

4. IMPLEMENTATION PLAN FINAL

The purpose of this chapter is to identify the phasing plan and potential funding sources of the recommended projects identified as part of the Terminal Area Master Plan (TAMP) for Central Wisconsin Airport (CWA or the Airport). This chapter includes the following sections:

- Factors Affecting Implementation
- Available Federal Funding Sources
- Overall Implementation Plan
- Near-Term Implementation Projects (2024-2030)
- Mid-Term Implementation Projects (2030-2035)
- Long-Term Implementation Projects (2035+)

4.1 Factors Affecting Implementation

Several factors can affect the timing of a project and why a certain project may be implemented before another one. The factors that have been considered as part of this master plan include:

- **Enabling projects** – projects that need to be complete before another project can begin.
- **Demand** – projects expected to meet the future needs of the Airport discussed in Chapter 1.
- **Standards** – all projects must meet Federal Aviation Administration (FAA) standards.
- **Available Federal Funding Opportunities** – In recent years, several new federal funding opportunities have become available. Some of these funding opportunities are only available for a set period of time so it is in the best interest of CWA and its community to take advantage of these new opportunities while they are available.

4.2 Available Funding Sources

Available federal funding sources that are identified as being used are summarized below:

- **Bipartisan Infrastructure Law (BIL) Airport Terminal Program ATP** – a competitive discretionary grant program to upgrade, modernize, and rebuild airport terminals and airport-owned Airport Traffic Control Towers (ATCTs). This includes bringing airport facilities into conformity with current standards; constructing, modifying, or expanding facilities as necessary to meet demonstrated aeronautical demand; enhancing environmental sustainability; encouraging actual and potential competition; and providing a balanced system of airports to meet the roles and functions necessary to support civil aeronautical demand.
- **BIL Airport Infrastructure Grants (AIG)** – a competitive grant program that can be invested in runways, taxiways, safety and sustainability projects, as well as terminal, airport-transit connections and roadway projects.
- **Airport Improvement Program (AIP) Grants** – funds available for improvements related to enhancing airport safety, capacity, security, and environmental concerns. These funds are appropriated into three categories:
 - **Entitlement Grants** – funds given to airports depending on size and number of passenger enplanements.



- **Discretionary Grants** – competitive funds that are awarded to airports depending on proposal and project priority.
- **Supplemental Grants** – additional funds to eligible airports for airport construction projects, associated airport capital planning, noise planning and noise mitigation projects, and energy and environmental sustainability projects.

4.3 Overall Implementation Plan

All recommended projects from the **Alternative Analysis Chapter** are summarized in **Table 4-1**. Each project is graphically depicted in the accompanying exhibits, **Exhibit 4-1** through **Exhibit 4-4**. Additionally, information on each specific project can be found in **Section 4.4** through **Section 4.6** below.



Table 4-1 CWA TAMP Implementation Plan

Number	Project Name	Year	Driver	Predecessor	Successor	Estimated Cost	Funding Source
1	New Transient hangar	2024	Enabling Project	-	6	\$2,700,000 - 4,400,000	BIL AIG
2	New GA Terminal	2024	Enabling Project	-	6	\$7,500,000 ¹	BIL ATP
3	GA Apron Reconstruction Phase 1	2025	Supporting Project	-	-	\$1,900,000	AIP Entitlement
4	Expand Outbound Baggage Handling Room	2025	Demand	-	-	\$4,000,000	BIL ATP
5	Airport Beacon Replacement	2026	Useful Life	-	-	\$50,000	PFC ²
6	Replace/Expand ARFF/SRE Storage and Maintenance Facility	2026	Demand and Enabling Project	1,2	18	\$17,200,000	AIP Discretionary or Supplemental
7	Executive Hangars	2026	Available AIG Funds	-	-	\$2,000,000	BIL AIG
8	T-Hangar Rehab	2026-2028	Building Condition	-	-	\$1,000,000	BIL AIG or Local
9	T-Hangar Expansion		Available AIG Funds	-	-	\$1,000,000	BIL AIG or Local
10	Expand Air Carrier Apron	2027	Standards	-	-	\$5,100,000	AIP Discretionary
11	GA Apron Reconstruction Phase 2	2028	Pavement Condition	3	-	TBD	AIP Entitlement
12	Self-Serve Fuel	2029	Unleaded Avgas/AIP Eligibility	2	-	\$750,000	AIP Entitlement
13	Ranch Hangars	2024-2030	Demand	-	-	TBD	Private



