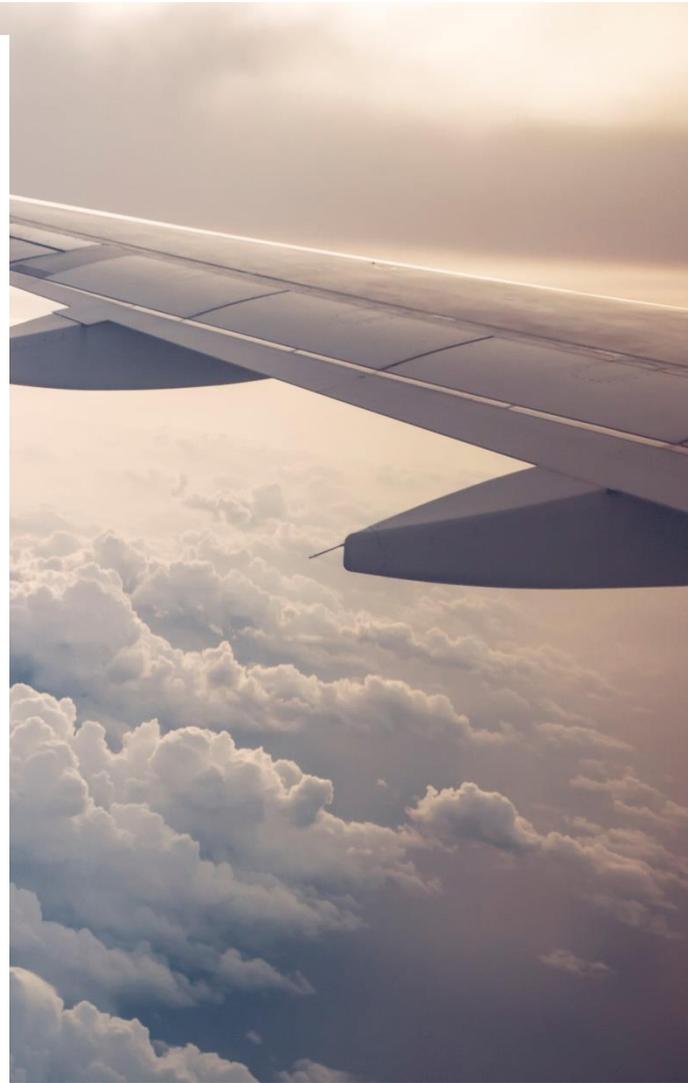


2022 Annual Report



**Michigan Aeronautics Commission and
Michigan Department of Transportation
Office of Aeronautics**





STATE OF MICHIGAN
MICHIGAN AERONAUTICS COMMISSION
LANSING



GRETCHEN WHITMER
GOVERNOR

January 31, 2023

Dear Reader:

Subject: Fiscal Year 2022 Annual Report

The Michigan Aeronautics Commission (Commission) and Michigan Department of Transportation Office of Aeronautics (MDOT Aero) are pleased to submit the Fiscal Year 2022 Annual Report. This report provides a summary of the Commission's meeting proceedings and an operations report for MDOT Aero; specifically, actions taken on behalf of the Commission for the further development, promotion, and safety of aviation in the State of Michigan.

MDOT Aero hopes you find the contents of this report both informative and interesting. If you have any questions, please contact our office at 517-335-9283 or visit www.michigan.gov/aero.

Sincerely,

Michael G. Trout, A.A.E
Director, Michigan Aeronautics Commission
Executive Administrator MDOT Office of Aeronautics

Kelly Burris, Chairperson • Dr. Brian Smith, Vice Chairperson
Benjamin Carter • Rick Fiddler • Russ Kavalhuna
Brad Wieferich • Maj. Gen. Paul Rogers • Daniel Eichinger • Col. Joseph Gasper
Mike Trout, Director, Michigan Aeronautics Commission

2700 Port Lansing Road • Lansing, MI 48906
www.michigan.gov/aero • (517) 335-9568

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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 a nine-member body 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 the five appointed members, the MAC consists of four statutory members, which are the directors of the Department of Transportation (MDOT), the Department of Natural Resources, the Michigan State Police, and the Department of Military and Veterans Affairs. Additionally, MDOT's Office of Aeronautics (Aero) executive administrator is designated as the director of the Commission. Below are the current commissioners and commission director.



Kelly Burris
Chairperson
(September 2022 - September 2023)

Owner
Burris Law, PLLC
Detroit, MI



Laura Mester
Commissioner

Representing Brad Wieferich
Department of Transportation
Lansing, MI



Dr. Brian Smith
Vice Chairperson

Adjunct Professor, Wayne
County Community College;
President, Tuskegee Airmen
National Museum
Detroit, MI



F/LT. Greg Setla
Commissioner

Representing Col. Joe Gasper
Department of State Police
Lansing, MI



Rick Fiddler
Commissioner

Vice President (Retired)
Amway Aviation
Grand Rapids, MI



Brig. Gen. Bryan Teff
Commissioner

Representing Maj. Gen. Paul
Rogers
Department of Military and
Veterans Affairs
Lansing, MI



Ben Carter
Commissioner

Executive Vice President
Chief Operating Officer,
Trinity Health
Farmington Hills, MI



Kevin Jacobs
Commissioner

Representing Daniel Eichinger
Department of Natural
Resources
Roscommon, MI



Russ Kavalhuna
 Commissioner
 President,
 Henry Ford Community College
 Dearborn, MI



Mike Trout
 Director
 Executive Administrator,
 Office of Aeronautics
 Department of Transportation
 Lansing, MI



MDOT Office of Aeronautics

Mission Statement: "To Develop and Preserve a Safe, High-Quality Statewide Air Transportation System"

The Office of Aeronautics has 48 appropriated full-time employees (FTEs) supporting two sections and the Michigan Aeronautics Commission.

Airport Planning and Development Section

The Airport Planning and Development Section is comprised of three units (Finance and Operations, Airport Planning and Environmental, and Airport Development) that support project management, planning and environmental functions, and financial and operational responsibilities for Aero. Staff provide project support relative to airport master planning, environmental review, zoning assistance, real estate project management and oversight of disadvantaged business enterprises (DBE) at Michigan airports. This section also administers the federal and state Airport Capital Improvement Programs (ACIP), which provide programming and project accounting for capital improvements at Michigan airports. Financial operations, budget tracking, and accountability for funds used for the operation of Aero, as well as other administrative responsibilities, are housed in this section. The federal and state ACIP is closely tied to programs of the individual airport sponsors. The activities and services are prioritized to return to Michigan the maximum federal dollars to meet airport needs.

Aviation Services Section

The Aviation Services Section is comprised of four units: Inspection and Licensing, Airspace and Emerging Aviation, Electronic Facilities, and Air Transport. This section maintains responsibility for inspecting flight schools, heliports, and airports, allowing for important safety oversight of these facilities, and ensuring adherence to federal and state safety standards. This section also handles aircraft registration, airport manager testing, and creation of the airport directory. Maintaining pilot information systems and automated weather operating systems (AWOS) at nearly 50 airports, guided by the Aero All Weather Access Plan, fall under this section along with the maintenance and operation of state aircraft utilized for transporting state personnel on official business. The newly created Airspace and Emerging Aviation Unit maintains and operates uncrewed aerial systems (UAS), or drones, as well as completes all airspace reviews and tall structure permitting.



