(618 Aircraft)
16%

Small GA
(279 Aircraft)
7%

Medium GA
(1,599 Aircraft)
42%
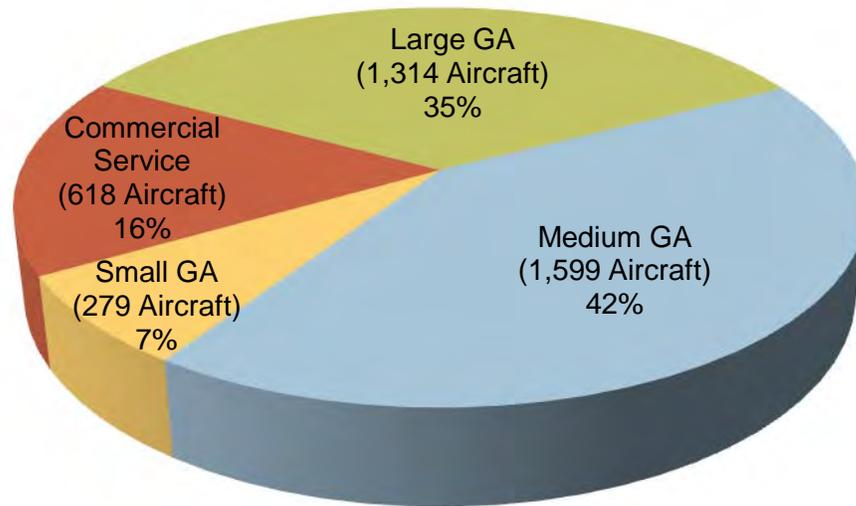
3.4.3   Annual Operations

An airport's annual operations can also help to identify existing and future facility needs. An aircraft operation is defined as either a takeoff or a landing. Airports with an air traffic control tower provide the most accurate count of aircraft operations. It is difficult to assess the number of operations at airports without air traffic control towers. The number of annual operations at towered commercial service and large GA airports was determined using the 2010 air traffic control tower traffic counts. For all GA airports, the most current FAA 5010 Form was used to estimate annual operations. The estimates provided on the 5010 Form vary greatly in accuracy and may come from a variety of sources ranging from a recent master plan, IFR flight plan records, or best guesses of airport staff and/or the airport sponsor.

The six types of aircraft operations discussed in this plan include air carrier commercial operations, air charter operations, military itinerant, military local, GA itinerant and GA local operations. GA local operations are civil aviation aircraft operating in the traffic pattern, aircraft known to be departing or arriving from flight in local practice areas or aircraft executing practice instrument approaches. GA itinerant operations are civil aircraft operations other than local operations.

Typically, these trips depart from one airport and land at a different airport. These operations

typically consist of business, charter and recreational flights. Military operations represent takeoffs and landings by military aircraft.

Annual operation counts by type and at each airport reported are listed in **Table 3-11.** Combined, the 98 system airports generate approximately 2.3 million total annual aircraft operations.

The majority of aircraft operations in Wisconsin occur at medium GA airports (38 percent of operations) and large GA airports (32 percent). Commercial service airports account for 23 percent of the total annual operations and small GA airports account for 8 percent, as shown below in **Chart 3-2**.

Chart 3-2
Operations by Classification
Total Operations = 2,222,466

Large GA (705,766 Operations) 32%

Commercial Service (513,099 Operations) 23%

Medium GA (834,431 Operations) 38%

Small GA (169,170 Operations) 8%
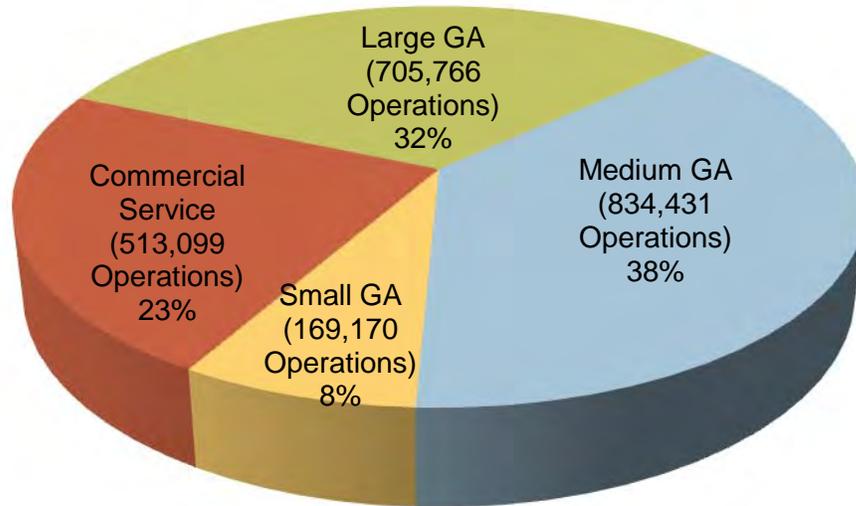
3.4.4   Enplanements

The total Wisconsin commercial service passengers in 2011 exceeded 6.4 million enplanements, or boardings. All eight of the commercial service airports exceeded 10,000 enplanements in 2011, which qualifies airports to receive annual FAA entitlement dollars for Primary commercial service airports.

Enplanement data is shown in **Table 3-11** and graphically in **Chart 3-3**. General Mitchell International Airport accounts for 74 percent of Wisconsin enplanements, followed by Madison with 12 percent. The remaining six commercial service airports each account for 5 percent or less of the statewide enplanements.

Chart 3-3
Enplanements by Airport
Total Enplanements = 6,459,040

Mosinee 2%
Green Bay 5%
Others (Eau Claire, La Crosse, and Rhinelander) 3%
Appleton 4%
Madison 12%
Milwaukee 74%
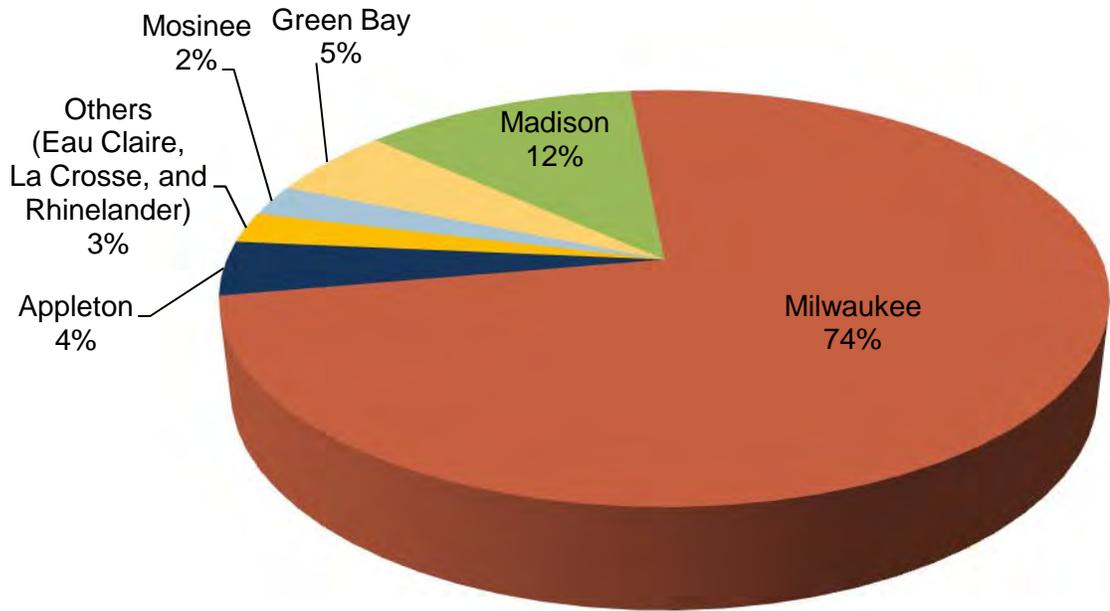
3.4.5   Air Cargo

Airports with air cargo operations (both scheduled and non-scheduled) and their respective annual cargo pounds are identified in **Table 3-12**.

3.4.6   Visitors and Passengers

Airports reported the estimated number of daily transient operations, daily passengers and daily visitors. The numbers of transient operations, passengers and visitors help guide the necessary facilities for these users. The activity levels for visitors and passengers provided by each airport are summarized in **Table 3-13**.

3.5   Services

3.5.1   Airport Attendance and Snow Removal

Typically, larger airports are attended 24-hours in order to provide continuous services to airport users. Some airports are attended part time while others, typically smaller GA airports, are not typically attended. Snow removal is performed at most airports in the system. Airport attendance and snow removal services are summarized in **Table 3-14**.

3.5.2   Aviation Fuel

Fuel services are an important factor in determining the aircraft that are likely to operate at an airport. Both jet A and 100 low lead (100 LL) fuel are available at many airports in the system. For the purposes of this report, jet A includes the various fuel blends available including jet A1 and jet A1+. In addition, MoGas (motor gas) is available at some airports. The availability of fuel, fuel types and system ownership are shown in **Table 3-15**.

3.5.3   Fixed Based Operators (FBO) and FBO Services

Fixed base operators (FBOs) provide services to airport users and may be privately or publicly owned and operated. Aircraft services available at airports can include major and minor airframe and power plant repairs, avionics maintenance, aircraft rental, charter services, aircraft deicing, flight training and U.S. Customs. Many of these services are available at airports in Wisconsin. FBOs and services available at each airport are identified in **Table 3-15**.

3.5.4   Ground Transportation

Ground transportation is often available to airport users arriving and departing from all classifications of system airports. Available transportation services often include bus, train, taxi, rental car (both on and off-site), hotel shuttles and courtesy cars.

Many modes of ground transportation are available in Wisconsin to link people to commercial service airports both in Wisconsin and out of state (for example, Minneapolis-St. Paul International Airport and O'Hare International Airport in Chicago). General Mitchell International Airport is the only Wisconsin airport accessible by train through Amtrak's Hiawatha service. Several Wisconsin communities are linked via scheduled bus service to General Mitchell International Airport, O'Hare, Minneapolis St. Paul International Airport. These scheduled services provide additional transportation options for passengers using these commercial service airports. In addition, these ground transportation options may reduce the travel costs for passenger by eliminating the need to pay for parking at the departure airport. These services may also reduce parking congestion at these airports.

Ground transportation at system airports is listed in **Table 3-16** rail and scheduled bus service to commercial service airports is shown on **Figure 3-4**.

3.6   Administrative
3.6.1   Maps and Documents

Maps and documents are summarized in **Tables 3-17** and **3-18**. These include economic impact studies, land use ordinances, height limitation zoning ordinances, height limitation zoning maps, vehicle pedestrian ordinances, minimum standards, noise contour maps, wildlife hazard assessment and management plans, Wisconsin aviation security plans and stormwater management plans.

Figure 3-4 – Scheduled Train and Drive Bus Service to Commercial Service Airports
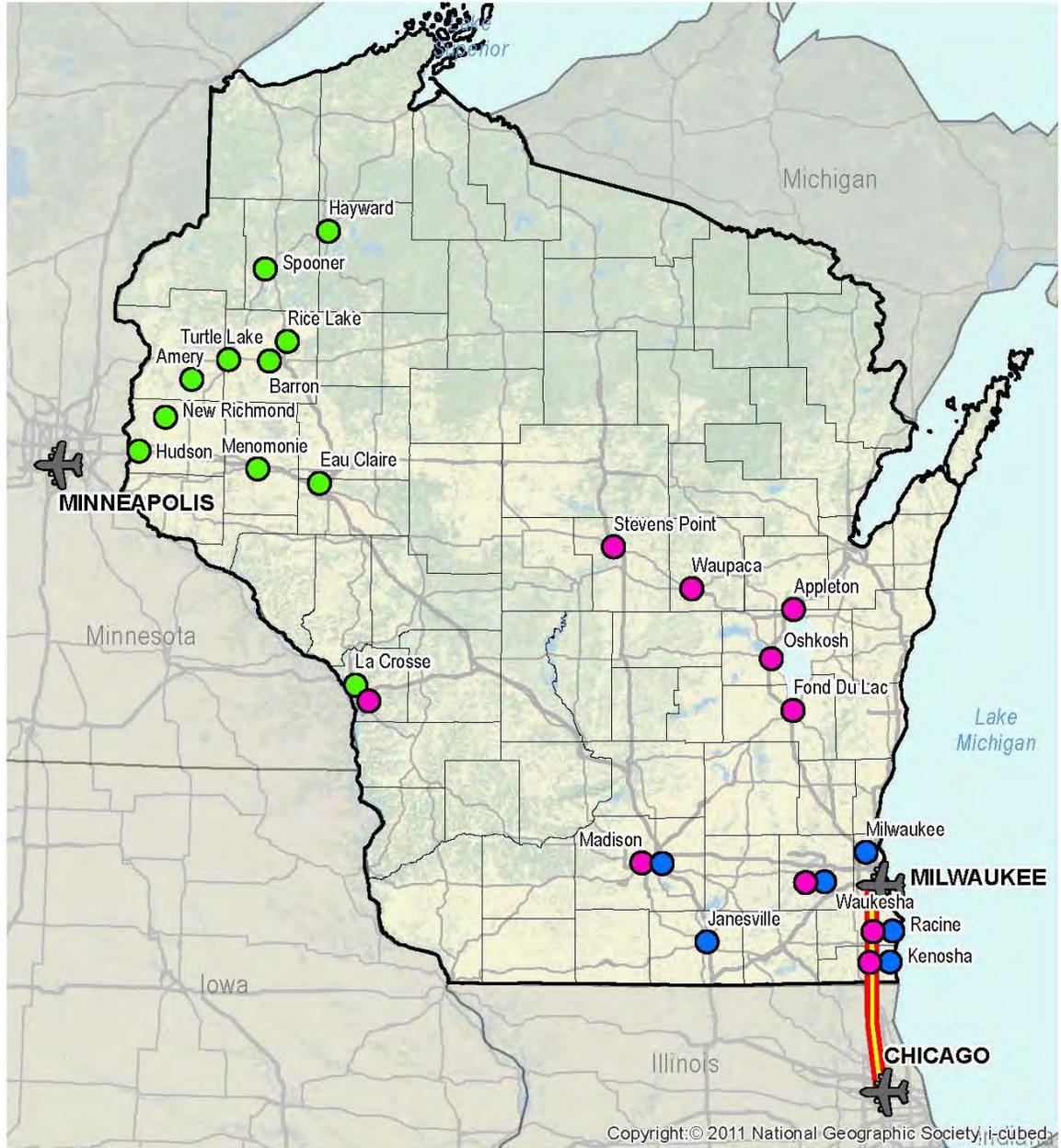
The goal of economic impact studies is to quantify the economic impact of an airport on the local and regional communities. BOA conducts economic impact studies for airports, and airports may conduct them independently. They are a beneficial way to measure, document and present to the community the benefit of the local airport. Airports with economic impact studies are shown in **Table 3-17**.

Land use ordinances are developed locally by communities to control land uses on and surrounding an airport. The goal of these ordinances is to prevent and minimize incompatible land uses around an airport. Airports are allowed to zone extraterritorially within three-miles of the airport property, meaning the zoning ordinance supersedes zoning of other municipalities within the three miles. Land use ordinances currently adopted at Wisconsin airports are listed in **Table 3-17**.

Height limitation zoning ordinances help to preserve navigable airspace surrounding an airport. These ordinances are often based on the imaginary surfaces outlined in FAR Part 77, Objects Affecting Navigable Airspace and dictate the height limitations for structures and vegetation in the vicinity of the airport. Height limitation zoning can be extended to 3 miles beyond an airport and is also extraterritorial. Height limitation zoning maps outline the restrictions included in the height limitation zoning ordinance. The height limitation zoning ordinances and height limitation zoning maps adopted at Wisconsin airports are listed in **Table 3-17**.

Vehicle pedestrian ordinances, which may be adopted into municipal code, regulate vehicular and pedestrian movements on airports. These ordinances help to insure the safety of aircraft, aircraft passengers and the public. Vehicle pedestrian ordinances are shown in **Table 3-17**.

Minimum standards establish standards for commercial operators that must be met as a condition of the right to conduct aeronautical activity on an airport. According to FAA AC 150/5190A, minimum standards should relate primarily to the public interest and should be designed to protect airport users from irresponsible, unsafe or inadequate service. Proper standards also discourage unqualified commercial operators from operating at an airport. The right for an operator to offer services and goods to airport users can be conditioned on the operator's ability to meet the outlined standards. Airports with minimum standards are listed in **Table 3-17**.

Noise contour maps depict the noise impacts of airport operations on both airport and surrounding property. These maps show the DNL (day-night average sound level) contours at an airport. DNL is the standard used by the FAA for measuring noise on and around an airport. It represents an average sound level over a 24-hour period with a penalty for noise that occurs between 10:00 pm and 7:00 am. Airports use noise contour maps to identify and evaluate areas that warrant noise control actions. Generally, noise contour maps, when needed, are updated and included as part of an ALP or master plan update. Airports with noise contour maps are listed in **Table 3-17**.

Wildlife hazard assessments (WHA) evaluate habitat on an airport and its surrounding areas. The extent of study for a WHA depends on the size of airport, past wildlife strike history, its users and the types of wildlife observed at an airport. WHAs document event(s) that triggered the assessment (if any) and past wildlife incidents, species of wildlife on the airport, wildlife attractants, a description of wildlife hazards and recommendations for airport action to reduce wildlife hazards. WHAs may ultimately recommend that an airport adopt a wildlife hazard management plan (WHMP). These plans, based on the scientific data in the WHA, outline the wildlife management programs at a specific airport, the responsible parties, wildlife hazard control activities and copies of any required state or federal permits. Airports with WHAs and WHMPs are listed in **Table 3-18**.

Wisconsin airport security plans are comprehensive plans designed specifically for an airport to meet the security and emergency needs of a GA airport. They address prevention, preparation and management of an incident that would require emergency response and subsequent management. Some examples include severe weather, theft, vandalism, accident, bomb threat, etc. Airport security plans are sensitive information and are exempt from public disclosure. WASPs are listed in **Table 3-18**.

