

Honorable Mayor Coppernoll and Members of the City Council

The Richland Center Airport Traffic Pattern is an agenda item for this council meeting, and I would like to bring forth some pertinent information for this item.

The FAA (Federal Aviation Administration) designates each state with the task of inspecting its airports to make sure that the airport is safe and in compliance with regulations. Late last year, I happened to be at the airport during the inspection conducted by Hal Davis of the Wisconsin Bureau of Aeronautics and Dave Fry, Richland Center Airport Manager. During this discussion, the item of concern of the airport traffic pattern was discussed along with the consideration of changing it for safety concerns and other factors. After reviewing the criteria at both the State and Federal levels, the airport traffic pattern at the Richland Airport was officially changed.

To understand the traffic pattern from a non-pilot perspective, all pilots circle an airport with left hand turns while landing unless the airport has designated otherwise or there is a control tower in which case the tower makes the call. For any airport to be approved for a deviation from the standard left-hand pattern or non-standard pattern altitude, there must be a legitimate reason. Some of the reasons are terrain, obstacles like towers or tall buildings and cities, towns, or housing developments. There are 15 airports in the state of Wisconsin that have that criteria and have right hand traffic patterns for one or more runways (see attachment 1). Another item to be considered are instrument approaches that allow pilots to land safely during deteriorating weather conditions.

So, which of these items applied to the Richland Airport to facilitate the change to a right traffic pattern?

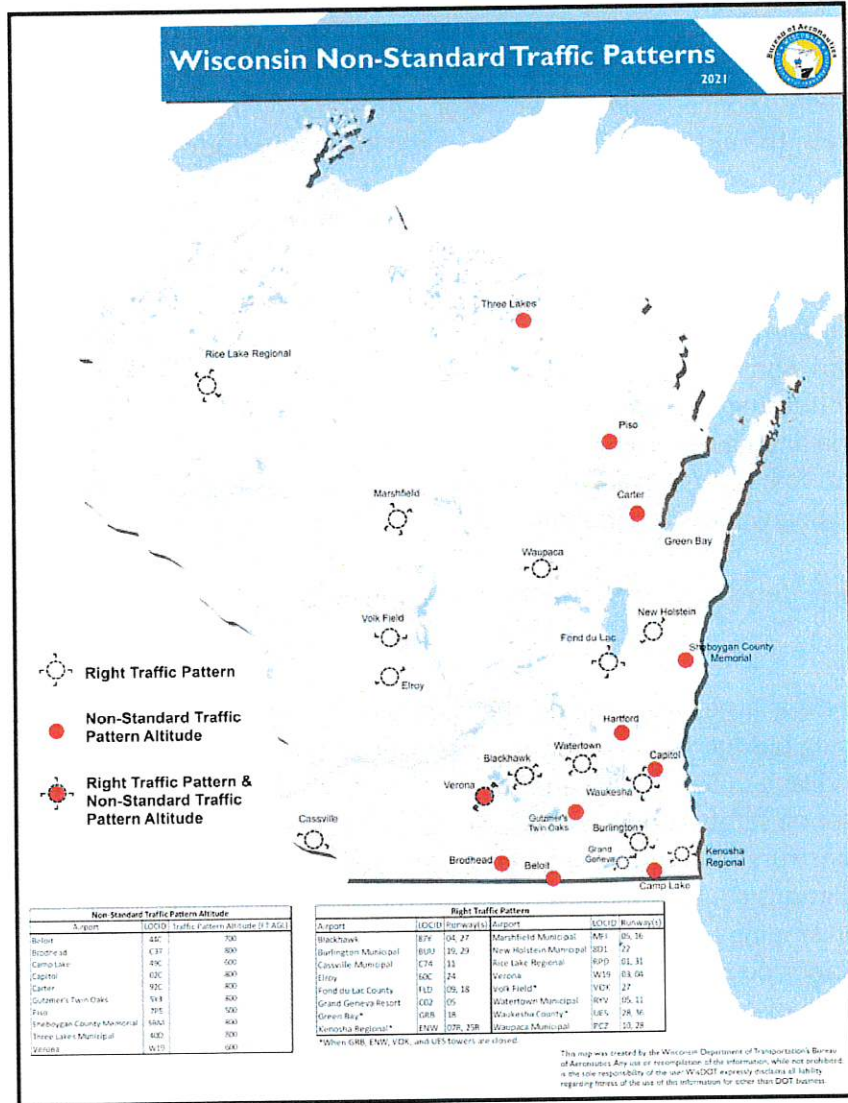
1. There is a large hill on the northeast side of the airport for pilots to avoid; there is nothing but flat farmland on the west side of the airport and no obstructions.
2. The Village of Sextonville and the Clary subdivision on the east side of the airport present a safety concern should an aircraft experience engine or mechanical issues.
3. The instrument approach to the airport (see attachment 2) if flown according to regulations could require circling over the large hill and the Village of Sextonville when landing to the south in poor weather conditions.
4. Airplanes do make noise and there have been noise complaints made to the State Division of Aeronautics from Sextonville village residents in the past.

For over fifty years that I have been associated with the airport, the topic of changing the traffic pattern had been discussed. At one time during that time period, two local pilots landing at night skimmed the top to the hill low enough to land with tree branches on the landing gear. After further review from the change to a right-hand traffic pattern, the airport might receive more favorable instrument take-off and landing minimums (see attachment 2). I have no personal issue in this change, just stating the facts with hopes of making the airport safer and more environmentally friendly in our community.