In Fiscal Year (FY) 2022, Aero:

- Welcomed new employees into the following positions:
 - Electronics technician
 - Aircraft mechanic
 - Veterans intern office assistant
 - Administrative assistant
 - Engineers/project managers (PM)
 - Financial analyst
 - Environmental specialist
 - Student assistant
- Welcomed new Michigan Aeronautics Commissioners:
 - Ben Carter
 - F/Lt Greg Setla
- Promoted employees in the following positions:
 - Student assistant to analyst
 - Pilot to air transport unit supervisor
 - Engineer/PM to Finance and Operations Unit supervisor;
 - Inspector to Upper Peninsula pilot/inspector
 - Environmental specialist to Planning and Environmental Unit supervisor
 - Project Support supervisor to Airspace and Emerging Aviation Unit supervisor

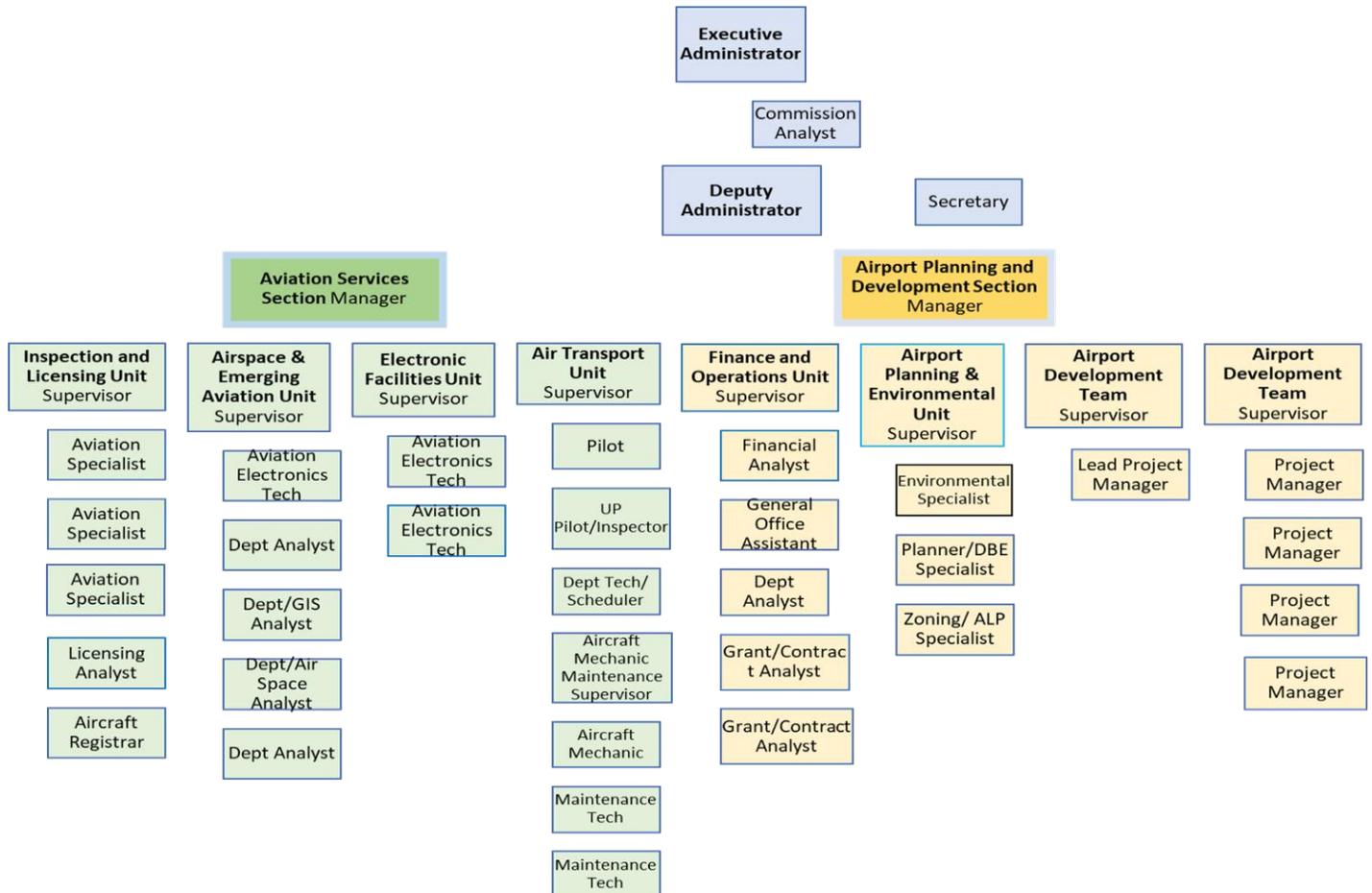
- General office assistant to analyst
- Department technician to analyst

Aero has undergone significant organizational changes to provide more streamlined customer service and better align job functions. Some of these changes are highlighted below.

- Combined Grants/Contracts Unit and Project Management Unit into Airport Developments Teams
- Created a Finance and Operations Unit
- Created an Airport Planning and Environmental Unit
- Created an Air Space and Emerging Aviation Unit

Overall, Aero has collaborated cross-agency on unique payments, such as the Michigan Department of Environment, Great Lakes, and Energy (EGLE) PFAS Grant Program, and built lasting relationships with MDOT Bureau of Finance Accounts Payable and Contract Services to increase efficiency in processes effecting our customers.

Office of Aeronautics Organization Chart





Awards and Recognitions

Proclamations:

- Girls in Aviation Day: Sept. 24, 2022, was declared the 8th annual Girls in Aviation Day across the nation with various events held in Michigan to celebrate.
- September as Aviation Month: Gov. Gretchen Whitmer declared September 2022 as Aviation Month in Michigan.

2022 NASAO Art Contest: “Design Your Perfect Aircraft”

The following students were Michigan’s winners and were sent on to the national contest.

- 1st place Group 1 – Ethan Chan, Ann Arbor
- 1st place Group 2 – Shelley Ouyang, Ann Arbor
- 1st place Group 3 – Amani Aggour, Ann Arbor

Off-Site MAC Meetings:

The MAC was back on the road after meeting virtually during the pandemic. During 2022, the Commission was welcomed at the Western Michigan University College of Aviation in June, Charlevoix City Hall hosted by Charlevoix Airport in July, and Mackinac Island in conjunction with the Michigan Airport Conference in September. Each community welcomed the Commission and provided exceptional hospitality.

Michigan Airport Conferences:

The annual winter Airport Conference was held at the Kellogg Hotel and Event Center in East Lansing on Feb. 16-17, 2022. The fall conference was held at Mission Point Resort on Mackinac Island on Sept. 12-16, 2022. A record number of attendees registered for both conferences, hearing from speakers on topics such as sustainability and resilience and the future of aviation.



Operation Good Cheer:

Operation Good Cheer is a volunteer program that delivers gifts to children in need for the holidays. Held at Roben Hood Airport in Big Rapids on Dec. 4, 2021, Aero flight crews helped load packages into airplanes and flew them to intended destinations. With some pilots dressed as Santa Claus, the endeavor brought smiles to those who participated by giving and those who are thankful for receiving.



Michigan Aviation Hall of Fame Inductees:

- Katherine L. Chamberlain, Pilot (deceased)
- Frederick W. Zinn, Combat Photographer (deceased)
- Capt. Ralph H. Fletcher, USN, Retired, WWII Navy Pilot, FAA (deceased)
- Cody Welch, Commercial Pilot
- Virgil Williams, Private Pilot, Airport Manager
- Lawrence "Larry" Bush, U.S. Army Vietnam Veteran, Helicopter Pilot

MAC Awards of Excellence:

Mid-Michigan Honor Flight - In recognition of outstanding commitment to honoring veterans by giving them memorable, safe, and rewarding Tours of Honor. This organization's mission to transport America's veterans to Washington, D.C., to visit the memorials dedicated in honor of their sacrifices is one of true selflessness and gratitude for those who served. Many of the

recipients of their generosity would be unable to experience this opportunity without the work of the dedicated pilots and individuals who give their time to this important cause.

The Honorable Sen. Jim Ananich - In recognition of outstanding contributions to the State of Michigan serving in both the Michigan State Senate and House of Representatives and being elected by peers as Senate majority leader for two consecutive terms. The senator's commitment to aviation is shown in passing a bipartisan budget that benefits the state's aviation system by promoting significant expansion of airport development projects; funding upgrades of the automated weather operating systems that are integral to aviation safety; and securing state matching funds for the Bipartisan Infrastructure Law federal stimulus for airport infrastructure improvements. His accomplishments and leadership exemplify the characteristics befitting of the Michigan Aeronautics Commission Award of Excellence.



