

NOTICE OF AN ELECTRONIC MEETING

The following meeting will have a videoconferencing/teleconferencing option. The public may attend in person at the location noted on the agenda. The public is encouraged to attend via electronic means. A Quorum of the County Board of Supervisors may be in attendance, however; only official business of the Airport Commission will take place or be acted upon by members of the Airport Commission.

	Iowa County Airport Commission Meeting Monday April 21, 2025 – 2:00 pm Join Zoom Meeting: Meeting ID: 816 2165 0315 Passcode: #397104 Dial by your location: 1-312-626-6799 Community Room of the Health and Human Services Building 303 W Chapel Street Dodgeville, Wis. 53533	Iowa County Wisconsin
For information regarding access for the disabled please call 935-0399.		
<i>Any subject on this agenda may become an action item.</i>		
1	Call to order by The Chair.	
2	Roll Call. (Committee & Audience).	
3	Consent Agenda: A. Approve the meeting Agenda for this April 21, 2025 Meeting. B. Approve the Minutes of the March 19, 2025 Meeting. C. Next meeting date : TBD by the Chair	
4	Report from committee members and an opportunity for members of the audience to address the committee. No action will be taken.	
5	Consider a Draft Resolution with regards to an FAA study of potential obstructions impacting the airport or airport operations stemming from a permit filed with the Public Service Commission (PSC) to construct 24 660 foot windmill towers which would exceed the 500 foot aviation threshold within 7 nautical miles of the Iowa County Airport MRJ.	
8	Highway Commissioner's Report. A. Taxilane F1 PHS 2 / G6 and Nested Tee Hangar Project update. B. Airport Layout Plan update. C. Airport Capital Plan update. D. Buildings, Fixtures, and Improvements Document and Real Estate Transactions.	
9	Airport Manager's Report. A. Fuel Sales Report.	

	B. Events Planning. C. Airport Manager's Workshop.
10	Airport Commission Chair Report.
11	Adjournment. Set the Next meeting date and time. To Be Determined by the Chair
Posting verified by the County Clerk's Office: Date: Initials:	

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	Iowa County Airport Commission Meeting March 19, 2025 – 6:00 pm Join Zoom Meeting: Meeting ID: 899 5814 7407 Passcode: 241909 Dial by your location: 1-312-626-6799 Community Room of the Health and Human Services Building 303 W Chapel Street Dodgeville, Wis. 53533	Iowa County Wisconsin
For information regarding access for the disabled please call 935-0399.		
<i>Any subject on this agenda may become an action item.</i>		
1	Call to order by The Chair. Meeting called to order by Chair Masters at 6:00pm. Chair Masters noted Christen excused.	
2	Roll Call. (Committee & Audience). Committee members present; Gander, Kreul, Lease, Masters, Nelson, Gust, also present Hardy, Morzenti, Williams, Boxrucker, Carden, Delaney, Fowler, Seigenthaler, Schmid	
3	Consent Agenda: A. Approve the meeting Agenda for this Wednesday March 19, 2025 Meeting B. Approve the Minutes of the January 30, 2025 Meeting. C. Next meeting date: To Be Determined (TBD) by the Chair. Motion to approve consent agenda for this meeting by Lease; 2nd by Gander. Motion carried.	
4	Report from committee members and an opportunity for members of the audience to address the committee. No action will be taken. No Action Taken. Questions brought to the committees attention by Siegenthaler on available lots/hangars available for purchase/expansion at the airport need to be wider known for availability.	
5	Hangar Lease Agreement Consideration for Approval for Lot #33 or #34 by Josh Fowler. Hardy explains the future ALP plans and expansion of the airport with recent changes on the future location of FBO building and snow removal equipment building frees up lots 33 and 34 for development along with lot 32. Stating the available size of the lots 33 (60x40) 34 (40x40) 32 (59x73).	

	Fowler wants to sign on a lot with approval from the committee for a future new hangar on the grounds with interest in the setback limits for the size and exact location of the hangar to be determined upon design. Fowler is looking to start building within 30 days of approved and signed contract. Fowler questions possible interest in sublease for a oversized hangar to accommodate more than one aircraft. Committee discusses the possibilities of the situation and what the contract agreement would have to state in order for this to be pursued. Motion to approve Josh Fowler choice of lot for a new hangar on the Iowa County Airport grounds. Motioned by Nelson; 2nd by Lease. Motion Carried. At 6:28pm Chair Masters ask to be excused and has Gander step in to be chair for remainder of meeting.
6	Review Existing Hangar Ground Lease Agreements Hardy explains the current differences we have on the grounds involving all current land leases for tenants. There are currently 4 different types verbiage in the contracts and that as they all come due and get renewed they will be updated to the most recent and up to date stipulations for the grounds. The most recent changes to contracts being in 2018 with 2 clauses being granted to that in 2023 for airport expansion. Nelson notes the importance of all leases needing to be the same and concurrent with one another across the board. Nelson along with Hardy also mention that the airport still has 8 leases on a 99 year term. Morzenti notes to the committee on guidance how to handle the older and new leases together with out having to void any previous lease. Nelson notes the committee and airport should gather proof of insurance for verification for all land lease and tenants on the grounds. No action taken.
7	Review Current Leases A. County Owned Hnagar Rental Lease Agreement B. County Ground Lease Agreement – Privately Owned Hangar. C. County Sanitary Sewer User Agreement Ground Lease. D. Commercial Operator’s SASO Lease Hardy explains in depth the difference between private, commercial hangar lease along with the sperate water/waste water agreements that each tenant has. The committee then proceeds to take time to review the current agreements. No Action Taken.
8	Highway Commissioner’s Report. A. Airport Layout Plan and Capital Plan Update. B. Personal Property Tax Exemption Documentation Project Update. C. Airport 2025-2030 Capital Improvement Plan. D. Terminal Building Renderings for ATP Grant Submittal.

