



SAWYER COUNTY AIRPORT



AIRPORT
MASTER
PLAN



AGENDA

1. Welcome/Introductions
2. Master Plan Process Update
3. Discussion of Draft Working Papers
 1. Inventory
 2. Aviation Demand Forecasts
 3. Facility Requirements
4. Next Steps
5. Open Discussion/Questions

Master Plan Process and Elements





SAWYER COUNTY AIRPORT



AIRPORT MASTER PLAN



CHAPTER 1 INVENTORY

Exhibit 1C: Existing Airside Facilities

Runway Feature	Runway 3-21		Runway 16-34	
	3 End	21 End	16 End	34 End
Length (feet)	5,002'		1,088'	
Width (feet)	100'		120'	
Runway End Elevation (MSL)	1,208.6'	1,216.0'	1,211.8'	1,209.6'
Gradient	+0.15	-0.15	-20	+20
Runway Magnetic Heading	025	205	163	343
Runway Design Code (RDC)	B-II	B-II	A-I(S)	A-I(S)t
Pavement Surface Material	Asphalt		Turf	
Pavement Condition	Fair		Fair	
Pavement Markings	Non-Precision	Precision	RWY Edge Marked with Orange Steel A-Frames	
Pavement Marking Conditions	Good	Good	NA	NA
Traffic Pattern Direction	Left	Left	Left	Left
Pavement Load Bearing Strength				
Single Wheel Loading (S)	40,000		Not Reported	
Dual Wheel Loading (D)	65,000		Not Reported	
Single Tandem Wheel Loading (2S)	82,000		Not Reported	
Visual and Instrument Approach Aids				
Visual Slope Indicator	PAPI-4 on Left	PAPI-4 on Right	None	None
Visual Glide Angle	3.00 Degrees	3.00 Degrees	Not Reported	Not Reported
Approach Lighting	None	MALS	None	None
Edge Lighting	MIRL	MIRL	None	None
Runway End Identifier Lights (REILs)	Yes	None	None	None
Instrument Approach Aids	None	ILS/DME	None	None

LEGEND

-  Airport Property Line
-  Taxiway Designation

KEY

- ASOS - Automated Surface Observation System
- ILS - Instrument Landing System
- MALS - Medium Intensity Approach Light System with Runway Alignment Indicator Lights
- PAPI - Precision Approach Path Indicator
- REILs - Runway End Identifier Lights

