

**JACK BARSTOW AIRPORT ADVISORY COMMISSION**

**AGENDA**

September 6, 2016

5:00 p.m.

City Hall

1. Call to Order - Roll Call
2. Approval of Previous Minutes (June 7, 2016)
3. Monthly Activity Report (June-August) - J.T. Rairigh
4. Airport Maintenance Status Report - J.T. Rairigh
5. Old Business:
  - a. Update – SE Apron Area Design
6. New Business
  - a. 5 year Capital Plan Review
  - b. MAP Meeting
  - c. Meeting Schedule
7. Public Comment
8. Adjourn

**MINUTES OF THE BARSTOW AIRPORT ADVISORY COMMISSION  
MEETING**

June 7, 2016

PRESENT: Pollack, Siemer, Janson, Lind, Senesac, Siemer

LOCATION: City Hall

OTHERS: Dot Hornsby, Mark, Jim Cordes, JT

REPORTED BY: Brian McManus, Airport Manager

Commissioner Pollack called the meeting to order at 5:00 p.m.

The minutes of the March 15, 2016 meeting were reviewed. It was moved by Janson and supported by Siemer **“to approve and file the minutes of the March 15, 2016 meeting”** Approved (5/0).

The Monthly Manager’s Activity Report for March - May was presented by JT. Activity was up 13% due to the nice flying weather we have had. Fuel sales were also up considerably at about 22% for 100LL. We continue to offer fuel sales at a fair price. Jet fuel was up as well. Some uses of jet fuel include power line patrol, corporate flights, Amway Helicopter, turbo prop planes, medical helicopter. We have a good tank system that vents well with no condensation. Gypsy moth spraying is completed.

JT summarized the maintenance activities. It has been an easier year for snow. JT is preparing for summer work as opposed to the winter work. He is preparing to do crack sealing as well.

**OLD BUSINESS**

None

**NEW BUSINESS**

**MCADA Project**

Jim Cordes provided an update. The open house was very successful. Weather cooperated fairly well. Good speakers. Distributed 200 programs and received recognition form John Moolenar.

From here it will be project closedown. Finalizing some signs and the radio system. All documentation of systems on site and products will be provided. We have a budget surplus and a good start for the maintenance fund.

## **SE Apron Area**

Brian updated the commission on the SE apron construction scheduled for 2017. Design will commence later in 2016.

## **PUBLIC COMMENT**

Dot Hornsby spoke about Aviation camp coming up 6/20/16. Also the pancake breakfast on September 19.

## MIDLAND BARSTOW AIRPORT MONTHLY MANAGER'S REPORT SUMMARY

	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	TOTALS	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16
Good Flying Days	27	27	23	21	20	16		23	20	21	23	29	27	27
Poor Flying Days	4	4	7	10	10	15		8	9	10	7	2	3	4
Precipitation														
Rain	1.46	2.47	3.91	0.90	0.79	1.40		0.35	0.40	1.51	0.60	1.64	1.25	1.79
Snow	0.00	0.00	0.00	0.00	2.00	3.00		4.87	12.50	13.25	4.50	0.00	0.00	0.00
Aircraft Movements														
Business	42	52	68	18	44	34		52	42	26	490	74	74	34
Pleasure	480	440	394	212	304	162		250	156	328	366	508	538	498
Training	108	162	102	140	136	80		64	102	110	242	182	244	314
Sub-Total	630	654	564	370	484	276		366	300	464	1098	764	856	846
Unattended Hours(15%)*	95	98	85	56	73	41		55	45	70	165	115	128	127
Total Movements	725	752	649	426	557	317		421	345	534	1263	879	984	973
Fuel Sales														
100 LL Sales	2758.4	3131.2	3159.2	1491.5	1736.2	819.8	22534.8	1642.5	1255.1	1992	2458.6	2645.1	2939.7	3998.2
Jet A Sales	0	194.4	377.6	177.9	0	0	1631	25.5	202	169.6	345.2	418.6	567.1	582.3
Total Gallons of Fuel	2758.4	3325.6	3536.8	1669.4	1736.2	819.8	24165.8	1668.0	1457.1	2161.6	2803.8	3063.7	3506.8	4580.5
Runway 18-36 Usage														
18 Takeoffs														
36 Landings														
Total 18-36	74	84	296	150	44	38		94	20	66	82	142	130	54
Total Movements	725	752	649	426	557	317		421	345	534	1263	879	984	973
% of Total	10.21%	11.17%	45.64%	35.25%	7.91%	11.97%		22.33%	5.80%	12.37%	6.49%	16.16%	13.21%	5.55%
Glider Movements	14	0	0	0	0	0		0	0	0	0	0	4	0

