

**Fiscal Year
2017**

**Annual Report
of the
Michigan Aeronautics Commission**



Office of Aeronautics
Michigan Department of Transportation





RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
MICHIGAN AERONAUTICS COMMISSION
LANSING



December 12, 2017

The Honorable Rick Snyder
Governor of Michigan
P.O. Box 30013
Lansing, MI 48909

Dear Gov. Snyder:

Subject: Fiscal Year 2017 Michigan Aeronautics Commission Report

In accordance with Public Act 327 of 1945, Section 32, we are pleased to submit the attached annual report. The report provides a summary of the Michigan Aeronautics Commission's meeting proceedings for the Fiscal Year 2017. It also includes an operations report for the Office of Aeronautics; specifically, actions taken on behalf of the commission for further development, promotion, and safety of aviation, including aeronautical facilities and services.

During the fiscal year, the Michigan Aeronautics Commission met six times and approved a number of contracts, projects and reports. We hope you find the contents of the report both useful and interesting. If you have any questions, please contact us at 517-335-9568 or visit our website at www.michigan.gov/aero.

Sincerely,

J. David VanderVeen, Chairman
Michigan Aeronautics Commission

Michael G. Trout, Director
Michigan Aeronautics Commission

J. David VanderVeen, Chairman • Pete Kamarainen, Vice Chairman
Russ Kavalhuna • Roger Salo • Rick Fiddler
Kirk Steudle • MG Gregory J. Vadnais • Keith Creagh • Col. Kriste K. Etue
Mike Trout, Director, Michigan Aeronautics Commission

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Michigan Aeronautics Commission

In accordance with the Aeronautics Code of the State of Michigan, the Michigan Aeronautics Commission (MAC or Commission) is responsible for the general supervision of aeronautics within the state. Appointments to the Commission are made by the governor and are subject to the advice and consent of the Senate. In addition to five appointed members, the Commission consists of four statutory members that include the directors of the departments of Transportation, Natural Resources, State Police, and Military and Veterans Affairs. Additionally, the Department of Transportation's executive administrator for the Office of Aeronautics is designated as director of the Commission. Below are the current commissioners.



J. DAVID VANDERVEEN
CHAIRMAN
(OCTOBER 2017 - SEPTEMBER 2018)

Director of Central Services
for Oakland County
Waterford, MI



LAURA MESTER
COMMISSIONER

Representing Kirk T. Steudle
Department of Transportation
Lansing, MI



PETE KAMARAINEN
VICE CHAIRMAN

Owner of Grand Air Aviation, Inc.
Grand Ledge, MI



CAPT. JOE GASPER
COMMISSIONER

Representing Col. Kriste K. Etue
Department of State Police
Lansing, MI



RUSSELL KAVALHUNA
COMMISSIONER (IMMEDIATE PAST CHAIR)

Executive Director, Flight Operations
Western Michigan University
College of Aviation
Battle Creek, MI



MAJ. GEN. LEN ISABELLE
COMMISSIONER

Representing Maj. Gen. Gregory J. Vadnais
Department of Military and
Veterans Affairs
Lansing, MI



ROGER SALO
COMMISSIONER

Corporate Director of Aviation - Retired
Instructor, Western Michigan University
Founding Member, Michigan Business
Aviation Association
Plymouth, MI



KEVIN JACOBS
COMMISSIONER

Representing Keith Creagh
Department of Natural Resources
Roscommon, MI



RICK FIDDLER
COMMISSIONER

Vice President
Amway Aviation
Grand Rapids, MI



MICHAEL TROUT
DIRECTOR

Executive Administrator
Office of Aeronautics
Department of Transportation
Lansing, MI

Michigan Department of Transportation
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Airport Improvement Program

The Federal Aviation Administration (FAA) Airport Improvement Program (AIP) enables projects to be undertaken at Michigan airports to improve aviation safety, preserve or improve the existing infrastructure, enable purchase of airfield equipment, improve or construct new facilities at airports, and support local economic growth by increasing the capacity of airport facilities. In Fiscal Year (FY) 2017, \$113,818,341 in AIP contracts were approved by the MAC. Of that total, \$39,095,139 was transferred to general aviation airports, while \$74,723,202 was transferred to primary airports. Primary airports are the principal commercial passenger airports serving traditional airline customers. The total can be further broken down by source of funding into \$95,161,667 in federal funds, \$12,975,208 in locally derived funds, and \$5,681,466 in state aviation funds.

It is augmented by programs utilizing state and local funding only. Funding for AIP is appropriated in section 119, Capital Outlay, of the Michigan Department of Transportation's (MDOT) FY 2017 funding legislation, Public Act (PA) 268 of 2016. Transfers of the appropriated funds for projects specified in contracts must be approved by the Commission. Contract approvals occur throughout the fiscal year at each of the six Commission meetings. To the extent capital outlay funds appropriated in previous fiscal years are available, the Commission may approve contracts using those funds for AIP projects. Contracts to preserve and improve aviation facilities have significant local and regional impacts upon the economies they serve. Three active projects in FY 2017 provide examples of the important work undertaken through AIP.

Oakland County – Taxiway C and Connector Taxiway Rehabilitation

The 2017 construction project at Oakland County International Airport was the rehabilitation of taxiway C and the associated connector taxiways. This project included removal and realignment of a few of the connector taxiways to create safer movement of aircraft from the existing aprons on the south side of the airport to access the main runway, 9R/27L, and other areas of the airport. The construction portion of this project totaled \$7.9 million and included federal discretionary, state, and local funds. The partners involved in this project included FAA, MDOT, Oakland County (sponsor), Prein&Newhof (consultant) and Cadillac Asphalt (contractor).



Traverse City – Extend and Rehabilitate Runway 10/28 and Parallel Taxiways

The 2017 construction project at Traverse City – Cherry Capital Airport was the rehabilitation and extension of runway 10/28, including lighting, extending parallel taxiway G and D, installing a medium-intensity approach lighting system with runway alignment indicator on runway 10, and service road construction. The construction portion of this project totaled \$10.3 million and included federal, state, and local funds. The partners involved in this project included FAA, MDOT, Northwestern Regional Airport Commission (sponsor), Prein&Newhof (consultant), and Elmer’s Crane and Dozer (contractor).



Jackson – Final Phase of Runway 6/24 Realignment to Runway 7/25 for Runway Safety Area Compliance

The 2017 construction project at Jackson – Jackson County Reynolds Field Airport was a continuation of the construction of the new runway 7/25, which is 5,370 feet long by 100 feet wide. This new alignment was needed due to a substandard runway safety area on old runway 6/24. This final phase included the demolition of old runway 6/24, related taxiways, and a hangar. The project also included the installation of fencing, storm sewer, lighting, and navigational aids. These aids included FAA glide slope, a localizer, approach lighting, an automated surface observing system, a precision approach path indicator, and distance measuring equipment. The construction portion of this project totaled \$4 million and included federal discretionary, state, and local funds. The partners involved in this project included FAA, MDOT, Jackson County (sponsor), Mead and Hunt (consultant), and Hoffman Brothers (contractor).



A complete list of contract descriptions can be viewed on the MAC web page at www.michigan.gov/aero, under “Meetings” and then “Commission Contract Approvals.”

All-Weather Airport Access Program

MDOT Office of Aeronautics' All-Weather Airport Access Plan, under the umbrella of the Michigan Aviation System Plan (MASP), calls for weather observation and data dissemination at each eligible airport in Michigan. This includes three components: (1) Automated Weather Observation System (AWOS); (2) a Data Collection System for collection of AWOS data and dissemination to the FAA network; and (3) access to current weather products available through the Internet. There are 42 installed AWOS maintained by the Office of Aeronautics in cooperation with the local community. Aeronautics has entered into a contract with Mackinac Software to collect the current data and disseminate that data to the FAA's national network.

Aeronautics has entered into a contract with Weather Services International (WSI) to provide weather briefing services at airports in Michigan. Currently, WSI provides access to current weather products through their website to 41 locations in Michigan. For each community's airport, Aeronautics enters into a contract with a local sponsor that spells out the responsibilities for the shared operation and maintenance of the weather system.



In FY 2017, the MAC approved the renewal or extension of 27 contracts relating to the operation and maintenance of an AWOS, Data Collection System, and/or weather briefing services, along with two contract amendments. Approvals were for the following airports:

Automated Weather Observation Systems	Automated Weather Observation Systems
Gratiot Community Airport, Alma	Oscoda – Wurtsmith Airport, Oscoda
Huron County Memorial Airport, Bad Axe	St. Clair County International Airport, Port Huron
Roben – Hood Airport, Big Rapids	Kirsch Municipal Airport, Sturgis
Wexford County Airport, Cadillac	Weather Briefing Systems
Grosse Ile Municipal Airport, Detroit/Grosse Ile	Ann Arbor Municipal Airport, Ann Arbor
Hillsdale Municipal Airport, Hillsdale	Delta County Airport, Escanaba
Livingston Co. – Spencer J. Hardy Airport, Howell	Gaylord Regional Airport, Gaylord
Ionia County Airport, Ionia	Houghton County Memorial Airport, Hancock
Toledo Suburban Airport, Lambertville	West Michigan Regional Airport, Holland
Mason County Airport, Ludington	Jackson County – Reynolds Field, Jackson
Mackinac Island Airport, Mackinac Island	Pellston Regional Airport of Emmet Co., Pellston
Schoolcraft County Airport, Manistique	Chippewa Co. Int'l. Airport, Sault Ste. Marie
Mason Jewett Field, Mason	AWOS Contract Amendments
Monroe Custer Airport, Monroe	DuPont – Lapeer Airport, Lapeer
Mt. Pleasant Municipal Airport, Mt. Pleasant	West Branch Community Airport, West Branch
Luce County Airport, Newberry	

The All-Weather Airport Access Plan is currently under review to ensure it reflects the policies contained within the current MASP.

