



City of Clintonville
Airport Committee Meeting
At Clintonville City Hall
50 10th Street
3:45 PM – Tuesday, March 3, 2026

Darrell Hansen
Greg Rose

Duane Reetz
Mike Schlender

Agenda

1. Call to Order; Roll Call
2. Approval of Agenda
3. Citizens Forum – This is a chance for citizens to make comments. No action or lengthy discussions can take place as a result of comments made at this time.
4. Approval of Minutes
 - a. Minutes from February 3, 2026
5. Discussion
 - a. Monthly Memo
6. Discussion/Possible Action to Recommend to City Council
 - a. Acquisition of Parcel #10 24 43 1 – 14/32 Runway Project
7. Next Meeting:
 - a. Tuesday, May 5, 2026 (Time TBD)
8. Adjournment

Darrell Hansen, Chairperson

This is to notify the public that a majority of the Council members may be present, however, no actual City Council action will be taken.

Posted: Clintonville City Hall - Clintonville Public Library - Community Center

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AIRPORT COMMITTEE

February 3, 2026

The Airport Committee was called to order at 3:45 p.m. by Darrell Hansen in accordance with Wisconsin Open Laws and ADA requirements. **Members present:** Darrell, Duane Reetz, and Greg Rose. **Members Absent:** Mike Schlender. **Also present:** Airport Manager Caz Muske, Nicholas Pues (Acting Recording Secretary), and Mat Labs (EAA Chapter 1710 President).

Rose/Reetz m/s/c to approve the agenda as presented.

Reetz/Rose m/s/c to approve minutes from November 4, 2025, as presented.

The monthly memo was reviewed. Muske noted the focus of the memo would be discussed during the following agenda item. The committee had no questions.

Muske gave an overview of the council's approval of the due diligence period of the solar project with Great Lakes Utility & OneEnergy Renewables.

Muske stated there were changes in ownership of 3 hangers. The 3 hangars were bought by the same individual. The sales happened in 2025.

Muske informed the committee that the Waupaca Flight School (WFS) is looking to have a satellite location with the Clintonville Airport being one of the potential locations. Hangar 440 has one of its leasing potentially giving up their lease. The WFS could fill the potential open lease.

Muske gave a clarification of acquisition of easements. 5 of the 11 solved. The city is not currently purchasing any land. Rose wanted this clarified due to tree trimming. Muske informed us that the state has a lot of oversight and is in constant contact with airport manager. There is a concern about buildings on property lines. The state is actively involved in this.

Muske gave an overview of the price of fuel fluctuating depending on pricing when ordered. Prices are low and we are now subsidizing. The price of our 100LL is consistent with Shawano and Waupaca. This will continue to be monitored and discussed.

The EAA Chapter 1710 was donated a 1960 North Central Airplane and Airport photo. It will be framed and hung in pilots lounge in Hanger 440. The membership growth of the chapter rose in 2025 from 18 in 2024 to the current level of 38.

Muske would like to start a Girls in Aviation Day to be held at the airport in the future. She is going to do research and present it to the committee at a later date. The event could possibly be held in September.

PRESENTATION: EAA Chapter 1710

Mat Labs (Chapter President) gave a presentation on the Chapters activities and events. He presented the new club logo, and it is based on Clintonville. There will be merchandise to sell in the future with proceeds going back to the club for operating.

Young Eagles Build & Fly program has interest from the Shawano RC Club to help with the construction of the motorized foam plane. The motorized foam plane is the current project for

the program to complete. The Clintonville School District has approximately 10 students interested in the program with ages ranging from 11-17. There is a donor that wishes to donate a computer program to practice flying RC planes. There would be two sessions a month on Wednesdays after school until approximately 5pm. Youth Protection Training (YPT) certified and the EAA requires this. Rose spoke with how this will integrate with the school as it would need approval from the school to proceed. The logical time to start this program would be fall to coincide with the start of school.

The Chapter was donated a Hi-Max Airplane Kit from a gentleman from Lakewood, WI. The gentleman donated it with no strings attached and would only like to see it completed. It has an approximate value of \$15,000 and is a wooden aircraft. It is currently around 10% complete. Ideas were given about what to do with it once it is completed. The two ideas with the most traction were to sell it or raffle it off to raise funds. Construction of the aircraft would be at Clintonville Airport.

Labs highlighted the 2026 Event Calander as there are 17 events planned for the year with potentially more to be added yet. He gave an overview of each event with some being public and some being private/member only events. There has been interest in doing a “Trunk or Treat” type of event on October 31st at the airport. They would like feedback to know if this would be something kids and parents would be interested in attending. Muske said she would handle the research of interest in the event. The committee thought this would be a great way to get people out there and showcase the airport and what it has to offer to the public and youth of the area.

Next Meeting Date and Time: Next meeting will be May 5, 2026 @ TBD unless a meeting is needed before then.

Rose/ Reetz m/s/c to adjourn 4:38 p.m.

Respectfully submitted,

Nicholas Pues
Acting Recording Secretary



CITY OF CLINTONVILLE

WISCONSIN 54929

Department of Public Works - Airport

MEMO

The mission of the Clintonville Airport Committee is to better our airport by providing leadership that encourages a safe, efficient, and welcoming location while paying tribute to our rich history.

To: Honorable Airport Chair Hansen and Committee Members

From: Caz R. Muske, City Administrator

Date: Tuesday, March 3, 2026

RE: Department Monthly Memo

Team Updates for February are:

AIRPORT (CLI)

TOTAL MAJOR PROJECT UPDATES: 4

1. Project: **EAA Chapter 1710 Events**

- Description: The Clintonville EAA Chapter continues to produce awesome gatherings
- Status: Follow EAA Chapter 1710 on Facebook or the EAA Website for upcoming events and gatherings-
 - <https://www.facebook.com/EAAChapter1710>
 - <https://chapters.eaa.org/ea1710>

2. Project: **Runway 14/32 Project Update**

- Description: Reconstruction of Runway 14/32 which includes lighting; funding is provided by Federal & State Funding (95%) and Local Funding (5%)
- Status: Design/engineering is anticipated to be completed in 2025; Land acquisitions are anticipated to be completed 2026; Construction is anticipated for 2027-2028; Jan. 2026 BOA/ADO discuss 2027 DCL Projects; delayed due to land acquisition (5/11 properties resolved); 03/03 AP and CC to consider land acquisition

3. Project: **City Partner Project with Great Lakes Utility (GLU) & OneEnergy Renewables**

- Description: Partnership between GLU and OneEnergy Renewables to install a 5MW solar array on ~22 acres of Airport property to supply local renewable power and enhance grid stability
- Status: City Council approved of Letter of Intent 12/9; the due diligence period now begins

4. Project: **2024 Annual Rates and Charges Survey Summary Report**

- Description: Annually, the WI BOA distributes and collects the annual Rates and Charges Survey from public-use airports across the state, compiling the data into a statewide summary report that provides comparative financial and operational benchmarks, as reflected in the 2024 Wisconsin Airports Rates and Charges Survey Summary
- Status: Clintonville Municipal Airport (CLI) has successfully completed and submitted its 2025 Rates and Charges survey data to the BOA

- **Fuel Activity:**
 - Pricing:
 - 100LL @ \$4.50
 - Jet A+ @ \$3.29
 - See transaction data attached
- **General Maintenance:**
 - Snow/Ice Removal
 - Fuel Island Monthly Inspection
 - Inspection/Replacing of broken taxi/run way lights

Happy flying! 


Caz R. Muske, M.P.A.
City Administrator
Airport Manager | RDA Executive Director

- **General Administration**
- **Future Items/Events:**
 - EAA Chapter 1710 Gatherings – 3rd Wednesday of each month at 7PM
- **Next Potential Meeting Dates*:**
 - Tuesday, May 5, 2026 at 3:45PM
 - Tuesday, August 4, 2026 at 3:45PM
 - Tuesday, November 2, 2026 at 3:45PM

**NOTE: Depending on circumstances, we may need to meet before these dates. Please keep your calendars open on the 1st Tuesday of each month.*

2024 Wisconsin Airports Rates and Charges Survey



June 2025

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Introduction

Each year, the Wisconsin Department of Transportation’s Bureau of Aeronautics (BOA) surveys public use airports in Wisconsin for information regarding rates, charges and related activities. Per Wisconsin Administrative Code Trans 55, airports are required to submit responses as a condition of receiving state funding. More importantly, the survey results serve as a comparative tool to help airports gauge financial practices and needs.

In February 2025, the calendar year 2024 Rates and Charges Survey was distributed to the 97 airports included in the Wisconsin State Airport System Plan (SASP). Respondents completed the survey by using an online survey tool or by submitting a hard copy.

Of the 96 SASP airports, 92 provided a response to the survey. Respondents included all eight commercial service airports, 13 of 14 large general aviation (GA) airports, 47 out of 48 medium GA airports, and 24 out of 26 small GA airports, for a total SASP response rate of 96 percent. A complete list of responding airports can be found at the end of this report starting on page 37. It is important to note that airport representatives were responsible for the accuracy of the answers provided. If there are questions regarding specific airport data, please consult the airport directly.

This report is an overview of the 2024 survey results. Complete rates and charges survey data can be found on the BOA web site: <https://wisconsin.gov/av-pubs>.

Questions regarding this survey and report should be directed to Wisconsin Department of Transportation’s Bureau of Aeronautics, (608) 266-3351.

Trends and observations

While much of the reported rates and charges only vary slightly year to year, a few trends and observations were identified following this year’s survey. Fuel prices continued to decrease from their high in 2022. Figure 1 depicts the average fuel prices reported since 2012. Additionally, rates for landing fees, tie-down fees, and hangars also generally increased.

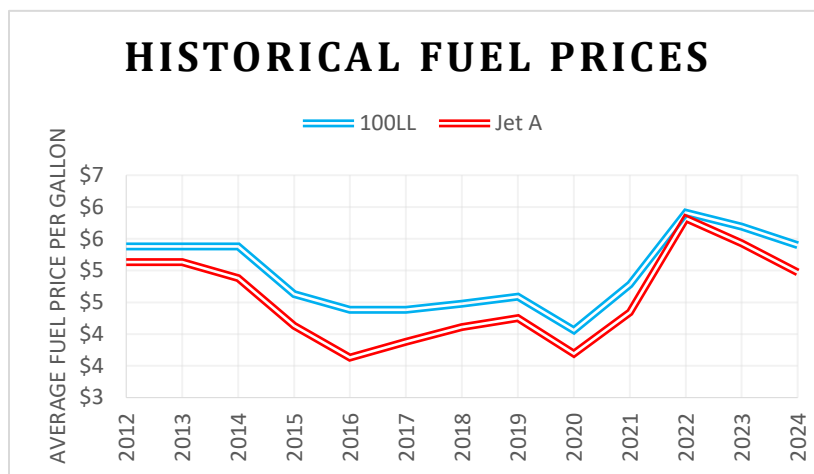


Figure 1

Airport rates & charges quick reference cards

Commercial service airports

All eight commercial service airports responded to the 2024 Airport Rates and Charges Survey. The following table provides the average rates and charges reported by these airports. Trend information is also provided in comparison to 2024 data.

100LL	Available at 100% of Responding Commercial Airports		
	100LL Price on 12/31/2024	\$5.85	↓7%
	Gallons of 100LL Sold	50,000	↑2%
Jet A	Available at 100% of Responding Commercial Airports		
	Jet A Price on 12/31/2024	\$5.38	↓5%
	Gallons of Jet A Sold	1.1 million	↓15%
Landing fees	Charged at 100% of Responding Commercial Airports		
	Landing Fee for a Bombardier CRJ-200	\$224	↑38%
Tie down fees	Charged at 75% of Responding Commercial Airports		
	Daily Tie-Down Rate for a Cessna 172	\$22	-
	Monthly Tie-Down Rate for a Cessna 172	\$97	↑49%
	Daily Tie-Down Rate for a Beechcraft King Air	\$98	↑5%
	Monthly Tie-Down Rate for a Beechcraft King Air	\$378	↑456%
	Daily Tie-Down Rate for a Hawker 800	\$143	↓6%
	Monthly Tie-Down Rate for a Hawker 800	\$545	↑701%
Rented T-hangars	Available at 88% of Responding Commercial Airports		
	Monthly Rate for a Cessna 172 in a Non-Heated, T-Hangar	\$198	↓1%
Community hangars	Available at of 100% of Responding Commercial Airports		
	Heated, Community Hangar Daily Rate for a Cessna 172	\$130	↑17%
	Heated, Community Hangar Monthly Rate for a Cessna 172	\$744	↑46%
Ground leases	Available at 100% of Responding Commercial Airports		
	Private Hangar Rate	\$0.41 per ft ²	↑8%
	Corporate Hangar Rate	\$0.43 per ft ²	↑5%
	Commercial Hangar Rate	\$0.82 per ft ²	↓1%
Financial self-sustainability	13% of Responding Commercial Airports Required Local Subsidy		
	Local Tax Levy Subsidy	\$540,000	↑16%

Large general aviation airports

13 of 14 large GA airports responded to the 2024 Airport Rates and Charges Survey. The following table provides the average rates and charges reported by these airports. Trend information is also provided in comparison to 2024 data.

100LL	Available at 100% of Responding Large GA Airports		
	100LL Price on 12/31/2024	\$5.48	↓5%
	Gallons of 100LL Sold	60,000	-
Jet A	Available at 100% of Responding Large GA Airports		
	Jet A Price on 12/31/2024	\$5.25	↓7%
	Gallons of Jet A Sold	442,000	↑2%
Landing fees	Charged at 39% of Responding Large GA Airports		
	Landing Fee for a Hawker 800	\$195	↑13%
	Landing Fee for a Bombardier CRJ-200	\$223	↓47%
Tie down fees	Charged at 69% of Responding Large GA Airports		
	Daily Tie-Down Rate for a Cessna 172	\$12	↑20%
	Daily Tie-Down Rate for a Beechcraft King Air	\$41	↓23%
	Daily Tie-Down Rate for a Hawker 800	\$99	↑5%
Rented T-hangars	Available at 69% of Responding Large GA Airports		
	Non-Heated, T-Hangar Monthly for a Cessna 172	\$282	↑29%
Community hangars	Available at of 92% of Responding Large GA Airports		
	Non-Heated, Community Hangar Daily Rate for a Cessna 172	\$75	↓14%
	Non-Heated, Community Hangar Monthly Rate for a Cessna 172	\$256	↑15%
	Heated, Community Hangar Daily Rate for a Cessna 172	\$82	↑3%
	Heated, Community Hangar Monthly Rate for a Cessna 172	\$405	↑9%
Ground leases	Available at 100% of Responding Large GA Airports		
	Private Hangar Rate	\$0.24 per ft ²	↑26%
	Corporate Hangar Rate	\$0.56 per ft ²	↑133%
	Commercial Hangar Rate	\$0.27 per ft ²	↓4%
Financial self-sustainability	69% of Responding Large GA Airports Required Local Subsidy		
	Local Tax Levy Subsidy	\$270,000	↓10%

Medium general aviation airports

47 of 48 medium GA airports responded to the 2024 Airport Rates and Charges Survey. The following table provides the average rates and charges reported by these airports. Trend information is also provided in comparison to 2024 data.

100LL	Available at 100% of Responding Medium GA Airports		
	100LL Price on 12/31/2024	\$5.26	↓5%
	Gallons of 100LL Sold	21,500	↑19%
Jet A	Available at 74% of Responding Medium GA Airports		
	Jet A Price on 12/31/2024	\$4.77	↓10%
	Gallons of Jet A Sold	45,000	-
Landing fees	Charged at 15% of Responding Medium GA Airports		
Tie down fees	Charged at 32% of Responding Medium GA Airports		
	Daily Tie-Down Rate for a Cessna 172	\$9	↑12%
	Monthly Tie-Down Rate for a Cessna 172	\$62	↓33%
	Daily Tie-Down Rate for a Beechcraft King Air	\$42	↑17%
	Daily Tie-Down Rate for a Hawker 800	\$72	↑6%
Rented T-hangars	Available at 51% of Responding Medium GA Airports		
	Non-Heated, T-Hangar Monthly for a Cessna 172	\$176	↑11%
	Heated, T-Hangar Monthly for a Cessna 172	\$256	↓20%
Community hangars	Available at of 45% of Responding Medium GA Airports		
	Non-Heated, Community Hangar Daily Rate for a Cessna 172	\$35	↑13%
	Non-Heated, Community Hangar Monthly Rate for a Cessna 172	\$233	↓3%
	Heated, Community Hangar Daily Rate for a Cessna 172	\$61	↑17%
	Heated, Community Hangar Monthly Rate for a Cessna 172	\$697	↑127%
Ground leases	Available at 99% of Responding Medium GA Airports		
	Private Hangar Rate	\$0.11 per ft ²	↑38%
	Corporate Hangar Rate	\$0.16 per ft ²	↑14%
	Commercial Hangar Rate	\$0.37 per ft ²	↓32%
Financial self-sustainability	79% of Responding Medium GA Airports Required Local Subsidy		
	Local Tax Levy Subsidy	\$101,000	↑14%

Small general aviation airports

24 of 27 small GA airports responded to the 2024 Airport Rates and Charges Survey. The following table provides the average rates and charges reported by these airports. Trend information is also provided in comparison to 2024 data.

