

AIRPORT USER SURVEY - (Middleton Morey Field)

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SURVEY

The Middleton Municipal Airport - Morey Fied (C29), is conducting an Airport User Survey to evaluate the use of its existing facilities and to identify future needs. The information collected will be used to inform a recently initiated Master Plan for the Airport. The Master Plan will identify capacity needs and facility requirements over a 20-year planning horizon.

Section 1 - General

Question 1

Do you currently use the Middleton Municipal Airport (C29)? *

Results Stats

58% YES

42% NO

Question 2

Would you use the Airport, (or use it more), if additional facilities or services were available? *

Results Stats

63% YES

37% NO

Section 2 - Existing Use

Note: if you answered "No" to both Question #1 and Question #2 above, you may skip to the end of the survey and click 'Submit' at the bottom of the page.

Question 3

If currently using the Airport (C29), please check all that apply and describe your use:

Results Stats

44%	Based User
24%	Itinerant User
0%	Cargo Shipment
38%	Aircraft Rental
10%	Charter Services
77%	Pleasure / Recreation
56%	Flight Training
33%	Business / Corporate Travel

Question 4

Please describe any other uses not listed in Question 3:

Anonymous user's comment on May, 29 at 9:26pm
Belong to EAA Chapter 93, and we meet at C29 often.

Anonymous user's comment on May, 31 at 7:42pm
Fuel, maintenance

Anonymous user's comment on Jun, 21 at 11:13am
Employee

Anonymous user's comment on Jun, 07 at 3:06pm
Fuel

Anonymous user's comment on May, 29 at 5:16pm
Hangar owner, use of terminal building facilities, meeting and event location, FYI-in location, Middleton community events, youth education

Question 5

If you utilize C29 for business, please describe the importance of the Airport to your operations:

Anonymous user's comment on Jun, 17 at 11:17am

I often fly my wife for business. The convenience of having the airport close to us and not having to deal with the size and competing against the commercial traffic and WI National Guard at Madison is very nice when trying to get in and out.

Anonymous user's comment on May, 30 at 10:52am

I currently only use for recreational use but my career was, in part, in corporate aviation. The airport is an essential asset to the Middleton community. Without an adequate airport, businesses would not consider locating or expanding in Middleton. Primary business considerations are: at least two paved runways of adequate length to accept turbine and jet business traffic; adequate maintenance and support so runways are clear and services available; US Customs office on field or in vicinity; adequate hangar space to accept overnight and short term transient aircraft; and adequate ground transportation.

Anonymous user's comment on Jul, 16 at 11:21am

Convenience for travel for business

Anonymous user's comment on May, 29 at 5:20pm

It is vital to our business because there

Question 6

What makes you choose to operate at Middleton Municipal Airport (C29) compared to other airports? Location? Facilities? Services? Please describe:

Anonymous user's comment on Jun, 18 at 5:43pm

Close to home.

Anonymous user's comment on May, 30 at 7:56pm

Location and services

Anonymous user's comment on May, 30 at 1:39am

Location of our clubs aircraft

Anonymous user's comment on May, 30 at 4:54pm

It is, literally, walking distance from our customers.

Question 7

What aircraft (make/model) do you operate at the Airport (C29), if any?

Anonymous user's comment on Jun, 21 at 4:09pm
Cessna 340, 310, 172, 152

Anonymous user's comment on Jan, 16 at 6:56pm
Cessna 152's & 172's.

Anonymous user's comment on Jun, 13 at 10:18pm
SR22

Anonymous user's comment on Jun, 14 at 12:10pm
Cessna 152s & 172s, as well as Piper 140, and Robinson Helicopters

Anonymous user's comment on Jun, 17 at 11:17am
SR20/22, Cessna 172 (various models)

Question 8

On average, how many operations do you currently conduct to or from the Airport (C29) per year? (Note: an operation is 1 takeoff or 1 landing; therefore, a trip to and from the airport counts as 2 operations)

Anonymous user's comment on Jun, 14 at 12:10pm
200 operations at least. might be well more than that

Anonymous user's comment on Jun, 09 at 10:01am
30 to 60

Anonymous user's comment on May, 30 at 10:02am
10-20

Anonymous user's comment on May, 30 at 1:39am
30

Anonymous user's comment on May, 29 at 5:16pm
400+

Question 9

Using the chart below, please tell us about the length of your trips to or from the Airport (C29)?

