
CHAPTER 3: TERMINAL AREA & SUPPORT FACILITIES

Introduction

This Chapter of the Airport Plan is focused on the Terminal Area and Support Facilities which includes the aprons, taxilanes, hangars, and access roads. The chapter follows the Runway and Taxiway chapter where the primary aircraft movement takes place. This chapter addresses the existing and future facility needs at MDS.

This chapter analyzes the landside requirements necessary to support airport, aircraft and passenger operations. It will consider forecasted planning activity levels for based aircraft and operations. Alternative choices will be presented based on findings along with the decision on a preferred alternative. The following elements are provided for examining terminal area/support facilities:

- [Planning Activity Levels](#)
- [Existing Terminal Area Uses](#)
- [Aircraft Storage](#)
- [Aircraft Parking & Movement](#)
- [Terminal Building](#)
- [Support Facilities](#)
- [Facility Recommendations](#)
- Alternatives
- Preferred Alternative

Planning Activity Levels (PALs)

These PALs are carried forward from Chapter 1 and are used later in this chapter to determine the requirements for facilities through the planning period.

There are various airport activity measures used to determine airport facility requirements including annual operations, peak hour activity, and based aircraft. Airport activity can be sensitive to industry changes, national and local economic conditions. This results in difficulty in identifying a specific calendar year for associated demand-driven improvements.

For this study, PALs are used to identify demand thresholds for many recommended facility improvements. If an activity level is approaching a PAL, then the airport should prepare to implement the improvements. Alternatively, activity levels that are not approaching a PAL can allow improvements to be deferred. The demand forecasts developed in this study correspond to an anticipated planning level calendar year to each PAL (2025, 2030, 2035, 2040) from the preferred aviation forecasts as seen in **Table 3-1** and **Table 3-2**.

Table 3-1 – Planning Activity Levels (PALs)

Key Activity Metrics	Base	PAL 1	PAL 2	PAL 3	PAL 4
Forecast Year	2025	2030	2035	2040	2045
Operations	24,000	25,855	27,853	30,006	32,325
Based Aircraft	50	55	60	65	70

Source: KLJ Analysis

Table 3-2 – Peak Airport Operations Forecast

Metric	Base	PAL 1	PAL 2	PAL 3	PAL 4
Annual Operations	24,000	25,855	27,853	30,006	32,325
Peak Month	4,800	5,171	5,571	6,001	6,465
Design Day	155	167	180	194	209
Design Hour	13	14	15	17	18

Source: KLJ Analysis

Existing Terminal Area Uses

Background

General Aviation (GA) includes all civil aviation activities except for commercial service. Providing necessary facilities and access for general aviation users at MDS will continue to be important for the vitality of the Madison community. General aviation facilities evaluated in this section include aircraft storage hangars, aircraft parking apron and aerial applicator facilities.