100LL	Available at 50% of Responding Small GA Airports		
	100LL Price on 12/31/2024	\$5.51	↓7%
	Gallons of 100LL Sold	5,400	↑4%
Jet A	Available at 4% of Responding Small GA Airports		
Landing fees	Charged at 0% of Responding Small GA Airports		
Tie down fees	Charged at 21% of Responding Small GA Airports		
	Daily Tie-Down Rate for a Cessna 172	\$13	-
	Daily Tie-Down Rate for a Beechcraft King Air	\$16	-
Rented T-hangars	Available at 29% of Responding Small GA Airports		
	Non-Heated, T-Hangar Monthly for a Cessna 172	\$113	↓5%
Community hangars	Available at of 8% of Responding Small GA Airports		
Ground leases	Available at 88% of Responding Small GA Airports		
	Private Hangar Rate	\$0.10 per ft ²	↓29%
Financial self-sustainability	38% of Responding Small GA Airports Required Local Subsidy		
	Local Tax Levy Subsidy	\$27,000	↓26%

Fuel

100LL

In 2024, 80 of the responding airports reported that 100LL fuel was available for purchase at their airport. It was available at all commercial service, large GA, medium GA, and at 12 of 25 responding small GA airports. Of the 80 airports reporting 100LL sales, 38% indicated that the 100LL fuel was sold by a Fixed Base Operator (FBO) and 56% indicated that the fuel was sold by the airport itself.

Fuel flowage fees were levied at 44% of airports reporting 100LL sales and averaged \$0.15 per gallon, a significant decrease from 2023. The average price per gallon of 100LL continued its downward trend to \$5.40 on December 31, 2024. 100LL prices on December 31, 2024 are depicted on Figure 2 (p.11).

The annual average quantity of 100LL sold has remained steady since 2022 and was approximately 28,000 in 2024. Figure 3 (p.12) illustrates the quantity of 100LL sold at each airport.

Table 1 categorizes 100LL seller, fuel flowage fee and price data by airport classification.

100LL data in relation to airport classification

Commercial service	Seller of 100LL	Airport - 0	FBO - 8	Other - 0
	Fuel Flowage Fees	Yes - 8	No - 0	
	Average Fuel Flowage Fee	\$0.07		
	Average 100LL Price	\$5.85		
	Average Gallons Sold	49,952		
Large general aviation	Seller of 100LL	Airport - 2	FBO - 11	Other - 0
	Fuel Flowage Fees	Yes - 11	No - 2	
	Average Fuel Flowage Fee	\$0.19		
	Average 100LL Price	\$5.48		
	Average Gallons Sold	59,838		
Medium general aviation	Seller of 100LL	Airport - 31	FBO - 14	Other - 2
	Fuel Flowage Fees	Yes - 16	No - 31	
	Average Fuel Flowage Fee	\$0.17		
	Average 100LL Price	\$5.26		
	Average Gallons Sold	20,515		
Small general aviation	Seller of 100LL	Airport - 12	FBO - 0	Other - 0
	Fuel Flowage Fees	Yes - 0	No - 12	
	Average 100LL Price	\$5.51		
	Average Gallons Sold	5,437		

Jet A

Jet A fuel sales were reported at 57 airports in 2024. All commercial service airports and large GA airports reported Jet A sales. In addition, 35 of 47 medium GA airports and one small GA airport reported Jet A sales. A total of 29 airports indicated that an FBO was the Jet A seller, while 26 airports specified that the airport sold the Jet A.

Fuel flowage fees for Jet A were charged at 56% of airports reporting Jet A sales. Fuel flowage fees for Jet A averaged \$0.11 per gallon sold. Much like 100LL fuel prices, Jet A prices continued to decrease when compared to 2023. The average price was \$4.97 per gallon on December 31, 2024, an 8.5% decrease. Jet A fuel prices are depicted on Figure 4 (p.13).

In addition, Figure 5 (p.14) illustrates the quantity of Jet A sold per airport. Overall, the average quantity of Jet A sold continued to decrease from approximately 334,000 in 2023 to 288,000 gallons in 2024. This was primarily caused by a decrease in reported Jet A fuel sales at commercial service airports. Jet A fuel sales at general aviation airports remained relatively steady.

Table 2 categorizes Jet A seller, fuel flowage fee and price data by airport classification.

Jet A data in relation to airport classification

Commercial service	Seller of Jet A	Airport - 0	FBO - 8	Other - 0
	Fuel Flowage Fees	Yes - 8	No - 0	
	Average Fuel Flowage Fee	\$0.07		
	Average Jet A Price	\$5.38		
	Average Gallons Sold	1,076,043		
Large general aviation	Seller of Jet A	Airport – 2	FBO - 11	Other - 0
	Fuel Flowage Fees	Yes – 11	No - 2	
	Average Fuel Flowage Fee	\$0.12		
	Average Jet A Price	\$5.25		
	Average Gallons Sold	442,779		
Medium general aviation	Seller of Jet A	Airport - 23	FBO – 12	Other - 0
	Fuel Flowage Fees	Yes - 13	No – 22	
	Average Fuel Flowage Fee	\$0.12		
	Average Jet A Price	\$4.77		
	Average Gallons Sold	45,111		
Small general aviation	Seller of Jet A	Airport - 1	FBO - 0	Other - 0
	Fuel Flowage Fees	Yes - 0	No - 1	
	Average Jet A Price	\$4.80		
	Average Gallons Sold	6,821		

Table 2

MoGas

MoGas is conventional gasoline identical to the fuel commonly used in the automotive industry. MoGas was sold at 7 airports responding to the 2024 survey, three less than in 2024. MoGas sellers included one commercial service airport and six medium GA airports. On average, airports reported about 4,600 gallons sold. The average price decreased from \$4.41 to \$4.20 per gallon on December 31, 2024.

UL 94

In 2024, UL 94 was available at three Wisconsin airports with an average of 4,859 gallons sold. The price per gallon on December 31, 2024 averaged \$6.12 per gallon.

Figure 6 (p.15) depicts those airports selling either MoGas or UL 94 and their corresponding prices.

