Madison Municipal Airport
Design Apron Expansion
AIP #3-46-0029-018-2020
Apron Use Plan Narrative

In the approved April 2008 Airport Layout Plan (ALP) the stage 1 apron expansion included six (6) tiedown locations with the ultimate apron expansion adding an additional ten (10) tiedown locations. Also, since the 2008 ALP was approved demand for aircraft tiedown locations has increased significantly as the operating FBO on the field is operating a large flight school attracting many pilots to the airfield. The ALP expansions were to occur to the east of the airport owned hangar on the east side of the hangar development area. These expansions would require relocation of the existing airport owned hangar as well as the displacement of a row of hangars. When KLJ began evaluating the feasibility of relocating the City owned hangar prior to scoping of the project, it was determined that it would be highly unlikely the hangar would be able to be relocated and salvaged due to its construction materials and design. At this time, it was also determined the Airport and City were against displacing the row of hangars.

In addition, per the approved April 2008 ALP a full-length parallel taxiway serving the primary runway was constructed in 2019. Construction of this parallel taxiway resulted in the removal of nine (9) turf tiedown locations and significantly reduced the size of the North GA Apron essentially restricting the ability to park any planes on this apron. Prior to the parallel taxiway project, the airport had insufficient on-pavement tiedown locations as compared to the demand. The existing aprons are frequently filled with aircraft from transient corporate aircraft to the local flight school aircraft. Currently the airport only has two (2) on-pavement tiedown locations on the South GA Apron. This is insufficient for the demand for on-pavement tiedown locations at the airport.

Considering the above information, KLJ began to develop alternatives for an apron expansion that could accommodate required apron expansion needs while limiting impacts to existing facilities. After several renditions were presented to the City and Airport a preferred alternative was developed. The preferred alternative was submitted to the FAA Dakota-Minnesota ADO and OE/AAA Portal for review and approval. The proposed apron expansion is the same as shown on this recently approved Terminal Area Plan Update of the ALP. The proposed apron expansion would include seven (7) new on-pavement aircraft tiedown locations and provide space for additional future hangar development as well. The seven (7) new on-pavement aircraft tiedown locations were chosen to maximize the recovery of the nine (9) removed turf tie downs from the parallel taxiway project. The Terminal Area Plan Update did not account for all nine (9) lost turf tie down locations in the design as it was laid out to accommodate future hangar development and taxilanes in the area as well per the original layout.