Ann Arbor Municipal Airport	50178.000	July 20, 2009	September 8, 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

This meeting summary provides an overview of the major topics and discussion items from the second Ann Arbor Municipal Airport Citizens Advisory Committee (CAC) meeting. This meeting summary is not intended to be a transcript of the meeting.

The second CAC meeting was held to discuss: 1) the environmental studies update (noise, historic resources, and botanical and wetland survey), 2) study justification and purpose and need, 3) study status and next steps, and 4) questions and answers.

Environmental Studies Update

Noise

The results of the noise analysis were presented by Mr. Dan Botto, URS. Mr. Botto provided a handout packet and three drawings illustrating noise contours (see attached). The noise analysis uses the Integrated Noise Model (INM), a methodology developed and approved by the Federal Aviation Administration (FAA). The INM is designed to estimate long-term average effects using average annual inputs, not the noise level of a single event.

The data used in the INM included aircraft operations, flight operations by aircraft type and time of day, runways and runway utilization, and flight tracks and flight track utilization. The data used in the model reflected 61,969 aircraft operations for 2009 and 69,717 aircraft operations for the future year 2014. It should be noted that the air taxi/commuter day/night split provided was incorrect. The actual and modeled day/night split for this category of flight operations is 100 percent of arrivals occur during the noise day period, while departures are 96 percent daytime and four percent nighttime. A list of aircraft operations was provided that was generated from Flight Explorer data and the MDOT User Survey.

The INM generated results for three scenarios: Base Year (2009), No Action (2014), and the proposed project (2014). Impacts are determined by comparing the future proposed project to the No Action. The analysis shows that noise impacts for the proposed project do not extend off of airport property; therefore, no impacts would occur to the adjacent properties. Refer to the attached handout and drawings for more detail.

Historic Resources

A review of historic resources was conducted by Commonwealth Cultural Resources Group (CCRG). CCRG completed a site file and literature search and a preliminary field survey. They looked at archaeological (below ground) and above-ground resources. The results of their review concluded there are no existing significant above-ground resources associated

with the airport property. The analysis of the data for the below ground resources is pending. The results will be presented at the next CAC meeting.

Botanical and Wetland Survey

A botanical survey was completed by JJR in June of this year. During the site visit, an investigation was conducted for threatened or endangered species and general plant communities. The areas immediately surrounding the runway and the airport facilities are predominately either open field / lawn or agricultural fields. Currently over 160 acres of land owned by the airport are being farmed. Along the southern portion of the property, the area is forested, with some portions being a forested wetland. A drainage ditch passes through the airport. The vegetation along the ditch is mostly shrubs with some larger trees. We will be coordinating with the Washtenaw County Drain Commission to confirm county drain jurisdiction.

The wetland analysis is pending. MDEQ will be conducting a site visit and will make the final determination as to the presence of wetlands at the airport. The results will be presented at the next CAC meeting.

Study Justification / Purpose and Need

Mr. Mark Noel, MDOT, presented the results of the User Survey Report. He provided a handout (see attached). The Critical Aircraft as defined by FAA is the most demanding aircraft-type that performs a minimum of 500 annual operations at a particular airport. Based on the results of the user survey, the critical aircraft for the airport is a B-II, small aircraft.

According to FAA Advisory Circular 150/5325-4B, the recommended runway length for categroy B-II Small Aircraft is 4,200 feet. MDOT recommends 4,300 feet, based on the recommendations of the Michigan Airport System Plan (MASP 2008). The recommended runway lengths will allow most B-II Small classification aircraft to operate at their optimum capabilities without weight restrictions.

It was noted that the Airport Advisory Committee's purpose for the project incorporates safety improvements: runway extension to minimize overruns and a runway shift to address State Road approach and FAA tower line of sight. This purpose differs from FAA and MDOT justification for runway extension, which is based on providing the recommended runway length for the current critical aircraft of the airport. A formal purpose and need statement for the project is being developed in accordance with National Environmental Policy Act (NEPA) guidelines.

Study Status and Next Steps

The study team is currently working to prepare a first draft of the Environmental Assessment. The next CAC meeting will be in the fall and will focus on an environmental studies update for the remaining resource categories.

Overrun Data

A summary of the overrun data was provided to the group. Each CAC member in attendance was provided a copy of a summary table followed by a report for each overrun, if the report was available. The overrun data was compiled based on reported incidents in the FAA databases and other unreported incidents. There have been five reported overruns, four unreported overruns, and two that are unknown (undetermined whether aircraft went off the end of the runway or off the side of the runway).

Member Update
Each CAC member was asked to provide an update on what they have been hearing from their constituency. The following is a summary of what the members expressed as concerns or comments from their constituency:

- The editorials and op eds are not stating the truth.
- There is a mix of supporters and non-supporters. The non-supporters are concerned because of the impact on their quality of life.
- Is it possible to raise the tower to eliminate the line of sight issues?
- There have been questions about the funding source for the project.
- Some are concerned about the project and its potential impacts, but there have been more comments on the Argo Dam at this time.
- There is an organized group very strongly opposed to the project.
- Safety is primary concern. Fear that planes will crash into nearby homes.
- Concerned about the use of tax dollars to pay for the project.
- Concern that Pittsfield Township provides safety response and that Pittsfield tax dollars are being used for that.

Other Items Discussed
Throughout the meeting, CAC members asked questions regarding the information presented. A summary of the items is provided below.

- Four sources were used for the User Survey Report: (1) Flight Aware data, data from the two FBOs: (2) Solo Aviation and (3) Ann Arbor Aviation Center, and (4) based aircraft records.
- The noise analysis is computer generated based on aircraft types. Field measurements for noise were not conducted.
- The noise analysis models flight paths for both existing and future conditions, compensating for the proposed change in runway length.
- There are no trees being cut in St. James Woods.
- A negative economic effect that might occur if the runway is not extended is aircraft that use the airport with weight restrictions may need to land and refuel, or be required to operate with reduced cargo or reduced passengers.
- MDOT has been involved with this project since early 2007, when the City of Ann Arbor started the process to modify the ALP.
- The Itinerant (visiting) Aircraft operational information was collected by the two FBOs located on the airport. Sources were the pilot sign-in registration logs (Airport Registers) from each FBO.

One item discussed was the date of the last user survey and the previous critical aircraft. The consultant team was not able to provide a definite answer at the meeting. Based on a file review by MDOT, the following information was obtained.