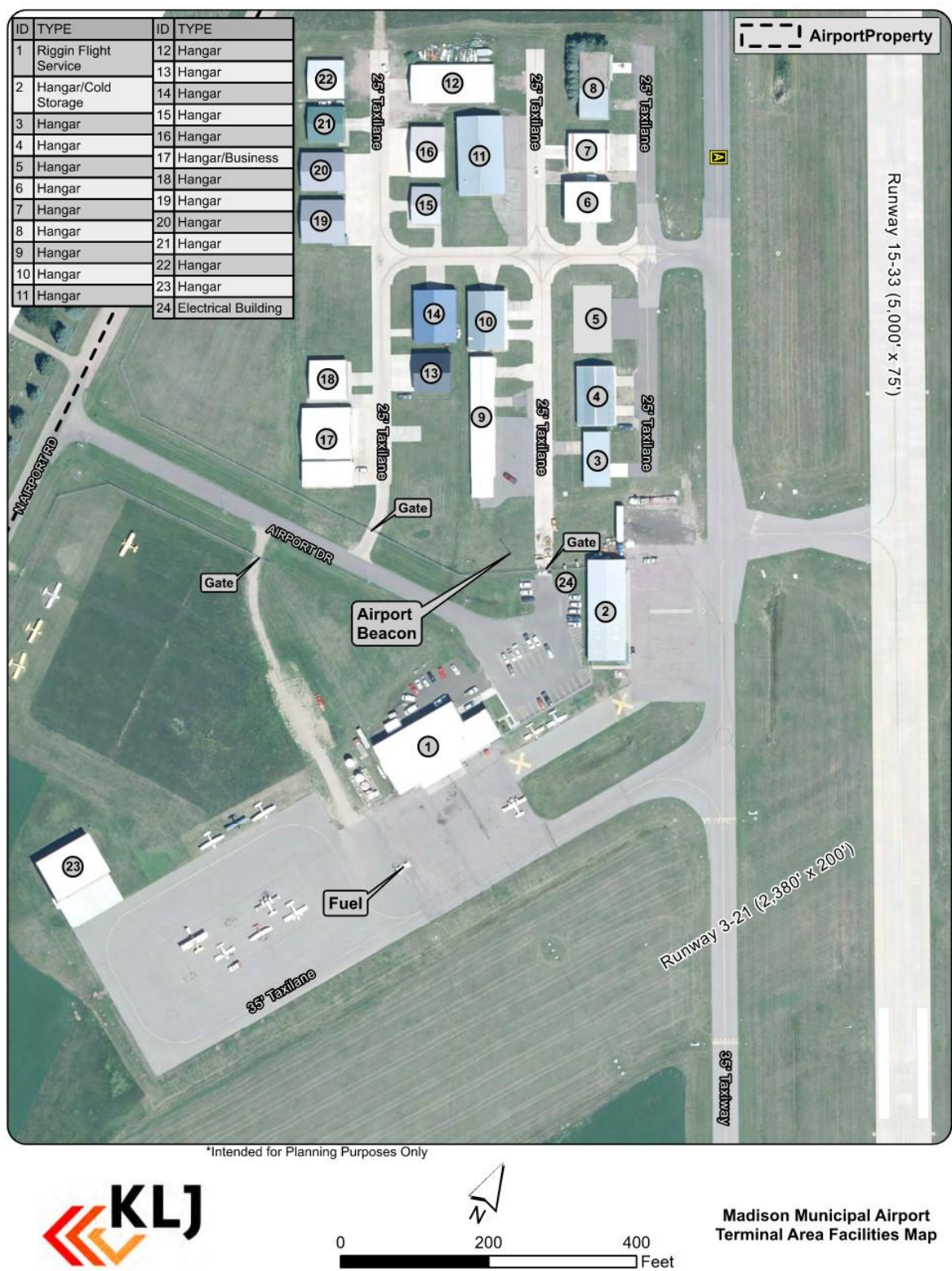
BUSINESS OPERATORS

Fixed Base Operators (FBOs) are commercial businesses providing multiple aviation services to the public, primarily for general aviation. Specialized Aviation Service Providers (SASOs) are commercial aviation businesses providing one or a few services.

Riggin Flight Service provides FBO services at Madison. Services include aircraft fueling and maintenance. The terminal building is located just off the main apron. The terminal building is approximately 1,600 square feet and provides 24/7 access to pilots with restrooms, vending machines and a computer for flight planning.

In addition to FBO services, Riggin Flight Service operates a sizeable flight school at MDS consisting of a fleet of 34 aircraft and an aerial application business.

Figure 3-1 – Terminal Area Facilities Map



Aircraft Storage

Aircraft storage requirements are driven by operational requirements, aircraft size, local climate, and owner preferences. For based aircraft, the harsh winters in the upper Midwest drive all owners to seek aircraft storage facilities rather than outdoor parking on an aircraft parking apron. Owners prefer to have covered, secure storage for their aircraft with space for other aeronautical facilities including an office or maintenance/storage areas. Many of the aircraft based at MDS are stored outdoors on tiedown spots or in the grass. Transient aircraft travel to airports for up to a few days at a time. These aircraft typically park on the aircraft apron or seek temporary indoor aircraft storage, especially during adverse weather conditions.

A facility space model was developed to estimate aircraft storage hangar size needs. The model uses the based aircraft fleet mix forecast and estimates a size per aircraft type to determine recommended facility space. The MDS based aircraft forecasts estimate another twenty (20) based aircraft through the planning period (PAL 4) consisting of a fleet mix of 14 single-engine, 4 multi-engine and 1 turboprop and 1 helicopter.

AIRCRAFT STORAGE HANGARS

Aircraft storage facilities are depicted in **Figure 3-1** listed in **Table 3-3**.

