

I am here tonight because I am concerned for the safety of the Stoughton area pilots who have airplanes at and use Matson airport. The concern is due to a tower being placed right on the centerline of our takeoff and landing pattern that is within 1 mile and 199' tall.

Representatives of the tower builder recently sent an email stated that I was late in raising my objections. I was not notified of this tower and the day I found out about it I immediately contacted the township. They sent me to the county who I also contacted that day.

The letter used Wisconsin Statute 114.135 to say there is no evidence Mr. Matson compensated vicinity landowners to obtain **airspace protection**. They didn't add the part of the statute stating structures, building or objects to be removed. If our airport was being put in after the tower I would agree. We are, however, 70 years ahead of the proposed tower. I am in front of you today looking to obtain **airspace protection**.

Another statement on the letter is quote "Given the pervasive federal and state regulation of airspace, air safety, flight paths and tall structures, there is no room for the local government to regulate to the same end". Whether it is the FAA, the State of Wisconsin or ZLR someone needs to regulate this safety issue. At what distance, height and direction would you be concerned about safety?

If you want to, as a reference, go by similar rules as the FAA and State of Wisconsin, look up the following:

On the FAA website, for airports with runways under 3,200' (ours is 2,500') they use a 50 to 1 ratio of tower distance to height from the nearest point of the runway. Towers taller than that need FAA review and approval. Note that this is for a structure any direction from the airport. In Skaalen location case a tower over 102' tall would need to be looked at and approved (the tower is 199' tall). Again, this is just using the FAA as a reference as to how they would handle it.

The state of Wisconsin uses 40 to 1 which would be anything over 127.5'.

On the FAA website 50 to 1 requirements note that heliports are excluded. Heliports are 25 to 1

ON the ASAC SITE SPECIFIC EVALUATION FOR Skaalen Jana is correctly listed as an airport. Note that Matson is incorrectly listed as a helipad on the same document. Airports are 50 to 1 and helipads are 25 to 1. If we were a helipad, the tower located on the Skaalen site would not need to be regulated unless it is taller than 204'. Since the tower is 199' you would be good except we are not a helipad we are an airport. Why are we defined as a helipad on the ASAC SITE SPECIFIC EVALUATION FOR Skaalen. You are in our takeoff and landing pattern because we don't do vertical take-offs and landings like helicopters.

In conclusion, for the safety of everyone that uses our airport, I am hoping something is done. Moving the tower out of the takeoff landing pattern is the best solution. Next would be to lower it and light it.

From: [mark.matson](#)
To: [Allan, Majid](#)
Subject: Proposed Tower Near Matson Airport (2WI6)
Date: Wednesday, March 1, 2023 9:17:28 PM
Attachments: [image.png](#)
[image.png](#)
[image.png](#)

This Message Is From an Untrusted Sender

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Majid,

I am writing to you with my concerns about the tower location near Matson Airport (2WI6). This is a safety concern for all pilots that currently use this airport as well as any other pilots that may need to use this airport for emergency or other reasons.

I have recently reviewed the ASAC Site Specific Evaluation document you shared with our airport manager. I have done some research given the information referenced in this document that I thought might help to better understand why this is NOT a good location for a tower. I hope the information will also be used in the future to prevent safety concerns at other private airports.

