Platteville Airport Commission Meeting
Monday, February 13, 2023, 6:00 PM
Meeting will be held in person at
Platteville Municipal Airport
5157 Highway 80, Platteville, WI

I.	**Commission Meeting Call to Order**	**Chair**
II.	**Approval of Minutes, January 9 & 23, 2023**	**Secretary**
III.	**Citizens Comments, Observations and Petitions**	**Chair**
IV.	**Master Plan Presentation from Coffman**	**Chair**
V.	**Discussion and possible action on Box Hangar Garage Door Color Selection**	**Chair**
VI.	**Discussion and possible action on In-floor Heat Preparation Work and Change Order Costs**	**Chair**
VII.	**Discussion and possible action on Active Ventilation System Change Order Cost Proposal**	**Chair**
VIII.	**Discussion and possible action on courtesy car**	**Chair**
IX.	**Discussion and possible action on Minimum Standards**	**Chair**
X.	**Updates**	**Chair**

- FVTC discussions
- Introduction on Creative Solutions Concept
- Update on hangar leases

XI. Treasurer's Report, January 31, 2023 — **Treasurer**

- Monthly Income Review
- Monthly Expenses Review
- Monthly Invoice Payments
- Status of Project Payments

XII. Manager's Report — **Manager**

- General Airfield Operations
- Flight Operations
- Fuel Sales
- Fuel Prices

XIII. Adjournment — **Chair**

If attendance requires special accommodation needs, please contact (608)348-9741, ext. 2238

DRAFT Minutes of Jan. 9, 2023
Submitted by Danny Xiao, Jan. 10, 2023

Airport Commission Meeting
Jan. 9, 2023, 6:00 pm
Meeting held in-person, at the Platteville Airport, 5157 HWY 80, Platteville WI.

I. Commission Meeting Call to Order: by Cooley, Chair @ 6:00pm
   a. Quorum achieved.
   b. Attendance, Commission Members: Dennis Cooley (P), Doug Du Plessis (P), Joe Sener (P), Danny Xiao (P), Bill Kloster (P), Mike Dalecki (P). Others: Adam Ruechel (City Manager), Nicola Maurer (Administration Director), Kathy Kopp (Council Representative), Bob O'Brien (Interim Airport Management), Britney Boxrucker (? ?). Guests: Dan ?? (WI Bureau of Aviation)

II. Approval of Minutes, Dec. 12: Cooley, Chair
   a. Motion by Dalecki to approve the minutes of Dec. 12 with stated corrections, 2nd by Sener. Motion passed unanimously.

III. Citizens Comments, Observations and Petitions: Cooley, Chair
   a. Dan ??? from WI Bureau of Aviation introduced himself. This is his first time attending Platteville Airport Commission Meeting. Welcome!

IV. Fuel Farm Update & Sales Tax Discover: Bob O'Brien, Manager
   a. Fuel tax refund. Bob O'Brien will work with City of Platteville to get refund from Dept. of Revenue.
   b. Jet fuel pump does not work at extreme low temperature (Dec. 21 ~ 25, 2022). METCO annual inspection was completed. Backup plan is to use a heating pad/sleeve.

V. Discussion and Action on Fuel Farm ~~Audit~~ Reconciliation: Cooley, Chair
   a. Bob O'Brien shared the "fuel farm executive summary" and examples of the software to the Commission.
   b. There is a button at the fuel farm for "manual operation mode" which does not record fuel flowage to the software. Manual entry was supposed to be done in this situation but was never completed.
   c. A monthly fuel flowage reconciliation should be required to future airport manager.
   d. To do: Bob O'Brien will find out the possible cost of a training for the METCO fuel farm and software operation. This will help the Commission make a decision on next steps.

VI. Discussion and Possible Action on WAMA Membership: Cooley, Chair
   a. Annual fee $100 https://wiama.org/
   b. Motion by Dalecki to join WAMA as a member, 2nd by Sener. Motion passed unanimously.

VII. Discussion and set date for Strategic Planning session for Commission: Cooley, Chair
   a. Commission meeting in April or May. Cooley will send some possible dates.

VIII. Discussion and Action on Airport Management Concept- (January to June 20, 2023): Cooley, Chair
   a. Bob O'Brien will supplement the management and operation.
   b. Britney Boxrucker will be the main contact on site 20 hours/week.
   c. Snow removal can be managed with priority for corporate clients (main runway and taxiway). With

good communication with the clients. With a backup plan by a contracted helper.

d. Install a few cameras to monitor the airport so that off-site personal can better serve the airport with higher efficiency. Install a quick/cheap system (less than $1000) immediately. Work together with the City for a more comprehensive system in the long term.
e. Hand out hangar lease to all tenants.
f. Develop Standard of Procedures (SOP).

IX. Updates: Cooley, Chair

a. FVTC discussions of flight school. Is it worth revisiting the possible relationship with SWTC and UWP?
~~b. Introduction on Creative Solutions Concept~~

X. Treasurer's Report, December 31, 2022: Du Plessis, Treasurer

- Monthly Income Review, from Financial Report: $ 86,347.94
- Monthly Expenses Review, from Financial Report: $ 60,619.86
- Monthly Invoice Payments, from Financial Report: $ 60,946.61
- Status of Project Payments

a. Du Plessis moved to approve Treasurer's report, and pay the bills $ 60,946.61, 2nd by Sener. Motion passed unanimously.
b. Kloster suggested looking into some safe investment (e.g. CD) for the airport fund.

Manager's Report — Manager

- General Airfield Operations
- Flight Operations

Flight activity Dec. 2022		Flight activity Dec. 2022	
Total Flights	455	Total Flights	698
Personal	40	Personal	98
Business	53	Business	48
Instruction	362	Instruction	552

- Fuel Sales

Fuel sales for Dec. 2022		Fuel sales for Dec. 2021	
100LL	213 Gallons	100LL	900 Gallons
Jet A	2065 Gallons	Jet A	2031 Gallons

- Fuel Prices

Fuel sales for Dec. 2022	Quantity purchases	Current Price
100LL	0	$6.13
Jet A	0	$5.75

c. The extreme low temperature in December could be a reason of the low activities in December.
d. Two tenants terminated their hangar rent agreements.
e. Two on waiting list for hangar rent.
f. All necessary materials for the airfield lighting will be here next week. Installation to be completed by mid-January.

XI. Discussion on Airport Hangar Leases: Cooley, Chair

XII. Motion to go into CLOSED SESSION per Wisconsin Statute 19.85(1)(e) - Chair
Deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session – Hangar Leases
a. Dalecki moved to close session. 2nd by Kloster. Motion passed unanimously.

XIII. Motion to return to Open Session Chair
a. Kloster moved to return to Open session. 2nd by Sener. Motion passed unanimously.

XIV. Possible action on Airport Hangar Leases Chair
a. Xiao moved the motion: The Commission rejects the proposal provided by William Andrew Lange, DBA Lange Aviation LLC dated on January 5, 2023. 2nd by Kloster. Motion passed unanimously.

XV. Adjournment Chair
a. Sener moved to adjourn, 2nd by Kopp, Motion passed unanimously at 8:50pm

End of this meeting minutes.

DRAFT Minutes of Jan. 23, 2023
Submitted by Danny Xiao, Jan. 24, 2023

Airport Commission Meeting
Jan. 23, 2023, 6:00 pm
Meeting held via Zoom only

Join Zoom Meeting
https://us02web.zoom.us/j/84795612352
Meeting ID: 847 9561 2352

877 853 5257 US Toll-free
888 475 4499 US Toll-free

I. Commission Meeting Call to Order: by Cooley, Chair @ 6:00pm
   a. Quorum achieved.
   b. Attendance, Commission Members: Dennis Cooley (P), Doug Du Plessis (P), Joe Sener (P), Danny Xiao (P), Bill Kloster (P), Mike Dalecki (P). Others: Nicola Maurer (Administration Director), Kathy Kopp (Council Representative), Bob O'Brien (Interim Airport Management), Britney Boxrucker (? ?).

II. Citizens Comments, Observations and Petitions: Cooley, Chair
   a. None.

III. Discussion and possible action on 70×70 Box Hangar door color: Cooley, Chair
   a. Too hard to judge colors on computer screen. Postpone to Feb. Board meeting. Bring physical samples to the meeting.

IV. Selection of Officers for PMAC for 2023: Cooley, Chair
   a. Officially commission member term ends on Nov. 1
   b. July ~ Oct. will be the transition period.
   c. Motion by Dalecki to elect the following Officers, 2nd by Kloster, motion passed unanimously.
      - Chair: Dennis Cooley
      - Vice Chair: Joe Sener
      - Treasury: Doug Du Plessis
      - Secretary: Danny Xiao

V. Update and possible action on Hangar Leases: Cooley, Chair
   a. Bob O'Brien compared our lease with other places, good in line with others.
   b. Motion by Du Plessis to send the draft hangar lease contract to the City Legal for review, modify and present to the tenant. 2nd by Sener. Motion passed unanimously.
   c. To do: Bob O'Brien will draft the land lease contract, then send to Chair and Vice Chair for review.

VI. Discussion and possible action on reconciliation cost for fuel farm operations: Cooley, Chair
   a. Feb. 22, 6pm, tentative date for next tenant meeting.
   b. Bob O'Brien: AVFuel offers to review the fuel purchase / left in the tank, free of charge.
   c. Corporate discount: 25 cents discount. All jet fuel. No discount on 100LL.
   d. Motion by Dalecki to have AVFuel to review the fuel farm operation. 2nd by Xiao. Motion passed

unanimously.

VII. Discussion and possible action on Airport Manager's Contract through June 30, 2023: Cooley, Chair

- Update on transition to Brittany at part-time and Bob as consultant

a. Motion by Dalecki to transit Britney Boxrucker as part-time and Bob O'Brien as consultant, 2nd by Du Plessis, motion passed unanimously.

VIII. Update and possible action on Camera Security System: Cooley, Chair

a. Bob O'Brien ordered 3 cameras from Amazon. Will install them on Wednesday. Wi-fi, cloud stored, password protected. Will give access to the Commission.
b. Motioned by Sener to install the camera system, 2nd by Kopp. Motion passed unanimously.
c. A Situational Awareness summary table is prepared. It provides a great summary of the airport operation and status.

IX. Adjournment Chair

a. Du Plessis moved to adjourn, 2nd by Kopp. Motion passed unanimously at 8:50pm

End of this meeting minutes.

CITY OF
PLATTEVILLE

PLATTEVILLE MUNICIPAL AIRPORT

Airport Master Plan Phase 3 Completion

DRAFT

PHASE 3 REPORT
AIRPORT MASTER PLAN

PLATTEVILLE MUNICIPAL AIRPORT
Platteville, Wisconsin

Prepared for:

The City of Platteville

Prepared by:

Coffman Associates
Airport Consultants

February 2023

TABLE OF CONTENTS

PHASE 3

AIRPORT CAPITAL IMPROVEMENT PROGRAM

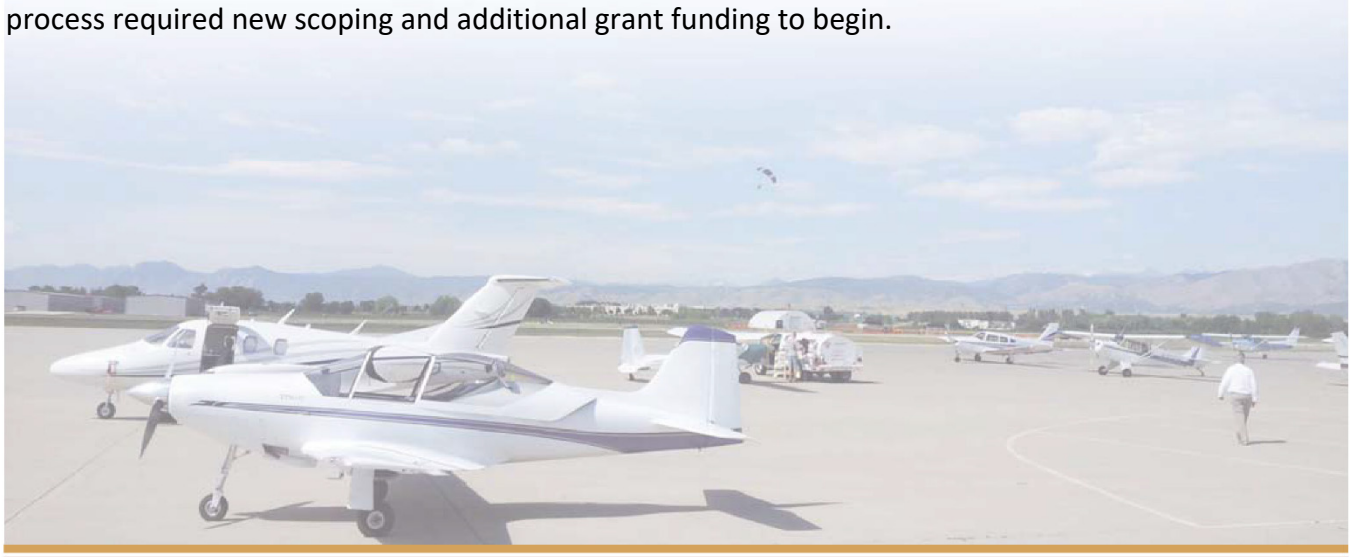
EXHIBITS

CITY OF PLATTEVILLE

PLATTEVILLE MUNICIPAL AIRPORT MASTER PLAN

Phase 3

The airport master plan for Platteville Municipal Airport (PVB) has evolved through a systematic and linear progression with a goal of formulating a recommended 20+ year development plan. The planning process for this project has been somewhat unconventional having three phases, but the final outcome will be a singular master plan with an airport layout plan (ALP) drawing set. The study process began with the Phase I work effort which included an evaluation of the existing and future operational demand. The evaluation was intended to identify the airport's critical aircraft, the singular or grouping of similar aircraft having 500 or more annual operations at PVB. Identification of the current critical aircraft was required to determine if current justification to receive and utilize federal grants to extend a runway at PVB was available. The outcome of the runway length and critical aircraft analysis indicated that current justification did not exist; however, the analysis did indicate that planning for a runway extension for the future was warranted and prudent. After discussions with the airport board, City of Platteville, and the Wisconsin Department of Transportation – Bureau of Aviation (BOA), a decision was made to continue the study process to complete a condensed master plan study process. The extension of the planning process required new scoping and additional grant funding to begin.



The Phase II portion of the study included a completed facility requirement assessment for both airside and landside areas not covered in the Phase I portion of the study. The facility requirement evaluation information was used to outline alternative development options for airside and landside facilities, which were presented to the community and the BOA. The alternatives examined many options for future runway extensions, property acquisitions, and landside developments.

This Phase III documentation continues the study process to outline a recommended long-term development concept, an environmental overview, and a capital improvement program. The Phase III information will include the final elements of the study process and will remain as draft material until approved by the City of Platteville. Once approved locally, the critical outcome will be an updated ALP, to be approved by the BOA and the Federal Aviation Administration (FAA). The approved ALP will be useful in future development of PVB, as any potential grant funding requests must be represented on the ALP. Each step in the planning process has included the development of draft working papers, which were presented and discussed at Planning Advisory Committee (PAC) meetings and public information workshops and were also available on the project website.

FORECAST VALIDATION

The original forecasts developed in Phase I of the study process are presented in **Table A**. These forecasts were submitted to FAA for approval, which was received allowing the study process to continue.

TABLE A (Table S from Phase I Report) | Forecast Comparison to the *Terminal Area Forecast*
Platteville Municipal Airport

	BASE YEAR 2018	FORECAST			CAGR 2018-2039
		2024	2029	2039	
Itinerant Operations					
Study Forecast	5,456	6,390	6,900	8,500	2.24%
2019 FAA TAF	10,550	10,550	10,550	10,550	0.00%
% Difference	47.47%	35.66%	29.98%	14.88%	
Local Operations					
Study Forecast	4,945	5,460	5,850	7,250	1.93%
2019 FAA TAF	10,000	10,000	10,000	10,000	0.00%
% Difference	50.83%	43.40%	38.25%	22.45%	
Total Operations					
Study Forecast	10,401	11,850	12,750	15,750	2.10%
2019 FAA TAF	20,550	20,550	20,550	20,550	0.00%
% Difference	49.09%	39.32%	33.88%	18.44%	
Based Aircraft					
Study Forecast	21	24	26	32	2.13%
2019 FAA TAF	28	28	28	28	0.00%
% Difference	20.00%	10.53%	5.00%	8.70%	

CAGR - Compound annual growth rate

Source: Coffman Associates analysis.

Based on existing conditions as reported by the airport and that were included in the current (2022) FAA *Terminal Area Forecast* (TAF), the forecasts generated in Phase I are still applicable with few changes since published. For example, the FAA's based aircraft database (www.basedaircraft.com) indicates that the airport currently has 19 validated based aircraft, while the FAA TAF indicates 21. The last validation was completed in 2019, per the website. The 2022 TAF remains basically the same as it was in 2019, and no newer more comprehensive information is available to suggest a major difference. It is apparent that the forecasts completed in Phase I remain valid and will continue to serve as general course guides needing to be re-evaluated every five years or so.

The analysis in Phase I also established that the current critical aircraft, defined by the most demanding singular or grouping of aircraft with 500 or more annual operations, was represented by the Pilatus-12 (PC-12) which falls in aircraft approach category (AAC) A and airplane design group (ADG) – II, thereby having a critical aircraft designation of A-II. The analysis was completed in 2019 prior to the COVID-19 pandemic, and a revalidation of the airport's critical aircraft has been completed. **Table B** presents the annualized data obtained from FAA's Traffic Flow Management System Count (TFMSC) for the last ten years. The TFMSC includes all aircraft that filed an instrument flight plan, as well as those captured by radar data. The FAA allows this data to be used to determine critical aircraft for justification of grant funding purposes. While some traffic is not captured, it generally represents the majority of operations by turbine aircraft since these aircraft typically fly under instrument flight rules (IFR). Based on the updated TFMSC data, the critical aircraft for PVB remains the PC-12. It should be noted that the historic rise of jet activity between 2013 and 2017 has reversed, with annual totals falling below 200 since the pandemic began.

TABLE B | FAA TFMSC Turbine Aircraft Activity Data for PVB

ARC	Aircraft Type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
A-I	Eclipse 400/500	0	18	38	38	62	10	4	0	4	0
A-I	Lancair Evolution/Legacy	0	0	14	40	44	24	0	0	2	0
A-I	Piper Malibu/Meridian	2	10	0	0	4	0	0	2	2	2
A-I	Socata TBM 7/850/900	2	4	2	6	4	8	12	12	4	6
Subtotal		**4**	**32**	**54**	**84**	**114**	**42**	**16**	**14**	**12**	**8**
A-II	Pilatus PC-12	324	314	276	324	228	212	106	38	66	110
Subtotal		**324**	**314**	**276**	**324**	**228**	**212**	**106**	**38**	**66**	**110**
B-I	Cessna 425 Corsair	0	0	0	0	2	0	0	0	0	0
B-I	Citation CJ1	0	2	0	6	24	14	24	22	24	12
B-I	Citation I/SP	0	0	0	0	0	0	0	0	2	0
B-I	Citation M2	0	0	0	0	116	158	14	0	0	4
B-I	Citation Mustang	2	10	0	0	2	2	2	4	6	6
B-I	Honda Jet	0	0	0	0	0	0	0	0	6	0
B-I	King Air 90/100	12	8	4	0	2	6	8	0	2	4
B-I	Phenom 100	0	0	0	0	0	0	0	0	0	2
B-I	Piper Cheyenne	0	2	0	0	2	0	0	6	14	0
Subtotal		**14**	**22**	**4**	**6**	**148**	**180**	**48**	**32**	**54**	**28**
B-II	Cessna Conquest	0	2	2	0	4	2	2	0	0	0
B-II	Citation CJ2/CJ3/CJ4	0	0	12	34	0	2	0	0	4	0
B-II	Citation II/SP/Latitude	2	0	0	0	0	2	0	0	0	0
B-II	Citation V/Sovereign	0	0	2	0	0	0	0	0	8	2
B-II	Citation XLS	0	0	0	0	0	2	0	0	0	0
B-II	King Air 200/300/350	12	14	6	2	12	8	4	8	12	6
B-II	Phenom 300	0	0	0	0	0	22	38	38	34	34
B-II	Shorts 330/360	0	0	0	0	2	0	0	0	0	0
Subtotal		**14**	**16**	**22**	**36**	**18**	**38**	**44**	**46**	**58**	**42**
C-I	BAe Systems Hawk	0	0	0	0	0	0	0	0	2	0
Subtotal		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**

TABLE B | FAA TFMSC Turbine Aircraft Activity Data for PVB (continued)

ARC Code Summary										
ARC Code	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
A-I	4	32	54	84	114	42	16	14	12	8
A-II	324	314	276	324	228	212	106	38	66	110
B-I	14	22	4	6	148	180	48	32	54	28
B-II	14	16	22	36	18	38	44	46	58	42
C-I	0	0	0	0	0	0	0	0	2	0
Totals	**356**	**384**	**356**	**450**	**508**	**472**	**214**	**130**	**192**	**188**

RECOMMENDED CONCEPT

The development alternatives provided in the previous chapter were presented to the PAC and have been refined into a single recommended concept for the master plan. This chapter describes, in narrative and graphic form, the recommended direction for the future use and development of PVB.

The recommended concept provides the ability to meet the different needs of the various airport operators. The goal of this plan is to ensure that the airport can continue, and even improve, in its role of serving general aviation operators in and around the City of Platteville, as well as the southwestern region of Wisconsin. The plan has been specifically tailored to support existing and future growth in all forms of potential activity as the demand materializes.

The recommended airport development concept, as shown on **Exhibit A**, presents a long-term configuration for the airport, which preserves and enhances the role of the airport, while also meeting FAA design standards. The phased implementation of the recommended development concept will be presented in the next element of this report. The following sections describe the key details of the airside and landside elements of the recommended master plan concept.

AIRSIDE CONCEPT

The airside plan generally considers those improvements relating to the runway and taxiway system, as well as lighting and navigational aids.

DESIGN STANDARDS

The FAA has established design criteria to define the physical dimensions of runways and taxiways, as well as the imaginary surfaces surrounding them, to enhance the safe operations of aircraft at airports. These design standards also define the separation criteria for the placement of landside facilities.

As discussed previously, the design criteria primarily center on the airport's established critical aircraft. The critical aircraft is the most demanding aircraft, or family of aircraft, which currently conducts, or is projected to conduct, 500 or more operations (takeoffs and landings) per year at the airport. Factors included in the airport design are an aircraft's wingspan, landing approach speed, tail height, and, in

Ultimate Runway Design Code
Runway 15-33: B-II-4000/5000
Runway 7-25: B-II-4000/5000

~1.4 acres
Controlled Access Gates
~3.0 acres
Buildings Within the Departure Surfaces are Subject to Height Restrictions
Public Roadway in RPZ
Controlled Access Gates
≥¾-mile RPZ
≥1-mile RPZ
~2.5 acres
No-Taxi Island
Install PAPI-4
Remove RCO
HWY 80/81
~5.5 acres
~0.2 acres
240'
Runway 15-33 (3,999' x 75') Ultimate (5,000' x 75')
1,001' Extension
~1.4 acres
Increase Pavement Strength (60,000 lbs DWL)
Crops in ROFA and ROFZ
Install PAPI-4
~1.3 acres
Runway 7-25 (3,599' x 75')
Private Roadway in RPZ

INSET
Pleasant Valley Rd
Public Roadway in RPZ
~22.7 acres
Potential Roadway Shift
0 1000
SCALE IN FEET

INSET
Pleasant Valley Rd
Public Roadway in RPZ
~22.7 acres

0 800
SCALE IN FEET

LEGEND
- Airport Property Line
- Taxiway Designation
- Avigation Easement (AE)
- Clear Zone Easement (CZE)
- Runway Safety Area (RSA)
- Runway Object Free Area (ROFA)
- Runway Obstacle Free Zone (ROFZ)
- Runway Visibility Zone (RVZ)
- ≥1-mile Runway Protection Zone (RPZ)
- ≥¾ RPZ
- High Energy Area
- 35' Building Restriction Line (BRL)
- Property to be Acquired/Protected
- Non-Aeronautical Use
- To Be Removed
- New Airfield Pavement
- New Building
- New Road/Parking

Google Earth: 5/30/2015

This page intentionally left blank

some cases, the instrument approach visibility minimums for each runway. The FAA has established the Runway Design Code (RDC) to relate these design aircraft factors to airfield design standards. The most restrictive RDC is also considered the overall Airport Reference Code (ARC).

