



Chapter 1

Inventory

The inventory of existing conditions is the initial step in the preparation of the Baraboo-Wisconsin Dells Regional Airport (DLL) Master Plan. The inventory will serve as an overview of the airport’s physical and operational features, including facilities, users, and activity levels, as well as specific information related to the airspace, air traffic activity, and role of the airport. Additionally, a summary of socioeconomic characteristics and a review of existing environmental conditions on and adjacent to the airport are detailed, which will provide further input into the study process.

Information provided in this chapter serves as the baseline for the remainder of the master plan, which is compiled using a wide variety of resources, including applicable planning documents; on-site visits; interviews with airport staff, tenants, and users; aerial and ground photography; federal, state, and local publications; and project record drawings.

AIRPORT SETTING

DLL is located three miles northwest of the City of Baraboo, Wisconsin, and six miles south of the Village of Lake Delton, Wisconsin, in the south-central region of the state. Baraboo serves as the seat of government for Sauk County. The U.S. Census estimates that the population of Baraboo in July 2021 was 12,398, while Lake Delton was estimated to have a population of 3,459.

Annually, over four million people visit the Wisconsin Dells. The Wisconsin Dells/Lake Delton Resort Area is known as one of the top vacation destinations in the state. Hailed as the “Waterpark Capital of the World,” the area is known as the pioneer of the indoor water park and today has the largest concentration of outdoor and indoor waterparks of anywhere on the planet. Other attractions include golf courses, outdoor adventures, gaming casinos, and museums. The Wisconsin Department of Tourism reported that Sauk County was second in the state, trailing only Milwaukee County, for direct visitor spending statewide in 2022 with over \$1.6 billion spent and generating \$1.42 million in sales tax revenue. This economic impact is primarily driven by the Wisconsin Dells/Lake Delton community.

DLL, which encompasses approximately 325 acres, is situated at an elevation of 979 feet mean sea level (MSL). Airport access is provided locally by County Highway BD and State Highway 33, with U.S. Highway 12 less than a mile away. Interstate 90/94 is 3.5 miles to the north. Other local features include the Wisconsin River, located 3.9 miles to the northeast; Lake Wisconsin, located 12.4 miles to the southeast; and multiple state parks within the immediate area. The closest commercial service airport providing scheduled air service is Dane County Regional Airport, located in Madison, 50 miles southeast of the airport. **Exhibit 1A** depicts DLL in its local and regional setting.

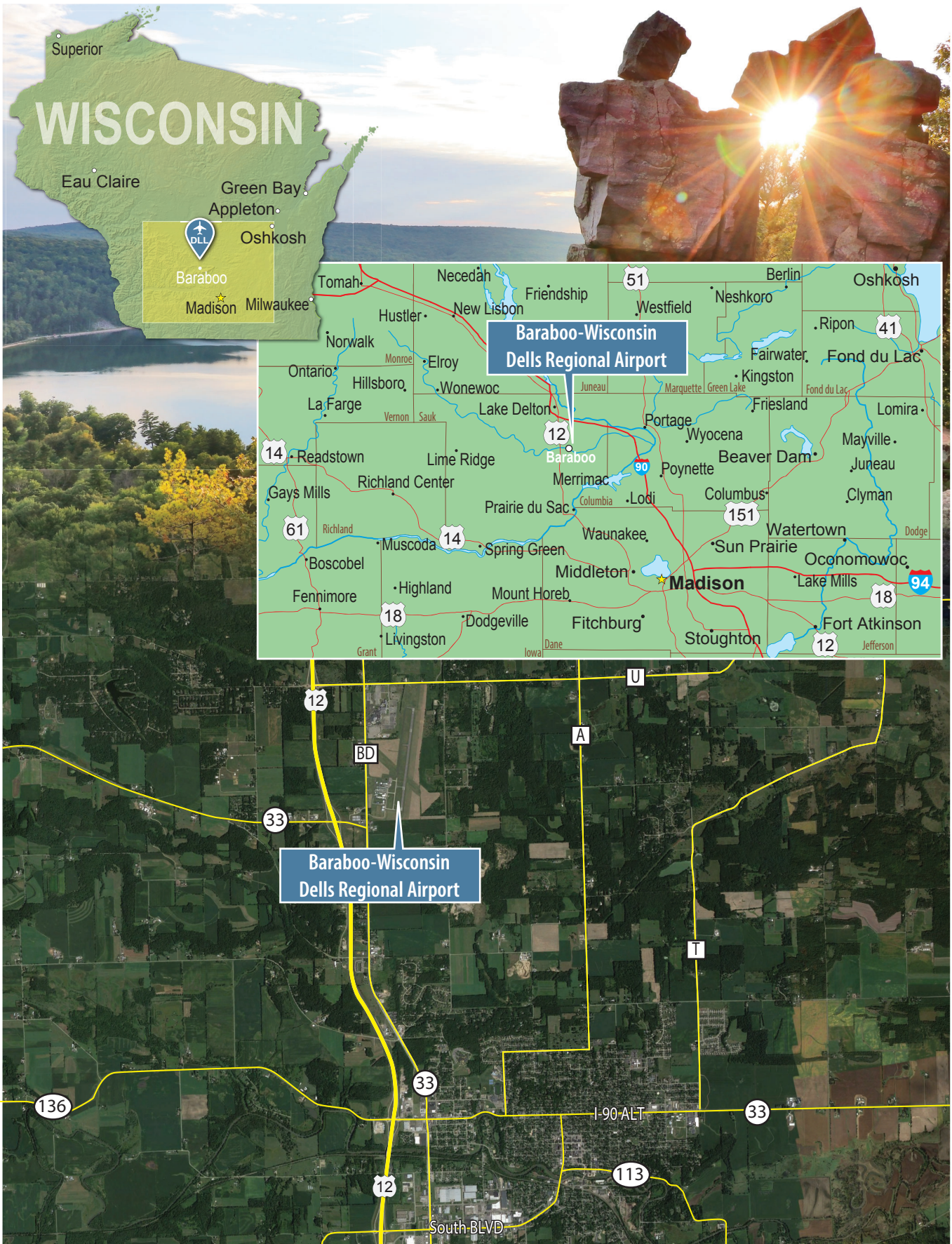
SOCIOECONOMIC CHARACTERISTICS

Socioeconomic characteristics are collected and examined to derive an understanding of the dynamics of growth near the airport. This information is essential in determining aviation demand level requirements, as most general aviation demand is related to the socioeconomic condition of the surrounding region. Statistical analysis of population, employment, income, and gross regional product (GRP) trends provide a picture of the economic strength of the region, as well as the ability of the area to sustain a strong economic base into the future. Additional socioeconomic data will be used in the forecast chapter; however, the information provided in this section will introduce the socioeconomic trends in the study area.

Exhibit 1B details the socioeconomic profile of Sauk County and includes future projections. The data shows that the county population has increased over the past 10 years at an annual rate of 0.52 percent, with a total population of 65,697 in 2021. Projections indicate that population will grow at a rate similar to the last decade, with an estimated 73,538 people living in the county by 2042 (0.53% CAGR). Total employment over the past decade has decreased slightly (-0.09% CAGR) but is expected to rebound and increase. Through the next 20 years, employment is projected to rise from 48,702 jobs in 2022 to 55,800 jobs in 2042. The largest industries in Sauk County are leisure and hospitality; trade, transportation, and utility; education and health services; and manufacturing. The total approximated breakout of industries, as well as a selection of the top employers in the county, is listed on **Exhibit 1B**.

Per capita personal income (PCPI) levels in the county were at \$47,197 in 2021, representing an increase of 2.1 percent over the past decade. This level is expected to increase, albeit more slowly than previously, with PCPI forecasted at \$62,354 by 2042 (1.22% CAGR). The total output of the region, as measured by gross regional product (GRP), has risen steadily since 2011, from roughly \$3.08 million to \$3.68 million in 2021 (1.77% CAGR). GRP is expected to increase nearly as fast as the historical trend, with an estimated \$5.15 million in economic output by 2042 (1.53% CAGR).

It is important to understand the current and historical economic condition of the region; these socioeconomic indicators will provide a valuable base for the forecasting process, presented in the next chapter.



CLIMATE

Weather conditions are important to the planning and development of an airport. Temperature is an essential factor in determining runway length requirements, while wind direction and speed are used to determine the optimal runway orientation. The need for navigational aids and lighting is determined by the percentage of time that visibility is impaired due to cloud coverage or other conditions.

According to the Köppen climate classification system, Baraboo has a Humid Continental climate, characterized by large seasonal temperature changes. The summer months in Baraboo are hot and humid, with an average high temperature in July of 82.8 degrees Fahrenheit (F). Winters are cold and windy, with continuous snow cover from one to four months in many parts of the region. January is the coldest month, with an average low temperature of 9.6°F. In addition to temperature swings, Baraboo is susceptible to intense thunderstorms, tornadoes, and flooding in the spring and summer months, and snowstorms in the winter. The area receives a total of 38.9 inches of precipitation during an average year, with June being the wettest month; January is the snowiest month with an average of 11.3 inches of snowfall per year. **Exhibit 1C** summarizes the weather and wind data for the area.

AIRPORT ADMINISTRATION

The airport is owned and operated by the Village of Lake Delton. Prior to 2023, the airport was cooperatively owned and managed by Lake Delton, as well as the City of Baraboo. A decision was made by the City of Baraboo to relinquish ownership responsibility for the airport, thereby leaving ownership and operational responsibilities solely to Lake Delton. The airport is overseen by an administrator from Lake Delton, while the daily operation of the airport is conducted by Baraboo-Dells Flight Center, a privately-owned fixed-base operator (FBO), under contract.

ECONOMIC IMPACT

In 2016, the Wisconsin Department of Transportation-Bureau of Aeronautics (WisDOT) completed a review of the relationship and impact DLL has on the local and state economies. Impact types include the direct impact of the

airport, including the operation of the airport and businesses providing services at the airport; the airport users, which are the benefits recognized from users of the airport from outside the county (visitor spending); and the “multiplier” impact, consisting of activity of local suppliers to the airport and Sauk County businesses that host air travelers (e.g., hotels and restaurants) and the recirculation of the payroll of businesses serving visitors to the area (employee local spending). The results of the study indicate that DLL supports approximately 98 jobs, \$3.6 million in wage income, and \$13.2 million in economic output. **Table 1A** and **Figure 1A** summarize the economic impact of DLL, both at the local and state level.

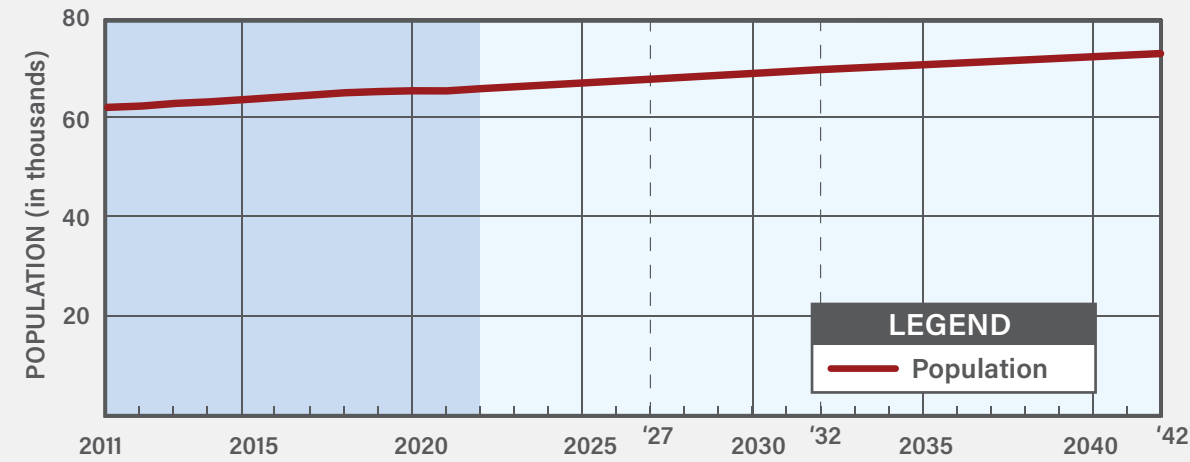
TABLE 1A | Economic Impact of DLL

	Local Impact	State Impact	Total Impact
Jobs Supported	98	6	104
Payroll/Wages	\$3.61 million	\$853,598	\$4.46 million
Economic Output/Sales	\$13.25 million	\$1.52 million	\$14.77 million

Source: Economic Impact, Baraboo-Wisconsin Dells Regional Airport (WisDOT, 2016)



POPULATION

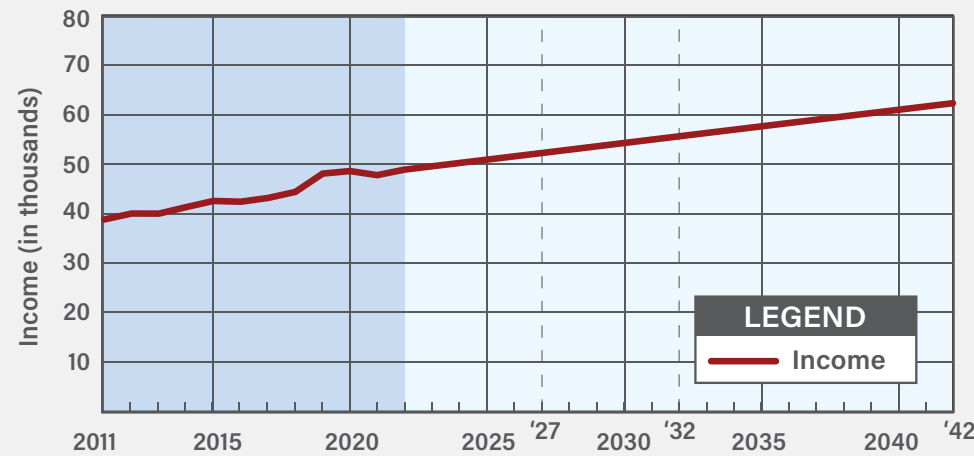


LARGEST INDUSTRIES (BY EMPLOYMENT %)

- 21.5% Leisure & Hospitality
- 20.1% Trade, Transportation, Utilities
- 18.2% Education & Health Services
- 16.7% Manufacturing
- 6.2% Professional/Business Services
- 5.8% Construction
- 4.1% Public Administration
- 4.1% Financial Activities
- 1.9% Other Services
- 1.2% Natural Resources & Mining
- 0.3% Information

INCOME

(Mean Household Total Personal Income in 2012 dollars)