	<u>Results</u> Stats				
	No operations at this length	0 - 25% of my operations	25 - 50% of my operations	50 - 75% of my operations	75% or more of my operations
Trips less than 100 Miles	4%	17%	18%	18%	34%
Trips from 100 - 250 Miles	8%	39%	21%	3%	8%
Trips from 250 - 500 Miles	16%	34%	14%	0%	4%
Trips from 500 - 750 Miles	25%	25%	5%	0%	0%
Trips from 750 - 1,000 Miles	28%	22%	0%	0%	3%
Trips more than 1,000 Miles	29%	17%	1%	0%	1%

Question 10

What are some common destinations for your longer flights from C29?

Anonymous user's comment on Sep, 16 at 9:26pm

KSDL, KOMA, KICT, KPUB, CYQK

Anonymous user's comment on May, 29 at 9:17pm

Colorado, pheonix, Wyoming, Montana, Nashville

Anonymous user's comment on Jul, 19 at 12:16pm

MSP, MCO, DEN, UND

Anonymous user's comment on May, 30 at 8:10am

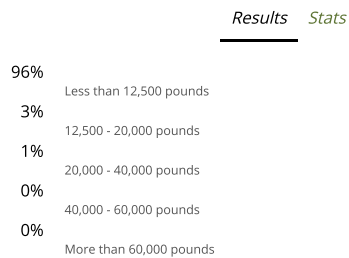
Most flights are WI: KEAU KLSE KAUW KSTP KGRB Further locations include Florida locations, California, Texas, New York, Carribean international.

Anonymous user's comment on May, 30 at 11:07am

KTVC, KATW, KPCZ

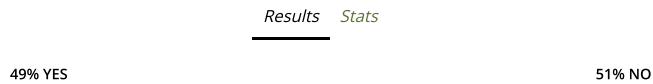
Question 11

What is the maximum takeoff weight of your aircraft?



Question 12

Do you conduct instrument approaches at the Airport (C29)?



Question 13

If 'Yes' to the above, what instrument approaches do you conduct and how often (% of approaches)?

Anonymous user's comment on May, 29 at 5:52pm

RNAV. 50% of approaches.

Anonymous user's comment on May, 30 at 8:10am

RNAV 10 & 28. Conduct whenever conditions require and permit. Probably about 10% of time an approach is required.

Anonymous user's comment on Jun, 07 at 3:06pm

What ever my instructor tells me to do.

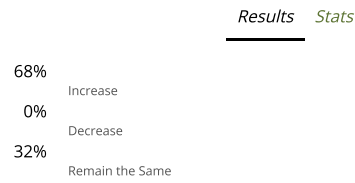
Anonymous user's comment on Jun, 17 at 11:17am

RNAV 28 - 50% RNAV10 - 30% LOC10 - 20%

Section 3 - Future Use

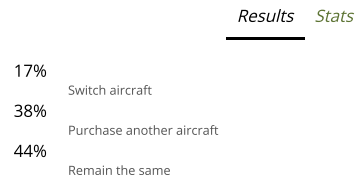
Question 14

In the next 5 years, do you anticipate your aircraft operations will:



Question 15

In the next 5 years, do you expect to:



Question 16

If switching or adding aircraft in the next 5 years, please identify the make/model of aircraft:

Anonymous user's comment on May, 30 at 3:08pm
Cirrus SR22

Anonymous user's comment on Jun, 13 at 10:15pm
Cirrus SR 22T

Anonymous user's comment on Aug, 02 at 8:56am
Mid size corporate jet

Anonymous user's comment on May, 29 at 9:26pm
Vans RV-8

Anonymous user's comment on May, 29 at 6:03pm
add another aircraft Zenith 750

Section 4 - Facility Needs (Runways)

Question 17

Does the current length of primary Runway 10-28 at C29 pose constraints to your operations?




Question 18

If 'Yes' to the above, please describe the constraints (examples: fuel-restricted, payload restricted, wet or slippery conditions):

Anonymous user's comment on Jun, 06 at 1:02pm

Our Learjet 45 can only operate at C29 when the pilots are comfortable with the conditions. Constraints include fuel and payload restrictions and wet/slippery runway conditions.

Your comment on May, 25 at 1:49pm 

We are fuel and payload restricted for any destination in excess of 500 NM

Anonymous user's comment on Aug, 02 at 8:56am

All of the above.

Anonymous user's comment on May, 29 at 6:35pm

Contaminated runway, cross winds

Anonymous user's comment on May, 30 at 4:47pm

Question 19

What length of primary Runway 10-28 would be ideal for your needs? Please describe for both takeoffs and landings:

Anonymous user's comment on Jun, 17 at 11:17am

Current length is ideal for my personal needs.