A map of systems maintained by the Office of Aeronautics can be viewed [online](#) or go to www.michigan.gov/aero, select “Pilot Resources” and then “AWOS” under “Featured Services for Pilots.”

Airport Loan Program

The Airport Loan Program allows a publicly owned airport to borrow up to \$100,000 for airport-related projects. Established annually by the Michigan Department of Treasury, the interest rate on new loans in 2017 is 3.04 percent per annum. Repayment is scheduled in yearly installments over a maximum 10-year period.

Loans are often used by sponsors for their local match obligation in capital improvement projects. However, a loan may not exceed 90 percent of the sponsor's match of the overall project cost.

In accordance with section 4 of PA 107 of 1969, Airport Development Act, the following provides a report for FY 2017.

Status of Projects – Information on all currently outstanding loan contracts funded under the program is provided on the chart below. All loans remain in good standing.

Loans Outstanding – At the beginning of FY 2017, outstanding loans amounted to \$318,640. Loan repayments of \$123,518 were received, and an adjustment of \$27 was made due to variance in final payment interest. At the end of the fiscal year, the outstanding loan balance was \$195,095.

Amount Available for New Loans – At the end of the fiscal year, the Airport Loan Program had a balance of \$2,004,905.

Status of Active Airport Loan Agreements as of Sept. 30, 2017					
Airport	Fiscal Year	Loan Amount	Amount Disbursed	Principal Repaid	Amount Outstanding
Hillsdale	2016	\$100,000	\$100,000	\$ 6,714	\$ 93,286
South Haven	2016	\$100,000	\$100,000	\$100,000	\$ --
Beaver Island	2013	\$100,000	\$100,000	\$ 26,410	\$ 73,590
Menominee	2012	\$ 55,000	\$ 55,000	\$ 26,781	\$ 28,219
Tuscola Area	2007	\$100,000	\$100,000	\$100,000	\$ --
		\$455,000	\$455,000	\$259,905	
Total Loans Outstanding					\$195,095

Air Service Program

The Michigan Air Service Program was developed in 1987 to address the loss and decline of commercial air service in many Michigan communities. The first state/local grant was issued in 1988. The program helped stabilize and expand commercial air service by undertaking activities aimed at promoting increased use of services available at local airports. The program consists of four categories: Aircraft Rescue and Firefighting Training, Airport Awareness, Capital Improvement and Equipment, and Air Carrier Recruitment and Retention.

In FY 2017, the MAC approved grants to airport sponsors under the Air Service Program totaling \$245,525 in state funds. The awarded grants were used to fund projects that included airport awareness activities, capital improvement and equipment, and/or aircraft rescue and firefighting training for the following airports. All grants require a local funding share.

Alpena County Regional Airport, Alpena	Capital Regional International Airport, Lansing
Willow Run Airport, Detroit	Manistee County – Blacker, Manistee
Delta County Airport, Escanaba	Sawyer International Airport, Marquette
Bishop International Airport, Flint	Muskegon County Airport, Muskegon
Gerald R. Ford International Airport, Grand Rapids	Pellston Regional Airport, Pellston
Houghton County Memorial Airport, Hancock	Oakland County International Airport, Pontiac
Ford Airport, Iron Mountain/Kingsford	MBS International Airport, Saginaw
Gogebic Iron County Airport, Ironwood	Chippewa Co. Int'l. Airport, Sault Ste. Marie
Kalamazoo/Battle Creek Int'l. Airport, Kalamazoo	Cherry Capital Airport, Traverse City

Passenger aircraft used at some commercial airports.



Financial Results

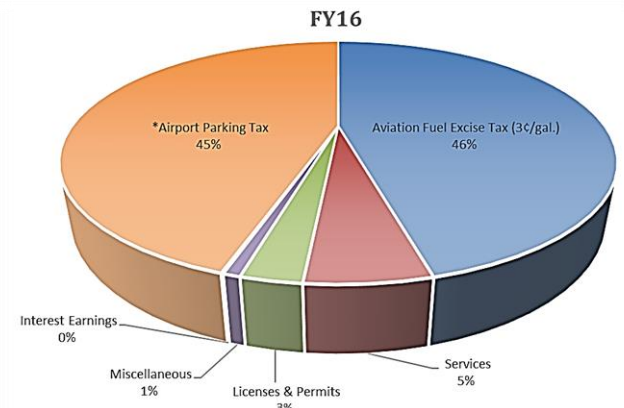
State Aeronautics Fund

PA 268 of 2016 appropriates funds to MDOT for undertaking aviation programs and services during FY 2017, and appropriations are supported by revenues received during the course of the fiscal year. The total amount of capital outlay awards are identified in the AIP portion of this report. Please note that airport parking tax revenue is dedicated to payment of debt service costs, with any remaining funds being used solely for AIP.

