

NEW HOLSTEIN MUNICIPAL AIRPORT



Airport Master Plan



AGENDA

PAC Meeting #2

1. Welcome/Introductions
2. Purpose of the Master Plan Update
3. Role of the Planning Advisory Committee
4. Master Plan Process
5. Review of Phase 1 Material
 - Inventory, Forecasts, Facility Requirements
6. Open Discussion/Questions





PURPOSE OF THE MASTER PLAN

- ▶ Provides a visioning document to guide the City of New Holstein and other decision makers regarding the future development of the airport over the next 20 years
- ▶ Evaluates the airport aviation demand potential
- ▶ Addresses local, regional, and national changes in the aviation industry that could impact the development of the airport
- ▶ Identifies and plans for potential capital projects well in advance so proper coordination, approvals, financing, design, and construction can take place in a timely manner
- ▶ Obtains approval of new aviation demand forecasts and an updated Airport Layout Plan (ALP)
- ▶ Increases stakeholder/public awareness of the airport's goal and objectives



ROLE OF THE ADVISORY COMMITTEE

- ▶ The **purpose** of the Planning Advisory Committee (Committee) is to provide the City of New Holstein and the planning consultant (Coffman Associates) with input into the Master Plan.
- ▶ The **members** of the PAC are intended to represent a variety of organizations and individuals with interest in the use and development of New Holstein Municipal Airport. These include governmental interests, aviation and non-aviation interests, and area economic development interests. It is the responsibility of Committee members to communicate with their respective organizations and report any comments/concerns regarding the development of Master Plan back to the committee, the City, and the planning team throughout the process.
- ▶ The **role** of the PAC is to review elements of the study while they are in draft form and comment on the accuracy of the assumptions and relevance of the information used to develop the report. The PAC is a *non-voting advisory body*. While all comments made by the Committee members will be considered by the Consultant in developing the draft and final versions of the report, the PAC will not vote to approve or disapprove elements of the study.

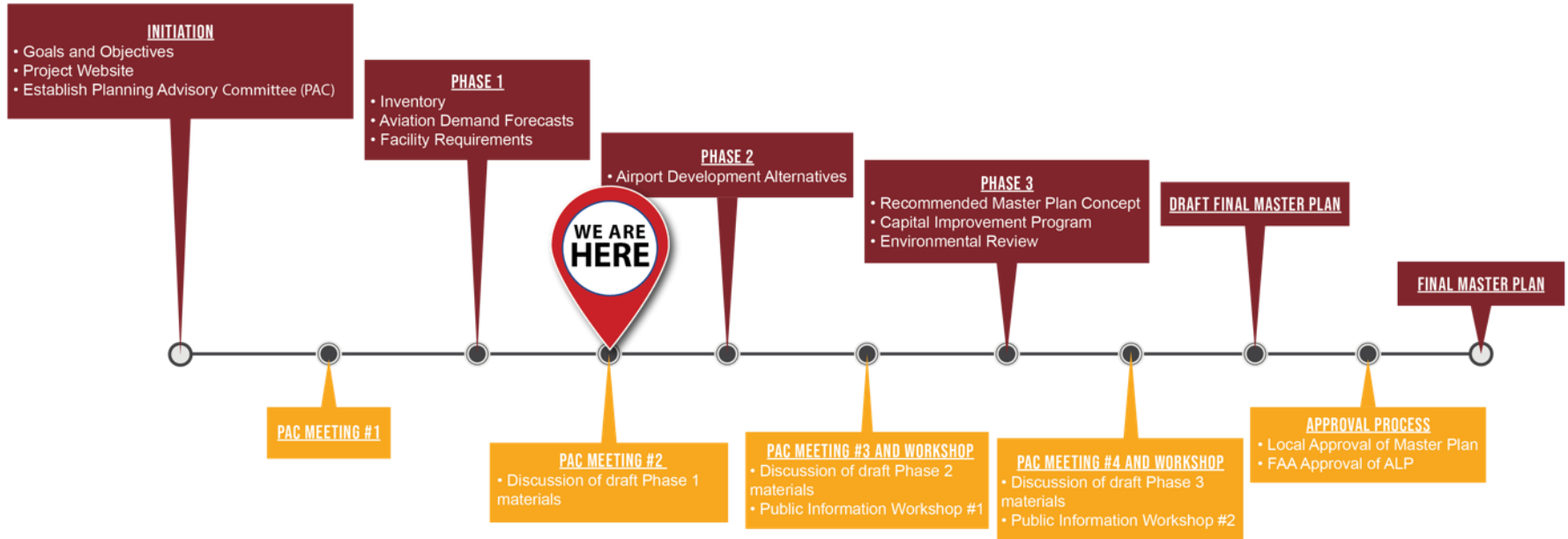


ROLE OF THE ADVISORY COMMITTEE

- ▶ **Committee meetings** will be held periodically throughout the preparation of the Master Plan. There are four (4) meetings planned at this time. Attendance is strongly encouraged. If you are unable to attend any given meeting, please send a representative who can speak for you or your organization. Two (2) **Public Information Workshops** will be held during the course of the study, and members of the PAC and their organizations are invited to attend.
- ▶ PAC members are encouraged to **submit written comments** for consideration in preparing the final report. It would be greatly appreciated if comments are received approximately two weeks following the meeting. Comments/suggestions may be submitted via email to the planning team, or via the project website: (<https://newholstein.airportstudy.net>)
- ▶ Comments or questions regarding the PAC, meetings, or working papers should be directed to Mike Dmyterko with Coffman Associates at 816-524-3500.



Master Plan Process



NEW HOLSTEIN MUNICIPAL AIRPORT

Airport Master Plan



Chapter One

Inventory



THE NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS

▶ *What is the NPIAS?*

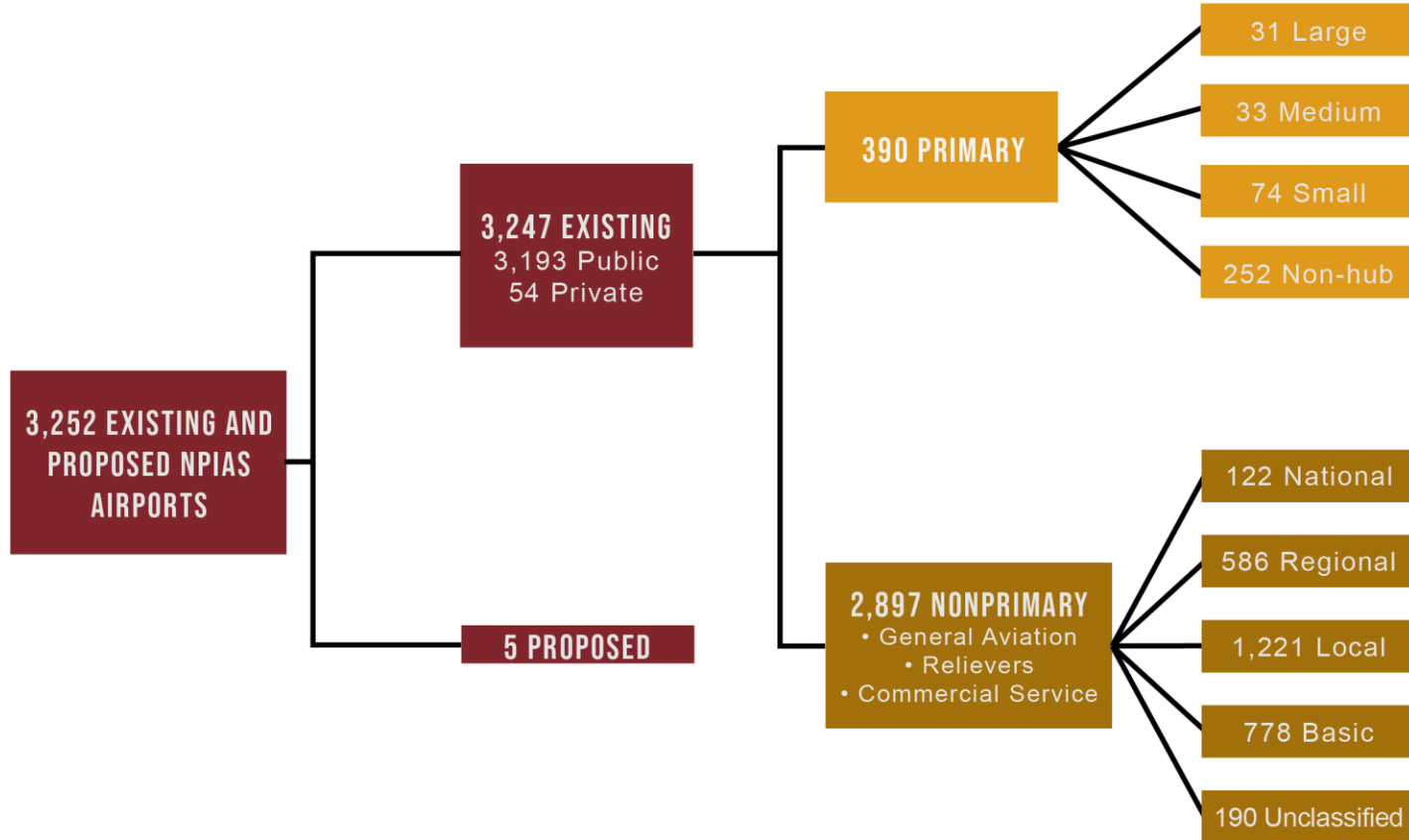
- ▶ Identifies airports significant to air transportation and eligible to receive federal funding
- ▶ Categorizes airports by their role in the national system
- ▶ Provides a 5-year estimate of Airport Improvement Program (AIP) eligible development
- ▶ Federal Aviation Administration (FAA) reevaluates and updates every two years

▶ *NPIAS principles – airports should...*

- ▶ Be safe, efficient, and developed to appropriate standards
- ▶ Be flexible and expandable, able to meet increased demand and accommodate new aircraft types
- ▶ Be compatible with surrounding communities
- ▶ Contribute to a productive national and economy



2025-2029 NPIAS CATEGORIES AND ROLES





NEW HOLSTEIN (8D1) ROLE IN THE NPIAS

▶ Wisconsin NPIAS Airports

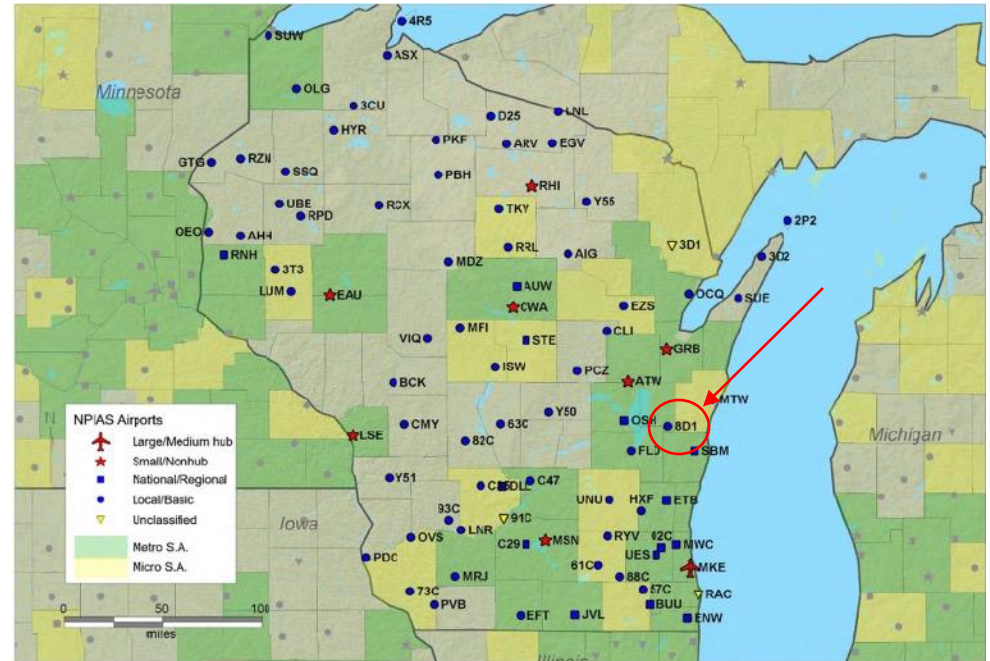
- ▶ **87 Total**
- ▶ 14 Commercial Service
- ▶ 73 General Aviation
 - ▶ 12 National/Regional
 - ▶ 57 Local/Basic
 - ▶ 4 Unclassified

▶ New Holstein Municipal

- ▶ Local GA Airport

▶ Local GA Airports...