\*Changed to 15% for unattended hours due to contract operations extended hours

\*\* Airport use restricted by FAA



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To: Barstow Aviation Advisory Commission  
From: Brian McManus, Airport Manager /Bem  
Date: Sept. 1, 2016  
Subject: S.E. Apron Construction

The schedule for the design of the SE Apron remains as follows:

1. Expected grant approval – August 2016
2. Start Design – September 2016
3. Bidding by April 2017
4. Start Construction – July 2017

We have approved the engineering contract with Mead and Hunt contingent upon block grant funding. We have not received the block grant agreement yet but are expecting it soon.



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To: Barstow Aviation Advisory Commission

From: Brian McManus, Airport Manager /Bpm

Date: September 1, 2016

Subject: Capital Plan Discussion

Attached is a draft capital plan to be discussed and forwarded to Lansing for the upcoming MAP meeting. I have spoken with Jeff Thoman and Mead and Hunt a few times over the summer and they have suggested some changes to our earlier plan.

Primarily I have moved up the ALP master plan document. FAA is concentrating on Airport obstructions to flight as one of their primary goals. We can accomplish a highly technical mapping of our tree canopy and other potential obstructions through the mapping associated with an ALP process. Doing the mapping on our own would be quite expensive. And also the ALP process is a master planning process of sorts that sets the direction for future development. Our current plan is 20 years old.

Also, since we consistently have a waiting list it is time to look at the T- hangar or box hangar as a priority. The plan shows a T hangar as the next project after the ALP update. Our other T hangars are getting very old as well. The ALP process would help us assess the best route to go between the two styles of hangars.

The annual MAP meeting in Lansing with the Bureau of Aeronautics is scheduled for Monday October 3, 2016 at 10:00 am. We will review the draft plan on September 6.

**AIRPORT CAPITAL IMPROVEMENT PROGRAM (CIP) FY-2017 to FY-2025**

\*ACIP includes current development year (2017 already programmed - minor changes acceptable)

