

# Marshfield Airport Committee Minutes

March 24th, 2022

Meeting called to Order at 11:00 A.M. by Chairman Berg

Present: John Berg, Lee Taylor, Dan Maurer (by Zoom) and Alderman Ed Wagner

Absent: Paul Knauf

Also Present: First Hour of the Meeting - Dan Knoeck, Rob Glab (Zoom), Jeff Veers (Zoom), Duffy Gaier and Jeffrey Gaier

Also Present: Second Hour of the Meeting - Dan Knoeck, Rob Glab (Zoom), Jeff Veers (Zoom), Duffy Gaier, Jeffrey Gaier, Melissa Underwood (of SEH), Karl Kemper, Karl Kemper (Becher-Hoppe), Andy Trimble (WI DOT), Walt Embke, Shennon Richter, Howard Rand

Citizens Comments: John Berg spoke that behalf of himself, his wife Carol and the entire airport committee, we offer our sympathy to Dan Maurer and his family on the passing of Dan's brother Ron Maurer.

AP2022-13 Motion by Wagner, Second by Taylor to approve the airport meeting minutes of February 17th, 2022. All Ayes

Motion Carried

AP2022-14 Motion by Maurer, Second by Taylor to approve the airport management report for March 2022. All Ayes,

Motion Carried

AP2022-15 Motion by Wagner Second by Taylor to approve the airport activity report of March 2022. All Ayes,

Motion Carried

AP2022-16 Motion by Maurer Second by Taylor to approve the airport bills March 2022 All Ayes,

Motion Carried

AP2022-17 Motion by Maurer, Second by Taylor to initiate a design project with the Wisconsin Bureau of Aeronautics for the MALSR approach lighting system.

Motion Carried

Airport Project Updates - Master Plan Discussed - No Action Taken

Airport Projects Updates - Future Airport Projects - Airport Management will get a cost estimate for resurfacing and or crack filling the parking lot in the general airport terminal area at 400 West 29th Street. Discussed, no action taken

A short recess ensued as Melissa Underwood from SEH set up her equipment for the presentation by SEH / Becher Hoppe for the progress on the Master Plan. Jeff with Airport Management will be providing airport meeting information to Melissa from 2002 to 2017. 2018 to present has already been provided. Jeff will also be going through his photo archives of the last 5 years to see if he can identify any N-numbers off of aircraft and provide that information to SEH. Plans for the next meeting were discussed for June.

Motion by Wagner Second by Maurer to adjourn at 1:14 P.M. , All Ayes, Meeting Adjourned.

Respectfully submitted by Jeffrey Gaier

# Marshfield Municipal Airport Roy Shwery Field Airport Management Report March 24th, 2022



Spring has certainly created a few challenges for us. Ice has been a huge concern this month. We have been fortunate that the temperatures have been warm enough to melt the ice the days that it does form. *Pictured below the ice covered fence next to the terminal building.*



The continuous rain has us watching the water levels around the fuel tanks. Usually it drains off, but since the ground is still frozen it fills up the space around the fuel tanks. In addition to the rain we have some slush that has come down. It has made the runway slick. The weather has also deterred flights into the airport. Two turbo prop aircraft canceled flights into the airport on the 22nd and one corporate jet canceled a flight into Marshfield on the 23rd due to weather.

We have seen an improvement of flight activity at the airport when it has been nice. This is typical this time of year that people get “spring fever” and want to do something outside. In



this case they come to the airport and get their plane out and go flying.

*Pictured to the left, some of the recent slush.*

On the agenda is the MALSR approach lights for runway 34. Marshfield has been given the go ahead to do a project with the WI Bureau of Aeronautics. The question is should we initiate a design project now anticipating a runway extension and runway reconstruction project. The alternative is to wait another day until after the Master Plan is complete. If the airport committee does decide to start the design process for the refurbishment of the system, it would need to be referred to the finance, budget and personnel committee for their review and approval. The MALSR lights were installed in the 1970s. The MALSR wiring was completely replaced going to the controller in the early 2000s. The electricians have been

able to keep the system running, but the parts are not available for the 1970s technology of the control unit.

Jeff attended a zoom meeting held by the FAA in regards to the BIL funding and the 5 billion that will be utilized for terminal projects. These monies were entirely set up for terminal replacement, disability upgrades, etc. Unfortunately they could not be used for terminal parking lots which is where we could really use some additional funding. These funds are also competing funds so you are essentially competing against everyone else applying for them. Applications for these funds have to be submitted yearly and the will be competing against other airports.

ProVison has been contacted about coming to the airport and treating the lawns around the terminal building and parking lot. This past year there was no lawn treatment as the lawn in front of the terminal had to be worked and reseeded due to being torn up.



House of Heating was called out to the airport on the 22nd of March as a furnace in the terminal was not operating. The furnace drains ended up being plugged. This made the furnace think the air intake was blocked so it shut off. The drained plugs were caused by water scaling.

Congratulations Isaiah Wells for successfully completing your private pilot license this month. Isaiah is flight instructor Dave Wells' son. Isaiah is 17 and a Junior at Marshfield Senior High School. Congratulations again Isaiah!



We had several birthdays this month at Duffy's Aircraft. Luke Sebentsfeldt the Airframe and Power Plant Mechanic turned 29, Shannon Richter local pilot turned 51 and Jeffrey Gaier airport management turned 51. Happy Birthday Guys!

