MICHIGAN AIRPORT SYSTEM PLAN REPORT

MASP 2000

January 2000

Adopted by the MICHIGAN AERONAUTICS COMMISSION January 20, 2000	
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EXECUTIVE SUMMARY

The Michigan Airport System Plan (MASP 2000) documents the planning process that identifies the aviation role of public use airports in Michigan through the year 2020.

MASP 2000 presents the results of a system planning process that has been aligned with the goals and objectives of MDOT's State Long Range Plan. The ***MASP 2000*** supports programming decisions and is useful in evaluating programming actions related to airport system and airport facility deficiencies.

A diverse group of individuals was assembled into a ***MASP 2000*** Steering Committee that provided valuable input and direction over the course of the study. This broad based group included representatives from both within and outside of the aviation community.

There are 236 public use airports in Michigan in 1999. Of this total, 129 or 55 percent are publicly owned, with 107 or 45 percent privately owned. Each airport has been assigned to its appropriate airport classification based on primary runway length and width, and other airport features. Forty-one airports are currently assigned to the "C" or "D" Approach Category meaning that they can accommodate business jet aircraft. An additional 86 airports, designated in Approach Category "B", have paved runways under 5,000 feet in length and can accommodate twin engine or smaller aircraft. The remaining 107 airports, Approach Categoty "A" facilities, have turf runways and, generally, are limited to use by single engine aircraft.

Between 1998 and 2020 based aircraft are projected to grow by 7

percent from 6,914 to 7,397. During this same period total aircraft operations will grow by 29 percent from 4.4 million to 5.6 million.

Among the key functions of the ***MASP 2000*** is, from a state perspective, identifying those airports that can best respond to state goals and objectives. To this end, all airports, following a rigorous analytical process, were assigned to one of three tiers based on their contribution to state goals. Tier 1 airports respond to critical/essential state airport system goals. These airports should be developed to their full and appropriate level. Tier 2 airports complement the essential/critical state airport system and/or respond to local community needs. Focus at these airports should be on maintaining infrastructure with a lesser emphasis on facility expansion. Tier 3 airports duplicate services provided by other airports and/or respond to specific needs of individuals and/or small businesses.

A series of system goals were identified as an outcome of an issue identification process related to the *State Long Range Plan*. The system goals identified were...

- Airports should serve significant population centers
- Airports should serve significant business centers
- Airports should serve significant tourism/convention centers
- Airports should provide access to the general population
- Airports should provide adequate land area coverage
- Airports should provide adequate regional capacity, and
- Airports should serve seasonally isolated areas.

Each of these system goals was subjected to a rigorous analytical process that resulted in the establishment of system standards and the designation of airports for inclusion in either Tier 1 or Tier 2. Airports not designated to either Tier 1 or Tier 2 were assigned, by default, to Tier 3.

The following table summarizes the system standards and indicated the number of airports included in Tier 1 and Tier 2 for each system goal. A number of airports respond to more than one system goal.

Composite Alternative Summary					
System Goal	Apt Class	Service Area	Service Goal	Tier 1	Tier 2
Population Centers	C-II	30 min	95%	32	10
Business Centers	C-II	30 min	95%	35	15
Tourism Centers	B-II	30 min	95%	39	10
General Population Access	B-II	45 min	95%	28	4
Land Area Coverage	B-I	30 miles	95%	50	0
Regional Capacity	B-I	na	125%	65	16
Isolation	B-I	na	100%	7	0
Overall				88	25

In addition to establishing system goals, a series of facility goals were developed that identify the basic components of an airport. These facility goals are specific for each airport classification. Facility goals are...

- Primary runway system
- Pavement condition
- All weather access
- Year round access
- Basic pilot and aircraft services
- Airport zoning
- Navigational aids
- Instrument approaches
- Surface Access

All airports were evaluated to determine whether they currently meet each facility standard, and the extent and cost associated with responding to deficiencies through the year 2020. The following table identifies the number of Tier 1 airports meeting the facility standards.

Number of Airports Meeting Facility Goal Standards							
	System Goal						
Facility Goal	Population Centers	Business Centers	Tourism Centers	General Population	Land Cover	Regional Capacity	Isolation
Number of Tier 1 Airports	32	35	39	28	50	65	7
Primary Runway System	29	25	29	27	42	49	2
Pavement Condition	21	21	22	15	27	36	2
All Weather Access	15	13	16	16	20	21	0
Year Round Access	32	35	37	28	47	65	3
Basic Pilot & Aircraft Serv	29	32	28	24	39	63	1
Airport Zoning	18	18	18	16	23	24	0
Navigational Aids	23	23	22	20	32	39	2
Instrument Approaches	25	20	36	28	41	65	5
Surface Access	10	12	22	25	42	57	2

The cost associated with retiring system deficiencies is $115 million per year. Of this total; $78 million are for deficiencies at air carrier airports; $30 million for Tier 1 general aviation airports; $6 million for Tier 2 airports; and $1 million for Tier 3 airports.