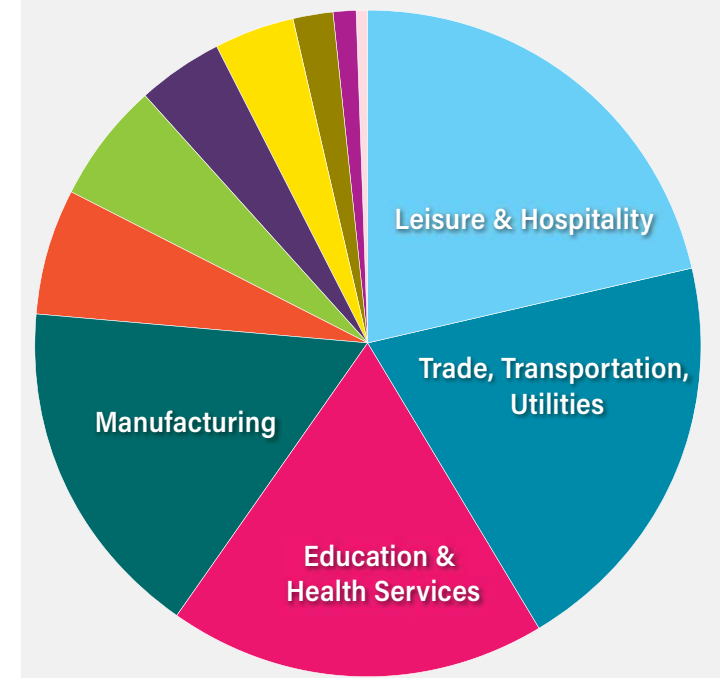
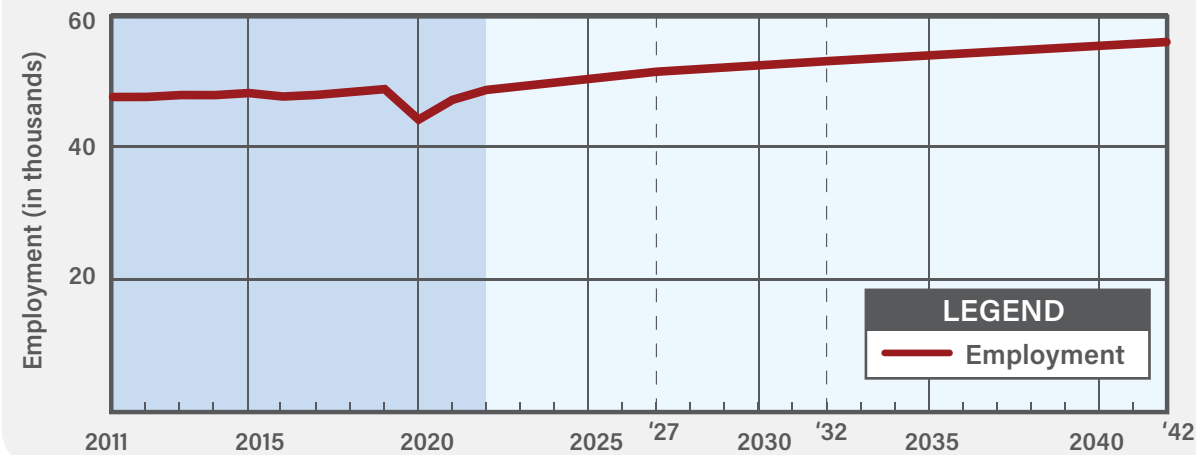


TOP EMPLOYERS

- American Axle & Manufacturing
- Cardinal Glass
- Frey Construction
- Grede
- Ho-Chunk Gaming
- Kalahari Development
- RR Donnelley
- Sysco Foods
- Teel Plastics



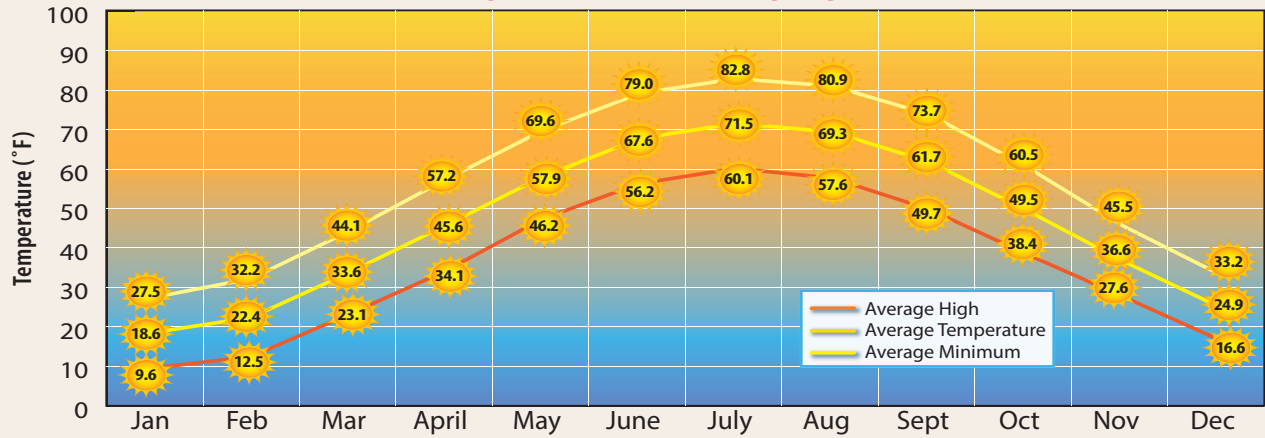
EMPLOYMENT



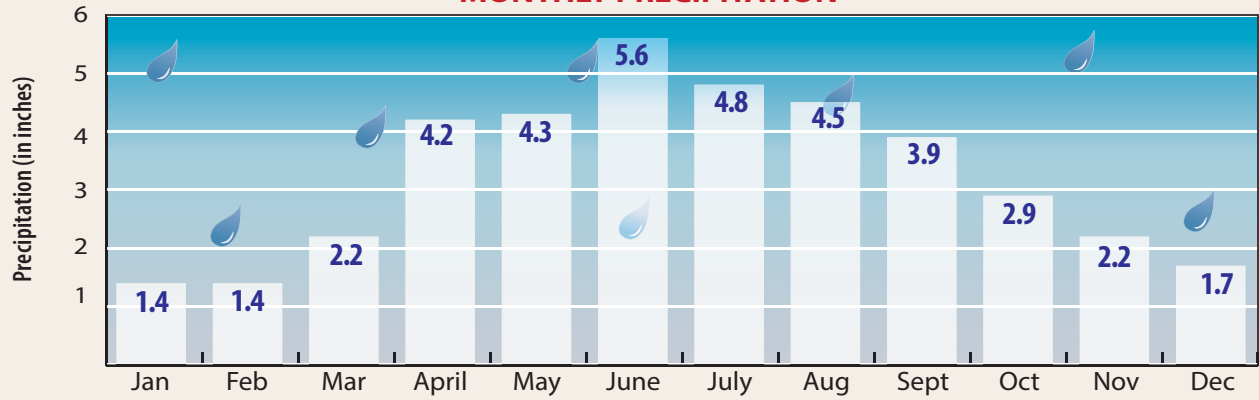
Sources: Woods & Poole Complete Economic and Demographic Data Source (CEDDS) 2021

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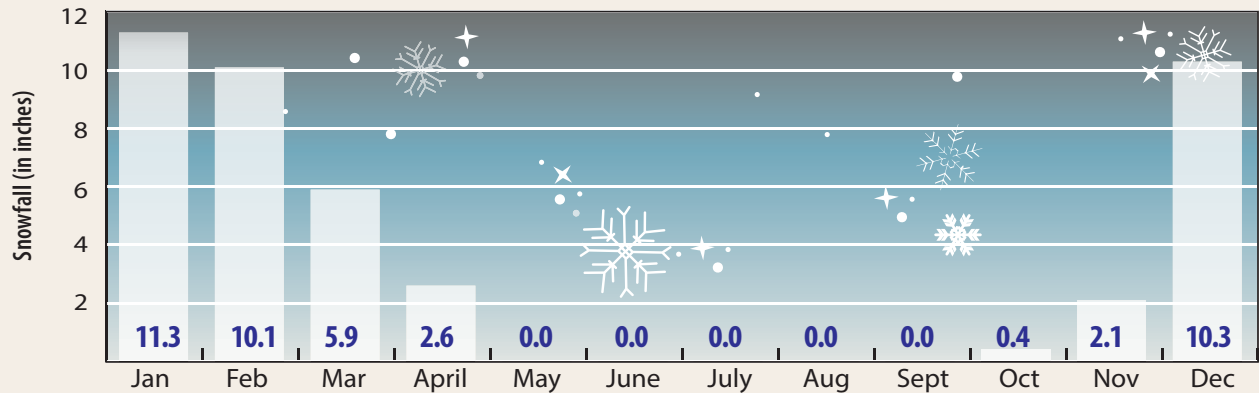
MONTHLY TEMPERATURES



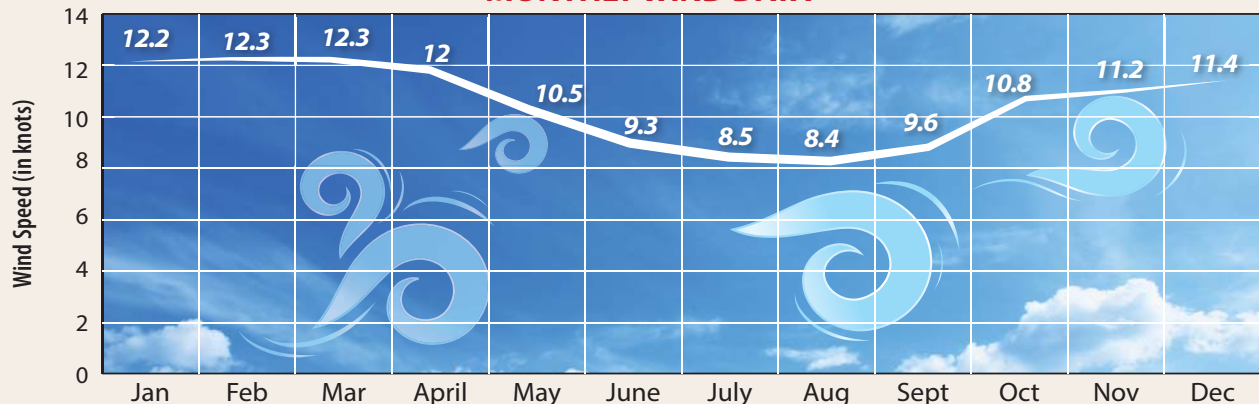
MONTHLY PRECIPITATION



SNOWFALL

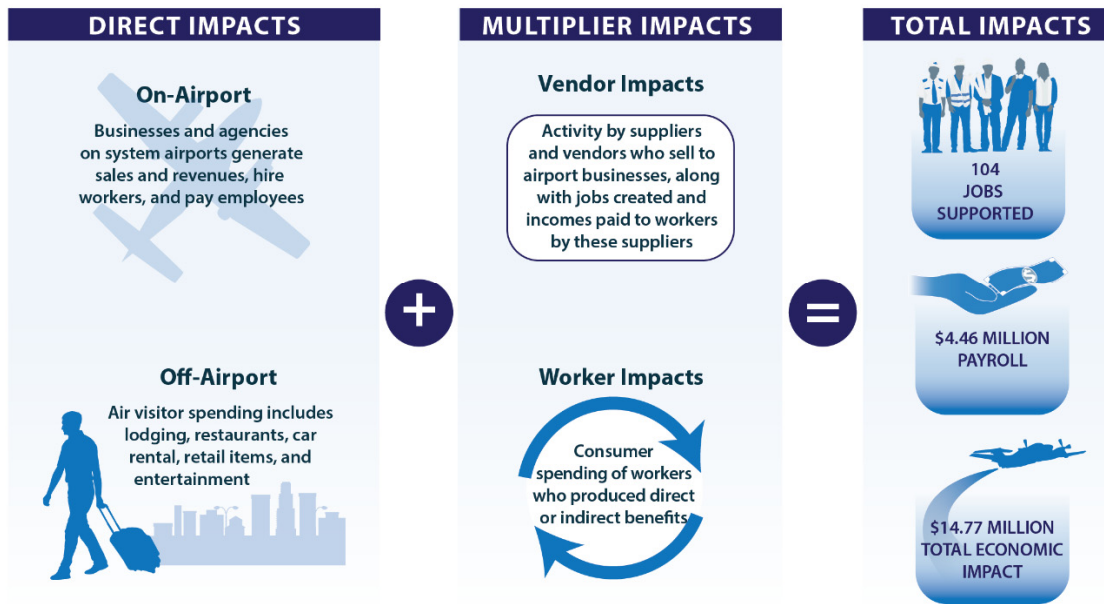


MONTHLY WIND DATA



Source: U.S. Climate Normals, 1991-2020 (NOAA) -- Station: Baraboo

ECONOMIC IMPACT SUMMARY



Source: *Economic Impact, Baraboo-Wisconsin Dells Regional Airport (WisDOT, 2016)*

Figure 1A: Airport Economic Impact

THE AIRPORT'S SYSTEM ROLE

Airport planning takes place at the local, state, and national levels, and each has a different emphasis and purpose.

- Local:** The airport master plan is the primary planning document for any airport. This will be the first master plan for DLL in over two decades; an airport layout plan (ALP) update is part of this process. Other city-drafted documents also factor into airport planning on a local level.
- State:** WisDOT maintains the *Wisconsin State Airport System Plan*, which provides a framework for which the state and stakeholders may maintain, improve, and plan for the state's aviation network. The plan was last updated and adopted in 2015; it identifies 98 public-use airports (including DLL) designed to fulfill a variety of roles and is a guide for decision making.
- National:** DLL is included in the FAA *National Plan of Integrated Airport Systems (NPIAS)*. The NPIAS lists the airports across the country that are important to the National Airspace System and are, therefore, eligible for FAA grant funding for certain capital improvements. The NPIAS classifies both commercial service and general aviation (GA) airports based on certain operational characteristics of each airport.

LOCAL AIRPORT PLANNING

The airport master plan is the primary local planning document that provides a 20-year airport development vision based on aviation demand forecasts. Given the inevitable uncertainties as a master plan ages, the FAA recommends airports update their master plan every 5-10 years, or as necessary to address any significant changes. DLL does not have a current master plan on record; recent planning efforts have been comprised of ALP updates.

STATE AIRPORT PLANNING

DLL is included in the *Wisconsin State Airport System Plan 2030*. The plan is an evaluation of Wisconsin's aviation system and serves as a guide for future development. Airports were examined and evaluated based on key performance metrics, then categorized into one of four roles: Commercial Service, Large General Aviation (GA), Medium GA, and Small GA. DLL is identified as one of 48 Medium GA airports in the state and is expected to remain as such. These airports focus on supporting regional and interstate air transportation needs, with the majority of activity conducted by single and multi-engine aircraft, including those commonly used by businesses. The typical facilities and services expected at Medium GA airports are listed in **Exhibit 1D**.

FEDERAL AIRPORT PLANNING

Many of the nation's existing airports were either initially constructed by the federal government, or their development and maintenance was partially funded through various federal grant-in-aid programs to their local communities. The system of airports existing today is therefore due, in large part, to federal policy that promotes the development of civil aviation. As part of a continuing effort to develop a national airport system, the U.S. Congress has maintained a national plan for the development and maintenance of airport.

The FAA maintains a database of public-use airports eligible for Airport Improvement Program (AIP) funding called the *National Plan of Integrated Airport Systems* (NPIAS). The NPIAS is published and used by the FAA in administering the AIP, which is the source of federal funds for airport improvement projects across the country. The AIP is funded exclusively by user fees and user taxes, such as those imposed on fuel and airline ticket sales. An airport must be included in the NPIAS to be eligible for federal funding assistance through the AIP.

