

Ed O'Neill

1.) **Q. How many private hangars are at the airport now?**

A. 15 Hangars

2.) **Q. How many planes are based here?**

A. According to the records, almost all of the existing hangars have an N-number assigned to it. The actual use of the hangar varies with the season, whereby the summer months reflect increased usage.

3.) **Q. How many pilots use these planes?**

A. At least the same number as aircraft owned. There may be some partnerships such as the flying club, where there are more than one owner/pilot. None of these are considered commercial aircraft, although some of the pilots who own and/or fly these aircraft who have a commercial rating.

4. **Q. How much total revenue was collected from landing fees, space rental, tie down etc. for 2012 and 2011?**

A. The airport does not charge landing fees, however the tie-down fees are \$3.00 per night for a single-engine (\$5.00 per night if the airplane plugs into electricity in the winter), and \$6.00 per night for twin-engines.

Hangar Lease revenue totaled \$3,906.60 for 2012 and Personal Property Tax on the hangars totaled \$3,161.11 for 2012.

The Lion's Club pays \$50.00 per year (per agreement with the Town) for use of their portion of the airport garage, although they have been donating an additional \$50.00 for electrical use. The Lion's Club also parks their storage trailers on the Airport and they have been waived from parking fees.

Car parking for airport/aircraft users is \$120.00 per year, per vehicle.

The DDBBQ event generates \$600.00 for use of the event area for 5 days.

Revenue to date (October) for 2013 totals \$5,576.00.

5. **What is the total operating cost for airport: manager, employees, maintenance, repair, utilities, replacements, etc.?**

A. The airport has one part-time employee hired as airport manager.

Budgeted Expenditures for 2013 is \$18,945.00. This includes:

Airport Wages and Fringes	\$3,540
Electricity	\$3,500
LP (Heating)	\$4,000
Supplies/Maintenance	\$2,500
Insurance	\$5,000
Total	\$18,945

There are many 'in kind' shares that are a benefit to the Town from use of Airport property. The TV-140 (airport equipment) is also used by the Town for Spreading Fields. A portion of the Airport is approved for alternate spreading fields for the Town. The Maintenance Building is utilized by the Town to house Fire vehicles and Town vehicle maintenance. It would be difficult to apply a dollar amount for these uses.

6. Q. Are planes that visit or stop over from other airports required to file a flight plan?

A. No. Flight plans, whether VFR or IFR is left to the sole discretion of the individual pilot, much like using a roadmap or GPS is left to individual motor vehicle operators.

7. Q. Excluding the Friday/Saturday of the Fly in Fish boil, and airport based planes, how many visiting planes flew into the airport for 2012 – 2011?

A. Possibly 4 – 5,000. The numbers for this is collected by the airport manager. The numbers on the report are those that he has personally seen however, every aircraft is not accounted for.

8. Q. How many of these visiting planes stay more than one day?

A. Possibly in the mid hundreds, most with multiple passengers. Again, this cannot be accounted for.

9. Q. What was the length of the runway prior to the last re-alignment?

A. The Northwest/Southeast runway (32/14) as always been 2,230'. The old opposing runway (04/22) was 1,250'.

10. Q. What is the length of the current runway?

A. The realigned runway (02/20) is 2,250'. The original runway (14/32) is also 2250'. This is according to the current airport directory from the Bureau of Aeronautics.

11. Q. What is the maximum height for trees around the airport?

A. Tree height varies with distance from the runways, those being in the designated approach pattern and closer to the runways being maintained at a lesser height. The mandate for height and object zones is regulated by the Bureau of Aeronautics on the Airport Layout Plan.

12. Q. How much property would have to be acquired through purchase, condemnation or eminent domain to achieve a 3000 ft. runway?

A. Possibly none. This would depend upon the Runway Layout Plan.

13. Q. Does PAPI require a paved area to work?

A. No.

14. Q. How many current tie downs are now used?

A. We currently have 15 +/- tie down sites. To be clear, during the Fly-in Fish Boil, the aircraft parking area is temporarily revised to accommodate the extra aircraft.

15. If an area is paved, how many tie downs will there be?

A. The area which would be paved for tie downs would not exceed what is already there.

16. Q. How many acres will be paved for parking, taxiway and tie downs?

A. This depends on the results of the engineering plan. Potentially less than 1 acre.

17. Q. What sized fuel tanks will be installed?

A. While it was requested of the Committee to explore the possibility of fuel tanks, it was determined that providing AV fuel at the airport was not a feasible option due to EPA guidelines and the cost of bringing fuel to the Island and the maintenance of the fuel and storage tanks.

