



UNAPPROVED MINUTES
IOWA COUNTY AIRPORT COMMISSION MEETING HELD
Thursday September 2nd, 2021 – 3pm
Courthouse – Loft
222 N Iowa St
Dodgeville, WI

**Iowa
County
Wisconsin**

1	Meeting called to order by Deal at 3pm
2	Roll Call – Christen, Storti, Masters, Meives, Meek, Deal. Also Present Highway Commissioner Hardy, Airport Manager Langbecker, BOA Holbrook, Taylor Kohls. Not Present Benish
3	Approve the meeting agenda for 8/31/21. Motion by Storti to amend the meeting agenda date to 9/2/21 and approve the agenda, second by Masters. Passes unanimously
4	Approve the minutes of the 3/24/21 meeting. Motion by Storti to amend the date of the minutes to 3/24/21 and approve the minutes, second by Masters. Passes unanimously
5	Report from committee members and an opportunity for members of the audience to address the committee. No action will be taken Masters inquires about a damaged fence post along HWY 39. Langbecker indicates he will investigate.
6	Review Airport 2022 Budget Request, Capital Projects, and ARPA funding Hardy reviews budget request for the airport for 2022. Hardy notes a 0% increase in tax levy for 2022. Hardy notes that the budget request for fuel purchasing was based on a 3 year rolling average and has increased due to increased sales. Hardy notes a \$49,000 transfer from the operating fund to the capital improvement fund. Hardy notes that 2022 will see capital improvement projects on runway 11/29, addition of septic systems, and water to airport hangars. Hardy notes that ARPA funding will be used to fund water/sewer projects at the airport.
7	Runway 11/29, lighting upgrade, and nav aids project federal discretionary grant funding notice and authorization to sign various agreements to secure funding. Hardy notes that the timing for our runway project was ideal. Funding will be 100% discretionary for the runway rehab (\$1.9 million) and that the airport will be responsible for a maximum of 5% of the nav aids (\$500k) and lighting (\$798K). Motion to approve on the signoff of approvals by Masters, second by Storti. Motion passes unanimously
8	Highway Commissioners Report; A. Airport July 2021 Revenue & Expense report – Hardy notes a strong year to date. Current airport revenue sits at \$189,766 and expenses total \$119,446 B. August 10th storm damage – Hardy notes that a storm that came through the area on August 10th knocked out three cameras and some additional components. Hardy notes that TC Networks resolved the issue on 8/18. Masters inquired how long the three cameras were not functioning. Hardy notes that they were down from the 10th to the 18th. C. Project Updates Lower Taxiway, Runway 11/29, Lighting, Nav aids, and Airport Layout Plan - Hardy indicates that work on the lower apron project is set to begin on September 10th with the projected end date of October 14th. Hardy notes the difficulty in securing supplies for the project

	due to the on-going shortage of semi drivers. Langbecker notes tenants will be informed and those that are interested in moving their aircraft for the duration of the project will be accommodated. Hardy refers to prior discussion about runway 11/29 and indicates an anticipated start to the project in spring 2022. Mead and Hunt are still working on the ALP and the commission can expect an update at the next meeting. D. Request for Pickup Truck Vee Plow Replacement - \$10,000 from Operations Funding. Motion from Masters to approve replacement, second by Meeks. Motion passes unanimously.
9	Airport Manager's Update; A. EAA AirVenture Activity Powerpoint – Kohls presents an overview of the variety of aircraft that visited MRJ during Oshkosh AirVenture 2022. B. July Fuel Summary – Langbecker notes that July saw a 72% (3,699 gallons) year over year. Langbecker notes that with preliminary numbers from August the airport will have exceeded 2020's sales with three months left in the year. Langbecker also notes that 2021 is on track to be the best year in fuel sales that MRJ has seen. C. Hangar Updates – Langbecker notes that Alan Jewell has vacated hangar L and purchased an existing hangar on the field from Don Jones. Langbecker notes that L will be left open until the completion of the lower ramp project to allow tenants wishing to fly during the project access to a hangar. Upon completion of the project there is a commitment from Ryan Wubben to lease hangar L. D. Sign Replacement – Langbecker notes that the existing sign at MRJ was damaged during snow removal earlier in the year. Langbecker presents three options for direct replacement of the sign. Masters discusses the idea of using this opportunity to upgrade from the prior signage. Masters suggests LED with more information about the airport. Langbecker indicates he will do some investigating on the cost of upgrading the sign. E. PAPI repairs update – Langbecker notes that damage was done to the PAPI on runway 4. Langbecker notes that the pilot took responsibility and has paid out of pocket to repair the damage. Langbecker notes that parts arrived and repairs are completed. F. Marketing Plan – Langbecker presents the marketing plan for MRJ. Langbecker notes that Kohls is currently running social media accounts in accordance to the county social media policy. Langbecker mentions physical presence and engagement as being key to the continued growth in fuel sales. G. Open house date, time, and schedule of events. Langbecker is looking at organizing an open house in October. Communication with EAA, Medflight, and other local aviation organization is occurring to set a schedule of events.
10	Airport Chair Report – Deal thanks everyone involved in the operation of the airport and hopes to see it continue to grow and succeed. Deal asks Holbrook for an update. Holbrook notes that for ARPA funding a Covid policy must be in place. Hardy notes that the airport is complying with county Covid policies. Holbrook also notes that the current cost of building t-hangars is around \$225k per T.
11	Adjournment. Next meeting to be determined by the chair. Motion by Christen to adjourn at 4:07, second by Meek. Motion passes unanimously.
Minutes prepared by Adam Langbecker; Gone Flyin Aviation	

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Technical Memorandum

To: Iowa County Airport
WisDOT Bureau of Aeronautics
From: Mead & Hunt, Inc.
Date: January 6, 2022
Subject: Iowa County Airport Master Plan
Airport Zoning Ordinance Assessment



Introduction

This technical memorandum recommends several changes to the Iowa Airport Zoning Ordinance to clarify the understanding of the ordinance and support appropriate development in proximity to the airport. These recommended changes were based on a review of the ordinance and comparison to land use guidance from various FAA sources.

Wisconsin Land Use Legislation

Before explaining suggested changes, it is important to understand the background to airport zoning affecting Iowa County Airport and several issues resulting from the current airport zoning code.

Wisconsin recognizes the importance of aviation to the welfare and livelihoods of its inhabitants and has taken legislative steps to protect and preserve its investments in airports and their surrounding airspace. Wisconsin makes use of two state statutes to protect its airports and the airspace surrounding those facilities: Statute 114.135 – Airport and Spaceport Protection, and Statute 114.136 – Airport and Spaceport Approach Protection.¹

These statutes provide airport owners with the power to protect airports through publication, with the register of deeds, of the plans and specifications showing the land affected. These plans and specifications spell out the regulations each parcel of land is subject to, regardless of whether the airport owns the land. These regulations are applicable even if the municipality enacting them doesn't have jurisdiction over the property.

One important aspect of these statutes is the power of airports to control the height of structures near the airport to protect the airport, its approaches, and its airspace from encroachment.

Statute 114.135, the *Airport and Spaceport Protection Statute*, provides airports the ability to specify the use of land, and regulations controlling the bulk, height, location and use of any building or structure, or any other object that could impact the navigable airspace of the airport. It provides protection from tall structures by requiring permitting and approval for any structure taller than 500 feet of the lowest point within one mile of the object's base, or any structure that penetrates a surface extending at a 40:1 ratio from the airport boundary. Exceptions are applied to any structure that is shorter than 150 AGL, as well as structures governed by other city zoning regulations or statutes, including Statute 114.136.

Statute 114.136, the *Airport and Spaceport Approach Protection Statute*, provides additional airspace protection. It allows airport owning municipalities to formulate regulations governing the use of land around the airport, and the height of objects within three miles of an airport boundary. The statute

¹ <https://docs.legis.wisconsin.gov/statutes/statutes>



limits the authority to regulate object height within three miles of the airport boundary to 150 feet above the airport level.

While these statutes provide airports with the ability to exercise control over the airspace they need to operate safely and efficiently, local airport owners must develop, adopt, and then implement site specific ordinances to actually benefit from the intent of the statutes.

Iowa County Airport Zoning Ordinance

Iowa County, as authorized by Wisconsin statutes, implemented the Iowa County Airport Zoning Ordinance to "...regulate the use of property and to regulate and restrict the height of structures in the vicinity of the Iowa County Airport in order to promote public health, safety, and general welfare, to protect airport users, to increase safety in the use of the airport and to protect persons and property within the airport affected area and zoning districts while concurrently respecting historic and traditional usage of said areas." The ordinance regulates land use and structure height out to three miles from the Iowa County Airport (MRJ) property line.

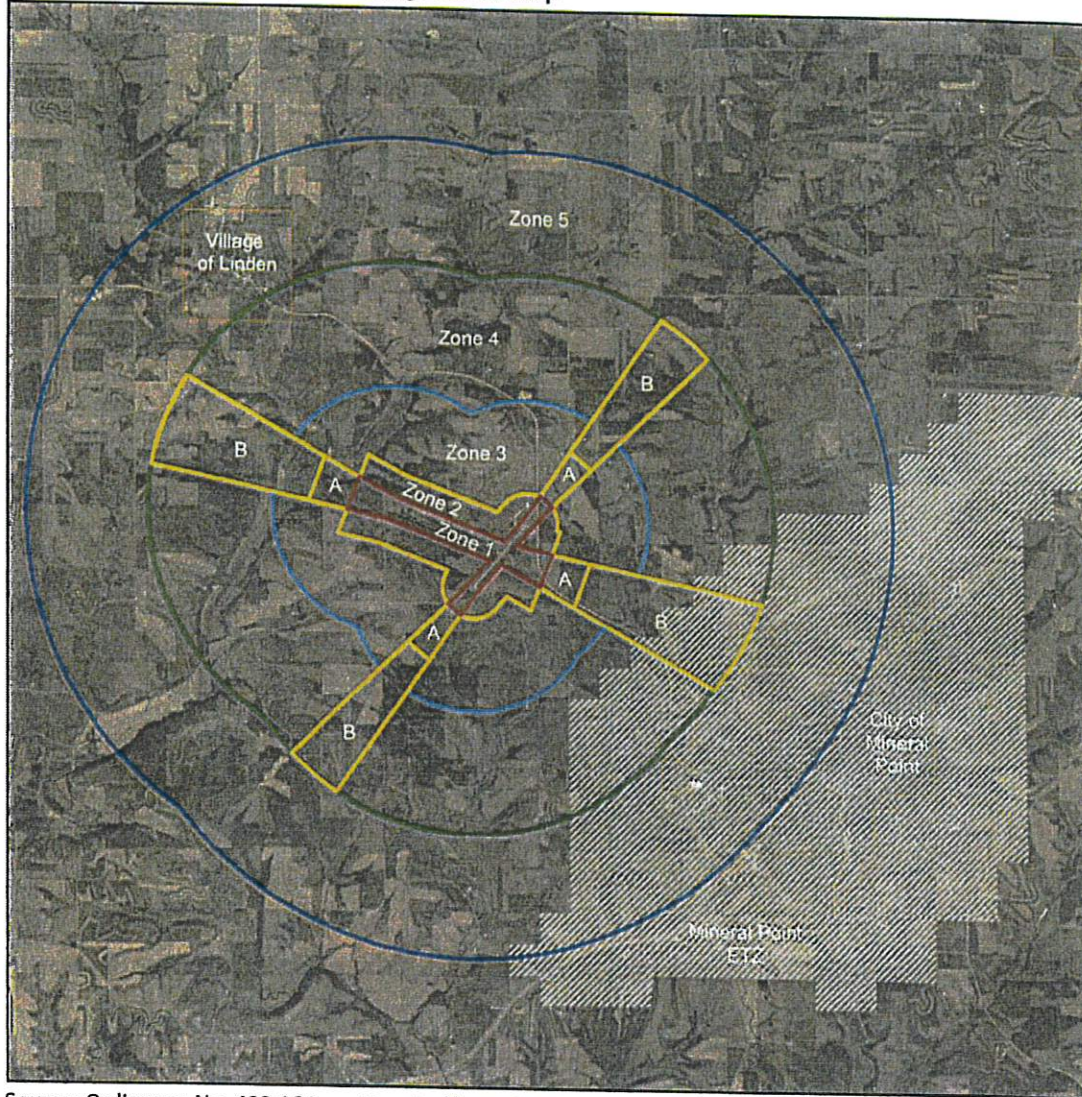
Recent development proposals have been hindered by the zoning ordinance and officials have asked whether these zoning restrictions could be eased and still adhere to FAA guidance. This technical memorandum examines the zoning ordinance and assesses it against several sources of FAA guidance on land use around airports – Federal Aviation Regulation Part 77 *Objects Affecting Navigable Airspace*, Advisory Circular (AC) 150/5300-13A *Airport Design*, and the FAA's *Interim Guidance on Land Uses within a Runway Protection Zone*.

The existing Iowa County Airport Zoning Ordinance (Ordinance No. 400.16) applies provisions to all lands and waters within three miles of the Iowa County Airport. The ordinance designates five zoning districts, as illustrated in **Figure 1**.

- Zone 1 is the land that encompasses all runways, taxiways and adjacent spaces that are vital for airport operations.
- Zone 2 is a transitional zone adjacent to Zone 1. It is intended to protect aircraft operations as they transition to or from flight as they depart or approach MRJ. There are two subzones, Zone 2A and Zone 2B, that extend beyond Zone 2 along each runway centerline to protect approach and departure corridors. The zoning ordinance does not define the dimensions of these subzones, other than to provide a depiction of them as shown in Figure 1.
- Zone 3 is all of the space outside of Zone 2 and within one mile of MRJ property. It is intended to control compatible land uses under the traffic patterns used by aircraft flying into MRJ.
- Zone 4 is the land outside of Zone 3 and within two miles of MRJ property, but not including Zone 2B land. Zoning for this area is intended to prevent land uses that are incompatible with aircraft noise.
- Zone 5 is the land outside of Zone 4 and within three miles of MRJ property, but not including Zone 2B land. Three miles is the legal limit of the county's zoning authority under Wisconsin statute. Zoning in this area is intended to prevent uses that will present hazards to air navigation and are primarily concerned with height.



Figure 1: Iowa County Airport Zoning District Map



Source: Ordinance No. 400.16 Iowa County Airport Zoning Ordinance, Iowa County, Wisconsin

Through the airport zoning ordinance, the county imposes zoning restrictions that are progressively less restrictive as you move through the zones away from the airport. This technical memorandum first examines the role that this ordinance plays in controlling the height of obstacles that are potential hazards to air navigation, followed by an analysis of land uses in the zoning districts.