Table 3-3 – Aircraft Storage Facilities

Facility Number	Location	Description	Storage Area (SF)
1	Main Apron	Riggin Flight Service FBO	9,600
2	Main Apron	Heated/Cold Storage	7,425
3	Taxilane A	Multi-Unit Box Hangar	2,400
4	Taxilane A	Multi-unit Box Hangar	3,900
5	Taxilane A	Box Hangar	4,500
6	Taxilane A	Box Hangar	3,000
7	Taxilane A	Box Hangar	2,800
8	Taxilane A	Multi-Unit Box hangar	3,360
9	Taxilane B	T-hangar	5,300
10	Taxilane B	Box Hangar	3,700
11	Taxilane B	Multi-Unit Box Hangar	6,000
13	Taxilane C	Box Hangar	2,800
14	Taxilane D	Box Hangar	3,900
15	Taxilane C	Box Hangar	2,000
16	Taxilane C	Box Hangar	2,800
12	Taxilane C	Multi-Unit Box Hangar	5,800
17	Taxilane C	Box Hangar	4,200
18	Taxilane C	Box Hangar	2,500
19	Taxilane C	Box Hangar	3,100
20	Taxilane C	Box Hangar	2,800
21	Taxilane C	Box Hangar	2,200
22	Taxilane C	Box Hangar	2,400
23	Main Apron	Box Hangar	4,800
Grand Total			91,285

BASED AIRCRAFT STORAGE

During the inventory gathering portion of this study, it was noted that the majority of Riggin Flight Service (RFS) aircraft based at MDS are stored on asphalt or turf tiedown spots. Riggin Flight Service expressed a desire to have 75 percent of their fleet stored inside a hangar in the future. Currently, RFS is storing a few aircraft at surrounding airports. All other based aircraft on the airport are stored indoors. There are currently no hangars at MDS designated specifically for transient aircraft. The following factors are used for aircraft storage space requirements, when applied to the based aircraft fleet mix in **Table 1-15** found in Chapter 1:

- Single-Engine Piston/Other/Ultralight: 1,600 SF
- Multi-Engine/Turboprop: 2,500 SF
- Turbojet: 3,600 SF
- Helicopter: 2,100 SF
- Additional 20 percent for general aeronautical storage and supplies

The table below shows the storage requirements to accommodate all based aircraft indoors through the planning period. Many of the hangars on the north side of the terminal area were built by individual parties and house only one aircraft while the size of some of them could potentially accommodate more. This leads to the existing hangar space capacity being greater than what the airport experiences. Still, the analysis indicates that there is currently a deficiency in available hangar space to accommodate all based aircraft.

Table 3-4 – Based Aircraft Storage Requirements (All Based Aircraft)

Category	Existing	Base	2030	2035	2040	2045
Based Aircraft Storage Space (SF)						
Aircraft Storage Space (100% of Based Aircraft)	91,285	104,400	111,600	122,280	134,040	143,640
Capacity/Deficiency	-	13,115	20,315	30,995	42,755	52,355

Source: KLJ Analysis. NOTE: **RED** indicates a deficiency to existing capacity

Of the 50 based aircraft at MDS, Riggin Flight Service owns 34 of them. These aircraft consist of 29 single engine, 4 multi engine and 1 helicopter. RFS has stated it is their desire to have roughly 75% of their aircraft stored indoors in the future which would equate to 26 aircraft.

Riggin Flight Service currently has approximately 12,600 square feet of aircraft hangar storage space. Using the storage space requirements methodology mentioned above, the total amount of storage space needed for RFS to hangar 75% of their fleet (or 26 aircraft) was calculated at 45,700 square feet. This calculation was based on 21 single engine aircraft, 4 multi engine and 1 helicopter. RFS would need an additional 33,100 square feet to store 75% of their current fleet.

Hangars are constructed with public or private funds as demand warrants. This facility requirement analysis shows there is an existing need for hangar space at MDS and the need will continue to increase throughout the planning period. **The airport should plan and preserve space for a mix of future hangars to accommodate the existing and future based aircraft fleet.**

The recommended hangar types to accommodate aircraft storage depend on airport and aircraft owner preferences and financial position. There are two main hangar types:

- T-Hangar: Nested small aircraft storage units within a rectangular building.
- Conventional Hangar: Commonly known as “box” hangars are square/rectangular.