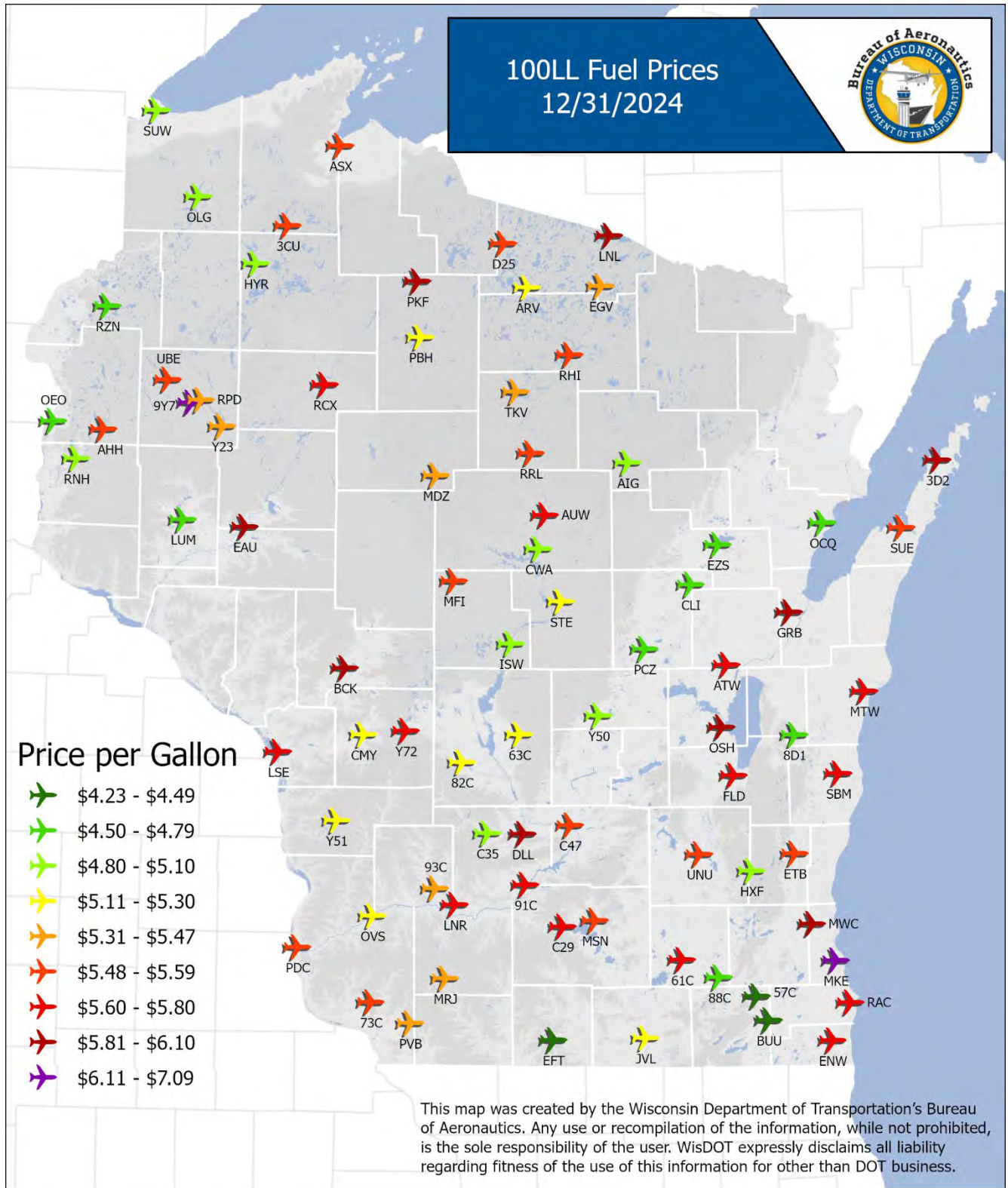


Figure 2

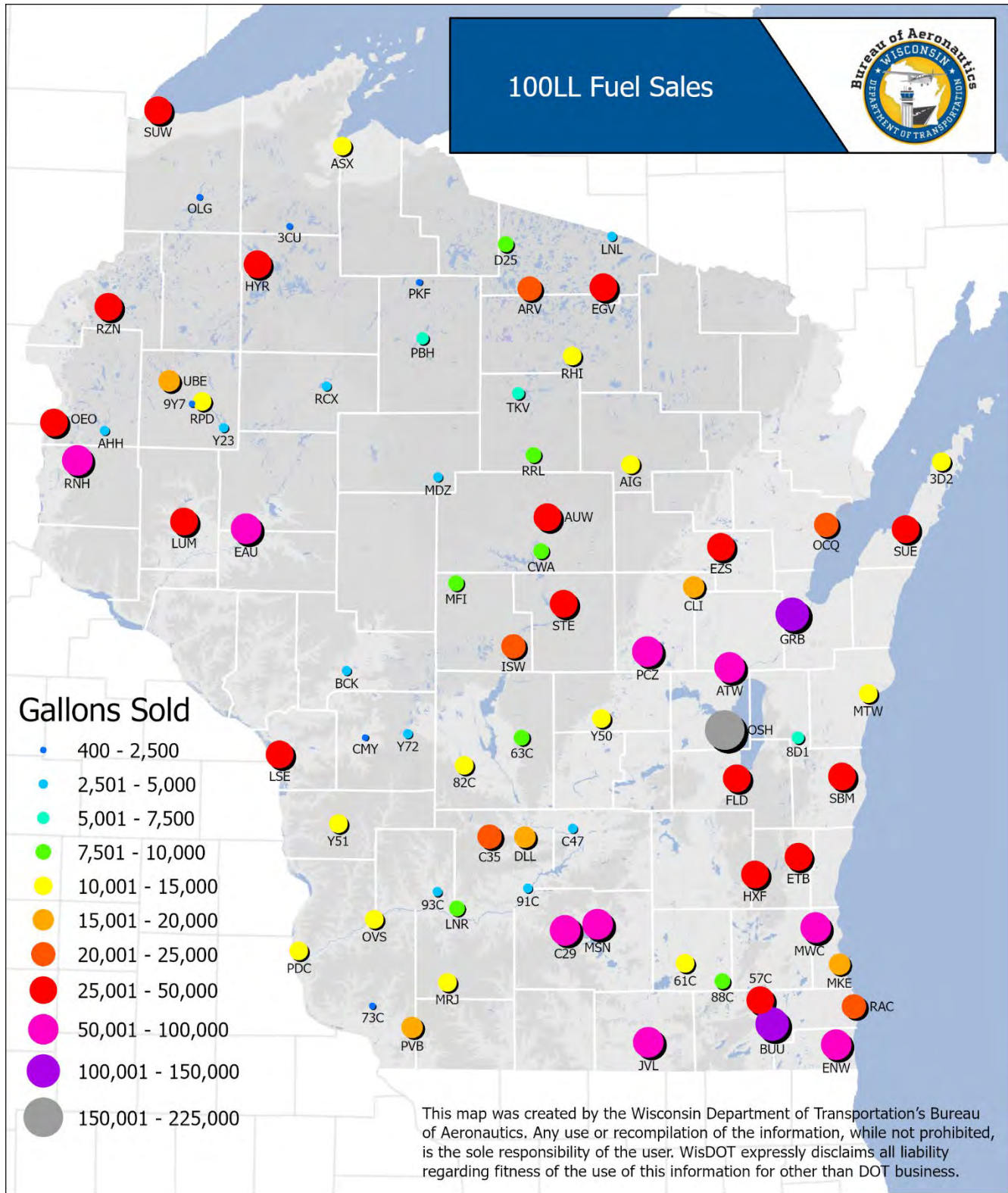


Figure 3

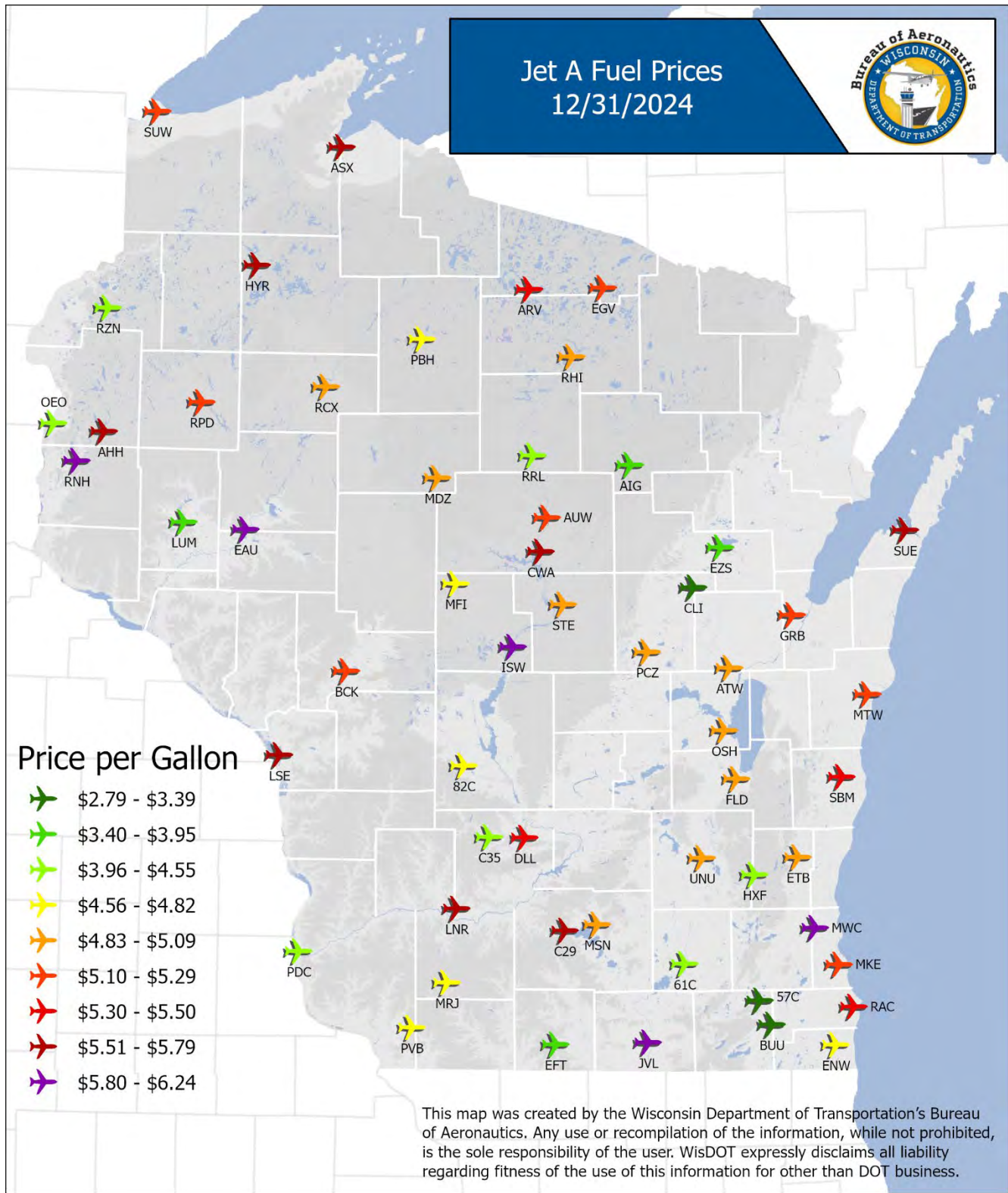


Figure 4

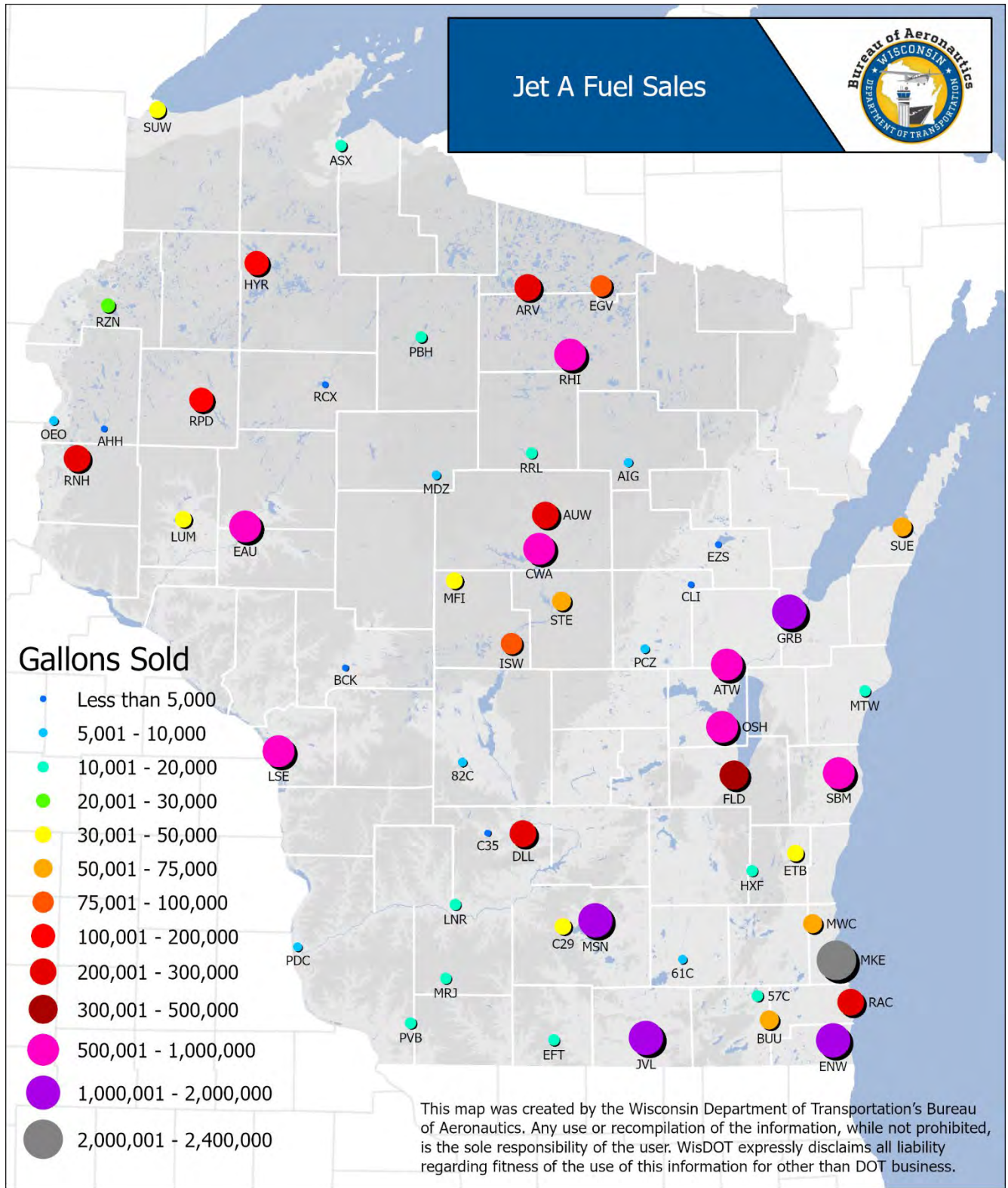


Figure 5

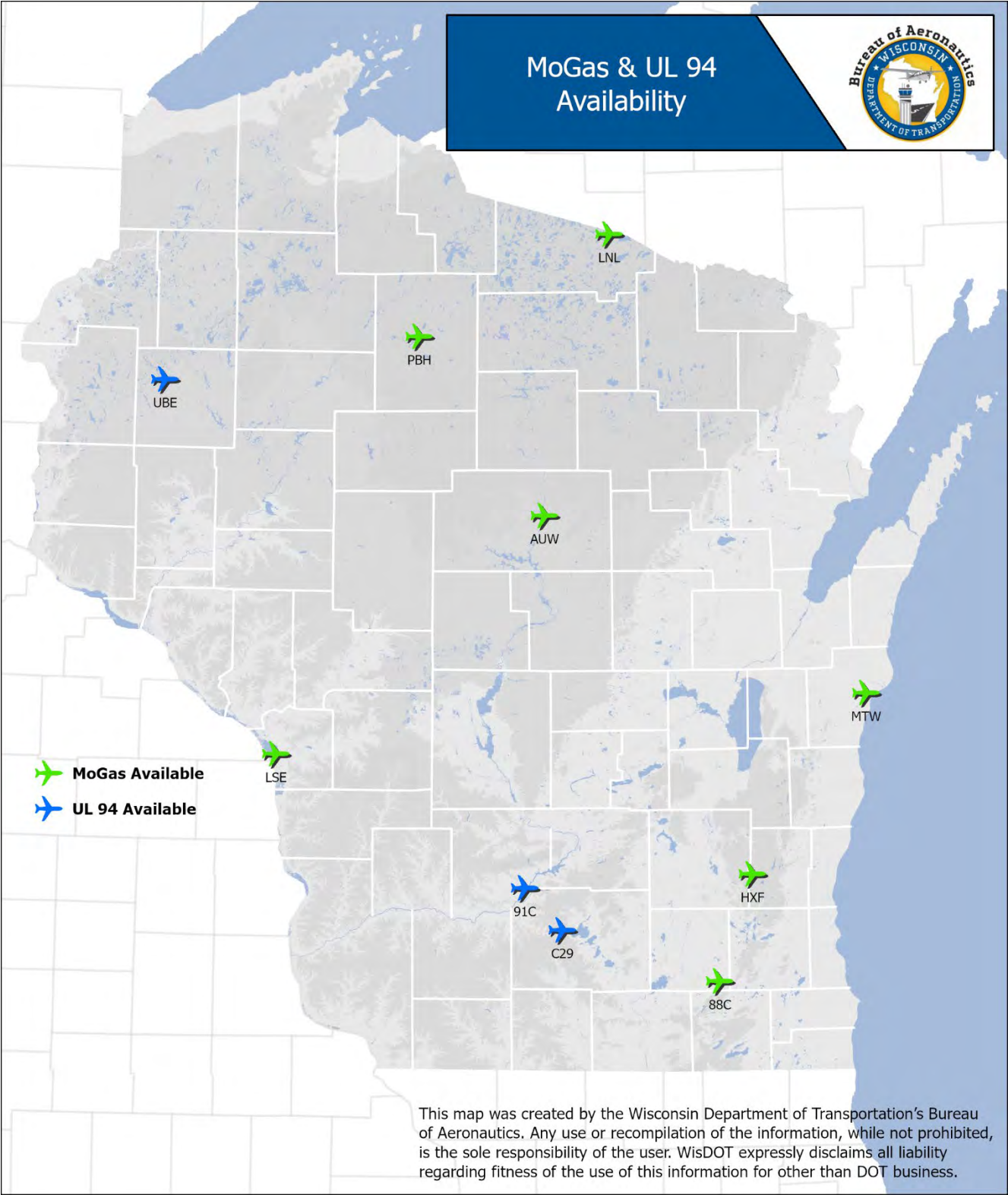


Figure 6

Landing fees

Of the 92 airport respondents, 20 airports reported charging landing fees in 2024: all eight commercial service airports, five large GA airports and seven medium GA airports. No small GA airports reported charging landing fees. The survey asked for landing fees rates for four aircraft: a Cessna 172, Beechcraft King Air, a Hawker 800, and Bombardier CRJ-200. The survey also differentiated between these aircraft operating under FAR Part 91 (i.e. general operations) or something other than FAR Part 91 (e.g. FAR Part 135 for unscheduled charter or FAR Part 121 scheduled air carrier). The following table summarizes the results.

		Number of airports	Fee range	Average fee
Cessna 172	FAR Part 91	3	\$10 - \$50	\$28.33
	Non-FAR Part 91	3	\$2.20 - \$50	\$25.73
Beechcraft King Air	FAR Part 91	11	\$25 - \$200	\$166.68
	Non-FAR Part 91	11	\$8.80 - \$200	\$97.71
Hawker 800	FAR Part 91	15	\$25 - \$600	\$195.21
	Non-FAR Part 91	14	\$24.20 - \$600	\$174.49
Bombardier CRJ-200	Non-FAR Part 91	16	\$55 - \$800	\$253.34

Table 3

Tie-down fees

Tie-down or parking fees of some kind were reported at 35 airports in 2024. Twenty-one of those airports indicated the tie-down fees were waived with a fuel purchase.

The survey asked for tie-down rates for three aircraft: a Cessna 172, Beechcraft King Air and a Hawker 800. Table 3 summarizes the results. Figure 7 (p.17) depicts daily tie-down fees for a Cessna 172.

		Number of airports	Fee range	Average fee
Cessna 172	Daily	28	\$3.00 – \$70.00	\$12.46
	Monthly	24	\$25.00 – \$300.00	\$83.33
Beechcraft King Air	Daily	27	\$3.00 – \$200.00	\$46.15
	Monthly	19	\$27.00 – \$1,700.00	\$309.58
Hawker 800	Daily	22	\$3.00 – \$250.00	\$88.09
	Monthly	15	\$27.00 – \$4,500.00	\$656.13

Table 4

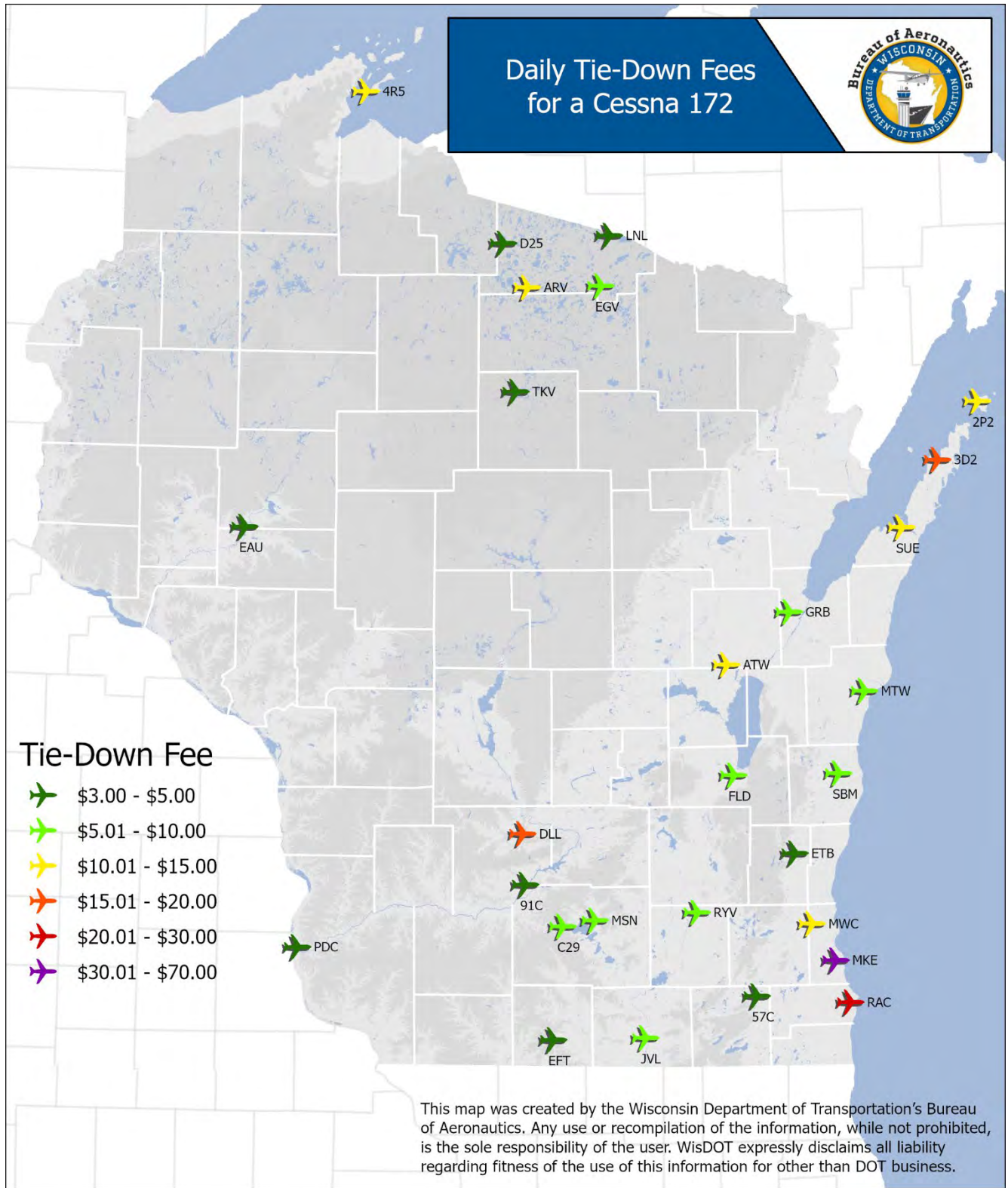


Figure 7

Hangar rentals

T-Hangar rentals

A total of 47 airports reported having T-hangars available to rent: seven commercial service airports, nine large GA airports, 24 medium GA airports, and seven small GA airports. Non-heated T-hangars were more common than heated T-hangars. Thirty-five airports indicated that only non-heated T-hangars were available to rent while 12 airports indicated that both heated and non-heated T-hangars were available. No airports reported having only heated T-hangars. Table 3 below summarizes T-hangar owners by type. The majority of rented T-hangars were non-heated and airport owned.

	Airport Owned	FBO Owned	Privately Owned	Multiple Owners	Total
Non-Heated	26	7	10	4	47
Heated	7	1	3	1	12

Table 5

Eighteen airports with non-heated T-hangars indicated they were available to rent at a daily rate. The daily rate for non-heated T-hangars varied from \$1 to \$100 and averaged about \$35 per day for a Cessna 172. Four airports indicated that heated T-hangars were available to rent daily with a rate ranging from \$85 to \$150.

Monthly, non-heated T-hangars rates were available at 43 airports and rates ranged from \$30 to \$500 per month for a Cessna 172, with an average rate of approximately \$191. Figure 9 (p.20) depicts monthly rates for a Cessna 172 in a non-heated T-hangar. Monthly rates for heated T-hangars were available at nine airports. Rates ranged from \$135 to \$525 per month for a Cessna 172 and averaged \$295. Figure 10 (p.21) depicts monthly rates for a Cessna 172 in a heated T-hangar.

Twenty-eight airports reported annual rental rates for a non-heated T-hangar ranging from \$277 to \$6,000 and averaged \$2,274. Eight airports reported an annual rental rate for a heated T-hangar ranging from \$1,600 to \$6,000 and averaged \$3,214.

Community hangar rentals

Community hangars were reported at 43 airports. All eight commercial service airports had rental space available, as did 12 large GA airports, 21 medium GA airports and two small GA airports. Ten airports reported only having non-heated community hangar space available, 18 airports reported heated community hangar space only, and 15 airports reported both heated and non-heated community hangar space. Table 4 below summarizes community hangar owners by type.

	Airport Owned	FBO Owned	Privately Owned	Multiple Owners	Total
Non-Heated	7	14	1	3	25
Heated	9	13	4	7	33

Table 6

Daily rates for non-heated community hangar space were available at 22 airports and the cost for storing a Cessna 172 ranged from \$10 to \$121 per day with an average rate of approximately \$49. Daily rates for heated community hangar space were available at 27 airports and ranged from \$20 to \$390 per day for a Cessna 172. The average rate was approximately \$88. Figures 11 (p.22) and 12 (p.23) depicts daily, non-heated and heated community hangar space rates for a Cessna 172 by airport.

Monthly rates for non-heated community hangar space, available at 22 airports, ranged from \$110 to \$726 per month. The average monthly rental rate for non-heated community hangar space was approximately \$249. Figure 13 (p.24) depicts monthly non-heated community hangar space rates for a Cessna 172 by airport.

Monthly rates for heated community hangar space were available at 27 airports and ranged from \$145 to \$3,750 per month. The average monthly rental rate for heated community hangar space was approximately \$599. Figure 14 (p.25) depicts monthly heated community hangar space rates for a Cessna 172 by airport.

Annual rates for non-heated community hangar space, available at 15 airports, ranged from \$1,260 to \$6,000 per year. The average annual rental rate for non-heated community hangar space was approximately \$2,588.

