

# Inspection Unit Highlights

MDOT Office of Aeronautics

Safety & Transport Section

Michael Carnarvon, Inspection and Licensing Supervisor

3/24/21

# Inspection Unit Staff

## Inspectors:

- Michael Carnarvon
- Lena Smith
- (1+ inspector positions to be filled)

## Departmental Analyst:

- Mary Kay Trierweiler

## Aircraft & Flight School Licenser / Registrar:

- Michele Duncan

# Functions - Facility Inspections

- **Public-use airports (229 airports)**
  - Licensing
    - Categories: General Utility, Basic Utility, Unimproved Airstrip
    - Enables commercial operations
    - Protects surrounding airspace (Tall Structures Act)
  - FAA 5010 inspections
    - Contractual obligation
    - General Aviation obligated/NPIAS airports
    - All other General Aviation airports
- **Flight Schools (259.85)**
  - Ensures specific minimum standards, gives credibility, protects students
- **Hospital heliports/helistops (R 259.247)**
  - Safety/licensing inspections
- **Temporary field permitting (R 259.254)**
  - For-hire helicopter operations on a short-term basis

# Airport Inspections

## 259.244 General utility airports.

Rule 244. (1) A general utility airport shall meet all of the following requirements:

(a)	Have an airport manager licensed by the commission.	
(b)	Contain a runway that has a 1,800-foot landing length in each direction from a clear approach slope of 20 to 1. Unpaved runways shall have a minimum width of 100 feet. Paved runways shall have a minimum width of 40 feet.	
(c)	Maintain a state primary surface for each runway clear of all obstructions. The state primary surface shall be not less than 250 feet wide.	
(d)	Maintain a state approach surface for each runway end that extends outward and upward from the end of the state primary surface for a distance of 5,000 feet. The shape of the approach surface is a trapezoid that has a width of 250 feet at the end of the primary surface and expands uniformly to a width of 1,250 feet. The state approach surface extends for a horizontal distance of 5,000 feet at a slope of 20 to 1, including 15 feet of clearance over roads, 17 feet of clearance over interstate highways, 23 feet of clearance over railroads, and 25 feet of clearance over property lines. The state approach surface begins at the runway end for unpaved runways. If an object penetrates the state approach surface, the landing threshold shall be displaced to a point where a clear 20 to 1 approach slope can be maintained.	
(e)	Contain a permanent monument located on the centerline at or beyond each end of the runway.	
(f)	Maintain a clearly marked automobile parking area.	
(g)	Maintain a clearly marked entrance from a public road.	
(h)	Paved runways shall have centerline marking and runway numbering conforming to the published standards of the federal aviation administration.	
(i)	Unpaved runways marked in accordance with commission standards.	
(j)	Any crosswind runways shall meet minimum requirements for a basic utility runway.	
(k)	Maintain a lighted wind cone.	
(l)	Runway lighting shall be available from sunset to sunrise daily. Lighting configuration shall conform to federal aviation administration standard color and layout in accordance with FAA Advisory Circular 150/5340-24, dated September 3, 1975, which is adopted by reference in these rules.	
(m)	Airports that have right traffic patterns shall have a segmented circle that has traffic pattern indicators.	
(2)	A general utility airport shall provide all of the following services:	
(a)	An administration building or terminal building that has sanitary facilities available to the public.	
(b)	Adequate means to deter unauthorized or inadvertent access to the aircraft operations area.	
(c)	A telephone that is available to the public 24 hours daily on the airport and has the telephone's location 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 and chains or their equivalent.	

