

AIRPORT MASTER PLAN

PUBLIC INFORMATION WORKSHOP



WELCOME!

TONIGHT:

- *Participate in the open house meeting format*
- *Visit the information stations*
- *Discuss various study elements with the project team*
- *Offer your comments (comment sheets are available)*
- *Obtain additional information from the project website*



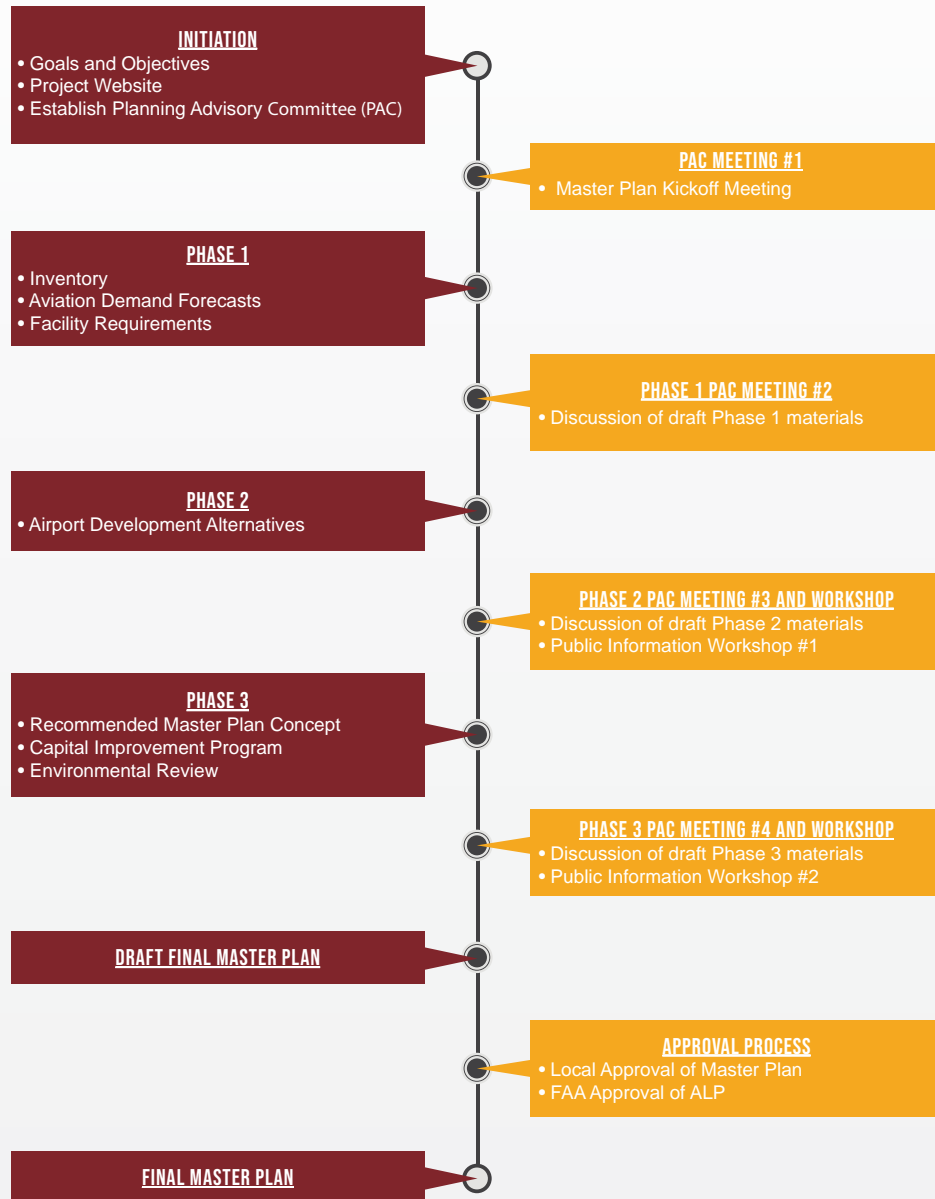
SCAN ME



<https://newholstein.airportstudy.net>



Master Plan Process



What a Master Plan Is ✓

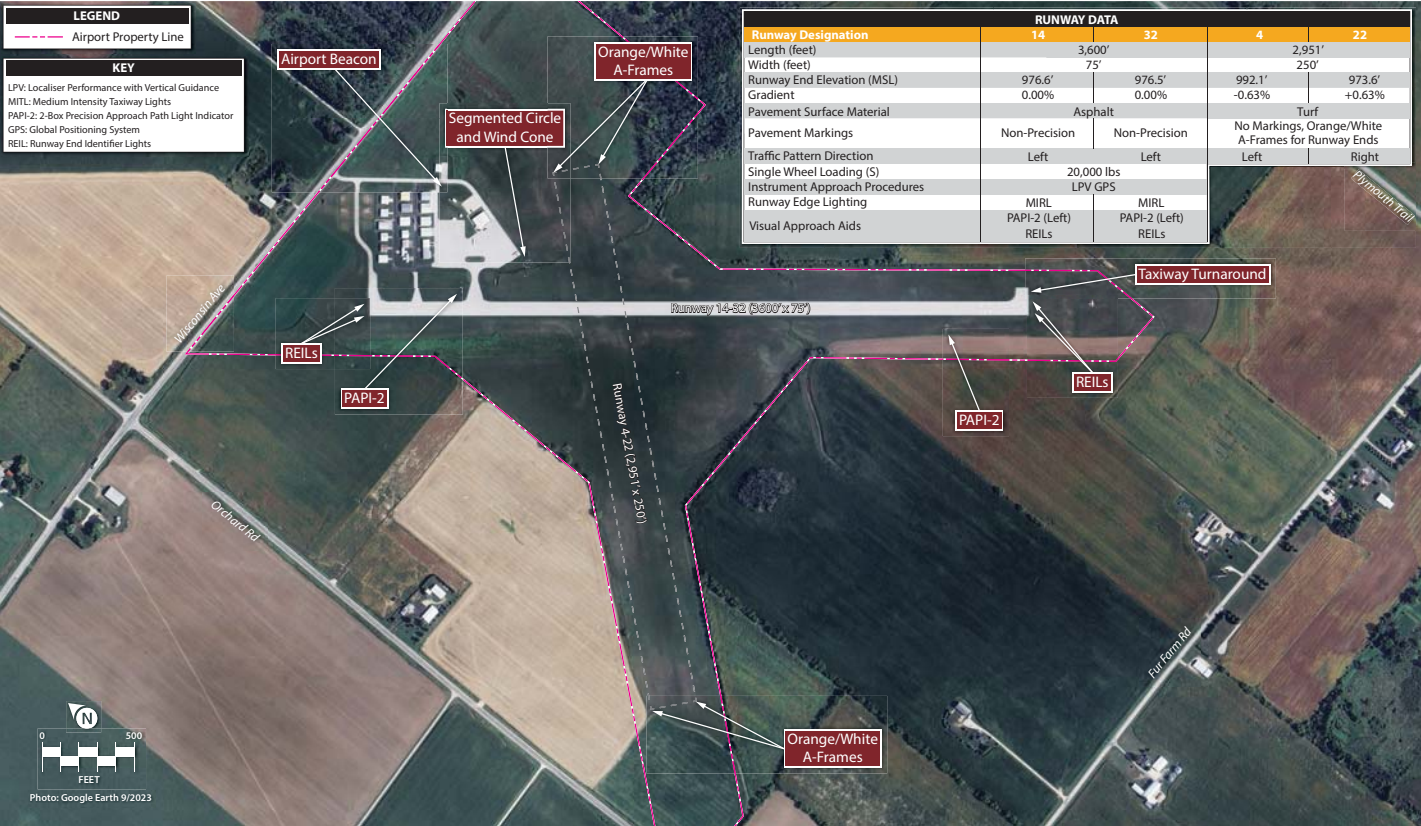
- A comprehensive, long-range study of the airport and all air and landside components that describes plans to meet FAA safety standards and future aviation demand.
- Required by the FAA to be conducted every 7-10 years to ensure plans are up-to-date and reflect current conditions and FAA regulations. The last Master Plan was completed in 2003.
- Funded by the FAA through the Airport Improvement Program (AIP) at 90%, with the remainder split between the City and the Department of Transportation (WisDOT).
- A local document that will ultimately be presented for approval by the City of New Holstein. The FAA approves only two elements of the Master Plan: the aviation demand forecasts and the Airport Layout Plan (ALP) drawing set.
- An opportunity for airport stakeholders and the general public to engage with the consultant and aviation department on issues related to the airport and its current and future operations, and environmental and socioeconomic impacts. Two (2) public information workshops will be conducted throughout the Master Plan process to facilitate this public outreach effort.

What a Master Plan Is Not ✗

- A guarantee that the airport will proceed with any planned projects. Master Plans are guides that help airport staff plan for future airport development; however, the need/demand for certain projects might never materialize.
- A guarantee that the Airport or the FAA will fund any planned projects. Project funding is considered on a project-by-project basis, requiring appropriate need and demand. Certain projects may require the completion of a benefit-cost analysis.
- Environmental clearance for specific projects. The Master Plan includes an environmental overview that identifies potential environmental sensitivities per the National Environmental Policy Act of 1969 (NEPA); however, most planned projects will require a separate NEPA study (environmental impact statement/environmental assessment/categorical exclusion) prior to construction.



