

NOTICE OF PROPOSED GUIDANCE DOCUMENT

DTIMBOA31

Pursuant to Wis. Stat. s. 227.112, the Wisconsin Department of Transportation is hereby seeking comment on DTIMBOA31, a proposed guidance document.

PUBLIC COMMENTS AND DEADLINE FOR SUBMISSION

Comments may be submitted to the Wisconsin Department of Transportation for 21 days by:

1. Department's website: <https://appengine.egov.com/apps/wi/dot/guidance-docs?guidDocId=DTIMBOA31>

2. Mailing written comments to:

Division of Transportation Investment Management
Wisconsin Department of Transportation
4822 Madison Yards Way
PO Box 7913
Madison, WI 53707-7913

WEBSITE LOCATION OF FINAL GUIDANCE DOCUMENT

The final version of this guidance document will be posted at wisconsin.dot.gov to allow for ongoing comment.

AGENCY CONTACT

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AIRPORT STANDARDS

Standards Used in Complying with Wis. Stat. s. 114.134(1) and (2)

PART I. GENERAL INFORMATION AND WORD MEANINGS (all airports)

1. These airport standards apply to existing utility runways with visual approaches only. Contact the Bureau of Aeronautics for standards pertaining to runways which are larger than utility and/or which have published instrument approach procedures.
2. The standards applicable to each type of airport must be applied to the approach end of each runway in determining compliance with the law.
3. Airports open to the public. No object may penetrate the approach surface applied to each runway end. Refer to PART II.
4. Airports not open to the public. The clearance height assigned to each type of public traverse way may not penetrate the approach surface applied to each runway end. Refer to PART III.
5. An airport not open to the public is any airport for which approval must be obtained from the airport owner or his designated authority prior to its use by any person or persons other than the owner.
6. An airport open to the public is any airport, whether publicly or privately owned, which is open for use by the general public without the necessity of obtaining prior approval.
7. An approach area is a trapezoid centered on the extended runway centerline. The trapezoid has an inner width at the runway threshold of 250 feet, a length of 5,000 feet from the threshold to the outer width, and an outer width of 1,250 feet. See attached Diagram A.
8. An approach surface is an inclined plane which extends outward and upward from the runway threshold at a slope of 20:1 (20 feet horizontal to 1 foot vertical). The approach surface has dimensions which are bounded by the vertical projection of the approach area explained above. See attached Diagram A.
9. A displaced threshold is a runway threshold located at a point other than the physical end of the runway. The portion of the runway so displaced may be used for takeoff but not for landing. Landing aircraft may use the displaced area on the opposite end for roll out.
10. Effective runway length is the length of runway available for landing after applying the appropriate approach slope clearance. Basically this is the physical runway length less any displaced portion on the approach end.
11. A landing strip has the same meaning as runway for the purposes of these standards.
12. A runway threshold is a line, at right angles to the runway centerline and extending for the full width of the runway, established by the airport owner for the purpose of identifying the beginning of the runway area that is available and suitable for the landing of aircraft.

13. A utility runway is a runway that is intended to be used by aircraft of 12,500 pounds or less maximum gross weight.
14. A visual runway is a runway intended solely for the operation of aircraft using visual approach procedures (no instrument approach procedure available).

PART II. STANDARDS: All airports open to the public [Wis. Stat. 114.134(1)]

1. An object is any natural growth, terrain, permanent or temporary construction or apparatus, including, but not limited to, trees, shrubs, hills, buildings, towers and public traverse ways. Public traverse ways are any routes usable by the public, including, but not limited to, public roads, highways, railroads, rivers and lakes.
2. All objects within the approach area of each runway must be considered in determining compliance. Each type of public traverse way is considered to be an object with a height as follows: public roads, 15'; interstate highways, 17'; railroads, 23'; waterways and other public traverse ways, an amount equal to the height of the highest mobile object that would normally travel upon them.

NOTE: If a state or federal highway exists or is developed at a later date, within the approach area associated with each paved, landing runway, different standards may apply. Please contact the Bureau of Aeronautics for assistance in these cases.