The Wisconsin Department of Natural Resources (DNR) Storm Water Program regulates storm water discharges from construction sites, industrial facilities and municipalities. Communities that meet one or more of the following criteria:

1. Located within a federally-designated Urbanized Area,

2. Its population equals 10,000 or more based on the latest decennial census or,

3. When the DNR designates the municipality for permit coverage in accordance with NR = 216.025 are required to obtain a Municipal Separate Storm Sewer System (MS4) permit under NR 216, Wis. Adm. Code. Municipalities with a MS4 permit are required to reduce polluted storm water runoff by implementing storm water management programs with best management practices.

These programs are documented in storm water management plans. Stormwater management plans are listed in Table 3-18.

3.6.2   Property and Land Use

The property, both fee and easement, owned by each airport in the system is shown in **Table 3-19**. Fee (fee simple) ownership is the highest form of ownership of real property and includes ownership of the land, structures and improvements, as well as associated rights and benefits. It is often the most effective method of controlling land use of an area. Easement ownership is a right or privilege that one party owns over a piece of land owned in fee by another and is commonly used to control areas in the approach to a runway. Various types of easements including conservation, avigation and clear zone easements are used by airports to control land uses around an airport. Easements may control the type of use of a property as well as the airspace and right-of-flight over a property.

In addition, **Table 3-19** also includes potentially incompatible land uses within three miles of each airport.

Table 3-1 -
General Airport Data

Table 3-1
General Airport Data

City	Airport Name	Ownership	SASP Classification	2011-2015 NPIAS Service Level	Proposed 2013-2017 NPIAS Categories	Part 139
Appleton	Outagamie County Regional Airport	Public	Commercial Service	Non Hub Primary	Non Hub Primary	X
Eau Claire	Chippewa Valley Regional Airport	Public	Commercial Service	Non Hub Primary	Non Hub Primary	X
Green Bay	Austin Straubel International Airport	Public	Commercial Service	Small Hub	Small Hub	X
La Crosse	La Crosse Regional Airport	Public	Commercial Service	Non Hub Primary	Non Hub Primary	X
Madison	Dane County Regional Airport	Public	Commercial Service	Small Hub	Small Hub	X
Milwaukee	General Mitchell International Airport	Public	Commercial Service	Medium Hub	Medium Hub	X
Mosinee	Central Wisconsin Airport	Public	Commercial Service	Non Hub Primary	Non Hub Primary	X
Rhinelander	Rhinelander-Oneida County Airport	Public	Commercial Service	Non Hub Primary	Non Hub Primary	X
East Troy	East Troy Municipal Airport	Public	Large GA	GA	Local	
Fond du Lac	Fond du Lac County Airport	Public	Large GA	GA	Regional	
Janesville	Southern Wisconsin Regional Airport	Public	Large GA	GA	Regional	1
Kenosha	Kenosha Regional Airport	Public	Large GA	Reliever	Regional	
Middleton	Middleton Municipal Airport-Morey Field	Public	Large GA	GA	Regional	
Milwaukee	Lawrence J. Timmerman Airport	Public	Large GA	Reliever	Regional	
New Richmond	New Richmond Regional Airport	Public	Large GA	GA	Local	
Oshkosh	Wittman Regional Airport	Public	Large GA	GA	Regional	2
Racine	Batten International Airport	Private	Large GA	Reliever	Not Classified	
Rice Lake	Rice Lake Regional - Carl's Field	Public	Large GA	GA	Local	
Sheboygan	Sheboygan County Memorial Airport	Public	Large GA	GA	Regional	
Stevens Point	Stevens Point Municipal Airport	Public	Large GA	GA	Regional	
Waukesha	Waukesha County Airport	Public	Large GA	Reliever	National	
West Bend	West Bend Municipal Airport	Public	Large GA	Reliever	Regional	
Amery	Amery Municipal Airport	Public	Medium GA	GA	Local	
Antigo	Langlade County Airport	Public	Medium GA	GA	Basic	
Ashland	John F. Kennedy Memorial Airport	Public	Medium GA	GA	Local	
Baraboo	Baraboo-Wisconsin Dells Airport	Public	Medium GA	GA	Regional	
Black River Falls	Black River Falls Area Airport	Public	Medium GA	GA	Local	
Boscobel	Boscobel Airport	Public	Medium GA	GA	Local	
Brookfield	Capitol Drive Airport	Private	Medium GA	Reliever	Local	
Burlington	Burlington Municipal Airport	Public	Medium GA	GA	Local	
Chetek	Chetek Municipal - Southworth Airport	Public	Medium GA	Non-NPIAS	Non-NPIAS	
Clintonville	Clintonville Municipal Airport	Public	Medium GA	GA	Local	
Cumberland	Cumberland Municipal Airport	Public	Medium GA	GA	Local	
Eagle River	Eagle River Union Airport	Public	Medium GA	GA	Local	
Fort Atkinson	Fort Atkinson Municipal Airport	Public	Medium GA	GA	Local	
Friendship-Adams	Adams County Legion Field	Public	Medium GA	GA	Local	

Table 3-1 -
General Airport Data

Table 3-1 (Continued)
General Airport Data

City	Airport Name	Ownership	SASP Classification	2011-2015 NPIAS Service Level	Proposed 2013-2017 NPIAS Categories	Part 139
Hartford	Hartford Municipal Airport	Public	Medium GA	GA	Local	
Hayward	Sawyer County Airport	Public	Medium GA	GA	Local	
Juneau	Dodge County Airport	Public	Medium GA	GA	Local	
Ladysmith	Rusk County Airport	Public	Medium GA	GA	Basic	
Land O'Lakes	King's Land O'Lakes Airport	Public	Medium GA	GA	Basic	
Lone Rock	Tri-County Regional Airport	Public	Medium GA	GA	Local	
Manitowoc	Manitowoc County Airport	Public	Medium GA	GA	Regional	
Marshfield	Marshfield Municipal Airport - Roy Shwery Field	Public	Medium GA	GA	Local	
Medford	Taylor County Airport	Public	Medium GA	GA	Basic	
Menomonie	Menomonie Municipal - Score Field	Public	Medium GA	GA	Local	
Merrill	Merrill Municipal Airport	Public	Medium GA	GA	Local	
Mineral Point	Iowa County Airport	Public	Medium GA	GA	Local	
Minocqua-Woodruff	Lakeland Airport/Noble F. Lee Memorial Field	Public	Medium GA	GA	Local	
Monroe	Monroe Municipal Airport	Public	Medium GA	GA	Local	
Osceola	L. O. Simenstad Municipal Airport	Public	Medium GA	GA	Local	
Palmyra	Palmyra Municipal Airport	Public	Medium GA	GA	Basic	
Phillips	Price County Airport	Public	Medium GA	GA	Local	
Platteville	Platteville Municipal Airport	Public	Medium GA	GA	Local	
Portage	Portage Municipal Airport	Public	Medium GA	GA	Local	
Prairie du Chien	Prairie du Chien Airport	Public	Medium GA	GA	Basic	
Prairie du Sac	Sauk Prairie Airport	Private	Medium GA	GA	Not Classified	
Reedsburg	Reedsburg Municipal Airport	Public	Medium GA	GA	Local	
Shawano	Shawano Municipal Airport	Public	Medium GA	GA	Local	
Shell Lake	Shell Lake Municipal Airport	Public	Medium GA	GA	Local	
Siren	Burnett County Airport	Public	Medium GA	GA	Local	
Sparta	Sparta / Fort McCoy Airport	Public	Medium GA	GA	Basic	
Sturgeon Bay	Door County Cherryland Airport	Public	Medium GA	GA	Local	
Superior	Richard I. Bong Airport	Public	Medium GA	GA	Local	
Tomahawk	Tomahawk Regional Airport	Public	Medium GA	GA	Local	
Viroqua	Viroqua Municipal Airport	Public	Medium GA	GA	Local	
Watertown	Watertown Municipal Airport	Public	Medium GA	GA	Regional	
Waupaca	Waupaca Municipal Airport	Public	Medium GA	GA	Local	
Wausau	Wausau Downtown Airport	Public	Medium GA	GA	Local	
Wisconsin Rapids	Alexander Field-South Wood County Airport	Public	Medium GA	GA	Local	
Barron	Barron Municipal Airport	Public	Small GA	Non-NPIAS	Non-NPIAS	
Boulder Junction	Boulder Junction Payzer Airport	Public	Small GA	Non-NPIAS	Non-NPIAS	
Boyceville	Boyceville Municipal Airport	Public	Small GA	GA	Basic	
Cable	Cable Union Airport	Public	Small GA	GA	Not Classified	

Table 3-1 -
General Airport Data

Table 3-1 (Continued)
General Airport Data

City	Airport Name	Ownership	SASP Classification	2011-2015 NPIAS Service Level	Proposed 2013-2017 NPIAS Categories	Part 139
Cassville	Cassville Municipal Airport	Public	Small GA	Non-NPIAS	Non-NPIAS	
Crandon	Crandon Municipal Airport	Public	Small GA	GA	Not Classified	
Crivitz	Crivitz Municipal Airport	Public	Small GA	GA	Not Classified	
Ephraim-Gibraltar	Ephraim-Gibraltar Airport	Public	Small GA	GA	Not Classified	
Grantsburg	Grantsburg Municipal Airport	Public	Small GA	GA	Local	
Hillsboro	Joshua Sanford Field	Public	Small GA	Non-NPIAS	Non-NPIAS	
La Pointe	Major Gilbert Field	Public	Small GA	GA	Not Classified	
Lancaster	Lancaster Municipal Airport	Public	Small GA	GA	Not Classified	
Madison	Blackhawk Airfield	Private	Small GA	Non-NPIAS	Non-NPIAS	
Manitowish Waters	Manitowish Waters Airport	Public	Small GA	GA	Basic	
Necedah	Necedah Airport	Public	Small GA	Non-NPIAS	Non-NPIAS	
Neillsville	Neillsville Municipal Airport	Public	Small GA	GA	Basic	
New Holstein	New Holstein Municipal Airport	Public	Small GA	GA	Local	
New Lisbon	Mauston-New Lisbon Union Airport	Public	Small GA	GA	Not Classified	
Oconto	J Douglas Bake Memorial Airport	Public	Small GA	GA	Local	
Park Falls	Park Falls Municipal Airport	Public	Small GA	GA	Not Classified	
Prentice	Prentice Airport	Public	Small GA	Non-NPIAS	Non-NPIAS	
Richland Center	Richland Airport	Public	Small GA	GA	Not Classified	
Solon Springs	Solon Springs Municipal Airport	Public	Small GA	GA	Basic	
Three Lakes	Three Lakes Municipal Airport	Public	Small GA	Non-NPIAS	Non-NPIAS	
Tomah	Bloyer Field	Public	Small GA	Non-NPIAS	Non-NPIAS	
Washington Island	Washington Island Airport	Public	Small GA	GA	Basic	
Wautoma	Wautoma Municipal Airport	Public	Small GA	GA	Local	
Wild Rose	Wild Rose Idlewild Airport	Public	Small GA	Non-NPIAS	Non-NPIAS	

Note: [1] Janesville has an inactive Part 139 certificate

[2] Oshkosh has historically held a temporary Part 139 operating certificate during the annual EAA AirVenture

Sources: BOA AIMS database, FAA NPIAS 2011-2015

Table 3-2
Airport Design, Pavements, Approach Surfaces, Runway Safety Areas and RPZ Ownership

City	Aircraft Approach Category	Aircraft Design Group	Area-Weighted PCI	Pavement Repair Required	Clear Approach Surface on All Runways	Fee or Easement Ownership of All RPZs	Standard RSA on all Runways
Appleton	C	IV	89	Preventative Maintenance (71-100)			X
Eau Claire	D	II	84	Preventative Maintenance (71-100)			X
Green Bay	C	III	83	Preventative Maintenance (71-100)			X
La Crosse	D	IV	82	Preventative Maintenance (71-100)			
Madison	D	IV	88	Preventative Maintenance (71-100)		X	X
Milwaukee	D	V	72	Preventative Maintenance (71-100)		X	X
Mosinee	C	III	90	Preventative Maintenance (71-100)	X		X
Rhinelander	C	III	83	Preventative Maintenance (71-100)			X
East Troy	B	II	71	Preventative Maintenance (71-100)	X	X	
Fond du Lac	C	II	87	Preventative Maintenance (71-100)			
Janesville	C	III	85	Preventative Maintenance (71-100)			
Kenosha	C	III	69	Major Rehabilitation (41-70)			X
Middleton	B	II	92	Preventative Maintenance (71-100)	X		X
Milwaukee	B	II	67	Major Rehabilitation (41-70)			X
New Richmond	B	II	84	Preventative Maintenance (71-100)	X	X	X
Oshkosh	C	III	78	Preventative Maintenance (71-100)			
Racine	C	III	80	Preventative Maintenance (71-100)			
Rice Lake	C	II	88	Preventative Maintenance (71-100)	X	X	X
Sheboygan	C	II	74	Preventative Maintenance (71-100)	X	X	X
Stevens Point	D	II	73	Preventative Maintenance (71-100)	X	X	
Waukesha	C	III	81	Preventative Maintenance (71-100)			
West Bend	B	II	62	Major Rehabilitation (41-70)			
Amery	B	II	84	Preventative Maintenance (71-100)	X	X	X
Antigo	B	II	81	Preventative Maintenance (71-100)	X	X	X
Ashland	B	II	70	Major Rehabilitation (41-70)		X	X
Baraboo	B	II	67	Major Rehabilitation (41-70)			X
Black River Falls	B	I	88	Preventative Maintenance (71-100)	X	X	X
Boscobel	B	II	86	Preventative Maintenance (71-100)	X		X
Brookfield	B	I	35	Reconstruction (0-40)			
Burlington	A	I	94	Preventative Maintenance (71-100)	X	X	X
Chetek	B	I	82	Preventative Maintenance (71-100)		X	X
Clintonville	B	II	88	Preventative Maintenance (71-100)	X		X
Cumberland	B	II	68	Major Rehabilitation (41-70)	X		X
Eagle River	B	II	69	Major Rehabilitation (41-70)	X		X

Table 3-2 (Continued)
Airport Design, Pavements, Approach Surfaces, Runway Safety Areas and RPZ Ownership

City	Aircraft Approach Category	Aircraft Design Group	Area-Weighted PCI	Pavement Repair Required	Clear Approach Surface on All Runways	Fee or Easement Ownership of All RPZs	Standard RSA on all Runways
Fort Atkinson	B	I	65	Major Rehabilitation (41-70)	X	X	X
Friendship-Adams	B	I	71	Preventative Maintenance (71-100)	X	X	X
Hartford	A	I	35	Reconstruction (0-40)		X	X
Hayward	B	II	83	Preventative Maintenance (71-100)			
Juneau	B	II	78	Preventative Maintenance (71-100)			X
Ladysmith	B	II	78	Preventative Maintenance (71-100)			X
Land O'Lakes	A	I	69	Major Rehabilitation (41-70)			X
Lone Rock	B	II	77	Preventative Maintenance (71-100)		X	X
Manitowoc	C	III	93	Preventative Maintenance (71-100)			
Marshfield	B	II	76	Preventative Maintenance (71-100)	X	X	X
Medford	B	II	97	Preventative Maintenance (71-100)	X	X	X
Menomonie	B	II	74	Preventative Maintenance (71-100)	X	X	X
Merrill	B	II	74	Preventative Maintenance (71-100)	X	X	
Mineral Point	B	I	84	Preventative Maintenance (71-100)	X		X
Minocqua-Woodruff	C	II	80	Preventative Maintenance (71-100)	X	X	
Monroe	B	II	88	Preventative Maintenance (71-100)	X	X	X
Osceola	B	II	89	Preventative Maintenance (71-100)	X	X	X
Palmyra	B	I	90	Preventative Maintenance (71-100)	X		X
Phillips	B	III	77	Preventative Maintenance (71-100)	X	X	X
Platteville	B	II	54	Major Rehabilitation (41-70)		X	X
Portage	B	I	59	Major Rehabilitation (41-70)			
Prairie du Chien	B	II	73	Preventative Maintenance (71-100)	X	X	X
Prairie du Sac	B	I	Not available	N/A	X		X
Reedsburg	B	II	83	Preventative Maintenance (71-100)		X	X
Shawano	B	II	86	Preventative Maintenance (71-100)		X	X
Shell Lake	B	II	91	Preventative Maintenance (71-100)			X
Siren	B	II	80	Preventative Maintenance (71-100)		X	X
Sparta	B	I	72	Preventative Maintenance (71-100)			
Sturgeon Bay	B	II	75	Preventative Maintenance (71-100)	X	X	X
Superior	B	II	78	Preventative Maintenance (71-100)	X	X	X
Tomahawk	B	II	73	Preventative Maintenance (71-100)	X	X	X
Viroqua	B	I	60	Major Rehabilitation (41-70)	X	X	X
Watertown	B	II	74	Preventative Maintenance (71-100)			X
Waupaca	C	II	89	Preventative Maintenance (71-100)	X	X	X
Wausau	B	II	70	Major Rehabilitation (41-70)			
Wisconsin Rapids	B	II	84	Preventative Maintenance (71-100)			X

Table 3-2 (Continued)
Airport Design, Pavements, Approach Surfaces, Runway Safety Areas and RPZ Ownership

City	Aircraft Approach Category	Aircraft Design Group	Area-Weighted PCI	Pavement Repair Required	Clear Approach Surface on All Runways	Fee or Easement Ownership of All RPZs	Standard RSA on all Runways
Barron	A	I	Turf	N/A			X
Boulder Junction	B	I	Turf	N/A			X
Boyceville	B	II	69	Major Rehabilitation (41-70)	X	X	X
Cable	B	I	51	Major Rehabilitation (41-70)			X
Cassville	B	I	Turf	N/A		X	
Crandon	B	I	58	Major Rehabilitation (41-70)	X		X
Crivitz	B	I	73	Preventative Maintenance (71-100)		X	
Ephraim-Gibraltar	B	I	79	Preventative Maintenance (71-100)	X		X
Grantsburg	B	II	67	Major Rehabilitation (41-70)	X		
Hillsboro	B	I	73	Preventative Maintenance (71-100)			
La Pointe	B	I	90	Preventative Maintenance (71-100)		X	X
Lancaster	B	I	36	Reconstruction (0-40)	X		
Madison	B	I	Turf	N/A			
Manitowish Waters	B	I	62	Major Rehabilitation (41-70)	X		X
Necedah	B	I	72	Preventative Maintenance (71-100)	X	X	X
Neillsville	B	II	62	Major Rehabilitation (41-70)	X	X	X
New Holstein	B	II	67	Major Rehabilitation (41-70)	X	X	
New Lisbon	B	II	78	Preventative Maintenance (71-100)		X	X
Oconto	B	I	95	Preventative Maintenance (71-100)		X	X
Park Falls	B	I	71	Preventative Maintenance (71-100)			X
Prentice	B	I	78	Preventative Maintenance (71-100)			X
Richland Center	B	I	88	Preventative Maintenance (71-100)			X
Solon Springs	A	I	64	Major Rehabilitation (41-70)	X		
Three Lakes	B	I	Turf	N/A	X		X
Tomah	B	II	85	Preventative Maintenance (71-100)	X	X	X
Washington Island	B	I	Turf	N/A	X	X	X
Wautoma	B	II	86	Preventative Maintenance (71-100)			X
Wild Rose	B	I	Turf	N/A			

