WISCONSIN DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION INVESTMENT MANAGEMENT
BUREAU OF AERONAUTICS

Eligibility Statement

For

Petition Dated November 14, 2024

Submitted by

City of La Crosse

La Crosse Regional Airport

I. Project Background

A. Petition

The Sponsor of the proposed project, City of La Crosse, petitioned the Wisconsin Secretary of Transportation, under Wis. Stats. §114.33(2) (1971) for Federal and State Aid to improve the La Crosse Regional Airport. The improvement(s) desired were requested in a petition dated November 14, 2024. The requested improvement(s) are:

1. Decommission Runway 04/22
2. Rehabilitate/Reconstruct Runway 13/31
3. Rehabilitate Aircraft Rescue Firefighting facility
4. Rehabilitate/Reconstruct Taxiway 'B'
5. Rehabilitate/Reconstruct Taxiway 'A'
6. Light/Mark/Remove Obstructions
7. Improve Airport Drainage
8. Rehabilitate Terminal Building
9. Rehabilitate Terminal Internet Fiber Optic System
10. Rehabilitate Terminal Building Generator
11. Rehabilitate Terminal Outbound Baggage Handling Equipment
12. Rehabilitate Jet Bridges
13. Rehabilitate/Reconstruct Aprons
14. Acquire Equipment - Runway Closure Devices
15. Rehabilitate/Expand Snow Removal Equipment Storage Building
16. Construct Sand Storage Building
17. Acquire Snow Removal Equipment
18. Acquire Friction Measuring Equipment
19. Airfield Lighting, Signage, and NAVAID Upgrades
20. Rehabilitate Terminal Parking Lot
21. Acquire Land/Easements for Approaches
22. Prepare Site Development
23. Acquire Equipment - Airport Sweeper
24. Acquire Security Equipment/Install Fencing
25. And any necessary related work

B. Compatibility with National, State, and Local Plans

City of La Crosse is included in both the National Plan of Integrated Airport Systems (NPIAS) and the State Airport System Plan (SASP), making it eligible for both Federal and State Aid. The Airport is classified as a Commercial Service airport in the NPIAS and as a Commercial Service airport in the SASP. The airport is a primary commercial service category airport for federal funding purposes. It is eligible for entitlements based on enplaned passengers.

The Airport Layout Plan (ALP) was approved on December 5, 2006, with various inserts approved June 10, 2008. An updated ALP was sent to FAA for airspace review on October 9, 2009, and again on July 2, 2015. A new updated ALP/Master Plan was submitted to FAA in 2022 and approved on September 14, 2022. The petitioned improvements are shown on all these plans or will be included in a future ALP update.

II. Project Need Assessment

A. Existing Facility

The La Crosse Regional Airport is located four miles north of the City of La Crosse on French Island in the middle of the Mississippi River. The airport occupies approximately 1,400 acres. The airport has a control tower without radar capabilities that operates from 6:00 am to 9:00 pm.

The airport has three runways, two bituminous and one concrete. Runway 18/36 is the primary runway and measures 150' wide by 8,742' long. The runway is equipped with an Instrument Landing System (ILS) and associated Approach Lighting System (ALS) which provide precision approach capabilities. Additional lighting aids located on this runway are High Intensity Runway Lighting (HIRL), Runway End Identifier Lights (REIL), Visual Approach Slope Indicators (VASI), and distance-to-go signing.

Runway 13/31 is 150' wide by 6,050' with HIRL. This runway is asphalt except for the intersection with Runway 18/36. This runway is also used by air carrier aircraft when necessary due to wind. This runway also has distance-to-go signs, VASI, and REILs. Runway 4/22 is 150' wide by 5,199' with HIRL.

Runway 4/22 is used primarily by corporate and other general aviation aircraft. FAA has requested this runway be decommissioned.

The following instrument approaches are available to the airport: ILS, NDB, or GPS RWY 18; VOR or GPS RWY 36; VOR or GPS RWY 13; GPS RWY 31; GPS RWY 4; and GPS RWY 22. There is a DME unit located on the field to assist when performing these approaches.

FAA 5010 Inspection Report dated December 31, 2023, shows 19,703 total operations including 962 air carrier, 4,060 air taxi, 14,389 general aviation, and 292 military operations. There are 73 based aircraft including 60 single engine, 5 multi-engine, and 8 jets. A Fixed Base Operator provides fuel, rental, training, and repairs.

B. Assessment of Petitioned Items

1. Decommission Runway 04/22

The FAA has requested the sponsor decommission the runway as it is classified as an additional runway and is not required from a capacity or crosswind runway standpoint and thus is not eligible to receive federal funding for continued maintenance.