Happy Flying - Duffy, Alice, Robert and Jeffrey Gaier

*Marshfield Municipal Airport,  
Roy Shwery Field  
Activity Report For The Month of  
M a r c h 2 0 2 2*



**\*2020 Data from March to April data in this report may not be correct due to no meetings in 2020 because of Covid-19 Restrictions and the inability to meet.**

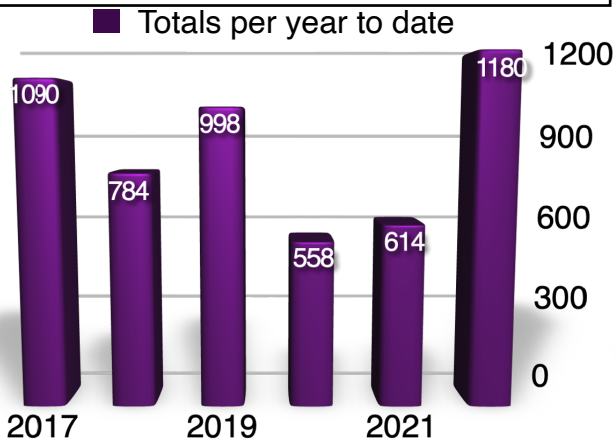
Flight Operations at the airport, (a departure or landing), for this month <b>2022</b>						
Jet	Turbo Prop	Twin	Single	Helicopter	Light Sport	Total
14	18	8	324	240	0	604

Flight Operations at the airport, (a departure or landing), for this month last <b>2021*</b>						
Jet	Turbo Prop	Twin	Single	Helicopter	Light Sport	Total
4	12	2	184	46	12	260

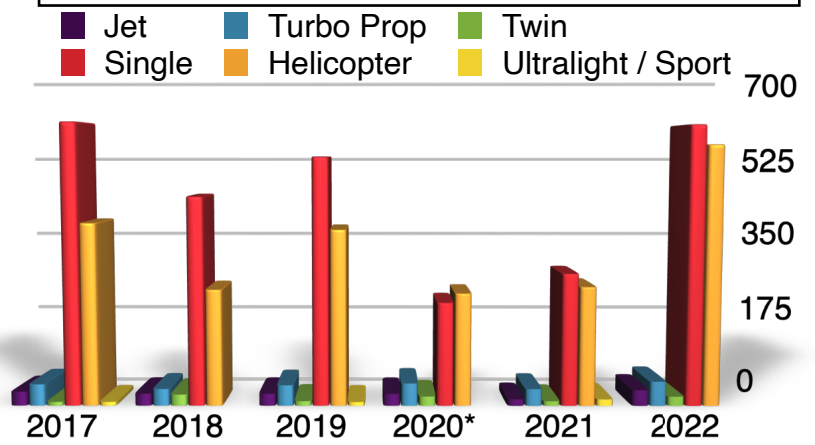
Six Year Comparison Of Operations						
Year	2017	2018	2019	2020*	2021	2022
Jet	30	26	26	26	14	34
Turbo Prop	46	36	44	48	36	52
Twin	8	24	10	20	10	20
Single	606	448	532	222	284	600
Helicopter	392	250	378	242	256	558
Light Sport	8	0	8	0	14	0
Total	1090	784	998	558	614	1180

*All information in this report is estimated based on the activity at the airport for the month. An Operation is considered a take off or a landing.*

