Ann Arbor Municipal Airport	50178.000	May 4, 2009	May 26, 2009
PROJECT	PROJECT NO.	MEETING DATE	ISSUE DATE
Ann Arbor Municipal Airport		Citizens Advisory Committee Meeting	
MEETING LOCATION		MEETING PURPOSE	
Amy Eckland			
ISSUED BY		SIGNATURE	

PARTICIPANT	COMPANY
See attached list.	

DISCUSSION

The first Citizens Advisory Committee (CAC) meeting was held to discuss: 1) the purpose and mission of the CAC, 2) study history and purpose and need, 3) airport improvements, 4) the Environmental Assessment process, 5) study status and next steps, and 6) questions and answers.

Purpose and Mission of CAC

The CAC was established to provide a means to communicate with those interested in the activities occurring at the Ann Arbor Airport. The people that participate in the CAC are intended to represent a wide variety of potentially interested stakeholder groups. The CAC does not have formal decision-making powers and is acting only in an advisory role. The CAC will help guide the study process and will help communicate the results of the study back to their respective stakeholder groups.

If there are people that are interested in the CAC activities, they are encouraged to contact members of the CAC to express their concerns or questions. These individuals can also submit comments independently to the City and/or JJR. These individuals are encouraged to attend the public hearing in the fall and to provide comments during the public comment period.

Study History and Purpose and Need

In 2007, an Airport Layout Plan (ALP) was approved that depicted a bump out in State Road to provide adequate distance between the end of Runway 6/24 and State Road. In 2008, after discussing the State Road Corridor Study recommendations with local road commission and township officials, a revised ALP was approved that eliminated the bump out of State Road and resolved the distance conflict by proposing a shift of Runway 6/24. The new ALP includes a 150 foot shift of the primary runway, a 950 foot extension (a net increase of 800 feet), and an adjustment of the taxiway and holding bay. The 2008 ALP was approved by MDOT and FAA. It was then approved by City Council in September 2008.

The improvements at the Airport are being proposed to:

1. Provide the recommended runway length to accommodate the B-II category Critical Aircraft that are presently using the airport.
2. Minimize the FAA tower line of sight issues.

3. Address the need for a future 34:1 approach slope on Runway 24.
4. Minimize the occurrence of runway overrun incidents.

Airport Improvements

The proposed improvements at the airport include:

1. Shifting Runway 6/24 150 feet to the southwest.
2. Extending Runway 6/24 by 800 feet, from 3,500 feet to 4,300 feet in total overall length.
3. Moving the holding bay so it is parallel with Runway 6/24 instead of being perpendicular to the runway.
4. The parallel taxiway will be extended to meet the new Runway 6/24 end.

All existing runway and taxiway widths will be maintained. The offset between the runway and taxiway will also be maintained. Any changes to surface drainage will be retained within Airport property. Other alternatives were evaluated that included rotation of the runway, however, none showed merit.

There will be no changes to the fencing at the Airport.

Environmental Assessment Process

The preparation of an Environmental Assessment (EA) is governed by the National Environmental Policy Act (NEPA), 1969, under guidance from the FAA. An EA is intended to be a concise public document that analyzes the environmental impacts of a proposed action. An EA will document, 1) the need for the proposed improvements, 2) alternatives considered, 3) proposed improvements, 4) potential environmental impacts, 5) mitigation measures, and 6) agency coordination and public participation

Following preparation of the EA, the document is then distributed to the public and is available for review and comment during the public comment period. During the 30 day comment period, the document is distributed to resource and regulatory agencies for review and it is available to the public for review. Copies of the document will be made available at public locations: libraries, airport, local municipalities, etc. During those 30 days, comments will be accepted from those interested in the proposed project. At the end of the 30 days, a public hearing will be held.

The EA is a tool to determine whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI). If the EA concludes that the proposed improvements will not have potential “significant” impacts, a FONSI is prepared. A FONSI is a public document that explains the federal agency’s (FAA) conclusion as to why a proposed action would not have a significant effect on the natural and human environment. The FONSI will also outline proposed measures to mitigate impacts as agreed to in the EA. The FONSI will be jointly signed by both MDOT and FAA.

If it is determined that the project would have significant impact, additional studies may be needed and/or an EIS may be prepared.

Study Status and Next Steps

The overall study will be completed by January 2010. Currently, the study team is still completing the environmental investigations. This will be followed by the preparation of a draft EA. Following a review of the EA by MDOT and the City, the EA will be distributed and the 30 day public comment period will begin. A public hearing will be held at the end of the comment period, which is anticipated to occur in late fall. Following the public hearing, the document will receive State and Federal clearance, and, if appropriate, a FONSI will be prepared. The final EA will be distributed by MDOT.