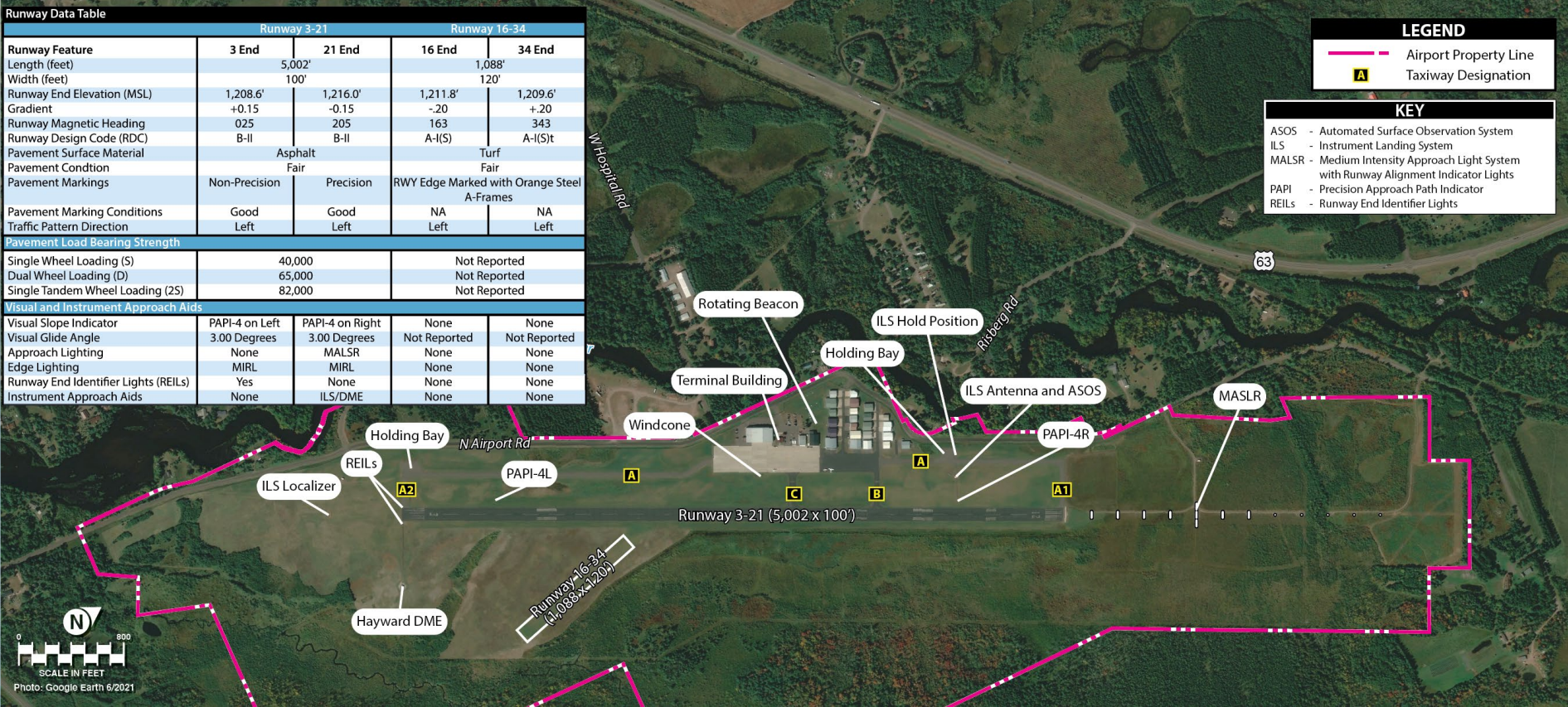


Exhibit 1E: Existing Landside Facilities

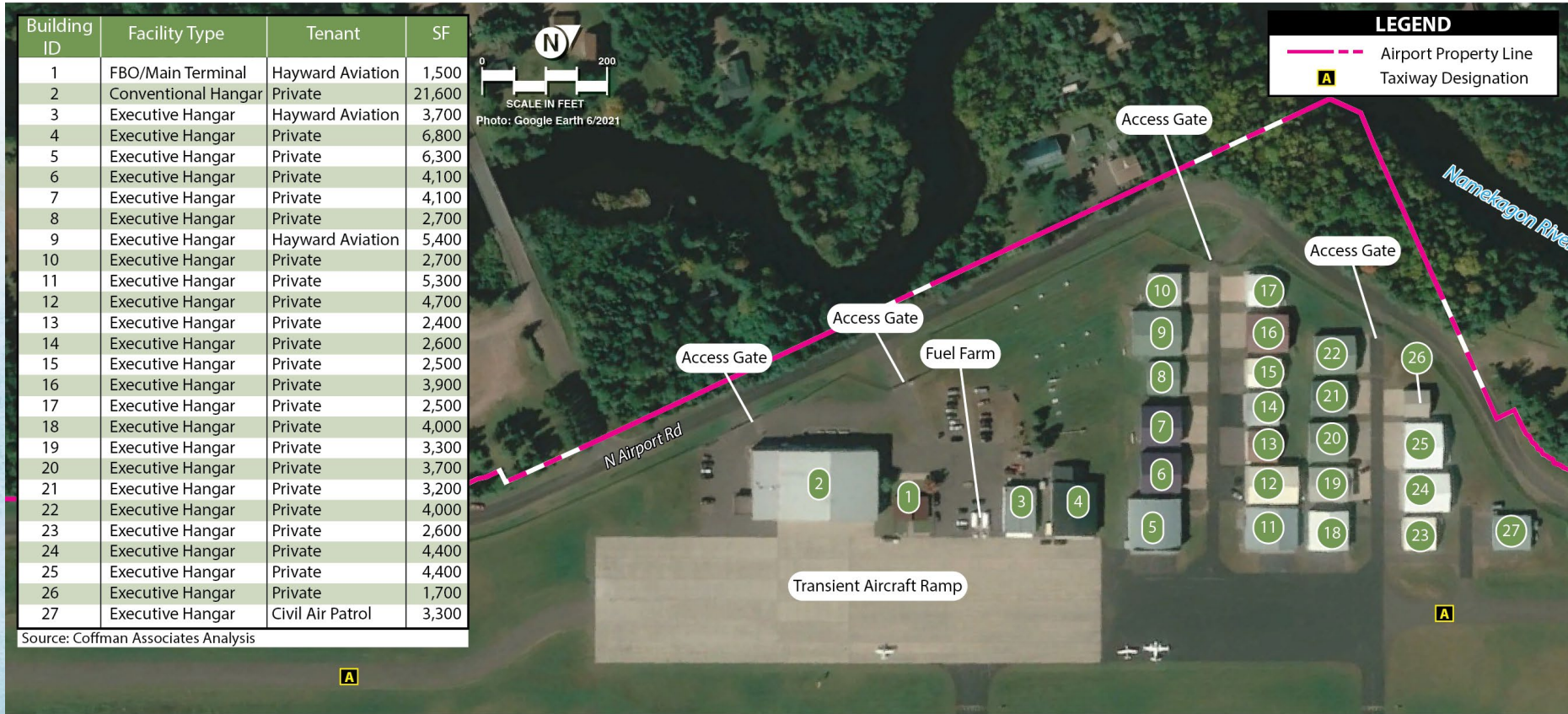
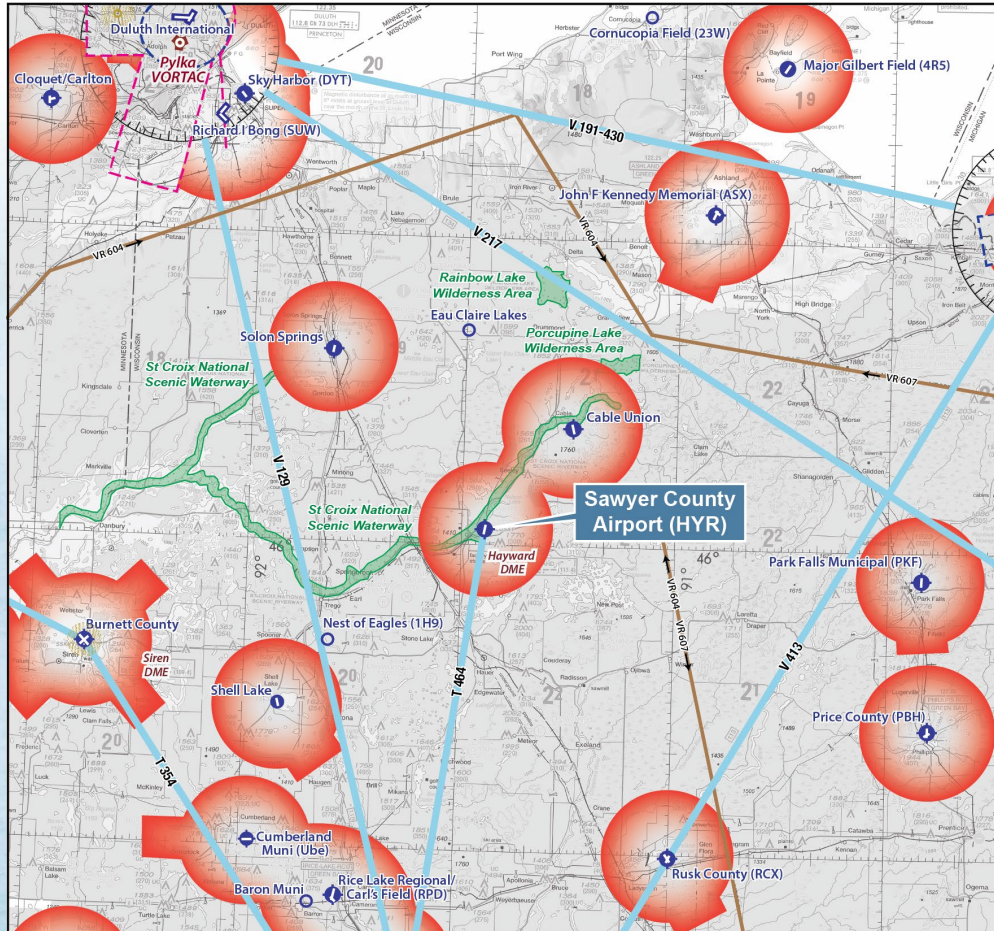


Exhibit 1G: Vicinity Airspace

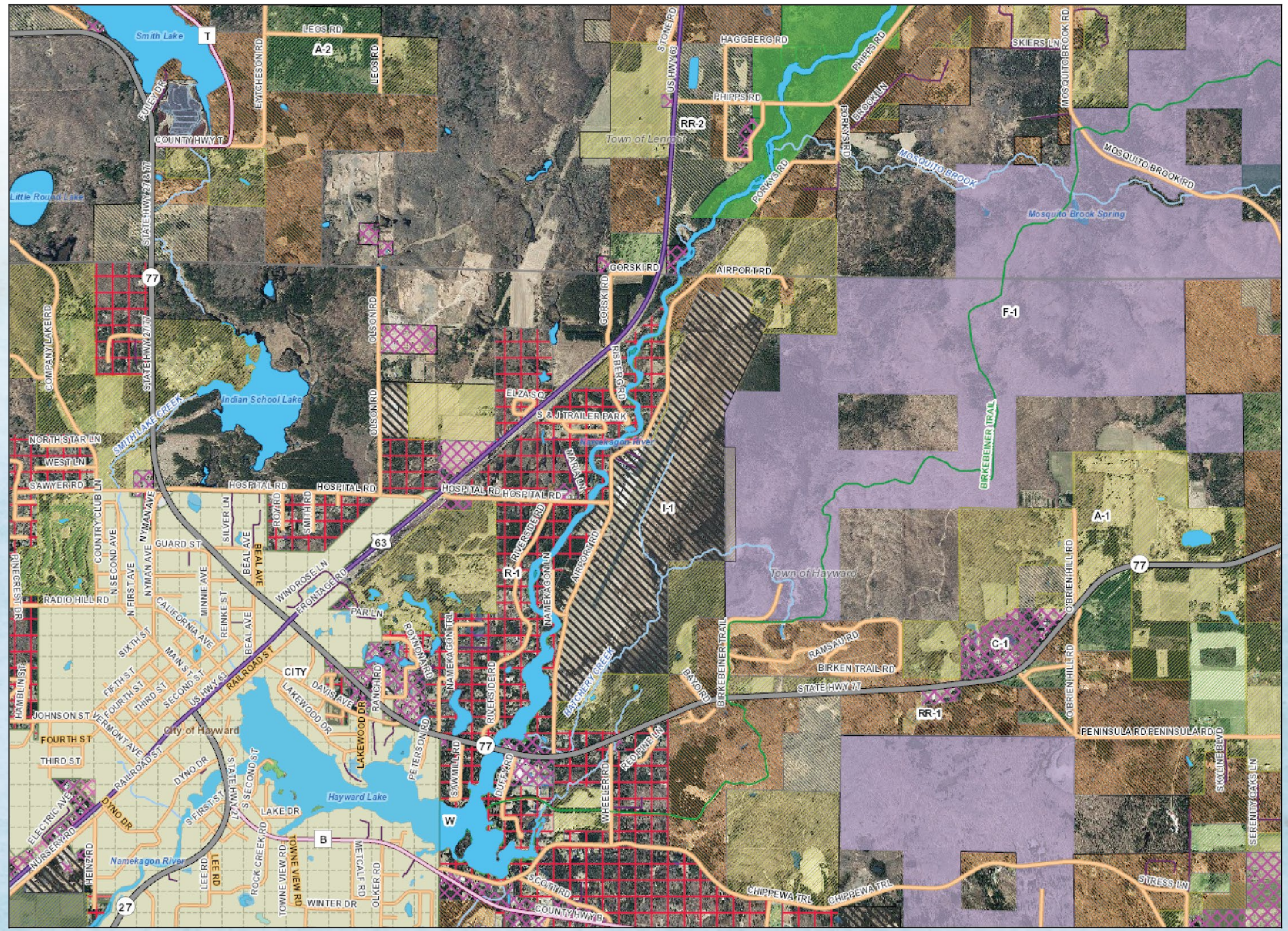


LEGEND

- Airport with other than hard-surfaced runway
- Airport with hard-surfaced runways 1,500' to 8,069' in length
- Airports with hard-surfaced runways greater than 8,069' or some multiple runways less than 8,069'
- Compass Rose
- Class D Airspace
- Class E Airspace
- Non-directional Radio Beacon (NDB) - DME
- Class E (sfc) Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E airspace
- Military Training Routes
- Victor Airways
- Wildlife Refuge

