

SURVEY RESULTS/SUMMARY

157 Surveys sent out, 64 returned 40.7% return response

1) Question 1 focused on who was filling out the survey.

| | | |
|-------------------|-----------|---------------|
| KEGV Hangar owner | 21 | 32.80% |
| Business User | 15 | 23.40% |
| <u>Individual</u> | <u>28</u> | <u>43.80%</u> |
| Total | 64 | 100% |

2.) Question 2 asked what the user status was of the person operating the aircraft

| | | |
|-------------|----------|--------------|
| Own | 61 | 87.20% |
| Lease | 7 | 10.00% |
| <u>Rent</u> | <u>2</u> | <u>2.80%</u> |
| Total | 70 | 100% |

3.) How many aircraft do you own?

Response ranged from 1 to 6, Higher numbers of aircraft were owned by charter companies

In the survey, many different models of airplanes were listed,
Here is a summary of the types of airplanes that persons own/lease/rent that responded

| | | |
|-------------------|----------|--------------|
| Single engine | 64 | 60.40% |
| Multi-engine | 24 | 22.60% |
| Jet | 16 | 15.10% |
| <u>Helicopter</u> | <u>2</u> | <u>1.90%</u> |
| Total | 106 | 100% |

4.) How many takeoffs and landings do you perform at KEGV with this aircraft annually

| | |
|---------|------|
| Low | 1 |
| High | 175 |
| Average | 27.2 |

5.) What runway length is required at KEGV to use this aircraft

| | |
|----------------|------|
| Low | 50 |
| High | 5500 |
| Average Length | 3066 |

6.) What is the average number of passengers per trip?

| | |
|---------|-----|
| Low | 1 |
| High | 6 |
| Average | 2.5 |

7.) When you are unable to use KEGV, what airport is used as an alternate?

| | | |
|-----|----|--------|
| RHI | 38 | 59.40% |
| GRB | 1 | 1.56% |
| IMT | 7 | 10.90% |
| AIG | 1 | 1.56% |
| ARV | 2 | 3.13% |

| | | |
|------------|----------|--------------|
| 40D | 4 | 6.25% |
| LNL | 10 | 15.60% |
| <u>SAW</u> | <u>1</u> | <u>1.56%</u> |
| TOTAL | 64 | 100% |

8.) Do you plan to purchase, lease or rent an aircraft other than above?

| | | |
|-------------|----|--------|
| Yes | 9 | 14.10% |
| No | 50 | 78.10% |
| No response | 5 | 7.80% |
| Total | 64 | 100% |

8a-8e.) These questions related to specifics on the use of another plane and is a follow up to question 8, see responses below

| 8a | 8b | 8c | 8d | 8e |
|------------------|-------------------------|---------|------------|-------------------|
| Type of Airplane | T and L Length required | | Num of PAX | Alternate airport |
| Malibu | 30 | 3500 ft | 5 | RHI |
| Cessna Columbus | 40 | 5400 ft | 5 | RHI,IMT |
| Mooney m20 | 45 | 3000 ft | 2 | N/A |
| Cessna CJ3 | 100 | 5000 ft | 6 | RHI |
| Hawker | 2 | 6000 ft | 5 | RHI |
| Conquest | N/A | N/A | 4 | RHI |
| Saratoga | 30 | 3000 ft | 3 | RHI |
| Cessna 310 | 4 | 5000 ft | 4 | RHI |
| Diamond D-Jet | 40 | 3000 ft | 2 | RHI |
| Citation | 40 | 5000 ft | 4 | RHI |

9.) Please indicate the reasons why you were unable to use KEGV during the past year

| | Times in past year | Total responses |
|--|--------------------|-----------------|
| Runway length due to aircraft performance | 3 | 4 |
| Runway length due to surface contamination | 35 | 6 |
| Approach minimums | 58 | 19 |
| Other | 4 | 9 |

10.) How do the current minimums affect your use of KEGV

Comments Received

Between November and May, Low ceilings and/or reduced visibility make it impossible to fly the approaches safely

ILS or WAAS would be helpful

I'm only VFR now, but working on IFR.
so weather is the big concern

Flying in bad weather, RHI Alternate

The Approach minimums affect our ability to get in as documented by #9. The length of the crosswind does affect our ability to use it w surface contamination

They Don't

WX in the Northwoods is often below 400 feet when IFR conditions exist. The ability to fly a precision approach to 200 feet would add significantly to completing EMS patient transports

Current minimums are satisfactory

Low approach good

No problems

04 GPS primary approach-Would like lower minimums

Lower minimums increase usage and are a safety issue (positive)

I have not departed KPWK and changed plans because of low ceilings and lack of an ILS

We have had to divert to RHI due to minimums at EGV

Not a problem

There are several times each year, especially in the Spring and Fall when the 328' DH on the GPS 04 approach will not get you into EGV. On these days it would be very nice to have a 200' ½ mile ILS.