Sources: BOA, BOA AIMS database, 2010 Wisconsin Pavement Management Report, FAA 5010 Form

Table 3-3 -
Runways

Table 3-3
Runways

City	Runway #1									Runway #2								
	Runway Number	Length (Feet)	Width (Feet)	Surface Type	Lighting	PAPIs	VASIs	REILs	Approach Lighting	Runway Number	Length (Feet)	Width (Feet)	Surface Type	Lighting	PAPIs	VASIs	REILs	Approach Lighting
Appleton	03/21	8,002	150	Concrete	HIRL	Both Ends	None	One End	MALSR	12/30	6,501	150	Concrete	HIRL	One End	One End	One End	MALSR
Eau Claire	04/22	8,101	150	Concrete	HIRL	Both Ends	None	One End	MALSR	14/32	5,000	100	Concrete	MIRL	Both Ends	None	One End	None
Green Bay	18/36	8,701	150	Concrete	HIRL	Both Ends	None	One End	MALSR	06/24	7,700	150	Concrete	HIRL	Both Ends	None	None	MALSR
La Crosse	18/36	8,742	150	Concrete	HIRL	One End	One End	One End	MALSR	13/31	6,050	150	Asphalt	HIRL	None	Both Ends	One End	None
Madison	18/36	9,006	150	Concrete	HIRL	Both Ends	None	None	MALSR	03/21	7,200	150	Concrete	HIRL	Both Ends	None	One End	MALSR
Milwaukee	01L/19R	9,690	200	Concrete	HIRL	Both Ends	None	None	MALSR	07R/25L	7,761	150	Concrete	HIRL	Both Ends	None	One End	MALSR
Mosinee	08/26	7,648	150	Concrete	HIRL	One End	None	One End	MALSR	17/35	6,501	150	Concrete	HIRL	One End	None	One End	MALSR
Rhinelander	09/27	6,800	150	Concrete	HIRL	One End	One End	One End	MALSR	15/33	5,201	100	Asphalt	HIRL	One End	One End	Both Ends	None
East Troy	08/26	3,900	75	Asphalt	MIRL	One End	None	Both Ends	None	18/36	2,446	75	Turf	Edge Markers	None	None	None	None
Fond du Lac	18/36	5,941	100	Asphalt	HIRL	Both Ends	None	One End	MALSR	09/27	3,602	75	Asphalt	MIRL	None	None	None	None
Janesville	14/32	7,301	150	Concrete	HIRL	One End	One End	One End	MALSR	04/22	6,700	150	Asphalt	HIRL	One End	One End	One End	MALSR
Kenosha	07L/25R	5,499	100	Concrete	HIRL	One End	One End	One End	MALSR	15/33	4,440	100	Concrete	HIRL	None	Both Ends	One End	None
Middleton	10/28	4,000	100	Asphalt	MIRL	Both Ends	None	Both Ends	None	01/19	2,000	120	Turf	None	None	None	None	None
Milwaukee	15L/33R	4,103	75	Asphalt	MIRL	None	Both Ends	One End	None	04L/22R	3,201	75	Asphalt	MIRL	None	Both Ends	Both Ends	None
New Richmond	14/32	5,507	75	Asphalt	MIRL	Both Ends	None	Both Ends	None	04/22	2,050	75	Turf	None	None	None	None	None
Oshkosh	18/36	8,002	150	Concrete	HIRL	One End	One End	One End	MALSR	09/27	6,178	150	Concrete	HIRL	One End	One End	Both Ends	None
Racine	04/22	6,574	100	Concrete	HIRL	Both Ends	None	Both Ends	MALSF	14/32	4,422	100	Asphalt	MIRL	One End	None	Both Ends	None
Rice Lake	01/19	6,700	100	Asphalt	MIRL	Both Ends	None	One End	MALSR	13/31	3,500	75	Asphalt	MIRL	Both Ends	None	Both Ends	None
Sheboygan	03/21	6,802	100	Concrete	HIRL	Both Ends	None	One End	MALSR	13/31	5,000	75	Asphalt	MIRL	Both Ends	None	None	None
Stevens Point	03/21	6,028	120	Asphalt	HIRL	Both Ends	None	One End	MALS	12/30	3,635	75	Asphalt	HIRL	None	None	None	None
Waukesha	10/28	5,848	100	Concrete	HIRL	One End	One End	One End	MALSR	18/36	3,598	75	Asphalt	MIRL	Both Ends	None	Both Ends	None
West Bend	13/31	4,494	75	Asphalt	MIRL	None	Both Ends	Both Ends	None	06/24	3,897	75	Asphalt	MIRL	None	None	None	None
Amery	18/36	4,000	75	Asphalt	MIRL	None	Both Ends	Both Ends	None									
Antigo	16/34	4,010	75	Asphalt	MIRL	Both Ends	None	Both Ends	None	08/26	3,400	75	Asphalt	MIRL	Both Ends	None	None	None
Ashland	02/20	5,197	100	Asphalt	MIRL	Both Ends	None	One End	None	13/31	3,498	75	Asphalt	MIRL	One End	None	None	None
Baraboo	01/19	4,800	75	Asphalt	HIRL	One End	None	Both Ends	None	14/32	2,708	100	Turf	None	None	None	None	None
Black River Falls	08/26	4,601	75	Asphalt	MIRL	Both Ends	None	One End	None									
Boscobel	07/25	5,000	75	Asphalt	MIRL	Both Ends	None	Both Ends	None	02/20	3,658	58	Asphalt	MIRL	None	None	None	None
Brookfield	03/21	3,501	44	Asphalt	MIRL	None	Both Ends	One End	None	09/27	3,395	100	Turf	None	None	None	None	None
Burlington	11/29	4,300	75	Asphalt	MIRL	One End	One End	Both Ends	None	01/19	2,477	130	Turf	Edge Markers	None	None	None	None
Chetek	17/35	3,400	60	Asphalt	MIRL	Both Ends	None	Both Ends	None	07/25	1,100	70	Turf	None	None	None	None	None
Clintonville	14/32	4,600	75	Asphalt	MIRL	One End	None	One End	None	04/22	3,300	100	Asphalt	MIRL	None	None	None	None
Cumberland	09/27	4,043	75	Asphalt	MIRL	None	Both Ends	One End	None	18/36	1,996	120	Turf	Edge Markers	None	None	None	None
Eagle River	04/22	5,000	76	Asphalt	MIRL	Both Ends	None	Both Ends	None	13/31	3,400	60	Asphalt	MIRL	None	None	None	None
Fort Atkinson	03/21	3,800	60	Asphalt	MIRL	One End	None	None	None									
Friendship-Adams	15/33	3,398	60	Asphalt	MIRL	Both Ends	None	Both Ends	None	08/26	2,780	100	Turf	Edge Markers	None	None	None	None

Table 3-3 -
Runways

Table 3-3 (Continued)
Runways

City	Runway #1									Runway #2								
	Runway Number	Length (Feet)	Width (Feet)	Surface Type	Lighting	PAPIs	VASIs	REILs	Approach Lighting	Runway Number	Length (Feet)	Width (Feet)	Surface Type	Lighting	PAPIs	VASIs	REILs	Approach Lighting
Hartford	11/29	3,000	75	Asphalt	MIRL	None	None	None	None	18/36	2,259	215	Turf	None	None	None	None	None
Hayward	02/20	5,002	100	Asphalt	MIRL	Both Ends	None	Both Ends	None	16/34	1,090	110	Turf	None	None	None	None	None
Juneau	08/26	5,060	100	Asphalt	MIRL	Both Ends	None	None	MALSF	02/20	4,029	75	Asphalt	MIRL	Both Ends	None	Both Ends	None
Ladysmith	14/32	4,001	75	Asphalt	MIRL	Both Ends	None	Both Ends	None	01/19	3,199	75	Asphalt	MIRL	None	None	None	None
Land O'Lakes	14/32	4,000	75	Asphalt	MIRL	Both Ends	None	One End	None	05/23	2,580	130	Turf	Edge Markers	None	None	None	None
Lone Rock	09/27	5,000	75	Asphalt	MIRL	Both Ends	None	One End	None	18/36	1,850	60	Asphalt	MIRL	None	None	None	None
Manitowoc	17/35	5,001	100	Asphalt	HIRL	None	Both Ends	One End	MALSR	07/25	3,341	100	Asphalt	MIRL	None	None	None	None
Marshfield	16/34	5,002	100	Asphalt	MIRL	None	Both Ends	One End	MALSR	04/22	3,597	100	Asphalt	MIRL	One End	None	One End	None
Medford	09/27	6,000	100	Asphalt	MIRL	Both Ends	None	Both Ends	None	16/34	4,435	75	Asphalt	MIRL	Both Ends	None	One End	None
Menomonie	09/27	5,074	75	Asphalt	MIRL	Both Ends	None	Both Ends	None	18/36	3,470	75	Asphalt	MIRL	Both Ends	None	One End	None
Merrill	07/25	5,100	75	Asphalt	MIRL	Both Ends	None	Both Ends	None	16/34	2,997	75	Asphalt	MIRL	None	None	None	None
Mineral Point	11/29	5,000	75	Asphalt	MIRL	Both Ends	None	Both Ends	None	04/22	3,601	60	Asphalt	MIRL	Both Ends	None	None	None
Minocqua-Woodruff	18/36	5,150	100	Asphalt	HIRL	None	Both Ends	Both Ends	MALSR	10/28	3,602	75	Asphalt	MIRL	One End	None	One End	None
Monroe	12/30	5,000	75	Asphalt	MIRL	Both Ends	None	Both Ends	None	02/20	3,000	75	Asphalt	MIRL	One End	None	Both Ends	None
Osceola	10/28	5,005	75	Asphalt	MIRL	Both Ends	None	One End	None	04/22	2,270	150	Turf	None	None	None	None	None
Palmyra	09/27	2,800	200	Turf	LIRL	None	None	None	None									
Phillips	01/19	5,000	75	Asphalt	MIRL	Both Ends	None	Both Ends	None	06/24	3,950	75	Asphalt	MIRL	None	Both Ends	One End	None
Platteville	15/33	3,999	75	Asphalt	MIRL	One End	None	Both Ends	None	07/25	3,599	75	Asphalt	MIRL	None	None	None	None
Portage	17/35	3,775	60	Asphalt	MIRL	One End	None	One End	None	04/22	2,560	40	Asphalt	None	None	None	None	None
Prairie du Chien	14/32	5,000	75	Asphalt	MIRL	Both Ends	None	Both Ends	None	11/29	3,999	75	Asphalt	MIRL	None	None	None	None
Prairie du Sac	18/36	2,936	60	Asphalt	MIRL	None	None	Both Ends	None									
Reedsburg	18/36	4,840	75	Asphalt	MIRL	One End	None	Both Ends	None	07/25	2,510	50	Asphalt	MIRL	None	None	None	None
Shawano	11/29	3,899	75	Asphalt	MIRL	None	None	None	None	17/35	2,225	60	Asphalt	MIRL	None	None	None	None
Shell Lake	14/32	3,711	75	Asphalt	MIRL	Both Ends	None	One End	None									
Siren	14/32	5,000	75	Asphalt	MIRL	Both Ends	None	Both Ends	None	05/23	3,900	75	Asphalt	MIRL	Both Ends	None	Both Ends	None
Sparta	11/29	4,697	100	Asphalt	MIRL	One End	None	Both Ends	None	01/19	4,292	50	Asphalt	MIRL	None	None	None	None
Sturgeon Bay	02/20	4,600	75	Asphalt	MIRL	Both Ends	None	Both Ends	LDIN	10/28	3,199	75	Asphalt	MIRL	Both Ends	None	Both Ends	None
Superior	03/21	5,100	75	Asphalt	MIRL	One End	None	Both Ends	None	13/31	4,001	75	Asphalt	MIRL	One End	None	Both Ends	None
Tomahawk	09/27	3,998	75	Asphalt	MIRL	Both Ends	None	Both Ends	None									
Viroqua	11/29	3,346	60	Asphalt	HIRL	None	None	None	None	02/20	2,555	90	Turf	Edge Markers	None	None	None	None
Watertown	05/23	4,429	75	Asphalt	MIRL	Both Ends	None	Both Ends	None	11/29	2,801	75	Asphalt	MIRL	None	None	None	None
Waupaca	10/28	5,200	100	Asphalt	MIRL	Both Ends	None	Both Ends	None	13/31	3,899	75	Asphalt	MIRL	Both Ends	None	None	None
Wausau	12/30	5,200	100	Asphalt	MIRL	Both Ends	None	Both Ends	None	04/22	3,078	100	Asphalt	MIRL	None	None	None	None
Wisconsin Rapids	02/20	5,500	100	Asphalt	MIRL	Both Ends	None	Both Ends	None	11/29	3,640	50	Asphalt	MIRL	One End	None	None	None

Table 3-3 -
Runways

Table 3-3 (Continued)
Runways

City	Runway #1									Runway #2								
	Runway Number	Length (Feet)	Width (Feet)	Surface Type	Lighting	PAPIs	VASIs	REILs	Approach Lighting	Runway Number	Length (Feet)	Width (Feet)	Surface Type	Lighting	PAPIs	VASIs	REILs	Approach Lighting
Barron	09/27	2,010	260	Turf	Edge Markers	None	None	None	None									
Boulder Junction	05/23	3,170	165	Turf	Edge Markers	None	None	None	None	16/34	2,540	160	Turf	Edge Markers	None	None	None	None
Boyceville	08/26	3,299	60	Asphalt	MIRL	Both Ends	None	One End	None						No	No	No	None
Cable	16/34	3,709	75	Asphalt	LIRL	None	None	One End	None	08/26	2,840	200	Turf	Edge Markers	None	None	None	None
Cassville	11/29	3,000	50	Asphalt	LIRL	None	None	None	None									
Crandon	11/29	3,100	75	Asphalt	LIRL	None	None	None	None	01/19	2,730	100	Turf	None	None	None	None	None
Crivitz	18/36	2,620	60	Asphalt	LIRL	None	None	None	None	09/27	1,270	80	Turf	None	None	None	None	None
Ephraim-Gibraltar	14/32	2,700	60	Asphalt	MIRL	Both Ends	None	None	None	01/19	1,980	80	Turf	Edge Markers	None	None	None	None
Grantsburg	12/30	3,000	60	Asphalt	MIRL	None	None	None	None	05/23	3,315	120	Turf	Edge Markers	None	None	None	None
Hillsboro	05/23	3,070	46	Asphalt	LIRL	None	One End	None	None									
La Pointe	04/22	3,000	75	Asphalt	LIRL	Both Ends	None	None	None									
Lancaster	18/36	3,850	45	Asphalt	LIRL	None	None	None	None									
Madison	04/22	2,814	57	Asphalt	None	None	None	None	None	09/27	2,203	56	Asphalt	LIRL	None	None	None	None
Manitowish Waters	14/32	3,498	60	Asphalt	MIRL	One End	None	None	None	04/22	3,094	120	Turf	Edge Markers	None	None	None	None
Necedah	18/36	2,700	60	Asphalt	LIRL	None	None	None	None									
Neillsville	09/27	3,400	60	Asphalt	LIRL	None	Both Ends	None	None									
New Holstein	14/32	3,600	75	Asphalt	MIRL	None	None	Both Ends	None	04/22	2,951	250	Turf	None	None	None	None	None
New Lisbon	14/32	3,686	75	Asphalt	MIRL	None	Both Ends	None	None									
Oconto	11/29	3,198	75	Asphalt	MIRL	None	None	One End	None	04/22	1,840	150	Turf	None	None	None	None	None
Park Falls	18/36	3,200	60	Asphalt	MIRL	Both Ends	None	None	None									
Prentice	09/27	3,250	60	Asphalt	MIRL	None	None	None	None									
Richland Center	17/35	3,200	60	Asphalt	MIRL	Both Ends	None	Both Ends	None	09/27	1,500	100	Turf	Edge Markers	None	None	None	None
Solon Springs	01/19	3,100	60	Asphalt	LIRL	None	None	None	None									
Three Lakes	03/21	3,400	120	Turf	LIRL	One End	None	None	None									
Tomah	07/25	3,900	75	Asphalt	MIRL	Both Ends	None	Both Ends	None									
Washington Island	14/32	2,230	150	Turf	LIRL	None	None	None	None	02/20	2,250	150	Turf	None	None	None	None	None
Wautoma	13/31	3,300	60	Asphalt	MIRL	None	None	None	None	08/26	2,280	150	Turf	None	None	None	None	None
Wild Rose	09/27	2,990	100	Turf	LIRL	None	None	None	None	18/36	1,695	100	Turf	Edge Markers	None	None	None	None