### Operations Totals Over The Past Six Years

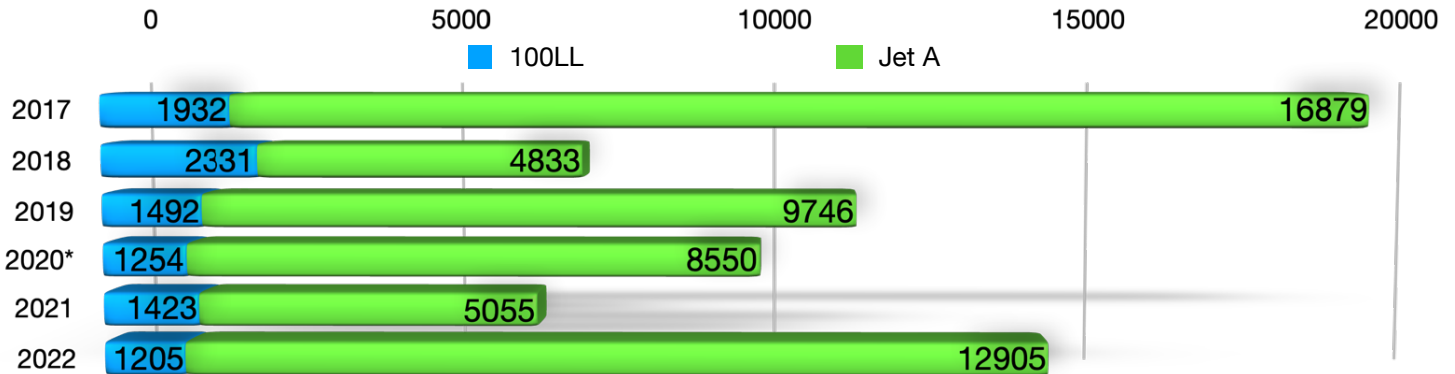


### Types Of Aircraft That Have Visited Marshfield Per Year



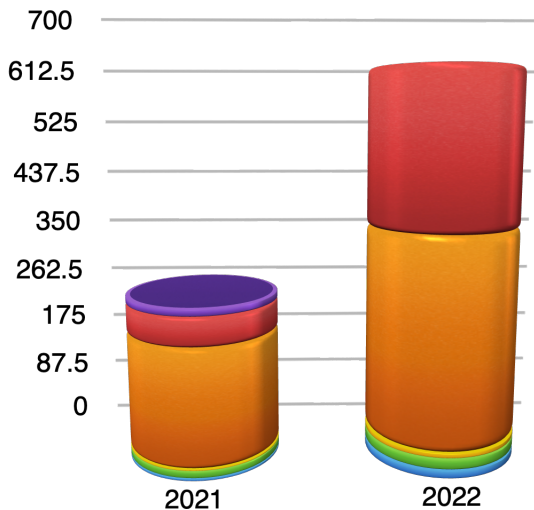
### Fuel Sold

Year	2017	2018	2019	2020*	2021	2022	Sold This Month
100LL	1932	2331	1492	1254	1423	1205	483
Jet A	16879	4833	9746	8550	5055	12905	6720



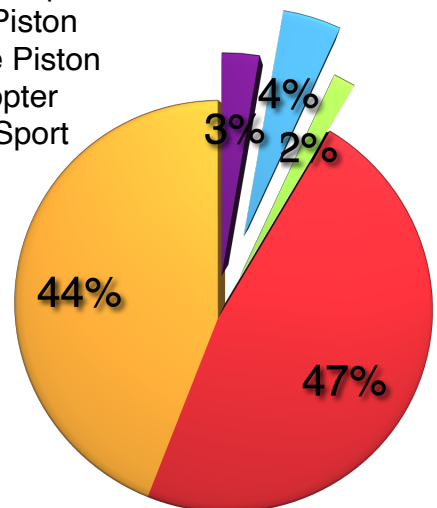
### This Month Compared To The Same Month Last Year

- Jet (blue)
- Turbo Prop (green)
- Twin Piston (yellow)
- Single Piston (orange)
- Helicopter (red)
- Light Sport (purple)



### Percentage Of Operations ByType of Aircraft

- Jet (purple)
- TurboProp (blue)
- Twin Piston (green)
- Single Piston (red)
- Helicopter (orange)
- Light Sport (yellow)

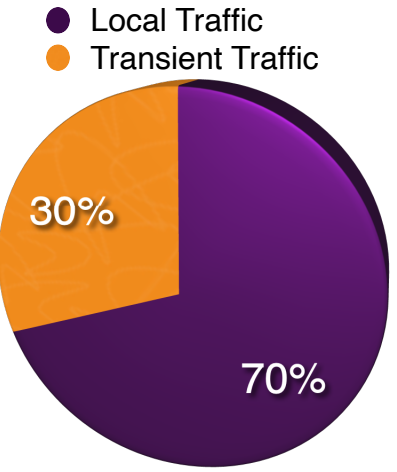


### Local Traffic and Transient Traffic

Year	2017	2018	2019	2020*	2021	2022
Transient	416	232	180	238	160	182
Local	1060	674	818	320	354	422

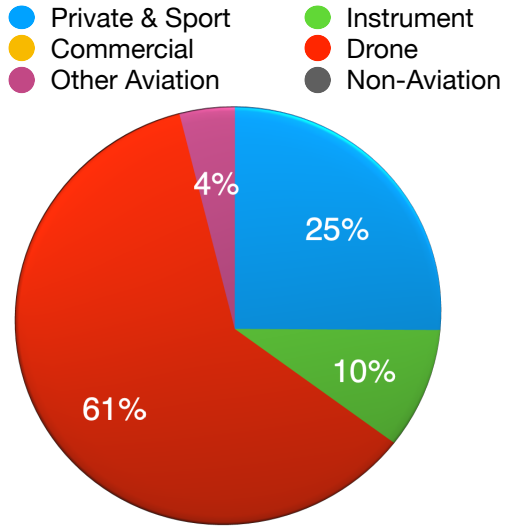
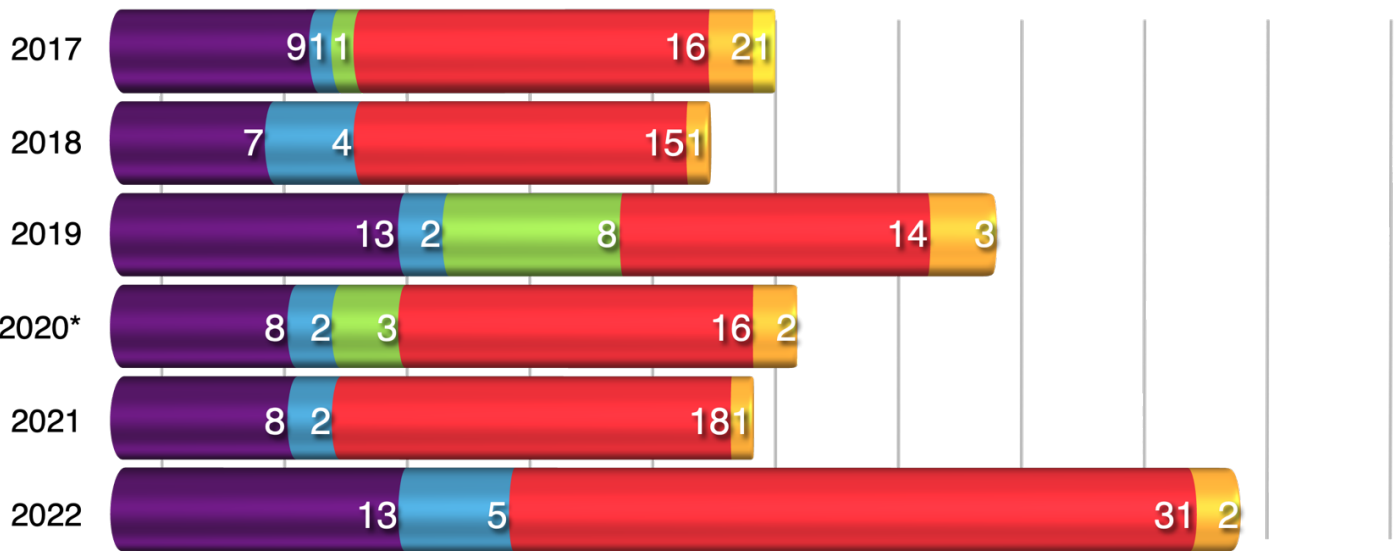