Anonymous user's comment on Jun, 13 at 10:18pm

Minimum 5,000' would be preferred

Anonymous user's comment on May, 29 at 9:17pm

5000'

Anonymous user's comment on May, 30 at 8:17pm

Current length is fine.

Anonymous user's comment on Sep, 16 at 9:26pm

5000 ft

Question 20

What is the ideal runway length you identified above based on? Insurance requirements? Corporate policy? Aircraft manual? Please describe:

Anonymous user's comment on Jun, 21 at 8:15am

see 19

Anonymous user's comment on Jan, 08 at 3:19pm

Aircraft manual

Anonymous user's comment on Jul, 18 at 3:19pm

Anonymous user's comment on Jun, 07 at 3:06pm

Insurance

Question 21

What percentage of your operations at C29 occur on Runway 01-19 (turf crosswind)?

Results Stats



Question 22

List any reasons why you utilize the crosswind runway rather than the primary runway:

Anonymous user's comment on May, 29 at 5:16pm
Practice

Anonymous user's comment on May, 29 at 9:26pm
Grass is preferred for taildragger operations, less tire wear, easier to control aircraft directionally.

Anonymous user's comment on Sep, 18 at 11:08pm
high winds

Anonymous user's comment on Aug, 02 at 8:56am
None, not hard surfaced.

Anonymous user's comment on May, 29 at 5:52pm
Short field and soft field landing practice. And if there is a strong crosswind.

Question 23

Are there any issues that prevent you from using the crosswind runway? Or does the crosswind runway affect your overall use of the Airport (C29)?

Anonymous user's comment on May, 30 at 1:46pm
Closed in the winter. Leangth too short.

Anonymous user's comment on May, 29 at 6:22pm
It is turf and my plane does not land on turf

Anonymous user's comment on May, 30 at 3:08pm
Availability of wide grass crosswind runway is a big benefit for the many small tailwheel aircraft operating out of C29.

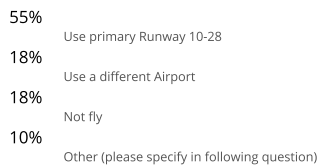
Anonymous user's comment on Jul, 22 at 3:29pm
01/19 is turf and short.

Anonymous user's comment on May, 30 at 4:04pm
The N/S runway is sometimes too short for safe takeoffs at high gross weights, on hot days, or with unfavorable wind conditions, but that's fine, because

Question 24

At times when you would prefer to use a crosswind runway, but are unable to use Runway 01-19, what do you do?

Results Stats



10% Not fly
 Other (please specify in following question)

Question 25

If 'Other' to Question #24, please describe:

Anonymous user's comment on Jun, 17 at 11:17am

Depends on if I am departing or arriving. Departing - I don't fly; arriving I either delay my flight or go into MSN and then ferry over when winds die down.

Anonymous user's comment on May, 29 at 9:17pm

my aircraft isn't suitable to land on turf so i have no options. if Crosswind exceeds limits, i go elsewhere

Anonymous user's comment on Jan, 08 at 3:19pm

Don't need a runway

Anonymous user's comment on Jun, 06 at 6:48pm

It really depends on how strong the winds are. I am comfortable landing in 15 knot cross wind component. Much more than that and I am going to KMSN

Anonymous user's comment on Jun, 09 at 10:01am

Above: >Either< use 10-28 or not fly; depends on the wind conditions.

Section 5 - Facility Needs (Hangars)

Question 26

Is your aircraft based at Middleton Municipal Airport (C29)?

Results Stats

43% YES

57% NO

Question 27

If at another location, would you consider basing your aircraft at C29 if adequate hangar space were available?

Results Stats

30% I am already a tenant
 27% Yes - in the next 12 months
 16% Yes - in 12 to 24 months
 5% Yes - in 24 to 36 months
 2% Yes - in 36 to 48 months
 21% No - please see the following question

Question 28

If not interested in basing you aircraft at C29, please tell us why?

Results Stats

21% Location / Distance
 33% Currently based at another airport
 21% Cost
 17% C29 facilities not adequate for needs
 8% Other

Question 29

If interested in basing at C29, would you be interested in:

	<u>Results</u>	Stats	
	Yes	No	Maybe
Constructing a new hangar:	58%	13%	25%
Purchasing an existing hangar:	51%	17%	15%
Renting a hangar:	34%	8%	32%
Renting a t-hangar unit:	26%	15%	28%

Question 30

If interested in constructing a new hangar, please indicate the approximate size:

	<u>Results</u>	Stats
50' x 50'	33%	
60' x 60'	44%	
80' x 80'	13%	
100' x 100' or larger	9%	

Section 6 - Other Facility Needs & Rankings

Question 31

How would the following better accommodate your use of Middleton Municipal Airport (C29)?