In June 2008 MDOT approved an ALP dated April 2008 that indicates a Beech King Air (approach category B-II) is the design group. The previous ALP, dated 1994, was approved by MDOT in 1995 and indicated the design aircraft was approach category B-II. Prior to 1994, the ALP's MDOT has on file do not definitively identify the critical aircraft, except the 1957 ALP. This ALP identifies effective lengths for aircraft of current conditions (3,500 feet) and future conditions (4,300 feet).

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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DISTRIBUTION

Ann Arbor Municipal Airport

Runway Extension EA

Aircraft Noise Analysis

July 20, 2009

FAA Policy and Guidance for NEPA Compliance

FAA Order 1050.1E

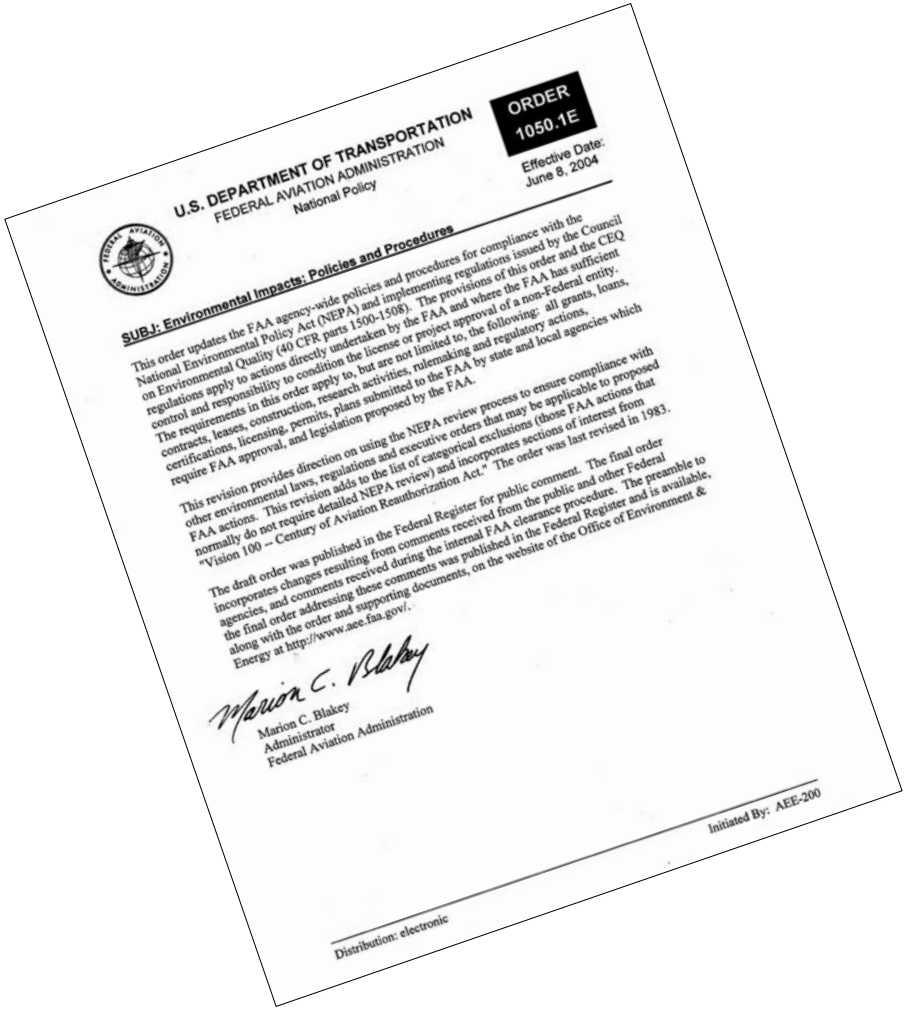
Environmental Impacts: Policies and Procedures

FAA Order 5050.4B

NEPA Implementing Instructions for Airport Actions

Title 14 CFR Part 150

Airport Noise Compatibility Planning



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
National Policy

ORDER 1050.1E

Effective Date: June 8, 2004

SUBJ: Environmental Impacts: Policies and Procedures

This order updates the FAA agency-wide policies and procedures for compliance with the National Environmental Policy Act (NEPA) and implementing regulations issued by the Council on Environmental Quality (40 CFR parts 1500-1508). The provisions of this order and the CEQ regulations apply to actions directly undertaken by the FAA and where the FAA has sufficient control and responsibility to condition the license or project approval of a non-Federal entity. The requirements in this order apply to, but are not limited to, the following: all grants, loans, contracts, leases, construction, research activities, rulemaking and regulatory actions, certifications, licensing, permits, plans submitted to the FAA by state and local agencies which require FAA approval, and legislation proposed by the FAA.

This revision provides direction on using the NEPA review process to ensure compliance with other environmental laws, regulations and executive orders that may be applicable to proposed FAA actions. This revision adds to the list of categorical exclusions (those FAA actions that normally do not require detailed NEPA review) and incorporates sections of interest from "Vision 100 – Century of Aviation Reauthorization Act." The order was last revised in 1983.

The draft order was published in the Federal Register for public comment. The final order incorporates changes resulting from comments received from the public and other Federal agencies, and comments received during the internal FAA clearance procedure. The preamble to the final order addressing these comments was published in the Federal Register and is available, along with the order and supporting documents, on the website of the Office of Environment & Energy at http://www.aee.faa.gov/.

Marion C. Blakey
Administrator
Federal Aviation Administration

Initiated By: AEE-200

Distribution: electronic

Assessment of Aircraft Related Noise

FAA Integrated Noise Model (INM) version 7.0a

- Has been distributed for use by the FAA since 1978
- Continual enhancements to stay consistent with evolving aircraft, technology, and best practices
- Required tool for FAR Part 150 Noise Compatibility Planning; Part 161 Approval of Airport Noise Restrictions; and FAA Order 1050 EA's and EIS's
- INM is an average value model designed to estimate long-term effects