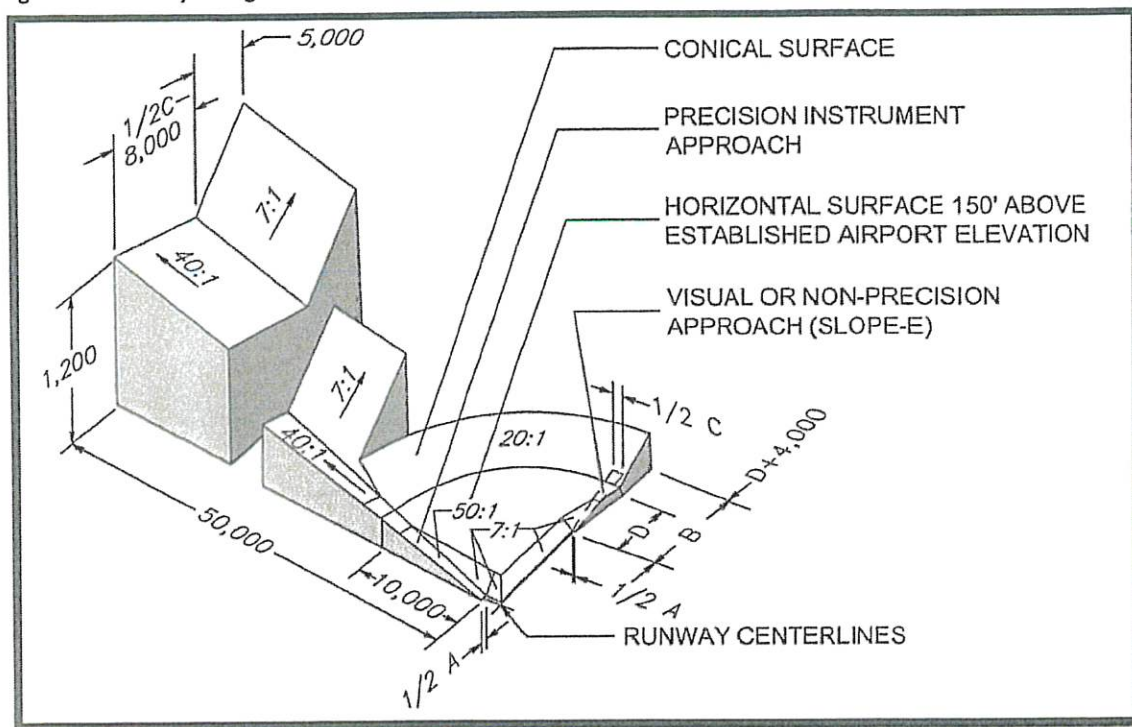
Height Limitations

One of the FAA's primary concerns regarding land use around airports is preventing the creation of hazards to air navigation. This is primarily from objects that are tall enough to interfere with aircraft in flight. Generally, the height at which an object becomes a hazard to air navigation decreases the closer it is to the airport, but this can be affected by the height of the ground upon which the object is situated. The FAA delineates specific height criteria to protect airspace surrounding airports under Federal Aviation Regulation (FAR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*. FAR

Part 77 defines five surfaces that surround each runway at an airport designed to preserve airspace and protect traversing aircraft from obstructions. Any object that penetrates a FAR Part 77 surface is considered an obstruction to navigation. The dimensions of each surface are based on the category of a runway as defined by FAR Part 77 and the approach (existing or planned) for each runway end.

Figure 2 graphically depicts some of the runway design surfaces. The surfaces as applied to MRJ airspace are discussed in the following subsections.

Figure 2: Runway Design Surfaces



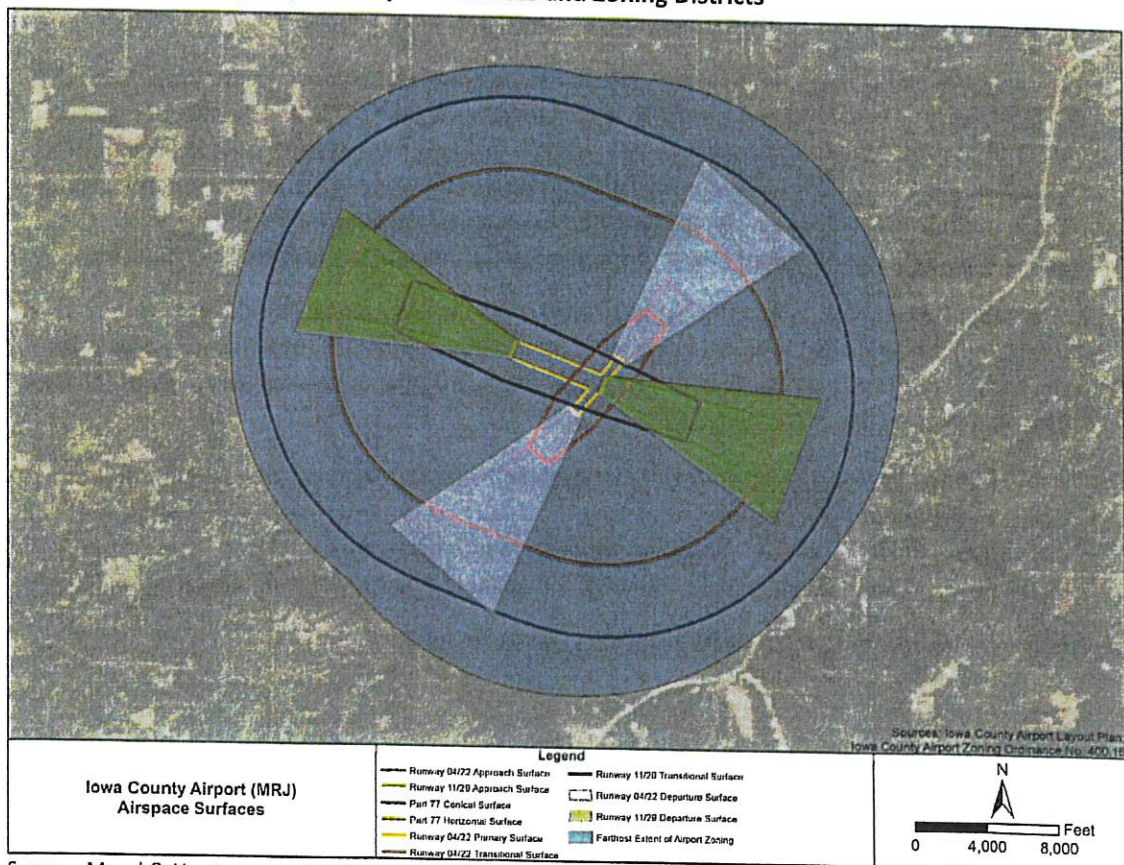
Source: Mead & Hunt (2020)

- Primary Surface – The primary surface is centered longitudinally on each runway and extends 200 feet beyond the end of the paved runway. The elevation of the primary surface is the same elevation as the runway centerline and is 1,000 feet wide for MRJ's runways.
- Approach Surface – The approach surface is centered longitudinally on a runway and extends outward and upward from each end of the primary surface. The inner widths of MRJ's approach surfaces are the same width as the primary surfaces (1,000 feet for MRJ's runways) and expand uniformly to widths of 4,000 feet.
- Transitional Surface – The transitional surface extends outward and upward at right angles to the runway at a slope of 7:1 from the sides of the primary and approach surfaces.
- Horizontal Surface – The horizontal surface is a plane 150 feet above the elevation of the airport whose perimeter is constructed by swinging arcs of 10,000 feet from the center of each end of the primary surface for each runway and connecting the adjacent arcs by tangent lines.
- Conical Surface – The conical surface extends outward and upward from the periphery of the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet.

- Objects penetrating FAR Part 77 surfaces are hazards to air navigation unless determined otherwise by an aeronautical study conducted by the FAA. Aeronautical studies only determine if an object is a hazard to air navigation and do not give FAA specific authorization to limit the height of objects that may be identified as hazards. That responsibility falls to state and local jurisdictions, and Iowa County meets this obligation through Section 6.0(5) *Height Limitations* of the airport zoning ordinance. It prohibits any structure, tree, or growth from exceeding the heights established on the Height Limitation Zoning Map, which is found in Appendix C of the ordinance. Exemptions for objects less than 35 feet in height above the ground level at the object site within 0.5 miles of the airport boundary, or for structures less than 50 feet in height above ground within the area beginning 0.5 miles from the airport boundary and extending to three miles from the airport boundary are allowed.

Figure 3 depicts the Part 77 surfaces for MRJ along with the zoning districts stipulated by the airport zoning ordinance. It is apparent that Zone 5 (blue shaded area), which zones out to the legally authorized limit of three miles from the MRJ property line, extends beyond the conical surface, the outermost Part 77 surface.

Figure 3: Iowa County Airport Airspace Surfaces and Zoning Districts



Source: Mead & Hunt

Controlling the height of objects beyond the conical surface provides MRJ a buffer against encroachment, as well as providing room for any possible runway extensions or shifts. For these reasons, it is recommended that the county maintain its height zoning ordinance. It would be prudent to periodically review the height limitations against the Part 77 surfaces to ensure that they are sufficient for preventing penetrations of MRJ's airspace surfaces.

Land Uses

While the FAA has detailed regulations concerning the height of objects around airports, guidance on land use around airports is more flexible due to the varied nature of airports. What may be a compatible land use near MRJ, an airport with approximately 7,000 annual aircraft operations, becomes incompatible near O'Hare International, thanks to its 900,00 plus annual operations. In general, land uses to avoid near airports include:

- Uses sensitive to aircraft noise (such as schools)
- Uses that could interfere with pilot visibility (such as uses generating steam or smoke, or solar farms that produce glare)
- Uses attractive to wildlife, especially birds (such as a pond)
- Uses that create high concentrations of people (such as stadiums) that can raise the consequences of ground casualties from an off-airport airplane incident

However, many of these land uses need to be evaluated in light of their exposure to the aviation activity that takes place at MRJ. For example, a school located two miles north of MRJ (located within Zone 4, which currently prohibits schools as a land use) is unlikely to experience any noticeable noise difference as compared to a school that is four miles north of MRJ. Neither one is located under an approach path to the airport and the low volume of MRJ activity doesn't generate sufficient noise above the background noise of the school, whether it is located two or four miles from MRJ, to be significant.

This analysis begins with a look at what the airport zoning ordinance prohibits. **Table 1** lists the categories of prohibited land uses (marked with an "X" in the table) and indicates which zones impose those prohibitions. In addition to the specific prohibitions listed in Table 1, the airport zoning ordinance prohibits the following in all of the zoning districts:

- Electrical or electronic interference with navigational signals or radio or radar communication between the airport and aircraft
- Illuminated structures that would be hazardous for pilot navigation
- Structure or use of land that causes the emission of smoke that may be a pilot navigation hazard

These are sound practices around any airport and should remain in effect.



Table 1: Summary of Existing Land Use Prohibitions, Iowa County Airport Zoning Ordinance

Land Use	Zone 1	Zone 2	Zone 2A	Zone 2B	Zone 3 (1 mile)	Zone 4 (2 miles)	Zone 5 (3 miles)
Any buildings or structures necessary for airport operations							
Places of public or semi-public assembly with a capacity of 100 or more persons	X						
Residential development on lots less than twenty (20) acres	X		X				
Residential development on lots less than ten (10) acres	X		X	X			
Residential, commercial or mixed-use subdivisions	X		X	X	X		
Commercial development on lots less than twenty (20) acres	X		X				
Commercial development on lots less than ten (10) acres	X		X	X			
Any new development where there would be a density of one hundred (100) or more persons per acre, either as employees, patrons, visitors, owners or occupants	X		X	X			
Wildlife ponds, not including stormwater or erosion-control structures	X		X	X	X		
Hunting preserves, hunting clubs and trapshooting or similar facilities; wildlife sanctuaries, game preserves and including aviaries that would cause a navigation hazard	X		X	X	X	X	
Any use that may cause a navigational hazard, such as smoke, dust, lighting, etc.	X		X	X	X	X	
Hospitals and clinics	X		X	X	X	X	
Churches or similar places of worship	X		X	X	X	X	
Schools	X		X	X	X	X	
Landfills	X		X	X	X	X	
Retirement homes	X		X	X	X	X	
Day care facilities	X		X	X	X	X	
Telecommunication towers	X		X	X	X	X	X
Theatres	X		X	X			
Amphitheaters	X		X	X			
Stadiums	X		X	X	X	X	
Hatcheries	X		X	X			
Flying of model aircraft			X	X			
Launching of rockets			X	X			
Any other construction that would encourage the concentration of bird (avian) populations that would cause a navigational hazard	X		X	X			
Campgrounds	X		X	X	X		
Transitional surface penetration		X					

Note: Land uses marked with "X" are prohibited in that zone.

Source: Iowa County Airport Zoning Ordinance, Ordinance No. 400.16



A review of Table 1 reveals that, as written, Zone 2 lists only one restriction, as compared to the multiple restrictions listed for Zones 2A and 2B. Given the proximity to the airfield, it is recommended that the same land use restrictions applied to Zone 2A be applied to Zone 2.

The restriction on telecommunication towers in all zones appears to be for purposes of preventing what are typically tall structures from becoming hazards to air navigation. Since this risk is already addressed under Section 6.0(5) *Height Limitations*, there is no need to include this redundant restriction. Furthermore, if a telecommunication tower can be erected while still meeting the height limitations, there is limited rationale for preventing this use. Therefore, this prohibited use is recommended for removal from all zoning districts.

At a general aviation airport like MRJ, most of the traffic pattern activity will stay within ½ mile of the runways, so Zone 3 encompasses all of this activity, and the restrictions in this zoning district are appropriate for traffic pattern aircraft. At a busier airport, Zone 4 might be an appropriate way to address noise concerns for those on the ground, especially under approach and departure paths. However, at MRJ, controlling land use in Zone 4 because of noise concerns appears to be excessive. There are a number of land uses prohibited in Zone 4 that should be considered allowable due to the low aviation activity levels at MRJ. These uses consist of:

- Hunting preserves, hunting clubs and trapshooting or similar facilities; wildlife sanctuaries, game preserves and including aviaries that would cause a navigation hazard
- Hospitals and clinics
- Churches or similar places of worship
- Schools
- Retirement homes
- Day care facilities
- Stadiums

These recommended revisions are shown in Table 2, which highlights the recommended changes from Table 1.

