SAWYER COUNTY

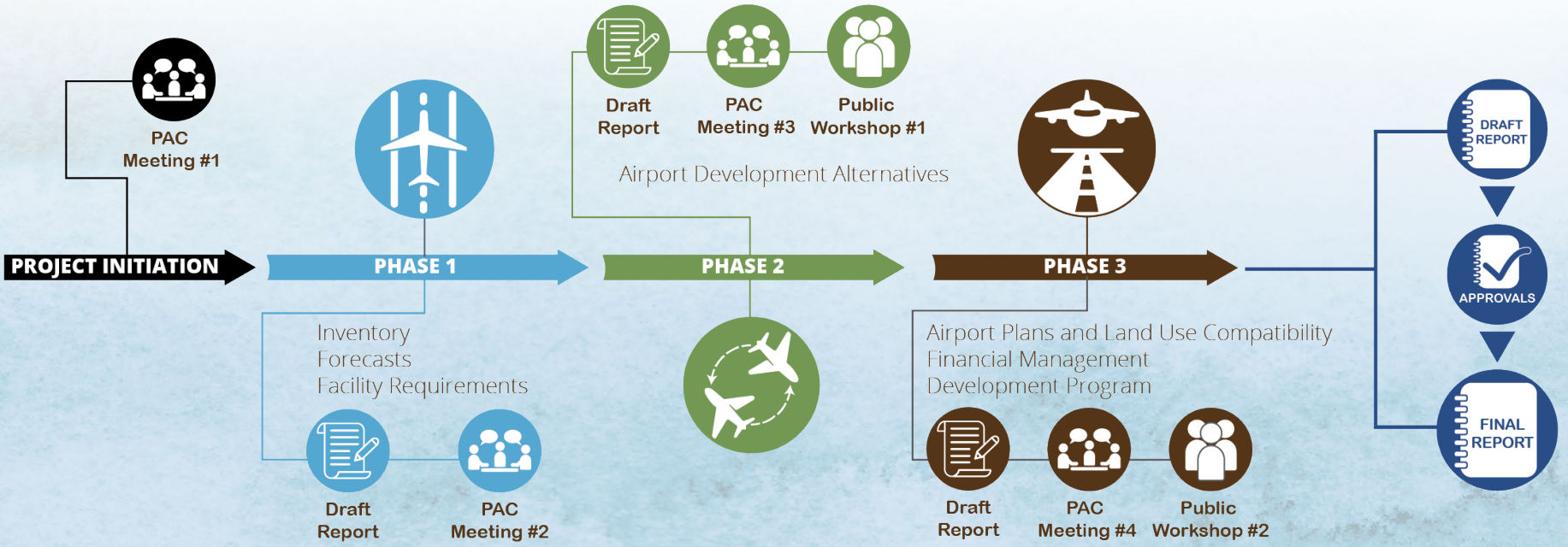
SAWYER COUNTY AIRPORT

AIRPORT MASTER PLAN

Meeting Agenda

1. Welcome/Introductions
2. Master Plan Process Update
3. Discussion of Phase II Report
   - Airport Development Alternatives
4. Next Steps
5. Open Discussion/Questions

Master Plan Process and Elements



SAWYER COUNTY

SAWYER COUNTY AIRPORT

AIRPORT MASTER PLAN

CHAPTER 1

INVENTORY

Exhibit 1C: Existing Airside Facilities

Runway Data Table

	Runway 3-21		Runway 16-34	
Runway Feature	**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 Condtion	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	MALSR	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

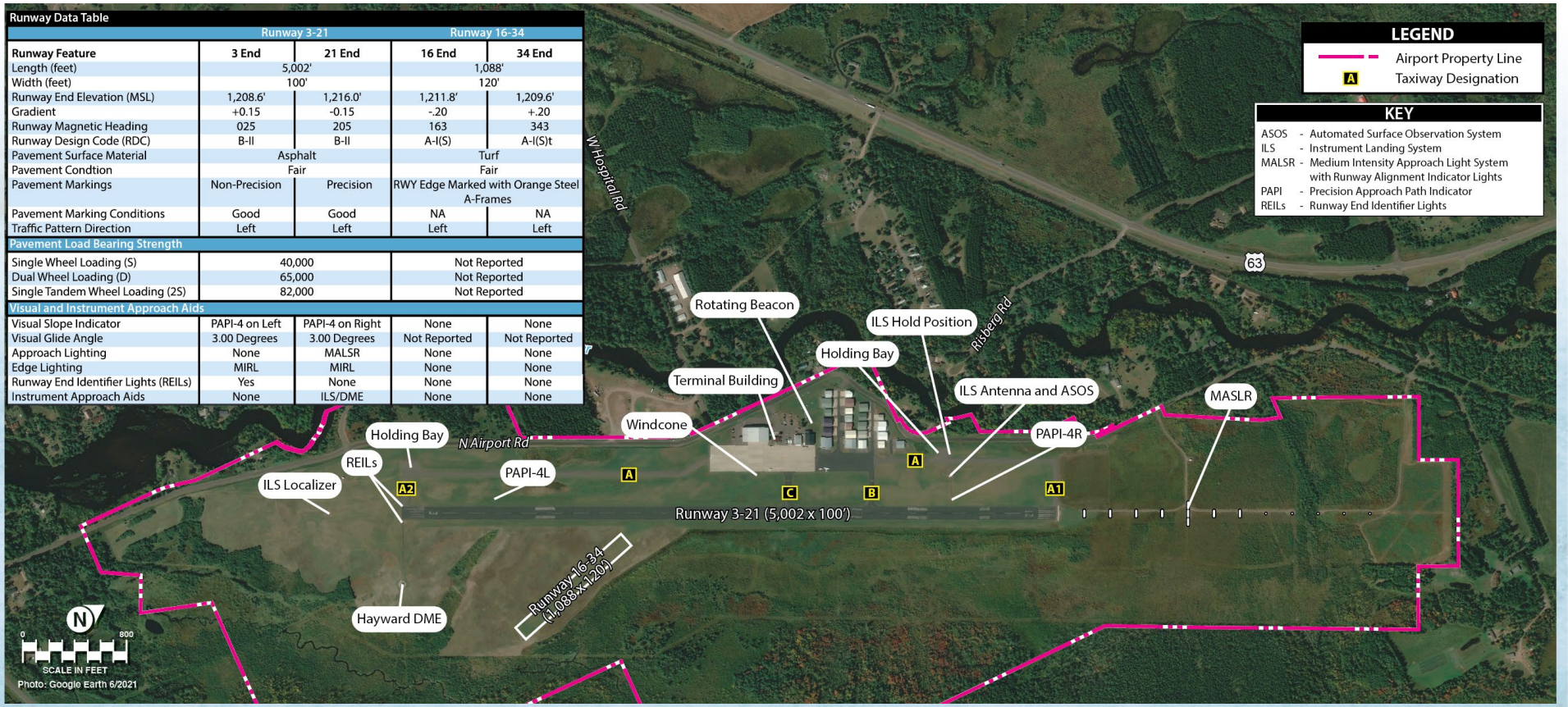


Exhibit 1E: Existing Landside Facilities

Building ID	Facility Type	Tenant	SF
1	FBO/Main Terminal	Hayward Aviation	1,500
2	Conventional Hangar	Private	21,600
3	Executive Hangar	Hayward Aviation	3,700
4	Executive Hangar	Private	6,800
5	Executive Hangar	Private	6,300
6	Executive Hangar	Private	4,100
7	Executive Hangar	Private	4,100
8	Executive Hangar	Private	2,700
9	Executive Hangar	Hayward Aviation	5,400
10	Executive Hangar	Private	2,700
11	Executive Hangar	Private	5,300
12	Executive Hangar	Private	4,700
13	Executive Hangar	Private	2,400
14	Executive Hangar	Private	2,600
15	Executive Hangar	Private	2,500
16	Executive Hangar	Private	3,900
17	Executive Hangar	Private	2,500
18	Executive Hangar	Private	4,000
19	Executive Hangar	Private	3,300
20	Executive Hangar	Private	3,700
21	Executive Hangar	Private	3,200
22	Executive Hangar	Private	4,000
23	Executive Hangar	Private	2,600
24	Executive Hangar	Private	4,400
25	Executive Hangar	Private	4,400
26	Executive Hangar	Private	1,700
27	Executive Hangar	Civil Air Patrol	3,300

