Michigan Aviation Professional Course

Agenda

September 25, 2017
Mt. Pleasant City Hall
8:30 AM – 5:00 PM
Updated 9/17/17 - SAW

- Welcome from City of Mt. Pleasant
- Overview of the day’s activities
- Introductions
  - Instructors
    - Randy Coller, MDOT Office of Aeronautics
    - Kent Maurer, Jackson County Airport
    - Mary Kay Trierweiler, MDOT Office of Aeronautics
    - Stephanie Ward, Mead & Hunt.
  - Attendees
    - Please provides your name, airport, how you got to be in your current position and how long have been at it?
1. Regulatory Items – Lead Instructor - Stephanie
   - a. Grant Assurances
   - b. Grant Process (MAC Transfers, Contracts (Sponsor, Contractor, etc.)
   - c. NPIAS – National Plan of Integrated Airport System and ASSET Study
   - d. MDOT Studies
     - i. MDOT State Aviation System Plan (MASP 2017)
     - ii. Community Benefits Assessment (CBA) tool
     - iii. Statewide Airport Pavement Management System (APMS)
   - e. Basedaircraft.com
   - f. State Licensing (Mary)
2. Airport Organizational/Management Documents – Lead Instructor - Kent
   - a. Minimum Standards
   - b. Rules and Regulations
   - c. Business Plans & Marketing Plans
   - d. Leases
   - e. Insurances
   - f. Emergency and Security Plans
   - g. Storm Water Pollution Prevention Plan (SWPPP)
3. Airport Planning and Development - Lead Instructor - Stephanie (Steph)
   a. Airport Master Plan/Airport Layout Plan (ALP)
   b. Exhibit “A” Property Map
   c. Airport Zoning & Land Use – Airport Approach Plans
   d. Tall Structures Act Permit
   e. Clear Approaches
   f. Land Acquisition
   g. Land Releases
   h. Wildlife Hazard Mitigation
   i. Environmental Topics

4. Funding and Revenues - Lead Instructor - Stephanie
   a. Funding
   b. Revenues
   c. Through-the-fence operations

5. Community Communications – Lead Instructor - Kent

6. Operations – Lead Instructor - Randy
   a. 5010 Inspections & State Licensing
   b. Pavement maintenance
   c. Aircraft fueling
   d. Snow removal
   e. NOTAMS

7. Resources - Lead Instructor - Stephanie

8. Questions and Closing
   a. Attendee Survey
Michigan Aviation
Professional Training Course

September 25, 2017
Mt. Pleasant, Michigan
Welcome

• Welcome from City of Mt. Pleasant
• Housekeeping
  • Restrooms/Breaks/Lunch Order
  • Materials
    o ACRP Report 16 Guidebook for Managing Small Airports
    o Flash drive contents - tied to the agenda
• Introductions
  • Randy Coller, MDOT Office of Aeronautics
  • Kent Maurer, Jackson County – Reynolds Field
  • Mary Kay Trierweiler, MDOT Office of Aeronautics
  • Stephanie Ward, Mead & Hunt
Attendee Introductions

• Name
• Where are you from? (City, County, etc.)
• What is your current role with your local airport?
• How did you get to be in your current position?
• How long have you been in your current position?
General Agenda

• 1. Regulatory Items
• 2. Airport Organization/Management Documents
• 3. Airport Planning and Development
• 4. Funding and Revenues
• 5. Community Communications
• 6. Operations
• 7. Resources
• General Q/A
1. Regulatory Items
1a. Grant Assurances

• Over 30 Assurances covering a wide range of topics if you are a federally obligated airport

• Sample assurances include:
  • Rates & Fees
  • Fair Access
  • Planning & Design Standards
  • Maintenance of Pavements
  • Clear Approaches & Compatible Land Use
  • Obligation for Use
The Steps through an Aviation Project

For those new to aviation contracts or those who want a reminder
1B Grant Process (cont.)

Who is involved?

- **Sponsor**
  (Other names could be The Airport, Locals, the Airport Board, or Local Authority)

- **MDOT**
  (AKA MDOT, the State of Michigan, Aeronautics, or the Department)

- **Consultant**
  (They may also answer to their official company name)

- **Contractor**
  (Cleverly called the contractor)

- **MAC**
  (The Michigan Aeronautics Commission)
  They don’t really look or act like this
What is a project?

Project = Anything using Federal or State money

Examples:
- Design
- Construction
- Equipment Purchase
- ALP Update
- Land Purchase
- User Survey
- Environmental Review
- Noise Study
- Wildlife Hazard Assessment
What are the Contracts?