Annual rates for heated community hangar space were available at 18 airports and ranged from \$600 to \$27,000 per year. The average annual rental rate for heated community hangar space was approximately \$5,977.

Hangar ground leases

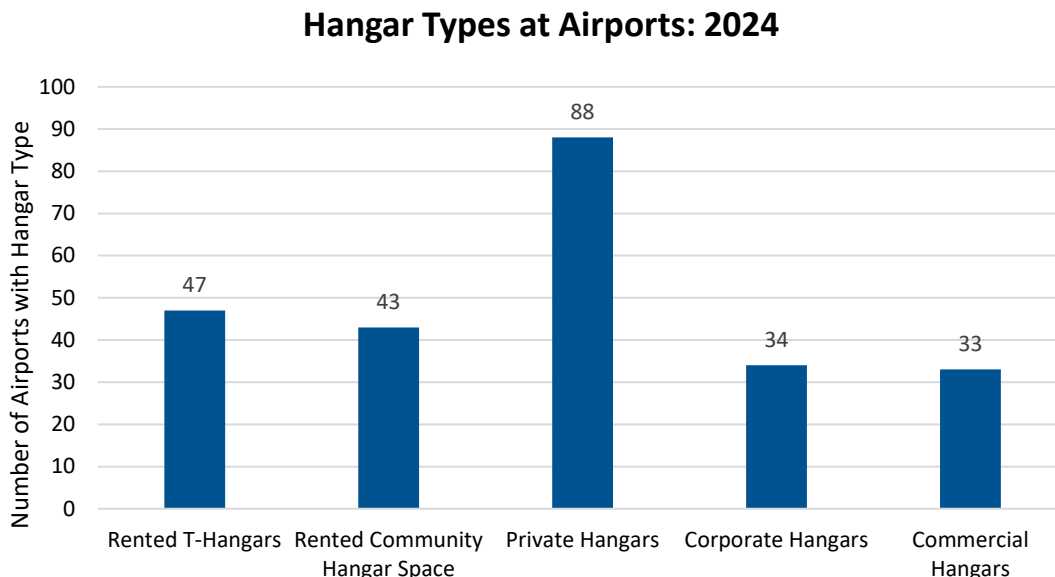
Ground leases were divided into three categories: private, corporate and commercial. For the purposes of this survey, each hangar category was defined as follows:

Private hangar – leased by an individual or group for non-commercial aeronautical use.

Corporate hangar – leased by a company for the purpose of conducting private air travel.

Commercial hangar – leased for the purpose of operating an aeronautical business (e.g., FBO Terminal/Hangar, Aircraft Maintenance Hangar, Skydiving Hangar).

Figure 8 below summarizes the types of hangars reported by airports in 2024. Private hangar ground leases were the most common method of aircraft storage.



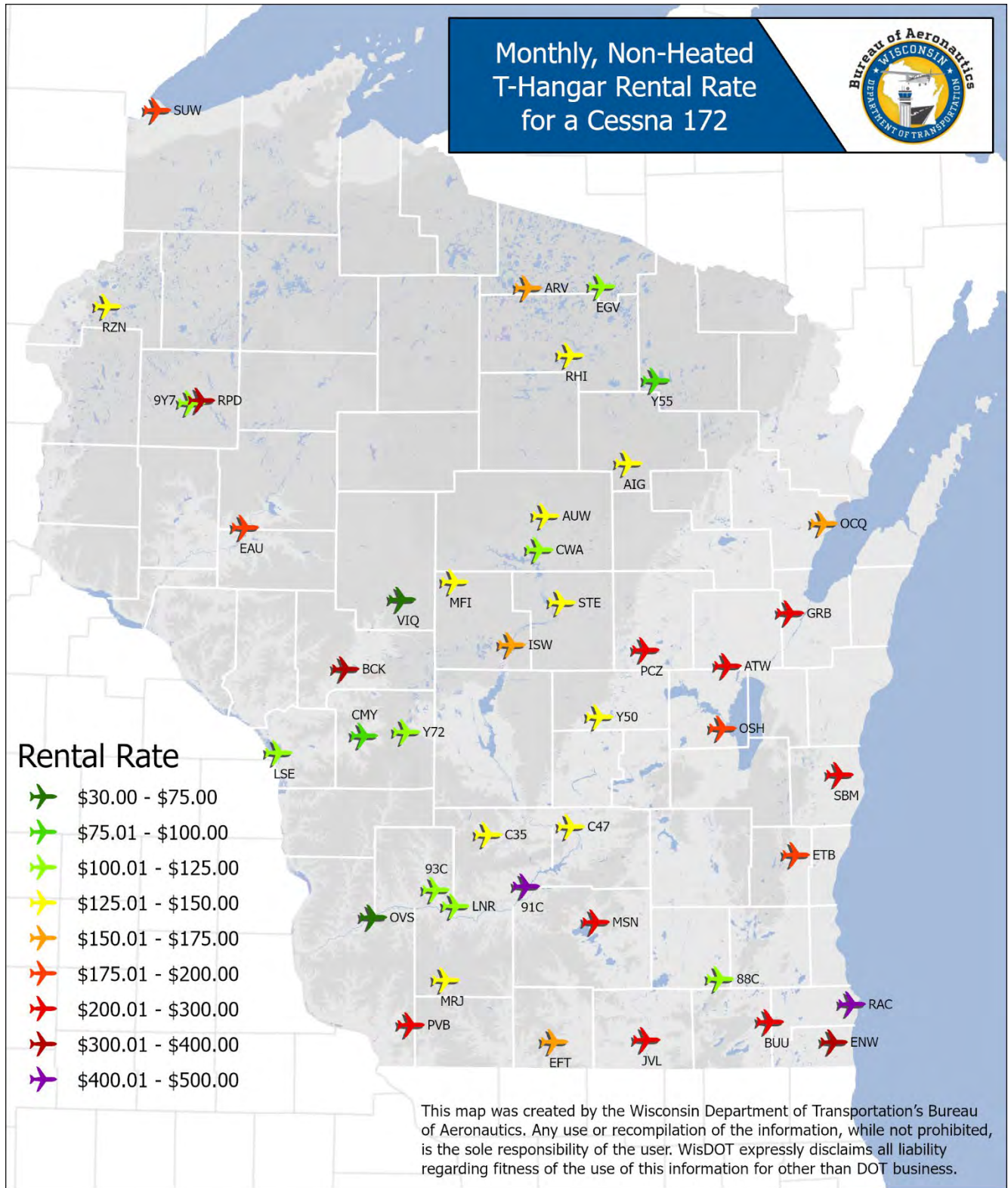


Figure 9

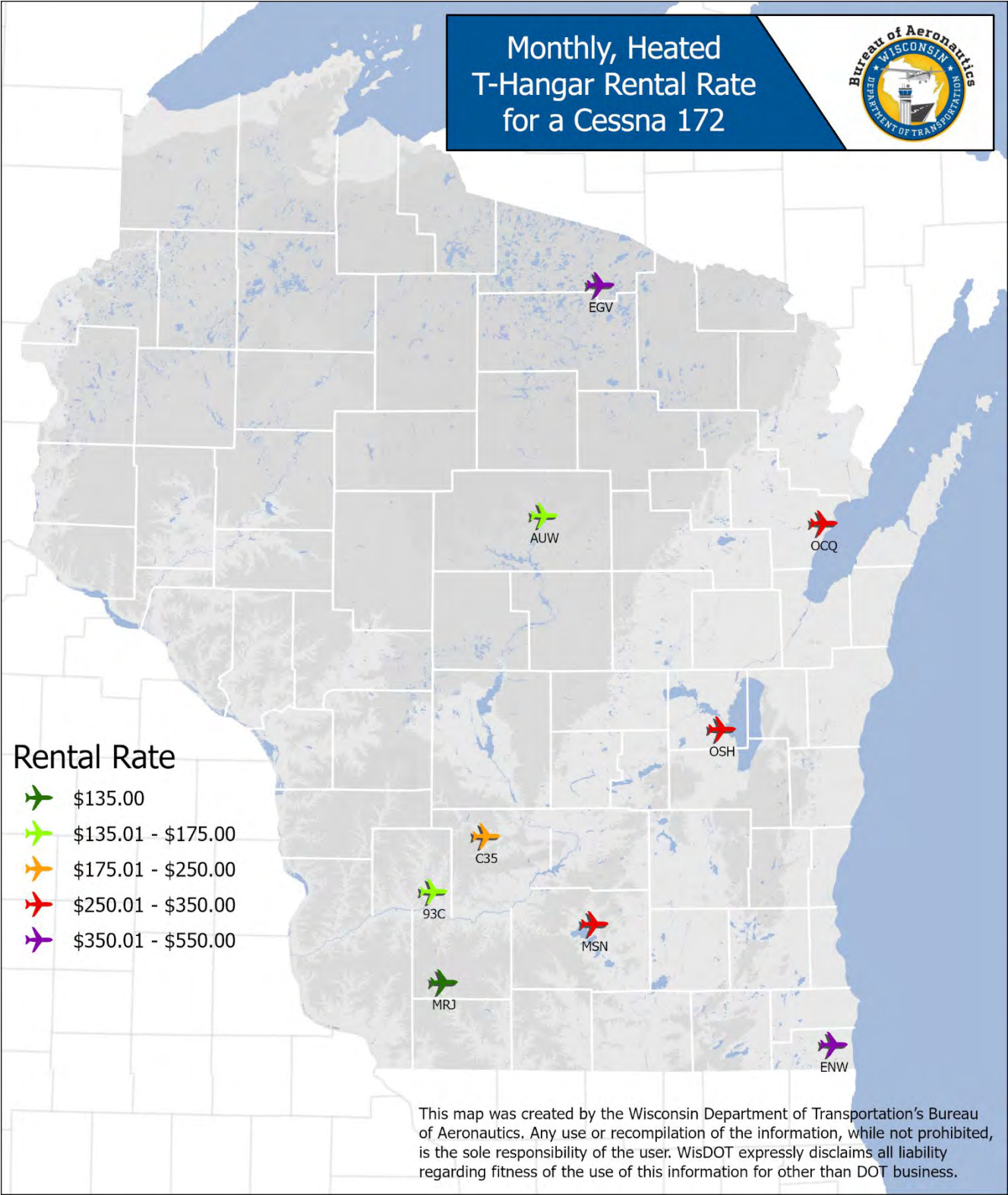


Figure 10

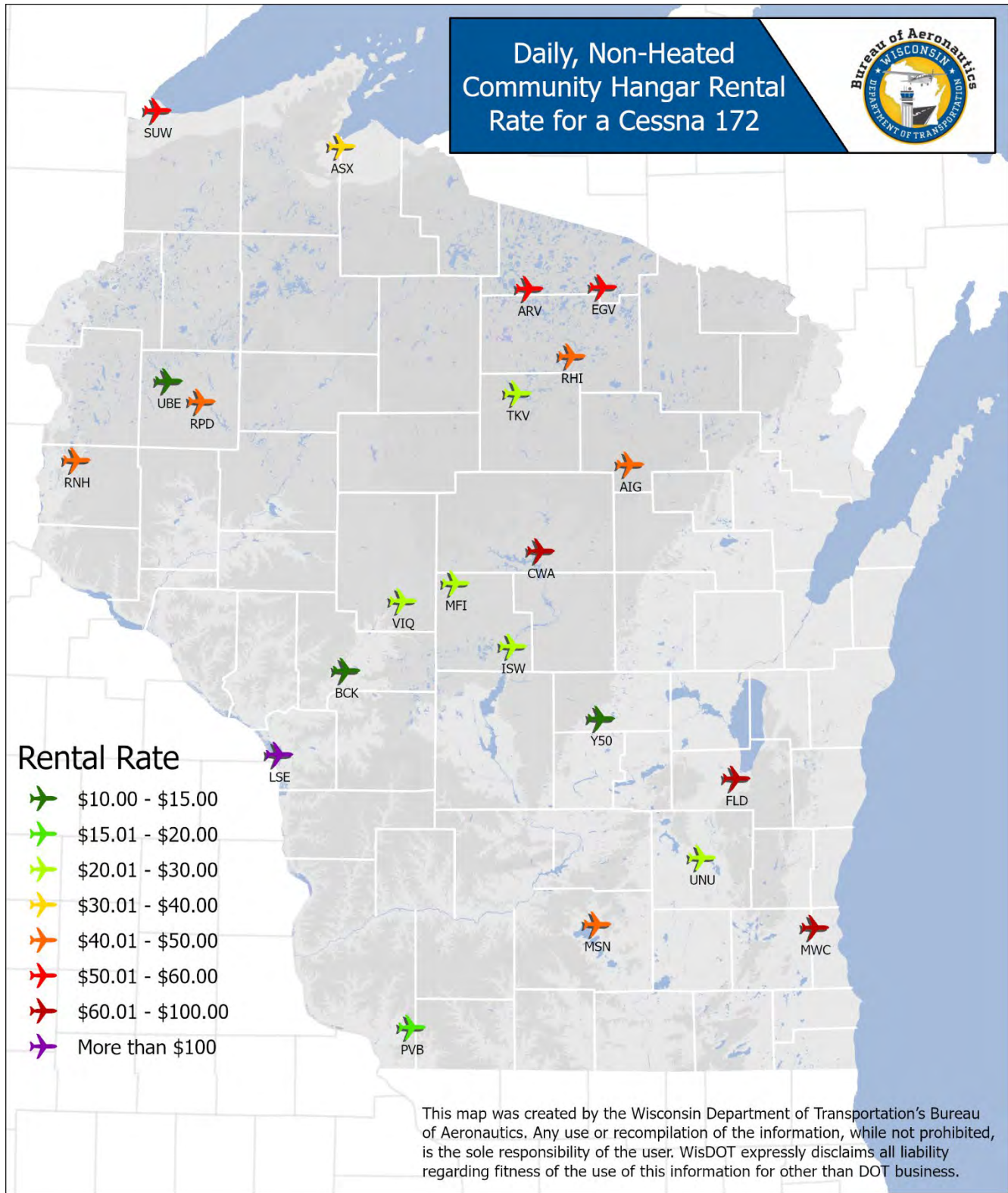


Figure 11

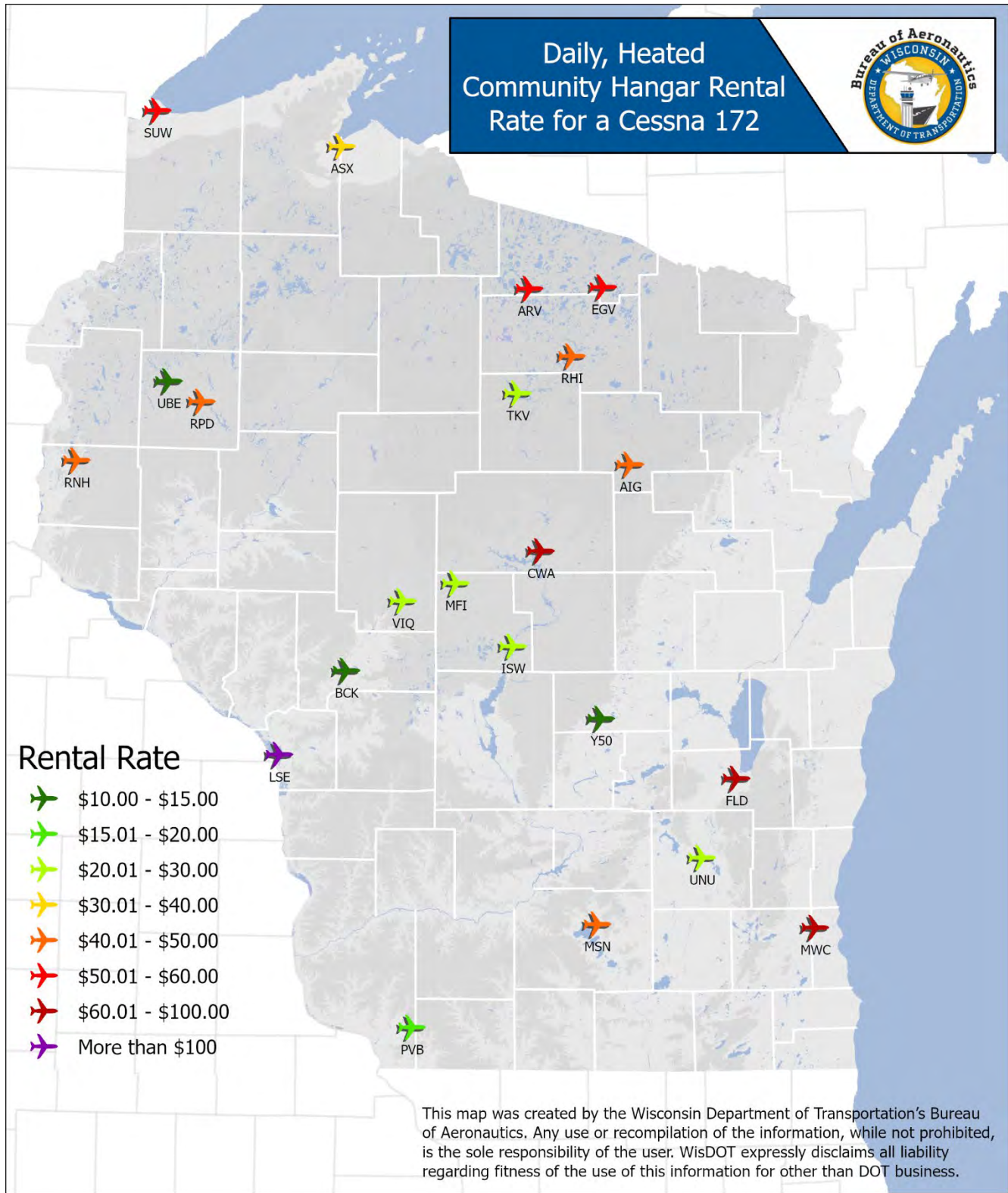


Figure 12

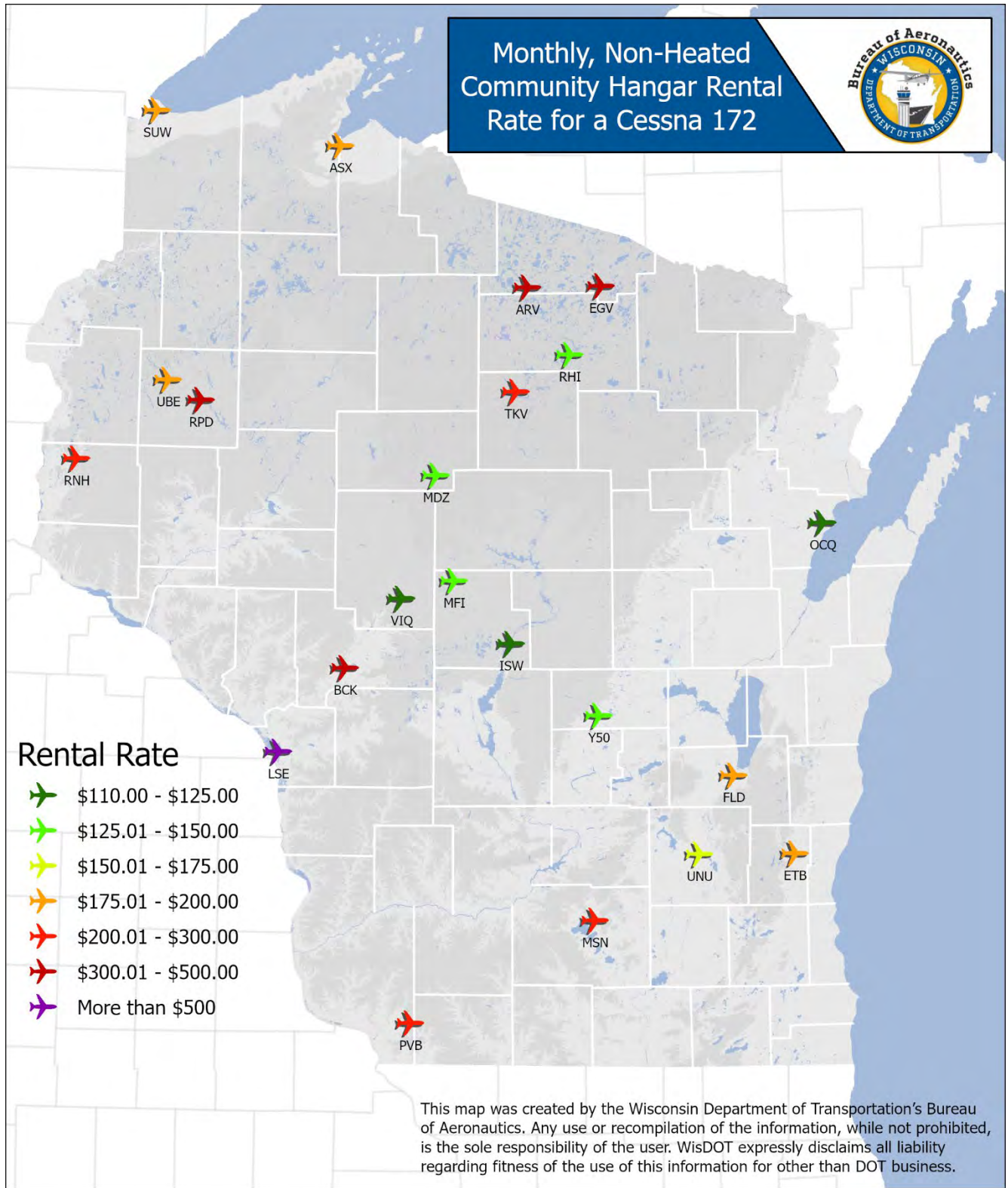


Figure 13

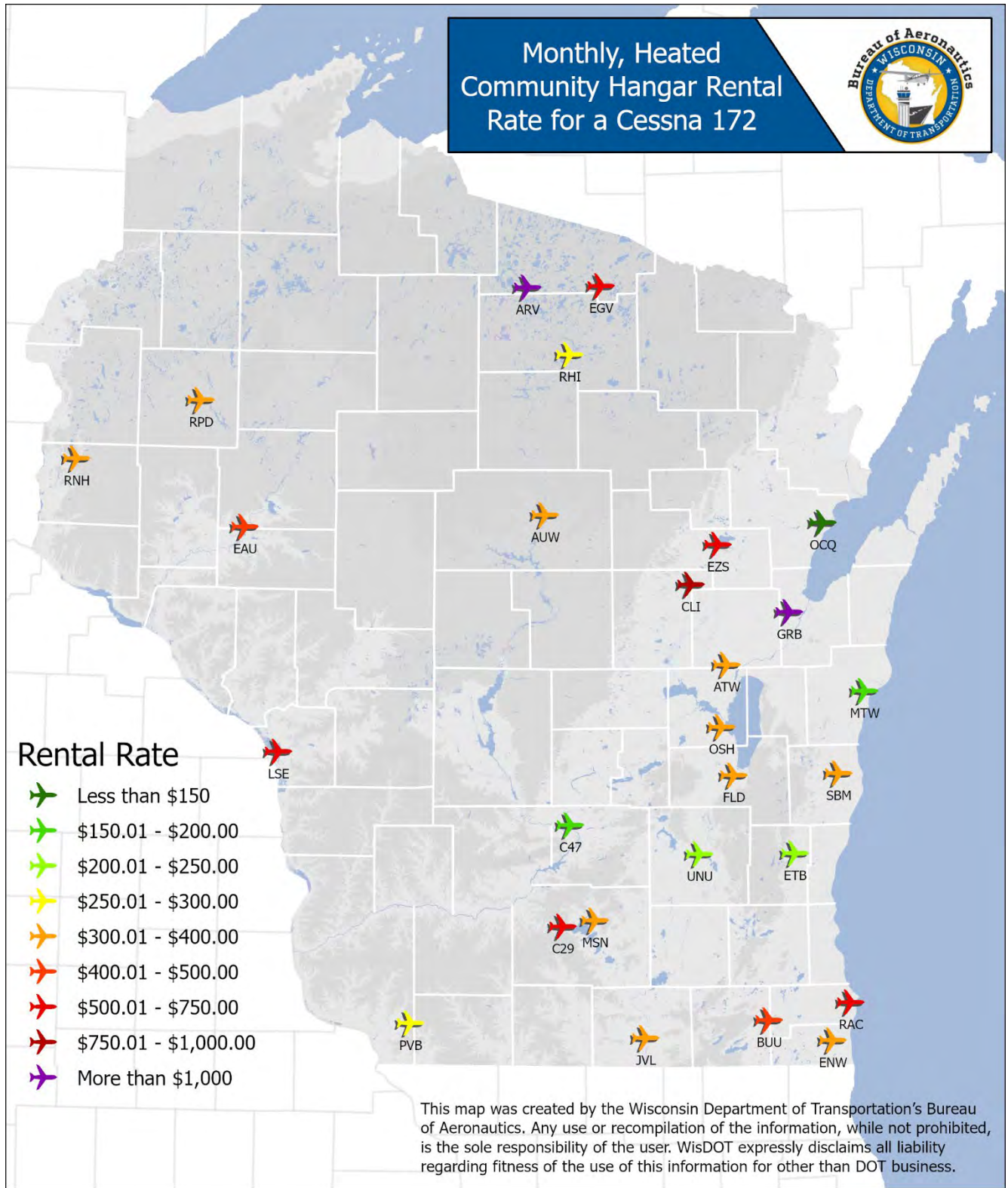


Figure 14

Survey respondents were asked to report the annual rate for a private, corporate and commercial hangar with the following characteristics:

- 4,900 sq. ft. lot (70' x70')
- 2,500 sq. ft. hangar (50' x50')
- 50 Front Feet

The reported annual rate was then divided by the 4,900 sq. ft. lot size resulting in a calculated square foot lease rate. In doing so, varying rate-setting methodologies (e.g. flat rates) could be compared on an “apples-to-apples” basis.

Private hangars

A total of 88 out of 92 survey respondents reported private hangar ground leases in 2024. Included were all eight commercial service airports, all 13 large GA airports, 46 out of 47 medium GA airports and 21 small GA airports. The calculated private hangar ground lease rates ranged from less than \$0.01 to \$0.85 per sq. ft. The average lease rate at \$0.15 per sq. ft., the median lease rate was \$0.10 per sq. ft. and the most common lease rate was \$0.10 per sq. ft. Figure 15 (p.27) depicts private hangar ground lease rates by airport.

Total private hangar ground leases per airport ranged from one to 108 private hangars. The average reported was approximately 24 private hangars. Figure 16 (p.28) depicts total private hangar ground leases by airport.

Airport respondents were also asked to identify if additional lots could be immediately developed for private hangars. Seventeen airports indicated that no lots were available for immediate private hangar development. Figure 17 (p.29) depicts airports with available private hangar lots.

Corporate hangars

Thirty-four airports reported corporate hangar ground leases in 2024. Included were all eight commercial service airports, 11 large GA airports, and 15 medium GA airports. The calculated corporate hangar ground lease rates ranged from \$0.04 to \$2.55 per sq. ft. While the average lease rate was \$0.35 per sq. ft., the median lease rate was \$0.22 per sq. ft. and the most common lease rate was \$0.10. Figure 17 (p.29) depicts corporate hangar ground lease rates by airport. Total corporate hangar ground leases per airport ranged from one to 17 corporate hangars, with an average of about four corporate hangars.

Commercial hangars

A total of 33 airports reported commercial hangar ground leases in 2024. Included were seven commercial service airports, 9 large GA airports, 16 medium GA airports and one small GA airport. The calculated commercial hangar ground lease rates ranged from \$0.04 to \$2.94 per sq. ft. While the average lease rate was \$0.43 per sq. ft., the median lease rate was \$0.21 per sq. ft. Figure 18 (p.30) depicts commercial hangar ground lease rates by airport. Total commercial hangar ground leases per airport from one to 26.