Source:
Green Bay Sectional Chart, US Department of Commerce, National Oceanic and Atmospheric Administration, December 29, 2022

Exhibit 1J: Zoning



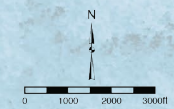
Sawyer County, WI

LEGEND

Zoning Districts

- A-1 Agriculture 1
- A-2 Agriculture 2
- C-1 Commercial
- City
- F-1 Forestry
- I-1 Industrial
- PUD Planned Urban Dev
- R-1 Residential
- Right of Way
- RR-1 Residential/Recreational 1
- RR-2 Residential/Recreational 2
- Village
- Water
- W-1 Wetland

Source: Sawyer County GIS







DISCLAIMER: This map is not guaranteed to be accurate, correct, current, or complete and conclusions drawn are the responsibility of the user.



Exhibit 1L: Urban Resources

LEGEND

-  Churches
-  Roads
-  Rail Road
-  Runway Centerline
-  Airport Property
-  Not Prime Farmland
-  Municipal Boundary
-  Residential One
-  Residential/Recreational One

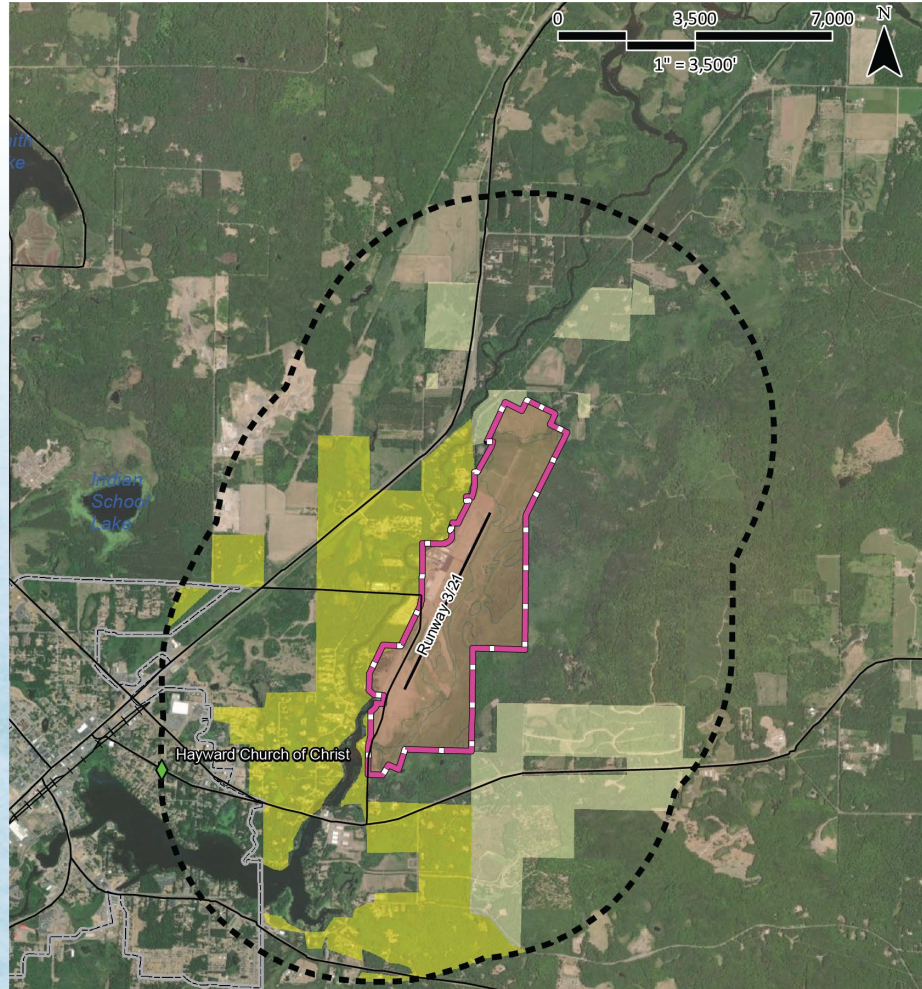










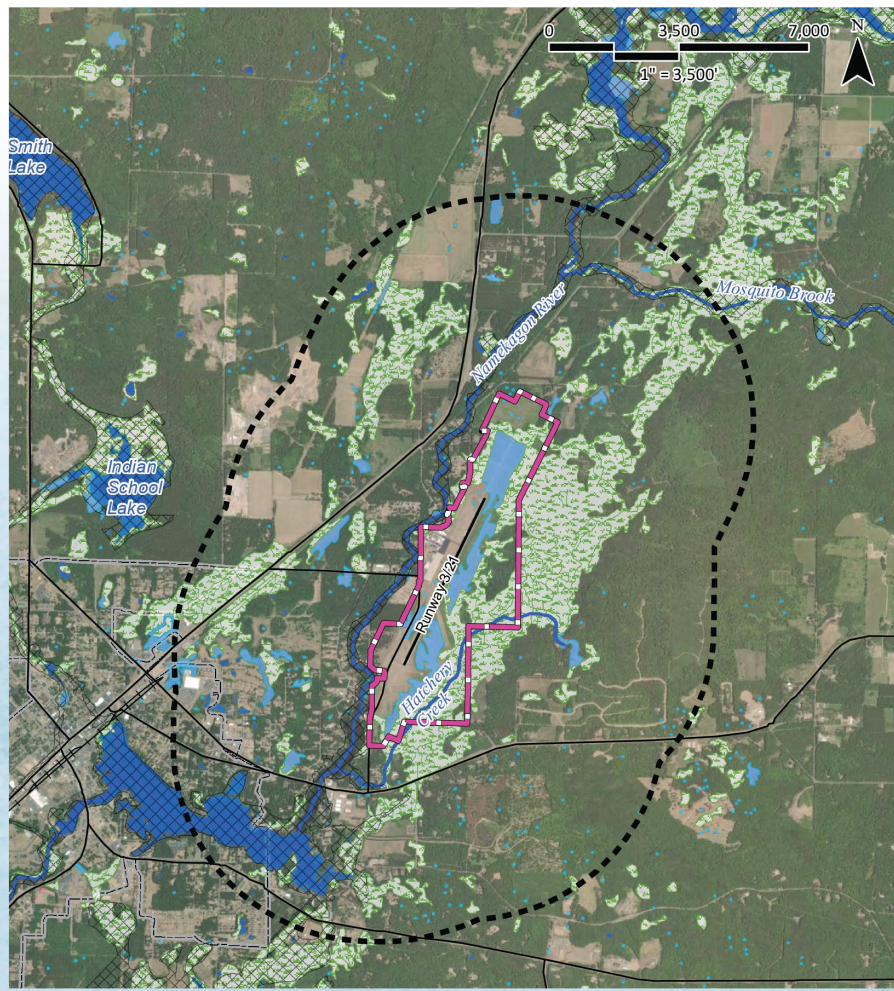


Exhibit 1M: Natural Resources

LEGEND

-  Airport Property
-  Roads
-  Rail Road
-  Runway Centerline
-  100 Year FloodPlain
-  River / Stream
-  Freshwater Emergent Wetland
-  Freshwater Forested/Shrub Wetland
-  Freshwater Pond / Lake
-  Municipal Boundary