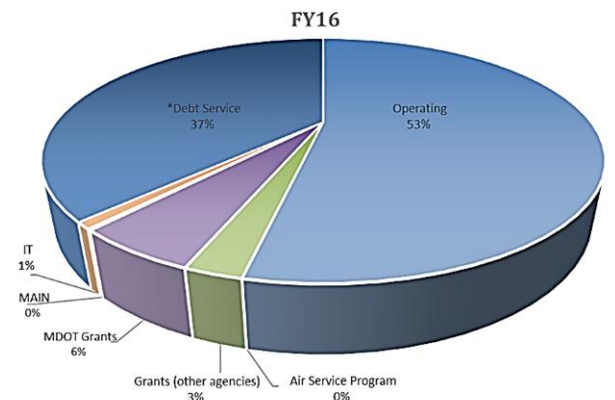
The information depicts revenues and expenditures for FY 2016 and FY 2017. The tables detail actual amounts, while the charts enable comparison within and between the two fiscal years shown on this and the following page.

Fiscal Year 2016

Revenue		
Aviation Fuel Excise Tax (3¢/gal.)	\$	6,133,158
Services		743,606
Licenses & Permits		363,409
Miscellaneous		102,147
Interest Earnings		13,471
*Airport Parking Tax		6,000,000
Total	\$	13,355,791



Expenditures		
Operating	\$	6,428,040
Air Service Program		-
Grants (other agencies)		309,925
MDOT Grants		672,099
MAIN		25,000
IT		98,782
*Debt Service		4,513,675
Total	\$	12,047,521

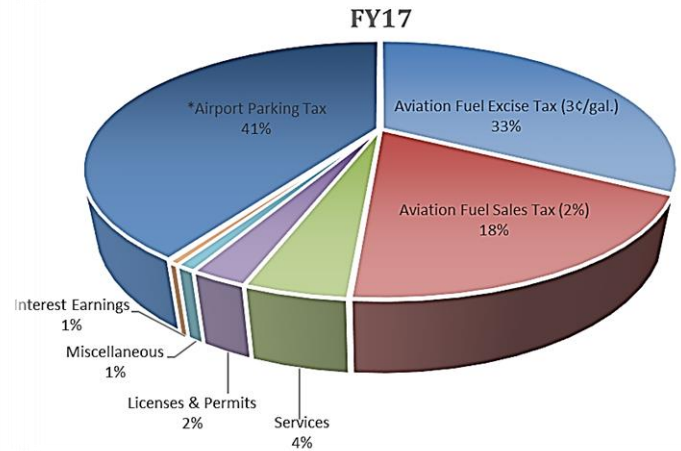


*In accordance with PA 680 of 2002 and PA 135 of 2006, \$6,000,000 was received from the Detroit Wayne County Airport Parking Tax, \$4,513,675 was used for debt service, and the remaining \$1,486,325 was used for capital projects in the AIP.

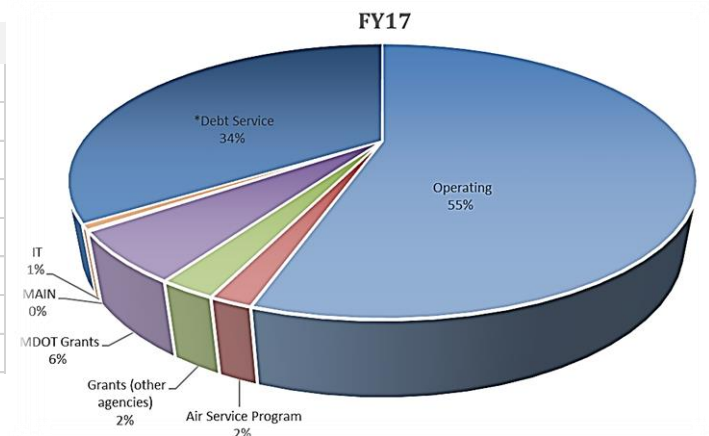
Financial Results – continued

Fiscal Year 2017

Revenue		
Aviation Fuel Excise Tax (3¢/gal.)	\$	4,849,040
Aviation Fuel Sales Tax (2%)		2,690,746
Services		626,213
Licenses & Permits		354,309
Miscellaneous		127,319
Interest Earnings		70,481
*Airport Parking Tax		6,000,000
Total	\$	14,718,108



Expenditures		
Operating	\$	7,403,736
Air Service Program		234,258
Grants (other agencies)		311,922
MDOT Grants		766,315
MAIN		24,800
IT		79,885
*Debt Service		4,616,306
Total	\$	13,437,222



*In accordance with PA 680 of 2002 and PA 135 of 2006, \$6,000,000 was received from the Detroit Wayne County Airport Parking Tax, \$4,616,306 was used for debt service, and the remaining \$1,383,694 was used for capital projects in the AIP.