Existing Airside Facilities

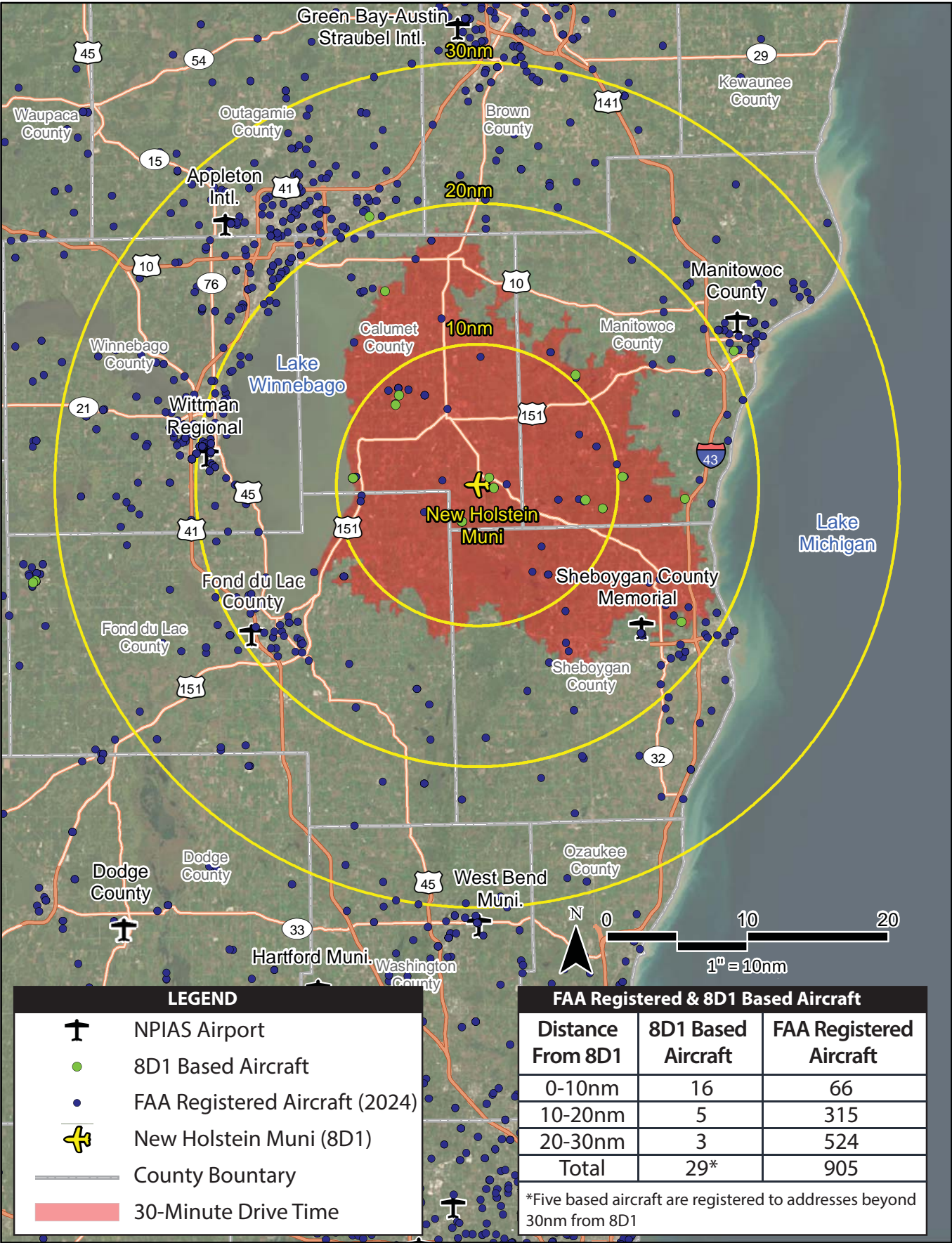


Existing Landside Facilities





Airport Service Area





Forecast Summary

	BASE YEAR	FORECAST		
	2024	2029	2034	2044
OPERATIONS				
Itinerant				
Air Carrier	-	-	-	-
Air Taxi	2	2	2	2
Military	200	200	200	200
General Aviation	4,060	4,400	4,500	4,800
Subtotal	4,262	4,602	4,702	5,002
Local				
General Aviation	6,090	6,500	6,700	7,200
Military	-	-	-	-
Subtotal	6,090	6,500	6,700	7,200
Total Operations	10,352	11,102	11,402	12,202
PEAKING				
Annual	10,352	11,102	11,402	12,202
Peak Month	1,035	1,110	1,140	1,220
Design Day	33	36	37	39
Design Hour	5	5	6	6
Busy Day	42	45	46	49
BASED AIRCRAFT				
Single Engine	29	30	30	31
Multi-Engine	0	0	0	0
Turboprop	0	1	2	3
Jet	0	0	1	2
Helicopter	0	0	0	1
Total Based Aircraft	29	31	33	37