MAC Chair Russ Kavalhuna - In recognition of the accomplishments as chairperson of the MAC for 2021-2022. Under Chair Kavalhuna's leadership, the MAC transferred billions in federal COVID relief dollars through multiple federal stimulus funding programs to eligible airports. He provided MAC support to airports seeking assistance in securing competitive COVID relief funding and collaborated with bipartisan legislative and government figures in support of Michigan airports

Consultant of the Year Collin Wheeler - In recognition of the outstanding work provided to the City of Detroit and Coleman A. Young International Airport. Collin Wheeler's services supporting aviation progress throughout an extensive planning study have been exceptional and noticed by peers. These conscientious efforts and dedication have resulted in completing extensive airport planning efforts that will benefit the city of Detroit for years to come. The professionalism and perseverance in work on these projects to enhance the aviation system in Michigan is welcomed and appreciated.



Airports of the Year Oakland County Airports - In recognition of the outstanding contribution and sustained excellence toward aviation progress in the state of Michigan. The Oakland County system of airports is commended for the rehabilitation of runways at all three airport locations. Utilizing local funding for portions of the upgrades, and despite pandemic delays and challenges, the collaboration with airport design consultants resulted in beautiful upgrades. The MAC and Aero thank you for your continued service and dedication to Michigan aviation.

In the News

Capital Region International Airport (LAN) Opened a Free Public Viewing Area
[ICYM... - Lansing's Capital Region International Airport \(LAN\) | Facebook](#)

Gov. Whitmer Announces Air Mobility Corridor Development in Michigan and Ontario
<https://www.michiganbusiness.org/press-releases/2022/01/gov.-whitmer-announces-air-mobility-corridor-development-in-michigan-and-ontario/>

Aero's Bryan Budds discusses "What is an Aerial Mobility Corridor?"
[Talking Michigan Transportation podcast](#)

Oakland County Airports of the Year Coverage
[County's trio of airports land MDOT honors - The Oakland Press](#)

Michigan Mourns Tuskegee Airman - Lt. Col. Alexander Jefferson
[Michigan mourns a hero -- One of the last Red Tails lain in state \(wilx.com\)](#)

U.S. Congressional Gold Medal Given to Former Jackson County WWII Civil Air Patrol Pilot Mary Elizabeth Clark
[Jackson woman receives Congressional Medal posthumously | WLNS 6 News](#)

Highlights on Northern Agility 22-1
[Michigan's M-28 highway becomes site for military aircraft exercise \(lansingstatejournal.com\)](#)

LAN Air Cargo Services Expansion
https://www.lansingstatejournal.com/story/news/2022/06/30/capital-region-international-airport-expansion-cargo-shipping-capacity-supply-chain-uncertainty/7747976001/?fbclid=IwAR3SLCfD9zZN_cd9dilx-Q4amd3AkBZDw7rAUI6_GyBG0ntLSVh_Sz9VOtY&fs=e&s=cl#I51mgi8a4xtemaxnh7v

Whitmer/Buttigieg Announce Award to Improve Airport Infrastructure
[Whitmer Announces Award to Three Michigan Airports to Improve Infrastructure](#)

Contemporary Women in Aviation – Stephanie Ward
[Contemporary Women in Aviation - Stephanie Ward \(mailchi.mp\)](#)

Airport Improvement Program

The 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. Subject to appropriation of federal, state, and local funds, Michigan’s AIP averages \$101.5 million annually. The National Plan of Integrated Airport Systems (NPIAS) federal regulations, guidelines, and priorities; the Michigan Aviation System Plan (MASP) Aviation Investment Strategy; MDOT’s 2022-2026 Five-Year Transportation Program; and local needs are considered when airport projects are identified for potential funding.

Airports that are part of the NPIAS qualify for federal funding. Michigan currently has 94 NPIAS airports; 15 are primary, having more than 10,000 enplanements per year.

Types of AIP Funding:

- ✓ **Entitlements:** Determined by formula. For primary airports, it is a minimum of \$1 million with additional funding based on the number of enplanements. For non-primary airports, it is \$150,000.
- ✓ **Discretionary:** Allocated at the FAA’s discretion.
- ✓ **Supplemental Discretionary:** Allocated at the FAA’s discretion. The 2018 Reauthorization Act added supplemental discretionary for FY 2019-2022.
- ✓ **State Apportionment:** Federal funding allocated at the state’s discretion for non-primary airports that are part of the State Block Grant Program (SBGP.)

Grants are typically 90 percent federal, 5 percent state, and 5 percent local funding. For economically distressed communities, grants are typically 95 percent federal. There is a maximum of \$1 million in state matching funds allotted to any one airport in any fiscal year

Facts and Figures:

Direct AIP Grants (Primary and SBGP Opt-outs)

- FY 2022: 18 grants awarded, totaling \$76,913,996 (\$63,850,360 in federal funding)
Includes: Entitlements, Discretionary, Supplemental, Voluntary Airport Low Emissions (VALE) Program, and Airport Environmental Mitigation Pilot Program
- FY 2021: 17 grants awarded, totaling \$114,580,995
- FY 2020: 17 grants awarded, totaling \$53,970,699

State Block Grants

- FY 2022: Eight grants awarded, totaling \$28,405,122 (\$25,931,908 in federal funding)

Block Grants (Entitlements and State Apportionment)

- FY 2022: Block grants (two grants) were \$10,490,945 and included 23 airports
- FY 2021: Block grants (two grants) were \$20,284,173 and included 76 airports
- FY 2020: Block grant was \$19,372,965 and included 74 airports

Discretionary/Supplemental/Unclassified Airport Grants

- FY 2022: Six grants awarded, totaling \$17,914,177
- FY 2021: Seven grants awarded, totaling \$9,196,526
- FY 2020: Nine grants awarded, totaling \$22,311,584

SBGP Discretionary and Supplemental Discretionary Grants

PTK	Oakland County International Airport	\$805,752	Acquire Aircraft Rescue and Fire Fighting Vehicle
PTK	Oakland County International Airport	\$5,102,898	Rehabilitate Runway 9L/27R (5,676 feet by 100 feet) - Construction. Reconstruct Lighting 9L/27R - Construction
IWD	Gogebic-Iron County Airport	\$1,659,227	Rehabilitate Taxiway A Midfield Parallel (Approximately 2,090 feet by 50feet) - Construction Final Phase
IWD	Gogebic-Iron County Airport	\$1,791,576	Reconfigure Existing Taxiway A Midfield Connectors (1,025 feet by 35 feet) - Construction Final Phase Reconstruct Taxiway A Lighting Midfield - Construction Final Phase
OSC	Oscoda-Wurtsmith Airport	\$7,436,731	Rehabilitate Taxiway A (12,000 feet by 75feet) - Construction

FY 2022 Direct Grant Examples

YIP	Willow Run Airport	\$29,251,596	Construct Taxiway A (3,698 feet by 50 feet) - Phase 1/3
CMX	Houghton County Memorial Airport	\$11,250,699	Rehabilitate Runway 13/31 (6,501 feet by 150 feet) – Construction Reconstruct Runway 13/31 Lighting – Construction Rehabilitate Taxiway C (6,700 feet by 50 feet) Construction Reconstruct Taxiway C Lighting – Construction Reconstruct Airport Beacon Install Runway Vertical/Visual Guidance System (PAPI 31 - Runway 31)
GRR	Gerald R. Ford International Airport	\$4,419,643	Reconstruct South Perimeter Road (13,650 linear feet) – Construction Reconstruct Runway Lighting 8R-26L (10,001 feet by 150 feet) - Design Only Reconstruct Runway Lighting 17/35 (8,501 feet by 150 feet) - Design Only Construct Snow Removal Equipment Storage Building (Approximately 20,000 square feet) - Design Only Construct Aircraft Rescue and Firefighting Facility (Approximately 21,000 square feet) - Design Only
LAN	Capital Region International Airport	\$3,089,832	Rehabilitate Taxiway C (2,400 feet by 75 feet) - Phase 2/2 Construction Construct Taxiway (Transient Apron Entrance) - Phase 2/2 Construction

Project Highlights

Coleman A Young Municipal Airport, Detroit (DET)

The Coleman A. Young Municipal Airport is the corporate aviation gateway to the city of Detroit and generates more than \$60 million annually in economic impact. However, since commercial activity ceased in the early 2000s, the airport has faced challenges with funding projects,

maintaining facilities, and withstanding the economic uncertainties that impacted the entire city. To establish a solid plan for future growth and development, Detroit elected to undertake an Airport Layout Plan (ALP) to address numerous areas of interest that will have a bearing on the development of the airport for the next 20 years. The associated ALP was 30 years old and was brought to current FAA Standard Operating Procedures 2.0.