While airfield elements, such as safety areas, must meet design standards associated with the applicable RDC, landside elements can be designed to accommodate specific categories of aircraft. For example, an airside taxiway must meet taxiway object free area (TOFA) standards for all aircraft types using the taxiway, while the taxilane to a T-hangar area only needs to meet width standards for smaller single and multi-engine piston aircraft that are expected to use the taxilane.

The applicable RDC and critical design aircraft for each runway at PVB in the ultimate conditions, as established in Phases I and II, are summarized in **Table C**. While some alternatives did consider meeting ARC C-II standards, it was determined that meeting more demanding design constraints would be impractical as the larger safety areas would impact the immediate land uses surrounding the airport or require a reduction of on-airport operational spaces in a way that would not support the shift to C-II. Thus, the most practical approach is to continue to support and plan for the runway system to meet ARC B-II design standards.

TABLE C | Airport and Runway Classifications

	Runways 15-33 (Primary) and 7-25 (Existing/Ultimate)
Airport Reference Code (ARC)	A-II/B-II
Critical Aircraft Example	Beechcraft King Air 300 Cessna Citation S/II/Latitude Dassault Falcon 900 Phenom 300
Runway Design Code (RDC)	A-II-5000/B-II-4000
Taxiway Design Group (TDG)	2A

PRIMARY RUNWAY 15-33

Runway Designation | A runway's designation is based on its magnetic headings, which are determined by the magnetic declination for the area. The magnetic declination in the area of PVB is 2° 1' west per year. The runway is oriented north/south with a true heading of 145°/325°, respectively. Based on the calculations for the next ten years, the existing 15-33 heading is the optimal orientation calibration, and no changes are needed.

Runway Dimensions | Runway 15-33 is currently 3,999 feet long and 75 feet wide. At these dimensions, the runway is capable of safely accommodating all small general aviation aircraft, as well as some medium- to large-sized business jets. Many medium to large sized business jets can operate on the runway under moderate loading conditions with shorter trip lengths and during cool to warm temperatures. Longer trips (requiring higher useful loads) and hot summer days will limit the capabilities of some larger business jets.

As a general aviation airport, PVB's role is to support the regional economy by connecting the community to the region, state, and national markets by providing services to general aviation traffic, including business jets. For these reasons, and based on the analysis presented in Phases I and II, ***the long-term plan considers an extension to an ultimate runway length of 5,000 feet.*** As shown on **Exhibit A**, the plan includes a 1,001-foot extension to the northwest to meet long-term needs as presented and justified by actual need.

The runway width of 75 feet meets the RDC B-II-4000 design standard. The 4000 designation denotes the runway having an instrument approach with not lower than ¾-mile visibility minimums. No change in the runway width is planned.

Pavement Strength | The runway at PVB is currently strength-rated for up to 30,000 pounds for single-wheel loading aircraft (SWL) and 35,000 pounds for dual wheel gear loading (DWL). This rating is adequate for smaller single and multi-engine piston aircraft and many small to medium sized business jets, including the Cessna Citation jets, Embraer Phenom 300, and Beechjet. Larger business jets can have an maximum takeoff weight (MTOW) of up to 90,000 pounds (Gulfstream 550/650 and Global Express) and have dual wheel landing gear configurations. Most business jets, however, operate at much lower than MTOW, typically closer to 60 percent useful loading. These larger, heavier aircraft can safely operate at the airport on occasion, but increasing the surface strength will prevent premature wear to the runway and extend the usefulness of the surface. Therefore, consideration should be given to ***improving the runway surface strength rating to 60,000 pounds (DWL)*** through the planning period. The single-wheel strength rating is adequate for the airport through the 20-year horizon.

Instrument Approach Procedures | Both ends of Runway 15-33 have published instrument approach procedures. Both runways have a localizer performance with vertical guidance (LPV) GPS approach with visibility minimums of 1-mile. The recommended concept includes the possibility of lowering ***the instrument procedures to a not lower than 3/4-mile visibility (corresponding to the 4000 designation in the RDC)***. This process would require application to and approval by FAA.

Runway Object Free Area (ROFA) | The ROFA for Runway 15-33 is 500 feet wide and centered on the runway centerline. There are crops/vegetation along the western edge of the ROFA that may cause a non-standard condition. The FAA mandates that the area within a ROFA be cleared of any above-ground objects that are non-essential to airport operations, such as runway lighting or visual approach aids. The airport should clear and maintain a level and obstacle-free ROFA through the planning period.

Runway Protection Zones (RPZs) | An RPZ is a trapezoidal area centered on the extended runway centerline beginning 200 feet from the end of the runway. This safety area has been established to protect the end of the runway from airspace penetrations and incompatible land uses. The RPZ dimensions are based upon the established RDC and the approach visibility minimums serving the runway. While the RPZ is intended to be clear of incompatible objects or land uses, some uses are permitted with conditions and other land uses are prohibited. According to AC 150/5300-13B, the following land uses are permissible within the RPZ:

- Farming that meets the minimum buffer requirements.
- Irrigation channels, as long as they do not attract birds.
- Airport service roads, as long as they are not public roads and are directly controlled by the airport operator.
- Underground facilities, as long as they meet other design criteria, such as RSA requirements, as applicable.

- Unstaffed navigational aids (NAVAIDs) and facilities, such as required for airport facilities that are fixed-by-function in regard to the RPZ.
- Above-ground fuel tanks associated with back-up generators for unstaffed NAVAIDS.

In September 2022, the FAA published AC 150/5190-4B, *Airport Land Use Compatibility Planning*, which states that airport owner control over RPZs is preferred. Airport owner control over RPZs may be achieved through:

- Ownership of the RPZ property in fee simple;
- Possessing sufficient interest in the RPZ property through easements, deed restrictions, etc.;
- Possessing sufficient land use control authority to regulate land use in the jurisdiction containing the RPZ;
- Possessing and exercising the power of eminent domain over the property; or
- Possessing and exercising permitting authority over proponents of development within the RPZ (e.g., where the sponsor is a state).

AC 150/5190-4B further states that "control is preferably exercised through acquisition of sufficient property interest and includes clearing RPZ areas (and keeping them clear) of objects and activities that would impact the safety of people and property on the ground." The FAA does recognize that land ownership, environmental, geographical, and other considerations can complicate land use compatibility within RPZs. Regardless, airport sponsors are to comply with FAA Grant Assurances, including but not limited to Grant Assurance 21, Compatible Land Use. Sponsors are expected to take appropriate measures to "protect against, remove, or mitigate land uses that introduce incompatible development within RPZs." For proposed projects that would shift an RPZ into an area with existing incompatible land uses, such as a runway extension or construction of a new runway, the sponsor is expected to have or secure sufficient control of the RPZ, ideally through fee simple ownership. Where existing incompatible land uses are present, the FAA expects sponsors to "seek all possible opportunities to eliminate, reduce, or mitigate existing incompatible land uses" through acquisition, land exchanges, right-of-first-refusal to purchase, agreement with property owners on land uses, easements, or other such measures. These efforts should be revisited during master plan or ALP updates, and periodically thereafter, and documented to demonstrate compliance with FAA Grant Assurances. If new or proposed incompatible land uses impact an RPZ, the FAA expects the airport to take the above actions to control the property within the RPZ, along with adopting a strong public stance opposing the incompatible land uses.

For new incompatible land uses that result from a sponsor-proposed action (i.e., an airfield project such as a runway extension, a change in the critical aircraft that increases the RPZ dimension, or lower minimums that increase the RPZ dimension), the airport sponsor is expected to conduct an Alternatives Evaluation. The intent of the Alternatives Evaluation is to "proactively identify a full range of alternatives and prepare a sufficient evaluation to be able to draw a conclusion about what is 'appropriate and reasonable.'" For incompatible development off-airport, the sponsor should coordinate with the Airports District Office (ADO) as soon as they are aware of the development, with the Alternatives Evaluation conducted within 30 days of becoming aware of the development within the RPZ. The following items are typically necessary in an Alternatives Evaluation:

- Sponsor's statement of the purpose and need of the proposed action (airport project, land use change or development)
- Identification of any other interested parties and proponents
- Identification of any federal, state, and local transportation agencies involved
- Analysis of sponsor control of the land within the RPZ
- Summary of all alternatives considered including:
    - Alternatives that preclude introducing the incompatible land use within the RPZ (e.g., zoning action, purchase, and design alternatives such as implementation of declared distances, displaced thresholds, runway shift or shortening, raising minimums)
    - Alternatives that minimize the impact of the land use in the RPZ (e.g., rerouting a new roadway through less of the RPZ, etc.)
    - Alternatives that mitigate risk to people and property on the ground (e.g., tunnelling, depressing and/or protecting a roadway through the RPZ, implementing operational measures to mitigate any risks, etc.)
- Narrative discussion and exhibits or figures depicting the alternative
- Rough order of magnitude cost estimates associated with each alternative, regardless of potential funding sources
- A practicability assessment based on the feasibility of the alternative in terms of cost, constructability, operational impacts, and other factors.

Once the Alternatives Evaluation has been submitted to the ADO, the FAA will determine whether or not the sponsor has made an adequate effort to pursue and give full consideration to appropriate and reasonable alternatives. **The FAA will not approve or disapprove the airport sponsor's preferred alternative; rather, the FAA will only evaluate whether an acceptable level of alternatives analysis has been completed before the sponsor makes the decision to allow or not allow the proposed land use within the RPZ.**

In summary, the RPZ guidance published in September 2022 shifts the responsibility of protecting the RPZ to the airport sponsor. The airport sponsor is expected to take action to control the RPZ or to demonstrate that appropriate actions have been taken. It is ultimately up to the airport sponsor on whether or not to permit existing or new incompatible land uses within an RPZ, with the understanding that they still have grant assurance obligations, and the FAA retains the authority to review and approve or disapprove portions of the ALP that would adversely impact the safety of people and property within the RPZ.

The existing 1-mile RPZs for Runway 15-33 extend outside airport property beyond the south end but remain fully on airport property to the north. To the south, the Runway 33 RPZ is partially controlled through an avigation easement, but extends over a private roadway extending from Highway 80/81 to a private property to the southwest. Typically, as long as the airport does not make any changes to the runway environment, the FAA has allowed non-standard conditions such as these roads to continue; however, lowering the approach minimums can require modifying these uses if warranted. The lower than 1-mile RPZ shown on **Exhibit A** increases in size, extending even farther south beyond Highway 80/81. Based on cost factors alone, with added challenges of environmental and gradient issues, the alternative of re-routing State Road 80/81 out of the future RPZ has been dismissed. If the FAA objects to its location

inside the RPZ, the better alternative would be to remain at 1-mile visibility minimums on Runway 33 in the future. This decision should be made only after discussions with the FAA. It should be noted that the land to the south which extends beyond the existing easement is proposed to be acquired via easement to ensure that it is protected from any flight hazards to Runway 33. Approximately 5.5 acres to the east of Highway 80/81 and 1.3 acres to the west are proposed to be acquired, as shown on **Exhibit A**.

The 1-mile RPZ for Runway 15 remains on existing airport property. In fact, the future not lower than ¾-mile visibility minimum RPZ with the proposed 1,000-foot northwesterly extension remains mostly on existing property. The plan includes acquiring less than 1.5 acres of land in the northwestern corner of the future RPZ, as shown on **Exhibit A**. Trees north of the extended runway may need to be lowered if there is need to clear all approach surfaces to Runway 15.

Visual Approach Aids | Runway 15-33 is equipped with a 2-box Precision Approach Path Indicator (PAPI-2) to provide descent guidance to the runway during visual approaches. The plan includes ***installing a PAPI-4 to both ends of Runway 15-33*** to improve vertical guidance for the proposed not lower than 3/4-mile approach minimums and in support of larger aircraft usage.

CROSSWIND RUNWAY 7-25

Runway Designation | Based on the calculations for the next ten years utilizing the magnetic declination and current runway orientation, the existing 7-25 heading is the optimal orientation calibration, and no changes are needed.

Runway Dimensions | Runway 7-25 is currently 3,599 feet long and 75 feet wide. The runway is planned to remain at this length to support small to medium general aviation aircraft through the planning period.

The runway width of 75 feet meets the RDC B-II-4000 design standard. No change in the runway width is planned.

Pavement Strength | Runway 7-25 is currently strength-rated for up to 30,000 pounds SWL and 35,000 pounds DWL. These strength ratings are adequate for the airport through the 20-year planning horizon.

Instrument Approach Procedures | Both ends of Runway 7-25 have published instrument approach procedures. Runway 7 has an LPV (GPS) approach with a visibility minimum of 1-mile, while Runway 25 offers an LNAV/GPS approach, with a minimum of 1-mile. Both GPS approaches have a localizer performance, vertically guided/non-precision approach with a 1-mile visibility minimums for Category A and B aircraft and 1 ¼-mile visibility minimums for Category C aircraft. The approach is not available for Category D aircraft. The recommended concept includes the possibility of lowering ***the instrument procedures to a not lower than 3/4-mile visibility (corresponding to the 4000 designation in the RDC)***. This process would require the application and approval by FAA.

Runway Protection Zones (RPZs) | The current and future RPZs for both ends of the runway extend beyond current airport property bounds. The plan includes the acquisition of approximately five acres of the Runway 25 RPZ and 23 acres of the Runway 7 RPZ over the planning period to support the potential

to improve the approach minimums to lower than 1-mile. The property acquisition would only proceed as needed and/or directed by the FAA to protect the RPZ from incompatibilities. The plan considers the relocation of the private road west of Runway 7 (see lower left inset on **Exhibit A**) if required by the FAA in the future.

TAXIWAY IMPROVEMENTS

Taxiway Design | The proposed taxiway system serving Runway 15-33 is planned to meet Taxiway Design Group (TDG) 2A standards, which establishes a design standard width of 35 feet. With the Runway 15-33 extension and the inclusion of improved instrument approaches, a parallel taxiway is planned. The taxiway is proposed to be located 240 feet east of the runway centerline, extending the full length of the runway.

Partial parallel Taxiway B currently extends from the existing parking apron to intersect with Runway 15-33. It serves as a partial parallel taxiway to the eastern end of Runway 7-25 and is located 300 feet north of the runway (centerline to centerline). The plan includes the long-term extension of Taxiway B to function as a full-length taxiway for Runway 7-25 and include one additional entrance/exit taxiway.

Taxiway Geometry Improvements | Taxiway geometry is an important consideration when planning the airfield for the highest levels of operational safety. The only geometry improvement planned at PVB is a no-taxi island at the eastern edge of the ramp. The island is used to promote turns from the ramp area onto Taxiway B prior to entering Runway 25. Forcing pilots to turn prior to entering the runway environment improves situational awareness in the cockpit to avoid unintended runway incursion events.

LANDSIDE CONCEPT

The primary goal of landside facility planning is to provide adequate space to meet reasonably anticipated general aviation needs, while also optimizing operational efficiency and land use. Achieving these goals yields a development scheme that segregates functional uses while maximizing the airport's revenue potential. The PVB landside concept reflects generalized land use areas, as well as proposing specific facility/hangar layouts, which are likely to change depending on the needs of the developer and its target customers.

The key issues to be addressed in the landside areas at PVB are similar to most general aviation airports and include increasing hangar capacities and terminal size, adding amenities to accommodate existing users and attract new users, as well as reserving space for the eventual implementation of and use by advanced air mobility (AAM) operators.

As a reminder, all general aviation related development, such as new hangar construction, should only occur as dictated by demand. The recommended concept is intended to be used strictly as a guide for PVB staff when considering new developments.

Sections below describe reserving portions of airport property for non-aviation uses along Highway 80/81. Generally, airport property is subject to Airport Improvement Program (AIP) grant assurances; therefore, PVB will need to request a release of these properties of federal obligation by the FAA. Once a release of federal obligation is issued by the FAA, PVB would be able to lease or sell these certain properties to support revenue diversification and generation. The FAA Reauthorization Act of 2018, Section 163 changed how the FAA's Office of Airport's staff reviews and considers the release of airport property for non-aviation uses. The section focuses FAA's review and approval of Airport Layout Plans (ALPs) to those portions of the ALP that materially impact the safe and efficient operation of airports; the safety of people and property on the ground adjacent to the airport; and the value of prior federal investments to a significant extent. In effect, this new guidance is intended to ease the process of gaining FAA approval of land releases.

The recommended landside concept is depicted on **Exhibit B** with features of the plan described below.

Hangar Development | The primary focus of the landside development concept is on increasing the number of both executive and conventional hangar facilities. Conventional hangars are large, open-space facilities with no supporting interior structure that typically provide bulk aircraft storage and may be used by airport businesses, such as an aircraft maintenance company or fixed base operator (FBO). Executive hangars are conventional-style hangars that provide storage capacity larger than a typical T-hangar, but smaller than a conventional hangar, and can accommodate a single large or multiple small aircraft. Executive hangars range in size from 1,500 square feet (sf) to 2,500 sf, with some approaching the conventional hangar size of 10,000 sf.

The plan includes a variety of new hangars, many not required by the demand of this plan but outlined to ensure that long-term viability remains throughout the planning period. The current terminal area can support two additional T-hangars and four executive hangars near Highway 80/81 as shown. Then the area to the north and northwest of the existing terminal can support a large number of additional hangars. As shown, the plan would include up to 12 54-foot by 54-foot executive hangars, 12 85-foot by 90-foot conventional hangars, and four additional T-hangars. It would also support an additional parking apron. Much of the development can only be built if the existing remote communications outlet (RCO) antenna facility is removed/relocated as planned. To the southeast, the seven additional hangar buildings represent a possible continuation of hangar development beyond the 20-year planning horizon but would require extension of utilities.

Vehicle access roads will be expanded upon with additional parking areas installed; however, some of these areas are located on property not currently owned by the airport. The plan considers the acquisition of 2.5 acres to allow for the public road and parking to support the new north side hangar area, as shown on **Exhibit B**.

Terminal Building and Parking Expansions | Throughout the master plan process, airport management expressed a need for expanding on the existing terminal building to include a hangar attachment. Several alternatives were discussed, with the recommended plan depicted on **Exhibit B**. The expanded terminal building with attached hangar will support the full breadth of FBO operations and the transfer of aircraft operators/passengers between air and ground. The facility is supported by the existing parking lot.

Non-Aeronautical Land Use Reserve | The plan includes the allowance for non-aviation development along Highway 80/81 as depicted in the orange-shaded area. The area could support light commercial uses, such as a gas station, to help generate additional airport revenue resources.

ENVIRONMENTAL INVENTORY

The purpose of the following environmental inventory is to identify potential environmental sensitivities that should be considered when planning future improvements at the airport. Research was performed for each of the 14 environmental impact categories described within the Federal Aviation Administration's (FAA) Order 1050.1F *Environmental Impacts: Policies and Procedures*.

- Air Quality
- Biological Resources (including fish, wildlife, and plants)
- Climate
- Coastal Resources
- *Department of Transportation Act*, Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Compatible Land Use
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Visual Effects (including light emissions)
- Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

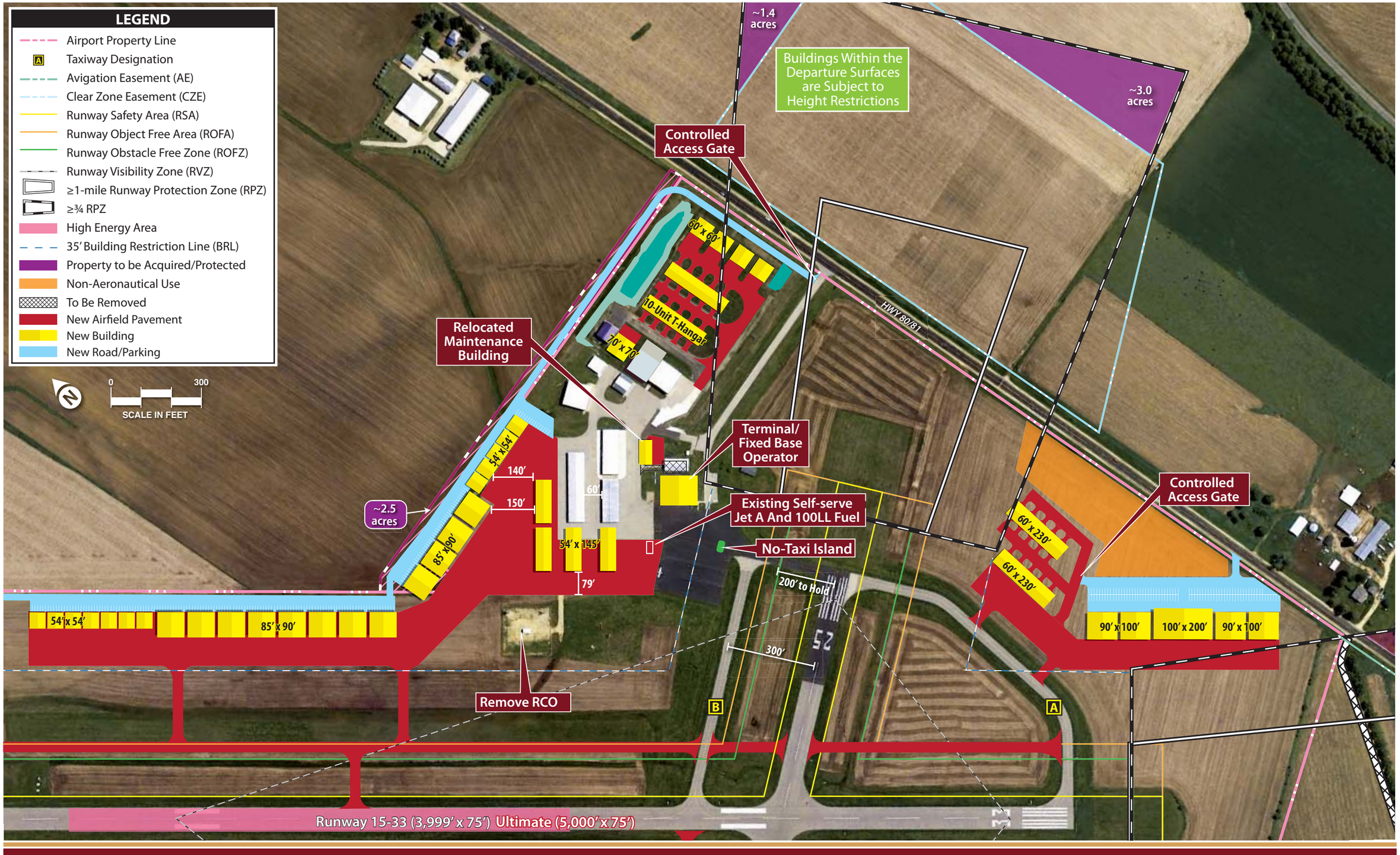
AIR QUALITY

The concentration of various pollutants in the atmosphere describes the local air quality. The significance of a pollutant's concentration is determined by comparing it to the state and federal air quality standards. In 1971, the United States (U.S.) Environmental Protection Agency (EPA) established standards that specify the maximum permissible short- and long-term concentrations of various air contaminants. The National Ambient Air Quality Standards (NAAQS) consist of primary and secondary standards for criteria pollutants: ozone (O_3), carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead (Pb).

Based on federal air quality standards, a specific geographic area can be classified as either an "attainment," "maintenance," or "nonattainment" area for each pollutant. The threshold for nonattainment designation varies by pollutant.