TRANSIENT AIRCRAFT STORAGE

Transient aircraft storage is utilized on an as-needed basis as aircraft require temporary storage. Aircraft types that require this type of storage are typically larger and more expensive airplanes such as turboprop and turbojet aircraft. Storage timeframes vary but can be for a few hours to several days. At this time, MDS does not have a hangar dedicated to storing larger transient aircraft. All transient aircraft park on the main apron. The airport periodically receives requests for transient aircraft storage however the demand has not been enough to justify the construction of a dedicated hangar. **It is recommended that the airport preserve space for the construction of a 100-foot by 100-foot box hangar for transient aircraft storage.**

Aircraft Parking & Movement

GA aircraft parking is utilized by transient or based aircraft. With a large number of based aircraft at MDS not stored in hangars, it is important to ensure there is adequate space for those aircraft on the apron, in addition to providing space for transient aircraft who come to MDS.

APRONS

Apron areas serve the loading, unloading, parking and maneuvering needs for a variety of aviation operations. **Table 3-5** provides a summary of the apron areas.

The apron areas at MDS will be referenced by their location.

- **North Apron:** The North Apron is located east of Hangar 2 and its area is approximately 1,900 square yards. This apron does not have any marked tiedown locations or taxilane centerline markings as the Runway Visibility Zone currently crosses across a portion of the apron.
- **Central Apron:** The Central Apron is located adjacent to the FBO building and contains the self-fueling system. There are also 5 turf tiedown spots adjacent to the apron to the north, these are considered temporary as this area is proposed to be developed and paved in the future. This apron has approximately 3,500 square yards of pavement and after the rehabilitation in 2025 contains ADG-I taxilane centerlines around the fuel system, with ADG-II taxilane running along the east edge to the South Apron.
- **South Apron:** The South Apron is located southwest of the fuel system and consists of seven nested aircraft tiedowns with ADG-II taxilanes surrounding it. There are also four turf tiedowns located on the northwest corner of this apron, these are considered temporary as this area is proposed to be developed with hangars in the future. This apron has approximately 8,200 square yards of pavement.
- **West Unpaved Parking Area:** Located north of the South Apron there is a field that contain six turf tiedowns. Access to these tiedowns are from the west edge of the South Apron.

Table 3-5 – Apron Area Summary

Identifier	Area (Square Yards)	Paved Tiedowns	Turf Tiedowns
North Apron	1,900	-	-
Central Apron	3,500	-	5*
South Apron	8,200	7	4*
West Unpaved Parking Area	-	-	6
TOTAL	13,600	7	6

** Indicates temporary tiedown positions and will not be calculated in total existing tiedowns*

Source: KLJ Analysis

AIRCRAFT PARKING DEMAND

General aviation (GA) aircraft parking is utilized by transient and based aircraft. Based aircraft typically require parking for longer periods of time while transient aircraft may remain at the airport for a few minutes or several days depending on their purpose of travel and the services they require. The size of the apron is driven by the space needed for the parking and maneuvering of aircraft.

Current demand for aircraft parking at MDS is driven primarily from based aircraft, flight training, agricultural, and transient aircraft which frequently utilize all the paved tiedowns and required the airport to develop turf areas to park additional aircraft.

A number of based aircraft at MDS are not stored in hangars. RFS reported approximately 40 percent of their fleet of 34 aircraft are stored in hangars leaving the remaining 60 percent stored outside. This equates to 21 based aircraft that require a parking space. The based aircraft growth rate was applied to the number of based aircraft stored outdoors to project total aircraft parking needs through the end of the planning period. It indicated a need for an additional eight tiedowns for based aircraft storage for a total of 29. As previously referenced, RFS would like to have indoor aircraft parking for 75 percent of their fleet by the end of the planning period. However, the timeline in which this would occur is unknown, therefore this planning study will focus on preserving space to accommodate the most demanding outdoor based aircraft parking scenario. Regardless of when this occurs, parking on the apron will still be required for flight training aircraft as the planes quick turn between flight lessons.

Aircraft parking also needs to be provided for transient aircraft which may be operating for charters, medical, business/personal use, or aerial application flights not based at MDS. There are an estimated 730 annual operations and 600 aerial applicator operations from transient aircraft as noted in Chapter 1, with average of just less than 2 arrivals per day. Wilde Air, the transient aerial applicator, noted that they require one tiedown spot for parking during their spraying season. Aerial application operations do require additional apron space for loading/unloading of chemical, however the size of these areas are driven by maneuvering standards for the design aircraft and will be evaluated in the alternatives section.

