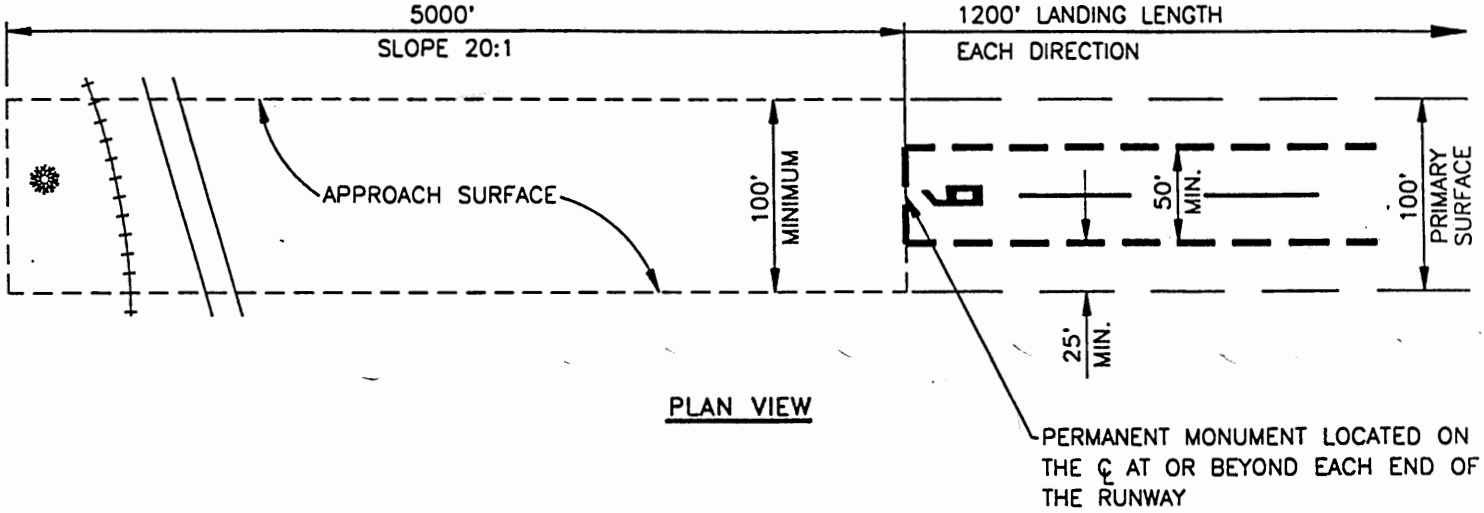
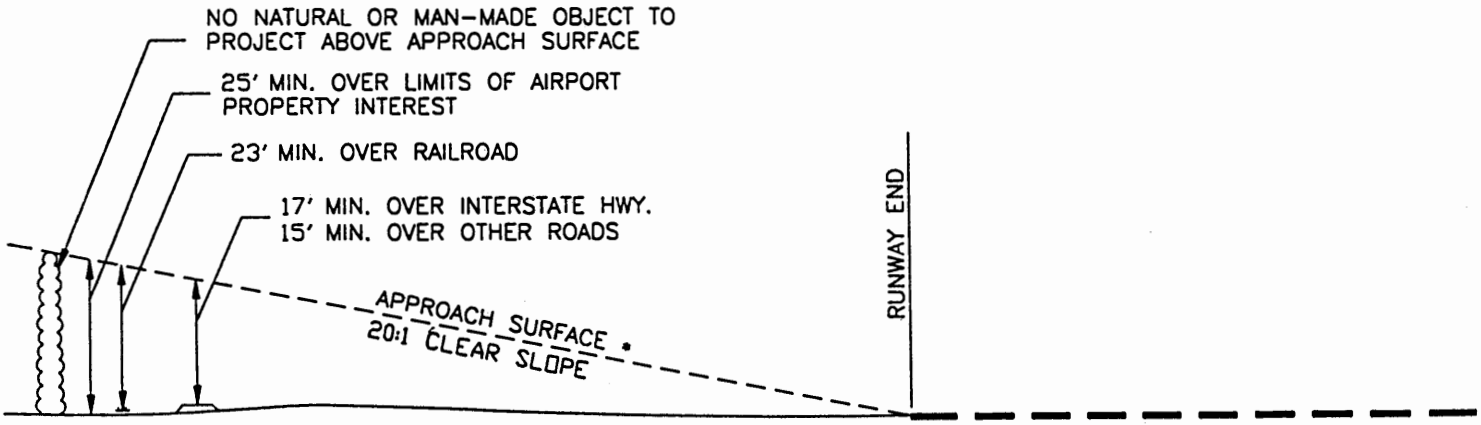
MINIMUM STANDARDS FOR BASIC UTILITY AIRPORTS WITH A UNPAVED RUNWAY