Legislation

State Laws Enacted

- PA 436 of 2016 – Unmanned Aircraft Systems Act. Permits unmanned aerial vehicle (UAV or drone) operation in Michigan (commercially and recreationally), if operated in accordance with federal rules. The law prevents anyone from interfering with police, fire, emergency medical services, or search and rescue personnel with a UAV; prevents harassment, invasion of privacy, and restricts sex offender use. The law establishes a 27-member task force to develop statewide policy recommendations on the operation, use, and regulation of UAVs. The law was signed by the governor on Jan. 3, 2017, effective April 4, 2017.
- PA 29 of 2017 – Prohibits aiming a beam of directed energy emitted from a directed energy device at or into the path of an aircraft or a moving train. The law also provides penalties with maximum imprisonment of five years and a fine of \$10,000. The law was signed by the governor on May 8, 2017, effective Aug. 7, 2017.
- PA 30 of 2017 – Provides sentencing guidelines for a crime of aiming a beam of directed energy emitted from a directed energy device at or into the path of an aircraft or a moving train. The law was signed by the governor on May 8, 2017, effective Aug. 7, 2017.
- PA 107 of 2017 – Sets forth appropriations for FY 2018 for MDOT (and other departments). The law was signed by the governor on July 14, 2017.

Notable Boilerplate Provisions: Section 803 requires MDOT (Office of Aeronautics) to work with the Department of Technology, Management and Budget to solicit proposals for third party management of the department's aircraft fleet by Nov. 1, 2017; provide a copy of request for proposal to the House and Senate 30 days prior to the release for bidding of the request for proposal; and sell one Beechcraft King Air no later than Sept. 30, 2018.

State Bills Introduced

- SB 161 – Would designate the B-24 Liberator (many were produced at the Willow Run Plant) as the official state airplane. First introduced in 1941, the Consolidated B-24 Liberator was the most produced American military aircraft, as it was used by every branch of the U.S. Armed Forces during World War II. (Feb. 15, 2017, introduced and referred to the Senate Transportation Committee; May 9, 2017, committee recommended and referred to the full Senate.)

- HB 4350 and 4351 – Would amend PA 94 of 1937, the Use Tax Act, and PA 167 of 1933, the General Sales Tax Act. Both bills would exempt the purchase of certain aviation equipment. (March 14, 2017, introduced and referred to the House Tax Policy Committee; May 25, 2017, passed by the House; May 30, 2017, referred to Senate Committee on Finance, committee recommended and referred to the full Senate.)

Federal Law Enacted

- On Sept. 29, 2017, the president signed legislation extending federal aviation programs and funding for six months to March 31, 2018 (PL 115-63 of 2017). No policy changes were proposed and funding for programs will continue at the level authorized for FY 2017.

Policy

Michigan Air Service Program

On Nov. 9, 2016, the MAC approved updated guidelines for the Michigan Air Service Program for future grants. The eligibility criteria is limited to Part 139 airports, with a tiered matching system in an effort to maximize grant effectiveness. The program includes the 18 commercial air service airports in Michigan and considers funding for airport-specific projects across four categories listed below in priority order:

- Aircraft Rescue and Firefighting Training
- Airport Awareness
- Capital Improvement and Equipment
- Carrier Recruitment and Retention

On Jan. 26, 2017, the MAC approved an amendment to include language in the “Program Funding” section of the guidelines clarifying how excess funds will be disbursed. The language meets the intent of the overall program and allows for some flexibility.

The Michigan Air Service Program Guidelines can be viewed on the Michigan Aeronautics website at www.michigan.gov/aero under “Michigan Airports” in the subcategory “Air Service.”

Hospital Heliport and Helistop Guidelines

The Safety Advisory Committee began discussions on implementing guidance documents for hospital heliport and helistop licensing criteria, particularly language having to do with “suitable” approaches. The committee invited additional industry representatives to provide guidance in setting an appropriate approach standard. Updated heliport and helistop standards are expected to be discussed further during the FY 2018 modernization of the Michigan Aeronautics Code.