- ▶ Account for 36% of all NPIAS airports
- ▶ Located near population centers
- ▶ Moderate activity
- ▶ Approx. 33 based aircraft (piston)





AIRPORT INFORMATION

- ▶ **27 based aircraft**
- ▶ **267 acres**
- ▶ **Runway 14-32**
 - ▶ 3,600' x 75'
 - ▶ RNAV GPS approaches
- ▶ **Runway 4-22 (Turf)**
 - ▶ 2,951' x 250'
- ▶ **Services/Amenities**
 - ▶ Aircraft hangars/tiedowns
 - ▶ Fuel
 - ▶ FBO





Exhibit 1C: Existing Airside Facilities

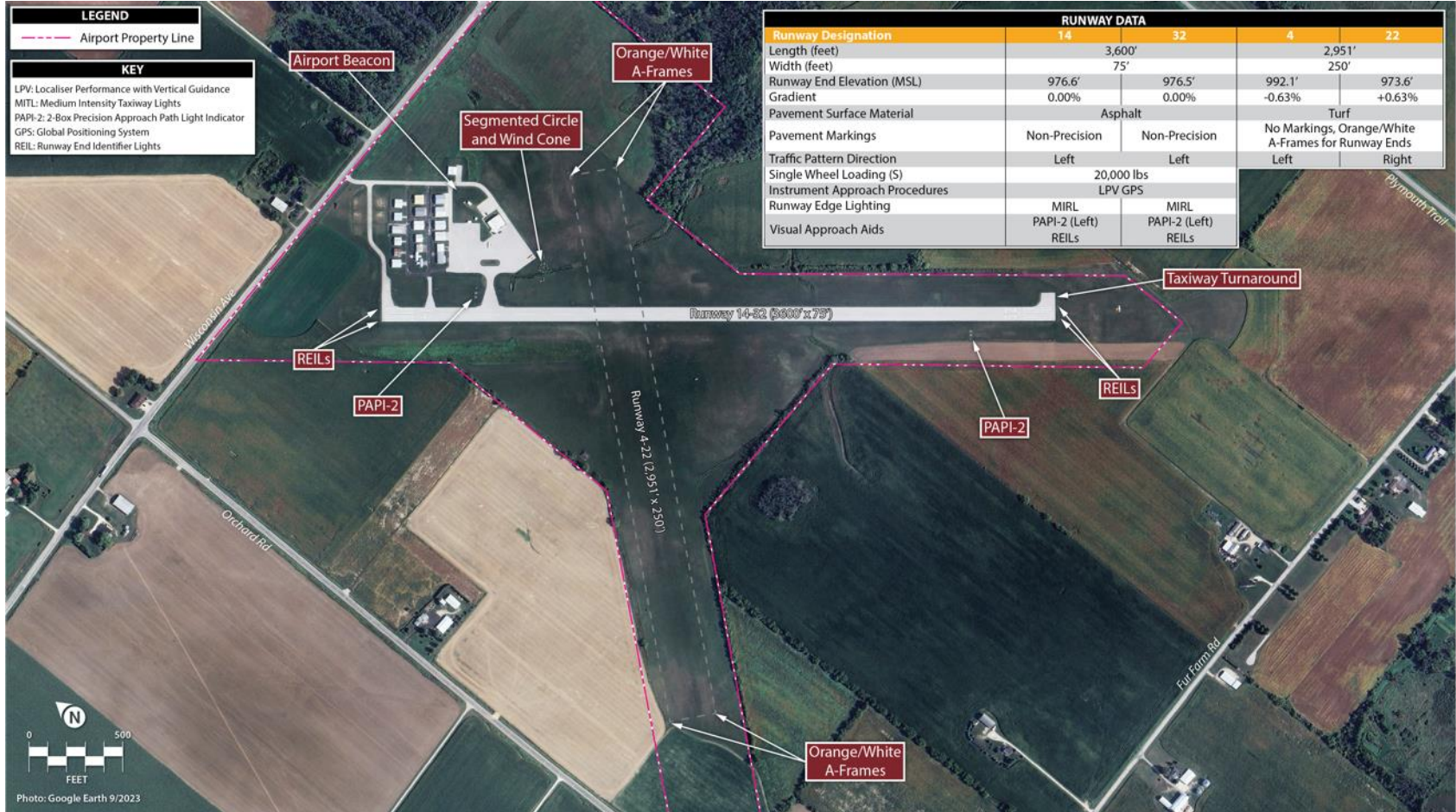
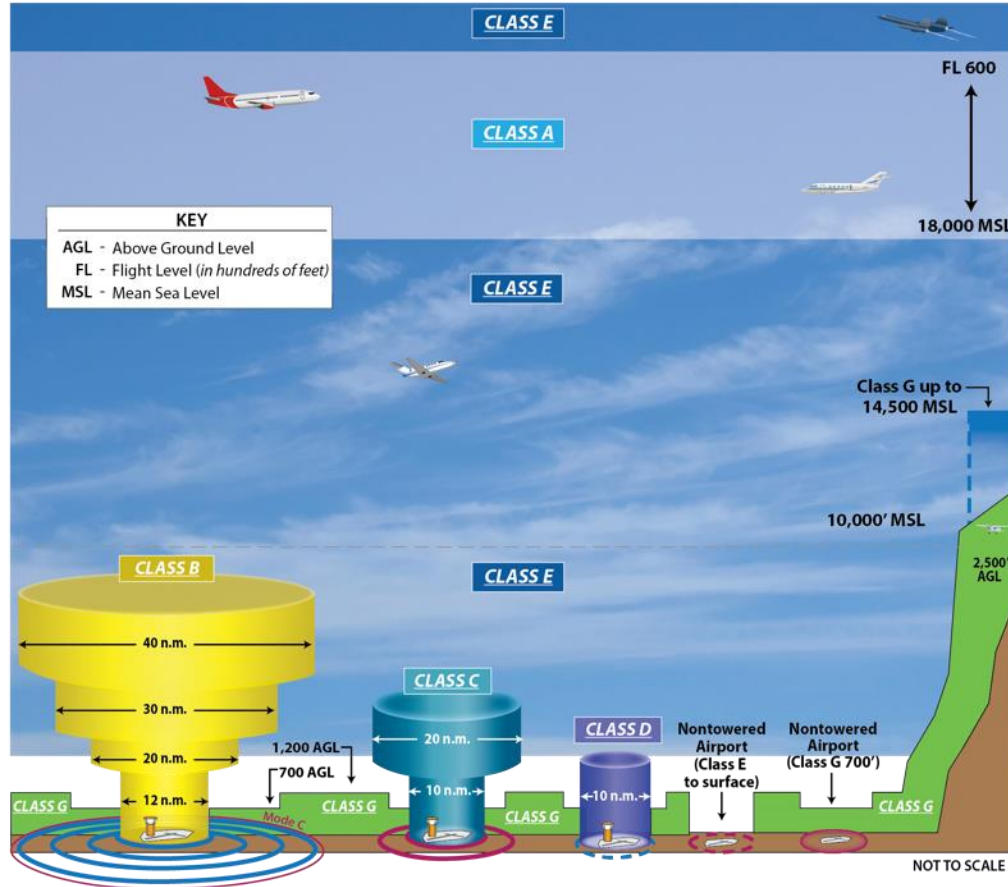




Exhibit 1D: Airspace Classification



DEFINITION OF AIRSPACE CLASSIFICATIONS

- CLASS A** Think A - Altitude. Airspace above 18,000 feet MSL up to and including FL 600. Instrument Flight Rule (IFR) flights only, ADS-B 1090 ES transponder required, ATC clearance required.
- CLASS B** Think B - Busy. Multi-layered airspace from the surface up to 10,000 feet MSL surrounding the nation's busiest airports. ADS-B 1090 ES transponder required, ATC clearance required.
- CLASS C** Think C - Mode C. Mode C transponder required. ATC communication required. Generally airspace from the surface to 4,000 feet AGL surrounding towered airports with service by radar approach control.
- CLASS D** Think D - Dialogue. Pilot must establish dialogue with tower. Generally airspace from the surface to minimum 2,500 feet AGL surrounding towered airports.
- CLASS E** Think E - Everywhere. Controlled airspace that is not designated as any other Class of airspace.
- CLASS G** Think G - Ground. Uncontrolled airspace. From surface to a 1,200 AGL (in mountainous areas 2,500 AGL) Exceptions: near airports it lowers to 700' AGL; some airports have Class E to the surface. Visual Flight Rules (VFR) minimums apply.

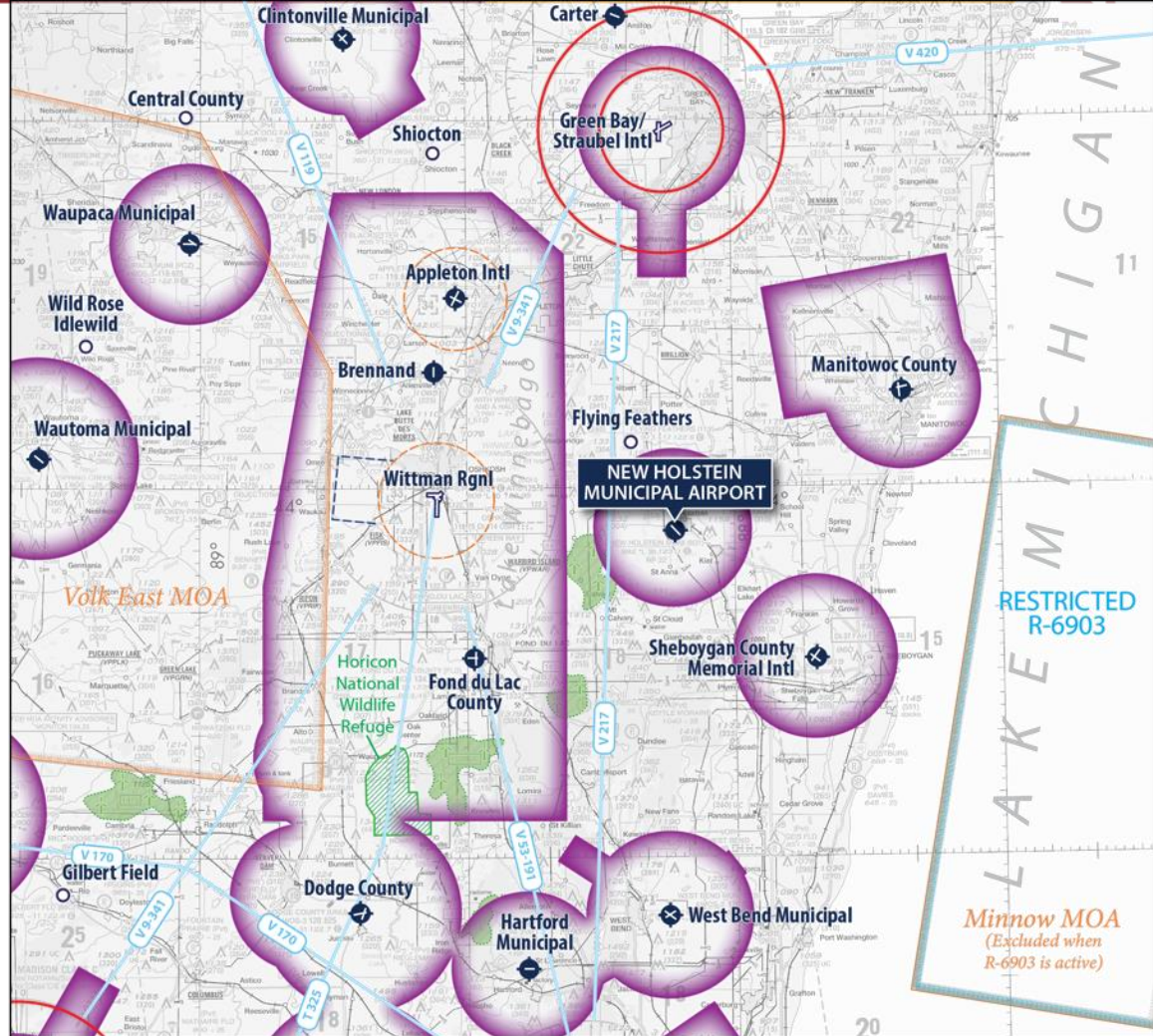
Source:
www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/media/15_phak_ch15.pdf