**Construction Contract**
(For contractor to build it)
- Signed by the Sponsor and the Contractor
- Has the cost of construction and the time it will take to finish project
- State bidding system used? The State will send it out
- Local bids taken? The Airport sends it out
(The consultant often offers to do this for the Sponsor)

**Sponsor Contract**
($ $$ $$)
- Signed by the Sponsor and MDOT
- Some call it a Grant Agreement or Grant Assurance
- It’s the money contract
- A Signed Resolution from the local authority must be included
- Has costs of project listed in it (toward the end of the document)
- Has many Federal and State “grant assurances” that you agree to follow by signing it.

**Consultant Contract**
(For the consultant to oversee the contractor)
- Signed by the Sponsor and the Consultant
- Sponsor reviews it for scope and fee
- State also reviews this for scope and fee and will send you a copy of their approval
1B Grant Process (cont.)

Wait, who does what when?

START
MAP meeting conversation decides what project happens & when

Aero Project Manager tells the Commission how much to transfer

Consultant starts & finishes design

Sponsor Contract Signed
Design Contract Signed

Aero Project Manager receives design contract from Consultant. Reviews Design contract for scope and fee. Once approved the Aero Project Manager will send an email to the Airport along with an approval form.

Bid process begins

Usually another transfer is done for Construction money

Construction Contract
Consultant Contract
Sponsor Contract
Get Signed

Notice to Proceed
For Construction
1c. NPIAS – National Plan of Integrated Airport Systems

- Over 3,000 airports nationally listed in the NPIAS
- Inclusion in NPIAS makes an airport eligible for federal funds
1c. NPIAS – National Plan of Integrated Airport Systems

- General Aviation (GA) airports specifically classified by the FAA ASSET Study as:
  - National
  - Regional
  - Local
  - Basic
  - Unclassified
1c. NPIAS – National Plan of Integrated Airport Systems (cont.) – ASSET Classifications

<table>
<thead>
<tr>
<th>National</th>
<th>Regional</th>
<th>Local</th>
<th>Basic</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 5,000+ instrument operations, 11+ based jets, 20+ international flights, or 500+ interstate departures; or&lt;br&gt;• 10,000+ enplanements and at least 1 charter enplanement by a large certificated air carrier, or&lt;br&gt;• 500+ million pounds of landed cargo weight</td>
<td>• Metropolitan Statistical Area (Metro or Micro) and 10+ domestic flights over 500 miles, 1,000+ instrument operations, 1+ based jet, or 100+ based aircraft; or&lt;br&gt;• The airport is located in a metropolitan or micropolitan statistical area, and the airport meets the definition of commercial service</td>
<td>• 10+ instrument operations and 15+ based aircraft; or&lt;br&gt;• 2,500+ passenger enplanements</td>
<td>• 10+ based aircraft; or&lt;br&gt;• 4+ based helicopters; or&lt;br&gt;• The airport is located 30+ miles from the nearest NPIAS airport; or&lt;br&gt;• The airport is identified and used by the U.S. Forest Service, or U.S. Marshals, or U.S. Customs and Border Protection (designated, international, or landing rights), or U.S. Postal Service (air stops), or has Essential Air Service; or&lt;br&gt;• The airport is a new or replacement facility activated after January 1, 2001; and&lt;br&gt;• Publicly owned or privately owned and designated as a reliever with a minimum of 90 based aircraft</td>
</tr>
</tbody>
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1d. MDOT Aeronautics Studies

- Michigan Aviation System Plan (MASP 2017)
- Community Benefits Assessment (CBA) Tool
- Statewide Pavement Management System (APMS)
1d. MDOT Studies (cont.)

- Michigan Aviation System Plan (MASP)
  - Tier 1, Tier 2 and Tier 3
  - Identifies service targets such as:
    - Business Centers
    - Population Centers
    - Tourist Centers
    - Remote Access
1d. MDOT Studies (cont.)

- Michigan Aviation System Plan (MASP 2017)
1d. MDOT Studies (cont.)

- Community Benefits Assessment (CBA) Tool
1d. MDOT Studies (cont.)