PLAN VIEW



* THE MOST RESTRICTIVE OBJECT OR CLEARANCE WITHIN THE APPROACH AREA SHALL BE USED TO LOCATE THE END OF THE APPROACH SURFACE FOR DISPLACED THRESHOLDS.

PROFILE

THE FOLLOWING PILOT AIDS ARE MAINTAINED:

(A) RUNWAY SURFACE MARKINGS CONFORMING TO FEDERAL AVIATION ADMINISTRATION PUBLISHED STANDARDS.

(B) A WINDCONE.

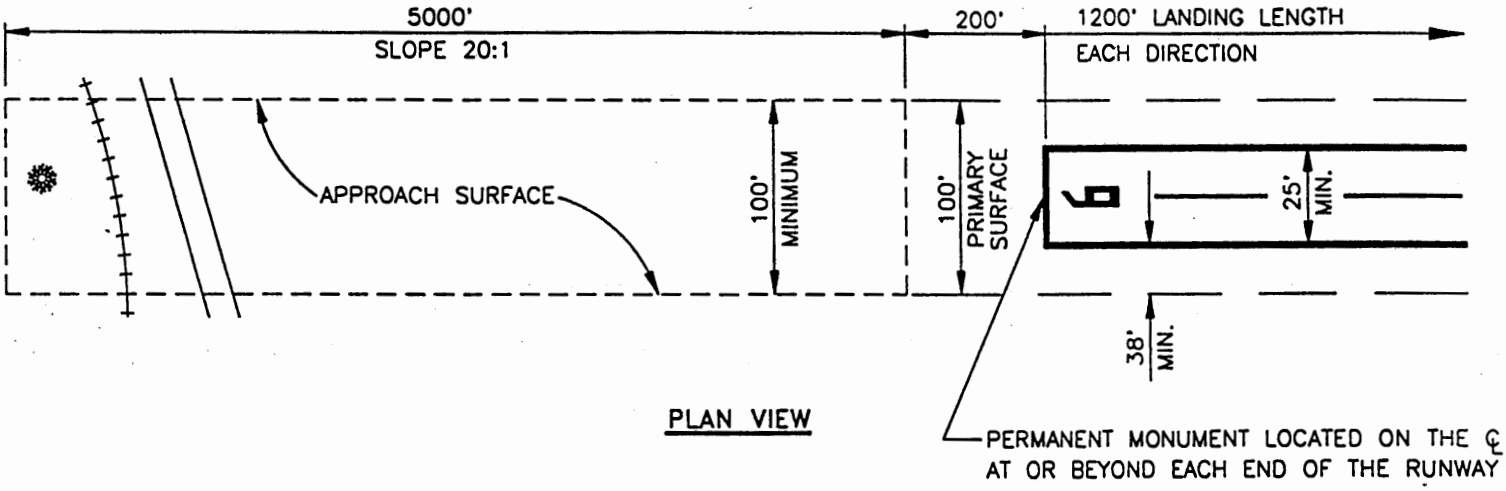
(C) AIRPORTS WITH RIGHT TRAFFIC PATTERNS SHALL HAVE A SEGMENTED CIRCLE CONFORMING TO FEDERAL AVIATION ADMINISTRATION PUBLISHED STANDARDS.

(D) RUNWAY LIGHTING, IF AVAILABLE FOR PUBLIC USE, SHALL CONFORM TO FEDERAL AVIATION ADMINISTRATION STANDARD COLOR AND LAYOUT.

MICHIGAN AERONAUTICS COMMISSION

DRAWN: AUG. 08, 1996 DRAWING NO. **ST-R-000**

MINIMUM STANDARDS FOR BASIC UTILITY AIRPORTS WITH A PAVED RUNWAY



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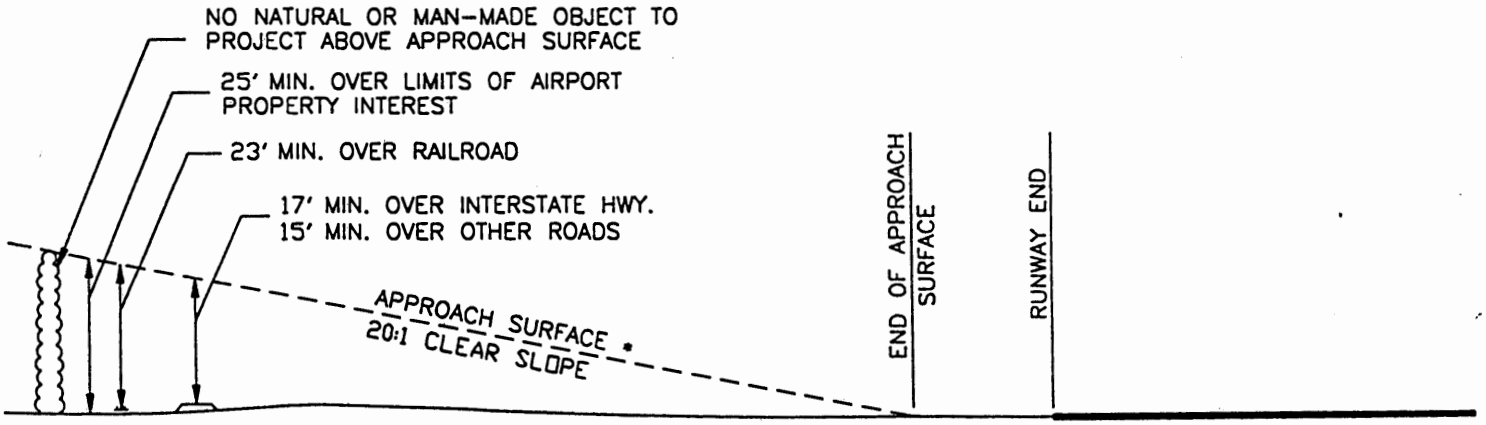