### Percentage Of Local And Transient Traffic For This Year



Federal Aviation Administration Computerized Aviation Exams. Provided by Duffy's Aircraft at the Marshfield Airport. The Only FAA Testing Site in Central and Northern Wisconsin.

■ Private / Sport   
 ■ Instrument   
 ■ Commercial   
 ■ Drone   
 ■ Other Aviation   
 ■ Non-Aviation





Conference Room Use - The conference room at the airport is free on an appointment basis. People, Groups or Organizations who would like to use the conference room contact Jeff at the airport to schedule the use and time. The room was used this month by:  
***The Marshfield Airport Committee, Central Wisconsin Apple User Group, EAA Chapter 992, A mediation of several attorneys and their clients***

### **Summary of the month**

- ✈ Student - There was a busy month as students took advantage of the warmer weather and the days that were productive for student activity.
- ✈ Business Activity - There were a few business flights in this month.
- ✈ Medical Traffic - Was normal with the usual emergency helicopter traffic and fixed wing traffic.
- ✈ Single Engine and Sport Activity - General aviation activity was good on the nicer days.

Trickle Effect - These are businesses that we know of that have been utilized by the patrons of the airport this month. They spend money in Marshfield and the surrounding communities. This information is gathered from conversations we have with the pilots and passengers. There are many more locations and businesses that do benefit from the airport each month. These are just the ones we were informed about from the people discussing their time at Marshfield.

Marshfield Hotel / Libby McNeal's  
Holiday Inn / The Rivers  
Woodfield Inn / Logjam  
Baymont Hotel  
Blue Heron / West 14th  
Marshfield Clinic & Marshfield Medical Center  
Festival Foods  
The Kitchen Table  
Target  
Walmart  
Menards  
Fleet Farm  
Subway  
Chips  
Little Casears  
Hardees  
The Store  
Nasonville Dairy  
El Mexical  
Nutz Deep II  
Crabby Daves  
Daily Grind  
Weber's Farm Store  
Central Cafe  
Melody Gardens  
Enterprise Rental Car  
Associated Sales and Leasing / USAVE Auto Rental





Individuals and Businesses That Have Utilized The Airport In Some Form Or Way This Month

Duffy's Aircraft Sales and Leasing  
Inc.  
Life Link III - Marshfield - Med Flight  
Wheelers Chevy Olds Pontiac  
Cadillac Inc.,  
Dan Wheeler  
Duffy Gaier  
Bob Gaier  
Jeffrey & Elizabeth Gaier  
Howard Joling  
David Wells  
Don Halloran  
Dana Fern  
Jeron Hiller  
Dan Hiller  
Troy Rens  
Howard Rand  
Dan Reis  
Randy Gershman  
Custom Fabrication and Repair  
Brian Barnett  
Thomas Pue  
Bob Thill  
Wausau Flying Service  
Rhinelander Flying Service  
LJ Aviation  
Roehl Transport  
Ryan & Jamie LaSee  
Mayo One (Medflight Helicopter  
from Eau Claire)  
Medevac (Medflight Wausau)  
Wayne Short  
Steve Humphrey  
Life Link III (Medflight New  
Richmond - Helicopter)  
Jim Shires

Randy Musack  
Central Wisconsin Aviation -  
Mosinee, WI  
Gunderson Luthern (Medical  
Helicopter)  
Life Link III (Medical Helicopter  
Rhinelander)  
Life Link III (Medflight Minneapolis -  
Fixed Wing)  
Civil Air Patrol (Stevens Point)  
Robert Glab  
Ryan Cox  
Connor Clark  
Festival Foods  
Brad Honish  
Jeff Casper  
Cheryl Zinthefer  
Guardian Flight LLC (Medflight Iron  
Mountain, MI)  
Isaiah Wells  
Bill John  
Nor-Am Cold Storage  
Profile File  
Lawrence Menard  
Andrew Hoppe  
Jackson Skaw  
Kyle Erickson  
Joseph Osenga  
Caleb Feakes  
Clayton Swan  
John Weigel  
Ethan Welch  
Timothy Sewell  
Thoma Barnet  
Carl Steevens  
Matt Collins  
Travis Weston  
Maint Saeteurn

Gabriel Balow  
Kaleb Schuster  
Justin Sanders  
James Dzienkowski  
Cody Steines