Source: Coffman Associates Analysis

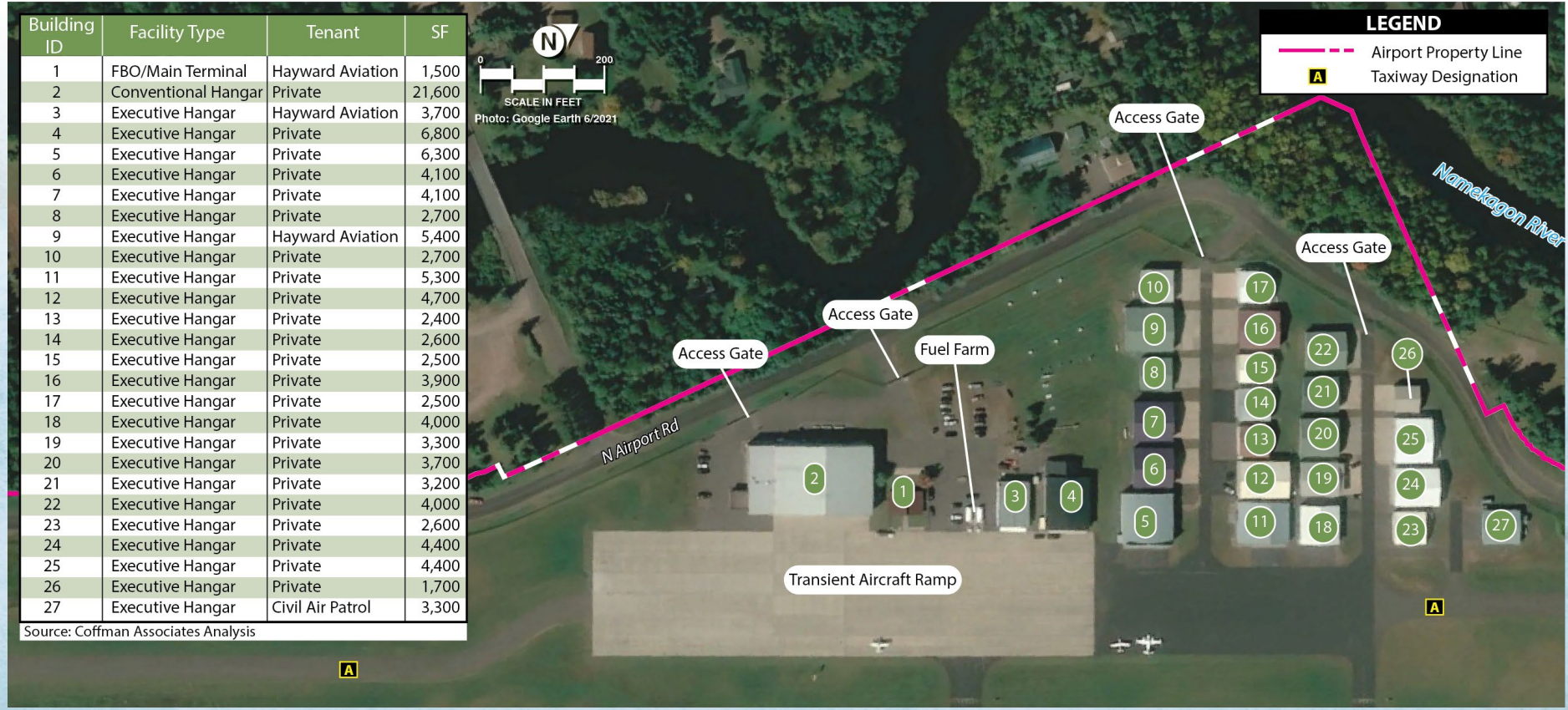
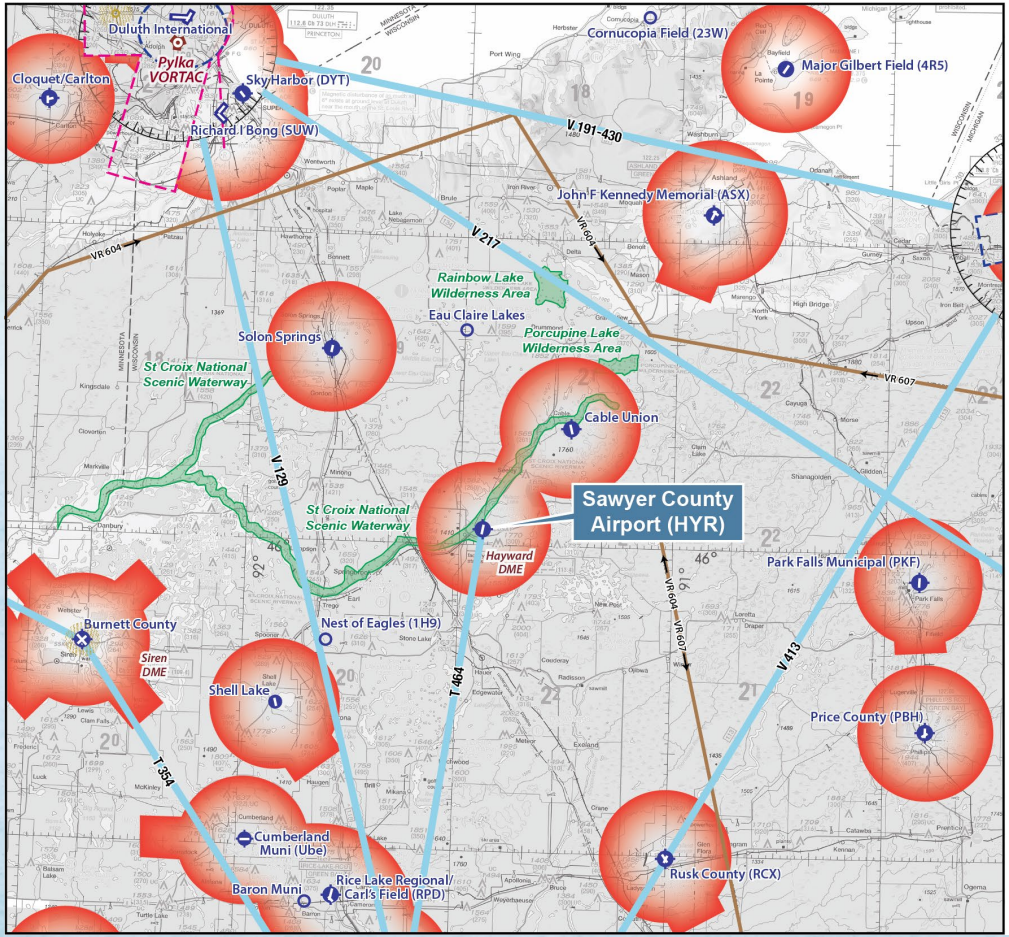


