MICHIGAN AERONAUTICS COMMISSION
Minutes of Meeting
Alpena, Michigan
July 17, 2002

Pursuant to Section 31 of Act 327 of the Public Acts of 1945, the Commissioners of the Michigan Aeronautics Commission (MAC), created by said act, met in the Alpena County Commission Chambers, County Annex Building, 719 Chisholm Street, Alpena, Michigan, on Wednesday, July 17, 2002, commencing at the hour of approximately 10:00 a.m.

Members Present

Robert Bender, Chair
Fred Rakunas, Vice Chair
Lowell E. Kraft, Commissioner
Sidney Adams, Jr., Commissioner
Alice Gustafson, Commissioner
Barbara Hayes, Commissioner
Brig. Gen. Ron Seely, Commissioner
Capt. John Ort, Commissioner
Guy Gordon, Commissioner
William E. Gehman, Director
Barbara Burris, Exec. Assistant
Pat Isom, Legal Counsel

Members Absent

From the Bureau of Aeronautics

David Baker, Airports Division
Tom Krashen, Airports Division
Rick Hammond, Airports Division
Pauline Misjak, Aviation Services Division

Also Present

William Blake, AOPA
Archie Yawn, ATA/Northwest Airlines
Tom Cutler, Selfridge ANG Base
Leonard Zolnierek, Alpena Bd. of Comm.
Tom Mullaney, Alpena Airport Committee
Col. Jim Makowske, Alpena CRTC

A list of all others present is attached to the official minutes.

Chairman Bender called the meeting to order at 10:07 a.m. In introductory remarks, he thanked the members of the Alpena Area Chamber of Commerce and Mr. Archie Yawn of Northwest Airlines for hosting a reception for the Commission the previous evening. He welcomed Mr. Yawn to the meeting. Additionally, he recognized the attendance of Bill Blake, Regional Representative of the Aircraft Owners and Pilots Association.

The Chair also welcomed Mr. Leonard Zolnierek, Chair of the Alpena County Board of Commissioners, and asked that Mr. Zolnierek introduce the members of the board present in the room.

Mr. Zolnierek welcomed the Commission to Alpena. He proceeded to introduce the members of the Alpena County Commission in attendance: Messrs. Tom Mullaney, Chair of the Airport Committee; John Alexander; Raymond Wegmeyer; Jim Peltier; County Coordinator; Billi Trapp, secretary to the airport manager; and Terri Chester, grant administrator. He praised the actions of the airport manager, Bryan Holland, who was away on a trip to Alaska.

The Chair again thanked Mr. Zolnierek. He then introduced Mr. Arnie Saviano, former MAC Commissioner of Harbor Springs. He called on Commissioner Seely to make additional introductions.

Commissioner Seely acknowledged and thanked Col. Jim Makowske, who hosted a tour of the military base the previous day. Col. Makowske, he noted, serves as commander of the Combat Readiness Training Center in Alpena and is president elect of the Alpena Area Chamber of Commerce. The Chair also introduced Brig. Gen. Tom Cutler, current commander of the 127th Wing at Selfridge Air National Guard Base, who has been named to succeed General Seely as the assistant adjutant general for air and the deputy director to the Department of Military Affairs. He welcomed Brig. Gen. Cutler to the meeting.

I. COMMISSION BUSINESS

A. Minutes of May 15, 2002

Turning to the agenda, the Chairman entertained corrections or changes to the minutes of May 15, 2002. Hearing none, he called for a vote on approval of the minutes.

Moved by Commissioner Adams, with support from Commissioner Hayes, to approve the minutes of May 15, as recorded. MOTION CARRIED.

The Chair called on David Baker, Programming Manager, Airports Division, to present the airport development projects for Commission approval.

B. Airport Development Program

Through a PowerPoint presentation, Mr. Baker briefed the Commissioners on 12 projects for Commission approval and answered questions posed.

Federal/State/Local and State/Local Projects

Location	Total Allocation	Project Description
Gratiot Community Alma	$ 35,000	Electrical Recabling for Simplified Directional Facility Building
Charlevoix Municipal Charlevoix	$ 180,340	Fencing and Snow Removal Equipment
Iosco county East Tawas	$ 66,666	Major Crack Repair of Runway 8/26
Delta County Escanaba	$ 160,000	Design Terminal Building Expansion
Livingston County Howell	$ 526,000	Land Acquisition
Depont - Lapeer Lapeer	$ 440,000	Design of Runway and Land Acquisition
Mackinac Island Mackinac Island	$ 105,000	Construct Snow Removal Equipment Building
Oakland County International Pontiac	$ 236,333	Design for Relocating Runway 18/36; Design of North Hangar Area; Install Taxiway Hold Signs; Additional Paint Markings; Replace Fencing in Terminal Area
Oakland County International Pontiac	$ 3,333,333	Land for Noise Mitigation
St. Clair County International Port Huron	$ 25,000	Precision Approach Path Indicators
Mackinac County St. Ignace	$ 80,000	Rehabilitate Runway End Identifier Light; Apron Lights; Airport Improvement Plan Update
South Haven Area Regional South Haven	$ 52,000	Environmental Assessment for Runway Extension

With regard to the Iosco County Airport project, Commissioner Kraft lauded the bureau's ability to provide funding to a tier 3 airport. Mr. Baker explained that the condition of the runway jeopardized the airport's existence.

Cracks in the runway will be repaired under the Small Airports Program. He indicated that if funding limits increase as anticipated, additional improvements will be made.

Commissioner Kraft asked for clarification on the state policy as it relates to land acquisition. Mr. Baker explained that when federal money is involved in the land acquisition, the state is not required to post the normal match. With respect to the projects at Howell and Pontiac, only federal funds are being used; therefore, local units of government are obligated to provide the ten percent match.

In addition to the 12 projects described previously, Mr. Baker asked for approval of an off-agenda item for Chippewa County International Airport in the amount of $1,054,819, for the construction of the final phase of the new terminal building and construction of a hangar. Funding would derive from the 2002 federal/state/local program.

The Chair entertained questions or comments from the Commission on the projects presented by Mr. Baker. Hearing none, he called for a vote to approve the transfers as presented.

Moved by Commissioner Rakunas, with support from Commissioner Seely, to approve the transfers as presented. MOTION CARRIED.

The Chairman asked that Mr. Baker continue with the supplemental transfers outlined in the Commissioners' booklets.

Mr. Baker identified three supplemental projects: 1) Grosse Ile Airport - a two percent increase in the total project cost for additional drainage work needed for the rehabilitation of Runway 17/35, including aprons; 2) Tulip City Airport - a ten percent increase in the total project cost for additional engineering costs of the design of the runway extension, Phase III; and 3) Schoolcraft County Airport - a 15 percent increase in the total project cost due to the final estimate being higher than anticipated for the rehabilitation of runway 10/28.

It was noted that no official action is required on the supplemental transfers. The Chair invited comments from the Commissioners.

Commissioner Hayes asked that the supplementals be supplied after their signing.

At this juncture, Mr. Dick McElroy, Executive Director of the Alpena Area Chamber of Commerce, joined the meeting and was welcomed by the Chair. The Chair thanked Mr. McElroy for co-hosting a reception for the Commissioners the previous evening.

The Chair called on Richard Hammond, Airports Division, to brief the Commission on 48 Airport Approach Protection Plans.

C. Airport Approach Plan Declarations

In keeping with the Commission's ongoing efforts to adopt approach protection plans for each airport in the state, staff of the Bureau of Aeronautics have developed approach protection plans for 48 additional airports in the state. Mr. Hammond praised Neal Barncard of the BOA for his efforts to produce the plans simultaneous to the work associated with the summer inspections. He noted that identical standards will be used for each of the airports listed:

Ada - Sommerville; Baldwin - Baldwin Municipal Airport; Blissfield - Betz; Brighton - Brighton Field; Brooklyn - Shamrock Field; Clinton - Honey Acres; Clio - Cagney Airport; Crystal Falls - Iron County; Davison - Athelone Williams Memorial; Genesee - Duford; East Tawas - Iosco County; Elwell - Hamp Skyport; Empire - Empire Airport; Bad Axe - Engler Field; Flushing - Dalton; Gregory - Richmond Field; Hale - Field of Dreams; Kalkaska - Kalkaska Airport; Battle Creek - W.K. Kellogg; Kent City - Wilderness Airport; Lake Isabella - Lake Isabella Airpark; Lapeer - Dupont-Lapeer; Linden - Price's Airport; Fowlerville - Maple Grove; Tecumseh - Merillat Airport; Tecumseh - Meyers-Divers; Mt. Pleasant - Mt. Pleasant Municipal; Napoleon - Day Field; Napoleon - Napoleon Airport; Kalamazoo - Newman's; Northport - Woolsey Memorial; Onsted - Loar's Field; Parchment - Triple H Airport; Port Austin - Grindstone Air Harbor; Schoolcraft - Prairie Ronde Airport; Sebewaing - Sebewaing Township; Sidnaw - Prickett Grooms Field; Stambaugh - Stambaugh Airport; Traverse City - Sugar Loaf Resort; Weidman - Ojibwa Airport; Williamston - Maidens Airport; Winn - Woodruff Lake; Napoleon - Wolf Lake; Elk Rapids - Yuba Airport; Gladwin - Gladwin Zettel.

Mr. Hammond listed three additional airports not identified on the listing provided: Newberry - Luce County; Howell - Raether; and St. Ignace - Mackinac County.

The plans developed by the BOA will be forwarded to the local zoning agencies for inclusion in master plans. Mr. Hammond noted that positive feedback had been received on the plans, which he characterized as useful tools in the development of the master plans.

Commissioner Kraft requested that a slide of a protection plan be displayed for the benefit of the audience.

To a query from Director Gehman, Mr. Hammond related that to date, plans for over 150 airports have been completed. The plans are developed using state site numbers and therefore do not follow any particular priority.

Mr. Hammond presented a slide illustrating zones created for approach plans as land use guidance zones. Zones away from the airport demonstrate low density housing, whereas closer to the runway, the area is more restricted, with areas of no residential development and zones designated for aeronautical use only. Typically, this area would be owned by the airport. Mr. Hammond noted that the plan is not to make significant changes to the community but to provide guidance in the development of the master plan with a goal of preventing a worsening condition.

Hearing no further comment or questions, the Chair entertained a vote on the approval of the 48 plans presented.

Moved by Commissioner Adams, with support from Commissioner Ort, to approve the 48 airport approach protection plans presented by Mr. Hammond. MOTION CARRIED.

The Chair called on Ms. Pauline Misjak, Aviation Services Administrator, to present the next item on the agenda.

D. Air Service Program Policy Revision

Ms. Misjak appeared before the Commission seeking approval of a change to the Michigan Air Service Program policy guidelines, thus bringing them into compliance with recently enacted legislation.

She explained that part of the Michigan Air Service Program is dedicated to airport awareness—those activities designed to encourage increased usage of the airport and to distribute information to the community about all facets of the airport. All scheduled passenger service airports that enplane less than 150,000 passengers a year are eligible for airport awareness grants.

In 1994, the MAC approved an amendment, based on legislation that had passed, establishing tradeport authorities in Michigan. The only airport that qualified as a tradeport authority was Willow Run, and the airport requested participation in marketing the airport. The policy approved by the MAC also allowed for airport awareness activities. Airports that have been designated by the FAA as cargo airports have no scheduled passenger service. Since 1994, Willow Run has received grants and used state funding requiring a local match to create brochures, videos, et cetera, for use at trade shows in attempts to recruit additional users of the airport. As a result of their efforts, cargo usage at the airport has increased dramatically.

Just this past spring, new legislation was enacted that allowed designation of an airport authority in southeast Michigan. With the passage of this legislation, the Tradeport

Authority Act was eliminated. A situation now exists where policy cannot be complied with.

Ms. Misjak recommended that the Commission approve a policy revision to allow Airport Awareness activities to include airports that have been designated by the FAA as cargo airports having no scheduled passenger service. This would allow Willow Run to continue to be eligible for Airport Awareness grants.

The Chair called for questions or comments from the Commissioners. Hearing none, he called for a vote to approve the recommended changes to policy guidelines.

Moved by Commissioner Gustafson, with support from Commissioner Adams, to allow the BOA to revise the policy as described. MOTION CARRIED.

The Chair called on Tom Krashen, Manager, Aviation Services, to present the first discussion item.

III. DISCUSSION

A. Airport Security

With the aid of slides, Mr. Krashen briefed the Commission on security issues post September 11, 2001.