The airport is in Grant County, Wisconsin. Grant County is in attainment for all criteria pollutants.[1]

[1] U.S. EPA | Green Book | Wisconsin Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants: https://www3.epa.gov/airquality/greenbook/anayo_wi.html


LEGEND
Airport Property Line
Taxiway Designation
Avigation Easement (AE)
Clear Zone Easement (CZE)
Runway Safety Area (RSA)
Runway Object Free Area (ROFA)
Runway Obstacle Free Zone (ROFZ)
Runway Visibility Zone (RVZ)
≥1-mile Runway Protection Zone (RPZ)
≥¾ RPZ
High Energy Area
35' Building Restriction Line (BRL)
Property to be Acquired/Protected
Non-Aeronautical Use
To Be Removed
New Airfield Pavement
New Building
New Road/Parking
0
300
SCALE IN FEET
~1.4 acres
Buildings Within the Departure Surfaces are Subject to Height Restrictions
~3.0 acres
Controlled Access Gate
60' x 60'
10-Unit T-Hangar
70' x 70'
Relocated Maintenance Building
HWY 80/81
Terminal/ Fixed Base Operator
54' x 54'
140'
150'
60'
~2.5 acres
85' x 90'
54' x 145'
79'
Existing Self-serve Jet A And 100LL Fuel
No-Taxi Island
200' to Hold
52
300'
60' x 230'
60' x 230'
Controlled Access Gate
90' x 100'
100' x 200'
90' x 100'
54' x 54'
85' x 90'
Remove RCO
B
A
Runway 15-33 (3,999' x 75') Ultimate (5,000' x 75')

This page intentionally left blank

BIOLOGICAL RESOURCES

Biotic resources include the various types of plants and animals that are present in an area. The term also applies to rivers, lakes, wetlands, forests, and other habitat types that support plants and animals.

The U.S. Fish and Wildlife Service (USFWS) is charged with overseeing the requirements contained within Section 7 of the *Endangered Species Act* (ESA). The ESA provides a framework to conserve and protect animal or plant species whose populations are threatened by human activities. The FAA and USFWS review projects to determine if a significant impact to protected species will result in the implementation of a proposed project. Significant impacts occur when a proposed action could jeopardize the continued existence of a protected species or would result in the destruction or adverse modification of federally designated critical habitat in the area. The USFWS's Information for Planning and Consultation (IPaC) resource list describes species and habitat protected under ESA within the vicinity of the airport (**Table D**). There is no federally designated critical habitat at the airport.

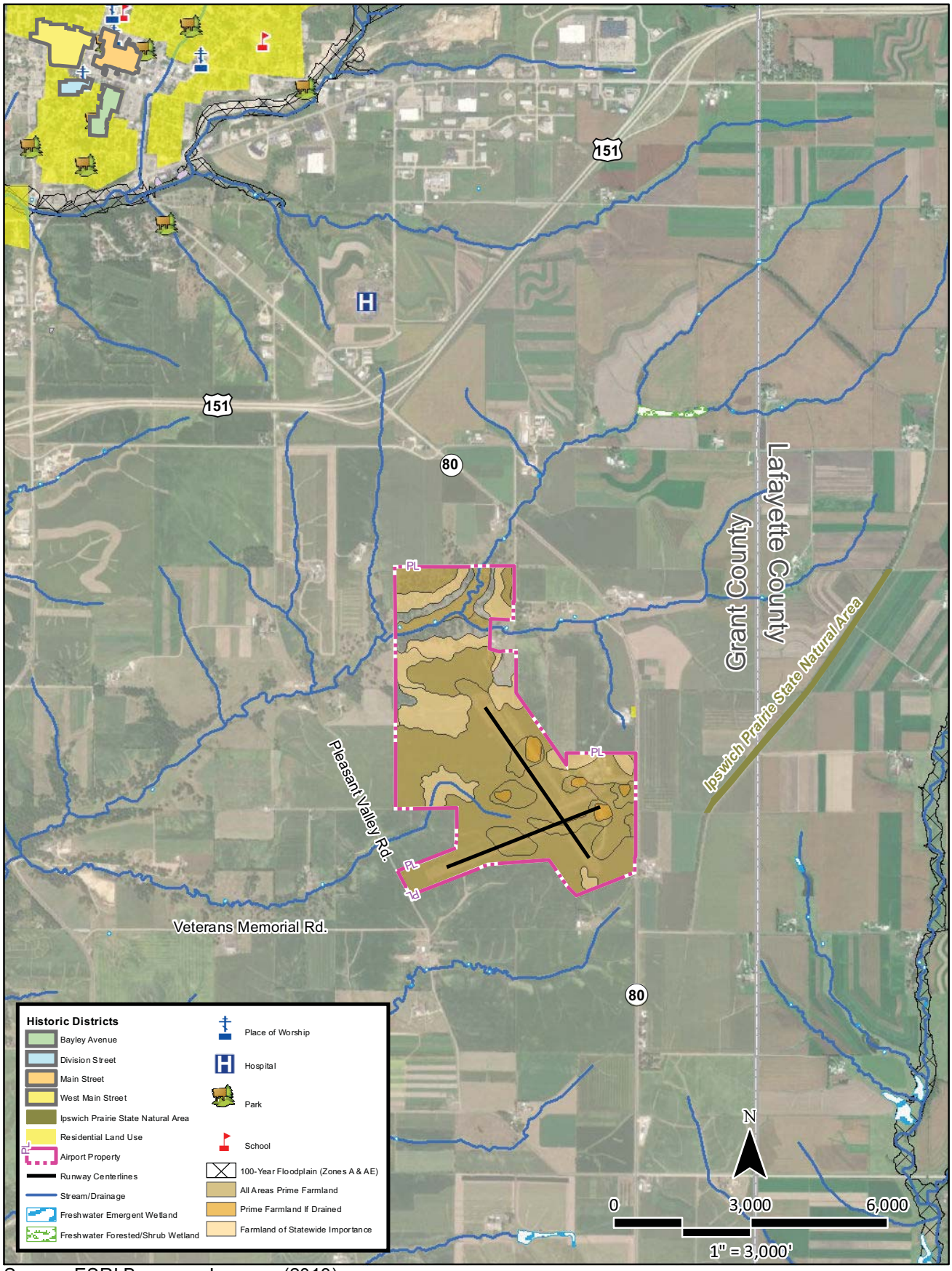
The potential for the airport to support birds protected under the federal *Migratory Bird Treaty Act* (MBTA) has also been evaluated. There are eight potential avian concerns for areas near the airport: black-billed cuckoo (*Coccyzus rythropthalmus*), bobolink (*Dolichonyx oryzivorus*), Canada warbler (*Cardellina canadensis*), cerulean warbler (*Dendroica cerulea*), golden-winged warbler (*Vermivora chrysoptera*), red-headed woodpecker (*Melanerpes erythrocephalis*), rusty blackbird (*Euphagus carolinus*), and wood thrush (*Hylocichla mustelina*).

The Ipswich Prairie State Reserve is located 0.6 miles east of the airport (**Exhibit C**). The reserve protects the largest remnant of deep-soil mesic prairie that once occurred in southwestern Wisconsin. The prairie is maintained by regularly prescribed burning and brushing, and the site contains a moderately rich prairie flora with over 125 species.[2]

Table D | Species Protected Under ESA Section 7 with Potential to Occur Near the Airport

Common Name (*Scientific Name*)	Federal Status	Habitat and Range	Potential for Occurrence at Airport
Northern long-eared bat (*Myotis septentrionalis*)	Threatened	Day roosts in buildings, under tree bark or shutters, or caves during the night. Foraging habitat includes forested hillsides and ridges, and small ponds or streams.	Potential. Additional habitat surveys may be necessary to determine the presence of this species.
Whooping crane (*Grus americana*)	EXPN[1]	The whooping cranes nest in potholes dominated by bulrushes and containing other aquatic plants such as cattails, sedge, and muskgrass. Whooping cranes spend their time on estuarine marshes, shallow bays, and tidal flats, sometimes venturing to nearby farmland.	Unlikely. The airport does not contain refuge sites for this species nor are marshes or ponds of any kind located within the airport boundary.

[2] Wisconsin State Natural Areas Program | Ipswich Prairie (No. 195): https://dnr.wi.gov/topic/lands/naturalareas/index.asp?SNA=195



Source: ESRI Basemap Imagery (2013), FEMA, FWS, USDA.

Table D | Species Protected Under ESA Section 7 with Potential to Occur Near the Airport (continued)

Common Name (*Scientific Name*)	Federal Status	Habitat and Range	Potential for Occurrence at Airport
Hine's emerald dragonfly (*Somatochlora hineana*)	Endangered	Wetland areas with clean water.	Potential. Additional habitat surveys may be necessary to determine the presence of this species. Riverine wetlands are adjacent to airport boundary.
Monarch butterfly *(Danaus plexippus)*	Candidate	Monarchs feed exclusively on the leaves of milkweed. During winter Monarchs cluster together in colonies and root in forests in elevations up to 3,600 meters.	Potential. Individuals may occur seasonally as a potential migratory stopover. Additional habitat surveys may be necessary to determine the presence of this species.
Mead's milkweed (*Asclepias meadii*)	Threatened	Unplowed prairie consisting of deep, silty loams.	Potential. Additional habitat surveys may be necessary to determine the presence of this species.
Northern wild monkshood (*Aconitum noveboracense*)	Threatened	Deep shade within mature deciduous or pine forests in a specific habitat type, known as algific or "cold soil" habitat.	Unlikely. There are no mature deciduous or pine forests located at the airport.
Prairie bush-clover (*Lespedeza leptostachya*)	Threatened	Found in dry, gravelly, or sandy hillside prairies.	Potential. Additional habitat surveys may be necessary to determine the presence of this species.

[1] EXPN = Experimental population, non-essential. A population that has been established within its historical rand under section 10(j) of the ESA to aid recovery of the species. USFWS has determined a non-essential population is not necessary for the continued existence of the species. https://ipac.ecosphere.fws.gov/status/list#:~:text=Experimental%20population%2C%20Non%2Dessential%20(,continued%20existence%20of%20the%20species

Source: USFWS Information for Planning and Consultation (https://ipac.ecosphere.fws.gov/)

CLIMATE

Increasing concentration of greenhouse gases (GHG) can affect global climate by trapping heat in Earth's atmosphere. Scientific measurements have shown that Earth's climate is warming with concurrent impacts, including warmer air temperatures, rising sea levels, increased storm activity, and greater intensity in precipitation events. Climate change is a global phenomenon that can also have local impacts. GHGs, such as water vapor (H_2O), carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and O_3, are both naturally occurring and anthropogenic (man-made). The research has established a direct correlation between fuel combustion and GHG emissions. GHGs from anthropogenic sources include CO_2, CH_4, N_2O, hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF6). CO_2 is the most important anthropogenic GHG because it is a long-lived gas that remains in the atmosphere for up to 100 years.[3]

[3] Intergovernmental Panel on Climate Change | AR5 Synthesis Report: Climate Change 2014: http://www.ipcc.ch/

The U.S. EPA's *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2017* found that the transportation sector, which includes aviation, accounted for approximately 29 percent of U.S. GHG emissions in 2019. Of this, the aviation sector contributed approximately 175.0 million metric tons (MMT) of carbon dioxide equivalent (CO_2e), or nearly 9.4 percent of all transportation emissions. Transportation emission sources include cars, trucks, ships, trains, and aircraft. Most GHG emissions from transportation systems are CO emissions resulting from the combustion of petroleum-based products in internal combustion engines. Relatively insignificant amounts of CH_4, HFC, and N_2O are emitted during fuel combustion. From 1990 to 2017, total transportation emissions increased. The upward trend is largely due to increased demand for travel; however, much of this travel was done in passenger cars and light-duty trucks.

In addition to transportation-related emissions, **Figure 1** shows GHG emissions sources in the U.S. in 2019. Several other factors influence the quantities of greenhouse gas emissions released into the atmosphere, including agriculture, commercial and residential, industry, and electricity.

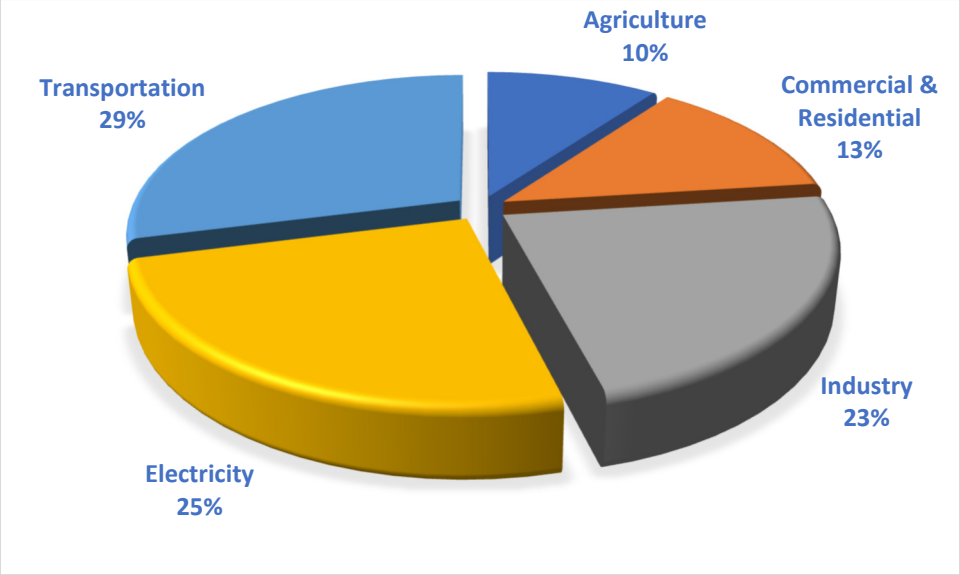


Figure 1: 2019 Sources of Greenhouse Gas Emissions in the U.S.
Source: U.S. EPA | *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2019* (2021)

The U.S. EPA's *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2020* shows total transportation emissions, including aviation, decreased largely due to coronavirus (COVID-19) and the combined impacts of long-term trends in population, economic growth, energy markets, technological changes, and changes in energy efficiency. The inventory included aviation as a part of the 13.3 percent decrease in transportation sector GHG emissions leading up to 2020.[4]

Information regarding the climate for the airport and surrounding environments, including wind, temperature, and precipitation, are found earlier in this master plan.

[4] U.S. EPA | Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2020: https://www.epa.gov/system/files/documents/2022-04/us-ghg-inventory-2022-main-text.pdf

Department of Health Services (DHS) has created the Wisconsin Climate and Health Adaptation Plan 2016, which outlines strategies for adapting to the potential climate-related impacts. The plan outlines policy pathways for Wisconsin agencies to collaborate and make decisions about emissions reduction.[5] The State of Wisconsin published the Governor's Task Force on Climate Change Report in 2020.

COASTAL RESOURCES

Federal activities involving or affecting coastal resources are governed by the *Coastal Barriers Resource Act*, the *Coastal Zone Management Act*, and Executive Order (E.O.) 13089, *Coral Reef Protection*.

The airport is not located within a coastal zone. The closest National Marine Sanctuary is the Thunder Bay National Marine Sanctuary, located 366 miles away, in Lake Huron.[6]

DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(F)

Section 4(f) of the *Department of Transportation Act,* which was recodified and renumbered as Section 303(c) of 49 United States Code, provides that the Secretary of Transportation will not approve any program or project that requires the use of any publicly or privately owned historic sites, public parks, recreation areas, or waterfowl and wildlife refuges of national, state, regional, or local importance unless there is no feasible and prudent alternative to the use of such land, and the project includes all possible planning to minimize harm resulting from the use.[7]

Table E lists potential Section 4(f) resources within three miles of the airport. School playgrounds or athletic fields may be considered a Section 4(f) resource if the recreational facilities at the school are readily available to the public. Significant historic resources are also protected under Section 4(f). There are several historic places or districts listed on the National Register of Historic Places (NRHP) that are within three miles from the airport (**Exhibit C**).

As discussed under Biological Resources, the Ipswich Prairie State Reserve is located 0.3 mile east of the airport. The reserve protects the largest remnant of deep-soil mesic prairie that once occurred in southwestern Wisconsin.

Nearest wilderness and national recreation areas are listed below:

- Nearest Wilderness Area: Nordhouse Dunes Wilderness (222 miles from the airport)
- Nearest National Recreation Area: Mississippi National River and Recreation Area (177 miles from airport)
- Nearest Wildlife Refuge: Upper Mississippi River National Wildlife and Fish Refuge (12 miles from airport)

[5] State of Wisconsin | Governor's Task Forces on Climate Change Report (2020): https://climatechange.wi.gov/Documents/Final%20Report/GovernorsTaskForceonClimateChangeReport-LowRes.pdf
[6] Google Earth Aerial Imagery (March 2022)
[7] 49 U.S. Code § 303 - Policy on lands, wildlife and waterfowl refuges, and historic sites

Table E | U.S. Dept. of Transportation Section 4(f) Resources Within Three Miles of the Airport

Place	Distance from Airport (miles)	Direction from Airport
Parks/Nature Preserves		
Ipswich Prairie Reserve	0.3	East
Knollwood Park (accessed primarily via trails)	1.7	Northwest
Swiss Valley Dog Park	2.0	North
Harrison Park	2.1	Northwest
Sherman Park	2.3	Northwest
Valley View Park	2.3	Northwest
City Hall Park	2.5	Northwest
Jenor Tower Park	2.5	Northwest
Highland Park	2.5	Northwest
Mound View Park and Campground	2.5	North
Indian Park	2.7	Northwest
Schools		
Platteville High School athletic fields	2.7	Northwest
Platteville Middle School athletic fields	2.8	Northwest
Significant Historic Resources		
Bayley Historic District	2.9	Northwest
Main Street Commercial Historic District	2.9	Northwest
West Main Street Historic District	3.0	Northwest
Division Street Historic District	2.9	Northwest
J.H. Roundtree Mansion	2.9	Northwest

Source: Google Earth Aerial Imagery (December 2021); Coffman Associates analysis

FARMLANDS

Under the *Farmland Protection Policy Act* (FPPA), federal agencies are directed to identify and consider the adverse effects of federal programs on the preservation of farmland, to consider appropriate alternative actions which could lessen adverse effects, and to assure that such federal programs are, to the extent practicable, compatible with state or local government programs and policies to protect farmland. The FPPA guidelines, developed by the U.S. Department of Agriculture (USDA), apply to farmland classified as prime, unique, or of state or local importance as determined by the appropriate government agency, with concurrence by the Secretary of Agriculture.

The City of Platteville Development Concept Plan identifies farming on the airport. The airport sits on approximately 532 acres. The USDA's Natural Resources Conservation Service (USDA-NRCS) Web Soil Survey farmland classification shows the following types of soils at the airport (**Table F** and **Exhibit C**): All areas are prime farmland, prime farmland if drained, farmland of statewide importance, and not prime farmland if irrigated.

Table F| Farmland Classification of Soils Present at the Airport

Web Soil Survey Map Unit Symbol	Soil Type	Farmland Classification
175C2	**Palsgrove silt loam, 6 to 12 percent slopes, moderately eroded**	**Farmland of statewide importance**
194D2	Newglarus silt loam, moderately deep, 12 to 20 percent slopes, moderately eroded	Not prime farmland
194E2	Newglarus silt loam, moderately deep, 20 to 30 percent slopes, moderately eroded	Not prime farmland
Ar	**Arenzville silt loam, 0 to 3 percent slopes, occasionally flooded**	**All areas are prime farmland**
AtA	**Atterberry silt loam, 0 to 2 percent slopes**	**Prime farmland if drained**
AtB	**Atterberry silt loam, 2 to 6 percent slopes**	**Prime farmland if drained**
DbD2	Dodgeville silt loam, 10 to 15 percent slopes, moderately eroded	Not prime farmland
DoB2	**Dodgeville silt loam, deep, 6 to 10 percent slopes, moderately eroded**	**All areas are prime farmland**
FaB2	**Downs silt loam, 2 to 6 percent slopes, moderately eroded**	**All areas are prime farmland**
FaC2	**Fayette silt loam, 2 to 6 percent slopes, moderately eroded**	**Farmland of statewide importance**
JuA	**Fayette silt loam, 6 to 12 percent slopes, moderately eroded**	**All areas are prime farmland**
JuB	**Judson silt loam, 0 to 3 percent slopes**	**Farmland of statewide importance**
MuA	**Muscatine silt loam, 0 to 2 percent slopes**	**All areas are prime farmland**
MuB	**Muscatine silt loam, 2 to 6 percent slopes**	**All areas are prime farmland**
MuB2	**Muscatine silt loam, 2 to 6 percent slopes, moderately eroded**	**All areas are prime farmland**
SyB2	**Stronghurst silt loam, 2 to 6 percent slopes, moderately eroded**	**Prime farmland if drained**
TaA	**Tama silt loam, driftless, 0 to 2 percent slopes**	**All areas are prime farmland**
TaB2	**Tama silt loam, driftless, 2 to 6 percent slopes, moderately eroded**	**All areas are prime farmland**
TaC2	**Tama silt loam, driftless, 6 to 12 percent slopes, moderately eroded**	**Farmland of statewide importance**

Bolded type indicates soils classified as potential farmlands.

Source: USDA-NRCS Web Soil Survey (https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx)

HAZARDOUS MATERIALS, SOLID WASTE AND POLLUTION PREVENTION

Federal, state, and local laws regulate hazardous materials use, storage, transport, and disposal. These laws may extend to past and future landowners of properties containing these materials. In addition, disrupting sites containing hazardous materials or contaminants may cause significant impacts to soil, surface water, groundwater, air quality, and the organisms using these resources. According to the U.S. EPA's *EJSCREEN* online screening tool, there are no Superfund or brownfields sites within three miles of the airport.

National Pollutant Discharge Elimination System (NPDES) permits outline the regulatory requirements of municipal storm water management programs and establish requirements to help protect the beneficial uses of the receiving waters. They require permittees to develop and implement best management practices (BMP) to control/reduce the discharge of pollutants to waters of the United States to the maximum extent practicable (MEP).

The Wisconsin Department of Natural Resources (DNR) NPDES regulates the discharge of pollutants to waters of the state through the Wisconsin Pollutant Discharge Elimination System (WPDES). The DNR developed a state storm water permits program to meet the requirements of Section 402 of the federal *Clean Water Act*.[8]

[8] Wisconsin DNR: https://dnr.wisconsin.gov/topic/Wastewater/Permits.html

Wisconsin DNR also regulates constructed landfills. All landfills must collect and treat liquids and gases they generate before releasing them to the environment. Facilities are monitored to detect contamination and report monitoring data to the DNR.[9] Solid waste collection and recycling for the City of Platteville is provided by Faherty, Incorporated through its transfer station in Platteville.[10]

HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

Determination of a project's environmental impact to historic and cultural resources is made under guidance in the *National Historic Preservation Act* (NHPA) *of 1966*, as amended, the *Archaeological and Historic Preservation Act* (AHPA) *of 1974*, the *Archaeological Resources Protection Act* (ARPA), and the *Native American Graves Protection and Repatriation Act* (NAGPRA) *of 1990*. In addition, the *Antiquities Act of 1906*, the *Historic Sites Act of 1935*, and the *American Indian Religious Freedom Act of 1978* also protect historical, architectural, archaeological, and cultural resources. Impacts may occur when a proposed project causes an adverse effect on a resource which has been identified (or is unearthed during construction) as having historical, architectural, archaeological, or cultural significance.

The City of Platteville Public GIS Viewer shows four historic districts roughly three miles northwest of the airport property.[11] Any airport structures 50 years or older should be evaluated for historic significance prior to alteration or demolition.

LAND USE

Land use regulations near airports are achieved through local government codes, city policies, and plans that include airport districts and planning areas. Regulations are used to avoid land use compatibility conflict around airports.

