

## David Fry

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**From:** Davis, Howard - DOT <Howard.Davis@dot.wi.gov>  
**Sent:** Monday, July 31, 2023 2:30 PM  
**To:** David Fry  
**Subject:** RE: airport trees

Hi Dave,

There's no set amount of time to get it done. The expectation is simply that the City continues to make a good faith effort on a reasonable timeline to address the trees. The first step is deciding how to proceed, which I understand may take a few months in and of itself. If the City decides to go the easement route, that is likely to take a couple years to complete, which again we understand.

Thanks,

Hal

**Hal Davis, C.M. | Airport Compliance Manager**

Wisconsin Department of Transportation | Bureau of Aeronautics

[howard.davis@dot.wi.gov](mailto:howard.davis@dot.wi.gov) | 608-267-2142



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**From:** David Fry <dave.fry@richlandcenterwi.gov>  
**Sent:** Monday, July 31, 2023 12:01 PM  
**To:** Davis, Howard - DOT <Howard.Davis@dot.wi.gov>  
**Subject:** airport trees

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Howard I have a question on the tree cutting we are not sure which way we want to go, work with the people on getting the trees cut or pursue getting a easement, so my question is how much time do we have to get this done.

Thanks DAVE



**Dave Fry**  
*Parks & Grounds Superintendent*

City of Richland Center  
1050 N Orange Street  
Richland Center, WI 53581  
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*Note my email address has changed, please update your address book.*

## David Fry

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**From:** Davis, Howard - DOT <Howard.Davis@dot.wi.gov>  
**Sent:** Tuesday, July 25, 2023 2:25 PM  
**To:** David Fry  
**Cc:** Hottenstein, Wendy - DOT  
**Subject:** Richland Airport Obstructions Maps  
**Attachments:** Richland Airport Obstructions Maps.pdf

Hi Dave,

Attached are several maps of the obstructions on runways 17 and 27. The obstructions are shown in red. Trees which are within 5' or 10' of the surface were also highlighted in orange and yellow respectively. Typically, when conducting approach clearing, we also recommend addressing these areas to avoid the need to conduct additional clearing in the near future.

As you may remember from my inspection letter last year, depending on which surfaces are obstructed, different compliance and operational impacts are possible. To start, Wisconsin Administrative Code Trans 57 establishes approach clearing requirements for public-use airports in Wisconsin. As a public-use airport, these standards must be met or the runway thresholds will need to be displaced. The highest priority should go to addressing Trans 57 obstructions. Additionally, it should be the long-term goal of all airports that receive federal and state funding to clear the FAR Part 77 approach surface. Clearing this surface would be a prerequisite to improved instrument approach procedures at the airport; however, due to my limited knowledge of instrument approach procedure design and also recognizing the terrain in the area, I can't say definitively that clearing the FAR Part 77 approach surface would necessarily lead to improved instrument approach procedures.

On runway 27, both the Trans 57 and FAR Part 77 surfaces are identical. On runway 17, both surfaces have a 20:1 slope, but because the FAR Part 77 surface starts 200' beyond the runway end, it is 10' more restrictive than the Trans 57 surface.