Table 3-3 -
Runways

Table 3-3 (Continued)
Runways

City	Runway #3									Runway #4								
	Runway Number	Length (Feet)	Width (Feet)	Surface Type	Lighting	PAPIs	VASIs	REILs	Approach Lighting	Runway Number	Length (Feet)	Width (Feet)	Surface Type	Lighting	PAPIs	VASIs	REILs	Approach Lighting
La Crosse	03/21	5,199	150	Asphalt	HIRL	Both Ends	None	None	None									
Madison	14/32	5,846	150	Concrete	HIRL	Both Ends	None	One End	None									
Milwaukee	13/31	5,538	150	Concrete	MIRL	Both Ends	None	Both Ends	None	07L/25R	4,800	100	Concrete	MIRL	One End	One End	Both Ends	None
Janesville	18/36	5,003	75	Asphalt	MIRL	None	None	None	None									
Kenosha	07R/25L	3,302	75	Asphalt	MIRL	Both Ends	None	None	None									
Milwaukee	15R/33L	3,231	270	Turf	None	None	None	None	None	04R/22L	2,839	270	Turf	None	None	None	None	None
Oshkosh	04/22	3,424	75	Asphalt	None	None	None	None	None	13/31	3,060	75	Asphalt	None	None	None	None	None
Brookfield	18/36	1,600	80	Turf	None	None	None	None	None									
Clintonville	09/27	2,000	170	Turf	None	None	None	None	None									
Wisconsin Rapids	18/36	2,100	50	Turf	Edge Markers	None	None	None	None									
Wautoma	05/23	1,190	35	Asphalt	None	None	None	None	None									

Table 3-3 (Continued)
Runways

City	Runway #5								
	Runway Number	Length (Feet)	Width (Feet)	Surface Type	Lighting	PAPIs	VASIs	REILs	Approach Lighting
La Crosse									
Madison									
Milwaukee	01R/19L	4,183	150	Concrete	MIRL	None	None	One End	None
Janesville									
Kenosha									
Milwaukee									
Oshkosh									
Brookfield									
Clintonville									
Wisconsin Rapids									
Wautoma									

Source: FAA 5010 Form

Table 3-4 -
Instrument Approaches

Table 3-4
Instrument Approaches

City	Approach Types								Lowest Approach Visibility Minimums (Miles)	Lowest Approach Ceiling Height (Feet)
	NDB	VOR	LOC	RNAV/ GPS	RNP	ILS	TACAN	SDF		
Appleton		X	X	X		X			1/2	200
Eau Claire	X	X	X	X		X			1/2	200
Green Bay		X	X	X		X	X		1/2	200
La Crosse	X	X	X	X		X			1/2	300
Madison		X	X	X		X	X		1/2	200
Milwaukee			X	X		X			1/2	200
Mosinee		X	X	X		X			1/2	200
Rhinelander		X	X	X		X			1/2	200
East Troy		X		X					1	500
Fond du Lac		X	X	X					1/2	400
Janesville		X	X	X		X			1/2	200
Kenosha		X	X	X		X			1/2	200
Middleton		X	X	X					1	400
Milwaukee		X	X	X					1	300
New Richmond	X			X					1	500
Oshkosh	X	X	X	X		X			1/2	200
Racine		X		X		X			1	300
Rice Lake		X	X	X		X			1/2	300
Sheboygan		X	X	X		X			1/2	300
Stevens Point		X	X	X		X			3/4	200
Waukesha		X	X	X		X			1/2	200
West Bend		X	X	X					1	300
Amery				X					1	600
Antigo	X			X					1	400
Ashland		X	X	X					1	300
Baraboo		X	X	X					1	300
Black River Falls	X			X					1	800
Boscobel		X		X					1	400
Brookfield									VFR	VFR
Burlington		X		X					1	600
Chetek		X		X					1	600
Clintonville				X					1	300
Cumberland		X		X					1	500
Eagle River		X	X	X					1	400

Table 3-4 -
Instrument Approaches

Table 3-4 (Continued)
Instrument Approaches

City	Approach Types								Lowest Approach Visibility Minimums (Miles)	Lowest Approach Ceiling Height (Feet)
	NDB	VOR	LOC	RNAV/ GPS	RNP	ILS	TACAN	SDF		
Fort Atkinson		X		X					1	600
Friendship-Adams				X					1	600
Hartford	X	X		X					1	600
Hayward			X	X					1	300
Juneau	X		X	X					1	300
Ladysmith	X			X					3/4	300
Land O'Lakes	X			X					1	500
Lone Rock		X	X	X					1	300
Manitowoc		X	X	X		X			1/2	200
Marshfield	X			X				X	1/2	300
Medford	X			X					1	300
Menomonie		X		X					1	300
Merrill	X			X					1	400
Mineral Point	X			X					1	400
Minocqua-Woodruff	X		X	X					1	400
Monroe		X		X					1	400
Osceola				X					1	600
Palmyra									VFR	VFR
Phillips	X			X					1	400
Platteville				X					1	300
Portage		X		X					1	600
Prairie du Chien		X		X					1	600
Prairie du Sac				X					1	600
Reedsburg		X		X					1	800
Shawano				X					1	700
Shell Lake		X		X					1	600
Siren		X		X					1	700
Sparta	X			X					7/8	300
Sturgeon Bay				X				X	1	300
Superior				X					1	400
Tomahawk		X		X					1	500
Viroqua				X					1	600
Watertown	X	X		X					1	600
Waupaca	X			X					1	500
Wausau	X	X		X					1	500
Wisconsin Rapids	X	X		X				X	1	400

Table 3-4 -
Instrument Approaches

Table 3-4 (Continued)
Instrument Approaches

City	Approach Types								Lowest Approach Visibility Minimums (Miles)	Lowest Approach Ceiling Height (Feet)
	NDB	VOR	LOC	RNAV/ GPS	RNP	ILS	TACAN	SDF		
Barron									VFR	VFR
Boulder Junction									VFR	VFR
Boyceville				X					1	500
Cable				X					1	800
Cassville									VFR	VFR
Crandon									VFR	VFR
Crivitz									VFR	VFR
Ephraim-Gibraltar				X					1	500
Grantsburg		X		X					1	600
Hillsboro									VFR	VFR
La Pointe				X					1	600
Lancaster									VFR	VFR
Madison		X		X					1	600
Manitowish Waters				X					1	500
Necedah				X					1	700
Neillsville	X			X					1	500
New Holstein		X		X					1	600
New Lisbon				X					1	600
Oconto	X			X					1	600
Park Falls	X			X					1	500
Prentice									VFR	VFR
Richland Center		X		X					1	900
Solon Springs				X					1	700
Three Lakes									VFR	VFR
Tomah									VFR	VFR
Washington Island									VFR	VFR
Wautoma				X					1	600
Wild Rose									VFR	VFR

Source: FAA Approach Procedures (September 2011)

Table 3-5 -
Taxiways

**Table 3-5
Taxiways**

City	Taxiway Types				Taxiway Width (Feet)	Taxiway Lighting	
	Full Parallel	Partial Parallel	Connectors Only	Turnaround		Reflectors	MITL
Appleton	X	X			75		X
Eau Claire	X				50		X
Green Bay	X				75	X	X
La Crosse	X			X	60		X
Madison	X	X			75		X
Milwaukee	X	X			75		X
Mosinee	X	X		X	75	X	X
Rhinelander	X				50		X
East Troy	X	X			35		X
Fond du Lac	X				50		X
Janesville	X				60		X
Kenosha	X				50		X
Middleton	X				35		X
Milwaukee	X			X	40		X
New Richmond	X	X			35	X	X
Oshkosh	X				50	X	X
Racine	X				75		X
Rice Lake	X	X		X	40		X
Sheboygan	X	X		X	40		X
Stevens Point	X	X		X	40		X
Waukesha	X				40	X	X
West Bend	X	X		X	35		
Amery		X		X	35		X
Antigo		X		X	50		X
Ashland			X		40		
Baraboo	X				50		X
Black River Falls				X	40	X	
Boscobel		X		X	35		X
Brookfield	X				20		
Burlington	X				50		X
Chetek		X		X	25		
Clintonville	X				33	X	
Cumberland			X	X	35	X	
Eagle River			X		35		X

Table 3-5 -
Taxiways

Table 3-5 (Continued)
Taxiways

City	Taxiway Types				Taxiway Width (Feet)	Taxiway Lighting	
	Full Parallel	Partial Parallel	Connectors Only	Turnaround		Reflectors	MITL
Fort Atkinson		X			35	X	
Friendship-Adams			X	X	35		
Hartford	X				30		X
Hayward			X	X	50	X	
Juneau	X				36	X	X
Ladysmith			X	X	35		
Land O'Lakes			X	X	40		
Lone Rock		X		X	40	X	
Manitowoc	X				50	X	X
Marshfield			X	X	50		X
Medford			X	X	35		X
Menomonie	X	X		X	50	X	
Merrill	X	X		X	40		X
Mineral Point		X		X	35	X	X
Minocqua-Woodruff	X				50		X
Monroe	X	X		X	75	X	X
Osceola	X	X		X	35	X	X
Palmyra			X		25		
Phillips		X		X	40		X
Platteville		X			40	X	X
Portage			X		25		
Prairie du Chien		X			35	X	X
Prairie du Sac			X	X	25		
Reedsburg	X				30	X	
Shawano			X	X	40	X	X
Shell Lake			X		40		
Siren		X		X	30	X	
Sparta	X			X	50	X	
Sturgeon Bay	X				40	X	
Superior		X		X	40		X
Tomahawk		X			40		X
Viroqua			X		30		
Watertown	X	X		X	35	X	X
Waupaca	X				50	X	
Wausau		X			45		X
Wisconsin Rapids			X	X	30		X

Table 3-5 -
Taxiways

Table 3-5 (Continued)
Taxiways

City	Taxiway Types				Taxiway Width (Feet)	Taxiway Lighting	
	Full Parallel	Partial Parallel	Connectors Only	Turnaround		Reflectors	MITL
Barron			X		40		
Boulder Junction				X			
Boyceville			X	X	40	X	
Cable			X	X	50		X
Cassville			X		22		X
Crandon			X	X	25		
Crivitz			X		14		X
Ephraim-Gibraltar			X	X	40		
Grantsburg		X			25		
Hillsboro			X		45		
La Pointe			X	X	40		
Lancaster			X	X	130		
Madison			X	X	20		
Manitowish Waters			X	X	30	X	
Necedah		X			35		X
Neillsville			X	X	30		X
New Holstein			X		50		
New Lisbon	X				50	X	
Oconto			X		40		X
Park Falls			X	X	20		X
Prentice			X	X	25		
Richland Center			X	X	25		
Solon Springs			X	X	25	X	
Three Lakes			X		40		
Tomah			X	X	50	X	X
Washington Island			X		40		
Wautoma			X		40	X	
Wild Rose			X		40		

Source: SASP Airport Survey

Table 3-6 -
Miscellaneous Airside Facilities

Table 3-6
Miscellaneous Airside Facilities

City	Helicopter Pad	Weather Reporting	Air Traffic Control Tower	Aircraft Tiedowns	Wind Indicator	Segmented Circle	Beacon
Appleton		AWOS III/PT	X	40	X		X
Eau Claire		ASOS	X	10	X	X	X
Green Bay		ASOS	X	100	X		X
La Crosse		ASOS	X	30	X	X	X
Madison	X	ASOS	X	100	X		X
Milwaukee		ASOS	X	37	X		X
Mosinee		AWOS III/PT	X	18	X		X
Rhinelander		ASOS		45	X	X	X
East Troy		None		26	X	X	X
Fond du Lac		ASOS		30	X	X	X
Janesville		AWOS III/P	X	34	X	X	X
Kenosha		ASOS	X	100	X	X	X
Middleton		AWOS III		38	X		X
Milwaukee		AWOS III/PT	X	12	X		X
New Richmond	X	AWOS III/P		27	X	X	X
Oshkosh		ASOS	X	15	X	X	X
Racine		ASOS		48	X		X
Rice Lake		AWOS III/PT		10	X	X	X
Sheboygan		ASOS		57	X	X	X
Stevens Point		AWOS III/P		20	X	X	X
Waukesha		AWOS III/P	X	32	X	X	X
West Bend	X	AWOS III/P		25	X		X
Amery		None		11	X		X
Antigo		AWOS III/P		19	X		X
Ashland		ASOS		14	X		X
Baraboo		AWOS III/P		14	X	X	X
Black River Falls		AWOS III/PT		6	X		X
Boscobel		ASOS		20	X		X
Brookfield		None		6	X	X	X
Burlington		AWOS III/P		25	X	X	X
Chetek		None		6	X		X
Clintonville	X	AWOS III/P		15	X		X
Cumberland		AWOS III/PT		10	X	X	X
Eagle River	X	AWOS III/P		35	X		X

Table 3-6 -
Miscellaneous Airside Facilities

Table 3-6 (Continued)
Miscellaneous Airside Facilities

City	Helicopter Pad	Weather Reporting	Air Traffic Control Tower	Aircraft Tiedowns	Wind Indicator	Segmented Circle	Beacon
Fort Atkinson		None		10	X	X	X
Friendship-Adams		None		14	X	X	X
Hartford		None		10	X	X	X
Hayward		ASOS		24	X		X
Juneau		AWOS III/P		30	X	X	X
Ladysmith		AWOS III/PT		16	X	X	X
Land O'Lakes		AWOS III/PT		15	X		X
Lone Rock		ASOS		10	X	X	X
Manitowoc		AWOS III		60	X		X
Marshfield		ASOS		10	X	X	X
Medford	X	AWOS III/P		6	X	X	X
Menomonie		AWOS III/PT		19	X		X
Merrill		AWOS III/PT		8	X	X	X
Mineral Point		AWOS III/P		18	X		X
Minocqua-Woodruff		AWOS III/PT		20	X		X
Monroe	X	AWOS III/P		20	X		X
Osceola		AWOS III/P		15	X	X	X
Palmyra	X	None		3	X	X	
Phillips		AWOS III/PT		12	X	X	X
Platteville		AWOS III		12	X		X
Portage		None		6	X	X	X
Prairie du Chien		AWOS III/P		15	X	X	X
Prairie du Sac		None		0	X		X
Reedsburg		None		20	X	X	X
Shawano		AWOS III/PT		6	X		X
Shell Lake		None		18	X		X
Siren		AWOS III/P		12	X		X
Sparta	X	AWOS III/PT		6	X	X	X
Sturgeon Bay		AWOS III		35	X		X
Superior		AWOS III/P		35	X		X
Tomahawk		AWOS III		8	X	X	X
Viroqua		AWOS III/PT		12	X	X	X
Watertown		AWOS III/P		38	X	X	X
Waupaca		AWOS III/P		15	X	X	X
Wausau		ASOS		12	X	X	X
Wisconsin Rapids		ASOS		12	X	X	X

Table 3-6 -
Miscellaneous Airside Facilities

Table 3-6 (Continued)
Miscellaneous Airside Facilities

City	Helicopter Pad	Weather Reporting	Air Traffic Control Tower	Aircraft Tiedowns	Wind Indicator	Segmented Circle	Beacon
Barron		None		0	X		
Boulder Junction		None		0	X		
Boyceville		None		2	X	X	X
Cable		None		8	X	X	X
Cassville		None		8	X		
Crandon		None		4	X		X
Crivitz		None		5	X		X
Ephraim-Gibraltar		None		20	X	X	X
Grantsburg		None		6	X	X	X
Hillsboro		None		1	X		
La Pointe		None		17	X		X
Lancaster		None		0	X		X
Madison		None		6	X	X	X
Manitowish Waters		None		28	X	X	X
Necedah		None		6	X	X	X
Neillsville		None		8	X		X
New Holstein		None		15	X	X	X
New Lisbon		None		6	X	X	X
Oconto		None		3	X	X	X
Park Falls		None		4	X	X	X
Prentice		None		6	X	X	X
Richland Center		None		11	X	X	X
Solon Springs		None		15	X		X
Three Lakes		None		10	X	X	X
Tomah		None		6	X	X	X
Washington Island	X	None		9	X		X
Wautoma	X	AWSS		4	X	X	X
Wild Rose		None		0	X	X	X

Sources: BOA, FAA 5010 Form, SASP Airport Survey

Table 3-7 -
GA Terminal and Automobile Parking

Table 3-7
GA Terminal and Automobile Parking

City	GA Terminal								Automobile Parking	
	GA Terminal	Pilot's Lounge	Flight Planning Room	Weather Display	Restaurant	Vending	Public Restroom	Public Phone	Number of Space	Lighted Parking
Appleton	X	X		X		X	X	X	1,890	X
Eau Claire	X	X	X	X		X	X	X	350	X
Green Bay	X	X	X	X		X	X	X	1,952	X
La Crosse	X	X	X	X		X	X	X	600	X
Madison	X	X	X	X	X	X	X	X	4,000	X
Milwaukee	X	X	X	X		X	X	X	11,350	X
Mosinee	X	X	X	X	X	X	X	X	1,100	X
Rhinelander	X	X	X	X		X	X	X	210	X
East Troy	X	X	X	X			X		55	X
Fond du Lac	X	X	X	X		X	X	X	50	X
Janesville	X	X	X	X	X		X	X	200	X
Kenosha	X		X	X			X		150	X
Middleton	X	X	X	X		X	X	X	50	X
Milwaukee	X	X	X	X		X	X	X	150	X
New Richmond	X	X	X	X		X	X	X	74	X
Oshkosh	X	X	X	X			X	X	420	X
Racine	X	X	X	X		X	X	X	48	X
Rice Lake	X	X	X	X		X	X	X	47	X
Sheboygan	X	X	X	X	X	X	X	X	170	X
Stevens Point	X	X	X	X		X	X	X	32	X
Waukesha	X	X	X	X		X	X		98	X
West Bend	X	X	X	X			X		54	X
Amery	X	X	X	X		X	X		8	
Antigo	X	X	X	X		X	X	X	8	X
Ashland	X	X	X	X		X	X		15	
Baraboo	X	X	X	X		X	X	X	36	X
Black River Falls	X	X	X	X			X	X	6	X
Boscobel									15	
Brookfield	X	X	X	X		X	X	X	12	
Burlington	X	X	X	X			X	X	30	X
Chetek	X	X	X			X	X		20	
Clintonville	X	X		X		X	X	X	20	X
Cumberland	X	X	X	X			X	X	20	X
Eagle River	X	X	X	X		X	X	X	130	X