Table 2: Recommended Revisions to Land Use Prohibitions, Iowa County Airport Zoning Ordinance

Land Use	Zone 1	Zone 2	Zone 2A	Zone 2B	Zone 3 (1 mile)	Zone 4 (2 miles)	Zone 5 (3 miles)
Any buildings or structures necessary for airport operations							
Places of public or semi-public assembly with a capacity of 100 or more persons	X						
Residential development on lots less than twenty (20) acres	X		X				
Residential development on lots less than ten (10) acres	X		X	X			
Residential, commercial or mixed-use subdivisions	X	X	X	X	X		
Commercial development on lots less than twenty (20) acres	X		X				
Commercial development on lots less than ten (10) acres	X		X	X			
Any new development where there would be a density of one hundred (100) or more persons per acre, either as employees, patrons, visitors, owners or occupants	X	X	X	X			
Wildlife ponds, not including stormwater or erosion-control structures	X	X	X	X	X		
Hunting preserves, hunting clubs and trapshooting or similar facilities; wildlife sanctuaries, game preserves and including aviaries that would cause a navigation hazard	X	X	X	X	X		
Any use that may cause a navigational hazard, such as smoke, dust, lighting, etc.	X	X	X	X	X	X	
Hospitals and clinics	X	X	X	X	X		
Churches or similar places of worship	X	X	X	X	X		
Schools	X	X	X	X	X		
Landfills	X	X	X	X	X	X	
Retirement homes	X	X	X	X	X		
Day care facilities	X	X	X	X	X		
Telecommunication towers	X						
Theatres	X	X	X	X			
Amphitheaters	X	X	X	X			
Stadiums	X	X	X	X	X		
Hatcheries	X	X	X	X			
Flying of model aircraft		X	X	X			
Launching of rockets		X	X	X			
Any other construction that would encourage the concentration of bird (avian) populations that would cause a navigational hazard	X	X	X	X			
Campgrounds	X	X	X	X	X		
Transitional surface penetration		X					

Note: Land uses marked with "X" are prohibited in that zone.

Highlighted boxes in table indicate changes from Table 1.

Source: Iowa County Airport Zoning Ordinance, Ordinance No. 400.16 and Mead & Hunt

MRJ was specifically interested in an assessment of Zones 2, 2A, and 2B. With Zone 2's proximity to the runways, it makes sense to apply the same prohibitions that are in effect for Zone 2A. When assessing Zones 2A and 2B, which extend out into the approach and departure corridors for each runway, it is important to note that these zones share much of the same land as the runway protection zones (RPZ). The FAA's AC 150/5300-13A *Airport Design and Interim Guidance on Land Uses within a Runway Protection Zone* provide direction on the types of compatible land use in RPZs. According to *Airport Design*, compatible land uses within an airport's RPZ are:

- Farming that meets airport design standards
- Irrigation channels that meet the requirements of AC 150/5200-33 and FAA/USDA manual, *Wildlife Hazard Management at Airports*
- 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 NAVAIDs and facilities, such as equipment for airport facilities that are considered fixed-by-function in regard to the RPZ

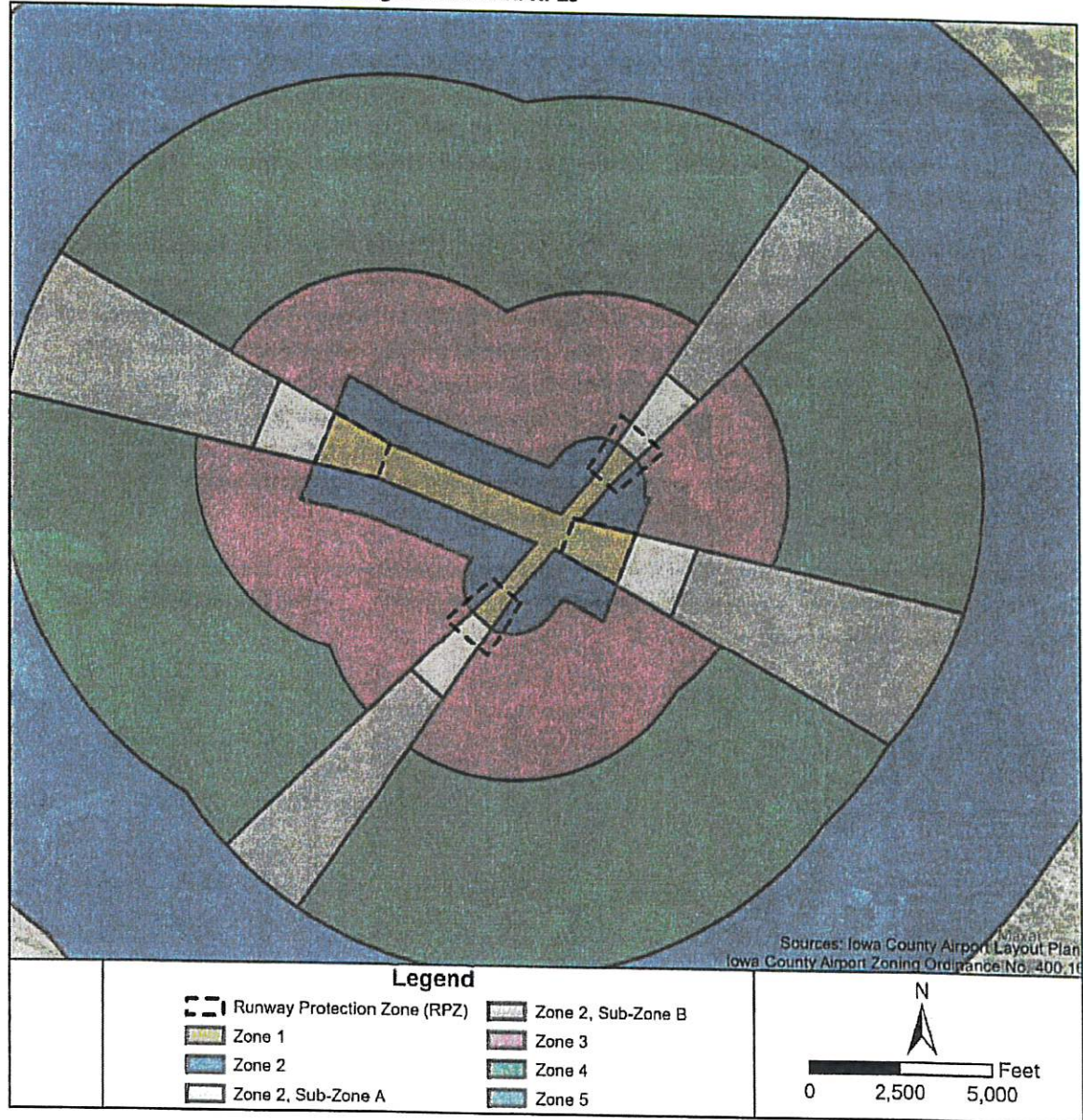
In general, the FAA prefers that an airport control its RPZs, allowing it to clear the entire RPZ of all above ground objects. The FAA's *Interim Guidance on Land Uses within a Runway Protection Zone* calls out specific land uses in the RPZ that require coordination with the FAA, indicating that such uses may be allowable under the proper circumstances. These land uses are:

- Buildings and structures (such as residences, schools, churches, hospitals or other medical care facilities, commercial/industrial buildings, etc.)
- Recreational land use (such as golf courses, sports fields, amusement parks, other places of public assembly, etc.)
- Transportation facilities (such as rail facilities, public roads, and vehicular parking facilities)
- Fuel storage facilities (above and below ground)
- Hazardous material storage (above and below ground)
- Wastewater treatment facilities
- Above-ground utility infrastructure (i.e. electrical substations), including any type of solar panel installations

As can be seen in Figure 4, MRJ's RPZs occupy part, but not all of Zones 2A and 2B. As stated previously, once beyond the boundary of Zone 3, the impacts of MRJ's aviation activity are considerably less concentrated. Therefore, applying the restrictions of Zone 2B to the boundary of Zone 4 may be considered excessive and it is recommended shifting the outer boundary of Zone 2B inward from the edge of Zone 4 to the edge of Zone 3. This reduces the size of Zone 2B, better aligning it with its corresponding RPZ and limiting the area of its land use restrictions. Specifically, this shifts Ludden Lake from being subject to Zone 2B to Zone 4, enhancing its land use opportunities, and allowing the county to proceed with smaller lot development around the lake.

Furthermore, the distinctions between Zone 2, Zone 2A, and Zone 2B appear to be unnecessary. These zones attempt to allow for graduated residential and commercial development when all that is needed is to limit this type of development around the runways and under the approach paths close in to MRJ.

Figure 4: Iowa County Airport Zoning Districts and RPZs



Source: Mead & Hunt

This can be accomplished by changing all of these zones to Zone 2 and prohibiting residential and commercial development in Zone 2. This is indicated in Table 2 by lining out the Zone 2A and Zone 2B headings. This also eliminates the need to distinguish between development on different lot sizes, and these land uses have been lined out in Table 2.

Summary

This technical memorandum examined the FAA's guidance for controlling the height of obstacles under FAR Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*. It also looked at general guidance for land use around airports and the FAA's AC 150/5300-13A *Airport Design*, and *Interim Guidance on Land Uses within a Runway Protection Zone* for specific administration of airport land use. Following an analysis of the existing Iowa County Airport Zoning Ordinance restrictions, the following recommendations are made:

- Maintain and update as necessary Section 6.0(5) *Height Limitations* of the zoning ordinance to protect MRJ from obstacles that could be hazards to air navigation.
- Revise the airport zoning ordinance to list what land uses are allowed and prohibited in Zone 2.
- Remove land use restrictions on telecommunications towers and instead rely on the height limitations to prevent incompatible telecommunication tower placement.
- Reduce the size of Zone 2B by moving the outer boundary from the edge of Zone 4 to the edge of Zone 3 (i.e., move it in to a distance of only one mile from the MRJ property line).
- Change Zone 2A and Zone 2B to Zone 2. Eliminate references to Zones 2A and 2B.
- Allow land uses in Zones 4 and 5 as indicated in Table 2.

These recommended changes will permit greater flexibility in development of land that experiences minimal impacts from airport activity. This will benefit the community, and the landowners, without jeopardizing operations at MRJ.



Iowa County Highway Department

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CRAIG HARDY
HIGHWAY COMMISSIONER
WWW.IOWACOUNTY.ORG

Reference : Iowa County Airport – Mineral Point.

Staff Memo:

The airport overlay ordinance was created following FAA and BOA guidelines for preservation and future protections of the airport to a distance of 3 nautical miles in 2008-2009. The balance of the county is unaffected by the airport zoning ordinance.

The Airport receives both annual entitlement funding and discretionary funding from the WisDOT BOA and FAA through the General Airport operations programs. The funding provided varies from an 80-20% to 95-5% cost share on projects, dependent on project types; with the county paying the smaller amount. Cost share funding has been provided for runway, taxiway, and approach improvements, hangar development, fuel farm replacement, land acquisition, and other projects. In all since June of 1987; \$7.5M in improvements have been performed in developing the MRJ airport. The following is a cost share breakdown of the amount of those improvements:

Federal FAA funding cost share	= \$5,103,000+
State WisDOT BOA funding cost share	= \$1,435,000+
<u>Iowa County funding cost share</u>	<u>= \$947,000+</u>
Total	= \$7,486,000 +

In addition, 2022 alone; we will be replacing the main runway 11/29 which is 5,000 Ft long (the 2nd largest airport runway SW of the interstate 90/94 outside of Dane County Regional - Madison) at a cost estimate of \$2.2M; of which the county will only pay \$100,000 of. That is \$2.0M of discretionary funding from state/federal sources. In addition; the airport benefits from other cost share improvements funded with annual allocations of \$150,000 from state/fed sources.

MRJ county airport hosts 26 privately owned hangars, 3 County owned hangars, a 10-unit county owned nested tee hangar facility, and other improvements. In all 37 enplanements are held on the grounds for daily operations. The MRJ county airport also provides other service to the region (SW Wisconsin counties not just Iowa County) including being a hub for freight deliveries by/from UPS in Dodgeville with weekly service, for QLF corporate traffic in Dodgeville, Cummings Plant in Mineral Point, area invasive species spraying by WDNR operations, areal crop dusting application operations, as well as the SW hub for UW-Health Mediflight operations. I provide this information not to sway a decision or opinion but to inform of other considerations for the airport versus the developments in the surrounding area. There are/may be other parts of the county which could benefit from land development proposals, which may not otherwise be allowed within the Airport Overlay Zoning dimension of 3 miles.

Respectfully Submitted;

Craig E Hardy, PE/RLS
Iowa County Highway Commissioner

BLANK

Ordinance No. 400.16A

Iowa County Airport Overlay Zoning Ordinance

Iowa County, Wisconsin

**Copies are available at the
Office of Planning & Development**

**222 N. Iowa Street
Dodgeville, WI 53533
(608) 935-0398**

www.iowacounty.org

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SECTION 1.0 PURPOSE. It is the purpose of this ordinance to regulate the use of property and to regulate and restrict the height of structures in the vicinity of the Iowa County Airport in order to promote public health, safety, and general welfare, to protect airport users, to increase safety in the use of the airport and to protect persons and property within the airport affected area and zoning districts while concurrently respecting historic and traditional usage of said areas. As an overlay ordinance, it applies additional review, conditions and/or restrictions to its jurisdiction area while retaining the existing base zoning classification as administered by the political unit with jurisdiction, ie. County, City, Village or Township.

SECTION 2.0 STATUTORY AUTHORIZATION. This ordinance, designed to protect the approaches, airspace and hazard areas of the Iowa County Airport is adopted pursuant to Ch. 114 WI Stats and Sections 59.03, 59.04, and 59.69..

SECTION 3.0 JURISDICTION. The jurisdiction of this ordinance shall extend over all lands and waters within three (3) statute miles from the property lines of the Iowa County Airport as shown on the Iowa County Airport Zoning District Map (see Appendix A), including both unincorporated and incorporated areas.

SECTION 4.0 SEVERABILITY. If any section, clause, provision, or portion of this Ordinance is adjudged unconstitutional or invalid by a court of competent jurisdiction, the remainder of this Ordinance shall not be affected thereby.

SECTION 5.0 DEFINITIONS. Word used in the present tense includes the future, words in the singular number include the plural number and words in the plural number include the singular. The word "shall" is mandatory, not permissive. All distances, unless otherwise specified, shall be measured horizontally.