Exhibit 1G: Vicinity Airspace



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

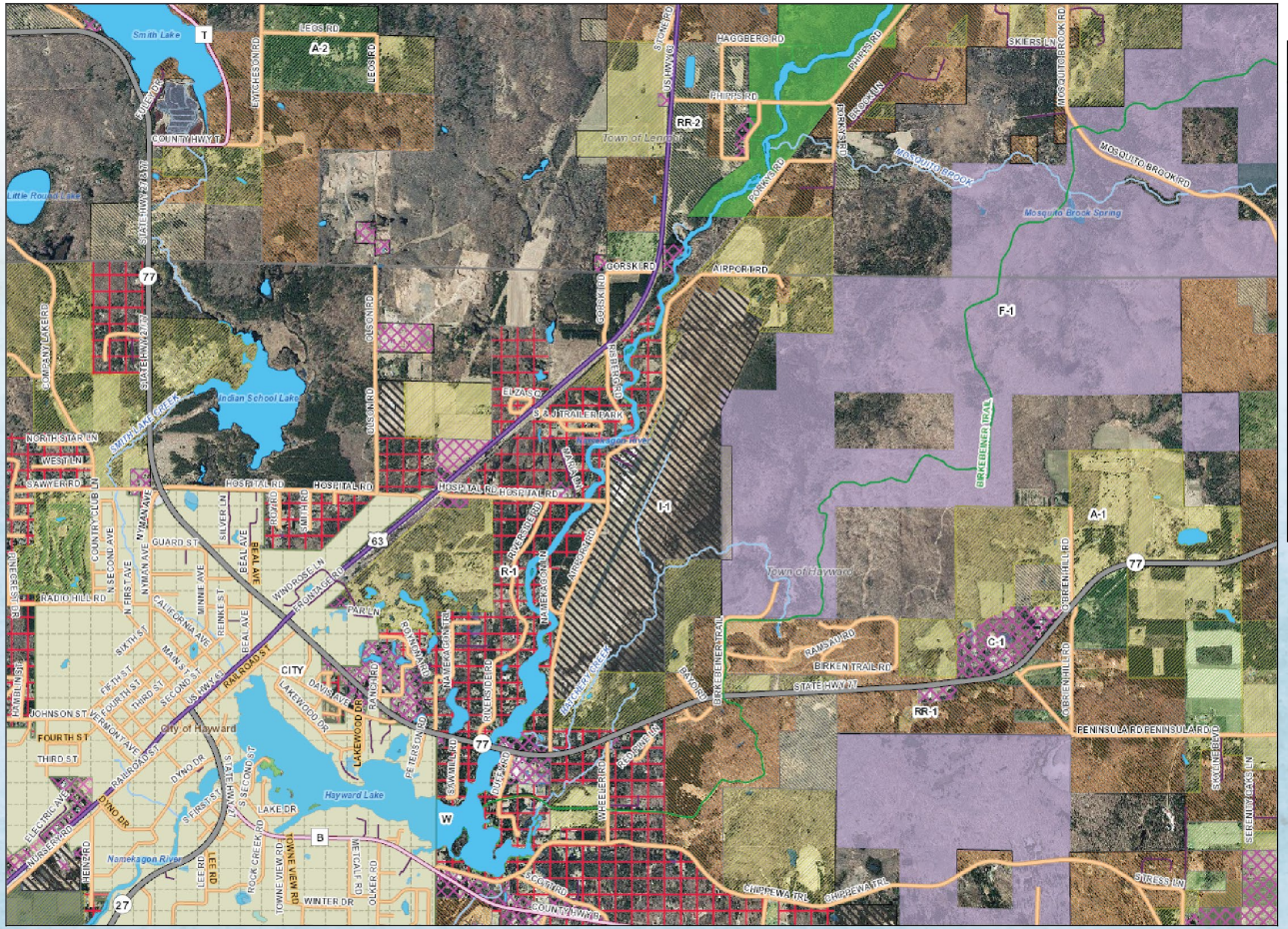


Exhibit 1L:
Urban Resources

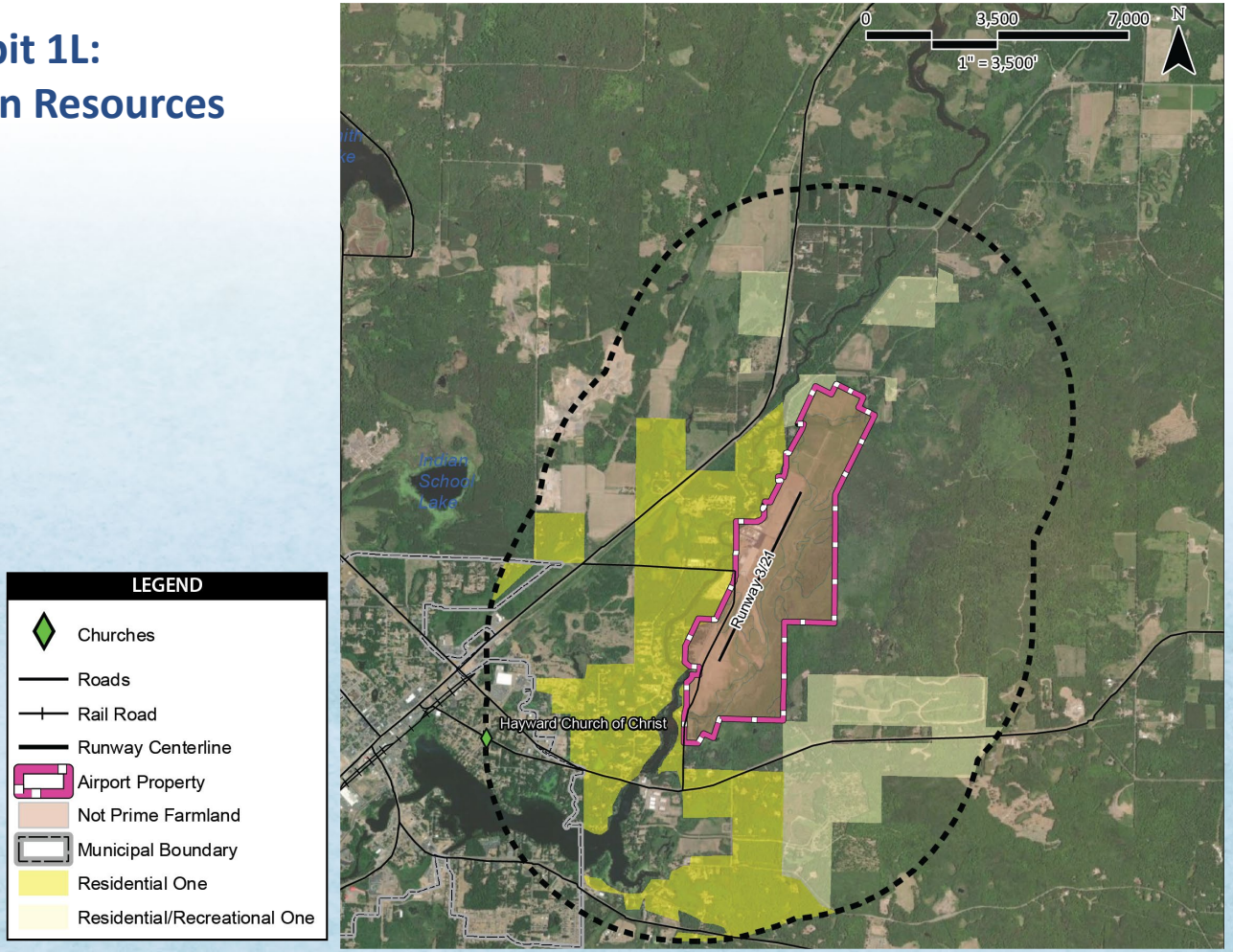
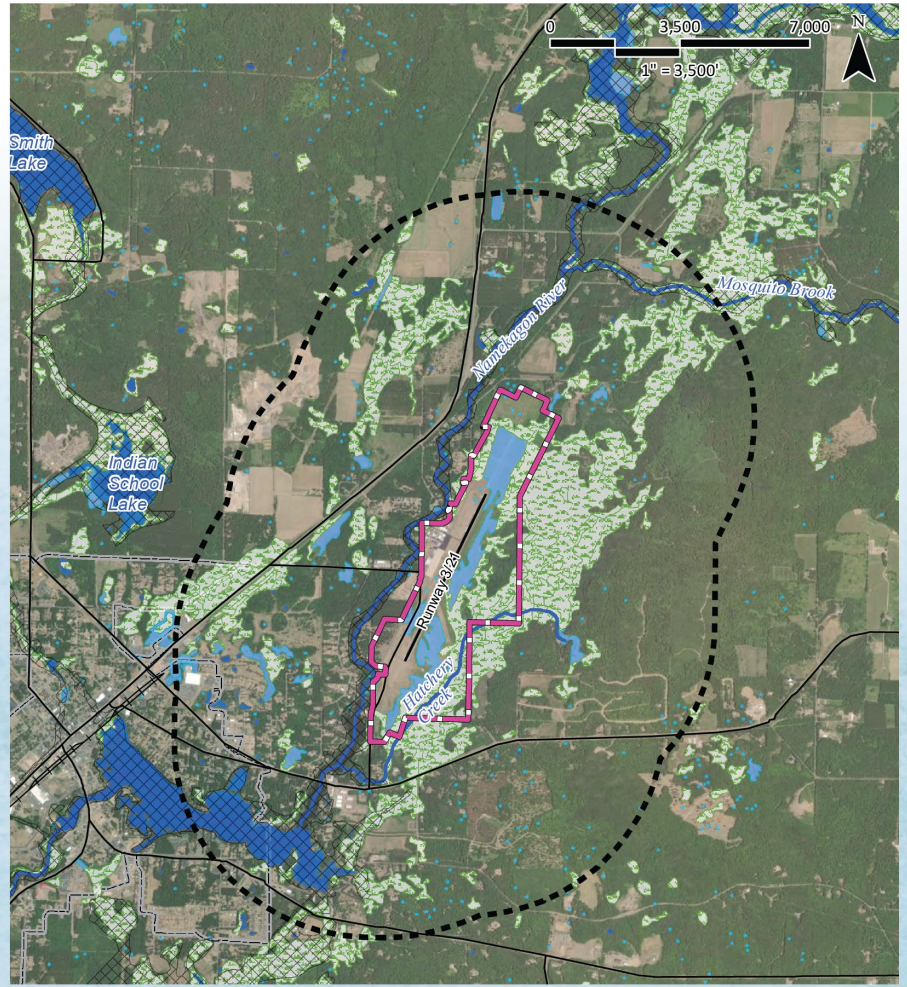


Exhibit 1M: Natural Resources



SAWYER COUNTY

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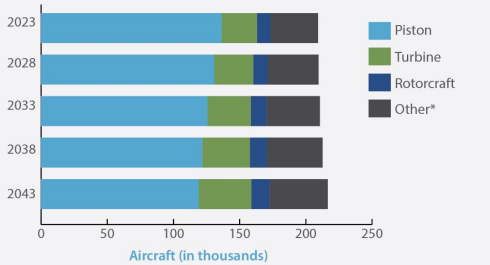
AIRPORT MASTER PLAN

CHAPTER 2

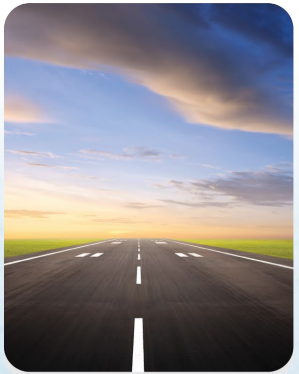
FORECASTS

Exhibit 2A: National General Aviation Forecasts

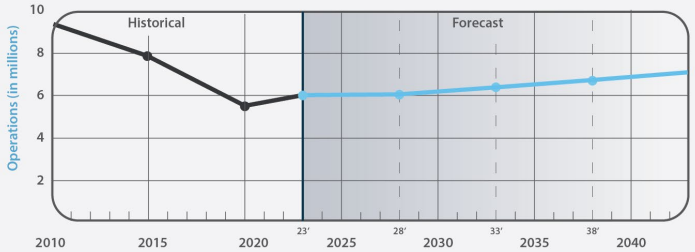
U.S. Active General Aviation Aircraft



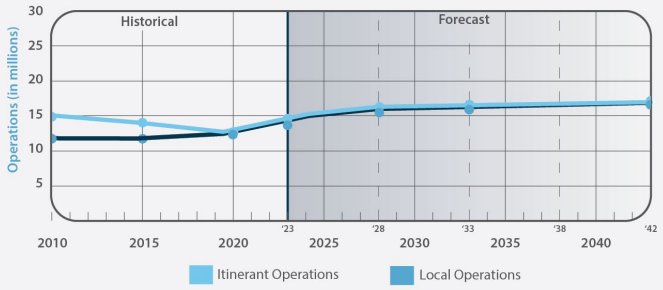
*Other includes Experimental and LSA aircraft



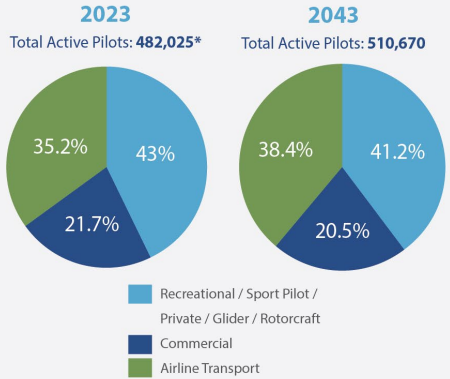
U.S. Air Taxi Operations



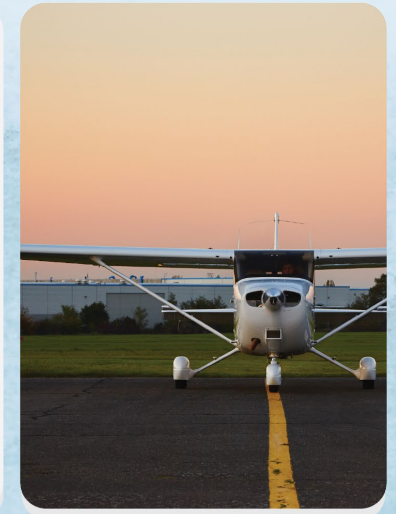
U.S. General Aviation Operations



Active Pilots By Certificate



*Excludes Student Pilot Certificates



Source: FAA Aerospace Forecasts FY2023-2043

Exhibit 1H: Vicinity Airports

CABLE UNION (3CU)

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

Runways	08-26 (2,194' x 150') - Turf 17-35 (3,709' x 75') - Asphalt
Lighting (highest intensity)	MIRL
Marking (highest precision)	Non-Precision
Approach Aids	None
Instrument Approaches	RNAV (GPS)

Services Provided: Fuel (100LL)

SOLON SPRINGS MUNICIPAL (OLG)

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

Runway	01-19 (3,099' x 60') - Asphalt
Lighting (highest intensity)	MIRL
Marking (highest precision)	Non-Precision
Approach Aids	PAPI-2L, REILs
Instrument Approaches	RNAV (GPS)

Services Provided: Fuel (100LL), Instruction

SHELL LAKE MUNICIPAL (SSQ)

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

Runway	14-32 (3,711' x 75') - Asphalt
Lighting (highest intensity)	MIRL
Marking (highest precision)	Non-Precision
Approach Aids	PAPI-2L, REILs
Instrument Approaches	RNAV (GPS)