Exhibit 1E: Vicinity Airspace

LEGEND

- Airport with other than hard-surfaced runways
- Airport with hard-surfaced runways 1,500' to 8,069' in length
- Airport with hard-surfaced runways greater than 8,069' or some multiple runways less than 8,069'
- Compass Rose
- VORTAC
- Wind Farm
- Wildlife Refuge
- Class C Airspace
- Class D Airspace
- Class E sfc
- Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E airspace
- Victor Airways
- Military Operation Area
- Restricted Airspace



Source:

Green Bay and Chicago Sectional Charts | US Department of Commerce
National Oceanic and Atmospheric Administration | October 31, 2024



Exhibit 1G: Existing Landside Facilities





Exhibit 1J: Urban Environmental Sensitivities

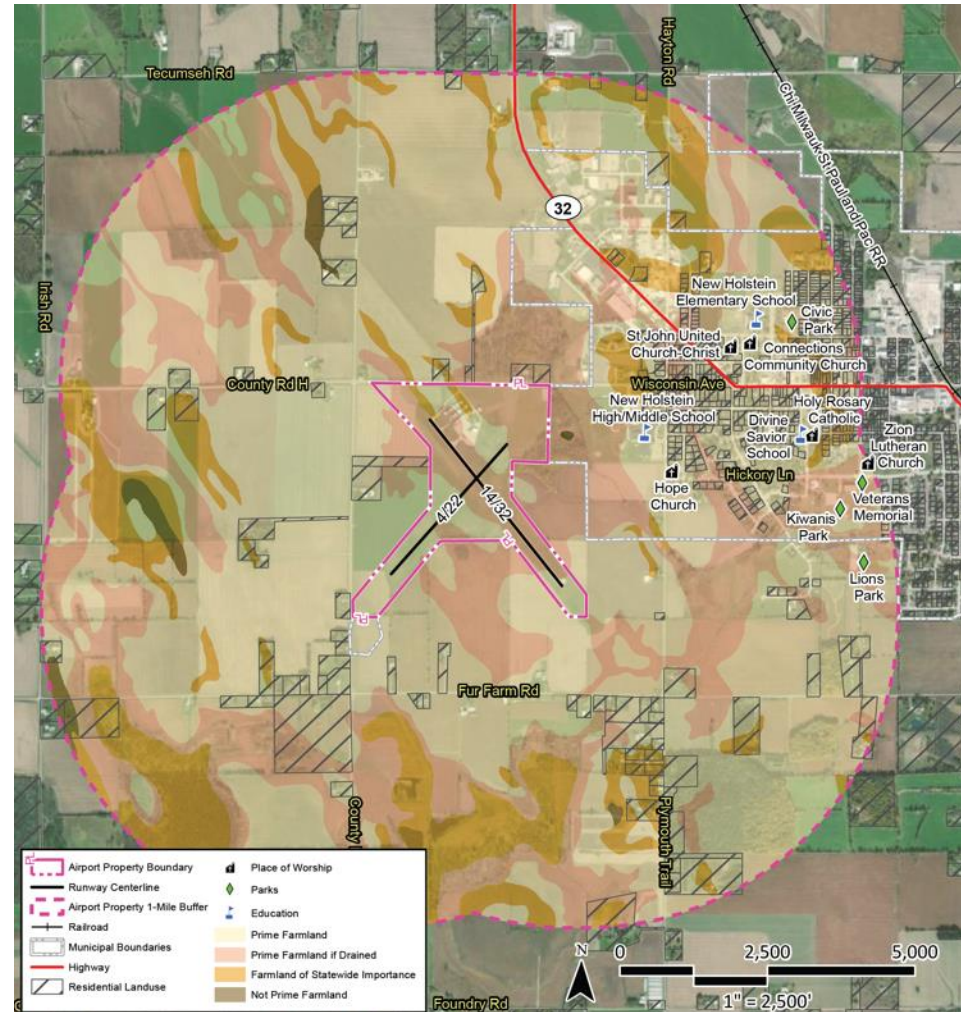




Exhibit 1J: Natural Environmental Sensitivities

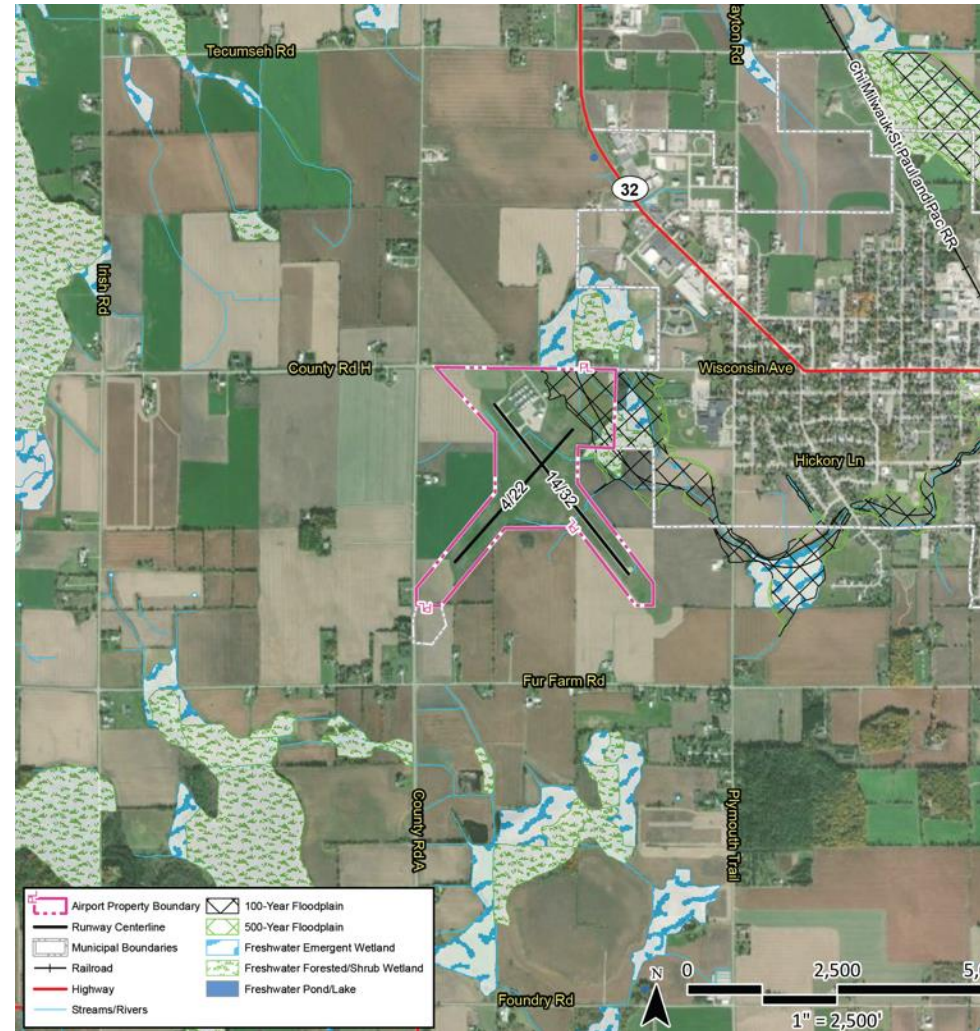
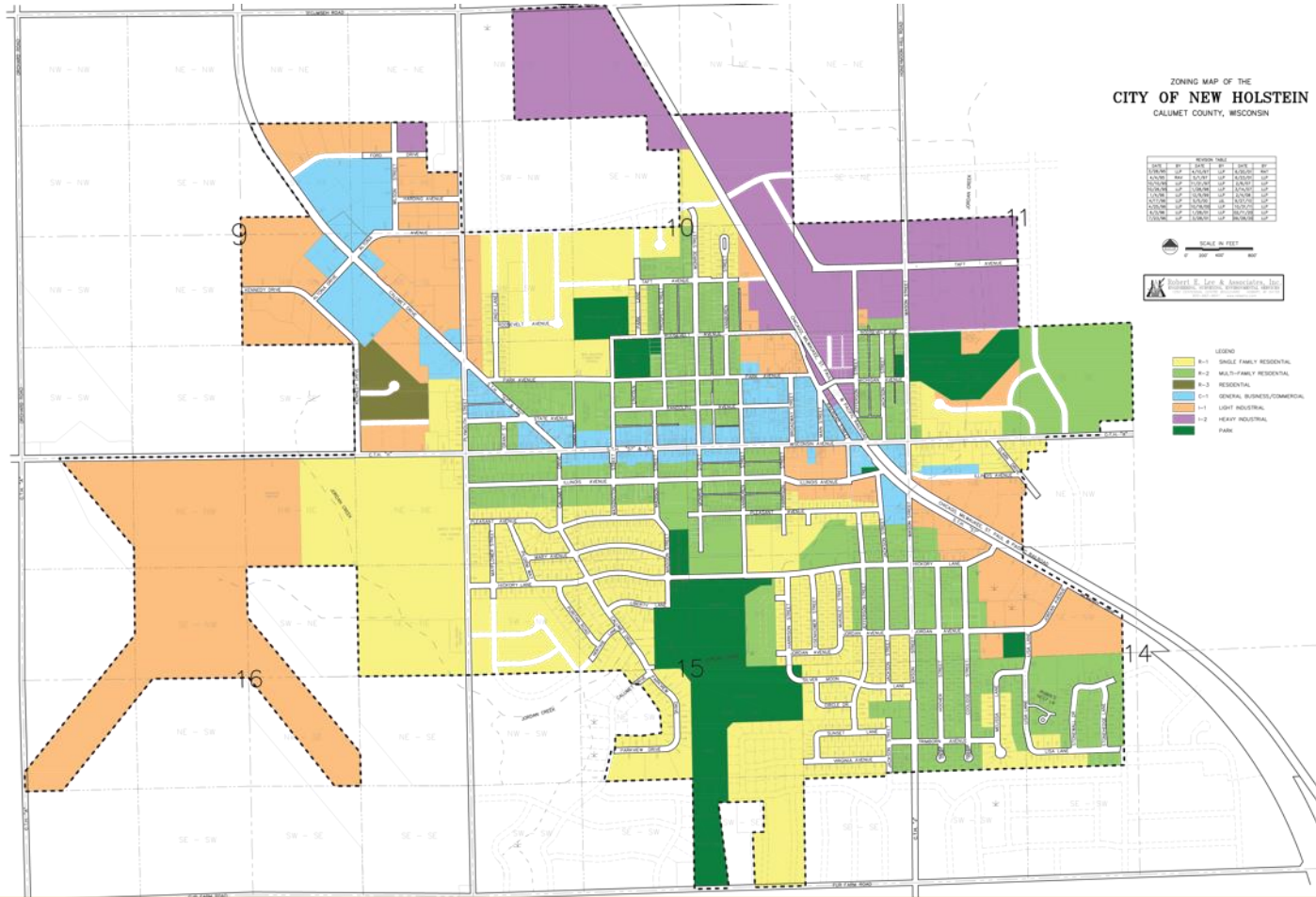