Statistics

FY 2017 Measurements

- Total Contracts Awarded (Airport Sponsor for AIP, Air Service Program, Weather Services, and with FAA) – **152**
- Airport Development Projects – **51 projects let**
- Statewide Paint Marking Program – **15 airports**
- Statewide Crack Sealing Program – **15 airports**
- Pavement Condition Index (PCI), Inspections and Reports – **39 airports**
- Tall Structure Reviews – **3,662 applications reviewed, including 250 for wind turbines**
- Individual Non-Primary Airport Grant Closeouts – **107 completed**
- Primary Airport Grant Closeouts – **29 completed**
- State Block Grant Closeouts – **3 completed**
- State/Local Grant Closeouts – **48 completed**
- Licensed Public-Use Airports – **227**
- Licensed Public-Use Heliports – **7**
- Licensed Hospital Heliports/Helistops – **95**
- Public-Use Airport Inspections – **67**
- Public-Use Heliport Inspections – **4**
- Hospital Heliport/Helistop Inspections – **28**
- Registered Aircraft – **5,554**
- Dealer Licenses Issued – **125**
- Licensed Flight Schools – **73**
- Flight School Inspections – **9**
- Safety Seminars for Pilots – **7 seminars, approximately 220 total attendees**
- State Aircraft Utilization – **888.3 hours**

Strategic Plan

Wildly Important Goals

2017 Actions and Results

Office of Aeronautics

Updated the Michigan Aviation System Plan (MASP) to align with MDOT's current Strategic Plan. The update incorporated current airport data and federal asset study information, as well as economic impacts of airports on local economies (community benefit assessment). The focus of the update improved safety and sustained effective partnerships with airport sponsors. The MASP is used to assist in the programming of airport projects to align with statewide strategies and goals. The measure of success will be more effective programming of limited resources by identifying and evaluating specific opportunities where investments will have the greatest impact. The update drives our strategic investment strategy, which relies on accurate data to analyze both facility and system needs. A key metric is the overall condition of airport pavements. The goal is to maintain 90 percent of all Tier 1 Airport Primary Runways in good or fair condition.

The community benefit assessment component provides information that may be critical in competing for and justifying future aviation funding in Michigan, as well as demonstrating to individual communities the benefit of their airports. This provides value to airports by quantifying jobs and economic impacts, but also highlights the impacts of airports as an industry in Michigan. The measure of success is an increase in the statewide economic benefit of aviation, which was estimated at \$22 billion annually. An updated version of the MASP was adopted by the MAC at their July 26, 2017, meeting.

Replaced outdated and inefficient flight scheduling software (FlightPak) with current web-based technology (Aircraft Logs). This project reduced staff time by providing staff the ability to remotely schedule and receive flight information and utilize mobile technology. The new web-based application streamlines the flight scheduling process and automates flight notifications for staff and passengers, as well as flight operations reporting. Success was fully measured after the first quarter in FY 2017, achieving a 25 percent reduction in staff time (10 hours a week) required to open and close flight logs and retrieve current flight information. To date, the biggest benefit being realized is program access while staff are out of the office. Staff are able to check the flight schedule remotely and respond to any inquiries quickly, thereby providing greater customer service.

Replaced existing invoice payment process with ProjectWise electronic workflow. The existing paper process utilized old procedures, resulting in lost invoices and lengthy approval processes. The new process improves document control and security by incorporating electronic document retention and workflow technologies. This has reduced staff time and paperwork, and streamlined the payment process, which provides greater customer service. There has been a 30 percent reduction in the time necessary to process payments (from 10 to seven days). This reduction is mostly due to the elimination of mail time, but also in daily reminders of payments to process as notified by e-mail. The measures of success include benefits to both customers and staff.

Wildly Important Goals – 2018

MDOT will build upon our innovative culture by measuring, promoting and celebrating innovations.

Office of Aeronautics

Grant Closeout Process Improvement

Address all open grants eligible for closure to maintain a positive cash balance in the State Aeronautics Fund. A closeout process improvement activity will be conducted by the MDOT Performance Excellence Section in January or February 2018. This process improvement will examine the closeout process in detail to look for steps that are redundant or do not add value and only increase the time needed for a closeout and to develop a process that is consistent and meets requirements.

Meanwhile, staff has given additional attention and time to making sure all closeouts are worked on as a priority. This attention has paid off in reducing time needed for closeouts and positive balance to the State Aeronautics Fund cash balance.

Michigan Aeronautics Code Modernization

Improve quality of service by eliminating outdated, redundant, and inefficient policies in the Michigan Aeronautics Code. The comprehensive revisions of the code seek to increase MDOT Office of Aeronautics' flexibility and efficiency in regulating aviation in Michigan. Success will be measured by achieving internal review of the code, seeking legislative change and implementing modifications to the Michigan Aeronautics Code.

MDOT Office of Governmental Affairs staff have begun preparing a FY 2018-2019 legislative outreach strategy for the coming legislative session.