The most current plan is the 2021-2025 NPIAS, which identifies 3,310 public-use airports (3,304 existing and six proposed) that are important to the national air transportation system. The plan estimates approximately \$43.6 billion in AIP-eligible and justified airport development projects will occur between 2021 and 2025. **Table 1B** identifies the types of airports included in the NPIAS.

Attribute	Standard	Condition at DLL	Meets Attribute
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Airsides Facilities			
Airport Reference Code (ARC) ¹	"A" or greater	B-II	✓
Primary Runway Length	4,000-5,499 feet	5,010 feet	✓
Primary Runway Width	75 feet	100 feet	✓
Taxiway Type	Full parallel	Full parallel	✓
Pavement Condition ²	PCI of 70 or greater	PCI of 67 overall	✗
Runway/Taxiway Lighting	MIRL and taxiway reflectors	MIRL and MITL	✓
Visual Aids/Approach Lighting	Rotating Beacon	Rotating Beacon	✓
	Wind Cone	Wind Cone	✓
	MALSF	No ALS	✗
	REILs	REILs (Runways 1, 19)	✓
	PAPI or VASI	PAPI (Runways 1, 19)	✓
Approach Capability	Visibility minimums ¾-mile	1-mile	✗
Weather Reporting	ASOS or AWOS	AWOS	✓

Landside Facilities			
FBO	FBO(s) available	FBO available	✓
Maintenance	Minor airframe and powerplant (A&P)	A&P SASO on-airport	✓
Fuel	100LL and Jet A	100LL and Jet A	✓
GA Services	Terminal Building	Terminal Building	✓
	Phone and restrooms	Phone and restrooms	✓
	Courtesy/loaner car	Courtesy car available	✓
	Auto Parking	½ space per based aircraft	35 parking spaces available
Ramp Space	Tiedowns for 25% of average daily transient aircraft	13 Tiedowns available	✓
Operations/Maintenance Building	Operations/maintenance building	Dedicated facilities	✓
Snow Removal/Deicing	Snow removal	Equipment on-site	✓
Security	Meets BOA airport security recommendations for Medium GA airports	Full Perimeter Fencing Completed WASP (2006)	✓

¹The Airport Reference Code is described in detail in Chapter 2.

²The Pavement Condition Index (PCI) is a numerical index between 0-100 to indicate the relative condition of a pavement section.

Source: Wisconsin State Airport System Plan 2030

KEY	
ALS - Approach Lighting System	MALSF - Medium-Intensity Approach Lighting System with Sequenced Flashing Lights
ASOS - Automated Surface Observation System	PAPI - Precision Approach Path Indicator
AWOS - Automated Weather Observation System	REIL - Runway End Identifier Lights
FBO - Fixed Base Operator	SASO - Specialized Aviation Service Operator
MIRL - Medium-Intensity Runway Lighting	VASI - Visual Approach Slope Indicator
MITL - Medium Intensity Taxiway Lighting	WASP - Wisconsin Airport Security Plan



TABLE 1B | Activity and Development at NPIAS Airports

Number of Airports	Airport Category	Percentage of Airports	Percentage of Runways	Percentage of 2018 Total Enplanements	Percentage of All Based Aircraft ¹	Percentage of Total Operations	Percentage of NPIAS Cost ²
30	Large Hub	1	3	71.39	0.7	13.3	29.4
31	Medium Hub	1	2	16.65	1.7	5.1	10.7
69	Small Hub	2	3	8.46	4.4	6.8	11.7
266	Non-Hub	8	10	3.43	11.0	12.0	14.2
396	Primary Subtotal	12	18	99.93	17.8	37.1	66.0
92	National	3	4		9.7	8.9	4.6
482	Regional	14	16		20.4	23.3	9.6
1,213	Local	37	34		18.7	22.2	12.7
893	Basic	27	22		3.6	6.4	6.6
228	Unclassified	7	6		1.0	2.1	0.0
2,908	Nonprimary Subtotal	88	82	0.07	53.4	62.9	33.5
3,304	Total NPIAS Airports	100	100	100	71.2	100	99.4

¹ Based on active general aviation fleet of 211,749 aircraft in 2018. The remaining aircraft are based at other, non-NPIAS airports.
² These costs are rounded and do not include the cost for new airports (0.6 percent)

Source: National Plan of Integrated Airport Systems, 2021-2025

DLL is currently classified as a general aviation (GA) airport in the NPIAS. GA airports are public airports that do not have scheduled commercial air service or have air service with less than 2,500 passenger boardings (enplanements) each year. The NPIAS further categorizes GA airports into four subcategories: National, Regional, Local, and Basic, which are defined in **Table 1C**. DLL is defined as a Regional GA airport. As a regional airport, DLL supports the local and regional economy by connecting communities to regional and national markets with interstate and some long-distance flying. These types of airports generally have high levels of activity with some jet and multi-engine aircraft.

TABLE 1C | General Aviation Airport Categories

Role	Description
National	Located in metropolitan areas near major business centers and support flying throughout the U.S. and the world. These airports provide alternatives to the busy primary airports. National airports have very high levels of activity with many jets and multi-engine propeller aircraft. National airports average 203 total based aircraft, including 39 jets.
Regional	Regional airports are also located in metropolitan areas and support regional economies with interstate and some long-distance flying. These airports have some jet and multi-engine propeller activity. Regional airports average 86 total based aircraft, including three jets.
Local	A critical component of the general aviation system, local airports provide communities with access to local and regional markets. While still located near larger population centers, these airports are not always in metropolitan areas. Flight training and emergency services are a common activity. Local airports average 32 based aircraft with no jets.
Basic	Basic airports link their communities to the national airport system and support general aviation activity (e.g., emergency response, air ambulance, flight training, personal flying). These airports have moderate levels of activity with an average of nine based aircraft with no jets.

Source: National Plan of Integrated Airport Systems, 2021-2025

AIRSIDE FACILITIES

Airside facilities are those which facilitate aircraft movement between the air and ground. Generally, these facilities include runways, taxiways/taxilanes, terminal ramp aprons, airport lighting and markings, and weather and communication aids. The airside facilities at DLL are depicted on **Exhibit 1E**.

RUNWAYS

There are two runways at DLL. Runway 1-19 is the primary runway measuring 5,010 feet long by 100 feet wide. It is constructed of asphalt reported to be in excellent condition; the runway was refinished and widened in 2018. The runway has non-precision instrument markings, consisting of a centerline, runway designator, threshold markings, and aiming point markings. The surface has a strength rating of 30,000 pounds for single wheel landing gear configurations and 55,000 pounds for dual wheel landing gear configurations. The runway gradient is relatively flat at 0.19 percent, with the Runway 1 end elevation at 976.8 feet mean sea level (MSL) and the Runway 19 end at 967.2 feet MSL. The runway is equipped with light-emitting diode (LED) medium-intensity runway lighting (white) to illuminate the runway edges at night and/or during poor meteorological conditions. Standard left-hand traffic patterns are used for each runway end.

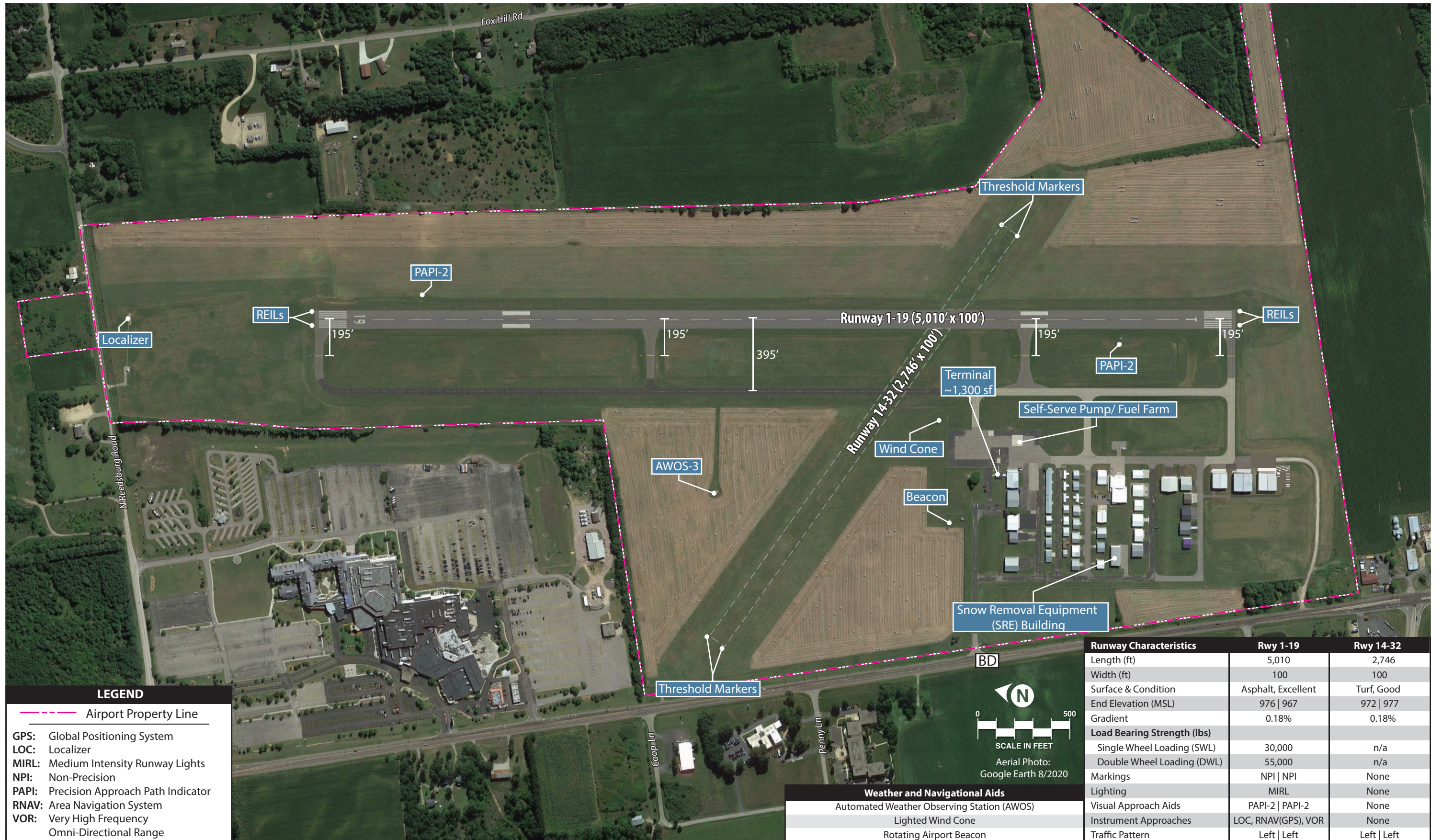
DLL also has a turf crosswind runway, Runway 14-32. The grass landing strip is 2,746 feet long and 100 feet wide. Grass runways have no strength ratings as they are designed primarily for single-engine, lightweight aircraft, such as a Cessna 172 or Piper Cub. The runway has an effective grade of 0.19 percent. There are no markings or lighting to define the runway edges; however, there are yellow and black "A-frames" and cones that designate the thresholds of each end. Pilots intending to land on Runway 14-32 follow a standard left-hand traffic pattern for either runway.

TAXIWAYS

Taxiways are generally aircraft movement surfaces that provide direct access to runways. This includes parallel and connector taxiways. Taxilanes are surfaces that generally provide access to hangars or aircraft tie-down areas.

The taxiway system at DLL includes a full-length parallel taxiway serving Runway 1-19. Entrance taxiways are located at both runway ends, and two additional entrance/exit taxiways are located along the runway. The taxiways are 40 feet wide and expand when entering the runway or encountering intersections. A network of taxilanes, ranging in width from 20 to 30 feet, provide access to hangars.

Aircraft holding positions are located prior to entrance of either runway surface. The hold position markings leading to Runway 1-19 are located 195 feet from the runway centerline. The parallel taxiway also has holding positions prior to Runway 14-32, 165 feet to the north and 180 feet to the south of the calculated turf centerline.



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TERMINAL APRON

The terminal apron at DLL is located adjacent to the parallel taxiway and Runway 14-32 on the southwest corner of the airport. The apron is approximately 10,800 square yards (sy) and has 13 airplane tiedown positions, as well as a helicopter parking position. The apron also contains a self-serve fuel pump, as well as access to the underground fuel storage tanks. There is a single vehicle access gate from the terminal parking lot that provides automobile access to the ramp.

AIRFIELD LIGHTING

Airfield lighting systems extend an airport's usefulness into periods of darkness and/or poor visibility. A variety of lighting systems are installed at the airport for this purpose. These lighting systems, categorized by function, are summarized below.

Identification Lighting

The location of the airport at night is universally identified by a rotating beacon. The beacon projects two beams of light, one white and one green, 180 degrees apart. The beacon, which operates from sunset to sunrise or during periods of instrument meteorological conditions (IMC), is located west of the terminal building adjacent to the airport entrance road.

Pavement Edge Lighting/Signage

Runway edge lighting uses light fixtures placed near the edge of the pavement to define the lateral limits of the surface. This lighting is essential during night and/or times of low visibility to maintain safe and efficient movement of aircraft. Runway 1-19 is equipped with medium-intensity runway lighting (MIRL), and the taxiways are equipped with medium-intensity taxiway lighting (MITL). To differentiate between the two, taxiway lighting is typically blue and runway lighting is generally white (with the exception of the lights near the runway ends).

The presence of runway/taxiway signage is an essential component of a surface movement guidance control system necessary for the safe and efficient operation of the airport. Currently installed at DLL are runway holding position signs at each hold position discussed previously, as well as location/direction signage.

Visual Glide Slope Approach Aids

Both Runway 1 and Runway 19 are equipped with a two-box precision approach path indicator (PAPI-2) system. A PAPI consists of light boxes that shine either a red or white light that the pilot of a landing aircraft interprets to determine if they are on the correct glide path to the runway. The PAPI serving

Runway 1 is located on the left side of the runway, 620 feet from the runway threshold. The Runway 19 PAPI is located 575 feet from the runway threshold, also on the left side of the pavement. Both PAPIs are set to a standard glide path of 3.00 degrees. There are no visual approach aids for Runway 14-32.

Runway End Identifier Lights (REILs)

Both ends of Runway 1-19 are equipped with REILs, which are located at each corner of the runway landing thresholds. REILs consist of two synchronized, directional flashing lights that face the approach area of the runway and provide rapid identification of the runway threshold for up to 20 miles.

Pilot-Controlled Lighting (PCL)

During times of low light and/or poor visibility, the runway lights, PAPIs, and REILs serving Runway 1-19 can be activated by pilots by using the airport's pilot-controlled lighting (PCL) system. The airfield lights are activated by a series of clicks with the pilot's microphone transponder on the common traffic advisory frequency (CTAF) of 123.05 MHz.

WEATHER AND COMMUNICATION AIDS

Weather and communication devices provide pilots with information about the existing conditions at the airport. At airports without an air traffic control tower, it is essential that pilots can still communicate with each other and receive current weather reports. These devices are described below.