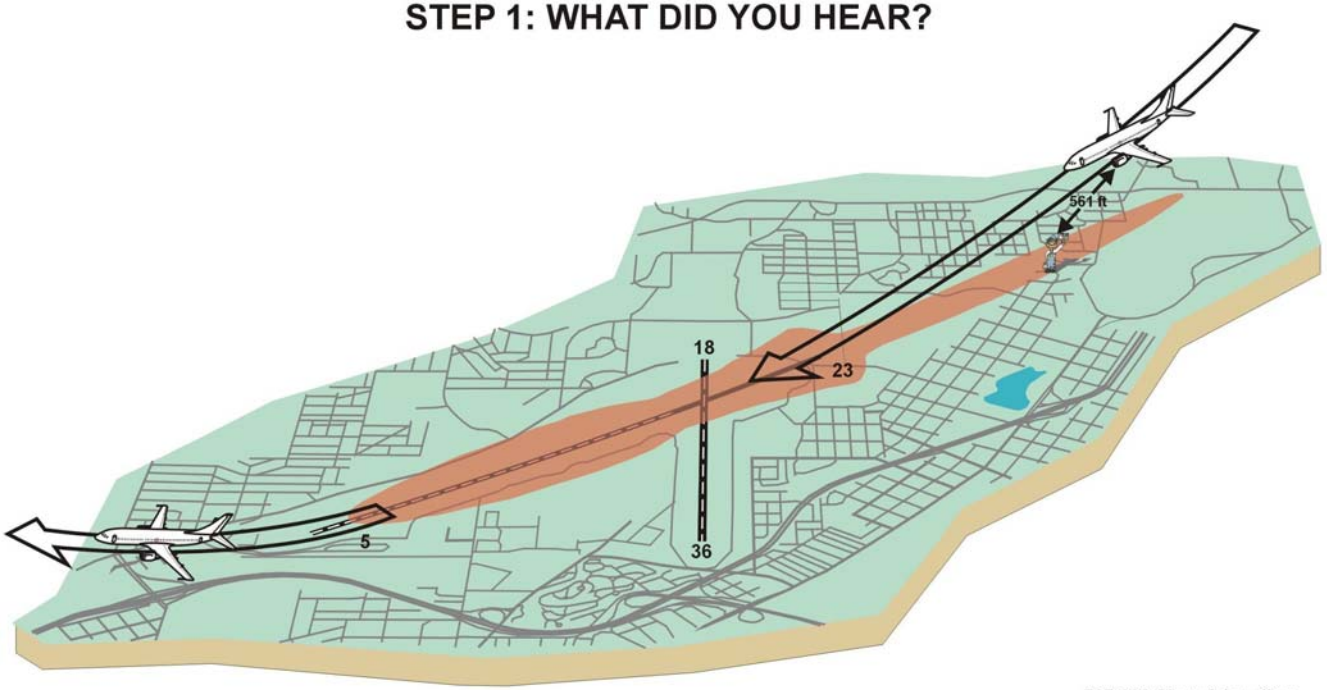
Assessment of Aircraft Related Noise

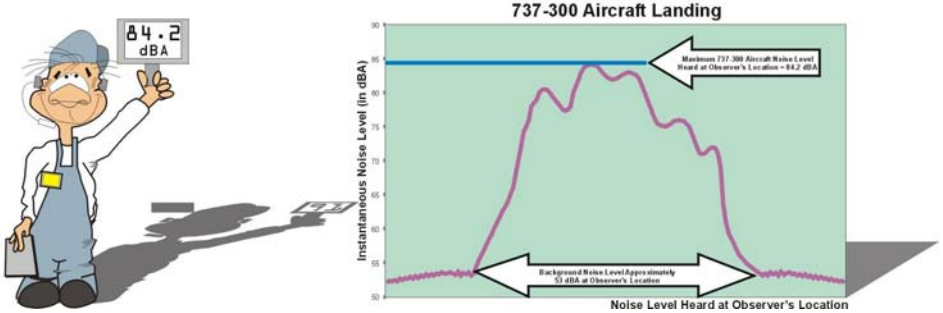
- EA determines noise impacts on INM DNL contours
- Analysis will include:
  - Base year - 2009
  - Future year - 2014
    - With and without proposed project
  - Standard DNL Metric

Aircraft Noise: How Do We Measure and Assess Impacts

AIRCRAFT NOISE: HOW WE MEASURE IT AND ASSESS ITS IMPACT

STEP 1: WHAT DID YOU HEAR?

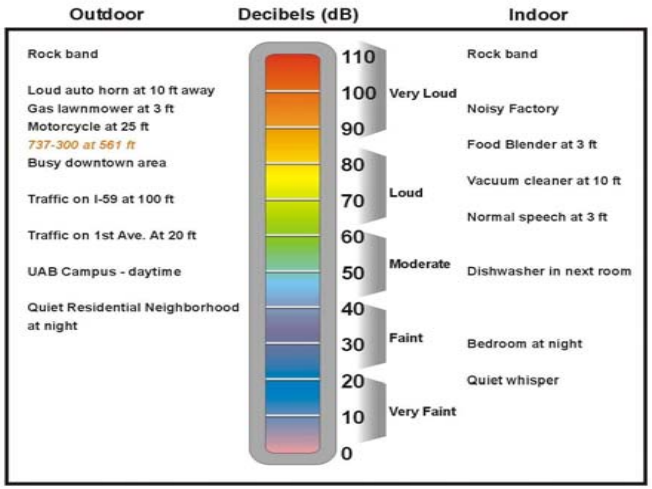




Aircraft Noise: How Do We Measure and Assess Impacts

AIRCRAFT NOISE: HOW WE MEASURE IT AND ASSESS ITS IMPACT

STEP 2: HOW LOUD IS THAT?



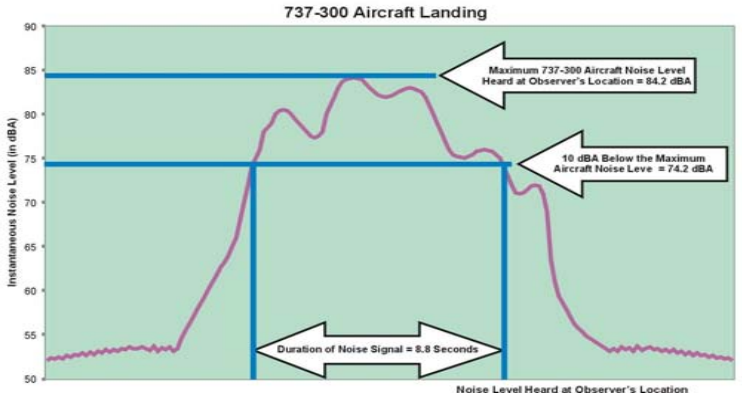
STEP 3: HOW LONG DID IT LAST?

The duration of an aircraft noise event is defined as the number of seconds between the first and last values of the instantaneous noise level which are a minimum of 10 dBA below the maximum aircraft noise level (Lmax).