	A. Hardy updates committee on recent meetings with the BOA and what has been affecting the process of ALP and the capital plan hold ups. In part due to the ongoing recent turn over at the BOA. B. Working with the town of linden to update the airports personal property tax list, this with the help from Mead & Hunt is working to use the exact footprint of the hangars and future hangars to get the information to the town of Linden and the property tax directly sent to the occupants of the hangars. This way the county will not have to handle each hangar separately. C. Talks the Capital Plan and the different options moving forward we have with the BOA being backed up and how they plan/want to use the bill money to fund the pond project that took place at the end of 2024 so the airport does not loose the funds it has acquired in the hopes to use the allotted money on a new Nested T hangar project. D. Talks working with FAA to make the ATP grant look better in the favor of Iowa County. Explains recent government grant changes that can help the airport look better in future grant funding rounds compared to previous rounds.
9	Airport Manager's Report. A. Fuel Sales Report – October 2024. B. Events Planning. C. Midwest Aero LLC and Driftless Aero 1 Year anniversaries. Manager Cody talks recent updates and repairs that have take place on the grounds. Working with Dodgeville high school programs to get a volunteer in place along with a hopeful date for a Fly in Breakfast at MRJ in June time frame. Williams talks on one year being the airport manager to the committee and thanks them for being very helpful to work with on all projects. Boxrucker talks about Driftless Aero's 1 year anniversary at the airport helping over 100 individuals in flight lessons, renewals, currency, ground lessons, and scenic flights over the driftless region of the state. Along with all the events they have hosted and been a part of in the community for the past year.
10	Airport Commission Chair Report. No report at this time.
11	Adjournment. Set the Next meeting date and time. TBD by the Chair Before adjournment Nelson discusses need of number for Tax / Fire Number reasons at airport to better identify each specific hangar. Gust brings to attention crop duster insurance needs for the airport to better look after it self. Stating the crop dusters need to show proof of insurance to use airport grounds. Motion to adjourn @ 7:23pm by Nelson; 2nd by Christian. Motion Approved. Meeting adjourned by Chair Gander at 7:23pm.

Posting verified by the County Clerk's Office: Date: Initials:

AGENDA ITEM COVER SHEET

Title: Review of FAA Obstruction Study for Iowa County Airport impacts due to a

☒ Original

☐ Update

TO BE COMPLETED BY COUNTY DEPARTMENT HEAD

DESCRIPTION OF AGENDA ITEM (Please provide detailed information, including deadline):

Review of Federal Aeronautical Administration (FAA) issuance of Study # 2024-WTE-9417-OE with a summary of potential obstruction(s) affecting the airport or airport operations at MRJ-Iowa County as a result of a permit to construct 24 windmill towers at a height of 660 feet, exceeding the 500 foot aviation threshold within 7 nautical miles of the airport.

RECOMMENDATIONS (IF ANY):

Provided for information, the response timeline is tight (less than 30 days). The Airport Commission will review a Draft Resolution to file in opposition of the placement of four towers and further consideration of alternate placement for 20 others.

ANY ATTACHMENTS? (Only 1 copy is needed)

☐ Yes

☐ No

If yes, please list below:

Staff memo / note and a map of the proposed tower locations.

FISCAL IMPACT:

Unknown

LEGAL REVIEW PERFORMED:

☒ Yes

☐ No

PUBLICATION REQUIRED:

☐ Yes

☒ No

PRESENTATION?:

☒ Yes

☐ No

How much time is needed? 5-10 Minutes

COMPLETED BY: CRH

DEPT: HWY

2/3 VOTE REQUIRED:

☐ Yes

☒ No

TO BE COMPLETED BY COMMITTEE CHAIR

MEETING DATE: 04-8-2025 & 04-TBD-2025

AGENDA ITEM #

COMMITTEE ACTION:

7

Base



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-WTE-9417-OE

Issued Date: 03/19/2025

Marie Drevets
Badger Hollow Wind Farm LLC
1 South Wacker Drive
suite 1800
Chicago, IL 60606

**** PUBLIC NOTICE ****

The Federal Aviation Administration is conducting an aeronautical study concerning the following:

Structure:	Wind Turbine 6
Location:	Livingston, WI
Latitude:	42-54-36.87N NAD 83
Longitude:	90-25-06.01W
Heights:	1111 feet site elevation (SE) 660 feet above ground level (AGL) 1771 feet above mean sea level (AMSL)

The structure above exceeds obstruction standards. To determine its effect upon the safe and efficient use of navigable airspace by aircraft and on the operation of air navigation facilities, the FAA is conducting an aeronautical study under the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77.

**** SEE REVERSE SIDE FOR ADDITIONAL INFORMATION ****

In the study, consideration will be given to all facts relevant to the effect of the structure on existing and planned airspace use, air navigation facilities, airports, aircraft operations, procedures and minimum flight altitudes, and the air traffic control system.

Interested persons are invited to participate in the aeronautical study by submitting comments to the above FAA address or through the electronic notification system. To be eligible for consideration, comments must be relevant to the effect the structure would have on aviation, must provide sufficient detail to permit a clear understanding, must contain the aeronautical study number printed in the upper right hand corner of this notice, and must be received on or before 04/25/2025.

This notice may be reproduced and circulated by any interested person. Airport managers are encouraged to post this notice.

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-WTE-9417-OE.



Signature Control No: 634488718-651012321

(CIR -WT)

Paul Holmquist

Specialist

Attachment(s)

Part 77

Additional Information

Map(s)

Additional Information for ASN 2024-WTE-9417-OE

Proposal: To construct and/or operate a(n) Wind Turbine to a height of 660 feet above ground level, 1771 feet above mean sea level.

Location: The structure will be located 2.43 nautical miles west of 9982 Airport reference point.

Part 77 Obstruction Standard(s) Exceeded:

Additional information for ASN 2024-WTE-9417-OE

1. TITLE 14 CFR PART 77 - AERONAUTICAL STUDY - PUBLIC COMMENTS

This additional information provides details on the results of an Aeronautical Study for a notice of proposed construction/alteration filed with the FAA. The purpose of this notice is to solicit aeronautical comments from the public concerning the physical effect of these proposed wind turbines on the safe and efficient use of airspace by aircraft. Please submit your comments through the FAA's public website at <https://oeaaa.faa.gov>.

This will ensure your comments are submitted directly to the case file. Comments submitted by email are strongly discouraged. Email comments could be directed to an FAA Specialist that is away from the office, reassigned or no longer with the organization and therefore may not be considered.

Begin by completing the "New User Registration". Login to your portal page and select the link, "View Circularized Cases". Search for the case in the appropriate state and then select "Submit Public Comments". If you need further assistance, contact the helpdesk at phone: 202-580-7500 / email: oeaaa_helpdesk@cghtech.com.

All FAA determinations and circularized cases are public record and available at the FAA's public website; <https://oeaaa.faa.gov>. The distribution for proposals circularized for public comments includes all "known" aviation interested persons and those who do not have an aeronautical interest but may become involved with specific aeronautical studies. Notification includes both postcard mailers and email notifications to those with registered FAA accounts. The FAA does not have a database for all persons with an aeronautical and non-aeronautical interest. Therefore, the public is encouraged to re-distribute and forward notices of circularized cases to the maximum extent possible. Additionally, it is incumbent upon local state, county and city officials to share notice of circularized cases with their concerned citizens.

A list of commonly used acronyms and abbreviations is available at the end of this document. A full list is available at the FAA's public website at https://oeaaa.faa.gov/oeaaa/downloads/external/content/FAA_Acronyms.pdf.

The wind turbines are being circularized for public comment under Aeronautical Study Number (ASN) 2024-WTE-9417-OE, which represents the proposed turbine that would be located at approximately the center of this wind farm project (see attached maps). Project maps may be requested from paul.holmquist@faa.gov. Comments on any of the proposed wind turbines in this project must be submitted under ASN 2024-WTE-9417-OE. All comments received from this circularization will be considered in completing the separate determinations for each wind turbine.

The proposed Badger Hollow wind farm project near Livingston, WI consists of 24 wind turbines. The proposed wind turbines would be located approximately between 6.8 NM west southwest to 9.2 NM west northwest to 5.5 NM northwest from the Iowa County Airport (MRJ), Mineral Point, WI.

For the sake of efficiency, the 24 turbines in this project that have similar impacts to 14 CFR Part 77 standards are included in this narrative.

2. LOCATION OF PROPOSED CONSTRUCTION

The wind turbines are described below in AGL/AMSL and latitude/longitude.

ASN	Structure Name	AGL/AMSL	LAT/LONG
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2024-WTE-9412-OE / 1 / 660 / 1773 / 42-51-00.74N / 90-22-59.27W
 2024-WTE-9413-OE / 2 / 660 / 1806 / 42-52-00.21N / 90-23-40.19W
 2024-WTE-9414-OE / 3 / 660 / 1787 / 42-53-30.84N / 90-23-56.52W
 2024-WTE-9415-OE / 4 / 660 / 1792 / 42-53-48.96N / 90-25-04.49W
 2024-WTE-9417-OE / 6 / 660 / 1771 / 42-54-36.87N / 90-25-06.01W
 2024-WTE-9418-OE / 7 / 660 / 1770 / 42-53-19.89N / 90-25-58.34W
 2024-WTE-9419-OE / 8 / 660 / 1793 / 42-55-20.14N / 90-25-24.93W
 2024-WTE-9420-OE / 9 / 660 / 1781 / 42-55-28.68N / 90-25-05.40W
 2024-WTE-9421-OE / 10 / 660 / 1846 / 42-56-25.56N / 90-25-56.97W
 2024-WTE-9422-OE / 11 / 660 / 1841 / 42-56-35.94N / 90-25-29.25W
 2024-WTE-9423-OE / 12 / 660 / 1842 / 42-56-37.10N / 90-25-02.05W
 2024-WTE-9424-OE / 13 / 660 / 1822 / 42-55-56.93N / 90-24-52.81W
 2024-WTE-9425-OE / 14 / 660 / 1828 / 42-56-28.99N / 90-23-07.90W
 2024-WTE-9426-OE / 15 / 660 / 1815 / 42-56-18.48N / 90-23-30.52W
 2024-WTE-9427-OE / 16 / 660 / 1813 / 42-55-33.87N / 90-20-46.77W
 2024-WTE-9428-OE / 17 / 660 / 1856 / 42-57-28.01N / 90-18-47.00W
 2024-WTE-9429-OE / 18 / 660 / 1846 / 42-57-35.50N / 90-18-24.45W
 2024-WTE-9430-OE / 19 / 660 / 1866 / 42-57-51.55N / 90-18-13.16W
 2024-WTE-9431-OE / 20 / 660 / 1811 / 42-56-20.93N / 90-24-24.72W
 2024-WTE-9432-OE / 21 / 660 / 1833 / 42-56-57.95N / 90-24-08.92W
 2024-WTE-9433-OE / 22 / 660 / 1815 / 42-53-21.73N / 90-24-44.94W
 2024-WTE-9434-OE / 23 / 660 / 1780 / 42-52-49.75N / 90-24-58.67W
 2024-WTE-9435-OE / 24 / 660 / 1793 / 42-51-37.71N / 90-23-28.93W
 2024-WTE-9436-OE / 25 / 660 / 1757 / 42-53-26.22N / 90-23-35.14W
 2025-WTE-745-OE / 5 / 660 / 1779 / 42-53-41.72N / 90-24-43.93W

3. OBSTRUCTION STANDARDS EXCEEDED

The following proposed turbines would exceed Part 77 standards as described below.

a. Section 77.17(a)(1): Exceeds a height of 499 feet AGL at the site of the object.

The 24 proposed wind turbines listed in Section 1 of this narrative would exceed the surface by 161 feet.

b. Section 77.17(a)(3) -- A structure that causes less than the required obstacle clearance within a terminal obstacle clearance area, b. Section 77.17(a)(2): a height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established airport reference point, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. The following proposals would exceed this standard for Iowa County Airport (MRJ) by the following:

ASN	Exceeds by (feet)
2024-WTE-9427-OE	205
2024-WTE-9428-OE	218
2024-WTE-9429-OE	225
2024-WTE-9430-OE	210

c. Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The following proposals would exceed the Hird Airport (9W7) (plan on file) Conical Surface by:

2024-WTE-9427-OE	381
2024-WTE-9436-OE	308

The 2 study locations also lie within the 9W7 Traffic Pattern Airspace (TPA) as described in FAAO 7400.2 6-3-8, Evaluating Effect on Visual Flight Rules (VFR) Operations. The following would exceed the TPA in Section 77.19(a): Conical Surface as applied to a visual approach runway:

ASN	Exceeds the 9W7 TPA By (feet)
2024-WTE-9427-OE	381
2024-WTE-9436-OE	308

4. TITLE 14 CFR PART 77 - EFFECT ON AERONAUTICAL OPERATIONS

a. Section 77.29 (a)(1): the impact on arrival, departure, and en route procedures for aircraft operating under visual flight rules.

