1.2.7 2010 Eau Claire County Comprehensive Plan

According to Eau Claire County's most recent comprehensive plan, the County "will limit land use development adjacent to EAU in order to preserve the ability of the Airport to continue to grow to meet the future demands of the region." The County supports increased levels of service at EAU for passenger air travel to a greater number of destinations, and also supports the Airport's promotion of compatible land uses neighboring the Airport.

1.2.8 2010 Chippewa County Comprehensive Plan

The Chippewa County Comprehensive Plan identifies EAU as one of two publicly-owned airports in Chippewa County. The other publicly-owned airport is Cornell Airport, which is designated as a Basic Utility-A airport by the 2000 Wisconsin SASP. The plan does not identify any specific goals or objectives with relation to the Airport; however, "no land use conflicts or policy differences were identified" with any state, regional, or county plans and programs.

1.2.9 2010 Chippewa-Eau Claire Metropolitan Planning Area Long Range Transportation Plan

The Chippewa-Eau Claire Metropolitan Planning Organization (MPO) was established in 1982 to carry out transportation planning for the metro area. The MPO is comprised of representatives from the numerous cities, villages, townships, and counties in the metropolitan area, including those listed in **Table 1-3**.

Table 1-3: Chippewa-Eau Claire MPO Member Jurisdictions	
City of Eau Claire	City of Chippewa Falls
City of Altoona	Village of Lake Hallie
Eau Claire County	Chippewa County
Brunswick Township (Eau Claire County)	Eagle Point Township (Chippewa County)
Pleasant Valley Township (Eau Claire County)	Hallie Township (Chippewa County)
Seymour Township (Eau Claire County)	Lafayette Township (Chippewa County)
Union Township (Eau Claire County)	Tilden Township (Chippewa County)
Washington Township (Eau Claire County)	Wheaton Township (Chippewa County)

Although its main focus is on streets, highways, public transit, and bicycle/pedestrian facilities, the MPO's 2010 Long-Range Transportation Plan includes a specific objective to "consider freight rail, passenger rail, and airports as vital parts of our transportation network." The plan recommends that the Airport continue its efforts to expand intercity passenger air travel options. The plan states that previous highway access problems related to the Airport were alleviated by completion of a U.S. Highway 53 bypass and extension of Melby Street, completed in 2006. The plan also recommends that "development activities surrounding the Airport be regulated to maintain its operational effectiveness of the Airport." The Airport is praised in the plan for its recent improvements undertaken "in an effort to attract additional air passenger service" and recommends that efforts are continued and combined with intercity passenger travel options available to potential air travelers.

1.3. EXISTING AIRPORT FACILITIES

The FAA airport diagram for EAU is presented in **Figure 1-8** and an inventory of major existing facilities at EAU is presented in **Figure 1-9**. Airside facilities include runways, taxiways, aprons, electronic and visual navigational aids, and weather observation equipment. Landside facilities consist of buildings, roads, and automobile parking lots. The following sections describe existing airport facilities and associated design standards at EAU, as well as current anchor tenants.

1.3.1 Runway Design Code

It is important to determine the most demanding aircraft operating at an airport, or "design aircraft", as these aircraft have a direct influence on airfield geometric design standards and safety criteria. The design aircraft for an airport are identified by a Runway Reference Code (RRC) and Runway Design Code (RDC). The RRC signifies the current operational capabilities of a runway and its associated parallel taxiway, and the RDC signifies the standards to which the runway is to be built. The RRC and RDC for a particular aircraft consist of two components: approach category (based on approach speed) and design group (based on wingspan and tail height). FAA standard definitions for aircraft approach categories and design groups are listed in **Table 1-4**.

Table 1-4: Aircraft Approach Category and Design Group Definitions

Approach Category	**Approach Speed (knots)**	
A	Less than 91	
B	91 or greater, but less than 121	
C	121 or greater, but less than 141	
D	141 or greater, but less than 166	
E	166 or greater	
Design Group	**Wingspan (feet)**	**Tail Height (feet)**
I	<49	<20
II	49 - <79	20 - <30
III	79 - <118	30 - <45
IV	118 - <171	45 - <60
V	171 - <214	60 - <66
VI	214 - <262	66 - <80