At the January 2002 MAC meeting, the Commissioners approved a general aviation security plan which required that general utility airports in the state create G.A. security plans. Airports were asked to look at their own situations and submit a plan to the Bureau of Aeronautics. They were given until the end of inspection season to complete these plans, roughly through end of October. Thus far, 10 of the 88 airports have complied. Staff of the bureau are working with the various airport sponsors and managers to complete the plans. Basic utility airports were also encouraged to comply.

On July 4th, the FAA issued a nonspecific advisory, or TFR (temporary flight restrictions) to all general aviation pilots advising them to be vigilant, apparently due to nonspecific, but credible threats.

Recent high profile incursions of restricted areas, in particular the 15-mile radius of the Washington monument, have brought criticism of the FAA for disseminating information about temporary restrictions without providing graphic information as to their locations. The FAA, working in conjunction with the AOPA, has recently begun disseminating graphic depictions of these TFRs.

In addition to the Washington monument, TFRs exist for Camp David and the President's home in Crawford, Texas. More TFRs are anticipated throughout the summer.

Mr. Krashen reported on discussions held at the General Aviation Committee meeting of July 10 relating to the recently enacted state law requiring a criminal history or background checks for students enrolling in licensed flight schools.

The law applies to licensed flight schools only. The burden, he noted, is on the flight school rather than the student enrolling in the flight school. It requires that flight schools submit finger prints of all enrolling flight school students to the Department of State Police for the purpose of performing a background check. If a prospective student has had a felony conviction within the preceding seven years, he is not eligible to enroll in a Michigan flight school. Training may begin pending the background check provided the student signs a form certifying that he or she has not been convicted of a felony.

The Chair recognized former Commissioner Saviano, who inquired about the controls over freelance flight instructors. Mr. Krashen clarified that the law applies only to licensed flight schools. Further discussion ensued on this issue, which included participation from the audience.

Continuing, Mr. Krashen pointed out that business aviation is also impacted. Two issues are of primary concern to business aviation: 1) access to Washington National Airport (the National Business Aviation Association has been working closely with the FAA to try to implement a plan to allow business aviation access to DCA); and 2) the 12-5 Rule, which applies to aircraft with a gross weight of over 12,500 pounds. The rule applies only to commercial operators. The final rule, although yet to go into effect, addresses criminal background checks for the flight crew and flight deck security.

Air carrier airports are facing looming deadlines; most notably the rule requiring 100 percent screening of all baggage by December 31, as well as deadlines for the installation of explosive detection equipment and the hiring of security personnel. Mr. Krashen elaborated on these requirements. He noted that the Gerald R. Ford International Airport is the first airport in the nation to implement 100 percent baggage screening. Grand Rapids was also the first airport in the country to hire a federal security director. The 300-foot rule has been relaxed at most airports.

The Chair opened the floor to further questions of Mr. Krashen.

Discussion followed on the restrictions against crop dusting, which appear to have been lifted.

At 11:05 a.m., the Chair called for a short recess. The meeting resumed at 11:15 a.m.

Deviating from the agenda, the Chair called on Rick Hammond, Airports Division, to report on the aviation funding issue.

B. Airport Safety and Protection Program

Mr. Hammond reported that funding for this program is dependent on diverting a portion of the Detroit Metropolitan parking tax to the Michigan Aeronautics Fund. The bill is currently in the House, awaiting concurrence with the Senate version. Mr. Hammond related that votes on this measure have been tentative. However, as a result of passage of the cigarette tax, it is anticipated that the bill will meet approval once the House returns from summer recess on October 13. He noted that subject to amendments that require a second reading of the bill in both the Senate and the House, the bill is expected to pass and go into effect immediately.

The Chair emphasized the importance of the ASAP legislation, which will provide a dedicated source of revenue for aviation. He thanked all who were involved in efforts to secure its passage.

The Chair called on Tom Mullaney to provide a status update on the Alpena County Regional Airport.

I. PRESENTATIONS

A. Alpena County Regional Airport

With the aid of PowerPoint, Mr. Mullaney briefed the Commission on the airport.