Wind Indicator

DLL is equipped with a single lighted wind cone, located adjacent to the terminal ramp. The wind cone provides information to pilots regarding wind direction and approximate intensity. Typically, the primary wind cone at an airport is co-located with a segmented circle; DLL does not have a segmented circle, the addition of which will be discussed in later chapters.

Automated Weather Observing System (AWOS)

Different weather recording and reporting systems are available to airports to provide pilots with information on current weather conditions. DLL is served by an AWOS-3, which measures and reports the altimeter setting (barometric pressure) and density altitude; wind direction and speed; temperature and dew point; visibility; and cloud/ceiling heights. The AWOS-3 at DLL can also identify types of precipitation but not the intensity or amount.

The station updates observations every minute, 24 hours a day, and transmits the information to pilots at and near the airport by a very high frequency (VHF) ground-to-air radio transmitter via frequency 118.325 MHz. Pilots can also receive the weather report by calling a local telephone number (608-356-1071).

Common Traffic Advisory Frequency (CTAF)

A Common Traffic Advisory Frequency (CTAF) is used by pilots at and near the airport to communicate with each other about approaches to or departures from the airport, as well as for control of the airport's PCL system, discussed above. The CTAF radio frequency at DLL is 123.05 MHz.

LANDSIDE FACILITIES

Landside facilities support the aircraft and pilot/passenger transition between air and ground. Typical landside facilities include the terminal, fixed-base operators, on-airport businesses, aircraft hangars, and vehicle parking. An overview of the landside facilities and a building inventory at DLL are depicted on **Exhibit 1F**.

TERMINAL/FBO COMPLEX

A fixed-base operator (FBO) is an airport service center responsible for a variety of aviation services, such as passenger handling, aircraft fueling, parking, maintenance, aircraft towing and storage, and other related services. Baraboo-Dells Flight Center, Inc. is the only FBO on the field and is privately owned. In addition to typical FBO services, Baraboo-Dells Flight Center also offers aircraft rental, flight instruction, and charter services. The FBO is located in the passenger terminal at the center of the transient ramp.

AIRPORT BUSINESSES

There are two specialty aviation service operators (SASOs) located at the airport. These are companies that offer one or more specialized aviation services, such as flight instruction or aircraft maintenance and repair. The airport businesses operating at the airport at the time of this master plan include:

- **Baraboo-Dells Flight Center** – A full-service fixed-base operator (FBO) that provides aircraft ground support services, such as refueling and towing, as well as flight training, aircraft rental, and pilot lounge and flight planning facilities within the terminal building. Baraboo-Dells Flight Center operates and maintains the airport under contract with the City of Lake Delton.
- **TC's Aircare** – An aircraft maintenance and repair facility.

AIRCRAFT HANGARS

It is important to identify those hangars that may be used for aircraft storage. By having a reasonable estimate of the baseline hangar capacity, a determination of future hangar needs can be made based on forecast hangar demand. There are approximately 153,000 square feet (sf) of hangar space at DLL. Hangar facilities can be classified by size, including large, conventional-style hangars used to store multiple aircraft, mid-sized box hangars, and T-hangars that are designed to accommodate smaller aircraft. Typically, box/executive hangars range in size from 1,000 to 3,500 sf, while conventional hangars used for storage and/or aircraft maintenance are greater than 3,500 sf. The hangars at DLL are identified on **Exhibit 1F**. The approximate total square footage of the existing hangar types is:

- Conventional – 90,575 sf
- Executive/box – 50,320 sf
- T-hangars – 12,140 sf (13 total units)

VEHICLE PARKING

There are two dedicated parking lots near the terminal building for employees and visitors to the airport, consisting of approximately 35 parking spaces. This does not include private parking spaces at businesses and private hangars inside the fence line of the airport; use of these spaces is restricted to those with access and is controlled by gates. Vehicle parking spaces outside the airport security fencing near the terminal are identified on **Figure 1B** and include two handicap parking positions and four reserved parking spots for rental vehicles.

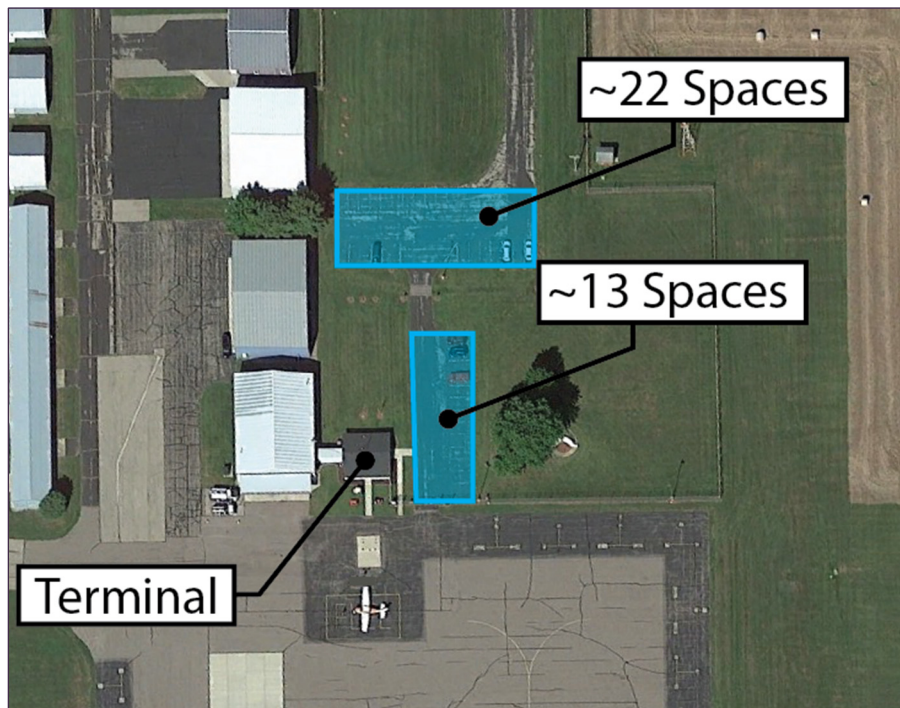
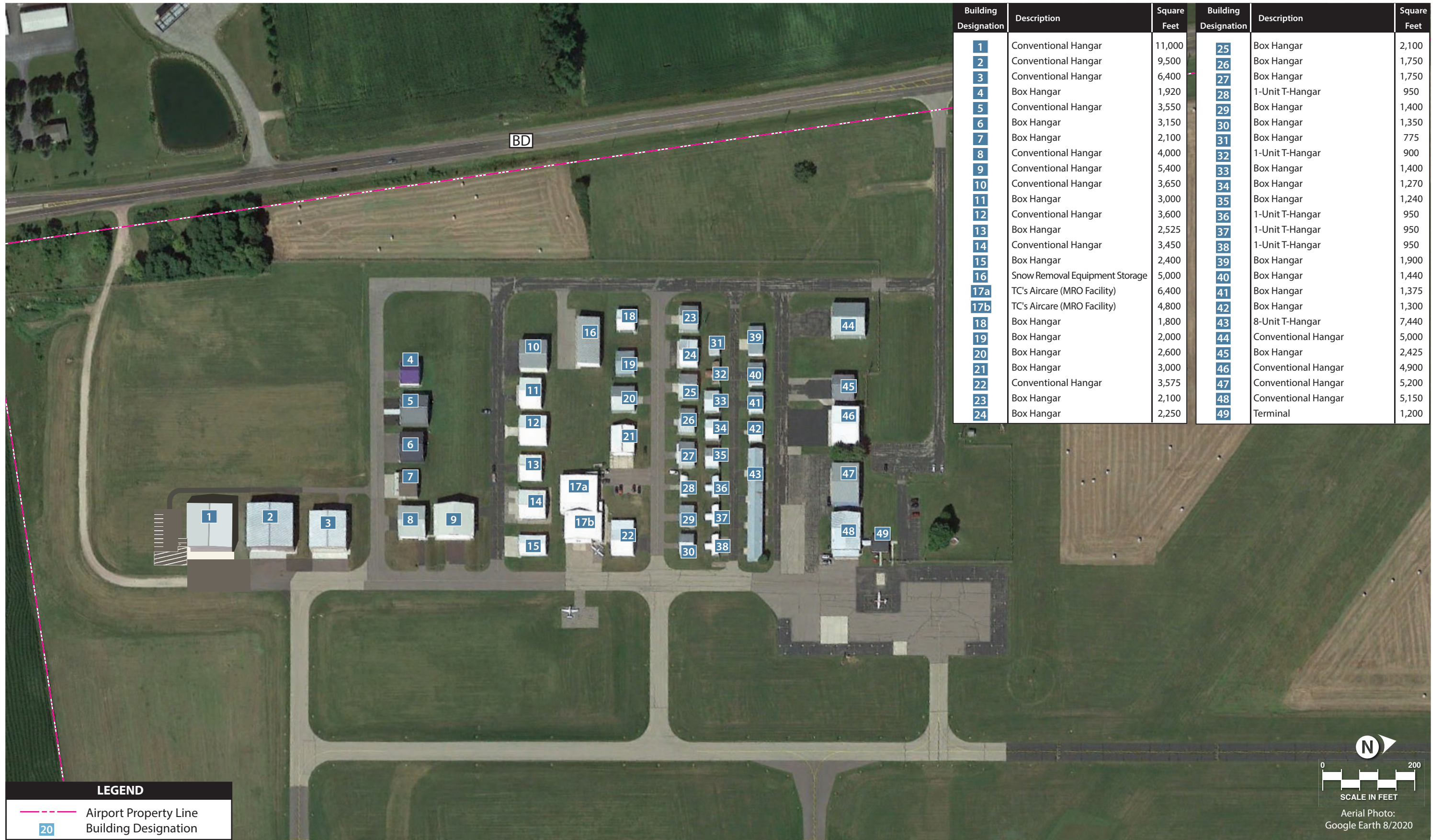


Figure 1B: Terminal Parking Facilities



LEGEND

--- Airport Property Line

20 Building Designation

N

0 200

SCALE IN FEET

Aerial Photo: Google Earth 8/2020

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SUPPORT FACILITIES

The previous section addresses airside and landside facilities, those critical to the movement of aircraft and people on the airport. This section discusses other facilities that support airport operations, including ARFF, airport maintenance, fuel storage, and perimeter fencing. These facilities are identified on **Exhibit 1E**.

AIRPORT RESCUE AND FIRE FIGHTING (ARFF)

Airports that have regularly scheduled commercial air service using aircraft with 10 or more seats are required to have available ARFF services. These airports must follow regulations outlined in 14 Code of Federal Regulations (CFR) Part 139, which included the ability of ARFF responders to reach the center of the runway within three minutes.

Emergency services are provided by Lake Delton Fire Department, with the closest fire station located five miles north on Miller Drive. An on-airport ARFF facility would only need to be constructed to support regularly scheduled commercial service with response capabilities so that rescue personnel can reach the center of the runway within three minutes of an accident. Since DLL is not a Part 139 airport and does not have commercial air service, the airport is not required to have on-airport ARFF facilities.

AIRPORT MAINTENANCE AND SNOW REMOVAL

Baraboo-Dells Flight Center handles the airport maintenance and snow removal at the airport under contract from the Village of Lake Delton. FBO-owned equipment is stored in leased hangars throughout the airport, while airport-owned equipment is stored in the snow removal equipment (SRE) building. **Table 1D** lists the equipment currently owned by the airport.

TABLE 1D | Airport Equipment and Vehicles

Equipment Description
2005 New Holland Tractor with snow removal and mowing attachments
2005 Ferris IS5000 zero-turn mower
2002 John Deere Gator
1999 GMC plow truck
1964 Moline Tractor with flail mower attachment

Source: Baraboo-Dells Flight Center records

FUEL STORAGE

Fuel storage for both AvGas and Jet A aviation fuels is located in underground storage tanks (UST) adjacent to the primary apron. Jet A fuel is stored in a 15,000-gallon tank, AvGas is stored in a 12,000-gallon tank, and both were installed in 2022 with new dispensers and credit card readers for self-fueling. The airport provides both self-service and full-service fueling for pilots. Full-service fueling is provided

by employees of the FBO using fuel trucks: a 5,000-gallon Jet-A truck, or a 500-gallon truck for AvGas. The trucks are maintained regularly, have fire extinguishers installed, and are in excellent shape. **Table 1E** presents annual fuel sales since 2012.

TABLE 1E | Historical Fuel Sales at DLL

Year	AvGas (gal.)	Jet A (gal.)
2012	34,300	39,600
2013	22,800	58,900
2014	24,600	63,600
2015	21,400	69,800
2016	22,100	75,300
2017	22,600	80,300
2018	18,900	67,400
2019	22,700	125,900
2020	15,900	104,600
2021	21,000	171,100

Source: Baraboo-Dells Flight Center records

PERIMETER FENCING

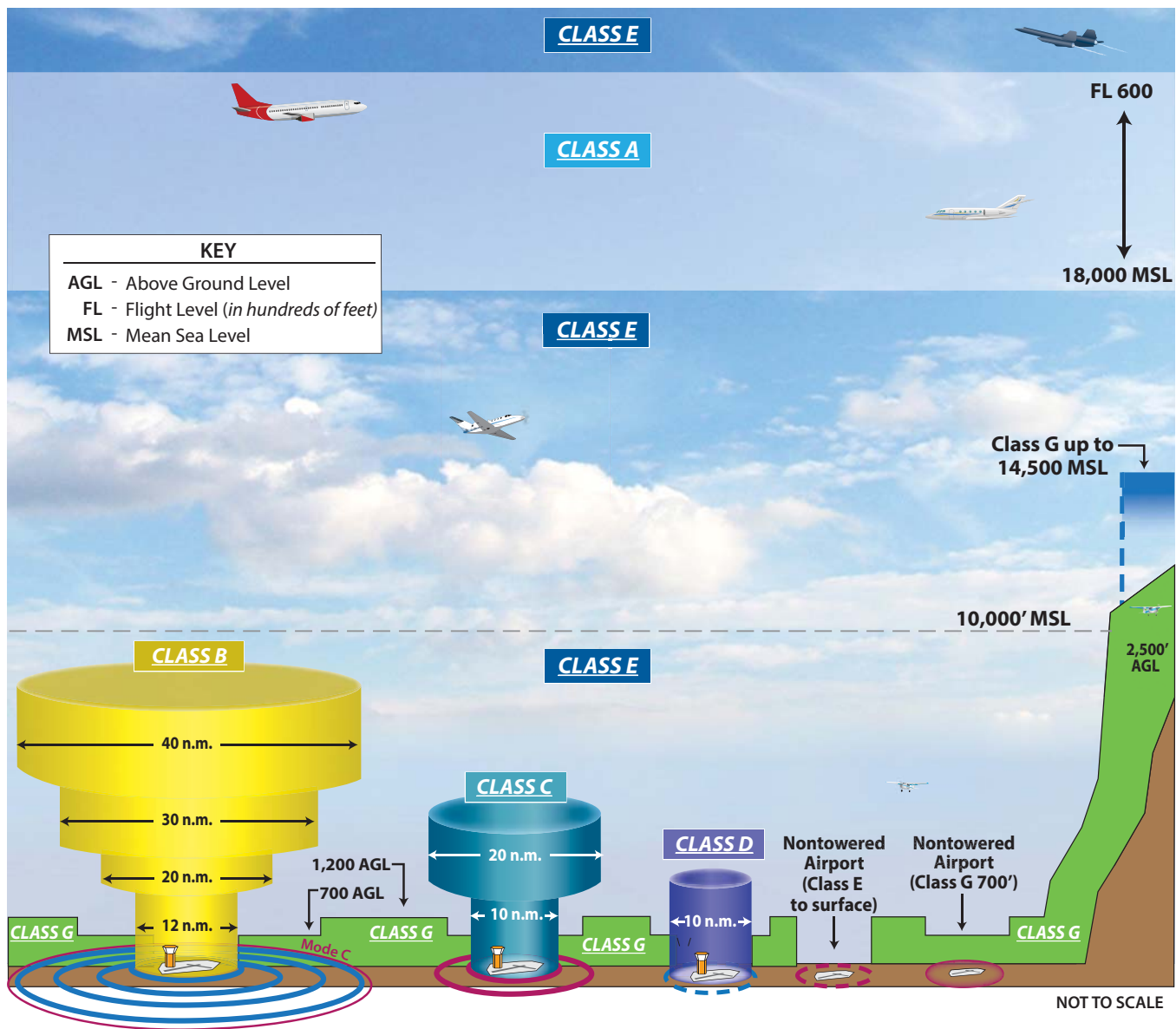
The entirety of the airfield is enclosed with security fencing, which is regularly inspected. The fence provides a barrier to both trespassers and wildlife. Vehicle access on and off the airport is provided through automatic gates, situated at various locations around the airport.