Planned future projects at DET include:

- Installation of Engineered Material Arresting System (EMAS) beds on Runway ends 15 and 33; Decommissioning and removal of Runway 7/25.
- Land acquisition to mitigate non-standard Runway 15/33 object free area width and to provide adequate land for aviation development.
- Reconstruction of Runway 15/33 supporting taxiway system to meet existing and forecast design standards, etc.
- Conversion of the curb-facing portion of the airport along Conner Street to a pedestrian corridor that would be an extension of the Joe Louis Greenway.
- Returning Davis Aerospace High School to the airport with more opportunities to low-income and minority students.

Chippewa County International Airport, Sault Ste Marie (CIU)

This project is a general aviation terminal building reconstruction planned for 2021-2022 with a total cost of \$6.6 million. This new terminal will be Americans with Disabilities Act (ADA)-compliant, allowing for more accessible connections in this rural area to needed goods and services at an international border. The new terminal is an energy-efficient and sustainable building replacing the original terminal building, which was built by the Department of Defense in 1976 and used as “base ops” until the Air Force base closed in 1977. This 8,600-square-foot building was built prior to lead-based paint and/or asbestos surveys and was also built prior to the ADA.



Bipartisan Infrastructure Law (BIL)

<https://www.faa.gov/bil>

The Bipartisan Infrastructure Law, also known as the Infrastructure Investment and Jobs Act (IIJA), is intended as a once-in-a-generation investment in America's transportation network. It will modernize infrastructure, increase equity in transportation, help fight climate change, strengthen the supply chain, and create jobs.

The FAA has three grant programs to invest BIL funding:

Airport Infrastructure Grants (AIG) (\$15 Billion):

These grants can fund projects that increase safety and expand capacity. The money can be invested in runways, taxiways, safety, and sustainability projects, as well as terminal, airport-transit connections, and roadway projects. Allocations are determined by formula for FY 2022-

2026 and are eligible for the traditional AIP match. Airports can carry over and use several years' worth of funding for a single project. Grants will be project-specific.

For FY 2022, 93 Michigan airports were eligible for a total announced allocation of \$92,826,671.

One Michigan airport received a grant in FY 2022 using their allocated funding:

1. Chippewa County International Airport, Sault Ste. Marie (CIU)

Total Cost: \$431,541

Project: Reconstruct Terminal Building

As part of the BIL Airport Infrastructure Improvement Initiative, \$100 million will be provided over five years, starting in FY 2022, through the [FAA Contract Tower \(FCT\) Competitive Grant Program](#). The purpose of the FCT Competitive Grant Program is to make annual grants available to eligible airports for airport-owned, airport traffic control tower projects that address the aging infrastructure of the nation's airports.

The FAA announced 2022 FCT Competitive Grant final selections included one Michigan airport:

1. Jackson County Airport - Reynolds Field (JXN) - \$2,200,000

Funding will allow for the modernization of the existing 60-year-old air traffic control tower. New restrooms, doors, and an elevator will be installed to ensure ADA compliance. Additional improvements include removal of asbestos, as well as replacement of mechanical, electric, and lighting systems to improve energy efficiency.

Airport Terminals Program (ATP) Grants (\$5 Billion):

These grants can fund projects that will improve airfield safety through terminal relocation, replacing aging facilities, increasing capacity, encouraging competition, improving energy efficiency (including LEED accreditation standards), and increasing or improving access for passengers with disabilities and historically disadvantaged populations. Projects that relocate, rebuild, repair, or improve an airport-owned air traffic control tower are also eligible. There is a competitive application process for these grants. The match is 95 percent federal and 5 percent sponsor; large hubs (DTW) are 80 percent federal and 20 percent sponsor match.

The FAA announced FY 2022 Airport Terminal Program Final Selections, including three Michigan airports:

1. Detroit Metropolitan Wayne County Airport (DTW) - \$49,600,000

Funding will allow for the replacement of the passenger boarding bridges that improve energy efficiency and enhance accessibility for individuals with access and functional needs. Existing public restrooms throughout the airport will be updated to enhance accessibility for individuals with access and functional needs. The restroom upgrades will

also include the addition of gender-inclusive restrooms. All restroom fixtures will be replaced with energy-efficient fixtures. In addition, new baggage claim belts will be installed to improve the baggage handling system and improve energy efficiency.

2. Grand Rapids Gerald R. Ford International Airport (GRR) - \$8,687,870

As part of the ongoing terminal gate expansion project, funding will be used to install eight new passenger boarding bridges. The new boarding bridges will provide enhanced accessibility for all passengers by eliminating the need for ground-level loading. These bridges will also enhance energy efficiency with pre-conditioned air and auxiliary power.

3. Flint Bishop International Airport (FNT) - \$3,500,000

The existing terminal roof has reached the end of its useful life and will be replaced with energy-efficient materials, including improved insulation. The new roof will decrease heating and cooling needs and, in turn, reduce energy consumption.

One Michigan airport received their grant in FY 2022:

1. Gerald R Ford International Airport, Grand Rapids (GRR)

Total Cost: \$9,145,127

Project: Expand Terminal Building

Air Traffic Facilities (\$5 Billion):

Intended to fund the upgrade of the foundation of the FAA's air traffic control towers. Thought of as a down payment to reduce the backlog of maintenance, updates, upgrades, and replacement of critical buildings and equipment needed to operate our nation's airspace safely. **The Coleman A. Young International Airport, Detroit (DET) Airport Traffic Control Tower (ATCT)** has been identified as a candidate for the FY 2023 BIL ATCT replacement funding. As a part of the evaluation associated with this initiative, an ATCT siting project is being scheduled by the FAA during calendar year 2023.

COVID Relief Funding

Coronavirus Aid, Relief, and Economic Security (CARES) Act

The [Coronavirus Aid, Relief, and Economic Security \(CARES\) Act \(H.R. 748, Public Law 116-136\)](#), signed into law on March 27, 2020, includes \$10 billion in funds to be awarded as economic relief to eligible U.S. airports affected by the prevention of, preparation for, and response to the COVID-19 pandemic.

The CARES Act provides funds to increase the federal share to 100 percent for AIP and supplemental discretionary grants already planned for FY 2020. Under normal circumstances, AIP grant recipients contribute a matching percentage of the project costs. Providing this

additional funding and eliminating the local share will allow critical safety and capacity projects to continue as planned regardless of airport sponsors' current financial circumstances.

Additionally, the CARES Act provides new funds distributed by various formulas for all airports that are part of the national airport system. This includes all commercial service airports, all reliever airports, and some public-owned general aviation airports.

CARES Act Grants [2020 CARES Act Grants | Federal Aviation Administration \(faa.gov\)](#)

These grants were awarded in spring/summer 2020 and have a four-year Period of Performance. CARES funds are available to keep airports reliable and in safe operation to serve the aviation industry, the traveling public and support the economy; keep aviation workers employed; and keep airport credit ratings stable.

In Michigan, 94 airports are eligible for the program, with an announced total of \$256,958,769.

Reimbursement requests processed in FY 2022: 162 payments totaling \$210,842,147.74 to 87 airports (includes \$141 million to DTW).

