Stakeholder Engagement
CWA Terminal Area Master Plan | April 10, 2023
fly CWA
Opening Remarks

Brian Grefe / Mark Cihlar
Project Overview

Evan Barrett
Team Introduction

Evan Barrett, AICP, CM
Project Manager

Stephanie Nikho, CM
Deputy Project Manager

Colleen Bosold
Sustainability Lead

Stephanie Green, CM
Senior Airport Planner

Patrick Casey, AIA, NCARB
GA Terminal & Operations Facility Planning

Sarah Emmel, AICP
Sustainability Lead
Project Background

- Recently completed Master Plan focused primarily on airfield needs
- Size of airline and based aircraft are anticipated to increase over the next five years
- General aviation activity and based aircraft have outpaced Master Plan forecasts
- Master Plan landside concepts are no longer viable due to recent airport improvements
- Several landside facilities are reaching the end of their useful life
Focus Areas

- General Aviation (GA) Arrival/Departure Building
- Airport Equipment Maintenance and Storage Shop
- Air Carrier and GA Aircraft Parking Aprons
- GA Aircraft Hangar Areas
- Sustainable Airport Construction, Operations, and Maintenance
Project Goals

- Re-evaluate airport landside needs based on evolving activity trends
- Identify proposed short-term and long-term landside facility concepts that:
  - Meet existing and forecasted airport user needs
  - Maximize productive use of limited developable space
  - Maintain compatibility between different airport uses
- Prepare a practical and feasible capital improvement plan
- Apply sustainable practices to future airport construction, operations, and maintenance
- Position the airport to tap new and emerging capital funding sources
Stakeholder Feedback

- General aviation should continue to grow at CWA and complement nearby airports (Downtown Wausau and Stevens Point)
- Make GA facilities more competitive with airports like ATW and MSP
- Consider youth education/STEM activities (e.g. Boy Scouts)
- Reduce competition for space between airlines and GA
## Central Wisconsin Airport (CWA) Terminal Area Master Plan (TAMP)

### Projected Timeline

<table>
<thead>
<tr>
<th>Task</th>
<th>Responsible Party</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Forecasts</strong></td>
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<td>Schedule dependent on timely FAA, BOA, and Airport reviews, and assumes no unforeseen issues. Subject to change.</td>
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Mead & Hunt responsibility

BOA/FAA responsibility

Becher Hoppe responsibility
GA Terminal & ARFF/SRE
Inventory & Issues Recap

Pat Casey
Existing Facilities Overview
Existing GA Facilities & Estimated A/D Building Needs

- WAITING AREA HAS SEATING FOR ABOUT 6 PEOPLE
- HOSTS FLIGHT TRAINING SCHOOL
- FBO FUNCTIONS
- PILOTS LOUNGE

- 5,300 SF EST. A/D BLDG NEED
- BASED ON 30 PAX CAPACITY
- INCLUDES SPACE FOR FLIGHT TRAINING

- TOTAL EXISTING = 16,600 SF
- EXISTING A/D BLDG = 1,400 SF
- WEST HANGAR = 6,800 SF
- EAST HANGAR = 8,400 SF

NARROW HALL TO RESTROOMS AND VENDING AREAS

RECEPTION

WAITING AREA
Existing SRE/ARFF Facilities & Estimated Combined Facility Needs

- ARFF APPARATUS BAY IS AN ADEQUATE SIZE BUT IS CURRENTLY ALSO USED FOR ADDITIONAL SRE EQUIPMENT STORAGE
- SRE FACILITY HAS HAD ADDITIONS TO IT PREVIOUSLY
- STORAGE FOR SRE EQUIPMENT NEEDS TO BE AT OTHER FACILITIES ON THE AIRPORT

- WATCHROOM / SNOW DESK
- EMERGENCY OPERATION CENTER (EOC)
- ARFF VEHICLE AND AGENT STORAGE
- MAINTENANCE SPACES
- OPERATIONS EQUIPMENT
- STORAGE FOR VEHICLES AND EQUIPMENT
- STORAGE FOR PARTS, SAND, DE-ICE

- **39,000 SF EST. COMBINED ARFF/SRE BLDG NEED**

- **TOTAL EXISTING = 21,600 SF**
  - ARFF BAYS = 6,300 SF
  - ADMIN = 2,400 SF
  - SRE AND SHOP = 9,600 SF
  - MEZZANINE = 3,300 SF
Stakeholder Feedback