53100	Office Supplies & Exp.	800.00				800.00
						-
53200	Publications & dues	200.00				200.00
						-
53400	Operating supplies	1,900.00			937.75	962.25
						-
						-
						-
53500	Rep/Mainte. Supplies	4,800.00				4,800.00
						-
						-
						-
						-
						-
						-
						-
55110	Buildings & Contents	4,395.00				4,395.00
55140	Professional Liability					-
55150	Airport Liability	5,000.00				5,000.00
55170	Boiler					-
						-
<b>Grand Totals</b>		<b>169,305.00</b>	<b>11,234.53</b>		<b>30,148.04</b>	<b>139,156.96</b>





# Marshfield Municipal Airport Master Plan

Stakeholder Advisory Committee Meeting #2 March 24, 2022



Building a Better World for All of Us®

1

## Meeting Agenda

- Welcome & Introductions
- Master Plan Process & Schedule Update
- Existing Forecasting Data
- Preliminary Aviation Forecasts
- Facility Recommendations
- Open Discussion and Next Steps



Building a Better World for All of Us®

2



## Introductions

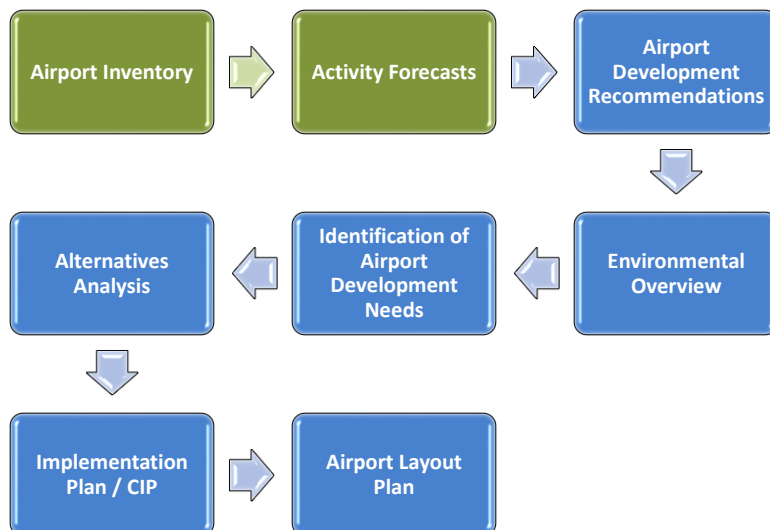
- Name
- Organization and role (if applicable)



Building a Better World for All of Us®

3

## Master Plan Process



Building a Better World for All of Us®

4

# Project Schedule

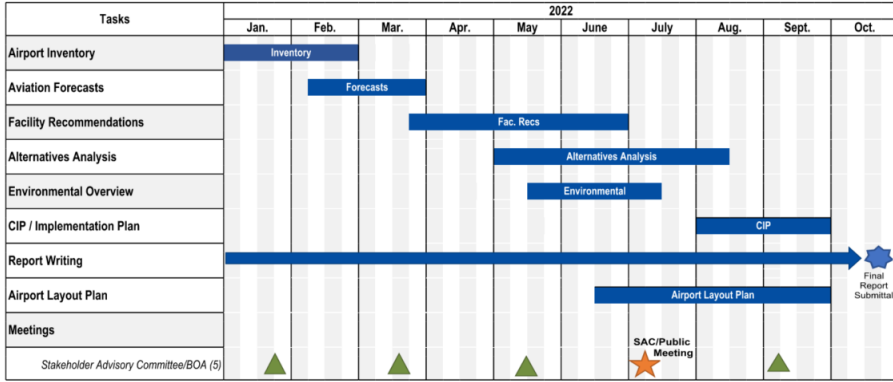


**Marshfield Municipal Airport Master Plan**

Marshfield Municipal Airport  
Marshfield, Wisconsin

**Draft Schedule**

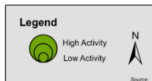
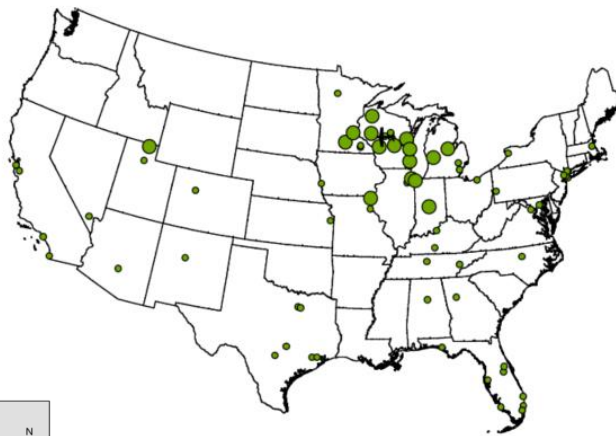
January 5, 2022  
WIBOA 164312



Building a Better World for All of Us®

5

# Destinations Map



Building a Better World for All of Us®

6

## MFI Business Users

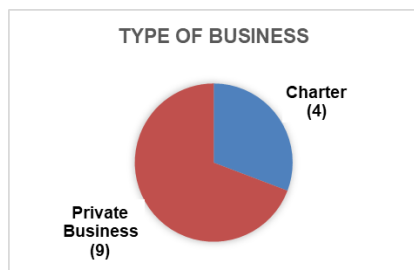
- Over the last month, frequent users of MFI were contacted about their current and future usage of the airport
  - 13 companies were called
    - Custom Fabrication & Repair
    - LJ Aviation
    - Wisconsin Aviation
    - Net Jets
    - Crown Point Repair
    - Leprino Foods Co
    - CHA Holdings LLC
    - Roehl Transport (RTR Express)
    - Wilco Aircraft Services
    - MGI Air Inc
    - Aero Charter Inc
    - Packaging Services of America
    - Nor-Am Storage
  - Green font indicates companies that responded