Airport Name: Jack Barstow Airport							Date prepared: August, 2016	
Associated City: Midland, MI							Prepared By: JET	
Sponsor: City of Midland, Michigan							Sponsor email address & phone: bmcmanus@midland-mi.org (989) 837-3353	
Airport Identifier: IKW							<b>FINAL ACIP due to MDOT AERO:</b>	
Development Year	Project Description	Federal Entitlements	Federal Apportionment	Federal Discretionary	State	Local	Total	Remarks/Item Justification - Provide as much detail as possible.
2017	Carry Over \$129,205 from 2016 NPE							
	Construct SE Apron Reconstruct and Expansion	\$201,030	\$0	\$0	\$11,070	\$50,650	\$262,750	The SE portion of the Terminal Apron which provides access from the SE hangar area to the fuel farm and main terminal has been inadvertently been left off the PCI reports for the last several years. The area was inspected October 2013 and was given a PCI value of 28. The apron is showing stress related distress and is in need of rehabilitation. In 2013 the apron had Medium Severity Fatigue Cracking, L & T Cracking and weather. In addition, localized portions to the apron were experiencing High Severity Depressions. A small portion of this apron is used to access the new SRE building and existing maintenance building. In addition, airport management would like to extend the NE edge of the Terminal Apron to allow for planes to more safely pass between the existing fuel farm and the NE edge of the apron.
2018	Carry Over \$78,175 from 2017 NPE							
	ALP Update	\$157,500	\$0	\$0	\$8,750	\$8,750	\$175,000	The airport's ALP is approaching 20 years old and is in need of updating. Project will include updating obstruction data.
2019	Carry Over \$70,675 from 2018 NPE							
	Carry over Entitlements	\$0	\$0	\$0	\$0	\$0	\$0	
2020	Carry Over \$220,675 from 2018 & 2019 NPE							
	Design for 5 Unit T-Hangar, Including Site Design	\$36,000	\$0	\$0	\$2,000	\$2,000	\$40,000	Airport management anticipates that additional aircraft storage will be required.
2021	Carry Over \$334,675 from 2018,2019 & 2020 NPE							
	Construct 5 Unit T-Hangar, Including Site Design	\$468,000	\$0	\$0	\$26,000	\$26,000	\$520,000	Airport management anticipates that additional aircraft storage will be required.
2022	Carry Over \$16,675 from 2021 NPE							
	Design for Phase I Replace Fence, Install 2 Power Gates	\$26,325	\$0	\$0	\$1,463	\$1,463	\$29,250	Security fence will be replaced in phases starting with the vicinity of the airport entrance drive and the terminal building. The airport also wishes to install two power gates and construct hangar access roads to connect to existing access road.
2023	Carry Over \$140,350 from 2022 NPE							
	Construct Phase 1 Replace Fence, Install 2 Power Gates	\$252,675	\$0	\$0	\$14,038	\$14,038	\$280,750	Security fence will be replaced in phases starting with the vicinity of the airport entrance drive and the terminal building. The airport also wishes to install two power gates and construct hangar access roads to connect to existing access road.
2024	Carry Over \$37,675 from 2023 NPE							
	Design for South Taxilane Rehabilitation	\$27,450	\$0	\$0	\$1,525	\$1,525	\$30,500	The south taxilanes provide access to the south hangar area. The current PCI (2013) is 66, which falls into the upper category for major rehabilitation. It is expected that by 2018, the PCI will be near 55, which would put it into the lower category for major rehabilitation. The pavement is experiencing High, Medium, and Low severity Longitudinal and Transverse cracking, as well and low severity Raveling and Weathering. The taxilanes were last rehabilitated in 1991.
2025	Carry Over \$160,225 from 2024 NPE							
	Construct South Taxilane Rehabilitation	\$269,550	\$0	\$0	\$14,975	\$14,975	\$299,500	The south taxilanes provide access to the south hangar area. The current PCI (2013) is 66, which falls into the upper category for major rehabilitation. It is expected that by 2018, the PCI will be near 55, which would put it into the lower category for major rehabilitation. The pavement is experiencing High, Medium, and Low severity Longitudinal and Transverse cracking, as well and low severity Raveling and Weathering. The taxilanes were last rehabilitated in 1991.

\*\*In accordance with FAA Order 5100.39A, Appendix 6 - Fields need to be completed

# JACK BARSTOW AIRPORT MIDLAND, MICHIGAN

## FIVE-YEAR DEVELOPMENT PLAN - YEARS 2017 TO 2025



FAA IDENTIFIER: IKW  
STATE ID: 56-01

<p><b>YEAR - 2017</b></p> <p><b>A</b> — CONSTRUCT SE APRON AND MAINTENANCE ENTRANCE REHAB AND EXPANSION</p>
<p><b>YEAR - 2018</b></p> <p><b>B</b> — ALP UPDATE</p>
<p><b>YEAR - 2019</b></p> <p><b>B</b> — CARRY FORWARD ENTITLEMENTS</p>
<p><b>YEAR - 2020</b></p> <p><b>B</b> — DESIGN 5 UNIT T-HANGAR WITH SITE WORK</p>
<p><b>YEAR - 2021</b></p> <p><b>B</b> — CONSTRUCT 5 UNIT T-HANGAR WITH SITE WORK</p>
<p><b>YEAR - 2022</b></p> <p><b>C</b> — DESIGN FOR PHASE I REPLACEMENT FENCE AND INSTALL 2 POWER GATES</p>
<p><b>YEAR - 2023</b></p> <p><b>C</b> — CONSTRUCT PHASE I REPLACEMENT FENCE AND INSTALL 2 POWER GATES</p>
<p><b>YEAR - 2024</b></p> <p><b>D</b> — DESIGN FOR CONSTRUCT SOUTH TAXIWAY REHABILITATION</p>
<p><b>YEAR - 2025</b></p> <p><b>D</b> — CONSTRUCT SOUTH TAXIWAY REHABILITATION</p>