The airport is surrounded by open space, farmland, and scattered rural residences. Although the airport is within the city limits, the other developed areas within the City of Platteville begin northwest of the airport. The airport is separated from the rest of the city by open farmland with the jurisdiction of the county.[12]

The *Platteville Municipal Airport Overlay Zoning and Height Limitations Ordinance* regulates and restricts the height of structures and objects of natural growth in the vicinity of the airport. [13] General provisions in the ordinance include use restrictions related to glare, lighting, electrical interference, visibility, operation of vehicles, and pedestrian traffic on the airport.

[9] Wisconsin DNR | Landfills: https://dnr.wisconsin.gov/topic/Landfills
[10] Faherty, Incorporated: https://www.faherty-inc.com/
[11] City of Platteville Public GIS Viewer: https://platteville.maps.arcgis.com/apps/MapSeries/index.html?appid=8a64b665a33d4f8d886d4f4459e2eb65
[12] Ibid.
[13] Chapter 4: Overlay Zoning and Height Limitations Ordinance: https://www.platteville.org/sites/default/files/fileattachments/municipalcode/10561/chapter_42_-_municipal_airport_4-20-161.pdf

The associated map outlines the areas within overlay zoning districts (**Exhibit D**):[14]

- **Zone 1 – Airport District** is defined as all lands owned by the airport and intended to be used for airport purposes.

- **Zone 2 – High Impact Runway Approach and Departure District** establishes land use requirements in areas that are typically over flown by aircraft during initial takeoff and final landing maneuvers, and hence could be subjected to excessive noise and greater risk of aircraft crashes.

- **Zone 3 – Moderate Impact Runway Approach and Departure District** establishes land use requirements in areas that may be over flown by aircraft entering, operating within, and departing from a typical airport flight pattern, and hence could be subject to occasional excessive noise and risk of aircraft crashes.

- **Zone 4 – Noise Control/Overflight District** establishes land use requirements in areas that are typically within the flight pattern of aircraft approaching and departing the airport's runways, and hence could be subject to occasional excessive noise and risk of aircraft crashes. This zone includes property approximately one mile of the ultimate runway (per the approved airport layout plan), not already within Zones 1, 2, or 3.

- **Zone 5 – Height Limitation District** protects the approaches to the airport from the construction or erection of structures that would constitute a hazard to air navigation and from incompatible land uses. The boundaries of Zone 5 include all parcels falling within three statute miles.

NATURAL RESOURCES AND ENERGY SUPPLY

Natural resources and energy supply provide an evaluation of a project's consumption of natural resources. It is the policy of FAA Order 1053.1C, *Energy and Water Management Program for FAA Buildings and Facilities*, to encourage the development of facilities that exemplify the highest standards of design, including principles of sustainability.

NOISE AND NOISE COMPATIBLE LAND USE

Federal land use compatibility guidelines are established under 14 Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. According to 14 CFR Part 150, residential land and schools are noise-sensitive land uses that are not considered compatible with a 65 decibel (dB) Day-Night Average Sound Level (Ldn or DNL).[15] Other noise-sensitive land uses (such as religious facilities, hospitals, or nursing homes), if located within a 65 dB DNL contour, are generally compatible when an interior

[14] Southwestern Wisconsin Regional Planning Commission | Platteville Municipal Airport Overlay Zoning and Height Limitations Map https://www.platteville.org/sites/default/files/fileattachments/community_development/page/8601/airport_zoning_parcel_map.pdf

[15] The DNL accounts for the increased sensitivity to noise at night (10:00 PM to 7:00 AM) and is the metric preferred by FAA, the U.S. EPA, and the U.S. Department of Housing and Urban Development as an appropriate measure of cumulative noise exposure.

noise level reduction of 25 dB is incorporated into the design and construction of the structure. Special consideration should also be given to noise-sensitive areas within Section 4(f) properties where the land use compatibility guidelines in 14 CFR Part 150 do not account for the value, significance, and enjoyment of the area in question.[16]

Table G shows noise-sensitive land uses within three miles of the airport (**Exhibit C**). There are also scattered rural residents within three miles of the airport. The nearest residential neighborhoods are in the City of Platteville roughly two miles northwest of the airport. As discussed previously under Land Use, the city already restricts land uses that would be adversely affected by airport noise as part of the *Platteville Municipal Airport Overlay Zoning and Height Limitations Ordinance*, Zone 4.

Table G | Noise-Sensitive Land Uses within Three Miles of Airport

Facility	Distance from Airport (Miles)	Direction from Airport
Schools		
Neal Wilkins Early Learning Center (pre-K/K)	2.3	Northwest
Platteville High School	2.7	Northwest
Platteville Middle School	2.8	Northwest
Medical		
Southwest Health	1.1	North
Places of Worship		
Community Church	2.1	Northwest
St. Paul Lutheran Church	2.3	Northwest

SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Socioeconomics

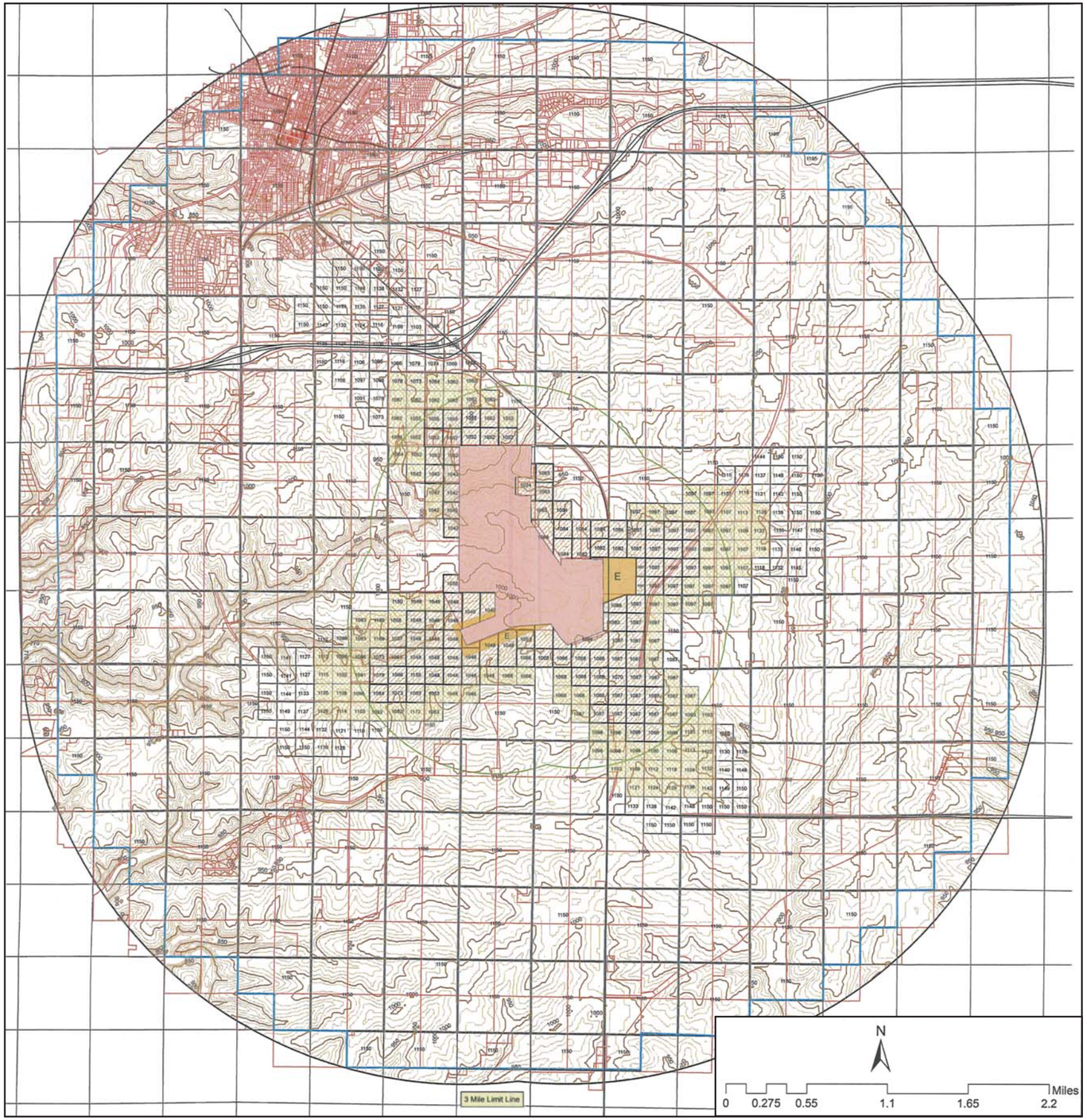
Socioeconomics is an umbrella term used to describe aspects of a project that are either social or economic in nature. A socioeconomic analysis evaluates how elements of the human environment such as population, employment, housing, and public services might be affected by the proposed action and alternative(s).

FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* specifically requires that a federal action causing disproportionate impacts to an environmental justice population (i.e., a low-income or minority population), be considered, as well as an evaluation of environmental health and safety risks to children. The FAA has identified factors to consider when evaluating the context and intensity of potential environmental impacts.

Would the proposed action:

- Induce substantial economic growth in an area, either directly or indirectly;
- Disrupt or divide the physical arrangement of an established community;

[16] 49 U.S. Code § 47141 – Compatible land use planning and projects by state and local governments



LEGEND

- Zone1: Airport District
- Zone 2: High Impact Approach & Departure District
- Zone 3: Moderate Impact Approach & Departure District
- Zone 4: Noise Control/Overflight District
- Zone 5: Height Limitation Overlay District
- Parcels
- E — Easement Areas
- 0123 — Zoned Elevations

-Notes-

1. Zone boundaries are section and subdivisional lines except those where street centerlines are used for boundaries.

2. Height limitations shown represent elevations permissable above mean sea level in feet.

3. Zoning map developed in accordance with Wisconsin State Statutes Chapter 114.136.

Date: 04/12/2016

Sources: SWWRPC, DNR, City of Platteville, Grant County Real Property, & Lafayette County Treasurer

This map is neither a legally recorded map nor a technical surveyand is not intended to be one. SWWRPC is not responsible for any inaccuracies herein contained.

SOUTHWESTERN WISCONSIN
REGIONAL PLANNING
COMMISSION

This page intentionally left blank

- Cause extensive relocation when sufficient replacement housing is unavailable;
- Cause extensive relocation of community business what would cause severe economic hardship for affected communities;
- Disrupt local traffic patterns and substantially reduce the levels of service of roads serving an airport and its surrounding communities; or
- Produce a substantial change in the community tax base?

Environmental Justice

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies.

Meaningful involvement ensures that:

- People have an opportunity to participate in decisions about activities that may affect their environment and/or health;
- The public's contribution can influence the regulatory agency's decision;
- Their concerns will be considered in the decision-making process; and
- The decision-makers seek out and facilitate the involvement of those potentially affected.[17]

The closest residential areas are roughly two miles northwest of the airport. According to 5-Year 2020 American Community Survey (ACS) estimates, the population within one mile of the airport is 140 persons, of which seven percent are people of color and 24 percent of the population is considered low-income. Individuals are scattered within rural residences along the airport boundaries. Indicated in **Table H**, three percent of the population has identified as Hispanic, which can be of any race but are included as people of color.

Table H| Population Characteristics Within One Mile of the Airport

Characteristic	
Total Population	140
Population by Race	
White	96%
Black	0%
American Indian	0%
Asian	0%
Pacific Islander	0%
Some Other Race	0%
Population Reporting Two or More Races	4%
Total Hispanic population (of any race)	3%

Source: U.S. EPA EJScreen | 5-Year 2020 ACS (https://ejscreen.epa.gov/mapper/)

[17] U.S. EPA | Environmental Justice: https://www.epa.gov/environmentaljustice

Children's Environmental Health and Safety Risks

Federal agencies are directed, per E.O. 13045, Protection of Children from Environmental Health Risks and Safety Risks, to make it a high priority to identify and assess the environmental health and safety risks that may disproportionately impact children. Such risks include those that are attributable to products or substances that a child is likely to encounter or ingest (air, food, water – including drinking water) or to which they may be exposed.

According to the U.S. EPA EJScreen report, 22 percent of the population within one mile of the airport are 17 or younger. This is estimated to be 32 children in 2020.

VISUAL EFFECTS

Visual effects deal broadly with the extent to which a proposed action or alternative(s) would either (1) produce light emissions that create an annoyance or interfere with activities; or (2) contrast with, or detract from, the visual resources and/or the visual character of the existing environment. Each jurisdiction will typically address outdoor lighting, scenic vistas, and scenic corridors in zoning ordinances and their general plan.

Light Emissions

Light emission impacts typically relate to the extent to which any light or glare results from a source that could create an annoyance for people or would interfere with normal activities. Generally, local jurisdictions will include ordinances in the local code addressing outdoor illumination to reduce the impact of light on surrounding properties.

Visual Resources and Visual Character

Visual character refers to the overall visual makeup of the existing environment where a proposed action or its alternative(s) would be located. For example, areas near densely populated areas generally have a visual character that could be defined as urban, whereas less developed areas could have a visual character defined by the surrounding landscape features, such as open grass fields, forests, mountains, deserts, etc.

Visual resources include buildings, sites, traditional cultural properties, and other natural or manmade landscape features that are visually important or have unique characteristics. Visual resources may include structures or objects that obscure or block other landscape features. In addition, visual resources can include the cohesive collection of various individual visual resources that can be viewed at once or in concert from the area surrounding the site of the proposed action or alternative(s).

There are no state scenic byways or scenic highways near the airport.[18]

[18] State of Wisconsin Department of Transportation | Wisconsin Scenic Byways Program: https://wisconsindot.gov/Pages/travel/road/scenic-ways/default.aspx

WATER RESOURCES

Wetlands

The U.S. Army Corps of Engineers regulates the discharge of dredged and/or fill material into waters of the United States, including adjacent wetlands, under Section 404 of the *Clean Water Act* (CWA). Wetlands are defined in E.O. 11990, *Protection of Wetlands*, as "those areas that are inundated by surface or groundwater with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction." Wetlands can include swamps, marshes, bogs, sloughs, potholes, wet meadows, river overflows, mudflats, natural ponds, estuarine areas, tidal overflows, and shallow lakes and ponds with emergent vegetation. Wetlands exhibit three characteristics: the soil is inundated or saturated to the surface at some time during the growing season (hydrology), has a population of plants able to tolerate various degrees of flooding or frequent saturation (hydrophytes), and soils that are saturated enough to develop anaerobic (absent of air or oxygen) conditions during the growing season (hydric).

USFWS manages the National Wetlands Inventory on behalf of all federal agencies. The National Wetlands Inventory identifies surface waters and wetlands in the nation. The inventory indicates riverine wetlands leaving the north and west boundaries of the airport. Blockhouse Creek is north and west of the airfield within the airport (**Exhibit C**).[19]

Floodplains

E.O. 11988, *Floodplain Management*, directs federal agencies to take action to reduce the risk of flood loss, minimize the impact of floods on human safety, health, and welfare, and restore and preserve the natural and beneficial values served by the floodplains. A review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel number 29105C0219C, effective September 2010 indicates that there are no Special Flood Hazard Areas such as a 100-year floodplain on the airport.[20]

The FEMA Flood Map Service Center indicates the airport property is not within a 100-year flood zone. The selected flood map boundaries: 55043C0680E (dated 9/2/2011), 55043C0685F (dated 2/3/2016), and55043C0700E (dated 9/2/2011) do not show special flood hazard areas.

Surface Waters

The *Clean Water Ac*t establishes water quality standards, controls discharges, develops waste treatment management plans and practices, prevents or minimizes the loss of wetlands, and regulates other issues concerning water quality. Water quality concerns related to airport development most often relate to the potential for surface runoff and soil erosion, as well as the storage and handling of fuel, petroleum products, solvents, etc. Additionally, Congress has mandated (under the CWA) the National Pollutant Discharge Elimination System (NPDES).

[19] USFWS | National Wetlands Inventory Mapper: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/
[20] Federal Emergency Management Agency | Flood Map Service Center: https://msc.fema.gov/portal/home

In Wisconsin, the DNR is required by section 303(e) of the *Clean Water Act* to develop a Continuing Planning Process (CPP) Plan. The CPP is an "umbrella" document that helps to coordinate all aspects of water pollution control to help ensure the states maintain progress toward protecting and preserving water quality.

Watershed planning in the state falls under the *Areawide Water Quality Management Plan* (AWQMP), a compilation of the guidance and programs that DNR uses to implement *Clean Water Act* requirements. The AWQMP Program provides a structure and foundation on which implementation activities are attached, including sewer service area plans, wastewater facility plans, permits for effluent limits, stormwater plans, and other projects funded through CWA monies, as well as watershed plans, which identify the condition of water and recommendations for management actions.[21]

The airport lies within the Blockhouse Creek watershed. The water quality in Blockhouse Creek is reported as "good" by the U.S. EPA. The closest impaired water bodies to the airport are in adjacent watersheds (i.e., Snowden Branch River and the Little Platte River).[22]

Groundwater

Groundwater is subsurface water that occupies the space between sand, clay, and rock formations. The term aquifer is used to describe the geologic layers that store or transmit groundwater, such as wells, springs, and other water sources. Examples of direct impacts to groundwater could include withdrawal of groundwater for operational purposes or reduction of infiltration or recharge area due to new impervious surfaces.[23]

U.S. EPA's Sole Source Aquifer (SSA) Program was established under section 1424(e) of the *Safe Drinking Water Act* (SDWA). Since 1977, it has been used by communities to help prevent contamination of groundwater from federally funded projects. It has increased public awareness of the vulnerability of groundwater resources. The SSA program is authorized by section 1424(e) of the SDWA (Public Law 93-523, 42 U.S.C. 300 et. seq), which states:

> "*If the Administrator determines, on his own initiative or upon petition, that an area has an aquifer which is the sole or principal drinking water source for the area and which, if contaminated, would create a significant hazard to public health, he shall publish notice of that determination in the Federal Register.*"[24]

There are no sole source aquifers located within airport boundaries. The nearest sole source aquifer is 278 miles from the airport, Mille Lacs Soul Source Aquifer. [25]

[21] Wisconsin DNR| AWCMP Program: https://dnr.wisconsin.gov/topic/SurfaceWater/Planning.html
[22] U.S. EPA | How's My Waterway? https://mywaterway.epa.gov/community/070600030404/overview
[23] United States Geological Survey | What is Groundwater? https://www.usgs.gov/faqs/what-groundwater
[24] U.S. EPA | Overview of the Drinking Water Sole Source Aquifer Program: https://www.epa.gov/dwssa/overview-drinking-water-sole-source-aquifer-program#Authority
[25] U.S. EPA | Interactive Map for Sole Source Aquifers: https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b

Wild and Scenic Rivers

The *National Wild and Scenic Rivers Act* was established to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations.

The Nationwide River Inventory (NRI) is a list of over 3,400 rivers or river segments that appear to meet the minimum *Wild and Scenic Rivers Act* eligibility requirements based on their free-flowing status and resource values. The development of the NRI resulted from section 5(d)(1) in the *Wild and Scenic Rivers Act*, directing federal agencies to consider potential wild and scenic rivers in the comprehensive planning process.

The closest designated wild and scenic river identified is Wolf River located 175 miles east of the airport.[26] The nearest National River Inventory feature is Apple River, located 20 miles southwest.[27]

ENVIRONMENTAL OVERVIEW

Analysis of the potential environmental impacts of recommended airport development projects, as discussed in this chapter and depicted on **Exhibit A**, is a key component of the master plan process. The primary purpose of this environmental overview is to identify significance thresholds for the various resource categories contained in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, Exhibit 4-1 and FAA Order 5050.4B, *National Environmental Policy Act* (NEPA) *Implementation Instructions for Airport Actions*, Table 7.1. The environmental overview then evaluates the development program to determine whether proposed actions could individually or collectively significantly affect the quality of the environment.

The construction of any improvements depicted on the recommended development concept plan would require compliance with NEPA to receive federal financial assistance or to obtain a federal approval (i.e., a federal action). For projects not "categorically excluded" under FAA Order 1050.1F, compliance with NEPA is generally satisfied through the preparation of an environmental assessment (EA). An EA is prepared when the initial review of the proposed action indicates that it is not categorically excluded, involves at least one extraordinary circumstance, or the action is not one known normally to require an environmental impact statement (EIS). If none of the potential impacts are likely to be significant, then the responsible FAA official prepares a Finding of No Significant Impact (FONSI), which briefly presents, in writing, the reasons why an action, not otherwise categorically excluded, would not have a significant impact on the human environment and the approving official may approve it. Issuance of a FONSI signifies that FAA would not prepare an EIS and has completed the NEPA process for the proposed action.

In instances where significant environmental impacts are expected, an EIS may be required. An EIS is a clear, concise, and appropriately detailed document that provides agency decision-makers and the public with a full and fair discussion of significant environmental impacts of the proposed action and reasonable alternatives and implements the requirement in NEPA §102(2)(C) for a detailed written statement.

[26] National Wild and Scenic Rivers System: https://www.rivers.gov/wisconsin.php
[27] U.S. Department of the Interior | National Park Service | Nationwide Rivers Inventory | Rivers: https://www.nps.gov/subjects/rivers/nationwide-rivers-inventory.htm

Table J summarizes potential environmental concerns associated with implementation of the recommended master plan development concept. Analysis under NEPA includes direct, indirect, and cumulative impacts. Direct impacts are those caused by the action and occur at the same time and place. Examples of direct impacts include:

- Construction of a facility or runway in a wetland which results in the loss of a portion of the wetland; or
- Noise generated by the proposed action or alternative(s) which adversely affects noise sensitive land uses.

Indirect impacts are those impacts caused by the action but are later in time or farther removed in distance but are still reasonably foreseeable. Indirect impacts may include growth inducing impacts and other effects related to induced changes in the pattern of land use, population density or growth rate, and related impacts on air and water and other natural systems, including ecosystems. Cumulative impacts are those that take into consideration the environmental impact of past, present, and future actions. Cumulative impacts would vary based on the project type, geographic location, potential to impact resources, and other factors, such as the current condition of potentially affected impact categories.

TABLE J | Summary of Potential Environmental Concerns

AIR QUALITY	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The action would cause pollutant concentrations to exceed one or more of the National Ambient Air Quality Standards (NAAQS), as established by the United States (U.S.) Environmental Protection Agency (EPA) under the Clean Air Act, for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations.***
Potential Environmental Concerns	The projected increase in operations over the 20-year planning horizon of the master plan, as well as construction of proposed projects, would result in additional emissions. The airport is in Grant County, Wisconsin. Grant County is in attainment for all criteria pollutants; therefore, a general conformity review per the *Clean Air Act* would not be required. According to the most recent FAA *Aviation Emissions and Air Quality Handbook* (2015), an emissions inventory under NEPA may still be necessary for any proposed action that would result in a reasonably foreseeable increase in emissions due to plan implementation. For construction emissions, a qualitative or quantitative emissions inventory under NEPA may be required, depending on the type of environmental review needed for development projects outlined in the master plan.
BIOLOGICAL RESOURCES (including fish, wildlife, and plants)	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The U.S. Fish and Wildlife Service (FWS) or the National Marine Fisheries Service (NMFS) determines that the action would be likely to jeopardize the continued existence of a federally listed threatened or endangered species or would result in the destruction or adverse modification of federally designated critical habitat.*** ***FAA has not established a significance threshold for non-listed species. However, factors to consider are if an action would have the potential for:*** - ***Long-term or permanent loss of unlisted plant or wildlife species;*** - ***Adverse impacts to special status species or their habitats;*** - ***Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or*** - ***Adverse impacts on a species' reproductive rates, non-natural mortality, or ability to sustain the minimum population levels required for population maintenance.***
Potential Environmental Concerns	No critical habitat is located on airport property or within the vicinity of the airport. There are five species federally listed as threatened or endangered (and one candidate species) which have the potential to occur in the vicinity (refer to **Table D**). Thus, specific development planned by the master plan will need to be more fully evaluated if occurring in vegetated areas. Migratory birds protected by the *Migratory Bird Treaty Act* could also be adversely affected if construction occurs during the nesting and breeding seasons for potentially occurring birds.