Table 3-7 -
GA Terminal and Automobile Parking

Table 3-7 (Continued)
GA Terminal and Automobile Parking

City	GA Terminal								Automobile Parking	
	GA Terminal	Pilot's Lounge	Flight Planning Room	Weather Display	Restaurant	Vending	Public Restroom	Public Phone	Number of Space	Lighted Parking
Fort Atkinson									16	X
Friendship-Adams	X	X	X	X		X	X	X	20	X
Hartford									60	
Hayward	X	X	X	X		X	X		30	
Juneau	X	X	X	X		X	X	X	45	X
Ladysmith	X	X	X	X		X	X	X	12	X
Land O'Lakes	X	X	X	X			X	X	15	
Lone Rock	X	X	X	X	X	X	X	X	24	X
Manitowoc	X	X	X	X			X		80	X
Marshfield	X	X	X	X		X	X		50	X
Medford	X	X	X	X			X	X	10	X
Menomonie	X	X	X			X	X	X	19	
Merrill	X	X		X		X	X	X	30	X
Mineral Point	X	X	X	X		X	X	X	12	X
Minocqua-Woodruff	X	X		X		X	X		70	X
Monroe	X	X	X	X		X	X	X	45	X
Osceola	X	X	X	X			X	X	105	
Palmyra									10	X
Phillips	X	X		X			X	X	16	X
Platteville	X	X	X	X		X	X	X	12	
Portage	X	X	X	X		X	X		10	
Prairie du Chien	X	X		X		X	X		23	
Prairie du Sac									20	
Reedsburg	X	X	X	X		X	X	X	20	X
Shawano	X	X	X	X			X	X	20	X
Shell Lake	X	X					X		20	
Siren	X	X	X	X		X	X	X	20	X
Sparta	X	X		X			X		100	
Sturgeon Bay	X	X	X	X		X	X	X	75	X
Superior	X	X	X	X		X	X	X	50	X
Tomahawk	X	X	X	X			X		10	X
Viroqua	X	X	X	X			X	X	15	X
Watertown	X	X	X	X		X	X	X	60	X
Waupaca	X	X	X	X		X	X	X	15	X
Wausau	X	X	X	X		X	X	X	50	X
Wisconsin Rapids	X	X	X	X		X	X	X	25	X

Table 3-7 -
GA Terminal and Automobile Parking

Table 3-7 (Continued)
GA Terminal and Automobile Parking

City	GA Terminal								Automobile Parking	
	GA Terminal	Pilot's Lounge	Flight Planning Room	Weather Display	Restaurant	Vending	Public Restroom	Public Phone	Number of Space	Lighted Parking
Barron									0	
Boulder Junction									10	
Boyceville	X	X	X				X		6	X
Cable									12	
Cassville	X						X		0	
Crandon									10	X
Crivitz									15	
Ephraim-Gibraltar									40	
Grantsburg	X	X					X	X	0	
Hillsboro									2	
La Pointe	X						X	X	34	X
Lancaster									8	X
Madison									5	
Manitowish Waters	X	X	X	X		X	X	X	48	
Necedah									100	X
Neillsville	X	X	X	X		X	X	X	25	
New Holstein	X	X		X			X	X	10	X
New Lisbon									12	
Oconto	X	X	X	X			X	X	10	
Park Falls	X	X					X	X	10	X
Prentice									3	X
Richland Center									14	X
Solon Springs									10	X
Three Lakes	X	X					X		10	X
Tomah	X			X		X	X	X	10	X
Washington Island									8	X
Wautoma	X	X	X	X		X	X	X	50	X
Wild Rose	X	X	X			X	X	X	6	X

Source: SASP Airport Survey

Table 3-8 -
Buildings and Airport Security

Table 3-8
Buildings and Airport Security

City	Hangars				Operations/Maintenance Building	Security	
	Airport Owned Hangars	Privately Owned Hangars	Transient Hangar Storage Available	Overnight Transient Storage Available		Fencing Type	Airport Meets BOA Security Recommendations
Appleton	47	28	X	X	X	Full Perimeter	N/A
Eau Claire	47	18	X	X	X	Full Perimeter	N/A
Green Bay	28	34	X	X	X	Full Perimeter	N/A
La Crosse	65	10	X	X	X	Full Perimeter	N/A
Madison	3	22	X	X	X	Full Perimeter	N/A
Milwaukee	26	3	X	X	X	Full Perimeter	N/A
Mosinee	30	4	X	X	X	Full Perimeter	N/A
Rhinelander	3	18	X	X	X	Full Perimeter	N/A
East Troy	2	52	X	X	X	Partial Perimeter	Yes
Fond du Lac	0	47	X	X	X	None	Yes
Janesville	40	16	X	X	X	Full Perimeter	Yes
Kenosha	0	50	X	X	X	Full Perimeter	Yes
Middleton	0	40	X	X	X	Partial Perimeter	Yes
Milwaukee	106	2	X	X	X	Full Perimeter	Yes
New Richmond	2	101	X	X	X	Partial Perimeter	Yes
Oshkosh	91	23	X	X	X	Partial Perimeter	Yes
Racine	36	15	X	X	X	Full Perimeter	Yes
Rice Lake	26	8	X	X	X	Full Perimeter	Yes
Sheboygan	0	52	X	X	X	Full Perimeter	Yes
Stevens Point	17	18	X	X		None	Yes
Waukesha	8	55	X	X	X	Full Perimeter	Yes
West Bend	0	42	X	X	X	Full Perimeter	Yes
Amery	0	32				None	Yes
Antigo	18	1	X	X	X	None	Yes
Ashland	1	26	X	X		Full Perimeter	Yes
Baraboo	3	37	X	X	X	Full Perimeter	Yes
Black River Falls	0	20			X	Full Perimeter	Yes
Boscobel	18	6	X	X	X	None	Yes
Brookfield	59	11				None	Yes
Burlington	1	50	X	X	X	Partial Perimeter	Yes
Chetek	0	38				None	Yes
Clintonville	5	26	X	X	X	Full Perimeter	Yes
Cumberland	1	17	X	X	X	None	Yes
Eagle River	4	68	X	X	X	Full Perimeter	Yes

Table 3-8 -
Buildings and Airport Security

Table 3-8 (Continued)
Buildings and Airport Security

City	Hangars					Security	
	Airport Owned Hangars	Privately Owned Hangars	Transient Hangar Storage Available	Overnight Transient Storage Available	Operations/Maintenance Hangar/Building	Fencing Type	Airport Meets BOA Security Recommendations
Fort Atkinson	1	11				None	Yes
Friendship-Adams	0		X		X	Partial Perimeter	Yes
Hartford	1	64			X	None	Yes
Hayward	25	25	X	X		None	Yes
Juneau	2	36	X	X		Partial Perimeter	Yes
Ladysmith	5	9	X	X	X	Partial Perimeter	Yes
Land O'Lakes	1	21	X	X	X	None	Yes
Lone Rock	16	19	X	X	X	None	Yes
Manitowoc	0	31	X	X	X	Full Perimeter	Yes
Marshfield	2	6	X	X	X	Partial Perimeter	Yes
Medford	2	14	X	X	X	Partial Perimeter	Yes
Menomonie	1	25	X	X	X	Partial Perimeter	Yes
Merrill	10	17			X	Full Perimeter	Yes
Mineral Point	4	24	X	X	X	Full Perimeter	Yes
Minocqua-Woodruff	2	64	X	X	X	Partial Perimeter	Yes
Monroe	1	30	X	X	X	None	Yes
Osceola	0	67	X	X	X	None	Yes
Palmyra	0	60			X	None	Yes
Phillips	0	20	X		X	None	Yes
Platteville	22	2	X	X	X	None	Yes
Portage	15	4	X	X		None	Yes
Prairie du Chien	0	20				Partial Perimeter	Yes
Prairie du Sac	0	27	X	X	X	Partial Perimeter	Yes
Reedsburg	1	12	X	X		Full Perimeter	Yes
Shawano	4	12			X	Full Perimeter	Yes
Shell Lake	0	15				None	Yes
Siren	2	26	X	X		Partial Perimeter	Yes
Sparta	13	1				Full Perimeter	Yes
Sturgeon Bay	6	54	X	X	X	Partial Perimeter	Yes
Superior	3	17	X	X	X	Full Perimeter	Yes
Tomahawk	0	11	X	X	X	None	Yes
Viroqua	0	18			X	Partial Perimeter	Yes
Watertown	0	34	X	X	X	None	Yes
Waupaca	8	18	X	X	X	Partial Perimeter	Yes
Wausau	44	9	X	X		Full Perimeter	Yes
Wisconsin Rapids	16	18	X	X		Full Perimeter	Yes

Table 3-8 -
Buildings and Airport Security

Table 3-8 (Continued)
Buildings and Airport Security

City	Hangars					Security	
	Airport Owned Hangars	Privately Owned Hangars	Transient Hangar Storage Available	Overnight Transient Storage Available	Operations/Maintenance Hangar/Building	Fencing Type	Airport Meets BOA Security Recommendations
Barron	0	16	X	X		None	Yes
Boulder Junction	0	0				None	No
Boyceville	2	16			X	None	Yes
Cable	1	1	X	X	X	None	Yes
Cassville	0	9				Partial Perimeter	Yes
Crandon	1	4			X	Partial Perimeter	Yes
Crivitz	1	7				None	Yes
Ephraim-Gibraltar	0	29			X	None	Yes
Grantsburg	1	10				None	Yes
Hillsboro	0	2				None	Yes
La Pointe	0	16				None	Yes
Lancaster	5	0	X	X		None	Yes
Madison	5	10				None	No
Manitowish Waters	5	37	X	X	X	Partial Perimeter	Yes
Necedah	0	8	X	X	X	None	Yes
Neillsville	0	10	X	X	X	None	Yes
New Holstein	1	19	X	X	X	None	Yes
New Lisbon	0	22	X		X	None	Yes
Oconto	8	5				Partial Perimeter	Yes
Park Falls	0	4				Partial Perimeter	Yes
Prentice	0	0				None	No
Richland Center	6	0	X	X	X	None	Yes
Solon Springs	0	18	X	X		None	Yes
Three Lakes	0	5				None	Yes
Tomah	2	6				None	Yes
Washington Island	0	17			X	None	Yes
Wautoma	1	26	X	X	X	None	Yes
Wild Rose	1	18			X	None	Yes

Sources: BOA, SASP Airport Survey

Table 3-9 -
Airport Uses

Table 3-9
Airport Uses

City	Main Airport Use(s)										
	Personal/ Recreational	Business/ Corporate	Commercial Service	Cargo	Flight Training	Charter	Agricultural	Fire Fighting	Search and Rescue	Medical	Military
Appleton	X	X	X	X	X	X			X		X
Eau Claire	X	X	X		X	X	X	X	X	X	
Green Bay	X	X	X	X	X	X		X	X	X	X
La Crosse	X		X								
Madison	X	X	X	X	X	X				X	X
Milwaukee	X	X	X	X		X				X	X
Mosinee	X		X	X	X	X					X
Rhinelander			X								
East Troy	X										
Fond du Lac	X	X			X	X				X	
Janesville	X	X	X	X	X	X					
Kenosha	X	X		X	X	X				X	X
Middleton	X	X		X	X	X	X				
Milwaukee	X	X			X	X					X
New Richmond	X	X		X	X	X			X	X	X
Oshkosh	X	X			X	X					
Racine	X	X		X	X	X				X	X
Rice Lake	X	X		X		X				X	
Sheboygan	X	X		X	X	X	X	X	X	X	X
Stevens Point	X	X		X	X	X		X	X	X	X
Waukesha	X	X			X	X				X	
West Bend	X	X			X	X					X
Amery	X	X									
Antigo	X	X			X		X			X	
Ashland	X	X		X	X	X	X		X	X	X
Baraboo	X	X			X						
Black River Falls	X						X	X			
Boscobel	X				X		X				
Brookfield	X	X			X	X	X		X	X	X
Burlington	X	X									
Chetek	X	X									
Clintonville	X	X					X				
Cumberland	X	X			X						
Eagle River	X	X	X		X	X				X	

Table 3-9 -
Airport Uses

Table 3-9 (Continued)
Airport Uses

City	Main Airport Use(s)										
	Personal/ Recreational	Business/ Corporate	Commercial Service	Cargo	Flight Training	Charter	Agricultural	Fire Fighting	Search and Rescue	Medical	Military
Fort Atkinson	X										
Friendship-Adams	X				X		X				
Hartford	X	X									
Hayward	X	X									
Juneau	X	X		X	X	X	X				X
Ladysmith	X	X									
Land O'Lakes	X										
Lone Rock	X	X			X	X					X
Manitowoc	X	X			X	X					
Marshfield	X	X		X	X	X	X		X	X	
Medford	X	X								X	
Menomonie	X	X			X	X	X				X
Merrill	X	X									
Mineral Point	X	X		X	X		X		X	X	X
Minocqua-Woodruff	X	X			X	X		X		X	
Monroe	X	X	X		X	X				X	X
Osceola	X	X			X	X					
Palmyra	X	X			X		X		X	X	
Phillips	X	X		X	X	X	X	X	X	X	
Platteville	X	X			X	X	X				
Portage	X										
Prairie du Chien	X	X									
Prairie du Sac	X	X			X		X				X
Reedsburg	X	X		X	X	X	X	X	X	X	X
Shawano	X	X			X	X	X			X	
Shell Lake	X	X								X	
Siren	X										
Sparta	X										X
Sturgeon Bay	X	X			X	X			X	X	
Superior	X	X			X						
Tomahawk	X	X			X	X			X	X	
Viroqua	X				X		X				
Watertown	X	X			X	X			X	X	X
Waupaca	X	X			X	X			X	X	
Wausau	X	X			X	X				X	
Wisconsin Rapids	X	X			X	X					

Table 3-9 -
Airport Uses

Table 3-9 (Continued)
Airport Uses

City	Main Airport Use(s)										
	Personal/ Recreational	Business/ Corporate	Commercial Service	Cargo	Flight Training	Charter	Agricultural	Fire Fighting	Search and Rescue	Medical	Military
Barron	X	X									
Boulder Junction	X										
Boyceville	X	X			X					X	X
Cable	X					X			X		
Cassville	X						X				
Crandon	X	X							X	X	
Crivitz	X				X		X		X		
Ephraim-Gibraltar	X					X					
Grantsburg	X										
Hillsboro	X	X									
La Pointe											
Lancaster	X	X									
Madison	X										
Manitowish Waters	X	X			X	X	X		X		
Necedah	X				X			X	X	X	X
Neillsville	X	X			X	X	X				
New Holstein	X										
New Lisbon	X	X			X						
Oconto	X	X									
Park Falls	X	X								X	
Prentice	X	X		X	X				X		
Richland Center	X										
Solon Springs	X	X			X						
Three Lakes	X	X			X						
Tomah	X	X									
Washington Island	X									X	
Wautoma	X	X				X	X			X	
Wild Rose	X										

Source: SASP Airport Survey

Table 3-10 -
Based Aircraft

Table 3-10
Based Aircraft

City	Based Aircraft								
	Single Engine	Multi-Engine	Jet	Subtotal Based Aircraft	Helicopter	Ultralight	Glider	Military	Total Based Aircraft
Appleton	52	13	4	69	0	0	0	0	69
Eau Claire	60	10	7	77	1	0	0	0	78
Green Bay	83	32	16	131	5	1	0	0	137
La Crosse	68	6	9	83	1	0	0	0	84
Madison	72	10	25	107	15	0	0	22	144
Milwaukee	13	6	19	38	0	0	0	10	48
Mosinee	22	2	2	26	0	0	0	0	26
Rhinelander	21	8	1	30	2	0	0	0	32
East Troy	61	3	1	65	3	2	0	0	70
Fond du Lac	57	8	1	66	0	0	0	0	66
Janesville	50	8	8	66	3	0	0	0	69
Kenosha	113	16	6	135	5	0	0	0	140
Middleton	46	8	1	55	1	0	0	0	56
Milwaukee	66	10	2	78	1	0	0	0	79
New Richmond	127	24	3	154	0	5	0	0	159
Oshkosh	112	36	5	153	1	0	0	0	154
Racine	42	13	4	59	1	0	0	0	60
Rice Lake	21	5	3	29	1	0	0	0	30
Sheboygan	61	14	7	82	0	5	0	0	87
Stevens Point	35	2	3	40	0	2	0	3	45
Waukesha	151	23	19	193	0	0	0	0	193
West Bend	82	12	2	96	1	0	0	9	106
Amery	15	2	0	17	1	4	0	0	22
Antigo	13	0	0	13	0	5	0	0	18
Ashland	29	1	1	31	0	2	0	0	33
Baraboo	39	8	0	47	1	1	0	0	49
Black River Falls	17	2	0	19	0	3	0	0	22
Boscobel	22	2	0	24	0	0	0	0	24
Brookfield	84	1	0	85	2	5	0	0	92
Burlington	19	3	0	22	0	0	0	0	22
Chetek	37	6	0	43	0	4	0	0	47
Clintonville	16	1	0	17	0	0	0	0	17
Cumberland	19	1	0	20	0	2	0	0	22
Eagle River	45	7	1	53	0	6	0	0	59

Table 3-10 -
Based Aircraft

Table 3-10 (Continued)
Based Aircraft

City	Based Aircraft								
	Single Engine	Multi-Engine	Jet	Subtotal Based Aircraft	Helicopter	Ultralight	Glider	Military	Total Based Aircraft
Fort Atkinson	24	0	0	24	2	1	0	0	27
Friendship-Adams	14	1	0	15	0	1	0	0	16
Hartford	87	4	1	92	3	8	0	0	103
Hayward	18	1	0	19	0	0	0	0	19
Juneau	58	3	1	62	0	7	0	0	69
Ladysmith	15	0	0	15	0	1	0	0	16
Land O'Lakes	9	0	0	9	0	2	0	0	11
Lone Rock	23	2	1	26	0	0	0	0	26
Manitowoc	53	7	0	60	0	0	0	0	60
Marshfield	13	3	0	16	1	0	0	0	17
Medford	12	0	1	13	1	1	0	0	15
Menomonie	20	1	0	21	0	0	0	0	21
Merrill	15	3	0	18	0	8	0	0	26
Mineral Point	18	2	1	21	0	0	0	0	21
Minocqua-Woodruff	22	2	0	24	0	0	0	0	24
Monroe	27	0	1	28	0	2	0	0	30
Osceola	58	4	0	62	0	1	0	0	63
Palmyra	67	1	0	68	0	0	0	0	68
Phillips	12	0	1	13	0	1	0	0	14
Platteville	20	2	0	22	1	0	0	0	23
Portage	24	0	1	25	0	0	0	0	25
Prairie du Chien	9	4	0	13	0	0	0	0	13
Prairie du Sac	32	1	0	33	0	4	0	0	37
Reedsburg	16	2	0	18	0	0	0	0	18
Shawano	27	3	0	30	0	2	0	0	32
Shell Lake	15	1	0	16	0	0	0	0	16
Siren	17	1	0	18	0	0	0	0	18
Sparta	10	0	0	10	0	0	0	0	10
Sturgeon Bay	40	2	0	42	0	3	0	0	45
Superior	34	6	0	40	2	3	0	0	45
Tomahawk	23	3	0	26	0	0	0	0	26
Viroqua	21	0	0	21	1	1	0	0	23
Watertown	46	12	1	59	0	0	0	0	59
Waupaca	27	1	2	30	0	4	0	0	34
Wausau	53	2	0	55	1	4	0	0	60
Wisconsin Rapids	32	2	0	34	0	8	0	0	42