- Statewide Pavement Management System (APMS)

In 2015, the Michigan Department of Transportation (MDOT) Office of Aeronautics initiated an effort to update their statewide Airport Pavement Management System (APMS). Applied Pavement Technology, Inc. (APTech), assisted by Mead & Hunt, Inc., was selected to complete the work associated with this update. The project includes 97 airports (all Tier 1 and Tier 2 airports with the exception of Detroit Metro, Grand Rapids, and Willow Run) divided into three phases, with approximately one-third of the airport system inspected each year. The APMS data and results, along with project reporting, fulfill a majority of the Public Law 103-330’s requirements regarding airport pavement maintenance management. This interactive data exchange application (IDEA) tool presents the results of the APMS update and is organized into the following modules accessible from the tabs above:

- Inventory Area Summary—View a summary of pavement inventory area information at the State and individual airport level.
- Inventory Age Summary—View a summary of pavement inventory age information at the State level.
- Condition Summary—View a summary of pavement condition information at the State and individual airport level.
- Airport Details—View detailed inventory and condition data for each airport.
- PCI Procedure—Review background information on the PCI survey method used to assess pavement condition.
- Miscellaneous—View definitions of acronyms used throughout the IDEA, and learn about this program as well as Applied Pavement Technology.
Basedaircraft.com

National Based Aircraft Inventory Program

WARNING

This is a Federal Aviation Administration (FAA) protected computer system. FAA systems, including all related equipment, networks and network devices (e.g., including Internet access) are provided for the processing of official United States (U.S.) Government Information.

Intentionally accessing a protected Government computer without authorization or in excess of authority and as a result causing damage, recklessly or otherwise, will constitute a violation of Title 18, United States Code, Section 1030, Computer Fraud and Abuse Act (CFAA), and may be referred to the Federal Bureau of Investigation (FBI) for investigation and prosecution. Violations of the CFAA can lead to both civil and criminal liability, including seeking monetary relief for economic damage.

The FAA will monitor usage for violations of public laws, national information security policies, and agency policy. The FAA will intercept, record, audit, read, copy, and disclose by and to authorized personnel for official purposes, including administrative, civil, and/or criminal investigations.

Access or use of this computer system by any person, whether authorized or unauthorized, constitutes consent and monitoring to those terms for violation of Federal laws, national security policy, and agency computer policy. If you are not an authorized user of this system or do not consent to monitoring, exit this system now.

I Agree

- Update Regularly
- If you have overlap – work to resolve it.
- Need at least 10 based aircraft
  - to meet Basic ASSET Classification
1F. State Licensing

- Airport Manager License
  - Requires an exam
- Airport License

Michigan Department of Transportation
Airport Manager Examination

Study Guide

Michigan Department of Transportation
Aeronautics
2700 E. Airport Service Dr.
Lansing, Michigan 48906-2160
517-335-0681

This examination is administered by the Michigan Department of Transportation, Bureau of Aeronautics, to determine the qualifications of persons desiring to be licensed as Airport Managers in the State of Michigan. Each question is worth two points. Successful completion of the exam requires a score of 70 percent or greater.

The examination is not an open book examination.

Notes, books, and similar materials are not to be taken into the examination area when applicants complete this examination.

Persons appearing to take the exam will be required to have a photo identification.

Applicants have one hour to complete the examination.

You may keep this study guide for future reference.
Questions on Regulatory Items ?
2. Airport Organizational/Management Documents
2. Airport Organizational/Management Documents

• Minimum Standards
• Rules and Regulations
• Marketing and Business Plans
• Leases
• Insurances
2A. Airport Minimum Standards

• Why Does My Airport Need Minimum Standards?

• The FAA requires Minimum Standards if your airport receives AIP funds or conveyance of Federal property . . . FAA Advisory Circular 150/5190-7
2A. FAA Minimum Standards (cont.)

• Provide standards for commercial aeronautical activities
• If you have Minimum Standards: when were they last reviewed and updated?
• If you don’t have Minimum Standards: beg, borrow or steal some as a starting point
• Create or review the Minimum Standards with cross-section representation of the airport and governing board(s)
• Seek legal review of the document for legality with emphasis on penalties for violations
2A. Airport policies/procedures to consider in your minimum standards or as standalone documents

- Wildlife policy
- Awards policy
- Zoning, signs, special use, security, etc.
- Emergency procedures
- Snow removal procedures
- NOTAM procedures
2A. Minimum Standards Summary

• Governs “aeronautical activity” only
• Intended to ensure safety
• Allows “fair competition”
• Need to be reasonable and non-discriminatory i.e. “non-exclusionary”
• Publish on airport’s web site
• Copies of the JXN Minimum Standards are available
2B. Airport Rules and Regulations

• Govern conduct for all airport patrons, businesses and hangar owners.
• Covers all matters not related to aeronautical business
• Do you have rules and regulations?
• When was the last time the document was reviewed?
• If you don’t have Rules and Regulations: beg, borrow or steal some as a starting point
2B. Rules and Regulations (cont.)