1. "Administrator". The Iowa County Office of Planning and Development.
2. "Alteration". Any construction, which would result in a change in height or lateral dimensions of an existing structure or object.
3. "Airport Management". The Iowa County Airport Manager with oversight by the Iowa County Airport Commission.
4. "Airport." The Iowa County Airport located in Sections 22, 23, 26 and 27, Township 5 North, Range 2 East, Iowa County, Wisconsin or as otherwise described by recorded deed.
5. "Airport Affected Area." The area located within three (3) statute miles of the Iowa County Airport property boundaries..
6. "Airport Hazard." Any structure or object, whether man-made or natural, or use of land which obstructs the airspace required for the flight of aircraft in landing or taking off at the airport or is otherwise hazardous to such landing and taking off.
7. "Board of Adjustment." The zoning board of appeals created pursuant to Ch. 114.136(4) WI Stats with the powers provided by law to hear appeals and grant variances from the terms of this ordinance.
8. "Building." Any structure having a roof supported by columns or walls used or intended to be used for the shelter or enclosures of persons, animals, equipment, machinery or materials.
9. "Church." A building used wholly or in part for the practice of a religion by a congregation of fifty (50) or more persons.
10. "Commission." The Iowa County Airport Commission.
11. "Committee." The Iowa Planning and Zoning Committee.

12. "Construction." The erection or alteration of any structure or objects either of permanent or temporary character.
13. "Day Care Facility." A building used wholly or in part for the licensed care of children, whom at least six (6) are not related by blood or marriage to the care giver(s).
14. "Development." Any manmade change to improved or unimproved real estate, including but not limited to construction of or additions to buildings, other structures, or accessory uses, the placement of mobile homes, mining, dredging, filling, grading, paving, excavation or drilling operations, deposition of materials.
15. "Growth." Natural vegetation including trees, shrubs, and foliage with the exception of farm crops that are cut at least once each year.
16. "Lot." A land area with a boundary description designated in a subdivision plat, certified survey map, or described in a conveyance, recorded in the Iowa County Register of Deeds.
17. "Nonconforming Structure." A structure that legally existed at the time of adoption or revision of this ordinance but does not comply with the provisions of this ordinance.
18. "Nonconforming Use." A use of land that legally existed at the time of adoption or revision of this ordinance but does not comply with the provisions of this ordinance.
19. "Person." Any individual, firm, partnership, corporation, company, association, joint stock association or body politic and includes any spouse, partner, trustee, receiver, assignee, or other similar representative thereof.
20. "Preexisting permitted use." see Nonconforming Use.
21. "Retirement Home." A building used as a place of residence for the elderly in which there are at least three (3) separate living units that may or may not share common areas, such as dining and recreational facilities.
22. "Runway." A portion of the airport having a surface specifically developed and maintained for the taxiing, landing and taking off of aircraft.
23. "School." A building used as a public or private educational institution for children between the ages of four and eighteen, more commonly referred to as an elementary, secondary or high school. This definition exempts the home schooling, meaning the schooling of children within a private home versus a public or private institution.
24. "Structure." Any object or construction, excluding fills and fences, or any production or piece of work artificially built or composed of parts joined together in some definite manner having form, shape and utility built or placed by man.
25. "Subdivision." For the purpose of this ordinance, a subdivision shall be the division of a lot, parcel or tract by the owner thereof, or his agent, for the purpose of transfer of ownership or building development where the act of division creates three (3) or more parcels or building sites of five (5) acres each or less in area or where the act of division creates three (3) or more parcels or building sites of five (5) acres each or less in area by successive division within a five-year period.
26. "Telecommunication Tower." For the purpose of this ordinance, the definition within the Telecommunications Tower, Antenna and Facilities Siting Ordinance of Iowa County shall apply. Amateur radio towers are not included, provided any tower is no taller than 90 feet and is located at least 100% of its height to any property line.
27. "Tree." Any objects of natural growth, except farm crops which are cut once a year, and except shrubs and foliage which do not grow to a height of more than twenty (20) feet.
28. "Variance." A departure from the terms of this ordinance as applied to a specific building, structure or parcel of land, granted by the Board of Adjustment upon the applicant

proving unnecessary hardship that permits the construction, alteration, remodeling or use of land that deviates from the requirements of this ordinance.

SECTION 6.0 GENERAL PROVISIONS.

1. Jurisdiction. The provisions of this ordinance shall apply to all those lands and waters within three (3) miles of the Iowa County Airport as indicated on the Iowa County Airport Zoning District Map (see Appendix A). Notwithstanding any other provision of this ordinance, no use may be made of land or water within any district established herein that would endanger the safe landing, taking off and maneuvering of aircraft within the vicinity of the Iowa County Airport, or would be injurious to the health, safety and welfare of persons using the airport facilities, including:
 - a) Creating electrical or electronic interference to navigational signals, and radio or radar communication between the airport and aircraft or air traffic control systems;
 - b) Installing or using slashing or flashing lights, illuminated advertising, illuminated business signs or any illumination that would create a hazard to pilots because of the difficulty distinguishing between airport lights and the non-airport illumination, or that results in glare in pilot's eyes to an extent that it impairs visibility;
 - c) Emitting or discharging smoke so as to interfere with the safe avigation of aircraft using the airport.
2. Persons constructing, purchasing or leasing any land or structures within three miles of the Iowa County Airport are advised that such land and structures, including dwellings, are within in the vicinity of the airport. The airport, by its customary and normal operations, may cause noise or interfere with the unrestricted use and quiet enjoyment of property.
3. Use Restrictions. Notwithstanding any other provisions of this ordinance, no use may be made of land or water within any district established by this ordinance in such a manner as to create electrical or electronic interference with navigational signals or radio or radar communication between the airport and aircraft. No illuminated structures are allowed that would be hazardous for pilot navigation. No structure or use of land that causes the emission of smoke that may be a pilot navigation hazard or otherwise be detrimental or injurious to the health, safety and welfare of the public in use of the airport is allowed unless specifically approved by airport management. All uses must comply with any underlying zoning regulations.
4. Height Limitations. No structure, tree or growth shall be erected, altered, allowed to grow or be maintained within any zoning district established by this ordinance to a height that exceeds the limitations established on the Height Limitation Zoning Map dated Sept. 19, 2007 as prepared by the Wisconsin Bureau of Aeronautics as shown in Appendix B.
A clearer, more legible map can be obtained from the Iowa County Office of Planning and Development.

The height limitation restrictions shall not apply to objects which are less than thirty-five (35) feet in height above the ground level at the object site within one-half mile of the airport boundary, or to structures less than fifty (50) feet in height above ground within the area beginning one-half mile from the airport boundary and extending to three miles from the airport boundary.

5. Conflict with Other Regulations. Whenever the provisions of this ordinance are inconsistent with on another or when the provisions of this ordinance conflict with provisions found in other adopted ordinances or regulations, the more restrictive provision shall govern unless the terms of the provisions specify otherwise.

SECTION 7.0 Airport Zones. The jurisdiction of this ordinance, as defined by Section 3.0, is divided into zones as shown on the map entitled "Iowa County Airport Zoning District Map" adopted as part of this ordinance. When a district line divides a lot of record existing prior to the effective date of this ordinance in such a manner that a use is not permitted in the most restrictive district of such lot, but is permitted on that portion of such lot in the lesser restrictive district, then a permitted use may be developed only on that portion of the lot where it is permitted. The zones described below are illustrated on the Iowa County Airport Zoning District Map (see Appendix A) as follows:

- Zone 1 Red outlined area
- Zone 2 Yellow outlined area
- Zone 3 Light Blue outlined area
- Zone 4 Green outlined area
- Zone 5 Dark Blue outlined area

A clearer, more legible map can be obtained from the Iowa County Office of Planning and Development.

1) Zone 1. This is primarily surface area (ground) that is vital for airport operations. Runways, taxiways and ground immediately adjacent are included in this zone. No buildings shall be allowed in this area for safety reasons. Most, if not all, of this zone is land owned by the airport.

a) Permitted Uses.

1. Aircraft hangers, air terminals, and airport administration and maintenance buildings
2. Runways, taxiways, aprons, and related lighting and air support apparatus
3. Airport security, rescue, and firefighting buildings and facilities
4. Aircraft repair and maintenance buildings and facilities
5. Fuel storage facilities and pumps
6. Commercial uses directly related to airport operations
7. Public gatherings in conjunction with an airport related activity sponsored or approved by the airport management
8. Air cargo facilities
9. Agricultural uses as approved by airport management
10. Municipal emergency response facilities

- b) Prohibited Uses.
1. Any buildings or structures other than that necessary for airport operations.
 2. Any use that may cause a navigational hazard, such as smoke, dust, lighting, etc.
 3. Any new development where there would be a density of one hundred (100) or more persons per acre, either as employees, patrons, visitors, owners or occupants.
 4. Places of public or semi-public assembly with a capacity of 100 or more persons.
- 2) Zone 2. This is an area adjacent to Zone 1 and is a transitional zone because aircraft are transitioning into a flight or landing pattern over this land area. This zone includes an extended approach sub-zone, which is an extension from the approaches at the runways.

Those uses permitted by the underlying general zoning jurisdiction are allowed except for those uses specifically prohibited in this section. Zone 2 is divided into two sub-zones: Sub-zone A and Sub-zone B.

- a) The following uses shall be prohibited in the Sub-zone A:
1. Residential development on lots less than twenty (20) acres
 2. Residential, commercial or mixed-use subdivisions
 3. Commercial development on lots less than twenty (20) acres
 4. Any new development where there would be a density of one hundred (100) or more persons per acre, either as employees, patrons, visitors, owners or occupants.
 5. Wildlife ponds, not including storm water or erosion-control structures if designed for less than a 48-hour detention period
 6. Hunting preserves, hunting clubs and trapshooting or similar facilities; wildlife sanctuaries, game preserves and including aviaries that would cause a navigation hazard.
 7. Any use that may cause a navigational hazard, such as smoke, dust, lighting, etc.
 8. Hospitals and clinics
 9. Churches or similar places of worship
 10. Schools
 11. Landfills
 12. Retirement homes
 13. Day care facilities
 14. Telecommunication towers
 15. Theatres
 16. Amphitheatres
 17. Stadiums
 18. Hatcheries
 19. Flying of model aircraft or drones at more than 20 feet above ground grade by a noncommercial operator
 20. Launching of model rockets or airborne fireworks
 21. Any other construction that would encourage the concentration of bird (avian) populations that would cause a navigational hazard.
 22. Campgrounds
- b) The following uses shall be prohibited in the Sub-zone B:
1. Residential development on lots less than ten (10) acres

2. Residential, commercial or mixed-use subdivisions
 3. Commercial development on lots less than ten (10) acres
 4. Any new development where there would be a density of one hundred (100) or more persons per acre, either as employees, patrons, visitors, owners or occupants.
 5. Wildlife ponds, not including storm water or erosion-control structures if designed for less than a 48-hour detention period
 6. Hunting preserves, hunting clubs and trapshooting or similar facilities; wildlife sanctuaries, game preserves and including aviaries that would cause a navigation hazard.
 7. Any use that may cause a navigational hazard, such as smoke, dust, lighting, etc.
 8. Hospitals and clinics
 9. Churches or similar places of worship
 10. Schools
 11. Landfills
 12. Retirement homes
 13. Day care facilities
 14. Telecommunication towers
 15. Theatres
 16. Amphitheatres
 17. Stadiums
 18. Hatcheries
 19. Flying of model aircraft or drones at more than 20 feet above ground grade, except when done by a commercial licensed operator
 20. Launching of model rockets or airborne fireworks more than 20 feet above ground grade
 21. Any other construction that would encourage the concentration of bird (avian) populations that would cause a navigational hazard.
 22. Campgrounds.
- 3.) Zone 3. This is an area extending approximately one mile outward from the airport runways as shown on the Iowa County Airport Zoning District Map (see Appendix A). This zone does not reduce any part of Zone 2. This is an area where there will be primarily moderate to high noise from aircraft as they are near approach and take-off patterns.
- a) The following uses shall be prohibited in this zone:
1. Residential, commercial or mixed-use subdivisions.
 2. Hospitals and clinics.
 3. Schools.
 4. Churches or similar places of worship.
 5. Hunting preserves, hunt clubs and trapshooting or similar facilities that would cause a navigation hazard.
 6. Day care facilities.
 7. Retirement homes.
 8. Any use that may cause a navigational hazard, such as smoke, dust, lighting, etc.
 9. Landfills.
 10. Telecommunication towers.
 11. Stadiums.
 12. Campgrounds.
 13. Wildlife ponds, not including storm water or erosion-control structures if designed for less than a 48-hour detention period



- 4.) Zone 4. This is an area adjacent to Zone 3 extending out to roughly two miles from the airport runways as shown on the Iowa County Airport Zoning District Map (see Appendix A). This is an area where there will be primarily moderate noise from aircraft, but not subject to significant safety issues as aircraft are in an established flight pattern over these areas.
- a) The following uses shall be prohibited:
1. Hospitals and clinics
 2. Schools
 3. Churches or similar places of worship
 4. Hunting preserves, hunt clubs and trapshooting or similar facilities that would cause a navigation hazard
 5. Day care facilities.
 6. Retirement homes
 7. Any use that may cause a navigational hazard, such as smoke, dust, lighting, etc.
 8. Landfills
 9. Stadiums.
 10. Campgrounds
 11. Wildlife ponds, not including storm water or erosion-control structures if designed for less than a 48-hour detention period
- 5.) Zone 5. This is the area from Zone 4 outward to the 3-mile radius (Airport Affected Area) as shown on the Iowa County Airport Zoning District Map (see Appendix A). This area will be subject to low noises and safety concerns. Therefore, development will primarily have to follow height limits.
- a) The following uses shall be prohibited:
1. Any structure that exceeds the height limitations established in Section 6.0(5) of this ordinance
 2. Any use that may cause a navigational hazard, such as smoke, dust, lighting, etc.
 3. Wildlife ponds, not including storm water or erosion-control structures if designed for less than a 48-hour detention period
- 6.) Zone 6 – Height Limitation Overlay District, This district is established to protect the approaches to the airport from incompatible land uses by establishing height limitations as shown on the Height Limitation Zoning Map dated September 19, 2007 as prepared by the Wisconsin Bureau of Aeronautics shown in Appendix B. This district overlays all other districts and only impacts the use of land by establishing maximum height of structures and growth.

SECTION 8.0 ADMINISTRATION. It shall be the duty of the Iowa County Office of Planning & Development to administer and enforce this ordinance.