MI  
Aeronautics  
regulations

5010 "Airport  
Master  
Record"  
updates

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		AIRPORT MASTER RECORD		PRINT DATE: 03/22/2021
1 ASSOC CITY: PLYMOUTH		4 STATE: MI		LOG ID: 102
2 AIRPORT NAME: CANTON PLYMOUTH METETAL		5 COUNTY: WAYNE, MI		FAA SITE NR: 102287A
3 CBD TO AIRPORT (NM): 2.8		6 REGION/ADG: AGL, DET		7 SECT AERO CHG: DETROIT
<b>GENERAL</b>				
10 OWNERSHIP: PUBLIC		70 FUEL: 00LL		<b>BASIS AIRCRAFT</b>
11 OWNER: STATE OF MICHIGAN - MDOT		71 AIRFRAME RPRS: NONE		90 SINGLE ENG: 79
12 ADDRESS: 2700 EAST AIRPORT SERVICE DR		72 PWR PLANT RPRS: NONE		91 MULTI ENG: 2
13 PHONE NR: 517-335-8521		73 BOTTLE OXYGEN: NONE		92 JET: 0
14 MANAGER: JMM MORENCY		74 BLK OXYGEN: NONE		93 HELICOPTERS: 3
15 ADDRESS: 8550 NORTH LILLEY RD		75 TANT STORAGE: HGR T E		TOTAL: 84
16 PHONE NR: 734-459-0012		76 OTHER SERVICES: INSTR/INTL		94 GLIDERS: 0
17 ATTENDANCE SCHEDULE:				95 MILITARY: 0
MONTHS: ALL		DAYS: MON-FRI		96 ULTRA-LIGHT: 0
		HOURS: 0700-1600		
		ON CALL:		
<b>18 AIRPORT USE:</b> PUBLIC				
19 ARPT LAT: 42-20-52.1N ESTIMATED				
20 ARPT LONG: 83-27-22.8W				
21 ARPT ELEV: 696.1 SURVEYED				
22 ACRES: 63				
23 RIGHT TRAFFIC: NO				
24 NON-COM LANDING: NO				
25 NPAS/FD AGREEMENTS: N				
26 FAR 139 INDEX: /				
<b>RUNWAY DATA</b>				
30 RUNWAY IDENT: 18/36				
31 LENGTH: 2,302				
32 WIDTH: 75				
33 SURF TYPE-COND: ASPH/F				
34 SURF TREATMENT: GRVD				
35 GROSS WT: S S				
36 IN THDS: D				
37 20				
38 20/20S				
39 PCN: III				
<b>LIGHTING/APCH AIDS</b>				
40 EDGE INTENSITY: MED				
42 RWY MARK TYPE-COND: BSC-G / BSC-G				
43 VGS: P2L / PAR				
44 THR CROSSING HGT: 25 / 29				
45 VISUAL GLIDE ANGLE: 4.00 / 3.00				
46 CHTR/N T02: / /				
47 RVR/RV: / /				
48 REL: / /				
49 APCH LIGHTS: / /				
<b>OBSTRUCTION DATA</b>				
50 FAR 77 CATEGORY: A(V) / A(V)				
51 DISPLACD THR: / /				
52 CTLO OBSTN: ROAD / TREES				
53 OBSTN MARKED/GTD: / /				
54 HGT ABOVE RWY END: 15 / 73				
55 DIST FROM RWY END: 312 / 1,807				
56 CHTR/N OFFSET: 08 / 345L				
57 OBSTN CLNC SLOPE: 7.1 / 30:1				
58 CLCE-IN OBSTN: N / N				
<b>DECLARED DISTANCES</b>				
60 TAKE OFF RUN AVBL (TORA): / /				
61 TAKE OFF DIST AVBL (TODA): / /				
62 ACFT STOP DIST AVBL (ASDA): / /				
63 LNDG DIST AVBL (LDA): / /				
[X] ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY -				
110 REMARKS:				
A 087 RWY 18 APCH RATIO 20:1 FM THLD				
A 070 24 HR SELF SERVE				
A 081 ACTV MRL RY 18/36, PAPHRY 36 - CTAF				
A 110-001 NOISE SENSITIVE AREAS NORTH & SOUTH OF ARPT. CTC AMR 734-459-0012 FOR NOISE ABATEMENT PROCEDURES.				
A 110-002 DEER AND BROS ON & INV OF ARPT.				
A 110-003 FOR CD CTC DETROIT APCHAT 800-499-8181.				
111 INSPECTOR: ( S )				
112 LAST INSP: 10/10/2017				
113 LAST INFO REC:				

# Other Functions

- Advise and consult on Federal & State compliance issues
  - Grant assurance violations - Part 13 & Part 16 complaints
  - Local issues, safety inquiries, etc.
- Foster safety and development with the aviation community
  - Facility managers with a wide array of professional backgrounds
  - Local government officials
  - General public - (e.g. pilots, other community stakeholders)