- Create or review R & R with a cross section of your airport and governing bodies
- Decide what penalties or sanctions you want
- Get legal counsel for proper wording and legal adoption by the appropriate Board, Council or Commission
- Establish a regular review schedule either as-needed or on a three to five year cycle
- Copies are available
2C. Marketing and Business Plans

• Marketing and Business Plans were created with guidance from ACRP Airport Cooperative Research Program guide books
• Both plans utilized the Airport Advisory Council as a primary committee with final work submitted to the Airport Board
• The Marketing Plan was facilitated by Experience Jackson staff (Jackson Chamber)
• Both plans sought airport community input via surveys, interviews and draft plan reviews
2C. Marketing Plan Strategies

- Encourage and enhance partnerships and collaboration for special events, business to business patronage and new events
- Embark on an airport branding exercise and study
- Feasibility of installing an electronic entrance sign
- Encourage attracting a business that rents aircraft
2C. Airport Business Plan

- JXN example:
  - Marketing Plan was just completed in August of 2017
  - Had broad based input and suffered many draft reviews and revisions
2C. Business Plan Accomplishments

• Gives an overview of airport history
• Creates a snapshot of the current state of affairs with emphasis on financials
• Offers a prescription for future planning areas
2C. Business Plan
Key Concepts for the Future

- Predevelop private and corporate hangar sites
- Market and sell excess airport property and hangars
- Enhance the attractiveness of the airport as a destination
- Enhance Aviation Heritage Park
- Enhance airport community outreach
- Continue “active management” of the airport
- Continue capital planning
2D. Leases

• Types:
  • Ground leases
  • T-Hangar rental leases
  • Corporate hangar leases
  • Special airport use agreements
    • events or joint use agreements

• Consider Items such as:
  • Rates
  • Terms
  • Rights
2E. Insurance Requirements

- Insurance for T-hangar rentals?
- Insurance for airport based businesses?
- Insurance for special events?
2E. Airport Aviation Insurance Coverage

- What are your insurance exclusions?
- Does your insurance cover airport volunteers?
- Are your coverage limits satisfactory?
- Do you have terrorism riders?
- How does the airport’s insurance requirements blend with your City/County insurance policy?
2f. Emergency & Security Plans

- Coordination is key
- Current contact information
- Airfield maps
- Training
Questions on Airport Organizational/Management Documents?
3. Airport Planning and Development
3. Airport Planning and Development

- Airport Master Plans/Airport Layout Plans (ALPS)
- Exhibit A Property Maps
- Airport Zoning and Land Use – Airport Approach Plans
- Tall Structures Act Permit
- Clear Approaches
- Land Acquisition
- Land Releases
- Wildlife Hazard Mitigation
- Environmental Topics
3a. Airport Master Plan/Airport Layout Plan (ALP)

- Covers a wide range of issues:
  - Forecasts
  - Alternatives for development
  - FAR Part 77
  - Obstruction Identification
  - Compatible Land Use
  - Wildlife attractants
  - Environmental Overviews
3A. Master Plans/ALPS
What is a Master Plan and an ALP Project

- Master Plan
  - Written document
  - Contains a variety of information that leads to recommendations for development
  - Usually results in the development of an ALP
What is a Master Plan and an ALP Project

• Airport Layout Plan (ALP)
  • Graphic set of drawings
  • Visual representation of the existing and future development
  • Often has an abbreviated analysis process
  • Narrative report to summarize process and findings
  • Follows new FAA SOP 2.0
### 3A. Master Plans/ALPS

Mapping Related Information Needs

<table>
<thead>
<tr>
<th></th>
<th>Master Plan w/ALP</th>
<th>ALP only</th>
<th>AGIS Elements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aerial Photo</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Topographic Mapping/Features</td>
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<td>X</td>
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<tr>
<td>Ground Contours</td>
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<td>X</td>
<td>X</td>
</tr>
<tr>
<td>FAR Part 77 Surface (50:1, 34:1 or 20:1)</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>PAPI OCS</td>
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<tr>
<td>Feature Attribution</td>
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<td></td>
<td>X</td>
</tr>
<tr>
<td>Vertically Guided Approach Surface</td>
<td>X</td>
<td>X</td>
<td>X</td>
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</tbody>
</table>
3b. Exhibit “A” Property Maps