LOC/DME 4 is nice, ILS would be even better

4 GPS, There have been a couple times it has been close

Before the LOC, a 500' MDA for straight in or circling to land was just not low enough, at 350' the LOC helps. The fact is though, that in the winter 300-500' bases are common and persistent so lower minimums (200') are necessary

When Wx drops below mins for current approaches, we have to use KRHI than has an operational ILS

Would like WAAS

No effect

Prefer ILS with Glideslope

If we had an ILS we would never have to divert or

use another airport

They don't affect my aircraft

VFR only

Nearly no effect

Not at all

Seldom would I come in with ceilings under 500 ft, so the LOC and RNAV 4/22 are adequate

11.) What needs do you have at KEGV? (Please explain)

| Question | Response | |
|--------------------|----------|--------|
| a) Longer Runway | 13 | 19.70% |
| b) Taxiways | 16 | 24.30% |
| c) Runway Lighting | 8 | 12.10% |
| d) Approaches | 16 | 24.30% |
| e) Services | 7 | 10.60% |
| f) Other | 6 | 9.10% |
| Total | 66 | 100% |

Comments Received

a) Longer Runway

Better safety margins for Jets
Would be nice to extend the shorter runway
Takeoff to stop distance is scary
Great safety factor for jets
Larger crosswind runway
Would be safer on hot days-summer or would purchase more fuel if longer
Would be nice to have more asphalt
More length is always a plus
Existing is fine
When contaminated, runway is not long enough
For company Hawker Aircraft

b) Taxiways

Improve traffic flow, Safety
Parallel runway 04
Parallel main runway
Parallel to 4/22
Parallel taxiway for runway 04-22
04/22 needs full length taxiway
Back taxi-bad weather-minimums
Along full length of 4-22, a great safety factor
Back taxiing aircraft when coming in on approach
Would be nice when there are several planes in pattern
Parallel taxiway 04-22 would also be nice to cut down on back taxi runway usage

Parallel taxi for Runway 4-22
To the end of 04
Parallel 4/22
Parallel to 4-22
I think it would be safer with taxiways on 4/22 end

c) Runway lighting

Improves Safety
More advanced approach lighting system
Approach lights on 04
Approach Lights
Approach lights would be great

d) Approaches

Need ILS
WAAS, ILS
Need 1 ILS Approach-400' Minimums too high on occasion
WAAS would add vertical guidance
An ILS would be great
Lighting very helpful
ILS
ILS runway 04
ILS
ILS
ILS or lower localizer minimums
ILS
ILS
ILS would be nice
Would love an ILS but don't think it would be realistic

e) Services

Longer hours of operation, 5 p.m. is not normal. 8 p.m. winter, 9 p.m. summer, at least line service
Avgas-Self Service
Are great
Would like self fueling for very early morning departures
Excellent services already
After hours fuel
I would like to see credit card pump access
After hours fuel

f) Other

Grass runways that are marked and maintained
Need a wash rack and used oil disposal
Chemicals during winter to clean runway
Appreciate the use of Airport car to go to restaurant
Better grass runways

12.) How many times per year were you restricted by the runway length at KEGV from traveling non-stop to your destination?

Times per year Response

| | | |
|-------------|----|--------|
| 0 | 56 | 87.50% |
| 1 to 5 | 4 | 6.25% |
| 6 to 10 | 0 | 0% |
| 11 to 15 | 0 | 0% |
| 16-20 | 0 | 0% |
| No response | 4 | 6.25% |
| Total | 64 | 100% |

13.) How many more times per year would you use the airport if it were improved to meet your needs?

| Times per year | Response | |
|----------------|----------|--------|
| 0 | 40 | 62.50% |
| 1 to 5 | 15 | 23.40% |
| 6 to 10 | 3 | 4.70% |
| 11 to 15 | 0 | 0% |
| 16-20 | 3 | 4.70% |
| No response | 3 | 4.70% |
| Total | 64 | 100% |

14.) Please rank the importance to you of having a parallel taxiway along Runway 04.

| | Response | |
|--------------------|----------|--------|
| Not important | 17 | 26.60% |
| Somewhat Important | 28 | 43.80% |
| Very important | 17 | 26.50% |
| No Response | 2 | 3.10% |
| Total | 64 | 100% |

15) Please rank the importance to you of having PAPI Lights for Runway 04

| | Response | |
|--------------------|----------|--------|
| Not important | 7 | 10.90% |
| Somewhat Important | 33 | 51.60% |
| Very important | 24 | 37.50% |
| No Response | 0 | 0% |
| Total | 64 | 100% |