AUGUST 08, 2016 - 56-01\_IKW\_sketch2017.dwg



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To: Barstow Aviation Advisory Commission  
From: Brian McManus, Airport Manager /BPM  
Date: September 1, 2016  
Subject: MAP Planning

The annual MAP meeting in Lansing with the Bureau of Aeronautics is scheduled for Monday October 3, 2016 at 10:00 am. We will review the updated draft plan on September 6.



STATE OF MICHIGAN  
DEPARTMENT OF TRANSPORTATION  
LANSING

RICK SNYDER  
GOVERNOR

KIRK T. STEUDLE  
DIRECTOR

June 9, 2016

Dear Airport Sponsor:

SUBJECT: MICHIGAN AIRPORT PROGRAMMING (MAP) MEETINGS -- Block Grant Airports

**The airports receiving this programming letter are using AERO PM for their FY 17 ACIP development. You will submit your draft & final Airport Capital Improvement Plans (ACIP) to MDOT through AERO PM. We recommend only submitting concepts for development years 2017 through 2021.**

**IMPORTANT:** For sponsors that created or updated concepts in 2015 for their FY 16 ACIP (typically concepts for development years 2016 – 2020, we will implement the **concept rollover during the week of July 11<sup>th</sup>**. Current development year concepts that are either in the status of Final ACIP to MDOT or Master ACIP won't be rolled over systematically since they still may be transferred in either September or November 2016. Concepts that don't get transferred will still be available for the upcoming programming cycle but handled administratively (e.g. moved to 2017) through me, as your AERO PM Program Manager, or returned to author for editing upon request. Concepts that are rolled over will be in the status of Return to Author. Most, if not all, of the fields will be editable unless the concept was environmentally cleared.

Your **draft ACIP due date** will be based on when your MAP meeting date is scheduled. This due date will be provided to the sponsor and their consultant by email when your MAP meeting date is confirmed. The due date is also shown in AERO PM when you're in Project Concept module. If your draft ACIP is not received by your assigned due date, you should receive a system-generated email on the first business day after this date reminding you to submit your draft ACIP immediately. Your final ACIP is due one month from the date of your scheduled MAP meeting. You will receive a system-generated email five business days prior to your final ACIP due date as a reminder if not already submitted.

MAP meetings are held from late August through late November. The sponsor will be contacted soon to schedule a MAP meeting with the Office of Aeronautics. MAP meeting attendance should include the airport manager, airport sponsor representative, and the airport consultant. **MDOT AERO will have a laptop available to use by the sponsor and consultant during the MAP meeting since we will be accessing AERO PM. Please make sure you have your unique SSO User ID and password available so you're able to log into AERO PM at the meeting.** The goal is to complete any final editing of concepts and/or creation of new concepts during the MAP meeting so that you can have all of your concepts submitted to Final ACIP to MDOT at the meeting's conclusion.

FAA requires MDOT to submit a "Master" State Block Grant ACIP annually by December 15<sup>th</sup>. The "Master" ACIP is typically a five-year development plan of proposed projects (concepts) for all of the block grant airports and is based on the individual sponsor ACIPs and MDOT programming decisions.

Please remember that Non-primary entitlements (NPEs) provided by FAA must be expended within four years of the end of the fiscal year a specific block grant was issued. Otherwise, the funding expires and can no longer be used since it's past the Period of Availability (POA).

## **Airport Capital Improvement Plan (ACIP) Instructions & Guidance using AERO PM:**

**1. Concept Header.** Create or update (if a rolled-over concept) proposed airport development concepts for years 2017 through 2021 under the Project Concept module. Please make sure you select the appropriate work category and work type for each concept. Refer to the Work Codes in AERO PM as needed (link at top of screen). Refer to FAA's current approved AIP Handbook (FAA Order 5100.38 in AERO PM (link at top of screen) as needed to determine concept eligibility and justification. Please contact me if you have specific questions you cannot find answered in the AIP HB. Please also provide supplemental descriptions for concepts as necessary. Click on the "I" buttons for assistance with what to include for the supplemental descriptions, component phase, and project long description fields.

