

Wisconsin Airports Rates & Charges Report 2014



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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 funds. More importantly, the survey results serve as a comparative tool to help airports gauge financial practices and needs.

In February 2015, the 2014 Rates and Charges Survey was distributed to the 98 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. For the majority of the questions, respondents selected a range that best reflected the activities at their airport.

Of Wisconsin's public use airports, 92 SASP airports provided a response to the survey. They included all eight commercial service airports, all 17 large general aviation (GA) airports, 45 of 46 medium GA airports, and 22 of 27 small GA airports for a total SASP response rate of 94 percent. 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 2014 survey results. Complete rates and charges survey data can be found on the Wisconsin Department of Transportation web site:

<http://www.dot.wisconsin.gov/travel/air/rates-charges.htm>.

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

Fuel

100LL

In 2014, 82 airports reported that 100LL fuel was available for purchase at their airport. It was available at all commercial service and large GA airports, all but one responding medium GA airport, and at 13 of 27 responding small GA airports. Of the 82 airports reporting 100LL sales, 42 indicated that the 100LL fuel was sold by a Fixed Base Operator (FBO), and 37 indicated that the fuel was sold by the airport itself. Three airports indicated that a third party sold 100LL fuel, and one airport indicated 100LL was sold by both the airport and an FBO.

Fuel flowage fees were levied at 55 out of the 82 airports reporting 100LL sales. Fuel flowage fees ranged from less than \$0.05 to more than \$0.75 per gallon of 100LL sold. The majority of airports reported a fuel flowage fee of less than \$0.11 per gallon. One airport indicated that rather than charge a fuel flowage fee per gallon, the airport collected 25 percent of the FBO's fuel sales profit. Table 1 categorizes 100LL seller, fuel flowage fee and price data by airport classification.

Fuel prices were also compiled as part of the survey. Figure 1 (p.6) depicts 100LL prices on December 31, 2014. Price per gallon ranged from less than \$4.50 to more than \$6.00. One of the most common 100LL prices per gallon was between \$5.26 and \$5.50, the same as in 2012 and 2013. However, \$4.76 - \$5.00 per gallon was equally as common.

In addition, Figure 2 (p.7) illustrates the quantity of 100LL sold at each airport. The majority of airports reported total sales between 10,000 gallons and 45,000 gallons.

100LL Data in Relation to Airport Classification

Commercial Service		
Seller of 100LL	Airport	FBO
	0	8
Fuel Flowage Fees	Yes	No
	7	1
Modal Fuel Flowage Fee	\$0.06 - \$0.10	
Modal 100LL Price	\$5.51 - \$5.75	

Large General Aviation		
Seller of 100LL	Airport	FBO
	4	13
Fuel Flowage Fees	Yes	No
	14	3
Modal Fuel Flowage Fee	\$0.06 - \$0.10	
Modal 100LL Price	\$5.26 - \$5.50	

Medium General Aviation			
Seller of 100LL	Airport	FBO	Other
	22	20	2
Fuel Flowage Fees	Yes	No	
	27	17	
Modal Fuel Flowage Fee	\$0.06 - \$0.10		
Modal 100LL Price	\$4.76 - \$5.00		

Small General Aviation			
Seller of 100LL	Airport	FBO	Other
	11	1	1
Fuel Flowage Fees	Yes	No	
	7	6	
Modal Fuel Flowage Fee	None		
Modal 100LL Price	\$5.26 - \$5.50		

Table 1

Jet A

Jet A fuel sales were reported at 55 airports in 2014. All commercial service airports and large GA airports reported Jet A sales. In addition, 30 of 45 responding medium GA airports and one small GA airport reported Jet A sales. A total of 37 airports indicated that an FBO was the Jet A seller, while 18 airports specified that the airport sold the Jet A. One airport indicated that a third party sold Jet A fuel.

Fuel flowage fees for Jet A were charged at 44 out of the 55 airports reporting Jet A sales. Fuel flowage fees for Jet A ranged from less than \$0.05 to more than \$0.75 per gallon. Table 2 categorizes Jet A seller, fuel flowage fee and price data by airport classification.

Fuel prices for Jet A on December 31, 2014 were also collected. Figure 3 (p.8) depicts these Jet A prices. Jet A prices ranged from less than \$4 to more than \$6 per gallon. The most common Jet A price per gallon was between \$4.76 - \$5.00. In addition, Figure 4 (p.9) illustrates the quantity of Jet A sold per airport.

Jet A Data in Relation to Airport Classification

Commercial Service			Large General Aviation		
Seller of Jet A	Airport	FBO	Seller of Jet A	Airport	FBO
	0	8		4	13
Fuel Flowage Fees	Yes	No	Fuel Flowage Fees	Yes	No
	8	0		15	2
Modal Fuel Flowage Fee	\$0.06 - \$0.10		Modal Fuel Flowage Fee	\$0.06 - \$0.10	
Modal Jet A Price	\$4.76 - \$5.00		Modal Jet A Price	\$4.76 - \$5.00	

Medium General Aviation			Small General Aviation		
Seller of Jet A	Airport	FBO	Seller of Jet A	Airport	FBO
	13	16		1	-
Fuel Flowage Fees	Yes	No	Fuel Flowage Fees	Yes	No
	20	9		1	-
Modal Fuel Flowage Fee	\$0.06 - \$0.10		Modal Fuel Flowage Fee	\$0.26 - \$0.50	
Modal Jet A Price	\$4.76 - \$5.00		Modal Jet A Price	\$4.76 - \$5.00	

Table 2

MoGas

MoGas was also sold at 13 airports responding to the 2014 survey. MoGas sellers included one large GA airport, 10 medium GA airports and two small GA airports. The majority of airports reported fewer than 4,000 gallons in total sales.

Seven airports indicated that fuel flowage fees were charged on MoGas purchases. The most common fuel flowage fee was less than \$0.05.

MoGas prices on December 31, 2014 ranged from less than \$3.50 to more than \$4.50 per gallon. Figure 5 (p.10) depicts these MoGas prices.