Two aircraft tiedowns are currently needed for transient aircraft, one for the aerial application and the other for remaining transient operations. Transient aircraft operations are projected to grow at the same growth rate as total annual operations, and so it is estimated that a total of 4 aircraft parking locations would be needed by the end of the planning period to accommodate these transient operations.

The number of total aircraft parking positions required at MDS is calculated below and identified in **Table 3-6**.

Table 3-6 – Aircraft Parking Requirements

Key Activity Metrics	Existing	Base	2030	2035	2040	2045
Based Aircraft		50	55	60	65	70
Based Aircraft Parking		21	23	25	27	29
Transient Aircraft Parking		2	2	3	3	4
Total Aircraft Parking	13	23	25	28	30	33
Capacity/(Deficiency)	-	(10)	(12)	(15)	(17)	(20)

Source: KLJ Analysis. Note: **Bolded** indicates recommended tiedowns. **RED** indicates deficiency.

Forecast aircraft tiedown needs indicate the airport currently has a deficiency of one tiedown, with a total deficiency of 20 by 2045. Aircraft maneuvering and parking at MDS should continue to accommodate design standards for ADG-II aircraft where appropriate. A majority of the aircraft fleet is ADG-I, however ensuring ADG-II clearance throughout the apron provides flexibility for larger transient aircraft as well as aerial applicators which frequent MDS.

PAVEMENT CONDITION

Airport pavements are basic infrastructure components at airports. Airfield pavements need to be maintained in a safe and operable condition for aircraft operations. Pavement condition is comprehensively evaluated by the State every three years and measured on a 0 to 100 scale known as the Pavement Condition Index (PCI) rating. Pavement evaluation includes runway, taxiway, and apron pavements. A summary of the latest PCI rating (2024 most recent study year) for the runway and taxiway pavements are depicted in **Figure 3-2**.

All taxilane pavements received a PCI rating ranging from 84 to 100 which is listed as Satisfactory to Good condition. The North Apron had a PCI of 26 which is listed as Failed condition. Since the 2024 PCI study, the North Apron received a seal coat which marginally improved the condition of the pavement. While not shown in the figure below, the Central Apron was rehabilitated during the summer of 2025 and should be Good condition. The South Apron also had a Good condition with a PCI of 98.

Figure 3-2- 2024 Pavement Condition Index Study



Source: 2024 SDDOT PCI Study

Terminal Building

The size of the GA terminal building is based on the number of passengers and types of services. Although additional facilities can be provided, at a minimum the terminal building serving general aviation needs should include the following services:

- Passenger Waiting Area
- Restrooms
- Vending
- Pilots Lounge/Flight Planning
- Mechanical Room
- Storage Room
- Circulation

The terminal building should be located adjacent to the transient aircraft parking apron with good visibility to the airfield, and be in close proximity to the automobile parking and waiting area. In most cases the terminal building is located within or near the Fixed Base Operator (FBO) providing aeronautical services.

The current terminal building at MDS serves the FBO, the flight school and other airport users. The building is owned by the city but managed by the airport manager (Riggin Flight Service) and is located on the south side of the terminal area on the central apron. It is estimated there is 1,470 SF of usable space for passengers and flight school students.

The estimated planning-level size of the terminal building will focus on peak hour itinerant operations, 2.5 passengers per peak hour itinerant operation and 100 square feet of space per passenger as identified in [ACRP Report 113: Guidebook on General Aviation Facility Planning](#). The recommended building size to accommodate the total passenger needs based on the operations at Madison are summarized in **Table 3-7**. Recognizing that Riggin Flight Service and the aerial applicators make up approximately 75 percent of the total operations at Madison, the table will also show the passenger needs for a terminal building to accommodate the remaining 25 percent should an independent facility be planned for.

Table 3-7 – GA Terminal Building Size Requirements

Category	2025	2030	2035	2040	2045
Peak Hour Itinerant GA Operations	8	9	9	10	11
Number of Passengers	20	21	23	25	27
Total Passenger Needs (SF)	1,991	2,145	2,310	2,489	2,681
Non-RFS/Ag Passenger Needs (25%)	498	536	578	622	670
Existing Terminal Size (SF)	1,470				

Source: KLJ Analysis, ACRP Report 113

The current passenger demand exceeds the capabilities of the existing terminal building. A future combined or stand-alone terminal facility will be evaluated to meet passenger needs through the planning period in the alternatives section of this chapter.

