



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

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

March 31, 2021

Mr. Brian Grefe
Airport Director
Central Wisconsin Airport
100 CWA Drive, Suite 227
Mosinee, WI 54455

Central Wisconsin Airport (CWA)
Mosinee, Wisconsin
Airport Layout Plan Conditional Approval
Airspace Case No. 2020-AGL-12270-NRA

Dear Mr. Grefe:

The Chicago Airports District Office (CHI-ADO) has completed the review of your updated Airport Layout Plan (ALP) and Master Plan. An aeronautical study was conducted on your ALP. Both the ALP and Master Plan are 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) The aeronautical 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:
 - **From Air Traffic:** 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 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.
 - **From Flight Procedures:** The CENTRAL FPT has completed the review for the airport project at (CWA) Central Wisconsin, Mosinee, WI. There are IFR EFFECTS anticipated as any changes to the runway threshold parameters greater than 50 feet longitudinally 10 feet laterally or 3 feet vertically will require full procedural amendments and updates to the NFDC and airport master records databases. Decoupling of RWY 8/26 and RWY 17/35 indicates movement of the

RWY 8 threshold beyond these parameters which will require amendment of RWY 8 approach procedures and RWY 26 Takeoff minimums procedures. Any such change must be vetted through the validation processes. Appropriate ALP and GIS Obstacle survey updates are required for FPT feasibility review. Request should be submitted via the IFP portal processing. If requesting development of amended/new Instrument Flight Procedures (IFPs), they should be scheduled to coincide with a 56-day change cycle date. Our ability to develop your procedures in a timely manner is dependent upon the receipt of the data and an accepted and validated GIS survey. Any other construction impact to existing procedures, if any, will be provided when the NR/NRA for the actual construction is filed. The listing of the proposal on the ALP does not constitute a request for the procedures. The request for IFPs is a separate action that must be submitted to the FAA in writing or via the AeroNav Products website, <http://aeronav.faa.gov/index.asp?xml=aeronav/PIT/ifpform> , A MINIMUM of 24 to 30 months before the desired usage. We will determine eligibility and notify you following receipt of the request. Please contact the Central FPT at 817-222-5900 when you're ready to submit your request. We will assist you with the web address or other physical address and provide specialist contact information at that time. Proponent must provide proposed relocation/location information of any equipment that will be relocated or added: Lighting, Localizer, AWOS, PAPIs, etc. Obstructions must be surveyed IAW FAA No. 405 specifications and submitted to the Central FPT to be included in the obstruction database. NOTE: Noting on the ALP that an obstruction will be removed does not constitute an official request for updated IFPs. If it is noted that an obstacle has been identified, but, will be removed later, this action must be followed-up on, and action taken to update the iOE-AAA automation tool that the obstacle has actually been removed.

- 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 ALP 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 ALP 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 of the plan 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. Please note that:

- a) The eligibility of the Runway 17/35 and 18/36 decoupling project is dependent on all required planning to be complete, including FAA concurrence with the Runway Protection Zone analysis for this project.
- 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.

FAA's approval of this ALP is limited to existing facilities only (or those specific areas that FAA retains approval authority). 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), the FAA will separately determine whether it retains approval authority for each individual proposed facility depicted on an ALP 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) 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.

Please attach this letter to the ALP and retain it at the airport. We wish you great success in your plans for the development of the airport.

Sincerely,

Sandy Lyman
Community Planner
Chicago Airports District Office

cc: Lucas Ward, Wisconsin Bureau of Aeronautics
Karl Kemper, Becher-Hoppe Associates