CLIMATE	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***FAA has not established a significance threshold for Climate.*** *Refer to FAA Order 1050.1F Desk Reference and/or the most recent FAA Aviation Emissions and Air Quality Handbook for the most up-to-date methodology for examining impacts associated with climate change.*
Potential Environmental Concerns	An increase in GHGs could occur over the future planning horizon of the master plan. Increased operations and facilities at the airport may result in added vehicular and aircraft GHGs.
COASTAL RESOURCES	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***FAA has not established a significance threshold for Coastal Resources. Factors to consider are if an action would have the potential to:*** • ***Be inconsistent with the relevant state coastal zone management plan(s);*** • ***Impact a coastal barrier resources system unit;*** • ***Pose an impact on coral reef ecosystems;*** • ***Cause an unacceptable risk to human safety or property; or*** • ***Cause adverse impacts on the coastal environment that cannot be satisfactorily mitigated.***
Potential Environmental Concerns	None. The airport is not located within a designated coastal zone.
***DEPARTMENT OF TRANSPORTATION ACT*, SECTION 4(f)** (NOW CODIFIED IN 49 U.S. CODE § 303)	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The action involves more than a minimal physical use of a Section 4(f) resource or constitutes a "constructive use" based on an FAA determination that the aviation project would substantially impair the Section 4(f) resource. Resources that are protected by Section 4(f) are publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance; and publicly or privately owned land from an historic site of national, state, or local significance. Substantial impairment occurs when the activities, features, or attributes of the resource that contribute to its significance or enjoyment are substantially diminished.***
Potential Environmental Concerns	There are no wilderness areas, public recreational facilities, or NHRP-listed resources that would be impacted by proposed development at the airport. The closest known potential Section 4(f) resource is the Ipswich Prairie State Natural Area located 0.3 miles east of the airport. However, any airport structures 50 years or older should be evaluated for historic significance prior to alteration or demolition. If determined to be a significant historic resource, they would likely qualify as a Section 4(f) resource as well.
FARMLANDS	

FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The total combined score on Form AD-1006, Farmland Conversion Impact Rating, ranges between 200 and 260. (Form AD-1006 is used by the U.S. Department of Agriculture, Natural Resources Conservation Service [NRCS] to assess impacts under the Farmland Protection Policy Act [FPPA].)***
	FPPA applies when airport activities meet the following conditions:
	• *Federal funds are involved;*
	• *The action involves the potential for the irreversible conversion of important farmlands to non-agricultural uses. Important farmlands include pastureland, cropland, and forest considered to be prime, unique, or statewide or locally important land; or*
	• *None of the exemptions to FPPA apply. These exemptions include:*
	  ○ *When land is not considered "farmland" under FPPA, such as land already developed or already irreversibly converted. These instances include when land is designated as an urban area by the U.S. Census Bureau or the existing footprint includes rights-of-way.*
	  ○ *When land is already committed to urban development.*
	  ○ *When land is committed to water storage.*
	  ○ *The construction of non-farm structures necessary to support farming operations.*
	  ○ *The construction/land development for national defense purposes.*

Potential Environmental Concerns	The airport is in an area surrounded by farmland. In addition, the airport has allowed farming within some of its safety areas. Proposed changes to the airside and landside areas of the airport could convert farmlands protected by the FPPA. This should be confirmed on a project-by-project basis, and Form AD-1006 completed, when appropriate.

HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***FAA has not established a significance threshold for Hazardous Materials, Solid Waste, and Pollution Prevention. However, factors to consider are if an action would have the potential to:*** • ***Violate applicable federal, state, tribal, or local laws or regulations regarding hazardous materials and/or solid waste management;*** • ***Involve a contaminated site;*** • ***Produce an appreciably different quantity or type of hazardous waste;*** • ***Generate an appreciably different quantity or type of solid waste or use a different method of collection or disposal and/or would exceed local capacity; or*** • ***Adversely affect human health and the environment.***
Potential Environmental Concerns	There are no Superfund sites, brownfields, or hazardous waste facilities on or near airport property. The recommended development concept does not include land uses that would produce an appreciably different quantity or type of hazardous waste. However, should this type of land use be proposed, further NEPA review and/or permitting would be required. Any construction and demolition waste, along with all other types of non-hazardous solid waste, would be hauled to the transfer facility in Platteville by the contractor. Minor amounts of solid waste from new tenant operations are also expected. Solid waste collection and recycling for the City of Platteville long-term is provided by Faherty, Incorporated. No impacts related to solid waste disposal are expected.
HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***FAA has not established a significance threshold for Historical, Architectural, Archaeological, and Cultural Resources. Factors to consider are if an action would result in a finding of "adverse effect" through the Section 106 process. However, an adverse effect finding does not automatically trigger the preparation of an EIS (i.e., a significant impact).***
Potential Environmental Concerns	Although much of the airport has been disturbed, intact archaeological or historic artifacts could be present. On-ground cultural resources surveys should be completed in any area where ground disturbance has not occurred but is proposed. In addition, any airport structures 50 years or older should be evaluated for historic significance prior to alteration or demolition. If previously undocumented buried cultural resources are identified during ground-disturbing activities for future airport development, all work must immediately cease within 100 feet until a qualified archaeologist has documented the discovery and evaluated its eligibility for the state or national historic registers, as appropriate. Work must not resume in the area without approval from FAA.
LAND USE	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***FAA has not established a significance threshold for Land Use. There are also no specific independent factors to consider. The determination that significant impacts exist is normally dependent on the significance of other impacts.***
Potential Environmental Concerns	There would be no impact on the existing land uses surrounding the airport due to proposed airport development, including a runway extension. The airport is surrounded by open space and farmland. The nearest residential and institutional areas are at least two miles away. The current boundaries of the Platteville Municipal Airport Overlay Zoning and Height Limitations Map referenced by the *Platteville Municipal Airport Overlay Zoning and Height Limitations Ordinance* appear to already accommodate the proposed runway extension.
NATURAL RESOURCES AND ENERGY SUPPLY	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***FAA has not established a significance threshold for Natural Resources and Energy Supply. However, factors to consider are if the action would have the potential to cause demand to exceed available or future supplies of these resources.***
Potential Environmental Concerns	Planned development projects at the airport would increase demands on energy utilities, water supplies and treatment, and other natural resources during construction; however, impacts are not anticipated to be significant. Should long-term impacts be a concern, coordination with service providers is recommended. During construction, demand for fossil fuels, building materials, and water for dust suppression would occur. No unusual demand is anticipated that would exceed available or future supplies.

NOISE AND NOISE-COMPATIBLE LAND USE	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The action would increase noise by Day-Night Average Sound Level (DNL) 1.5 decibel (dB) or more for a noise-sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe.*** ***Another factor to consider is that special consideration should be given to the evaluation of the significance of noise impacts on noise-sensitive areas within Section 4(f) properties where the land use compatibility guidelines in Title 14 Code of Federal Regulations (CFR) Part 150 are not relevant to the value, significance, and enjoyment of the area in question.***
Potential Environmental Concerns	There are only a few scattered residents and the Ipswich Prairie Natural Area near the airport, and future development at the airport is not expected to change the overall noise environment more than 1.5 dB threshold. However, this should be confirmed prior to implementing a runway extension. The current boundaries of the Platteville Municipal Airport Overlay Zoning and Height Limitations Map referenced by the *Platteville Municipal Airport Overlay Zoning and Height Limitations Ordinance* appear to already accommodate the proposed runway extension.
SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS	
Socioeconomics	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***FAA has not established a significance threshold for Socioeconomics. However, factors to consider are if an action would have the potential to:*** • ***Induce substantial economic growth in an area, either directly or indirectly (e.g., through establishing projects in an undeveloped area);*** • ***Disrupt or divide the physical arrangement of an established community;*** • ***Cause extensive relocation when sufficient replacement housing is unavailable;*** • ***Cause extensive relocation of community businesses that would cause severe economic hardship for affected communities;*** • ***Disrupt local traffic patterns and substantially reduce the levels of service of roads serving the airport and its surrounding communities; or*** • ***Produce a substantial change in the community tax base.***
Potential Environmental Concerns	Proposed development would not relocate or disrupt current businesses or residents. No division of existing neighborhoods or housing or businesses relocations would occur due to proposed development on the airport. The airport is bordered primarily by undeveloped vacant land. Future airport projects would result in temporary disruption of local traffic patterns during construction or once operational. The proposed development concept includes the realignment of one public and one private road to remove them from the Runway 7 approach and Runway 33 approach RPZs, respectively.
Environmental Justice	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***FAA has not established a significance threshold for Environmental Justice. However, factors to consider are if an action would have the potential to lead to a disproportionately high and adverse impact to an environmental justice population (i.e., a low-income or minority population), due to:*** • ***Significant impacts in other environmental impact categories; or*** • ***Impacts on the physical or natural environment that affect an environmental justice population in a way that FAA determines is unique to the environmental justice population and significant to that population.***
Potential Environmental Concerns	Very few low-income and minority populations have been identified within one mile of the airport (**Table H**). Based on the 5-Year 2020 ACS estimates, 34 people living within one mile of the airport are low income and 10 are people of color. It is unlikely that implementation of the proposed improvements outlined in the master plan would affect these populations in a disproportionate or adverse manner.
Children's Health and Safety Risks	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***FAA has not established a significance threshold for Children's Environmental Health and Safety Risks. However, factors to consider are if an action would have the potential to lead to a disproportionate health or safety risk to children.***
Potential Environmental Concerns	According to the 5-Year 2020 ACS estimates, there are only 32 children living within one mile of the airport. The closest school, park, or playground is located 1.7 miles northwest of the airport. It is unlikely that that implementation of the proposed improvements outlined in the master plan would affect children's safety. In addition, best management practices should be implemented to decrease environmental health risks to children. For example, during construction of the projects outlined in the master plan, appropriate measures should be taken to prevent access by unauthorized persons to construction project areas.

VISUAL EFFECTS (INCLUDING LIGHT EMISSIONS AND VISUAL RESOURCES/VISUAL CHARACTER)	
Light Emissions	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***FAA has not established a significance threshold for Light Emissions. However, a factor to consider is the degree to which an action would have on the potential to:*** • ***Create annoyance or interfere with normal activities from light emissions;*** • ***Affect the nature of the visual character of the area due to light emissions, including the importance, uniqueness, and aesthetic value of the affected visual resources;***
Potential Environmental Concerns	None. The existing lighting at the airport includes runway lighting (medium intensity) and lighting used for navigation (such as a rotating beacon, a lighted wind indicator, and 2-box precision approach path indicators [PAPIs]). New edge lights for the proposed Runway 15-33 extension and the new parallel taxiway would also be installed. These lights would be part of the overall airport environment and are not expected to cause significant lighting issues to off-airport areas. During nighttime hours, the runway lights and visual approach aids are turned on when pilots approach the airport. They automatically turn back off when not being used. Night lighting during construction phases within the runway environment is typically directed down to the construction work area to avoid light from spilling outside the airport boundaries. Other future projects are likely to include additional lighting during operation of the airport's new structures and facilities but would not significantly change the amount of lighting seen from outside the airport.
Visual Resources/Visual Character	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***FAA has not established a significance threshold for Visual Resources/Visual Character. However, a factor to consider is the extent an action would have on the potential to:*** • ***Affect the nature of the visual character of the area, including the importance, uniqueness, and aesthetic value of the affected visual resources;*** • ***Contrast with the visual resources and/or visual character in the study area; and*** • ***Block or obstruct the views of the visual resources, including whether these resources would still be viewable from other locations.***
Potential Environmental Concerns	None. Future airport improvements are likely to be what currently exists on the airport and would not change the overall visual character of the airport. Proposed hangars and other structures will be located adjacent to existing airport development.
WATER RESOURCES (INCLUDING WETLANDS, FLOODPLAINS, SURFACE WATERS, GROUNDWATER, AND WILD AND SCENIC RIVERS)	
Wetlands	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The action would:*** 1. ***Adversely affect a wetland's function to protect the quality or quantity of municipal water supplies, including surface waters and sole source and other aquifers;*** 2. ***Substantially alter the hydrology needed to sustain the affected wetland system's values and functions or those of a wetland to which it is connected;*** 3. ***Substantially reduce the affected wetland's ability to retain floodwaters or storm runoff, thereby threatening public health, safety or welfare (the term welfare includes cultural, recreational, and scientific resources or property important to the public);*** 4. ***Adversely affect the maintenance of natural systems supporting wildlife and fish habitat or economically important timber, food, or fiber resources of the affected or surrounding wetlands.*** 5. ***Promote the development of secondary activities or services that would cause the circumstances listed above to occur; or,*** 6. ***Be inconsistent with applicable state wetland strategies.***
Potential Environmental Concerns	Although there are potential wetlands within the airport boundary (**Exhibit C**), future development projects are not generally planned in these areas. If future development does encroach within wetlands or other waters of the U.S., an individual or nationwide Section 404 permit under the *Clean Water Act* would be required.
Floodplains	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The action would cause notable adverse impacts on natural and beneficial floodplain values. Natural and beneficial floodplain values are defined in Paragraph 4.k of DOT Order 5650.2, Floodplain Management and Protection.***
Potential Environmental Concerns	None. The airport property is not within a 100-year floodplain.

Surface Waters	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The action would:*** 1. ***Exceed water quality standards established by federal, state, local, and tribal regulatory agencies; or*** 2. ***Contaminate public drinking water supply such that public health may be adversely affected.***
Potential Environmental Concerns	None. Although there are drainages within the airport boundary (**Exhibit C**), future development projects are not generally planned in these areas. The airport should update its stormwater permitting and management plans to include all new development areas as they occur. Construction water quality management plans and other best management practices in keeping with FAA Advisory Circular 150/5370-10H, *Standards for Specifying Construction of Airports*, Item C-102, Temporary Air and Water Pollution, Soil Erosion and Siltation Control should also be followed. There are no impaired water bodies with the watershed containing the airport, i.e., the Blockhouse Creek watershed.
Groundwater	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The action would:*** 1. ***Exceed groundwater quality standards established by federal, state, local, and tribal regulatory agencies: or*** 2. ***Contaminate an aquifer used for public water supply such that public health may be adversely affected.*** ***Factors to consider are when a project would have the potential to:*** • ***Adversely affect natural and beneficial groundwater values to a degree that substantially diminishes or destroys such values;*** • ***Adversely affect groundwater quantities such that the beneficial uses and values of such groundwater are appreciably diminished or can no longer be maintained and such impairment cannot be avoided or satisfactorily mitigated; or*** • ***Present difficulties based on water quality impacts when obtaining a permit or authorization.***
Potential Environmental Concerns	None. The airport property does not serve as a significant source of groundwater recharge and is not located near a sole source aquifer. Mille Lac Sole Source Aquifer, the nearest sole source aquifer, is 278 miles from the airport.
Wild and Scenic Rivers	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***FAA has not established a significance threshold for Wild and Scenic Rivers. Factors to consider are when an action would have an adverse impact on the values for which a river was designated (or considered for designation) through:*** • ***Destroying or altering a river's free-flowing nature;*** • ***A direct and adverse effect on the values for which a river was designated (or under study for designation);*** • ***Introducing a visual, audible, or another type of intrusion that is out of character with the river or would alter outstanding features of the river's setting;*** • ***Causing the river's water quality to deteriorate;*** • ***Allowing the transfer or sale of property interests without restrictions needed to protect the river or the river corridor; or*** • ***Any of the above impacts preventing a river on the Nationwide Rivers Inventory (NRI) or a Section 5(d) river that is not included in the NRI from being included in the Wild and Scenic River System or causing a downgrade in its classification (e.g., from wild to recreational).***
Potential Environmental Concerns	None. There are no protected rivers near the airport.

SUMMARY

This information and analyses have been prepared to help the City of Platteville make decisions on the future growth and development of PVB by describing narratively and graphically the recommended master plan concept. It details environmental and land use conditions that must be taken into consideration when implementing the development plan. The plan represents an airfield facility that

fulfills aviation needs for the airport, while conforming to safety and design standards to the extent practicable. It also provides a landside development concept that can be developed as demand (and technology) dictates and is subject to further refinement pending comments from the PAC, City of Platteville, and the public.

Flexibility will be crucial to successful future development at the airport, as activity may not occur as predicted. The recommended master plan concept provides stakeholders with a general guide that, if followed, can maintain the airport's long-term viability, and allow it to continue to provide air transportation service to the area. The next chapter of this master plan will provide a reasonable schedule for undertaking the projects based on safety and demand over the course of the next 20 years.

AIRPORT CAPITAL IMPROVEMENT PROGRAM

The master plan concept presented in the previous chapter outlined airside and landside improvements for Platteville Municipal Airport (PVB) that provide the City of Platteville with a plan to preserve and develop the airport to meet future aviation demands. Using the recommended master plan concept as a guide, this chapter will provide a description and overall cost estimates for the projects identified in the capital improvement program (CIP) and development schedule. The program has been evaluated from a variety of perspectives and represents a comparative analysis of basic budget factors, demand, and priority assignments.

The presentation of the capital program is organized into two sections. First, the airport's CIP and associated cost estimates are presented in narrative and graphic form. The CIP has been developed following Federal Aviation Administration (FAA) guidelines for master plans and primarily identifies those projects that are likely eligible for FAA and Wisconsin Department of Transportation – Bureau of Aeronautics (BOA) grant funding. The second section identifies and discusses capital improvement funding sources at the federal, state, and local levels. As a block grant state, the BOA is responsible for distributing FAA state apportionment and discretionary grant funds to general aviation airports as well as their own state funding program. As such, the BOA serves as both the state and federal agency for grants at PVB.

With the recommended concept and specific needs and improvements for the airport having been established, the next step is to determine a realistic schedule for project implementation and the associated costs for the plan. The capital program considers the interrelationships among the projects in order to determine an appropriate sequence of development, while remaining within reasonable fiscal constraints.

The CIP, programmed by planning horizons, has been developed to cover the short- (1-5 years), intermediate- (6-10 years), and ultimate-term (11-20 years) planning horizons. By using planning horizons instead of specific years, the City of Platteville will have greater flexibility to adjust capital needs as demand dictates. **Table A** in the previous section summarizes the key aviation demand milestones projected at PVB for each of the three planning horizons.

A key aspect of this planning document is the use of demand-based planning milestones. The short-term planning horizon contains items of highest need and/or priority, some of which have been previously defined by airport management and existing CIP schedules. As short-term horizon activity levels are reached, it will then be time to plan for the intermediate term based on the next activity milestones. Likewise, when the intermediate milestones are reached, it will be time to plan for the ultimate-term activity milestones.

Many development items included in the recommended concept will need to follow these demand indicators. For example, the plan includes expanding utility infrastructure and site preparation for constructing new landside facilities to support aircraft activity. Demand for new based aircraft will be a primary indicator for these projects. If based aircraft growth occurs as projected, additional hangars should be constructed to meet the demand. If growth slows or does not occur as forecast, some projects may be

delayed. As a result, capital expenditures are planned to be made on an as-needed basis, leading to more responsible use of capital assets. Some development items do not depend on demand, such as airfield improvements to meet FAA design standards. These projects need to be programmed in a timely manner, regardless of changes in demand indicators and should be monitored regularly by airport management.

At PVB, some hangars are owned and managed by the airport and leased to individual tenants, while others are privately owned and managed on land leased from the airport. Because of economic realities, many airports rely on private developers to construct new hangars. In some cases, private developers can keep construction costs lower which, in turn, lowers the monthly lease rates necessary to amortize a loan. **The CIP for PVB assumes that development for landside facilities will be constructed privately through ground lease agreements with the sponsor**. This assumption does not preclude the possibility of the airport constructing new hangars. Furthermore, the city may decide to provide the site preparation projects necessary to facilitate hangar construction, such as grading and utility installation. Ultimately, the City of Platteville will determine, based on demand and the specific needs of a potential developer, whether to self-fund landside facility development or to rely on private developers.

As a master plan is a conceptual document, implementation of the capital projects should only be undertaken after further refinement of their design and costs through architectural and/or engineering analysis. Moreover, some projects may require additional infrastructure improvements (e.g., drainage, extension of utilities, etc.) that may increase the estimated cost of the project or the timeline for completion.

Once a list of necessary projects was identified and refined, project-specific cost estimates were prepared. These estimates include design, construction, administration, and contingency costs that may arise on the project. **Capital costs presented here should be viewed only as "order-of-magnitude" estimates that are subject to further refinement during any engineering and/or architectural design**. Nevertheless, they are considered sufficient for planning purposes. Cost estimates for each of the development projects in the CIP are based on present-day construction, design, and administration costs. Adjustments will need to be applied over time to account for inflation and changes in construction and capital equipment costs. Cost estimates for all projects are in current (2022) dollars. It should also be noted that the CIP and costs were prepared by the airport's engineering firm with assistance and input from the airport board and City Commission prior to presentation within this report.

Exhibit E presents the proposed 20-year CIP for PVB with a beginning year of 2022. The start year is 2022 as projects from that year are not yet complete. All of the projects identified are eligible for federal and/or state grant funding but may not meet the eligibility funding threshold due to low priority rating. The point of the analysis is to identify possible funding opportunities to be decided on a project-by-project basis. **BOA-funded projects, utilizing FAA block grant funds, are eligible for up to 90 percent of the total project cost, with the local sponsor responsible for a 10 percent match**.

The BOA uses the FAA priority ranking system to help objectively evaluate potential airport projects. Projects are weighted toward safety, infrastructure preservation, standards, and capacity enhancement. The BOA will participate in the highest priority projects before considering lower priority projects, even if a lower priority project is considered a more urgent need by the local sponsor. Nonetheless, the project should remain a priority for the airport, and funding support should continue to be requested in subsequent years.

#	Project Description	Cost Estimate	Federal/ BOA Share	Airport Sponsor/ Local Share
SHORT TERM PROGRAM (0-5 Years)				
2022				
1	SRE Blade	$30,000	$27,000	$3,000
2	Box Hangar	$1,100,000	$990,000	$110,000
2023				
3	Box Hangar Reimbursement	$309,000	$309,000	$0
4	Remove RCO	$50,000	$50,000	$0
2024				
5	Acquire Land for Northern Hangar Development Area Access Roadway	$50,000	$45,000	$5,000
6	Hangar Development Access Roadway and Stormwater Modifications Design	$45,000	$42,750	$2,250
7	Box Hangar Reimbursement	$309,000	$309,000	$0
8	Existing Hangar Evaluation and Maintenance and Repair Report	$15,000	$13,500	$1,500
2025				
9	Hangar Development Access Roadway Construction	$700,000	$665,000	$35,000
TOTAL SHORT TERM PROGRAM		**$2,558,000**	**$2,401,250**	**$156,750**
INTERMEDIATE TERM PROGRAM (6-10 Years)				
10	Rehabilitate T-Hangars Area Pavement	$200,000	$190,000	$10,000
11	Rehabilitate Existing T-Hangars	$400,000	$360,000	$40,000
12	Construct Taxilane in Existing Hangar Development Area East of Terminal	$300,000	$285,000	$15,000
13	New Terminal and FBO Building/Hangar	$4,000,000	$3,200,000	$800,000
14	Apron and Taxilane Expansion for New Hangars Along North Property Line, No Taxi Island, Add Tie-Downs	$700,000	$665,000	$35,000
15	Routine Pavement Maintenance	$400,000	$380,000	$20,000
TOTAL INTERMEDIATE TERM PROGRAM		**$6,000,000**	**$5,080,000**	**$920,000**
ULTIMATE TERM PROGRAM (11-20 Years)				
16	New Hangar in Existing Hangar Development Area	$1,300,000	$1,170,000	$130,000
17	Extend Runway 15-33 to 5,000 feet including MIRLs, REILs, PAPI	$1,500,000	$1,425,000	$75,000
18	Parallel Taxiway to Runway 15-33 including MITLs	$3,500,000	$3,325,000	$175,000
19	Obtain Avigation Easement for Areas within Ultimate RPZs	$150,000	$142,500	$7,500
20	Routine Pavement Maintenance	$400,000	$380,000	$20,000
21	Expand Apron and Taxilanes for T-Hangars Northwest of Terminal	$800,000	$760,000	$40,000
TOTAL ULTIMATE TERM PROGRAM		**$7,650,000**	**$6,442,500**	**$407,500**
CAPITAL IMPROVEMENT PROGRAM TOTAL		**$16,208,000**	**$13,923,750**	**$1,484,250**

The most important feature of the CIP is that future projects for which the airport may request BOA funding are included on the list. On a biennial basis, the CIP is updated and reviewed with the BOA. Projects on the CIP will be moved up and down, depending on priority and funding availability. Periodically, new projects will arise that can be added to the CIP and presented to the BOA.