AERA AIRSPACE AND AIR TRAFFIC CONTROL

The *FAA Act of 1958* established the FAA as the responsible agency for the control and use of navigable airspace within the U.S. The FAA has established the National Airspace System (NAS) to protect people and property on the ground, in addition to establishing a safe and efficient airspace environment for civil, commercial, and military aviation. The NAS covers the common network of U.S. airspace, including air navigation facilities; airports and landing areas; aeronautical charts; associated rules, regulations, and procedures; technical information; and personnel and material. The system also includes components shared jointly with the military.

AIRSPACE STRUCTURE

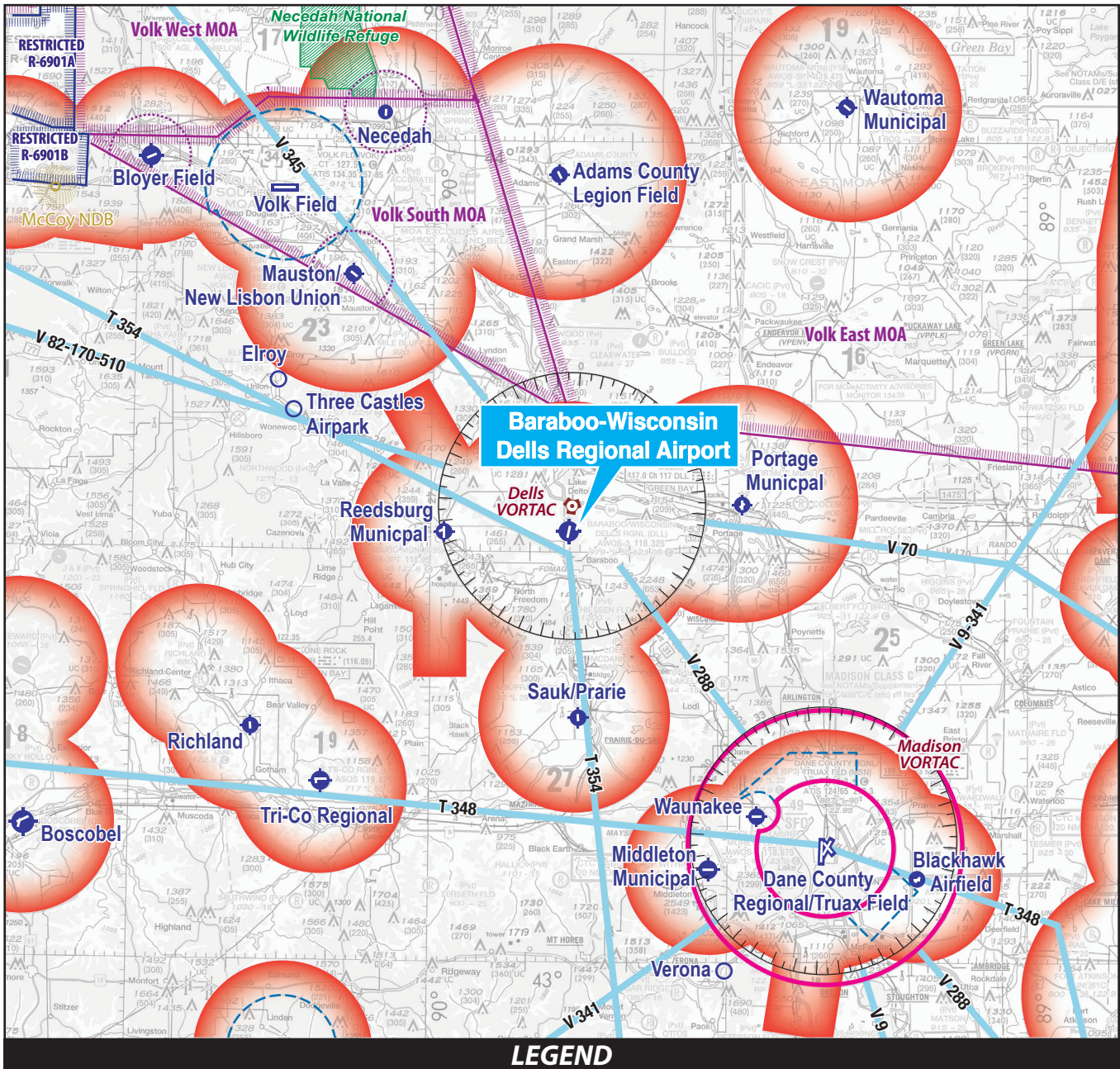
Airspace within the U.S. is broadly classified as either “controlled” or “uncontrolled.” The difference between controlled and uncontrolled airspace relates primarily to requirements for pilot qualifications, air-to-ground communications, navigation and air traffic services, and weather conditions. Six classes of airspace have been identified in the U.S. and given letter designations, as shown on **Exhibit 1G**. Airspace designated as Class A, B, C, D, or E is considered controlled airspace. Aircraft operating within controlled airspace are subject to varying requirements for positive air traffic control. The airspace near DLL is depicted on **Exhibit 1H**.



DEFINITION OF AIRSPACE CLASSIFICATIONS

- CLASS A** Think A - Altitude. Airspace above 18,000 feet MSL up to and including FL 600. Instrument Flight Rule (IFR) flights only, ADS-B 1090 ES transponder required, ATC clearance required.
- CLASS B** Think B - Busy. Multi-layered airspace from the surface up to 10,000 feet MSL surrounding the nation's busiest airports. ADS-B 1090 ES transponder required, ATC clearance required.
- CLASS C** Think C - Communication. Mode C transponder required. ATC communication required. Generally airspace from the surface to 4,000 feet AGL surrounding towered airports with service by radar approach control.
- CLASS D** Think D - Dialogue. Pilot must establish dialogue with tower. Generally airspace from the surface to minimum 2,500 feet AGL surrounding towered airports.
- CLASS E** Think E - Everywhere. Controlled airspace that is not designated as any other Class of airspace.
- CLASS G** Think G - Ground. Uncontrolled airspace. From surface to a 1,200 AGL (in mountainous areas 2,500 AGL) Exceptions: near airports it lowers to 700' AGL; some airports have Class E to the surface. Visual Flight Rules (VFR) minimums apply.

Source: www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/media/15_phak_ch15.pdf



	Airport with other than hard-surfaced runway		Military Operations Area (MOA)
	Airport with hard-surfaced runways 1,500' to 8,069' in length		MOA excludes airspace 1,500' AGL and below
	Airports with hard-surfaced runways greater than 8,069' or some multiple runways less than 8,069'		Class C Airspace
	Compass Rose		Class E Airspace
	Non-directional Radio Beacon (NDB)		Class E (sfc) Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E airspace
	Prohibited, Warning, or Restricted Areas		Victor Airways
			Wildlife Refuge

Source: Chicago Sectional Chart, US Department of Commerce, National Oceanic and Atmospheric Administration, July 14, 2022

Class A Airspace: Class A airspace includes all airspace from 18,000 feet mean sea level (MSL) to flight level (FL) 600 (approximately 60,000 feet MSL) over the contiguous 48 states and Alaska. This airspace is designated in Federal Aviation Regulation (FAR) Part 71.33 for positive control of aircraft. All aircraft operating within Class A airspace must be on an instrument flight rules (IFR) clearance and flight plan.

Class B Airspace: Class B airspace has been designated around some of the country's major airports, such as Chicago O'Hare International Airport, to separate all aircraft within a specified radius of the primary airport. Each Class B airspace is specifically tailored for its primary airport. All aircraft operating within the Class B airspace must have air traffic control (ATC) clearance. Certain minimum aircraft equipment and pilot certification requirements must also be met. This airspace is the most restrictive controlled airspace routinely encountered by pilots operating under visual flight rules (VFR). The nearest Class B airspace surrounds Chicago O'Hare International Airport, approximately 124 nautical miles (nm) to the southeast of DLL.

Class C Airspace: The FAA has established Class C airspace at approximately 120 airports around the country that have significant levels of IFR traffic. Class C airspace is designed to regulate the flow of uncontrolled traffic above, around, and below the arrival and departure airspace that is required for high-performance, passenger-carrying aircraft at major airports. To fly inside Class C airspace, an aircraft must have a two-way radio, an encoding transponder, and have established communication with ATC. Aircraft may fly below the floor or above the ceiling of the Class C airspace without contacting ATC. The nearest Class C airport to DLL is Dane County Regional Airport in Madison, approximately 30 nm to the southeast.

Class D Airspace: Class D airspace is controlled airspace surrounding airports with an air traffic control tower (ATCT). Class D airspace typically constitutes a cylinder with a horizontal radius of four or five nautical miles from the airport, extending from the surface up to a designated vertical limit, typically set approximately 2,500 feet above the airport elevation. Pilots planning to operate within Class D airspace are required to contact the ATCT prior to entering the airspace and must remain in contact while within the airspace. Volk Field Airport, approximately 33 nm to the northwest, is the closest Class D airport to DLL; however, it is a military installation and is not a public-use airport. Thus, the closest public-use Class D airport to DLL is Sparta/Fort McCoy Airport, approximately 50 nm to the northwest of the airport.

Class E Airspace: Class E airspace consists of controlled airspace designed to contain IFR operations near an airport and while aircraft are transitioning between the airport and enroute environments. Unless otherwise specified, Class E airspace terminates as the base of any overlying airspace. Only aircraft operating under IFR are required to be in contact with ATC when operating in Class E airspace. While aircraft conducting visual flights (VFR) in Class E airspace are not required to be in radio contact with ATC facilities, visual flights can only be conducted if minimum visibility and cloud ceilings exist.

Class E airspace sits above DLL at 700 feet above ground level (AGL) and extends up to but not including 18,000 feet MSL where Class A airspace begins. From the surface up to but not including 700 feet AGL at the airport is Class G airspace.

Class G Airspace: Airspace not designated as Classes A, B, C, D, or E is considered uncontrolled, or Class G, airspace. Air traffic control does not have the authority or responsibility to exercise control over air traffic within this airspace. Class G airspace lies between the surface and any overlying controlled airspace.

While aircraft may technically operate within this Class G airspace without any contact with ATC, it is unlikely that many aircraft would operate this low to the ground. Furthermore, federal regulations specify minimum altitudes for flight. FAR Part 91.119, *Minimum Safe Altitudes*, generally states that, except when necessary for takeoff or landing, pilots may not operate an aircraft over any congested area of a city, town, or settlement, or over any open-air assembly of people, below an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet to the aircraft.

Over less congested areas, pilots must maintain an altitude of 500 feet AGL, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vehicle, or structure. Helicopters may be operated at less than the minimums prescribed above if the operation is conducted without hazard to people or property on the surface. In addition, each person operating a helicopter shall comply with any routes or altitudes specifically prescribed for helicopters by the FAA.

SPECIAL USE AIRSPACE

Special use airspace is defined as airspace where activities must be confined because of their nature or where limitations are imposed on aircraft not taking part in those activities. The designation of special use airspace identifies for other users the areas where military activity may occur, provides for segregation of that activity from other operators, and allows charting to keep airspace users informed.

Victor Airways: For aircraft arriving or departing the regional area using very high frequency omnidirectional range (VOR) facilities, a system of Federal Airways, referred to as Victor Airways, has been established. Victor Airways are corridors of airspace eight miles wide, extending upward from 1,200 feet AGL to 18,000 feet MSL, that extend between VOR navigational facilities. Victor Airways near DLL are identified on **Exhibit 1H**. For aircraft enroute to or departing from DLL, there are several Victor Airways available converging on the Dells VORTAC, 1.8 nm to the north of the airport.

Military Training Routes: Military Training Routes (MTRs) are designated airspace that has been established for use by high-performance military aircraft to train below 10,000 feet AGL and at speeds of more than 250 knots. There are VR (visual) and IR (instrument) designated MTRs. MTRs with no segment above 1,500 feet AGL are designated with the VR or IR, followed by a four-digit number. MTRs with one or more segments above 1,500 feet AGL are identified by the route type (VR/IR), followed by a three-digit number. The arrows on the route show direction of travel. The closest MTR to DLL is "VR1616," located within the Volk West MOA, approximately 45 nm to the north of the airport.

Military Operations Area: Military Operations Areas (MOAs) are areas of airspace where military activities are conducted. The nearest MOA to DLL is "Volk East MOA," located nine nm to the north. The Volk East MOA is controlled by Minneapolis Center. The MOA is defined as the airspace 8,000 feet to 18,000 feet MSL and is operated intermittently, with a four-hour advance notice of operation via a notice to air mission (NOTAM).

Restricted Areas: Restricted areas contain airspace where operation of aircraft is subject to restrictions. Often the existence of unusual, often invisible hazards discourages unauthorized flight in these areas. The nearest restricted area to DLL is “R-6901B,” located 44 nm to the northwest. The area is active from the surface up to, but not including, 20,000 feet MSL and is controlled by Minneapolis Center. R-6901B has no set operation schedule; pilots are notified 24 hours in advance via NOTAMs when it is in use.

Terminal Radar Service Area: A Terminal Radar Service Area (TRSA) is defined as non-regulated airspace that surrounds select busy Class D airports where ATC provides traffic separation with the use of a radar. The purpose of a TRSA is to provide VFR aircraft with additional, yet voluntary, benefits such as vectoring, sequencing, and separation. Though typically busier than other Class D airports, these airports are not busy enough to be classified as Class C or Class B airports. The closest TRSA to DLL is the Rockford TRSA, which surrounds Chicago/Rockford International Airport, approximately 85 nm to the southeast.

AIRSPACE CONTROL

For pilots navigating within the National Airspace System, a network of communications facilities exists in order to provide aircraft separation, information critical to the safety and efficiency of a flight, and arrival/departure clearance information. The local air traffic control tower is but the first in a series of such facilities. Those relating to pilots operating at and near DLL are discussed below.