Exhibit 1K: Zoning



NEW HOLSTEIN MUNICIPAL AIRPORT

Airport Master Plan



Chapter Two

Forecasts



Exhibit 2A: General Aviation Forecasts

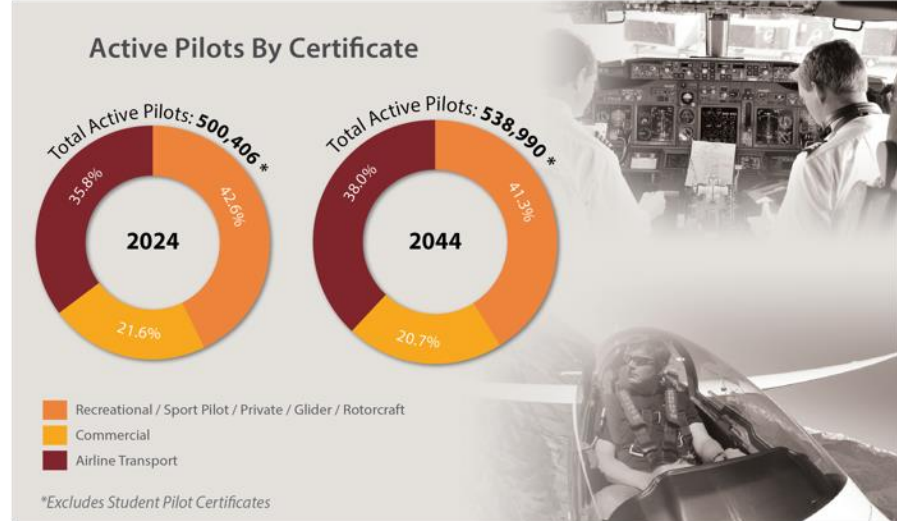
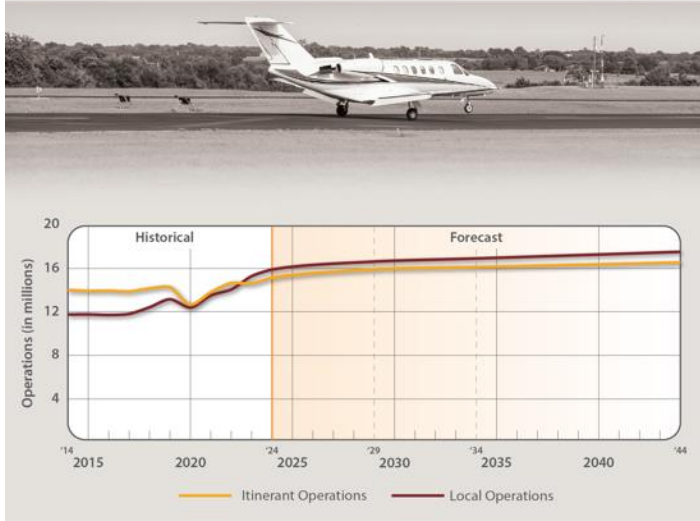
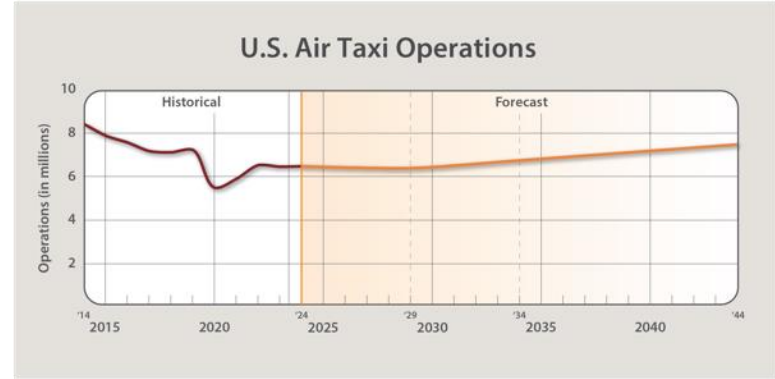
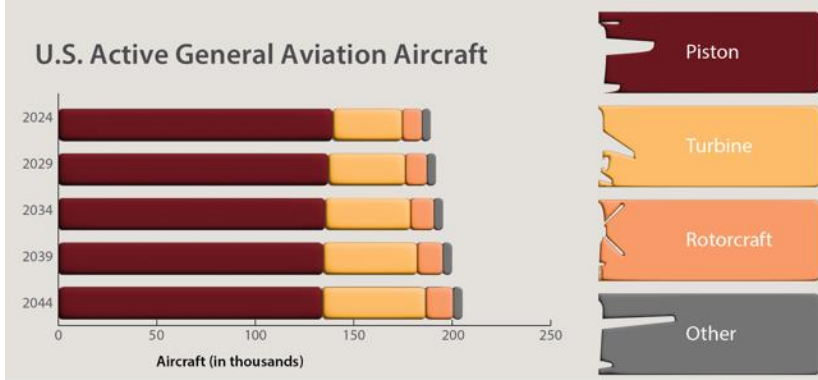




Exhibit 2B: Airport Service Area



| FAA Registered & 8D1 Based Aircraft | | |
|-------------------------------------|--------------------|-------------------------|
| Distance From 8D1 | 8D1 Based Aircraft | FAA Registered Aircraft |
| 0 - 10nm | 16 | 66 |
| 10 - 20nm | 5 | 315 |
| 20 - 30nm | 3 | 524 |
| Total | 24* | 905 |

* Three based aircraft are registered to addresses beyond 30nm from 8D1.

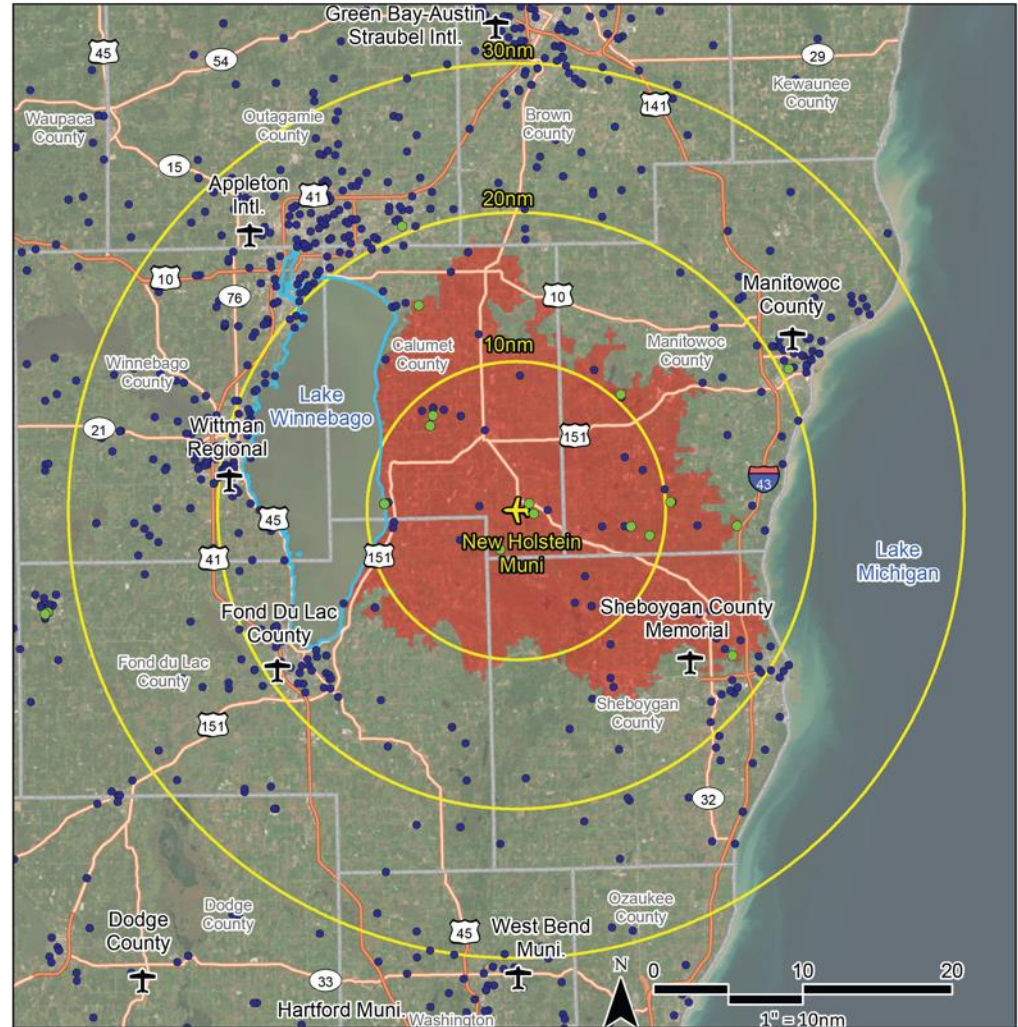




Exhibit 2C: Registered Aircraft Forecast

| LEGEND | CAGR |
|---|-------|
| — Increasing Market Share of U.S. Active Aircraft - Mid Range – Selected Forecast | 0.74% |
| — Constant Market Share of U.S. Active Aircraft - Low Range | 0.41% |
| — Increasing Market Share of U.S. Active Aircraft - High Range | 1.00% |
| — Constant Ratio Projection per 1,000 County Residents | 0.26% |
| — Increasing Ratio Projection per 1,000 County Residents – Mid Range | 0.43% |
| — Increasing Ratio Projection per 1,000 County Residents - High Range | 0.56% |
| — 5-Year Historic Registered Aircraft Growth Rate | 2.07% |

