

**Michigan Aeronautics Commission  
General Aviation Committee**

*Commissioner Pete Kamarainen, Chairman*

*Office of Aeronautics  
Commission Room  
2700 Port Lansing Rd  
Lansing MI 48906*

**April 24, 2012 Meeting Minutes**

Members Present: Dick Acker, Bryan Budds, James Canders, Paul Flinsky, Eric Jaroch, Mark Johnson, Pete Kamarainen, Karl Klimek, Mark Perry

Members Absent: Sean Brosnan, Cheryl Bush, Bill Cattley, Ronald Ludema, David Powell, John Strehl

Aero Staff Present: Rick Hammond, Hilary Vanderstow

Others Present: Brad Frederick, Dave Powers

**Introductions & Welcome**

Pete Kamarainen opened the meeting at 2:35 p.m. He welcomed the committee members and introduced Mr. Brad Frederick.

**Minutes Approval**

Meeting minutes from February 23, 2012 were approved.

**Mission Statement / Measures**

Pete Kamarainen opens discussion about additions or changes to the current mission statement of "To promote and increase the use and enjoyment of general aviation throughout Michigan over the next 1 – 5 years."

The general aviation committee's success will be measured by the amount of general aviation fuel sales in the state. This is the closest measurement of the committee's influenced.

Members discuss what is considered general aviation that we can measure. Conclusion is drawn that general aviation is anything that is not commercial or military.

Rick Hammond informs members that the Michigan Business Aviation Association (MBAA) should be participating in the future along with MAAEE and the Aircraft Owners and Pilots Association (AOPA).

Paul Flinsky - In regards to one to five years, five years is the optimum time frame. With the economy hoping to turn around, there will be no solid numbers for around three years.

Mark Perry – Successful general aviation needs the people who have the money to spend sustaining general aviation. Our mission statement should include general aviation's ability to support the economical development of the economy. In order to produce more measurables, we have to look at business aviation and we have to draw pilots to Michigan.

Pete Kamarainen – Aviation is part of the Midwest industrial industry. Michigan is in the middle of it from Montreal to Chicago.

Bryan Budds – Showed committee members economic impact studies from Minnesota and North Dakota.

Karl Klimek – The mission statement needs to show who and what the committee influences, and needs to be measurable. We also need to keep in mind the other influences effecting fuel sales. Our job is to inform the Commission with our measurements.

Pete Kamarianen – We need to recruit aviation to Michigan. Michigan Aerospace Manufactures Association (MAMA) might also be trying to recruit aviation in regards to manufacturing airplanes here.

Paul Flinsky – Pure Michigan advertising with an aviation bend. We need advertisements that would bring people to Michigan for aviation.

Rick Hammond – Met with Pure Michigan employee and discussed committee and promoting general aviation in the advertisements. Advertisements could include the "Wings over Michigan" and other big events. Rick will look into contacting Pure Michigan again about advertisements.

Dick Acker – Pure Michigan booth at Oshkosh.

Paul Flinsky – General aviation pilots can fly to Mackinac Island and back as a one day trip.

Pete Kamarianen – Tourism, agriculture, and manufacturing are the three main parts of Michigan's economy. We need to help these industries utilize general aviation.

Karl Klimek – Pure Michigan is a strong conjugate that we can tap into to promote the enjoyment of general aviation. This will help our sustainability. Michigan airports will benefit from more tourism. We need to market Michigan airports as a collection of airports, not separately.

Mark Perry tells committee about his experience with the Daytona, FL airport.

Mark Perry – Daytona fills the airport with races, festivals, bike week, etc. Florida uses aviation as an advantage in real estate. If Pure Michigan could include one scene of general aviation such as a well known person boarding a plane at a local airport, the entire country would see it.

Karl Klimek – Use Pure Michigan advertisements to show people unloading fishing gear,

golf clubs, hunting gear. Work with recreation areas and groups to promote local airports as a way to reach these locations.

Committee agrees to take out “over the next one to five years” from mission statement, and to continue work on it.

Rick Hammond – Add “for the economic benefit of the State of Michigan and its communities.”

Dick Acker – Use the assets of the airports such as courtesy cars. Airports need to find ways around high insurance rates for courtesy cars.