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

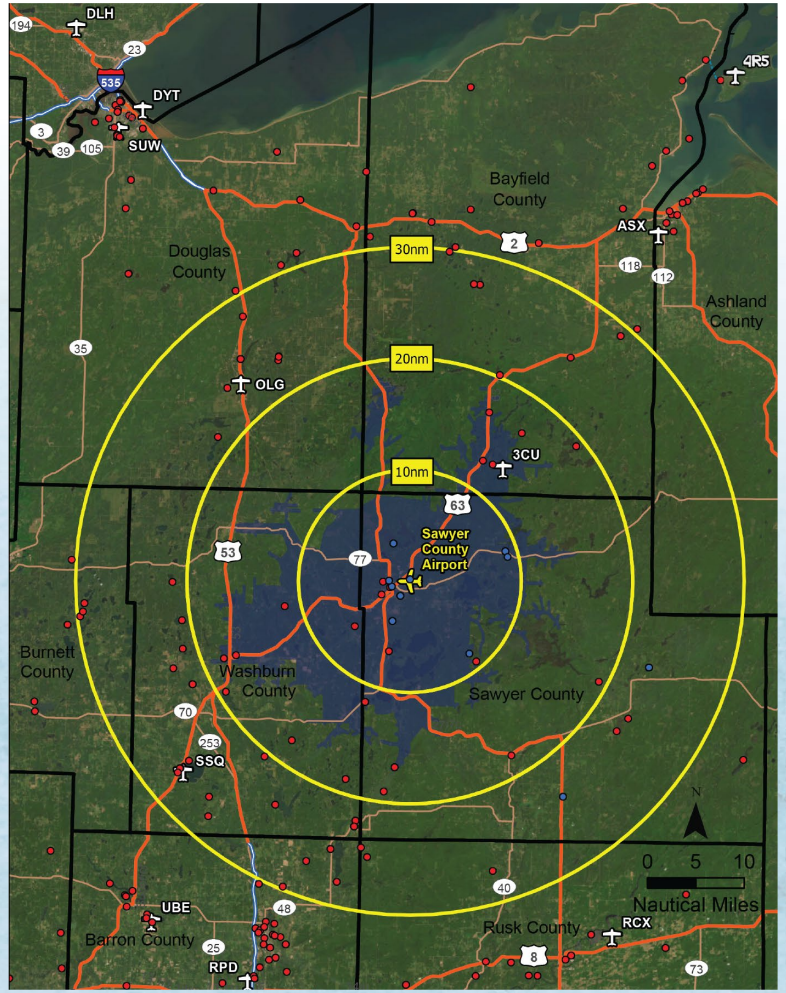
Runways	04-22 (5,100' x 75') - Asphalt 14-32 (4,001' x 75') - Asphalt
Lighting (highest intensity)	MIRL
Marking (highest precision)	Non-Precision
Approach Aids	PAPI-4L, REILs
Instrument Approaches	RNAV (GPS)

Services Provided: Fuel (100LL & JetA), Parachute Jumping, Instruction, Rental

KEY

AWOS	Automated Weather Observation System	**PAPI**	Precision Approach Path Indicator	**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 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
Total	*29**	*100*

*9 Based aircraft registered to addresses beyond 30nm from HYR

4 Additional based aircraft are considered part time

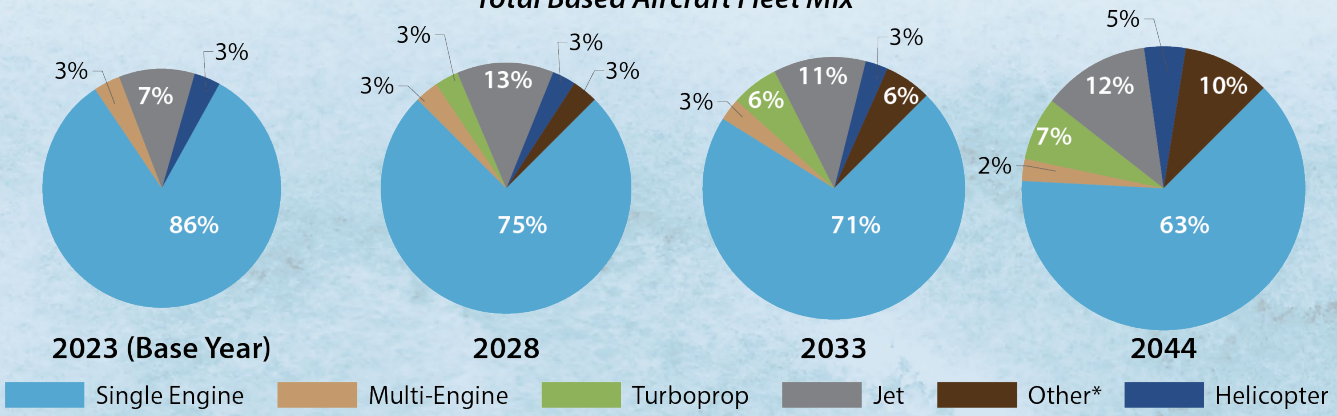
Exhibit 2H: Forecast Summary

	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***
AIAs	**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

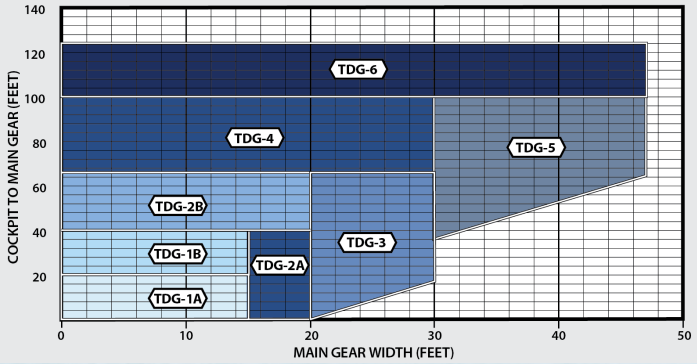
AIRCRAFT APPROACH CATEGORY (AAC)	
Category	**Approach Speed**
A	less than 91 knots
B	91 knots or more but less than 121 knots
C	121 knots or more but less than 141 knots
D	141 knots or more but less than 166 knots
E	166 knots or more

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

TAXIWAY DESIGN GROUP (TDG)



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

A-I	Aircraft	TDG
	• Beech Baron 55	1A
	• **Beech Bonanza**	**1A**
	• Cessna 150, 172	1A
	• Eclipse 500	1A
	• Piper Archer, Seneca	1A

B-I	Aircraft	TDG
	• **Beech Baron 58**	**1A**
	• Beech King Air 90	1A
	• Cessna 421	1A
	• Cessna Citation CJ1	1A
	• Cessna Citation 1	2A
	• Embraer Phenom 100	1B

A/B-II 12,500 lbs. or less	Aircraft	TDG
	• **Beech Super King Air 200**	**2A**
	• Cessna 441 Conquest	1A
	• Cessna Citation CJ2	2A
	• Pilatus PC-12	1A

B-II over 12,500 lbs.	Aircraft	TDG
	• Beech Super King Air 350	2A
	• Cessna Citation CJ3,V	2A
	• Cessna Citation Bravo	1A
	• **Cessna Citation CJ4**	**1B**
	• Cessna Citation Latitude/Longitude	1B
	• Embraer Phenom 300	1B
	• Falcon 10, 20, 50	1B
	• Falcon 900, 2000	2A
	• Hawker 800/850, 4000	1B
	• Pilatus PC-24	1B

A/B-III	Aircraft	TDG
	• Bombardier Dash 8	3
	• **Bombardier Global 5000, 6000, 7000, 8000**	**2B**
	• Falcon 6X, 7X, 8X	2B

C/D-I	Aircraft	TDG
	• **Lear** 25, 31, 45, 55, **60**	**1B**
	• Learjet 35, 36 (D-I)	1B

C/D-II	Aircraft	TDG
	• Challenger 600/604	1B
	• Cessna Citation VII, X+	1B
	• Embraer Legacy 450/500	1B
	• **Gulfstream** 350, 450 (D-II)	2A
	• Gulfstream G200/G280	1B
	• Lear 70, 75	1B
	• Bombardier CRJ-200, -700	1B/2B
	• Embraer ERJ-135, -140, -145	2B

C/D-III less than 150,000 lbs.	Aircraft	TDG
	• Gulfstream V	2A
	• **Gulfstream** 550,**650 (D-III)**	**2B**
	• Bombardier CRJ-900, -1000	2B
	• Embraer E-170, -175, -190	3

C/D-III over 150,000 lbs.	Aircraft	TDG
	• Airbus A319-100, -200	3
	• **Boeing 737-800,** -900, BBJ (D-III)	**3**
	• MD-83, -88 (D-III)	4

C/D-IV	Aircraft	TDG
	• Airbus A300-100, -200, -600	5
	• Boeing 757-200	4
	• **Boeing 767**-300, **-400**	**5**
	• MD-11	6

D-V	Aircraft	TDG
	• Airbus A330-200, -300	5
	• Airbus A340-500, -600	6
	• Boeing 747-100, -400	5
	• Boeing 777-300	6
	• **Boeing 787-8,** -9	**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

SAWYER COUNTY AIRPORT

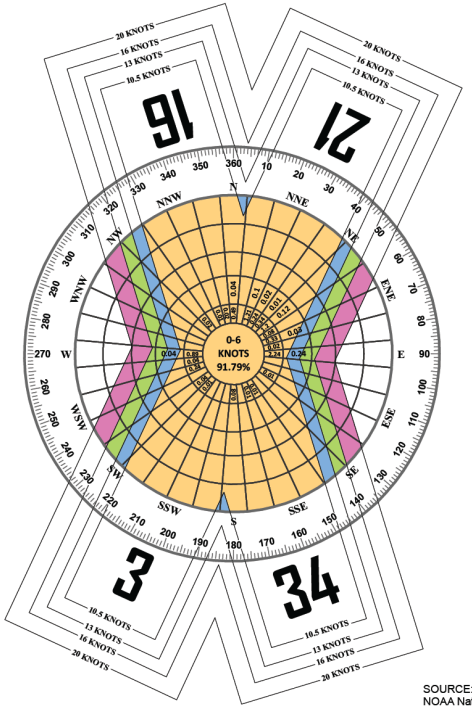
AIRPORT MASTER PLAN

CHAPTER 3

AIRPORT FACILITY REQUIREMENTS

Exhibit 3B: Windroses

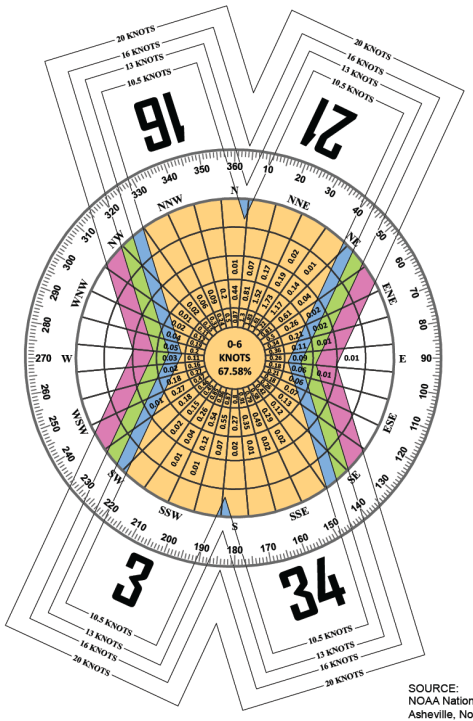
ALL WEATHER WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 3-21	98.69%	99.51%	99.95%	100.00%
Runway 16-34	97.01%	98.80%	99.81%	99.98%
All Runways	99.56%	99.88%	99.99%	100.00%