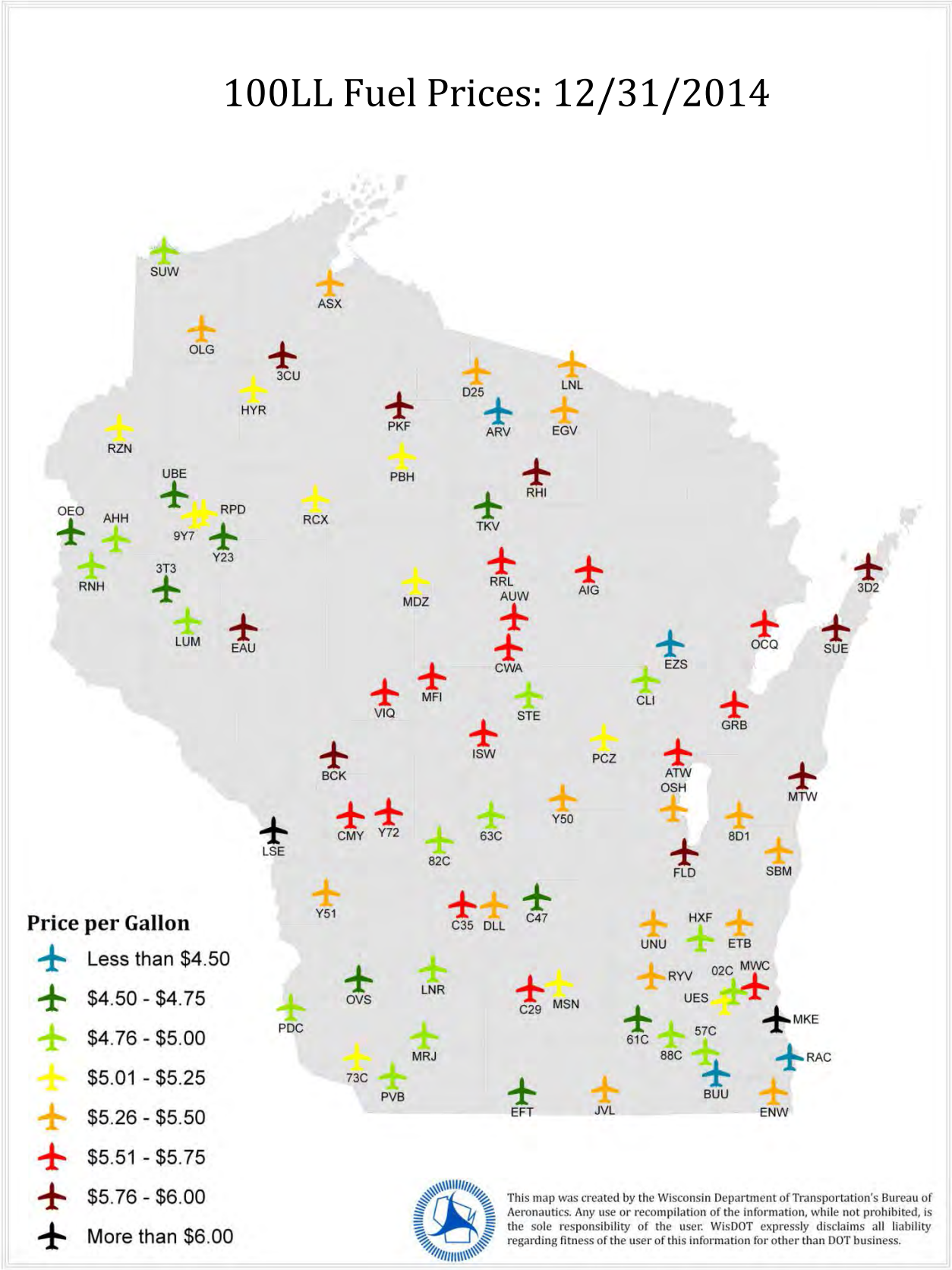


Figure 1

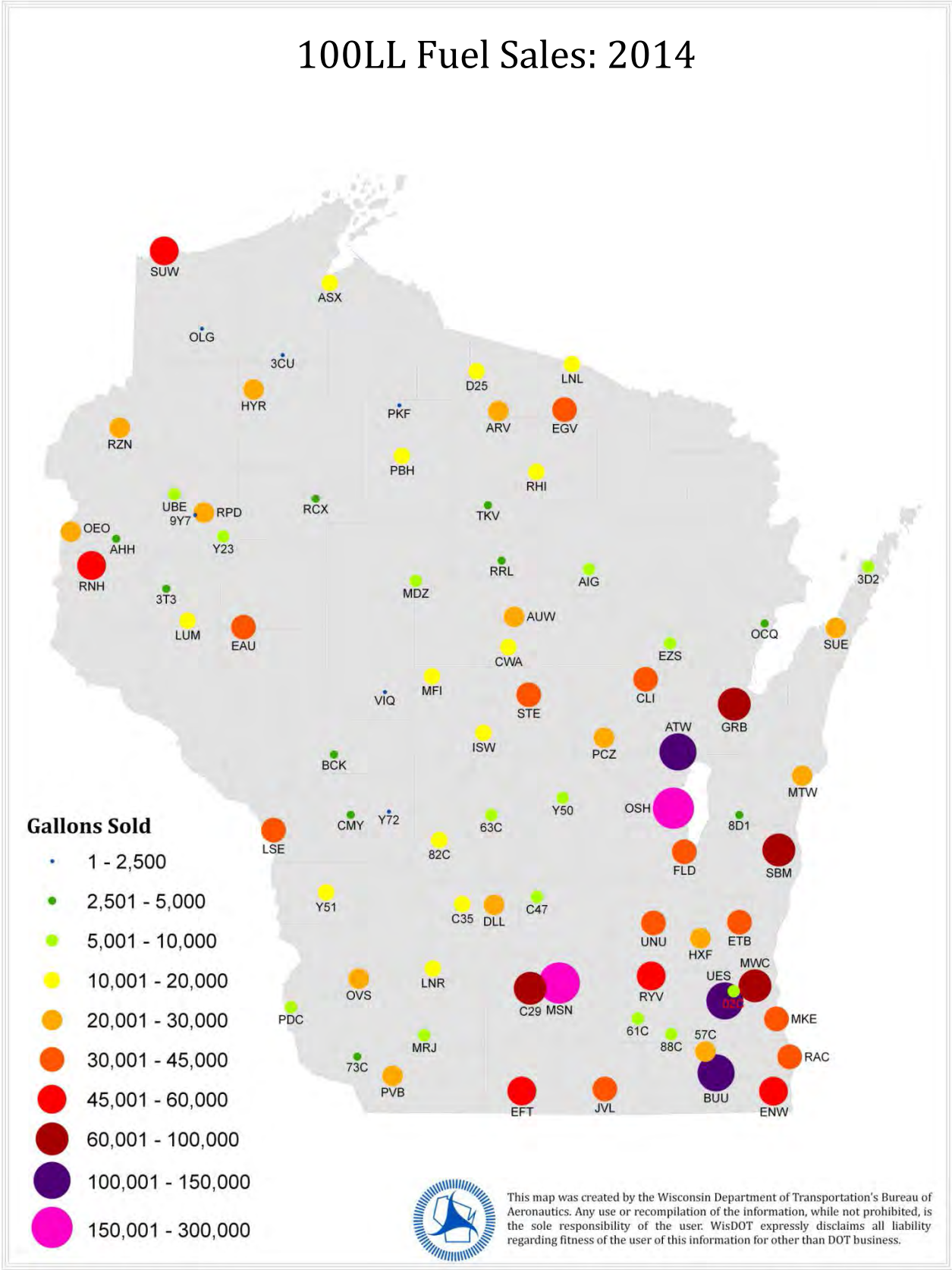


Figure 2

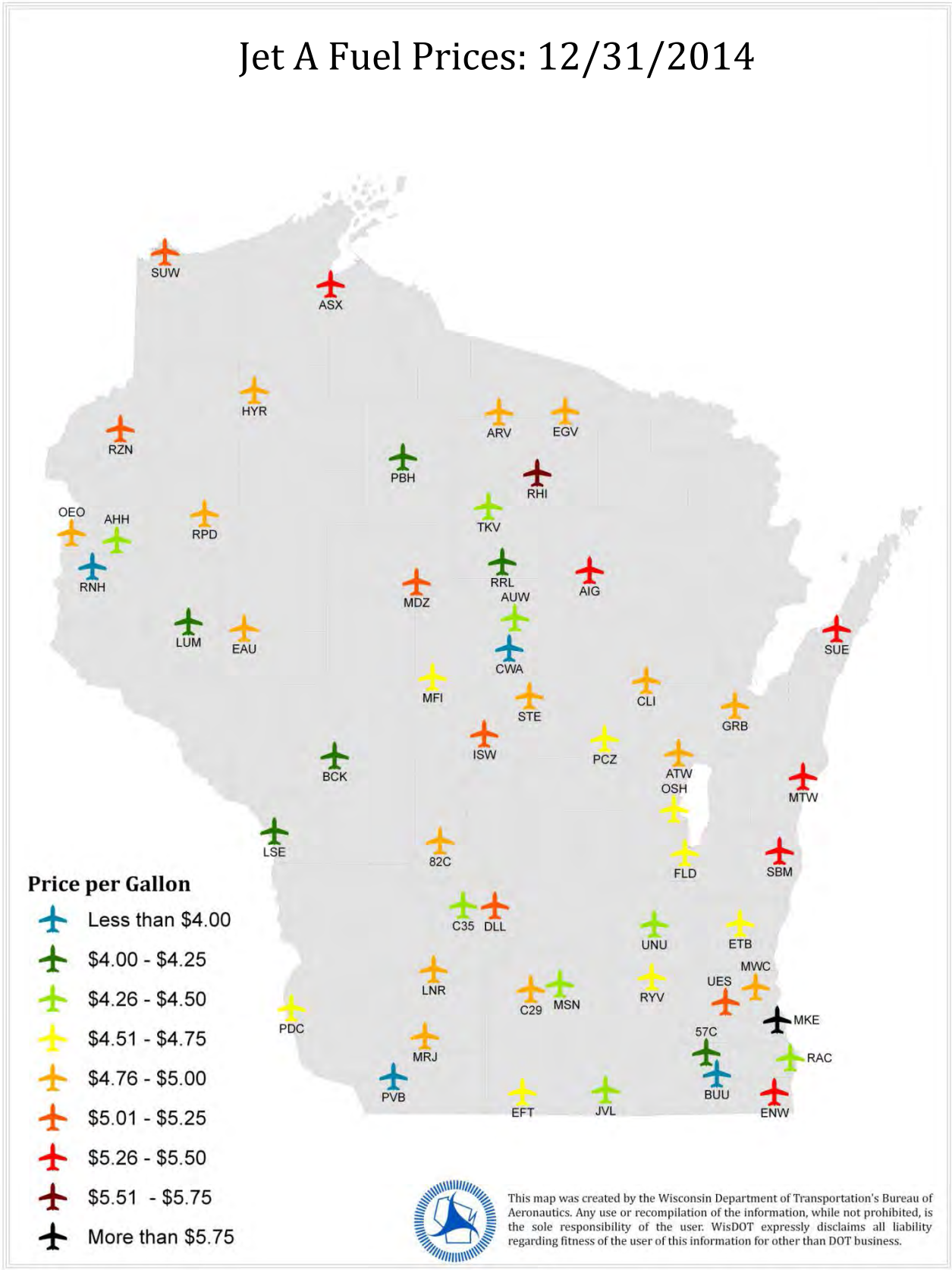


Figure 3

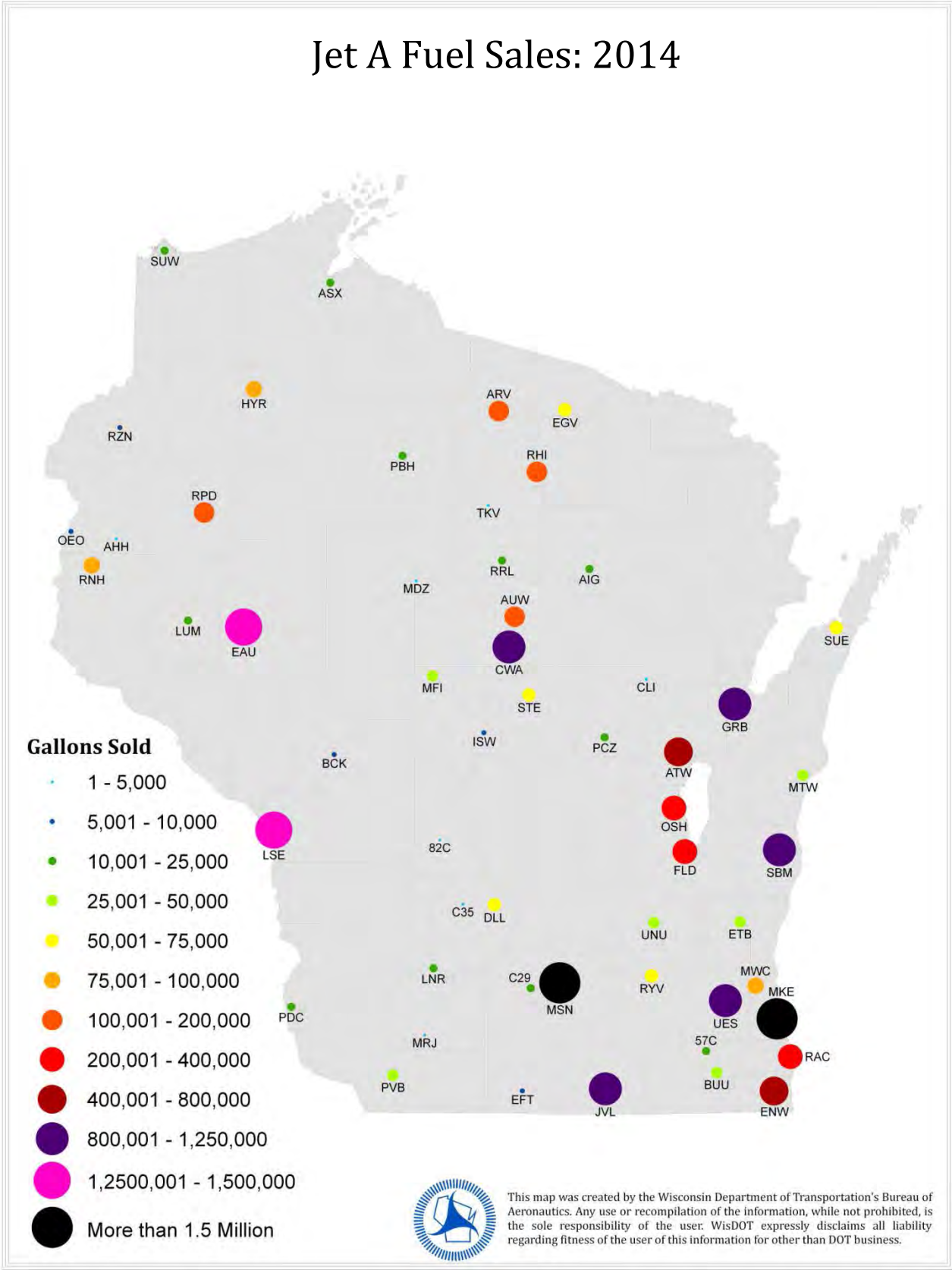


Figure 4

MoGas Fuel Prices: 12/31/2014

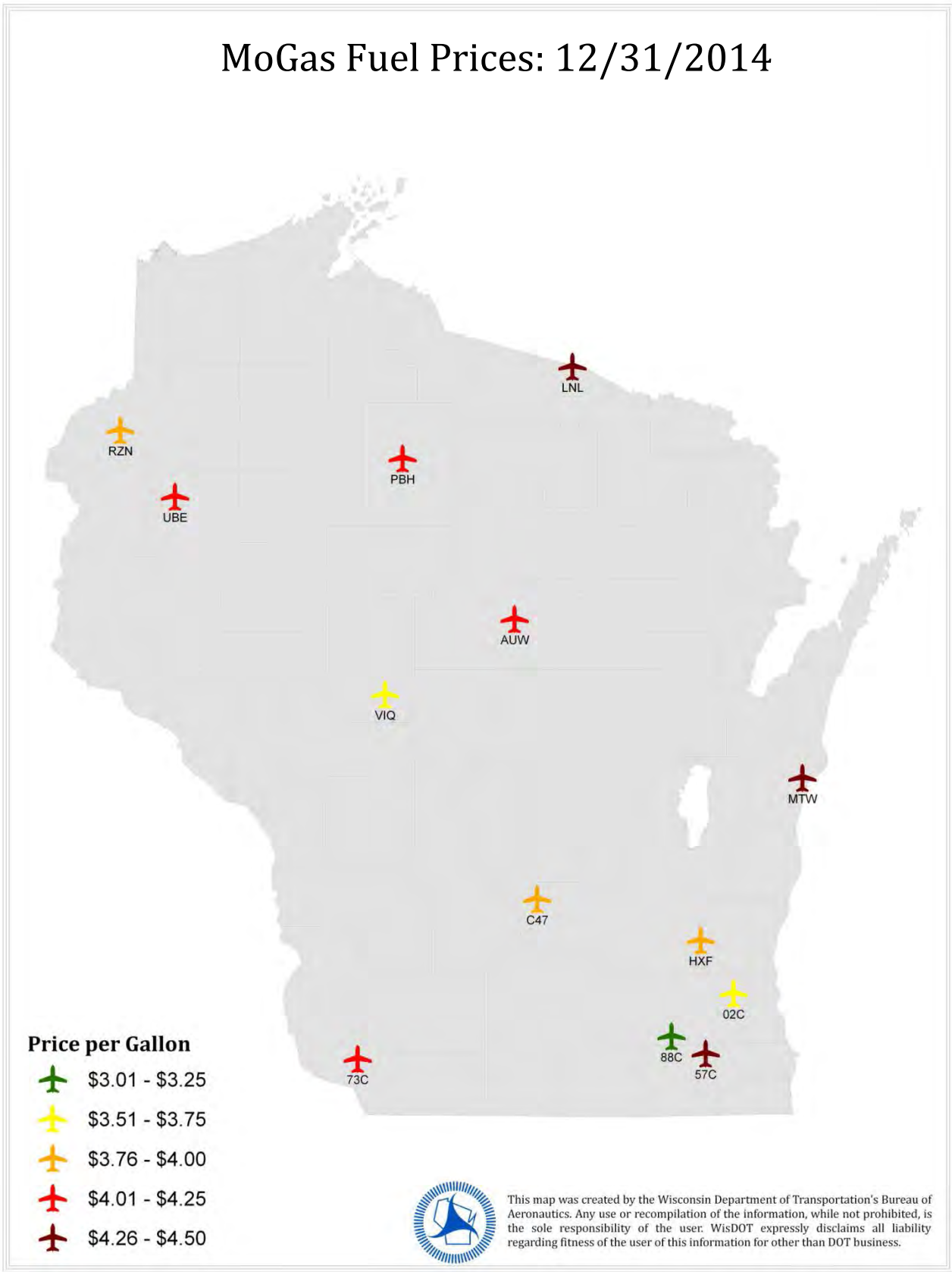


Figure 5

Landing Fees

Of the 92 airport respondents, 16 airports reported charging landing fees in 2014: all eight commercial service airports, four large GA airports and four medium GA airport. No small GA airports reported charging landing fees. Nine airports reported charging landing fees exclusively to air carrier aircraft. Seven airports reported charging landing fees to general aviation aircraft.

Tie-down Fees

Daily

Thirty responding airports charged daily tie-down fees. Included were six commercial service airports, 12 large GA airports, nine medium GA airports and three small GA airports. An FBO collected daily tie-down fee at 19 airports while 10 airports directly collected daily tie-down fees and one airport indicated daily tie-down fees were collected by both the airport and FBO.

Daily tie-down fees were more commonly charged to piston aircraft than Jet aircraft. Figure 6 (p.12) depicts daily tie-down fees for single-engine, piston aircraft by airport. Daily tie-down fees for single-engine, piston aircraft ranged from less than \$3 to more than \$25. The majority of airports indicated that daily tie-down fees for single-engine, piston aircraft were less than \$10.