Table 3-10 -
Based Aircraft

Table 3-10 (Continued)
Based Aircraft

City	Based Aircraft								
	Single Engine	Multi-Engine	Jet	Subtotal Based Aircraft	Helicopter	Ultralight	Glider	Military	Total Based Aircraft
Barron	14	0	0	14	0	1	0	0	15
Boulder Junction	0	0	0	0	0	0	0	0	0
Boyceville	11	0	0	11	0	0	0	0	11
Cable	2	0	0	2	0	0	0	0	2
Cassville	7	0	0	7	0	1	0	0	8
Crandon	3	0	0	3	0	0	0	0	3
Crivitz	0	0	0	0	0	2	0	0	2
Ephraim-Gibraltar	7	0	0	7	0	0	0	0	7
Grantsburg	13	0	0	13	0	2	0	0	15
Hillsboro	7	0	0	7	0	0	0	0	7
La Pointe	1	0	0	1	0	0	0	0	1
Lancaster	6	0	0	6	0	0	0	0	6
Madison	34	0	0	34	0	0	0	0	34
Manitowish Waters	11	0	0	11	0	0	0	0	11
Necedah	9	0	0	9	0	0	0	0	9
Neillsville	36	0	0	36	0	0	0	0	36
New Holstein	14	0	0	14	0	2	0	0	16
New Lisbon	6	0	0	6	0	1	0	0	7
Oconto	16	1	0	17	0	0	0	0	17
Park Falls	4	0	0	4	0	1	0	0	5
Prentice	0	0	0	0	0	0	0	0	0
Richland Center	3	0	0	3	0	4	0	0	7
Solon Springs	9	0	0	9	0	0	0	0	9
Three Lakes	5	0	0	5	0	0	0	0	5
Tomah	5	1	0	6	0	1	0	0	7
Washington Island	8	0	0	8	0	0	0	0	8
Wautoma	9	0	0	9	0	10	0	0	19
Wild Rose	6	0	0	6	0	6	0	0	12

Sources: NPIAS GA Airports: National Based Aircraft Database (April 2010). Non-NPIAS SASP Airports and Commercial Service Airports: FAA 5010 Form.

Table 3-11 -
Operations and Enplanements

Table 3-11
Operations and Enplanements

City	Annual Operations & Enplanements							
	Air Carrier	Air Taxi	Air Cargo	Military (Local & Itinerant)	GA Local	GA Itinerant	Total Operations	Enplanements
Appleton	13,780	1,452	1,452	266	5,345	17,800	38,643	272,470
Eau Claire	2200	4	4	848	5,519	19,727	28,298	18,370
Green Bay	17,410	1,043	1,043	3,432	33,763	29,606	85,254	349,730
La Crosse	7580	0	0	1,624	5,588	10,949	25,741	109,960
Madison	29,290	2,361	2,361	9,005	25,382	33,506	99,544	766,950
Milwaukee	153,420	12,478	12,478	1,624	84	36,960	204,566	4,760,170
Mosinee	10860	1,673	1,673	717	1,712	5,865	20,827	156,250
Rhinelander	3,930	1,636	1,636	0	12,000	13,308	30,874	25,140
East Troy	0	1,050	0	500	25,700	24,000	51,250	0
Fond du Lac	0	3,200	0	150	35,000	24,700	63,050	0
Janesville	91	2,938	0	1,358	25,762	20,034	50,183	0
Kenosha	13	2,292	0	236	23,448	26,422	52,411	0
Middleton	0	2,500	520	10	28,901	17,101	49,032	0
Milwaukee	12	267	0	210	16,812	15,135	32,436	0
New Richmond	0	2,000	0	500	22,000	20,000	44,500	0
Oshkosh	18	928	0	646	35,701	38,502	75,795	0
Racine	0	2,000	0	0	25,000	20,000	47,000	0
Rice Lake	0	2,700	620	150	6,500	18,300	28,270	0
Sheboygan	0	5,000	4	500	28,000	28,500	62,004	0
Stevens Point	0	3,100	0	150	18,500	15,000	36,750	0
Waukesha	1	2,129	0	147	23,541	32,411	58,229	0
West Bend	0	6,000	0	10,000	20,000	20,000	56,000	0
Amery	0	200	0	100	7,000	6,600	13,900	0
Antigo	0	200	0	50	4,000	4,000	8,250	0
Ashland	0	1,000	0	25	7,000	5,000	13,025	0
Baraboo	0	1,000	520	2,500	7,500	19,000	30,000	0
Black River Falls	0	220	0	0	6,050	6,050	12,320	0
Boscobel	0	300	0	100	10,000	6,000	16,400	0
Brookfield	0	0	0	150	10,000	5,000	15,150	0
Burlington	0	800	0	500	30,000	24,000	55,300	0
Chetek	0	40	0	0	4,800	2,400	7,240	0
Clintonville	0	750	0	20	1,500	5,730	8,000	0
Cumberland	0	0	0	0	2,900	8,000	10,900	0
Eagle River	200	2,376	0	30	8,400	9,600	20,606	0

Note: Accurate operation counting only occurs at airports with an air traffic control tower that is staffed continuously and where operations are manually counted. Currently, there are no FAA approved methods to collect airport operation data for airports without an air traffic control tower. Operations contained in this report are obtained from the FAA 5010 form. 5010 data is also provided by airport management.

Table 3-11 -
Operations and Enplanements

Table 3-11 (Continued)
Operations and Enplanements

City	Annual Operations & Enplanements							
	Air Carrier	Air Taxi	Air Cargo	Military (Local & Itinerant)	GA Local	GA Itinerant	Total Operations	Enplanements
Fort Atkinson	0	200	0	50	7,350	3,300	10,900	0
Friendship-Adams	0	50	0	20	4,000	3,000	7,070	0
Hartford	0	400	0	100	10,000	5,000	15,500	0
Hayward	0	800	0	100	3,500	6,000	10,400	0
Juneau	0	1,000	0	1,000	15,000	12,000	29,000	0
Ladysmith	0	800	0	20	4,500	2,750	8,070	0
Land O'Lakes	0	100	0	0	3,000	5,000	8,100	0
Lone Rock	0	500	0	200	7,300	4,000	12,000	0
Manitowoc	0	1,000	0	100	20,000	5,000	26,100	0
Marshfield	0	2,500	0	150	13,000	10,400	26,050	0
Medford	0	1,000	0	20	3,000	3,500	7,520	0
Menomonie	0	50	520	0	11,000	2,500	13,550	0
Merrill	0	700	0	10	12,100	9,000	21,810	0
Mineral Point	0	750	520	500	5,000	6,000	12,250	0
Minocqua-Woodruff	0	3,180	0	10	9,000	15,000	27,190	0
Monroe	0	1,000	0	150	8,400	8,100	17,650	0
Osceola	0	850	0	500	13,000	5,500	19,850	0
Palmyra	0	150	0	200	9,300	6,000	15,650	0
Phillips	0	2,800	0	100	8,000	7,200	18,100	0
Platteville	0	500	0	50	8,000	7,000	15,550	0
Portage	0	300	0	50	4,000	4,500	8,850	0
Prairie du Chien	0	700	0	50	7,200	4,550	12,500	0
Prairie du Sac	0	50	0	300	5,500	2,500	8,350	0
Reedsburg	0	250	0	150	6,750	7,150	14,300	0
Shawano	0	750	0	300	10,300	6,200	17,550	0
Shell Lake	0	500	0	50	6,000	6,000	12,550	0
Siren	0	200	0	0	8,400	6,100	14,700	0
Sparta	0	0	0	6,000	1,500	1,500	9,000	0
Sturgeon Bay	0	2,400	0	300	13,500	18,750	34,950	0
Superior	0	700	0	50	9,000	9,500	19,250	0
Tomahawk	0	200	0	0	3,500	3,500	7,200	0
Viroqua	0	50	0	50	7,000	2,500	9,600	0
Watertown	0	5,500	0	1,000	35,000	16,500	58,000	0
Waupaca	0	150	0	10	10,000	10,000	20,160	0
Wausau	0	2,500	0	50	32,400	10,000	45,000	0
Wisconsin Rapids	0	1,000	0	50	4,000	4,000	9,050	0

Table 3-11 -
Operations and Enplanements

Table 3-11 (Continued)
Operations and Enplanements

City	Annual Operations & Enplanements							
	Air Carrier	Air Taxi	Air Cargo	Military (Local & Itinerant)	GA Local	GA Itinerant	Total Operations	Enplanements
Barron	50	0	0		3,500	3,000	6,550	0
Boulder Junction	50	0	0		200	200	450	0
Boyceville	50	0	0		6,500	1,500	8,050	0
Cable	500	0	10		1,000	1,450	2,960	0
Cassville	50	0	0		2,300	750	3,100	0
Crandon	400	0	0		2,000	2,000	4,400	0
Crivitz	0	0	0		400	120	520	0
Ephraim-Gibraltar	300	0	0		3,500	5,500	9,300	0
Grantsburg	200	0	40		2,000	1,000	3,240	0
Hillsboro	0	0	0		1,000	400	1,400	0
La Pointe	100	0	0		2,000	6,000	8,100	0
Lancaster	0	0	0		4,400	2,700	7,100	0
Madison	20	0	20		4,000	2,000	6,040	0
Manitowish Waters	200	0	0		3,000	3,000	6,200	0
Necedah	500	0	20		4,000	3,000	7,520	0
Neillsville	500	0	20		4,000	3,000	7,520	0
New Holstein	200	0	200		4,000	3,500	7,900	0
New Lisbon	100	0	0		4,500	2,000	6,600	0
Oconto	400	0	20		5,000	6,500	11,920	0
Park Falls	200	0	0		2,700	3,850	6,750	0
Prentice	20	0	0		500	1,000	1,520	0
Richland Center	100	0	100		5,000	4,000	9,200	0
Solon Springs	25	0	0		1,000	2,000	3,025	0
Three Lakes	0	0	0		2,000	2,750	4,750	0
Tomah	50	0	100		5,000	2,000	7,150	0
Washington Island	0	0	30		2,000	4,000	6,030	0
Wautoma	300	0	30		5,000	7,000	12,325	0
Wild Rose	0	0	0		3,000	4,000	7,000	0

Sources: Towered Airports: FAA Air Traffic Control Tower Traffic Counts. All other SASP Airports: FAA 5010 Form

Table 3-12 -
Air Cargo

**Table 3-12
Air Cargo**

City	Air Cargo Operations	Scheduled Air Cargo Operations	Dedicated Air Cargo Facilities	Annual Cargo Pounds (Inbound & Outbound)	Cargo Type		
					Freight	US Mail	Express
Appleton	X	X	X	25,962,500	5%	5%	90%
Eau Claire				20,400			
Green Bay	X	X		452,100	100%	0%	0%
La Crosse				3,800			
Madison	X	X	X	26,085,700	100%	0%	0%
Milwaukee	X	X	X	172,582,700	100%	0%	0%
Mosinee	X	X		1,281,800	5%	1%	94%
Rhinelander	X	X	X	1,817,200	1%	0%	99%
East Troy							
Fond du Lac							
Janesville	X						
Kenosha	X			60,000	99%	1%	0%
Middleton				36,000			
Milwaukee							
New Richmond							
Oshkosh							
Racine	X						
Rice Lake	X	X	X	1,050,000	10%	0%	90%
Sheboygan	X			20,000	100%	0%	0%
Stevens Point							
Waukesha	X						
West Bend							
Amery							
Antigo							
Ashland							
Baraboo	X	X		468,000			
Black River Falls							
Boscobel							
Brookfield							
Burlington							
Chetek							
Clintonville							
Cumberland							
Eagle River							

Table 3-12 -
Air Cargo

Table 3-12 (Continued)
Air Cargo

City	Air Cargo Operations	Scheduled Air Cargo Operations	Dedicated Air Cargo Facilities	Annual Cargo Pounds (Inbound & Outbound)	Cargo Type		
					Freight	US Mail	Express
Fort Atkinson							
Friendship-Adams							
Hartford							
Hayward							
Juneau	X			15,000	100%	0%	0%
Ladysmith							
Land O'Lakes							
Lone Rock							
Manitowoc							
Marshfield	X			1,200	100%	0%	0%
Medford							
Menomonie				480,000			
Merrill							
Mineral Point	X	X		781,000	100%	0%	0%
Minocqua-Woodruff							
Monroe							
Osceola							
Palmyra							
Phillips	X			15,000	100%	0%	0%
Platteville							
Portage							
Prairie du Chien							
Prairie du Sac							
Reedsburg	X			10,000	96%	2%	2%
Shawano							
Shell Lake							
Siren							
Sparta							
Sturgeon Bay							
Superior							
Tomahawk							
Viroqua							
Watertown	X			1,240	95%	0%	5%
Waupaca							
Wausau							
Wisconsin Rapids							

Table 3-12 -
Air Cargo

Table 3-12 (Continued)
Air Cargo

City	Air Cargo Operations	Scheduled Air Cargo Operations	Dedicated Air Cargo Facilities	Annual Cargo Pounds (Inbound & Outbound)	Cargo Type		
Barron							
Boulder Junction							
Boyceville							
Cable							
Cassville							
Crandon							
Crivitz							
Ephraim-Gibraltar							
Grantsburg							
Hillsboro							
La Pointe							
Lancaster							
Madison							
Manitowish Waters							
Necedah							
Neillsville							
New Holstein							
New Lisbon							
Oconto							
Park Falls							
Prentice	X			2,000	100%		
Richland Center							
Solon Springs							
Three Lakes							
Tomah							
Washington Island							
Wautoma							
Wild Rose							

Source: SASP Airport Survey

Table 3-13 -
Average Daily Airport Activity

Table 3-13
Average Daily Airport Activity

City	Average Daily Transient Operations	Average Daily Passengers	Average Daily Visitors
Appleton	115	1,487	2,230
Eau Claire	25	100	150
Green Bay	121	1,986	2,980
La Crosse	50	34	300
Madison	97	5,000	5,000
Milwaukee	520	27,000	40,500
Mosinee	15	500	250
Rhinelander	80	142	355
East Troy	9	19	6
Fond du Lac	20	25	10
Janesville	80	58	0
Kenosha	40	120	100
Middleton	6	8	4
Milwaukee	5	50	10
New Richmond	50	80	100
Oshkosh	25	100	100
Racine	9	210	11
Rice Lake	15	20	110
Sheboygan	40	50	50
Stevens Point	20	15	35
Waukesha	96	65	0
West Bend	7	15	15
Amery	2	6	4
Antigo	5	2	2
Ashland	5	5	3
Baraboo	40	15	5
Black River Falls	2	2	1
Boscobel	6	24	20
Brookfield	3	5	15
Burlington	5	5	2
Chetek	5	10	5
Clintonville	10	10	5
Cumberland	5	11	4
Eagle River	25	50	30

Table 3-13 -
Average Daily Airport Activity

Table 3-13 (Continued)
Average Daily Airport Activity

City	Average Daily Transient Operations	Average Daily Passengers	Average Daily Visitors
Fort Atkinson	1	5	5
Friendship-Adams	3	6	3
Hartford	19	37	10
Hayward	10	25	25
Juneau	7	21	1
Ladysmith	3	6	0
Land O'Lakes	6	7	3
Lone Rock	12	4	10
Manitowoc	10	25	30
Marshfield	15	25	32
Medford	2	4	5
Menomonie	10	20	15
Merrill	5	10	5
Mineral Point	15	30	10
Minocqua-Woodruff	20	40	10
Monroe	10	20	20
Osceola	10	15	15
Palmyra	8	16	8
Phillips	8	20	20
Platteville	20	20	10
Portage	5	15	15
Prairie du Chien	6	14	4
Prairie du Sac	4	6	2
Reedsburg	5	5	10
Shawano	10	12	2
Shell Lake	3	6	2
Siren	5	5	1
Sparta	0	2	0
Sturgeon Bay	15	20	25
Superior	5	50	20
Tomahawk	4	5	4
Viroqua	5	5	10
Watertown	7	20	5
Waupaca	10	15	5
Wausau	10	15	5
Wisconsin Rapids	3	4	5

Table 3-13 -
Average Daily Airport Activity

Table 3-13 (Continued)
Average Daily Airport Activity

City	Average Daily Transient Operations	Average Daily Passengers	Average Daily Visitors
Barron	6	6	3
Boulder Junction	1	1	1
Boyceville	0	0	1
Cable	1	2	3
Cassville	0	0	0
Crandon	2	2	2
Crivitz	2	6	6
Ephraim-Gibraltar	5	3	0
Grantsburg	2	4	2
Hillsboro	2	3	1
La Pointe	2	4	1
Lancaster	2	2	4
Madison	1	2	1
Manitowish Waters	5	20	20
Necedah	2	4	6
Neillsville	2	5	2
New Holstein	2	1	1
New Lisbon	6	8	6
Oconto	4	2	2
Park Falls	1	2	1
Prentice	1	3	1
Richland Center	5	10	5
Solon Springs	20	10	10
Three Lakes	4	10	4
Tomah	4	5	1
Washington Island	6	8	11
Wautoma	12	20	6
Wild Rose	2	2	1

