



OFFICE OF PLANNING & ZONING ADMINISTRATION

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To: Property Owners in Vicinity of Middleton Municipal Airport

From: Mark Opitz, Assistant City Planner

RE: **Public Hearing on August 13 regarding Airport Layout Plan**

The City of Middleton Airport Commission is working to update the Airport Layout Plan (ALP) for Middleton Municipal Airport—Morey Field. The ALP is being revised for two reasons: to update the Plan so that it reflects actual as-built conditions, and to identify potential projects that the City may seek to pursue within the next 5 to 10 years or beyond.

In order for the City to be eligible for Federal and/or State funding assistance, projects must be shown in an approved ALP. At the same time, funding is not guaranteed to be available to implement projects included in an ALP, nor is the City obligated to proceed with any of the listed projects.

A copy of the draft ALP Land Inventory Map is enclosed for your review. The main components of the revised plan are as follows:

- **Replacement of the existing turf runway (“Runway 1/19”) with a longer, paved surface.**

The existing 2,000’ long north-south grass runway is used by small aircraft for training purposes or when there is strong wind out of the north or south. The runway cannot be used during wet conditions. The Airport Commission is interested in constructing a 2,700’ long by 75’ wide paved runway in order to give pilots an alternative to approaching or taking off over lands to the east and west. The classification of Runway 1/19 would be upgraded from “A-1” to “B-2”, which is the classification of Runway 10/28 (the existing 4,000’ primary runway). The draft map shows a potential route for re-aligning Schneider Road in order to take the road out of the runway protection zone. This realignment would be necessary if there were ever to be an additional extension of Runway 1/19.

- **Development of a second cluster of airplane hangars on northeast side of airport.**

The City continues to experience strong demand for hangar space, and the existing hangar sites are all leased. The area that appears to be best suited for hangar expansion is the land located east of the turf runway (near the base of the hill, northwest of the Lexus dealership). This site takes into consideration operational issues (including access to runways and proximity to city services) while minimizing expansion of the airport “footprint.” An access road would extend northwest from the Lexus site.

(over)

- **Addition of approach lighting system on west end of airport.**
The draft ALP map depicts a “MALSR” approach lighting system extending up to 2,400 feet from the west end of Runway 10/28. This pilot-activated system is designed to assist aircraft flying during instrument conditions (periods of poor visibility). The lights, which would supplement existing lighting that is used to outline the runway, would be automatically turned off when not in use.
- **Identification of lands and easements that the City may seek to purchase.**
The draft ALP map identifies various parcels which the City may have an interest in acquiring at some point for the purpose of protecting airspace, minimizing incompatible land uses, and/or undertaking additional airport-related development. Land acquisition could occur either as “fee simple” acquisition (outright purchase) or through purchase of an “avigation” or “clear-zone” easement (in which case the land would remain in private ownership but have certain restrictions placed upon its use, such as a maximum height for buildings and/or trees). The form of acquisition identified in the table is based on a property’s proximity to a runway protection zone or the “approach surface” designated or planned for a particular runway. Runway approaches are designed to be free of obstructions, including buildings and trees. The City is eligible to seek federal funding assistance to acquire land or easements within 5,000 feet of the end of a runway, but not all of these lands are identified for acquisition in the draft ALP.

The following is a summary of why the listed parcels are included in the draft ALP:

West approach (Runway 10): To accommodate expanded airspace protection and potential installation of an enhanced approach lighting system. The City would like to convert the existing 20:1 approach surface to a 34:1 (more gradual) approach surface, which would make fuller use of recently installed navigational equipment and thereby increase the utility and accessibility of the airport during periods of inclement weather conditions. Some trees would need to be removed or topped, and the City is interested in the possibility of “life estate” acquisitions for the identified residences.

East approach (Runway 28): No acquisitions identified. The City-approved Harvard Square development, which will be north of the Lexus dealership, has been designed to accommodate a 34:1 approach surface.

North approach (Runway 19): Runway extension and airspace protection; 20:1 approach surface. Crops could continue to be grown on much of the existing farmland.

South approach (Runway 1): Acquisition of two commercially-zoned, vacant parcels straddling Deming Way, abutting south side of Airport Road; 20:1 approach surface.

The Airport Commission has chosen to schedule a **public hearing** for the purpose of obtaining feedback on the draft Airport Layout Plan update. The hearing will be held on:

Monday, August 13, at 5:00 p.m.
Middleton City Hall, 7426 Hubbard Avenue
(across from the Middleton Public Library)

Anyone who is unable to attend the hearing is invited to submit comments in advance (see contact information in letterhead). Please feel free to contact **Mark Opitz at (608) 827-1094** if you would like to discuss this matter further in advance of the meeting. Additional information is also posted on the City of Middleton’s website: www.ci.middleton.wi.us.

A hearing notice is being published in the *Middleton Times-Tribune* on July 26 and August 2, 2007.