Daily tie-down fees for multi-engine, piston aircraft ranged from less than \$3 to more than \$75. The majority of airports indicated that daily tie-down fees for multi-engine, piston aircraft were less than \$10.

Daily tie-down fees for multi-engine, jet aircraft ranged from less than \$5 to more than \$100. The majority of airports indicated that daily tie-down fees for multi-engine, jet aircraft were less than \$15.

Monthly

In 2014, 33 airports reported monthly tie-down fees. Included were three commercial service airports, 14 large GA airports, 12 medium GA airports and four small GA airports. An FBO collected the monthly tie-down fee at 17 airports while 12 airports directly collected monthly tie-down fees.

As with daily tie down fees, monthly tie-down fees were more commonly charged to piston aircraft than jet aircraft. Figure 7 (p.13) depicts monthly tie-down fees for single-engine, piston aircraft by airport.

Monthly tie-down fees for single-engine, piston aircraft ranged from less than \$10 to more than \$100. However, the majority of airports indicated that monthly tie-down fees were less than \$50.

Monthly tie-down fees for multi-engine, piston aircraft ranged from less than \$10 to more than \$150. However, the majority of airports indicated that monthly tie-down fees were less than \$75.

Monthly tie-down fees for multi-engine, jet aircraft ranged from less than \$15 to more than \$250. However, the majority of airports indicated that monthly tie-down fees were less than \$75.

Daily Tie-Down Fees for Single-Engine, Piston Aircraft: 2014

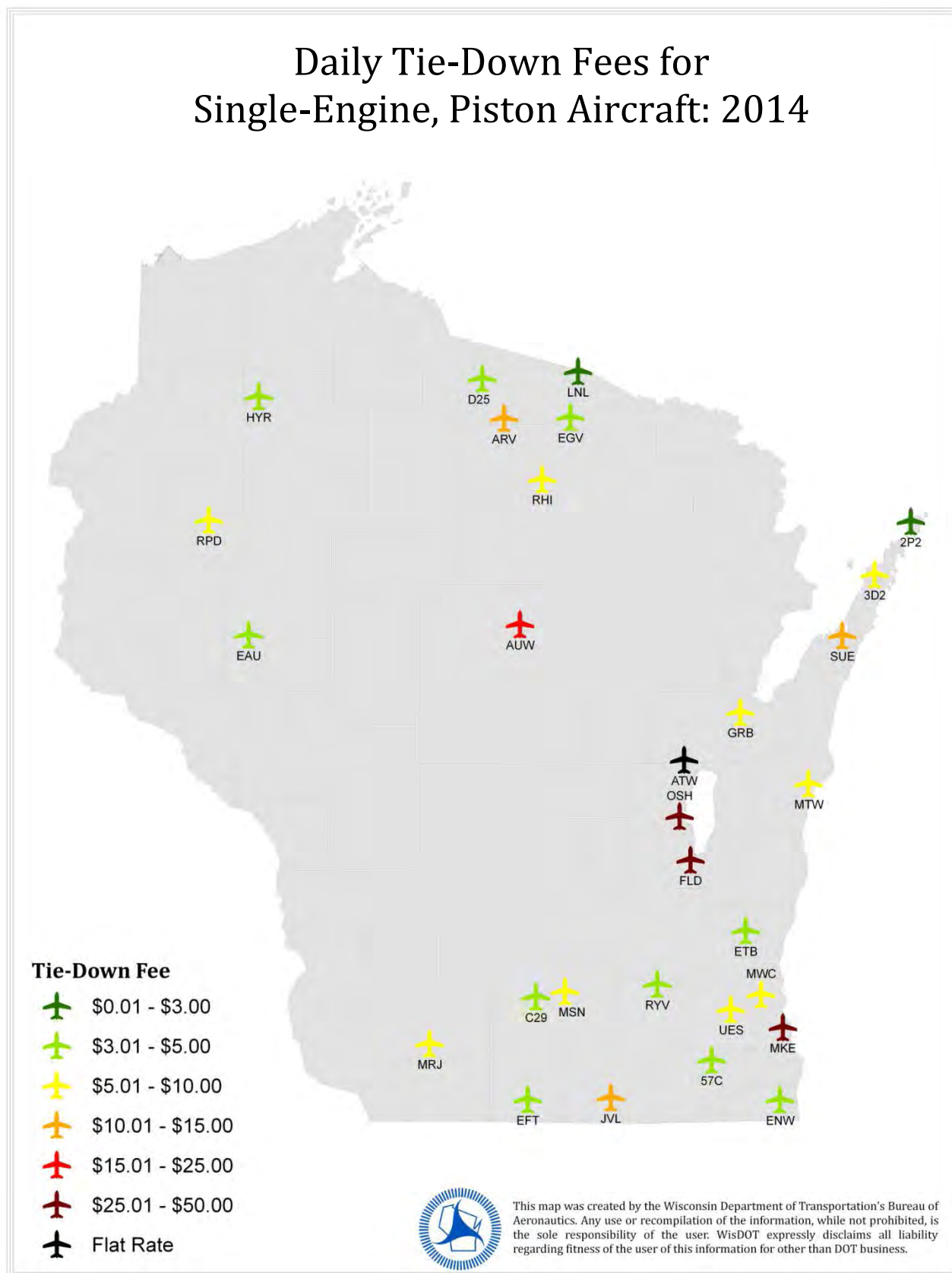


Figure 6

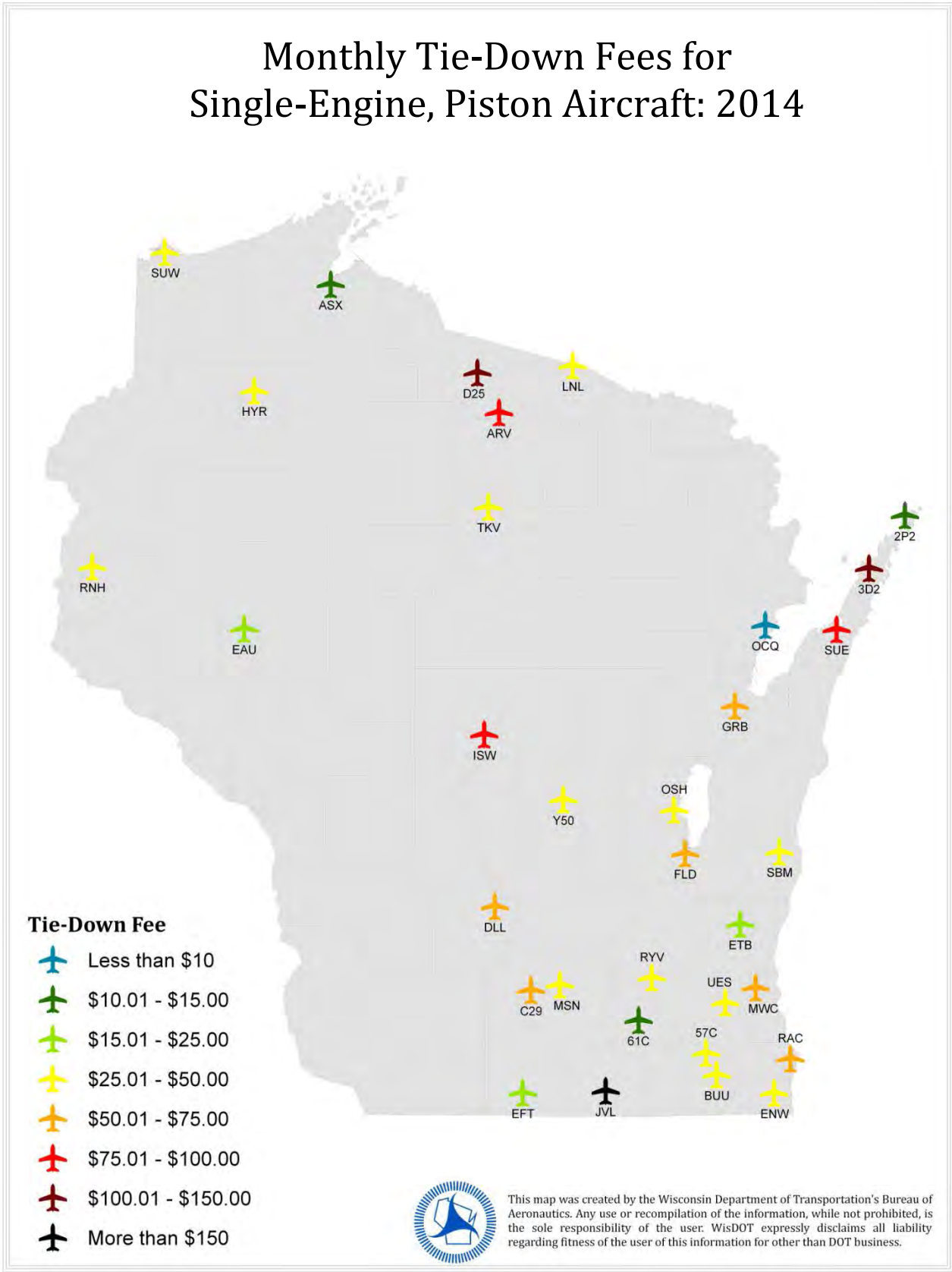


Figure 7

Other Fees

Aircraft handling fees were reported at 12 airports. However, of those 12 airports, 10 indicated that some airport fees were waived if predetermined qualifications were met. For example, handling fees and/or tie-down fees may be waived with a fuel purchase.

Hangar Rentals

T-Hangar Rentals

A total of 45 airports, nearly half of the respondents, reported having T-hangars available to rent: all eight commercial service airports, 12 large GA airports, 21 medium GA airports, and four small GA airports. Non-heated T-hangars were much more common than heated T-hangars. Thirty-five airports indicated that only non-heated T-hangars were available to rent while nine airports indicated that both heated and non-heated T-hangars were available. One airport reported only heated T-hangars. Table 3 below summarizes T-hangar owners by type. The majority of T-hangars were non-heated and airport owned.

	Airport Owned	FBO Owned	Privately Owned	Multiple Owners	Total
Non-Heated	29	6	6	3	44
Heated	5	2	3	0	10

Table 3

Daily T-hangar rentals were uncommon among airports. Only 11 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 greatly from less than \$5 to more than \$40 per day; even fewer airports indicated that heated T-hangars were available. Two airports reported daily heated T-hangar rates which ranged from \$100 to \$125 per day.

Monthly T-hangar rentals were available at 44 of 45 airports reporting T-hangar rentals. Non-heated T-hangars rates varied greatly from less than \$50 to more than \$300 per month. The most common monthly non-heated T-hangar rate was between \$100 and \$150. Figure 8 (p.16) depicts monthly rates for non-heated T-hangars. Monthly rates for heated T-hangars were available at nine airports. Rates ranged from less than \$150 to more than \$500 per month. Figure 9 (p.17) depicts monthly rates for heated T-hangars.

Community Hangar Rentals

Community hangars were also common among airports. Fifty-three airports reported the availability of rented community hangar space: seven commercial service airports, 17 large GA airports, 24 medium GA airports and five small GA airports. Non-heated community hangars were nearly as common as heated community hangars; 17 airports reported non-heated community hangar space only, 26 airports reported heated community hangar space only, and 10 airports reported both. Table 4 below summarizes community hangar owners by type.

	Airport Owned	FBO Owned	Privately Owned	Multiple Owners	Total
Non-Heated	12	6	6	3	27
Heated	8	20	4	4	36

Table 4

It was more common for community hangar space to be available at a daily rate than T-hangars. The majority of airports with community hangar space offered both daily and monthly rates. Daily rates for non-heated community hangar space were available at 19 airports and ranged from less than \$5 to more than \$60 per day. Figure 10 (p.18) depicts daily non-heated community hangar space rates by airport.

Daily rates for heated community hangar space were available at 30 airports and ranged from less than \$25 to more than \$250 per day. The most common daily rental rate for heated community hangar space was between \$50 and \$75. Figure 11 (p.19) depicts daily heated community hangar space rates by airport.

Monthly rates for non-heated community hangar space were available at 27 airports and ranged from less than \$100 to more than \$400 per month. The most common daily rental rate for non-heated community hangar space was \$100 - \$150. Figure 12 (p.20) depicts monthly non-heated community hangar space rates by airport.

Monthly rates for heated community hangar space were available at 31 airports and ranged from less than \$150 to more than \$1,500 per month. While the most common daily rental rate for heated community hangar space was between \$150 and \$250, half of the airport respondents reported a rate more than \$500 per month. Figure 13 (p.21) depicts monthly heated community hangar space rates by airport.