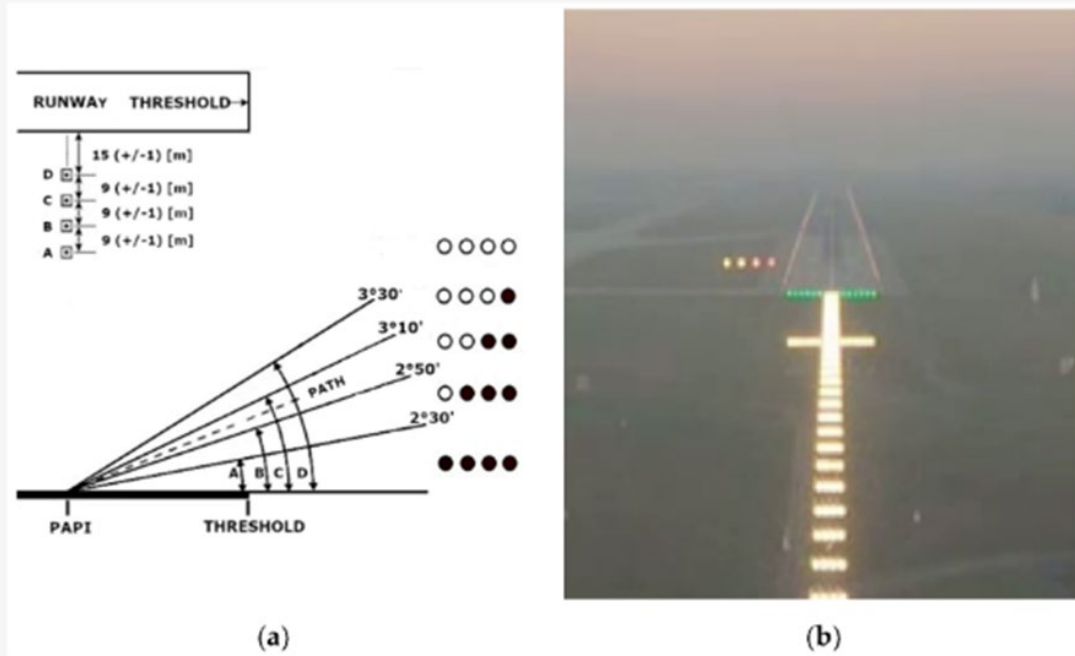
- This evaluation refers to Matson airport as a “helipad”. This is blatantly incorrect and misleading given referenced information in the Study Findings portion of the document. Helipads are protected at a 25 to 1 slope whereas airports are protected with a 50 to 1 slope (FAR 77.9).
- From the Executive summary, the document calls out a max no hazard height at this site of 499ft AGL, but later mentions an aircraft would travel over the 199 ft. tower with a 200ft buffer, placing an aircraft at 399ft AGL. This just doesn’t make sense.
- The individual preparing this document provided their opinion that 200ft above a tower is a “very safe buffer for VFR operation”. I completely disagree with this statement. The FAA states that an aircraft may not be operated closer than 500ft to any person, vessel, vehicle, or structure. (<https://www.ecfr.gov/current/title-14/chapter-I/subchapter-F/part-91/subpart-B/subject-group-ECFRe4c59b5f5506932/section-91.119>) The exception to this rule is when necessary for takeoff or landing. My opinion is that a safe distance from a tower would be 500ft, and the fact that this is positioned inline with aircraft taking off and landing only makes it a larger concern.
- My personal opinion is that towers are hard to see, especially when they are unlit, unmarked and uncharted. The FAA has documented this: <https://www.faa.gov/pilots/safety/pilotsafetybrochures/media/towers.pdf>
- This evaluation references another airport - Jana (58C). Jana is a public airport and according to the FAA, if this tower was placed in the same location relative to Jana airport, it would fall under the 50 to 1 rule (FAR 77.9(b)(2) and would be required to file with the FAA as the tower would exceed the imaginary surface by ~50ft. Below is a quick comparison of Jana and Matson Airport from Google Maps. According to Airnav, Jana has roughly half the aircraft as compared with Matson airport (<http://www.airnav.com/airport/58C>).



- Under the Recommendations section of this evaluation it mentions that this site was found not to be a hazard. This is incorrect and misleading. It was found to not be protected by the FAA or Wisconsin DOT because it is a private airport. If it were a public airport, it would be protected and require filing with both the FAA and the Wisconsin DOT.