- 1) Permits. No structure or development shall hereafter be constructed, erected, enlarged or installed in any district created by this ordinance until the owner or their agent shall have secured a permit from the Administrator. Forms for application of permits shall be

supplied by the Administrator and a record of all permits issued shall be kept on file within the Office of Planning & Development.

Within the incorporated limits of the Village of Linden and the City of Mineral Point, application for a permit under this ordinance shall only be required if the proposed structure is to be 50 feet high or higher. Any structure less than 50 feet in height, regardless of the square footage of the structure, are exempt from the need of a permit under this ordinance. However, the use of said structure is still subject to the provisions of this ordinance.

- 2) Permit Procedure. Upon receipt of a completed application, the Administrator shall determine if the proposed project is consistent with the provisions of this ordinance and, if it is, shall issue the permit. If it is not, the Administrator shall deny the permit in writing stating the reason or reasons of denial. The Administrator may request input from any underlying jurisdiction that may have approval authority over the project.
- 3) After-the-Fact Permits. In the event that construction or development has begun prior to the issuance of a permit required under this ordinance, the owner or their agent shall seek an after-the-fact permit. The Administrator is authorized to issue a Cease Work Order until a permit is issued. An after-the-fact permit shall only be issued if the proposed development complies with all provisions of this Ordinance.
- 4) Fees. The Iowa County Board of Supervisors shall establish permit fees and after-the-fact permit fees by resolution.

SECTION 9.0 NONCONFORMING USES.

- 1) The lawful use of land, buildings and structures existing at the time of the adoption or amendment of this Ordinance may be continued, although such use, building or structure does not conform to the provisions of this Ordinance. The expansion or enlargement of a nonconforming use, building or structure shall be in conformity with this Ordinance.
- 2) The destruction of Existing Uses. The owner of any preexisting permitted use, building, structure, tree or plant which, as a result of fire, explosion or other casualty is destroyed, shall be allowed to rebuild, reconstruct or rehabilitate the same preexisting permitted use of the same parcel, provided the following requirements are met:
 - a) All required permits are obtained prior to rebuilding, reconstruction or rehabilitation.
 - b) The preexisting permitted use complies with the height limitation imposed by this ordinance.
 - c) The rebuilt or reconstructed structure or building does not exceed the three-dimensional footprint original preexisting structure or building.
 - d) The rehabilitated use does not exceed the scale, scope and extent of the original preexisting use.
- 3) Expansion of Preexisting Permitted Uses. Any preexisting legal uses, as described in this ordinance, may be expanded, altered or otherwise enlarged as long as the following requirements are met:
 - a) All required permits are obtained prior to commencement of work.
 - b) The expansion, alteration or enlarging meets the requirements of height limitation.

- c) The expansion, alteration or enlargement in no way increases or creates any hazard within the airspace required for the flight of aircraft in landing or takeoff or creates or increases any potential hazard to persons assembled within the preexisting permitted use.
- 4) The governing body of the owner of the airport may remove such nonconforming use or acquire the necessary air right over the same by purchase or exercise of the right of eminent domain in the manner provided by Ch. 32 Wis. Stats.

SECTION 10.0 AMENDMENTS AND APPEALS.

The Board of Supervisors may consider amendments to this ordinance only after at least one public hearing has been held by the Committee after review and recommendation has been made by the Commission. Requests for amendment can be made by anyone affected by the provisions of this ordinance, the Commission, the Committee, the Board of any affected municipality or Town or any County Board Supervisor.

Appeals to the provisions of or decisions made under this ordinance can be made to the Commission. Such requests shall be made in writing to the Administrator who, within ten (10) days, shall forward said request to the Commission with or without commentary. Appeals can only be considered for the following reasons:

1. When the provisions of this ordinance create a hardship. Hardship shall not include self-created conditions and must be caused by the implementation of this ordinance or amendment thereto.
2. When the provisions of this ordinance are unclear as to meaning or intent.
3. When a circumstance arises that is not clearly addressed by the provisions of this ordinance.

An appeal to the decision of the Commission shall be made to the Iowa County Board of Adjustment on forms provided by the Administrator. Appeals to the Board of Adjustment may be taken by any person aggrieved or by an officer, department, board or bureau of Iowa County affected by the Commission decision. Such appeal shall be taken within a reasonable time, as provided by the rules of the Board of Adjustment, by filing with the Administrator and the Board of Adjustment a notice of appeal specifying the ground thereof. The Administrator shall forthwith transmit to the Board of Adjustment all the papers constituting the record upon which the action appealed from was taken.

An appeal shall stay all proceedings in furtherance of the action appealed from, unless the Administrator shall certify to the Board of Adjustment after notice of appeal shall have been filed that by reason of facts stated in the certification a stay would cause imminent peril to life or property. In such case, the proceedings shall not be stayed otherwise than by a restraining order, which may be granted by the Board of Adjustment or by a court of record on application on notice to the Administrator and on due cause shown.

The Board of Adjustment shall fix a reasonable time for the hearings of the appeal, file public notice thereof, as well as due notice to the parties in interest, and decide the same within a reasonable time. Upon the hearings, any party may appear in person or by agent or by attorney.

SECTION 11.0 PENALTIES.

Violations may be pursued by either the issuance of a citation, referral to the Iowa County Corporation Counsel as a formal complaint or both as authorized by Ordinance No. 2-695-1995.

In the case of a formal complaint, any person, firm, or corporation who fails to comply with the provisions of this Ordinance shall, upon conviction thereof, forfeit no less than Ten Dollars (\$10.00) nor more than Two Hundred Dollars (\$200.00) and costs of prosecution for each violation. Each day a violation exists or continues shall constitute a separate offense.

In the case where a citation is issued, the payment of the forfeiture shall not constitute compliance nor shall said payment bar the issuance of further citations, provided the violation remains.

SECTION 12.0 EFFECTIVE DATE.

This Ordinance and the regulations contained herein shall become effective and declared in force after concurrence and publication by the Iowa County Board of Supervisors.

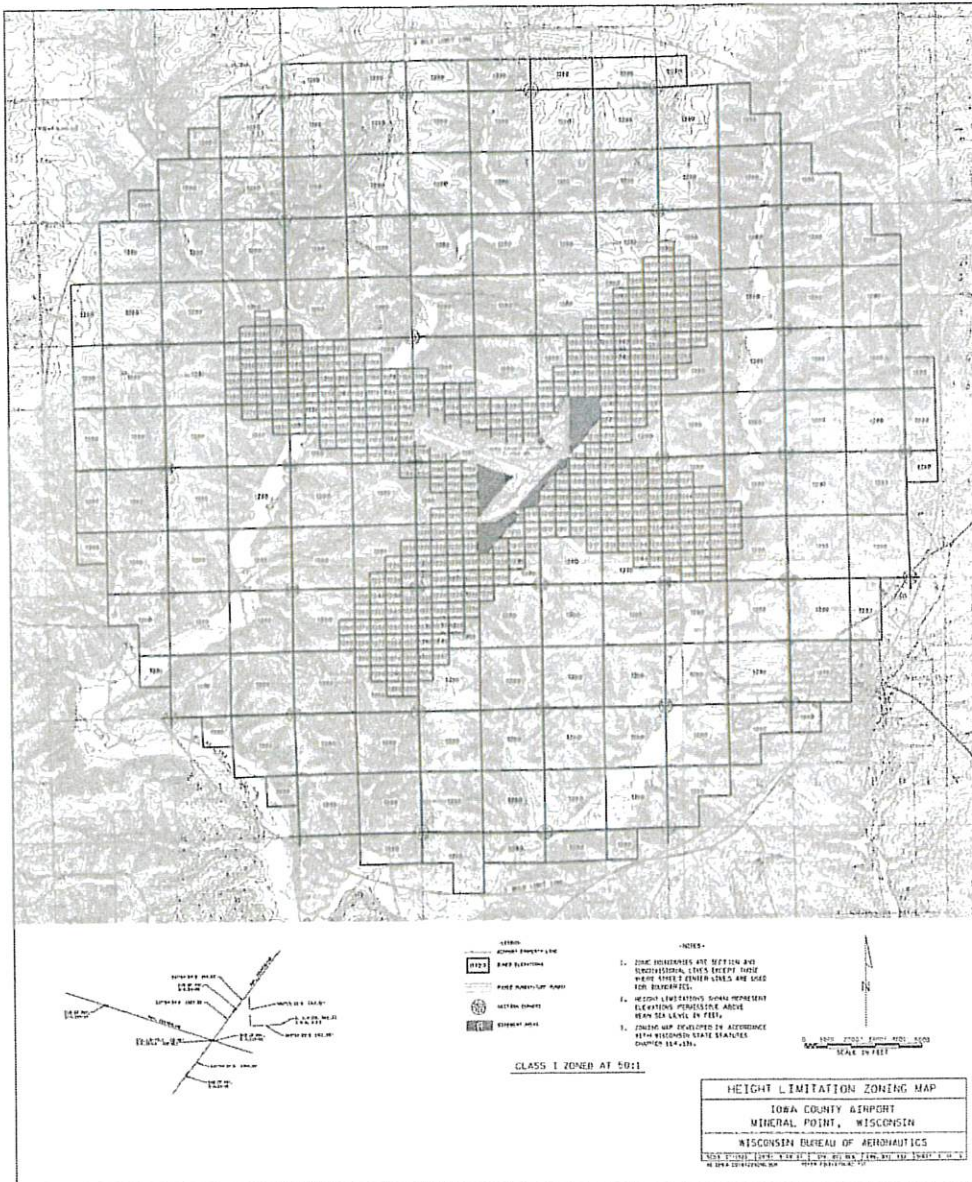
Appendix A: Iowa County Airport Zoning District Map



Located in parts of T4N-R2E, T4N-R3E, T5N-R2E, T5N-R3E
Created by the Iowa County Office of Planning & Development, 2016

3)

Appendix B



AIRPORT NAME

IOWA COUNTY AIRPORT

PROJECT
DESCRIPTION

RECONSTRUCT LOWER APRON



PROJECT NO.

AIP-15 / MRJ1003

DATE:

1/22/2020

CONTRACT NO.

1

PAY ITEM	PAY ITEM DESCRIPTION	UNIT	UNIT PRICE	BASE BID - LOWER APRON	
				QUANTITY	TOTAL PRICE
P15203	COMMON EXCAVATION	CY	\$ 12.00	1,000	\$ 12,000.00
X15299	REMOVE, TRANSPORT AND PLACE	CY	\$ 12.00	1,100	\$ 13,200.00
X15898	REMOVING BITUMINOUS OR CONCRETE PAVEMENT	SY	\$ 3.50	4,600	\$ 16,100.00
X15899	REMOVING AIRCRAFT TIE DOWNS	SET	\$ 350.00	6	\$ 2,100.00
P15901	SITE FINISHING	LS	\$ 7,500.00	1	\$ 7,500.00
X20801	AGGREGATE BASE COURSE, GRADATION NO.1	TON	\$ 13.50	2,800	\$ 37,800.00
312.0110	SELECT CRUSHED MATERIAL (UNDISTRIBUTED)	TON	\$ 12.00	300	\$ 3,600.00
455.0605	TACK COAT	GAL	\$ 5.00	300	\$ 1,500.00
SPV.460.5223	HMA PAVEMENT 4 LT 58-28 S	TON	\$ 80.00	500	\$ 40,000.00
SPV.460.5424	HMA PAVEMENT 4 LT 58-28 H	TON	\$ 85.00	500	\$ 42,500.00
460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	\$ 1.00	800	\$ 800.00
P62009	PAINTING YELLOW, WATERBORNE, TYPE I	SF	\$ 4.00	550	\$ 2,200.00
P62041	REFLECTIVE MEDIA, TYPE I, GRADATION A	LB	\$ 2.00	40	\$ 80.00
X63002	SAW CUTTING BITUMINOUS OR CONCRETE PAVEMENT	LF	\$ 4.25	525	\$ 2,231.25
X63402	TRAFFIC CONTROL, LANDSIDE	LS	\$ 1,000.00	1	\$ 1,000.00
X63403	TRAFFIC CONTROL, AIRSIDE	LS	\$ 2,500.00	1	\$ 2,500.00
X63404	BARRICADES AIRCRAFT OPERATIONS AREA	DAYS	\$ 4.00	500	\$ 2,000.00
X63405	UNLIT RUNWAY CLOSURE CROSSES	DAYS	\$ 150.00	2	\$ 300.00
P64001	MOBILIZATION	LS	\$ 75,000.00	1	\$ 75,000.00
P64201	MAINTENANCE AND REPAIR OF HAUL ROADS	LS	\$ 1,000.00	1	\$ 1,000.00
X64202	MAINTENANCE AND REPAIR OF AIRPORT HAUL ROADS	LS	\$ 4,000.00	1	\$ 4,000.00
X64403	AIRCRAFT TIE DOWN, TYPE I	SET	\$ 1,500.00	6	\$ 9,000.00
628.1504	SILT FENCE	LF	\$ 3.00	1,075	\$ 3,225.00
628.1520	SILT FENCE MAINTENANCE	LF	\$ 1.00	250	\$ 250.00
628.1905	MOBILIZATIONS EROSION CONTROL	EACH	\$ 250.00	3	\$ 750.00
628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	\$ 300.00	2	\$ 600.00
628.2008	EROSION MAT URBAN CLASS I, TYPE B (WITH BIODEGRADABLE STAPLES)	SY	\$ 3.00	1,900	\$ 5,700.00
628.7010	INLET PROTECTION, TYPE B	EACH	\$ 80.00	2	\$ 160.00
628.7504	TEMPORARY DITCH CHECKS	LF	\$ 9.00	225	\$ 2,025.00
628.7555	CULVERT PIPE CHECKS	EACH	\$ 20.00	40	\$ 800.00
628.7560	TRACKING PADS	EACH	\$ 1,500.00	1	\$ 1,500.00
629.0210	FERTILIZER, TYPE B	CWT	\$ 75.00	3	\$ 225.00
SPV.630.0110	SEEDING, MIXTURE NO. 20	LB	\$ 10.00	150	\$ 1,500.00
630.0200	SEEDING, TEMPORARY	LB	\$ 3.00	125	\$ 375.00
SPV.630.0500	SEED WATER	MGAL	\$ 60.00	50	\$ 3,000.00
SPV.642.5001	FIELD OFFICE, TYPE B	EACH	\$ 6,500.00	1	\$ 6,500.00
645.0140	GEOTEXTILE FABRIC, TYPE SAS	SY	\$ 2.00	5,400	\$ 10,800.00
645.0220	GEOGRID, TYPE SR	SY	\$ 3.00	4,700	\$ 14,100.00
T90503	SALVAGED TOPSOIL	SY	\$ 2.50	700	\$ 1,750.00
X90504	SCREENED TOPSOIL	SY	\$ 4.00	1,500	\$ 6,000.00
X90803	MULCHING (HYDRO-MULCH)	SY	\$ 1.00	1,000	\$ 1,000.00
X10821	LOCATE, TEST AND PROTECT EXISTING AND NEW CIRCUITS	LS	\$ 2,000.00	1	\$ 2,000.00
X11025	DUCT MARKER	EACH	\$ 150.00	1	\$ 150.00
L12503	RETRO-REFLECTIVE MARKERS, L-853, TYPE II	EACH	\$ 120.00	15	\$ 1,800.00
L12503	RETRO-REFLECTIVE MARKERS, L-853, TYPE II (NOT INSTALLED)	EACH	\$ 75.00	2	\$ 150.00
X00001	REPLACEMENT OF SECURITY LIGHTING - LOCATION NO. I	LS	\$ 25,000.00	1	\$ 25,000.00