Current funding levels for capital improvements, including federal, state and local resources, total approximately $70 million. Of this total, $55 million are spent at air carrier airports. The remaining $15 million are spent at general aviation airports.

An aviation investment strategy will be developed subsequent to the ***MASP 2000*** to help determine project selection priorities.

EXECUTIVE SUMMARY . . . . . *i*

TABLE OF CONTENTS . . . . . *v*

List of Tables, Maps and Figures . . . . . *vii*

Study Team . . . . . *ix*

INTRODUCTION 1

SYSTEM DESCRIPTION 3
- Number and Location of Airport Facilities 3
- Airport Classifications 6
- Airport Service Areas 9

FORECAST OF FUTURE ACTIVITY 11
- Forecast Trends 11
- MASP Forecasts 13
  - Based Aircraft 13
  - Operations 18

GOALS AND OBJECTIVES 23
- Issue Identification 23
- State Long Range Plan 27
- Michigan Airport System Plan Goals 28
  - System Goals 28
  - Facility Goals 29
- Relationship Between MASP Goals and SLRP Goals 31

GOAL DEVELOPMENT AND SYSTEM RECOMMENDATIONS 32
- Serve Significant Population Centers 32
- Serve Significant Business Centers 38
- Serve Significant Tourism/Convention Centers 44
- General Population Access 50
- Land Area Coverage 54
- Preserve Regional Capacity 58
- Serve Isolated Areas 64
- Goal Achievement Summary 66
- System Recommendation Summary 66
- Composite Alterative 68

AIRPORT DEVELOPMENT STANDARDS 74
- Tier 1 Airport Development Standards 74

Tier 2 Airport Development Standards 74
Tier 3 Airport Development Standards 74
Description of Existing Michigan Airport System Facilities 77
Data Bases 77
Airport Facility Data Elements 78

FACILITY GOALS 80
Complete and Adequate Primary Runway System 80
Pavements in "Good" Condition 82
All Weather Access 83
Year Round Access 85
Basic Pilot and Aircraft Services 86
Airport Zoning 88
Miscellaneous Navigational Aids 90
Appropriate Instrument Approaches 91
Appropriate Surface Access 93

PROJECTED SYSTEM NEEDS 94

MASP MODIFICATION PROCESS 97

GLOSSARY 99

APPENDICES
Forecast of Based Aircraft
Forecast of Operations

LIST OF TABLES MAPS AND FIGURES

Tables

1 Public Use Airports by County, 1999 5
2 Approach Category Standards 6
3 Design Group Standards 7
4 Approach Category - Design Group Combinations 8
5 Forecasted Based Aircraft in Michigan 1998-2020 14
6 Based Aircraft By Airport Classification 16
7 Based Aircraft By MDOT Region 17
8 Forecasted Total Aircraft Operations 1998 to 2020 19
9 Operations Forecast By Airport Classification 21
10 Operations Forecast By MDOT Region 22
11 Relationship of MASP Goals and State Long-Range Plan Goals 31
12 System Standards: Population Centers 34
13 Tier 1 Airport System: Population Centers 36
14 Tier 2 Airport System: Population Centers 37
15 Goal Achievement Summary: Population Centers 37
16 System Standards: Business Centers 40
17 Tier 1 Airport System: Business Centers 42
18 Tier 2 Airport System: Business Centers 43
19 Goal Achievement Summary: Business Centers 43
20 System Standards: Tourism/Convention Centers 46
21 Tier 1 Airport System: Tourism/Convention Centers 48
22 Tier 2 Airport System: Tourism/Convention Centers 49
23 Goal Achievement Summary: Tourism/Convention Centers 49
24 System Standards: General Population Access 50
25 Tier 1 Airport System: General Population Access 52
26 Tier 2 Airport System: General Population Access 53
27 Goal Achievement Summary: General Population Access 53
28 System Standards: Land Area Coverage 54
29 Tier 1 Airport System: Land Area Coverage 56
30 Goal Achievement Summary: Land Area Coverage 57
31 Regional Capacity Requirements 59
32 System Standards: Preserve Regional Capacity 59
33 Tier 1 Airport System: Regional Capacity 61
34 Tier 2 Airport System: Regional Capacity 63
35 Goal Achievement Summary: Regional Capacity 63
36 System Standards: Isolated Areas 64
37 Tier 1 Airport System: Isolated Areas 65
38 Goal Achievement Summary: Isolated Areas 65
39 Goal Achievement Summary 66
40 System Reclassification Summary 67

