



Federal Aviation Administration
 2300 East Devon Avenue
 Des Plaines, IL 60018

FAA - Chicago Airports District Office

April 13, 2021

TO: trever.otto@gmail.com
 Trever Gene Otto
 1371 State Road 92
 Verona, WI 53593
 trever.otto@gmail.com

CC:
 WisDOT Bureau of Aeronautics
 4822 Madison Yards Way
 Madison, WI 53705
 LandingAreaApprovals@dot.wi.gov

**NOTICE OF AIRPORT AIRSPACE ANALYSIS DETERMINATION
 ESTABLISH PRIVATE USE AIRPORT
 CONDITIONAL NO OBJECTION**

The Federal Aviation Administration(FAA) has conducted an aeronautical study under the provisions of Title 14 of the Code of Federal Regulations, Part 157, concerning:

RE: *(See attached Table 1 for referenced case(s))*

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Airport Name	Description	Location	Latitude (NAD83)	Longitude (NAD83)	Airport Elevation (feet)
2021-AGL-1762-NRA		Otto's	LAP ASN # 2021-CSA-35-LAP Study for New Private Use Privately Owned Airport. RWY 9/27 900ftx65ft	Verona, WI	42-55-51.00N	89-37-29.00W	916

We have completed an airspace analysis of the proposed private use airport. As studied, the location is approximately 5 nautical miles SW of Verona, WI.

There is NO IFR EFFECT as since there are no procedures published at the airport. Suggest operations be limited to VFR conditions. In the event procedures are requested, please note that publication of instrument procedures can take 36 months from the date that all airport/heliport information and survey data is in the system and validated. If the procedure is to be a "Special third party developed procedure" coordination with the AWO is required to obtain a publication date.

Flight Standards has no objection to proposed private airport. Proponent has taken into account power lines and trees along State Road 92 to displace the threshold. Proponent should consider mitigation to power lines of coordinating with local electric company to place orange spherical markers on the power lines IAW AC 70/7460-1M. Proponent should also reach out to other private airports in the local area to establish a common frequency to enhance pilot situational awareness for takeoffs and landings. Proponent must limit operations to daytime VFR.

It is recommended that your airport be constructed to the standards identified in FAA Advisory Circular (AC) 150/5300-13, Airport Design (current version). Also, a clear approach slope, as identified in (AC) 150/5300-13 Table 3-2 Approach/Departure Standards, should be established at each runway end. If there are other obstructions that penetrate the approach surface, they should be removed or lowered. If the penetrating obstructions cannot be removed or lowered, we recommend that the thresholds be displaced and appropriately marked, so as to provide a clear approach slope surface to each runway end. Please note that roads are defined as obstructions by 14 CFR Part 77. Private roads are the greater of a 10 foot vertical obstruction or the highest mobile object that normally traverses the road. Public roads are considered a 15 foot obstruction, interstate highways are a 17 foot obstruction, railroads are 23 foot obstructions and waterways are the highest mobile object that traverses the waterway.

Be advised, in accordance with 14 CFR Part 157, any construction, alteration to or abandonment of the subject airport requires notice to the FAA for aeronautical review. Notice for these actions can be given using FAA Form 7480-1, "Notice for Construction, Alteration and Deactivation of Airports". Please refer to Form 7480-1 for triggering events that will require notice.

Provided that the aforementioned conditions are met, our aeronautical study has determined that your proposed private use airport will not adversely affect the safe and efficient use of the navigable airspace by aircraft.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground. In making the determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the airport proposal. The proposal was not circulated to the public for comment.

The FAA cannot prevent the construction of structures near an airport. The airport environment can only be protected through such means as local zoning ordinances, acquisitions of property in fee title or aviation easements, letters of agreements, or other means. This determination in no way preempts or waives any ordinances, laws, or regulations of any government body or agency.

Please complete, sign and date the enclosed Airport Master Record Form and return it to my attention. Otto's is activated and assigned/secured a private use location identifier. Please indicate on the Airport Master Record Form if you desire to have your airport charted. Please be advised that charting of private use airports is not guaranteed. Additionally, if charted, there is no guarantee your airport will remain on FAA published charts. Charting of private use airports relies heavily on landmark value and chart clutter. The inclusion on a chart may take several charting cycles and does not coincide with the issuance of a location identifier. Instructions for completion of the 5010-5 Form can be found online at <https://www.faa.gov> in Advisory Circular (AC) 150/5200-35, "Submitting the Airport Master Record in Order to Activate a New Airport".

In order to avoid placing any unfair restrictions on users of the navigable airspace, this determination is valid until 04/12/2021. Should the airport not be established and the Airport Master Record 5010-5 Form not returned by 04/12/2021, an extension of our determination should be requested in writing by 03/12/2021. Should you not elect to establish the airport, please notify the FAA in writing by 10/12/2021.

If you have any questions concerning this determination, please contact me at Elias.O.Bello@faa.gov or at (847) 294-8251.

Sincerely,

Elias Bello

ADO

Signature Control No: 468989134-477556285

Attachment: Airport Master Record 5010 Form



> 1 ASSOC CITY: Verona	4 STATE: WI	LOC ID:	FAA SITE NR:
> 2 AIRPORT NAME: Otto's		5 COUNTY: Dane	
3 CBD TO AIRPORT (NM): 5 SW	6 REGION/ADO: AGL/	7 SECT AERO CHT: CHICAGO	

<u>GENERAL</u>		<u>SERVICES</u>	<u>BASED AIRCRAFT</u>
10 OWNERSHIP:	PR	70 FUEL:	90 SINGLE ENG: 1
11 OWNER:	Trever Gene Otto		91 MULTI ENG: 1
12 ADDRESS:	1371 State Road 92 Verona WI 53593		92 JET: 0
13 PHONE NR:	(920)740-6495		TOTAL: 2
14 MANAGER:	Trever Gene Otto		93 HELICOPTERS: 1
15 ADDRESS:	1371 State Road 92 Verona WI 53593		94 GLIDERS: 1
16 PHONE NR:	(920)740-6495		95 MILITARY: 0
17 ATTENDANCE SCHEDULE:			96 ULTRA-LIGHT: 0

MONTHS DAYS HOURS

18 AIRPORT USE: Private
19 ARPT LAT: 42-55-51.0000N
20 ARPT LONG: 89-37-29.0000W
21 ARPT ELEV: 916.6
22 ACREAGE: 0
> 23 RIGHT TRAFFIC:
24 NON-COMM LANDING:

FACILITIES

> 80 ARPT BCN:
> 81 ARPT LGT SKED:
> 82 UNICOM: 0.0
83 WIND INDICATOR:
84 SEGMENTED CIRCLE:
85 CONTROL TWR: NO
86 FSS:
87 FSS ON ARPT: NO
88 FSS PHONE NR:
89 TOLL FREE NR:

RUNWAY DATA

> 30 RUNWAY IDENT:	9/27
> 31 LENGTH:	900
> 32 WIDTH:	65
> 33 SURF TYPE-COND:	TURF

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY:	
> 42 RWY MARK TYPE-COND:	/

OBSTRUCTION DATA

50 FAR 77 CATEGORY:	/
51 DISPLACED THR:	0 / 0
52 CTLG OBSTN:	/
53 OBSTN MARKED/LGTD:	/
54 HGT ABOVE RWY END:	/
55 DIST FROM RWY END:	/

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

111 OWNER/MANAGER SIGNATURE 113 DATE: