




Federal Aviation Administration

Memorandum

Date: November 27, 2019

To: Susan Mowery-Schalk, Director, Great Lakes Regional Airports Division

From: Bob Craven, Manager, Airport Planning and Programming Division (APP-1) 

Subject: **Central Wisconsin Airport (CWA) Runway 17/35 Secondary Runway Determination**

Purpose:

Central Wisconsin Airport (CWA) has requested a secondary runway designation for Runway 17/35. This memo specifically documents the FAA's determination on the Sponsor's request. In accordance with FAA Order 5100.38, AIP Handbook¹, APP-400 and APP-500 must make a determination that this runway is required for the operation of the airfield. FAA's Airport Planning and Programming Division Management has reviewed information from the Sponsor, APP-400, APP-500, and the Great Lakes Regional Office to arrive at a determination.

CWA Background:

CWA is a towered airport with 13,002 annual operations and approximately 120,000 annual enplanements. It is classified as a non-hub airport under NPIAS criteria. CWA provides air service to large hub airports at MSP, DTW, and ORD. The TAF projects moderate growth in enplanements but a gradual decline in operations as airlines use larger aircraft.

CWA has two runways. Runway 08/26 is the primary departure runway at 7,648 feet by 150 feet. Runway 17/35 is the primary arrival runway at 6,501 feet by 150 feet. Runway 17/35 is a crosswind runway for A-I/B-I operations, but adequate wind coverage exists with Runway 08/26 for C-III operations. To maintain runway 17/35 at C-III dimensions, a secondary runway designation is needed for use of AIP or PFC funding.

¹ Appendix G, Section G-2, Secondary, Crosswind, and Additional Runways and Appendix G, Table G-1.

Assessment on Secondary Runway Determination

After a detailed assessment of the Sponsor's request including input from FAA's APP-400 and the Great Lakes Regional Office, a determination is being made in support of the Airport Sponsor's request designating Runway 17/35 as a secondary runway. It should be noted that this determination is for the useful life of the reconstruction of Runway 17/35. For consideration of any future projects beyond the useful life of this runway project, the Sponsor will need to work with the FAA to determine if future conditions warrant continued designation as a secondary runway.