Decommissioning and removal of Runway 04/22 could provide an opportunity for solving complex airport geometry and direct access issues. If Runway 04/22 was decommissioned, Taxiway A2 would no longer be necessary and would eliminate one of the direct access issues.

Decommissioning and removal of Runway 04/22 will also reduce the chance of runway incursions related to direct access from the south GA apron via Taxiways A3 and B. Similarly, Taxiway B would only cross one runway if Runway 04/22 was decommissioned.

Decommissioning and removal of Runway 04/22 will also eliminate the Runway 04/22 and Taxiway C area identified as an area of concern by the Runway Safety Action Team (RSAT) at LSE ("Hot Spot #1) due to the runway/taxiway geometry.

This project will conduct the required environmental assessment (EA), design the removal of runway infrastructure (pavement, lights, etc.), and complete a multi-phase demolition process.

2. Rehabilitate/Reconstruct Runway 13/31

The sponsor would like to reconstruct secondary Runway 13/31. It was last reconstructed in 2001 with 8" of P401 bituminous pavement over 6" P208 aggregate base course.

The Wisconsin State Airport System Plan states that the minimum PCI threshold recommended for reconstruction is 75 for runways at Commercial Service Airports. The average 2025 PCI value of the runway is 67. According to the 2021 PCI evaluation, the majority of the pavement distresses are low to medium severity longitudinal/transverse cracking, medium severity weathering, and low severity patching.

This project was previously designed and bid; however, due to issues with the runway width (currently 150 feet; FAA recommended reducing to 75 feet), the project was placed on hold. Per language contained in the 2024 FAA Reauthorization Act (Section 702(2)), FAA must expand AIP project eligibility to include "a secondary runway at a nonhub airport that is equivalent in size and type to the primary runway of such airport." The sponsor wants to proceed with this project again subject to approval from FAA.

3. Rehabilitate Airport Rescue Firefighting facility

The sponsor needs to rehabilitate the current ARFF building which was constructed in 1995 and is approaching 30 years old. The roof and walls leak water resulting in water damage requiring repairs. Rehabilitating the ARFF facility will extend the facility's useful life and make it more energy efficient. The building HVAC systems are at or near the end of its useful life. Federal and State Aid grants were issued to fund the design phase in fall 2024.

4. Rehabilitate/Reconstruct Taxiway 'B'

The sponsor would like to rehabilitate or reconstruct Taxiway B. It was originally reconstructed in 2003 with 8" of P401 asphaltic pavement over 6" P208 aggregate base course.

The Federal Order 5100.38D (Change 1) states that all airfield pavements with a PCI less than 55 is eligible for reconstruction and a PCI less than 70 is eligible for rehabilitation. The average estimated 2025 PCI value of the south pavement sections is 39, the middle pavement sections is 84, and the north pavement sections is 49.

According to the 2021 PCI evaluation, the majority of the pavement distresses are medium to high severity weathering, medium severity raveling, low to medium severity longitudinal/transverse cracking, low to medium severity joint spalling, low to medium severity block cracking, low severity alligator cracking, and low severity shoving.

5. Rehabilitate/Reconstruct Taxiway 'A'

The five-way intersection of Taxiway A, A3, and B has been identified as an area of concern by the Runway Safety Action Team (RSAT) at LSE ("Hot Spot #2). AC 150/5300-13A recommends that all taxiway intersections be designed based on the three-node concept, which means that a pilot should be presented with no more than three choices at an intersection. Ideally, the options are left, right, and straight ahead. The five-way intersection currently provides four choices for pilots taxiing in any direction.

Large charter aircraft, such as the B737, will often park temporarily on the south GA apron adjacent to Taxiway A to avoid obstructing the terminal apron and remain near the fixed base operator (FBO). Similarly, air carrier diversions will park in this same area. Due to the size of the charter aircraft and group activity of air carrier aircraft, this ramp often becomes impassable and air traffic control must close Taxiway A.

Therefore, expansion of the south GA apron or relocation of Taxiway A would not only allow better staging for the large charter aircraft and diverted air carrier aircraft but could reduce or eliminate impacts to all GA aircraft that normally transit this area.

6. Light/Mark/Remove Obstructions

The sponsor would like to mitigate obstructions by installing obstruction lighting when indicated and/or remove obstructions to their runway approaches and other design surfaces as determined by the 2022 Airport Layout Plan update to maintain their runway approaches for Runways 18/36 and 13/31. Objects affecting Runway 04/22, which is planned to be decommissioned, will not be included.

7. Improve Airport Drainage

The sponsor conducted a comprehensive assessment of the airfield storm water drainage infrastructure condition to identify the necessary improvements to the storm water infrastructure components to improve airfield drainage and water quality.