SAWYER COUNTY AIRPORT



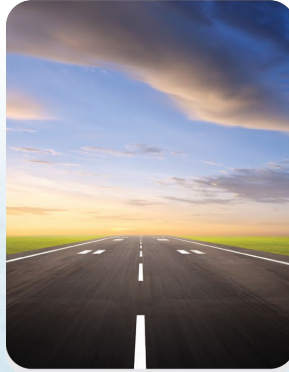
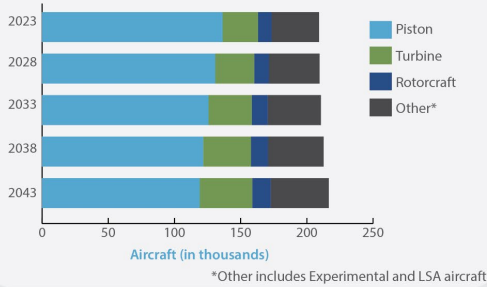
AIRPORT MASTER PLAN



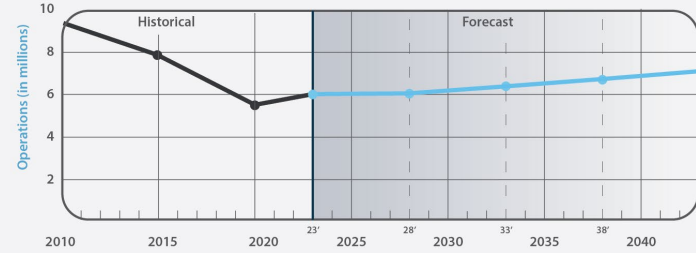
CHAPTER 2 FORECASTS

Exhibit 2A: National General Aviation Forecasts

U.S. Active General Aviation Aircraft

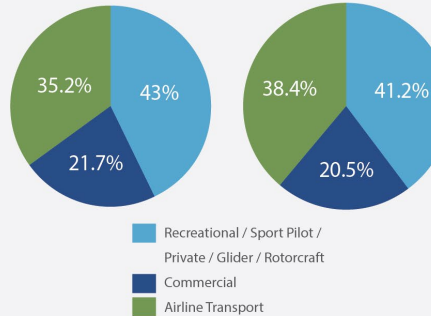


U.S. Air Taxi Operations



Active Pilots By Certificate

2023 Total Active Pilots: 482,025*
2043 Total Active Pilots: 510,670



*Excludes Student Pilot Certificates

U.S. General Aviation Operations

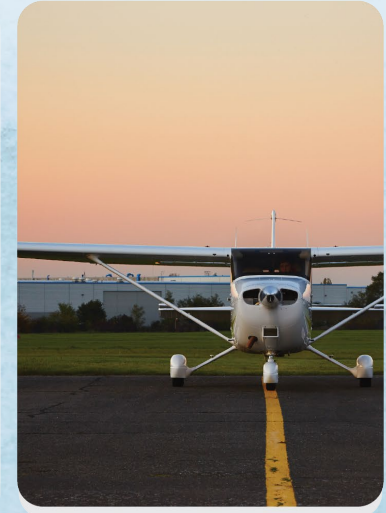
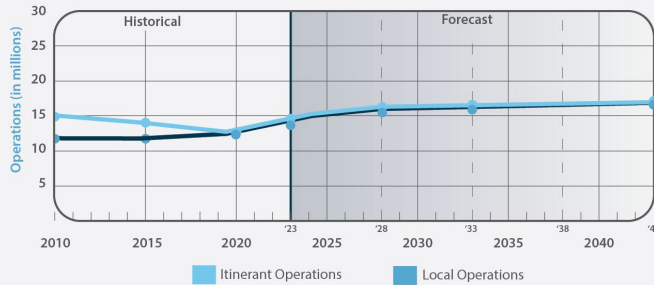






Exhibit 1H: Vicinity Airports

CABLE UNION (3CU)		SOLON SPRINGS MUNICIPAL (OLG)		SHELL LAKE MUNICIPAL (SSQ)	
					
Airport NPIAS Classification General Aviation - Basic Airspace Classification..... Class G Location from HYR 13 nm NE Elevation 1,360' MSL Weather Reporting..... None ATCT No Annual Operations (2021) 5,510 Based Aircraft (2021) 9 Enplaned Passengers (2021) 0		Airport NPIAS Classification General Aviation - Basic Airspace Classification..... Class G Location from HYR 23.3 nm NW Elevation 1,102' MSL Weather Reporting..... ASOS-3 ATCT No Annual Operations (2021) 4,525 Based Aircraft (2023) 15 Enplaned Passengers (2021) 0		Airport NPIAS Classification General Aviation - Basic Airspace Classification..... Class G Location from HYR 26.6 nm SW Elevation 1,233' MSL Weather Reporting..... None ATCT No Annual Operations (2021) 12,600 Based Aircraft (2023) 10 Enplaned Passengers (2021) 0	
Runways	08-26 (2,194' x 150') - Turf 17-35 (3,709' x 75') - Asphalt	Runway	01-19 (3,099' x 60') - Asphalt	Runway	14-32 (3,711' x 75') - Asphalt
Lighting (highest intensity)	MIRL	Lighting (highest intensity)	MIRL	Lighting (highest intensity)	MIRL
Marking (highest precision)	Non-Precision	Marking (highest precision)	Non-Precision	Marking (highest precision)	Non-Precision
Approach Aids	None	Approach Aids	PAPI-2L, REILs	Approach Aids	PAPI-2L, REILs
Instrument Approaches	RNAV (GPS)	Instrument Approaches	RNAV (GPS)	Instrument Approaches	RNAV (GPS)
Services Provided: Fuel (100LL)		Services Provided: Fuel (100LL), Instruction		Services Provided: None	

KEY					
AWOS	Automated Weather Observation System	PAPI	Precision Approach Path Indicator	RNAV	Area Navigation
ASOS	Automated Surface Observation System	REIL	Runway End Identification Lights	GPS	Global Positioning System
NPIAS	National Plan of Integrated Airport Systems	MALS	Medium Intensity Approach Lighting System	RNP	Required Navigation Performance
ATCT	Airport Traffic Control Tower	MALSF	Medium Intensity Approach Lighting System with Sequenced Flashing Lights	VOR	Very High Frequency Omnidirectional Range
HIRL	High Intensity Runway Lighting	ILS	Instrument Landing System	DME	Distance Measuring Equipment
MIRL	Medium Intensity Runway Lighting	LOC	Localizer	nm	Nautical Miles

Exhibit 1H: Vicinity Airports


JOHN F KENNEDY MEMORIAL (ASX)



Airport NPIAS Classification General Aviation - Local
 Airspace Classification..... Class G
 Location from HYR 38.3 nm NE
 Elevation 827' MSL
 Weather Reporting..... ASOS
 ATCT No
 Annual Operations (2022) 10,525
 Based Aircraft (2021) 25
 Enplaned Passengers (2021)..... 0

Runways	02-20 (5,197' x 100') - Asphalt 13-31 (3,498' x 75') - Asphalt
Lighting (highest intensity)	MIRL
Marking (highest precision)	Non-Precision
Approach Aids	PAPI-4L, REILs
Instrument Approaches	ILS/LOC, RNAV (GPS)
Services Provided: Fuel (100LL & JetA)	


RICE LAKE REGIONAL / CARL'S FIELD (RPD)



Airport NPIAS Classification General Aviation - Local
 Airspace Classification..... Class G
 Location from HYR 38.9 nm SW
 Elevation 1,109' MSL
 Weather Reporting..... AWOS-3
 ATCT No
 Annual Operations (2021) 27,650
 Based Aircraft (2020) 34
 Enplaned Passengers (2021)..... 0

Runways	01-19 (6,700' x 100') Asphalt 13-31 (3,500' x 75') Asphalt
Lighting (highest intensity)	HIRL, MALSR
Marking (highest precision)	Precision
Approach Aids	PAPI-4L, REILs
Instrument Approaches	ILS/LOC, RNAV (GPS)
Services Provided: Fuel (100LL & JetA), Charter, Instruction, Rental, Sales	