- Understand the needs of businesses we are trying to attract
- Consider the needs of different types of GA users
- Improve aesthetics of FBO terminal
- Provide adequate semi-private space, separation of spaces, informal social space
- Provide easy access to refreshments, rental cars
- Keep space open in front of FBO terminal for arriving airplanes
- Improve landside visibility of / wayfinding to the FBO terminal
- Consider needs of small freight operations
- Consider needs of passengers with disabilities
- Consider options to relocate FBO terminal
Air Carrier & GA Apron
Inventory & Issues Recap

Evan Barrett
Existing Apron Overview
Air Carrier Apron Existing Issues

Issues:
- Some aircraft tails penetrate taxilane object free area
- Deicing activity interrupts gate pushback activity
- Ground Service Equipment scattered around apron
GA Apron Existing Issues

- Apron is entirely asphalt
  - Larger aircraft cannot park on asphalt and must park on concrete in front of ARFF/SRE building which interrupts activity
- Apron depth = 210'
  - Cannot park more than two ADG II aircraft side by side
- Parked aircraft often need to be moved to get other aircraft in/out of hangars
- Fuel trucks park over tie down positions
- Taxilane Object Free Areas
- Cargo
- Poor pavement
GA Apron Existing Issues
GA Apron Existing Issues
GA Apron Existing Issues
Stakeholder Feedback

- Separate fuel truck parking from aircraft parking
- Pave grass areas near aircraft parking to reduce airborne dirt/dust
- Concrete is often preferable to and more useful than asphalt
- Park corporate jets in front of FBO terminal
- Consider Endeavor maintenance hardstand on GA ramp
- Separate deicing, SRE operations, and corporate jet activity
Example Ramp Activity Chart
Hangar Development

Evan Barrett
Hangar Development Overview

- T-Hangars
- Corporate Hangars
- Transient Hangars
Near-Term, Mid-Term, & Long-Term Development
Stakeholder Feedback

- Provide a variety of aircraft storage options
- Prefer T-hangar location near FBO
- Consider outdoor parking for medevac helicopters
- Current FBO hangar doors not tall enough for many aircraft
- Consider potential need to expand and/or relocate Endeavor operations
Preliminary Concept Development
GA Terminal, ARFF/SRE &
Air Carrier/General Aviation Aprons

Pat Casey / Evan Barrett / Stephanie Nikho
# GA Terminal Building Space Requirements

<table>
<thead>
<tr>
<th>Program/Room</th>
<th>AIP Eligibility</th>
<th>Estimated SF Need</th>
<th>Existing SF</th>
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<td>Client-Facing</td>
<td>ELIGIBLE</td>
<td>1,420</td>
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<tr>
<td>Client-Support</td>
<td>PRORATED</td>
<td>1,550</td>
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<tr>
<td>Flight-Support</td>
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<tr>
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<td><strong>5,340</strong></td>
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</table>

Notes:
1. Based on AC 150-5210-15A
2. Based on AIP Table O-1
Concept Development GA Terminal

- Waiting room capacity for 30 passengers
- Seating, coffee bar, and vending
- Pilots lounge separated from main traffic areas
- Access to transient hangars
- More customer focus reception area
- Multipurpose space
## SRE Space Requirements

<table>
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<tr>
<th>Functional Area</th>
<th>Required SF</th>
<th>AIP Eligible</th>
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<tr>
<td>Vehicle Storage and Circulation</td>
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<tr>
<td>Maintenance/Wash Bays</td>
<td>1,500</td>
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<tr>
<td>Parts and Equipment Storage</td>
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<td>Sand and Chemical Storage</td>
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<tr>
<td>Office and Support Space</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>26,501</strong></td>
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</table>

Notes: Required space needs are estimated. Additional analysis will be required to determine federal funding eligibility and building/layout dimensions. Source: Mead & Hunt, Airport Staff
ARFF/SRE Requirements

- ARFF – (2) 1500 gal Oshkosh Strikers
- 3 min Response to Midpoint of Furthest Runway
- Emergency Operation Center
- Resilience

- SRE – Eligible Equipment Storage Area = 15000 SF
- Onsite Equipment Maintenance Area = 1500 SF
- Sand and Chemical Storage
- Parts and Equipment Storage
- Overhead Hoist
- Offices and Support Spaces
Concept Development ARFF/SRE

- ARFF and SRE to remain a combined facility
- Shared personnel between functions
- Requirement for ARFF to meet response times limits relocating elsewhere on the airport
- Desire to have drive through bays for SRE equipment
- ARFF bays to house 2 vehicles and response trailer
- Landside delivery point
- Low maintenance construction
Development Constraints