Number	Project Name	Year	Driver	Predecessor	Successor	Estimated Cost	Funding Source
14	GSE Parking/Storage	2024-2030	Airline Request	-	-	TBD	Private
15	Helicopter Apron Expansion	2024-2030	Tenant operations	1,13	-	TBD	Private
16	Corporate Hangars	2024-2030	Demand	-	-	TBD	Private
17	Taxilane 1 Shift & Reconstruction	2030-2035	Standards	-	-	TBD	AIP Entitlement
18	Cargo Apron Relocation	2030-2035	Demand	6	-	TBD	AIP Discretionary
19	Expand GA Apron	2030-2035	Demand	-	-	TBD	AIP Discretionary
20	Future MRO Facility	2030-2035	Potential Tenant	-	-	TBD	Private/Local
21	Future Transient Hangar	2030-2035		-	-	TBD	Local
22	Air Cargo Facility	2030-2035	Potential Tenant	-	-	TBD	AIP Discretionary
23	Compass Calibration	2030-2035	Tenant request	-	-	TBD	AIP Entitlement
24	Future Taxiway	2035+	Demand	-	-	TBD	AIP Discretionary
25	Long-term Hangar Development	2035+	Demand	-	-	TBD	SAP ³
26	Ultimate Taxiway	2035+	Demand	-	-	TBD	AIP Discretionary

Source: Mead & Hunt, 2023; Becher Hoppe, 2023.

Notes: ¹ For a zero emissions building.

² PFC – Passenger Facility Charge.

³ SAP - State Aid Program.











4.4 Near-Term Implementation Projects (2024-2030)

The projects identified in the near-term implementation plan are anticipated to be constructed between 2024 and 2030. The projects are located adjacent to the commercial service terminal area which is ready for development.

New Transient Hangar (Project #1)

A new transient hangar is planned to be constructed to replace the existing western transient hangar. The existing western transient hangar is planned to be demolished to allow the reconstruction and expansion of the existing undersized aircraft rescue and fire fighting (ARFF)/snow removal equipment (SRE) facility. The new transient hangar is an enabling project for the new ARFF/SRE facility.

The new transient hangar is sized to accommodate an airplane design group (ADG) III general aviation (GA) aircraft. The hangar will not include office space or restrooms. The hangar will require utilities. A portion of the existing fence will need to be relocated. Costs associated with this project include site work, hangar construction, apron construction, utility work, and fence work.

New General Aviation Terminal (Project #2)

The existing GA terminal is planned to be demolished and replaced by a new, larger terminal located directly east of the ATCT, where an existing corporate hangar is located. Like Project #1, the construction of the new GA terminal will enable the reconstruction and expansion of the ARFF/SRE facility since the existing GA terminal sits in its planned expansion location.

The GA terminal will be constructed with solar panels, both roof and ground mounted, and provide electric vehicle charging stations in the new parking lot. A portion of the existing fence will need to be relocated. Costs associated with the GA terminal include an existing hangar demolition, site work, GA terminal construction, parking lot and access road construction, utility and sewer work, solar panels and electrical vehicle charging installations, and fence work.

General Aviation Apron Reconstruction Phase 1 (Project #3)

As discussed in the **Alternative Analysis Chapter**, the existing GA apron pavement is in poor condition and cannot support heavy aircraft loads. Currently, large GA aircraft park on the western portion of the GA ramp and air carrier aircraft deice in this location. Two portions of the GA apron are planned to be reconstructed with concrete. One portion of the concrete is located in front of the new GA terminal which will support large GA aircraft that fly to CWA. The second portion of concrete is located on the west side of the GA apron that will serve as the flex designated deicing location supporting the heavy commercial service aircraft loads. The existing cargo apron would be relocated to the west side of the GA apron.



Expand Outbound Baggage Handling Room (Project #4)

The existing outbound baggage handling room is planned to expand approximately 25 to 30 feet to meet the baggage demand of the larger aircraft that will soon operate at the Airport. This project will include an expansion to the existing baggage belt.