RICHARD I BONG (SUW)



Airport NPIAS Classification General Aviation - Local
 Airspace Classification..... Class G
 Location from HYR 48.2 nm NW
 Elevation 674' MSL
 Weather Reporting..... AWOS-3
 ATCT No
 Annual Operations (2022) 19,250
 Based Aircraft (2023) 50
 Enplaned Passengers (2021)..... 0

Runways	04-22 (5,100' x 75') - Asphalt 14-32 (4,001' x 75') - Asphalt
Lighting (highest intensity)	MIRL
Marking (highest precision)	Non-Precision
Approach Aids	PAPI-4L, REILs
Instrument Approaches	RNAV (GPS)
Services Provided: Fuel (100LL & JetA), Parachute Jumping, Instruction, Rental	

KEY			
AWOS	Automated Weather Observation System	PAPI	Precision Approach Path Indicator
ASOS	Automated Surface Observation System	REIL	Runway End Identification Lights
NPIAS	National Plan of Integrated Airport Systems	MALSR	Medium Intensity Approach Lighting System
ATCT	Airport Traffic Control Tower	MALSF	Medium Intensity Approach Lighting System with Sequenced Flashing Lights
HIRL	High Intensity Runway Lighting	ILS	Instrument Landing System
MIRL	Medium Intensity Runway Lighting	LOC	Localizer
		RNAV	Area Navigation
		GPS	Global Positioning System
		RNP	Required Navigation Performance
		VOR	Very High Frequency Omnidirectional Range
		DME	Distance Measuring Equipment
		nm	Nautical Miles

Exhibit 2B: Service Area

LEGEND

- Registered Aircraft
- Based Aircraft
- ✈ NPIAS Airport
- ✈ Sawyer County Airport
- 30-Minute Drive Time

Based & Registered Aircraft Counts		
Distance From HYR	Based Aircraft Count	FAA Registered Aircraft Count
0 - 10nm	17	23
10 - 20nm	0	19
20 - 30nm	3	58
<i>Total</i>	<i>29*</i>	<i>100</i>

*9 Based aircraft registered to addresses beyond 30nm from HYR
*4 Additional based aircraft are considered part time

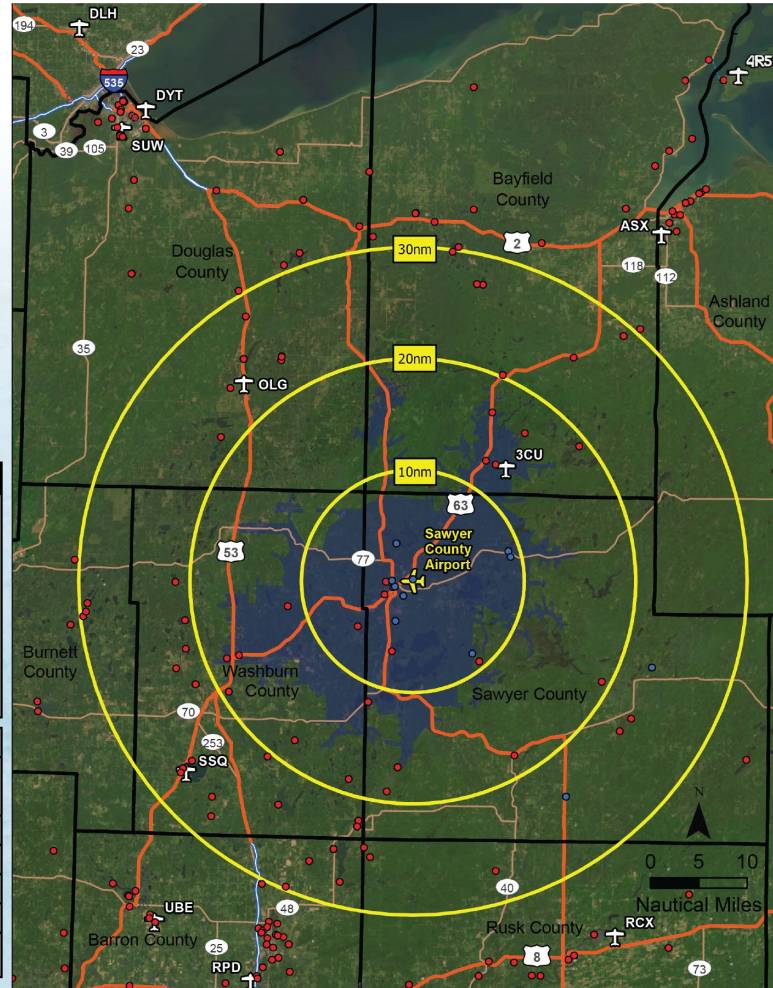


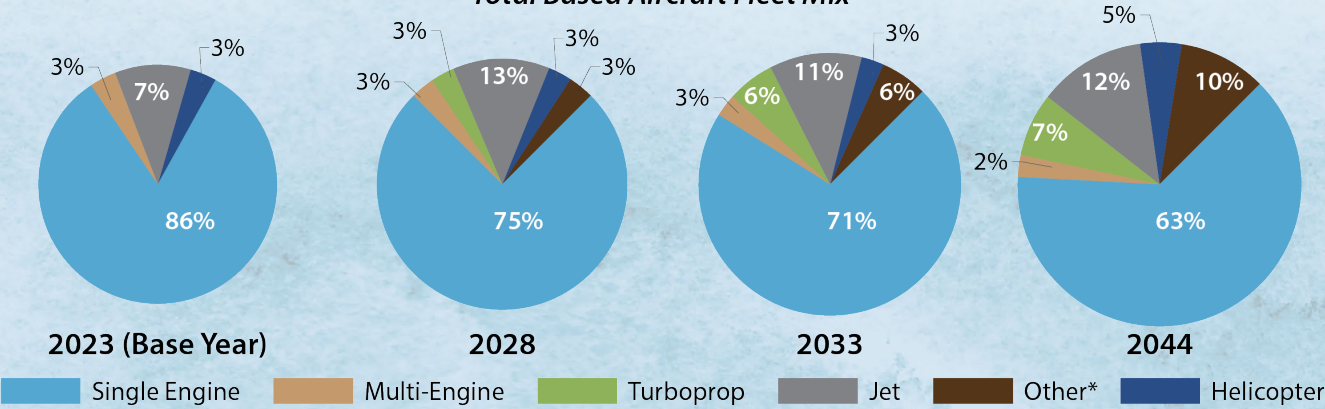
Exhibit 2H: Forecast Summary

	BASE YEAR	2028	2033	2043
ANNUAL OPERATIONS				
Itinerant				
Air Carrier	-	-	-	-
Other Air Taxi	252	290	350	480
General Aviation	6,201	7,600	8,600	10,900
Military	100	100	100	100
Total Itinerant	6,553	8,000	9,100	11,500
Local				
General Aviation	3,622	4,200	4,600	5,500
Military	-	-	-	-
Total Local Operations	3,622	4,200	4,600	5,500
Total Annual Operations	10,175	12,200	13,700	17,000
AIA's	730	895	1,013	1,284
PEAKING				
Total Annual Operations	10,175	12,200	13,700	17,000
Peak Month	1,018	1,220	1,370	1,700
Design Day	33	39	44	55
Design Hour	5	6	7	8
Busy Day	41	49	54	66

Exhibit 2H: Forecast Summary

	BASE YEAR	2028	2033	2043
BASED AIRCRAFT				
Single Engine	25	24	25	26
Multi-Engine	1	1	1	1
Turboprop	0	1	2	3
Jet	2	4	4	5
Helicopter	1	1	1	2
Other	0	1	2	4
Total HYR Based Aircraft	29	32	35	41

Total Based Aircraft Fleet Mix



*Other includes LSA and Experimental Aircraft
 Source: Airport records; Coffman Associates analysis