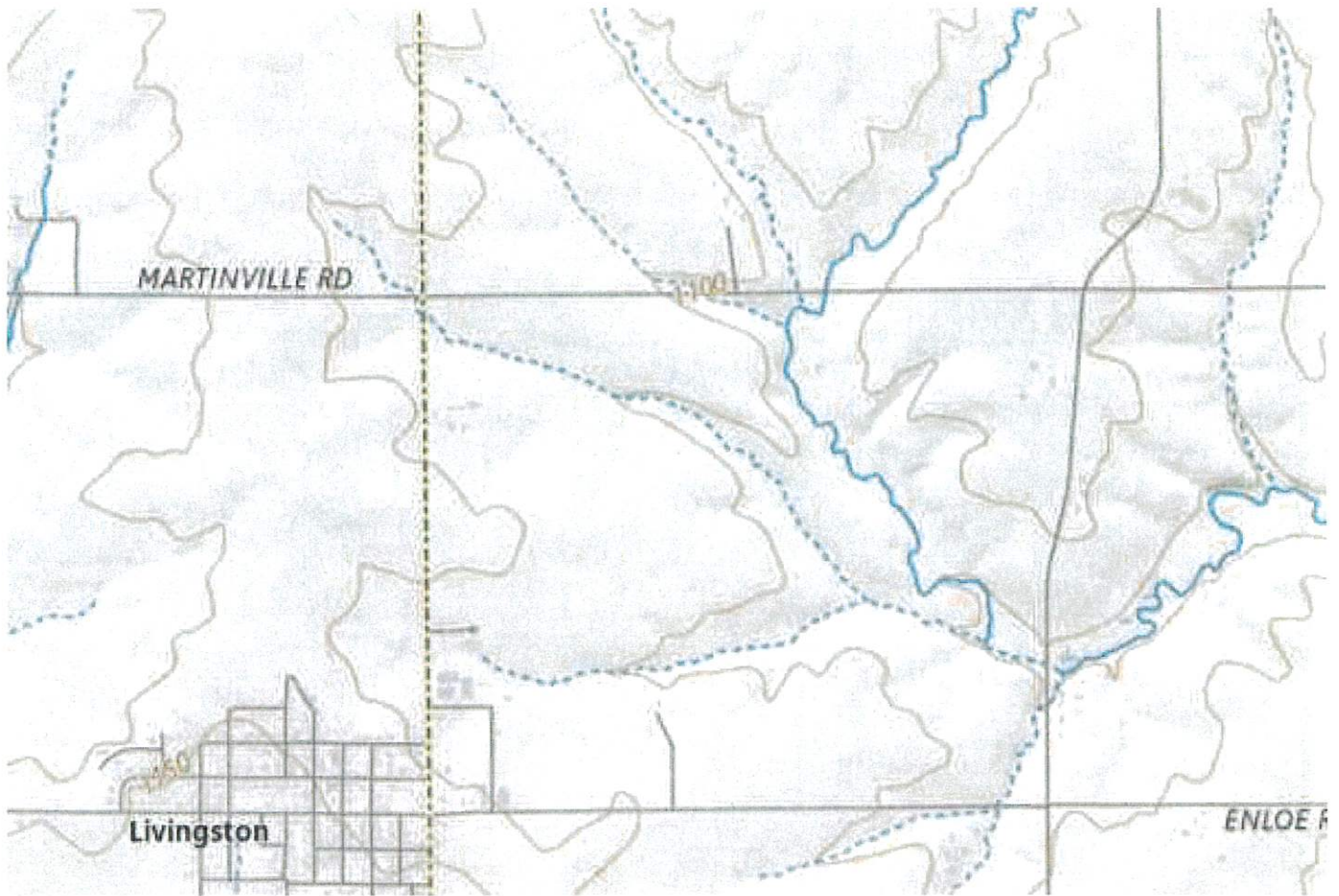
At a height greater than 499 feet AGL, the 24 proposed wind turbines would extend into airspace normally used for VFR en route flight and may be located within 2 statute miles (SM) of potential VFR Routes as defined by FAA Order 7400.2, Section 6-3-8. The turbines within 2 SM of a VFR Route would have an adverse effect upon VFR air navigation. Further study is required to determine whether the structures would affect a significant volume of VFR en route traffic. NEH = 499 feet AGL.