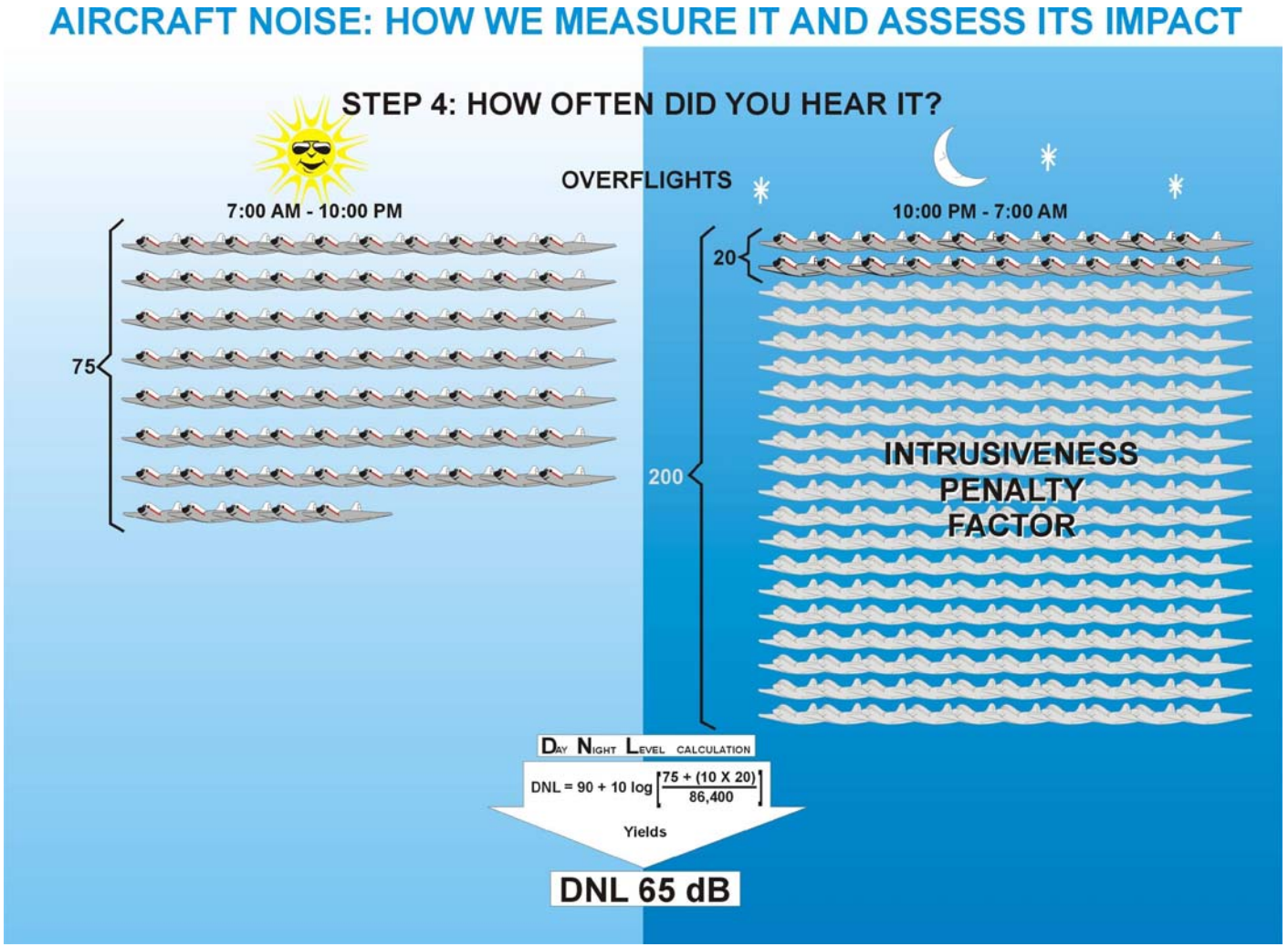
The Sound Exposure Level (SEL) describes with a single number the sound energy during an aircraft noise event. SEL takes into account both the duration and the magnitude of the aircraft noise event. The duration correction increases the magnitude in an attempt to account for the increased noisiness of sounds of long duration versus sounds of short duration. Because the duration of aircraft noise events are greater than one second, the numerical value of the SEL for an aircraft noise event is always greater than the numerical value of the maximum level, Lmax.

For Example:

Lmax = 84.2 dBA Duration = 8.8 seconds SEL = 90 dBA



Aircraft Noise: How Do We Measure and Assess Impacts



Noise Metric

- **Day-Night Average Sound Level (DNL)**:

DNL logarithmically averages aircraft sound levels at a location over a complete 24-hour period, with a 10-decibel adjustment added to those noise events occurring between 10:00 p.m. and 7:00 a.m. (local time) the following morning. Primary metric for airport noise impacts.

Noise Modeling Methodology

INM Input Data:

- Aircraft Operations
  - 2009 Base Year: FAA ATADS Data from April 08 through March 09
  - Forecast for Future Year 2014: FAA 2009 ARB TAF
- Flight Operations by Aircraft Type and Time of Day
  - From MDOT User's Survey and Flight Explorer® data
- Runways and Runway Utilization
  - From discussion with Air Traffic Control
- Flight Tracks and Flight Track Utilization
  - From discussion with Air Traffic Control and published flight procedures

Noise Modeling Methodology

INM Input Data:

- Aircraft Operations
  - 2009 Base Year: 61,969
  - Future Year 2014: 69,717
- Day / Night Split (Day 7:00 am to 9:59 pm, Night 10:00 pm to 6:59 am)
  - Air Taxi/Commuter: Arrivals 100% Day, Departures 96/4%
  - GA: Arrivals 95/5%, Departures 96/4%
- Flight Tracks:
  - Arrivals and departures are all straight in and straight out
  - Runways 06 and 12 have right turn patterns, Runways 24 and 30 have left turn patterns

Runway Utilization

Aircraft Type	Runway 06	Runway 24	Runway 12	Ruwnay 30
Jet	30 %	70 %		
Turbo prop	30 %	70 %		
Multi-engine Piston	30 %	70 %		
Single Engine Piston	27.5 %	67.5 %	2.5 %	2.5 %

Aircraft Operations – Air Taxi/Commuter

Table X-2
Fleet Mix and Annual Operations
Ann Arbor Municipal Airport
Runway Extension EA