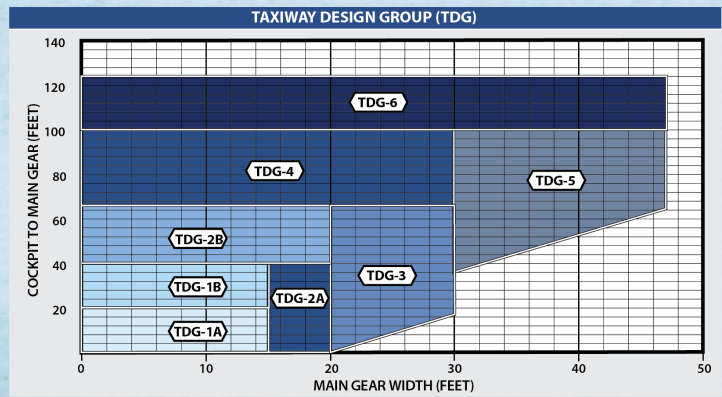
Exhibit 2J: Aircraft Classification Parameters

AIRCRAFT APPROACH CATEGORY (AAC)		
Category	Approach Speed	
A	less than 91 knots	
B	91 knots or more but less than 121 knots	
C	121 knots or more but less than 141 knots	
D	141 knots or more but less than 166 knots	
E	166 knots or more	

AIRPLANE DESIGN GROUP (ADG)		
Group #	Tail Height (ft)	Wingspan (ft)
I	<20	<49
II	20-<30	49-<79
III	30-<45	79-<118
IV	45-<60	118-<171
V	60-<66	171-<214
VI	66-<80	214-<262

VISIBILITY MINIMUMS	
RVR* (ft)	Flight Visibility Category (statute miles)
VIS	3-mile or greater visibility minimums
5,000	Not lower than 1-mile
4,000	Lower than 1-mile but not lower than ¾-mile
2,400	Lower than ¾-mile but not lower than ½-mile
1,600	Lower than ½-mile but not lower than ¼-mile
1,200	Lower than ¼-mile

*RVR: Runway Visual Range



Source: FAA AC 150/5300-13B, Airport Design

Aircraft	TDG	C/D-I	Aircraft	TDG	
A-I 	<ul style="list-style-type: none"> Beech Baron 55 Beech Bonanza Cessna 150, 172 Eclipse 500 Piper Archer, Seneca 	1A 1A 1A 1A 1A		<ul style="list-style-type: none"> Lear 25, 31, 45, 55, 60 Learjet 35, 36 (D-I) 	1B 1B
B-I 	<ul style="list-style-type: none"> Beech Baron 58 Beech King Air 90 Cessna 421 Cessna Citation CJ1 Cessna Citation 1 Embraer Phenom 100 	1A 1A 1A 1A 2A 1B		<ul style="list-style-type: none"> Challenger 600/604 Cessna Citation VII, X+ Embraer Legacy 450/500 Gulfstream 350, 450 (D-II) Gulfstream G200/G280 Lear 70, 75 Bombardier CRJ-200, -700 Embraer ERJ-135, -140, -145 	1B 1B 1B 1B 1B/2B 2B
A/B-II ^{12,500 lbs. or less} 	<ul style="list-style-type: none"> Beech Super King Air 200 Cessna 441 Conquest Cessna Citation CJ2 Pilatus PC-12 	2A 1A 2A 1A		<ul style="list-style-type: none"> Gulfstream V Gulfstream 550, 650 (D-III) Bombardier CRJ-900, -1000 Embraer E-170, -175, -190 	2A 2B 2B 3
B-II ^{over 12,500 lbs.} 	<ul style="list-style-type: none"> Beech Super King Air 350 Cessna Citation CJ3,V Cessna Citation Bravo Cessna Citation CJ4 Cessna Citation Latitude/Longitude Embraer Phenom 300 Falcon 10, 20, 50 Falcon 900, 2000 Hawker 800/850, 4000 Pilatus PC-24 	2A 2A 1A 1B 1B 1B 1B 2A 1B 1B		<ul style="list-style-type: none"> Airbus A319-100, -200 Boeing 737-800, -900, BBJ (D-III) MD-83, -88 (D-III) 	3 3 4
A/B-III 	<ul style="list-style-type: none"> Bombardier Dash 8 Bombardier Global 5000, 6000, 7000, 8000 Falcon 6X, 7X, 8X 	3 2B 2B		<ul style="list-style-type: none"> Airbus A300-100, -200, -600 Boeing 757-200 Boeing 767-300, -400 MD-11 	5 4 5 6
			D-V 	<ul style="list-style-type: none"> Airbus A330-200, -300 Airbus A340-500, -600 Boeing 747-100, -400 Boeing 777-300 Boeing 787-8, -9 	5 6 5 6 5

TDG: Taxiway Design Group

Note: Aircraft pictured is identified in bold type.

Exhibit 2K: Historical Jet and Turboprop Operations

AIRPORT REFERENCE CODE (ARC) SUMMARY

ARC	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023*
A-I	22	18	30	48	30	30	44	24	40	34	20
A-II	14	20	44	32	20	42	30	38	66	46	66
B-I	326	288	338	280	196	174	150	106	104	70	96
B-II	558	470	514	642	598	596	556	506	592	496	430
B-III	4	0	16	22	2	14	76	82	62	54	112
C-I	56	60	46	50	30	94	90	18	30	36	34
C-II	188	172	194	158	180	178	190	210	208	208	248
C-IV	0	2	0	0	0	0	0	2	0	0	0
D-I	8	2	2	4	8	0	0	0	2	0	0
D-II	20	18	4	12	8	4	16	12	18	18	22
D-III	0	0	2	0	2	4	0	2	6	0	0
E-I	2	0	0	0	0	0	0	0	4	0	0
TOTAL	1,198	1,050	1,190	1,248	1,074	1,136	1,152	1,000	1,132	962	1,028

Exhibit 2K: Historical Jet and Turboprop Operations

APPROACH CATEGORY

AC	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023*
A	36	38	74	80	50	72	74	62	106	80	86
B	888	758	868	944	796	784	782	694	758	620	638
C	244	234	240	208	210	272	280	230	238	244	282
D	28	20	8	16	18	8	16	14	26	18	22
E	2	0	0	0	0	0	0	0	4	0	0
TOTAL	1,198	1,050	1,190	1,248	1,074	1,136	1,152	1,000	1,132	962	1,028

DESIGN GROUP

DG	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023*
I	414	368	416	382	264	298	284	148	180	140	150
II	780	680	756	844	806	820	792	766	884	768	766
III	4	0	18	22	4	18	76	84	68	54	112
IV	0	2	0	0	0	0	0	2	0	0	0
TOTAL	1,198	1,050	1,190	1,248	1,074	1,136	1,152	1,000	1,132	962	1,028



SAWYER COUNTY AIRPORT



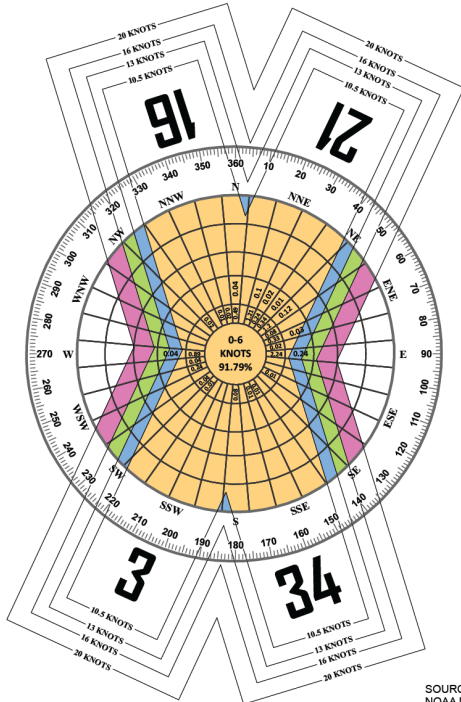
AIRPORT MASTER PLAN



CHAPTER 3 AIRPORT FACILITY REQUIREMENTS

Exhibit 3B: Windroses

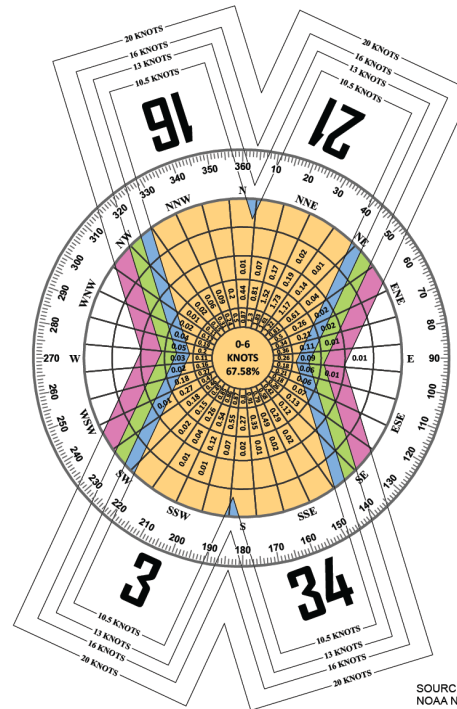
ALL WEATHER WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 3-21	98.69%	99.51%	99.95%	100.00%
Runway 16-34	97.01%	98.80%	99.81%	99.98%
All Runways	99.56%	99.88%	99.99%	100.00%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Sawyer County Airport
Sawyer County, WI