Airport Beacon Replacement (Project #5)

The airport beacon is planned to be relocated from the North Parking Lot to the top of the ATCT. This project requires a new beacon and installation of equipment.

Reconstruct/Expand ARFF/SRE Facility (Project #6)

The ARFF/SRE facility is planned to be reconstructed in its current location and expand into the location of the existing GA terminal and western transient hangar. Additional pavement is required to allow for the drive thru for maintenance vehicles. This pavement expands into the existing GA terminal parking lot. This project requires both the new transient hangar (Project #1) and GA terminal (Project #2) to be complete before construction can begin. This project is demand driven since the current facility is undersized. This project is also an enabling project for the cargo apron relocation (Project #18) because equipment and materials are currently stored in the buildings east of the fuel farm. Once the new ARFF/SRE facility is constructed, all equipment and materials will be stored in the facility allowing the site east of the fuel farm to be redeveloped.

The ARFF/SRE will be constructed with roof mounted solar panels. A portion of the existing fence will need to be relocated. Costs associated with this project include demolition of the existing ARFF/SRE, GA terminal, and western transient hangar; site work; pavement work; construction of new ARFF/SRE; utility and sewer work; installation of solar panels; and fence work.

Executive Hangars (Project #7)

Three 60 feet by 60 feet executive hangars are planned to be constructed just south of the helicopter hangar. The hangars will likely be heated and provide restrooms. This project is demand driven to support the based aircraft forecast. This project requires a portion of the existing fence to be relocated. Cost associated with these hangars includes site work, hangar construction, taxilane construction, utilities and sewer work, and fence work.

T-Hangar Rehabilitation and Expansion (Projects #8 & #9)

Several units in the existing T-hangars are planned to be rehabilitated as they are in poor condition. Expansion to the T-hangars between Taxilanes 2 and 3 is also planned. This expansion is demand driven and requires additional pavement on both taxilanes. The taxilane centerline on Taxilane 3 would need to be realigned so the existing fence can remain outside of the TLOFA.



Expand Air Carrier Apron (Project #10)

The air carrier apron is planned to expand which resolves three non-standard conditions: aircraft tails inside the taxilane object free area, direct access from the apron to Runway 8/26, and gradient from the apron to Taxiway C. This expansion includes the primary designated deicing location. Costs associated with this project include additional concrete pavement, restriping taxilane centerlines and Gate 3's lead-in line, and the demolition of Taxiway B.

GA Apron Reconstruction Phase 2 (Project #11)

Phase 2 of the GA apron reconstruction will reconstruct the remaining portions of the GA apron in asphalt to improve the existing pavement condition.

Self-Serve Fuel (Project #12)

A self-serve fuel tank is planned to be constructed just south of the ATCT. The fuel is planned to be unleaded aviation gasoline.

Ranch Hangars (Project #13)

Ranch hangars are planned to be constructed north of Flightline Drive. These hangars are planned to be 50 feet by 50 feet. This project is demand driven to support the based aircraft forecast. They require a portion of Flightline Drive to be closed so Taxilane 4 can be extended to allow aircraft to taxi to the hangars. Access roads will be constructed to allow vehicles to circulate to and from the hangars. The hangars will likely provide heating but not restrooms. A portion of the existing fence is required to be relocated. Costs associated with this project include site work, roadway demolition, hangar construction, taxilane construction, roadway construction, parking lot construction, and fence work.

Ground Service Equipment Parking/Storage (Project #14)

Ground service equipment (GSE) parking/storage is planned to be constructed just north of the east end of the GA apron. This project is driven by an airline tenant request.

Helicopter Apron Expansion (Project #15)

An expansion to the medical evacuation (medevac) helicopter apron is planned in support of the existing tenant's request to allow their helicopter to park on the apron outside of the TLOFA. Additionally, an expansion to the apron of the existing transient hangar to the west of Taxilane 4 is planned to allow a fuel truck to park overnight so the helicopter has access to fuel during nighttime hours. This project requires a portion of the existing fence to be relocated.

Corporate Hangars (Project #16)

Two corporate hangars are planned to be constructed just west of the fuel farm. The corporate hangars will likely have heat, restrooms, and office space. One of the hangars will provide a parking lot. These hangars will require a portion of the existing fence to be relocated. Costs of these hangars includes site work, hangar construction, apron construction, utilities and sewer work, and fence work.