Includes construction engineering costs

30%

TOTAL \$ 365,771.25

Contingency \$ 109,731.38

GRAND TOTAL \$ 475,502.63

33

Blank

**STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
BUREAU OF AERONAUTICS**

CHANGE ORDER #1

CHANGE ORDER NO.: #1

AIRPORT: Iowa County Airport

CONTRACTOR: Iowa County (LFA)

ORIGINAL CONTRACT AMOUNT: \$265,234.52

BOA PROJECT #: MRJ1003

AIP/SAP/SOP PROJECT #: AIP-15

CONTRACT NUMBER: 1

REVISED AMOUNT: \$265,234.52

(Inc. CO #'s) #1

DESCRIPTION OF WORK INCLUDED IN CONTRACT: Reconstruct lower apron

Changes Ordered: Changing the aggregate base course from P-208 to Highway ¾" Base Dense

Reason for Change Order: ¾" base dense is readily available for the County's use. Highway materials are allowable for areas serving aircraft under 12,500#

CONTRACT PRICE:

☒ Not Changed

☐ Increased by \$0

☐ Decreased by \$0

CONTRACT TIME:

☒ Not Changed

☐ Increased by 0 Days

☐ Decreased by 0 Days

ENGINEER

Approval Recommended by: John P. Hall Title: Project Manager Date: 9/7/21

CONTRACTOR

The foregoing change, work affected thereby, is subject to all contract stipulations and covenants.

Accepted by: Carol E. Hall Title: Highway Commissioner Date: 9/7/2021

BUREAU OF AERONAUTICS

FAA coordination required:

☒ No ☐ Yes

The foregoing change involves a federal grant and an addition or deletion of work in the basic grant scope or a time extension where liquidated damages may be involved, or a modification of the Standard FAA construction specifications.

Recommend Approval: John P. Hall Title: Project Manager Date: 9/7/21

Approved by: Matt McQuinn Title: Director Date: 09-07-2021

35

Iowa County Airport
MRJ1003
AIP-15

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BASE BID ESTIMATE **SCHEDULE OF PRICES**

WISCONSIN DEPARTMENT OF TRANSPORTATION
BUREAU OF AERONAUTICS

Note: Bidder must fill in schedule of prices for all items of work.

BID ITEM	ITEM DESCRIPTION	Quantity	Unit	UNIT PRICE		AMOUNT	
				Dollars	Cents	Dollars	Cents
P15203	COMMON EXCAVATION	1,000	CY	18	00	18000	00
X15299	PULVERIZE, MIX, REMOVE, TRANSPORT AND PLACE	1,600	CY	20	75	33200	00
X15899	REMOVING AIRCRAFT TIE DOWNS	6	SET	100	00	600	00
P15901	SITE FINISHING	1	LS	1800	00	1800	00
X20801	AGGREGATE BASE COURSE, GRADATION NO.1	2,100	TON	17	00	35700	00
312.0110	SELECT CRUSHED MATERIAL (UNDISTRIBUTED)	300	TON	27	00	8100	00
455.0605	TACK COAT	300	GAL	2	00	2100	00
460.2000	INCENTIVE DENSITY HMA PAVEMENT	800	DOL			0	00
SPV.460.5224	HMA PAVEMENT 4 LT 58-28 S	500	TON	75	00	37500	00
SPV.460.5424	HMA PAVEMENT 4 LT 58-28 H	500	TON	75	00	37500	00
P62009	PAINTING YELLOW, WATERBORNE, TYPE I	475	SF	4	00	1900	00
P62041	REFLECTIVE MEDIA, TYPE I, GRADATION A	30	LB	5	00	150	00
X63002	SAW CUTTING BITUMINOUS OR CONCRETE PAVEMENT	525	LF	2	00	1050	00
X63402	TRAFFIC CONTROL, LANDSIDE	1	LS	2400	00	2400	00
X63403	TRAFFIC CONTROL, AIRSIDE	1	LS	2400	00	2400	00
X63404	BARRICADES AIRCRAFT OPERATIONS AREA	500	DAYS	10	00	5000	00
P64001	MOBILIZATION	1	LS	22500	00	22900	00
P64201	MAINTENANCE AND REPAIR OF HAUL ROADS	1	LS	2500	00	2500	00
X64202	MAINTENANCE AND REPAIR OF AIRPORT HAUL ROADS	1	LS	3000	00	3000	00
X64403	AIRCRAFT TIE DOWN, TYPE I	6	SET	750	00	4500	00
628.1504	SILT FENCE	1,075	LF	1	00	1075	00
628.1520	SILT FENCE MAINTENANCE	250	LF	1	00	250	00
628.1905	MOBILIZATIONS EROSION CONTROL	3	EACH	200	00	600	00
628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	2	EACH	300	00	600	00
628.2008	EROSION MAT URBAN CLASS I, TYPE B (WITH BIODEGRADABLE SI	3,000	SY	1	00	3000	00
SUBTOTAL BASE BID						227,825	00

PROJECT NO. AIP-15 / MRJ1003

IV-1 (ADDENDUM NO.1)

CONTRACT NO.

37

~~ESTIMATE~~

BASE BID
SCHEDULE OF PRICES

WISCONSIN DEPARTMENT OF TRANSPORTATION
BUREAU OF AERONAUTICS

Note: Bidder must fill in schedule of prices for all items of work.

Note: Bidder must fill in schedule of prices for all items of work.							
BID ITEM	ITEM DESCRIPTION	Quantity	Unit	UNIT PRICE		AMOUNT	
				Dollars	Cents	Dollars	Cents
		AMOUNT CARRIED FORWARD				227,825	00
628.6510	SOIL STABILIZER, TYPE B (UNDISTRIBUTED)	1	ACRE	3500	00	3500	00
628.7010	INLET PROTECTION, TYPE B	2	EACH	125	00	250	00
628.7504	TEMPORARY DITCH CHECKS	225	LF	6	00	1350	00
628.7555	CULVERT PIPE CHECKS	40	EACH	100	00	4000	00
628.7560	TRACKING PADS	2	EACH	2300	00	4600	00
629.0210	FERTILIZER, TYPE B	3	CWT	150	00	450	00
SPV.630.0110	SEEDING, MIXTURE NO. 20	150	LB	5	00	750	00
630.0200	SEEDING, TEMPORARY	100	LB	5	00	500	00
SPV.630.0500	SEED WATER	50	MGAL	7	00	350	00
SPV.642.5001	FIELD OFFICE, TYPE B	1	EACH	1500	00	1500	00
645.0140	GEOTEXTILE FABRIC, TYPE SAS	5,400	SY	6	75	4050	00
SPV.645.0210	GEOGRID, TYPE A	4,700	SY	0	50	2350	00
T90503	SALVAGED TOPSOIL (UNDISTRIBUTED)	1,250	SY	2	00	2500	00
X90504	SCREENED TOPSOIL	1,750	SY	4	00	7000	00
X10821	LOCATE, TEST AND PROTECT EXISTING AND NEW CIRCUITS	1	LS	1250	00	1250	00
X11025	DUCT MARKER	1	EACH	250	00	250	00
L12503	RETRO-REFLECTIVE MARKERS, L-853, TYPE II	6	EACH	N/A		N/A	
L12503	RETRO-REFLECTIVE MARKERS, L-853, TYPE II (NOT INSTALLED)	2	EACH	N/A		N/A	
X00001	REPLACEMENT OF SECURITY LIGHTING - LOCATION NO. I	1	LS	N/A		N/A	
	ITEMS L12503, L12503LX00001 TO BE INCLUDED IN THE RUNWAY NAVAID PROJECT IMPROVEMENTS.						
TOTAL BASE BID						262,475	00

~~ESTIMATE~~

PROJECT NO.

AIP-15 / MRJ1003

IV-2 (ADDENDUM NO. 1)

CONTRACT NO.

32

Date: 1/14/2022
 Time: 07:48 pm
 Fringe Benefits Included
 From 1/1/2021
 Through 12/31/2021

IOWA COUNTY HIGHWAY DEPARTMENT Project Expense Detail

Page 20 of 20
 d_project_expense_detail_rpt
 All Channels
 Detail
 Sort Order: Type, Date

Project: MRJ-AIP-15 IOWA COUNTY AIRPORT APRON & TAXI PROJECT

Alt Project: 340-02

6-53340 LOCAL DEPARTMENTS				Road/ Job		Object	LabCd	Hr/MI/Qty	Unit Rate	Cost	Voucher	Customer
Per	Bat	Line	Trx Date	Employee/Unit/Inv/Vendor Name								
11	0032	00005	11/15/2021	M160 BLACK DIRT			379	52.98		344.37		55061
				Comment: 52.98 TON BLACK DIRT								
				Inventory Total				297.24		1,819.44		
						LOCAL DEPARTMENTS		6-53340		243,047.07		
										243,047.07		
										243,047.07		

Project Subtotal for Labor	1,255.00	29,374.56
Project Subtotal for Equipment	1,828.75	35,446.38
Project Subtotal for Purchases	6,645.45	139,732.92
Project Subtotal for I/W	297.24	1,819.44
Project Subtotal for Adjustments	0.00	36,673.77
<u>Project Total</u>		<u>243,047.07</u>

Report Totals

Labor Total	1,255.00	29,374.56
Equipment Total	1,828.75	35,446.38
Purchases Total	6,645.45	139,732.92
Inv. Withdrawal Total	297.24	1,819.44
Adjustments Total	0.00	36,673.77
<u>Report Total</u>		<u>243,047.07</u>

39

Asphalt Paving Incentive/Disincentive

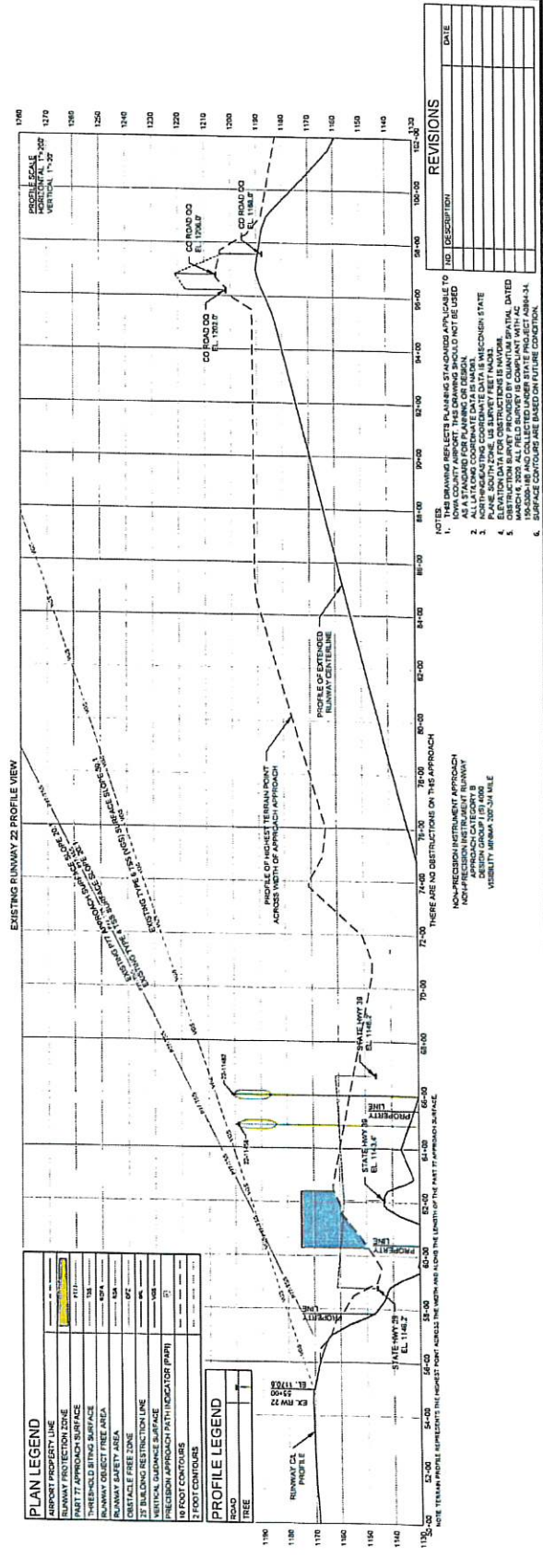
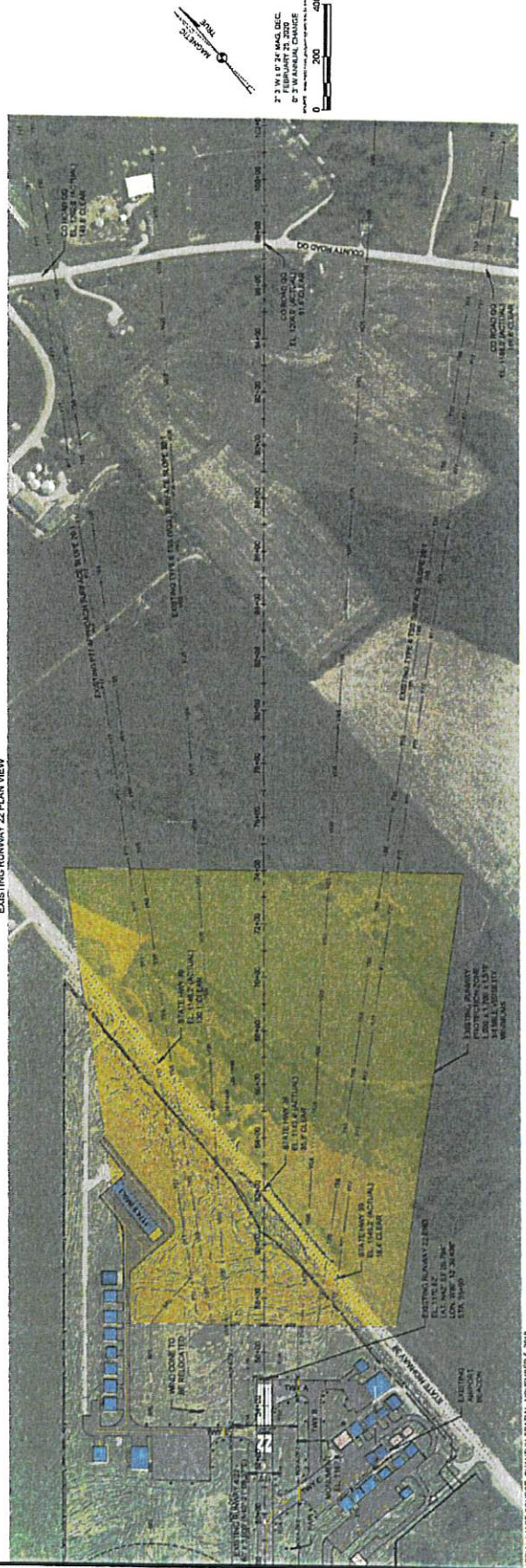
Lift	Qty	Unit	Cost	Total	Incentive - Disincentive	Revised Total
Binder	620.66	Tons	\$ 75.00	\$ 46,549.50	\$ (4,503.23)	\$ 42,046.27
Surface	530.66	Tons	\$ 75.00	\$ 39,799.50	\$ 7.40	\$ 39,806.90
				\$ 86,349.00		\$ 81,853.17