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

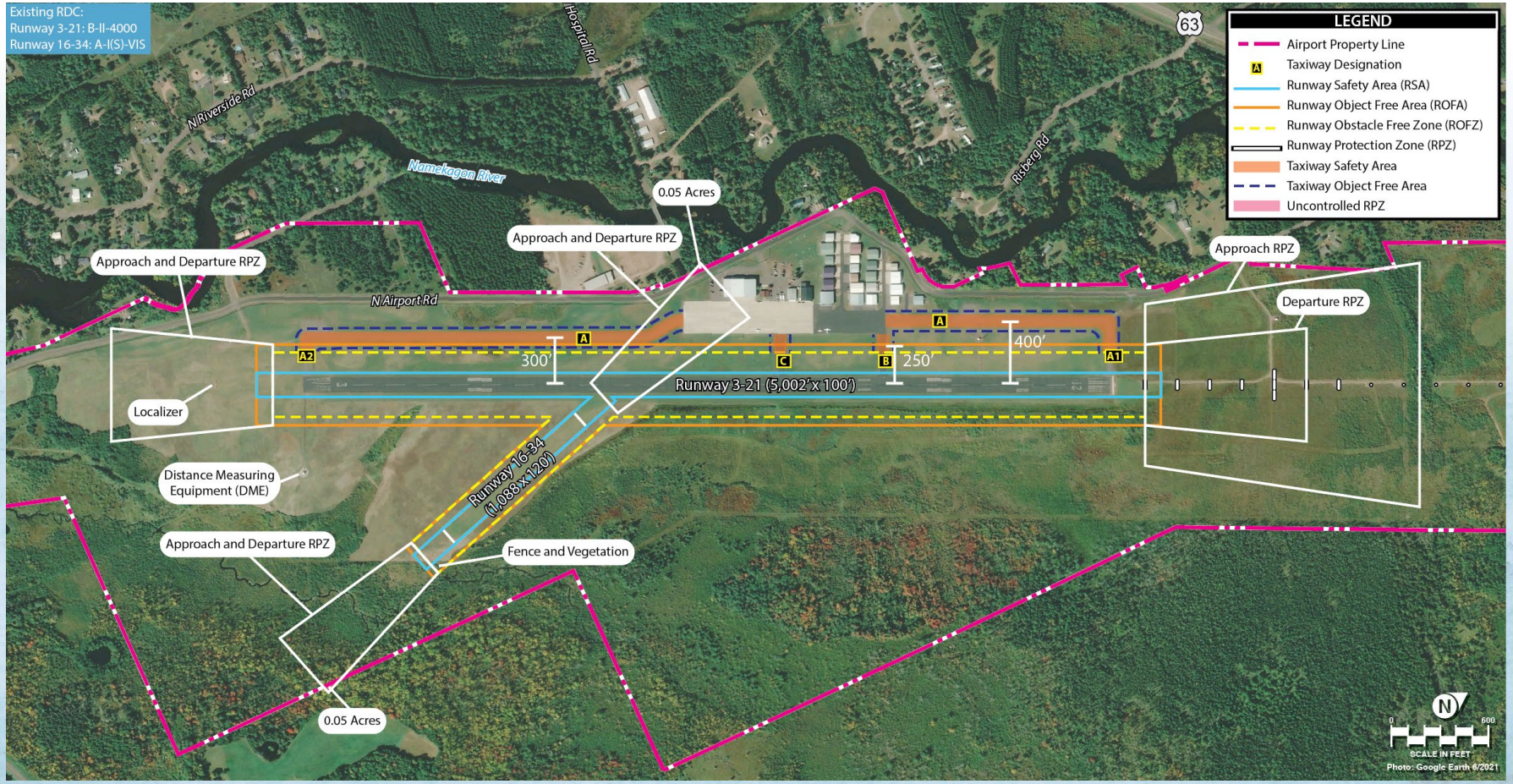


Exhibit 3D: Airside Facility Requirements

Category	Existing	Future	Ultimate	Existing/Ultimate
Runways	**3-21**	**3-21**	**3-21**	**16-34**
Runway Design Code (RDC)	B-II-4000	C-II-4000	D-III-4000	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-feet-wide by 300 feet beyond end (meets standard)	400/500-feet-wide by 1,000 feet beyond end (Obstructions include localizer, vegetation, and grading)	500- feet-wide by 1,000 feet beyond end (Obstructions include localizer, vegetation, and grading)	120-feet-wide by 240 feet beyond end (Obstructions include vegetation, fence, Runway 3-21 safety areas)
Runway Object Free Area (ROFA)	500-feet-wide by 300 feet beyond end (meets standard)	800-feet-wide by 1,000 feet beyond end (Obstructions include localizer and vegetation)	800-feet-wide by 1,000 feet beyond end (Obstructions include localizer and vegetation)	250-feet-wide by 240 feet beyond end (Obstructions include vegetation and Runway 3-21 safety areas)
Runway Obstacle Free Zone (ROFZ)	400-feet-wide by 200 feet beyond end (meets standard)	Maintain	Maintain	250-feet-wide by 240 (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 appoach/34 departure obstructions include hangar)
Taxiways				
Design Group	2A	2B	2B	N/A
Parallel Taxiway Separation from Runway	300 feet (south poriton 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-feet-wide (Taxiway A, A1, A2, B); 50-feet-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

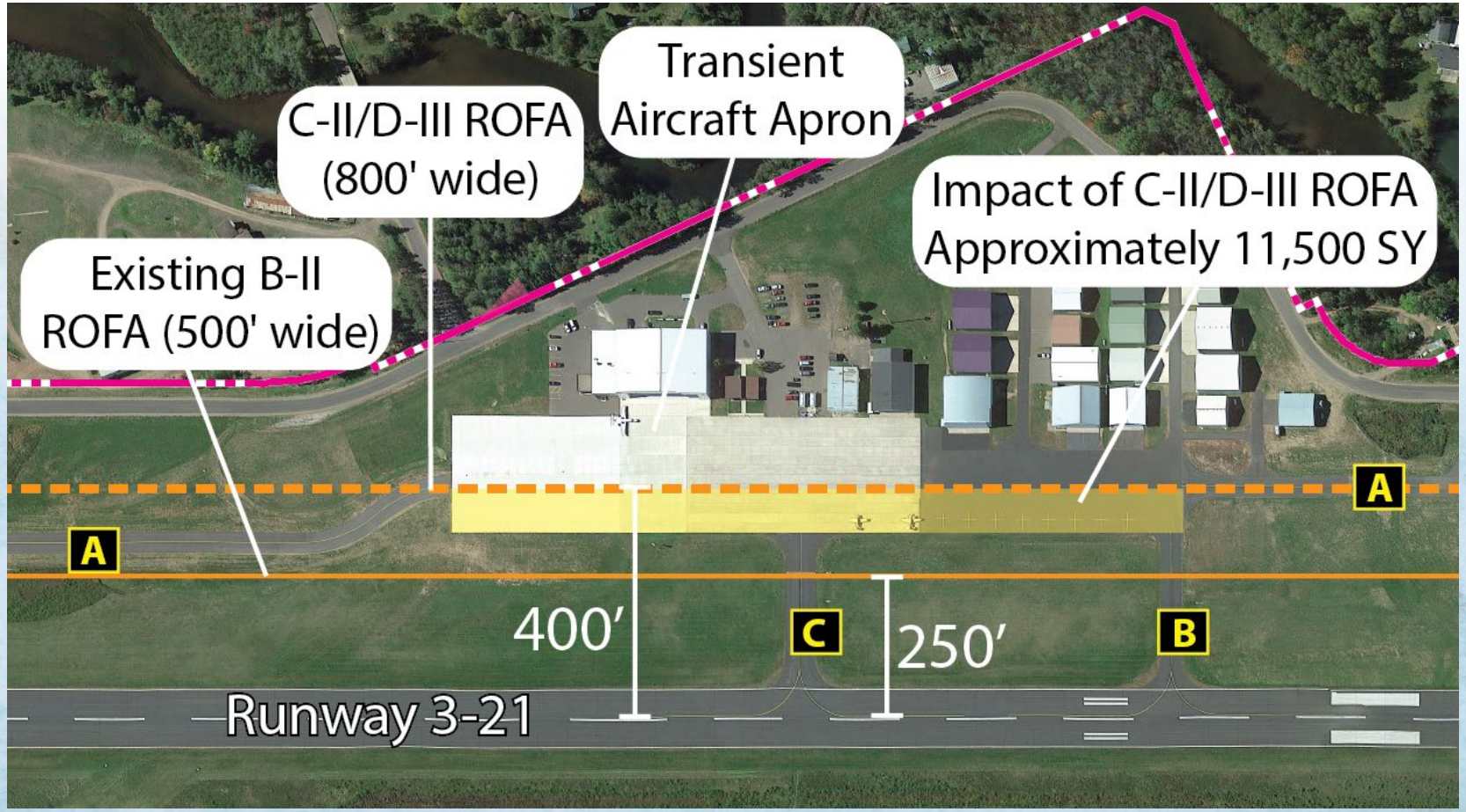


Exhibit 3D: Airside Facility Requirements

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
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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