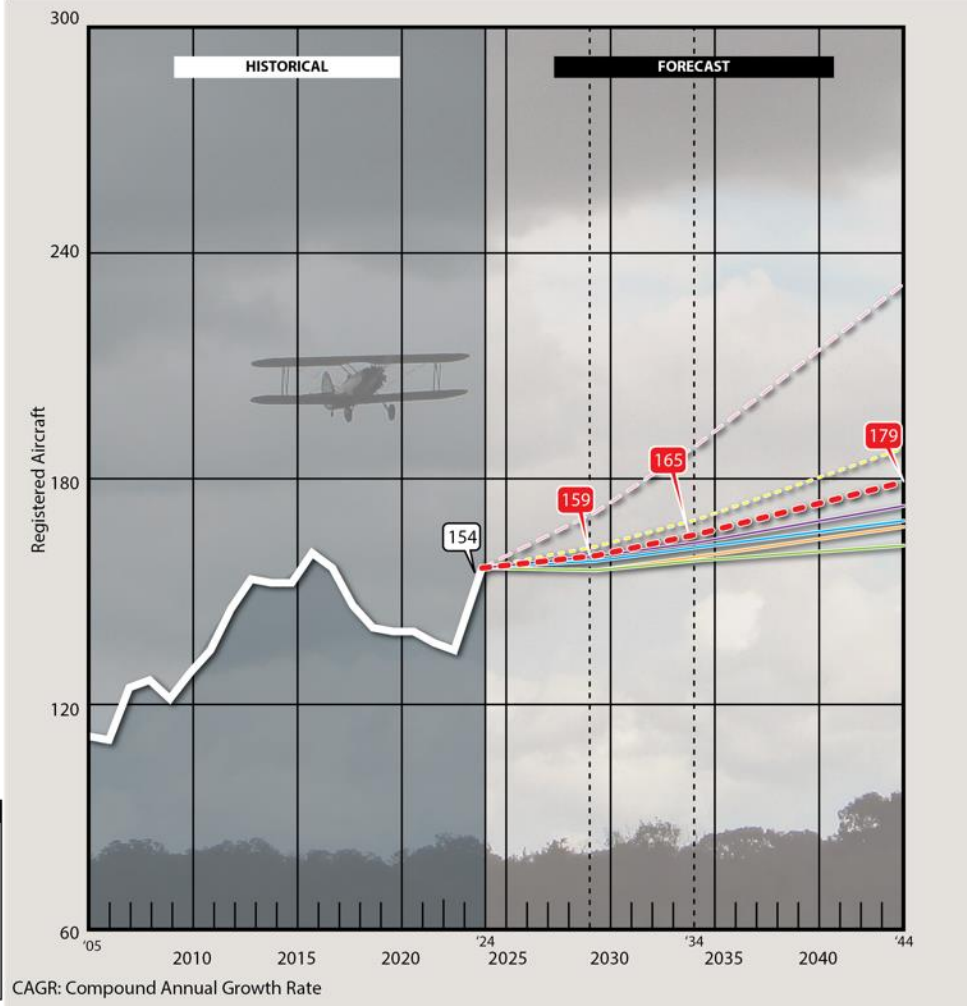
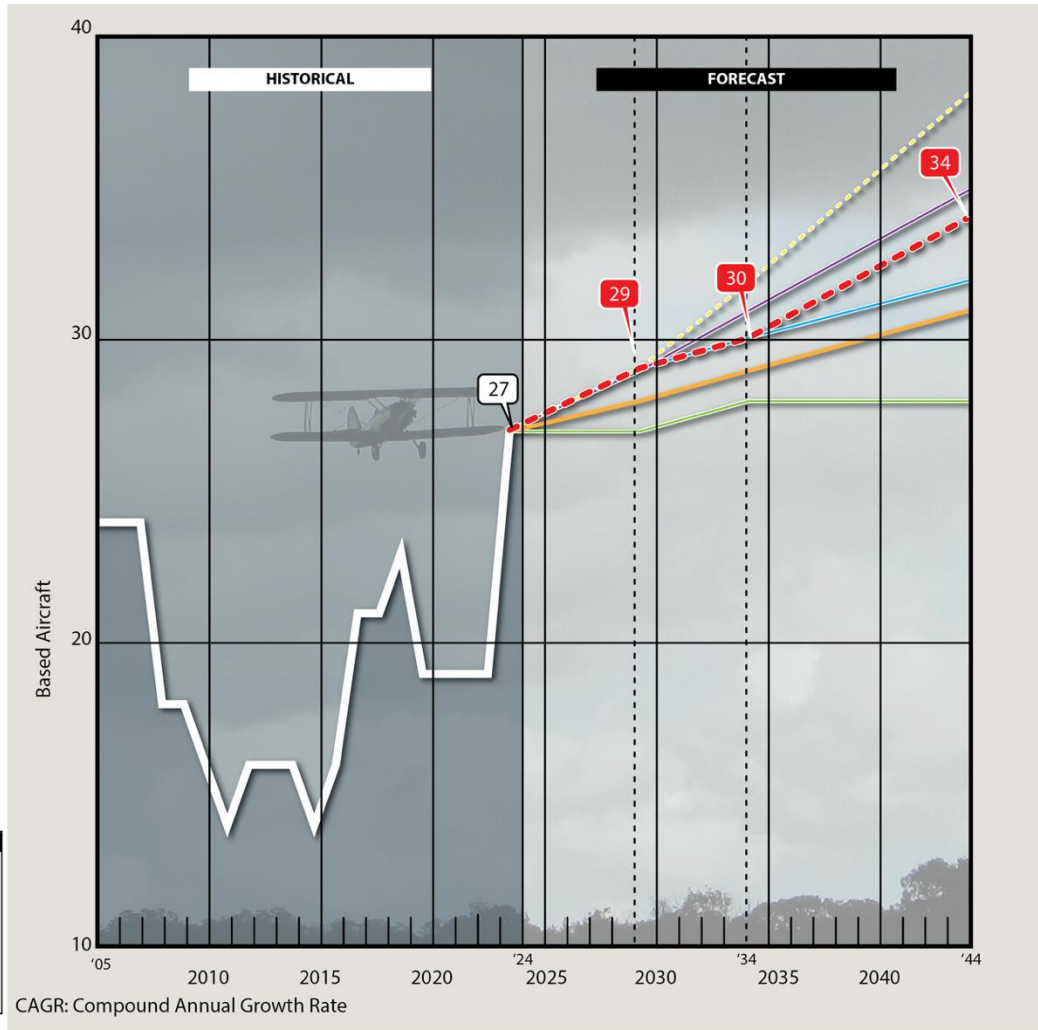




Exhibit 2D: Based Aircraft Forecast



| LEGEND | CAGR |
|---|-------|
| Increasing Market Share of U.S. Active Aircraft - Mid Range - Selected Forecast | 1.22% |
| Constant Market Share of U.S. Active Aircraft - Low Range | 0.74% |
| Increasing Market Share of U.S. Active Aircraft - High Range | 1.66% |
| Constant Ratio Projection per 1,000 County Residents - Low Range | 0.26% |
| Increasing Ratio Projection per 1,000 County Residents - Mid Range | 0.88% |
| Increasing Ratio Projection per 1,000 County Residents - High Range | 1.41% |
| State TAF Growth Rate | 1.31% |