3. If any object penetrates the approach surface, the runway threshold (point of interception of the approach area and the approach surface) must be displaced down the landing runway.
4. The displaced threshold will be located at a point where, as the threshold and related approach area and approach surface are moved down the runway, no object penetrates the 20:1 approach surface.
5. The displaced threshold should be marked in accordance with attached Diagram B for runways with other than paved surfaces. Runways with paved surfaces should be marked in accordance with FAA Advisory Circular, *Marking of Paved Areas on Airports*, (AC 150/5340-1D, as amended). In addition, if the runway is lighted, the displaced threshold should be lighted in accordance with FAA Advisory Circular, *Medium Intensity Runway Lighting System and Visual Approach Slope Indicators for Utility Airports*, (AC 150/5340-16B, as amended). This Advisory Circular applies to low intensity runway lighting systems as well as medium intensity systems. These FAA Advisory Circulars are available free of charge by writing: Department of Transportation, Distribution Unit, TAB 443.1, Washington, DC 20590.
6. Upon determining the threshold requirements for each landing runway, complete the enclosed report form so that we may incorporate the runway length and displaced thresholds, if any, in the Wisconsin Airport Directory and other publications. The effective runway length to be reported for each runway landing direction is the physical length of the runway less the displaced threshold at that approach end.

PART III. STANDARDS: Airports not open to the public (airports restricted to private use) [Wis. Stat. 114.134(2)].

1. Public traverse ways are any routes usable by the public, including, but not limited to, public roads, highways, railroads, rivers and lakes.
2. All traverse ways within the approach area of each runway must be considered in determining compliance. Each type of public traverse way is considered to be an object

with a height as follows: public roads, 15'; interstate highways, 17'; railroads, 23'; waterways and other public traverse ways, an amount equal to the height of the highest mobile object that would normally travel upon them.

NOTE: If a state or federal highway exists or is developed at a later date, within the approach area associated with each paved, landing runway, different standards may apply. Please contact the Bureau of Aeronautics for assistance in these cases.

3. If the clearance height assigned to any public traverse way penetrates the approach surface, the runway threshold (point of interception of the approach area and the approach surface) must be displaced down the landing runway.
4. The displaced threshold will be located at a point where, as the threshold and related approach area and the approach surface are moved down the runway, no public traverse way clearance height penetrates the 20:1 approach surface.
5. The displaced threshold should be marked in accordance with attached Diagram B for runways with other than paved surfaces. Runways with paved surfaces should be marked in accordance with FAA Advisory Circular, *Marking of Paved Areas on Airports*, (AC 150/5340-1D, as amended). In addition, if the runway is lighted, the displaced threshold should be lighted in accordance with FAA Advisory Circular, *Medium Intensity Runway Lighting System and Visual Approach Slope Indicators for Utility Airports*, (AC 150/5340-16B, as amended). This Advisory Circular applies to low intensity runway lighting systems as well as medium intensity systems. These FAA Advisory Circulars are available free of charge by writing: Department of Transportation, Distribution Unit, TAB 443.1, Washington, DC 20590.
6. Upon determining the threshold requirements for each landing runway, complete the enclosed report form so that we may incorporate the runway length and displaced thresholds, if any, in the appropriate publications. The effective runway length to be reported for each runway landing direction is the physical length of the runway less the displaced threshold at that approach end.

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REPORT FORM

The data supplied on this form may be incorporated in the Wisconsin Airport directory, Airman's Information Manual and other publications as appropriate. Return completed report form to:

Wisconsin Bureau of Aeronautics
Aviation Operations Section
Post Office Box 7914
Madison, WI 53707-7914

I. AIRPORT DATA

Airport Name
Open to Public? " Yes " No
Closest Municipality _____ County _____
Airport Owner
Owner's Address
Telephone ()

For each runway landing direction, supply the following information:

Runway Direction	Runway Surface Material	Runway Width	Physical Runway Length	Length of Displaced Threshold	Effective Runway Length	Is Runway Lighted? (Yes/No)

II. AIRPORT SKETCH

Briefly outline airport runways, taxiways, ramp areas, etc. Indicate direction of magnetic north, type and location (distance and direction from runways) of public traverse ways. Record height of traverse ways and indicate whether above or below runway and elevation. Public use airports also depict controlling objects (see Part II). Attach additional sheet, if necessary.

Airport Location: Range _____ Town _____ Section _____ 1/4 Section _____

III. Printed name of person completing form:

Signature: _____ Date: _____