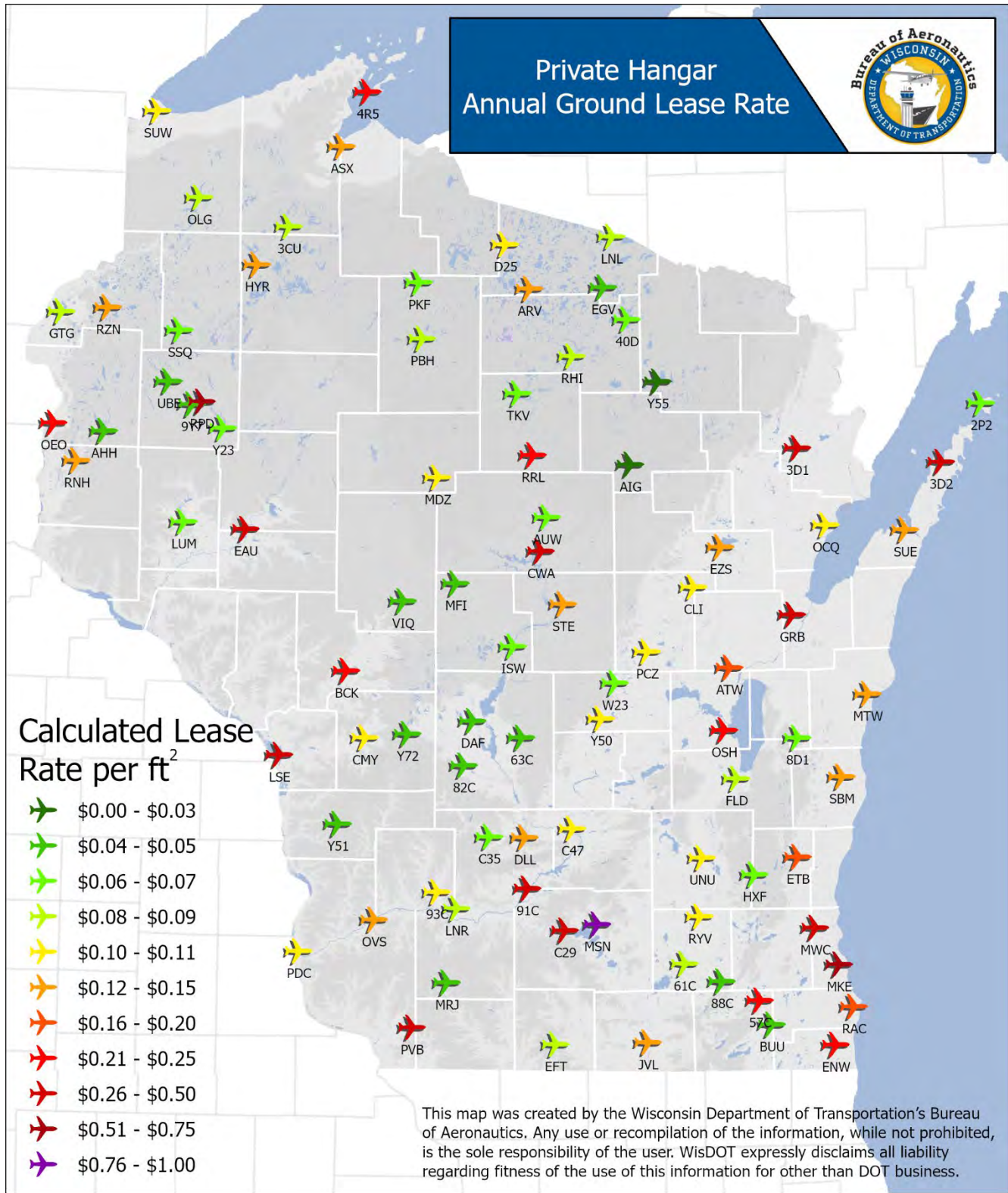


Figure 15

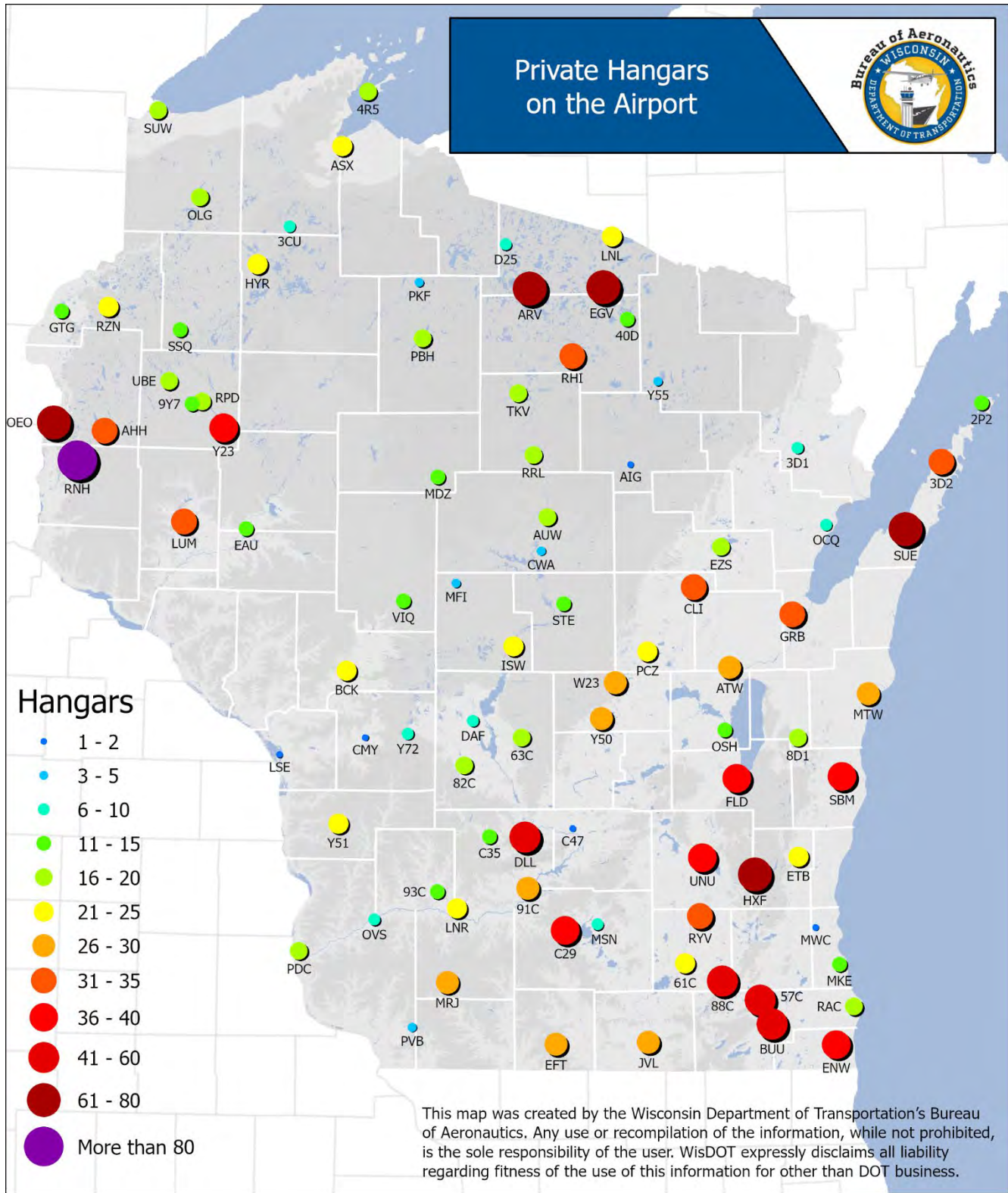


Figure 16

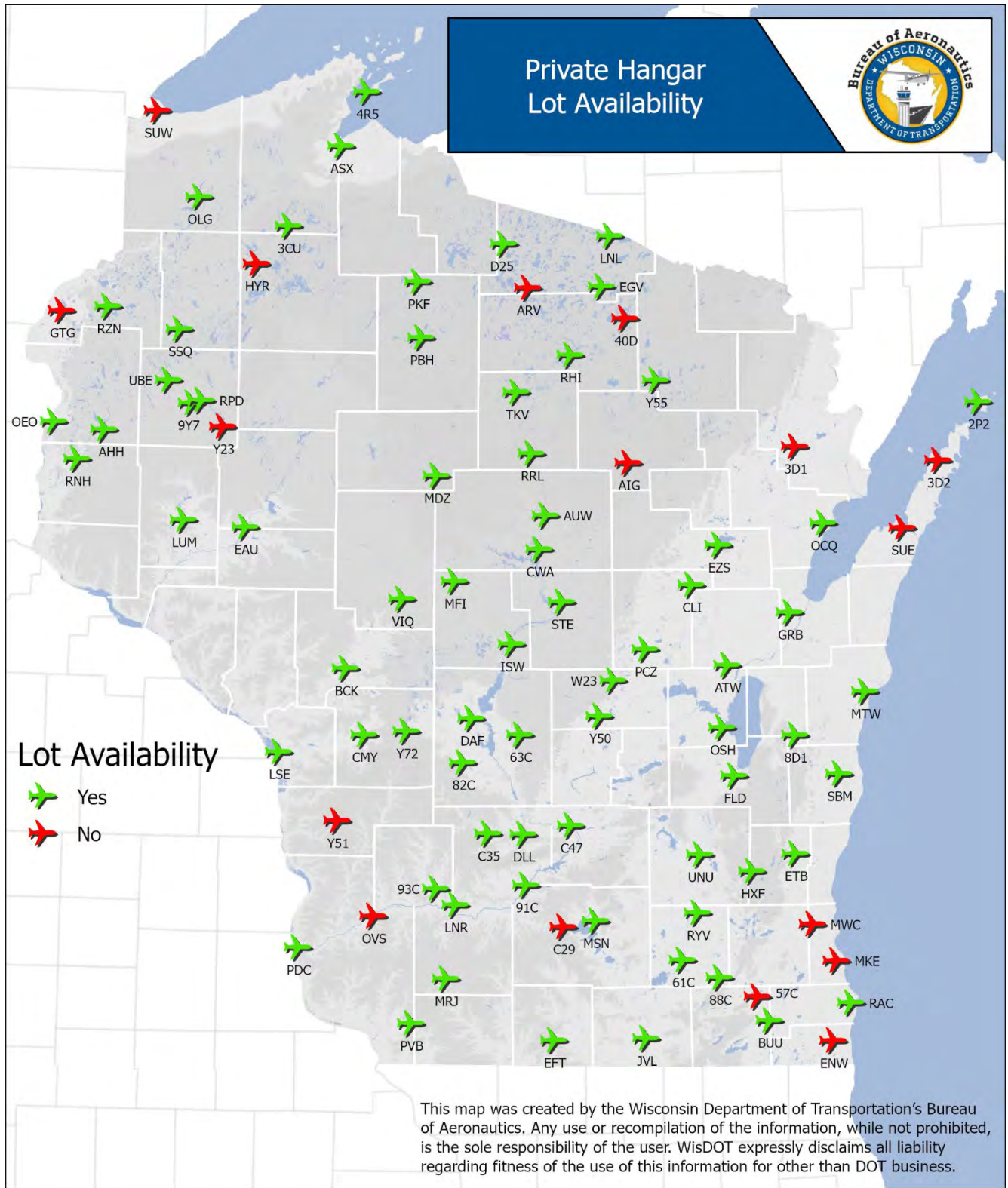


Figure 17

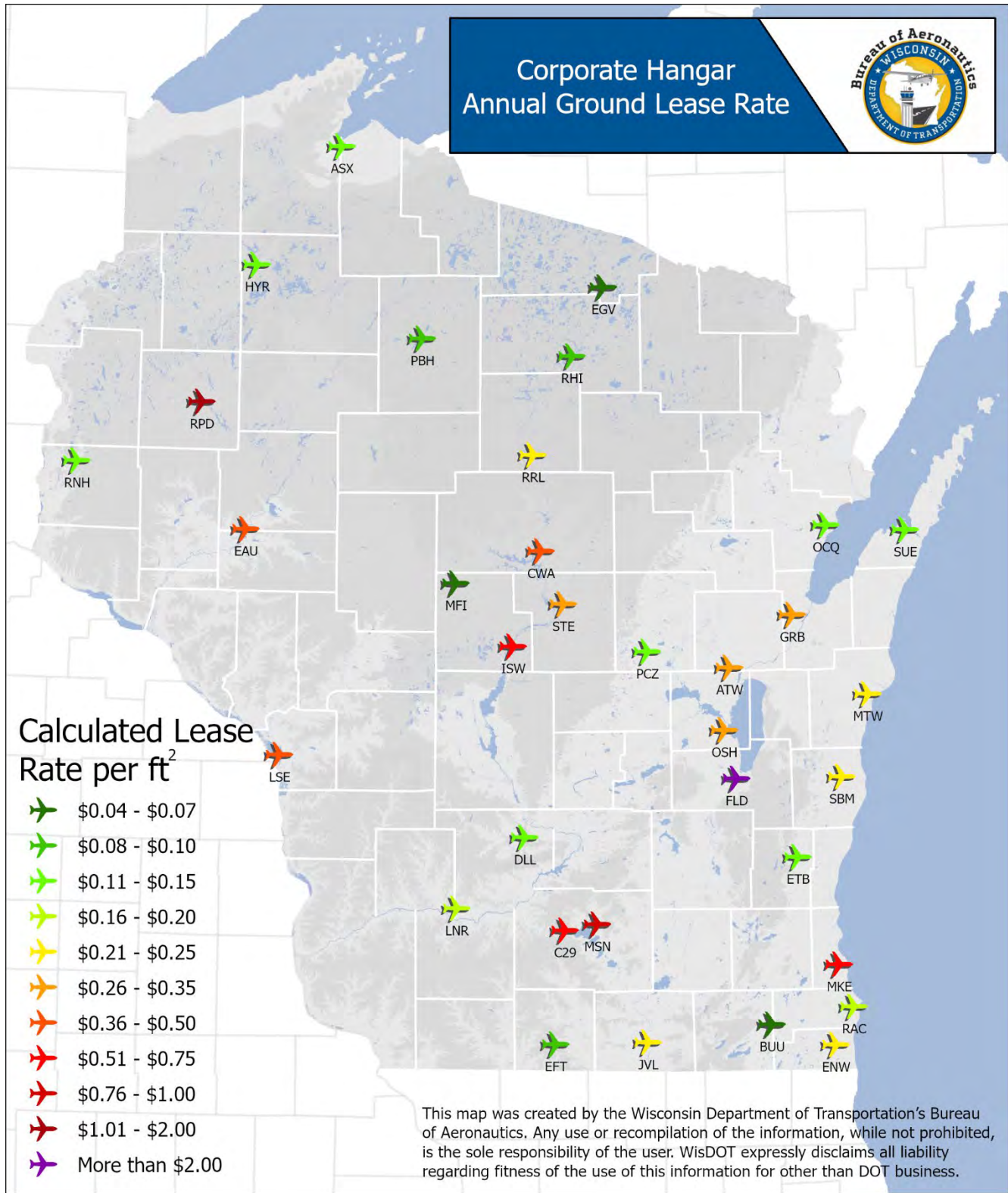


Figure 18

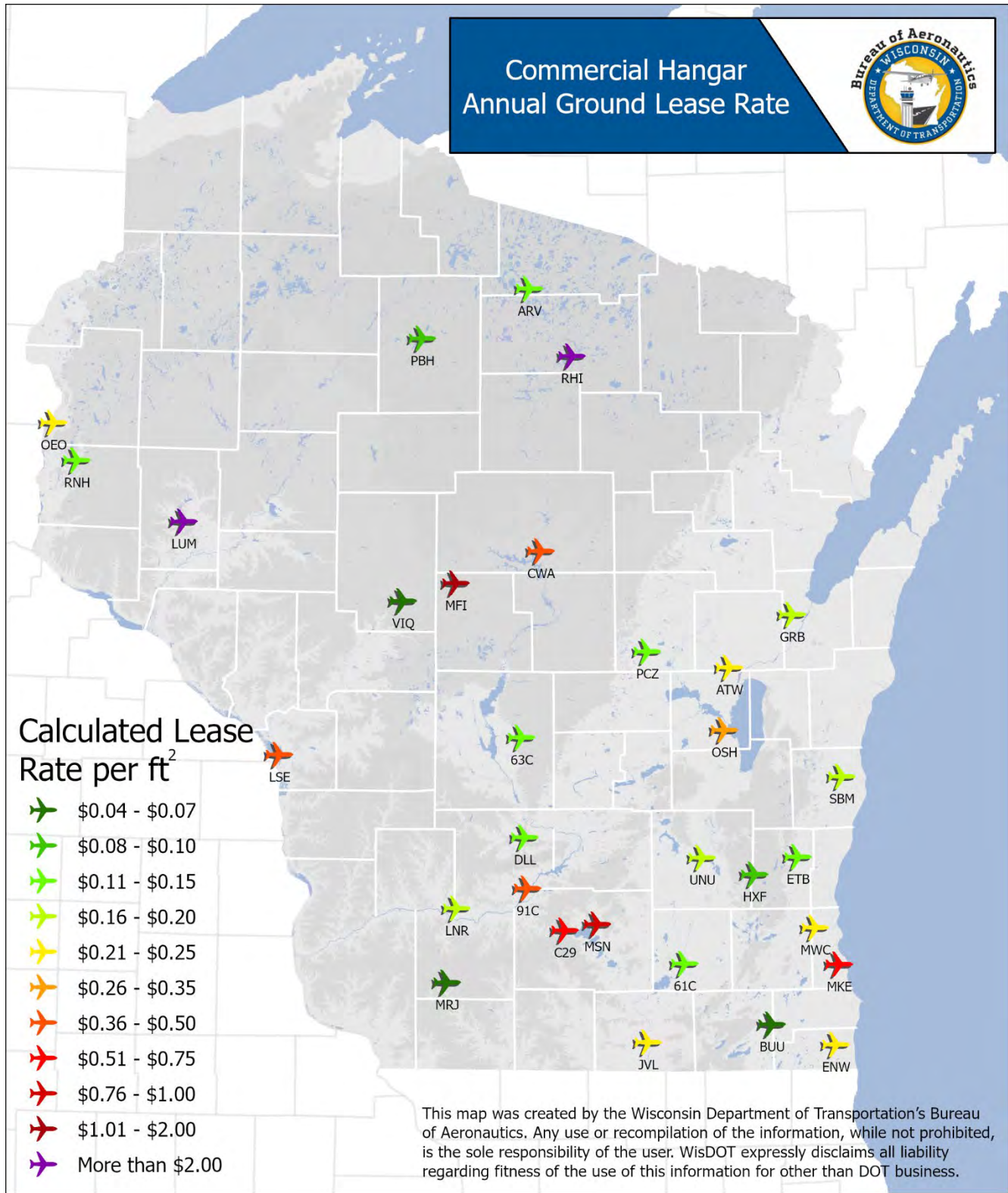


Figure 19

Commercial aeronautical tenants

Airports were asked to report the number of various commercial aeronautical tenants at their airport. Included were FBOs, aircraft maintenance providers, aircraft sales, Part 141 flight schools, flight instructors providing Part 61 flight instruction, and Part 135 charter operators.

Fifty-two airports reported at least one FBO on the airfield: all eight commercial service airports, 13 large GA airports, 28 medium GA airports and three small GA airports. Of the 92 survey respondents, five airports reported multiple FBO tenants.

Sixty-two aircraft maintenance providers were reported at 43 airports in 2024. Aircraft sales providers were reported at 18 airports. Part 141 flight schools were reported at nine airports, four fewer than in 2023, while Part 61 flight instruction was reported at 56 airports. Based Part 135 charter operators were reported at 22 airports.

Figure 20 below depicts total airport tenants at commercial service and GA airports as reported in 2024. Figure 21 (p. 33) depicts airports Part 141 flights school while Figure 22 (p.34) depicts airports with Part 61 flight instruction available.