16) Please rank the importance to you of having an automated system for 100LL after-hours fueling

| | Response | |
|--------------------|----------|--------|
| Not important | 26 | 40.60% |
| Somewhat Important | 27 | 42.20% |
| Very important | 11 | 17.20% |
| No Response | 0 | 0% |
| Total | 64 | 100% |

17) Please rank the importance to you of retaining the current NDB approach for Runway 22

| | Response | |
|--------------------|----------|--------|
| Not important | 51 | 79.70% |
| Somewhat Important | 12 | 18.80% |
| Very important | 1 | 1.50% |
| No Response | 0 | 0% |
| Total | 64 | 100% |

Please provide any additional comments or suggestions regarding what you feel would be an added improvement to KEGV

Great place to come for visit or student cross country

Love the FBO-well maintained. Free coffee is cool. Bathrooms always clean. Bulletin board is awesome, never get rid of it. The airport celebrations are awesome-pancake breakfast, jazz blues concert, open house.

An ILS Approach would be nice

Need to be open longer and more able to meet after hours needs. 5 p.m. is too early when coming/going on business. Need extended hours 7 days per week/line service only

The recently built helipad with PCL is outstanding and greatly appreciated. The addition of an ILS would certainly have value added benefits to the EMS community

Primary-longer runway

Those of us who have been enjoying coming to EGV for many years often forget how much progress the airport and surrounding communities have made over the span of time. From a large grass field with a short runway where skud run taxiway now is and a small I shack that served as both a terminal for pilots and a home for the then Airport Manager. The progress at the airport has been both astounding and visionary and all the credit belongs to those of you who have served us diligently. Although this survey is geared towards more improvements, I feel we all owe a voice of thanks and a great debt of gratitude to the past and present Airport Commission members and especially to the list of Airport Managers who have made the current airport a true shining light throughout the State. I thought it would be nice to see a commmerating plaque hung at the airport showing the past Airport Managers and their years of tenure (contributions would be forthcoming)

Always excellent service from employees

This is a great airport due to the efforts like this by its outstanding management and operational personeel. Eagle River should be pleased. I sure am since my recent arrival.

As the traffic picks up we are going to need a parallel taxiway to 4/22. Having a ATC remote or able to talk direct to center on cell phone to pick up clearances is needed.

Scott, Dan, Pete and Kevin provide excellent and friendly customer support

For my needs the adding of the following improve my use a hangar owner at KEGV: Runway 4/22 taxiway, improved lighting for inst. approaches, improved RCO reception, eliminate the NDB to save money.

EGV is a very good facility. The airport is always maintained. The biggest asset you have are your people, they make it the great facility it is.

PAPI lights on runway 04, The airport does a great job and they are great to deal with.

Ever think of a restaurant on the field?

Additional stop-way, runway length

I miss the grass runway

Other than my "wish list" above, I have no other suggestions. On the comment side, it is nice to have the services at EGV up to par with FBOS all over the U.S.A. The Airport has improved drastically over the past several years and is no longer a "chore" for corporate pilots to visit. There are however several times per year when we would like to go nonstop from EGV to Palm Beach FL. With approx 500' more runway we could on most days, make it non-stop. We could also purchase several hundred more gallons of JET A from EGV and not have to stop on our way to FL. (On a typical trip, this would change our fuel order from 250 gallons to 800 gallons)

Excellent service/management, Excellent runway maintenance

Additional length to runway 4-22 for potential customers and larger aircraft

Airport and services are excellent now but a longer runway and lower approaches are always better

The reason I checked #15 very important is because many users don't have LPV approach capability

The parallel taxiway is a safety issue that has not been given the priority it deserves

We have never been stopped because of runway conditions

The most important thing the airport can do is maintain a quality staff. The current staff does an outstanding job. I am always amazed at the runway and taxiway conditions. Always the best!

Crosswind component exceeded landing limits on 04-22
(Citation operator)

Great airport, don't let it go downhill, it is the best
in the Northwoods

I really like the airport just as it is, but improvements
can only make it better

Aircraft is currently undergoing restoration.
After completion it will be kept at EGV for recreational purposes.
Great airport, great area to retire to.

The people working at the airport do a great job

I would prefer to have these funds used at airports that
have a more obvious need

Great airport

I am not based at EGV, I utilize it for mechanical work only

I am planning to build a new hangar and would like to
see city sewer/water and gas run to the new hangar locations

I am a local pilot and enjoy the friendly atmosphere
and hospitality at KEGV

Shared Wi-Fi for hangars for WX and Flight planning

Always receive great service at EGV

It's a very friendly airport, you feel welcome and
the guys are very accomodating