



# CITY OF ANN ARBOR, MICHIGAN

100 North Fifth Avenue, P.O. Box 8647, Ann Arbor, Michigan 48107  
Phone (313) 994-2650

Office of The City Administrator

August 28, 1991

Coffman Associates  
1300 East 104th Street  
Kansas City, MO 64131  
Attn: Steve Benson, Principal  
Phone: (816) 942-9200  
Fax: (816) 942-3287

Dear Mr. Benson,

Please find the attached resolution from the City of Ann Arbor's July 15, 1991, Council meeting. This approved resolution rejects the proposed airport layout plan and requests additional airport information. The section requesting information from Coffman Associates is underlined.

As you may well know, Mr. Valenta is no longer working for the City. Nancy Greenleaf Gibson has been appointed to the position of Acting Transportation Director. Please accept my apologies for the delay in getting this information to you due to the transitional changes in administration.

This project was put on hold as of the April 19, 1991, letter to you from Mr. Valenta. Your efforts to respond in a timely manner will enable the City to approach Council with the material requested by them.

Sincerely,

  
Alfred A. Gatta  
City Administrator

AAG/NGG/bjb (\ngg\coffman.ltr)  
Attachment

*taxi preparation Dean*

## Resolution to Reject the Proposed Airport Layout Plan and Request Additional Airport Information.

The Airport Layout Plan proposed by the consultant, Coffman Associates, is not acceptable to the city of Ann Arbor. Resolution R-34-1-91 requested that Coffman Associates provide the City with an A.L.P. showing the Ann Arbor Municipal Airport as it currently exists. Coffman Associates informed the City that an A.L.P. of the current airport would not meet the approval of the F.A.A. and therefore would not be covered under the current contract.

Enclosed is a copy of the current F.A.A. airport standards provided by Coffman Associates. It includes specifications for the Ann Arbor Municipal Airport as it is used now and for the airport as it would be if its 12,500 pound legal limit, as specified in Resolution R-429-11-75, were enforced.

Therefore be it resolved that, the city of Ann Arbor finds the Airport Layout Plan originally submitted by Coffman Associates as part of the F.A.R. Part 150 Study to be unacceptable. Since Coffman Associates has informed the City that they cannot provide the A.L.P. requested under Resolution R-34-1-91, Council requests that they provide the specific reasons why they are unable to do so. Their response shall include but not be limited to, a complete list of airport features which would fail to meet F.A.A. approval, with specific reference to Federal Law and/or F.A.A. guidelines.

Submitted to City Council, July 15, 1991

Councilmember Zimmer

APPROVED  
BY COUNCIL

JUL 15 1991

W. NORTHCROSS  
CITY CLERK

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and Request Additional Airport Information.**

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BY COUNCIL**

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BY COUNCIL**

JUL 15 1991

W. NORTHCROSS  
CITY CLERK

JUL 15 1991

D-12 121

**Goffman**  
**Associates**  
Airport Consultants

May 8, 1991

Mr. Kurt Zimmer  
 City Councilperson  
 6171 Jackson Road  
 Ann Arbor, MI 48103-9504

Dear Mr. Zimmer:

As per your request, here are the airport design standards based upon aircraft now using Ann Arbor Municipal Airport, as well as those design standards for an airport limited to aircraft weighing 12,500 pounds or less.

	<u>Current Aircraft</u>	<u>12,500 pound restriction</u>
Approach Category	C	B
Aircraft Design Group	II	II
Instrumentation	Non-precision	Non-precision
Runway		
Length (ft.)	4,700	4,300
Width (ft.)	100	75
Shoulder Width (ft.)	10	10
Runway Safety Area		
Width (ft.)	500	150
Length Beyond RW End (ft.)	1,000	300
Runway Obstacle Free Zone		
Width (ft.)	400	250
Length Beyond RW End (ft.)	200	200
Runway Object Free Area		
Width (ft.)	800	500
Length Beyond RW End (ft.)	1,000	600

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Mr. Kurt Zimmer  
May 8, 1991  
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	<u>Current Aircraft</u>	<u>12,500 pound restriction</u>
Runway Centerline to:		
Aircraft Hold Line (ft.)	250	200
Taxiway Centerline (ft.)	300	240
Aircraft Parking Area (ft.)	400	250
Building Clearance (ft.)		
20 ft. Building	400	390
30 ft. Building	460	460
Runway Protection Zone		
Inner Width (ft.)	500	500
Length (ft.)	1,700	1,000
Outer Width (ft.)	1,010	800
Approach Slope	34:1	20:1
Taxiway		
Width (ft.)	35	35
Shoulder Width (ft.)	10	10
Taxiway Centerline to fixed or movable object (ft.)	49	49

