



## **Introduction**

The Federal Aviation Administration (FAA) developed the airport master planning process to assist the nation's airports with expansion and improvement plans that meet aviation demand and safety requirements. This Master Plan for Chippewa Valley Regional Airport (EAU) provides a development and expansion framework for a 20-year planning period using 2011 as a base year.

This Master Plan follows processes identified in FAA Advisory Circular 150-5070-6B, *Airport Master Plans*, which provides a flexible framework for the preparation of planning documents that will aid in the efficient use of funds for improvement of public-use airports.

## **Plan Goals and Objectives**

According to the FAA, the goal of an airport master plan is to provide the structure needed to guide future airport development that will cost-effectively satisfy aviation demand, and that considers potential environmental and socioeconomic impacts.

To achieve that goal, this document includes the following elements:

- *Inventory* – In order to determine future infrastructure demands, an inventory of existing facilities must be completed. This step examines existing airside and landside infrastructure to determine present condition and adequacy to accommodate current and future demand, as well as compliance with FAA design requirements. Airside facilities include runways, taxiways, aprons, aircraft parking and storage areas, airfield lighting, navigational aids, and airspace. Landside components include the airport terminal building, vehicle access, automobile parking and support facilities.
- *Aviation Activity Forecasts* – This element of the study focuses on factors that influence aviation demand, and presents projections that reflect local and national trends. Factors that can affect demand include income, employment, population, and aviation industry trends. The components of aviation demand considered in this study include enplaned passengers, aircraft operations, based aircraft, and peaking characteristics.
- *Facility Requirements* – Based on the aviation activity forecasts, facility needs are determined and compared to the existing capacity of the various airport facilities described in the inventory element. This analysis results in recommendations that provide the basis for development of alternatives related to Airport needs, facilities, staffing, and funding.
- *Alternatives Analysis* – Once facility needs are determined, alternatives should be developed to meet those needs. The alternatives presented in this Master Plan consider various improvement scenarios that meet the facility requirements, and are evaluated against operational, financial, environmental, and other feasibility-related criteria. “Preferred” alternatives for each facility category are then identified.
- *Environmental and Land Use Plan* – This element of the study presents an overview of environmentally sensitive features and land uses on and surrounding the Airport, and identifies potential impacts to these features and land uses resulting from the recommended development plan. The intent is to provide information regarding environmental resources for general airport planning purposes.
- *Financial Analysis* – The financial plan evaluates the Airport’s capability to fund the recommended projects and other items which comprise the five-year capital improvement program (CIP). A preliminary funding scenario is presented for each project from FAA Airport Improvement Program (AIP), Wisconsin DOT, local, and other funding sources, based in part on a detailed cash flow analysis conducted specifically for the Master Plan.

This Master Plan follows FAA guidelines but also focuses on issues specific to Chippewa Valley Regional Airport. These areas of emphasis include:

- A passenger demand analysis, including a “true market” study, which suggests that there is potential for several hundred additional daily passengers to fly in and out of the Airport.
- A taxiway study that explores possible ways to simplify the taxiway system, provide a full-length parallel taxiway to the main runway, and ensure that the taxiway system is adequate to meet current and future needs.
- An evaluation of the feasibility and benefits of providing additional navigational aids for the primary Runway 4/22.
- An analysis of the airspace environment to determine potential obstructions that may prevent the implementation of new non-precision approaches to the crosswind Runway 14/32.
- Passenger terminal needs associated with the potential addition of a second airline providing daily scheduled service.
- Locations and expansion options for future general aviation and support facilities, including aircraft hangars, aircraft rescue and firefighting (ARFF) facilities, and the Airport’s fuel farm.
- A detailed drainage study that provides a comprehensive inventory of water resource information relevant to EAU and identifies a large-scale storm water management strategy for the Airport.
- A review of aircraft deicing practices and procedures, and identification of cost-effective and sustainable deicing fluid containment methods.
- An analysis of zoning designations and criteria associated with areas of potentially developable Airport property and recommendations for possible future zoning changes.
- A benchmarking survey which evaluates the financial and operational performance of the Airport against an identified group of peer airport facilities.

### **Public Participation Component**

Airport officials, community leaders, and the general public all play an important role in the Master Planning process. A Master Plan Advisory Committee was appointed to assist in the preparation of this Plan and met regularly throughout the study period to ensure a comprehensive, community-based perspective. Two public open houses were also held during the process to inform and engage the public.

### **Master Plan Advisory Committee**

C.W. King – Airport Commission Chair  
 David Frederikson – Airport Commissioner  
 Chris Kuna – SkyWest Airlines  
 Jeff Husby – Heartland Aviation  
 Ron Ford – Menards Flight Department  
 Lyle Groves – Mayo Clinic Medical Transport  
 Keith Glasshof – General Aviation Pilot and Hangar Tenant  
 Gayle Stearn – WisDOT Bureau of Aeronautics  
 Dan Millenacker – Federal Aviation Administration  
 Mike Haviland – Air Traffic Manager  
 Charity Speich – Airport Manager  
 Todd Norrell – Airport Maintenance