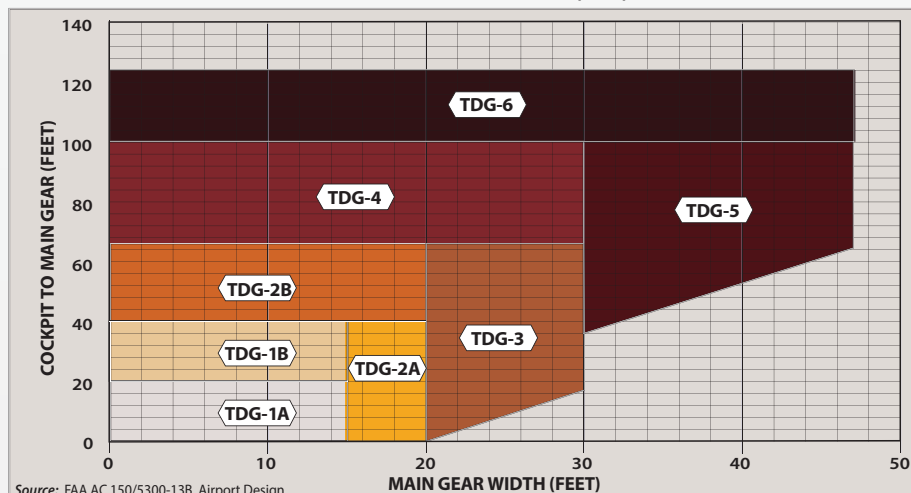


Aircraft Classification Parameters

AIRCRAFT APPROACH CATEGORY (AAC)		
Category	Approach Speed	
A	less than 91 knots	
B	91 knots or more but less than 121 knots	
C	121 knots or more but less than 141 knots	
D	141 knots or more but less than 166 knots	
E	166 knots or more	
AIRPLANE DESIGN GROUP (ADG)		
Group #	Tail Height (ft)	Wingspan (ft)
I	<20	<49
II	20-<30	49-<79
III	30-<45	79-<118
IV	45-<60	118-<171
V	60-<66	171-<214
VI	66-<80	214-<262
VISIBILITY MINIMUMS		
RVR* (ft)	Flight Visibility Category (statute miles)	
VIS	3-mile or greater visibility minimums	
5,000	Not lower than 1-mile	
4,000	Lower than 1-mile but not lower than ¾-mile	
2,400	Lower than ¾-mile but not lower than ½-mile	
1,600	Lower than ½-mile but not lower than ¼-mile	
1,200	Lower than ¼-mile	

*RVR: Runway Visual Range

TAXIWAY DESIGN GROUP (TDG)



Source: FAA AC 150/5300-13B, Airport Design

Aircraft Reference Codes

A-I	Aircraft	TDG	C/D-II	Aircraft	TDG
	• Beech Bonanza • Cessna 150, 172 • Piper Comanche, Seneca	1A 1A 1A		• Challenger 600/604 • Cessna Citation III, VI, VII, X • Embraer Legacy 135/140 • Gulfstream IV (D-II) • Gulfstream G280 • Lear 70, 75 • Falcon 50, 900, 2000 • Hawker 800XP, 4000	1B 1B 2B 2A 1B 1B 2A 1B
	• Eclipse 500 • Beech Baron 55/58 • Beech King Air 100 • Cessna 421 • Cessna Citation M2 (525) • Cessna Citation 1(500) • Embraer Phenom 100	1A 1A 1A 2A 1A 1A 1A		• Gulfstream V • Gulfstream 550, 600, 650 • Global 5000, 6000	2B 2B 2B
	• Beech Super King Air 200 • Beech King Air 90 • Cessna 441 Conquest • Cessna Citation CJ2 • Pilatus PC-12	2A 1A 1A 2A 2		• Airbus A319, A320, A321 • Boeing 737-800, 900 • MD-83, 88	3 3 4
	• Beech Super King Air 350 • Cessna Citation CJ3(525B) • Cessna Citation CJ4 (525C) • Cessna Citation Latitude • Embraer Phenom 300 • Falcon 20 • Pilatus PC-24	2A 2A 1B 1B 1B 1B 2A		• Airbus A300 • Boeing 757-200 • Boeing 767-300, 400 • MD-11	5 4 5 6
	• Bombardier Dash 8 • Bombardier Global 7500 • Falcon 7X, 8X	3 2B 2A		• Airbus A330-200, 300 • Airbus A340-500, 600 • Boeing 747-100 - 400 • Boeing 777-300 • Boeing 787-8, 9	5 6 5 6 5
	• Lear 35, 40, 45, 55, 60XR • F-16	1B 1A		• F-15	1B

Note: Aircraft pictured is identified in bold type.

Airside Facility Requirements

		EXISTING	ULTIMATE	EXISTING/ULTIMATE
RUNWAYS				
	Runway Design Code (RDC)	A/B-I(S)-5000	B-II-5000	A/B-I(S)-VIS
	Dimensions	3,600' x 75'	Consider runway extension	Maintain
	Pavement Strength	20,000 lbs S	30,000 lbs S 60,000 lbs D	Small aircraft only (Turf)
SAFETY AREAS				
	Runway Safety Area (RSA)	Standard RSA	Increase to B-II Standard	Standard RSA (Maintain)
	Runway Object Free Area (ROFA)	Standard ROFA	Increase to B-II Standard; Relocate tiedown, wind cone, and segmented circle; Acquire property within ultimate ROFA	Standard ROFA (Maintain)
	Runway Obstacle Free Zone (ROFZ)	Standard ROFZ	Increase to B-II Standard	Standard ROFZ (Maintain)
	Runway Protection Zone (RPZ)	Both RPZs extend beyond airport property; One public road in RPZ	Consider mitigation of incompatible use	Both RPZs extend beyond airport property; Consider mitigation of potential incompatible use
TAXIWAYS				
	Design Group	1A/B	2A/B	N/A
	Parallel Taxiway	N/A	Taxiway A (Potential)	N/A
	Parallel Taxiway Separation from Runway	N/A	240'	N/A
	Widths	25'	35'	N/A
	Holding Position Separation	125'	200'	N/A
	Notable Conditions	Direct access	Consider implementing a taxiway system or parallel taxiway	Consider implementing a taxiway system or parallel taxiway
NAVIGATIONAL AND WEATHER AIDS				
	Instrument Approaches	1-mile GPS/VOR	Maintain; Analyze ¾-mile	None
	Weather Aids	Wind cones/tee; Rotating beacon	Consider AWOS	Wind cones/tee; Rotating beacon; Consider AWOS
	Approach Aids	PAPI-2; REILs on both runway ends	PAPI-4; Maintain REILs	None
LIGHTING AND MARKING				
	Runway Lighting	MIRL	Maintain	None
	Runway Marking	Non-Precision Instrument	Maintain	Orange and white A-frames
	Taxiway Lighting	Limited MITL	Consider expanding MITL	None
	Airfield Signage	Runway/taxiway designation; Routing; Runway exits; Mandatory instruction signs	Maintain; Consider runway distance remaining signage	None; Consider runway designation and mandatory instruction signs