Source: FAA AC 150/5300-13A, Airport Design

Source Information: FAA Aeronautical Navigation Products

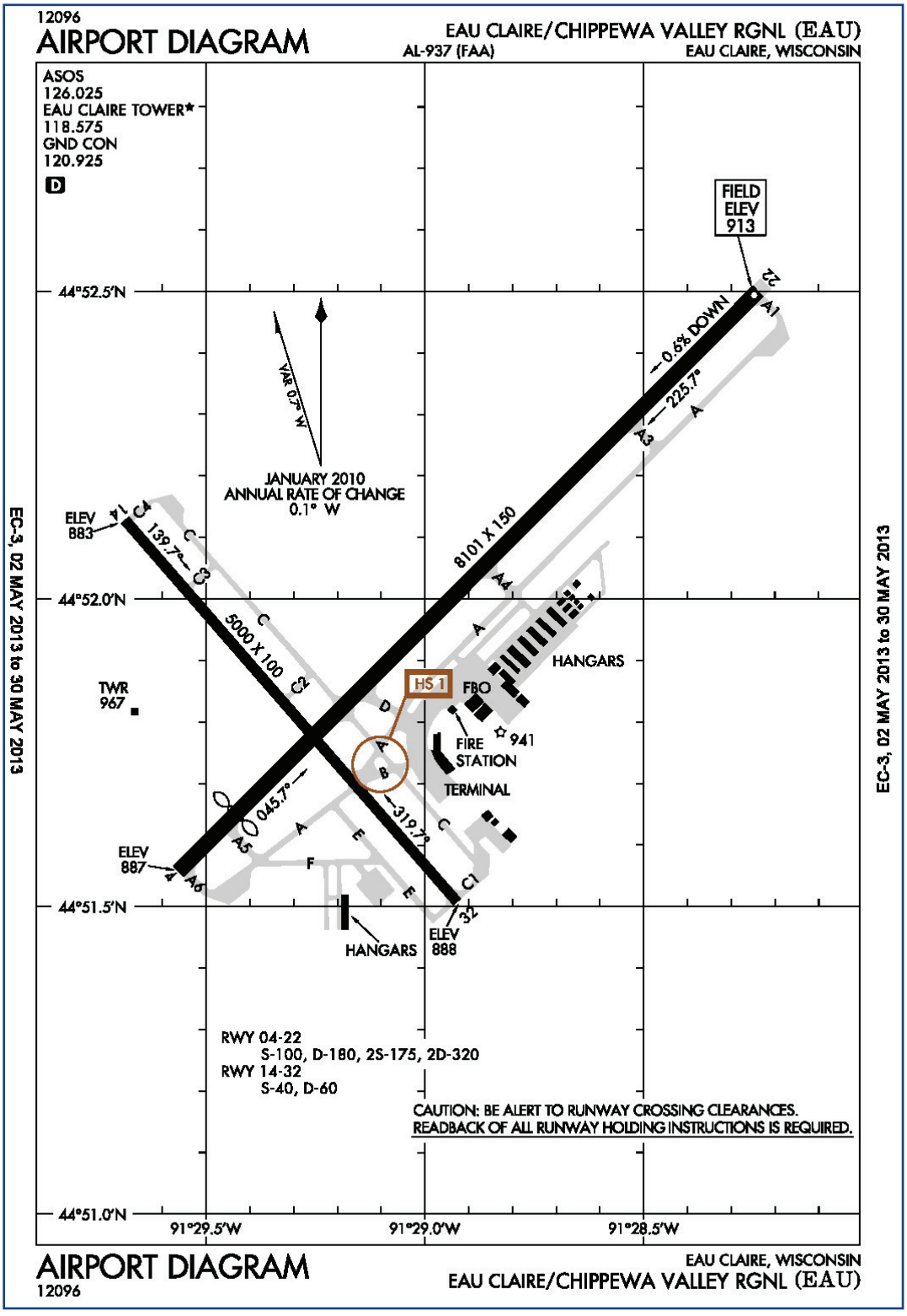

Figure 1-8 **Airport Diagram**

Source Information: Mead & Hunt Inc.