Project	Totals
R&R	\$ 9,818.91
SFT	\$ 1,216.74
Labor	\$ 29,374.56
Fringe	\$ 25,638.12
Equipment	\$ 35,446.38
	\$ 101,494.71

\$ (4,495.83)

46

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Mead and Hunt, Inc.
2440 Deming Way
Middleton, WI 53562
phone: 608-273-6380
meadhunt.com

IOWA COUNTY AIRPORT
AIRPORT LAYOUT PLAN
3151 STATE ROAD 39
MINERAL POINT, WISCONSIN 53565

05/25/20 DRAFT
SUBMITTAL

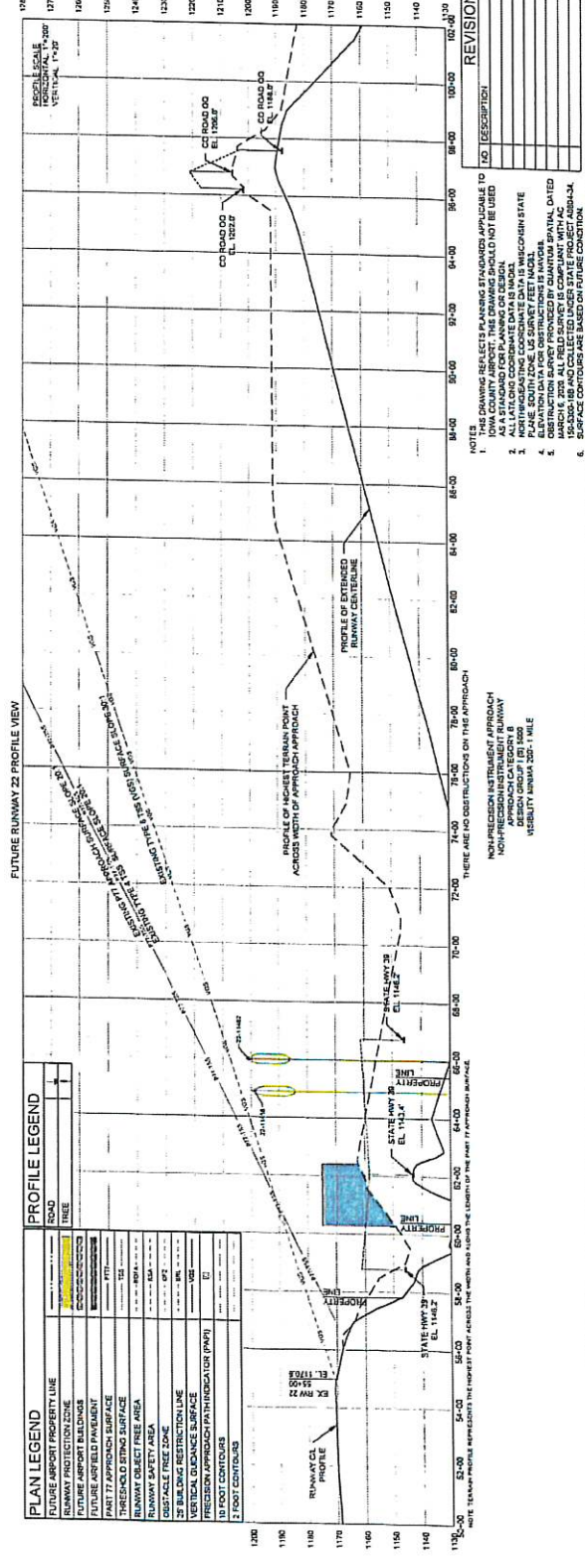
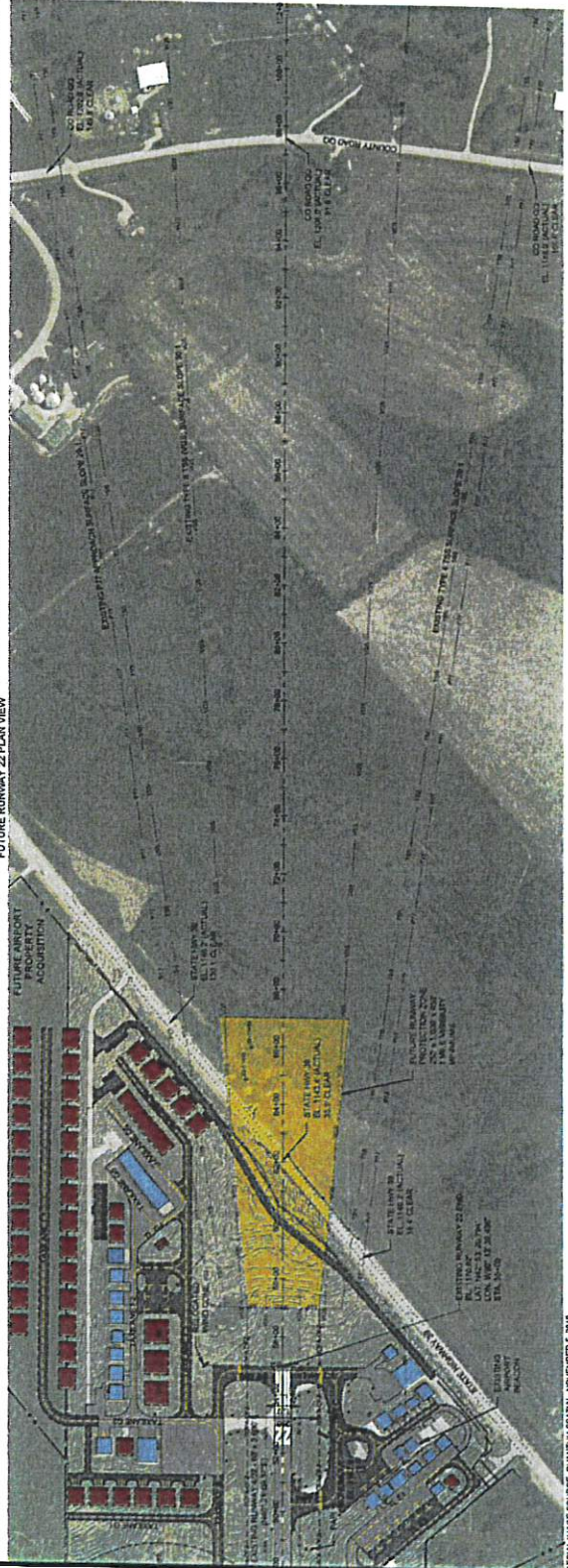
NOT FOR CONSTRUCTION

3-55-0348-XX
2309543-15C143 01
SEPTEMBER 24 2021
GAS

FUTURE RUNWAY 22 -

INNER PORTION OF
THE APPCH SURFACE
DRAWING

10 of 10



NOTES

1. THIS DRAWING REFLECTS PLANNING STANDARDS APPLICABLE TO IOWA COUNTY AIRPORT. THIS DRAWING SHOULD NOT BE USED AS A STANDARD FOR PLANNING OR DESIGN.
2. ALL LAT/LONG COORDINATE DATA IS NAD83.
3. HORIZONAL COORDINATE DATA IS WISCONSIN STATE PLANE SOUTH ZONE US DATUM 83.
4. VERTICAL COORDINATE DATA IS NAVD83 IS MSL.
5. CONSTRUCTION SURVEY PROVIDED BY COMPLIANT WITH ACI, MARCH 1, 2008. ALL FIELD SURVEY IS COMPLIANT WITH ACI 155-3003-188 AND COLLECTED UNDER STATE PROJECT #3003A3-3.
6. SURFACE CONTOURS ARE BASED ON FUTURE SECTION.

NON-PRECISION INSTRUMENT APPROACH
NON-PRECISION INSTRUMENT RUNWAY
APPROACH CATEGORY B
DESIGN GROUP I (R) 5000
VISIBILITY MINIMA 200 - 1 MILE

62-00 64-00 66-00

NOTE: TEAR-SIDE PROFILE MEASURED ON 5/1/00

2006 RELEASE UNDER E.O. 14176

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According to the 1990 Census, the population of the United States is 248 million. The population of the United States is growing at a rate of 1.2 percent per year. The population of the United States is projected to reach 300 million by the year 2025.

IOWA COUNTY AIRPORT
AIRPORT LAYOUT PLAN
3151 STATE ROAD 39
MINERAL POINT, WISCONSIN 53665

03/02 DRAFT
09/25/20 SUBMITTAL

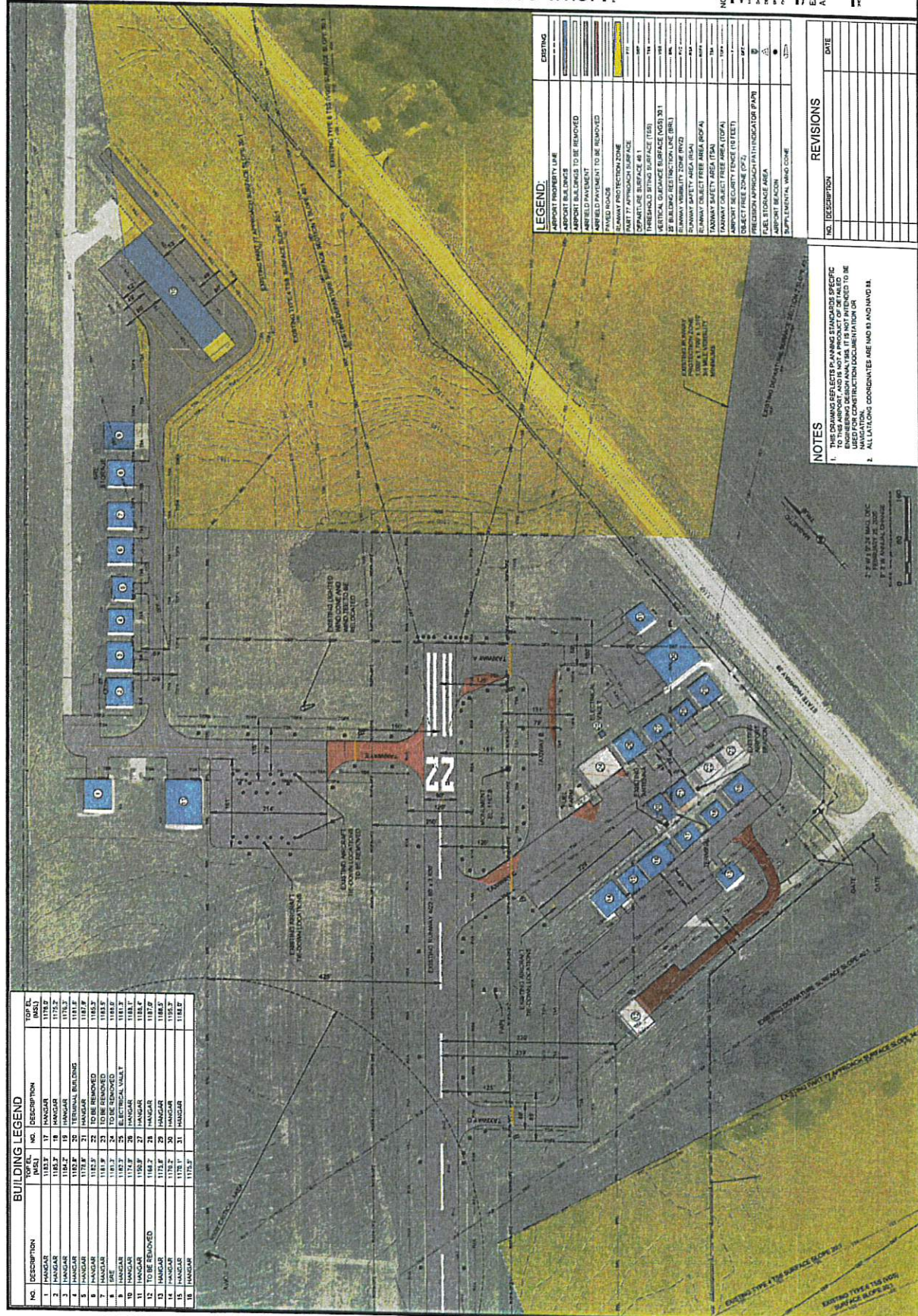
NOT FOR CONSTRUCTION

APP NO:	3-55-0048-JX
APPROVAL:	2309248-190143.01
DATE:	SEPTEMBER 24, 2021
REVISION:	GAS
DATE:	N/A
REVISION:	GAS

DEVELOPER: CH2M HILL

WEST LUTHER
EXISTING TERMINAL
AREA DRAWING
SHEET 15 of 18

15



NO	DESCRIPTION	TOTAL [M ²]	DESCRIPTION	TOTAL [M ²]
1	HANGAR	1183.7	17	HANGAR
2	HANGAR	1183.7	18	HANGAR
3	HANGAR	1183.7	19	HANGAR
4	HANGAR	1183.7	20	HANGAR
5	HANGAR	1183.7	21	HANGAR
6	HANGAR	1183.7	22	TO BE REMOVED
7	HANGAR	1183.7	23	TO BE REMOVED
8	HANGAR	1183.7	24	TO BE REMOVED
9	HANGAR	1183.7	25	ELECTRICAL VAULT
10	HANGAR	1183.7	26	HANGAR
11	HANGAR	1183.7	27	HANGAR
12	TO BE REMOVED	1183.7	28	HANGAR
13	HANGAR	1183.7	29	HANGAR
14	HANGAR	1183.7	30	HANGAR
15	HANGAR	1183.7	31	HANGAR
16	HANGAR	1183.7		

[illegible][illegible]

NOTES

1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A SUBSTITUTE FOR THE AIRPORT MASTER PLAN. IT IS NOT TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
2. ALL LAT/LONG COORDINATES ARE UTM 83 AND NAVD 83.