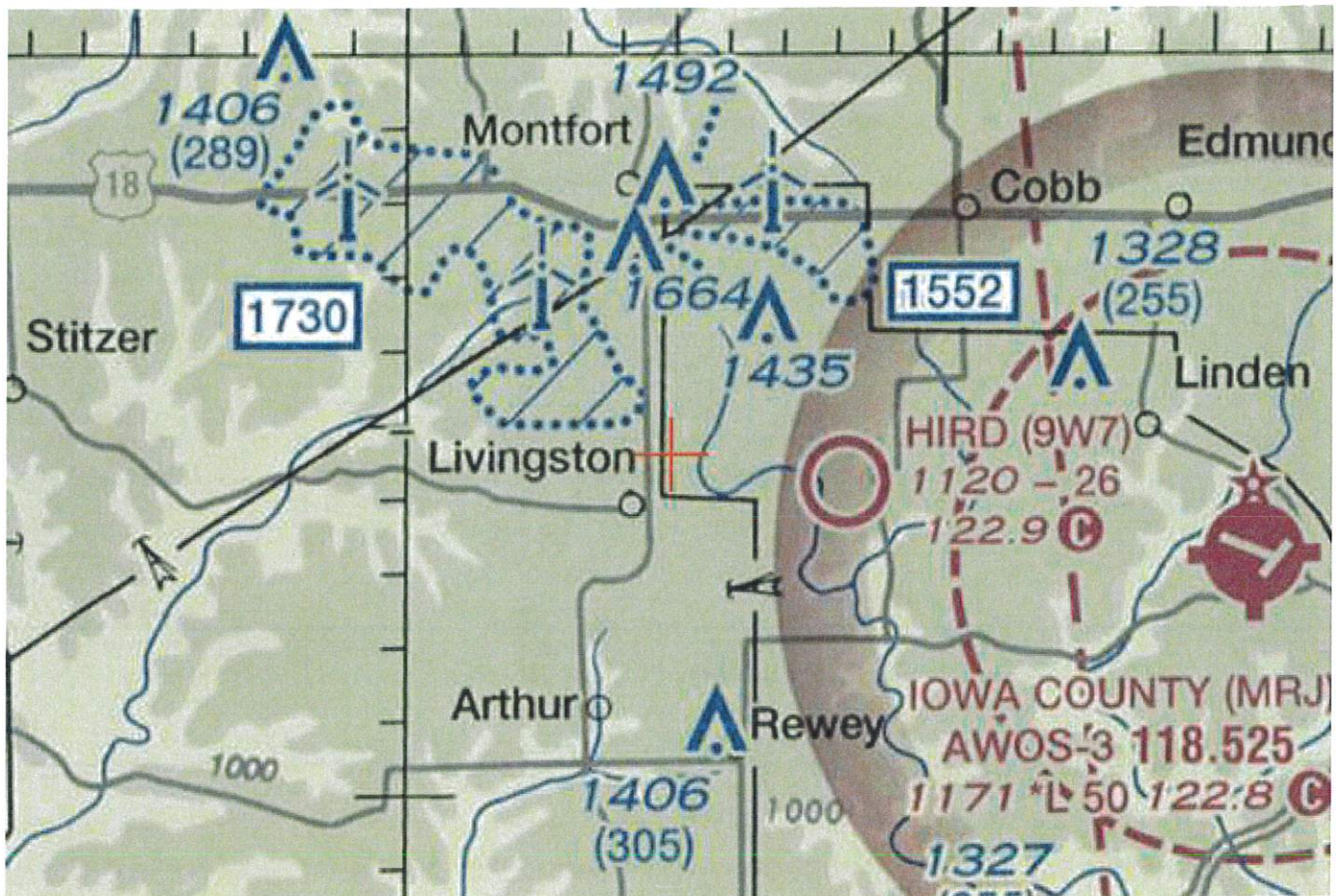
ACRONYMS & ABBREVIATIONS

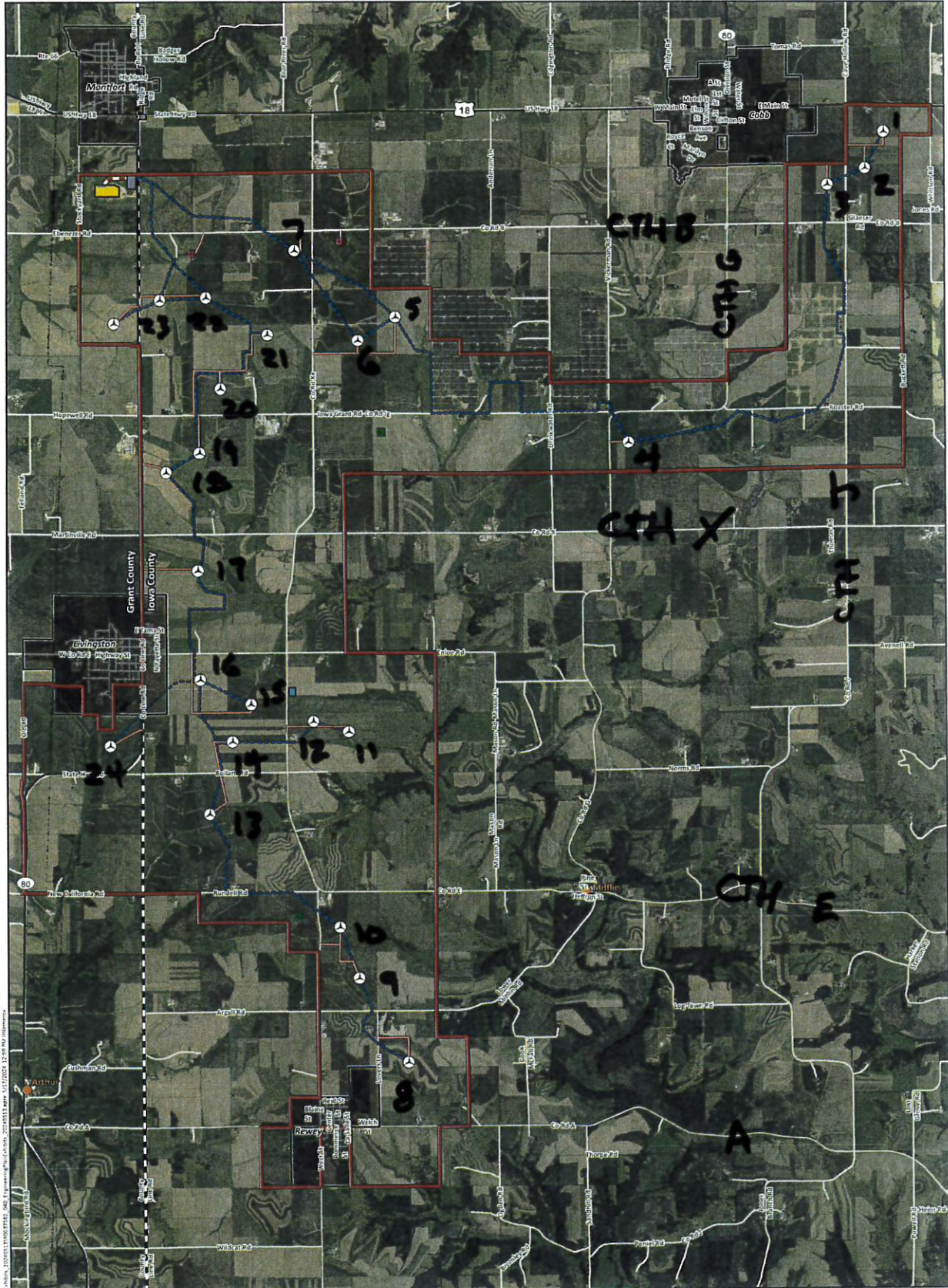
AGL, Above Ground Level
AMSL, Above Mean Sea Level
ARP, Airport Reference Point
ARSR, Air Route Surveillance Radar
ARTCC, Air Route Traffic Control Center
ASN, Aeronautical Study Number
ASR, Airport Surveillance Radar
ATC, Air Traffic Control
ATCT, Air Traffic Control Tower
CARSR, Common Air Route Surveillance Radar
CAT, Category
CFR, Code of Federal Regulations
CG, Climb Gradient
DA, Decision Altitude
DME, Distance Measuring Equipment
FAA, Federal Aviation Administration
FUS, Fusion
GPS, Global Positioning System
IAF, Initial Approach Fix
IAP, Instrument Approach Procedure

ICA, Initial Climb Area
IFR, Instrument Flight Rules
INT, Intersection
LAT, Latitude
LNAV, Lateral Navigation
LOC, Localizer
LONG, Longitude
LP, Localizer Performance
LPV, Localizer Performance with Vertical Guidance
MDA, Minimum Descent Altitude
MEA, Minimum En route Altitude
MET, Meteorological Evaluation Tower
MIA, Minimum IFR Altitude
Min, Minimum
MOCA, Minimum Obstruction Clearance Altitude
MSA, Minimum Safe Altitude
MSL, Mean Sea Level
MVA, Minimum Vectoring Altitude
NA, Not Authorized
NAS, National Airspace System
NAVAID, Navigational Aid
NDB, Non-Directional Radio Beacon
NEH, No Effect Height
NM, Nautical Mile
NOTAM, Notice to Airmen
NPF, Notice of Preliminary Findings
OCS, Obstacle Clearance Surface
OE, Obstruction Evaluation
OEG, Obstruction Evaluation Group
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace.
P-NOTAM, Permanent Notice to Airmen
RLOS, Radar Line of Sight
RNAV, Area Navigation
RNP, Required Navigation Performance
RWY, Runway
S-, Straight-in
SE, Site Elevation
S-LOC, Straight-in Localizer
SM, Statute Miles
Std., Standard
TAA, Terminal Arrival Area
TACAN, Tactical Air Navigation System
TERPS, Terminal Instrument Procedures
TPA, Traffic Pattern Airspace
TRACON, Terminal Radar Approach Control
V, Victor Airway
VFR, Visual Flight Rules
VHF, Very High Frequency

VOR, VHF Omnidirectional Radio Range System
VORTAC, VOR/TACAN System
W/1A, with a 1A accuracy survey
W2C, with a 2C accuracy survey