- Now part of an ALP as the Property Plan
- FAA SOP 3.0
- Historical summary of property
- Once shown on an Exhibit A, property is federally obligated
3c. Airport Zoning & Land Use
Airport Approach Plans

- Adopted by the MAC
- Provides land use and height restrictions to protect your airport
- Must be implemented locally to be effective
3d. Tall Structures Act Permit
Act 259 of 1959

A permit is required if either of the two conditions apply:

• 1 – any construction over 200’ AGL
• 2 – any construction in the vicinity of an airport if:

<table>
<thead>
<tr>
<th>Longest runway length</th>
<th>Proximity to closest runway</th>
<th>Slope</th>
</tr>
</thead>
<tbody>
<tr>
<td>More than 3200 feet</td>
<td>Within 20,000 ft.</td>
<td>100 to 1</td>
</tr>
<tr>
<td>3200 feet or less</td>
<td>Within 10,000 ft.</td>
<td>50 to 1</td>
</tr>
<tr>
<td>For a Heliport</td>
<td>Within 5,000 ft.</td>
<td>25 to 1</td>
</tr>
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</table>

For example: Near an airport with two runways, a 3500’ long primary, and a 2800’ long cross-wind runway. At a location 3100 feet from the cross-wind runway, a structure more than 31 feet (3100 ÷ 100 = 31) above the runway elevation requires an application. Unless an airspace study results in a finding of noninterference, the Tall Structure Act requires us to object to:

• Structures greater than 1000 ft. high (500 feet in a VFR flyway or in the vicinity of a natural landmark).
• Structures which would increase the Minimum Obstruction Clearance Altitude (MOCA) for an instrument approach procedure.
• Structures which obstruct imaginary surfaces (as defined in the Tall Structure Act).
• Structures which violate a local airport zoning ordinance.
3e. Clear Approaches

- FAR Part 77 Surfaces
- Obstruction Identification
- Obstruction Mitigation (land acquisition)
3e. FAR Part 77 Surfaces
3e. FAR Part 77 Surfaces (cont.)
3e. Example of an approach surface

- Ratio of approach slopes vary:
  - 20:1 Visual
  - 34:1 Non-precision
  - 50:1 Precision
3e. Example of Obstruction Identification
3f. Land Acquisition

- Use MDOT Determination Process
- Fee Simple Acquisition
- Avigation Easement
- Combination of zoning and approach plan

- Airport must pay for initial coordination and appraisals up front and seek reimbursement after good faith offer is accepted by property owner.
3g. Land Releases

- MDOT Preliminary Land Release Checklist
- 16 Primary Questions/Data Points
  - 5 major areas that cover
    - What do you want to release
    - Why do you want the release and how will it benefit the airport?
    - What is the history of the property?
    - Financial & environmental aspects?
    - Defining the release area
3g. Land Releases (cont.)

MDOT Preliminary Checklist

- Provides early opportunity to investigate feasibility of release prior to expending funds and effort
- Addresses same issues as full release package but at much higher level of detail and limited support information

<table>
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<tr>
<th>PRELIMINARY LAND RELEASE CHECKLIST</th>
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<tbody>
<tr>
<td>Airport:</td>
</tr>
<tr>
<td>Sponsor Contact:</td>
</tr>
<tr>
<td>Purpose of Release:</td>
</tr>
</tbody>
</table>

Location of Property To Be Released: Attach Airport Layout Plan sheet and highlight property to be released along with legal description. Identify any structures to be constructed on the property and maximum height of facilities. Indicate affected parcel number(s) and number of acres/ft. of property to be released:

<table>
<thead>
<tr>
<th>Check List Item Information Description</th>
<th>Explain briefly to provide an Understanding of response to checklist item.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALP ISSUES:</td>
<td></td>
</tr>
<tr>
<td>Will proposed use impact future airport development?</td>
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</tbody>
</table>
3g. Land Releases
The Process – Summary

• Land Release Package
  • Land Release Summary
  • Responses to the 16 questions in narrative format
• Boundary Description
• Fair Market Value Appraisal
• Environmental Clearance Document
3g. Land Releases (cont.)