Funding can be converted to capital projects with a CARES Development Addendum. In FY 2022, one airport converted funding:

1. Kalamazoo/Battle Creek International Airport (AZO) - \$3,482,937

Project: Modify ARFF Building; Reconstruct Access Road; Construct Snow Removal Equipment Building; Construct Cargo Apron

Coronavirus Response and Relief Supplemental Appropriation (CRRSA) Act

The [Coronavirus Response and Relief Supplemental Appropriation Act \(CRRSAA\) \(Public Law 116-260\)](#), signed into law on Dec. 27, 2020, includes nearly \$2 billion in funds to be awarded as economic relief to eligible U.S. airports and eligible concessions at those airports to prevent, prepare for, and respond to the COVID-19 pandemic. To distribute these funds, the FAA has established the [Airport Coronavirus Response Grant Program \(ACRGP\)](#). The FAA will facilitate grants to all airports that are part of the national airport system, including all commercial service airports, all reliever airports, and some public-owned general aviation airports. CRRSAA Grants were awarded in the spring/summer 2021 and have a four-year Period of Performance.

In Michigan, 92 airports are eligible for the funding, with the announced total of \$55,841,581.

Reimbursement requests processed in FY 2022: 76 payments to 65 eligible airports, totaling \$43,509,237.88 (includes \$27 million to DTW).

American Rescue Plan Act (ARPA)

The [American Rescue Plan Act of 2021 \(H.R. 1319, Public Law 117-2\)](#), signed into law on March 11, 2021, includes \$8 billion in funds to be awarded as economic assistance to eligible U.S. airports to prevent, prepare for, and respond to the COVID-19 pandemic. To distribute these funds, the FAA has established the [Airport Rescue Grants](#) program. The FAA will facilitate grants to all airports that are part of the national airport system, including all commercial service airports, all reliever airports, and some public-owned general aviation airports. Grants were awarded in the winter 2022 and have a four-year Period of Performance. Aero expects to start processing reimbursement requests in January 2023, unless an airport has used their CARES and CRRSA funds, and has a financial hardship.

In Michigan, 92 airports eligible are for the funding, with the announced total of \$169,677,474.

Reimbursement requests processed in FY 2022: six payments to four eligible airports, totaling \$9,897,852.80.



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 program helped stabilize and expand commercial air service by undertaking activities aimed at promoting the increased use of services available at local airports. Utilizing the Michigan Air Service Program Guidelines established by the MAC, the program typically consists of four categories:

1. Aircraft Rescue and Firefighting (ARFF) Training,
2. Airport Awareness,
3. Capital Improvement and Equipment, and
4. Air Carrier Recruitment and Retention.

However, existing revenue and appropriation does not support the total demand for Air Service Program grants.

In FY 2022, the MAC approved grants to airport sponsors under the Air Service Program totaling \$36,000 as shown in the graph below. A second call was held for the remaining \$14,000. Aero's

Air Service Committee then reviewed the submittals for those remaining funds and dispersed accordingly. All grants require a local funding share of between 10 - 50 percent. The awarded grants were issued to the airports listed below and were used to fund ARFF training.

City		State Funds	Local Funds	Total	Funding Rate
Battle Creek	BTL	\$2,000	\$223	\$2,223	90/10
Detroit Willow Run	YIP	\$2,000	\$223	\$2,223	90/10
Escanaba	ESC	\$2,000	\$223	\$2,220	90/10
Flint	FNT	\$2,000	\$2,000	\$4,000	50/50
Grand Rapids	GRR	\$2,000	\$2,000	\$4,000	50/50
Hancock	CMX	\$2,000	\$223	\$2,223	90/10
Iron Mountain	IMT	\$2,000	\$223	\$2,223	90/10
Ironwood	IWD	\$2,000	\$223	\$2,223	90/10
Kalamazoo	AZO	\$2,000	\$2,000	\$4,000	50/50
Lansing	LAN	\$2,000	\$2,000	\$4,000	50/50
Manistee	MBL	\$2,000	\$223	\$2,223	90/10
Marquette	SAW	\$2,000	\$223	\$2,223	90/10
Muskegon	MKG	\$2,000	\$223	\$2,223	90/10
Pellston	PLN	\$2,000	\$223	\$2,223	90/10
Pontiac	PTK	\$2,000	\$2,000	\$4,000	50/50
Saginaw	MBS	\$2,000	\$2,000	\$4,000	50/50
Sault Ste. Marie	CIU	\$2,000	\$223	\$2,223	90/10
Traverse City	TVC	\$2,000	\$2,000	\$4,000	50/50
TOTALS		\$36,000	\$16,453	\$52,453	

Crack Sealing and Paint Marking Program

Aero does design, letting, and inspection of statewide crack sealing and paint marking projects. Non-NPIAS airports can participate in the program with the cost split 50 percent state and 50 percent local. NPIAS airports can participate using their AIP funding if they meet the economic necessity requirement (unable to fund maintenance under their own resources). However, they do not have to be part of the statewide project to use their AIP funding for crack sealing or paint marking. There is an annual call for projects in the fall.

2022 Pavement Marking Program

26 airports, including two primaries

Federal funds: \$314,095.01

State funds: \$ 31,002.41

Local funds: \$ 29,558.66

Total funding: \$374,656.08

2022 Crack Sealing Program

29 airports, including one primary

Federal funds: \$369,390.21

State funds: \$ 51,192.76

Local funds: \$ 41,952.76

Total funding: \$464,535.73



Crack Sealing and Paint Marking

Pavement Condition Index (PCI) Survey Program

Pavement Condition Index (PCI) Survey

Pavement Condition Index (PCI)		CONDITION DESCRIPTION
100 86		GOOD
85 71		SATISFACTORY
70 56		FAIR
55 41		POOR
40 26		VERY POOR
25 11		SERIOUS
10 0		FAILED



Photographs shown are not specific to the Airport.

This is a 100 percent state-funded Asset Management Program that is overseen by MDOT staff. To be eligible for federal AIP funding, airports are required to complete a PCI survey every three years as part of this program. However, completing the survey does not guarantee federal funds. There are 98 airports currently participating in the program. FY 2022 was year one of a three-year contract with ApTech. The costs of the program are approximately \$250,000 per year.

All Weather Airport Access Program

Aero's All Weather Airport Access Program (AWAAP), created under the umbrella of the MASP, calls for weather observation and data dissemination at each eligible airport in Michigan. This program includes three components:

1. An 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 41 installed AWOS and 38 Weather Briefing Systems (WBS) statewide, maintained by Aero, in cooperation with local communities. For each community's airport, Aero enters in a contract with a local sponsor that spells out the responsibilities for the shared operation and maintenance of the weather system.

In FY 2022, the following AWOS contracts were renewed:

- Ionia County Airport, Ionia (Y70)
- Oscoda Wurtsmith Airport, Oscoda (OSC)
- St. Clair County International Airport, Port Huron (PHN)
- Huron County Memorial Airport, Bad Axe (BAX)
- Mason County Airport, Ludington (LDM)

The AWAAP is currently under review to ensure it reflects the policies contained within the MASP and effectively supports the needs of its users. A map of systems maintained by AERO can be viewed at www.Michigan.gov/Aero under the Pilot Resources and UAS tab.

In FY 2021, the MAC convened the AWOS Task Group (comprised of two commissioners, four Aero staff and two airport managers) to examine the long-term viability of Michigan's aging AWOS system. As component availability decreases, experienced technicians are in high demand and available resources to service and maintain the systems decline, the aviation community reliance on the system continues to grow. The AWOS Task Force recommended the MAC support ongoing efforts at Aero to educate, retain, and preserve the dedicated staff needed to maintain the network, and that the Michigan Legislature consider a one-time appropriation of \$4 million to support a phased upgrade of the existing AWOS systems over the next five years. In response to this recommendation, the Legislature did appropriate \$3.9 million in FY 2024 for these upgrades and Aero is now working through the procurement process.



Air Transport

MDOT's Air Transport Unit (ATU) maintains and operates a fleet of four department-owned airplanes:

- One Beechcraft King Air 200
- Two Beechcraft Baron 58s
- One Cessna 206

The ATU provides transportation to all branches of state government, including state employees from the Governor's Office, Michigan Economic Development Corp. (MEDC), Department of Natural Resources, Department of Education, Department of Health and Human Services (MDHHS), Department of Labor and Economic Opportunity, Department of Licensing and Regulatory Affairs, MDOT, Department of Corrections, and state-funded colleges and universities, such as Michigan State University.