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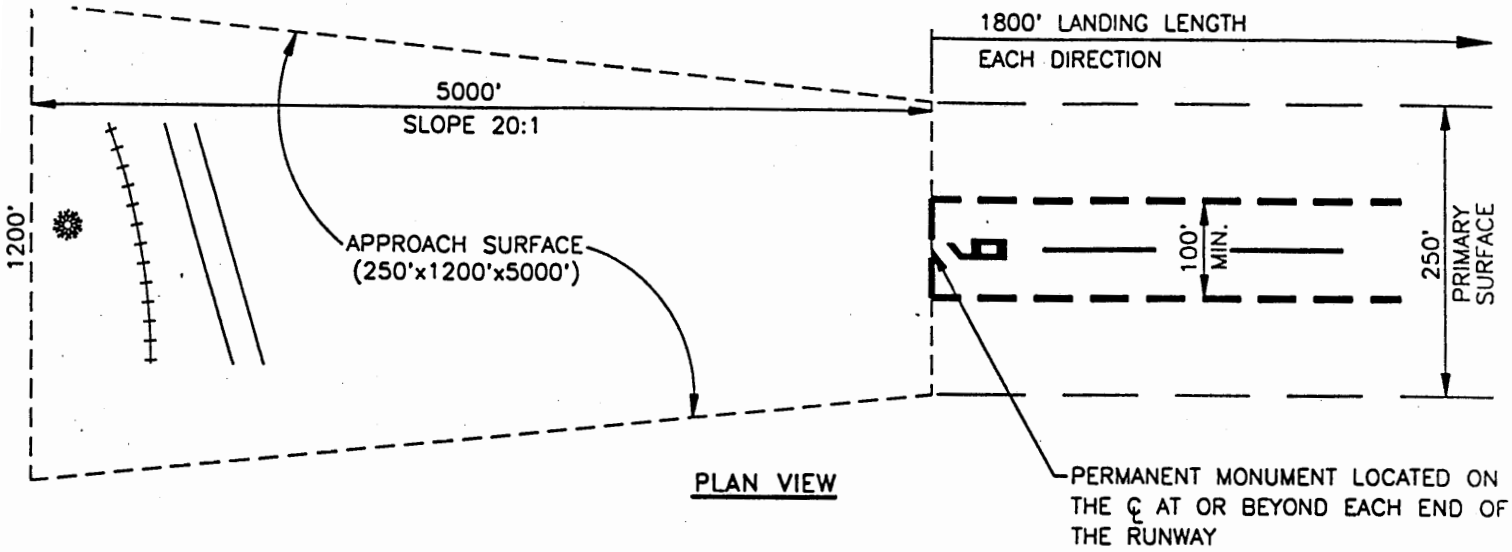
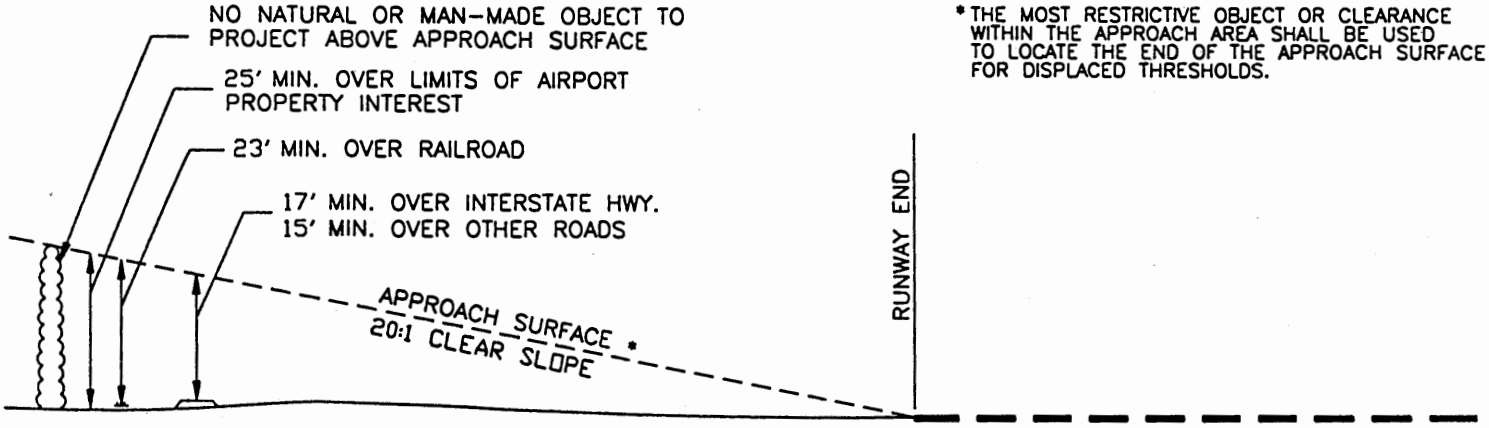
MICHIGAN AERONAUTICS COMMISSION