Passenger Convenience

Passenger convenience elements for the general aviation pilots and passengers were reviewed. The proximity of the aircraft apron to the terminal is ideal to minimize outdoor exposure time. The terminal

building itself however does not adequately meet the space or comfort needs for both MDS pilots and passengers. The automobile parking location adjacent to the terminal which is ideal to minimize outdoor exposure time. An on-site airport courtesy car is available for passengers (with prior notice).

COMMUNICATION FACILITIES

Communication facilities allow aircraft to transmit and receive clearances to air traffic control to navigate the national airspace system safely and effectively. MDS does not have an air traffic control tower so communication is up to the pilots to follow standard airspace procedures and practices on the Common Traffic Advisory Frequency (CTAF) and Universal Communications (UNICOM) on 122.8. The Air Route Traffic Control Center (ARTCC) is Minneapolis Center and can be contacted through the Remote Communications Air/Ground (RCAG) at Sioux Falls on 132.050 and Flight Service Station (FSS) is Huron on Remote Communications Outlet (RCO) 122.3. Weather frequency for the AWOS is 118.35.

Support Facilities

Support facilities are necessary to support a safe and efficiently run airport supporting airport operations and the travelling public.

Airport Administration

MDS is owned by the City of Madison. The city hired an airport manager to run the day to day operations at the airport. The airport manager is also the owner of Riggin Flight Service.

Airport Maintenance & Snow Removal

The City of Madison does not have a dedicated facility to store airport maintenance equipment. Typical equipment is used to cut grass or control snow and ice. Small equipment is stored in a maintenance hangar. Other equipment dedicated for airport use is housed off-site. Airports like MDS with their own maintenance equipment should consider a dedicated mechanical equipment storage (MES) building to protect the investment in equipment.

Snow and ice control equipment typically required includes a carrier vehicle (i.e. dump truck or tractor), snow plows, spreaders, sweepers, and blowers. For non-winter operations, grass cutting is accomplished with a carrier vehicle (i.e. tractor) and mower attachment. Smaller equipment is also used to facilitate snow removal or grass cutting. Equipment should be stored in a dedicated heated building for timely access and protection from the weather. North facing building doors should be avoided if possible to minimize prolonged snow and ice accumulation.

Fueling Facilities

The City of Madison owns the airport fuel facility storing and dispensing 100 octane low lead (AVGAS) and jet fuel (JET-A). There are three above ground tanks. Self-service fuel dispensing units are available 24-hours a day with a credit card. Fuel trucks are provided with safe ingress and egress to the fuel tanks without accessing the air operations area. Aircraft access the fuel facility in a designated apron space.

Fuel storage needs are driven by having sufficient supply to meet demand and by the size of the fuel delivery truck. The Airport reported they receive fuel deliveries every 1-2 months indicating strong demand for fuel at MDS.

Fencing, Security & Wildlife

SECURITY & FENCING

The first line of security protection infrastructure is a perimeter fence. Perimeter fencing is not a requirement for non-certificated airports such as MDS. Its installation would help prevent unauthorized persons from entering the airfield. A minimum 6-foot high fence with added barbed wire is generally recommended at a minimum for security. Airfield access points should be minimized, however those that are needed should be controlled. Ideally, automated controlled access gates would be installed at the apron, hangar area and east access entry points. Locked field gates would be installed at other airfield access points.

Currently the airport has a 10-foot-high chain link fence around the apron and hangar area then a 6-foot-high barbed wire fence surrounding the remainder of the property. There are two automatic drive through gates; the first one entering the west hangar taxilane and the second connecting to the middle hangar taxilane. There are four double swing drive through gates; one leading to the central apron terminal area, one along Airport Avenue leading north of the hangar area, the next from Co Highway 34 entering the east side of the Runway 15 end, the last on leading from 3rd Street NE to the far south edge of the Runway 33 End. It is recommended the airport continue to maintain the current fencing they have through the planning period in good condition.

WILDLIFE CONTROL & MITIGATION

Controlling wildlife on or near the airport helps mitigate existing and prevent the creation of potential new hazards to aircraft. The airport regularly has pheasants, deer and seagulls within the airfield despite having a 10 foot chain link perimeter fence.