**2. Concept Budget.** Enter the estimated total budget for each concept and provide the anticipated budget split (by either % or amount). The total budget & splits can be refined by the AERO PM Program Manager as necessary. Consultants and Sponsors are providing their best budget determinations at the Project Concept module level.

**3. Concept Environmental.** All concepts require some type of environmental clearance. As part of creating concepts, the Concept Environmental tab must be completed. This information is required to assist with MDOT environmentally clearing the concept.

**4. Concept Attachment.** Provide the necessary attachments for each concept as required under the Concept Attachment tab:

- **Cost Estimate.** Required if estimate would include more than one work item (e.g. construction phases). **Please do not attach cost estimates for design or planning concepts.** Provide a detailed cost breakdown of the proposed concept if one is required.

- **Location Sketch.** **Required for concepts shown on ALP.** Provide a sketch showing the location of each concept and where it's located on the current approved Airport Layout Plan. AERO PM allows you to attach the same location sketch for multiple concepts if sketch includes those concepts. Sketches should be very detailed to match the proposed concept(s).

- **Narrative/Justification.** – Refer to Guidance below for additional information. **Required for current development year plus three years.** Justification for development projects should be based on established aeronautical demand and based on current federal standards.

A standard Narrative/Justification form is available on our website, [www.michigan.gov/aero](http://www.michigan.gov/aero) (under Programming tab - Block Grant Program) or the Sponsor may create their own to use that includes the information in MDOT's standard form. AERO PM allows you to attach the same Narrative/Justification form for related concepts by selecting the applicable concept number. Separate Narrative/Justifications should be attached for concepts that are not related.

As a reminder, **utilize multiple resources when developing your ACIP.** This includes Airport Layout Plans (ALP) or Master Plans, Sponsor Pavement Maintenance-Management Programs including the state-provided Pavement Condition Index (PCI) Report, previous ACIPs, and Exhibit A (Property Inventory Map).

**Guidance for completing Concept Narrative and Justifications for Airports under the State Block Grant Program:**

Sponsors and their consultants shall use FAA's AIP Handbook (FAA Order 5100.38 -- current version) for determining project eligibility and justification for projects intended to be funded with federal AIP funds.

To assist with preparing solid justifications when submitting your ACIP, here are some recommendations and/or requirements you can use to support your assessment of a concept's need. **Remember that all proposed development should be shown on a FAA-approved Airport Layout Plan.**

- **For Airfield Pavement Rehabilitations & Reconstructions.** Include dimensions, age of pavement, major distress types, PCI information, or any other factor that is contributing to the need to rehabilitate or reconstruct the pavement. Provide specifics on what's proposed (e.g. mill/fill, crush/shape, reconstruction, surface treatment). Provide width planned and if width exceeds the FAA standard, indicate how that additional pavement will be funded. Include what has been done by the Sponsor to maintain the pavement over its lifetime (i.e. crack/joint sealing, misc. repairs, surface treatment, etc.). The sponsor may be required to justify an existing runway length and/or width based on the critical aircraft using the particular runway.
- **Rehabilitation of Runway Lighting or Rehabilitation of Taxiway Lighting cannot be included with a concept for Airfield Pavement Rehabilitation.** You must have separate concepts for the pavement rehabilitation and the lighting rehabilitation even though you could combine the concepts together under one federal project (and one Sponsor Contract with MDOT). Refer to FAA AIP Handbook.
- **FAA Reimbursable Agreements.** You must have a separate concept for a proposed FAA reimburseable agreement for relocating FAA-owned NAVAIDS or for an initial flight check for FAA to commission an AIP-funded NAVAID (e.g. PAPIs).
- **For Runway Extensions.** The Sponsor must perform a User Survey as an initial step to determine justification for an extension based on the critical aircraft using the particular runway. The justification (e.g. User Survey) must be done separately and paid for by the Sponsor. The final determination from the results of the User Survey is provided through MDOT Office of Aeronautics and as necessary, FAA Detroit ADO.
- **For Land Acquisition.** Explain what the land is needed for (i.e. approach protection, RPZ control, future development, etc.). Include if it is a fee or easement acquisition. Include parcel numbers and acreage of those parcels. State whether residences and/or businesses will be acquired and relocated, if applicable. **FAA will only reimburse an airport sponsor for land appraisals/consultant fees as part of the actual land acquisition project.** Refer to FAA AIP Handbook.
- **For Snow Removal Equipment & Snow Removal Equipment Buildings.** Required to provide a separate Existing SRE Inventory worksheet and a SRE Calculation worksheet. Both worksheets are available on our website, [www.michigan.gov/aero](http://www.michigan.gov/aero) (under Programming tab - Block Grant