DRAWN: AUG. 08, 1996 DRAWING NO. **ST-R-000**

MINIMUM STANDARDS FOR GENERAL UTILITY AIRPORTS WITH A UNPAVED RUNWAY



PLAN VIEW



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PROFILE

THE FOLLOWING PILOT AIDS ARE MAINTAINED:

(A) PAVED RUNWAYS SHALL HAVE CENTERLINE MARKING AND RUNWAY NUMBERING CONFORMING TO THE PUBLISHED STANDARDS OF THE FEDERAL AVIATION ADMINISTRATION.

(B) UNPAVED RUNWAYS MARKED IN ACCORDANCE WITH COMMISSION STANDARDS.

(C) ANY CROSSWIND RUNWAYS MUST MEET MINIMUM REQUIREMENTS SET FOR A BASIC UTILITY AIRPORT.

(D) A LIGHTED WINDCONE.

(E) RUNWAY LIGHTING SHALL BE AVAILABLE FROM SUNSET TO SUNRISE DAILY. LIGHTING CONFIGURATION SHALL CONFORM TO THE REQUIREMENTS OF THE FEDERAL AVIATION ADMINISTRATION REGARDING STANDARD COLOR AND LAYOUT.

(F) AIRPORTS WITH RIGHT TRAFFIC PATTERNS SHALL HAVE A SEGMENTED CIRCLE WITH TRAFFIC PATTERN INDICATORS CONFORMING TO THE PUBLISHED STANDARDS OF THE FEDERAL AVIATION ADMINISTRATION.

THE AIRPORT PROVIDES THE FOLLOWING SERVICES:

(A) AN ADMINISTRATION BUILDING OR TERMINAL BUILDING WITH SANITARY FACILITIES AVAILABLE TO THE PUBLIC.

(B) ADEQUATE MEANS TO DETER THE UNAUTHORIZED OR INADVERTENT ACCESS TO THE AIRCRAFT OPERATIONS AREA.

(C) A TELEPHONE SHALL BE AVAILABLE TO THE PUBLIC 24 HOURS DAILY ON THE AIRPORT AND ITS LOCATION SHALL BE CLEARLY INDICATED.

(D) A FORMALLY ADOPTED EMERGENCY SERVICE PLAN PREPARED BY THE AIRPORT OWNER.

(E) AIRPORT RULES AND REGULATIONS THAT ARE ADOPTED BY THE AIRPORT OWNER AND AVAILABLE TO THE PUBLIC.

(F) ITINERANT AIRCRAFT PARKING AND TIE DOWNS, INCLUDING ADEQUATE ROPES, CHAINS, OR EQUIVALENT.