Air Traffic Control Tower

There is no airport traffic control tower (ATCT) at DLL. Aircraft operating near and at the airport are not required to file any type of flight plan or contact any air traffic control facility unless they are entering airspace where contact is mandatory. Such a case would be entering the Class C airspace around Dane County Regional Airport (Madison), located 30 nautical miles to the southeast. Pilots at and near DLL communicate with other pilots by using the airport CTAF/Unicom frequency of 123.05 MHz.

Air Route Traffic Control Center (ARTCC)

The FAA has established 22 Air Route Traffic Control Centers (ARTCCs) throughout the continental U.S., Alaska, and Hawaii to control aircraft operating under IFR flight plans within controlled airspace and while enroute. An ARTCC assigns specific routes and altitudes along Federal Airways to maintain separation and orderly traffic flow. The Chicago ARTCC, known as “Chicago Center,” controls IFR traffic enroute to and from DLL.

Flight Service Station (FSS)

A Flight Service Station (FSS) is an air traffic facility which provides pilot briefings, flight plan processing, inflight radio communications, search and rescue services, and assistance to lost aircraft or aircraft in

emergency situations. An FSS can also relay air traffic control clearances, process NOTAMs, broadcast aviation meteorological and aeronautical information, and notify Customs and Border Protection of transborder flights. The Green Bay FSS provides these services to DLL.

NAVIGATIONAL AIDS

Navigational aids are electronic devices that transmit radio frequencies that pilots of properly equipped aircraft can translate into point-to-point guidance and position information. The types of electronic navigational aids available for aircraft flying to or from the airport include very high frequency omnidirectional range (VOR) beacons and area navigation (RNAV), which uses global positioning system (GPS).

The VOR provides azimuth readings to pilots of properly equipped aircraft by transmitting radio signals at every degree to provide 360 individual navigation courses. Frequently, distance measuring equipment (DME) is combined with a VOR facility (VOR-DME) to provide distance, as well as directional information. Military tactical air navigation aids (TACANs) and civil VORs are commonly combined to form a VORTAC. The VORTAC provides distance and direction information to both civil and military pilots. The Dells VORTAC is the closest navigational aid to DLL, located 1.8 nautical miles to the north of the airport.

GPS was initially developed by the U.S. Department of Defense for military navigation around the world. However, GPS is now used extensively for a wide variety of civilian uses, including civil air navigation. GPS uses satellites placed in orbit to transmit electronic signals, which pilots of properly equipped aircraft use to determine altitude, speed, and navigational information. With GPS, pilots can directly navigate to any airport in the country and are not required to navigate to a specific ground-based facility, such as a VOR.

INSTRUMENT APPROACH PROCEDURES

Instrument approach procedures assist pilots in locating and landing at an airport during low visibility and cloud ceiling conditions. They are categorized as either precision, approach with vertical guidance (APV), or non-precision. Precision instrument approach procedures provide an exact course alignment and vertical descent path for an aircraft on final approach to a runway with a height above threshold (HATh) lower than 250 feet and visibility lower than $\frac{3}{4}$ -mile. APVs also provide course alignment and vertical guidance but have HAThs of 250 feet or more and visibility minimums of $\frac{3}{4}$ -mile or greater. Non-precision instrument approaches only provide course alignment information with no vertical guidance.

Approach minimums are published for different aircraft categories (aircraft categories are described in detail in Chapter 2) and consist of a minimum altitude and required visibility. According to FAR Part 91.175, a pilot must be able to make a safe landing (have a stabilized approach), have the runway in sight, and meet the visibility requirement. There are no cloud ceiling requirements; the published minimum altitude is the point at which the pilot must meet all three criteria for landing, otherwise they cannot land using the published instrument approach.

The current published instrument approach procedures at DLL are presented in **Table 1F**.

TABLE 1F | Instrument Approach Procedures

Category	A	B	C	D
RNAV (GPS) Rwy 1				
LPV DA	1,229-1			NA
LNAV/VNAV DA	1,391-1 $\frac{3}{4}$			NA
LNAV MDA	1,480-1		1,480-1 $\frac{3}{4}$	NA
Circling	1,520-1		1,580-1 $\frac{3}{4}$	NA
LOC Rwy 1				
Straight-In	1,380-1		1,380-1 $\frac{3}{4}$	NA
Circling	1,520-1		1,580-1 $\frac{3}{4}$	NA
RNAV (GPS) 19				
LPV DA	1,341-1			NA
LNAV/VNAV DA	1,302-1			NA
LNAV MDA	1,420-1		1,420-1 $\frac{3}{4}$	NA
Circling	1,520-1		1,580-1 $\frac{3}{4}$	NA
VOR-A				
Circling	1,520-1		1,580-1 $\frac{3}{4}$	NA
LPV: Localizer Performance with Vertical Guidance LNAV/VNAV: Lateral Navigation/Vertical Navigation DA: Decision Altitude MDA: Minimum Descent Altitude NA: Not Applicable/Not Available (xxx-xx): Decision height (feet MSL)/Visibility minimum (mi.)				

Source: U.S. Terminal Procedures, Baraboo/Wisconsin Dells Rgnl (DLL)

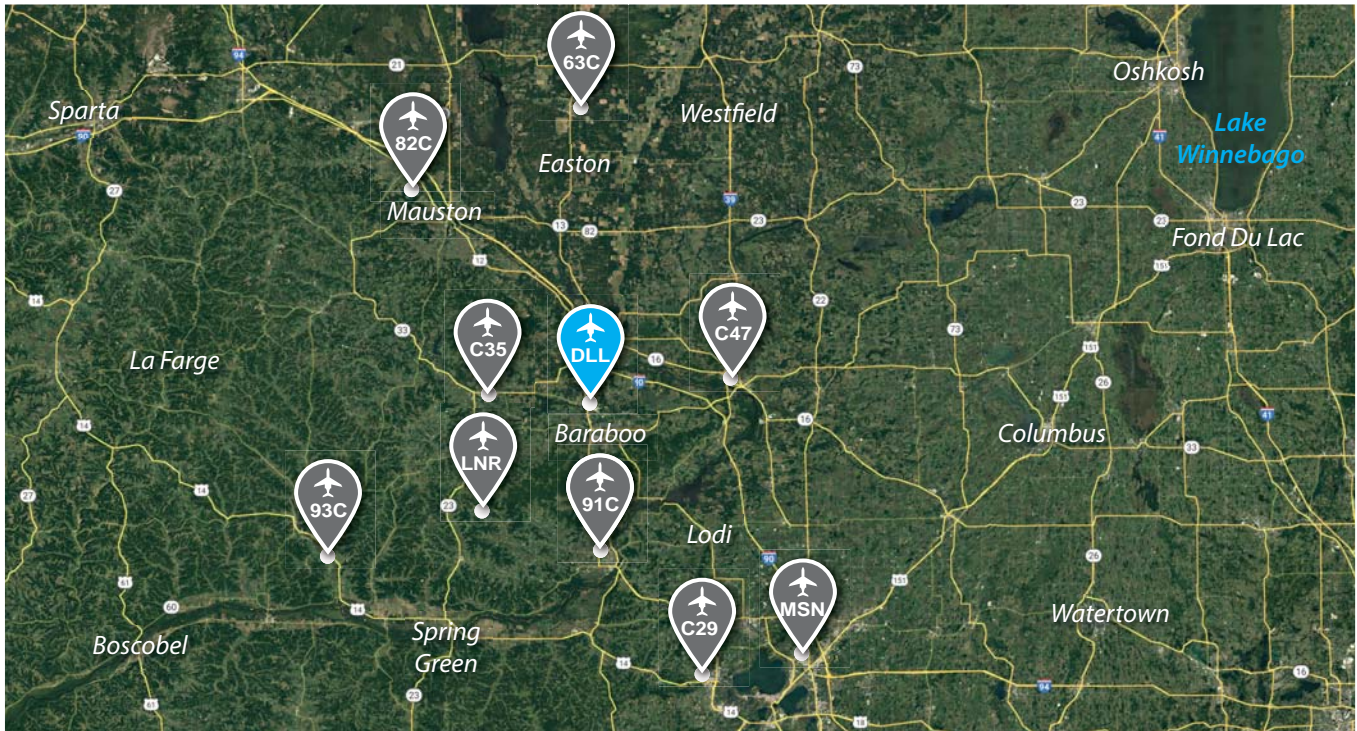
RUNWAY USE AND TRAFFIC PATTERNS

The traffic pattern at the airport is maintained to provide the safest and most efficient use of the airspace. At DLL, each runway uses the standard left-hand traffic pattern, which means aircraft make left turns when in the pattern for landing.

The airport does not have aircraft restrictions, curfews, or a mandatory noise abatement program, as these programs would violate the *Airport Noise and Capacity Act of 1990* (ANCA). Federal law requires the airport to remain open 24 hours a day, 7 days a week, and to accept all civilian and military aircraft that can be safely accommodated.

REGIONAL AVIATION FACILITIES

A review of other public-use airports with at least one paved runway within a 30-nautical mile radius of DLL was conducted to identify and distinguish the types of air services provided in the region. It is important to consider the capabilities and limitations of these airports when planning for future changes or improvements to DLL. **Exhibit 1J** provides basic information about these airports, as well as an overview of the region and the location of the airports relative to DLL.



Airport	Distance From DLL	FAA Service Level	WisDOT Level	Towered	Based Aircraft	2020 Annual Operations	Longest Runway	Lowest Instrument Approach Minimum
Baraboo-Wisconsin Dells Regional (DLL)	-	Regional GA	Medium GA	No	53	30,000	5,010	1-mile
Reedsburg Municipal (C35)	9.2 nm W	Local GA	Medium GA	No	20	14,300	4,840	1-mile
Portage Municipal (C47)	12.7 nm E	Local GA	Medium GA	No	22	4,750	3,770	1-mile
Sauk-Prairie (91C)	13.5 nm S	Unclassified GA	Medium GA	No	29	8,350	2,936	1-mile
Mauston-New Lisbon Union (82C)	24.8 nm NW	Local GA	Small GA	No	26	10,390	3,688	1-mile
Tri-County Regional (LNR)	25.8 nm SW	Local GA	Medium GA	No	30	16,000	5,000	1-mile
Adams County Legion Field (63C)	26.3 nm N	Basic GA	Medium GA	No	12	7,070	3,398	1-mile
Middleton Municipal-Morey Field (C29)	26.6 nm SSE	Regional GA	Large GA	No	95	40,510	4,001	1-mile
Richland (93C)	27.1 nm WSW	Basic GA	Small GA	No	11	9,200	3,200	1¼-mile
Dane County Regional-Truax Field (MSN)	29.7 nm SE	Small Hub	Commercial Service	Yes	106	85,201	9,006	½-mile

ENVIRONMENTAL INVENTORY

The purpose of the following environmental inventory is to identify potential environmental sensitivities that should be considered when planning future improvements at the airport. Research was performed for each of the 14 environmental impact categories described within the FAA's Order 1050.1F *Environmental Impacts: Policies and Procedures*.

- Air Quality
- Biological Resources (including fish, wildlife, and plants)
- Climate
- Coastal Resources
- *Department of Transportation Act*, Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Compatible Land Use
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Visual Effects (including light emissions)
- Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

AIR QUALITY

The concentration of various pollutants in the atmosphere describes the local air quality. The significance of a pollutant's concentration is determined by comparing it to the state and federal air quality standards. In 1971, the U.S. Environmental Protection Agency (EPA) established standards that specify the maximum permissible short- and long-term concentrations of various air contaminants. The National Ambient Air Quality Standards (NAAQS) consist of primary and secondary standards for criteria pollutants: ozone (O₃), carbon monoxide (CO), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead (Pb).

Based on federal air quality standards, a specific geographic area can be classified as either an "attainment," "maintenance," or "nonattainment" area for each pollutant. The threshold for nonattainment designation varies by pollutant.

The airport is in Sauk County, Wisconsin. Sauk County is in attainment for all criteria pollutants.¹

¹ Wisconsin Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants (data current as of October 31, 2022) | Green Book | U.S. EPA (https://www3.epa.gov/airquality/greenbook/anayo_wi.html)

BIOLOGICAL RESOURCES

Biotic resources include the various types of plants and animals that are present in an area. The term also applies to rivers, lakes, wetlands, forests, and other habitat types that support plants and animals.

The U.S. Fish and Wildlife Service (USFWS) is charged with overseeing the requirements contained within Section 7 of the *Endangered Species Act* (ESA). The ESA provides a framework to conserve and protect animal or plant species whose populations are threatened by human activities. The FAA and USFWS review projects to determine if a significant impact to protected species will result in the implementation of a proposed project. Significant impacts occur when a proposed action could jeopardize the continued existence of a protected species or would result in the destruction or adverse modification of federally designated critical habitat in the area. The USFWS’s Information for Planning and Consultation (IPaC) resource list describes species and habitat protected under ESA within the vicinity of the airport (**Table 1G**).

Section 3 of the ESA is used to protect critical habitat areas. Designated critical habitat areas are geographically defined and have been determined to be essential to the recovery of a specific species. There is no federally designated critical habitat at the airport.²

There is potential for avian concerns at the airport. Habitat for migratory birds may occur if bushes or other ground nesting substrate are present. Even buildings may provide nesting substrate for certain species.

TABLE 1G | Species Protected Under ESA Section 7 with Potential to Occur at the Airport

Common Name (<i>Scientific Name</i>)	Federal Status	Habitat and Range	Potential for Occurrence
Mammals			
Northern long-eared bat (<i>Myotis septentrionalis</i>)	Threatened	In winter, northern long-eared bats spend winter hibernating in caves and mines, called hibernacula. During the summer and portions of the fall and spring, northern long-eared bats may be found roosting singly or in colonies underneath bark, in cavities, or in crevices of both live trees and snags, or dead trees.	Not likely. Suitable wintering habitat (i.e., caves or mines) is not available on the airport. In addition, the airport has almost no trees, which are needed for summer roosting sites.
Birds			
Whooping crane (<i>Grus americana</i>)	Threatened	Whooping cranes reside in wetlands, marshes, mudflats, wet prairies, and fields. There are currently two migratory populations and one non-migratory population of whooping cranes, one of which spends winters in Aransas National Wildlife Refuge in Texas.	Not likely. Suitable habitat is not present at the airport.

² Information for Planning and Consulting | USFWS (<https://ipac.ecosphere.fws.gov/location/index>)

TABLE 1G | Species Protected Under ESA Section 7 with Potential to Occur at the Airport (continued)

Common Name (Scientific Name)	Federal Status	Habitat and Range	Potential for Occurrence
Clams			
Sheepnose mussel (<i>Plethobasus cyphus</i>)	Endangered	Sheepnose mussels live in larger rivers and streams where they are usually found in shallow areas with moderate to swift currents that flow over coarse sand and gravel.	Not likely. Suitable habitat is not present at the airport.
Insects			
Monarch butterfly (<i>Danaus plexippus</i>)	Candidate	Generally, breeding areas are on the leaves of milkweed (<i>Asclepias</i> sp.).	Potential. Individuals may occur seasonally during a migratory stopover.
Flowering Plants			
Northern wild monkshood (<i>Aconitum noveboracense</i>)	Threatened	Northern wild monkshood is typically found on shaded to partially shaded cliffs, algific talus slopes, or on cool, streamside sites. These areas have cool soil conditions, cold air drainage, or cold groundwater flowage.	Not likely. Suitable habitat is not present at the airport.