In FY 2022, Aero successfully transitioned back to pre-pandemic flight schedules after a lengthy pause due to the COVID-19 pandemic. Flight hours more than doubled in FY 2022 versus FY 2021, despite a pilot shortage and extended-duration aircraft maintenance.



Flight hours:
FY 2022: 488
FY 2021: 183
FY 2020: 353

ATU personnel made a concerted effort to reach out to travel schedulers in several state departments to increase awareness of air travel services offered. The customer base was greatly

broadened thanks to these efforts informing them about the benefits of traveling on state aircraft.

Aero pilots successfully completed advanced training and two staff members secured advanced commercial pilot and instrument ratings. Aircraft upgrades were implemented to further enhance safety, efficiency, and cockpit commonality.



Per- and Poly-fluoroalkyl Substances (PFAS)

During FY 2018, the Commission and Aero staff established and led the Airport Subgroup of the Michigan PFAS Action Response Team (MPART). The Airport Subgroup's initial actions included identifying and describing concerns related to the storage, use, and disposal of aqueous film-forming foam (AFFF), which may contain the contaminant PFAS, at airports in Michigan. Later, the group initiated and completed efforts to identify areas of previous AFFF discharges, as well as current inventories at Michigan airports. During these efforts, the Airport Subgroup initiated discussions with FAA officials on behalf of Michigan airports to adjust AFFF testing requirements to ensure not only proper fire protection but also to protect public health in Michigan.

During FY 2019, the Commission established and approved grants totaling \$400,000 in partnership with EGLE. These grants were intended to support acquisition and implementation of airport fire apparatus testing equipment that allows fire systems to be tested without the need to expend firefighting foam into the environment.

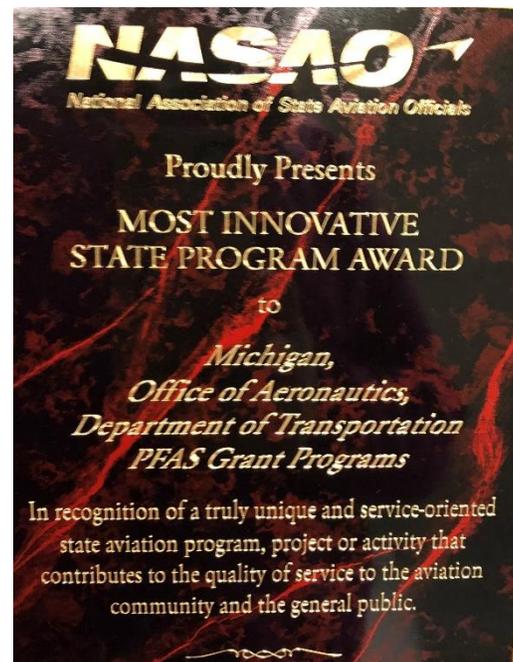
During FY 2020, the Michigan Legislature set aside \$4 million "... for a grant program to municipal airports for costs of monitoring and additional testing of wells related to PFAS testing results." The Commission and Aero staff, once again in partnership with EGLE, issued a Request for Proposals (RFP) to implement that source of funding, which was specifically targeted toward current and former Part 139 Commercial Service Airports. In late fall FY 2020, after thorough review and negotiation of proposals/workplans, 19 successful applicants entered into signed grant agreements with Aero. Work plans, which were approved by both agencies, were expected to be complete within 18 months of the grant agreements.

During FY 2021 through mid-FY 2022, all 19 airports worked diligently to complete their workplans, including many of them sampling soils, installing wells/sampling groundwater, and completing short-term storm water characterization studies, at locations all around their facilities. Many of the airports had multiple phases for their work plans, and reporting requirements throughout the projects, all requiring Aero and EGLE review, coordination, and acceptance. A tremendous amount of data and work was collected and completed. The airports and agencies have far more information and knowledge regarding the location and extent of PFAS at their facilities, which is invaluable as they move forward with tackling PFAS issues.

On schedule by FY 2022 year-end, all final reports, deliverables, invoices, and reimbursements had been completed, approved, and processed by airport and Aero staff. This timely completion of the projects allowed Aero and EGLE to close out grants and recapture any remaining funds to be reallocated to future airport PFAS projects.

Airports with PFAS Funding:

- Battle Creek - Battle Creek Executive (BTL) \$201,809
- Detroit Metro - Wayne County (DTW) \$250,000
- Detroit - Willow Run (YIP) \$250,000
- Escanaba - Delta County (ESC) \$235,200
- Flint - Bishop International (FNT) \$250,000
- Grand Rapids - Gerald R. Ford International (GRR) \$249,904
- Hancock - Houghton County Memorial (CMX) \$201,827
- Iron Mountain - Ford (IMT) \$250,000
- Ironwood - Gogebic-Iron County (IWD) \$201,937
- Kalamazoo - Kalamazoo-Battle Creek International (AZO) \$201,966
- Lansing - Capital Region International (LAN) \$201,966
- Manistee - Manistee County-Blacker (MBL) \$237,300
- Marquette - Sawyer International (SAW) \$224,000
- Negaunee - Former Marquette County Regional (MQT) \$166,641
- Pellston - Pellston Regional-Emmet County (PLN) \$250,000
- Pontiac - Oakland County International (PTK) \$100,000
- Saginaw - MBS International (MBS) \$154,000
- Sault Ste. Marie - Chippewa County International (CIU) \$123,466
- Traverse City - Cherry Capital (TVC) \$249,981



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 2022 was 2.6 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, the Airport Development Act, the following provides information for FY 2022.

Appropriated Funds	
Public Act	Amount
PA 121 of 1991	225,000
PA 192 of 1989	75,000
PA 300 of 1988	300,000
PA 134 of 1987	100,000
PA 280 of 1982	200,000
PA 374 of 1982	100,000
PA 179 of 1980	400,000
PA 29 of 1980	50,000
PA 475 of 1978	150,000
PA 220 of 1977	50,000
PA 248 of 1976	50,000
PA 124 of 1973	150,000
PA 114 of 1971	100,000
PA 107 of 1969	250,000
Total	\$ 2,200,000

Status of Projects:

Information on all current outstanding loan contracts funded under the program is provided on the chart below. All loans remain in good standing. During this FY, Menominee-Marquette Twin County Airport paid off their outstanding loan.

Loans Outstanding:

At the beginning of FY 2021, outstanding loans amounted to \$172,880.23. Interest received on outstanding loans totaled \$231.06. No new loans were disbursed in FY 2022. The outstanding loan balance was \$166,072.91 at the end of FY 2022.

Status of Active Airport Loan Agreements as of September 30, 2022					
Airport	FY	Loan Amount	Amount Dispersed	Principal Remaining	Amount Outstanding
Beaver Island Airport (SJX)	2013	\$100,000.00	\$100,000.00	\$76,750.13	\$23,249.87
Branch County Memorial Airport (OEB)	2019	\$100,000.00	\$62,711.35	\$11,165.26	\$51,546.09
Brooks Field (RMY)	2020	\$100,000.00	\$100,000.00	\$8,723.05	\$91,276.95
		\$300,000.00	\$262,711.35	\$96,638.44	
Total Loans Outstanding					\$166,072.91

Financials

State Aeronautics Fund

Public Act 166 of 2021 appropriates funds to MDOT for undertaking aviation programs and services during FY 2022 and appropriations are supported by revenues received during the FY. The total amount of capital outlay awarded is 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 operating revenues and expenditures for FY 2022.