Program). These can be submitted as an attachment (Other) for a concept. In accordance with FAA's AIP Handbook, funding snow and ice control buildings is limited to facilities necessary for eligible equipment as well as storing abrasive or chemicals used in treatment of paved areas. At the time the building is programmed, the eligible equipment must be owned, on order, or budgeted by the airport.

- **For Revenue-Generating Facilities (Hangars).** The Sponsor must demonstrate that they have made adequate provisions for funding the airport's airside needs before a subgrant can be issued for a sponsor-owned hangar project. The Sponsor is required to submit a Revenue-Generating Facility Eligibility Evaluation Form and support documentation. The form and instructions are available on our website, [www.michigan.gov/aero](http://www.michigan.gov/aero) (under Programming tab - Block Grant Program). This documentation should be submitted as an attachment (Other). Only a Sponsor's entitlement funding can be used to fund sponsor-owned hangars.
- **For Revenue-Generating Facilities (Fuel Farms).** Eligibility under AIP effective with the current FAA AIP Handbook includes only the initial installation of a fuel farm at an airport or the expansion of an existing fuel farm, if justified. Initial installation of a card reader to a new or existing fuel system is also AIP eligible. Replacement fuel farms are not eligible under AIP. Replacing components on existing fuel farms is considered maintenance/repair and not eligible under AIP.
- **For Terminal Buildings.** A terminal study is necessary to determine present useful life, needs, and general concept. The study should evaluate alternatives includes renovating existing, expanding existing, or building new with the most cost-beneficial one being the preferred. Sponsor will need to provide a floor plan drawing(s) and Eligibility Table to assist with determining eligibility. **Eligibility must be determined prior to commencing the design phase of a terminal building project.** Terminal Design is prorated based upon eligible percentage of the building. Tables are available on our website, [www.michigan.gov/aero](http://www.michigan.gov/aero) (under Programming tab - Block Grant Program). Generally, only a Sponsor's entitlement funding can be used to fund a terminal building. Refer to FAA AIP Handbook.
- **For Apron Expansions.** Provide the name (specific location) of apron. As part of the narrative, include the current size of the apron and the proposed expansion area. Provide reason for more apron space and what the expanded area will be utilized for. Refer to FAA's AC 150/5300-13 (current design AC) Chapter 5 and Appendix 5 for guidance.
- **For new Taxiways.** Provide the taxiway designation, length & width. As part of the narrative, include specifically what the taxiway will serve. Is it a parallel taxiway to a runway? To serve a hangar area? If the width exceeds the FAA standard, indicate how that additional pavement will be funded.
- **For Fencing.** As part of the narrative, include the height of fencing and lineal footage planned. Indicate reason for fencing (i.e. animal control, security, etc.).
- **For Airfield Crack Sealing and/or Paint Marking.** If you plan to do airfield crack sealing and/or paint marking as a stand-alone project either through our Statewide Program or bid

separately for the current year (2017), an Economic Necessity Certification Form must be completed and signed by the Sponsor. The Sponsor is certifying that they do not have funds available for eligible routine pavement maintenance using their own resources and that they have a Pavement Maintenance Plan in place and available upon request from FAA or MDOT. The form is available on our website, [www.michigan.gov/aero](http://www.michigan.gov/aero) (under Programming tab - Block Grant Program). The form can be submitted as an attachment (Other) in AERO PM.