Common Challenges

- Documentation
  - Locating/reviewing historical documents
  - Extent of environmental documentation necessary
  - Agreement language and duration
- Costs
  - Benefits of release vs cost to obtain release
  - Who pays for release and associated elements
- Timing
  - Letter of intent vs actual release approval
  - Identified user
  - How long for FAA approval – will a developer wait for the process
3h. Wildlife Hazard Mitigation

- Wildlife hazards can be on or off airport
- Good Resource:
  - ACRP Report 35 Guidebook for Addressing Aircraft/Wildlife Hazards at General Aviation Airports
  - USDA Wildlife Services are a great resource will conduct review
31. Environmental Review

- Types of Studies
  - Categorical Exclusions (CATEX)
  - Environmental Assessments (EA)
  - Environmental Impact Studies (EIS)
- Approximately 30 different environmental categories that require review depending upon the type of project
- FAA SOP 5.0 provides guidance on development of CATEXs
Questions on Planning & Development?
4. Funding & Revenue
4a. Funding and Revenue (cont.)

Funding

- Federal Funds
  - Primary Entitlements (Commercial Service Airports)
    - Typically at least $1 million annually
  - Non-Primary Entitlements (GA Airports)
    - Typically $150,000 annually
    - Funds have to be matched: 90% federal/5% state/5% local
  - State Apportionment (at MDOT discretion)
  - Discretionary (FAA & MDOT discretion)

- State Funds
- Local Funds
4b. Funding and Revenue (cont.)

Revenues

- Rents & Fees
  - Landing fees, fuel flow, other
- Through-the-fence-operations (see next slide)
- FBO fees
- Flight Training
- Leases
- Farming
- Other
What are TTF operations?

**FAA definition:**
- those activities permitted by an airport sponsor through an agreement that permits access to the public landing area by independent entities or operators offering an aeronautical activity or to owners of aircraft based on land adjacent to, but not part of, the airport property.

**ACRP 10-12 – Report 114 Guidebook on Through the Fence Operations definition:**
- TTF operations occur when an airport sponsor grants an entity TTF access to the airport’s airside infrastructure (e.g., runways and taxiways) and gives the entity permission to engage in TTF activities from property located adjacent to an airport (i.e., TTF property).
Questions on Funding & Revenues?
5. Community Communications
5. Community Communications

• How do you communicate with your airport community, boards, councils, and other groups?
  • Social Media
  • Special Events
  • Economic Interest Groups
  • Community Service Groups
  • Business Interests
5. Community Communications at JXN

- Administrator, County Commission, Airport Board, Advisory Council, Airport Zoning Boards, Staff, Airport Businesses, and Airport Users
- Primary method is email
- Web site
- Annual Report i.e. Newsletter
- Social Media
- Airport gatherings
- Brochures
5. Community Communications at JXN
Various airport groups

• Inform of incidents including photos from the scene
• Inform of runway/taxiway closures
• Inform weekly of key airport events
• Inform of snow related events
• Inform of equipment malfunctions, etc.
5. Community Communications at JXN Web site

• Lists hangars for rent or sale
• Has airport zoning information
• Past two newsletters
• Minimum standards, rules, policies
• Weather information
• Drone Information links
• Business information
5. Community Communications at JXN

Annual reports

• In the form of a newsletter
• We only write good news
• Gives insight to the airport’s personality
• Writes our history
5. Community Communications at JXN

Social media

- Airport’s Facebook page
- Reunited a lost dog
- Increased use in the future
5. Community Communications at JXN Airport gatherings

- Airport picnics
- EAA meetings
5. Community Communications at JXN Airport displays
Questions on Community Communications?
6. Operations
6. Operations

- 6a 5010 Inspections
- 6b Pavement Maintenance
- 6c Aircraft Refueling
- 6d Snow Removal
- 63 NOTAMS (Notice to Airmen)
6a. 5010 Inspections & State Licensing
6b. Pavement Maintenance
6c. Aircraft Refueling
6d. Snow Removal
6e. Notice to Airmen (NOTAMS)
Questions on Regulatory Items ?
7. Resources

- Michigan Association of Airport Executives (MAAE)
  - www.michairport.org
- MDOT Office of Aeronautics
  - www.Michigan.gov/aero
- Airport Cooperative Research Program (ACRP)
  - www.trb.org/acrp
- Federal Aviation Administration
  - www.faa.gov/airports/resources/
- Aircraft Owners and Pilots Association (AOPA)
  - www.aopa.org
- Consultants
Closing Discussion & Questions

• Evaluation Survey

• Contacts:
  • Kent Maurer
    • 517-788-4225
    • kmaurer@co.jackson.mi.us
  • Randy Coller
    • 517-335-8521
    • collerr@michigan.gov
  • Stephanie Ward
    • 517-908-3121
    • stephanie.ward@meadhunt.com