Respectfully,

Michael J. Kaufman

Non-Standard Traffic Patterns



Wisconsin Department of Transportation – Aviation publications
wisconsindot.gov/av-pubs

RICHLAND CENTER, WISCONSIN

AI-6365 (FAA)

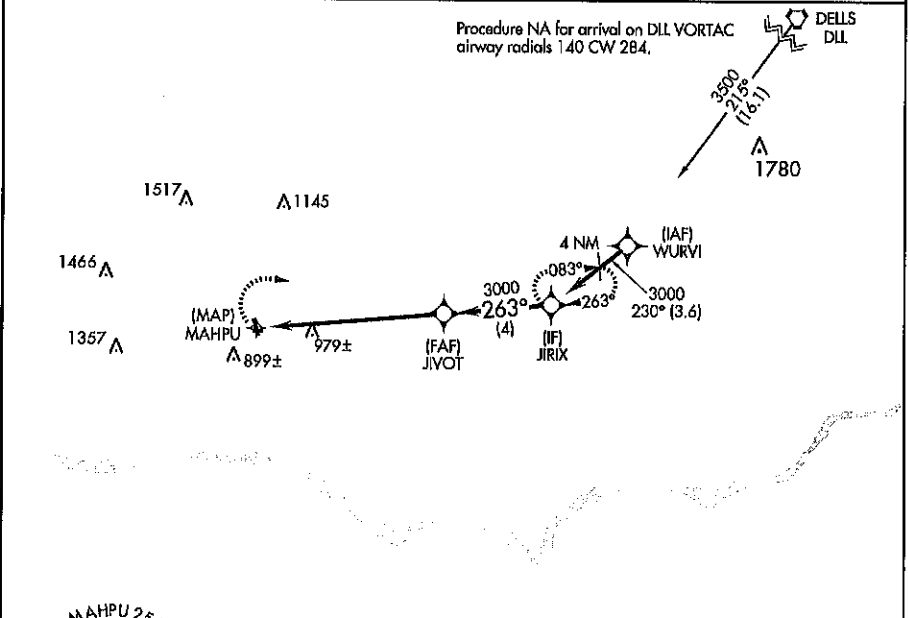
23054

APP CRS 263°	Rwy Idg TDZE Apt Elev	N/A N/A 742
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RNAV (GPS)-A
RICHLAND (93C)

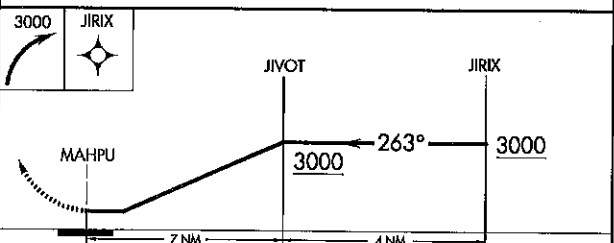
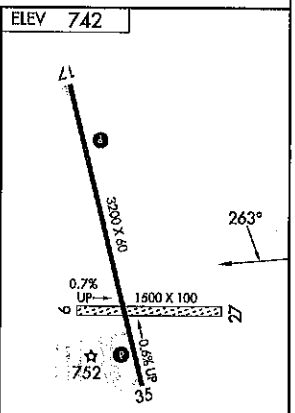
RNP APCH: NA	Circling NA to Rwy 9 and 27. Procedure NA at night. Use Lone Rock altimeter setting.	MISSED APPROACH: Climbing right turn to 3000 direct JIRIX and hold.
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INR ASOS 119.425	CHICAGO CENTER 133.3 380.35	CTAF 122.9
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EC-3, 18 MAY 2023 to 15 JUN 2023

EC-3, 18 MAY 2023 to 15 JUN 2023



CATEGORY	A	B	C	D
<input checked="" type="checkbox"/> CIRCLING	1680-1¼ 938 (1000-1¼)	1700-1½ 958 (1000-1½)	NA	

MIRL Rwy 17-35
REIL Rwy 17 and 35

RICHLAND CENTER, WISCONSIN
Amdt 5 05DEC19

43°17'N - 90°18'W

RICHLAND (93C)
RNAV (GPS)-A



**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND
DIVERSE VECTOR AREA (RADAR VECTORS)**



23054

RICE LAKE, WI (CON'T)

RICE LAKE RGNL/CARL'S FLD (RPD) (CON'T)

Rwy 19, trees 2780' from DER, 200' left of centerline, 73' AGL/1169' MSL.
Rwy 31, trees 1480' from DER, 50' right of centerline, 64' AGL/1156' MSL.

RICHLAND CENTER, WI

RICHLAND (93C)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 29AUG07 (07241) (FAA)

TAKEOFF MINIMUMS:

Rwys 9,17, NA.
Rwy 27, 400-2 or std. with a min. climb of 491' per NM to 1300.
Rwy 35, 300-1 or std. with a min. climb of 222' per NM to 1800.

RICHLAND CENTER, WISCONSIN

AL-6365 (FAA)

23054

APP CRS 263°	Rwy Idg TDZE Apt Elev	N/A N/A 742
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RNAV (GPS)-A
RICHLAND (93C)

RNP APCH.		MISSED APPROACH: Climbing right turn to 3000 direct JIRIX and hold.
NA Circling NA to Rwy 9 and 27. Procedure NA at night. Use Lone Rock altimeter setting.		
LNR ASOS 119.425	CHICAGO CENTER 133.3 380.35	CTAF 122.90