There will be two more CAC meetings. The second CAC meeting will likely be in July and the third meeting will in October.

Questions and Answers

Throughout the meeting, CAC members asked questions regarding the information presented. The questions are summarized below.

Q. Has the tower blind spot been there since it was built? If so, why is this now a safety concern?

A. Although not considered "unsafe", the blind spot has been a safety concern for several years. Now that there is a proposed project to reconfigure the runway, it is a logical time to incorporate any safety recommendations that will enhance the operational safety of the airport.

Q. How close can the planes be to the adjacent homes during takeoff and landing?

A. The existing traffic pattern altitude for aircraft in the vicinity of Ann Arbor Municipal Airport is 1,000' above ground level. However, during the approach and departure phases of flight, aircraft do descend below this altitude. Actual flight profiles of various models of departing aircraft, including heights above Lohr Road, will be determined and provided at the next CAC meeting.

Q. Why does the airport need to allow for a 34:1 approach slope?

A. The runway approach slope over State Street has been 20:1 for quite some time. Since the current critical aircraft has been determined to be a B-II category jet, FAA Part 77 regulations specify the flatter 34:1 slope as the appropriate approach surface. The proposed 34:1 approach slope will provide approaching aircraft with greater vertical clearance over obstructions, and as a result, a greater margin of safety when operating in low-visibility conditions.

Throughout the meeting, several questions were raised that required additional follow-up information. These are the questions and a response.

Q. What makes the number of overruns "unusually high"? Can the data for the seven reported overruns be provided?

A. The data is still being compiled and will be made available on the Airport website in the upcoming weeks.

Q. How high will planes be over Lohr Road and the adjacent homes?

A. This analysis is ongoing. Results will be provided when they are available.

Q. Why is the 34:1 approach on State Street needed, particularly if State Street will not be widened in the immediate future?

A. The runway approach slope over State Street has been 20:1 for quite some time. Since the current critical aircraft has been determined to be a B-II category jet, FAA Part 77 regulations specify the flatter 34:1 slope as the appropriate approach surface. The proposed 34:1 approach slope will provide approaching aircraft with greater vertical clearance over obstructions, and as a result, a greater margin of safety when operating in low-visibility conditions.

Q. Has the justification for the improvements been fully examined?

A. The justification has been fully examined. The impetus for the improvements is to provide the recommended runway length for the Critical Aircraft that are currently using the airport, as well as the appropriate clear approach surfaces to Runway 6/24. The airport has documented well over 500 annual operations by type B-II aircraft, making this the current Critical Aircraft category. As documented in the Michigan Aviation System Plan (MASP 2008), and supported by FAA Advisory Circular 150/5325-4B, a runway length of 4,300 feet is recommended for category B-II aircraft, based on safety considerations.

Q. It was requested that a copy of the Michigan Airport System Plan (MASP) be provided.

A. A copy of the MASP can be obtained at:

www.michigan.gov/documents/aero/Cover_thru_**MASP**_study_team_MI_airport_system_plan_**MASP**_256781_7.pdf

Q. It was requested that documentation be provided that demonstrated the 500 operations by B-II aircraft.

A. MDOT is finalizing the User Survey Report. Once the report is completed, it will be posted on the Airport's website.

Q. It was also requested that a copy of the FAA Advisory Circular regarding runway length be provided.

A. The FAA AC 150/5325-4B, Runway Length Requirements for Airport Design can be found at: www.**faa**.gov/airports_airtraffic/airports/resources/**advisory_circular**s/media/150-5325-4B/150_5325_4b.doc.

Q. Does the logic/process that justifies the runway extension imply that there will be a continual "creep" in the length of the runway?

A. The decision to extend a runway always rests with the Airport Sponsor (in this case, the City of Ann Arbor). So even if there is a future change in Critical Aircraft category, and enough operations to justify further extension of the runway, neither the State nor the FAA would actually mandate that the extension take place. Since a future runway extension (beyond the proposed 4,300') would result in the shifting (and possibly enlarging) of the Runway Safety Areas and Runway Protection Zones beyond the existing airport boundaries, it is extremely unlikely that the City of Ann Arbor would pursue additional extension of Runway 6/24.

If this report does not agree with your records or understanding of this meeting, or if there are any questions, please advise the writer immediately in writing; otherwise, we will assume the comments to be correct.

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