SAWYER COUNTY

SAWYER COUNTY AIRPORT

AIRPORT MASTER PLAN

CHAPTER 4
AIRPORT DEVELOPMENT ALTERNATIVES

Exhibit 4A: Airside Alternative 1

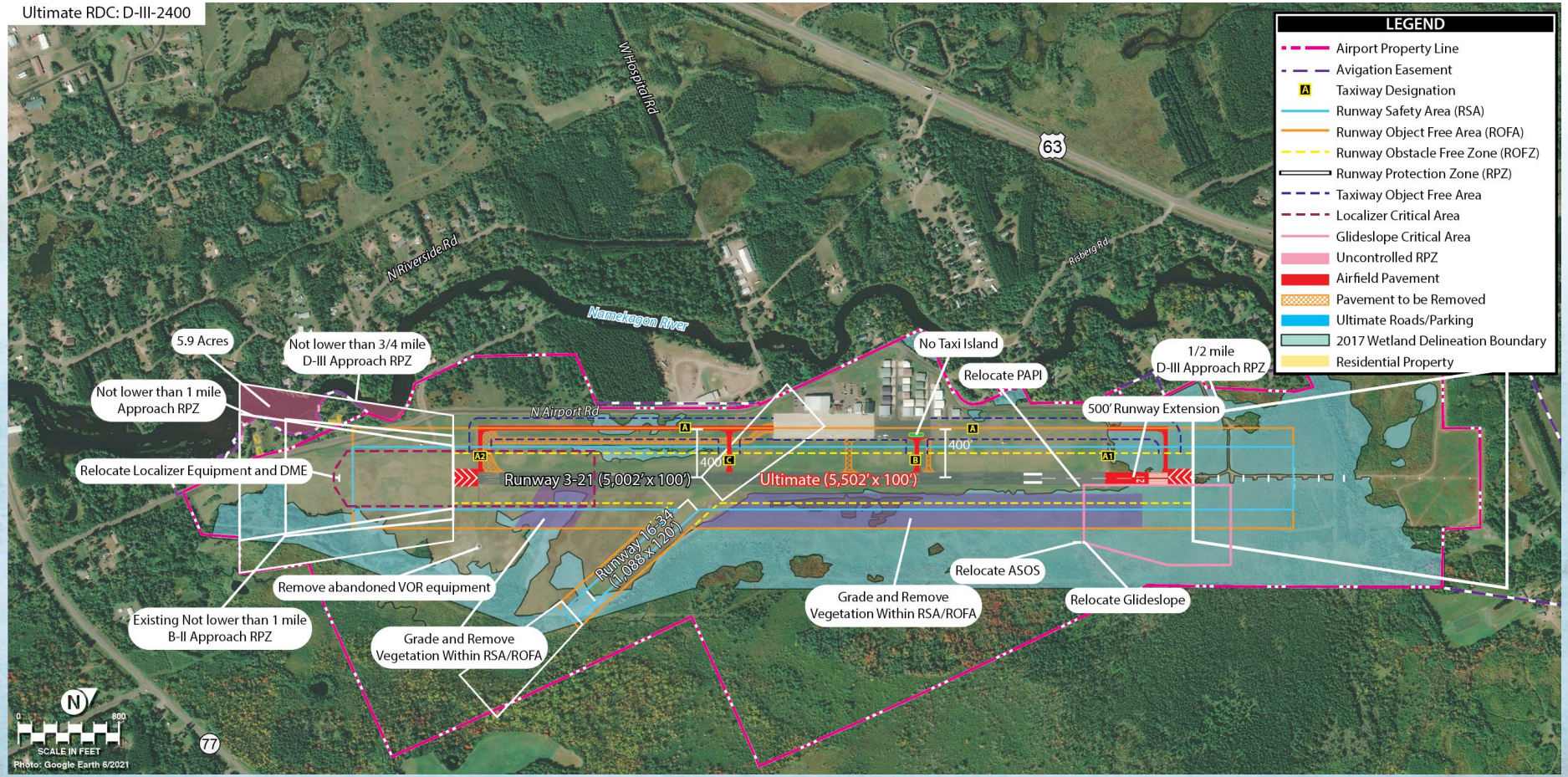


Exhibit 4B: Airside Alternative 2

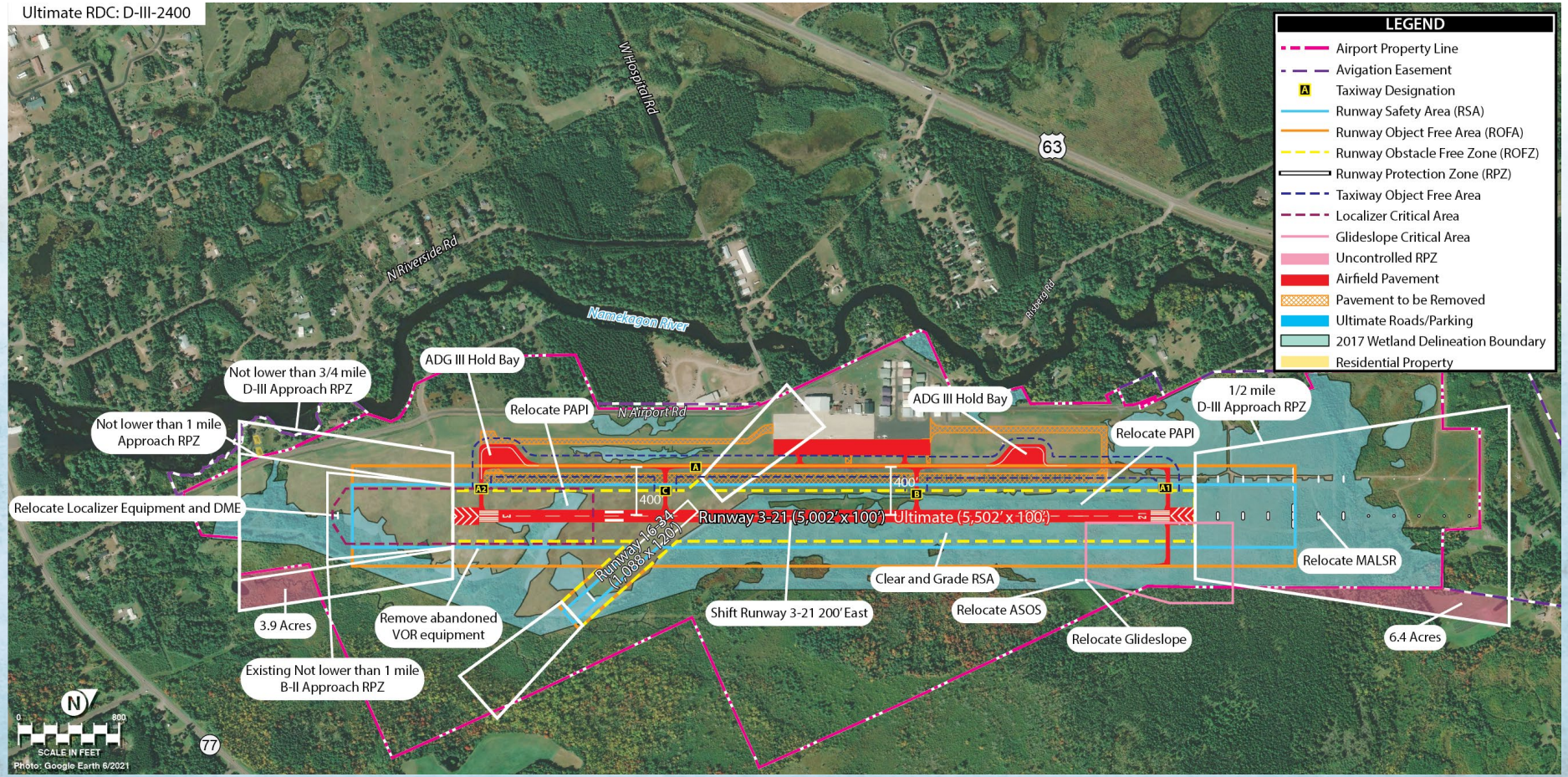


Exhibit 4C: Airside Alternative 3

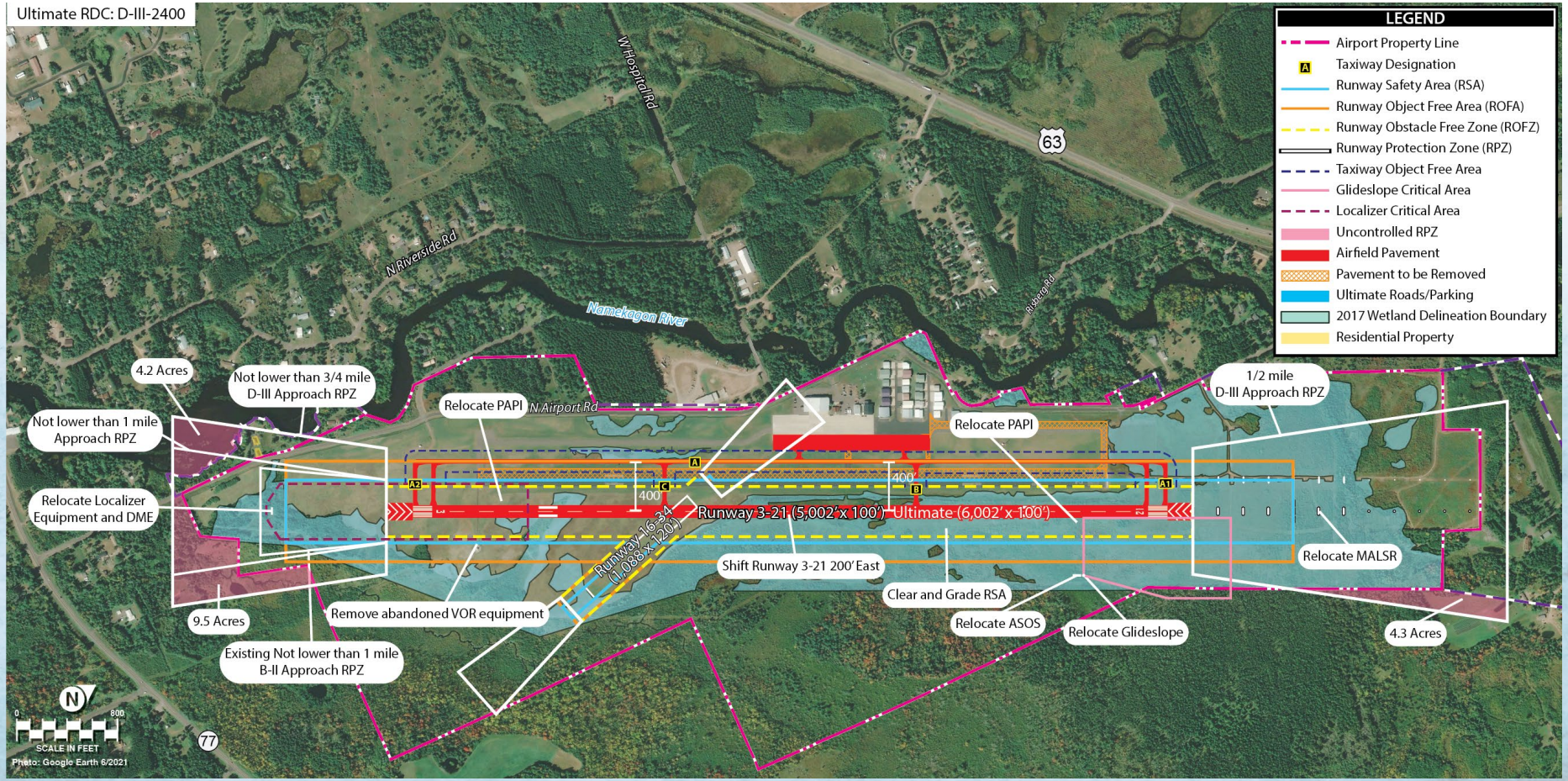


Exhibit 4D: Airside Alternative 4

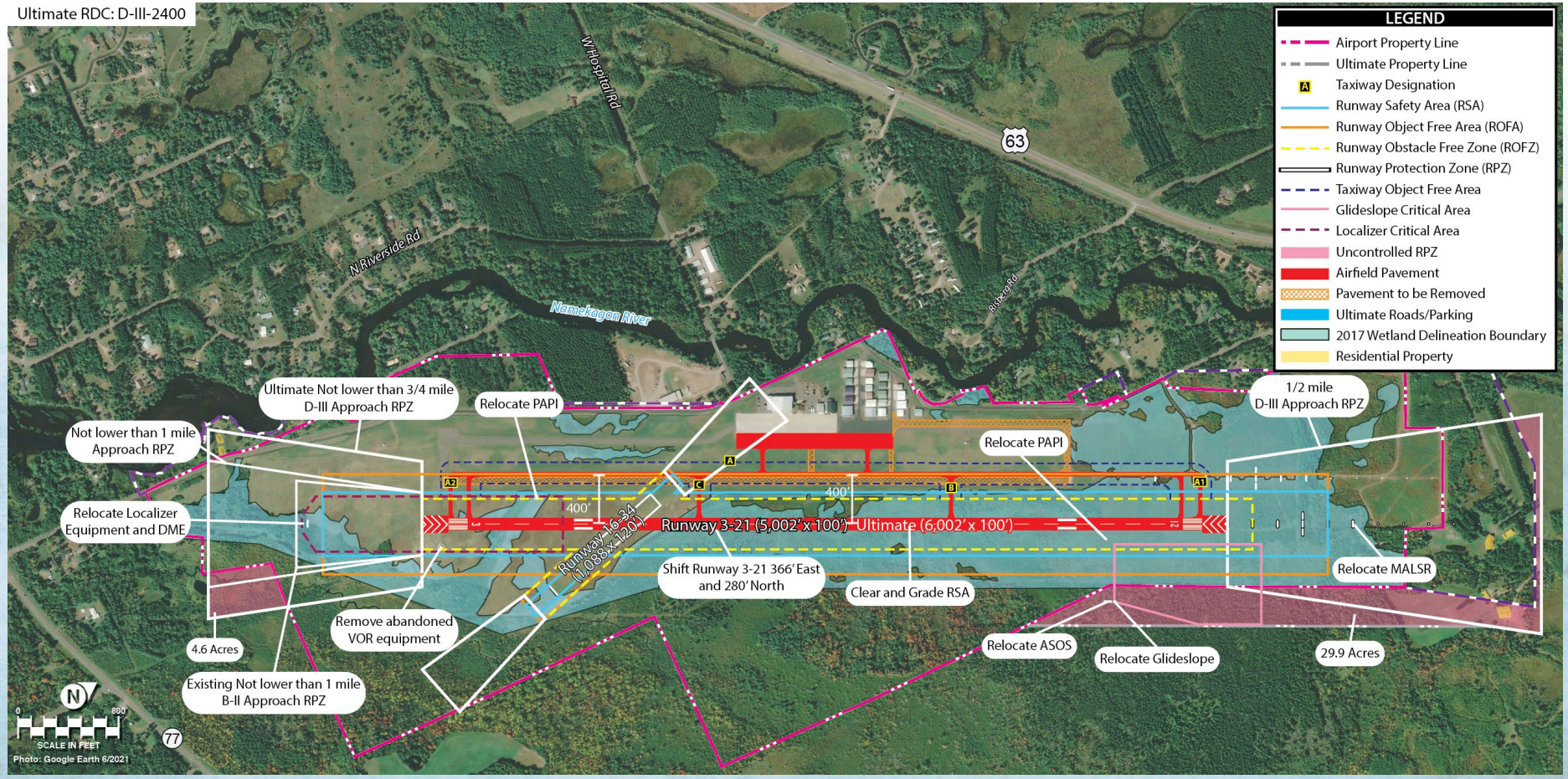


Exhibit 4E: Landside Alternative 1