Building a Better World for All of Us®

7

## MFI Business Users



- 4 companies are charter companies, with several aircraft in the fleet
- 9 are private businesses
  - 2 are based at MFI
  - 7 are based either outside of Wisconsin or at another WI airport



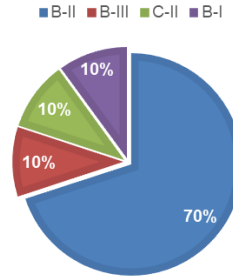
Building a Better World for All of Us®

8

## MFI Business Users

- MFI's existing critical aircraft is a B-II (Citation Sovereign)
- Surveyed companies reflect the B-II determination
- No companies reported changes or additions in aircraft in the near future

AIRCRAFT DESIGN GROUP



Building a Better World for All of Us®

9

## IFR Flight Plan Fleet Mix

RDC	Flight Plans Filed							Average Annual Fleet Mix
	2015	2016	2017	2018	2019	2020	2021	
A-I	326	286	274	300	240	202	232	35.13%
A-II	0	0	0	0	0	0	0	0.00%
B-I	60	66	60	96	62	62	62	8.84%
B-II	298	528	310	492	358	306	250	48.02%
C-I	10	26	16	12	10	12	2	1.66%
C-II	28	20	16	22	28	18	36	3.17%
D-I	18	6	8	6	0	6	0	0.83%
>D-II	0	0	0	0	2	0	0	0.04%
Helicopter	20	10	8	22	6	6	4	1.44%
Unknown	8	2	8	8	10	10	0	0.87%
<b>Total</b>	<b>768</b>	<b>944</b>	<b>700</b>	<b>958</b>	<b>716</b>	<b>622</b>	<b>586</b>	<b>100.00%</b>

Source: FAA TFMSC 2015-2021; SEH



Building a Better World for All of Us®

10



## IFR Flight Plans Filed – Larger Aircraft

Aircraft	RDC	Flight Plans Filed					
		2016	2017	2018	2019	2020	2021
Cessna 421	B-II	8	6	26	28	2	0
Cessna Citation II (C550)	B-II	24	16	12	0	4	8
Cessna Conquest (C441)	B-II	8	34	8	10	28	26
Chancellor 414 (C414)	B-II	6	12	2	12	18	10
Citation Sovereign (C680)	B-II	20	90	92	94	78	26
Citation V (C560)	B-II	4	6	0	8	4	14
Citation Jet (C525)	B-II	12	16	6	4	26	22
King Air 200	B-II	14	20	16	6	24	10
King Air 300	B-II	78	218	76	170	94	74
King Air 350	B-II	4	12	6	32	14	2
King Air 90	B-II	0	8	14	2	4	0
Pilatus PC-12	B-II	122	94	74	148	90	132
Challenger 300	C-II	24	16	14	20	24	14
Hawker 800	C-II	4	2	8	0	10	2
Learjet 35/36	D-I	18	4	8	6	0	6
Eurocopter EC-145	Heli	18	4	6	14	4	6

Source: FAA TFMSC 2016-2021; SEH



Building a Better World for All of Us®

11

## Aviation Activity Forecasts

Based Aircraft  
Annual Operations  
Seasonal Use  
Peak Hour Operations  
Critical Aircraft



12

## Existing Based Aircraft Sources

Source	Based Aircraft					Total
	Single-Engine	Multi-Engine	Jet	Helicopter	Other	
Basedaircraft.com; 2022	9	3	1	1	0	14
Airport Management Records	11	3	1	1	0	16
Form 5010	10	2	1	1	0	14
FAA Terminal Area Forecasts (TAF)	-	-	-	-	-	20
Wisconsin State Airport System Plan (Forecast Year 2030)	-	-	-	-	-	17

Source: FAA Form 5010 (02/24/2022), TAF (12/2018), Wisconsin SASP 2030, FAA National Based Aircraft Inventory (BasedAircraft.com, 202022). Wisconsin SASP and FAA TAF do not indicate aircraft type, only total based aircraft.

FAA requires the National Based Aircraft Inventory to be used as the official list for based aircraft for master planning purposes.



Building a Better World for All of Us®

13

## Based Aircraft Forecast Scenarios

Year	Regression Analysis					SASP Growth	FAA TAF Growth
	Population	Employment	Earnings (Selected Forecasts)	Income	Retail Sales		
2022	14	14	14	14	14	14	14
2027*	18	18	19	19	19	18	18
2032	18	18	19	20	20	18	18
2037	18	19	20	21	21	19	18
2042	18	19	21	23	22	19	18
<b>CAGR**</b>	<b>0.12%</b>	<b>0.22%</b>	<b>0.95%</b>	<b>1.21%</b>	<b>1.10%</b>	<b>0.29%</b>	<b>0.00%</b>