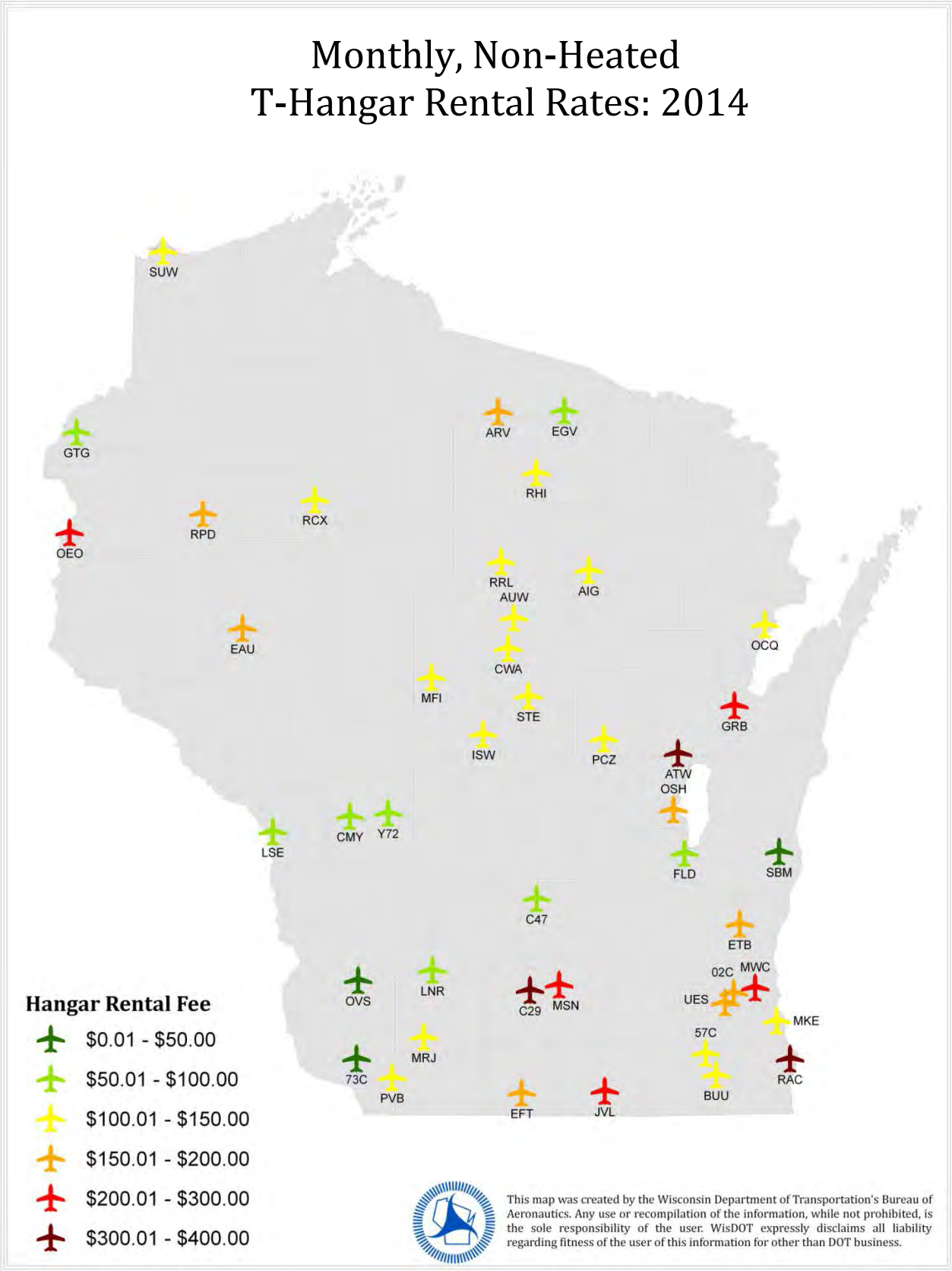


Figure 8

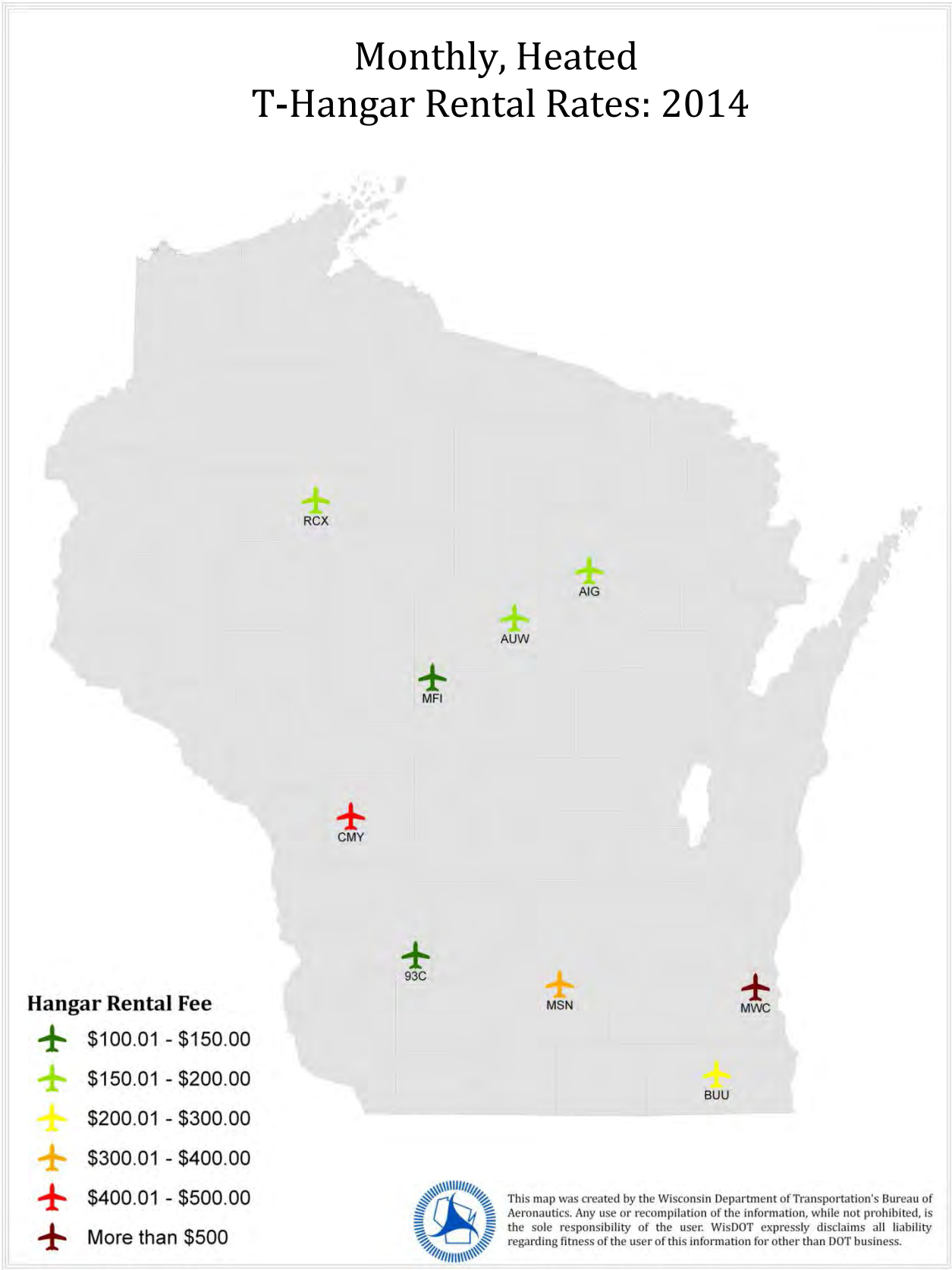


Figure 9

Daily, Non-Heated Community Hangar Rental Rates: 2014

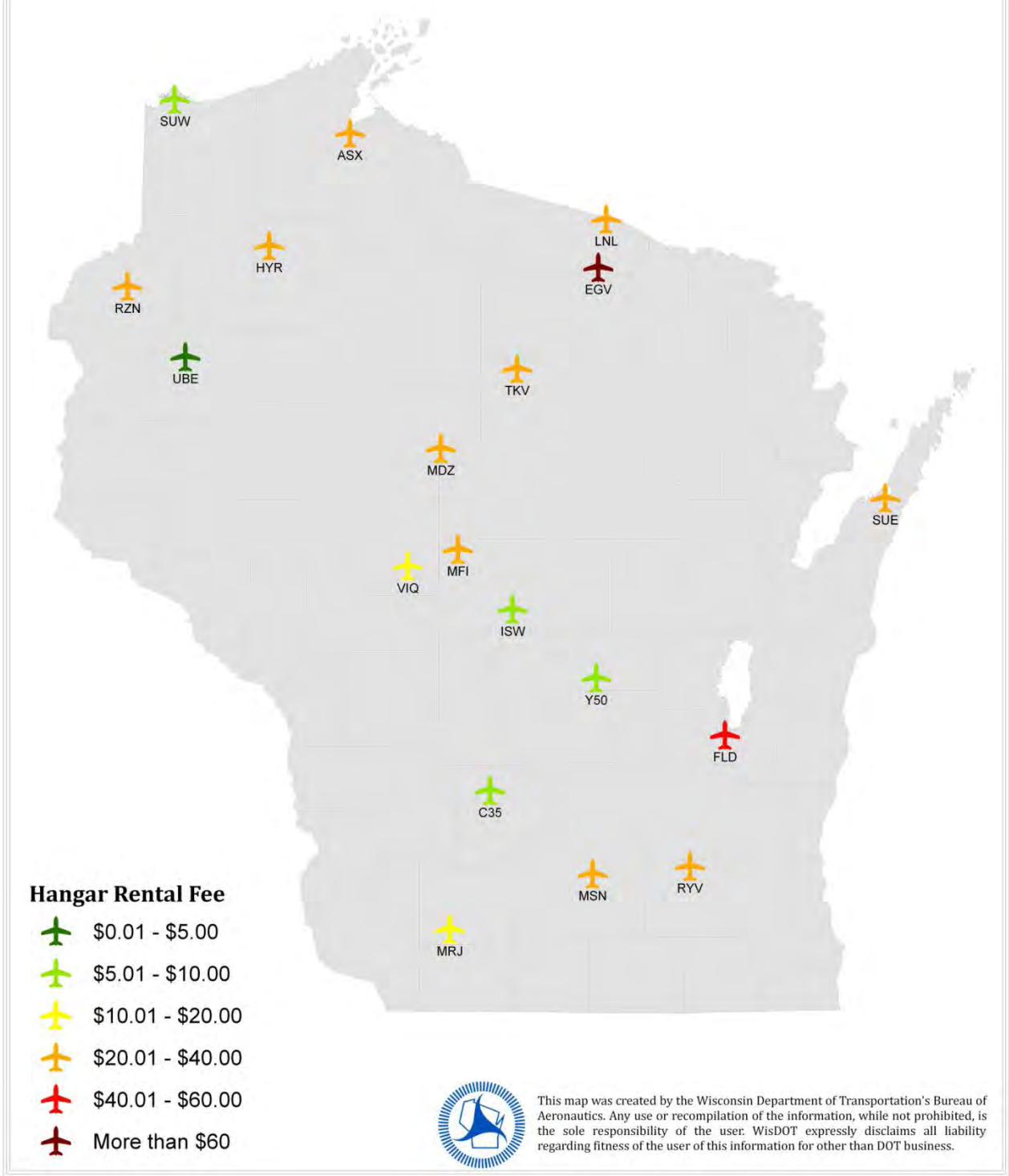


Figure 10

Daily, Heated Community Hangar Rental Rates: 2014

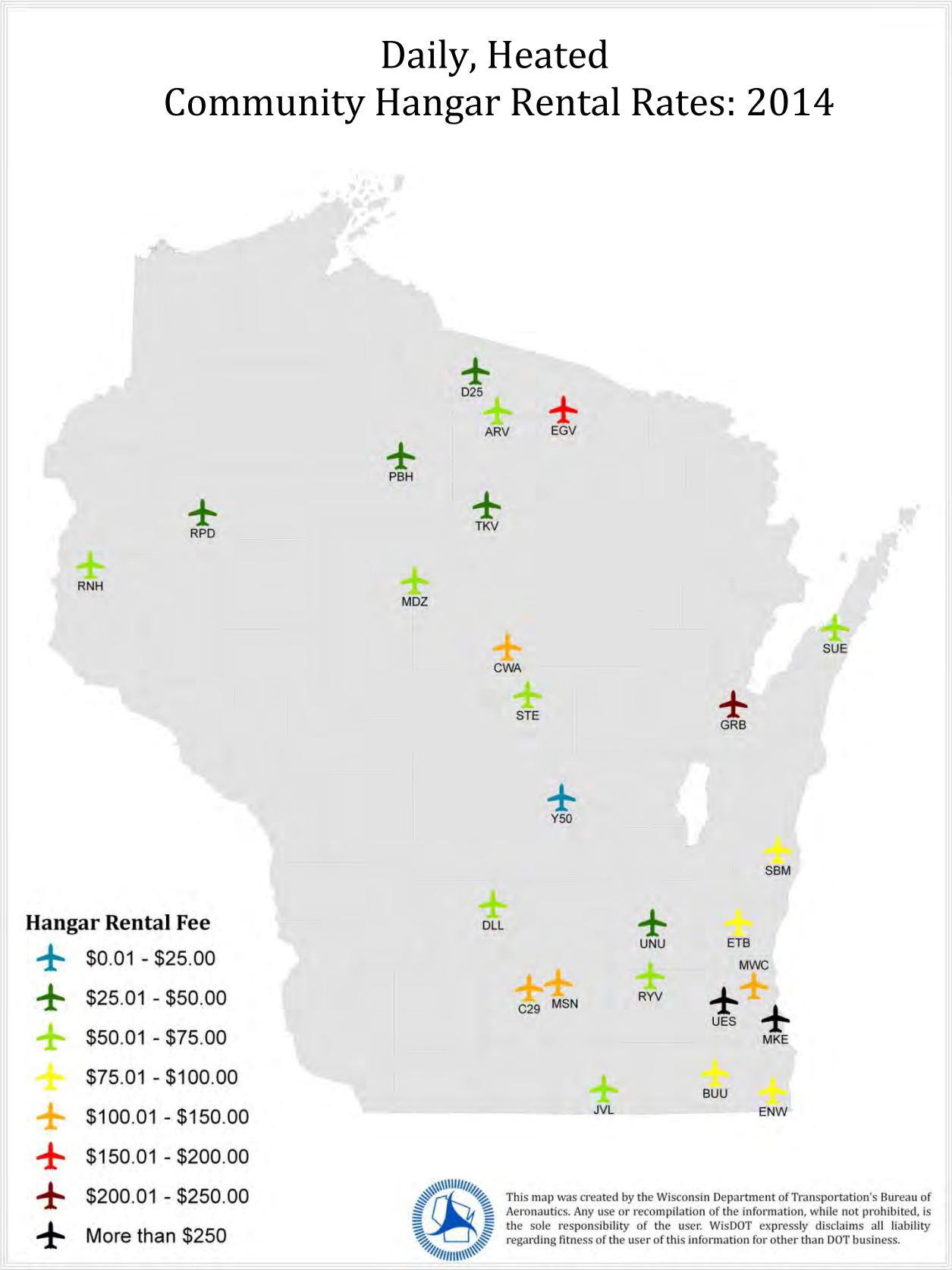


Figure 11

Monthly, Non-Heated Community Hangar Rental Rates: 2014

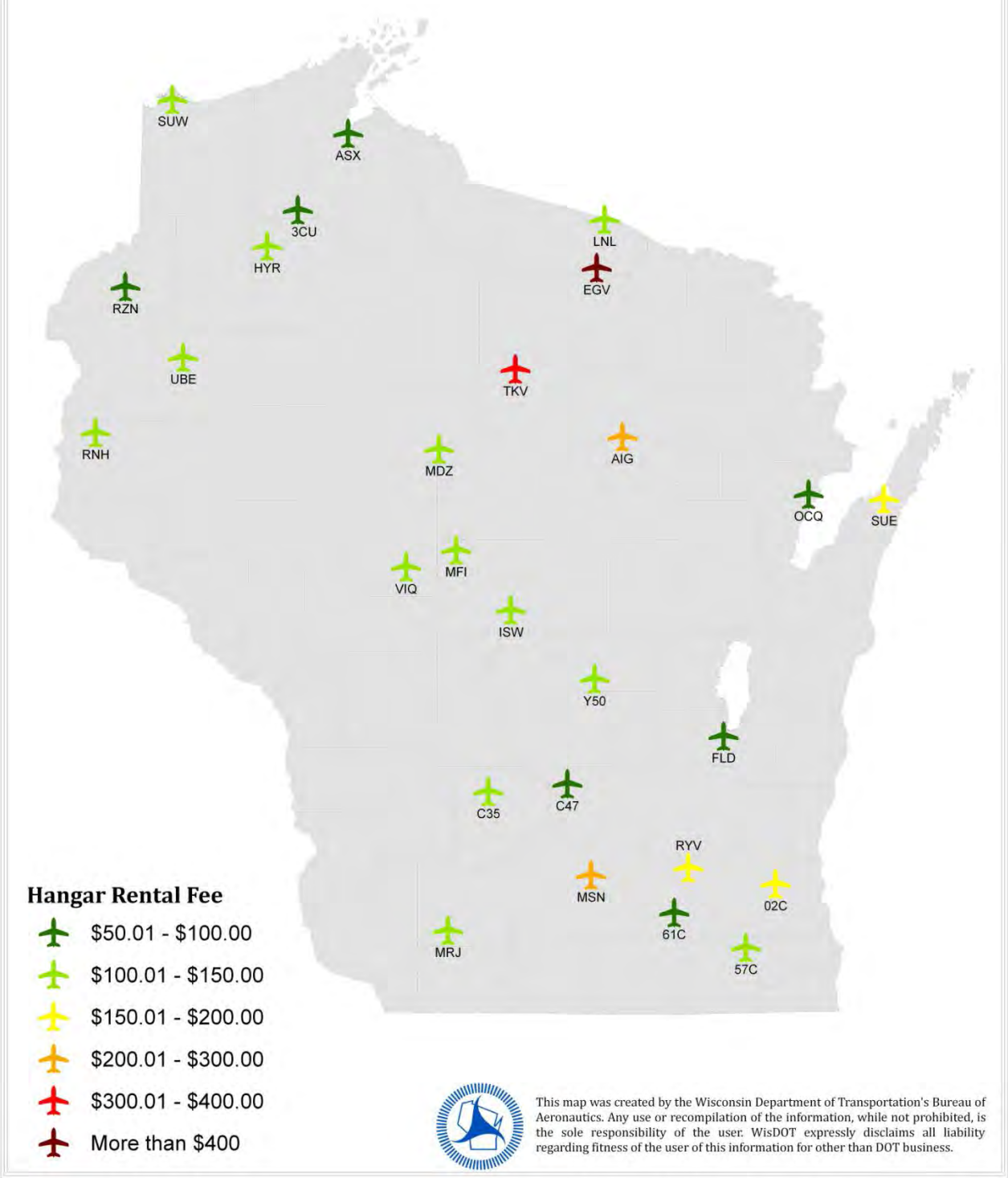


Figure 12

Monthly, Heated Community Hangar Rental Rates: 2014

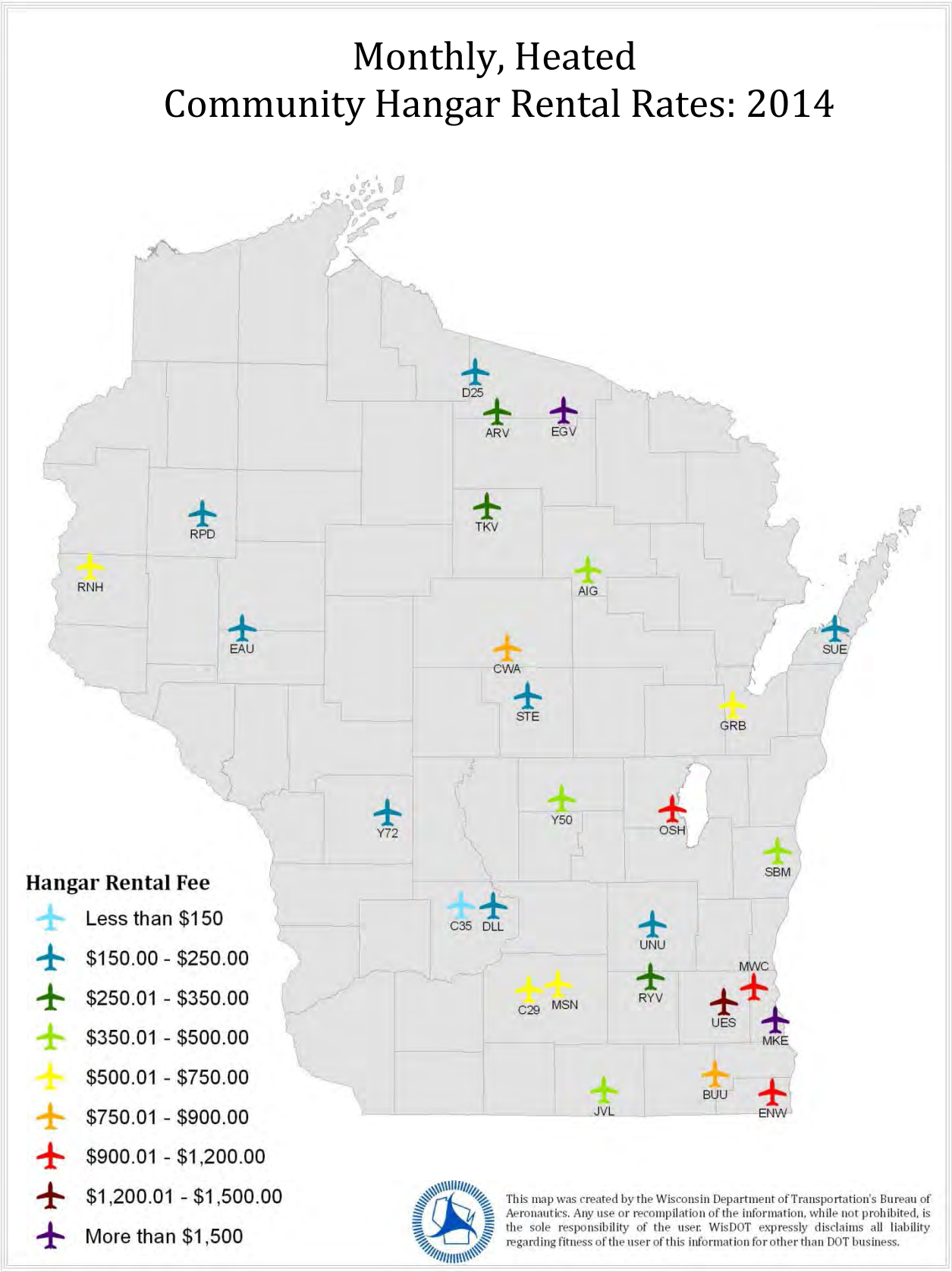


Figure 13

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 private 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.

Figure 14 below summarizes the types of hangars reported by airports in 2014. Private hangar ground leases were the most common method of aircraft storage type followed by rented community hangar space.

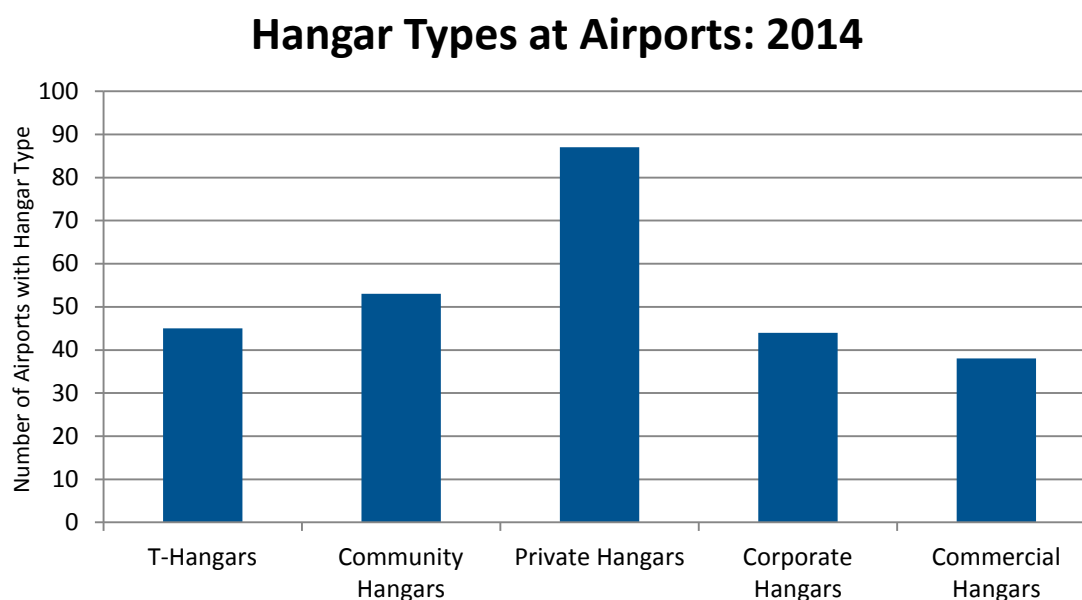


Figure 14

Private Hangars

A total of 87 out of 92 SASP airport respondents reported private hangar ground leases in 2014. Included were six out of eight commercial service airports, all 17 large GA airports, 44 out of 45 medium GA airports and 20 out of 22 small GA airports. Private hangar ground lease rates ranged from less than \$0.05 to more than \$0.50 per square foot; however, over half of the respondents reported a rate of less than \$0.16 per square foot and 25 percent of respondents reported a rate between \$0.08 and \$0.10 per square foot. Eight airports indicated that a flat rate was used for private hangar ground leases. Figure 15 (p.24) depicts private hangar ground lease rates by airport.

Total private hangar ground leases per airport ranged from one to over 90 private hangars. The majority reported between 10 and 30 private hangars. Figure 16 (p.25) 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 on the airport. Seven airports indicated that no lots were available for immediate private hangar development. Figure 17 (p.26) depicts airports with available private hangar lots.

Corporate Hangars

A total of 44 out of 92 airports reported commercial hangar ground leases in 2014. Included were all eight commercial service airports, all 17 large GA airports, 18 medium GA airports and one small GA airport. Corporate hangar ground lease rates ranged from less than \$0.07 to more than \$0.50 per square foot. The majority of rates were between \$0.11 and \$0.20 per square foot. Two airports indicated that a flat rate was used for corporate hangar ground leases. Figure 18 (p.27) depicts corporate hangar ground lease rates by airport. Total corporate hangar ground leases per airport ranged from one to 18 corporate hangars, with an average of about four corporate hangars.