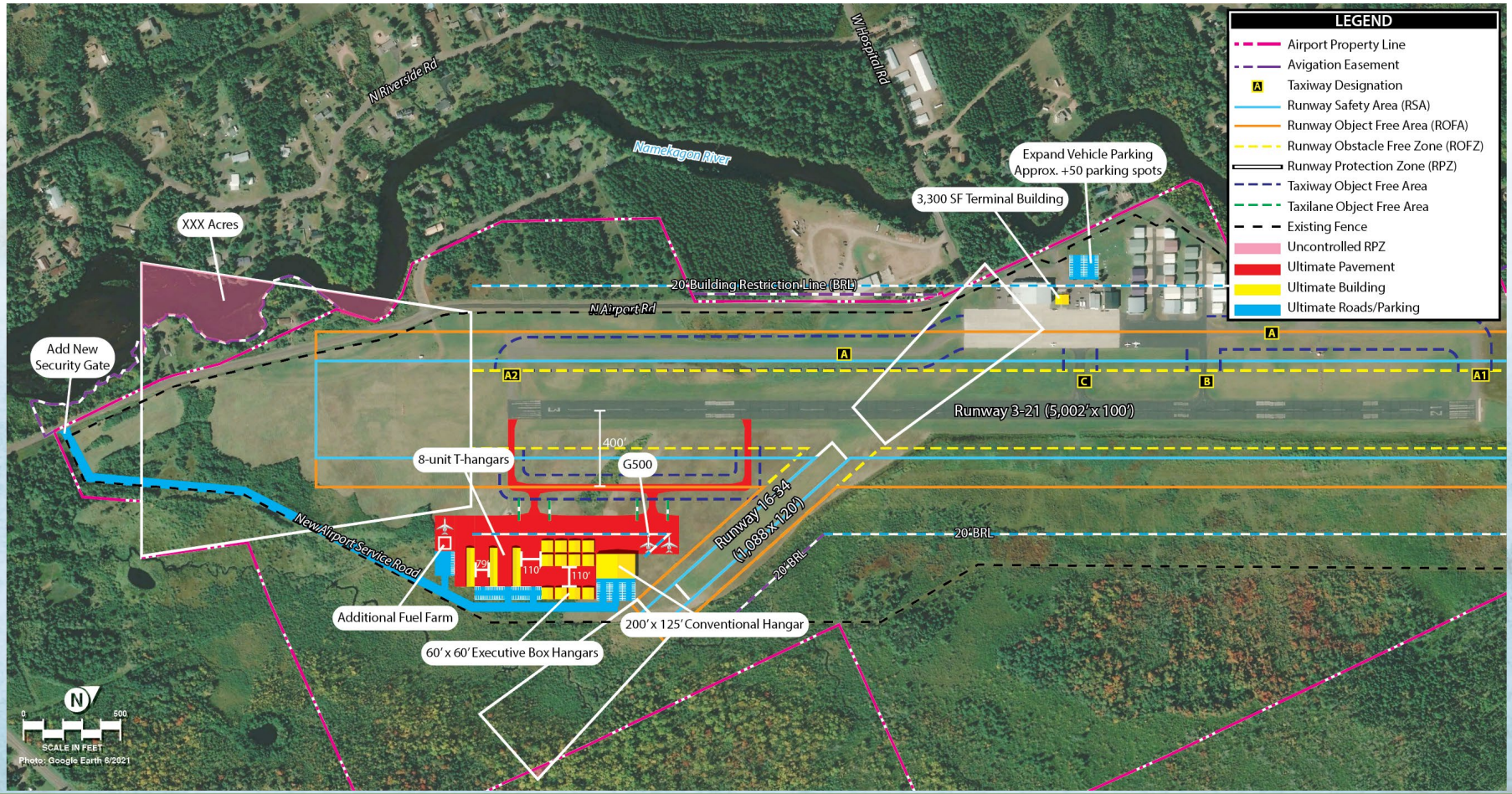


Exhibit 4F: Landside Alternative 2

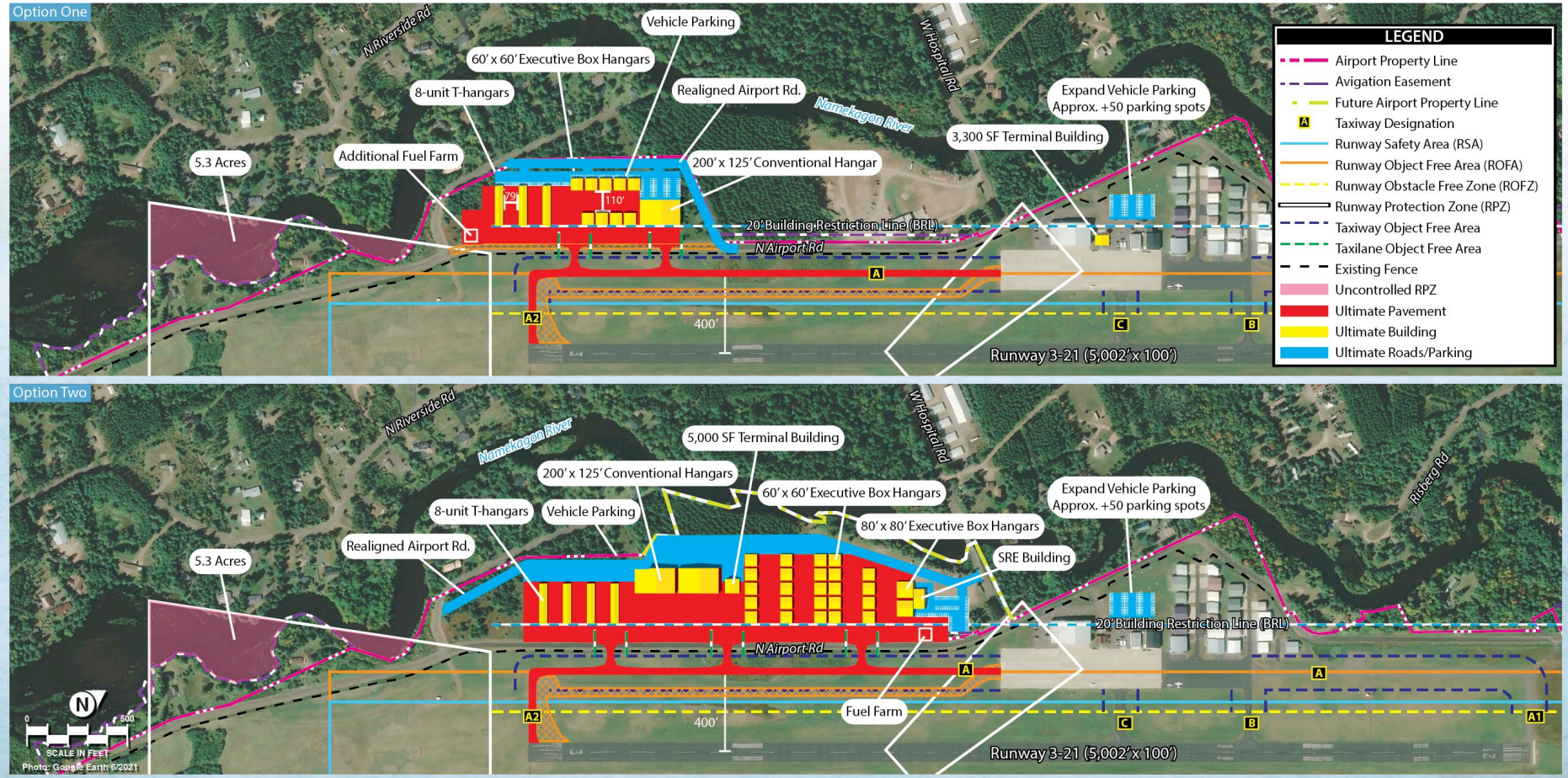


Exhibit 4G: Landside Alternative 3

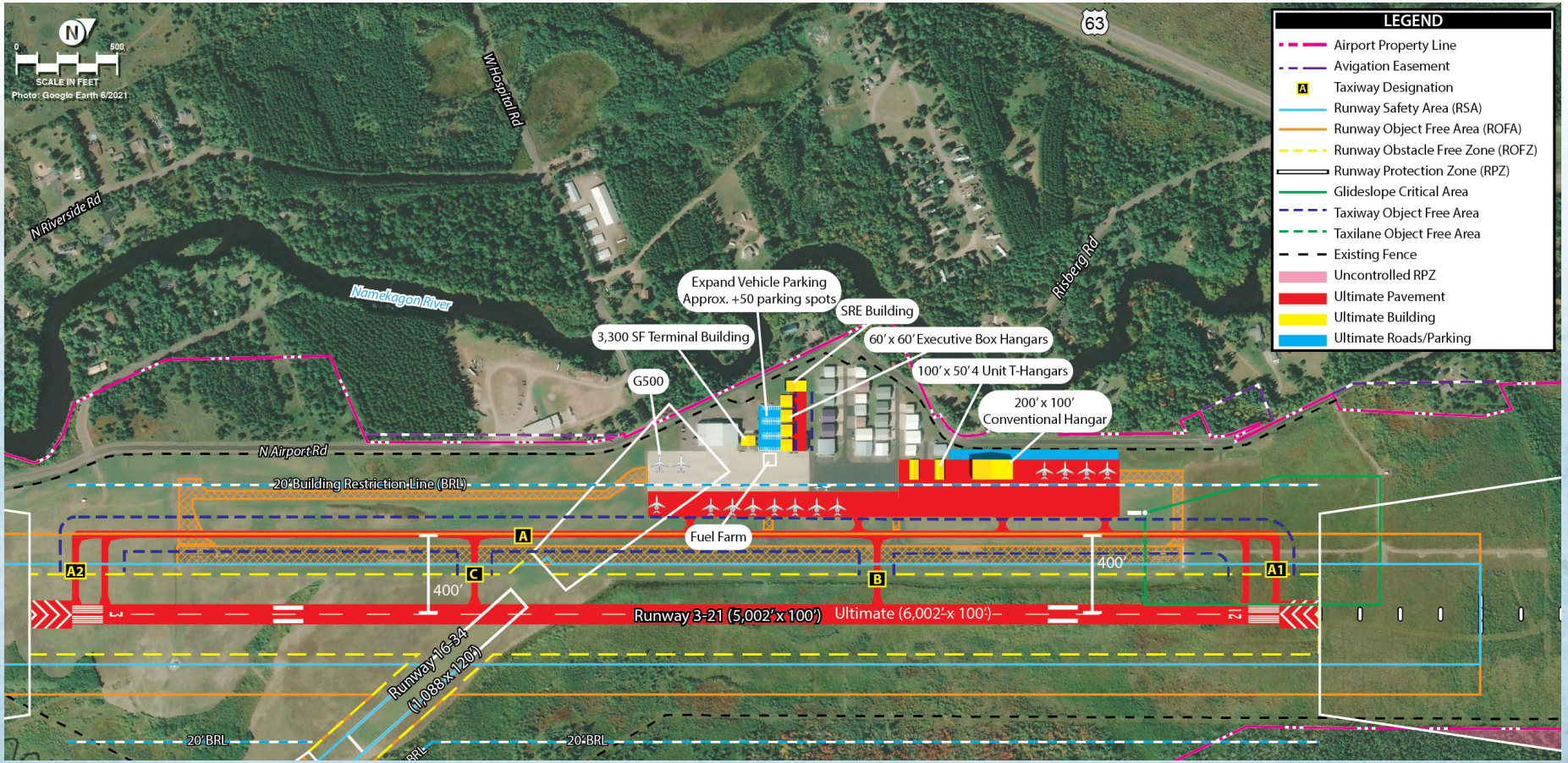
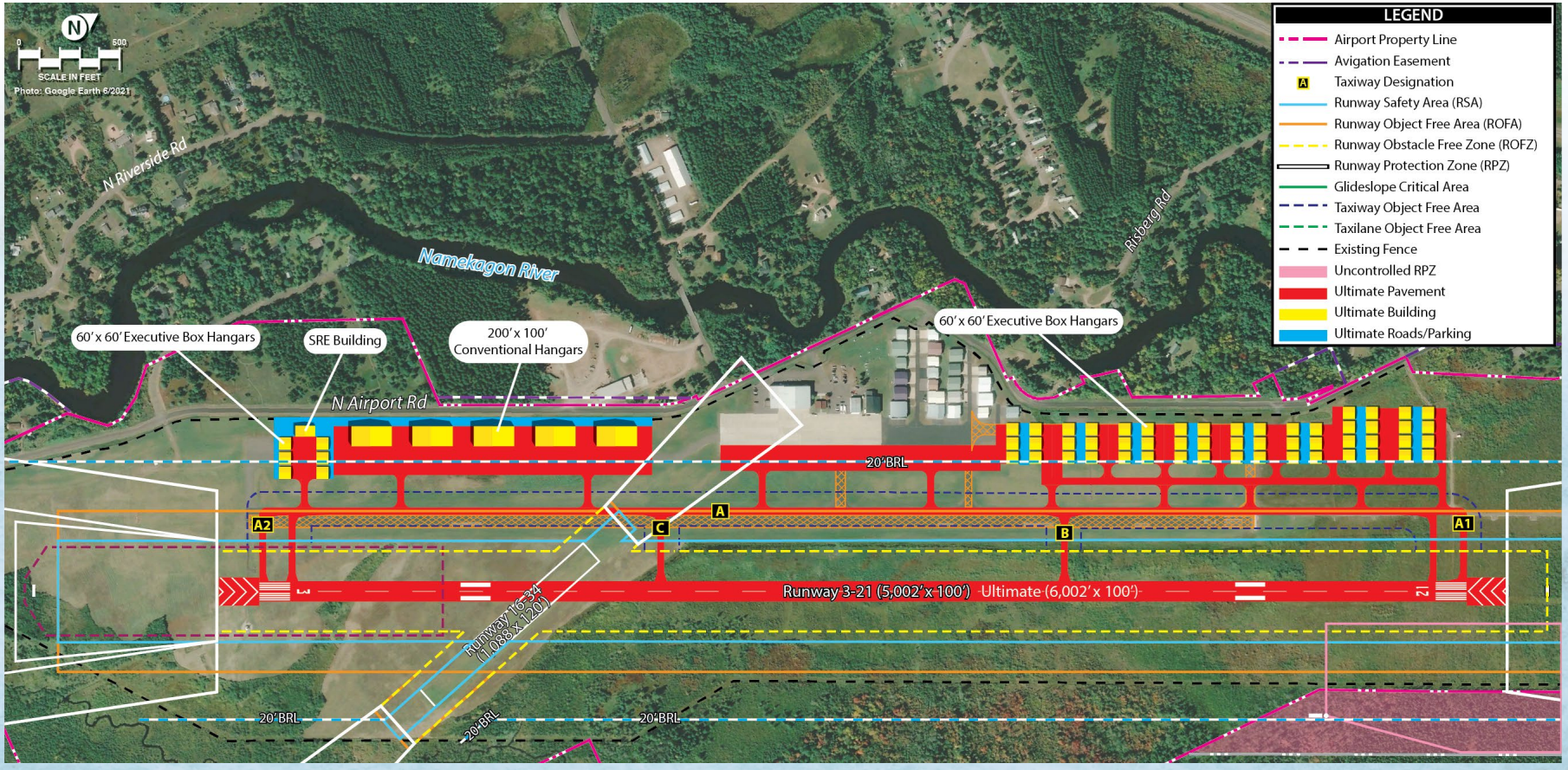


Exhibit 4H: Landside Alternative 4



NEXT STEPS

- **Phase 3 Elements** – Recommended Plan
- **PAC Meeting #4** – September/October timeframe; draft documents available for review approx. one week prior to meeting
- **Public Information Workshop #2** – held same day as PAC meeting #3; we encourage you to invite your associates and members of the public
- **Phase 4 Elements** – Begin work on Recommended Plan, Land use 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 Mike Dmyterko with Coffman Associates at 602-993-6999 or mdmyterko@coffmanassociates.com or visit the project website to submit comments online.

https://sawyercounty.airportstudy.net/