



U.S. Department
of Transportation
**Federal Aviation
Administration**

Chicago Airports District Office
2300 E. Devon Avenue
Des Plaines, Illinois 60018

January 31, 2024

Mr. Brian Grefe, Airport Director
Central Wisconsin Airport
100 CWA Drive
Mosinee, WI
54455

Central Wisconsin Airport (CWA)
Mosinee, WI
Change to Airport Layout Plan, Terminal Area - Conditional Approval
Airspace Case No. 2024-AGL-306-NRA

Dear Mr. Grefe:

The Chicago Airports District Office (CHI-ADO) has completed the review of the following proposed change to your currently approved Airport Layout Plan (ALP):

Please review the 3 attached updated airport layout plan (ALP) sheets for Central Wisconsin Airport (CWA). The sheets have been updated based on selected alternatives from a terminal area master plan.

The sheets include:

- Future ALP Sheet, CWA-5-fut ALP-5
- East Terminal Area Sheet, CWA-12-Term-12
- West Terminal Area Sheet, CWA- 12- Term-13

NOTE: A project to shift Runway 8/26 to the east in order to decouple it from Runway 17/35 is IN PROGRESS. An AGIS as-built survey and as-built ALP update are planned to be performed in 2024. This ALP review does not consider Runway 8/26, and a callout has been made on these ALP sheets to indicate that.

Changes to the ALP sheets for the Terminal Area Master Plan include the following future projects:

Near-Term Implementation Projects (2024-2030)

- New Transient Hangar (Project #1)
- New General Aviation Terminal (Project #2)
- General Aviation Apron Reconstruction Phase 1 (Project #3)
- Expand Outbound Baggage Handling Room (Project #4)

- Airport Beacon Replacement (Project #5)
- Reconstruct/Expand ARFF/SRE Facility (Project #6)
- Executive Hangars (Project #7)
- T-Hangar Rehabilitation and Expansion (Projects #8 & #9)
- Expand Air Carrier Apron (Project #10)
- GA Apron Reconstruction Phase 2 (Project #11)
- Self-Serve Fuel (Project #12)
- Ranch Hangars (Project #13)
- Ground Service Equipment Parking/Storage (Project #14)
- Helicopter Apron Expansion (Project #15)
- Corporate Hangars (Project #16)
- Taxilane 1 Shift & Reconstruction (Project #17)

Mid-Term Implementation (2030-2035)

- Cargo Apron Relocation (Project #18)
- GA Apron Expansion (Project #19)
- Future Maintenance, Repair, and Operations Facility (Project #20)
- Future Transient Hangar (Project #21)
- Air Cargo Facility (Project #22)
- Compass Calibration Pad (Project #23)

Long-Term Implementation (2035+)

- Future Taxiway (Project #24)
- Long-Term Hangar Development (Project #25)
- Ultimate Taxiway (Project #26)

An aeronautical study was conducted, and this proposed development is acceptable from a planning standpoint, as detailed below.

- 1) This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.
- 2) This study found that the proposed development will not adversely affect safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground, subject to the following provisions:
 - Air Traffic Obstruction Evaluation Group: No Objection with Provision, ALP reviewed as a planning document and this evaluation does not include any obstacle evaluations. Any changes to the runway physical end latitude/longitude coordinates, usage or elevations must be uploaded into this iOEAAA runway/data base, to ensure the FAR Part 77 and TP calculations are run on the most recent data. All proposed construction projects (terminal buildings, taxiways, etc.) and associated equipment must be filed separately as individual studies for impact on the National Airspace System.

- Flight Procedures: No IFR Effect with Advisory Statement the ALP update does not have IFR effects to instrument approach procedures. Future structures and/or construction impacts of proposals were not evaluated as part of this study and will be provided when the NRA for the actual construction is filed. All airfield upgrade/modifications are submitted through NFDC via the Aeronautical Information Services - NFDC portal and the Airport Data Changes (Public/Private Use) form. The website link is as follows:
<https://nfdc.faa.gov/xwiki/bin/view/NFDC/Submit+Aeronautical+Data>
 - ADO: No Objection with Provision, Airport needs to work with FAA regarding the design of an island between A4 and E.
- 3) In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.
 - 4) The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, avigation easements, letters of agreement or other means.
 - 5) This approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.
 - 6) Approval does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.
 - 7) The FAA Reauthorization Act of 2018, Section 163(d), has limited the FAA's review and approval authority for ALPs. The Act grants approval authority for those portions of the ALP that:
 - a) Materially impact the safe and efficient operation of aircraft at, to, or from the airport;

- b) Adversely affect the safety of people or property on the ground adjacent to the airport as a result of aircraft operations; or
- c) Adversely affect the value of prior Federal investments to a significant extent.

The FAA has not made a determination on whether or not it retains review and approval authority for any proposed project or land acquisition depicted on the ALP associated with this letter (unless otherwise noted). Under 49 USC §47107(a)(16), (as revised per section 163 (d) of Pub L. 115-254), the FAA will separately determine whether it retains approval authority for ALP Changes reflecting future facilities when such facilities are ripe for considerations (when such facilities are intended to be built), and such approval, if required must be granted before construction occurs.

Although section 163(d) has limited the FAA's review and approval authority of proposed projects depicted on an ALP, airport sponsors must continue to maintain an up-to-date ALP in accordance with federal law, specifically 49 U.S.C. §47107(a)(16).

- 8) Please include this new development the next time your current ALP is updated. In the meantime, this development and the associated airspace case number should be noted on your current approved ALP.

We look forward to working with you in the continued development of your airport.

Sincerely,

Gary D. Wilson, Assistant Manager
Chicago Airports District Office

cc: Hanan Mustafa, FAA Program Manager
Malika Hainer, FAA Community Planner
Karl Kemper, Becker Hoppe