18. Q. Will they be above or in-ground?

A. See the answer to Question 17.

- 19. Q. Will there be any additional fire protection equipment or personal needed?**
- A. The only fire protection rendered to the Airport is what is already in place for the Town. Fire Protection sited at the Airport is neither necessary nor feasible due to this being a general aviation airport.
- 20. Q. What is the cost of aviation gas?**
- A. Approximately \$6.00 per gallon depending upon locale.
- 21. Q. Who will pay to fill these tanks.**
- A. See the answer to Question 17.
- 22. Q. Have any hangars been broken into or vandalized?**
- A. Yes, several as recent as 2012.
- 23. Q. How high will the fences around the hangars be?**
- A. Fencing is being discussed as one possible safeguard to deter illegal activity at the airport. However, the fencing is only in the discussion stages. There are no plans at this time as to the location or design of any potential fencing.
- 24. Q. Who will monitor the surveillance camera: police or airport personal?**
- A. Along with fencing, the feasibility of security camera(s) is being discussed. All avenues are being taken into account along with recommendations from our local police and the FAA/Bureau of Aeronautics to make the Airport more secure.
- 25. Q. Will the park & picnic benches be open to all Island residents?**
- A. Parking in the designated auto parking area and the use of the picnic area has always been open to the public and will remain so.
- 26. Q. Is there a plane based on the Island that requires a 3000 ft. runway to take off or land?**
- A. Length of runway needed to land an aircraft safely depends on many factors including, type of aircraft, how heavily loaded the aircraft is, the conditions of the runway, etc. Some general aviation aircraft, simply by design, utilizes more runway for takeoffs and landings. There are some aircraft that regularly utilize this airport that would benefit from a longer runway.

27. Q. What do airports at Ephraim and Escanaba have as compared to the Island: fueling station, length of runways, number of planes based there, how many landings per year, do they have control towers?

A. Escanaba: Two runways, 5,000' and 6,500'; both paved. An average of 107 landings per day. 31 aircraft based on the field. Fuel is available. The Airport is fenced. VOR & ILS/DME approach. PAPI on runways. AWOS-3 available.

Ephraim: Two runways, 2,700' paved and 2,364 grass intersecting. An average of 25 landings per day. 16 aircraft based on the field. Fuel is available. PAPI system. AWOS system to be installed.

While Escanaba is not necessarily a comparable airport, as it serves the mid-state area of the Upper Peninsula of Michigan, and it is a commercial airport unlike our general aviation airport, for the sake of clarity, one very comparable airport would be Madeleine Island (LaPointe), Wisconsin. They have one 3,000' paved runway. Fuel is not available. Installed GPS RNAV approach. Paved tiedown. Approximately 15 hangars.

None of the above name airports have control towers. The nearest control tower would be found in Green Bay and Wausau. Control towers are not utilized at small general aviation airports such as ours, rather they are a tool or point of contact for pilots in VFR/IFR flight plans and where commercial flights are present.

28. Q. Do you have any examples of insurance rates for paved vs. unpaved runways?

A. Insurance companies may not insure some aircraft considered high performance based on a grass strip. High performance does not necessarily mean 'large' aircraft as many general aviation type aircraft fit this description. If they choose to insure, there are riders attached to address the grass runway. Many transport aircraft services, such as medical transport airplanes, are limited to service areas with paved runways.

29. Q. What is the return investment for this infrastructure investment?

A. Return investments for the Airport are difficult to analyze. There are many different types of returns or benefits from maintaining a healthy airport. After all it is a recognized, realistic approach to gaining access to the Island. Perhaps an economic impact survey would distinguish the real assets of airport improvements.

To name a few:

Fly-in Fish Boil. The airport does not directly benefit financially from the event however; the Lion's Club does benefit and as a result the Community benefits. Without the airport, the Fly-in Fish Boil would be a *Fish Boil*.

A direct benefit for the Airport from the Fish Boil is Pilots who fly here to attend the Fish Boil return to vacation here.

DDBBQ Event. While this is not an aviation event, utilizing the airport site benefits the success of this event which results in a benefit to the community. Since the Chamber and Airport are working cohesively through detailed planning, this may involve more aircraft attending this event. The Bureau of Aeronautics/DOT is also working closely with the Airport, using this event as an example of possibilities for other small airport use.