



CITY OF REEDSBURG
134 South Locust Street, PO Box 490
Reedsburg, WI 53959
PH. 608-524-6404 FAX. 608-524-8458
www.reedsburgwi.gov

Airport Commission Agenda
July 25, 2024
Reedsburg Municipal Airport, 1780 E Main Street
7:30 AM

DUE TO THE RESTRICTIONS CAUSED BY THE COVID-19 PANDEMIC, SOME VOTING MEMBERS MAY BE PRESENT VIA TELECONFERENCE OR VIDEO CONFERENCE, AS PROVIDED BY THE RECOMMENDATIONS OF THE WISCONSIN DEPARTMENT OF JUSTICE. [HTTPS://WWW.DOJ.STATE.WI.US/NEWS-RELEASES/OFFICE-OPEN-GOVERNMENT-ADVISORY-CORONAVIRUS-DISEASE-2019-COVID-19-AND-OPEN-MEETINGS](https://www.doj.state.wi.us/news-releases/office-open-government-advisory-coronavirus-disease-2019-covid-19-and-open-meetings)

NOTICE IS HEREBY GIVEN THAT A MAJORITY OF THE MEMBERS OF THE COMMON COUNCIL MAY ATTEND THIS MEETING TO GATHER INFORMATION ABOUT A SUBJECT OVER WHICH THE COMMON COUNCIL HAS DECISION-MAKING AUTHORITY. IF A QUORUM OF THE COMMON COUNCIL ATTENDS THIS MEETING, NO ACTION WILL BE TAKEN BY THE COMMON COUNCIL AT THIS MEETING.

CALL TO ORDER

APPROVAL OF MINUTES

I. APPROVE MINUTES FOR THE MEETING HELD ON JUNE 27, 2024:

THE COMMITTEE WILL RECEIVE INFORMATION ON NON-AGENDA TOPICS BROUGHT BEFORE THE COMMITTEE BY MEMBERS OF THE PUBLIC. THE COMMITTEE WILL NOT DISCUSS THESE TOPICS, AND WILL NOT TAKE ACTION ON ANY OF THEM AT THIS MEETING

I. GENERAL BUSINESS:

- A. Discussion on hangar compliance
- B. Updated flight data
- C. Update on current projects

II. ADJOURN:



The City of Reedsburg does not discriminate on the basis of disability in the admissions or access to, or treatment of or employment in, its programs or activities. Disability-related aids or services, including printed information in alternate formats, to enable persons with disabilities to participate in public meetings and programs are available by calling (608) 524-6404. To be able to meet the needs of a request for a different format contact the City Clerk-Treasurer at 134 S. Locust Street, Reedsburg, WI at least 48 hours prior to the commencement of the meeting so that any necessary arrangements can be made to accommodate each request.

Reedsburg WI.
June 27, 2024

The Reedsburg Airport Commission convened in session on June 27, 2024, at 7:30 am with the following members present: Mike Gargano, John Chamberlin, Jason Schulte, Bernie Jernander and Aaron Matteson

Also present: Steven Zibell, Tom Parker, Bill Pierce and Max Buckner.

Motion by Aaron seconded by Chamberlin to approve the meeting minutes held on April 25 and May 16, 2024

Bill Pierce presented to the Commission his wish to donate the old Blue Hangar he remodeled back to the city. He stated he would like the City to have the hangar back on condition the City keep and maintain the new signage. Max stated he would draw up a bill of sale. Motion by Jernander seconded by Chamberlin to accept the old Blue Hangar from BP Farms.

Motion Carried

The Commission reviewed the hangar inspection reports done by the City Building Inspector and Tom Parker. They found a few to be in non-compliance with our current ordinance. Max stated he would send out letters of compliance and give them 21 days to submit a plan on how they plan on complying. There was a considerable amount of discussion, and everyone felt this was a good first step. Motion by Aaron seconded by Chamberlin to have Max Buckner send out letters to the non-compliance owners requesting a plan for compliance.

Motion Carried

Moved by Aaron second by Chamberlin to adjourn at 8:32 am.

Motion Carried.

Respectively Submitted,

Steven T. Zibell, Public Works Director/City Engineer



Building a Better World
for All of Us®

MEMORANDUM

TO: Reedsburg Municipal Airport Commission Members

FROM: Matt Stewart, Aviation Planner

DATE: June 25, 2024

RE: Annual Operations
SEH No. WIBOA 172184 14.00

This memorandum summarizes and compares operations data at Reedsburg Municipal Airport (C35) from two different sources: the FAA's Traffic Flow Management System Counts (TFMSC) and Automatic Dependent Surveillance-Broadcast (ADS-B) data. The analysis of operations data will be used to determine the critical aircraft at C35.

EXISTING OPERATIONS INFORMATION

Since there is no Air Traffic Control Tower at C35, the exact number of aircraft operations and the breakout of each aircraft's Runway Design Code (RDC) is unknown. To estimate operations at C35, two sources of operational data were analyzed and summarized in the sections below.

Traffic Flow Management System Counts (TFMSC) / IFR Flight Plans

Table 1-1 shows the average annual fleet mix from the data gathered from IFR Flight Plans filed from 2019 to 2023, sorted by Runway Design Code (RDC) classifications. The IFR Flight Plan data was obtained through the Traffic Flow Management System Counts (TFMSC) database, published by the FAA. The IFR Flight Plan data is only a sampling of the aircraft operations at the airport as it only represents aircraft that file IFR flight plans. The FAA believes that B-II and larger aircraft will always file an IFR flight plan due to their faster operating speeds and higher operating altitude.

Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 3535 Vadnais Center Drive, St. Paul, MN 55110-3507

651.490.2000 | 800.325.2055 | 888.908.8166 fax | sehinc.com

SEH is 100% employee-owned | Affirmative Action–Equal Opportunity Employer

Table 1-1– IFR Flight Plan Fleet Mix

RDC	TFMSC Flight Plans Filed				Average Annual Fleet Mix
	2021	2022	2023	2024 (January through May)	
A-I	169	125	149	35	148
A-II	4	8	-	-	6
B-I	53	16	11	-	27
B-II Small	16	11	7	2	11
B-II Large	4	2	2	2	3
B-III	1	-	-	-	1
C-I	2	-	-	-	2
C-II	-	4	-	-	4
Helicopter	-	-	1	-	1
Unknown	3	2	1	-	2
Total	252	167	172	172	

Source: FAA TFMSC 2021-2023; SEH

ADS-B Information

Beginning January 1, 2020, the FAA required aircraft to have Automatic Dependent Surveillance–Broadcast (ADS–B) capability to fly in most airspace where a Mode C transponder was previously required (per 14 CFR 91.215). ADS–B is a surveillance technology that combines an aircraft's positioning source, aircraft avionics, and a ground infrastructure to create an accurate surveillance interface between aircraft and Air Traffic Control. ADS-B Out works by broadcasting information about an aircraft's GPS location, altitude, ground speed and other data to ground stations and other aircraft, once per second. ADS-B In provides operators of properly equipped aircraft with weather and traffic position information delivered directly to the cockpit.

ADS-B equipment is not required to operate at C35 as ADS-B is only required in Class E Airspace at and above 10,000 feet MSL. As such, accuracy of ADS-B data for C35 is dependent on aircraft using the equipment, coverage provided by the receiver at the airport, and the type of operations being conducted.

Several companies collect and process ADS-B data and sell it as a product or service. The City of Reedsburg purchased historical ADS-B data from FlightAware, an aviation software and data services company that provides ADS-B data. FlightAware provided data for C35 from May of 2021 through May of 2024. **Table 1-2** shows the ADS-B operations counts sorted by RDC classifications for C35.

Table 1-2 – ADS-B Fleet Mix

RDC	ADS-B Operations				Average Annual Fleet Mix (5/2021 – 5/2024)
	2021 (May through December)	2022	2023	2024 (January through May)	
A-I	1,142	1,151	1,549	515	1,452
A-II	6	10	2	-	6
B-I	56	25	25	9	38
B-II Small	2	5	6	2	5
B-II Large	8	9	2	2	7
C-I	2	-	-	-	2
C-II	-	4	-	-	4
Helicopter	62	20	18	4	35
Unknown	19	5	18	-	14
Total	1,297	1,229	1,620	532	

Source: FlightAware Data (36-month period ending 5/23/2024)

Table 1-3 shows the comparison of average annual operations between the FlightAware data and the FAA's TFMSC data, broken down by aircraft RDC.

Table 1-3 – Comparison of TFMSC and FlightAware Data Sets

RDC	Average Annual Operations (TFMSC)	Average Annual Operations (FlightAware, May 2021 - May 2024)	Difference between FlightAware and TFMSC data
A-I	148	1,452	1,304
A-II	6	6	0
B-I	27	38	11
B-II Small	11	5	6
B-II Large	3	7	4
B-III	1	0	1
C-I	2	2	0
C-II	4	4	0
Helicopter	1	35	34
Unknown	2	14	12

Source: TFMSC (2021-2023); FlightAware Data (36-month period ending 5/23/2024)

The count of operations by B-II and larger aircraft is generally consistent between the TFMSC and ADS-B data for a similar span of years. TFMSC data shows an average of 10 annual operations of B-II, large or larger aircraft and ADS-B data shows an average of 13 annual operations of B-II, large or larger aircraft.

CONCLUSION – CRITICAL AIRCRAFT

One of the findings from the user survey that was conducted early in this planning process was that there may be more transient aircraft doing flight training to and from C35 from nearby airports than other typical general aviation airports. SEH sent a unique survey to Baraboo/Wisconsin Dells Regional Airport (DLL)

based aircraft owners to find out how they use C35 and the role both airports have within the NPIAS and State Aviation System Plan. Similar to IFR flight data, smaller aircraft may not be equipped with ADS-B, since they don't need it to operate in and out of C35 and the surrounding general aviation airports which could explain why the ADS-B data shows lower operations than expected by SEH and the Airport Commission. Again, the primary purpose of acquiring the ADS-B data was to collect operation totals on B-II large and larger aircraft since it is anticipated they would be equipped with ADS-B due to their operational requirements and airports they operate to and from.

To compare the total operations based on ADS-B, IFR and the FAA's baseline operation counts (Terminal Area Forecast, TAF), the FAA forecasts 6,750 local operations (based aircraft) and 7,450 transient operations for a total of 14,200 operations per year. The ADS-B data is missing a significant number of operations, and based on the user survey responses, the RDC of B-II small is still projected to reach over 500 annual operations due to flight training and transient aircraft operations.

Based on TFMSC and ADS-B data, the current and future (within the 20-year planning period) critical aircraft for the primary runway, Runway 18/36, is a B-II, small aircraft and the forecast will be presented to the BOA and the FAA as such. As previously discussed with the airport commission, the critical aircraft determines the design standards, including runway length, that are eligible for FAA funding.

x:\uz\w\wiboal\172184\8-planning\data\2 - forecast\flightaware\c35 operations memo.docx