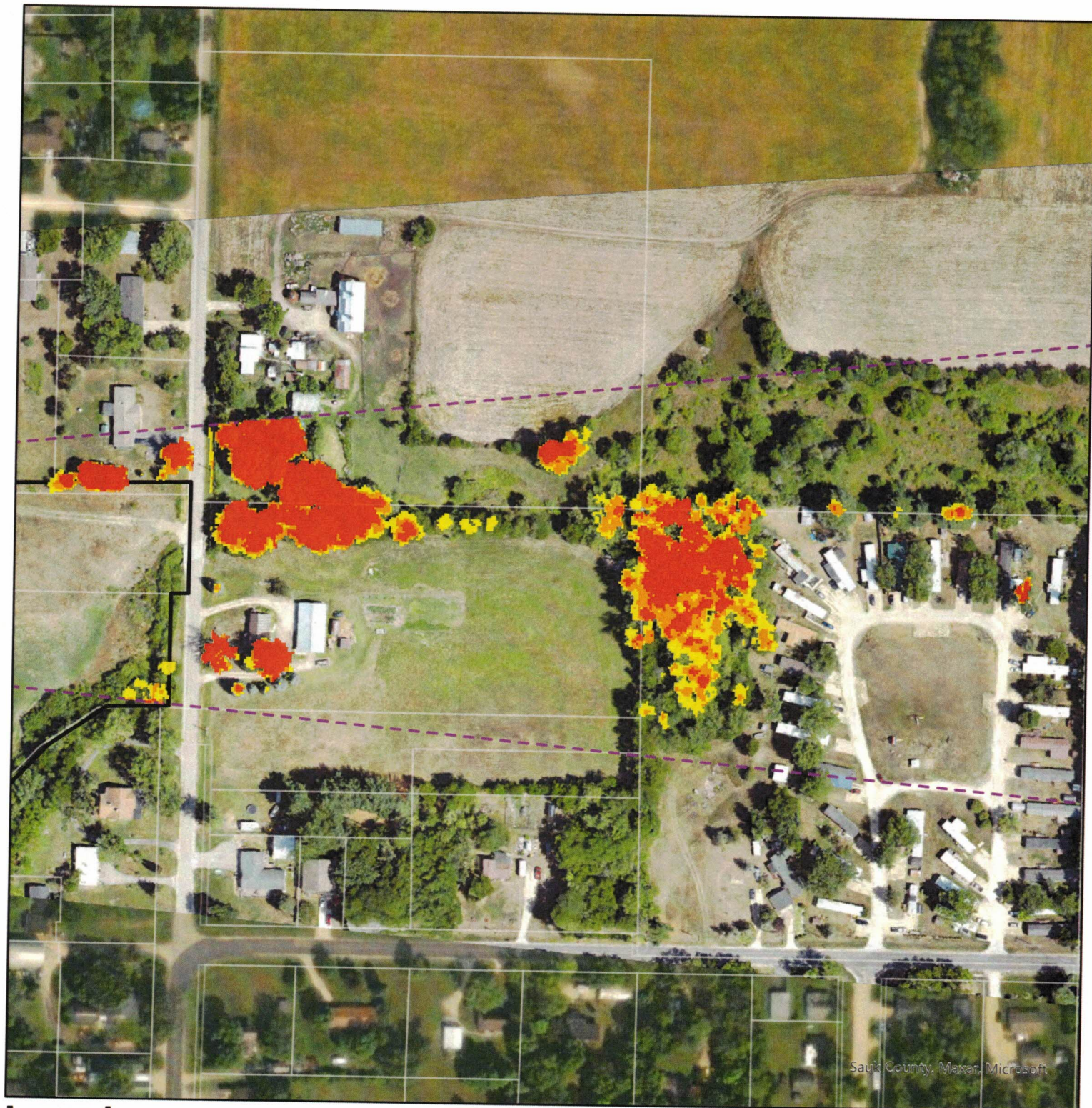
Since the majority of the obstructions appear to be on private property over which the airport does not own an easement, there are a few options to address the obstructions. First, the City/airport could pursue local means and agreements to work with the property owners to trim/remove the trees. This would likely be the fastest options. However, it would be a one-time fix which does not guarantee the ability to address future obstructions, if and when those may occur in the future. Additionally, the City/airport would be on its own to pay for the trimming/removal. The other option would be to initiate a federally and state-funded project to acquire the necessary easement rights and then trim/remove the trees. The advantages of this option are perpetual rights to address future obstructions if and when they occur, and the City would only pay 5% of the project costs. Additionally, the property owners would be compensated. The disadvantage is that this type of project typically takes several years to be completed. The first step in pursuing this option would be to notify your BOA airport project manager, Wendy Hottenstein.

The final and least desirable alternative would be to displace the thresholds. The published runway length would remain the same, but the length available for landing on runway 17 and runway 27 would be shortened. By my calculations runway 17 would need to be displaced about 450' and runway 27 would need to be displaced 470'.









Finally, if you could send me the contact info for the gentleman taking over for you when you retire in October, that would be much appreciated.

Please let me know if you have any questions.





## Legend

-  FAR Part 77 Approach Surface
-  Surface Obstructions
-  Less than 5' below Surface
-  10' - 5' below Surface
-  Fee Simple Airport Property
-  Airport Clear Zone Easement
-  Airport Avigation Easement
-  Statewide Parcels V8 - 2022