Some projects identified in the CIP will require environmental documentation. The level of required documentation for each project must be determined in consultation with FAA and BOA. There are three major levels of environmental review to be considered under the *National Environmental Policy Act* (NEPA): categorical exclusion (CatEx), Environmental Assessments (EA), and Environmental Impact Statements (EIS). Each level requires more time to complete and more detailed information. Guidance on what level of documentation is required for a specific project is outlined in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*. The Environmental Overview presented in Chapter Five addresses NEPA and provides an evaluation of various environmental categories for PVB.

The following sections will describe in greater detail the projects identified for the airport over the next 20 years. The projects are grouped based on a detailed evaluation of existing and projected demand, safety, rehabilitation needs, and local priority. While the CIP identifies the priority ranking of the projects, the list should be evaluated and revised on a regular basis. It is also important to note that certain projects, while listed separately for purposes of evaluation in this study, could be combined with other projects during time of construction/implementation.

SHORT-TERM PROGRAM

The short-term projects are those anticipated to be needed during the first five years of the 20-year CIP. The projects listed are subject to change based on federal and state funding priorities. Projects relating to safety and maintenance generally have the highest priority. The short-term program presents nine projects for the planning period between 2022 and 2025 as presented on **Exhibit E**.

The primary projects include the construction on a hangar and land acquisition for a roadway to serve additional hangars. Two projects listed are reimbursements for City-funded hangars under new federal funding legislation (to be discussed later). The short-term plan also includes the proposed removal/relocation of the remote communications outlet (RCO) which will need FAA approval and removal as it is their equipment.

The short-term CIP includes projects that enhance the landside development options. The total investment necessary for the short-term CIP is approximately $2.6 million, as detailed on **Exhibit E**. Of the overall short-term CIP total, approximately $2.4 million could be eligible for federal funding assistance. The remaining amount would need to be provided through airport sponsored funding outlets.

INTERMEDIATE-TERM PROGRAM

The intermediate-term projects are those that are anticipated to be necessary generally between 2026 and 2030. These projects are not tied to specific years of implementation; instead, they have been

prioritized so that airport management has the flexibility to determine when they need to be pursued based on current conditions. It is not unusual for certain projects to be delayed or advanced based on changing conditions, such as funding availability or changes in the aviation industry. This planning horizon includes six projects as listed on **Exhibit E**. The intermediate term includes additional hangar improvements as well as replacement of the terminal building with a new facility that has an attached hangar. There is a line item which anticipates pavement maintenance to be completed in the intermediate term. The total costs associated with the intermediate-term program are estimated at $6.0 million, with approximately $5.1 million that could be eligible for federal/state funding. The local share is estimated at $920,000.

ULTIMATE-TERM PROGRAM

The ultimate-term planning horizon considers six projects for the final 10-year period that are mainly demand-driven. The projects and their associated costs are listed on **Exhibit E**. The most notable of projects in the ultimate term are the proposed Runway 15-33 extension and the construction of a full-length parallel taxiway to the runway.

The total investment necessary for the ultimate-term CIP detailed on **Exhibit E** is approximately $7.7 million. Roughly $6.4 million is eligible for federal assistance, with the airport's share of the long-term projects estimated at $407,500. As noted previously, eligibility and actual funding of individual projects will be made year-to-year and on a case-by-case basis.

CAPITAL IMPROVEMENT PROGRAM SUMMARY

The CIP is intended as a road map of improvements to help guide the City of Platteville and BOA. The plan as presented will help accommodate increased demand at PVB over the next 20 years and beyond. The sequence of projects may change due to availability of funds or changing priorities based on the annual review by airport management, the City, and BOA. Nonetheless, this is a comprehensive list of capital projects the airport should consider in the next 20 years.

The total CIP proposed is approximately $16.2 million in airport development needs. Of this total, approximately $13.92 million could be eligible for federal funding assistance. The local funding estimate for the proposed CIP is estimated to be a minimum of $1.5 million, which could increase if individual projects are not offered federal grants.

CAPITAL IMPROVEMENT FUNDING SOURCES

There are generally four different sources of funds used to finance airport development, which include:

- Airport cash flow
- Revenue and general obligation bonds
- Federal/state/local grants

Access to these sources of financing varies widely among airports, with some large airports maintaining substantial cash reserves, while the smaller commercial service and general aviation airports often require subsidies from local governments to fund operating expenses and finance modest improvements.

Financing capital improvements at PVB will not rely solely on the financial resources of the City of Platteville. Capital improvement funding is available through various grant-in-aid programs on both the federal and state levels. Historically, the airport has received both federal and state grants. While more funds could be available in some years, the CIP was developed with project phasing to remain realistic and within the range of anticipated grant assistance. The following discussion outlines key sources of funding potentially available for capital improvements at the airport.

FEDERAL GRANTS

Through federal legislation over the years, various grant-in-aid programs have been established to develop and maintain the system of public-use airports across the United States. The purpose of this system and its federally based funding is to maintain national defense and to promote interstate commerce. The *FAA Modernization and Reform Act of 2012*, enacted on February 17, 2012, authorized the FAA's Airport Improvement Program (AIP) at $3.35 billion for fiscal years 2012 through 2015. The law was then extended through a series of continuing resolutions. In 2016, Congress passed legislation (H.R. 636, *FAA Extension, Safety, and Security Act of 2016*) amending the law to expire on September 30, 2017. Subsequently, Congress passed a bill (H.R. 3823, *Disaster Tax Relief and Airport and Airway Extension Act of 2017*) authorizing appropriations to the FAA through March 31, 2018, and the *Consolidated Appropriations Act, 2018* extended the FAA's funding and authority through September 30, 2018. In October 2018, Congress passed legislation entitled ***FAA Reauthorization Act of 2018*, which will fund the FAA's AIP at $3.35 billion annually until 2023**. This bill reauthorized the FAA for five years, at a cost of $97 billion, and represents the longest funding authorization period for the FAA since 1982.

The source for AIP funds is the Aviation Trust Fund. Established in 1970, the Aviation Trust Fund provides funding for aviation capital investment programs (aviation development, facilities and equipment, and research and development). The Aviation Trust Fund also finances the operation of the FAA. It is funded by user fees, including taxes on airline tickets, aviation fuel, and various aircraft parts.

Several projects identified in the CIP are eligible for FAA funding through the AIP, which provides entitlement funds to airports based, in part, on their annual enplaned passengers and pounds of landed cargo weight. Additional AIP funds, designated as discretionary, may also be used for eligible projects based on the FAA's national priority system. Although the AIP has been reauthorized several times and the funding formulas have been periodically revised to reflect changing national priorities, the program has remained essentially the same. Public-use airports that serve civil aviation – like PVB – may receive AIP funding for eligible projects, as described in FAA's Airport Improvement Program Handbook. The airport must fund the remaining projects' costs using a combination of other funding sources, which are discussed in the following sections.

Table K presents the approximate distribution of the AIP funds as described in FAA Order 5100.38D, Change 1, *Airport Improvement Program Handbook*, issued February 26, 2019. PVB is eligible to apply for grants which may be funded through state apportionments, the small airport fund, discretionary funds, and/or set-aside categories.

Funding for AIP-eligible projects is undertaken through a cost-sharing arrangement in which FAA/BOA provides up to 90 percent of the cost and the airport sponsor invests the remaining 10 percent. In exchange for this level of funding, the airport sponsor is required to meet various Grand Assurances, including maintaining the improvement for its useful life, usually 20 years.

TABLE K | Federal AIP Funding Distribution

Funding Category	Percent of Total	Amount[1]
Apportionment/Entitlement		
Passenger Entitlements	27.01%	$904,840,000
Cargo Entitlements	3.50%	$117,250,000
Alaska Supplemental	0.67%	$22,450,000
Nonprimary Entitlements	12.01%	$402,340,000
State Apportionment	7.99%	$267,670,000
Carryover	22.85%	$765,480,000
Small Airport Fund		
Small Hubs	2.33%	$78,060,000
Nonhubs	4.67%	$156,450,000
Nonprimary (GA and Reliever)	9.33%	$312,560,000
Discretionary		
Capacity/Safety/Security/Noise	4.36%	$146,060,000
Pure Discretionary	1.45%	$48,580,000
Set Asides		
Noise and Environmental	3.37%	$112,900,000
Military Airports Program	0.39%	$13,070,000
Reliever	0.06%	$2,010,000
Total	**100.00%**	**$3,350,000,000**

[1]FAA *Modernization and Reform Act of 2018*

Source: FAA Order 5100.38D, Change 1, Airport Improvement Program Handbook

Another source of federal grants is the **Bipartisan Infrastructure Law (BIL), which was signed into law in 2022 and plans for $25 billion to be invested into airports in the United States over the next five years**. BIL funds are sourced from the U.S. Treasury General Fund and are split into two funding buckets: $20 billion for Airport Infrastructure Grants (AIG) and $4.85 billion for Airport Terminal Program (ATP). **Under BIL, PVB can receive $145,000[28] in allocated AIG funding each year for the next three years**. Beginning in FY2022, BIL became available to be used for repair and maintenance of existing infrastructure or construction of new facilities (e.g., airfield pavement, navaids, lighting, terminal buildings, etc.). ATP grants can be used for multi-modal terminal development and relocating, reconstructing, repairing, or improving an airport traffic control tower. The federal share for AIG is the same as an AIP grant – 90 percent with a 10 percent local match – while the federal share for ATP grants is 95 percent for non-primary airports. The same grant assurances that apply to AIP grants will also apply to BIL grants. BIL and AIP grants cannot be combined into a single grant.

[28] https://www.faa.gov/bil/airport-infrastructure

Apportionment (Entitlement) Funds

AIP provides funding for eligible projects at airports through an apportionment (entitlement) program. Non-primary airports that are included in the *National Plan of Integrated Airport Systems* (NPIAS), such as PVB, receive a guaranteed minimum level of up to $150,000 each year in non-primary entitlement (NPE) funds. These funds can be carried over and combined for up to four years, thereby allowing for the completion of a more expensive project.

The FAA also provides a state apportionment based on a federal formula that considers land area and population. For the State of Wisconsin, BOA distributes these funds or projects at various airports throughout the state.

Small Airport Fund

If a large- or medium-hub commercial service airport chooses to institute a PFC, which is a fee of up to $4.50 per airline ticket for funding of capital improvement projects, then their apportionment is reduced. A portion of the reduced apportionment goes to the small airport fund. The small airport fund is reserved for small-hub primary commercial service airports, non-hub commercial service airports, reliever, and general aviation airports. As a general aviation airport, PVB is eligible for funds from this source.

Discretionary Funds

In several cases, airports face major projects that will require funds more than the airport's annual entitlements. Thus, additional funds from discretionary apportionments under AIP become desirable. The primary element of discretionary funds is that they are distributed on a priority basis. The priorities are established by a code system at FAA. Under this system, projects are ranked by their purpose. Projects ensuring airport safety and security are ranked as the most important priorities, followed by maintaining current infrastructure development, mitigating noise and other environmental impacts, meeting design standards, and increasing system capacity.

It is important to note that competition for discretionary funding is not limited to airports within the State of Wisconsin, or those within the FAA Great Lakes Region. The funds are distributed to all airports in the country and, as such, are more difficult to obtain. High priority projects will often fare favorably, while lower priority projects may not receive discretionary grants.

FAA Facilities and Equipment (F&E) Program

The Airway Facilities Division of the FAA administers the Facilities and Equipment (F&E) Program. This program provides funding for the installation and maintenance of various navigational aids and equipment of the National Airspace System. Under the F&E program, funding is provided for FAA air traffic control towers, enroute navigational aids, on-airport navigational aids, and approach lighting systems.

While F&E still installs and maintains some navigational aids, on-airport facilities at general aviation airports have not been a priority. Therefore, airports often request funding assistance for navigational aids through AIP and then maintain the equipment on their own[29]. F&E would likely be the source of funding to remove the RCO as proposed in the short term.

STATE FUNDING PROGRAMS

The State of Wisconsin participates in the federal State Block Grant Program. Under this program, the FAA annually distributes general aviation state apportionment and discretionary funds to BOA which, in turn, distributes grants to airports within the state. In compliance with BOA's legislative mandate that it "apply for, receive, and disburse" federal funds for general aviation airports, BOA acts as the agent of the local airport sponsor. Although these grants are distributed by BOA, they contain all federal obligations.

All publicly owned airports and federally designated privately-owned reliever airports are eligible for state financial aid. However, the state's designation of airport classification in the state aviation system plan (SASP) determines the extent to which an airport can be developed with these funds. Development beyond these guidelines may not be eligible for funding depending upon the justification of need for the specific development. This determination is made on a case-by-case basis. State financial aid is available through the Bureau and is provided by the issuance of a finding approved by the Governor. Appropriation of funds depends on individual airport needs and Bureau priorities. For projects receiving federal financial aid, the airport owner and Bureau share equally the non- federal costs.

For projects not involving federal financial aid, the state normally pays:

- 80 percent of the cost of eligible airside and landside development, and;
- 50 percent of some planning projects.
- The state's contribution toward the cost of eligible buildings is limited to $1.25 million. The state cannot participate in the cost of hangars.

Advance Land Acquisition Loan Program

The Advance Land Acquisition Loan Program was created to lend state funds to the owners of public-use airports included in the SASP. These funds are used for purchasing land essential for airport development and approach protection. It is Bureau policy that all land needed for airport development projects seeking state or federal aid be purchased prior to funding approval. The program is available to airport owners to assist them in meeting this requirement. It also assists airport owners to purchase properties when they come up for sale and the airport owner has not budgeted for the purchase. The program operates as a revolving fund, where loan repayments are made available for future loans. Acquisition of land before receipt of federal financial aid allows construction to begin at the earliest possible date and minimizes the need for funding amendments caused by land cost overruns. In addition to property acquisition costs, other costs associated with the project are eligible for loans through this program.

[29] Guidance on the eligibility of a project for federal AIP grant funding can be found in FAA Order 5100.38D, *Airport Improvement Program Handbook, Change 1*, effective February 26, 2019.

These costs include:

- feasibility studies;
- land surveys;
- airport layout plan updates;
- environmental studies (including agricultural impact statements);
- project plans and specifications;
- other incidental expenses of acquisition such as appraisals, relocation plans, and hazardous materials surveys, and closing costs;
- legal services associated with land acquisition.

Loans are available for up to 80 percent of eligible costs, for a maximum term of five years, with simple interest payable annually at the rate of four percent on the unpaid balance. The airport owner must provide 20 percent of the estimated eligible project costs up front.

Funding flow

For land-loan projects, the airport owner's share of the project is used to begin the preliminary work. The funds for the preliminary work are then applied to the airport owner's share of the land-loan and ultimately the state or federal aid project. This procedure allows work to begin on a project before state or federal airport development funds are available. As previously stated, funds for preliminary work are also applied to the airport owner's share. In some cases, a third party (i.e., private corporations, individual) may donate funds toward the airport owner's share. The airport owner must commit their share of the project funds before state and federal funds can be secured. An airport owner may include one or several listed items in a request for financial aid. Funding consideration is given for each work item listed. Priority is given to work that will enhance safety or keep the airport operational.

Five-Year Airport Improvement Program

Even though a work item may be eligible for funding, it does not guarantee funding, or funding on the airport's stated schedule. The Bureau always has more funding requests than it can cover. The state and federal priority systems help the Bureau make decisions about what work to include in the Five-Year Airport Improvement Program, as well as the schedule of work included. The Five-Year Airport Improvement Program is the Bureau's tool for scheduling individual airport projects that are eligible for federal and state assistance. Projects with the highest priority will be included in the program for early consideration. The first two years of the program's five-year schedule primarily includes projects that have been formally petitioned by the airport owner. Many of the projects in the last three years of the program are tentative. The program is dynamic in that it changes due to fluctuating funding levels at federal, state, and local levels of government.

LOCAL FUNDING

The balance of project costs, after consideration has been given to grants, must be funded through local resources. A goal for any airport is to generate enough revenue to cover all operating and capital expenditures, if possible. There are several local financing options to consider when funding future development at airports, including airport revenues, issuance of a variety of bond types, leasehold financing, implementing a customer facility charge (CFC), pursuing non-aviation development potential, and collecting money from special events. These strategies could be used to fund the local matching share or complete a project if grant funding cannot be arranged. Below is a brief description of the most common local funding options.

Airport Revenues

An airport's daily operations are conducted through the collection of various rates and charges. These airport revenues are generated specifically by airport operations. There are restrictions on the use of revenues collected by the airport. All receipts, excluding bond proceeds or related grants and interest, are irrevocably pledged to the punctual payment of operating and maintenance expenses, payment of debt service for as long as bonds remain outstanding, or for additions or improvements to airport facilities.

All airports should establish standard base rates for various leases. All lease rates should be set to adjust to a standard index, such as the consumer price index (CPI), to ensure that fair and equitable rates continue to be charged in the future. Many factors will impact what the standard lease rate should be for a particular facility or ground parcel. For example, ground leases for aviation-related facilities should have a different lease rate than for non-aviation leases. When airports own hangars, a separate facility lease rate should be charged. The lease rate for any individual parcel or hangar may vary due to availability of utilities, condition, location, and other factors. Nonetheless, standard lease rates should fall within an acceptable range.

Bonding

Bonding is a common method to finance large capital projects at airports. A bond is an instrument of indebtedness of the bond issuer to the bond holders; a bond is a form of loan or "IOU." While bond terms are negotiable, typically the bond issuer is obligated to pay the bond holder interest at regular intervals and/or repay the principal at a later date.

Leasehold/Third-Party Financing

Leasehold or third-party financing refers to a developer or tenant financing improvements under a long-term ground lease. The advantage of this arrangement is that it relieves the airport of the responsibility of having to raise capital funds for the improvement. As an example, a hangar developer might consider constructing hangars and charging fair market lease rates, while paying the airport for a ground lease. A fuel farm can be undertaken in the same manner, with the developer of the facility paying the airport a fuel flowage fee.

Many airports use third-party funding when the planned improvements will primarily be used by a private business or other organization. Such projects are not ordinarily eligible for federal funding. Projects of this kind typically include hangars, fixed-base operator facilities, fuel storage, exclusive aircraft parking aprons, industrial aviation-use facilities, non-aviation office/commercial/industrial developments, and other similar projects. Private development proposals are considered on a case-by-case basis. Often, airport funds for infrastructure, preliminary site work, and site access are required to facilitate privately developed projects on airport property.

Customer Facility Charge (CFC)

A CFC is the imposition of an additional fee charged to customers for the use of certain facilities. The most common example is when an airport constructs a consolidated rental car facility and imposes a fee for each rental car contract. That fee is then used by the airport to pay down the debt incurred from building the facility. A landing fee is another example where operators of aircraft pay the airport a set amount for using the airfield. Often times, this can be waived with the purchase of aviation fuel, which in turn offers another revenue source for the airport.

Non-Aeronautical Development

In addition to generating revenue from traditional aviation sources, airports with excess land can permit compatible non-aeronautical development. Generally, an airport will extend a long-term lease for land not anticipated to be needed for aviation purposes in the future. The developer then pays the monthly lease rate, constructs, and uses the compatible facility. PVB has approximately 4.5 acres of property currently being used for non-aeronautical purposes consisting of two privately-owned gas wells. The recommended concept plans to maintain these existing well sites as they are separate enough from the airside facilities such that they do not pose a risk to airport operations. It should be noted that any future non-aviation development, such as the proposed area along State Road 80/81, must be reviewed and approved by both the FAA and BOA.

Special Events

Another common revenue-generating option is permitted use of airport property for temporary or single events. A pancake “fly-in” or an airshow are two popular examples of a special event. Airports can also permit portions of their facilities to be used for non-aviation special events, such as car shows or video production of commercials. This type of revenue generation must be approved by the FAA.

Airport Rates and Fees Information

Each year, the BOA completes a survey of public use airports in Wisconsin to gauge the rates, charges and related activities for state airports. Per Wisconsin Administrative Code Trans 55, airports are required to submit responses as a condition of receiving state funding. The survey offers a comparative

tool to help airports gauge financial practices and needs. Of the 97 system plan airports, 93 provided a response to the survey. Complete rates and charges survey data can be found on the BOA's website at https://wisconsindot.gov/av-pubs. PVB qualifies as a medium general aviation airport with summary averages and/or details information for specific rates/fees included in **Table L.**

TABLE L | BOA Rates and Charges Survey Results (2021) – Medium GA Airports

100LL	
Available at 98% of Medium GA Airports	
100LL Price on 12/31/2021	$4.66
Gallons of 100LL Sold	20,000
Jet A	
Available at 70% of Responding Medium GA Airports	
Jet A Price on 12/31/2021	$4.16
Gallons of Jet A Sold	52,000
Landing Fees	
Charged at 11% of Responding Medium GA Airports	
Tie Down Fees	
Charged at 28% of Responding Medium GA Airports	
Daily Tie-Down Rate for a Cessna 172	$6
Monthly Tie-Down Rate for a Cessna 172	$33
Daily Tie-Down Rate for a Beechcraft King Air	$45
Daily Tie-Down Rate for a Hawker 800	$84
Rented T-Hangars	
Available at 50% of Responding Medium GA Airports	
Non-Heated, T-Hangar Daily Rate for a Cessna 172	$21
Non-Heated, T-Hangar Monthly for a Cessna 172	$148
Heated, T-Hangar Monthly for a Cessna 172	$180
Community Hangars	
Available at 46% of Responding Medium GA Airports	
Non-Heated, Community Hangar Daily Rate for a Cessna 172	$45
Non-Heated, Community Hangar Monthly Rate for a Cessna 172	$202
Heated, Community Hangar Daily Rate for a Cessna 172	$59
Heated, Community Hangar Monthly Rate for a Cessna 172	$333
Ground Leases	
Available at 100% of Responding Medium GA Airports	
Private Hangar Rate	$0.08 per ft^2
Corporate Hangar Rate	$0.15 per ft^2
Commercial Hangar Rate	$0.20 per ft^2
Financial Self-Sustainability	
76% of Responding Medium GA Airports Required Local Subsidy	
Local Tax Levy Subsidy	$83,000

MASTER PLAN IMPLEMENTATION

To implement the master plan recommendations, it is key to recognize that planning is a continuous process and does not end with approval of this document. The airport should implement measures that allow it to track various demand indicators, such as based aircraft, hangar demand, and operations. The issues that this master plan is based on will remain valid for a number of years. The primary goal is for PVB to best serve the air transportation needs of the region, while achieving economic self-sufficiency.

The CIP and phasing program presented will change over time. As effort has been made to identify and prioritize all major capital projects that would require federal or state grant funding. Nonetheless, the airport and BOA should review the five-year CIP on an annual basis.

The value of this study is keeping the issues and objectives at the forefront of the minds of decision-makers. In addition to adjustments in aviation demand, decisions on when to undertake any projects or improvements recommended in this master plan will impact how long this plan remains valid. The format of this plan reduces the need for formal and costly updates by simply adjusting the timing of project implementation. Updates can be done by airport management, thereby improving effectiveness of the master plan. Nonetheless, airports are typically encouraged to update their master plan every 7 to 10 years, or sooner if significant changes occur in the interim.

