

MINUTES

**Chippewa Valley Regional Airport
Public Hearing
Monday, April 18, 2022, 6:00 pm
Airport Terminal Conference Room
3800 Starr Avenue, Eau Claire, WI**

1. **Call to Order:** Chair Bill Hilgedick called the meeting to order at 6:00 pm.
2. **Confirmation of Meeting Notice:** The Public Hearing was noticed.
3. **Roll Call:** Commissioner Bill Hilgedick, Airport Director Charity Zich, and Administrative Specialist Erin Switzer were present
4. **Public Hearing in the Matter of State and Federal Aid for Improvements at the Chippewa Valley Regional Airport**

- a. **Presentation of Airport Projects in Support of Aid Petition**

The Airport Director read the projects being petitioned and the project descriptions.

Taxiway and Ramp Lighting and Sign Replacement

The current lighting, signage and associated electrical wiring and regulators for taxiways E, F, C and north and south ramp areas are in need of replacement due to age.

Replace Runway 04/22 and Runway 14/32 Lighting, Sign and NAVAIDS

The current lighting, signage and associated electrical wiring and regulators for both runways are in need of replacement due to age. Includes replacement of Runway 14/32 and Runway 22 PAPIs, Runway 14 REILs, rotating beacon and supplemental and main wind cone replacement.

Miscellaneous Planning

The Airport maintains a Stormwater Pollution Prevention Plan (SWPPP) as required by the Wisconsin Pollutant Discharge Elimination System (WPDES) general permit for storm water discharges and in accordance with good engineering practices. The SWPPP requires periodic updates and the current plan was written in 2012.

Wildlife Hazard Assessment and Management Plan

An update of the Wildlife Hazard Assessment and Management Plan are required at least every 10 years by the FAA. An update after the installation of the airport perimeter fence is planned.

Taxiway Pavement Rehabilitation and Construction

Taxiways E and F and north and south hangar area taxilanes and ramps will be evaluated for rehabilitation needs and potential reconstruction. Taxiway A will be considered for widening. New taxilanes will need to be constructed as new hangar development occurs.

Projects to Increase Airport Energy Efficiency and Reliability

Installation of Solar PV, battery energy storage systems, microgrid controls and electrical distribution equipment and geothermal heating sources. Includes the installation of Solar PV powered Electric Vehicle charging stations.

Purchase Equipment for Snow and Ice Control

One front end loader, two trucks and associated plows and sweepers are in need of replacement. A new tank and associated infrastructure are needed to store fluid deicer.

Construct Perimeter Road for Runway 04

New snow removal equipment makes turnaround at the end of the runway difficult. A perimeter road will allow snow removal equipment to exit the runway to turn around allowing a faster turnaround time and ensuring fuller coverage of snow removal at the end of the runway.

Tower Equipment Replacement

Replacement of tower equipment listed on the federal contract tower minimum equipment list.

Remove and Replace Airfield Markings

All airport pavements have markings that need periodic removal and replacement to meet FAA Part 139 Airport Certification requirements.

Runway 14/32 and Runway 04/22 Approach Clearing

The FAA has indicated plans to design a GPS approach to Runways 14 and 32. The timing of this GPS approach is unknown but some associated clearing of the approaches may be required as a result. There are no other specific plans for approach clearing at the time of the petition, but the FAA does require airports to ensure the approaches to each runway are clear of any obstructions that affect the safe and efficient use of navigable airspace. Including this project in the petition allows for any work to be completed in a timely manner should the airport be notified by the FAA of airspace obstructions.

Runway 04 Approach Lighting System

The visibility minimums on Runway 04 could be lowered with an approach lighting system. The current higher visibility minimums with the winds favoring this runway have resulted in cancelled airline flights in the past.

Replace Aircraft Rescue and Firefighting (ARFF) Truck

The FAA recommends replacement of ARFF trucks every 10 years. The current truck was purchased in 2005.

Miscellaneous Terminal Improvements

Terminal updates to increase energy efficiency, exterior tile on the airport terminal building is in need of replacement, technology solutions for TSA Exit Lane improvements.

Replace Airfield Generator

This generator serves as backup power for a portion of the terminal building and the only backup for airfield lighting. Airfield lighting is required to maintain airport operations and loss of lighting for an extended period of time would have a very significant impact on

operations including loss of flights. The current generator is at least 35 years old and is starting to experience some mechanical issues.

Acquire Maintenance Shop Generator

The airport maintenance facility does not currently have a generator. Access to the maintenance facility is critical during winter operations and the inability to open doors to get access to snow removal equipment will most definitely result in the loss of flights.

Sealcoat and Crack Fill Pavement

All asphalt pavements at the airport need periodic crack sealing and certain pavements receive a seal coat to extend the life of the asphalt.

b. Public Comment

- No written public comments were received in advance of the public hearing.
- Jon Myer, 3223 Guthrie Road: Jon asked for further explanation on the wildlife abatement plan and whether it would change the fence final design. Jon also requested additional information on the landing approach lighting system and how far out it would go because he lives right next to the additional lighting area on the diagram.
 - The Airport Director responded with the following information:
 - The Wildlife Hazard Assessment and Management plan would be completed after the new airport perimeter fence was installed and the plan would not change the current fence design which can be found on the airport website.
 - The Runway 04 approach lighting system had not been designed so no details on the project were currently available and the project would be further studied as part of the Master Plan process.
- Heather DeLuka, 3103 Hope Avenue: Heather had questions about what the lighting and electrical changes will be, what the GPS approach will look like, what kind of clearing will be needed for the FAA approach changes and the status of the Master Plan update.
 - The Airport Director responded with the following information:
 - The runway and taxiway lighting changes were included in the project description.
 - The FAA has not yet designed a GPS approach to Runway 14/32 so it is unknown if any tree clearing would be necessary. The FAA requires that the airport ensure the approaches to runways remain free and clear of obstructions and this project would allow the airport to respond quickly if they were notified of any obstructions that needed to be removed.
 - The Master Plan is not part of this public hearing, but a grant has been submitted to the FAA for that project and the project is waiting for funding.

8. Adjournment: The Public Hearing adjourned at 6:26 pm.