Commercial Hangars

Commercial hangar ground leases were the least common hangar type at responding airports. A total of 38 airports reported commercial hangar ground leases in 2014. Included were five commercial service airports, 11 large GA airports, 19 medium GA airports and three small GA airports. Commercial hangar ground lease rates ranged from less than \$0.05 to more than \$0.26 per square foot; however, over half of the respondents reported a rate of less than \$0.15 per square foot. Figure 19 (p.28) depicts commercial hangar ground lease rates by airport. Total commercial hangar ground leases per airport from one to 26. The majority of airports reported four or fewer commercial hangars.

Private Hangar Ground Lease Rate: 2014

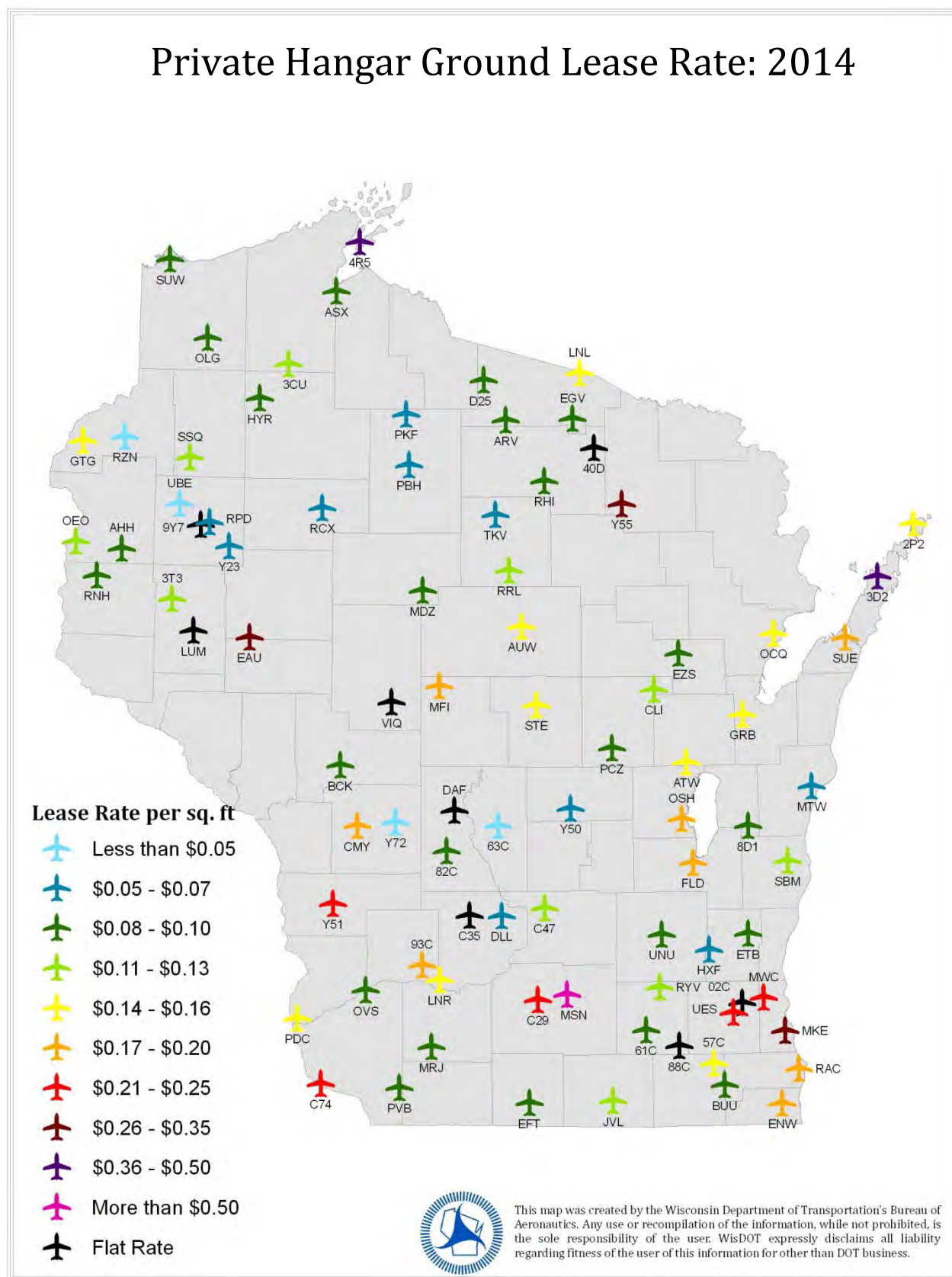


Figure 15

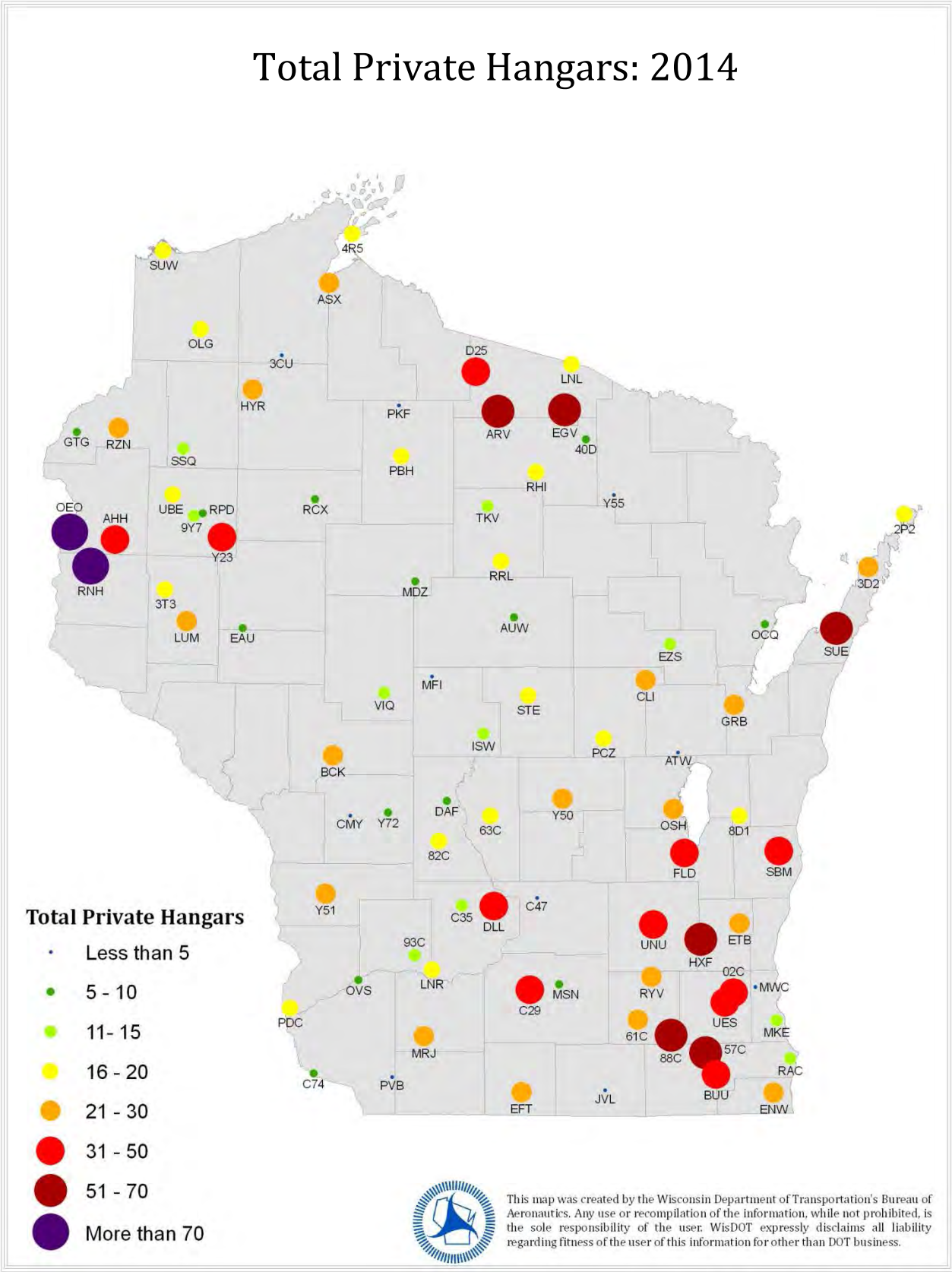


Figure 16

Private Hangar Lots Available: 2014

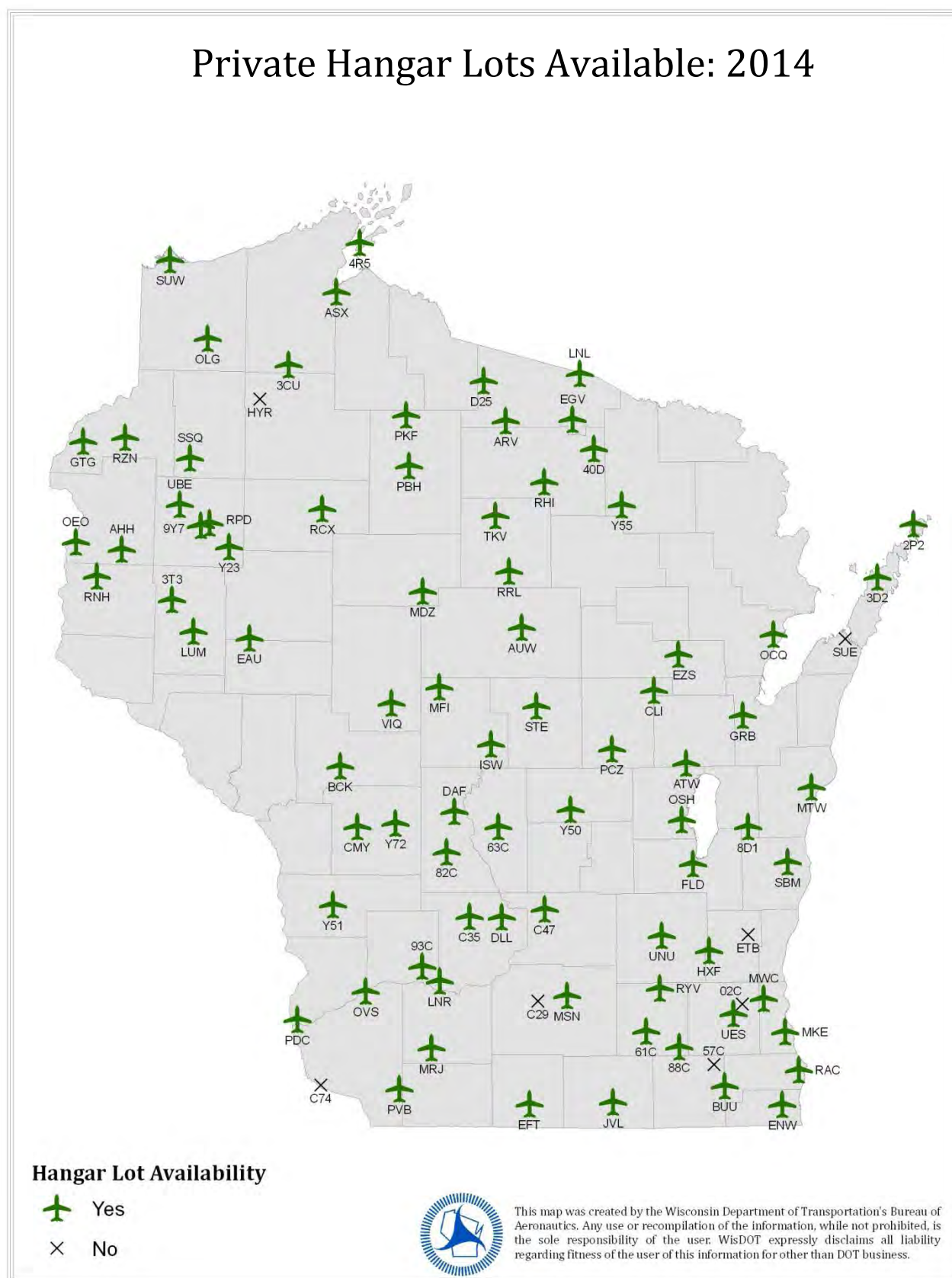


Figure 17

Corporate Hangar Ground Lease Rate: 2014

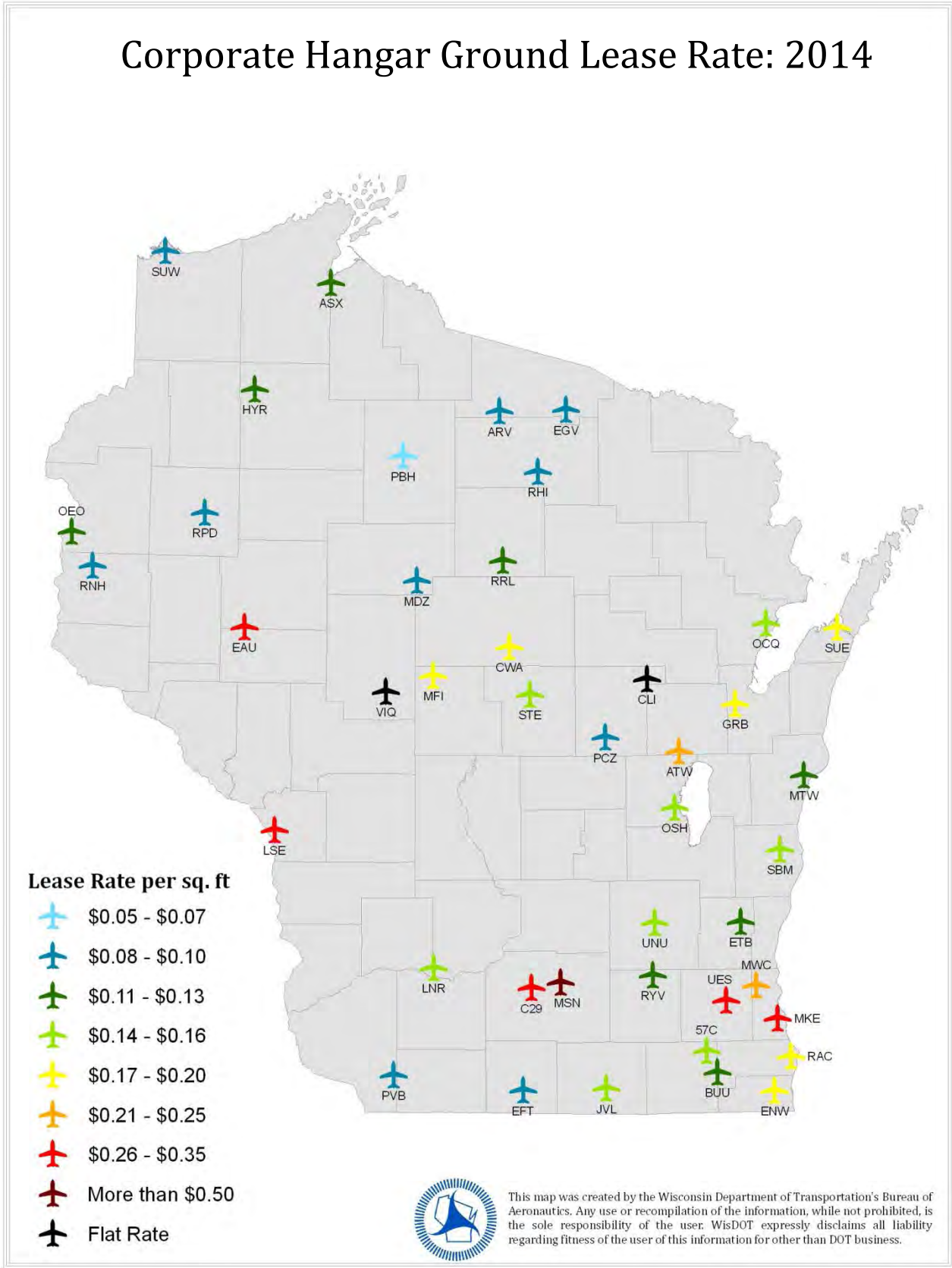


Figure 18

Commercial Hangar Ground Lease Rate: 2014

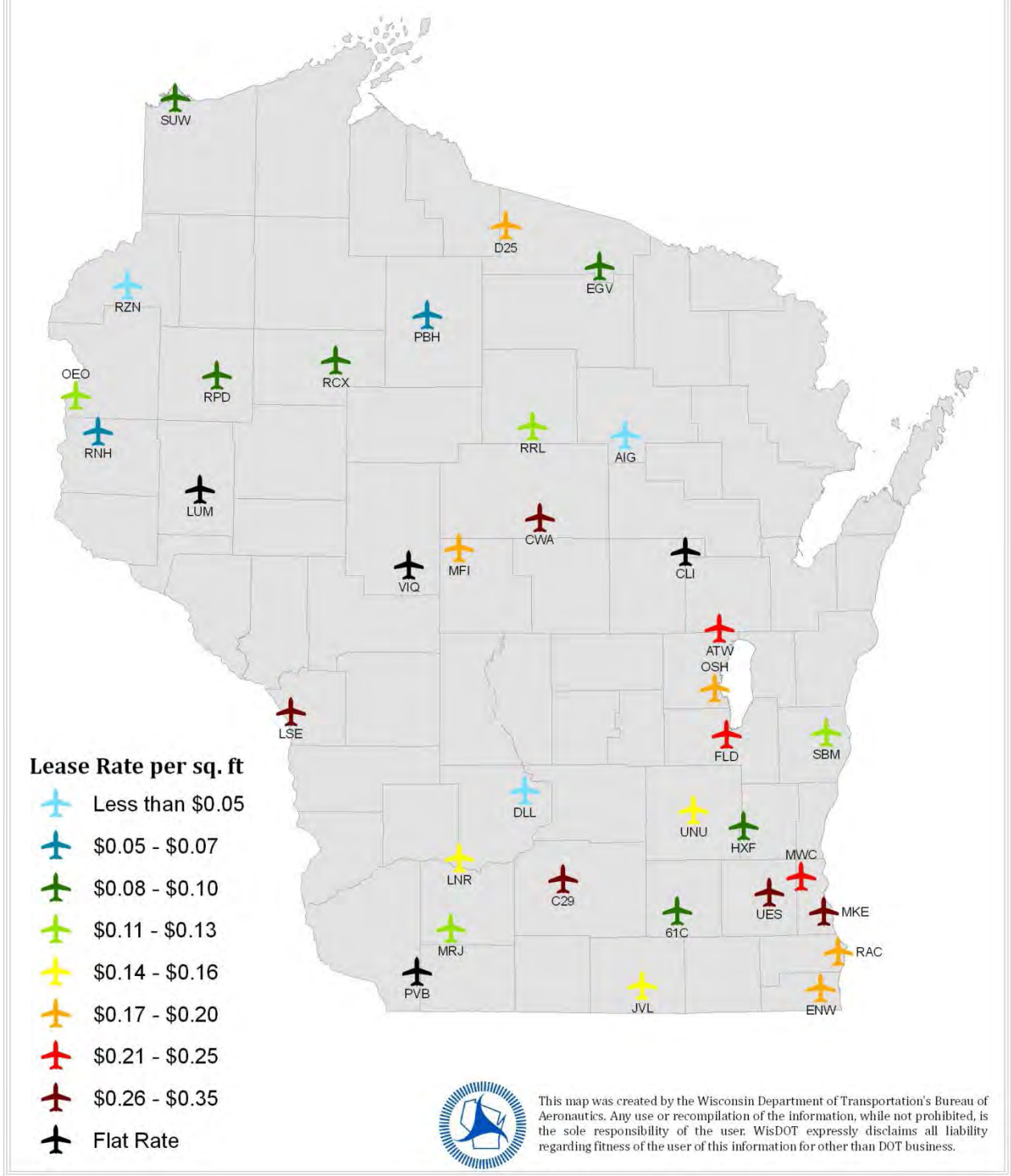


Figure 19

Commercial Aeronautical Tenants

This year, respondents were asked to report the number of various commercial aeronautical tenants at their airport. Included were fixed-base operators (FBOs), aircraft maintenance providers, aircraft sales, Part 141 flight schools, flight instructors providing Part 61 flight instruction, and Part 135 charter operators.

A total of 54 airports reported at least one FBO on the airfield: all eight commercial service airports, 15 large GA airports, 28 medium GA and three small GA airports. Of the 92 survey respondents, seven airports reported multiple FBO tenants.

Sixty-four aircraft maintenance providers were reported at 44 airports in 2014. Far less common, aircraft sales providers were reported at only 14 airports. Part 141 flight schools were reported at 13 airports. Conversely, 42 airports reported that Part 61 flight instruction was available. Based Part 135 charter operators were reported at 19 airports. Only General Mitchell International Airport reported more than two on the field. Finally, 101 additional commercial aeronautical service providers were reported by respondents.

Figure 20 below depicts total airport tenants at commercial service and GA airports as reported in 2014. Figure 21 (p. 30) depicts airports Part 141 flights school while Figure 22 (p.31) depicts airports with Part 61 flight instruction available.