OBSERVATIONS:
52,930 All Weather Observations
Jan. 1, 2013 - Dec. 31 2022

IFR WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 3-21	99.02%	99.62%	99.94%	99.99%
Runway 16-34	96.87%	98.69%	99.76%	99.96%
All Runways	99.60%	99.88%	99.98%	99.99%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Sawyer County Airport
Sawyer County, WI

OBSERVATIONS:
30,104 IFR Weather Observations
Jan. 1, 2013 - Dec. 31 2022

Exhibit 3C: Existing Safety Areas

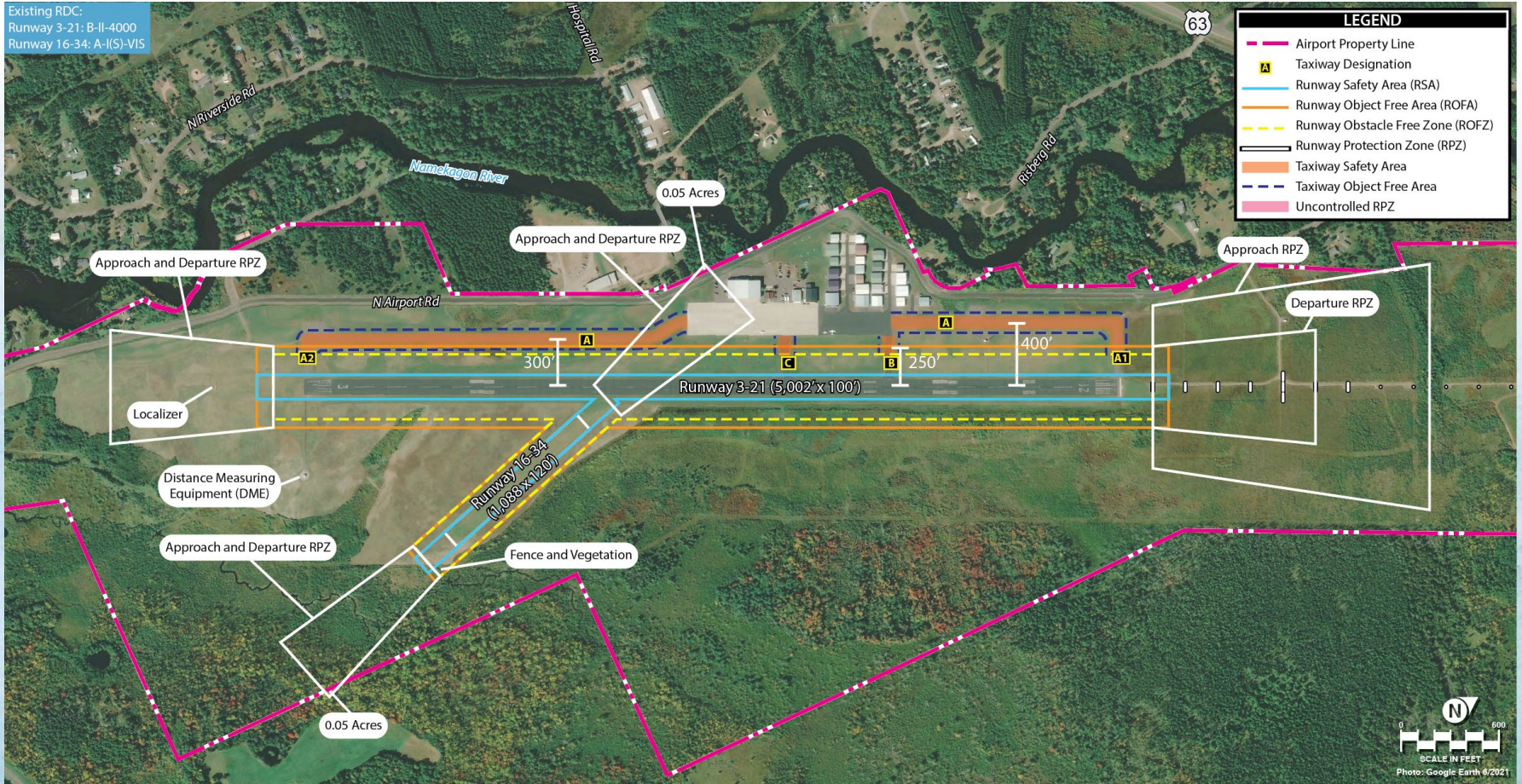


Exhibit 3D: Airside Facility Requirements

Category	Existing	Future	Ultimate	Existing/Ultimate
Runways				
Runway Design Code (RDC)	3-21 B-II-4000	3-21 C-II-4000	3-21 D-III-4000	16-34 A-I(S)-VIS
Dimensions	5,002' x 100'	Consider extension; maintain width	Consider extension; maintain width	1,088' X 120'
Pavement Strength	40,000 lbs S 65,000 lbs D 82,000 lbs 2S	Maintain	Maintain	Turf - Maintain; consider 12,500 S if paved
Safety Areas				
Runway Safety Area (RSA)	150-foot-wide by 300 feet beyond end (meets standard)	400/500-foot-wide by 1,000 feet beyond end (Obstructions include localizer, vegetation, and grading)	500- foot-wide by 1,000 feet beyond end (Obstructions include localizer, vegetation, and grading)	120-foot-wide by 240 feet beyond end (Obstructions include vegetation, fence, Runway 3-21 safety areas)
Runway Object Free Area (ROFA)	500-foot-wide by 300 feet beyond end (meets standard)	800-foot-wide by 1,000 feet beyond end (Obstructions include localizer and vegetation)	800-foot-wide by 1,000 feet beyond end (Obstructions include localizer and vegetation)	250-foot-wide by 240 feet beyond end (Obstructions include vegetation and Runway 3-21 safety areas)
Runway Obstacle Free Zone (ROFZ)	400-foot-wide by 200 feet beyond end (meets standard)	Maintain	Maintain	250-foot-wide by 240 feet beyond end (Obstructions include vegetation and Runway 3-21 safety areas)
Runway Protection Zone (RPZ)	Portion of Runway 3 approach/Runway 21 departure RPZ contain public road (N. Airport Road)	Runway 3 approach/Runway 21 departure RPZ will increase in size (Obstructions include N. Airport Road)	Runway 3 approach/Runway 21 departure RPZ will increase in size (Obstructions include N. Airport Road)	(Runway 16 approach/34 departure obstructions include hangar)
Taxiways				
Design Group	2A	2B	2B	N/A
Parallel Taxiway Separation from Runway	300 feet (south portion of Taxiway A); 400 feet (north portion of Taxiway A); (meets standard)	Maintain existing 300 feet minimum separation	Standards increase to 400 feet of separation; south portion of Taxiway A will require 100-foot shift	N/A
Widths	35-foot-wide (Taxiway A, A1, A2, B); 50-foot-wide (Taxiway C); (meets standard)	Maintain existing width for all 35 foot wide taxiways; evaluate Taxiway C width exceeds standard	Maintain existing width for all 35 foot wide taxiways; evaluate Taxiway C width exceeds standard	N/A
Holding Position Separation	250 feet (meets standard)	Maintain	262 feet (increase in separation)	N/A
Notable Conditions	Direct runway access from Taxiway C and B; holding bays do not meet separation standards	Consider corrective measures	Consider corrective measures	N/A