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IOWA COUNTY AIRPORT AIRPORT LAYOUT PLAN

3151 STATE ROAD 39
 MINERAL POINT, WISCONSIN 53555

DESIGNED BY
 SUBMITTED

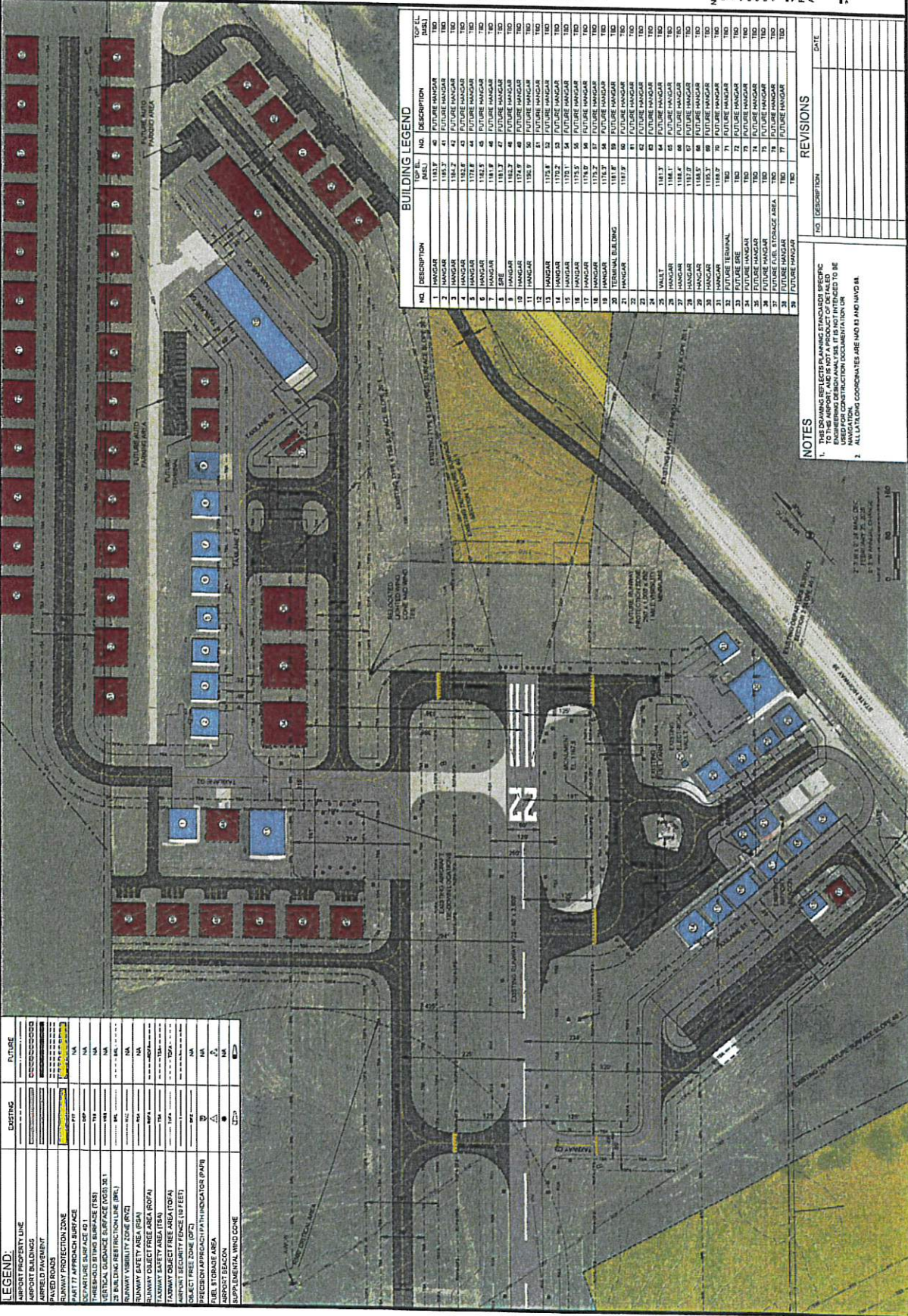
NOT FOR CONSTRUCTION

3151-0048-3X
 DATE: SEPTEMBER 24, 2021
 BY: GAD
 CHECKED BY: GAD
 DESIGNED BY: GAD

FUTURE TERMINAL
 AREA DRAWING

SHEET 16 OF 18

16



LEGEND:	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
AIRPORT BUILDINGS	■	■
ASPHALT PAVEMENT	■	■
CONCRETE PAVEMENT	■	■
GRASS	■	■
WATER	■	■
ROAD	---	---
RAILROAD	---	---
UTILITY	---	---
THRESHOLD SURFACE (TSS)	---	---
VERTICAL GUIDANCE SURFACE (VGS)	---	---
20' BUILDING RESTRICTION LINE (BRL)	---	---
RUNWAY VISIBILITY ZONE (RVZ)	---	---
RUNWAY SAFETY AREA (RSA)	---	---
TAXIWAY SAFETY AREA (TSA)	---	---
TAXIWAY OBJECT FREE AREA (TOFA)	---	---
AIRPORT SECURITY FENCE (10 FEET)	---	---
OBJECT FREE ZONE (OFZ)	---	---
PRECEDENT APPROACH PATH INDICATOR (PAPI)	---	---
FUEL STORAGE AREA	---	---
AIRPORT BUCCON	---	---
AIRPORT WIND CONE	---	---

NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION
1	HANGAR	40	FUTURE HANGAR	180	MAINT.
2	HANGAR	41	FUTURE HANGAR	181	MAINT.
3	HANGAR	42	FUTURE HANGAR	182	MAINT.
4	HANGAR	43	FUTURE HANGAR	183	MAINT.
5	HANGAR	44	FUTURE HANGAR	184	MAINT.
6	HANGAR	45	FUTURE HANGAR	185	MAINT.
7	HANGAR	46	FUTURE HANGAR	186	MAINT.
8	HANGAR	47	FUTURE HANGAR	187	MAINT.
9	HANGAR	48	FUTURE HANGAR	188	MAINT.
10	HANGAR	49	FUTURE HANGAR	189	MAINT.
11	HANGAR	50	FUTURE HANGAR	190	MAINT.
12	HANGAR	51	FUTURE HANGAR	191	MAINT.
13	HANGAR	52	FUTURE HANGAR	192	MAINT.
14	HANGAR	53	FUTURE HANGAR	193	MAINT.
15	HANGAR	54	FUTURE HANGAR	194	MAINT.
16	HANGAR	55	FUTURE HANGAR	195	MAINT.
17	HANGAR	56	FUTURE HANGAR	196	MAINT.
18	HANGAR	57	FUTURE HANGAR	197	MAINT.
19	HANGAR	58	FUTURE HANGAR	198	MAINT.
20	TERMINAL BUILDING	59	FUTURE HANGAR	199	MAINT.
21	HANGAR	60	FUTURE HANGAR	200	MAINT.
22	HANGAR	61	FUTURE HANGAR	201	MAINT.
23	HANGAR	62	FUTURE HANGAR	202	MAINT.
24	VALET	63	FUTURE HANGAR	203	MAINT.
25	VALET	64	FUTURE HANGAR	204	MAINT.
26	HANGAR	65	FUTURE HANGAR	205	MAINT.
27	HANGAR	66	FUTURE HANGAR	206	MAINT.
28	HANGAR	67	FUTURE HANGAR	207	MAINT.
29	HANGAR	68	FUTURE HANGAR	208	MAINT.
30	HANGAR	69	FUTURE HANGAR	209	MAINT.
31	HANGAR	70	FUTURE HANGAR	210	MAINT.
32	FUTURE TERMINAL	71	FUTURE HANGAR	211	MAINT.
33	FUTURE SRE	72	FUTURE HANGAR	212	MAINT.
34	FUTURE HANGAR	73	FUTURE HANGAR	213	MAINT.
35	FUTURE HANGAR	74	FUTURE HANGAR	214	MAINT.
36	FUTURE HANGAR	75	FUTURE HANGAR	215	MAINT.
37	FUTURE FUEL STORAGE AREA	76	FUTURE HANGAR	216	MAINT.
38	FUTURE HANGAR	77	FUTURE HANGAR	217	MAINT.
39	FUTURE HANGAR	78	FUTURE HANGAR	218	MAINT.

NO.	DESCRIPTION	DATE
1	THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THE AIRPORT AND IS NOT TO BE USED FOR CONSTRUCTION DOCUMENTATION OR EQUIPMENT DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR EQUIPMENT DESIGN ANALYSIS.	
2	ALL LAT/LONG COORDINATES ARE IN UTM 18Q AND UTM 18R.	

NOTES

- THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THE AIRPORT AND IS NOT TO BE USED FOR CONSTRUCTION DOCUMENTATION OR EQUIPMENT DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR EQUIPMENT DESIGN ANALYSIS.
- ALL LAT/LONG COORDINATES ARE IN UTM 18Q AND UTM 18R.

REVISIONS

NO.	DESCRIPTION	DATE
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IOWA COUNTY AIRPORT - Comparison by Month of Number of Gallons of Fuel Sold

	January	February	March	April	May	June	July	August	September	October	November	December	Totals for the Year
2019 - # of Gallons Sold													
100LL													
Sale Price per Gallon	\$ 4.65	\$ 4.65	\$ 4.65	\$ 4.65	\$ 4.65	\$ 4.65	\$ 4.65 / 3.30	3.30 / 2.00		\$ 4.659	\$ 4.659	\$ 4.659	
Total 100LL	140.39	168.82	209.95	266.77	443.66	452.02	1,849.40	4,091.56	-	201.86	230.14	432.00	8,486.57
JET-A Fuel													
Sale Price per Gallon	\$ 4.10	\$ 4.10	\$ 4.10	\$ 3.95	\$ 3.95	\$ 3.95	\$ 3.95	\$ 3.95	\$ 3.95	\$ 3.959	\$ 3.959	\$ 3.959	
Total JET-A Fuel	180.54	406.33	485.72	532.08	2,052.90	1,368.44	2,575.68	3,980.59	257.39	1,346.16	565.39	30.06	13,781.28
2019 - Total Gallons - All Types	320.93	575.15	695.67	798.85	2,496.56	1,820.46	4,425.08	8,072.15	257.39	1,548.02	795.53	462.06	22,267.85
Difference between 2018 & 2019	(79.77)	226.14	(88.93)	(785.73)	1,432.48	(342.25)	210.13	5,456.54	(789.90)	787.44	149.76	(357.49)	5,818.42
% of Increase or (Decrease)	-20%	65%	-11%	-50%	135%	-16%	5%	209%	-75%	104%	23%	-44%	35%
2020 - # of Gallons Sold													
100LL													
Sale Price per Gallon	\$ 4.659	\$ 4.659	\$ 4.659	\$ 4.659	\$ 4.659	\$ 4.659	\$4.659 / \$3.70	\$ 3.70	\$ 3.70	\$ 3.700	\$ 3.700	\$ 3.700	
Total 100LL	277.55	316.99	442.51	550.37	180.28	618.57	1,378.96	1,889.80	487.66	927.05	625.73	422.30	8,097.77
JET-A Fuel													
Sale Price per Gallon	\$ 3.959	\$ 3.959	\$ 3.959	\$ 3.959	\$ 3.959	\$ 3.959	\$3.959 / \$3.30	\$ 3.30	\$ 3.30	\$ 3.300	\$ 2.990	\$ 2.990	
Total JET-A Fuel	755.61	262.05	957.41	670.19	2,029.27	2,583.47	3,780.90	2,773.78	802.10	2,385.57	765.23	700.32	18,465.90
2020 - Total Gallons - All Types	1,033.16	579.04	1,399.92	1,220.56	2,209.55	3,202.04	5,159.86	4,663.58	1,269.76	3,312.62	1,390.96	1,122.62	26,563.67
Difference between 2019 & 2020	712.23	3.89	704.25	421.71	(287.01)	1,381.58	734.78	(3,408.57)	1,012.37	1,764.60	595.43	660.56	4,295.82
% of Increase or (Decrease)	222%	1%	101%	53%	-11%	76%	17%	-42%	393%	114%	75%	143%	19%
2021 - # of Gallons Sold													
100LL													
Sale Price per Gallon	\$ 3.700	\$ 3.700	\$ 3.700	\$ 3.700	\$ 4.000	\$ 4.000	\$ 4.000	\$ 4.600	\$ 4.600	\$ 4.600	\$ 4.600	\$ 4.600	
Total 100LL	285.32	374.43	773.63	1,076.24	564.42	829.96	4,942.43	2,780.68	438.98	439.60	469.24	400.31	13,375.24
JET-A Fuel													
Sale Price per Gallon	\$ 2.990	\$ 2.990	\$ 2.990	\$ 2.990	\$ 3.700	\$ 3.700	\$ 3.700	\$ 3.950	\$ 3.950	\$ 3.950	\$ 3.950	\$ 3.950	
Total JET-A Fuel	491.00	560.96	806.18	1,885.21	2,150.06	3,114.61	3,916.54	4,797.44	2,346.92	1,738.49	2,372.75	1,284.76	25,464.92
2021 - Total Gallons - All Types	776.32	935.39	1,579.81	2,961.45	2,714.48	3,944.57	8,858.97	7,578.12	2,785.90	2,178.09	2,841.99	1,685.07	38,840.16
Difference between 2020 & 2021	(256.84)	356.35	179.89	1,740.89	504.93	742.53	3,699.11	2,914.54	1,516.14	(1,134.53)	1,451.03	562.45	12,276.49
% of Increase or (Decrease)	-25%	62%	13%	143%	23%	23%	72%	62%	119%	-34%	104%	50%	46%

49

63

5257k