AIRPORT

Curis (Source: Westwood (2024), NADP (2022), U.S. Census Bureau (2023).		Badger Hollow Wind Energy Center		Iowa and Grant Counties, Wisconsin																																	
N 0 4,000 Feet		Preliminary Project Layout Map		Exhibit 2																																	
Westwood Toll Free (888) 937-5150 westwoodps.com		Legend <table><tr><td></td><td>Project Area</td><td></td><td>O&M Facility</td><td></td><td>Access Road</td><td></td><td>Meteorological Tower</td></tr><tr><td></td><td>County Boundary</td><td></td><td>Interconnection Switchyard</td><td></td><td>Major Road</td><td></td><td>Aircraft Detection Lighting System Tower</td></tr><tr><td></td><td>Municipal Boundary</td><td></td><td>Electrical Collection System</td><td></td><td>Local Road</td><td></td><td>Municipal Township Point</td></tr><tr><td></td><td>Collector Substation</td><td></td><td>Gen-Tie Line</td><td></td><td>Turbine</td><td></td><td></td></tr></table>					Project Area		O&M Facility		Access Road		Meteorological Tower		County Boundary		Interconnection Switchyard		Major Road		Aircraft Detection Lighting System Tower		Municipal Boundary		Electrical Collection System		Local Road		Municipal Township Point		Collector Substation		Gen-Tie Line		Turbine		
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Westwood
 TdFirm (608) 937-5150 westwoodps.com

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Iowa County Highway Department

1215 N Bequette Street
Dodgeville WI 53533-0078
Phone: 608.935.3381
Fax 608.935.0372
Email: highway@iowacounty.org

CRAIG HARDY
HIGHWAY COMMISSIONER
WWW.IOWACOUNTY.ORG

FAA Part 77 Windmill Tower Implications – Notice of Potential Obstructions to Avigation
FAA Study #2024-WTE-9417-OE

Proposed Construction of 24 Wind Towers at 660Feet AGL in western Iowa County.
5.5Nautical Miles (NM) NW to 9.2NM WNW to 6.8NM WSW of MRJ Airport.

Teleconference with Josh Cothorn 04/02/2025, with regards to the receipt of an email in March 26, 2025 with reference to the above published FAA study in response to a filing for a Utility Permit for construction of twenty-four (24) 660-foot tall windmill towers in eastern Grant and western Iowa Counties Wisconsin. In actuality there are two airports in Iowa County potentially affected by the permit proposal – MRJ Iowa County and a Private runway between Cobb-Montfort-Livingston. The FAA study determines effects on both public and private airports as the FAA recognizes both airports as being legal and accepted. However; the FAA's filing of an objection or No Impact determination is only made with regard to the public owned airport MRJ Iowa County.

1. Badger Hollow Wind Farm filed a Notice of Public Convenience and Need (NPCN) for a Windmill project in western Iowa County with the Public Service Commission. As a result, the FAA performed a study of the impacts of the proposed utility installation due to the construction exceeding the 500FT AGL threshold for avigation and flight being within 7 Nautical Miles (NM) of a public airport (MRJ – Iowa County Airport). The FAA study summarizes potential impacts or conflicts to the airport or airport operations. To which the airport then must review impacts and operations to respond and provide information to identify if the project may impede or impose limitations on the airport or airport operations.
2. FAA issued notice which results in a summary of some impacts to obstructions for MRJ. See email from Josh on 03/24/2025 and FAA Notice dated 03/19/2025.
3. FAA is requesting feedback on impacts to make a determination if the proposed improvements create an impact to the public airport or not.
 - a. Facts relative to existing and planned airspace use
 - b. Air navigation facilities
 - c. Airports
 - d. Aircraft Operations
 - e. Procedures and minimum flight altitudes
 - f. Air Traffic Control System.
4. The proposed Towers were identified to create concerns and some obstructions to avigation, airport operations, and the airport protected spaces:
 - a. 24 Turbines exceed the height of 499 Feet, exceed the surface by 161 Feet.
 - b. 4 Turbines are within 3NM of the MRJ airport and exceed a height of 200Ft AGL, the standard for the airport up to 499 Ft. The towers exceed the standard by 205, 218, 225, and 210 Feet thereby causing an obstruction within the terminal obstruction clearance area.
 - c. 4 Towers exceed concern for a private airport which lies NW of MRJ and within the project area. Private airports are out of the comment of objection by the FAA for this

determination due to being private, however; if a pilot had trouble upon take off at MRJ they could land at the private airport – no questions asked by FAA.

- d. VFR – Visual Flight Rules – All 24 proposed towers extend into airspace (+499Ft AGL) normally used for VFR enroute flight and may be located within two statute miles of potential VFR routes. Those within that area would have an adverse effect on air navigation. Feedback is necessary to determine if that is a significant volume of effect to be deemed an objection.

What is required for the FAA to make a determination as to if there is an impact of the identified issues from the study and file an Objection or determination of No Impact?

1. The FAA would only consider filing an objection (deemed relevant) if airport operations are affected by the following MINIMUM criteria:
 - i. Exceed 1 VFR / Day average (Visual Flight Rules).
 - ii. Exceed 1 IFR / Week average (Instrument Flight Rules)
 - iii. To be verified need to
 1. Quantify # of occurrences or flights.
 2. Need to Identify what the impact is or will be.
 3. Type of Flights – aircraft and purposes recreational, commercial, etc.
2. FAA does not use existing local ordinances or laws to determine impacts, based on FAA standards and users of airport input. If the towers do impose on the local ordinance, the airport owner can state its' development for control of land use and protection of airport / safety and preservation. Verify Petition and Protection of Assurance Agreement reasoning.
3. Anyone can provide comment or response to the findings of the study. Provide letter, electronic response, resolution if deemed appropriate. The Airport Commission will consider a Draft Resolution in Opposition to the issuance of the permit based on the Tower Siting locations of the towers which cause impacts to the airport, airport operations, and aviation within the 7NM threshold. The Response of objection to the permit based on the findings of the FAA obstruction study and airport determination of effects of the proposed obstructions is due to the FAA by April 25, 2025. If no response or feedback is provided from the airport or pilots utilizing the airport; the FAA would typically issue a summary Finding of No Significant Impact. Otherwise, the FAA would further evaluate and study the windmill tower impacts and file an objection on their placement with the PSC; thereby objecting to the issuance of a permit for the windmill towers in the location(s) of concern.

Respectfully Submitted;

Craig E Hardy; PE/PLS
Highway Commissioner

Primary concerns:

1. Four wind towers are within 5NM of the airport and per the FAA determination pierce the free obstruction area by 200+/- feet for airport operations.
 - a. Of those; one tower is perfectly aligned with the CL approach for runway 29.
 - b. Three other towers are offset to the north of the runway 29 approach.
2. 24 towers encroach into the 499ft AGL line by 161feet +/-, which is an area reserved for air traffic. The 24 towers all reside within the 7NM of the MRJ reference point. So the question then becomes :
 - a. Is 1 VFR/day affected by the placement of the towers. Daily airport users are:
 - i. Driftless aero
 - ii. UW Med-flight
 - b. Is 1 IFR/week affected by the placement of the towers. Weekly airport users are:
 - i. Hamilton
 - ii. UW Med-flight.