The previously supplied pictorial for a typical visually aided system is currently installed with the exact angles (2.5° to 3.5°, and glide slope of 3.0°), at the following nearby airports: Madison (MSN), Fort Atkinson (61C), and Watertown (RYV). Pilots are cautioned that VASI angles in excess of 3.5° may cause an increase in runway length required for landing and rollout.
https://www.faa.gov/air_traffic/publications/atpubs/aim_html/chap2_section_1.html

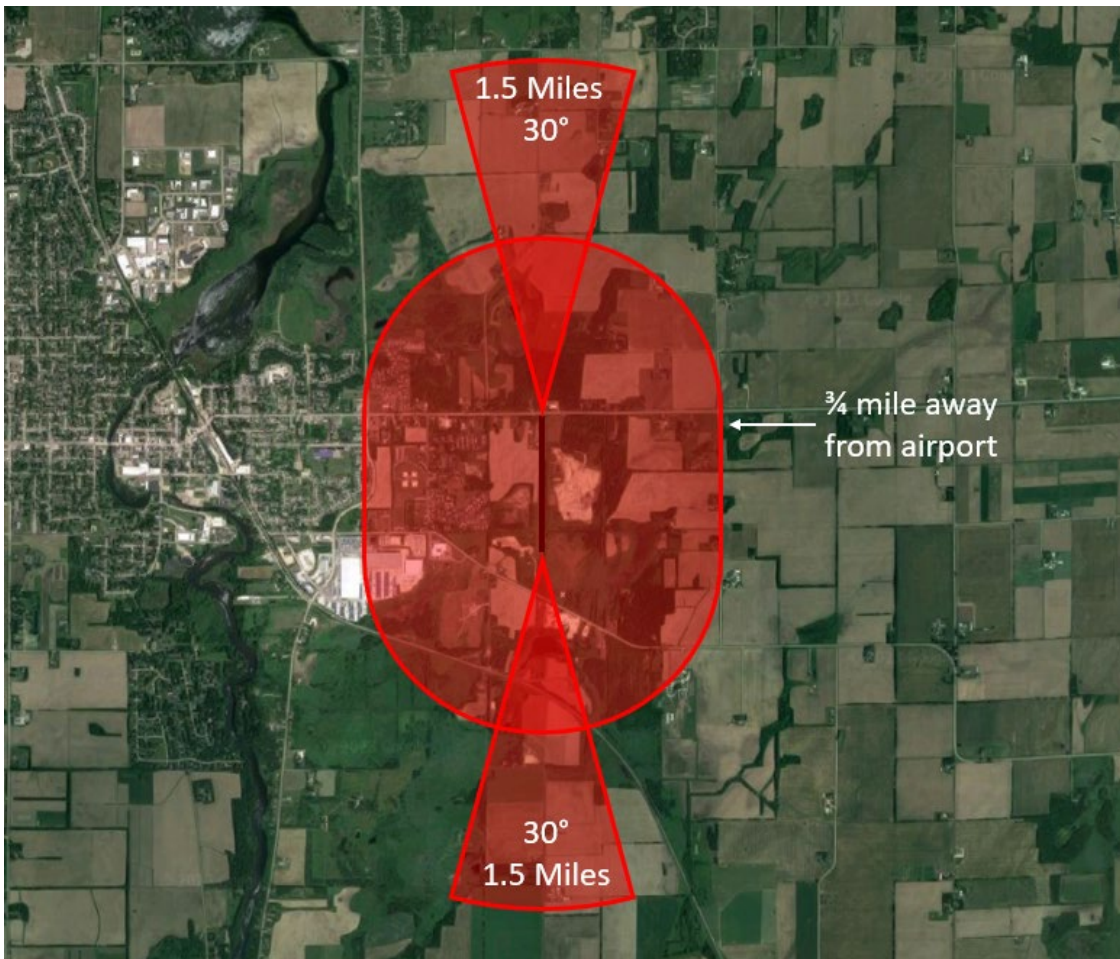
Figure 1. PAPI light system: (a) the typical configuration of the PAPI lights; (b) a sample image of pilot's view.



The visual aids were called out as a reference only. We do not have visual aids at Matson airport, and are likely not flying a glide slope as consistently or accurately as airports that do have them.

Given the information provided above, the location selected for this tower is a safety concern to all pilots flying in and out of Matson airport and should be relocated to a safer location.

My personal recommendation would be to keep towers out of the red zones shown in the pictorial below. Given a 40 to 1 slope, a 199ft tower would need to be approximately 1.5 miles away from either end of a runway. This is consistent with Wisconsin Statute §114.135(7), and is more lenient than the FAA rules which callout a slope of 50 to 1 placing a 199ft tower approximately 1.9 miles away.