CAGR: Compound Annual Growth Rate



Exhibit 2E: General Aviation Operations Forecasts

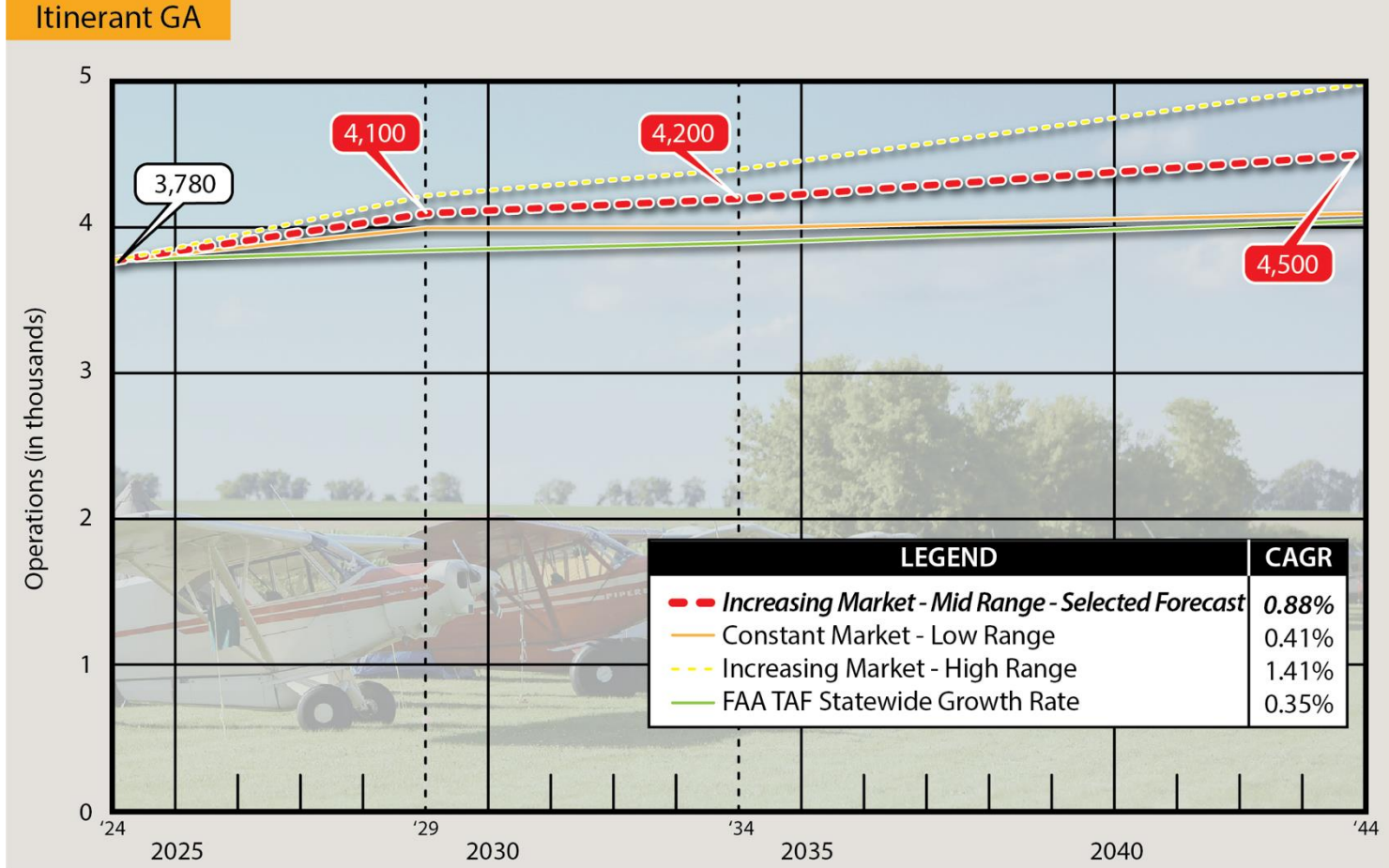




Exhibit 2E: General Aviation Operations Forecasts

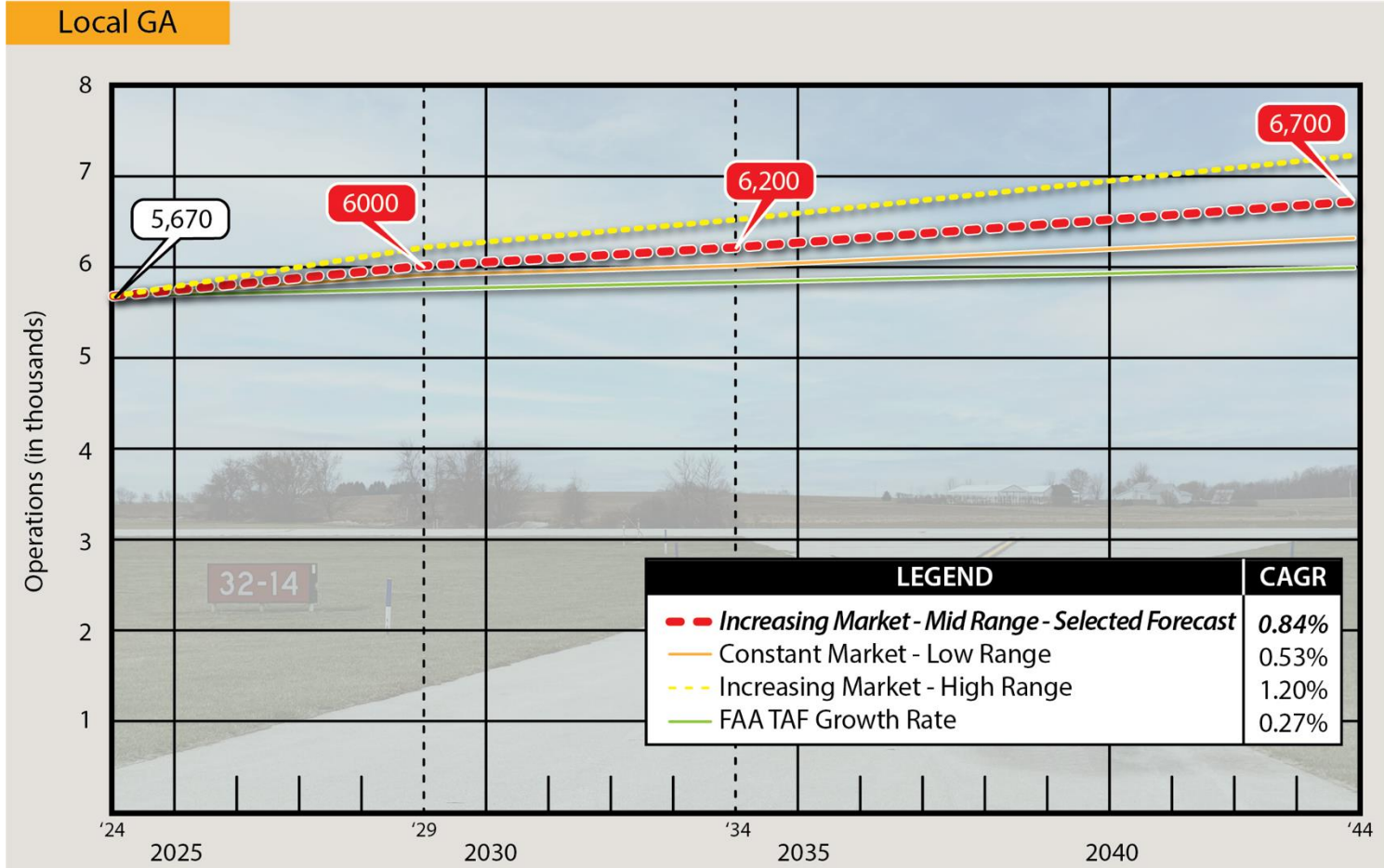




Exhibit 2F: Forecast Summary

| | BASE YEAR | FORECAST | | |
|-------------------------|--------------|---------------|---------------|---------------|
| | 2024 | 2029 | 2034 | 2044 |
| OPERATIONS | | | | |
| Itinerant | | | | |
| Air Carrier | - | - | - | - |
| Air Taxi | 2 | 2 | 2 | 2 |
| Military | 200 | 200 | 200 | 200 |
| General Aviation | 3,780 | 4,100 | 4,200 | 4,500 |
| Subtotal | 3,982 | 4,302 | 4,402 | 4,702 |
| Local | | | | |
| General Aviation | 5,670 | 6,000 | 6,200 | 6,700 |
| Military | - | - | - | - |
| Subtotal | 5,670 | 6,000 | 6,200 | 6,700 |
| Total Operations | 9,652 | 10,302 | 10,602 | 11,402 |



Exhibit 2F: Forecast Summary

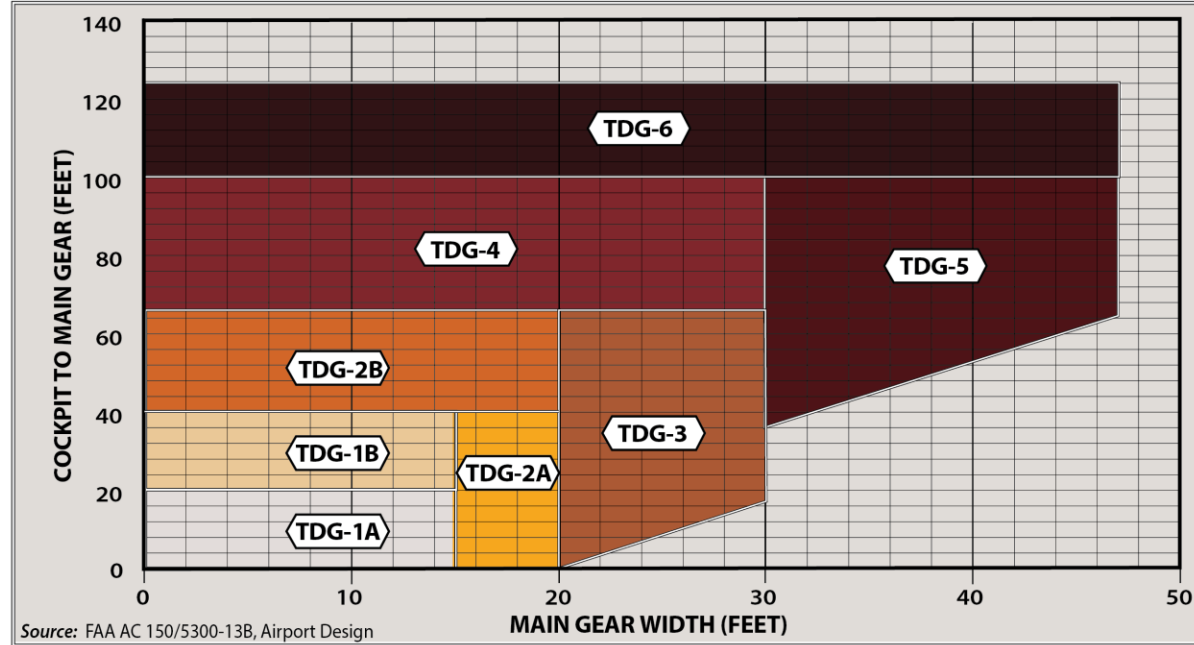
| | BASE YEAR | FORECAST | | |
|-----------------------------|-----------|-----------|-----------|-----------|
| | 2024 | 2029 | 2034 | 2044 |
| PEAKING | | | | |
| Annual | 9,652 | 10,302 | 10,602 | 11,402 |
| Peak Month | 985 | 1,030 | 1,060 | 1,140 |
| Design Day | 32 | 33 | 34 | 37 |
| Design Hour | 5 | 5 | 5 | 6 |
| Busy Day | 40 | 41 | 42 | 45 |
| BASED AIRCRAFT | | | | |
| Single Engine | 27 | 27 | 27 | 29 |
| Multi-Engine | - | - | - | - |
| Turboprop | 0 | 1 | 2 | 2 |
| Jet | 0 | 1 | 1 | 1 |
| Helicopter | 0 | 0 | 0 | 1 |
| Total Based Aircraft | 27 | 29 | 30 | 34 |



Exhibit 2G: Aircraft Classification Summary

| 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 | |

TAXIWAY DESIGN GROUP (TDG)



*RVR: Runway Visual Range



Exhibit 2G: Aircraft Reference Codes

| A-I | Aircraft | TDG | B-II <i>over 12,500 lbs.</i> | Aircraft | TDG |
|--|---|--|--|--|--|
|  | <ul style="list-style-type: none"> • Beech Bonanza • Cessna 150, 172 • Piper Comanche, Seneca | <p>1A 1A 1A</p> |  | <ul style="list-style-type: none"> • Beech Super King Air 350 • Cessna Citation CJ3(525B) • Cessna Citation CJ4 (525C) • Cessna Citation Latitude • Embraer Phenom 300 • Falcon 20 • Pilatus PC-24 | <p>2A 2A 1B 1B 1B 1B 2A</p> |
|  | <ul style="list-style-type: none"> • Eclipse 500 • Beech Baron 55/58 • Beech King Air 100 • Cessna 421 • Cessna Citation M2 (525) • Cessna Citation 1(500) • Embraer Phenom 100 | <p>1A 1A 1A 2A 1A 1A 1A</p> |  | <p>A/B-III</p> <ul style="list-style-type: none"> • Bombardier Dash 8 • Bombardier Global 7500 • Falcon 7X, 8X | <p>3 2B 2A</p> |
|  | <p>A/B-II <i>12,500 lbs. or less</i></p> <ul style="list-style-type: none"> • Beech Super King Air 200 • Beech King Air 90 • Cessna 441 Conquest • Cessna Citation CJ2 • Pilatus PC-12 | <p>2A 1A 1A 2A 2</p> |  | <p>C/D-I</p> <ul style="list-style-type: none"> • Lear 35, 40, 45, 55, 60XR • F-16 | <p>1B 1A</p> |

Note: Aircraft pictured is identified in bold type.



Exhibit 2G: Aircraft Reference Codes

| C/D-II | Aircraft | TDG | C/D-IV | Aircraft | TDG |
|---|--|--|--|--|----------------------------------|
|  | <ul style="list-style-type: none"> • 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 | <p>1B 1B 2B 2A 1B 1B 2A 1B</p> |  | <ul style="list-style-type: none"> • Airbus A300 • Boeing 757-200 • Boeing 767-300, 400 • MD-11 | <p>5 4 5 6</p> |
| C/D-III <i>less than 150,000 lbs.</i> | <ul style="list-style-type: none"> • Gulfstream V • Gulfstream 550, 600, 650 • Global 5000, 6000 | <p>2B 2B 2B</p> | C/D-V | <ul style="list-style-type: none"> • Airbus A330-200, 300 • Airbus A340-500, 600 • Boeing 747-100 - 400 • Boeing 777-300 • Boeing 787-8, 9 | <p>5 6 5 6 5</p> |
| C/D-III <i>over 150,000 lbs.</i> | <ul style="list-style-type: none"> • Airbus A319, A320, A321 • Boeing 737-800, 900 • MD-83, 88 | <p>3 3 4</p> | E-I | <ul style="list-style-type: none"> • F-15 | <p>1B</p> |

Note: Aircraft pictured is identified in bold type.



Exhibit 2H: Historical Turboprop and Jet Operations

AIRPORT REFERENCE CODE (ARC) SUMMARY

| ARC | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| A-I | 40 | 46 | 26 | 28 | 16 | 26 | 56 | 34 | 40 | 86 |
| A-II | 2 | 2 | 4 | 0 | 0 | 0 | 6 | 0 | 2 | 0 |
| B-I | 10 | 6 | 4 | 6 | 10 | 10 | 2 | 6 | 0 | 8 |
| B-II | 0 | 2 | 2 | 0 | 4 | 2 | 0 | 6 | 0 | 2 |
| B-III | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| C-I | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| C-II | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 56 | 58 | 36 | 34 | 30 | 38 | 64 | 46 | 42 | 96 |

APPROACH CATEGORY

| AC | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| A | 42 | 48 | 30 | 28 | 16 | 26 | 62 | 34 | 42 | 86 |
| B | 12 | 8 | 6 | 6 | 14 | 12 | 2 | 12 | 0 | 10 |
| C | 2 | 2 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Total | 56 | 58 | 36 | 34 | 30 | 38 | 64 | 46 | 42 | 96 |

DESIGN GROUP

| DG | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| I | 50 | 54 | 30 | 34 | 26 | 36 | 58 | 40 | 40 | 94 |
| II | 4 | 4 | 6 | 0 | 4 | 2 | 6 | 6 | 2 | 2 |
| III | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 56 | 58 | 36 | 34 | 30 | 38 | 64 | 46 | 42 | 96 |

NEW HOLSTEIN MUNICIPAL AIRPORT

Airport Master Plan



Chapter Three

Facility Requirements



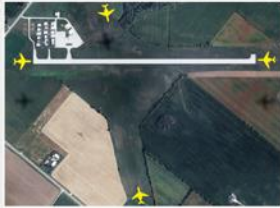
Exhibit 3A: Airfield Capacity Factors

AIRFIELD LAYOUT

Runway Configuration



Runway Use



Number of Exits



AIRCRAFT MIX

Category A & B Aircraft



Category C Aircraft



Category D Aircraft



WEATHER CONDITIONS

VMC (VFR)

Visual Meteorological Conditions

79.7%



IMC (IFR)

Instrument Meteorological Conditions

11.6%



PVC

Poor Visibility Conditions

8.7%



OPERATIONS

Arrivals



Departures



Total Annual Operations



Touch-and-Go Operations





Exhibit 3B: Windroses

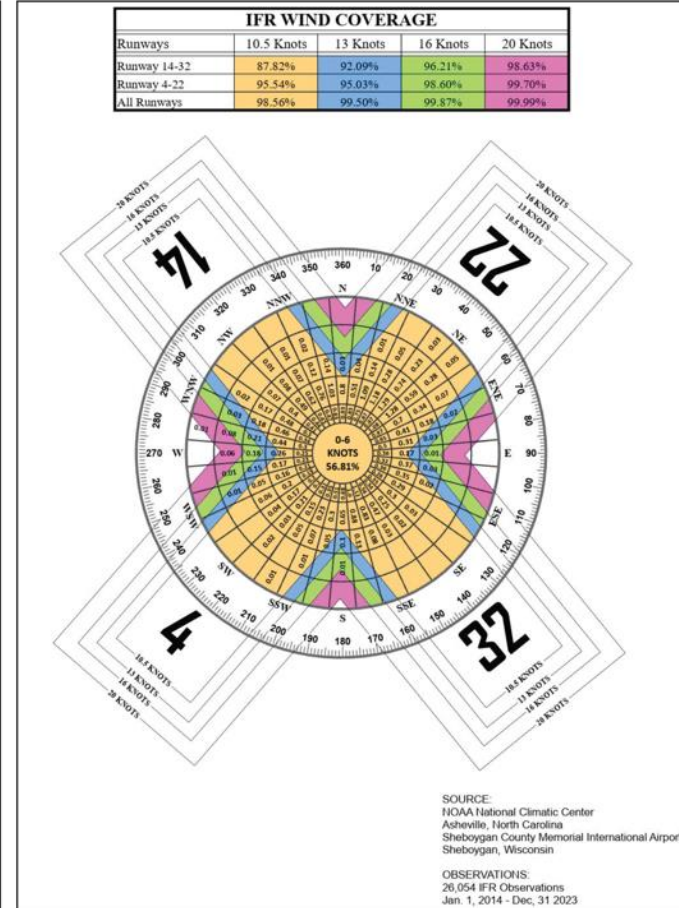
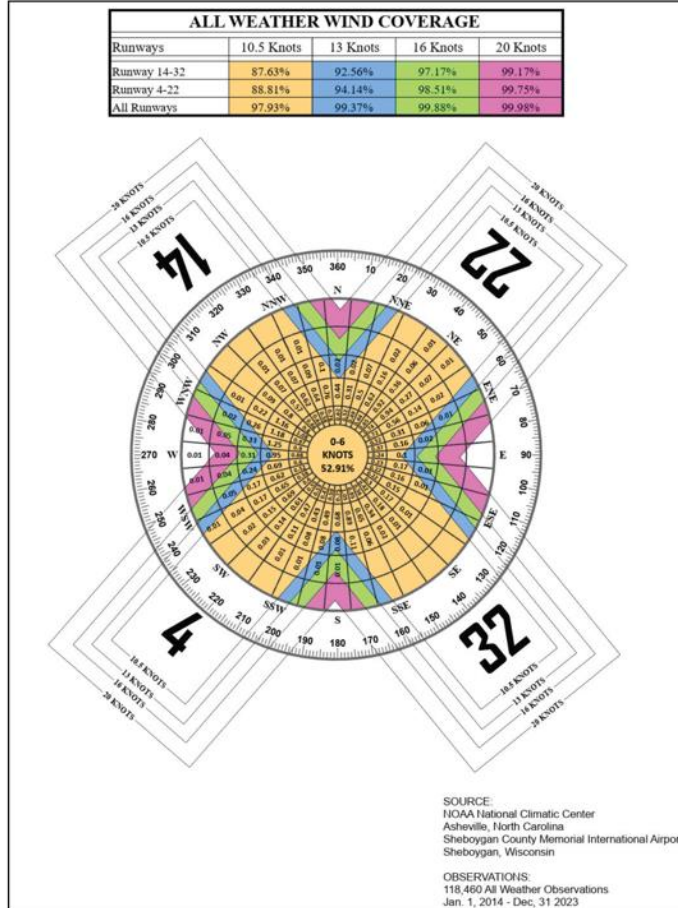




Exhibit 3C: Approach Surface Obstructions



Legend

- FAR Part 77 Approach Surface
- FAA AC 150/5300-13B Approach Surface
- Area with Obstructions
- Fee Simple Airport Property
- Airport Avigation Easement
- Airport Clear Zone Easement

New Holstein Municipal Airport

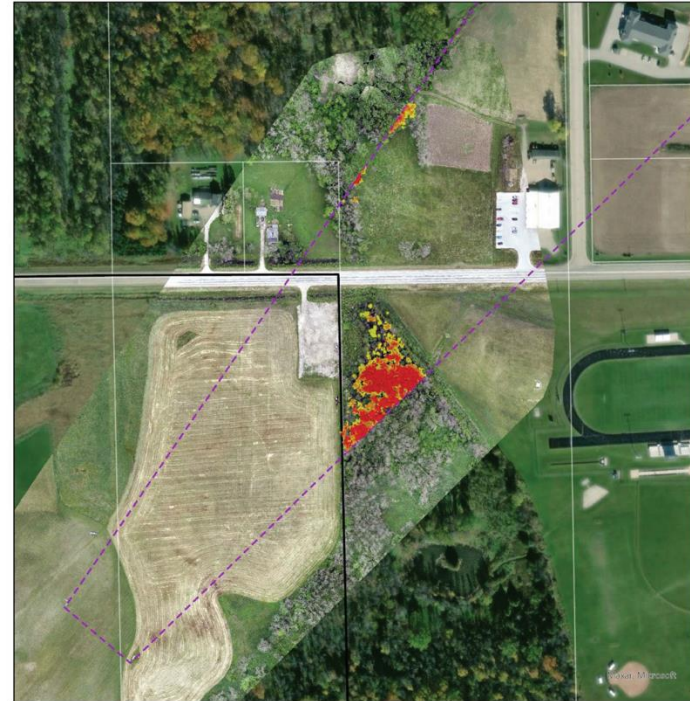
Runway 14 Approach

Bureau of Aeronautics
Wisconsin Department of Transportation



Prepared By: HD Date: 6/30/2023

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Legend

- FAR Part 77 Approach Surface,
- FAA AC 150/5300-13B Approach Surface,
- Surface Obstructions
- Less than 5' below Surface
- 10' - 5' below Surface
- Fee Simple Airport Property
- Statewide Parcels V8 - 2022