Utilities

The airport is within the city limits and Madison Utilities are connected to the airport for water and power. Sanitary sewer does not reach the airport, though, and it has been identified that a future project could extend to service the airport, but cost is the factor that has delayed the connection to the city's sanitary sewer system. The airport's existing sewer functions by using a mounded septic drain field. The septic drain field is located to the north of the access road, within the area of existing hangar development. It is not an ideal location due to being near existing and future hangar locations. The nearest connection to city sewer is at the intersection of NE 3rd Street and Airport Road, about ½ mile to the south of the airport access road and FBO.

The airport has existing natural gas and telecommunications that exist by private utility providers.

The airport's stormwater does not connect to City of Madison stormwater system. The existing stormwater collects through culverts and ditches and drains through existing sloughs and wetlands on the airport property and ultimately drains out the east side of the airport property to agriculture land.

The following utility infrastructure is available at the airport to serve facility demands:

- **Stormwater:** Private.
- **Landside Power:** Madison Utilities.
- **Airfield Power:** Madison Utilities. Existing airfield lighting comes from the electrical vault building on the north side of the public parking lot.

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- **Water:** Madison Utilities.
 - **Sanitary:** Private.
 - **Telecommunications:** Bluepeak (formerly Vast) currently provides internet and phone to the FBO. Other providers Lumen/CenturyLink and SDN Communications have existing facilities nearby but are not currently in service to the FBO.
 - **Natural Gas:** NorthWestern Energy.
 - **Heating/Cooling & Building Maintenance:** City of Madison.

Other Facilities

GROUND ACCESS & CIRCULATION

The overall design objective is to provide ground vehicles with access to and from the terminal building and hangar facilities using a primary access road. To achieve this, access points should be secured to the apron, hangar area and any field access points to reduce undesired automobile access. The number of hangar access points should be limited to reduce the possibility of vehicle/aircraft incidents which improves safety. Fuel delivery trucks should have access to tanks without entering airside operations areas. Access roads should be paved to reduce the likelihood of foreign object debris (FOD) on the airside areas where it may become a hazard to aircraft.

Central public airport access is provided via a paved access road from Airport Avenue to Airport Drive. The pavement strength should be sufficient to accommodate a plow truck, fuel tanker and emergency equipment. The alignment of the access road should continue to provide controlled access to airside facilities.

Central apron access is provided from Airport Drive. **All access points should be secured, with the higher activity access points secured with a controlled access gate.** Ideally access points should require a turn from the end of a roadway to discourage inadvertent airfield access. Fuel tanks are currently accessed in the public area away from the active air operations area. There are two paved hangar access paths connected to the access road.

There are no dedicated internal access roadways located outside of runway and taxiway safety areas to access airport facilities. This is typical for a lower activity airport such as MDS.

Currently both the main landside automobile parking lot is located directly adjacent to the terminal building. This location is ideal to minimize passenger and visitor exposure to the outdoor elements.

AUTOMOBILE PARKING

Automobile parking at general aviation airports should accommodate landside access needed to serve aeronautical facilities. Facilities requiring automobile parking include the terminal building, aircraft storage hangars, administration, maintenance equipment storage buildings and FBOs. Vehicles should be discouraged from parking in airside areas. Both public and exclusive-use parking lots may be needed to serve all needs. Automobile parking lots should be sized for the demand and have appropriate number of handicapped accessible spaces. Lighting is recommended for night-time use and security.

Currently there is paved public parking from Airport Drive between the terminal and maintenance hangar. This parking lot contains 27 parking stalls with two stalls handicap accessible and was recently reconstructed in 2023. There is also parking directly adjacent to the terminal building. Future

development at the airport will require consideration for additional vehicle parking. The alternatives section of this chapter will evaluate areas preserved for vehicle parking.

Facility Recommendations

This chapter identifies safety, capacity and development needs of the Terminal Area for the Madison Municipal Airport based on forecasted activity levels. These recommendations provide the basis for formulating development alternatives to follow. The following summarizes the facility recommendations:

General Aviation Facilities

- Add additional tiedown spots for ADG-I and ADG-II aircraft
- Provide hangar storage for larger transient aircraft
- Add additional hangars for additional based aircraft

Support Facilities

- Plan to construct a SRE storage building
- Maintain existing fuel facility
- Evaluate and consider vehicle parking and access for new hangar development

ALTERNATIVES SECTION TO FOLLOW