# Challenges at hand

## The need to:

- Consistently maintain accurate and timely inspections
  - Typically: 70 airport inspections per year
  - Overdue airports from 2020
  - “Re-inspections” & provisional licenses
- Integrate with the UAS program
  - UAS inspections & data gathering
- Data integration with other units within Aero

# Compliance Report Card

- Contains a series of critical State and Federal Compliance information narrowed down to “Yes” and “No” questions
  - Similar to the Airport Report Card used in the MASP

## A means to:

- Organize a wide range of complex information to external users
- Further demonstrate accountability for airport sponsors
- Centralize important data for internal use
  - Allows for more efficient coordination of resources
  - Efficient way to consider factors that need to be taken into account before considering project funding allocations



LOC ID: [REDACTED]  
 FAA ID: [REDACTED]  
 State ID: [REDACTED]  
 License Class: General Utility  
 NPIAS Status: NPIAS

### Operation and Safety

Inspection Information	
Airport inspected by	State Inspector
Last inspection date	9/10/2020
Last UAS inspection date	09/05/2020
State Licensing Criteria	
Airport on Provisional?	YES
Violations to safety critical licensing requirements? *	YES
Obstructions to state approach surface?	YES
Obstructions to state primary surface?	NO
Violations to non-safety critical licensing requirements? *	YES
Is a timeline plan filed with MDOT AERO?	YES
Are the correct NOTAMs issued for any/all the above issues?	YES
FAA Criteria	
Obstructions to Part 77 surface?	YES
Existing Thresholding Siting Surface(s)?	YES
Obstructions to Threshold Siting Surface? (UAS only)	N/A
Existing instrument approach(es)?	YES

### Airport Planning

Airport Layout Plan and Airport Approach Plan	
Is there an ALP on file with MDOT AERO?	YES
Most recent ALP dated	2004
Most recent As-Built dated	2014
Is there an AAP on file with MDOT AERO?	YES
Most recent AAP dated	2018
Land Use and Zoning	
Active airport zoning?	NO
Zoned under section	N/A
Approved property map?	YES
Outstanding land issues with neighboring properties?	NO
All land within airport's jurisdiction compatible with aeronautical use?	YES

### Ownership, Access, and Finance

Grant Assurances	
Airport federally obligated?	YES
Other	
Outstanding Part 13 informal complaints?	NO
Outstanding Part 16 formal complaints?	NO
Airport finance and revenue compliance?	YES
Airport Access, Leasing, and User Relations compliance?	YES

\* For more detail on the state licensing requirements at Beaver Island Municipal Airport, please refer to the airport inspection report.



LOC ID: [REDACTED]  
 FAA ID: [REDACTED]  
 State ID: [REDACTED]  
 License Class: General Utility  
 NPIAS Status: NPIAS

### Operation and Safety

Inspection Information	
Airport inspected by	State Inspector
Last inspection date	10/31/2018
Last UAS inspection date	N/A
State Licensing Criteria	
Airport on Provisional?	NO
Violations to safety critical licensing requirements? *	NO
Obstructions to state approach surface?	NO
Obstructions to state primary surface?	NO
Violations to non-safety critical licensing requirements? *	NO
Is a timeline plan filed with MDOT AERO?	YES
Are the correct NOTAMs issued for any/all the above issues?	NO
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Obstructions to Part 77 surface?	NO
Existing Thresholding Siting Surface(s)?	NO
Obstructions to Threshold Siting Surface? (UAS only)	N/A
Existing instrument approach(es)?	NO

### Airport Planning

Airport Layout Plan and Airport Approach Plan	
Is there an ALP on file with MDOT AERO?	YES
Most recent ALP dated	2008
Most recent As-Built dated	N/A
Is there an AAP on file with MDOT AERO?	YES
Most recent AAP dated	2018
Land Use and Zoning	
Active airport zoning?	NO
Zoned under section	N/A
Approved property map?	YES
Outstanding land issues with neighboring properties?	NO
All land within airport's jurisdiction compatible with aeronautical use?	YES

### Ownership, Access, and Finance

Grant Assurances	
Airport federally obligated?	YES
Other	
Outstanding Part 13 informal complaints?	NO
Outstanding Part 16 formal complaints?	NO
Airport finance and revenue compliance?	YES
Airport Access, Leasing, and User Relations compliance?	YES

\* For more detail on the state licensing requirements at Ann Arbor Municipal Airport, please refer to the airport inspection report.



# Questions?

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