New Holstein Municipal Airport

Runway 22 Obstructions

Bureau of Aeronautics
Wisconsin Department of Transportation



Prepared By: HD Date: 6/30/2023

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Exhibit 3D: Safety Areas

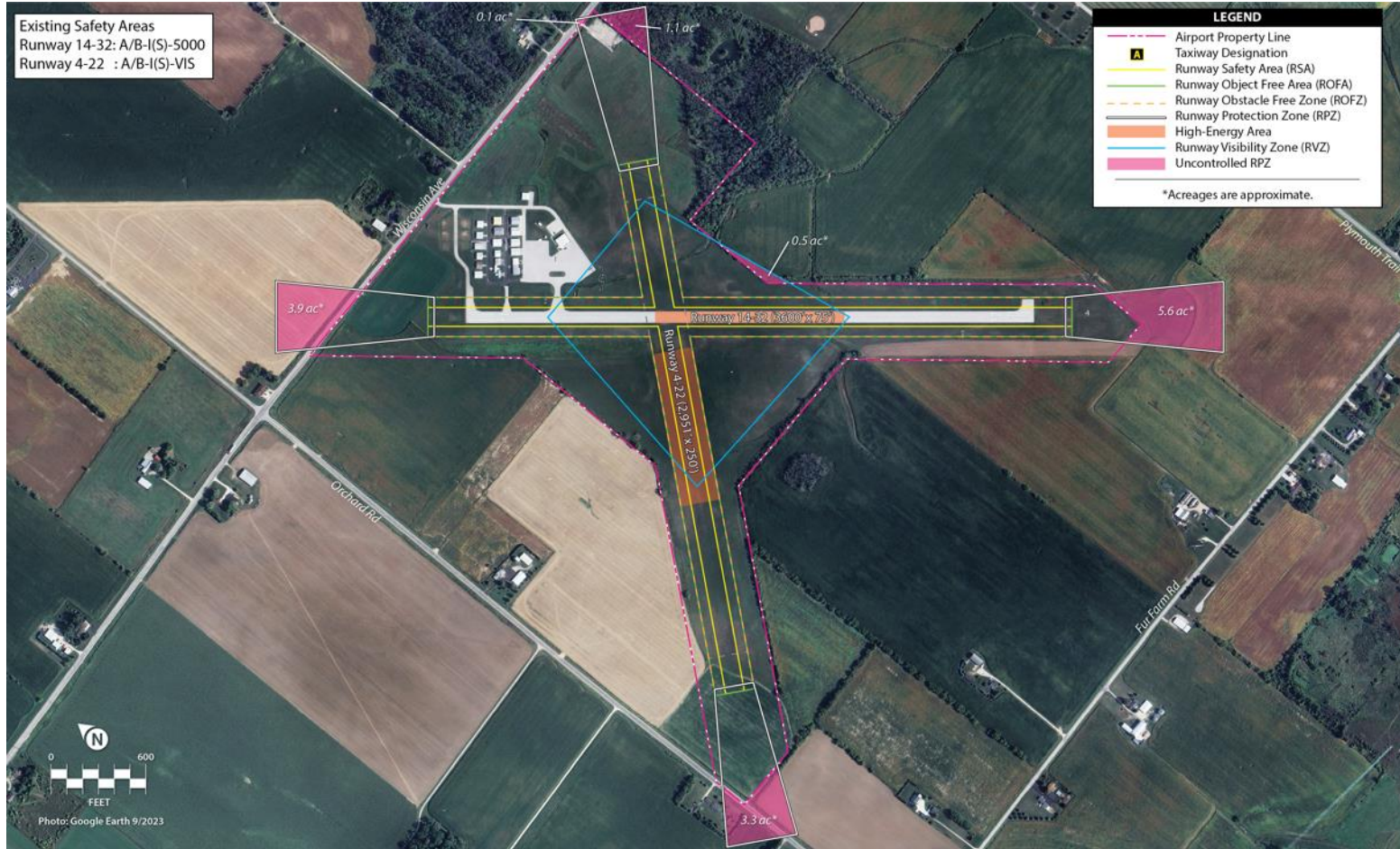




Exhibit 3D: Safety Areas

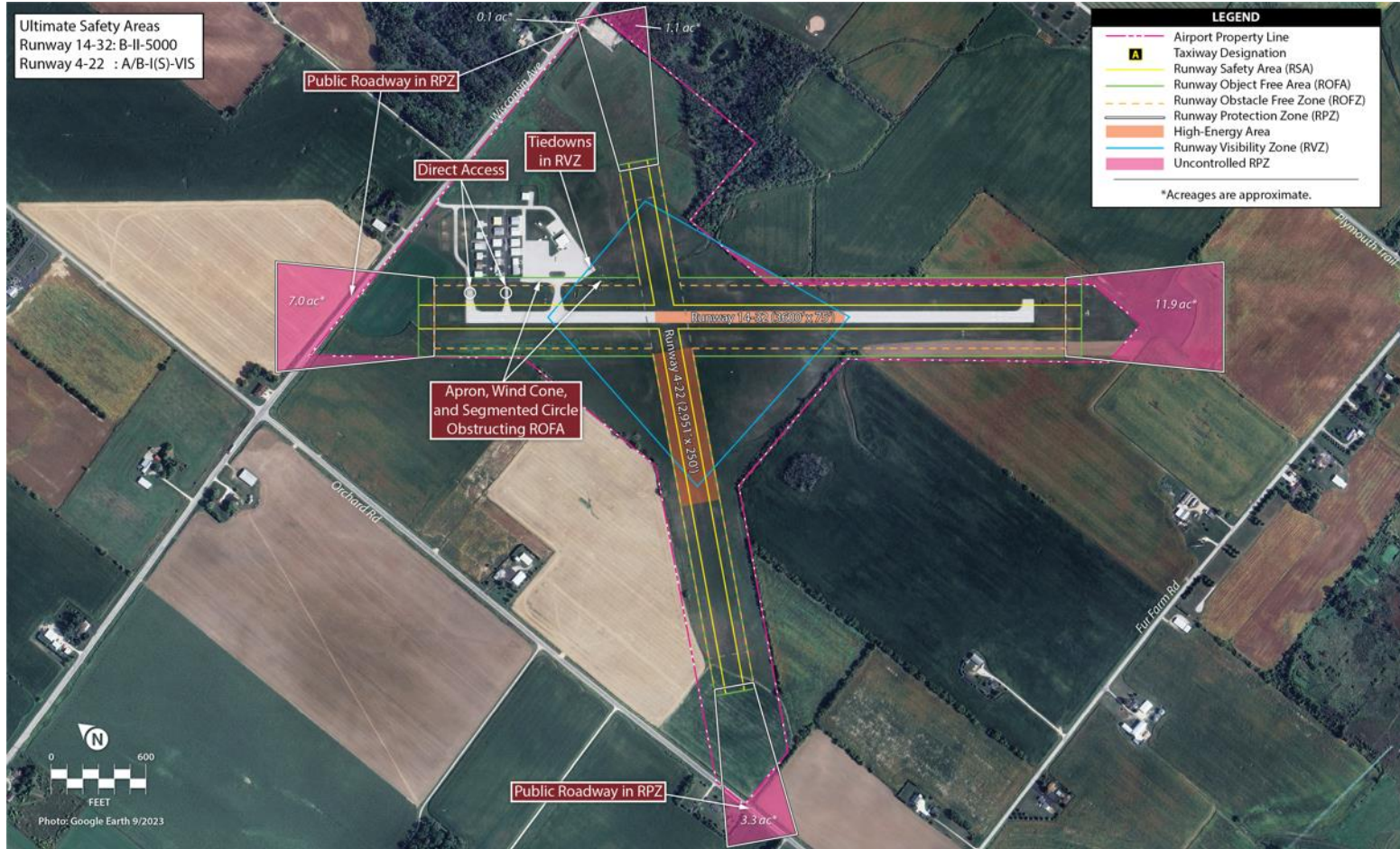




Table 3D: Runway Length Requirements

| TABLE 3D Runway Length Requirements | | | | |
|---|-------------------------------|--|---|---------------------|
| Airport Elevation | | 992.2 feet MSL | | |
| Average High Monthly Temperature | | 81.6°F – July | | |
| Primary Runway End Elevation Difference | | 0.1' | | |
| Fleet Mix Category | TAKEOFF LENGTHS | LANDING LENGTHS | | Final Runway Length |
| | Raw Runway Length from FAA AC | Runway Length with Gradient Adjustment (+1') | Wet Surface Landing Length for Jets (+15%)* | |
| 75% of fleet at 60% useful load | 4,709' | 4,710' | 5,415' | 5,400' |
| 100% of fleet at 60% useful load | 5,388' | 5,389' | 5,500' | 5,500' |
| 75% of fleet at 90% useful load | 6,255' | 6,256' | 7,000' | 7,000' |
| 100% of fleet at 90% useful load | 7,974' | 7,975' | 7,000' | 8,000' |
| *Max 5,500' for 60% useful load and max 7,000' for 90% useful load in wet condition | | | | |
| <i>Source: FAA AC 150/5325-4B, Runway Length Requirements for Airport Design</i> | | | | |



Table 3E: Business Aircraft Takeoff Length Requirements

TABLE 3E | Business Aircraft Takeoff Length Requirements – Runway 14-32

| Aircraft Name | MTOW | TAKEOFF LENGTH REQUIREMENTS (feet) | | | | |
|------------------------|--------|------------------------------------|-------|-------|-------|-------|
| | | Useful Load | | | | |
| | | 60% | 70% | 80% | 90% | 100% |
| Pilatus PC-12 | 9,921 | 2,029 | 2,192 | 2,362 | 2,541 | 2,727 |
| Citation CJ3 | 13,870 | 2,832 | 2,962 | 3,143 | 3,371 | 3,602 |
| King Air 200 GT | 12,500 | 3,308 | 3,407 | 3,509 | 3,615 | 3,725 |
| Citation Sovereign | 30,300 | 3,470 | 3,491 | 3,541 | 3,750 | 3,993 |
| Citation (525A) CJ2 | 12,375 | 3,026 | 3,258 | 3,511 | 3,764 | 4,033 |
| Citation II (550) | 13,300 | 2,825 | 3,102 | 3,398 | 3,713 | 4,047 |
| King Air 350 | 15,000 | 3,262 | 3,399 | 3,535 | 3,756 | 4,069 |
| Citation Encore | 16,630 | 3,070 | 3,217 | 3,471 | 3,786 | 4,115 |
| Citation 560 XLS | 20,200 | 3,166 | 3,389 | 3,632 | 3,880 | 4,160 |
| Citation V (Model 560) | 15,900 | 3,012 | 3,274 | 3,558 | 3,856 | 4,175 |
| Citation Encore Plus | 16,830 | 3,089 | 3,247 | 3,493 | 3,817 | 4,176 |
| Citation 560 XL | 20,000 | 3,215 | 3,444 | 3,698 | 3,960 | 4,264 |
| Citation Bravo | 14,800 | 3,368 | 3,581 | 3,824 | 4,133 | 4,467 |
| Citation (525) CJ1 | 10,600 | 2,899 | 3,247 | 3,687 | 4,158 | 4,574 |
| Citation VII | 23,000 | 4,468 | 4,761 | 5,081 | 5,420 | 5,793 |
| Hawker 800XP | 28,000 | 4,113 | 4,549 | 4,958 | 5,430 | 5,927 |
| Citation III | 21,500 | 4,260 | 4,638 | 5,047 | 5,488 | 5,961 |
| Citation X | 35,700 | 4,228 | 4,688 | 5,136 | 5,586 | 6,045 |
| Falcon 900EX | 49,200 | 4,040 | 4,540 | 5,110 | 5,740 | 6,330 |

Note: Green cell values are less than or equal to the length of the primary runway at New Holstein Municipal Airport; red cell values are greater than the length of the primary runway at New Holstein Municipal Airport.

MTOW = maximum takeoff weight

Source: UltrNAV software



Table 3F: Business Aircraft Landing Length Requirements

TABLE 3F | Business Aircraft Landing Length Requirements – Runway 14-32

| Aircraft Name | MLW | LANDING LENGTH REQUIREMENTS (feet) | | | | | |
|------------------------|--------|------------------------------------|----------|----------|----------------------|----------|----------|
| | | Dry Runway Condition | | | Wet Runway Condition | | |
| | | Part 25 | 80% Rule | 60% Rule | Part 25 | 80% Rule | 60% Rule |
| King Air 200 GT | 12,500 | 1,204 | 1,505 | 2,007 | No Data | No Data | No Data |
| Citation II (550) | 12,700 | 2,237 | 2,796 | 3,728 | 5,405 | 6,756 | 9,008 |
| Pilatus PC-12 | 9,921 | 2,290 | 2,863 | 3,817 | No Data | No Data | No Data |
| Hawker 800XP | 23,350 | 2,711 | 3,389 | 4,518 | 4,031 | 5,039 | 6,718 |
| King Air 350 | 15,000 | 2,776 | 3,470 | 4,627 | 3,193 | 3,991 | 5,322 |
| Citation Sovereign | 27,100 | 2,789 | 3,486 | 4,648 | 3,485 | 4,356 | 5,808 |
| Citation (525) CJ1 | 9,800 | 2,912 | 3,640 | 4,853 | 3,940 | 4,925 | 6,567 |
| Citation CJ3 | 12,750 | 2,945 | 3,681 | 4,908 | 4,018 | 5,023 | 6,697 |
| Citation Encore | 15,200 | 2,956 | 3,695 | 4,927 | 4,476 | 5,595 | 7,460 |
| Citation III | 19,000 | 2,960 | 3,700 | 4,933 | 4,143 | 5,179 | 6,905 |
| Citation Encore Plus | 15,200 | 2,961 | 3,701 | 4,935 | 4,480 | 5,600 | 7,467 |
| Citation VII | 20,000 | 3,114 | 3,893 | 5,190 | 4,195 | 5,244 | 6,992 |
| Citation V (Model 560) | 15,200 | 3,121 | 3,901 | 5,202 | 4,624 | 5,780 | 7,707 |
| Citation (525A) CJ2 | 11,500 | 3,158 | 3,948 | 5,263 | 4,566 | 5,708 | 7,610 |
| Citation 560 XL | 18,700 | 3,373 | 4,216 | 5,622 | 5,353 | 6,691 | 8,922 |
| Citation 560 XLS | 18,700 | 3,375 | 4,219 | 5,625 | 5,312 | 6,640 | 8,853 |
| Citation Bravo | 13,500 | 3,490 | 4,363 | 5,817 | 5,471 | 6,839 | 9,118 |
| Falcon 900EX | 44,500 | 3,744 | 4,680 | 6,240 | 4,305 | 5,381 | 7,175 |
| Citation X | 31,800 | 6,384 | 7,980 | 10,640 | 5,195 | 6,494 | 8,658 |

Note: Green cell values are less than or equal to the length of the primary runway at New Holstein Municipal Airport; red cell values are greater than the length of the primary runway at New Holstein Municipal Airport.

MLW = maximum landing weight

Source: UltrNAV software



Exhibit 3E: 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 |

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



Exhibit 3E: Airside Facility Requirements

| | | EXISTING | ULTIMATE | EXISTING/ULTIMATE |
|--|---|--|--|---|
| 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 ¼-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



Exhibit 3F: Landside Facility Requirements

| | Available | Short Term | Intermediate Term | Long Term |
|---|---------------|---------------|-------------------|---------------|
| Aircraft Storage Hangars | | | | |
|  | | | | |
| Aircraft to be Hangared | 27 | 29 | 30 | 34 |
| T-Hangar Area (sf) | 1,900 | 1,900 | 1,900 | 6,100 |
| Executive/Conventional Hangar Area (sf) | 34,000 | 50,000 | 54,500 | 61,000 |
| Service/Maintenance Area (sf) | - | 3,600 | 3,800 | 4,300 |
| Total Hangar Storage Area (sf) | 35,900 | 55,500 | 60,200 | 71,400 |
| Aircraft Parking Apron | | | | |
|  | | | | |
| Aircraft Parking Positions | 11 | 13 | 16 | 18 |
| Total Public Apron Area (sy) | 10,520 | 11,200 | 13,600 | 16,000 |
| General Aviation Terminal Facilities and Parking | | | | |
|  | | | | |
| Building Space (sf) | 5,100 | 1,300 | 1,600 | 2,100 |
| Total GA Parking Spaces | 16 | 19 | 22 | 27 |



————— NEXT STEPS —————

- ▶ **Phase 2 Elements** – Airport Alternatives
- ▶ **PAC Meeting #3** – Fall 2025; draft documents available for review approximately one week prior to meeting



QUESTIONS?

We want to hear from you!

Direct any questions or comments after this meeting to Mike Dmyterko
Or Aiden Cowles with Coffman Associates at 816-524-3500 or
miked@coffmanassociates.com and acowles@coffmanassociates.com
or visit the project website to submit comments online.

Project Website: <http://newholstein.airportstudy.net>