KEY:**AWOS** - Automated Weather Observation System**D** - Dual Wheel Loading**GPS** - Global Positioning System**MIRL** - Medium Intensity Runway Lighting**MITL** - Medium Intensity Taxiway Lighting**PAPI** - Precision Approach Path Indicator**REIL** - Runway End Identification Lights**S** - Single Wheel Loading**VIS** - Visual**VOR** - Very High Frequency
Omni-directional Range

Landside Facility Requirements

	Available	Short Term	Intermediate Term	Long Term
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Aircraft Storage Hangars



Aircraft to be Hangared	29	31	33	37
T-Hangar Area (sf)	1,900	6,700	6,700	8,800
Executive/Conventional Hangar Area (sf)	34,000	40,000	52,000	61,500
Service/Maintenance Area (sf)	-	3,900	4,100	4,600
Total Hangar Storage Area (sf)	35,900	50,600	62,800	74,900

Aircraft Parking Apron



Aircraft Parking Positions	11	11	12	14
Total Public Apron Area (sy)	10,520	8,900	10,500	12,900

General Aviation Terminal Facilities and Parking

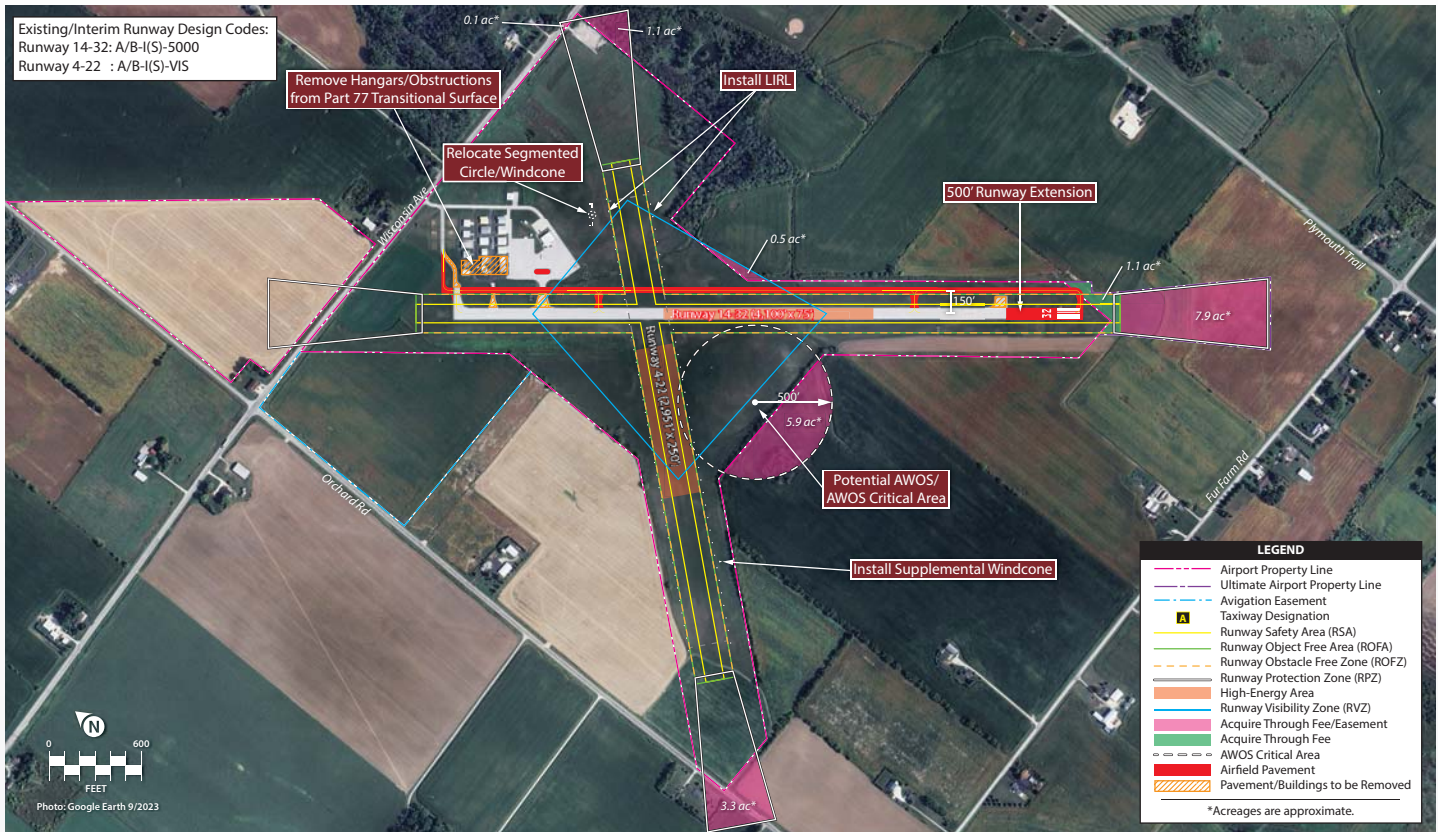


Building Space (sf)	5,100	800	1,000	1,300
Total GA Parking Spaces	16	15	18	21

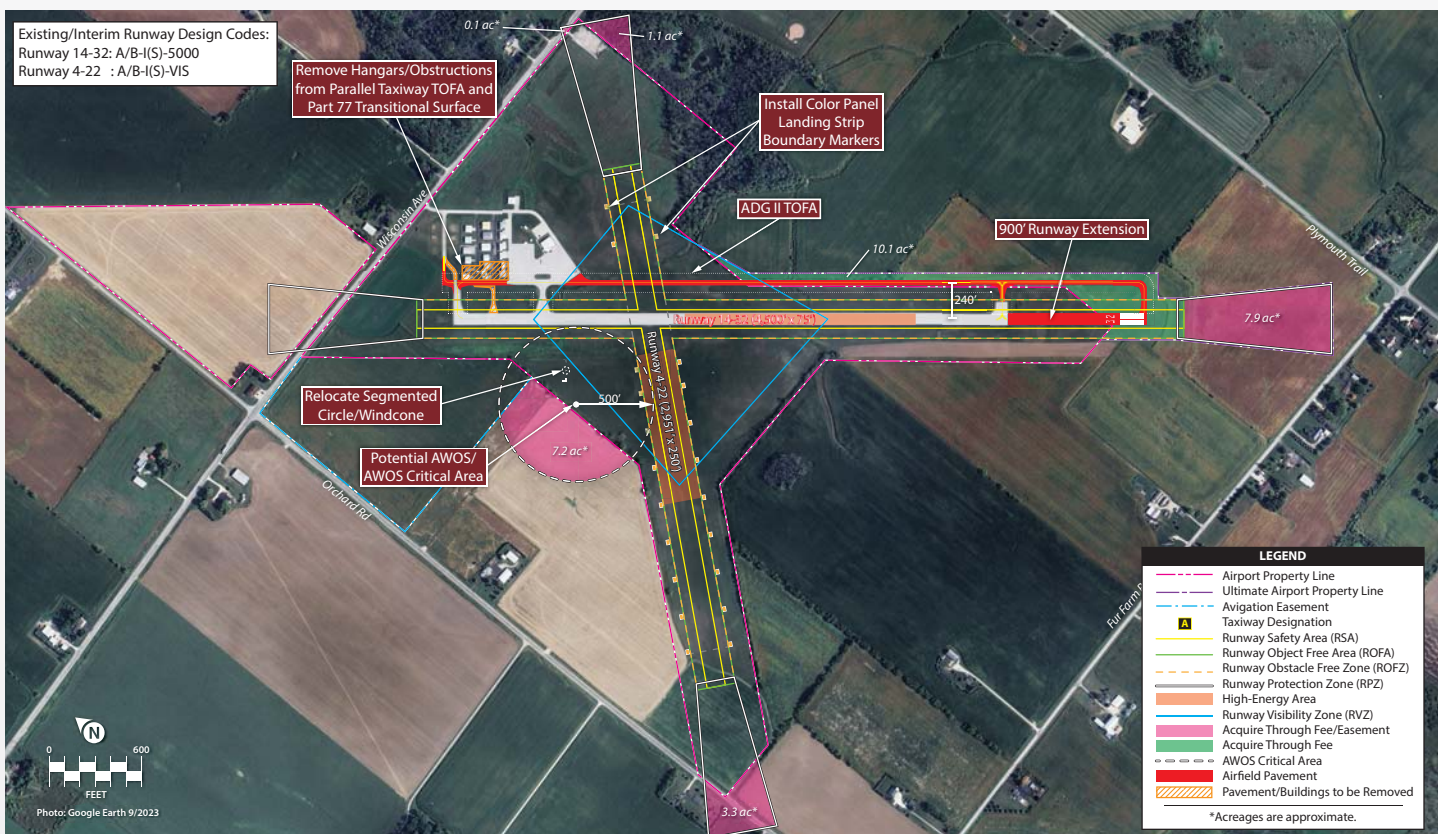