Aircraft Category	INM Aircraft	Aircraft Name	Aircraft Type	Fleet Mix Percentage (%)		Annual			
				Itinerant	Local	Itinerant		Local	
						2009	2014	2009	2014
Air Taxi / Commuter	BEC58P	Beech 58 Baron	MEP	48.6	---	439	745	---	---
	CNA172	Cessna 172 Skyhawk	SEP	3.4	---	31	52	---	---
	CNA206	Cessna 206 Super Skywagon/Stationair	SEP	1.4	---	12	21	---	---
	CNA441	Cessna 441 Conquest II	TP	14.4	---	130	220	---	---
	CNA500	Cessna 500 / Citation II	Jet	1.4	---	12	21	---	---
	DC910	Douglas DC 9-10	Jet	0.7	---	6	10	---	---
	DHC6	de Havilland Dash 6	TP	8.2	---	74	126	---	---
	GASEPF	Composite - Single Engine Fixed Pitch Prop	SEP	0.7	---	6	10	---	---
	GASEPV	Composite - Single Engine Variable Pitch Prop	SEP	4.1	---	37	63	---	---
	LEAR35	Lear 35	Jet	2.7	---	25	42	---	---
	MU3001	Mitsubishi 300-10 Diamond	Jet	2.7	---	25	42	---	---
	PA28	Piper 28 Cherokee	SEP	7.5	---	68	115	---	---
	PA31	Piper 31 Navajo	MEP	4.1	---	37	63	---	---
	Total			**100**	---	**902**	**1,532**	---	---

Source: Flight Explorer®, 2009
Michigan DOT ARB User's Survey, 2009,
URS Corporation 2009.

Note: Numbers may not add due to rounding
SEP – Single Engine Piston
MEP – Multi Engine Piston
Jet – Turbofan/Turbo Jet
TP – Turbo Prop

Aircraft Operations

Table X-2 (cont)
Fleet Mix and Annual Operations
Ann Arbor Municipal Airport
Runway Extension EA

Aircraft Category	INM Aircraft	Aircraft Name	Aircraft Type	Fleet Mix Percentage (%)		Annual			
				Itinerant	Local	Itinerant		Local	
						2009	2014	2009	2014
General Aviation	B206L	Bell 206L LongRanger	Helo	13.5	---	3,039	3,255	---	---
	BEC58P	Beech 58 Baron	MEP	5.6	6.8	1,269	1,360	2,585	2,954
	CIT3	Cessna Citation III	Jet	0.01	---	2	2	---	---
	CNA172	Cessna 172 Skyhawk	SEP	32.6	42.0	7,326	7,848	16,219	18,536
	CNA206	Cessna 206 Super Skywagon/Stationair	SEP	3.8	4.5	863	925	1,732	1,980
	CNA441	Cessna 441 Conquest II	Tp	0.6	0.3	126	135	113	129
	CNA500	Cessna 500 / Citation II	Jet	0.05	---	12	12	---	---
	CNA510	Cessna 510 Mustang	Jet	0.01	---	2	2	---	---
	DHC6	de Havilland Dash 6	Tp	0.2	---	40	42	---	---
	GASEPF	Composite - Single Engine Fixed Pitch Prop	SEP	3.9	4.8	887	950	1,845	2,109
	GASEPV	Composite - Single Engine Variable Pitch Prop	SEP	10.3	11.9	2,315	2,480	4,613	5,272
	H500D	Hughes 500D	Helo	4.4	---	990	1,060	---	---
	IA1125	IAI Astra	Jet	0.01	---	2	2	---	---
	LEAR25	Lear 25	Jet	0.01	---	2	2	---	---
	LEAR35	Lear 35	Jet	0.01	---	3	4	---	---
	MU3001	Mitsubishi 300-10 Diamond	Jet	1.5	---	338	362	---	---
	PA28	Piper 28 Cherokee	SEP	23.1	29.7	5,180	5,550	11,472	13,111
	PA30	Piper 30 Twin Comanche	MEP	0.1	0.1	22	24	42	48
	PA31	Piper 31 Navajo	MEp	0.1	---	25	27	---	---
	R22	Robinson R22B	Helo	0.01	---	3	4	---	---
	SA365N	Aerospatiale (Eurocopter) SA-365N Dauphin	Helo	0.01	---	2	2	---	---
	Total			**100**	**100**	**22,446**	**24,047**	**38,621**	**44,138**
TOTAL				---	---	**23,348**	**25,579**	**38,621**	**44,138**

Source: Flight Explorer®, 2009
Michigan DOT ARB User's Survey, 2009,
URS Corporation 2009.

Note: Numbers may not add due to rounding
SEP – Single Engine Piston
MEP – Multi Engine Piston
Jet – Turbofan/Turbo Jet
TP – Turbo Prop

FAA INM Aircraft Substitutions
(INM Database contains 274 Aircraft and 260 substitutions)

SUB_ID	SUB_DESCR	ACFT_ID1
BEC200	Beech Super King Air 200	DHC6
BEC300	Beech Super King Air 300	DHC6
BEC30B	Beech Super King Air 300B	DHC6
BEC400	Beechcraft Beechjet 400	MU3001
BEC45	Beechcraft Model 45 Mentor (T34A & T34B)	GASEPV
BEC90	Beech King Air C90	CNA441
BEC9F	Beech F90 Super King Air	CNA441
BECM35	Beechcraft Model M35 Bonanza	GASEPV
CNA182	Cessna 182 Skylane	CNA206
CNA185	Cessna Skywagon	CNA206
CNA404	Cessna 404 Titan	BEC58P
CNA501	Cessna Citation I Single Pilot (SP)	CNA500
CNA525	Cessna Citation Jet	CNA500
CNA550	Cessna Model 550 Citation II	MU3001
CNA551	Cessna Citation II Single Pilot (SP)	MU3001
CNA560	Cessna 560 Citation V	MU3001
CNA650	Cessna 650 Citation VII	CIT3
FAL200	Falcon 200	LEAR35
FAL20A	Falcon 2000	CL600
IA1123	IAI 1123 Westwind	LEAR25
IA1124	IAI 1124 Westwind	IA1125
IARAVA	IAI Arava	DHC6
IL114	Ilyushin-114	CVR580
IL62	Ilyushin-62	707QN
IL76	Ilyushin-76	DC8QN
IL86	Ilyushin-86	DC8QN
IL96	Illyushin-96	747200
JST1TF	Jetstar 1 Turbofan	LEAR35
JST1TJ	Jetstar 1 Turbojet	LEAR25
JST2TF	Lockheed Jetstar 2	LEAR35
KC135E	Boeing KC135 Stratotanker (Re-engined)	707320
LA42	Lake LA-4-200 Buccaneer	GASEPV
LEAR23	Learjet 23	LEAR25
LEAR24	Learjet 24	LEAR25
LEAR31	Learjet 31	LEAR35
LEAR36	Learjet 36	LEAR35
LEAR45	Learjet 45	LEAR35
LEAR55	Learjet 55	LEAR35
LEAR60	Learjet 60	LEAR35