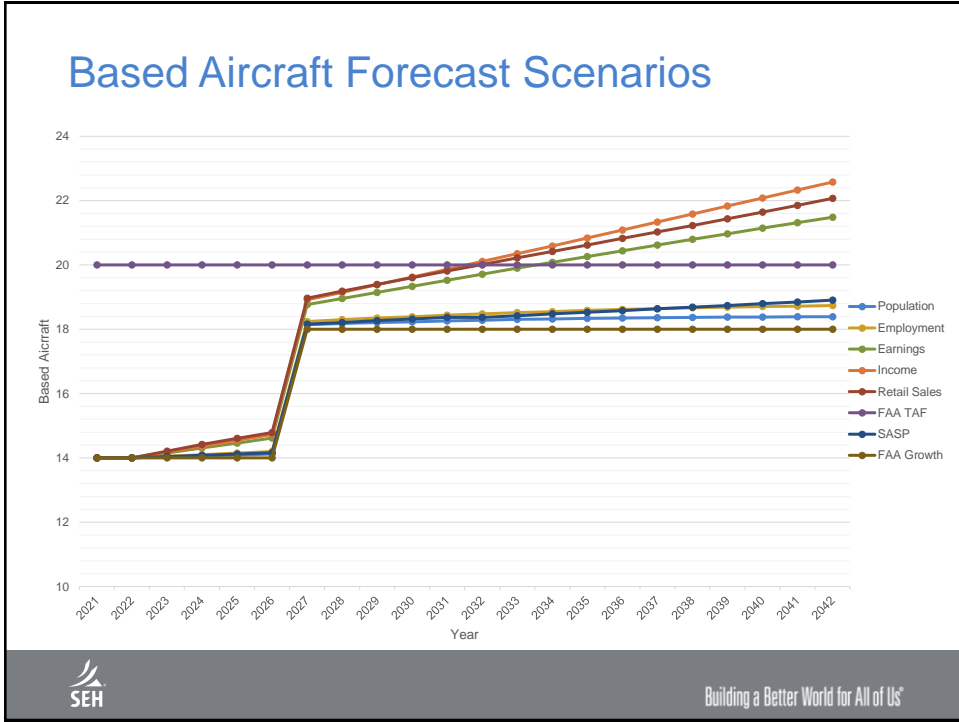
\*Four aircraft were added in 2027 to the forecast scenarios to account for the four aircraft on the waiting list and the earliest hangar construction could occur.  
 \*\*CAGR account for the growth rates applied to each forecasting scenario, does not account for the aircraft added in 2027 as a result of the hangar waiting list.

Source: SEH



Building a Better World for All of Us®

14



15

### Based Aircraft Forecasts

Based Aircraft	2022	2027	2032	2037	2042
Single-Engine	9	14	14	15	15
Multi-Engine	3	3	3	3	4
Jet	1	1	1	1	1
Helicopter	1	1	1	1	1
Other	0	0	0	0	0
Total	14	19	19	20	21

Source: SEH, BasedAircraft.com (01/24/2022)

16

## Existing Airport Operation Sources

Source	2021 Aircraft Operations
Form 5010	23,050
FAA Terminal Area Forecasts (TAF)	23,050
Wisconsin State Airport System Plan (Forecast Year 2030)	27,970
Airport Management Records (2021)	5,949
Adjusted Airport Management Records (2021) (30% increase)	7,734

Source: FAA Form 5010 (02/24/2022), TAF (Jan 2022), Wisconsin SASP 2030, Airport Management.



Building a Better World for All of Us®

17

## Aircraft Operations Forecast Scenarios

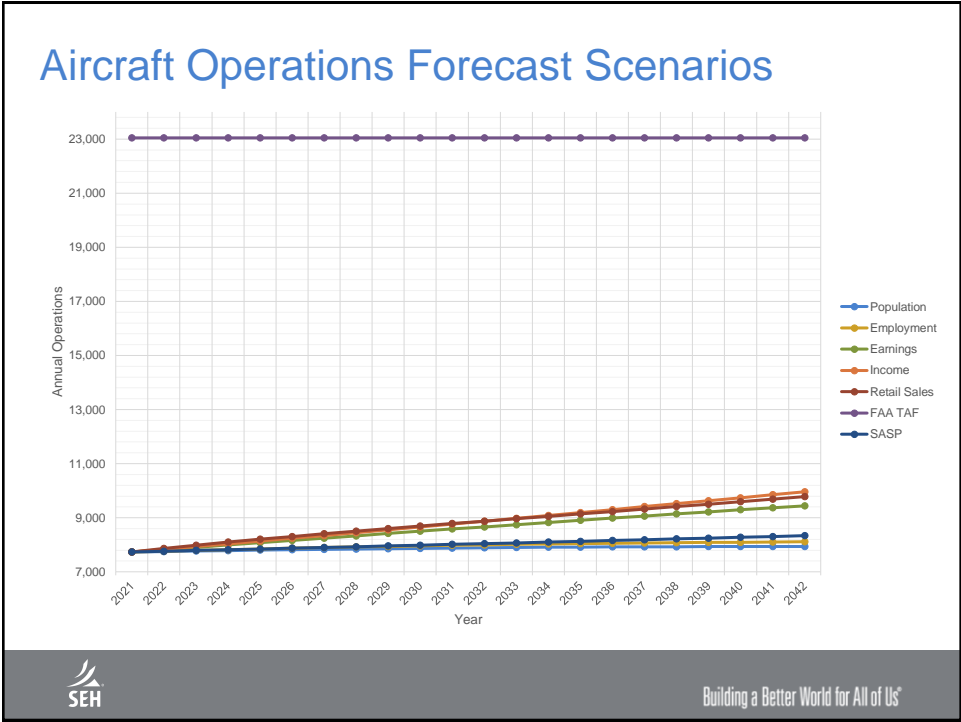
Year	Regression Analysis					SASP Growth	FAA TAF Growth
	Population	Employment	Earnings	Income (Selected Forecast)	Retail Sales		
2022	7,753	7,763	7,820	7,833	7,866	7,762	7,734
2027	7,833	7,896	8,248	8,344	8,407	7,901	7,734
2032	7,892	7,999	8,664	8,870	8,873	8,042	7,734
2037	7,927	8,069	9,062	9,410	9,320	8,187	7,734
2042	7,938	8,109	9,442	9,962	9,782	8,334	7,734
<b>CAGR</b>	0.12%	0.22%	0.95%	1.21%	1.10%	0.36%	0.00%
<b>Historical Ops R<sup>2</sup></b>	-0.507	0.054	-0.592	-0.824	-0.805	-0.507	0.054