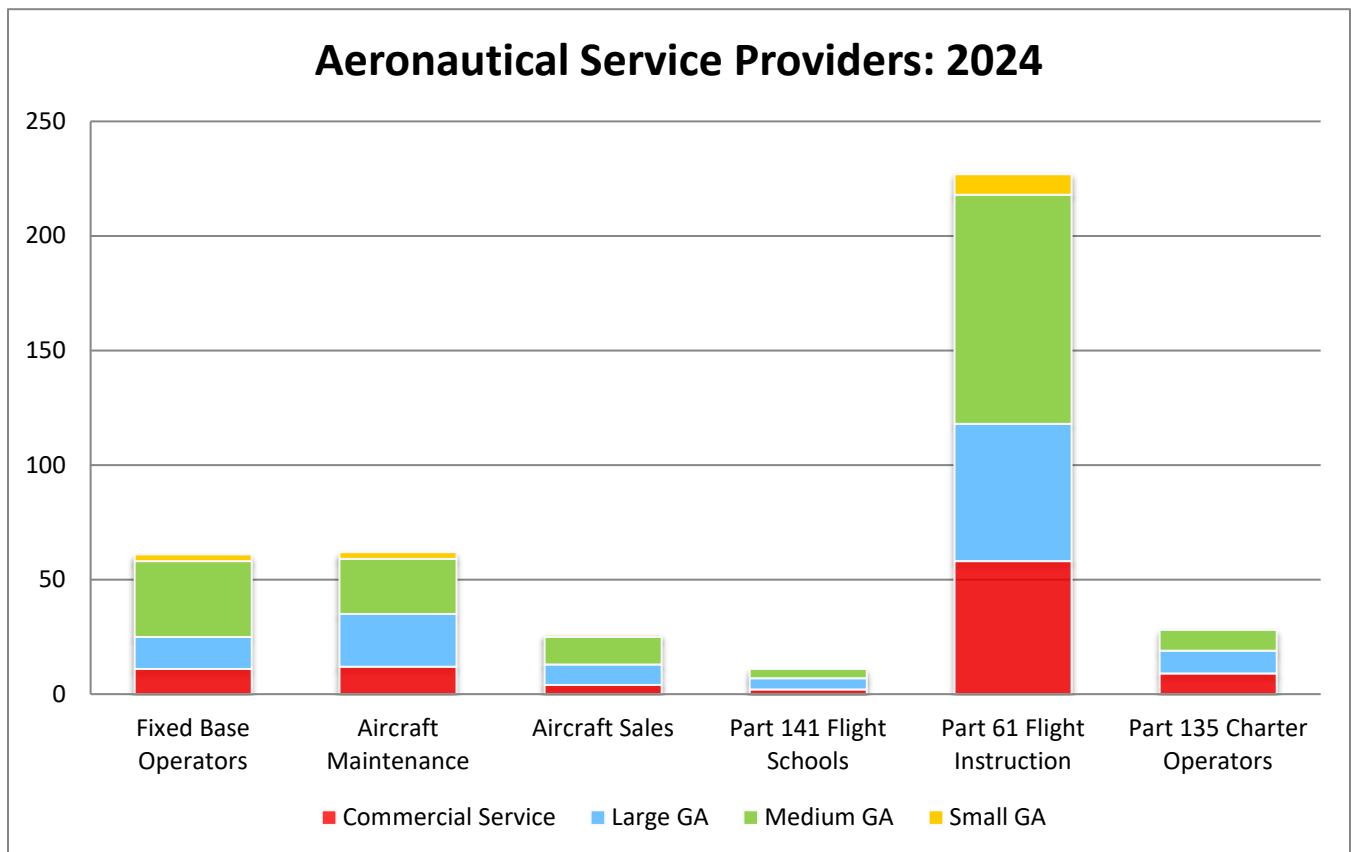


Figure 20

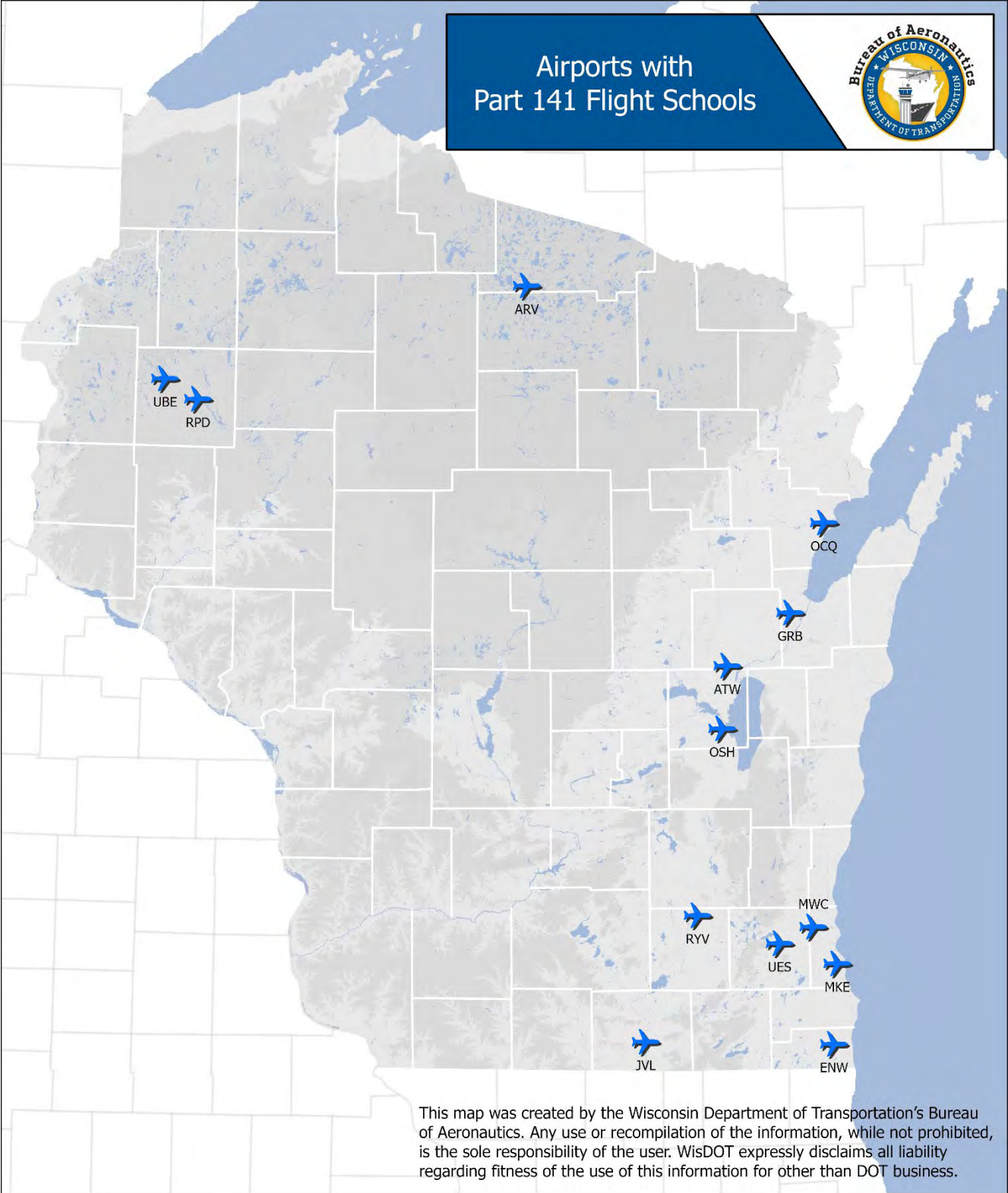


Figure 21

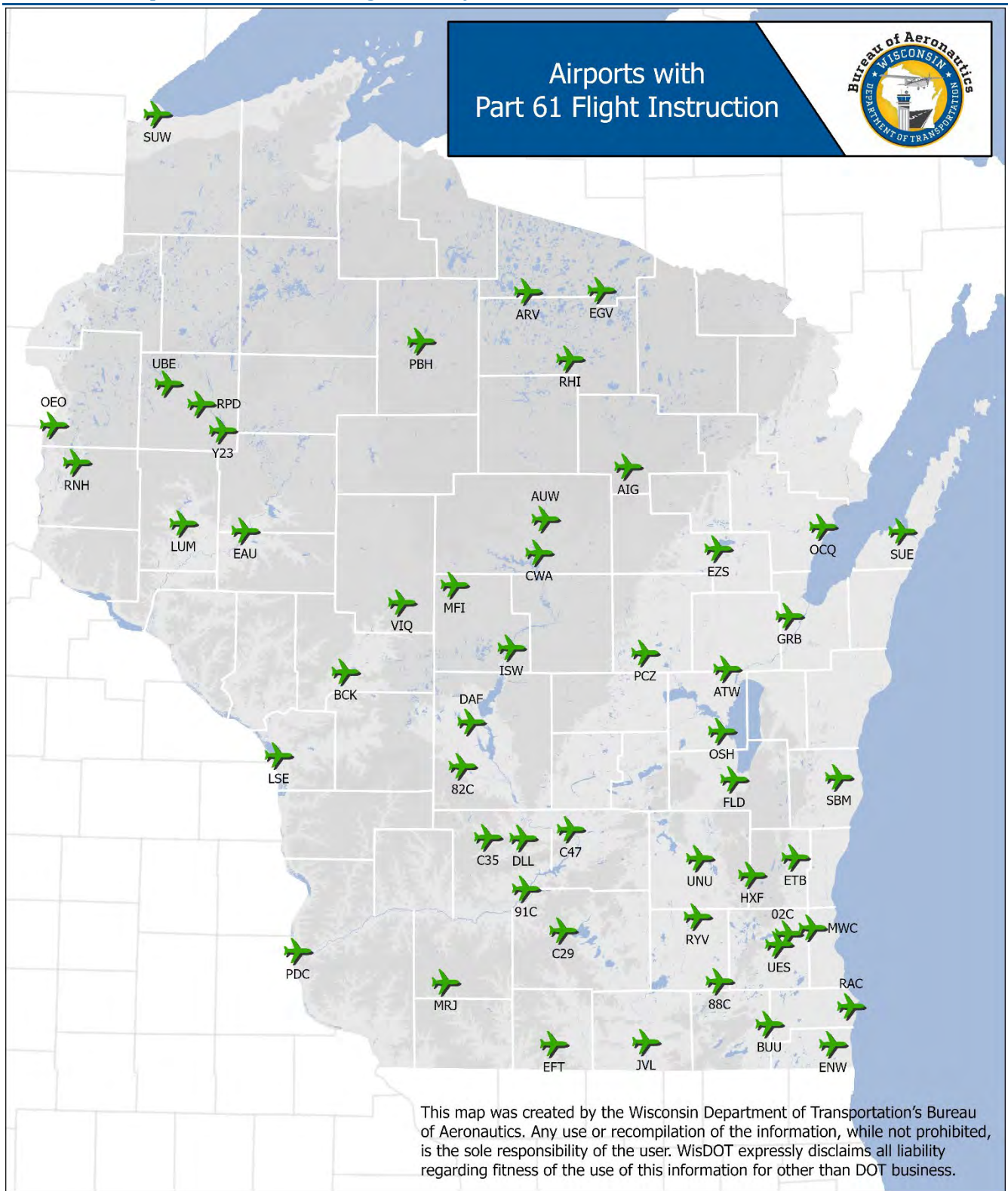


Figure 22

Agricultural leases

In 2024, 49 airports reported agricultural leases: four commercial service airports, ten large GA airports, 28 medium GA airports and seven small GA airports. Total airport property leased for agricultural purposes per airport ranged from three acres to more than 1,000 acres. Annual lease rates ranged from \$0 to \$361 per acre. The average lease rate per acre was \$130.

Thirty-two airports reported that the agricultural leases were competitively bid. Airports which reported competitively bidding agricultural leases also reported an average lease rate of \$152 per acre compared to a rate of \$89 per acre at those airports that did not engage in competitive bidding.

Figure 2 (p.36) depicts agricultural ground lease rates by airport.

As always, consult with BOA in regard to location, types of crops and other important considerations before pursuing a new agricultural lease.

Financial self-sustainability

Airports which accept federal funding are obligated to maintain a fee and rental structure that makes the airport as self-sustaining as possible under existing circumstances. Factors such as airport size, activity levels, traffic mix and airline service obviously play an important role in an airport's ability to collect revenue and, at times, cut costs. While self-sustainability is a universal goal, 57 or 62% of responding airports required local subsidies in 2024. Those airports which reported financial self-sustainability included seven of the eight commercial service airports. Four large GA airports, 10 medium GA airports, and 14 small GA airports.

At large GA airports, annual subsidies averaged about \$270,000, a 10% decrease over 2024.

At medium GA airports, annual subsidies averaged about \$101,000, a 13% increase over 2024.

At small GA airports, annual subsidies averaged about \$27,000, a 27% decrease over 2024.

For additional analysis, please visit the BOA website to view the survey data.

<https://wisconsin.gov/av-pubs>

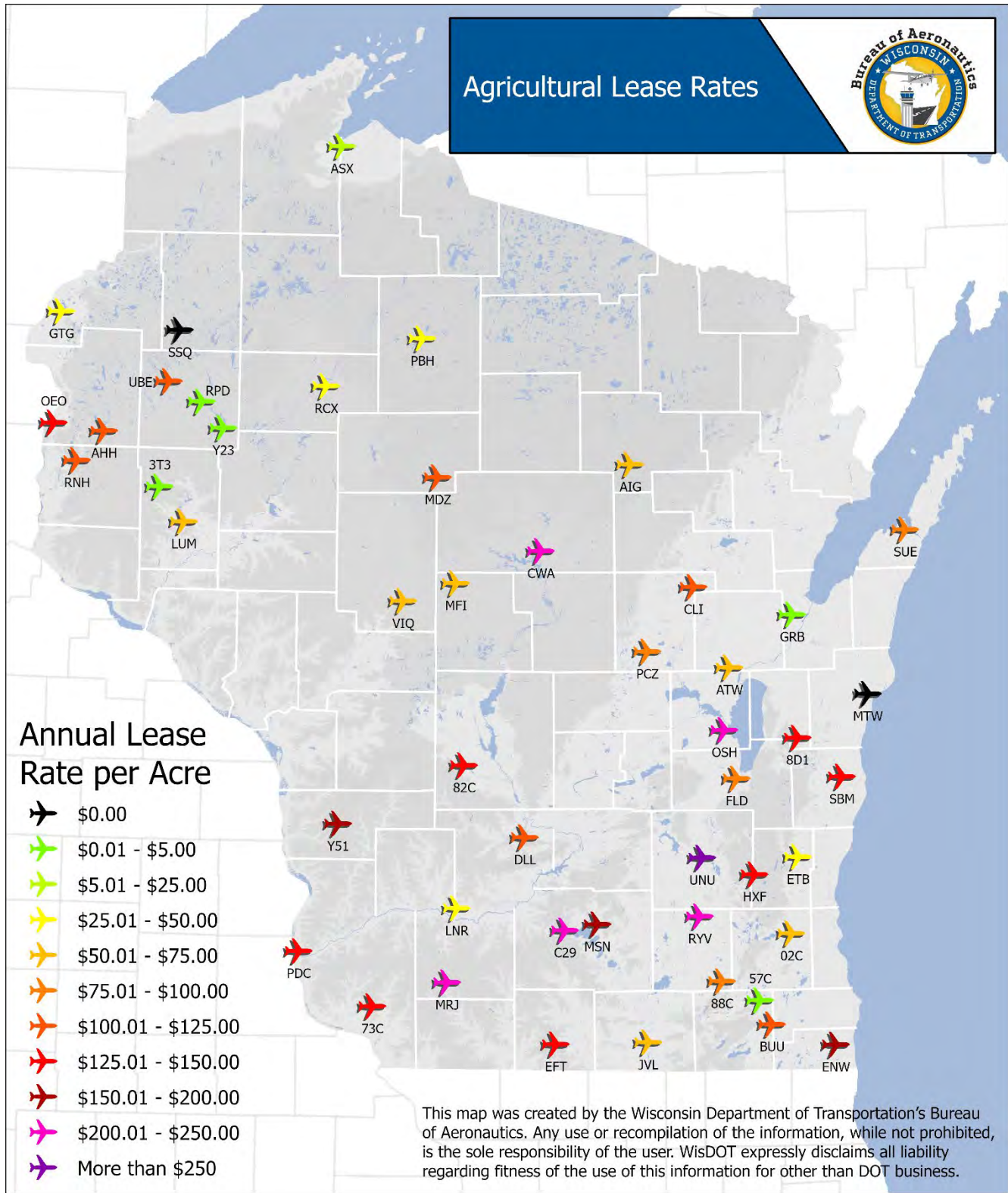


Figure 23

List of responding airports

Adams County Legion Field	Medium General Aviation
Alexander Field	Medium General Aviation
Amery Municipal Airport	Medium General Aviation
Appleton International Airport	Commercial Service
Baraboo/Wisconsin Dells Regional Airport	Medium General Aviation
Barron Municipal Airport	Small General Aviation
Batten International Airport	Large General Aviation
Black River Falls Area Airport	Medium General Aviation
Bloyer Field	Small General Aviation
Boscobel Municipal Airport	Medium General Aviation
Boulder Junction Airport	Small General Aviation
Burlington Municipal Airport	Medium General Aviation
Burnett County Airport	Medium General Aviation
Cable Union Airport	Small General Aviation
Central Wisconsin Airport	Commercial Service
Chetek Municipal Southworth Airport	Medium General Aviation
Chippewa Valley Regional Airport	Commercial Service
Clintonville Municipal Airport	Medium General Aviation
Crandon/Steve Conway Municipal Airport	Small General Aviation
Crivitz Municipal Airport	Small General Aviation
Cumberland Municipal Airport	Medium General Aviation
Dane County Regional Airport	Commercial Service
Dodge County Airport	Medium General Aviation
Door County Cherryland Airport	Medium General Aviation
Eagle River Union Airport	Medium General Aviation
East Troy Municipal Airport	Large General Aviation
Ephraim-Gibraltar Airport	Small General Aviation
Fond du Lac County Airport	Large General Aviation
Fort Atkinson Municipal Airport	Medium General Aviation
General Mitchell International Airport	Commercial Service
Grantsburg Municipal Airport	Small General Aviation
Green Bay Austin Straubel International Airport	Commercial Service
Hartford Municipal Airport	Medium General Aviation
Iowa County Airport	Medium General Aviation
John F. Kennedy Memorial Airport	Medium General Aviation
Kenosha Regional Airport	Large General Aviation
Kings Land O'Lakes Airport	Medium General Aviation
L.O. Simenstad Municipal Airport	Medium General Aviation
La Crosse Regional Airport	Commercial Service
Lakeland Noble F. Lee Memorial Airport	Medium General Aviation
Lancaster Municipal Airport	Small General Aviation
Langlade County Airport	Medium General Aviation

Lawrence J. Timmerman Airport	Large General Aviation
Major Gilbert Field	Small General Aviation
Manitowish Waters Airport	Small General Aviation
Manitowoc County Airport	Medium General Aviation
Marshfield Municipal Airport, Roy Shwery Field	Medium General Aviation
Mauston New Lisbon Union Airport	Small General Aviation
Menomonie Municipal Airport	Medium General Aviation
Merrill Municipal Airport	Medium General Aviation
Middleton Municipal Airport, Morey Field	Large General Aviation
Monroe Municipal Airport	Medium General Aviation
Necedah Municipal Airport	Small General Aviation
Neillsville Municipal Airport	Small General Aviation
New Holstein Municipal Airport	Small General Aviation
New Richmond Regional Airport	Large General Aviation
Oconto - J Douglas Bake Municipal Airport	Medium General Aviation
Palmyra Municipal Airport	Medium General Aviation
Park Falls Municipal Airport	Small General Aviation
Platteville Municipal Airport	Medium General Aviation
Portage Municipal Airport	Medium General Aviation
Prairie du Chien Municipal Airport	Medium General Aviation
Prentice Airport	Small General Aviation
Price County Airport	Medium General Aviation
Reedsburg Municipal Airport	Medium General Aviation
Rhineland-Oneida County Airport	Commercial Service
Rice Lake Regional Airport	Large General Aviation
Richard I. Bong Airport	Medium General Aviation
Richland Airport	Small General Aviation
Rusk County Airport	Medium General Aviation
Sauk Prairie Airport	Medium General Aviation
Sawyer County Airport	Medium General Aviation
Shawano Municipal Airport	Medium General Aviation
Sheboygan County Memorial International Airport	Large General Aviation
Shell Lake Municipal Airport	Small General Aviation
Solon Springs Municipal Airport	Small General Aviation
Southern Wisconsin Regional Airport	Large General Aviation
Sparta/ Fort McCoy Airport	Medium General Aviation
Stevens Point Municipal Airport	Large General Aviation
Taylor County Airport	Medium General Aviation
Three Lakes Municipal Airport	Small General Aviation
Tomahawk Regional Airport	Medium General Aviation
Tri-County Regional Airport	Medium General Aviation
Viroqua Municipal Airport	Medium General Aviation
Washington Island Airport	Small General Aviation
Watertown Municipal Airport	Medium General Aviation

Waupaca Municipal Airport	Medium General Aviation
Wausau Downtown Airport	Medium General Aviation
Wautoma Municipal Airport	Small General Aviation
West Bend Municipal Airport	Large General Aviation
Wild Rose Idlewild Airport	Small General Aviation
Wittman Regional Airport	Large General Aviation



CITY OF CLINTONVILLE

WISCONSIN 54929

Department of Public Works - Airport **MEMO**

The mission of the Clintonville Airport Committee is to better our airport by providing leadership that encourages a safe, efficient, and welcoming location while paying tribute to our rich history.