Source: Information for Planning and Consulting | USFWS (<https://ipac.ecosphere.fws.gov/location/index>)

CLIMATE

Increasing concentrations of greenhouse gases (GHG) can affect global climate by trapping heat in Earth’s atmosphere. Scientific measurements have shown that Earth’s climate is warming with concurrent impacts, including warmer air temperatures, rising sea levels, increased storm activity, and greater intensity in precipitation events. Climate change is a global phenomenon that can also have local impacts. GHGs, such as water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and O₃, are both naturally occurring and anthropogenic (man-made). The research has established a direct correlation between fuel combustion and GHG emissions. GHGs from anthropogenic sources include CO₂, CH₄, N₂O, hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF₆). CO₂ is the most important anthropogenic GHG because it is a long-lived gas that remains in the atmosphere for up to 100 years.³

The U.S. EPA’s *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2020* shows total transportation emissions, including aviation, decreased largely due to coronavirus (COVID-19) and the combined impacts of long-term trends in population, economic growth, energy markets, technological changes, and changes in energy efficiency. The inventory included aviation as a part of the 13.3 percent decrease in transportation sector GHG emissions leading up to 2020.⁴

³ AR5 Synthesis Report: Climate Change 2014 | Intergovernmental Panel on Climate Change (<http://www.ipcc.ch/>)

⁴ Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2020 | U.S. EPA (<https://www.epa.gov/system/files/documents/2022-04/us-ghg-inventory-2022-main-text.pdf>)

Information regarding the climate for the airport and surrounding environments, including wind, temperature, and precipitation, is found earlier in this ALP update and narrative.

The Governor's Task Force on Climate Change Report, State of Wisconsin (December 2020), was published to address climate change. The report includes goals to reduce GHGs and preparation for the impacts of climate change in Wisconsin. The report includes specific policy pathways for agency action and climate solutions.⁵

COASTAL RESOURCES

Federal activities involving or affecting coastal resources are governed by the *Coastal Barriers Resource Act*, the *Coastal Zone Management Act*, and Executive Order (E.O.) 13089, *Coral Reef Protection*.

The airport is not located within a coastal zone. The closest National Marine Sanctuary is Thunder Bay National Marine Sanctuary, located 306 miles away.⁶

DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(F)

Section 4(f) of the *Department of Transportation Act*, which was recodified and renumbered as Section 303(c) of 49 United States Code, provides that the Secretary of Transportation will not approve any program or project that requires the use of any publicly or privately owned historic sites, public parks, recreation areas, or waterfowl and wildlife refuges of national, state, regional, or local importance unless there is no feasible and prudent alternative to the use of such land, and the project includes all possible planning to minimize harm resulting from the use.⁷

Table 1H lists potential Section 4(f) resources (public parks and recreation areas) within two miles of the airport. There are no wildlife or waterfowl refuges within two miles.

Nearest wilderness and recreation areas are listed below:

- Nearest State Park: Mirror Lake State Park (34 miles from the airport)
- Nearest Wilderness Area: Headwater Wilderness (159 miles from the airport)
- Nearest National Recreation Area: Mississippi National River and Recreation Area (167 miles from airport)

⁵ Governor's Task Force on Climate Change – Wisconsin

(<https://climatechange.wi.gov/Documents/Final%20Report/GovernorsTaskForceonClimateChangeReport-HighRes.pdf>)

⁶ Google Earth Aerial Imagery (May 2022)

⁷ 49 U.S. Code § 303 - Policy on lands, wildlife and waterfowl refuges, and historic sites

TABLE 1H | U.S. Dept. of Transportation Section 4(f) Resources Within Two Miles of the Vicinity of the Airport

Place	Distance from Airport (miles)	Direction from Airport
Fairfield Hills Golf Course & Range	0.3	East
Yellow Thunder Park (Chief Yellow Thunder Memorial)	1.8	Northeast

Source: Google Earth Aerial Imagery (May 2022); Coffman Associates analysis

Significant historic resources are also protected under Section 4(f) of the *Department of Transportation Act*. There are no known historic structures identified by the National Register of Historic Places within two miles of the airport. However, a memorial/park for Chief Yellow Thunder is located on County Road A 1.8 miles to the east of the airport. This memorial was erected by the Sauk County Historical Society and the Twentieth Century Club of Baraboo in 1909. Chief Yellow Thunder was part of two different Ho-Chunk delegations who went to Washington D.C. in 1828 and 1837. The memorial site is a cataloged burial site monitored by the Wisconsin Historical Society.⁸

FARMLANDS

Under the *Farmland Protection Policy Act (FPPA)*, federal agencies are directed to identify and consider the adverse effects of federal programs on the preservation of farmland, to consider appropriate alternative actions which could lessen adverse effects, and to assure that such federal programs are, to the extent practicable, compatible with state or local government programs and policies to protect farmland. The FPPA guidelines, developed by the U.S. Department of Agriculture (USDA), apply to farmland classified as prime, unique, or of state or local importance as determined by the appropriate government agency, with concurrence by the Secretary of Agriculture.

NRCS Web Soil Survey farmland classification shows the following types of soils within the vicinity of the airport: “Not prime farmland,” “All areas are prime farmland,” and “Farmland of statewide importance.”

Table 1J lists soil types in the airport area based on information obtained from the USDA Natural Resources Conservation Service’s (NRCS) Web Soil Survey (WSS). The survey identifies soils rated as “All areas are prime farmland,” “Farmland of statewide importance,” and “Not prime farmland.” **Exhibit 1K** shows the location of prime farmland within the airport boundaries. The exhibit also shows the location of additional prime farmland and “Farmland of statewide importance” to the east and south of airport property.

⁸ Sauk County, Wisconsin, Yellow Thunder Park (<https://www.co.sauk.wi.us/parksandrecreation/yellow-thunder-park>)



Natural Resources
Conservation Service

TABLE 1J| Farmland Classification – Summary by Map Unit Sauk County, Wisconsin

Soil Survey Map Unit Symbol	Map Unit Name	Farmland Rating
On Airport		
DkB	Dickinson sandy loam, 1 to 6 percent slopes	All areas are prime farmland
GoB	Gotham loamy sand, 2 to 6 percent slopes	Not prime farmland
Directly Off Airport (East)		
DkB	Dickinson sandy loam, 1 to 6 percent slopes	All areas are prime farmland
GoB	Gotham loamy sand, 2 to 6 percent slopes	Not prime farmland
GoD	Gotham loamy sand, 12 to 30 percent slopes	Not prime farmland
MdC2	McHenry silt loam, 6 to 12 percent slopes, eroded	Farmland of statewide importance
PfC	Plainfield loamy sand, 6 to 12 percent slopes	Not prime farmland
WxB	Wyocena sandy loam, 2 to 6 percent slopes	All areas are prime farmland
WxC2	Wyocena sandy loam, 6 to 12 percent slopes, eroded	Farmland of statewide importance
WxD2	Wyocena sandy loam, 12 to 20 percent slopes, eroded	Not prime farmland

Source: Web Soil Survey | USDA NRCS (<https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>)

HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTIONS

Federal, state, and local laws regulate hazardous materials use, storage, transport, and disposal. These laws may extend to past and future landowners of properties containing these materials. In addition, disrupting sites containing hazardous materials or contaminants may cause significant impacts to soil, surface water, groundwater, air quality, and the organisms using these resources. According to the U.S. EPA’s *EJSCREEN*, there are no Superfund or brownfields sites within two miles of the airport.

The National Pollutant Discharge Elimination System (NPDES) permits outline the regulatory requirements of municipal storm water management programs and establish requirements to help protect the beneficial uses of the receiving waters. They require permittees to develop and implement Best Management Practices (BMPs) to control/reduce the discharge of pollutants to waters of the United States to the maximum extent practicable (MEP). In Wisconsin, the Department of Natural Resources (DNR) regulates the discharge of pollutants to waters of the state through the Wisconsin Pollutant Discharge Elimination System (WPDES) program. Wastewater permits contain all the monitoring requirements, special reports, and compliance schedules appropriate to the facility in question. Permits are issued for a five-year term.⁹

There is a solid waste landfill within 1.6 miles of the airport, named WMWI – South Central WI. South Central WI Waste Service provides an integrated solid waste management system to the city, including the airport.

HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

Determination of a project’s environmental impact to historic and cultural resources is made under guidance in the *National Historic Preservation Act (NHPA) of 1966*, as amended, the *Archaeological and Historic Preservation Act (AHPA) of 1974*, the *Archaeological Resources Protection Act (ARPA)*, and the

⁹ WPDES Permits | Wisconsin DNR (<https://dnr.wisconsin.gov/topic/Wastewater/Permits.html>)

Native American Graves Protection and Repatriation Act (NAGPRA) of 1990. In addition, the *Antiquities Act of 1906*, the *Historic Sites Act of 1935*, and the *American Indian Religious Freedom Act of 1978* also protect historical, architectural, archaeological, and cultural resources. Impacts may occur when a proposed project causes an adverse effect on a resource which has been identified (or is unearthed during construction) as having historical, architectural, archaeological, or cultural significance.

The nearest National Register of Historic Places to the airport are more than two miles from the airport (A.G. Tuttle Estate - 2.6 miles and Charles Ringling House - 2.9 miles).

No survey reports for cultural resources at the airport have been provided as part of this study, and the presence of buried cultural resources is not known. The airport is located adjacent to Ho-Chunk Nation Reservation (**Exhibit 1L**).

LAND USE

Land use regulations near airports are achieved through local government codes, city policies, and plans that include airport districts and planning areas. Regulations are used to avoid land use compatibility conflict around airports. The airport is within the county, but there are several cities in proximity, including the Town of Delton, Village of Lake Delton, and the cities of Baraboo and Wisconsin Dells, as well as Ho-Chunk Nation lands (**Exhibit 1L**).

There are currently no incompatible lands uses that would interfere with airport safety or future development. Land use within one mile of the airport consists of commercial (533 acres), resources conservancy (232 acres), agriculture (2,136 acres), recreational (117 acres), and single-family residential (133 acres) (**Exhibit 1M**). The closest residential areas are scattered residences located one mile west of the airport, as well as residential neighborhoods 1.3 miles south.

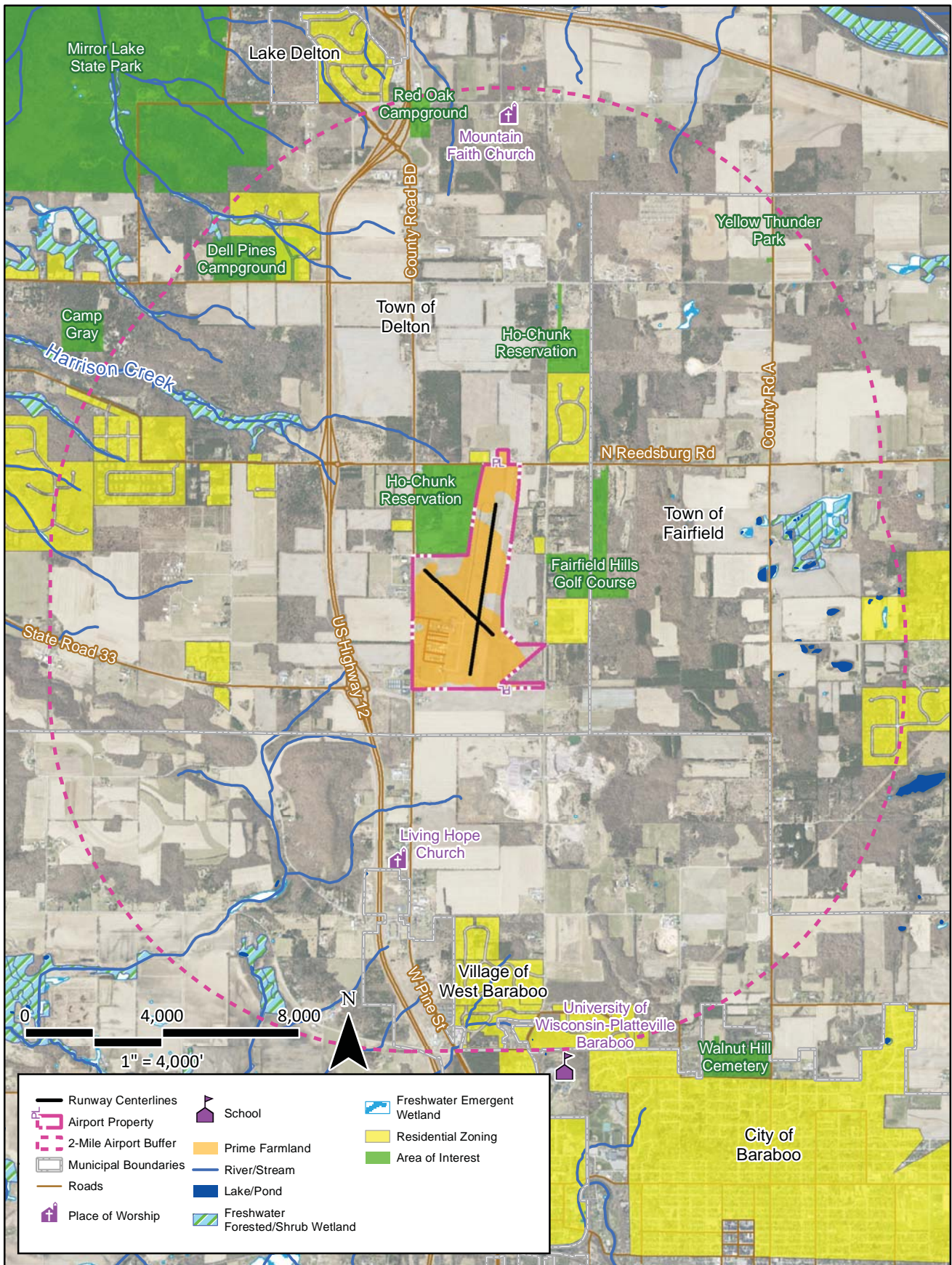
NATURAL RESOURCES AND ENERGY SUPPLY

Natural resources and energy supply provide an evaluation of a project's consumption of natural resources. It is the policy of FAA Order 1053.1C, *Energy and Water Management Program for FAA Buildings and Facilities*, to encourage the development of facilities that exemplify the highest standards of design, including principles of sustainability.