## Richland Airport Runway 27 FAR Part 77 Obstructions

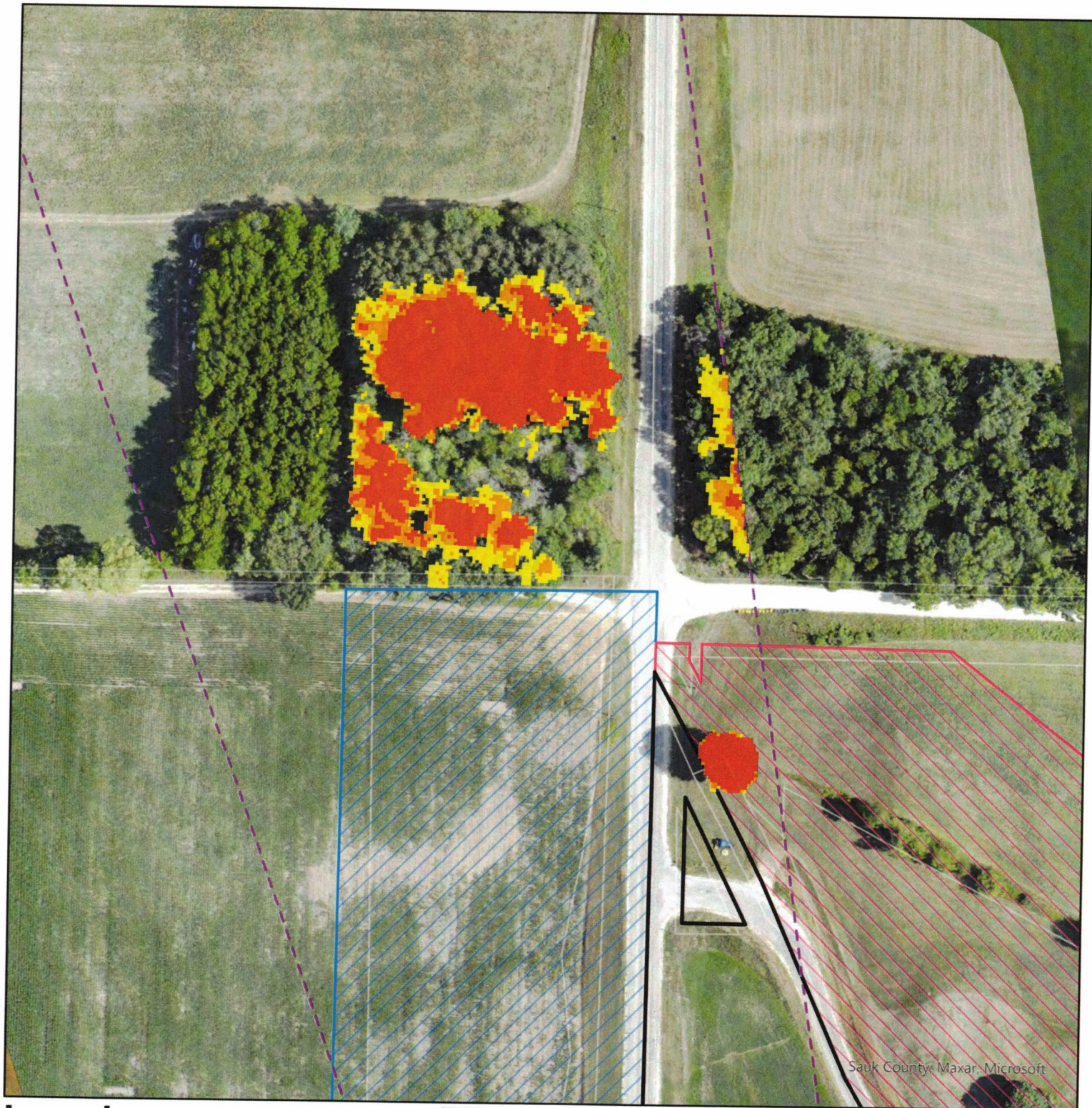
Bureau of Aeronautics  
Wisconsin Department of Transportation



Prepared By: HD Date: 7/24/2023

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Sauk County: Maxar, Microsoft

## Legend

- FAR Part 77 Approach Surface
- Surface Obstructions
- Less than 5' below Surface
- 10' - 5' below Surface
- Fee Simple Airport Property
- Airport Clear Zone Easement
- Airport Aviation Easement
- Statewide Parcels V8 - 2022



## Richland Airport Runway 17 FAR Part 77 Obstructions

Bureau of Aeronautics  
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Prepared By: HD

Date: 7/24/2023



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- Statewide Parcels V8 - 2022



## Richland Airport Runway 27 FAR Part 77 Obstructions

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## Richland Airport Runway 17 FAR Part 77 Obstructions

Bureau of Aeronautics  
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