FY2022 Revenue Actuals	Total Actual	Operating	Capital Outlay
Aviation Fuel Tax	\$ 4,573,985.78	\$ 4,573,985.78	\$ -
Interest, Common Cash	\$ 59,787.75	\$ 59,787.75	\$ -
Sales Tax Transfer to Aeronautics	\$ 3,070,964.00	\$ 3,070,964.00	\$ -
Services	\$ 276,817.46	\$ 276,817.46	\$ -
Licenses and Permits	\$ 471,018.36	\$ 471,018.36	\$ -
Miscellaneous	\$ 166,413.04	\$ 166,413.04	\$ -
Airport Parking Tax Transfer	\$ 6,000,000.00	\$ -	\$ 6,000,000.00
Total Actual Revenue	\$ 14,618,986.39	\$ 8,618,986.39	\$ 6,000,000.00
Total Available Resources	\$ 14,618,986.39	\$ 8,618,986.39	\$ 6,000,000.00

Use of FY 2022 Resources			
Debt Service			
Airport Safety and Protection Plan	\$ 3,438,690.40	\$ -	\$ 3,438,690.40
Interdepartmental Grants			
Attorney General	\$ 131,841.37	\$ 131,841.37	\$ -
Civil Service Commission	\$ 105,773.00	\$ 105,773.00	\$ -
Department of Technology, Management, and Budget	\$ 28,000.00	\$ 28,000.00	\$ -
Treasury	\$ -	\$ -	\$ -
Legislative Auditor General	\$ 33,800.00	\$ 33,800.00	\$ -
Departmental Administration and Support			
Unclassified Salaries	\$ 9,100.00	\$ 9,100.00	\$ -
Business Support Services	\$ 4,314.35	\$ 4,314.35	\$ -
Finance, Contracts, and Support Services	\$ 628,600.00	\$ 628,600.00	\$ -
Information Technology			
Information Technology Services and Projects	\$ 119,540.71	\$ 119,540.71	\$ -
Aeronautics Services			
Aviation Services	\$ 5,392,624.59	\$ 5,392,624.59	\$ -
Air Services Program	\$ 35,554.44	\$ 35,554.44	\$ -
Airport Improvement Programs			
Airport Safety, Protection, and Improvement	\$ 212,216.46		\$ 212,216.46
Total YTD Actual Expenditures	\$ 10,140,055.32	\$ 6,489,148.46	\$ 3,650,906.86
Adjustments to Appropriations (MAIN/SIGMA Support)	\$ 18,200.00	\$ 18,200.00	
Total Use of Resources	\$ 10,158,255.32	\$ 6,507,348.46	\$ 3,650,906.86
FY 2022 Estimated Unreserved Fund Balance	\$ 4,460,731.07	\$ 2,111,637.93	\$ 2,349,093.14

Aviation Fuel Revenue (Excise Tax)

Aviation Fuel Tax - Revenue Collected				
	2022	2021	Difference	Increase/Decrease
October	\$413,787	\$207,239	\$206,549	99.67
November	\$392,066	\$402,331	-\$10,265	-2.55
December	\$400,493	\$360,767	\$287,720	255.13
January	\$407,116	\$453,262	\$46,146	-10.18
February	\$366,350	\$233,217	\$133,134	57.09
March	\$324,079	\$326,530	-\$2,451	-0.75
April	\$449,994	\$394,402	\$55,592	14.1
May	\$389,553	\$360,767	\$28,785	7.98
June	\$435,900	\$365,469	\$70,430	19.27
July	\$246,891	\$440,150	-\$193,260	-43.91
August	\$589,006	\$405,651	\$183,355	45.2
September	\$434,434	\$425,880	\$8,555	2.01
TOTALS	\$4,849,669	\$722,343	\$721,999	99.95

Gallons Tax Paid (Sales Tax)

Sales Tax Paid
FY 2022

October	\$443,934
November	\$442,317
December	\$443,964
January	\$466,870
February	\$410,343
March	\$392,600
April	\$484,688
May	\$458,605
June	\$474,511
July	\$284,102
August	\$607,507
September	\$506,400
Total	\$1,797,085

Legislation

Find current transportation related legislative news here - [Friday Update with Legislative News](#)



Budget Highlights

- ❖ UAS Program
\$350,000 General Fund and two FTEs to support interagency UAS operations, strengthen advanced mobility discussions, and support UAS policy development, education and outreach was appropriated.
- ❖ AWOS System Upgrade
\$3.9 million General Fund to complete a phased upgrade of the 41 statewide AWOS stations.

State Bills Introduced

- ❖ SB795: Would create a 25-member Advanced Air Mobility Committee.
- ❖ SB796: Would amend the Michigan Aeronautics Code to preempt local ordinances affecting advanced air mobility.
- ❖ SB1071/HB6172: Earmarks a portion of aviation fuel sales tax revenue (\$10 million annually guaranteed) to the Aero Fund.
- ❖ HB6361/HB6362: Aeronautics Code revisions, minor technical adjustments, two provisions added in draft with impacts on skydiving operations/locations and flight schools.

Congressional Earmarks

- ❖ Kalamazoo/Battle Creek International Airport (AZO) = \$1,500,000 (Runway Extension).
- ❖ Roben-Hood Airport, Big Rapids (RQB) = \$1,827,000 (Runway Extension).
- ❖ Gerald R. Ford International Airport, Grand Rapids (GRR) = \$1,294,000 (Concourse A Enabling Phase, Gate A3 Expansion).
- ❖ Capital Regional International Airport, Lansing (LAN) = \$8,183,000 (Cargo Ramp Expansion).

Aero processes congressional earmarks as AIP funding and is appropriated as supplemental appropriation through the AIP Program.

Education and Training

On Nov.17, 2021, the MAC approved a contract providing \$10,000 to the Michigan Association of Airport Executives (MAAE) to conduct workshops, training programs, seminars, and conferences that support the education and training of airport managers and aviation staff throughout

Michigan. This grant supports student scholarships for those pursuing an aviation-related education by enhancing the existing scholarship program available through MAAE and promoting internships at airports. The grant also offers financial assistance to high school students interested in completing the ground school training required to become a private pilot. MAAE provided \$10,000 as local match, bringing the total funds available for training efforts in FY 2022 to \$20,000.



Education and training efforts supported by the MAC and Aero include bi-annual Michigan Airport Conferences. Co-sponsored by Aero and MAAE, the 2022 conferences were held at the Kellogg Center in East Lansing in February, and at Mission Point Resort on Mackinac Island in September. A variety of informative sessions were held, including updates from FAA and Aero, and airport and consultant roundtables to discuss current issues.

The annual Aviation Professionals Training Course, formerly known as Airports 101, was held in Howell on July 21, 2022. Supported by the Aero/MAAE Training Grant and coordinated by Stephanie Ward, Mead & Hunt, this course provides in depth instruction on airport functions and operations for those working in the aviation industry.



Emerging Aviation

To meet the increased demand for integrating emerging aviation technology within our air transportation system, Aero created the Airspace and Emerging Aviation Systems Unit in FY 2022. The unit is charged with three main mission focused areas. FY 2022 accomplishments are listed under each focus area.



Identify opportunities to integrate new technology and aircraft that moves people and cargo between places previously underserved, or in new, more efficient ways.

- *UAS beyond visual line of sight (BVLOS) corridor study*
Aero, with support from MEDC, the Michigan Office of Future Mobility and Electrification (OFME), and the Ontario government (through Ontario’s Autonomous Vehicle Innovation Network), intends to explore the initial deployment of small UAS, where they can be flown BVLOS of a pilot, and used in operations. Use cases include just-in-time delivery, medical transport, or other small-scale deployment of UAS. The information gathered from this work will be used in further decision-making to prepare for the future of advanced aerial mobility. The study is on target to be completed by the end of the year.
- *Vertiport and drone port compatibility modeling using NASA-created software*

Unit staff completed an in-depth beta test of NASA software aimed at the safe and efficient integration of vertiport and drone ports within Michigan’s multimodal transportation system. This included the ability to incorporate local government concerns and siting parameters. Information from this work has helped develop an aviation facility planning process that includes integrating advanced air mobility aircraft landing areas at existing aviation facilities.



Identify ways the use of drones can increase safety and efficiency in our existing job duties.