- **For Crosswind Runways.** FAA looks at the following criteria for determining AIP eligibility of a crosswind runway: wind coverage and regular usage for the proposed crosswind runway.

In accordance with FAA Advisory Circular (AC), 150/5300-13, a crosswind runway is recommended when the primary runway orientation provides less than 95.0 percent wind coverage. The 95.0 percent wind coverage is computed on the basis of the crosswind component not exceeding the allowable value, as listed in Table 3-1 of the AC, per Runway Design Code. The runway should be long enough to accommodate landing and departures for the design aircraft needing the runway. AC 150/5325-4 describes procedures for establishing the appropriate runway length.

In order for a crosswind runway to be eligible, both the wind coverage and operational usage criterion must be met. The FAA has recommended that airport sponsors obtain letters of commitment or support from existing users or potential tenants, indicating the need for a crosswind runway. Letters should clearly state why these users currently can't use or have restricted use with the existing primary runway. They must be specific in the reason for their need and anticipated usage of the proposed crosswind if it were constructed to assist with developing the operational usage requirement.

- **Examples of Ineligible AIP Projects at General Aviation Airports:**  
(Refer to FAA AIP HB)
  - Full paving around a new or existing hangar.
  - SPCC/SWPPP (a.k.a. Integrated Contingency Plans) - only eligible under AIP as a sponsor reimbursement for an initial fuel farm. Otherwise, not AIP eligible.
  - Maintenance Equipment and Vehicles
  - Office Equipment
  - Administrative offices including airport manager's office or other sponsor administrative areas in terminal buildings
  - Snooze/sleep rooms, kitchenettes and airport conference rooms in terminal buildings
  - Maintenance or Repair of Buildings
  - Surveillance cameras
  - Heated pavements
  - Decorative Landscaping
  - Artworks
  - Industrial Park Development
  - Marketing Plans
  - Training
  - Improvements for Commercial Enterprises
  - Maintenance & Repair to Fuel Farms including replacing components.
  - Improvements to Fuel Farms to address environmental deficiencies.

- Environmental Remediation and removal of fuel farms, underground storage tanks, hazardous waste, or contaminated soil
- Airport entrance signs and flagpoles
- ARFF vehicles (if not required by Part 139 certification)
- Non-fixed emergency generators

Please note that the following types of projects do not compete for federal discretionary funding: Snow Removal Equipment, Aircraft Rescue Firefighting Equipment (Part 139 airports), crosswind runways, parallel taxiways for crosswind runways. Primary candidates for discretionary funded projects are primary runway rehabilitations or reconstructions. These are typically the only types of projects under the SBGP that are competing well for discretionary.

If you have any questions or comments, please contact me at either (517) 335-8359 or [steudleb@michigan.gov](mailto:steudleb@michigan.gov).

Sincerely,



Betsy L. Steudle, P.E.  
State Block Grant Program Specialist  
Programming Section  
Office of Aeronautics

cc: Sponsor Consultants  
Project Managers, AERO  
David L. Baker, AERO  
Elyse Lower, AERO  
Marlon Pena, FAA ADO  
Katherine Delaney, FAA ADO



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To: Barstow Aviation Advisory Commission  
From: Brian McManus, Airport Manager /BPM  
Date: September 1, 2016  
Subject: 2017 Meeting Schedule

It is time to set the meeting schedule for the next calendar year. The 2017 dates that would match this past years meeting schedule are listed below:

- January 3, 2017
- March 14, 2017 or April 4, 2017
- June 6, 2017
- September 5, 2017
- November 7, 2017
- December 5, 2017

Meetings are usually held at 5:00 p.m. in the Midland City Council Chambers. The meetings are usually held on the first Tuesday of the meeting month. In March the meeting was moved to allow members to return from warm weather areas. I have also proposed an option of making this meeting in April. In September, the proposed meeting is the day after Labor Day.

The commission needs to act on this item so that the information can be printed in the City calendar.