Please feel free to contact me with any questions.

Regards,

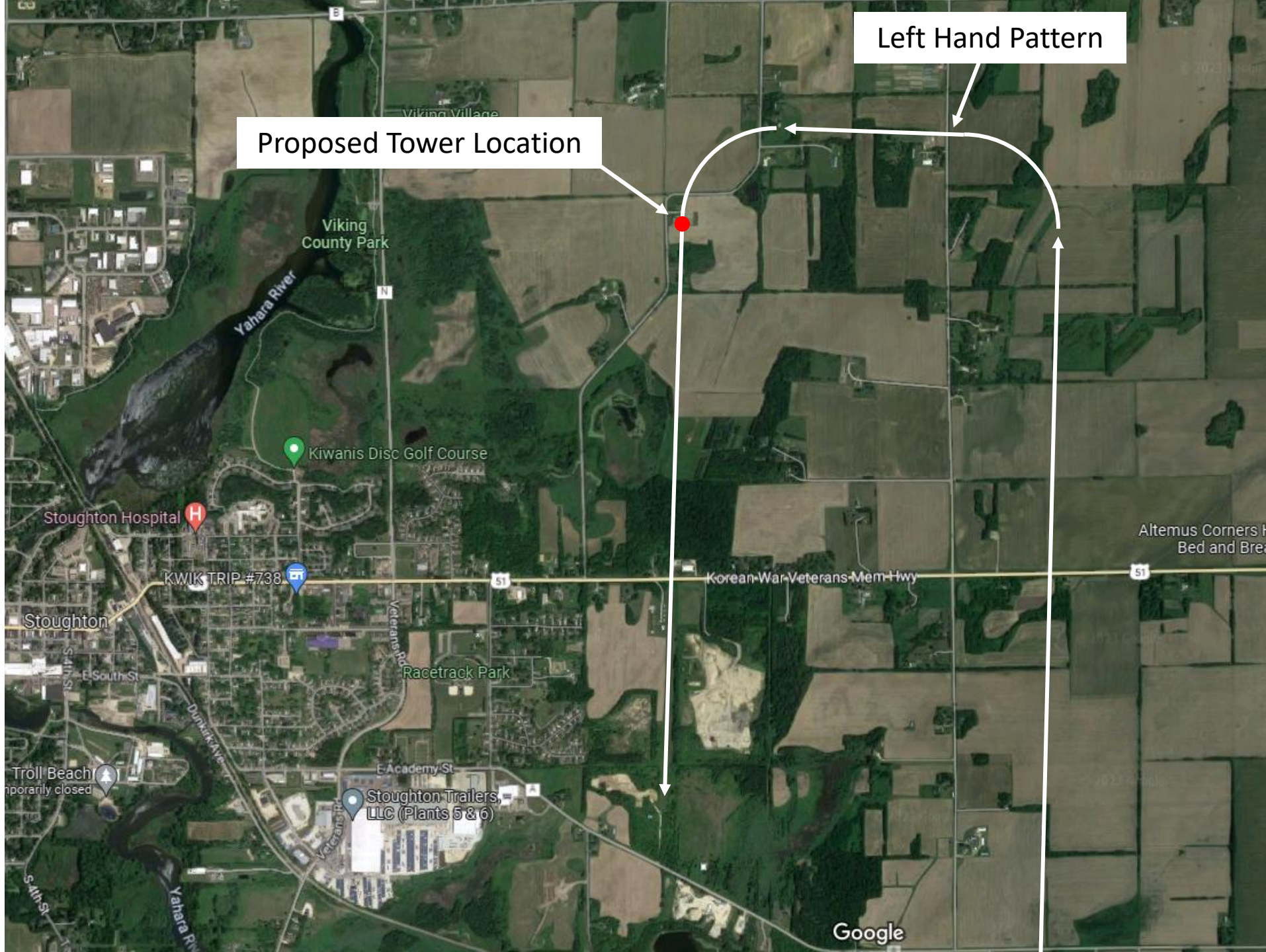
Mark Matson



Straight In Pattern

Proposed Tower Location

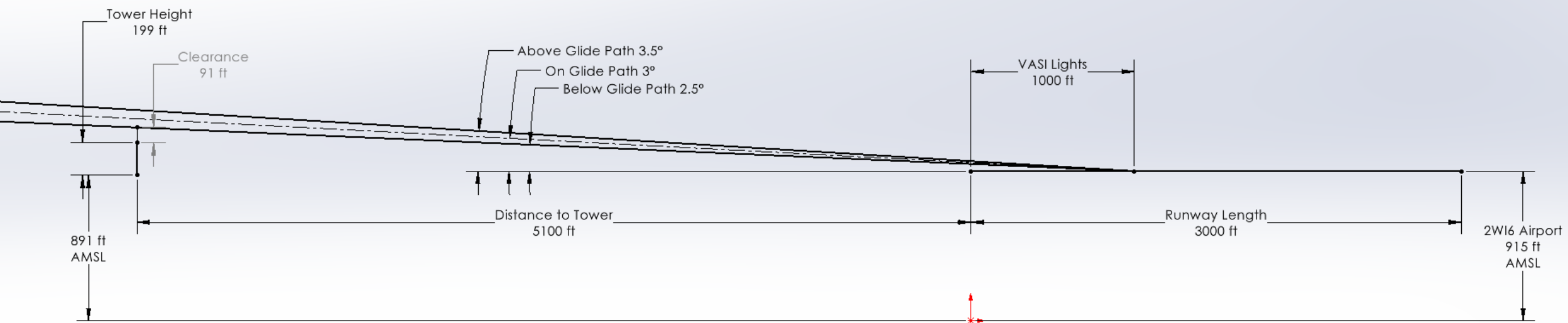
5,100 ft
(measured on Google maps)



Proposed Tower Location

Left Hand Pattern

Typical VASI System Visual Approach Slope Indicator



From: [DougOTomas](#)
To: [Allan, Majid](#)
Subject: RE: Proposed tower near Matson Airport (2WI6) east of Stoughton
Date: Tuesday, February 28, 2023 12:30:59 PM

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Dear Majid Allan,
Regarding a recent letter sent to you by Mr. John Matson regarding the proposed tower construction east of Stoughton, near the Matson Airport.

As a tenant and pilot who uses this airport often, and has since the 1970's, I agree with Mr. Matson that the construction of this tower in this location is not in the best interest of aviation safety.

The proposed location of this tower in direct line with the final approach path/departure path to/from the runway is adding an unnecessary risk.

Kind regards,

Doug Tomas

From: [Myron Lokken](#)
To: [Allan, Majid](#)
Cc: [John Matson](#)
Subject: RE: Proposed tower near Matson Airport (2WI6) east of Stoughton
Date: Sunday, February 26, 2023 9:08:06 PM

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Hello Majid,

As a pilot who owns an aircraft that is based at the Stoughton, (Matson airport), (2WI6) The location of the proposed 199' tall tower 1 mile north of airport is in a very uncomfortable location for operation of aircraft like mine that use the airfield.

Landing to the South on runway 18 my current traffic pattern would have me descending and turning from "base leg" to "final approach" very close, or even directly over the proposed location of this tower, this would be problematic as I will now be losing sight of the tower as I'm descending making a turn and would be unaware of the location of the tower, should my flight path be a little too low the results could be disastrous.

Please reconsider your placement of this tower near the Stoughton in Airport.

Thank

Myron Lokken.

From: [Pat Odette](#)
To: [Allan, Majid](#)
Subject: Stoughton airport tower
Date: Sunday, February 26, 2023 10:45:15 AM

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Majid Allen:

I am writing you in regard to the proposed cell tower installation on final approach for Stoughton airport. This adds unnecessary risk to all of us pilots. I oppose this build for safety purposes.

Cell tower location is a flexible thing. The airport has been established for many years and cannot move.

Please consider relocating this tower.

Sincerely,

Pat Odette
1695 Red Oak Drive
Stoughton, WI 53589

Stoughton resident and pilot
608 576 1041

Sent from my iPhone