Interim Airside Alternative 1

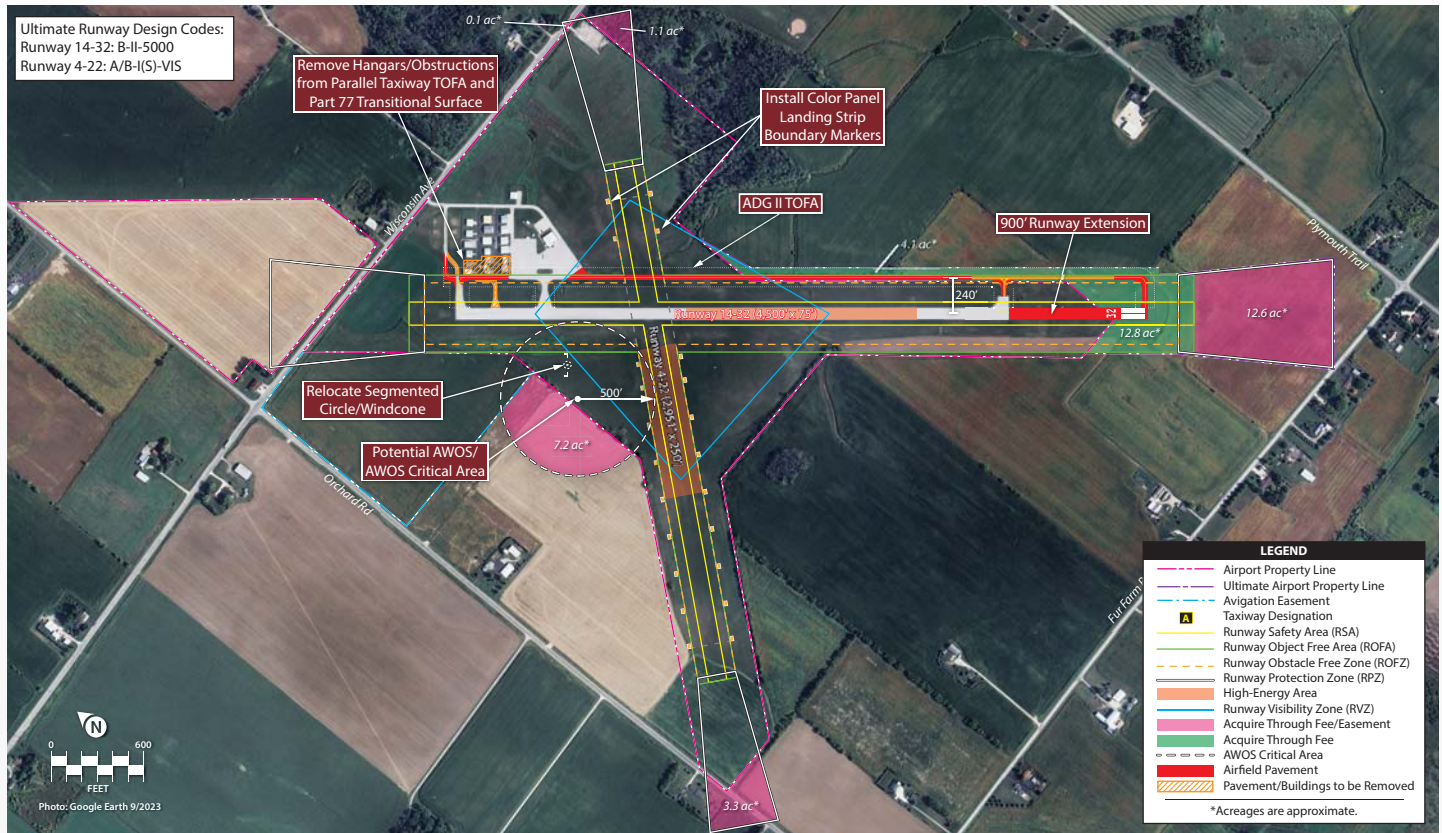


Interim Airside Alternative 2

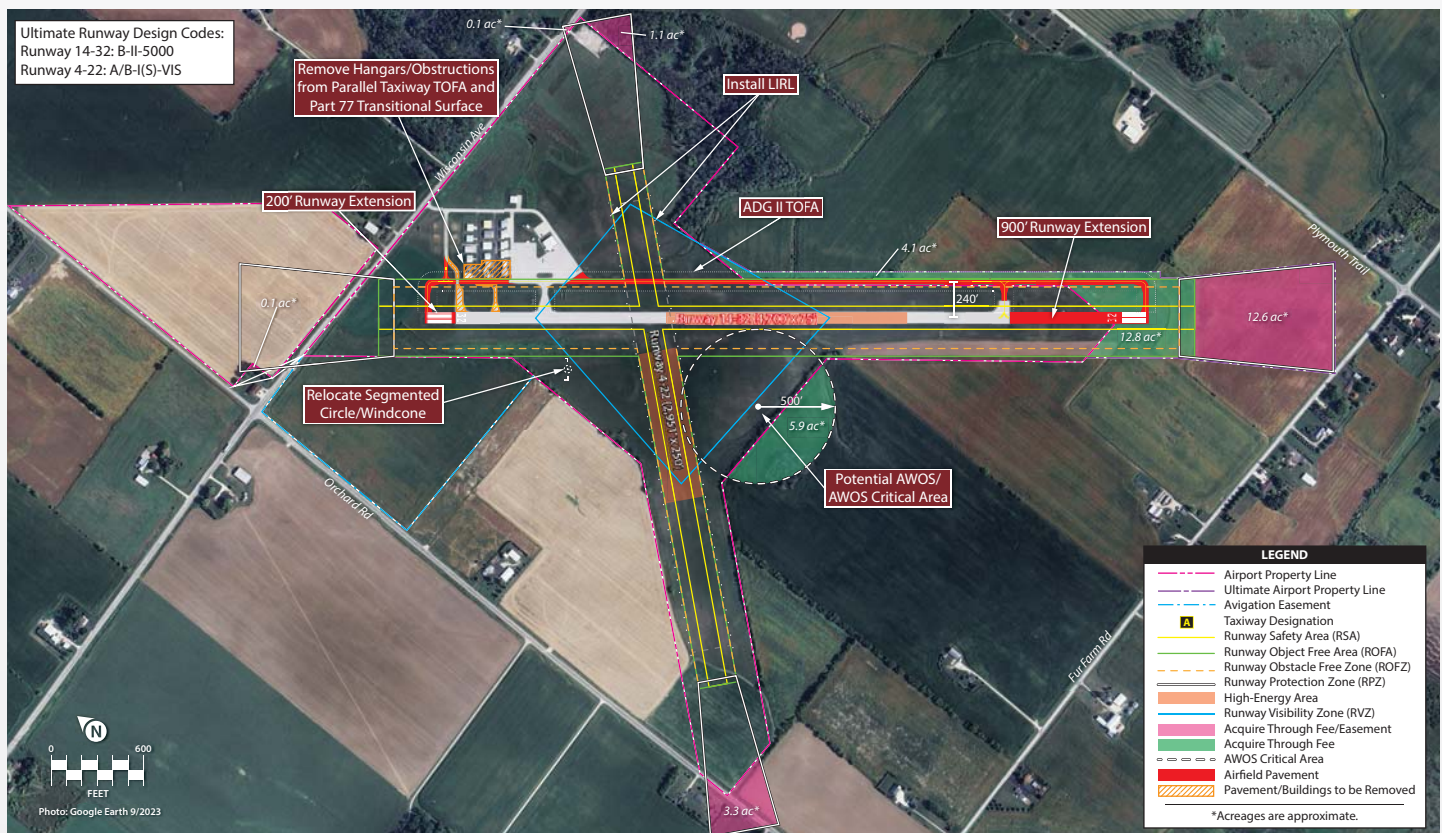




Ultimate Airside Alternative 3

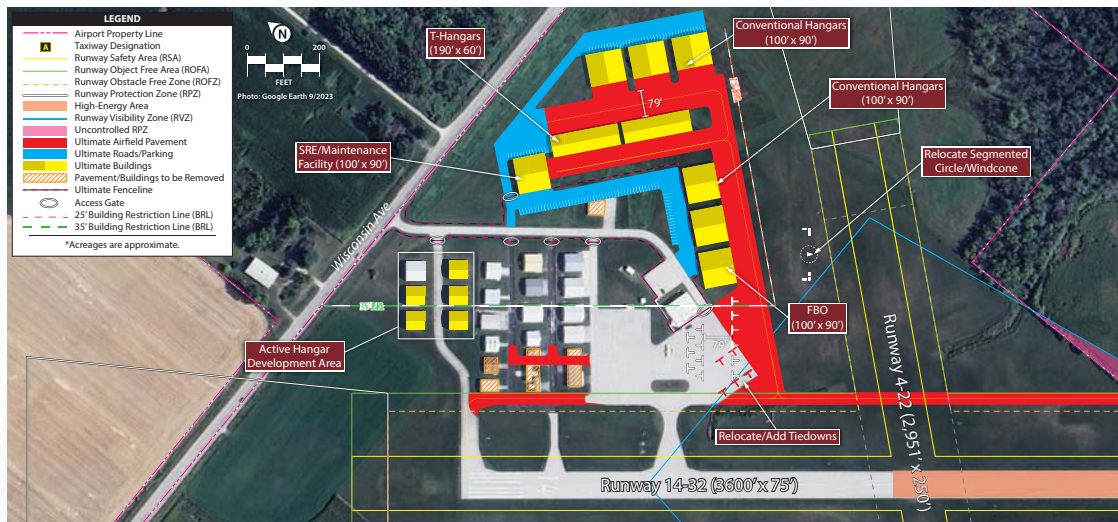


Ultimate Airside Alternative 4

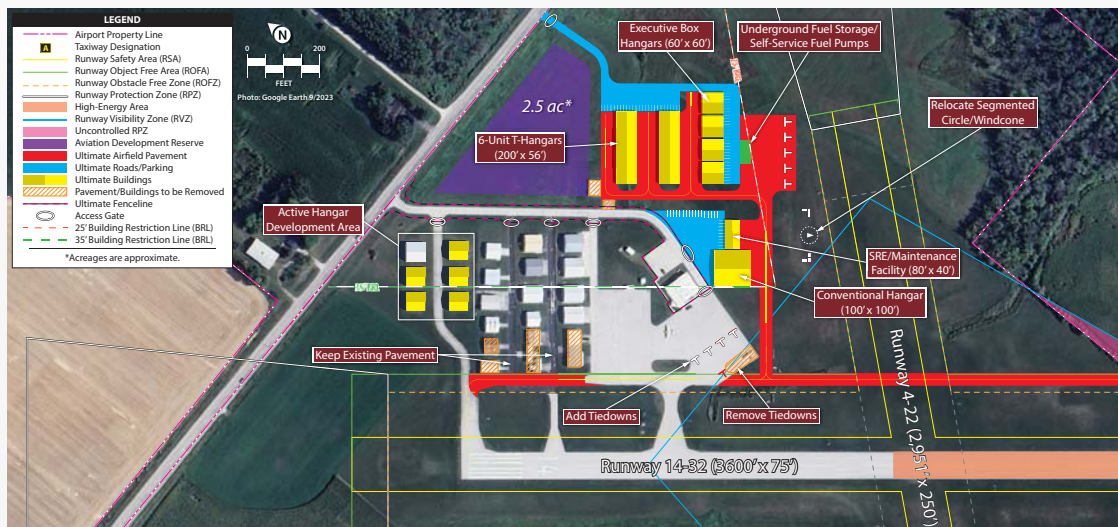




Landside Alternative 1



Landside Alternative 2



Landside Alternative 3