To: Honorable Airport Chair Hansen and Committee Members
From: Caz R. Muske, City Administrator
Date: Tuesday, March 3, 2026
RE: Item Regarding Acquisition of Parcel #10 24 43 1 - 14/32 Runway Project

Background

As part of ongoing coordination with the Wisconsin Bureau of Aeronautics (BOA) and the Federal Aviation Administration (FAA), both agencies have strongly recommended that the City move forward with acquisition of Parcel 10-24-43-1 (MCC property).

MCC has expressed interest in selling the property and initially approached the BOA, creating a willing-seller scenario. This significantly strengthens the timing and feasibility of the acquisition.

The BOA will continue serving as project lead, working directly with the City's airport engineering consultant, Westwood Professional Services, to navigate property easements, appraisal and acquisition processes, grant compliance requirements, and environmental documentation steps.

Runway Protection Zone (RPZ) Explanation:

A Runway Protection Zone (RPZ) is a trapezoidal area off the end of a runway designed to enhance the safety and protection of people and property on the ground. The RPZ is intended to remain clear of incompatible land uses, structures, and concentrations of people. The FAA strongly encourages airports to own RPZ property in fee whenever feasible to ensure appropriate land use control and long-term operational safety.

Location & Airspace Considerations

The MCC property is located directly beneath the approach and departure surface for Runway 14/32. Aircraft landing and departing frequently occupy this airspace.

Due to its location, sufficient control over land use and object height is critical.

Future Planning Implications

Although neither scenario is depicted on the 2003 Airport Layout Plan (ALP), two potential future conditions could directly impact this property:

- Extension of Runway 14/32 to the northwest
- Reduction of instrument approach visibility minimums to less than one mile

Under either scenario, the RPZ would extend over the MCC property. The FAA does not currently require fee ownership; however, it explicitly encourages airports to own their RPZs in fee whenever possible.

FAA & BOA Position

The BOA has emphasized that because this parcel sits beneath active approach and departure surfaces, sufficient control over land use and height restrictions is critical.

The FAA encourages airports to own RPZ areas in fee to ensure long-term safety control and prevent future land use conflicts.

Financial Considerations

Land acquisition is a common and anticipated component of federally funded airport improvement projects. Adjustments such as land acquisitions are built into overall project cost structures.

The City of Clintonville is responsible for only 5% of eligible project costs, making this a highly advantageous opportunity to secure long-term control of critical airspace protection land at minimal local expense.

Strategic Rationale

Moving forward with acquisition will:

- Protect approach and departure surfaces
- Preserve future runway and instrument approach flexibility
- Align with FAA and BOA best practices
- Prevent incompatible development
- Secure land while a willing seller is present
- Maximize outside funding participation

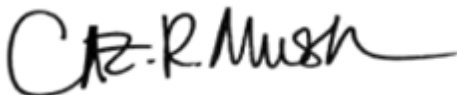
Recommendation

Based on the recommendation of the BOA and FAA, the presence of a willing seller, and the advantageous funding structure, staff recommends moving forward with acquisition of Parcel 10-24-43-1 (MCC property).

The BOA will remain project lead, working with Westwood Professional Services to ensure all easements, acquisition steps, and compliance requirements are properly navigated.

This action positions the City to protect current operations, preserve long-term flexibility, and do so with minimal local financial exposure.

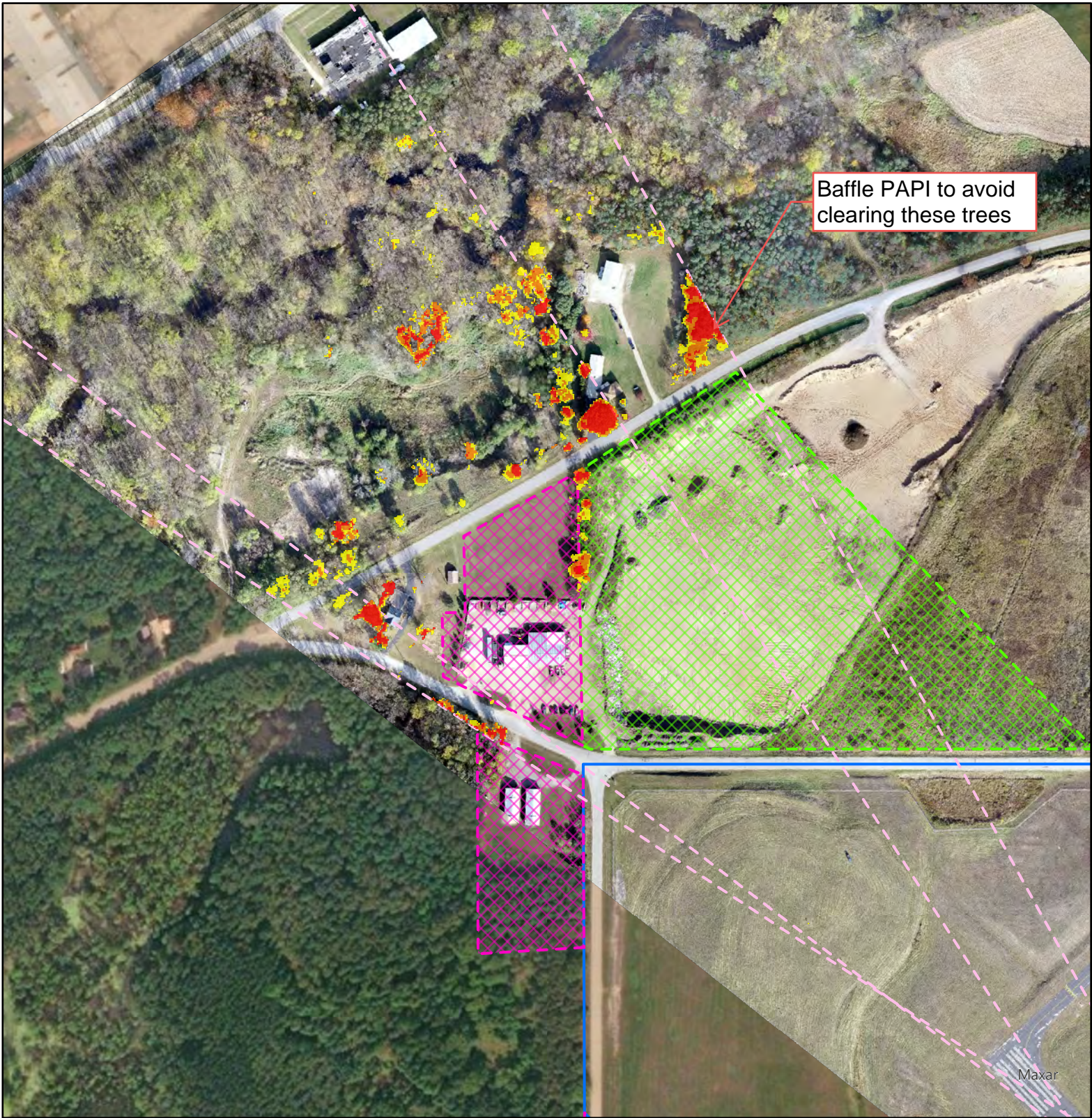
Respectfully submitted,



Caz R. Muske, M.P.A.








City Administrator

Airport Manager | RDA Executive Director



Baffle PAPI to avoid clearing these trees

Legend

-  PAPI OCS & LSCS
-  Surface Obstructions
-  Less than 5' below Surface
-  10' - 5' below Surface
-  Fee Simple Airport Property
-  Existing Clear Zone Easement
-  Existing Avigation Easement

Clintonville Municipal Airport

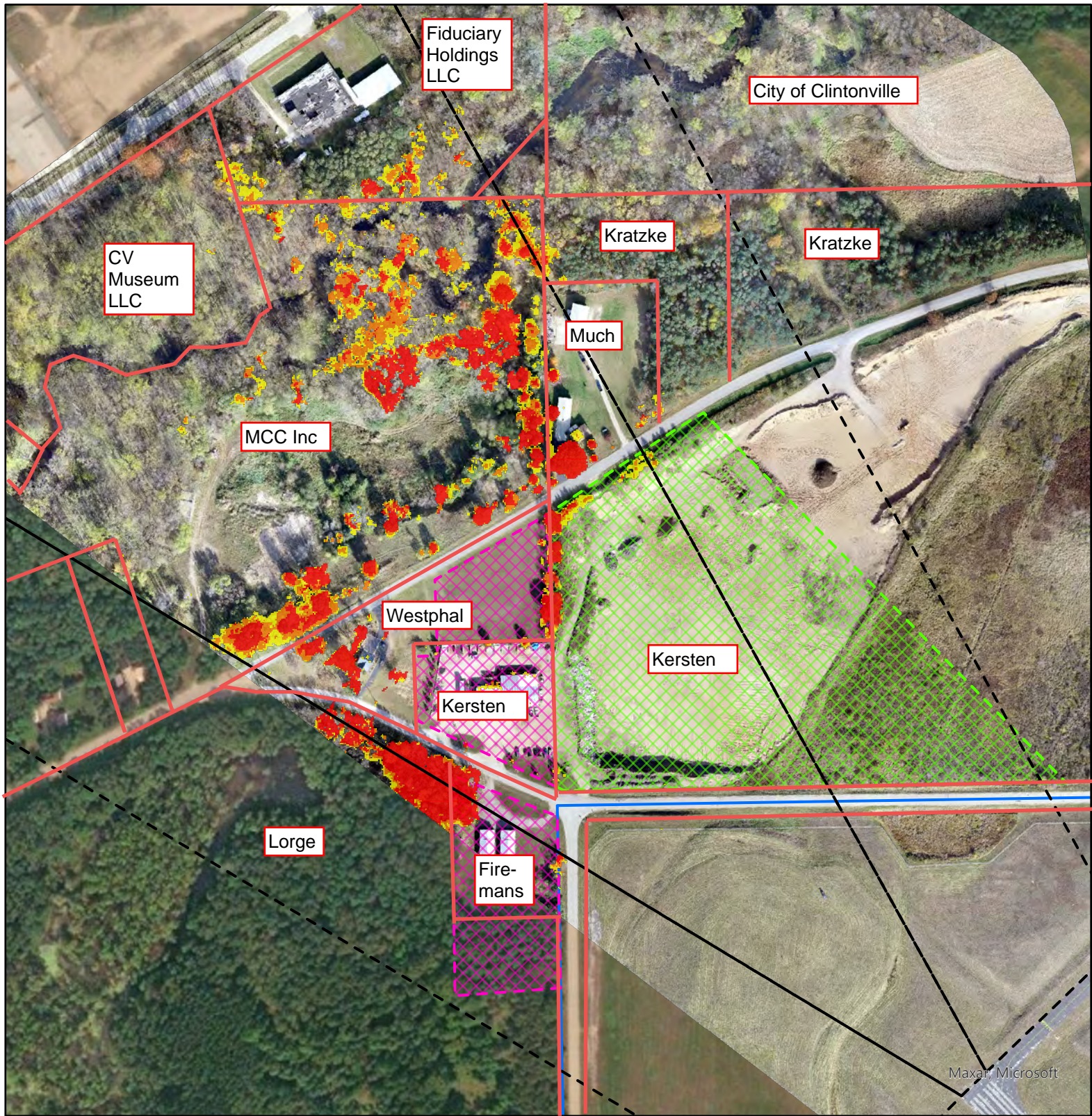
Runway 14 PAPI Obstructions

Bureau of Aeronautics
Wisconsin Department of Transportation










Prepared By: HD Date: 11/3/2022

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Maxar, Microsoft

Legend

-  FAA AC 150/5300-13B Departure Surface
-  Surface Obstructions
-  Less than 5' below Surface
-  10' - 5' below Surface
-  Fee Simple Airport Property
-  Existing Clear Zone Easement
-  Existing Avigation Easement

Clintonville Municipal Airport

Runway 14 Departure Surface Obstructions

Bureau of Aeronautics
Wisconsin Department of Transportation



Prepared By: HD Date: 1/11/2023




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Parcel #10 24 43 1

Property Boundaries

Property Boundaries



Roads_BaseMap

BaseMap

Unincorporated Areas: < 18K

Public Access: 18K

- Public Access
- Public Access - Boat Launch

Miscellaneous

Airport Locations: < 36K

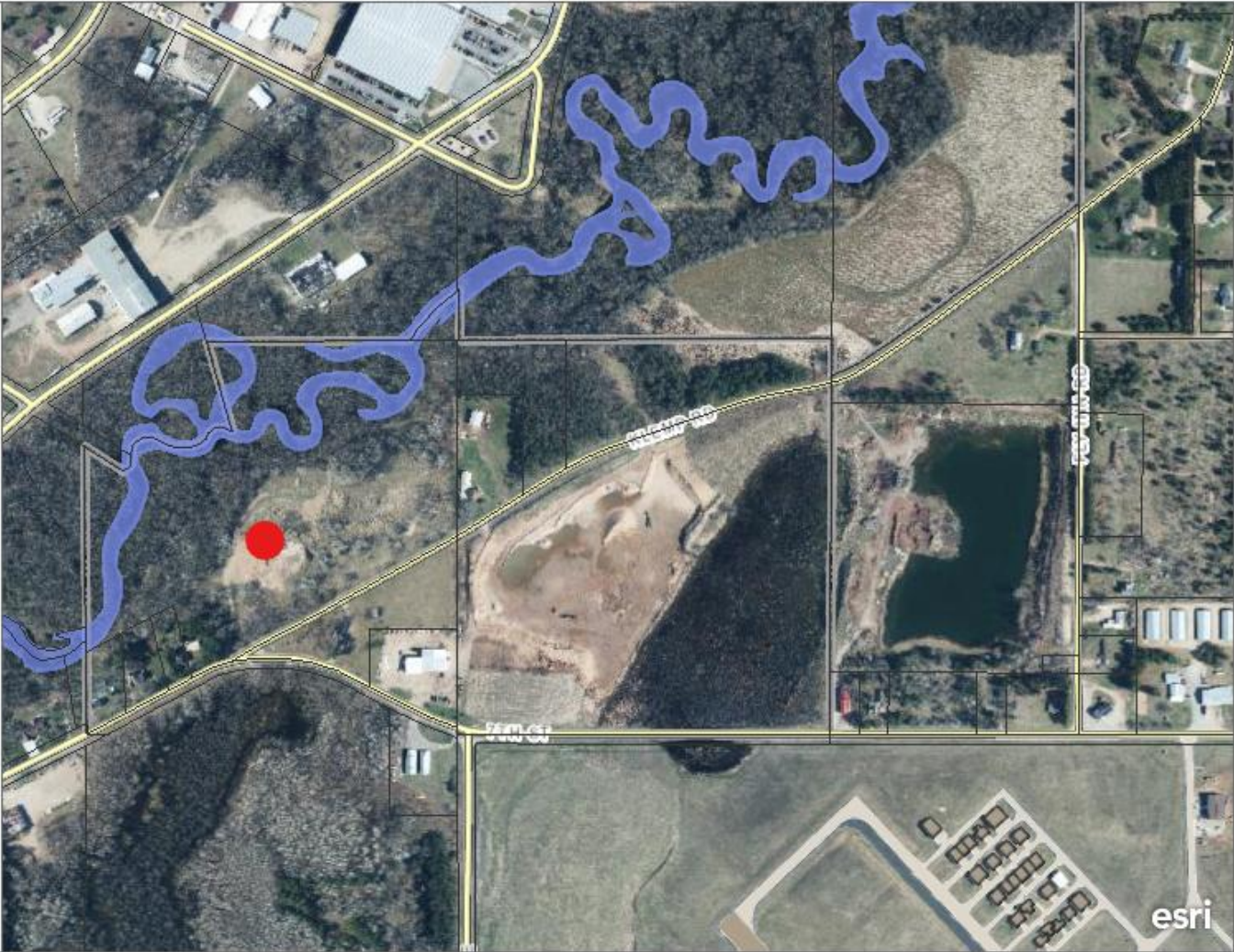
Airport Footprints

- Airport Roads
- Buildings
- Grass Runway
- Heliport
- Runway

Campgrounds: 18K

- Campgrounds

Cemeteries



Property Boundaries

600ft

Waupaca County Land Information