KEY

ASOS - Automated Surface Observation Station
 D - Dual Wheel Loading
 ILS - Instrument Landing System
 LOC - Localizer

MALSR - Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
 MIRL - Medium Intensity Runway Lighting
 MITL - Medium Intensity Taxiway Lighting

PAPI - Precision Approach Path Indicator
 REIL - Runway End Identification Lights
 RNAV - Area Navigation
 S - Single Wheel Loading
 2S - Single Tandem Wheel Loading



Figure 3A: ROFA

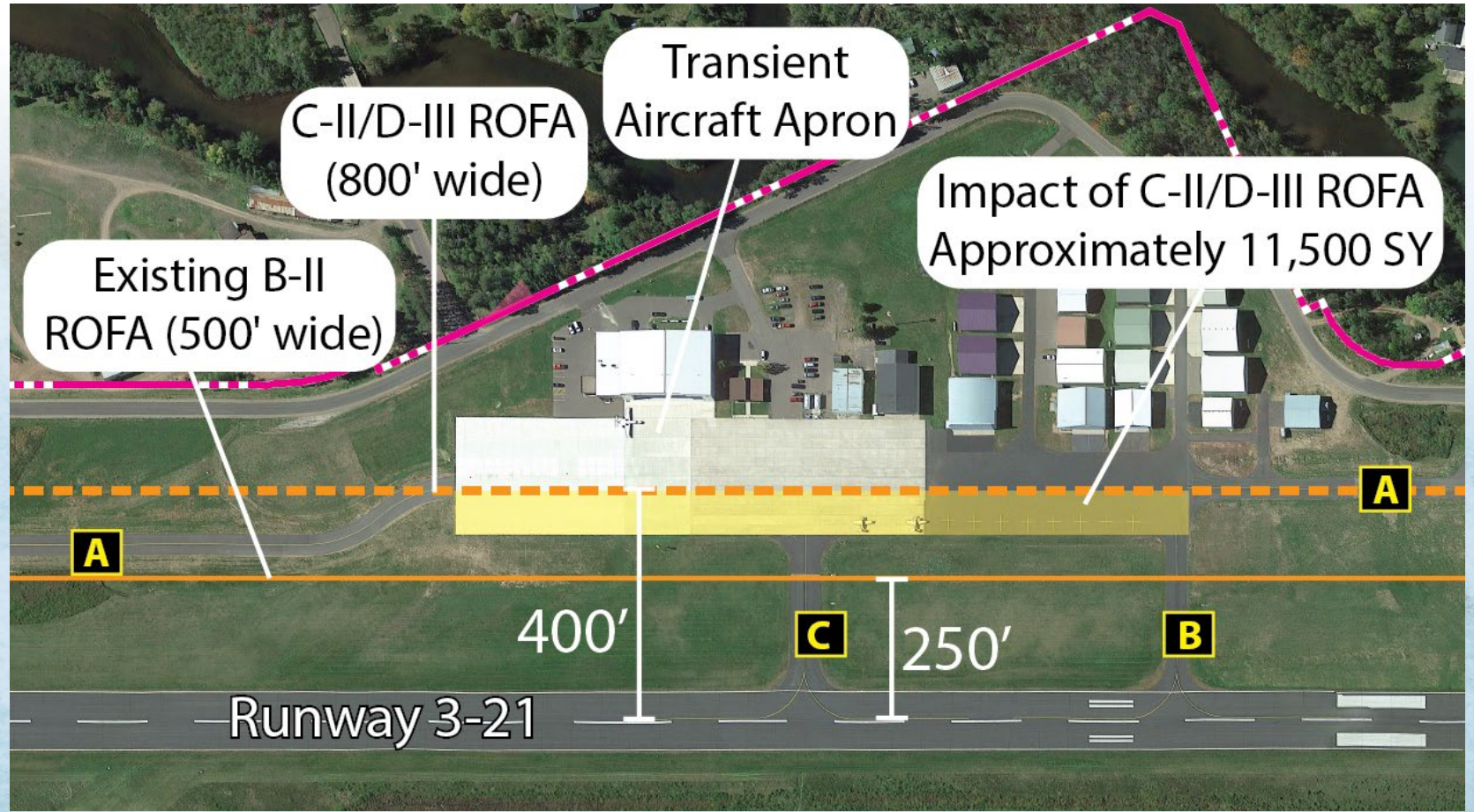


Exhibit 3D: Airside Facility Requirements

Category	Existing	Future	Ultimate	Existing/Ultimate
Runways	3-21	3-21	3-21	16-34
Navigational and Weather Aids				
Instrument Approaches	ILS or LOC (Runway 21); RNAV (Runway 3-21)	Maintain	Maintain	N/A
Weather Aids	ASOS, wind cone, rotating beacon	Maintain	Maintain	Maintain
Approach Aids	PAPI-4 (Runway 3-21); REIL (Runway 3); MALSR (Runway 21)	Maintain	Maintain	N/A
Lighting and Marking				
Runway Lighting	MIRL	Maintain	Maintain	N/A
Runway Marking	Non-precision (Runway 3); Precision (Runway 21)	Maintain	Maintain	N/A
Taxiway Lighting	MITL (Taxiway A, A1, A2); Retroreflective markers (Taxiway C, B)	Add MITL for Taxiway B and C	Add MITL for Taxiway B and C	N/A

KEY

ASOS - Automated Surface Observation Station
 D - Dual Wheel Loading
 ILS - Instrument Landing System
 LOC - Localizer

MALSR - Medium Intensity Approach Lighting System
 with Runway Alignment Indicator Lights
 MIRL - Medium Intensity Runway Lighting
 MITL - Medium Intensity Taxiway Lighting

PAPI - Precision Approach Path Indicator
 REIL - Runway End Identification Lights
 RNAV - Area Navigation
 S - Single Wheel Loading
 2S - Single Tandem Wheel Loading



Exhibit 3E: Landside Facility Requirements



	Available	Short Term	Intermediate Term	Long Term
Aircraft Storage Hangars				
				
T-Hangar Area (sf)	0	12,120	12,120	24,240
Executive Hangar Area (sf)	94,300	100,800	103,500	110,100
Conventional Hangar Area (sf)	21,600	28,100	30,800	37,400
Total Hangar Storage Area (sf)	115,900	141,020	146,420	171,740
Aircraft Parking Apron				
				
Transient Single/Multi-Engine Aircraft (sy)		20,000	21,600	26,400
Transient Business Jet (sy)		11,800	13,000	15,800
Local Based (sy)		10,800	12,000	15,600
Total Apron Area (sy)	25,329	42,600	46,600	57,800

Exhibit 3E: Landside Facility Requirements

	Available	Short Term	Intermediate Term	Long Term
--	-----------	------------	-------------------	-----------

General Aviation Terminal Facilities and Parking



Building Space (sf)	1,500	1,900	2,500	3,300
Total GA Parking Spaces	23	34	41	56

Support Facilities



14-Day Fuel Storage - 100LL	10,000	600	700	800
14-Day Fuel Storage - Jet A	13,000	9,800	15,800	26,100

NEXT STEPS

- ▶ **Phase 2 Elements** – Airport Development Alternatives
- ▶ **PAC Meeting #3** – January/February timeframe; draft documents available for review approx. one week prior to meeting
- ▶ **Public Information Workshop #1** – held same day as PAC meeting #3; we encourage you to invite your associates and members of the public
- ▶ **Phase 3 Elements** – Begin work on Recommended Plan, Landuse Compatibility, Financial Management, and Development Program following PAC meeting #3 and discussion with group

QUESTIONS?

We want to hear from you!

Direct any questions or comments after this meeting to Mitch Stamp with Coffman Associates at 602-993-6999 or mstamp@coffmanassociates.com or visit the project website to submit comments online.

<https://sawyercounty.airportstudy.net/>