Many of the airfield inlets and dry wells are badly deteriorated, past their useful life, and in need of repair or replacement. There are also known areas of ponding which

need to drain to prevent wildlife attractants along the Mississippi River Corridor. Some grading may be necessary to provide proper drainage.

8. Rehabilitate Terminal Building

The sponsor would like to rehabilitate**…** elevators, escalators, what other projects are required to be listed under this petition to be eligible for federal (entitlement, BIL – AIP, BIL – Terminal, discretionary) and/or state aid?

The sponsor would like to rehabilitate the terminal roof and skylight windows due to water damage caused by leaks.

9. Rehabilitate Terminal Building Generator

The terminal generator installed in 2015 has experienced many mechanical issues and is a maintenance challenge. Most notably, the generator requires frequent oil top off. The terminal building requires this back-up generation system to allow the airport terminal to function properly during power failures. This includes powering terminal lighting systems, security systems, access control system, airport operations, and other vital terminal systems. Previous efforts to have the manufacturer honor the warranty have been unsuccessful.

10. Rehabilitate Terminal Internet Fiber Optic System

The sponsor needs to replace the existing fiber optic system supporting the terminal and terminal systems to include internet, security access control systems, security camera system, and parking lot access control system. The existing system consists of unarmored fiber which suffered major failure due to wildlife chewing into the line resulting in terminal systems going down. The project will install new armored fiber.

11. Rehabilitate Terminal Outbound Baggage Handling Equipment

The sponsor would like to replace the terminal outbound baggage conveyor originally installed in 2005 and which is reaching the end of its useful life.

12. Rehabilitate Terminal Jet Bridges

The sponsor would like to replace the three existing jet loading bridges which are approaching 30 years. The bridges are becoming maintenance intensive and replacement parts are becoming difficult to acquire.

13. Rehabilitate/Reconstruct Aprons

The sponsor would like to rehabilitate/reconstruct and apply a uniform strength to the asphaltic apron on the east side of the airport. The Federal Order 5100.38D (Change 1) states that all airfield pavements with a PCI less than 55 is eligible for reconstruction and a PCI less than 70 is eligible for rehabilitation. The average 2019 PCI value of the entire east side apron is 63. According to the 2019 PCI evaluation, the majority of the pavement distresses are low to medium severity longitudinal/transverse cracking, low to medium severity weathering, low to medium severity raveling, medium severity block cracking, and low to medium severity alligator cracking.

The most southwestern portion of the apron was constructed in 1995 with 3" asphaltic pavement over 6" aggregate base course (PCI of 51). The apron just north of that area was reconstructed in 2007 with 4" asphaltic pavement over 8" aggregate base course (PCI of 77). The majority of the western section was reconstructed in 1999 with 4" asphaltic pavement over 12" aggregate base course (PCI range 61-66). The central to eastern section was reconstructed in 2000 with 4" of asphaltic pavement over 12"-17" of aggregate base course (PCI of 70). The most eastern end was reconstructed in 2003 with 8" of asphaltic pavement over 13" aggregate base course (PCI of 49).

The airport supports large civilian and military charter flights that arrive and need to park on the east side of the airport. In addition, the airport routinely hosts large charters by military transport aircraft (C-17, C-130) and VIP aircraft including Air Force One (747) and Two (757). These flights have caused some premature deterioration of the apron pavements due to their weight thus requiring the pavements to be reconstructed and strengthened.

14. Acquire Equipment - Runway Closure Devices

The sponsor would like to acquire runway closure devices to assist in closing runways when necessary for maintenance or other emergencies. These will replace existing runway closure devices which have reached the end of their useful life.

15. Rehabilitate/Expand Snow Removal Equipment Building

The sponsor would like to expand their Snow Removal Equipment (SRE) Building. The existing building was built in 1991 and is approximately 22,800 S.F. It is not large enough to house all the airport's snow removal equipment.

Based on AC 150/5220-18A, the airport requires approximately a 34,000 S.F. SRE facility to support their operations. An equipment and material storage building is needed to store their snow removal equipment, maintenance materials, hand tools, sand/salt storage, machine room, special equipment, administrative/maintenance support areas, etc.

The layout of the existing SRE building is not conducive to efficient circulation. Often the staff must move one vehicle to access another vehicle. Vehicles and attachments are frequently stored outside or in various vacant hangars. Unfortunately, several of these older hangars have since been removed to make room for new corporate hangars. Storing vehicles outside shortens the useful life of equipment and regularly shuffling equipment is inefficient and reduces snow removal response times.

The existing building maintenance and wash bays are undersized and cannot accommodate the Airport's largest vehicles due to inadequate depth.