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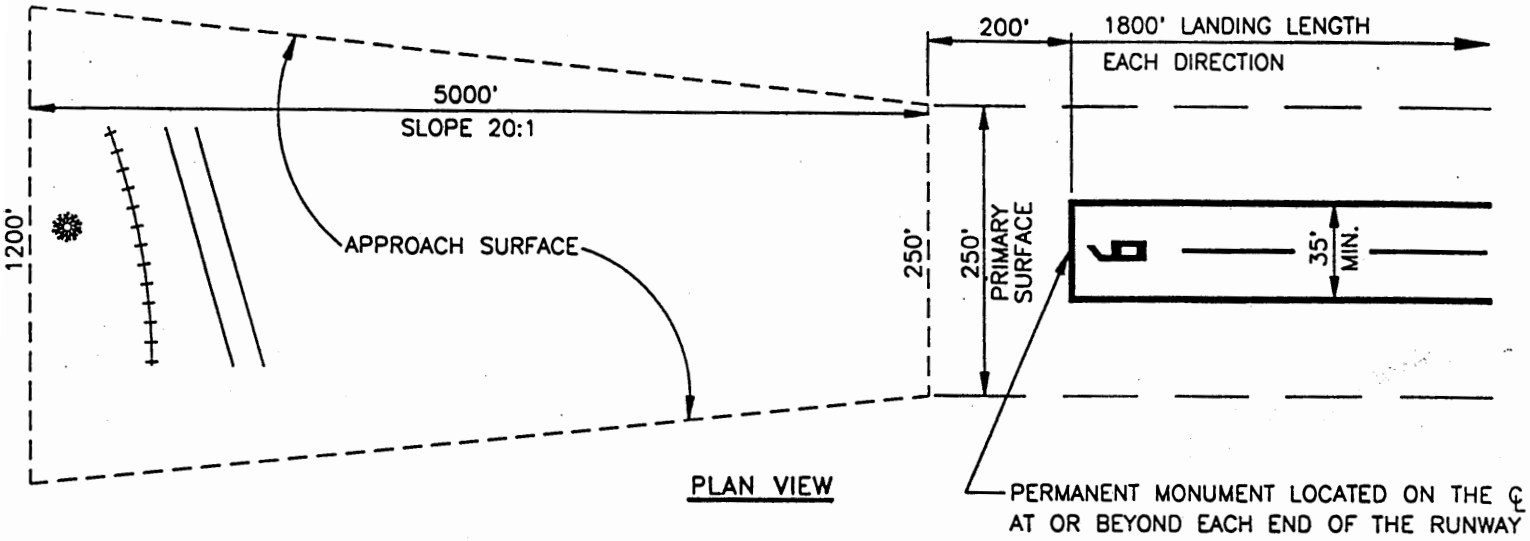

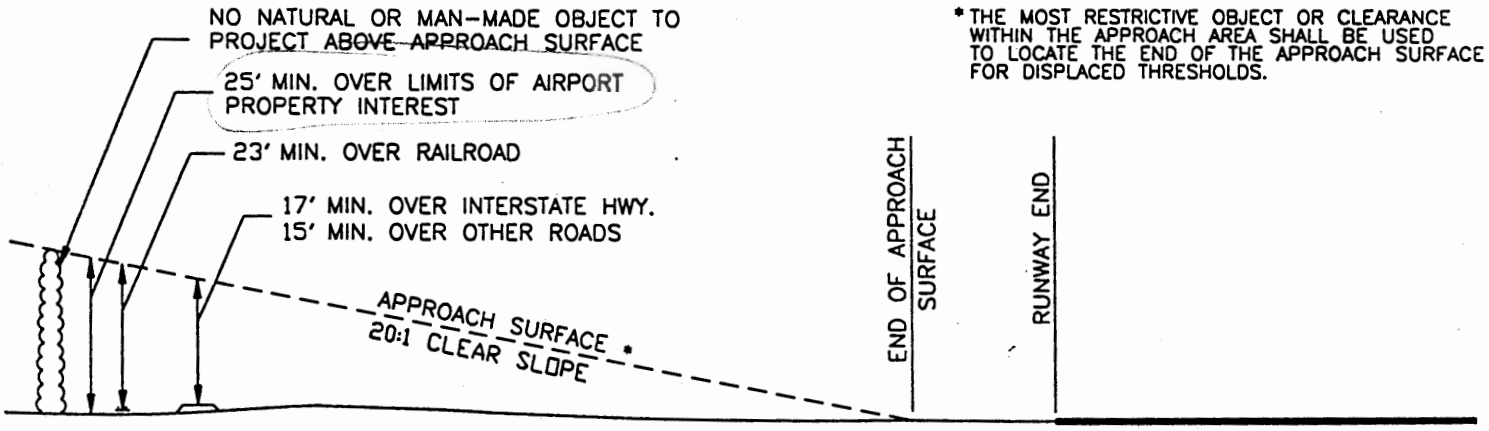

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