Building a Better World for All of Us®

18





19

## Seasonal Use

Month	SEH Planning Studies	Airport Management Operations Records	Airport Management Fuel Sales Records	IFR Flight Plans Filed	Average
January	3.50%	3.27%	4.22%	5.96%	4.24%
February	4.00%	3.48%	6.19%	6.19%	4.97%
March	4.80%	6.35%	6.38%	7.62%	6.29%
April	7.50%	7.36%	7.61%	6.41%	7.22%
May	11.30%	10.07%	9.38%	9.66%	10.10%
June	13.50%	10.70%	9.24%	11.24%	11.17%
July	14.80%	12.43%	7.14%	10.41%	11.20%
August	13.00%	14.46%	10.86%	10.34%	12.17%
September	10.00%	11.16%	11.26%	9.09%	10.38%
October	8.00%	9.32%	11.22%	9.62%	9.54%
November	5.80%	6.05%	10.06%	7.43%	7.34%
December	3.80%	5.35%	6.44%	6.04%	5.41%

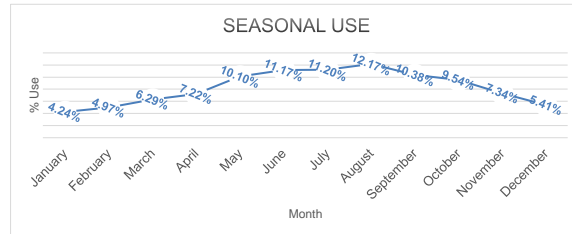
SEH Building a Better World for All of Us®

20

## Peak Operations Demand

Month	"T" % Use	2022 "A" = 7,833			2042 "A" = 9,962		
		"M"	"D"	"P"	"M"	"D"	"P"
January	4.24%	332	11	1.2	422	14	1.6
February	4.97%	389	13	1.5	495	16	1.9
March	6.29%	493	16	1.8	626	21	2.3
April	7.22%	566	19	2.1	719	24	2.7
May	10.10%	791	26	3.0	1,006	34	3.8
June	11.17%	875	29	3.3	1,113	37	4.2
July	11.20%	877	29	3.3	1,115	37	4.2
<b>August</b>	<b>12.17%</b>	<b>953</b>	<b>32</b>	<b>3.6</b>	<b>1,212</b>	<b>40</b>	<b>4.5</b>
September	10.38%	813	27	3.0	1,034	34	3.9
October	9.54%	747	25	2.8	950	32	3.6
November	7.34%	575	19	2.2	731	24	2.7
December	5.41%	424	14	1.6	539	18	2.0

Source: SEH



Building a Better World for All of Us®

21

## Determining Critical Aircraft (RDC)

<b>A-I</b>  American Champion Beech Bonanza 36 Cessna Skyhawk 172 Cessna Skylwagon 205 Piper Cherokee PA 28	<b>B-I</b>  Beech King Air 90 Beech Queen Air 65 Cessna Golden Eagle 521 Citation Mustang CS10 Piper Navajo	<b>A-II &amp; B-II</b>  Air Tractor AT-502 Beech King Air 200 Citation II/Bravo C550 Hawker 800 Pilatus PC-12	<b>C-II &amp; D-II</b>  Challenger 600 Citation X Citation Sovereign Embraer 145 Gulfstream GV
<b>A-III &amp; B-III</b>  Air Tractor ATR-72 Bombardier Dash 8 Global Express Falcon 7X	<b>C-III &amp; D-III</b>  Airbus A330 Boeing 737 Boeing MD-90 Bombardier CRJ-900 Embraer E75	<b>C-IV &amp; D-IV</b>  Airbus A300 Boeing 757 Boeing DC-8 Lockheed Hercules C-130	<b>D-V</b>  Boeing 747 Boeing 777 Boeing Stratofortress B-52

Existing and future critical aircraft using MFI is a B-II aircraft (Citation Sovereign C680)



Building a Better World for All of Us®

22

## Facility Recommendations

- Preliminary Discussion
  - Instrument approaches
    - Existing LPV approach to Runway 34 with  $\frac{3}{4}$  mile visibility minimums
    - Propose precision approach with less than  $\frac{3}{4}$  mile visibility minimums
  - Runway Length
    - Citation Sovereign B-II large aircraft justify 4,950-foot runway
    - Medical operations - keep protecting for the future
  - Hangar area development
    - SRE building
    - Transient storage hangar



Building a Better World for All of Us®

23

## Next Steps


- Submit forecasts for BOA & FAA review
- Facility recommendations & alternatives
- Next SAC meeting (early June):
  - Review facility recommendations & draft alternatives



Building a Better World for All of Us®

24

Thank you!



Building a Better World for All of Us<sup>®</sup>