Source: SASP Airport Survey

Table 3-14 -
Airport Attendance and Snow Removal

Table 3-14
Airport Attendance and Snow Removal

City	Attended	Snow Removal
Appleton	Attended 24-Hours	X
Eau Claire	Attended Part-Time	X
Green Bay	Attended 24-Hours	X
La Crosse	Attended 24-Hours	X
Madison	Attended 24-Hours	X
Milwaukee	Attended 24-Hours	X
Mosinee	Attended 24-Hours	X
Rhinelander	Attended Part-Time	X
East Troy	Attended Part-Time	X
Fond du Lac	Attended Part-Time	X
Janesville	Attended Part-Time	X
Kenosha	Attended Part-Time	X
Middleton	Attended Part-Time	X
Milwaukee	Attended Part-Time	X
New Richmond	Attended 24-Hours	X
Oshkosh	Attended Part-Time	X
Racine	Attended 24-Hours	X
Rice Lake	Attended Part-Time	X
Sheboygan	Attended Part-Time	X
Stevens Point	Attended 24-Hours	X
Waukesha	Attended 24-Hours	X
West Bend	Attended Part-Time	X
Amery	No	X
Antigo	Attended Part-Time	X
Ashland	Attended Part-Time	X
Baraboo	Attended Part-Time	X
Black River Falls	No	X
Boscobel	Attended Part-Time	X
Brookfield	Attended Part-Time	X
Burlington	Attended Part-Time	X
Chetek	Attended Part-Time	X
Clintonville	No	X
Cumberland	Attended Part-Time	X
Eagle River	Attended Part-Time	X

Table 3-14 -
Airport Attendance and Snow Removal

Table 3-14 (Continued)
Airport Attendance and Snow Removal

City	Attended	Snow Removal
Fort Atkinson	No	X
Friendship-Adams	No	X
Hartford	No	X
Hayward	Attended Part-Time	X
Juneau	Attended Part-Time	X
Ladysmith	Attended Part-Time	X
Land O'Lakes	Attended Part-Time	X
Lone Rock	Attended Part-Time	X
Manitowoc	Attended Part-Time	X
Marshfield	Attended Part-Time	X
Medford	Attended Part-Time	X
Menomonie	Attended Part-Time	X
Merrill	Attended Part-Time	X
Mineral Point	Attended Part-Time	X
Minocqua-Woodruff	Attended Part-Time	X
Monroe	Attended Part-Time	X
Osceola	Attended Part-Time	X
Palmyra	Attended Part-Time	X
Phillips	Attended 24-Hours	X
Platteville	Attended 24-Hours	X
Portage	Attended Part-Time	X
Prairie du Chien	Attended Part-Time	X
Prairie du Sac	Attended Part-Time	X
Reedsburg	Attended Part-Time	X
Shawano	Attended Part-Time	X
Shell Lake	No	X
Siren	Attended Part-Time	X
Sparta	No	X
Sturgeon Bay	Attended Part-Time	X
Superior	Attended Part-Time	X
Tomahawk	Attended 24-Hours	X
Viroqua	No	X
Watertown	Attended Part-Time	X
Waupaca	Attended Part-Time	X
Wausau	Attended Part-Time	X
Wisconsin Rapids	Attended Part-Time	X

Table 3-14 -
Airport Attendance and Snow Removal

Table 3-14 (Continued)
Airport Attendance and Snow Removal

City	Attended	Snow Removal
Barron	No	X
Boulder Junction	No	
Boyceville	No	X
Cable	Attended Part-Time	X
Cassville	No	X
Crandon	No	X
Crivitz	Attended Part-Time	X
Ephraim-Gibraltar	Attended Part-Time	X
Grantsburg	No	X
Hillsboro	No	X
La Pointe		X
Lancaster	No	X
Madison	No	X
Manitowish Waters	Attended Part-Time	X
Necedah	Attended Part-Time	X
Neillsville	No	X
New Holstein	Attended Part-Time	X
New Lisbon	No	X
Oconto	Attended Part-Time	X
Park Falls	No	X
Prentice	No	X
Richland Center	No	X
Solon Springs	Attended Part-time	X
Three Lakes	No	
Tomah	No	X
Washington Island	Attended Part-Time	X
Wautoma	Attended Part-Time	X
Wild Rose	No	X

Source: SASP Airport Survey

Table 3-15 -
Airport Services

Table 3-15
Airport Services

City	Fixed Based Operator (FBO)			Aviation Fuel							Services							
	FBO Type	Privately Owned	Publicly Owned	Fuel Available	Fuel Available 24-Hours	Available Fuel Types			Fuel System Ownership		Airframe Repairs Available	Power Plan Repairs Available	Avionics Repairs Available	Aircraft Rental	Charter Services	Aircraft Deicing	Flight Training	Customs
						100LL	Jet A	MoGas	Airport	Private								
Appleton	Full-service FBO(s) Available		X	X	X	X	X	X	X		Major	Major		X	X	X	X	
Eau Claire	Full-service FBO(s) Available	X		X	X	X	X			X	Major	Major	X	X	X	X	X	X
Green Bay	Full-service FBO(s) Available	X		X	X	X	X			X	Major	Major	X	X	X	X	X	X
La Crosse	Full-service FBO(s) Available	X		X	X	X	X			X	Major	Major		X	X	X	X	
Madison	Full-service FBO(s) Available	X		X	X	X	X			X	Major	Major	X	X	X	X	X	
Milwaukee	Full-service FBO(s) Available	X		X	X	X	X		X		Major	Major	X	X	X	X		X
Mosinee	Full-service FBO(s) Available	X		X		X	X		X	X	Major	Major	X	X	X	X	X	
Rhinelander	Full-service FBO(s) Available	X		X		X	X		X		Major	Major			X	X	X	
East Troy	Limited Service FBO(s) Available	X		X	X	X	X	X	X		Major	Major		X			X	
Fond du Lac	Full-service FBO(s) Available	X		X	X	X	X			X	Major	Major		X	X	X	X	
Janesville	Full-service FBO(s) Available	X		X	X	X	X			X	Major	Major	X	X	X	X	X	
Kenosha	Full-service FBO(s) Available	X		X	X	X	X			X	Major	Major	X	X	X	X	X	X
Middleton	Full-service FBO(s) Available	X		X	X	X	X			X	Major	Major		X	X		X	
Milwaukee	Full-service FBO(s) Available	X		X	X	X	X		X		Major	Major		X	X	X	X	
New Richmond	Full-service FBO(s) Available	X		X	X	X	X			X	Major	Major	X	X	X	X	X	
Oshkosh	Full-service FBO(s) Available	X		X	X	X	X			X	Major	Major	X	X	X	X	X	
Racine	Full-service FBO(s) Available	X	X	X	X	X	X		X		Minor	Minor		X	X	X	X	X
Rice Lake	Full-service FBO(s) Available	X		X	X	X	X		X		Major	Major	X	X	X	X	X	
Sheboygan	Limited Service FBO(s) Available	X		X	X	X	X			X	Major	Major		X	X	X	X	X
Stevens Point	Full-service FBO(s) Available		X	X	X	X	X		X	X	Major	Major		X			X	
Waukesha	Full-service FBO(s) Available	X		X	X	X	X		X		Major	Major	X	X	X	X	X	
West Bend	Full-service FBO(s) Available	X		X		X	X			X	Major	Major		X	X		X	
Amery	None			X	X	X	X		X		Major	None						
Antigo	Full-service FBO(s) Available	X		X	X	X	X		X		Minor	Minor		X			X	
Ashland	None			X	X	X	X		X		None	None					X	
Baraboo	Full-service FBO(s) Available	X		X	X	X	X	X	X		None	None		X	X		X	
Black River Falls	None			X	X	X	X		X		None	None					X	
Boscobel	Full-service FBO(s) Available	X		X	X	X			X		Major	Major		X			X	
Brookfield	Limited Service FBO(s) Available	X	X	X	X	X		X	X	X	None	None		X	X		X	
Burlington	None			X	X	X	X		X		Major	Major	X					
Chetek	None			X	X	X			X		Minor	Minor	X					
Clintonville	None			X	X	X	X		X		Major	Major	X					
Cumberland	None			X	X	X		X	X		Major	Major		X			X	
Eagle River	Full-service FBO(s) Available	X	X	X	X	X	X		X		Major	Major		X	X	X	X	

Table 3-15 -
Airport Services

Table 3-15 (Continued)
Airport Services

City	Fixed Based Operator (FBO)			Aviation Fuel							Services							
	FBO Type	Privately Owned	Publicly Owned	Fuel Available	Fuel Available 24-Hours	Available Fuel Types			Fuel System Ownership		Airframe Repairs Available	Power Plan Repairs Available	Avionics Repairs Available	Aircraft Rental	Charter Services	Aircraft Deicing	Flight Training	Customs
						100LL	Jet A	MoGas	Airport	Private								
Fort Atkinson	None			X		X			X		None	None						
Friendship-Adams	None			X	X	X			X		None	None						
Hartford	None			X	X	X		X	X		Major	Major						
Hayward	Full-service FBO(s) Available	X		X		X	X			X	None	None		X		X	X	
Juneau	Full-service FBO(s) Available	X		X	X	X	X		X		Major	Major		X	X		X	
Ladysmith	Full-service FBO(s) Available	X		X	X	X			X		Major	Major						
Land O'Lakes	Full-service FBO(s) Available	X		X	X	X		X	X		Major	Major	X				X	
Lone Rock	Limited Service FBO(s) Available	X	X	X	X	X	X		X		Major	Minor					X	
Manitowoc	Full-service FBO(s) Available	X		X	X	X		X	X		Minor	Minor		X	X	X	X	
Marshfield	Full-service FBO(s) Available	X		X	X	X	X		X		Major	Minor		X	X		X	
Medford	None			X	X	X	X		X		None	None					X	
Menomonie	Full-service FBO(s) Available	X		X	X	X	X		X		Major	Major		X			X	
Merrill	Full-service FBO(s) Available	X		X	X	X	X		X		Major	Minor						
Mineral Point	Full-service FBO(s) Available	X	X	X	X	X	X		X		Major	Major				X	X	
Minocqua-Woodruff	Full-service FBO(s) Available	X		X	X	X	X			X	Minor	Minor	X	X			X	
Monroe	Full-service FBO(s) Available	X		X	X	X	X		X		Major	Major		X	X		X	
Osceola	Full-service FBO(s) Available	X		X	X	X	X			X	Major	Major		X			X	
Palmyra	Limited Service FBO(s) Available	X		X		X		X		X	Major	Major		X			X	
Phillips	Full-service FBO(s) Available	X	X	X	X	X	X	X	X		Major	Major		X	X	X	X	
Platteville	Limited Service FBO(s) Available	X		X	X	X	X		X		None	None		X	X		X	
Portage	Limited Service FBO(s) Available	X		X	X	X		X	X		None	None			X		X	
Prairie du Chien	Limited Service FBO(s) Available	X	X	X	X	X	X		X		None	None						
Prairie du Sac	None										Major	Major						
Reedsburg	Full-service FBO(s) Available	X		X	X	X	X		X		Major	Major		X	X		X	
Shawano	Full-service FBO(s) Available	X		X		X			X	X	Major	Major		X	X	X	X	
Shell Lake	None										None	None						
Siren	None			X	X	X	X	X	X		None	None						
Sparta	None			X	X	X			X		None	None			X		X	
Sturgeon Bay	Full-service FBO(s) Available	X		X	X	X	X		X		Major	Major		X	X		X	
Superior	Full-service FBO(s) Available	X		X		X	X			X	Major	Major		X			X	
Tomahawk	Limited Service FBO(s) Available	X		X	X	X	X			X	Major	Major	X				X	
Viroqua	None			X	X	X			X		None	None					X	
Watertown	Full-service FBO(s) Available	X		X		X	X		X		Major	Major	X	X	X		X	
Waupaca	Full-service FBO(s) Available	X	X	X	X	X	X		X		Major	Major	X		X		X	
Wausau	Full-service FBO(s) Available	X		X	X	X	X	X	X		Major	Major		X	X		X	
Wisconsin Rapids	Full-service FBO(s) Available	X		X	X	X	X			X	None	None		X	X	X	X	

Table 3-15 -
Airport Services

Table 3-15 (Continued)
Airport Services

City	Fixed Based Operator (FBO)			Aviation Fuel							Services							
	FBO Type	Privately Owned	Publicly Owned	Fuel Available	Fuel Available 24-Hours	Available Fuel Types			Fuel System Ownership		Airframe Repairs Available	Power Plan Repairs Available	Avionics Repairs Available	Aircraft Rental	Charter Services	Aircraft Deicing	Flight Training	Customs
						100LL	Jet A	MoGas	Airport	Private								
Barron	None										None	None						
Boulder Junction	None										None	None						
Boyceville	Limited Service FBO(s) Available	X		X	X	X			X		Major	Minor					X	
Cable	None			X	X	X			X		None	None						
Cassville	None										None	None						
Crandon	None										None	None						
Crivitz	None										None	None					X	
Ephraim-Gibraltar	None			X	X	X			X		Minor	Minor						
Grantsburg	None										None	None						
Hillsboro	None										None	None						
La Pointe	None										None	None						
Lancaster	None			X	X	X		X	X		None	None						
Madison	None										None	None						
Manitowish Waters	None			X	X	X			X		None	None			X		X	
Necedah	None										Minor	Minor		X			X	
Neillsville	Full-service FBO(s) Available	X		X		X		X	X		Minor	Minor		X	X		X	
New Holstein	Full-service FBO(s) Available	X		X	X	X			X		Major	Major	X					
New Lisbon	None			X	X	X	X		X		Minor	Minor						
Oconto	None			X	X	X			X		None	None		X				
Park Falls	None			X	X	X		X	X		None	None						
Prairie du Sac	None										Major	Major						
Prentice	None										None	None						
Richland Center	None			X		X			Unknown	Unknown	None	None						
Solon Springs	Limited Service FBO(s) Available			X		X			X		Minor	Minor	X					
Three Lakes	None										None	None					X	
Tomah	None			X	X	X			X		None	None					X	
Washington Island	None										None	None						
Wautoma	Limited Service FBO(s) Available		X	X	X	X			X		Major	Major	X		X		X	
Wild Rose	None										None	None						

Sources: SASP Airport Survey, FAA 5010 Form

Table 3-16 -
Ground Transportation

**Table 3-16
Ground Transportation**

City	Transportation					
	Courtesy Car	Onsite Rental Car	Other Rental Car	Taxi	Bus	Train
Appleton	X	X		X		
Eau Claire	X	X		X	X	
Green Bay	X	X		X		
La Crosse	X	X		X	X	
Madison	X	X		X	X	
Milwaukee		X		X	X	X
Mosinee	X	X		X		
Rhinelander	X	X		X		
East Troy	X		X			
Fond du Lac	X		X	X		
Janesville	X		X	X		
Kenosha	X	X		X		
Middleton	X	X		X		
Milwaukee					X	
New Richmond	X	X		X		
Oshkosh		X		X	X	
Racine	X	X		X		
Rice Lake	X	X			X	
Sheboygan	X	X		X		
Stevens Point	X		X	X		
Waukesha	X		X	X		
West Bend	X		X	X		
Amery	X			X		
Antigo	X		X	X		
Ashland	X		X			
Baraboo	X	X		X		
Black River Falls			X	X		
Boscobel	X		X			
Brookfield			X	X		
Burlington	X		X	X		
Chetek	X					
Clintonville			X	X		
Cumberland	X					
Eagle River	X	X		X		

WISCONSIN

Table 3-16 -
Ground Transportation

Table 3-16 (Continued)
Ground Transportation

City	Transportation					
	Courtesy Car	Onsite Rental Car	Other Rental Car	Taxi	Bus	Train
Fort Atkinson			X			
Friendship-Adams	X		X	X		
Hartford			X	X		
Hayward	X	X		X		
Juneau	X		X	X		
Ladysmith	X					
Land O'Lakes	X	X		X		
Lone Rock			X			
Manitowoc	X			X		
Marshfield	X	X		X		
Medford	X		X	X		
Menomonie	X		X	X		
Merrill	X		X			
Mineral Point	X		X			
Minocqua-Woodruff	X		X	X		
Monroe			X	X		
Osceola	X		X	X		
Palmyra						
Phillips	X		X			
Platteville	X		X	X		
Portage			X	X		
Prairie du Chien			X	X		
Prairie du Sac			X	X		
Reedsburg	X		X	X		
Shawano						
Shell Lake						
Siren	X		X			
Sparta			X	X		
Sturgeon Bay		X		X		
Superior			X	X		
Tomahawk	X	X	X	X		
Viroqua	X			X		
Watertown	X		X	X		
Waupaca	X		X	X		
Wausau	X		X	X	X	
Wisconsin Rapids	X	X		X		

Table 3-16 -
Ground Transportation

**Table 3-16 (Continued)
Ground Transportation**

City	Transportation					
	Courtesy Car	Onsite Rental Car	Other Rental Car	Taxi	Bus	Train
Barron			X	X		
Boulder Junction						
Boyceville				X		
Cable	X		X			
Cassville	X					
Crandon						
Crivitz	X		X	X		
Ephraim-Gibraltar	X	X		X		
Grantsburg						
Hillsboro						
La Pointe						
Lancaster				X		
Madison						
Manitowish Waters	X					
Necedah				X		
Neillsville				X		
New Holstein						
New Lisbon				X		
Oconto	X		X			
Park Falls			X			
Prentice	X					
Richland Center						
Solon Springs						
Three Lakes						
Tomah			X	X		
Washington Island	X	X		X		
Wautoma	X	X		X		
Wild Rose						