Mark Perry – Airports use fleet insurance, and / or have the vehicle users reimburse gas in the vehicle. The budgeted gas money can then be used for insurance premiums. Mark will supply committee with ideas for courtesy cars and insurance.

### **Facebook**

Committee agrees not to use Facebook to communicate between committee members.

Karl Klimek – Add a subcategory to Office of Aeronautics’ website for pilots, airport owners, etc.

### **Contract Towers**

Michigan currently has four contract towers, located in Battle Creek, Detroit, Jackson, and Marquette. The Federal Aviation Administration is looking into eliminating funding to contract towers by half.

Rick Hammond – General aviation committee should be interested and continue to watch what happens with the contract towers.

James Canders – Local funds run Battle Creek’s contract tower. Western Michigan University flight school has around 4,000 operations a month. The contract tower helps keep WMU’s flight school operational. Contract towers also help with safety issues.

Pete Kamarainen – Committee should look into taking an advocacy position and writing a letter regarding the strong impact of contract towers in Michigan.

Rick Hammond will keep committee informed on future actions for contract towers.

James Canders – Contract towers are considered a cost – effective program. Midwest ATC employs contract tower workers.

Dick Acker – MAEE would be willing to send a letter regarding funding as well.

### **FAA ASSET Program**

Pete Kamarainen leads discussion into the FAA ASSET Program. General aviation committee should be involved in the re-categorization of airports. FAA is looking at breaking Michigan airports into seven different categories which will, in the future, decide

which ones will receive funding.

### **Recreational Aviation Foundation (RAF) / North Fox**

Pete Kamarainen introduces the topic of the recreational aviation foundation. He introduces Brad Frederick from Sidnaw Airport.

Brad Frederick – Michigan liaison for RAF and owner of Sidnaw Airport. Federal agencies have been shutting down recreational airports / runways. Brad is trying to promote recreational flying in Michigan. Since Michigan does not have mountains or valleys, it has to use the airports that are already shut down, and those that are still operational. North Fox Island is a good example of this. As of now, Michigan Department of Natural Resources owns this island and they do not want it re-opened. It has an approximately 3000' runway and there are numerous volunteers that would like to help maintain it. RAF will be coming out with a recreational directory for multiple states. Brad is hoping to include the assets of the airports such as courtesy cars and local activities. The RAF is looking for airports that have things to do, that are located on or within a short distance of the airport (hunt, fish, camp, canoe.) Michigan needs more volunteers to keep airport maintenance up because of the lack of funding. One big concern of these airports, including North Fox Island, is the liability.

Paul Flinsky – The committee does not have proper representation of the Upper Peninsula. We would benefit from having a voice from the U.P.

Brad Frederick volunteers to be the U.P. representation of the GA Committee. Pete Kamarainen informed committee of Ron Ludema's passing on the committee.

Rick Hammond – State used to have class "D" airports in the directory. This has been replaced with "unimproved airstrip." These airport(s) are not for commercial use, and at your own risk.

Brad Frederick – Brad is currently waiting to hear back from DNR about North Fox. DNR believes that the liability will add an additional cost to keep North Fox Island as an airstrip. North Fox Island would like help from other agencies to convince DNR to re-open.

Dick Acker – Committee should invite a member of DNR to attend a general aviation committee meeting.

Mark Perry – Create a DNR aviation trust for airport developmental rights.

Brad Frederick – Liability insurance for North Fox is an option.

Rick Hammond – DNR does already own Roscommon airport. They have worked with other agencies to switch land.

Brad Frederick – Approach commission about doing a hand-off with DNR for North Fox Island runway. DNR purchased the island with taxpayer's money, but no one can use the island for recreational uses.

Karl Klimek – North Fox Island's economic impact would be easy to measure due to

support from surrounding airports for fuel, and other goods and services.

Pete Kamarainen – Flying to Michigan islands would be a good angle for advertising. General aviation committee can recommend a hand – off to commission.

Rick Hammond – Michigan's island airports serve of great importance to the islands and the economy. This is the easiest mode of emergency services, and delivery for people living on the island.

General aviation committee agrees to welcome Brad Frederick as a new member of the committee.

Pete Kamarainen adjourned the meeting at 4:15.