- *Create GIS layers to graphically depict safety critical area including runway approaches*
Unit staff has created the GIS layers for 132 approach and safety areas at 30 airports. These layers can be used by Aero staff, airport sponsors, and airport consultants to quickly and accurately identify required clear safety areas at public use airports. This work also provides drone operators the survey limits for airport inspection surveys.
- *UAS obstruction survey flights*
With three licensed drone pilots in the unit, 28 UAS obstruction survey flights were successfully flown in FY 2022. The data collected was then provided to the unit’s analytical team for evaluation. The completed analysis accurately identified safety critical information that was then provided to airport inspectors, airport sponsors, and reported to the FAA.



➤ *Innovative bridge inspection methods*

Partnering with MDOT's Bay Region staff, Aero drone pilots participated in active field research to create a safe and efficient method for collecting bridge deck inspection data using drone technologies. Staff flew 11 bridge projects and created a methodology to integrate the data collected into existing bridge design plans.



Continue to promote the safety, welfare, and protection of persons and property, in the air and on the ground, by regulating the increasing demand and competition for the utilization of airspace.

- *The Airspace Evaluation Team transitioned over to the new unit in November 2021*
With the same focus on processing applications for airspace approvals under the provision of the Michigan Tall Structures Act, the team once again provided exceptional results. In FY 2022, staff reviewed 7,011 applications for airspace approvals, with 158 of those specifically requesting wind turbine installations - a record number of obstruction evaluations in a single FY. An additional 560 airspace cases for construction proposal on airport were also evaluated; this also surpasses previous records.
- *The Airspace Evaluation Team successfully created the Airport Compliance Report Card for over 85 federally obligated Michigan airports*
These reports help promote unobstructed airspace, compatible land use standards, and compliance with federal and state grant obligations.

Airport Compliance Report Card for		LOC ID#	ABCT
Michigan's-Best-Airports		FAA ID#	12111.1A1
Airport#		State ID#	01-014
		License Class#	Air Carrier
		Renewal Status#	NPASD
Operation and Safety:			
Inspection Information:			
→ Airport inspected by#		Part 139 Inspector#	
→ Last inspection date#		8/15/2018	
→ Last UAS inspection date#		N/A	
State Licensing Criteria:			
→ Airport on Provisional?#		N/A	
→ Violations to safety critical licensing requirements? *#		N/A	
→ → Obstructions to state approach surface? *#		N/A	
→ → Obstructions to state primary surface?#		N/A	
→ Violations to non-safety critical licensing requirements? *#		N/A	
→ Is a timeline plan filed with MDOT AERO?#		N/A	
→ Are the correct NOTAMs issued for any/all the above issues?#		N/A	
FAA Critical:			
→ Unmitigated obstructions to Part 77 surface?#		N/A	
→ Existing Threshold Lining Surface(s)?#		YES	
→ Obstructions to Threshold Lining Surface? (UAS only)#		N/A	
→ Existing instrument approach(s)?#		YES	
Airport Planning:			
Airport system file and Airport Approach Plans:			
→ Is there an ALP on file with MDOT AERO?#		YES	
→ → Most recent ALP date#		2018	
→ → Most recent As-Built date#		2017	
→ Is there an AAP on file with MDOT AERO?#		YES	
→ → Most recent AAP date#		2018	
Land Use and Zoning:			
→ Active airport zoning?#		NO	
→ → Zoned under sections		N/A	
→ Approved property map?#		YES	
→ Outstanding land issues with neighboring properties?#		NO	
→ All land within airport's jurisdiction compatible with aeronautical use?#		YES	
Annual Subrecipient Trackings:			
System for Award Management:			
→ Active SAM gov registration?#		N/A	
→ → Registration expiration date#		N/A	
→ Any Active Exclusions in SAM gov?#		N/A	
→ Is Subrecipient on the Specially Designated Nationals (SDN) and Blocked Persons List?#		N/A	
→ Is Subrecipient on the Consolidated List of Organizations and Persons Subject to Sanctions by the U.N. Security Council?#		N/A	
→ Risk level (Normal, Moderate, or Elevated)?#		N/A	
Ownership, Access, and Finance:			
Grant Assurance:			
→ Airport federally obligated?#		YES	
Other - #			
→ Outstanding Part 15 informal complaints?#		NO	
→ Outstanding Part 16 formal complaints?#		NO	
→ Airport finance and revenue compliance?#		YES	
→ Airport Access, Leasing, and User Relations compliance?#		YES	

Statistics and Data

State of Michigan Aviation Overview

- ❖ 215 licensed public-use airports
- ❖ 5 licensed public-use heliports
- ❖ 4,745 registered aircraft
- ❖ \$22 billion annual economic statewide impact

Airport Planning and Development Section

- 667 grant invoices processed
- 250 operational invoices processed
- 151 contracts processed (10 percent increase)
- 8 operational RQNs established (50 percent increase)
- 7 days of processing time eliminated per contract
- 18 primary AIP Grants totaling \$76,913,996 (includes entitlements, discretionary, supplemental, VALE and Airport Mitigation Pilot Program) awarded
- 8 state block grants totaling \$28,405,122 (includes entitlements, state apportionment, discretionary, supplemental, and unclassified grants) awarded
- 18 out of 148 open grants closed by the FAA





- 48 active AIP design projects
 - 114 active AIP construction projects
 - 12 active AIP equipment projects
 - 23 ALP updates and planning studies under contract
 - 12 land acquisition projects completed (7 currently active)
 - 119 environmental reviews completed
 - 8 environmental concept clearances completed
 - 228 DBE goals added
- 27 airports participated in Statewide Pavement Marking Program
 - 30 airports participated in the Crack Sealing Program



Aviation Services Section

- 78 airport inspections completed
- 19 flight school inspections completed
- 96 dealer licenses issued
- 488 total Aero flight hours
- 7011 tall structure applications reviewed/processed (158 wind turbine related)
- 95 compliance report cards prepared
- 5 economic benefit assessments completed
- 30 UAS-flown airports for runway approach obstruction analysis
- 10 UAS-flown MDOT bridges for bridge deck imagery underlays
- 32 UAS-flown airports for AWOS obstruction analysis
- 83 UAS-aided flights
- 68 hours of drone time in the air
- 123 weather station inspections completed



“When everything seems to be going against you, remember that the airplane takes off against the wind, not with it.”

- Henry Ford



Appendix A - Acronyms

AAM	Advanced Air Mobility
ACIP	Airport Capital Improvement Program
ACRGP	Airport Coronavirus Response Grant Program
ADA	Americans with Disabilities Act
AERO	Office of Aeronautics
AFF	Aqueous Film Forming Foam
AIG	Airport Infrastructure Grants
AIP	Airport Improvement Program
ALP	Airport Layout Plan
ARFF	Aircraft Rescue and Firefighting
ARPA	American Rescue Plan Act
ATCT	Air Traffic Control Tower
ATP	Airport Terminals Program
ATU	Air Transport Unit
AWAAP	All Weather Airport Access Program
AWOS	Automated Weather Operating Systems
BIL	Bipartisan Infrastructure Law
BVLOS	Beyond Visual Line of Sight
CARES	Coronavirus Aid, Relief, and Economic Security
CRRSAA	Coronavirus Response and Relief Supplemental Appropriation Act
DBE	Disadvantaged Business Enterprise
EGLE	Department of Environment, Great Lakes, and Energy
EMAS	Engineered Material Arresting System
FAA	Federal Aviation Administration
FTC	FAA Contract Tower
FTE	Full-Time Employee
FY	Fiscal Year
IIJA	Infrastructure Investment and Jobs Act
MAAE	Michigan Association of Airport Executives
MAC	Michigan Aeronautics Commission
MASP	Michigan Aviation System Plan
MDOT	Michigan Department of Transportation
MEDC	Michigan Economic Development Corporation
MPART	Michigan PFAS Action Response Team
NPIAS	National Plan of Integrated Airport Systems
OFME	Office of Future Mobility and Electrification
PCI	Pavement Condition Index
PFAS	Per- and Polyfluoroalkyl Substances
PM	Project Manager

RFP	Request for Proposals
SBGP	State Block Grant Program
UAS	Uncrewed Aerial Systems
VALE	Voluntary Airport Low Emissions
WBS	Weather Briefing Systems