- EXISTING ELECTRICAL VAULT
- LOCATION OF EXISTING ARFF/SRE IS PREFERRED LOCATION FOR NEW FACILITY DUE TO PROXIMITY TO TERMINAL AND RUNWAY
- DEVELOPABLE AREA BETWEEN TERMINAL AND FBO IS APPROXIMATELY 43000 SF WITHOUT ENCROACHING ON AIRCRAFT PARKING APRON
Development Opportunities

• DEMOLISH GA TERMINAL FBO OFFICE AND WEST HANGAR
• DEVELOPABLE AREA BETWEEN TERMINAL AND TRANSIENT HANGAR INCREASES TO 60600 SF
• NEW GA TERMINAL CAN BE DEVELOPED TO THE SOUTH OF THE EAST HANGAR
• NEW TRANSIENT HANGAR LOCATED ON ANOTHER SITE ON THE AIRPORT
• BUILD OUT ONTO THE EXISTING APRON
Public GA Terminal Study Locations

[Diagram showing four potential terminal site options labeled Option 1, Option 2, Option 3, and Option 4.]
Program Elements

- New GA Arrivals and Departures Lounge and FBO Offices
- Landside to Airside Access Point for GA Terminal
- Combined ARFF and SRE Facility
- Maintain or increase Transient Hangar space
Air Carrier Apron Needs

Needs:
- Additional apron depth
- Designated deicing location
- Outbound baggage area expansion
Air Carrier Apron Development Constraints

- New Passenger Boarding Bridges
- ARFF/SRE & GA Terminal Concepts
- Airspace Surfaces
- Object Free Areas
Air Carrier and Deice Locations
GA Apron Needs

- Considering Three Scenarios
  - ADPM Itinerant Operations
  - AirVenture
  - Itinerant ADG III activity (Two ADG IIIs)

- For planning purposes areas in red are not available for aircraft parking

- Total available space approximately 83,800 SF
GA Apron Estimated Needs

- Area required per aircraft determined using FAA Minimum Parking Position Sizing table
  - (Source: AC 150/5300-13B Table E-1)

### ADPM Itinerant Operations

<table>
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<tr>
<th>Aircraft Size</th>
<th>Baseline</th>
<th>2027</th>
<th>2032</th>
<th>2037</th>
<th>2042</th>
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<tr>
<td><strong>ADG I</strong></td>
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<td></td>
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<tr>
<td>Forecasted Aircraft</td>
<td>8</td>
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<td>10</td>
<td>11</td>
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<tr>
<td>Aircraft Growth</td>
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<td><strong>TOTAL</strong></td>
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GA Apron Estimated Needs

- This scenario accommodates the times that the airport sees two ADG III aircraft
- Provides flexibility with AirVenture and high peak times when the ADPM operations are not split 50/50

### ADPM Itinerant Operations with ADG III

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<th>Aircraft Size</th>
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<td>+54,190</td>
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GA Apron Development Constraints

- ARFF/SRE and FBO Concepts
- Airspace Surfaces (P77 Transitional)
- Object Free Areas
- Reconfiguration Potential Limited
  - (hangars need taxilane access)
Concept 2
Concept 3

1. EXISTING STRUCTURE
2. ARFF
3. SRE
4. GA TERMINAL
5. EXISTING TRANSIENT HANGAR
6. NEW TRANSIENT HANGAR
7. REFURBISHED T-HANGARS
8. NEW CORPORATE HANGAR
9. BAGGAGE EXTENSION

A. EXISTING TAXILANE
B. COMMERCIAL APRON EXPANSION
C. GA APRON EXTENSION
D. DEICE LOCATION
E. DEICE / FLEX LOCATION
F. NEW CONNECTOR
G. HELICOPTER PARKING
H. GSE PARKING
J. FUEL TRUCK PARKING
K. SELF SERVE FUEL
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#### Airport Layout Plan

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  - Becher Hoppe/CWA
- **Review Draft ALP Update**
  - BOA/FAA
- **Finalize ALP Update**
  - Becher Hoppe/CWA
- **Review/Approve ALP Update**
  - BOA/FAA

#### TAMP Report

- **Prepare Draft TAMP Report**
  - Mead & Hunt/CWA
- **Review Draft TAMP Report**
  - BOA/FAA
- **Finalize TAMP Report**
  - Mead & Hunt/CWA
- **Review/Approve TAMP Report**
  - BOA/FAA

#### Meetings

- **Stakeholder Interviews**
  - Meetings
- **Stakeholder Group Meetings**
  - Meetings
- **BOA/FAA Coordination Meetings**
  - Meetings
- **Public Meetings**
  - Meetings
- **Airport Board Updates**
  - Meetings

Schedule dependent on timely FAA, BOA, and Airport reviews, and assumes no unforeseen issues. Subject to change.
Questions?