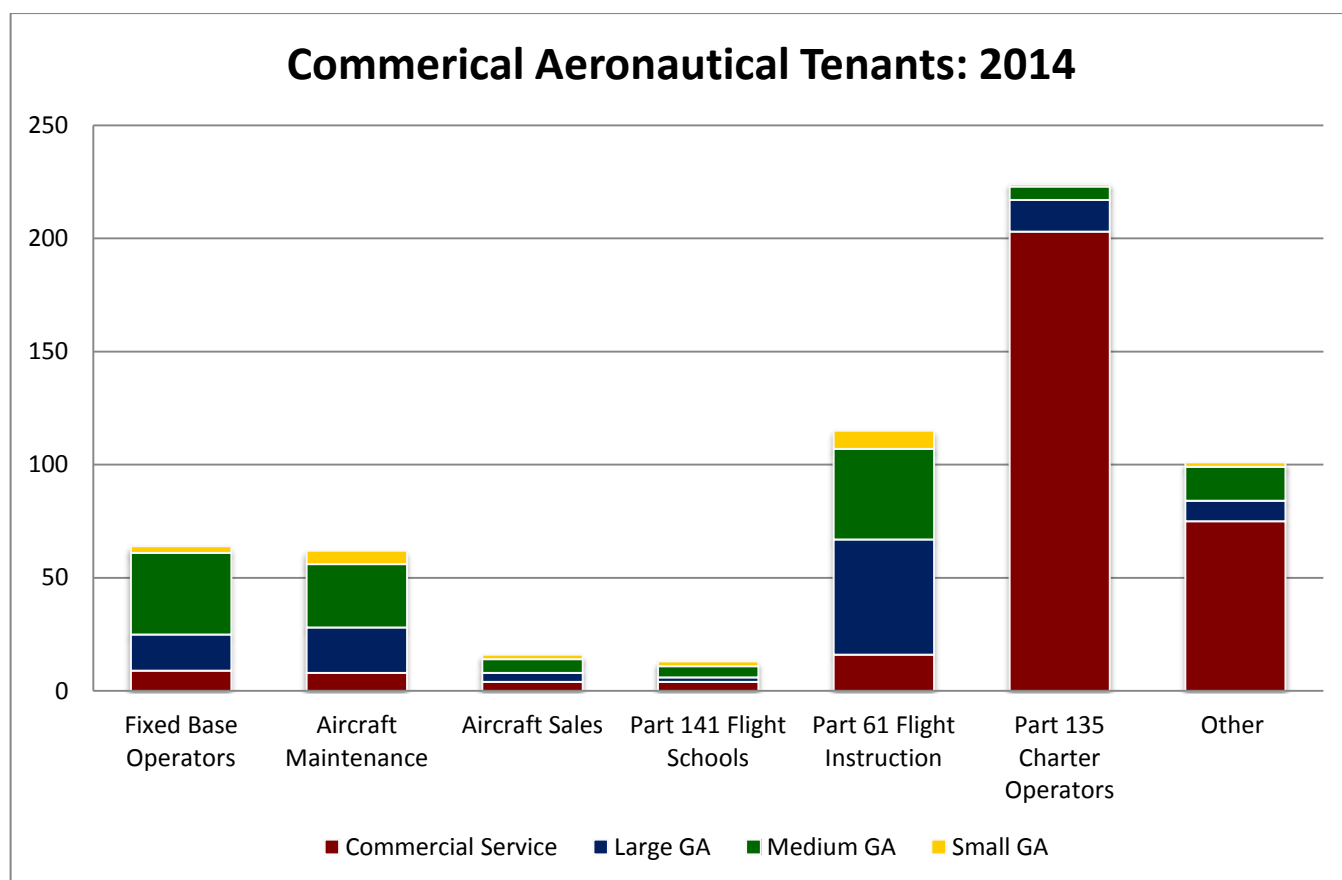


Figure 20

Part 141 Flight Schools: 2014

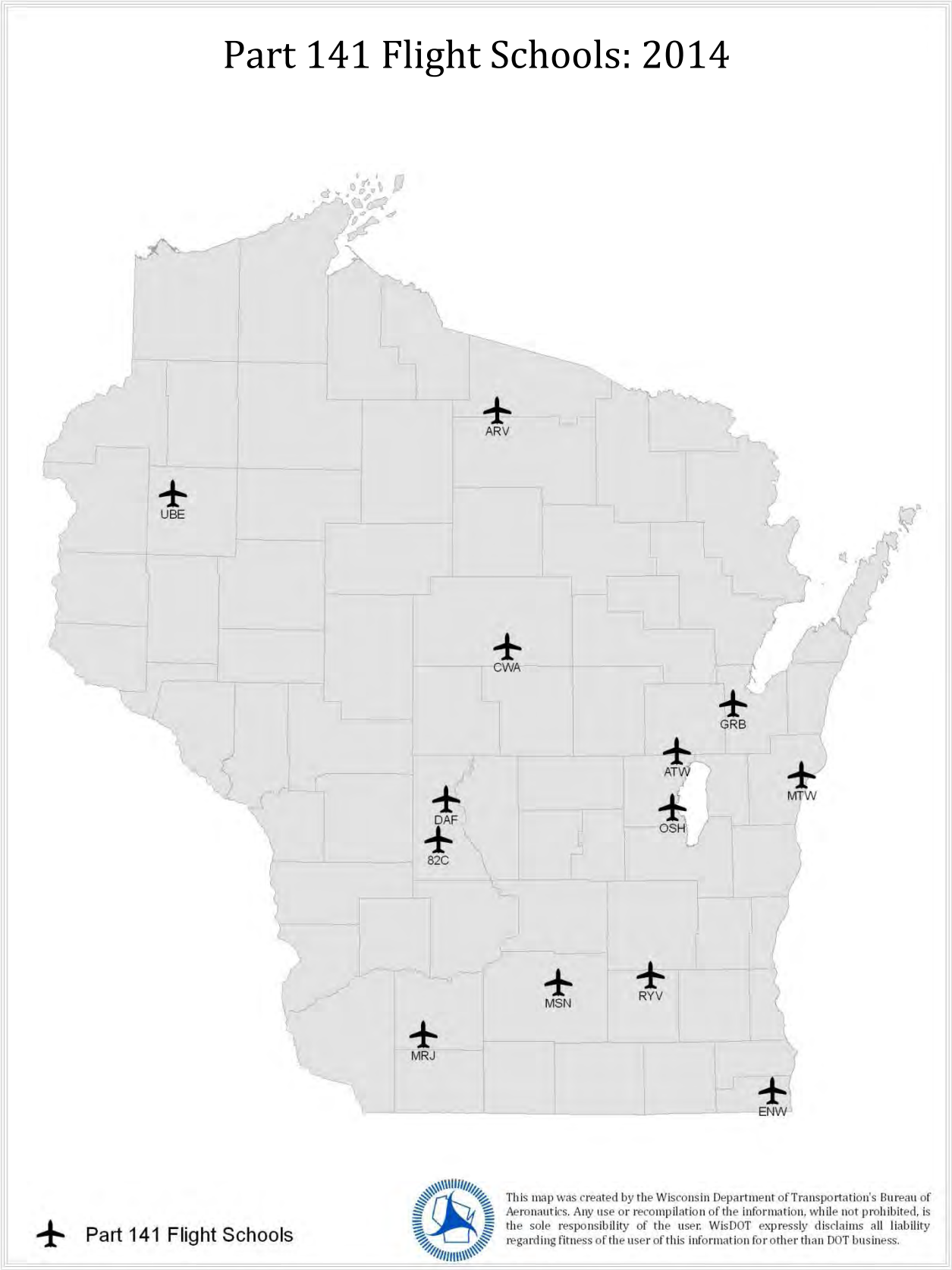


Figure 21

Part 61 Flight Instruction: 2014

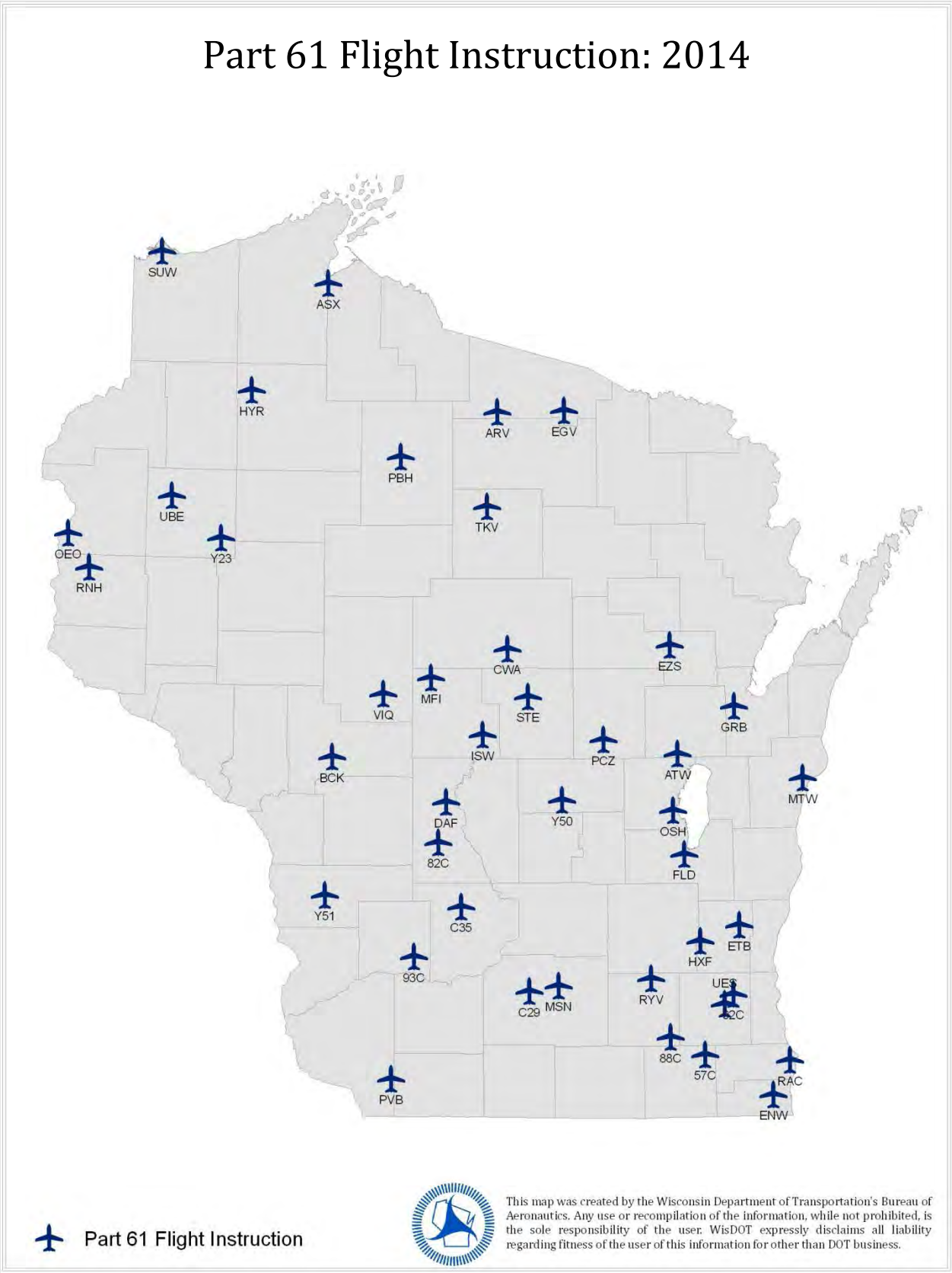


Figure 22

Agricultural Leases

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

In 2014, 48 airports reported agricultural leases: four commercial service airports, 12 large GA airports, 23 medium GA airports and nine small GA airports. Total airport property leased for agricultural purposes per airport ranged from less than 50 acres to more than 1,000 acres. The majority of airport respondents indicated a range of 100 to 400 acres. Annual lease rates ranged from less than \$5 to more than \$400 per acre. The most common lease rate was \$50 - \$100 per acre.

Twenty-eight airports reported that the agricultural leases were competitively bid. This practice is highly encouraged, so the airport can ensure a current fair market value rate is maintained. In addition, airports which reported competitively bidding agricultural leases also reported higher lease rates when compared to airports which did not competitively bid the agricultural leases. Agricultural leases were reportedly bid as often as every year up to every seven years.

Figure 23 (p.33) depicts agricultural ground lease rates by airport.

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, the majority of GA airports were not financially self-sustained in 2014. Although six of eight commercial service airports reported self-sustainability, only 15 of 84 GA airports did. In other words, over 80 percent of GA airports in the state receive a local subsidy to offset operating costs.

At large GA airports, annual subsidies ranged from less than \$25,000 to more than \$500,000. The most common annual subsidy was between \$150,000 and \$250,000.

At medium GA airports, annual subsidies ranged from less than \$10,000 to more than \$150,000. The most common annual subsidy was between \$25,000 and \$50,000.

At small GA airports, annual subsidies ranged from less than \$10,000 to more than \$75,000. The most common annual subsidy was less than \$10,000.

Agricultural Leases: 2014

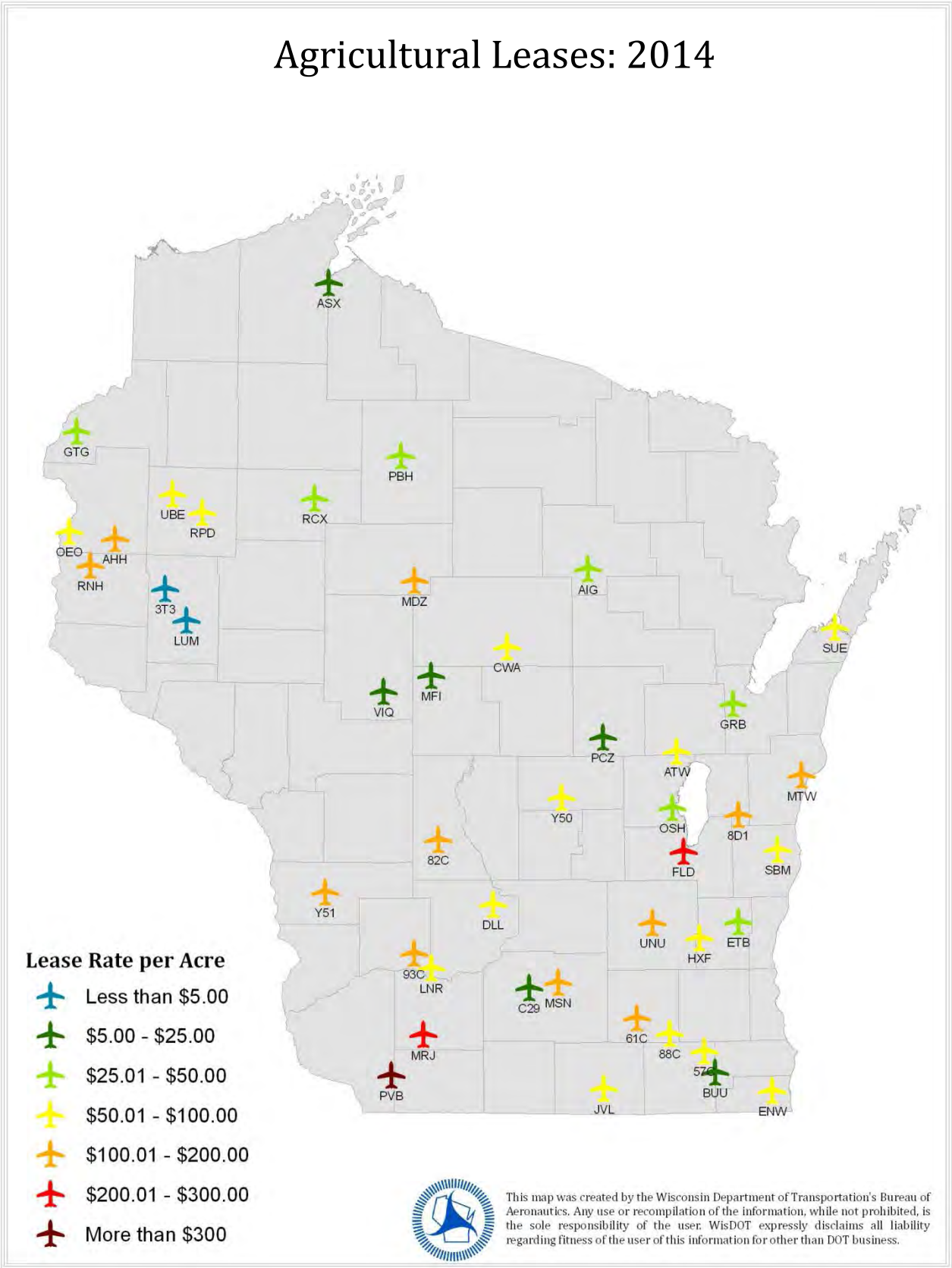


Figure 23

Airport Property Taxes

A request was made to survey airports regarding the collection of local property taxes at the airport. In 2014, 75 of 92 airport respondents indicated that property taxes were collected from airport tenants, a rate of approximately 82 percent. Of those 75 airports, 11 reported that the property tax revenue collected at the airport was ultimately transferred to the airport. In other words, the vast majority of property tax revenue collected at airports was not directly used to support them. It should be noted that there is no requirement for property taxes to be used directly to support airports.

Stormwater Utility Fees

Recently, municipalities have begun reevaluating stormwater utility fees. Traditionally, flat fees were used to assess stormwater fees; however, fees based on “usage” are becoming more common. Typically, “usage” is calculated based upon the size of a property and the amount of both pervious and impervious surfaces. It should be noted that stormwater fees imposed by the airport sponsor have been deemed consistent with federal grant assurances so long as the airport is subject to the same rate methodology as similar properties. In other words, the airport cannot be subject to a unique rate structure.

Twenty-seven airports reported paying stormwater fees in 2014. Ten airports reported annual stormwater fees greater than \$1,000. These fees ranged from less than \$25,000 to more than \$250,000.

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

<http://www.dot.wisconsin.gov/travel/air/rates-charges.htm>