FAA INM Aircraft Substitutions
(INM Database contains 274 Aircraft and 260 substitutions)

SUB_ID	SUB_DESCR	ACFT_ID1
BEC200	Beech Super King Air 200	DHC6
BEC300	Beech Super King Air 300	DHC6
BEC30B	Beech Super King Air 300B	DHC6
BEC400	Beechcraft Beechjet 400	MU3001
BEC45	Beechcraft Model 45 Mentor (T34A & T34B)	GASEPV
BEC90	Beech King Air C90	CNA441
BEC9F	Beech F90 Super King Air	CNA441
BECM35	Beechcraft Model M35 Bonanza	GASEPV
CNA182	Cessna 182 Skylane	CNA206
CNA185	Cessna Skywagon	CNA206
CNA404	Cessna 404 Titan	BEC58P
CNA501	Cessna Citation I Single Pilot (SP)	CNA500
CNA525	Cessna Citation Jet	CNA500
CNA550	Cessna Model 550 Citation II	MU3001
CNA551	Cessna Citation II Single Pilot (SP)	MU3001
CNA560	Cessna 560 Citation V	MU3001
CNA650	Cessna 650 Citation VII	CIT3
FAL200	Falcon 200	LEAR35
FAL20A	Falcon 2000	CL600
IA1123	IAI 1123 Westwind	LEAR25
IA1124	IAI 1124 Westwind	IA1125
IARAVA	IAI Arava	DHC6
IL114	Ilyushin-114	CVR580
IL62	Ilyushin-62	707QN
IL76	Ilyushin-76	DC8QN
IL86	Ilyushin-86	DC8QN
IL96	Illyushin-96	747200
JST1TF	Jetstar 1 Turbofan	LEAR35
JST1TJ	Jetstar 1 Turbojet	LEAR25
JST2TF	Lockheed Jetstar 2	LEAR35
KC135E	Boeing KC135 Stratotanker (Re-engined)	707320
LA42	Lake LA-4-200 Buccaneer	GASEPV
LEAR23	Learjet 23	LEAR25
LEAR24	Learjet 24	LEAR25
LEAR31	Learjet 31	LEAR35
LEAR36	Learjet 36	LEAR35
LEAR45	Learjet 45	LEAR35
LEAR55	Learjet 55	LEAR35
LEAR60	Learjet 60	LEAR35

Assessment of Aircraft Related Noise Impacts in an Environmental Assessment

- Noise Exposure Contours at DNL 65, 70, and 75 dB
- No-Action and Proposed Project
- Average Annual Day: Daily average of annual operations
- **Impacts determined by**:

    Yearly Day/Night Average Sound Level (DNL)

Assessment of Aircraft Related Noise Impacts

- Impacts are determined by comparing future Proposed Project DNL contours to the No-action alternative DNL contour.
- Significant impact occurs at noise sensitive locations with an increase of 1.5 dB or greater within the DNL 65 Contour
- If significant impact exists, analysis within the DNL 60 for an increase of 3 dB or greater is required.

INM Output Data

- INM provides the following noise data for existing and future conditions for comparison purposes:
  - Noise contours (DNL 65, 70 and 75 dB)
  - Noise levels at identified noise sensitive sites (if necessary)
  - Noise levels in metrics other than DNL, such as L_{max}, L_{eq}, SEL, and Number of Events Above (if necessary)