Flight Operations Manual Update

Perform a comprehensive analysis of the current flight operations manual utilized by the Air Transport Unit that will improve safety through standardized and updated procedures. A flight operations manual is a living document used to set specific guidelines for aircraft operation. With internal changes and a continually evolving aircraft operating environment, a formalized update to the flight operations manual will increase the safety and standardization of MDOT Office of Aeronautics' air transport flights. Success will be measured by having a finalized, updated flight operations manual and accompanying a safety management system to track changes to the manual, if feasible.

During FY 2017, the flight operations manual was updated to reflect current operational needs and safety requirements. Recent additions of new staff will necessitate further updates.

Education

On Nov. 9, 2016, the MAC approved a contract providing \$30,000 to the Michigan Association of Airport Executives (MAAE) for the conduct of workshops, training programs, seminars, and conferences to support the education and training of airport managers and staff throughout Michigan. The grant helps support student scholarships for those pursuing an aviation-related education by enhancing the existing scholarship program available through MAAE, promotes internships at airports, and helps launch a new Fly Michigan Passport Program. The contract is funded via appropriations provided in section 114, Aeronautics Services of PA 268 of 2016. MAAE provided \$5,250 (local match), bringing the total funds available for training efforts to \$35,250.

Pilot Safety Seminars: Seven seminars were held throughout FY 2017, with more than 200 people in attendance. Seminar locations were throughout Michigan and included Caro, Hancock, Jackson, Lansing, Pontiac, and Plymouth.

Aviation Fuel Safety Seminar: Held Oct. 3-6, 2016, in Lansing, the seminar was co-sponsored by Avflight Lansing, AvFuel Corporation, and MDOT Office of Aeronautics. In attendance were 83 airport fixed-base operators (FBOs) and line service personnel for training related to the handling of fuel products, included fueling of aircraft.

Michigan Airport Conference: The 26th year of this conference, co-hosted by MDOT Office of Aeronautics and MAAE, was held on Feb. 22-23, 2017, in East Lansing. The agenda included updates from MDOT Office of Aeronautics and the FAA, airport roundtable discussions, and a session on UAV regulations for airport managers presented by FAA aviation safety inspector Norman Armstrong. Sessions included the topic “There are No Simple Mistakes in Aviation,” presented by Paul Ratte, United States Aircraft Insurance Group, as well as an airport manager panel discussion entitled “Let’s Talk Airports” (pictured above). As lunch speaker, Rick Fiddler, vice president of Amway Aviation and a MAC commissioner, presented and shared his experience in a 1983 helicopter crash and rescue in Lake Michigan. The conference included a legislative reception with exhibitors (pictured).



SimCom Aviation Training: Held in February and March 2017, MDOT Office of Aeronautics pilots attended professional pilot recurrent training in Orlando, Florida.

Capital Area Aviation Academy: Approximately 36 high school juniors and seniors from Livingston and Ingham counties toured MDOT Office of Aeronautics on March 22, 2017. These students were enrolled in a private pilot ground school class as part of their curriculum.

Aircraft Owners and Pilots Association (AOPA) Air Safety Seminar: Held May 10, 2017, in Lansing. The seminar was co-sponsored by AOPA and MDOT Office of Aeronautics. There were approximately 50 general aviation pilots from mid-Michigan. Topics of the seminar included operating from non-towered airports and ways to reduce the accident rate in the general aviation community. (Pictured is Andy Miller, Great Lakes Ambassador, AOPA.)



Michigan Association of Airport Executives: The fall conference was held Sept. 11-15, 2017, in Escanaba. The agenda included updates from MDOT Office of Aeronautics and the FAA, airport roundtable sessions, MASP update, airport manager panel discussion, lunch speaker Valerie van Heest (an underwater explorer involved in the discovery and archaeological documentation of numerous historic Great Lakes shipwrecks), and more. The MAC meeting was held in conjunction with the conference.

Michigan Aviation Professional Course: Held on Sept. 25, 2017, in Mt. Pleasant, co-sponsored by MDOT Office of Aeronautics and MAAE. This was a one-day class for small general aviation airports designed to provide new managers, elected officials and consultants a jump-start on understanding the complexities of managing an airport (pictured).



Notable Events/Recognitions

Events

Michigan State Transportation Commission/MAC Joint Public Meeting: Held on Jan. 26, 2017, at the MDOT Office of Aeronautics in Lansing. State Transportation Director Kirk Steudle and Aeronautics Executive Administrator Mike Trout presented.

2017 International Aviation Art Contest was sponsored by the National Association of State Aviation Officials. The contest was open to children between the ages of 6 to 17. Entries were judged in January by MDOT Office of Aeronautics staff in three classes according to age and creative use of the theme “Beyond the Clouds.” The top three entries in each category were forwarded to Washington, D.C., and Michigan’s Jennifer Meng (age 13) of Forsythe Middle School in Ann Arbor placed second in Category II on the national level (pictured).