In summary, the planning process requires the City of Platteville to constantly monitor the progress of the airport. The information obtained from continually monitoring activity will provide the data necessary to determine if the development schedule should be accelerated or decelerated.

www.coffmanassociates.com

KANSAS CITY
(816) 524-3500

12920 Metcalf Avenue
Suite 200
Overland Park, KS 66213

PHOENIX
(602) 993-6999

4835 E. Cactus Road
Suite 235
Scottsdale, AZ 85254

RUNWAY SAFETY AREA (RSA)		
EX. & ULT. RUNWAY OBJECT FREE AREA DIMENSIONS		
RUNWAY	WIDTH	LENGTH BYOND RWY END
15-33	150	300
7-25	150	300
RUNWAY OBJECT FREE AREA (OFA)		
EX. & ULT. RUNWAY OBJECT FREE AREA DIMENSIONS		
RUNWAY	WIDTH	LENGTH BYOND RWY END
15-33	500	300
7-25	500	300
RUNWAY OBSTACLE FREE ZONE (OFZ)		
EX. & ULT. RUNWAY OBSTACLE FREE ZONE DIMENSIONS		
RUNWAY	WIDTH	LENGTH BYOND RWY END
15-33	400	200
7-25	400	200

RUNWAY PROTECTION ZONE DATA (RPZ)			
APPROACH RUNWAY PROTECTION ZONE DIMENSIONS			
RUNWAY	INNER WIDTH	LENGTH	INNER WIDTH
EX.15-33	500	1,000	700
ULT. 15-33	1,000	1,700	1,510
EX. 7-25	500	1,000	700
ULT. 7-25	1,000	1,700	1,510
RUNWAY PROTECTION ZONE DATA (RPZ)			
DEPARTURE RUNWAY PROTECTION ZONE DIMENSIONS			
RUNWAY	INNER WIDTH	LENGTH	INNER WIDTH
EX.15-33	500	1,000	700
ULT. 15-33	500	1,000	700
EX. 7-25	500	1,000	700
ULT. 7-25	500	1,000	700

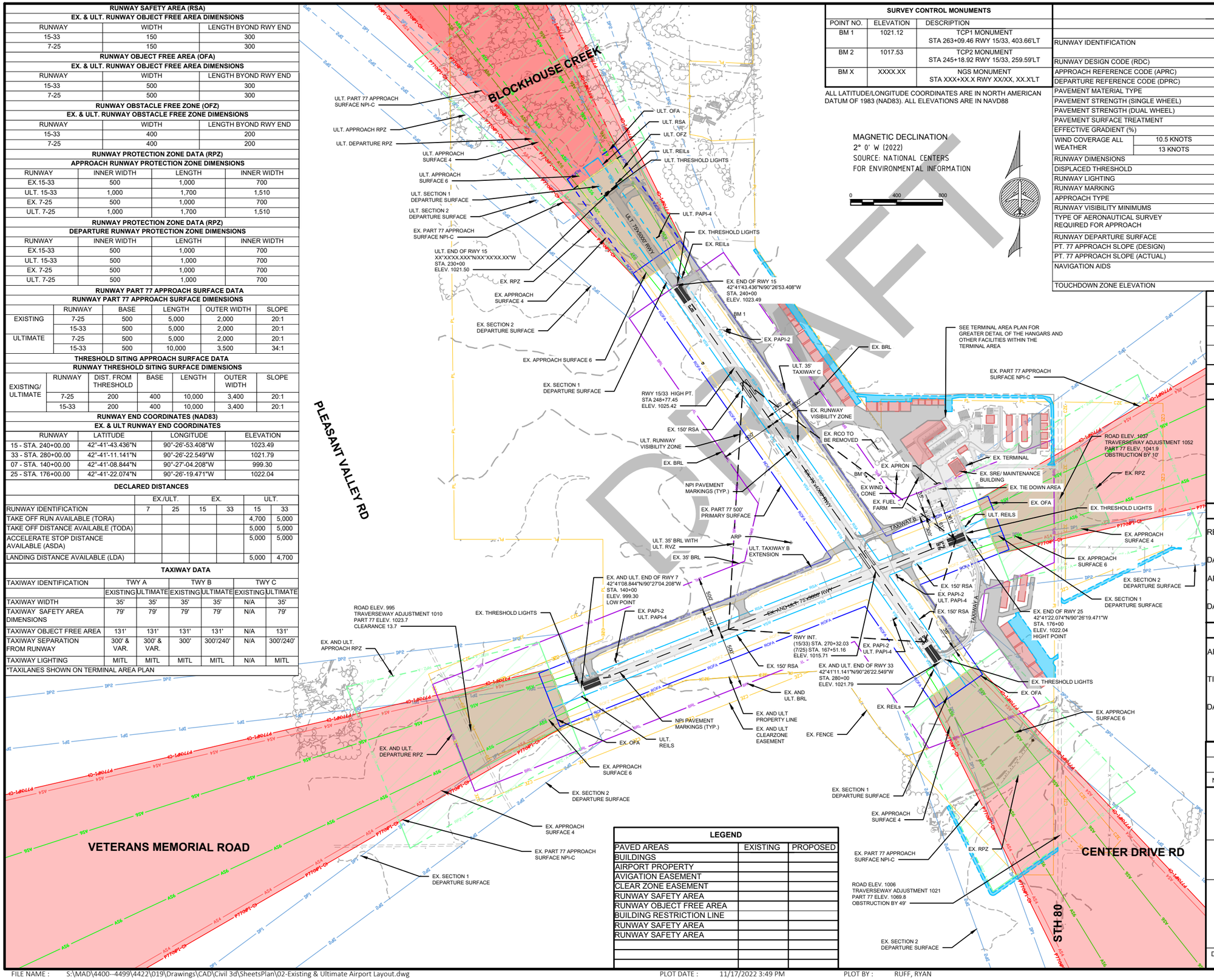
RUNWAY PART 77 APPROACH SURFACE DATA						
RUNWAY PART 77 APPROACH SURFACE DIMENSIONS						
	RUNWAY	BASE	LENGTH	OUTER WIDTH	SLOPE	
EXISTING	7-25	500	5,000	2,000	20:1	
	15-33	500	5,000	2,000	20:1	
ULTIMATE	7-25	500	5,000	2,000	20:1	
	15-33	500	10,000	3,500	34:1	
THRESHOLD SITING APPROACH SURFACE DATA						
RUNWAY THRESHOLD SITING SURFACE DIMENSIONS						
	RUNWAY	DIST. FROM THRESHOLD	BASE	LENGTH	OUTER WIDTH	SLOPE
EXISTING/ ULTIMATE	7-25	200	400	10,000	3,400	20:1
	15-33	200	400	10,000	3,400	20:1

RUNWAY END COORDINATES (NAD83)			
EX. & ULT RUNWAY END COORDINATES			
RUNWAY	LATITUDE	LONGITUDE	ELEVATION
15 - STA. 240+00.00	42°-41'-43.436"N	90°-26'-53.408"W	1023.49
33 - STA. 280+00.00	42°-41'-11.141"N	90°-26'-22.549"W	1021.79
07 - STA. 140+00.00	42°-41'-08.844"N	90°-27'-04.208"W	999.30
25 - STA. 176+00.00	42°-41'-22.074"N	90°-26'-19.471"W	1022.04

DECLARED DISTANCES						
	EX./ULT.		EX.		ULT.	
RUNWAY IDENTIFICATION	7	25	15	33	15	33
TAKE OFF RUN AVAILABLE (TORA)					4,700	5,000
TAKE OFF DISTANCE AVAILABLE (TODA)					5,000	5,000
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)					5,000	5,000
LANDING DISTANCE AVAILABLE (LDA)					5,000	4,700

TAXIWAY DATA						
TAXIWAY IDENTIFICATION	TWY A		TWY B		TWY C	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
TAXIWAY WIDTH	35'	35'	35'	35'	N/A	35'
TAXIWAY SAFETY AREA DIMENSIONS	79'	79'	79'	79'	N/A	79'
TAXIWAY OBJECT FREE AREA	131'	131'	131'	131'	N/A	131'
TAXIWAY SEPARATION FROM RUNWAY	300' & VAR.	300' & VAR.	300'	300'/240'	N/A	300'/240'
TAXIWAY LIGHTING	MITL	MITL	MITL	MITL	N/A	MITL

*TAXILANES SHOWN ON TERMINAL AREA PLAN



SURVEY CONTROL MONUMENTS		
POINT NO.	ELEVATION	DESCRIPTION
BM 1	1021.12	TCP1 MONUMENT STA 263+09.46 RWY 15/33, 403.66'LT
BM 2	1017.53	TCP2 MONUMENT STA 245+18.92 RWY 15/33, 259.59'LT
BM X	XXXX.XX	NGS MONUMENT STA XXX+XX.X RWY XX/XX, XX.X'LT

ALL LATITUDE/LONGITUDE COORDINATES ARE IN NORTH AMERICAN DATUM OF 1983 (NAD83). ALL ELEVATIONS ARE IN NAVD88

MAGNETIC DECLINATION
2° 0' W (2022)
SOURCE: NATIONAL CENTERS FOR ENVIRONMENTAL INFORMATION

0 400 800

RUNWAY DATA								
		RUNWAY 7-25				RUNWAY 15-33			
		EXISTING		ULTIMATE		EXISTING		ULTIMATE	
RUNWAY IDENTIFICATION		7	25	7	25	15	33	15	33
		UTILITY	UTILITY	UTILITY	UTILITY	UTILITY	UTILITY	UTILITY	UTILITY
RUNWAY DESIGN CODE (RDC)		A-II-5000		B-II-4000		A-II-5000		B-II-4000	
APPROACH REFERENCE CODE (APRC)									
DEPARTURE REFERENCE CODE (DPRC)									
PAVEMENT MATERIAL TYPE		BIT		BIT		BIT		BIT	
PAVEMENT STRENGTH (SINGLE WHEEL)		30,000 LBS		30,000 LBS		30,000 LBS		30,000 LBS	
PAVEMENT STRENGTH (DUAL WHEEL)		35,000 LBS		35,000 LBS		35,000 LBS		60,000 LBS	
PAVEMENT SURFACE TREATMENT									
EFFECTIVE GRADIENT (%)									
WIND COVERAGE ALL WEATHER	10.5 KNOTS	89.29%		89.29%		89.43%		89.43%	
	13 KNOTS	94.22%		94.22%		94.21%		94.21%	
RUNWAY DIMENSIONS		75' x 3600'		75' x 3600'		75' x 4000'		75' x 4000'	
DISPLACED THRESHOLD		N/A				N/A			
RUNWAY LIGHTING		MIRL		MIRL		MIRL		MIRL	
RUNWAY MARKING		NPI		NPI		NPI		NPI	
APPROACH TYPE		NPI		NPI		NPI		NPI	
RUNWAY VISIBILITY MINIMUMS		1-MILE		≥3/4-MILE		1-MILE		≥3/4-MILE	
TYPE OF AERONAUTICAL SURVEY REQUIRED FOR APPROACH									
RUNWAY DEPARTURE SURFACE		40:1		40:1		40:1		40:1	
PT. 77 APPROACH SLOPE (DESIGN)		20:1		20:1		20:1		34:1	
PT. 77 APPROACH SLOPE (ACTUAL)									
NAVIGATION AIDS		GPS, PAPI-2		GPS, PAPI-4, REILs		GPS, PAPI-2, REILs		GPS, PAPI-4, REILs	
TOUCHDOWN ZONE ELEVATION		1022.28		1022.28		1025.42		1025.42	

LEGEND		
PAVED AREAS	EXISTING	PROPOSED
BUILDINGS		
AIRPORT PROPERTY		
AVIGATION EASEMENT		
CLEAR ZONE EASEMENT		
RUNWAY SAFETY AREA		
RUNWAY OBJECT FREE AREA		
BUILDING RESTRICTION LINE		
RUNWAY SAFETY AREA		
RUNWAY SAFETY AREA		

TABLE OF MODIFICATIONS TO FEDERAL STANDARDS		
ITEM	MODIFICATION	DATE OF FAA ACTION W/ AIRSPACE CASE NO.
NONE REQUIRED		

FEDERAL AVIATION ADMINISTRATION

WISCONSIN DEPARTMENT OF TRANSPORTATION BOA

REVIEWED BY: _____ (PROJECT MANAGER)

DATE: _____

APPROVED BY: _____ (CHIEF AIRPORT ENGINEER)

DATE: _____

PLATTEVILLE MUNICIPAL AIRPORT

APPROVED BY: _____

TITLE: _____

DATE: _____

NO.	DATE	REVISION	BY

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608)-251-8655 FAX
WWW.STRAND.COM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
BUREAU OF AERONAUTICS

EXISTING AND ULTIMATE AIRPORT LAYOUT

PLATTEVILLE MUNICIPAL AIRPORT
CITY OF PLATTEVILLE, WISCONSIN

DESIGNER	DATE	PROJECT NO.	DRAFTER	Checker	SHEET NO.
RRR	NOV 2022	4422.019	APS	BWH	2

CITY OF PLATTEVILLE AIRPORT COMMISSION

FINANCIAL REPORT

JANUARY 31, 2023

CITY OF PLATTEVILLE

BALANCE SHEET
JANUARY 31, 2023

FUND 200 - AIRPORT FUND

		BEGINNING BALANCE	CURRENT ACTIVITY	YTD ACTIVITY	ENDING BALANCE
	ASSETS				
200-10001-000-000	ALLOCATED CASH	.00	.00	.00	.00
200-10002-000-000	TREASURER'S CASH	346,348.02	(338,686.51)	(338,686.51)	7,661.51
200-10003-000-000	AIRPORT CASH - RESTRICTED BAL	38,234.85	.00	.00	38,234.85
200-11110-000-000	AIRPORT INVESTMENTS	8,911.44	300,263.64	300,263.64	309,175.08
200-13911-000-000	ACCOUNTS RECEIVABLE MISC.	13,594.74	(10,294.73)	(10,294.73)	3,300.01
200-16120-000-000	AIRPORT FUEL INVENTORY	39,678.87	.00	.00	39,678.87
200-17238-000-000	AIRPORT LOAN RECEIVABLE	.00	.00	.00	.00
	TOTAL ASSETS	446,767.92	(48,717.60)	(48,717.60)	398,050.32
	LIABILITIES AND EQUITY				
	LIABILITIES				
200-21211-000-000	VOUCHERS PAYABLE	(29,482.67)	29,482.67	29,482.67	.00
200-21220-000-000	WAGES PAYABLE CLEARING	.00	.00	.00	.00
200-21313-000-000	6.20% SOC. SEC. EES	.00	.00	.00	.00
200-21314-000-000	1.45% SOC. SEC. EES	.00	.00	.00	.00
200-21315-000-000	6.20% SOC. SEC. ERS	.00	.00	.00	.00
200-21316-000-000	1.45% SOC. SEC. ERS	.00	.00	.00	.00
200-21700-000-000	1.45% SOC. SEC. ERS	.00	.00	.00	.00
200-23160-000-000	PREPAYMENTS	.00	.00	.00	.00
200-26000-000-000	DEFERRED (PREPAID) REVENU	.00	.00	.00	.00
200-27015-000-000	ADVANCE FROM GENERAL FUND	.00	.00	.00	.00
200-27238-000-000	AIRPORT SHORT-TERM LOAN	.00	.00	.00	.00
	TOTAL LIABILITIES	(29,482.67)	29,482.67	29,482.67	.00
	FUND EQUITY				
200-30000-000-000	BUDGET VARIANCE	.00	.00	.00	.00
200-31110-000-000	AIRPORT FUND BALANCE	(417,285.25)	.00	.00	(417,285.25)
200-34000-000-000	RESERVE FOR ADV. FROM GEN	.00	.00	.00	.00
200-34110-000-000	P.O. ENCUMBRANCE	.00	.00	.00	.00
	NET INCOME/LOSS	.00	19,234.93	19,234.93	19,234.93
	TOTAL FUND EQUITY	(417,285.25)	19,234.93	19,234.93	(398,050.32)
	TOTAL LIABILITIES AND EQUITY	(446,767.92)	48,717.60	48,717.60	(398,050.32)

CITY OF PLATTEVILLE

DETAIL REVENUES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JANUARY 31, 2023

FUND 200 - AIRPORT FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET AMOUNT	VARIANCE	% OF BUDGET	ENC BALANCE	UNENC BALANCE
	PUBLIC CHARGES FOR SERVICE							
200-46340-460-000	AVIATION FUEL CASH SALES	934.27	934.27	123,378.00	(122,443.73)	.76	.00	(122,443.73)
200-46340-461-000	AVIATION FUEL CREDIT CARD	2,637.50	2,637.50	185,068.00	(182,430.50)	1.43	.00	(182,430.50)
200-46340-463-000	LAND RENT FOR PRIVATE HANGA	.00	.00	6,177.00	(6,177.00)	.00	.00	(6,177.00)
200-46340-464-000	HANGAR RENT	7,819.78	7,819.78	36,000.00	(28,180.22)	21.72	.00	(28,180.22)
200-46340-466-000	INTEREST AIRPORT INVESTMENT	263.64	263.64	.00	263.64	.00	.00	263.64
200-46340-467-000	INTEREST - NOW ACCOUNT	595.28	595.28	3,132.00	(2,536.72)	19.01	.00	(2,536.72)
200-46340-468-000	LAND RENTAL PARCEL A	.00	.00	134,500.00	(134,500.00)	.00	.00	(134,500.00)
200-46340-470-000	LAND RENTAL PARCEL B	.00	.00	7,400.00	(7,400.00)	.00	.00	(7,400.00)
200-46340-471-000	LAND RENTAL PARCEL C	.00	.00	795.00	(795.00)	.00	.00	(795.00)
200-46340-473-000	MISCELLANEOUS	60.00	60.00	.00	60.00	.00	.00	60.00
200-46340-480-000	A & A HANGAR RENT	.00	.00	1,455.00	(1,455.00)	.00	.00	(1,455.00)
200-46340-485-000	CIP PAYMENT FROM CITY	.00	.00	15,000.00	(15,000.00)	.00	.00	(15,000.00)
	TOTAL PUBLIC CHARGES FOR SE	12,310.47	12,310.47	512,905.00	(500,594.53)	2.40	.00	(500,594.53)
	TOTAL FUND REVENUE	12,310.47	12,310.47	512,905.00	(500,594.53)	2.40	.00	(500,594.53)

CITY OF PLATTEVILLE

DETAIL EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JANUARY 31, 2023

FUND 200 - AIRPORT FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET AMOUNT	VARIANCE	% OF BUDGET	ENC BALANCE	UNENC BALANCE
	AIRPORT							
200-53510-120-000	AIRPORT: OTHER WAGES	.00	.00	10,000.00	10,000.00	.00	.00	10,000.00
200-53510-132-000	AIRPORT: SOC SEC	.00	.00	600.00	600.00	.00	.00	600.00
200-53510-133-000	AIRPORT: MEDICARE	.00	.00	150.00	150.00	.00	.00	150.00
200-53510-804-000	AIRPORT: ATTORNEY FEES	.00	.00	1,500.00	1,500.00	.00	.00	1,500.00
200-53510-805-000	AIRPORT: FUEL 100LL	.00	.00	113,012.00	113,012.00	.00	.00	113,012.00
200-53510-806-000	AIRPORT: FUEL JET-A PURCHASE	31,463.94	31,463.94	161,065.00	129,601.06	19.53	.00	129,601.06
200-53510-807-000	AIRPORT: FUEL MAINTENANCE	.00	.00	1,100.00	1,100.00	.00	.00	1,100.00
200-53510-809-000	AIRPORT: FAHERTY RECYCLING	.00	.00	700.00	700.00	.00	.00	700.00
200-53510-810-000	AIRPORT: BUILDINGS & GROUND	.00	.00	60,000.00	60,000.00	.00	.00	60,000.00
200-53510-814-000	AIRPORT: FUEL PURCHASES	.00	.00	6,400.00	6,400.00	.00	.00	6,400.00
200-53510-815-000	AIRPORT: FUEL FLOWAGE (TO M	.00	.00	10,000.00	10,000.00	.00	.00	10,000.00
200-53510-816-000	AIRPORT: FED/WI GRANT PROJEC	.00	.00	10,000.00	10,000.00	.00	.00	10,000.00
200-53510-817-000	AIRPORT: CREDIT CARD FEES	81.46	81.46	4,000.00	3,918.54	2.04	.00	3,918.54
200-53510-820-000	AIRPORT: GENERAL SUPPLIES	.00	.00	600.00	600.00	.00	.00	600.00
200-53510-821-000	AIRPORT: PROPANE	.00	.00	6,500.00	6,500.00	.00	.00	6,500.00
200-53510-823-000	AIRPORT: LIABILITY INS	.00	.00	6,800.00	6,800.00	.00	.00	6,800.00
200-53510-824-000	AIRPORT: AIRPORT MGR'S CONT	.00	.00	85,000.00	85,000.00	.00	.00	85,000.00
200-53510-827-000	AIRPORT: POSTAGE	.00	.00	50.00	50.00	.00	.00	50.00
200-53510-828-000	AIRPORT: PR & ADVERTISING	.00	.00	500.00	500.00	.00	.00	500.00
200-53510-830-000	AIRPORT: SALES TAX	.00	.00	2,500.00	2,500.00	.00	.00	2,500.00
200-53510-833-000	AIRPORT: TELEPHONE	.00	.00	3,000.00	3,000.00	.00	.00	3,000.00
200-53510-836-000	AIRPORT: ALLIANT	.00	.00	7,600.00	7,600.00	.00	.00	7,600.00
200-53510-847-000	AIRPORT: AVIATION FUEL TAX	.00	.00	2,500.00	2,500.00	.00	.00	2,500.00
200-53510-848-000	AIRPORT: EQUIPMENT EXPENSES	.00	.00	15,000.00	15,000.00	.00	.00	15,000.00
	TOTAL AIRPORT	31,545.40	31,545.40	508,577.00	477,031.60	6.20	.00	477,031.60
	TOTAL FUND EXPENDITURES	31,545.40	31,545.40	508,577.00	477,031.60	6.20	.00	477,031.60
	NET REV OVER EXP	(19,234.93)	(19,234.93)	4,328.00	(23,562.93)	(444.43)	.00	(19,234.93)

Report Criteria:
Report type: Summary
Bank.Bank Number = 2

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Amount
02/23	02/13/2023	92833	32866	AIRPORT MANAGEMENT SERVICES &	7,998.16
02/23	02/13/2023	92834	425	ALLIANT ENERGY/WP&L	1,045.76
02/23	02/13/2023	92835	3415	CITY OF PLATTEVILLE	7,913.63
02/23	02/13/2023	92836	6395	FAHERTY INC	69.00
02/23	02/13/2023	92837	32901	GARVEY SERVICE	645.68
02/23	02/13/2023	92838	25566	MENARDS	14.77
02/23	02/13/2023	92839	23861	METCO INC	98.00
02/23	02/13/2023	92840	21950	WALMART COMMUNITY/CAPITAL ONE	206.76
02/23	02/13/2023	92841	22110	WAYNES LOCK & KEY LLC	894.00
02/23	02/13/2023	92842	31681	WI AIRPORT MANAGEMENT ASSOCIA	100.00
Grand Totals:					18,985.76

The above listed bills are OK for payment and are thus recommended to the Airport Commission for payment. Exceptions are noted and may be discussed at the Airport Commission meeting.

_____ Date: _____ Dennis R. Cooley, Chairman

_____ Date: _____ Doug DuPlessis, Treasurer

_____Date: _____ Adam Ruechel, City Manager

Report Criteria:
Report type: GL detail
Bank.Bank Number = 2

GL Period	Check Issue Date	Check Number	Payee	Description	Invoice Number	Inv Seq	Invoice Amount	Check Amount
92833								
02/23	02/13/2023	92833	AIRPORT MANAGEMENT	INTERIM MANAGER PAYMENT	02.04.2023	1	6,114.00	6,114.00
02/23	02/13/2023	92833	AIRPORT MANAGEMENT	MILEAGE	02.04.2023	2	641.30	641.30
02/23	02/13/2023	92833	AIRPORT MANAGEMENT	SUPPLIES	02.04.2023	3	1,242.86	1,242.86
Total 92833:								7,998.16
92834								
02/23	02/13/2023	92834	ALLIANT ENERGY/WP&L	AIRPORT ELEC SERVICE	02.13.2023	1	42.26	42.26
02/23	02/13/2023	92834	ALLIANT ENERGY/WP&L	AIR SIGN-AIRPORT	02.13.2023	2	25.08	25.08
02/23	02/13/2023	92834	ALLIANT ENERGY/WP&L	OFFICE-AIRPORT	02.13.2023	3	103.03	103.03
02/23	02/13/2023	92834	ALLIANT ENERGY/WP&L	WELL-AIRPORT	02.13.2023	4	23.83	23.83
02/23	02/13/2023	92834	ALLIANT ENERGY/WP&L	FUEL PUMP-AIRPORT	02.13.2023	5	234.48	234.48
02/23	02/13/2023	92834	ALLIANT ENERGY/WP&L	BEACON-AIRPORT	02.13.2023	6	399.77	399.77
02/23	02/13/2023	92834	ALLIANT ENERGY/WP&L	WEATHER-AIRPORT	02.13.2023	7	50.16	50.16
02/23	02/13/2023	92834	ALLIANT ENERGY/WP&L	FUEL ISLAND-AIRPORT	02.13.2023	8	167.15	167.15
Total 92834:								1,045.76
92835								
02/23	02/13/2023	92835	CITY OF PLATTEVILLE	WAGES-AIRPORT	25584	1	22.55	22.55
02/23	02/13/2023	92835	CITY OF PLATTEVILLE	WAGES-AIRPORT	25584	2	33.84	33.84
02/23	02/13/2023	92835	CITY OF PLATTEVILLE	QUICKBOOKS	25584	3	9.00	9.00
02/23	02/13/2023	92835	CITY OF PLATTEVILLE	AIRPORT - INTERNET	25712	1	80.00	80.00
02/23	02/13/2023	92835	CITY OF PLATTEVILLE	US CELLULAR PHONE BILL	25713	1	31.09	31.09
02/23	02/13/2023	92835	CITY OF PLATTEVILLE	SALES TAX-AIRPORT	25713	2	404.11	404.11
02/23	02/13/2023	92835	CITY OF PLATTEVILLE	CENTURYLINK	25713	3	245.36	245.36
02/23	02/13/2023	92835	CITY OF PLATTEVILLE	POSTAGE-AIRPORT	25713	4	5.13	5.13
02/23	02/13/2023	92835	CITY OF PLATTEVILLE	GAS/DIESEL FUEL	25713	5	407.09	407.09
02/23	02/13/2023	92835	CITY OF PLATTEVILLE	CENTURYLINK	25713	6	.16	.16
02/23	02/13/2023	92835	CITY OF PLATTEVILLE	INTERNET SERVICE AIRPORT	25713	7	80.00	80.00
02/23	02/13/2023	92835	CITY OF PLATTEVILLE	TRICOR AIRPORT	25713	8	2,807.00	2,807.00
02/23	02/13/2023	92835	CITY OF PLATTEVILLE	WAGES-AIRPORT	25713	9	3,180.00	3,180.00
02/23	02/13/2023	92835	CITY OF PLATTEVILLE	SOCIAL SECURITY TAXES-AIRPORT	25713	10	197.16	197.16
02/23	02/13/2023	92835	CITY OF PLATTEVILLE	MEDICARE TAXES-AIRPORT	25713	11	46.11	46.11
02/23	02/13/2023	92835	CITY OF PLATTEVILLE	QUICKBOOKS	25717	1	9.00	9.00
02/23	02/13/2023	92835	CITY OF PLATTEVILLE	AIRPORT CHARGES	25717	2	356.03	356.03
Total 92835:								7,913.63
92836								
02/23	02/13/2023	92836	FAHERTY INC	GARBAGE AIRPORT	358045	1	69.00	69.00
Total 92836:								69.00
92837								
02/23	02/13/2023	92837	GARVEY SERVICE	AIRPORT	057456A	1	645.68	645.68

GL Period	Check Issue Date	Check Number	Payee	Description	Invoice Number	Inv Seq	Invoice Amount	Check Amount
	Total 92837:							645.68
92838								
02/23	02/13/2023	92838	MENARDS	AIRPORT CHARGES	11641	1	14.77	14.77
	Total 92838:							14.77
92839								
02/23	02/13/2023	92839	METCO INC	SERVICE CALL-AIRPORT	204862	1	98.00	98.00
	Total 92839:							98.00
92840								
02/23	02/13/2023	92840	WALMART COMMUNITY/	AIRPORT CHARGES	563273164	1	188.91	188.91
02/23	02/13/2023	92840	WALMART COMMUNITY/	AIRPORT CHARGES	563273772	1	8.92	8.92
02/23	02/13/2023	92840	WALMART COMMUNITY/	AIRPORT CHARGES	564286388	1	8.93	8.93
	Total 92840:							206.76
92841								
02/23	02/13/2023	92841	WAYNES LOCK & KEY LL	SERVICE CALL-AIRPORT	9623	1	894.00	894.00
	Total 92841:							894.00
92842								
02/23	02/13/2023	92842	WI AIRPORT MANAGEME	MEMBERSHIP DUES	11290	1	100.00	100.00
	Total 92842:							100.00
	Grand Totals:							18,985.76

Platteville Airport Manager's Report

January 2023

Fuel Sales for January 2022

100LL 729 Gallons

Jet A 1781 Gallons

Fuel Sales for January 2023

100LL 213 Gallons

Jet A 1128 Gallons

Flight Activity January 2022

Total Flights	818
Personal	52
Business	38
Instruction	728

Flight Activity January 2023

Total Flights	675
Personal	32
Business	16
Instruction	627

Fuel Purchased/Delivered & Current Price

100LL	0	$6.13
Jet A	7470	$5.75

Hangar Status

Two old 6 bay hangars available (both need maintenance on bifold doors)

Three on waiting list:

Mike Dalecki (608-732-7336)

Alaine Olthafer (608-988-6864)

Betty Lou (815-281-1778) – wants temporary storage

Other Notable Issues:

Fuel Reconciliation

By recording QT Pod sales, meter readings, inventory reports, and fuel received, the airport could determine the quantity of any possible missing fuel during the month. On the document provided, the gallons dispensed should approximately equal the gallons sold. For JetA, the contrast in dispensed fuel and sold fuel is 1.57 gallons (-0.139%). For 100LL, the contrast in dispensed fuel and sold fuel is 0.43 gallons (-0.213%). Going forward, this will be tracked month to month and can be seen on future manager's reports.

Arlo Cameras

As discussed previously, Arlo security cameras were purchased for the airport to oversee the airfield conditions. Three cameras were purchased, totaling $539.48. The cameras were installed February 6.

Coded Doorknobs

On January 25, Wayne's Lock and Key installed coded door locks on the conference room door and the simulator room door. The access codes for both doors are 1227.

Snow removal update

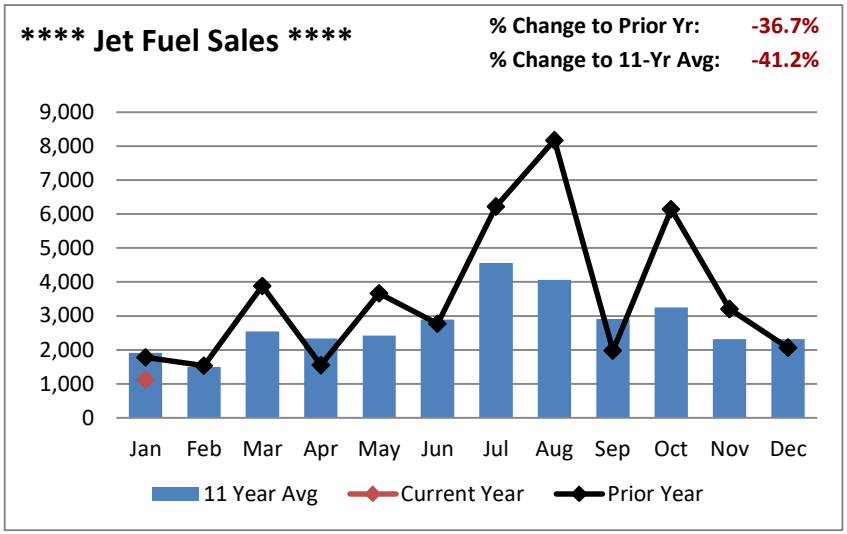
During the month of January, Platteville had multiple significant snow events requiring the use of the Ford plow truck and the CAT end loader with multiple different attachments. During snow removal on January 25th, the Ford plow truck driver side rear brake pad fell off, resulting in an immediate decommission of the vehicle. The snow removal was finished with the CAT end loader, and the Ford truck was serviced January 27th at Garvey Service. Garvey installed a new driver side rear brake rotor, caliper, and pad, totaling $681.19.

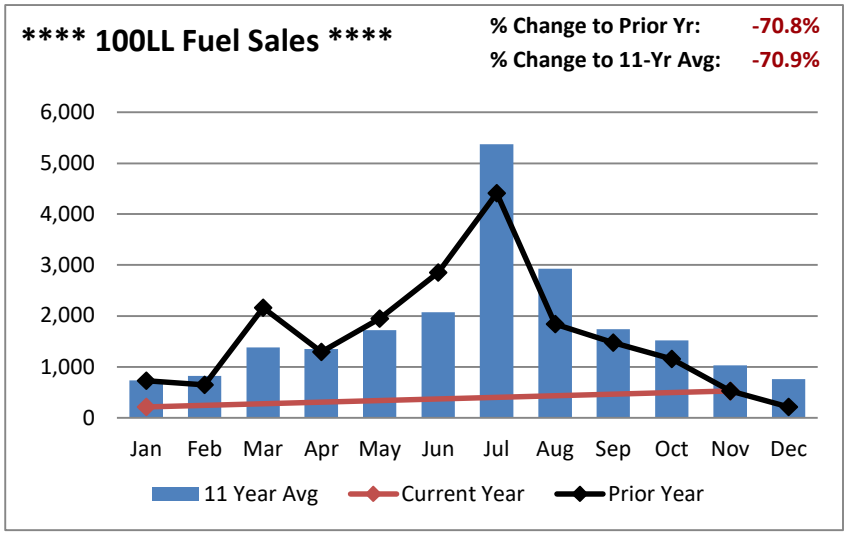
Airfield Lighting

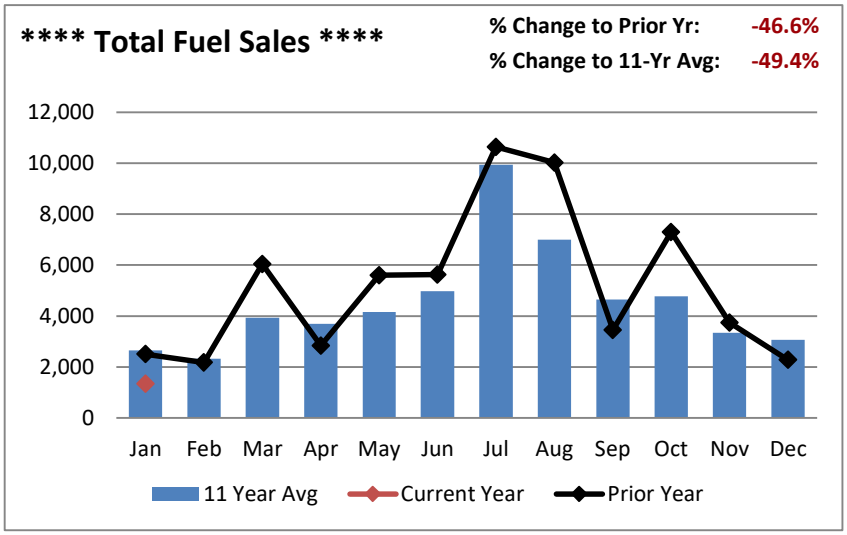
On January 18, Highway Lighting replaced inoperative runway lights due to the lightning strike incident in August. Twenty-eight runway lights were replaced, leaving PVB with three spares for future replacement. Highway Lighting did not have any taxiway lights, so four were ordered to replace the damaged and missing lights. Total cost for the project will be noted on a future manager's report after we receive the final bill.

Platteville Municipal Airport **As of Jan-2023**

Airport Management

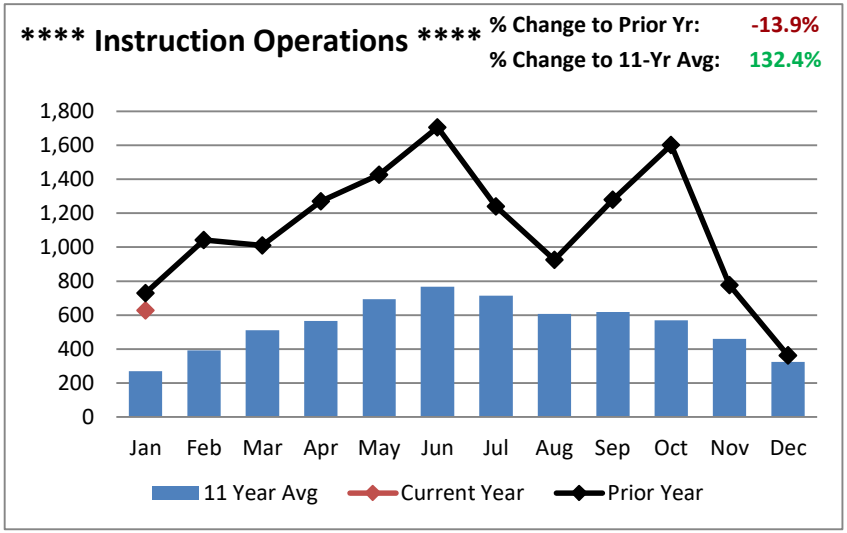


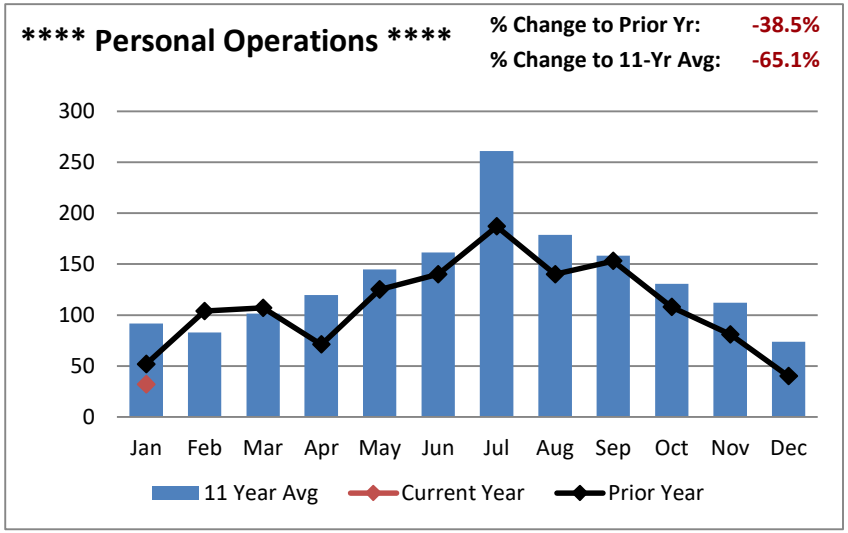


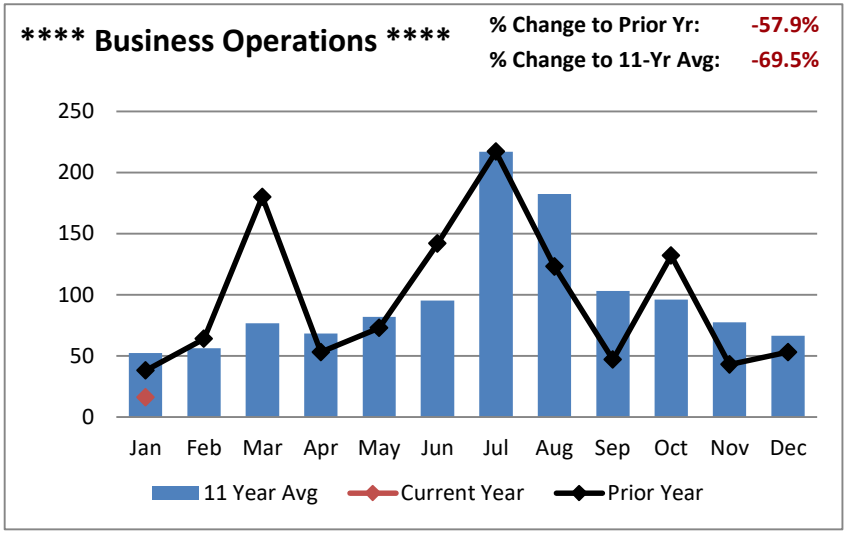


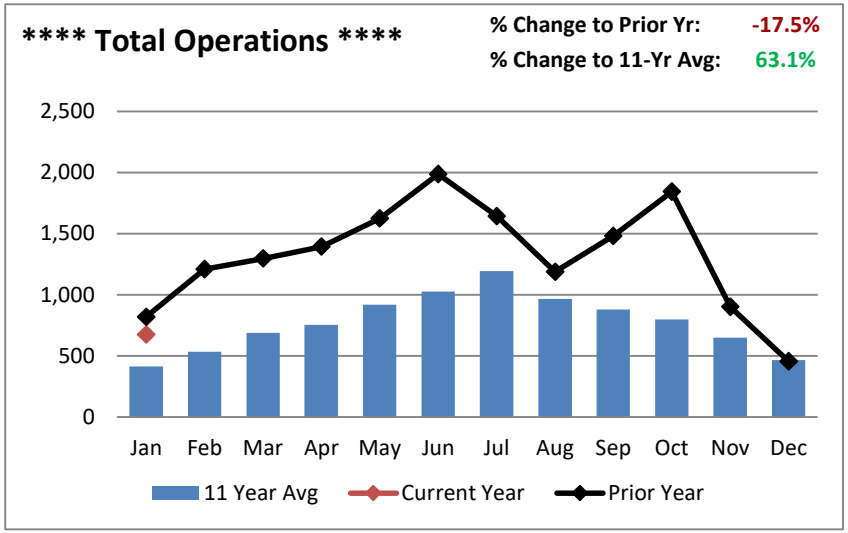
Platteville Municipal Airport **As of Jan-2023**

Airport Management









Platteville Municipal Airport

Fuel Reconciliation - January 2023

JetA

Veeder-Root Inventory Report (TC gallons)	1/1/2023	2636			
	1/31/2023	9051		**Difference**	**1055**
Gallons Received		7470			
Meter Reading at Dispenser	1/1/2023	106399			
	1/31/2023	107528.4		**Gallons Dispensed**	**1129.4**
	1/1/2023	103122.51			
QT Pod Recorded Sales to Date	1/31/2023	104250.34		**Gallons Sold**	**1127.83**
				Gross Sales	**$ 6,913.60**

-0.139%

Credit Card Sales	7
Proprietary Card Sales	3
Net Sales	$ 1,127.83
Unpaid Proprietary Card Statements	3
	$4,914.59

Platteville Municipal Airport

Fuel Reconciliation - January 2023

100LL

Veeder-Root Inventory Report (TC gallons)	1/1/2023	9146		
	1/31/2023	8931	**Difference**	**215**
Gallons Received		0		
Meter Reading at Dispenser	1/1/2023	69784.4		
	1/31/2023	69986.9	**Gallons Dispensed**	**202.5**
QT Pod Recorded Sales to Date	1/1/2023	66192.33		
	1/31/2023	66394.4	**Gallons Sold**	**202.07**
			Gross Sales	**$ 1,238.69**

-0.213%

Credit Card Sales	5
Proprietary Card Sales	6
Net Sales	$ 1,238.70
Unpaid Proprietary Card Statements	1
	$878

2023

Hanger	Name	Rate	January	February	March	April	May	June	July	August	September	October	November	December	Total
10 Bay No.-13	Noah Stader	$ 142.43	$ 142.43	$ 142.43	$ 142.43	$ 142.43									$ 569.72
10 Bay No.-14	Ben Headings	$ 142.43													$ -
10 Bay No.-15	Joe Sener	$ 142.43	$ 139.58	$ 139.58	$ 139.58	$ 139.58	$ 139.58	$ 139.58	$ 139.58	$ 139.58	$ 139.57	$ 139.57	$ 139.57	$ 139.57	$ 1,674.92
10 Bay No.-16	Joe Olthafer	$ 142.43													$ -
10 Bay No.-17	Doug Bartlett	$ 142.43	$ 149.18	$ 149.18	$ 149.18										$ 447.54
10 Bay No.-18	Burbach	$ 142.43													$ -
10 Bay No.-19	Brian Adams	$ 142.43	142.43 #3670	142.43 #3670											$ 284.86
10 Bay No.-20	Brim Aviation	$ 142.43													$ -
10 Bay No.-21	Gary Newt	$ 142.43													$ -
10 Bay No.-22	*Available*	$ 142.43													$ -
10 Bay West End	Jim Jordon	$ 52.75													$ -
10 Bay East. End	Joe Olthafer	$ 52.75													$ -
New 6 Bay Hangars															
6 Bay No.-4	A&A Aviation	$ 142.43	142.43 #1026	$142.43 #1026											$284.86
6 Bay No.-5	Jack Momchilovich	$ 142.43	$142.50 #9059	$ 139.57	$ 139.57	$ 139.57	$ 139.57	$ 139.58	$ 139.58	$ 139.58	$ 139.58	$ 139.58	$ 139.58	$ 139.58	$ 1,677.84
6 Bay No.-6	Joe Olthafer	$ 142.43													$ -
6 Bay No.-10	Jamie Miller	$ 142.43	$142.43 #2807	$142.43 #2807											$ 284.86
6 Bay No.-11	Eric McWethy	$ 142.43	$ 139.58	$ 139.58	$ 139.58	$ 139.58	$ 139.58	$ 139.58	$ 139.58	$ 139.58	$ 139.58	$ 139.58	$ 139.58	$ 139.58	$ 1,674.96
6 Bay No.-12	John Utley	$ 142.43	142.43 #2205												$ 142.43
6 W. End	Greg Barnet	$ 84.40	$ 84.40	$ 84.40	$ 84.40	$ 84.40	$ 84.40	$ 84.40	$ 84.40	$ 84.40	$ 84.40	$ 84.40	$ 84.40	$ 84.40	$ 1,012.80
6 E. End	Doug Stephens	$ 84.40	$84.40 #4240	$84.40 #4241											$ 168.80
Old 6 Bay Hangars															
6 Bay No.-1	Bill Fitch	$ 94.61	94.61 #11253												$ 94.61
6 Bay No.-2	Paul Lindholm	$ 94.61													$ -
6 Bay No.-3	Tom Kleiber	$ 94.61	$ 94.61	$ 94.61											$ 189.22
6 Bay No.-8	Tracy Wiegel	$ 142.43													$ -
6 Bay No.-9	**Unusable**	$ 94.61													$ -
6 Bay No.-7	**Available**	$ 94.61													$ -
End Storage	Dana Harkness	$ 52.75													$ -
Main Hangar	A&A Aviation	$ 123.75													$ -
Total															$ 8,507.42

Private Hangar Land Lease	Rate	Date Due	Paid?
Gary Newt	$468.00	6/1/2022	
Kaiser	$3,300.00	12/1/2022	
Jet Services of Iowa	$1,770.00	12/1/2022	
Jason Klovning	$639.00	9/1/2022	

Waiting List

Jack Momchilovich (608)778-7796
Mike
Alaine Olthafer
Patrick Holcomb (618) 975-9369
Betty Lou (815)281-1778