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Iowa County Airport Commission
Iowa County Highway Commissioner
Iowa County Airport Manager

April 8, 2025

Mr. Paul Holmquist
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Subject: Aeronautical Study No. 2024-WTE-9417-OE Public Comment

Dear Mr. Holmquist,

I am Chairman of the Iowa County Airport Commission, and I am writing to you on behalf of the Commission to submit a public comment with our concerns regarding proposed wind turbine locations in the vicinity of the Iowa County Airport (MRJ). This matter is identified as Aeronautical Study No. (ASN) 2024-WTE-9417-OE.

The Iowa County Airport Commission objects to the siting location and construction of any proposed wind turbine that will negatively affect safe and efficient airport operations, aeronautical navigation, and existing or planned airspace use in the vicinity of the Iowa County Airport (MRJ).

The Iowa County Airport is a vitally important air transportation terminal that is used for emergency medical transportation ("med-flight") purposes, aerial transportation, agricultural operations, recreational flying, and other purposes that provide a public benefit and a direct benefit to the community.

The Iowa County Airport is in the process of investing millions of dollars in public funds to increase the capability and capacity of MRJ. Approved projects include a new terminal building and pilots lounge, runway improvements, and construction of new hangars. Proposed projects include the physical expansion of the airport to increase the number of hangars and capacity of the airport. The airport currently has a Zoning Permit Moratorium in place to prohibit construction of any potential buildings or obstructions that would be placed in the airport expansion area. Once this expansion project is completed, corresponding maps and airport zones will need to be updated to reflect the new parameters and restrictions. With this significant public financial investment in MRJ, it is expected that airport operations and flight operations are going to substantially increase over the next several decades. These matters must be taken into consideration with Aeronautical Study No. 2024-WTE-9417-OE.

As indicated in the ASN 2024-WTE-9417-OE circular, this proposed wind turbine project violates and exceeds numerous vertical obstruction standards contained in the Federal Regulations. The Iowa County Airport Commission requests that the FAA not grant any waivers, issue any findings, or grant any approvals for this proposed wind turbine project until all of the impacts of this proposed wind turbine project can be further studied in relation to current airport operations, as well as taking into account the future expansion and operations of the airport. In closing, the Iowa County Airport Commission objects to any proposed obstructions that would hinder or limit the safe and efficient use of the airport and airspace at MRJ now and into the future.

Please contact the Iowa County Highway Commissioner, the Iowa County Airport Manager, or me, if you have any questions regarding the Commission's concerns or this public comment.

Sincerely,

Mel Masters
Chairman, Iowa County Airport Commission

Cc:
Iowa County Board Chairman
Wisconsin Public Service Commission

**IOWA COUNTY AIRPORT COMMISSION
RESOLUTION _____**

**AIRPORT COMMISSION PUBLIC COMMENT ON
AERONAUTICAL STUDY NO. 2024-WTE-9417-OE**

WHEREAS, the Federal Aviation Administration has issued a Public Notice, ASN 2024-WTE-9417-OE, and has invited and requested public comments regarding the impact the proposed wind turbine project described will have on the aviation community. The Public Comment period expires on April 25, 2025.

WHEREAS, the Iowa County Airport Commission is in receipt of ASN 2024-WTE-9417-OE, and the Commission has the opportunity to submit a public comment on this case and describe the impact the proposed wind turbine project will have on the Iowa County Airport and the aviation community.

WHEREAS, the Iowa County Airport is a vitally important transportation terminal that is used for emergency medical transportation ("med-flight") purposes, aerial transportation, agricultural operations, recreational flying, and other purposes that provide a public benefit and benefit to the community; and

WHEREAS, the Iowa County Airport, as part of the state and federal airport system, is routinely reviewed for capability and capacity to ensure that it can adequately meet the aviation needs of the public currently and into the future. It has been determined through this review process that it would be advantageous to the public, community, and aviation community to expand the Iowa County Airport to provide adequate space and resources for the public now and into the future; and

NOW, THEREFORE, BE IT RESOLVED, that the Iowa County Airport Commission has reviewed ASN 2024-WTE-9417-OE and determined that the proposed wind turbine siting location will negatively impact current and/or future airport operations or airspace operations in the vicinity of the Iowa County Airport.

BE IT FURTHER RESOLVED, that the Iowa County Airport Commission approves the submission of the Public Comment attached to this Resolution, to be submitted to the FAA for ASN 2024-WTE-9417-OE, as the official position and public comment of the Commission.

BE IT FURTHER RESOLVED, that the attached Public Comment shall be submitted to the FAA for ASN 2024-WTE-9417-OE prior to the deadline of April 25, 2025.

The above and foregoing Resolution was duly adopted by the Iowa County Airport Commission this _____ day of April 2025.

ATTEST:

Mel Masters, Iowa County Airport Commission Chair

Megan Currie, County Clerk

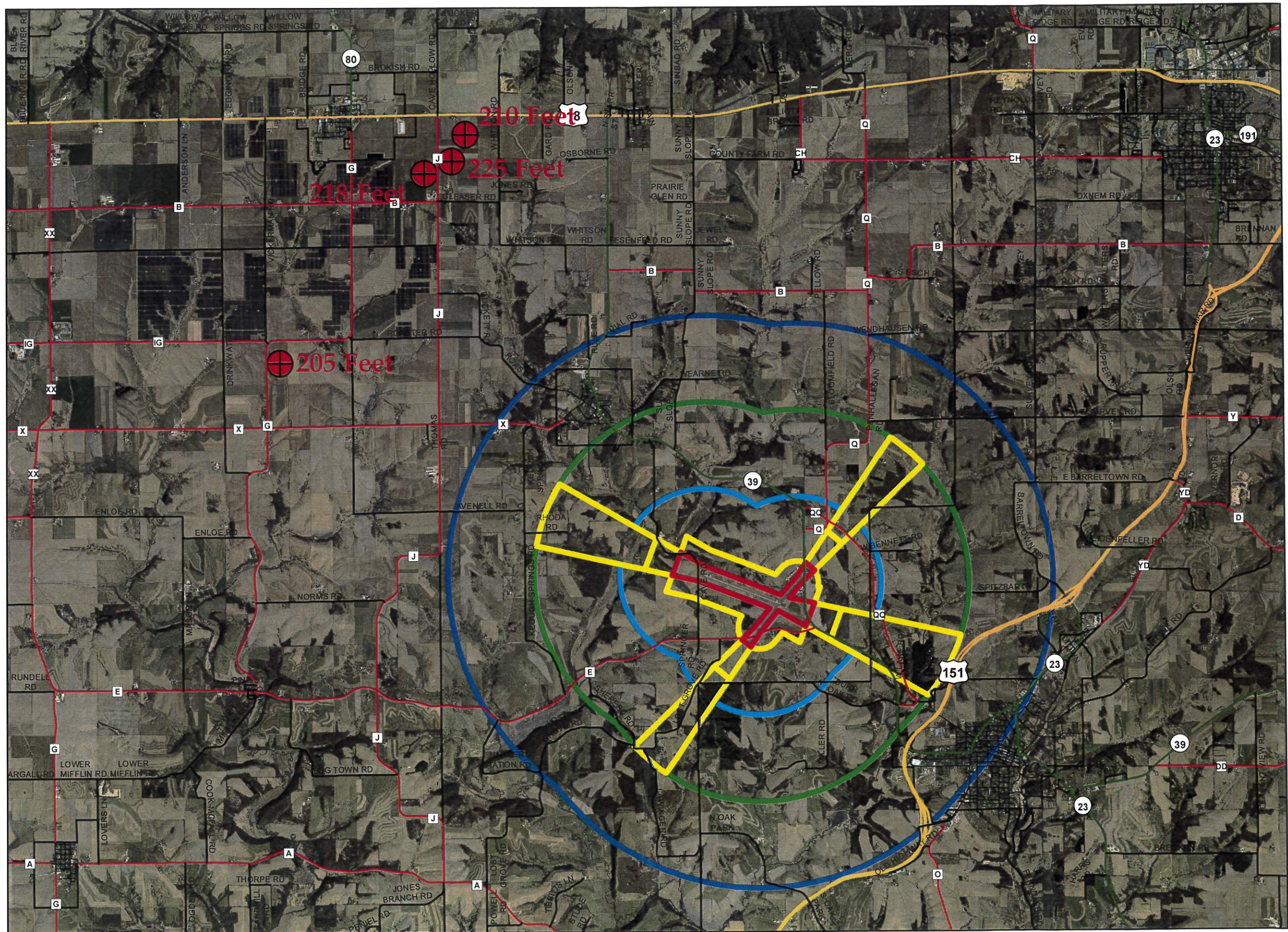
ATTACHMENT:
Iowa County Airport Commission Public Comment