Mr. Mullaney praised the leadership of the military base and the close working relationship between the training center and the airport. He related concerns over the reliability of air service and the scheduling of aircraft. Enplanements at the airport have dropped dramatically. He ascribed this, in part, to the current state of the industry and the lack of guaranteed service and availability of planes at the airport. He spoke of instances where seats have been sold in Alpena and resold in Sault Ste. Marie. He indicated that more seats could be sold in Alpena, but the airport has seen a steady decline in passengers. He attributed this to the lack of credibility created by unreliable air service.

He outlined the services available at the airport, including those of the FBO. Thirty-six aircraft operations are based at the airport, including single engine, air taxi, multi-engine airplanes, commercial helicopters, transient, local and general aviation, and the military.

The airport holds annual fly-ins, which have a good following.

Expansion efforts are underway. A contract for construction of a snow removal building was let; however, this resulted in a lawsuit, and a new bidder will need to be selected. Marketing grants in 2001 amounted to $25,000. In 2002, the level dropped to $15,000. He described land use development plans. Development projects are in the varying phases of completion. He highlighted problems encountered with environmental studies. After 9-11, changes were made to accommodate increased security requirements.

Future plans for the airport include the possibility of turning the airport into a centralized area for incoming foreign trade, including the clearing of freight, bonded warehouses, and security-type aspects of the aviation business. Expansion efforts for the military base would encompass the housing of a quicker, more mobile military for homeland security activities.

Mr. Mullaney again reiterated the need for reliable air service. He indicated that the passengers can be provided if the planes are available, as well as a guarantee of seats. He thanked the Commission for the opportunity to speak.

Following up on Mr. Mullaney's comments, Mr. Len Zolnierek related incidents of failed connections and the unavailability of flights to the Alpena airport. He asked the Commission for its assistance in increasing the number of seats available.

The Chair thanked Messrs. Mullaney and Zolnierek. He called on Mike Jermeay of the Presque Ile County Airport.

B. Presque Ile County Airport

Mr. Jermeay, Manager of the Presque Isle County Airport in Rogers City, addressed the Commission. He introduced his assistant manager, Ron Dugan.

Through a series of slides, Mr. Jermeay briefed the Commission on the status of the airport. The airport, has one hangar on the field, built in the 1930s, and designated a historical site. The airport is surrounded by a Renaissance zone. The airport boasts the largest open land stone pit quarry, on the south and east sides of the airport.

Expansion efforts were contemplated in 1998. In the fall of 2000, the airport contracted with a consulting firm to maximize usage of the airport property and to enhance air transportation for the Renaissance zone. Mr. Jermeay outlined activities related to the grants received through Renaissance designation, including the development of infrastructure. Initiatives will allow the airport for the first time to tap into public water

and sewer. Currently the airport is engaged in efforts to complete an airport layout plan and an environmental assessment. The ALP is currently under review by the FAA, and the environmental assessment is expected to be completed by September. In addition, the airport is engaged in a land swap with the Rogers City School District. Additional expansion efforts will include T-hangars and land acquisition. He highlighted projects slated for 2003, including obstruction clearing, extension of the runway to 4,105 feet, and expansion of the apron area. A five-year development plan has been completed and will include an AWOS, apron expansion, a hangar access drive, and rehabilitation and expansion of the parking lot. Plans for 2005 include fencing of the north side and installation of a fuel farm. Rehabilitation of the taxiway and taxistreets is planned for 2006. In 2007, plans call for an apron expansion and terminal parking expansion. He spoke enthusiastically about the future of the airport and thanked the Commissioners for the opportunity to address them.

The Chair thanked Mr. Jermeay. He opened the floor for comment from the public.

IV. PUBLIC COMMENT

Hearing no requests for comment from the audience, the Chair recognized Commissioner Kraft.

Commissioner Kraft advised that the General Aviation Committee is recommending the formation of a task force to review insurance issues affecting aviation. To date, four members of the General Aviation Committee have been appointed to the task force. The goal of the task force will be "to effect something from the bottom up."

The Chair announced that due to lateness of the hour, oral reports would be deferred on the reports contained in the Commissioners' booklets. He added that the next meeting would be held on September 11, 2002, in Sault Ste. Marie. He thanked all present for attending. He again thanked the members of the Alpena community for their hospitality.

There being no further business to come before the Commission, the Chair declared the meeting adjourned at 11:50 a.m.

Wm E. Shman
Director

Robert Bruce
Chairman

September 11, 2002
Dated