*I hope this provides you with the information you need. If you have any questions, please call.*

Sincerely,



Steven G. Benson  
Principal

SCB:sg

cc: Jim Valenta

**Coffman**  
**Associates**  
Airport Consultants

REC'D TP

NOV 6 1991

November 1, 1991 OFFICE OF ADMINISTRATOR

Mr. Alfred A. Gatta  
City Administrator  
City of Ann Arbor  
100 North Fifth Avenue  
Ann Arbor, Michigan 48107

Dear Mr. Gatta:

This is in response to the Council's request for additional information concerning the Ann Arbor Municipal Airport Part 150 Study. As we have discussed on the telephone, we would like to reiterate that we will most readily provide the Airport Layout Plan (ALP) as we understand the Council has mandated with Resolution R-34-1-91, if the City can provide us some assurance that should the mandated ALP not be approved by the FAA, we will not be required to revise the plan once more without additional compensation.

*Arifickel  
Mayor  
A 2 Course  
Designer*

Our reasons for this are due to very specific clauses in our contract that make it difficult for us to carry out the Council's resolution without either a contract amendment or certain assurances from the City.

Article 1.2 of the Planning Services Contract between Coffman Associates and the City of Ann Arbor states: "The Consultant shall do, perform, and carry out in a satisfactory manner, as determined by the Sponsor and the FAA, the services generally outlined below and specifically indicated in Exhibit A - Scope of Services ..."

Therefore, the ALP must be acceptable to the City and the FAA. Furthermore, in the City's agreement with the FAA in accepting the Federal grant for the Part 150 Study, Special Condition No. 19 states: "It is understood and agreed that the Sponsor shall submit a signed and approvable Airport Layout Plan (ALP) to the FAA, Detroit Airports District Office, for FAA approval within three months of the completion of the consultant's study. If said document is not furnished to the FAA in the specified timeframe, the Sponsor shall repay the entire amount of the grant."

Mr. Alfred A. Gatta  
November 1, 1991  
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Exhibit A, Scope of Services, in our contract goes on to further define what must be included in the preparation of the ALP. Task 6.3 - Airfield Facility Requirements - states: . . . "Facility requirements will be developed in accordance with **current FAA design standards** to identify development items needed to maintain safety standards, function, and operation at the airport." ← New

These facility requirements were outlined in the first working paper of the ALP Narrative Report entitled, **Chapter One - Facility Requirements**. This was provided to the City and the Planning Advisory Committee members in April of 1990. Because we were well aware of the local desire not to see any larger aircraft at Ann Arbor Municipal Airport, we restricted the Facility Requirements to only those that were necessary to most safely accommodate aircraft currently operating at the airport. ← Runway current

In evaluating noise compatibility alternatives for the Part 150 Study, Task 7.4 - Airport Facility Modifications - states: . . . "Based on the first screening and giving full consideration to the facility requirements, specific facility modifications will be evaluated relative to their impact on all aviation operational, safety, economic, energy, environmental, and implementation factors." ← Not based

The approach taken in this evaluation was to consider facility modifications that would satisfy the facility requirements and improve the airport's compatibility with surrounding land uses, in particular, residential areas. On page 6-3 of the Part 150 working paper entitled Chapter Six - Alternatives, it was stated at the outset, "Absolutely no consideration is being given to standards that would permit larger aircraft to use the airport or that would significantly increase the capability of the airfield to accommodate more operations on an hourly basis." We were extremely careful to maintain this policy throughout our alternatives evaluation, and rejected any alternative that did not follow this policy. ← No Expansion Class D+ here Now

In preparing the ALP, our contract states under Task 9.1 - Airport Layout Plan Package: "Using the results of the previous facility requirements and F.A.R. Part 150 tasks and current FAA and State design criteria, the layout plan package for Ann Arbor Municipal Airport will be prepared to reflect updated physical features, wind data, location of airfield facilities, and existing terminal area development. Development of ultimate airfield facilities will be based upon facility modifications proposed by the F.A.R. Part 150 Study, as well as demand and safety requirements. Guidelines for updating the ALP as defined by the FAA and the Michigan DOT Bureau of Aeronautics will be followed." ← State

letter to Zimmerman  
on length of run  
B-class

Mr. Alfred A. Gatta  
November 1, 1991  
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-20:1 Waiver  
New runway; later  
will be improved  
later

Task 9.3 - Airport Layout Plan, further states: . . . "The airport facilities will be based on current FAA and State standards and design standard waivers previously granted by FAA . . ."