	<u>Results</u>	Stats		
	Must Have	Nice to Have	Low Importance	Not Needed
Longer Primary Runway	10%	27%	27%	21%
Longer Crosswind Runway	12%	47%	8%	17%
Paved Crosswind Runway	29%	34%	8%	18%
Improved Approach Procedures	12%	35%	22%	12%
Additional Space for Hangars	49%	23%	9%	9%

Question 32

Are you aware of any businesses or operations that would relocate to Middleton Municipal Airport (C29) if longer runways or other improvements were provided?

	<u>Results</u>	Stats
29% YES		71% NO

Question 33

If 'Yes', please describe the facility needs and what business operations would benefit:

Anonymous user's comment on May, 29 at 9:17pm

internet to all hangars, crew car, restaurant, pilot lounge/meeting room, indoor hangar storage for transient aircraft. it would bring more fuel sales, more local business, more options for corp and small commuter aircraft.

Anonymous user's comment on May, 30 at 4:47pm

5000 foot runway.

Anonymous user's comment on Jun, 17 at 11:17am

Hangars!!!! Businesses can't base aircraft at C29 if there is no hangar space available. Current terminal and essentially fee-less use for businesses flying in is all I am aware of from the few folks I have talked to about using the airport.

Anonymous user's comment on Sep, 16 at 9:26pm

We would move our jet ops from our hangar at MSN to a new facility at Morey as it is 25 minutes closer to home and office.

Question 34

Please rate the conditon of the airport facilities and services

	<u>Results</u>	Stats			
		Excellent	Good	Fair	Poor
Runway Length	28%	56%	14%	1%	
Taxiway System	36%	54%	8%	0%	
Pavement Edge Lighting	28%	60%	8%	0%	
Airfield Marking / Signage	29%	58%	9%	0%	
Visual Appraoach Aids (PAPIs / REILs)	20%	53%	16%	0%	
Navigational Instruments	16%	48%	19%	0%	
Airport Traffic Patterns	25%	59%	8%	1%	
Airspace / Obstructions	18%	48%	25%	3%	
Automated Weather Reporting	29%	58%	8%	0%	
Fuel Dispensing / Availability	31%	50%	13%	1%	
Pilot Services	21%	54%	19%	3%	
Apron Tie-down / Parking space	24%	56%	14%	1%	
Regulations / Contracts / Leases	18%	40%	14%	8%	
Automobile Access and Parking	35%	48%	11%	4%	

Question 35

Please explain any "fair" or "poor" rating assigned in Question #34

Anonymous user's comment on Jun, 17 at 11:17am

I have no ability to lease a place to build a hangar. The airport does not rent any hangars either as an alternate option. I have heard stories that some folks have sold airplanes some time ago and currently use hangars as personal storage lockers - I believe this sort of use is against FAA regulations and no one is enforcing this.

Anonymous user's comment on May, 30 at 9:59am

Hangars are inaccessibly expensive.

Anonymous user's comment on Mar, 19 at 10:06pm

There are huge towers south of c29

Question 36

Please share any additional comments about the Middleton Municipal Airport, the current facilities, or future needs:

Anonymous user's comment on May, 31 at 9:27am

None of these questions relate to community impact of low flying pleasure craft over residential areas. They make a lot of noise and most are just pleasure or hobby aircraft. The attracting a large new business to redevelop on the site much better long term use of this prime land.

Anonymous user's comment on Aug, 09 at 10:02pm

I don't use the airport, but I am glad it is here in Middleton.

Anonymous user's comment on May, 30 at 8:10am

Could be a wonderful medium sized executive and general aviation airport with a paved north/south runway and more hangar space.

Anonymous user's comment on May, 30 at 10:33am

Expansion is critical. Right now the airport isn't very active and every spot is full - in many cases with aircraft that don't fly or don't fly much or with non-aviation activities. There is enormous demand. I'm aware of at least a dozen other individuals in my position - people with aircraft and discretionary income to spend on fuel and travel. The airport community could be far more vibrant if it was allowed to grow and change instead of being ossified with the small number of aircraft users. For example, the airport is currently a parking lot for aircraft. Ideally, this would be replaced by a more vibrant community of aircraft users.