Dustin Eng<br>Kalahari Management Company, LLC<br>PO Box 590<br>1305 Kalahari Drive<br>Wisconsin Dells, WI 53965

May 30, 2017

## To Whom it may concern:

We operate a Cessna Citation XLS, based at the Baraboo-Wisconsin Dells airport in Baraboo, WI. We have flown to New Bedford on several occasions for our company executives to explore potential new ventures in the area. The proximity of a suitable airport is a vital part in our decision to conduct business in a new area as we rely on our aircraft for safe and convenient travel for our directors, managers, and associates.

While our current aircraft does not have an operational requirement for the runway we use to be more than 75 feet wide, we strongly prefer 100 feet or more in the interest of safety. In favorable conditions with little crosswind and a clean, dry runway, 75 feet is adequate. However, when conditions are not ideal and the runway is wet or snow/ice covered, 75 feet is very narrow to ensure directional control. My other concern is the potential for mechanical issues. A simple problem on takeoff or landing that effects directional control (flat tire, frozen brake, thrust reverser malfunction, engine issue, nose wheel steering issue) would be a much more serious situation when there is so little margin of space.

We are also quickly outgrowing our current aircraft and will likely be upgrading in the future. All new aircraft are being engineered for much better efficiency, which translates to much larger wingspans. Even mid-sized and super mid-sized business jets are being manufactured with wingspans greater than 70 feet. Just a few feet between the wing and the edge of the runway and runway lights is not sufficient, especially in a crosswind scenario.

It would be very short-sighted to narrow your current runway from a comfortable 150 feet to 75 feet wide. Feel free to contact me with any further questions at 608-234-1464 or denge@kalahariresorts.com

Sincerely,


Dustin Eng
Chief Pilot
Kalahari Management Company, LLC