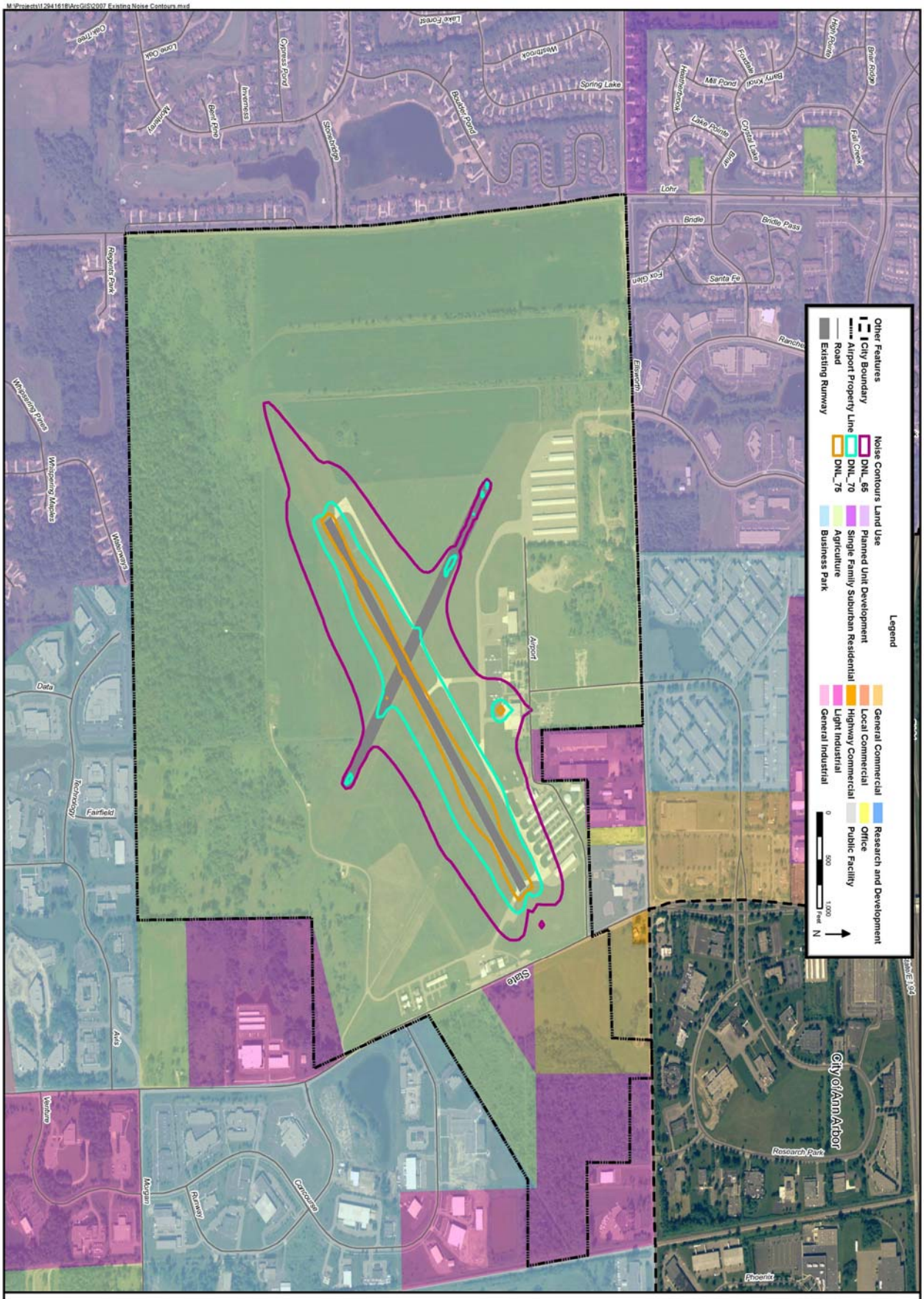


Figure N-1

Ann Arbor Municpal Airport

2007 Existing Noise Contour Map

URS

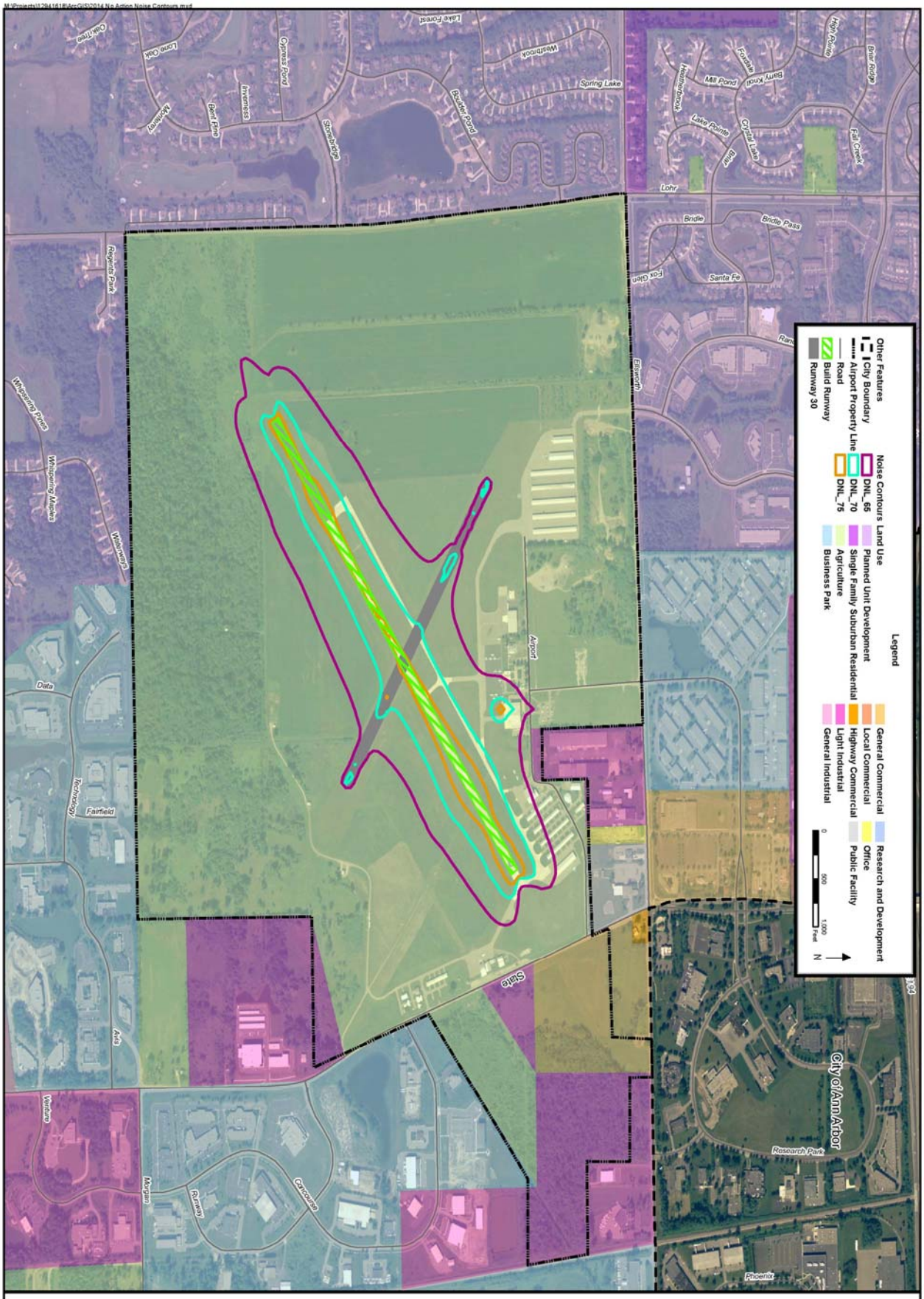


Figure N-3

Ann Arbor Municpal Airport

2014 Build Noise Contour Map

URS

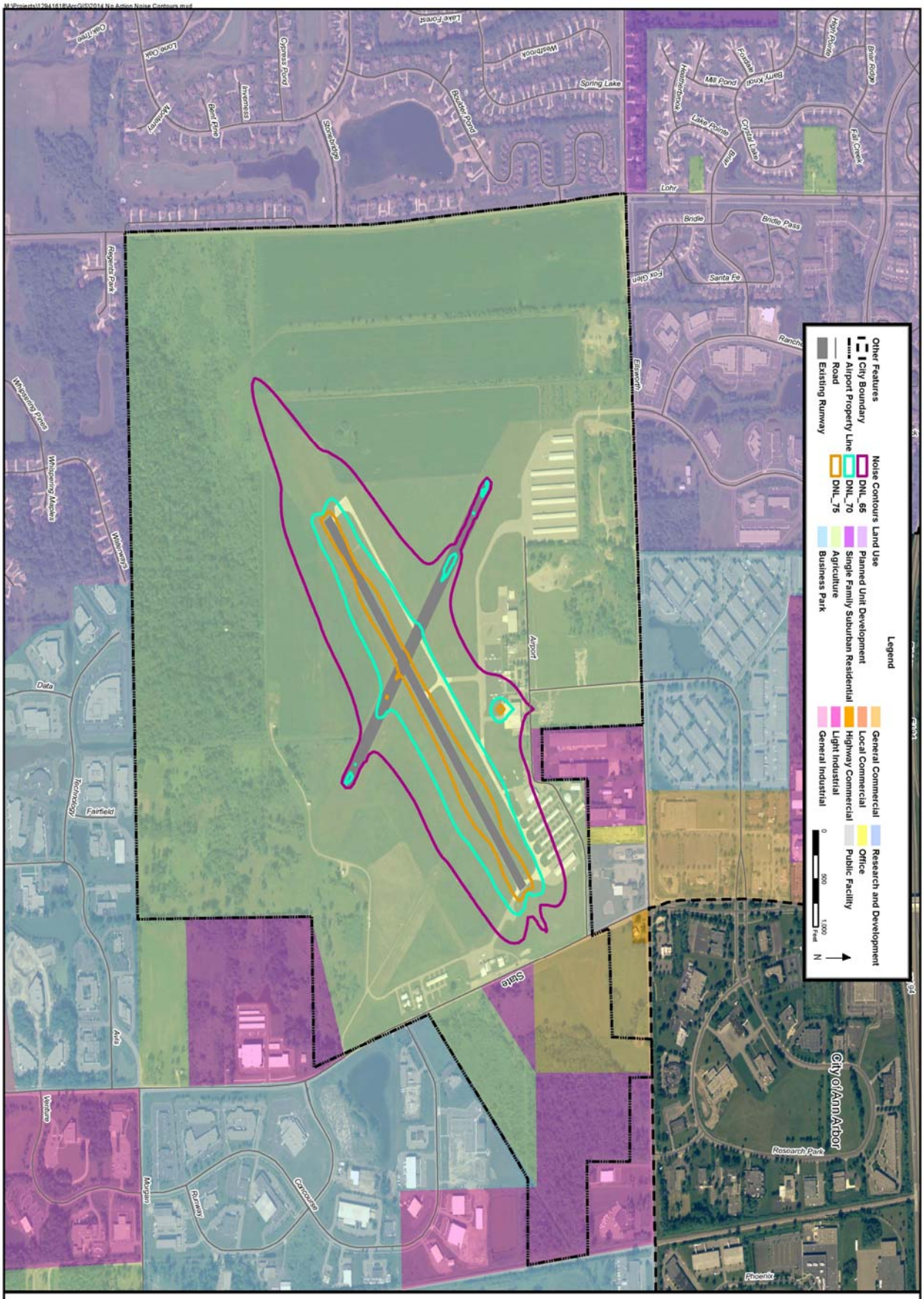


Figure N-2

Ann Arbor Municpal Airport

2014 No Action Noise Contour Map

URS

CRITICAL AIRCRAFT:

The Critical Aircraft is defined by FAA as the most demanding aircraft-type that performs a minimum of 500 annual operations at a particular airport. In cases where the Critical Aircraft weighs less than 60,000 lbs, a classification is used rather than a specific aircraft model.

Based on analysis of the recent User Survey at Ann Arbor Municipal Airport, the current Critical Aircraft classification has been determined to be a **B-II, Small Aircraft**. Aircraft in this category have approach speeds between 91 and 120 knots, wingspans between 49 and 78 feet, and have a maximum certificated takeoff weight of 12,500 lbs. or less.

A representative aircraft of this classification is the Beechcraft King Air 200, a twin-engine turboprop aircraft that typically seats 10-12 passengers, including crew.

AIRCRAFT CLASSIFICATION (FAA):

Approach Category:

Category A:	Approach speed less than 91 knots.
Category B:	Approach speed 91 to 120 knots.
Category C:	Approach speed 121 to 140 knots.
Category D:	Approach speed 141 to 165 knots.
Category E:	Approach speed 166 knots +

Design Group:

Group I:	Wingspan less than 49 feet.
Group II:	Wingspan 49 to 78 feet.
Group III:	Wingspan 79 to 117 feet.
Group IV:	Wingspan 118 to 170 feet.
Group V:	Wingspan 171 to 213 feet.
Group VI:	Wingspan 214 feet +

Small Airplane: An airplane of 12,500 lbs. or less maximum certificated takeoff weight.

Large Airplane: An airplane of more than 12,500 lbs. maximum certificated takeoff weight.

RUNWAY LENGTH RECOMMENDATIONS FOR B-II, SMALL AIRCRAFT:

MDOT – Michigan Airport System Plan (MASP 2008): **4,300 feet**
(statewide standard)

FAA – Advisory Circular 150/5325-4B,
"Runway Length Requirements for Airport Design" **4,200 feet ***
(airport-specific standard, from Figure 2-2)

* Note: Runway length obtained graphically from Figure 2-2. The following data for Ann Arbor Municipal Airport was used in the determination:
Airport Elevation: 839 feet above mean sea level
Temperature: 83 degrees F mean daily maximum temp of hottest month of year (July)

As stated in FAA Advisory Circular 150/5325-4B, "The design objective for the main primary runway is to provide a runway length for all airplanes that will regularly use it without causing operational weight restrictions." The Critical Aircraft is considered the regular use aircraft.

The recommended lengths listed above will allow most B-II Small classification aircraft to operate at their optimum capabilities (without weight restrictions), most of the time. Interstate commerce into and out of a community can be negatively impacted if business aircraft are forced to operate with load restrictions (i.e. reduced passengers, fuel, cargo) due to a shorter than recommended length primary runway.

The recommended lengths are also a safety enhancement, that not only provide enough runway for takeoff by a fully-loaded Critical Aircraft, but also provide additional runway for the purpose of bringing the aircraft to a stop in an aborted-takeoff situation. In takeoff situations where pilots detect a problem with the aircraft while on the takeoff roll, if there is not enough runway remaining to bring the aircraft to a stop, pilots are forced to continue the takeoff and deal with the problem in the air. By having enough remaining runway to safely abort a takeoff and bring the aircraft to a stop, a pilot would be able to avoid a potentially hazardous situation of taking to the air with a mechanically-deficient aircraft.

Citizens Advisory Committee Meeting

July 20, 2009

Meeting Attendees

Matt Kulhanek	Ann Arbor Municipal Airport
Mark Perry	Airport Advisory Committee
Kristine Martin	5th Ward Resident
Ray Hunter	4th Ward Resident
Tony Derezinski	Ann Arbor City Council
Jad Donaldson	Pilot - Avfuel
David Schrader	FAA Safety Team
Shlomo Castell	Stonebridge Community Association
Jan Godek	Lodi Township Supervisor
Barb Fuller	Pittsfield Township Deputy Supervisor
Kristin Judge	Washtenaw County Commissioner, 7th District
Amy Eckland	JJR
Connie Dimond	JJR
Neal Billetdeaux	JJR
Molly Lamrouex	MDOT
Mark Noel	MDOT
Carol Aldrich	MDOT
Bill Malinowski	URS
Dan Botto	URS