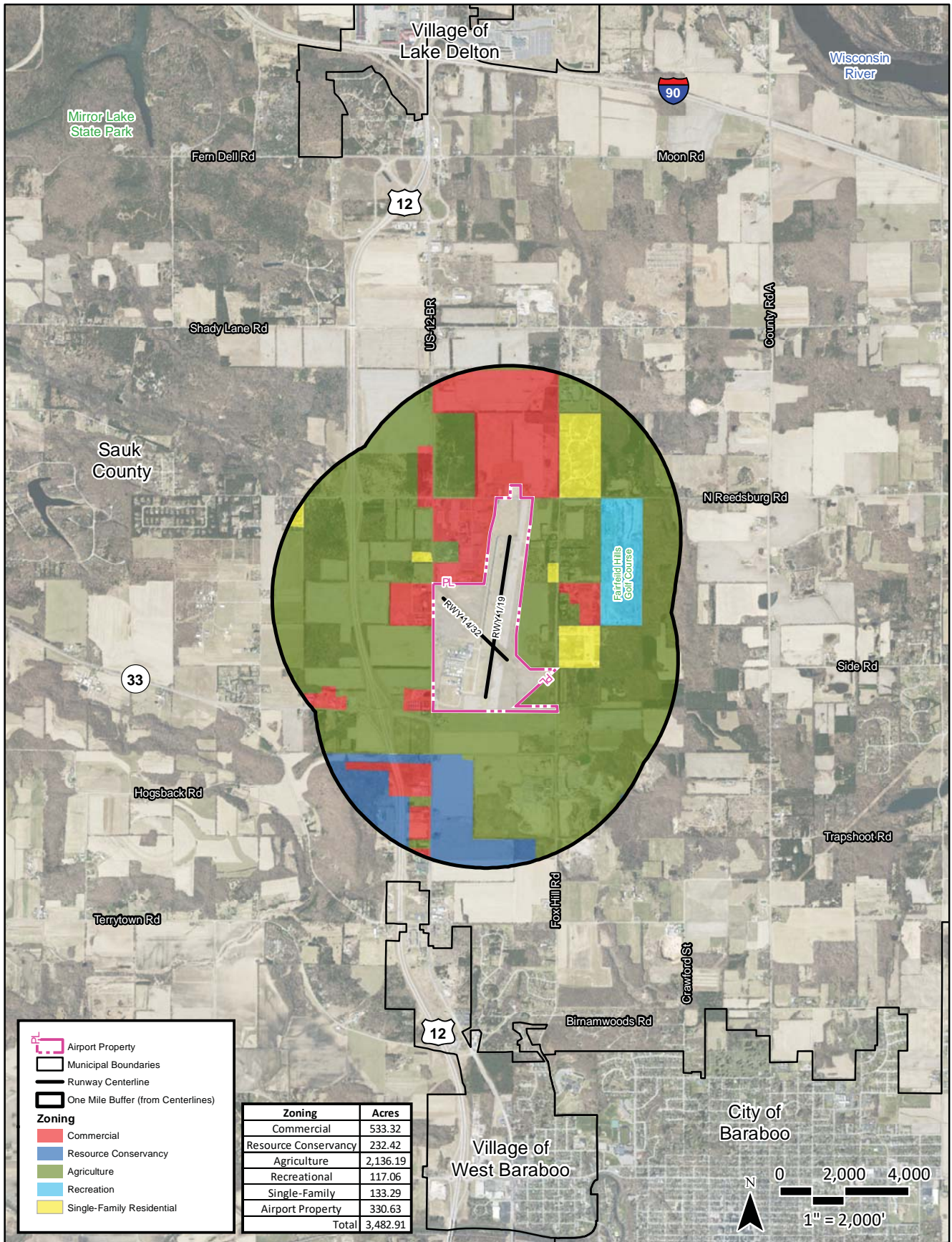
The airport is provided with gas and electricity by Alliant Energy and internet by Lightspeed.

NOISE AND NOISE-COMPATIBLE LAND USE

Federal land use compatibility guidelines are established under 14 Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. According to 14 CFR Part 150, residential land and schools are noise-sensitive land uses that are not considered compatible with a 65 decibel (dB) Day-Night



Source: ESRI Basemap Imagery, USGS, USFWS, NRCS. Sauk County.



Source: ESRI Basemap Imagery, Sauk County Zoning Districts

Average Sound Level (Ldn or DNL).¹⁰ Other noise-sensitive land uses (such as religious facilities, hospitals, or nursing homes), if located within a 65 dB DNL contour, are generally compatible when an interior noise level reduction of 25 dB is incorporated into the design and construction of the structure. Special consideration should also be given to noise-sensitive areas within Section 4(f) properties where the land use compatibility guidelines in 14 CFR Part 150 do not account for the value, significance, and enjoyment of the area in question.¹¹

Table 1K identifies two noise-sensitive land uses (i.e., places of worship) within two miles of the airport in addition to the nearest residential areas discussed above under Land Use. There are no schools or medical facilities within two miles of the airport.

TABLE 1K | Noise-Sensitive Land Uses within Two Miles of Airport

Land Use	Distance from Airport (Miles)	Direction from Airport
Living Hope Church	1.0	Southwest
Mountain Faith Church	2.0	Northeast

Source: Google Earth Aerial Imagery (May 2022); Coffman Associates analysis

SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, AND CHILDREN’S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Socioeconomics | *Socioeconomics* is an umbrella term used to describe aspects of a project that are either social or economic in nature. A socioeconomic analysis evaluates how elements of the human environment such as population, employment, housing, and public services might be affected by the proposed action and alternative(s).

FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* specifically requires that a federal action causing disproportionate impacts to an environmental justice population (i.e., a low-income or minority population), be considered, as well as an evaluation of environmental health and safety risks to children. The FAA has identified factors to consider when evaluating the context and intensity of potential environmental impacts.

Would the proposed action:

- Induce substantial economic growth in an area, either directly or indirectly;
- Disrupt or divide the physical arrangement of an established community;
- Cause extensive relocation when sufficient replacement housing is unavailable;
- Cause extensive relocation of community business what would cause severe economic hardship for affected communities;
- Disrupt local traffic patterns and substantially reduce the levels of service of roads serving an airport and its surrounding communities; or
- Produce a substantial change in the community tax base?

¹⁰ The DNL accounts for the increased sensitivity to noise at night (10:00 PM to 7:00 AM) and is the metric preferred by FAA, the U.S. EPA, and the U.S. Department of Housing and Urban Development as an appropriate measure of cumulative noise exposure.

¹¹ 49 U.S. Code § 47141 – Compatible land use planning and projects by State and Local Governments

Environmental Justice | *Environmental justice* is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies.

Meaningful Involvement ensures that:

- People have an opportunity to participate in decisions about activities that may affect their environment and/or health;
- The public’s contribution can influence the regulatory agency’s decision;
- Their concerns will be considered in the decision-making process; and
- The decision-makers seek out and facilitate the involvement of those potentially affected.¹²

The closest residential areas are scattered residences located one mile west of the airport, as well as a residential neighborhood 1.3 miles to the south. According to 2019 American Community survey estimates, the population within two miles of the airport is 1,424 persons, of which 41 percent of the population is considered low-income, and 19 percent is people of color (includes non-white races in addition to Hispanic populations of any race) (**Table 1L**). Approximately seven percent of the population has identified as Hispanic.

TABLE 1L | Population Characteristics Within Two Miles of the Airport

Characteristic	
Total Population	1,424
Percent of Population by Race	
White	85%
Black	0%
American Indian	8%
Asian	4%
Pacific Islander	0%
Some Other Race	2%
Population Reporting Two or More Races	1%
Total Hispanic population (ethnicity, not race)	7%

Sources: EJSCREEN | ACS Summary Report (2015-2019) | U.S. EPA (2022)

Children’s Environmental Health and Safety | Federal agencies are directed, per E.O. 13045, Protection of Children from Environmental Health Risks and Safety Risks, to make it a high priority to identify and assess the environmental health and safety risks that may disproportionately impact children. Such risks include those that are attributable to products or substances that a child is likely to encounter or ingest (air, food, water – including drinking water) or to which they may be exposed.

According to the U.S. EPA EJSCREEN report, approximately 21 percent of the population within a two-mile study area is under the age of 17. This equated to 303 children in 2019. There are no schools within two miles of the airport, but there are several private campgrounds north of the airport that could have children present (Dell Pines and Red Oak campgrounds and Camp Gray).

¹² Environmental Justice | U.S. EPA (<https://www.epa.gov/environmentaljustice>)

VISUAL EFFECTS

Visual effects deal broadly with the extent to which a proposed action or alternative(s) would either (1) produce light emissions that create an annoyance or interfere with activities; or (2) contrast with, or detract from, the visual resources and/or the visual character of the existing environment. Each jurisdiction will typically address outdoor lighting, scenic vistas, and scenic corridors in zoning ordinances and their general plan.

Light Emissions | Light emission impacts typically relate to the extent to which any light or glare results from a source that could create an annoyance for people or would interfere with normal activities. Generally, local jurisdictions will include ordinances in the local code addressing outdoor illumination to reduce the impact of light on surrounding properties.

Visual Resources and Visual Character | *Visual character* refers to the overall visual makeup of the existing environment where a proposed action or its alternative(s) would be located. For example, areas near densely populated areas generally have a visual character that could be defined as urban, whereas less developed areas could have a visual character defined by the surrounding landscape features, such as open grass fields, forests, mountains, deserts, etc.

Visual resources include buildings, sites, traditional cultural properties, and other natural or manmade landscape features that are visually important or have unique characteristics. Visual resources may include structures or objects that obscure or block other landscape features. In addition, visual resources can include the cohesive collection of various individual visual resources that can be viewed at once or in concert from the area surrounding the site of the proposed action or alternative(s).

Wisconsin currently participates in the National Scenic Byways Program. The 1999 Wisconsin Act, directed by the Wisconsin Department of Transportation (WisDOT), develops and administers the state scenic byways program.

Currently, there are five state designated scenic byways:

- The Great River Road (WIS 35) between Prescott and Kieler,
- The Lower Wisconsin River Road (WIS 60) between Lodi and Prairie du Chien,
- The Door County Coastal Byway (WIS 42 & 57) circling the northern Door County peninsula,
- The Wisconsin Lake Superior Scenic Byway (WIS 13) from US 2 to County H in northwest Wisconsin, and
- The newest scenic byway – The Nicolet-Wolf River Scenic Byway (WIS 55, 32, 70 and 52).¹³

The airport boundary is not near any designated scenic byways.

¹³ Wisconsin Scenic Byway Program (<https://wisconsindot.gov/Pages/travel/road/scenic-ways/default.aspx>)

WATER RESOURCES

Wetlands | The U.S. Army Corps of Engineers regulates the discharge of dredged and/or fill material into waters of the United States, including adjacent wetlands, under Section 404 of the *Clean Water Act* (CWA). Wetlands are defined in E.O. 11990, *Protection of Wetlands*, as “those areas that are inundated by surface or groundwater with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction.” Wetlands can include swamps, marshes, bogs, sloughs, potholes, wet meadows, river overflows, mudflats, natural ponds, estuarine areas, tidal overflows, and shallow lakes and ponds with emergent vegetation. Wetlands exhibit three characteristics: the soil is inundated or saturated to the surface at some time during the growing season (hydrology), has a population of plants able to tolerate various degrees of flooding or frequent saturation (hydrophytes), and soils that are saturated enough to develop anaerobic (absent of air or oxygen) conditions during the growing season (hydric).

USFWS manages the National Wetlands Inventory on behalf of all federal agencies. The National Wetlands Inventory identifies surface waters and wetlands in the nation. There are two small freshwater ponds located just outside of the northwest and southwest boundary of the airport property (**Exhibit 1L**).

Floodplains | E.O. 11988, *Floodplain Management*, directs federal agencies to take action to reduce the risk of flood loss; minimize the impact of floods on human safety, health, and welfare; and restore and preserve the natural and beneficial values served by the floodplains. A review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel number 551110250E, effective 12/18/2009, indicates that there are no Special Flood Hazard Areas such as a 100-year floodplain on the airport.¹⁴

Surface Waters | The CWA establishes water quality standards, controls discharge, develops waste treatment management plans and practices, prevents, or minimizes the loss of wetlands, and regulates other issues concerning water quality. Water quality concerns related to airport development most often relate to the potential for surface runoff and soil erosion, as well as the storage and handling of fuel, petroleum products, solvents, etc. Additionally, Congress has mandated (under the CWA) the National Pollutant Discharge Elimination System (NPDES).

The airport is located within the Lake Delton-Dell Creek watershed. The closest impaired waterbody defined by Section 303 of the CWA is a segment of Dells Creek, which is within the airport’s watershed.¹⁵

Groundwater | Groundwater is subsurface water that occupies the space between sand, clay, and rock formations. The term aquifer is used to describe the geologic layers that store or transmit groundwater, such as wells, springs, and other water sources. Examples of direct impacts to groundwater could include withdrawal of groundwater for operational purposes or reduction of infiltration or recharge area due to new impervious surfaces.¹⁶

¹⁴ Flood Map Service Center | Federal Emergency Management Agency (<https://msc.fema.gov/portal/home>)

¹⁵ How's My Waterway - Community | U.S. EPA (<https://mywaterway.epa.gov/community/Baraboo-Wisconsin%20Dells%20Airport,%20S3440%20CR-BD,%20Baraboo,%20WI,%2053913,%20USA/overview>)

¹⁶ United States Geological Survey - What is Groundwater? (<https://www.usgs.gov/faqs/what-groundwater>)

U.S. EPA's Sole Source Aquifer (SSA) Program was established under Section 1424(e) of the *Safe Drinking Water Act of 1974* (SDWA). Since 1977, it has been used by communities to help prevent contamination of groundwater from federally funded projects. It has increased public awareness of the vulnerability of groundwater resources. The SSA program is authorized by Section 1424(e) of the SDWA (Public Law 93-523, 42 U.S.C. 300 et. seq), which states:

*"If the Administrator determines, on his own initiative or upon petition, that an area has an aquifer which is the sole or principal drinking water source for the area and which, if contaminated, would create a significant hazard to public health, he shall publish notice of that determination in the Federal Register."*¹⁷

According to the U.S. EPA Sole Source Aquifer for Drinking Water website, there are no sole source aquifers located within airport boundaries. The nearest sole source aquifer, Mille Lacs Sole Source Aquifer SSA, is 254 miles from the airport.¹⁸

Wild and Scenic Rivers | The *National Wild and Scenic Rivers Act* was established to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations.

The Nationwide River Inventory (NRI) is a list of over 3,400 rivers or river segments that appear to meet the minimum *Wild and Scenic Rivers Act* eligibility requirements based on their free-flowing status and resource values. The development of the NRI resulted from Section 5(d)(1) in the *Wild and Scenic Rivers Act*, directing federal agencies to consider potential wild and scenic rivers in the comprehensive planning process.

The closest designated wild and scenic river identified is Wolf River, located 108 miles from the airport.¹⁹ The nearest National River Inventory feature is Mekan River, located 34 miles away from the airport.²⁰

¹⁷ Overview of the Drinking Water Sole Source Aquifer Program | U.S. EPA (<https://www.epa.gov/dwssa/overview-drinking-water-sole-source-aquifer-program#Authority>)

¹⁸ Interactive Map for Sole Source Aquifers | U.S. EPA ([Sole Source Aquifers \(arcgis.com\)](https://www.epa.gov/arcgis/sole-source-aquifers))

¹⁹ Wisconsin | National Wild and Scenic Rivers System (<https://www.rivers.gov/wisconsin.php>)

²⁰ Nationwide Rivers Inventory | National Park Service (<https://www.nps.gov/subjects/rivers/nationwide-rivers-inventory.htm>)