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MRJ Airport Capital Outlay Plan 2025-2030

		FUNDING SOURCES & COST SHARE									
AIP #	YEAR	Project Total	Federal Share					State Grant Match	Tax Levy or G.O. Debt	Fund Balance	
			Entitlement	BIL	Apportionment	Discretionary	Total AIP - Federal				
2025											
2025 Account / Fund Balances											
18 A	Design Taxiway F1/G3 Phs 2	\$ 70,000	\$ -	\$ -	\$ 63,000	\$ -	\$ 63,000	\$ 3,500	\$ -	\$ 143,792	
B	Design Taxiway G6	\$ 70,000	\$ -	\$ -	\$ 63,000	\$ -	\$ 63,000	\$ 3,500	\$ -	\$ 3,500	
18 C	Consultant Services - North Property for Airport Development	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ -	\$ 40,000	
18 D	Design Hangar X-Unit Nested Tee Phs 1	\$ 176,666	\$ -	\$ 159,000	\$ -	\$ -	\$ 159,000	\$ 8,833	\$ -	\$ 8,833	
19 E	Construct Taxiway F1/G3 - Phs 2	\$ 300,000	\$ -	\$ -	\$ 285,000	\$ -	\$ 285,000	\$ 7,500	\$ -	\$ 7,500	
	Taxilane F1	\$ 800,000									
20 F	Construct Taxiway G6	\$ 380,000	\$ -	\$ -	\$ 361,000	\$ -	\$ 361,000	\$ 9,500	\$ -	\$ 9,500	
22 G	Taxilane G6	\$ 580,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Subtotal	\$ 2,576,666	\$ -	\$ 159,000	\$ 772,000	\$ -	\$ 931,000	\$ 192,833	\$ -	\$ 72,833	
2026											
2026 Account / Fund Balances											
A	Construct Hangar X-unit or Nested Tee	\$ 958,012	\$ 300,000	\$ 291,000	\$ (613,000)					\$ 70,959	
B	Construct Hangar X-unit or Nested Tee (Sponsor Portion)	\$ 241,988	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,012	
C	Acquisition of North Property for Development	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 640,000	\$ -	\$ 241,988	
D		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,000	
	Subtotal	\$ 2,000,000	\$ 300,000	\$ 578,000	\$ -	\$ -	\$ 878,000	\$ 640,000	\$ -	\$ 482,000	
										\$ 411,041	
2027											
2027 Account / Fund Balances											
A	Design Taxiway B1 - Delayed for Reimbursements	\$ -	\$ 150,000	\$ (137,000)		\$ -	\$ -	\$ -	\$ -	\$ -	
B	Reimburse Owner for Hangar Constructed in 2026	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ (150,000)	
C		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Subtotal	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ (150,000)	
2028											
2028 Account / Fund Balances											
A	Design Taxiway B1	\$ 80,000	\$ 150,000	\$ 13,000						\$ 150,000	
B	Design Taxiway C/C1/C2 - Phs 1	\$ 28,889	\$ 26,000	\$ -	\$ -	\$ -	\$ 72,000	\$ 4,000	\$ -	\$ 4,000	
C	Design Taxiway D/D1/D2 and C/C1/C2 Phs 2 - Delayed for Reimbursements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,444	\$ -	\$ 1,445	
D	Reimburse Owner for Hangar Constructed in 2026	\$ -	\$ 52,000	\$ -	\$ -	\$ -	\$ 52,000	\$ -	\$ -	\$ (52,000)	
E		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Subtotal	\$ 108,889	\$ 150,000	\$ -	\$ -	\$ -	\$ 150,000	\$ 5,444	\$ -	\$ (46,555)	
2029											
2029 Account / Fund Balances											
A	Design Taxiway C/C1/C2 (Includes Lighting) - Phs 2	\$ 31,111	\$ 28,000	\$ -	\$ -	\$ -	\$ 28,000	\$ 1,556	\$ -	\$ 196,555	
B	Design Taxiway B/B2/G1/Tiedown Area(Includes Lighting)	\$ 60,000	\$ 54,000	\$ -	\$ -	\$ -	\$ 54,000	\$ 3,000	\$ -	\$ 3,000	
C	Construct Taxiway B1	\$ 300,000	\$ -	\$ -	\$ 270,000	\$ -	\$ 270,000	\$ 15,000	\$ -	\$ 15,000	
D	Acquire Land if through AIP/Federal	\$ 1,000,000	\$ -	\$ -	\$ 900,000	\$ -	\$ 900,000	\$ 50,000	\$ -	\$ 50,000	
E	Reimburse State Aids	\$ (800,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (640,000)	\$ -	\$ (160,000)	
	Subtotal	\$ 591,111	\$ 82,000	\$ -	\$ 1,170,000	\$ -	\$ 1,252,000	\$ (570,444)	\$ -	\$ (90,445)	

[illegible]



Prepared by the Office of Planning & Development
 The accuracy of the information contained on this
 map is limited to the quality of data obtained from
 other public records. This map is not a substitute
 for an actual field survey. This map shall not be
 duplicated, manipulated or resold without the
 written consent of the Iowa County Land
 Information Officer.



Airport Conflict
 Wind Turbines

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