16. Construct Sand Storage Building; Demolition of Old Sand Storage Building

If not funded and included as part of the proposed Snow Removal Building Expansion project, the sponsor would like to construct a new sand storage building. The existing building is estimated to have been constructed in the late 1980's, has reached the end of its useful life, and is in bad shape. The walls are eroding, and the foundation is failing. The existing building also needs to be removed to make room for the final phase of the corporate hangar development site. Presently the maintenance crews must go to downtown La Crosse to retrieve salt for winter maintenance on the airport roads

and parking lots. A new building would include sand, salt, and urea storage for snow and ice control of airport pavements.

17. Acquire Snow Removal Equipment

The airport sponsor would like to acquire a plow truck, a rotary snow blower, a tractor, and skid steer to replace existing snow removal equipment.

Based on the AC 150/5220-20 minimum equipment calculations that were approved by FAA in the airport's PFC application, the airport should have the following equipment which are eligible for federal funding:

- 3 Class III high-speed rotary snowplows (snow removal capacity of up to 2,500 tons/hour, a minimum casting distance of 100')
- 6 displacement plows (2 for each rotary snowplow)
- 4 high speed runway sweepers
- 4 truck mounted hopper spreader
- 1 liquid spreader tanker truck
- 1 front end loader with the following attachments: a 1 ½ C.Y. sand bucket, 8-10 C.Y. snow bucket, and plow blade

The support vehicles such as sweepers and wheel loaders are needed to complete the removal of snow from all operational areas. Friction measuring equipment is also necessary to conduct pavement condition reporting.

The airport anticipates replacing the following pieces of snow removal equipment between 2026 and 2030:

- Rotary snowplows
  - 2009 Oshkosh blower H273B (PFC)

- Displacement plows with hopper spreaders
  - 2000 Oshkosh P2526 w/ solid & liquid chemical deicer
  - 2000 Oshkosh P2526

- Multi-purpose tractors w/ various plow, broom, & blower attachments
  - 2000 Bobcat Skid Steer
  - 2005 New Holland TV145
  - 2011 Oshkosh HT
  - 2014 Oshkosh HT

- Operations vehicles
  - 2012 Findlay-Irvine Griptester

18. Acquire Friction Measuring Equipment

The sponsor would like to acquire a replacement friction measuring equipment to replace the existing 2012 Findlay-Irvine Griptester required to perform runway pavement friction measuring during winter operations.

19. Acquire Aircraft Rescue Firefighting Vehicle

The airport has a Part 139 certification which requires them to have an Airport Rescue and Fire Fighting (ARFF) vehicle. The oldest of the airport's two existing ARFF vehicles was purchased with Federal Airport Improvement Program Funding in 2008.

The vehicle has reached the end of its useful life of 15 years and maintenance issues are anticipated to become more prevalent as the vehicle continues to age. Because functioning ARFF vehicles are required for the Airport under its FAA Part 139 Operating Certificate, it is necessary to replace this ARFF vehicle, gear, and tools to continue supporting commercial airline services.

20. Airfield Lighting, Signage, and NAVAID Upgrades

The sponsor would like to install new or replace existing airfield lighting, guidance signs, and navigational aids (rotating beacon, elevated runway guard lights, distance remaining signs, segmented circle, primary and secondary windsocks) as needed to meet standards.

21. Rehabilitate Terminal Parking Lot

The sponsor would like to reconstruct the north terminal parking lot. It was originally constructed in 1990 with 3" of bituminous pavement over 8" aggregate base course. It is well over 30+ years old and badly deteriorated and needs to be reconstructed. Currently the pavement shows much distress through alligator, block, and longitudinal/transverse cracking along with weathering/raveling and depressions. It is a revenue producing parking lot.

22. Acquire Land/Easements for Approaches

The sponsor would like to acquire land, as it becomes available and necessary for approach protection for runways 18/36 and 13/31, and/or acquire avigation easements as necessary for approach protection.

23. Prepare Site Development

The sponsor would like to construct the east side hangar development area to provide more space for corporate hangars. The airport is in need for additional hangar space. A few corporations have expressed interest in locating a hangar on the airport's east side as there is not enough room in the existing hangar area for their development needs. To meet the next five years of future hangar growth, the airport needs other areas available for development. The development of these areas will aid in meeting the needs of the airport users on current waiting lists.

The sponsor would like to prepare a general development plan for aeronautical and non-aeronautical development using land currently impacted by Runway 04/22. Once that runway is decommissioned, portions of land off the runway 04 end will become available for development.

24. Acquire Equipment - Airport Sweeper

The sponsor would like to purchase a dedicated regenerative airport sweeper for airfield maintenance. The airport does not currently possess a sweeper and is using snow removal broom which is not an effective use of that piece of equipment.

25. Acquire Security Equipment/Install Fencing

The sponsor would like to install anti-dig fencing to reduce wildlife access onto the airfield.

26. And any necessary related work

None identified at this time.