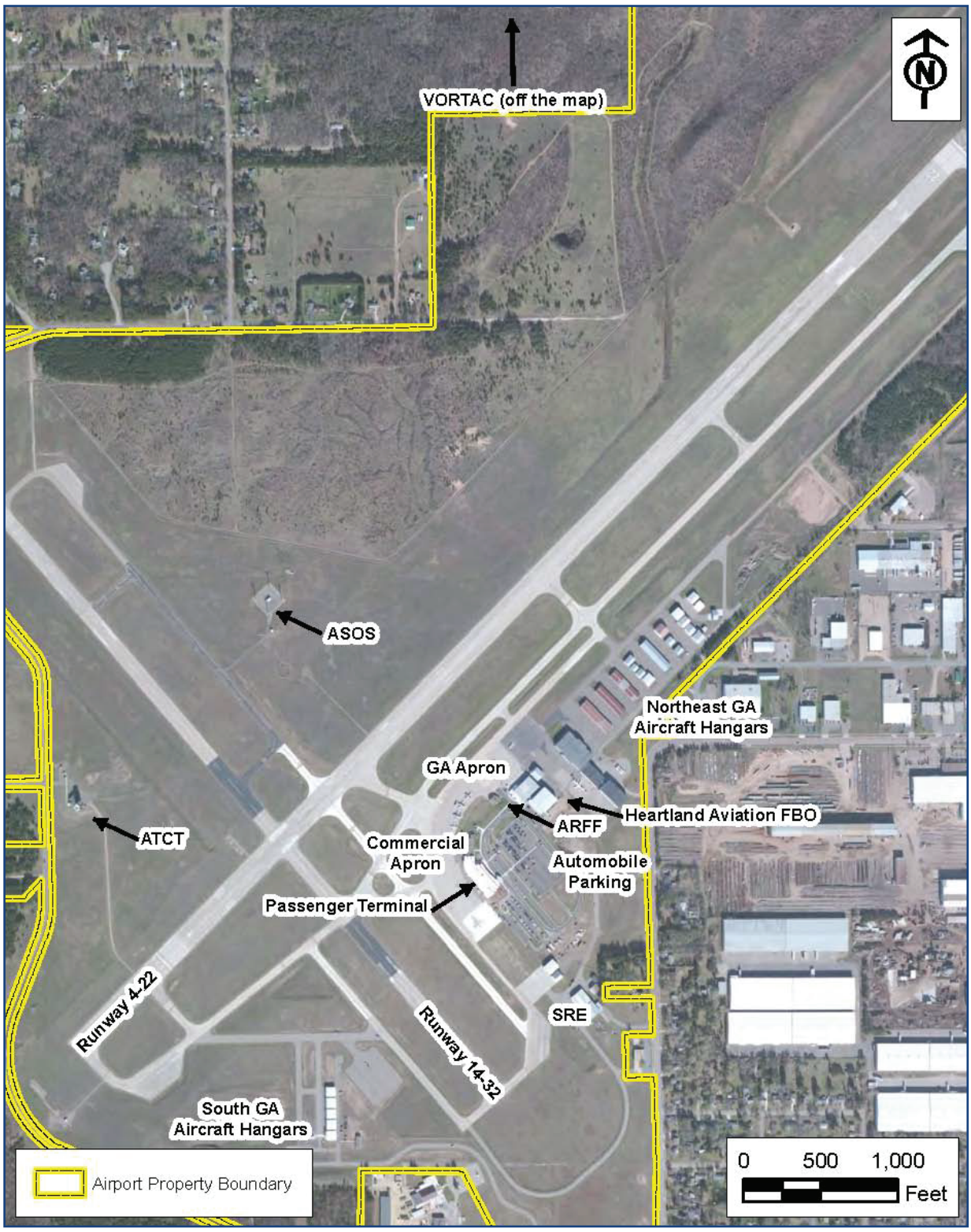

Figure 1-9 **Airport Facility Inventory**

The existing (RRC) and ultimate (RDC) codes for each runway at EAU are listed in **Table 1-5**.

Table 1-5: EAU Runway RRC/RDC Assignments				
	Existing		**Ultimate**	
Runway	**RRC**	**Representative Aircraft**	**RDC**	**Representative Aircraft**
Runway 4/22	D-II	Bombardier CRJ200	D-III	Boeing 737-800
Runway 14/32	B-II	Citation II/Bravo	B-II	Citation II/Bravo

Sources: Airport Layout Plan; Enhanced Traffic Management System Counts

1.3.2 Runways, Taxiways, and Aprons

EAU has two runways, Runway 4/22 and Runway 14/32. Runway 4/22 is constructed of treated wire-combed concrete, while Runway 14/32 is constructed of concrete and asphalt. Runway 4/22 is considered the primary runway due to its longer length, superior pavement strength, and available instrument approach procedures. **Table 1-6** lists characteristics of each runway, including length, width, lighting, visual glide slope indicator types, weight-bearing capacities, and runway gradients.

Table 1-6: EAU Runway Information					
Runway	**Length x Width**	**Lighting**	**Visual Glide Slope Indicator**	**Weight-Bearing Capacity (hundreds of pounds)**	**Effective Gradient**
4	8,101' x 150'	REIL, HIRL	PAPI	S100, D180, ST175, DT320	0.33%
22		MALSR, HIRL	PAPI		
14	5,000' x 100'	REIL, MIRL	PAPI	S40, D60	0.09%
32		MIRL	PAPI		
HIRL = High Intensity Runway Edge Lights MIRL = Medium Intensity Runway Edge Lights REIL = Runway End Identifier Lights MALSR = Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights PAPI = Precision Approach Path Indicator Weight-Bearing Capacity: S-Single Wheel, D-Dual Wheel, ST-Single Tandem, DT-Dual Tandem					

Source: FAA Airport Facility Directory, 2 MAY 2013 to 27 JUN 2013; FAA Form 5010-1

The Runway 4 (southwest) threshold for Runway 4/22 is currently displaced by 800 feet in order to provide a compliant RSA, resulting in declared distances for takeoff and landing operations on this runway as shown in **Table 1-7**. The current Runway 4/22 declared distances, as published as of May 2013, are illustrated **in Figure 1-10**.

Table 1-7: Runway 4/22 Declared Distances				
Runway	**TORA**	**TODA**	**ASDA**	**LDA**
4	8,101	8,101	8,101	7,301
22	7,301	7,301	7,301	7,301
Note: All distances listed in feet TORA = Takeoff Run Available TODA = Takeoff Distance Available ASDA = Accelerate Stop Distance Available LDA = Landing Distance Available				

Source: FAA Airport Facility Directory, 2 MAY 2013 to 27 JUN 2013