During the preparation of this contract, FAA was very explicit in requiring that the plans be prepared to reflect current design standards. In fact, the FAA mandated a contract amendment to make sure these specific words were used in Tasks 9.1 and 9.3.

The plan that has been proposed through the Part 150 process would bring the airport up to current design standards, but would not invite larger aircraft or increase airfield operational capacity. In addition, the recommended plan would reduce the number of persons within the noise contours because residential development is most concentrated off the ends of the existing Runway 6-24.

While we have provided these recommendations in the Part 150 Study, we fully understand that it is the City Council's decision to make. We can respect the decision to forego our recommendations, as long as we can be assured that we will not be required to revise the plan another time if the direction mandated by the City is not approved by the FAA.

Reject  
of Ann Arbor  
City Council  
Design

As per the Council's request, you will find the most current design standards defined by the FAA are included in FAA Advisory Circular 150/5300-13, dated September 29, 1989, and Change 1, dated June 5, 1991. You will note that the Change came out after we were notified to stop work on this project last April.

Table 1F of the Facility Requirements working paper outlines aircraft that commonly use the airport at the present time. The following is a list of specific design standards the Ann Arbor Municipal Airport does not currently meet.

Runway Length: 4,700 feet or 4300' for B-II design  
The current length of the primary runway is 3,500 feet. Paragraph 301 of AC 150/5300-13 states: "AC 150/5325-4 and airplane flight manuals provide guidance on runway lengths for airport design including declared distance lengths. The computer program cited in Appendix 11 may be used to determine the recommended length for airport design."

Mr. Alfred A. Gatta  
November 1, 1991  
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We researched all of the resources defined above and utilized information provided by aircraft manufacturers from airplane flight manuals. This source is more specific to the aircraft using the airport, and allowed us to minimize the design runway length. Table 1G of the Facility Requirements summarizes the results. ←

**Runway Width:** 100 feet

The current runway width is 75 feet. Paragraph 302 of AC 150/5300-13 outlines runway width standards.

**Runway Safety Area Width:** 400 feet

~~width 400' from centerline~~

Present grading is for a 240-foot wide safety area. Paragraph 305 of AC 150/5300-13 outlines these dimensional standards.

**Runway Safety Area Length:** 1,000 feet

Paragraph 305 of AC 150/5300-13 also outlines these standards. The safety area off the southwest end is presently 1,000 feet. The safety area off the northeast end is restricted by State Street to approximately 520 feet.

**Runway Object Free Area Width:** 800 feet

of 1000'

Paragraph 307 of AC 150/5300-13 outlines this standard. The dimension can also be interpreted as 400 feet to either side of the runway centerline. Existing hangars and aircraft parking currently limit the object free area to 350 feet from the runway centerline.

**Runway Object Free Area Length:** 1,000 feet

This dimension standard is also outlined in Paragraph 307 of AC 150/5300-13. As with the runway safety area, State Street limits the object free area to the northeast to approximately 470 feet.

of 1000'

**Runway Centerline to Edge of Aircraft Parking:** 400 feet

Paragraph 209 of AC 150/5300-13 outlines runway separation standards. At the present time, there is aircraft parking within 350 feet of the runway centerline.

of 400'  
Runway C/L to Taxiway C/L

Mr. Alfred A. Gatta  
November 1, 1991  
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**Runway Protection Zone (RPZ):**

Length - 1,700 feet

Width 200 feet from Runway End - 500 feet

Width 1,900 feet from Runway End - 1,010 feet

Approach Slope - 34:1

The northeast portions of the RPZ on the Runway 24 approach extends over property the City does not have under positive control (either easement or fee simple). Vehicles on State Street currently penetrate the 34:1 approach slope requirement by as much as six feet. The RPZ is discussed in Paragraph 212 of AC 150/5300-13. ←

Again, if we can have some assurance from the City and/or the FAA that these standards will not need to be maintained for Ann Arbor Municipal Airport, we will be able to proceed with finalizing the plans in accordance with the City Council's mandate. According to your grant agreement, the final decision on the approval of the ALP rests with the FAA. Since the City Council has mandated an ALP that will not meet the current standards, we would suggest that you directly approach the FAA to determine if they would be willing to compromise on their criteria.

We look forward to receiving the City's assurance and directions for finalizing the Part 150 and ALP.

Sincerely,



Steven G. Benson  
Principal

SGB:sg

cc: Nancy Gibson