Source: SASP Airport Survey

Table 3-17 -
Ordinances and Documents

Table 3-17
Ordinances and Documents

City	Economic Impact Study			Land Use Ordinance			Noise Contour Map			Height Limitation Zoning Ordinance			Height Zoning Map			Vehicle Pedestrian Ordinance		Minimum Standards		
	In Progress	Complete	Date	In Progress	Complete	Date	In Progress	Complete	Date	In Progress	Complete	Date	In Progress	Complete	HZM Date	In Progress	Complete	In Progress	Complete	Date
Appleton		X	1/1/2008		X	1/1/1990					X	6/15/1983		X	5/30/1978		X			
Eau Claire		X	1/1/2010		X	1/1/2002					X	11/18/1982		X	6/4/1980					
Green Bay		X	11/1/2011		X	1/1/1986					X	6/2/2003		X	6/13/2003		X			
La Crosse		X	1/1/2005		X	1/13/2011					X	8/17/1976		X	11/15/1975		X			
Madison											X	9/18/2008		X	4/24/2008		X			
Milwaukee											X	11/3/1999		X	3/1/1964					
Mosinee		X	1/1/2007								X	12/28/1971		X	9/7/1999		X			
Rhinelander											X	1/10/2005		X	3/19/1978					
East Troy		X	11/1/2011								X	9/3/1996		X	11/17/1988		X			
Fond du Lac											X	8/19/1997		X	2/10/1997					
Janesville		X	1/1/1999		X	4/23/2009					X	7/28/1983		X	4/17/1981		X			
Kenosha					X	1/1/1994					X	1/4/1989		X	5/28/1988		X			
Middleton		X	1/1/2008								X	12/16/2003		X	8/1/2000		X			
Milwaukee											X	12/11/1975		X	12/17/1961					
New Richmond		X	1/1/2002								X	6/25/1998		X	4/14/2008		X			
Oshkosh					X						X	7/20/1976		X	9/1/1970		X			
Racine											X	1/24/1984		X	7/24/1984					
Rice Lake		X	1/1/2007								X	4/8/2008		X	10/12/2007					
Sheboygan		X	1/1/2007								X	6/20/1989		X	1/3/1987		X			
Stevens Point		X	1/1/2003								X	10/20/1975		X	7/25/1975		X			
Waukesha		X	1/1/2000								X	1/28/1995		X	12/22/1994		X			
West Bend														X	6/16/2008		X			
Amery					X	9/2/2009					X	9/2/2009		X	8/19/2009					
Antigo		X	1/1/2004								X	8/9/1994		X	4/15/1994				X	10/1/1991
Ashland											X	8/11/1988		X	4/21/1987				X	2/12/1980
Baraboo		X	1/1/2008								X	8/16/1999		X	2/4/1999		X			
Black River Falls											X	11/14/1973		X	3/1/1970					
Boscobel											X	11/8/2000		X	2/4/1999		X			
Brookfield																				
Burlington		X	1/1/2000								X	4/15/1994		X	9/4/1973					
Chetek		X	1/1/2008								X	4/8/1986		X	1/4/1985		X			
Clintonville											X	5/4/1976		X	12/1/1974		X			
Cumberland											X	4/5/1983		X	4/21/2008					
Eagle River		X	1/1/2003								X	8/12/2008		X	4/23/2007		X		X	11/21/2007

Table 3-17 -
Ordinances and Documents

Table 3-17 (Continued)
Ordinances and Documents

City	Economic Impact Study			Land Use Ordinance			Noise Contour Map			Height Limitation Zoning Ordinance			Height Zoning Map			Vehicle Pedestrian Ordinance		Minimum Standards		
	In Progress	Complete	Date	In Progress	Complete	Date	In Progress	Complete	Date	In Progress	Complete	Date	In Progress	Complete	HZM Date	In Progress	Complete	In Progress	Complete	Date
Fort Atkinson											X	2/21/1991		X	7/9/1990		X			
Friendship-Adams											X	11/14/1995		X	12/28/1992		X			
Hartford	X										X	8/18/1981		X	4/22/2008		X		X	2/1/1983
Hayward	X										X	5/3/1976		X	6/2/1975		X		X	8/1/1989
Juneau		X	1/1/1999								X	8/15/1995		X	4/12/1995					
Ladysmith											X	7/27/1999		X	2/5/1999					
Land O'Lakes											X	5/15/1967		X	6/1/1956					
Lone Rock					X	10/1/2006					X	12/20/1994		X	11/30/1993		X			
Manitowoc											X	2/24/2009		X	9/9/2008		X			
Marshfield		X	1/1/2002								X	9/8/1981		X	5/1/1981		X			
Medford					X	1/1/1998					X	8/5/1998		X	3/30/1994					
Menomonie					X	1/1/2007					X	8/21/1995		X	10/26/1994		X			
Merrill											X	10/12/1982		X	1/8/2008					
Mineral Point					X	1/1/2007					X	9/21/1995		X	11/13/2007		X			
Minocqua-Woodruff	X										X	6/15/1976		X	5/31/1974		X			
Monroe											X	6/16/1992		X	1/17/1989		X			
Osceola					X	11/10/2009					X	1/9/1996		X	9/23/1995		X			
Palmyra											X	2/2/1998		X	12/3/1997		X			
Phillips		X	1/1/1995								X	8/19/2008		X	10/8/2007					
Platteville											X	3/9/1971		X	1/5/2005		X			
Portage																				
Prairie du Chien											X	1/9/2001		X	2/15/2000					
Prairie du Sac		X	1/1/2001																	
Reedsburg											X	6/23/2008		X	6/23/2008		X			
Shawano														X	4/11/2001		X			
Shell Lake																				
Siren		X	1/1/2007								X	2/14/2001		X	3/27/1997		X			
Sparta											X	5/18/1999		X	1/22/1993					
Sturgeon Bay											X	10/20/1977		X	3/1/1974		X			
Superior											X	7/3/1968		X	11/9/1967					
Tomahawk											X	7/2/1996		X	9/1/1995					
Viroqua											X	5/12/1998		X	2/2/1996					
Watertown	X										X	3/2/1999		X	8/8/1991		X			
Waupaca											X	9/23/2004		X	10/15/1984					
Wausau		X	1/1/2001								X	6/10/1975		X	11/14/2009					
Wisconsin Rapids		X	1/1/2000								X	4/21/2005		X	4/30/2004		X		X	2/3/1999
Barron																				

Table 3-17 -
Ordinances and Documents

Table 3-17 (Continued)
Ordinances and Documents

City	Economic Impact Study			Land Use Ordinance			Noise Contour Map			Height Limitation Zoning Ordinance			Height Zoning Map			Vehicle Pedestrian Ordinance		Minimum Standards		
	In Progress	Complete	Date	In Progress	Complete	Date	In Progress	Complete	Date	In Progress	Complete	Date	In Progress	Complete	HZM Date	In Progress	Complete	In Progress	Complete	Date
Boulder Junction																				
Boyceville											X	11/13/2000		X	7/31/1995					
Cable											X	11/1/1975		X	1/1/1975					
Cassville																				
Crandon											X	9/1/1999		X	3/10/1999		X			
Crivitz											X	1/19/2004		X	10/26/1994					
Ephraim-Gibraltar		X	1/1/2007								X	4/10/1973		X	3/1/1971					
Grantsburg											X	7/9/2001		X	7/9/2001					
Hillsboro											X	1/19/2004		X	5/7/2003					
La Pointe		X	1/1/2002								X	11/6/1973		X	8/1/1973					
Lancaster																				
Madison		X	1/1/2001																	
Manitowish Waters											X	10/25/1999		X	6/8/1999		X			
Necedah											X	1/14/1991		X	9/9/1990		X			
Neillsville		X	1/1/2001								X	6/22/1976		X	4/2/1975		X			
New Holstein											X	9/8/1976		X	3/3/1975					
New Lisbon		X	1/1/2004								X	8/24/1984		X	9/13/1983					
Oconto		X	1/1/2003								X	4/18/1978		X	11/15/1976		X			
Park Falls											X	2/7/1995		X	7/26/1994					
Prentice																				
Richland Center																				
Solon Springs											X	10/6/2003		X	2/3/1987					
Three Lakes																				
Tomah		X	1/1/2001								X	6/1/1993		X	10/31/1990					
Washington Island		X	1/1/2002								X	4/14/1997		X	12/22/1995					
Wautoma											X	4/10/1995		X	3/17/1994					
Wild Rose																				

Sources: BOA, SASP Airport Survey

Table 3-18 -
Environmental and Security Documents

Table 3-18
Environmental and Security Documents

City	Wildlife Hazard Management Plan			Wildlife Hazard Assessment			Wisconsin Airport Security Plan			Stormwater Management Plan		
	In Progress	Complete	Date	In Progress	Complete	Date	In Progress	Complete	Date	In Progress	Complete	Date
Appleton		X	4/4/2007		X	10/2/2006					X	8/6/2009
Eau Claire		X	1/1/2001		X	1/1/2001					X	2/1/2007
Green Bay		X	10/30/2002		X	8/30/2002					X	6/1/1998
La Crosse		X	12/9/2004		X	5/1/2001					X	5/1/1996
Madison		X	9/30/2003		X	8/1/2011					X	1/1/2007
Milwaukee		X	11/1/2009		X	10/1/2001					X	3/1/1995
Mosinee		X	9/30/2005		X	9/30/2005		X			X	3/30/2001
Rhinelander		X	12/26/2002		X	3/4/2002					X	1/1/1998
East Troy												
Fond du Lac											X	5/9/2006
Janesville		X	11/15/2011		X	11/15/2011						
Kenosha								X	5/1/2006		X	6/1/2000
Middleton											X	6/30/2004
Milwaukee		X	8/1/2007		X	10/1/2006		X	6/28/2006		X	10/1/2006
New Richmond								X	7/1/2006		X	5/1/1996
Oshkosh					X	Unknown					X	7/10/2009
Racine											X	3/28/2003
Rice Lake		X	7/2/2012					X	Unknown		X	Unknown
Sheboygan											X	5/23/1996
Stevens Point												
Waukesha		X	11/12/2008		X	8/7/2001		X	10/8/2002		X	5/7/2009
West Bend								X	1/2/2008		X	5/28/1996
Amery											X	5/31/2010
Antigo												
Ashland		X	7/31/2009		X	7/31/2009		X	6/12/2006			
Baraboo								X	2/22/2006			
Black River Falls								X	Unknown			
Boscobel											X	Unknown
Brookfield												
Burlington												
Chetek												
Clintonville												
Cumberland											X	6/1/2007
Eagle River					X	Unknown		X	10/1/2003		X	4/1/2009

Table 3-18 -
Environmental and Security Documents

Table 3-18 (Continued)
Environmental and Security Documents

City	Wildlife Hazard Management Plan			Wildlife Hazard Assessment			Wisconsin Airport Security Plan			Stormwater Management Plan		
	In Progress	Complete	Date	In Progress	Complete	Date	In Progress	Complete	Date	In Progress	Complete	Date
Fort Atkinson											X	Unknown
Friendship-Adams		X	Unknown		X						X	Unknown
Hartford												
Hayward											X	Unknown
Juneau											X	11/27/2007
Ladysmith												
Land O'Lakes												
Lone Rock												
Manitowoc											X	5/20/2010
Marshfield								X	5/1/2009		X	5/1/2000
Medford		X	1/1/2009		X	1/1/2009					X	1/1/2006
Menomonie					X	1/2/2006					X	1/1/2003
Merrill												
Mineral Point					X	3/4/2002		X	10/15/2008			
Minocqua-Woodruff								X	Unknown			
Monroe								X	Unknown		X	Unknown
Osceola											X	8/1/2010
Palmyra												
Phillips											X	5/30/1996
Platteville											X	Unknown
Portage					X	1/1/2006						
Prairie du Chien												
Prairie du Sac												
Reedsburg								X	Unknown		X	Unknown
Shawano												
Shell Lake												
Siren					X	12/1/2009						
Sparta												
Sturgeon Bay								X	10/1/2006		X	4/1/2004
Superior												
Tomahawk												
Viroqua												
Watertown					X	Unknown		X	8/5/2011		X	Unknown
Waupaca		X	6/1/2005		X	6/1/2005					X	6/1/2005
Wausau								X	1/3/2002			
Wisconsin Rapids												

Table 3-18 -
Environmental and Security Documents

Table 3-18 (Continued)
Environmental and Security Documents

City	Wildlife Hazard Management Plan			Wildlife Hazard Assessment			Wisconsin Airport Security Plan			Stormwater Management Plan		
	In Progress	Complete	Date	In Progress	Complete	Date	In Progress	Complete	Date	In Progress	Complete	Date
Barron												
Boulder Junction												
Boyceville												
Cable												
Cassville												
Crandon												
Crivitz												
Ephraim-Gibraltar											X	Unknown
Grantsburg												
Hillsboro												
La Pointe												
Lancaster												
Madison												
Manitowish Waters											X	1/3/2011
Necedah											X	11/8/2005
Neillsville								X	5/1/2008		X	5/1/2000
New Holstein					X	1/31/2011		X	Unknown		X	3/31/2011
New Lisbon												
Oconto					X	4/15/2010		X	8/15/2004		X	11/1/2001
Park Falls											X	Unknown
Prentice												
Richland Center												
Solon Springs												
Three Lakes												
Tomah								X	1/1/2003		X	1/1/2005
Washington Island											X	1/1/2010
Wautoma		X	Unknown		X	Unknown					X	Unknown
Wild Rose												

Sources: BOA, SASP Airport Survey

Table 3-19 -
Airport Property and Land Use

Table 3-19
Airport Property and Land Use

City	Airport Property		Incompatible Land Uses Within 5 Miles									
	Fee (Acres)	Easement (Acres)	Public Assembly	Wind Turbines or Tall Structures	Power Lines	Light Glare	Smoke or Steam	Gravel Extraction	Landfills or Sewage Treatment	Residential	Golf Courses	Ponds
Appleton	1,700	0	X	X						X	X	X
Eau Claire	1,100	0	X	X	X					X	X	X
Green Bay	2,446	4								X		X
La Crosse	1,233	132	X			X				X		X
Madison	3,800	0	X		X			X		X	X	X
Milwaukee	2,200	120	X	X	X	X	X			X		X
Mosinee	1,806	281						X	X	X	X	X
Rhinelander	1,350	600	X		X			X		X	X	X
East Troy	212	60	X		X	X		X	X	X		X
Fond du Lac	456	100	X		X					X	X	X
Janesville	1,394	35		X	X			X	X	X	X	X
Kenosha	906	158	X		X					X		X
Middleton	262	33	X		X	X		X		X	X	X
Milwaukee	420	0	X		X					X	X	
New Richmond	403	20	X		X				X	X	X	X
Oshkosh	1,392	92	X		X			X	X	X	X	
Racine	412	34		X	X			X	X	X	X	X
Rice Lake	470	130			X					X		X
Sheboygan	737	300		X	X		X					X
Stevens Point	724	13								X	X	
Waukesha	577	97	X		X			X		X		
West Bend	455	76	X						X	X	X	X
Amery	208	43								X	X	X
Antigo	440	228	X							X		
Ashland	240	20	X		X			X		X	X	X
Baraboo	331	55	X	X	X			X		X		
Black River Falls	426	88			X					X		X
Boscobel	334	74	X					X		X		X
Brookfield	200	36			X					X	X	X
Burlington	240	24								X		
Chetek	95	57	X		X					X	X	
Clintonville	511	100			X				X	X		
Cumberland	159	66						X				X
Eagle River	576	121	X	X	X	X		X	X	X	X	X

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Table 3-19 -
Airport Property and Land Use

Table 3-19 (Continued)
Airport Property and Land Use

City	Airport Property		Incompatible Land Uses Within 5 Miles									
	Fee (Acres)	Easement (Acres)	Public Assembly	Wind Turbines or Tall Structures	Power Lines	Light Glare	Smoke or Steam	Gravel Extraction	Landfills or Sewage Treatment	Residential	Golf Courses	Ponds
Fort Atkinson	120	167	X	X	X					X		X
Friendship-Adams	356	24	X	X	X					X		
Hartford	201	44	X		X				X	X	X	
Hayward	409	12	X		X		X			X	X	X
Juneau	455	86	X		X					X	X	X
Ladysmith	250	70			X				X			
Land O'Lakes	496	10								X	X	X
Lone Rock	225	111								X		
Manitowoc	706	60	X	X	X			X	X	X		X
Marshfield	550	30	X	X	X				X	X	X	X
Medford	600	80	X		X			X			X	X
Menomonie	275	85			X							
Merrill	439	106	X		X					X		
Mineral Point	308	153									X	X
Minocqua-Woodruff	439	30			X					X		X
Monroe	217	71	X		X			X	X	X	X	X
Osceola	326	57	X		X		X	X	X	X	X	X
Palmyra	113	0							X	X		
Phillips	238	54	X		X			X	X	X	X	X
Platteville	533	89			X							
Portage	106	0	X		X					X		X
Prairie du Chien	258	91			X					X		
Prairie du Sac	257	0			X							X
Reedsburg	149	62	X							X	X	
Shawano	343	33	X		X				X	X	X	X
Shell Lake	114	22	X		X				X	X		X
Siren	576	22	X		X					X		X
Sparta	224	62	X		X					X	X	X
Sturgeon Bay	437	91								X		
Superior	120	300								X	X	
Tomahawk	627	65								X		
Viroqua	141	13	X	X	X			X		X	X	
Watertown	360	22	X	X	X				X	X		X
Waupaca	560	0								X		
Wausau	294	10	X		X		X		X	X	X	X
Wisconsin Rapids	460	41	X		X		X		X	X	X	X

Table 3-19 -
Airport Property and Land Use

Table 3-19 (Continued)
Airport Property and Land Use

City	Airport Property		Incompatible Land Uses Within 5 Miles									
	Fee (Acres)	Easement (Acres)	Public Assembly	Wind Turbines or Tall Structures	Power Lines	Light Glare	Smoke or Steam	Gravel Extraction	Landfills or Sewage Treatment	Residential	Golf Courses	Ponds
Barron	28	0								X		X
Boulder Junction	0	0	X							X		
Boyceville	191	2	X	X	X		X		X	X		X
Cable	235	118	X		X				X	X	X	X
Cassville	60				X		X	X	X	X		
Crandon	259	51			X					X		X
Crivitz	147	0			X				X		X	X
Ephraim-Gibraltar	161	1	X		X			X	X	X	X	
Grantsburg	242	33	X	X	X				X	X	X	X
Hillsboro	0	0	X	X	X					X		
La Pointe	151	29	X						X	X		X
Lancaster	29	0	X	X	X				X	X	X	X
Madison	27	0								X		
Manitowish Waters	429	64	X		X	X		X		X		X
Necedah	93	10	X		X		X			X	X	
Neillsville	169	23	X		X					X	X	X
New Holstein	267	27								X		
New Lisbon	280	0			X					X		
Oconto	279	18								X	X	X
Park Falls	143	26				X		X	X	X	X	
Prentice	167	0	X		X		X			X	X	X
Richland Center	208	33			X					X		
Solon Springs	111	0										
Three Lakes	76	0								X	X	
Tomah	193	9	X		X				X	X		X
Washington Island	112	51	X		X					X	X	X
Wautoma	323	9	X	X	X	X		X	X	X	X	X
Wild Rose	0	0	X		X				X	X		X

Source: SASP Airport Survey