41 Tier 1 Airport System: Composite Alternative 68
42 Tier 2 Airport System: Composite Alternative 71
43 Airport Development Standards 75
44 1999 Facility Goal Achievement: Complete and Adequate Primary Runway System . . 81
45 1999 Facility Goal Achievement: Pavement Condition 83
46 1999 Facility Goal Achievement: All Weather Access 84
47 1999 Facility Goal Achievement: Year Round Access 86
48 1999 Facility Goal Achievement: Basic Pilot and Aircraft Services 87
49 1999 Facility Goal Achievement: Zoning 88
50 1999 Facility Goal Achievement: Navigational Aids 90
51 1999 Facility Goal Achievement: Instrument Approaches 91
52 1999 Facility Goal Achievement: Airport Surface Access 92

Maps

1 Public Use Airports in Michigan, 1999 4
2 Population Centers in Michigan, 2020 33
3 Population Centers: Tier 1 Airport System 35
4 Business Centers in Michigan, 2020 38
5 Business Centers: Tier 1 Airport System 41
6 Tourism/Convention Centers in Michigan, 1995 45
7 Tourism/Convention Centers: Tier 1 Airport System 47
8 General Population Access: Tier 1 Airport System 51
9 Land Area Coverage: Tier 1 Airport System 55
10 Regional Capacity: Tier 1 Airport System 60

Figures

1 Based Aircraft Historic and Forecast Trends 13
2 Based Aircraft Distribution, 2020 14
3 Average Number of Based Aircraft Per Airport, 1998-2020 15
4 Based Aircraft by MDOT Region, 1998-2020 16
5 Aircraft Operations Historic and Forecast Trends 18
6 Total Aircraft Operations Distribution, 2020 19
7 Total Operations Per Airport, 1998-2020 20
8 Total Operations By MDOT Region, 1998-2020 22
9 1999 Facility Goal Achievement: Complete and Adequate Primary Runway System . . 81
10 1999 Facility Goal Achievement: Pavement Condition 82
11 1999 Facility Goal Achievement: All Weather Access 84
12 1999 Facility Goal Achievement: Year Round Access 85
13 1999 Facility Goal Achievement: Basic Pilot and Aircraft Services 86
14 1999 Facility Goal Achievement: Airport Zoning 88
15 1999 Facility Goal Achievement: Navigational Aids 89
16 1999 Facility Goal Achievement: Instrument Approaches 91
17 1999 Facility Goal Achievement: Surface Access 92

STUDY TEAM

The conduct of the ***Michigan Airport System Plan*** was undertaken under the direction of a multi level team whose support, guidance, and sustained high quality efforts made development of the ***MASP 2000*** possible.

Co-sponsors of the ***MASP 2000*** study effort include MDOT's Chief Administrative Officer, Greg Rosine; the Deputy Director for the Bureau of Aeronautics, Bill Gehman; the Deputy Director for the Bureau of Transportation Planning, Lou Lambert; and the Assistant Deputy Director of the Bureau of Transportation Planning, Susan Mortel.

A diverse and dedicated group of individuals representing a wide variety of organizations both within and outside of the aviation community was assembled into a ***MASP 2000*** Steering Committee that provided valuable input and direction over the course of the study. Members of the ***MASP 2000*** Steering Committee included....

- ☐ Bridgitt Hewitt representing the Southeast Michigan Council of Governments
- ☐ Sue Higgins representing the Michigan 3C Directors
- ☐ Mark Johnson representing the Michigan Association of Airport Executives
- ☐ Lowell Kraft representing the Michigan Aeronautics Commission
- ☐ Jim Opatrny representing the Federal Aviation Administration
- ☐ Matt Skeel representing the Michigan 3C Directors
- ☐ Jim Stingle representing the Michigan Association of Regions
- ☐ Jon Stout representing the Michigan Association of Airport Executives
- ☐ Cody Welch representing the Michigan Aeronautics Commission General Aviation Committee

The third component to the timely and creative development of the ***MASP 2000*** was the MDOT study team. This group of diverse and talented professionals assembled from the Bureau of Transportation Planning and the Bureau of Aeronautics made the entire effort possible. These individuals include...

...from the Bureau of Aeronautics: Carol Aldrich, Dave Baker, Matt Brinker, Jim Downer, Rick Hammond, Alan Kalis, Pauline Misjak, Mark Noel, John Pierce, Steve Schultz, Ralph Sims, Linn Smith, Mary Kay Trierweiler, and Juan Zapata

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It is with heartfelt thanks that we acknowledge all of the team members for their contributions to the development of the ***Michigan Airport System Plan.***

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