Taxilane 1 Shift & Reconstruction (Project #17)

Taxilane 1 is planned to shift slightly to the west to allow all ADG I aircraft for taxilane object free area clearance. Additional pavement to the taxilane width is required to meet taxilane width standards.

4.5 Mid-Term Implementation (2030-2035)

The projects identified in the mid-term implementation plan are anticipated to be constructed between 2030 through 2035. Most of these projects are located east of the fuel farm.

Cargo Apron Relocation (Project #18)

The cargo apron is planned to be relocated just east of the fuel farm. The relocation is demand driven to meet future GA itinerant aircraft needs. The ARFF/SRE facility needs to be reconstructed before the construction of the new cargo apron can be constructed because equipment and materials are currently stored in this location. This project includes cargo apron, cargo sorting facility, and parking lot. This project requires a portion of the existing fence to be relocated. Costs associated with the cargo apron relocation include site work, cargo apron construction, cargo facility construction, roadway and parking construction, Taxilane E extension, new utility work, and fence work.

GA Apron Expansion (Project #19)

The GA apron is planned to expand to the south. The expansion is demand driven and necessary to meet the forecasted itinerant GA activity.

Future Maintenance, Repair, and Operations Facility (Project #20)

A future maintenance, repair, and operations (MRO) facility is planned to be constructed east of the relocated cargo apron (Project #7K). The hangar is sized for a Boeing 737-800 and would provide office space, heating, and restrooms. Apron space is available on the west side of the hangar to allow an aircraft to park outside of the TLOFA. The new MRO facility would require a portion of the fence to be relocated. Costs associated with the construction of the MRO include site work, hangar and apron construction, roadway and parking lot construction, Taxilane E extension, utility and sewer work, and fence work.

Future Transient Hangar (Project #21)

A new transient hangar, sized for a Boeing 737-800, is planned to be constructed east of the future MRO (Project #10). The hangar would likely provide heating but would not provide office space or restrooms. Apron space is available to allow an aircraft to park outside of the TLOFA. Construction of this hangar requires a portion of the existing fence to be relocated. Costs associated with this project include site work, hangar and apron construction, Taxilane E extension, new utility work, and fence work.

Air Cargo Facility (Project #22)

An air cargo facility is planned to be constructed east of the future transient hangar (Project #11). The new air cargo facility is sized to accommodate a narrow body cargo aircraft and four turboprop cargo feeder



aircraft. The cargo facility provides a larger sorting facility as well as parking area for trucks. This project requires a portion of the existing fence to be relocated. Costs associated with this project include site work, building and apron construction, parking lot construction, extension of Taxiway E, new utility and sewer work, and fence work.

Compass Calibration Pad (Project #23)

A compass calibration pad is planned to be constructed off Taxiway B to allow the existing MRO tenant to calibrate aircraft in an area that does not have any magnetic impact. Costs associated with this project include site work, pavement construction, and markings.

4.6 Long-Term Implementation (2035+)

The projects identified in the long-term implementation plan are anticipated to be constructed after 2035. The projects are all located on the south side of the airfield which requires site work and prep before it can be developed.

Future Taxiway (Project #24)

A future partial parallel taxiway outboard of Runway 8/26 is planned to be constructed off Taxiway B. This taxiway will support future hangar development (Project #15). Costs associated with this project include site work, taxiway construction, and airfield signage, marking, and lighting.

Long-Term Hangar Development (Project #25)

Long-term hangar development is planned for the south side of the airfield. The development includes hangars, parking, apron/taxiway, and relocation of existing fences and service roads. A new access road will need to be constructed to access the hangars. Costs associated with this project include site work, significant grading, hangar and airfield pavement construction, roadway and parking lot construction, new utility and sewer work, and fence work.

Ultimate Taxiway (Project #26)

An ultimate taxiway, which will be an extension to the future taxiway (Project #14), is planned to be constructed to serve as a full parallel taxiway to Runway 8/26. This requires a portion of the existing service road and fence to be relocated. Costs associated with the ultimate taxiway include site work, significant grading, airfield pavement construction, new utility work, and airfield signage, lighting, and marking.