MAC Meeting: Held on May 24, 2017, in Oscoda. Immediately following the meeting, attendees were invited to Oscoda-Wurtsmith Airport for a tour of Kalitta Air operations.

Unmanned Aircraft Systems Task Force: On July 10, 2017, the governor announced the initial appointments to the task force. The task force will develop statewide policy recommendations on the operation, use, and regulation of unmanned aircraft systems in Michigan. Individuals were nominated by their respective associations/departments for consideration by the governor. There are 27 members on the task force. Mike Trout, director of MAC and the MDOT Office of Aeronautics, represents MDOT and chairs the task force. The task force will submit a report to the governor and standing committees in the House and Senate within three months after its first meeting. The first meeting was held on Aug. 23, 2017, with expected final report in early FY 2018. (The final report was submitted on Nov. 20, 2017.)

Recognitions

West Michigan Airport Authority (WMAA) was presented with an Airport Sponsor of the Year Award during the Michigan Airports Conference in February 2017 in recognition of sustained excellence in contribution to aviation progress in the state of Michigan. WMAA was commended, in particular, for coordination of outstanding local efforts involved in the completion of the new state-of-the-air airport business center and aircraft apron project at the West Michigan Regional Airport in Holland. This valuable community asset greatly enhanced the airport’s position as the primary access hub for economic global activity for the region. (Pictured from left to right: Mark Noel, manager of MDOT Office of Aeronautics Planning and Development Section; Russ Sylte, WMAA chairman; and Tim Klunder, WMAA past chairman.)



Wayne County Airport Authority (WCAA) was presented with an Airport of the Year Award during the Michigan Airports Conference in February 2017 in recognition of sustained

excellence in contribution to aviation progress in the state of Michigan. WCAA was commended, in particular, for the outstanding efforts involved in the completion of the reconstruction of runway 4L/22R and the associated taxiways and lighting system at the Detroit Metropolitan Wayne County Airport. This major project, critical to the airport's operational efficiency and business continuity, was completed in one construction season and opened ahead of schedule.

Mead & Hunt was presented with the "Robert G. Peckham" Consultant of the Year Award during the Michigan Airports Conference in February 2017, in recognition of excellence in aviation consultant services and dedication to airport development throughout the state of Michigan. Mead & Hunt has served clients for more than a century and has been a lead partner in numerous outstanding airport projects. They continue to strive for the satisfaction of the people they serve with the highest level of integrity.

Air Transport Unit staff John Orban, Paul Bruder, Tara Ball, and Matt Brinker received a Simply Super Service Award during the MAC meeting on July 26, 2017, for their close attention to detail on safety and dedication to the needs of their passengers, as illustrated by a flight that encountered maintenance difficulty and required quick and decisive action. (Pictured from left to right: Bryan Budds, MAC advisor; Russ Kavalhuna, MAC chair; Matt Brinker, pilot; John Orban, aircraft maintenance supervisor; Paul Bruder, aircraft mechanic; Tara Ball, pilot and Air Transport Unit supervisor; and Mike Trout, MAC director.)



Brad Frederick/Recreational Aviation Foundation was presented with the group Award of Excellence by the MAC on Sept. 13, 2017, for the tremendous dedication and organizational effort in preserving and developing public-use recreational airstrips throughout the United States, particularly North Fox Island in Lake Michigan and the Two Hearted Airstrip in the Upper Peninsula. (Pictured from left to right: Russ Kavalhuna, MAC chair; Brad Frederick, Recreational Aviation Foundation; Pete Kamarainen, MAC commissioner; and Mike Trout, MAC director.)



Captain Dave Powell, Western Michigan University (WMU) College of Aviation dean, was presented with the individual Award of Excellence by the MAC on Sept. 13, 2017, for his outstanding contributions to aviation education through his leadership at WMU. Under his deanship, enrollment continues to grow, aircraft and labs are technologically advanced, and graduates are career-ready professionals in the field of aviation. (Pictured from left to right: Russ Kavalhuna, MAC chair; Captain Dave Powell, WMU; Pete Kamarainen, MAC commissioner; and Mike Trout, MAC director.)



Other Notables

Commissioner Len Isabelle was promoted to major general with the Michigan Air National Guard in fall 2016.

Vice Chairman Dave VanderVeen was inducted into the Michigan Aviation Hall of Fame in May 2017.

Chairman Russ Kavalhuna was reappointed by Gov. Snyder for a third four-year term, expiring May 27, 2021.

Commissioners Dave VanderVeen and Pete Kamarainen, at the September MAC meeting, were elected as chairman and vice chairman for the 2017-2018 term, replacing Russ Kavalhuna and Dave VanderVeen as chairman and vice chairman, respectively.

Former Chairman Russ Kavalhuna was presented with a plaque from Commission Director Mike Trout, commending him for an outstanding 2016-2017 year (pictured from right to left).

