

Airport Unmet Needs

Transfer the Airport to State or County if it is politically too difficult to run:

It appears it is not possible for City Council to run the Airport and make positive long term plans without constant political problems then Council should give the airport to a State or a County Airport Authority. None of the other items on this list can be effectively accomplished without a positive commitment to run the Airport. The City Council waits until litigation begins to pursue policies that correct airport problems. Over the years City Council has mismanaged of the Airport to the point now where the City is being sued over Airport defects that should have been corrected years ago. Further, Airport tenants are on strike because they could not get corrections to even small problems, hangar rent fees and fuel taxes are excessive, and the long list that follows has accumulated. The City Council must recognize the long term needs of Washtenaw County that the Airport serves and either choose to deliver needed service or let the Airport be handled by others.

Recall the City Council "Downgrade" airport plan from the FAA

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Recall the City Council airport plan from the FAA office because it does nothing to move aircraft flight patterns away from neighborhoods and has been rejected by the Airport Noise Compatibility Study Planning Engineers. The "Downgrade" design does not correct known Airport design problems, adds artificial weight restrictions, does not correct problems of balanced field length, and has completely inadequate landing and navigation aids. The "Downgrade" Airport design leaves the City completely exposed to lawsuits arise out of aeronautical accident or noise impact. In short it is completely incompetent.

Request Installation of an Instrument Landing System:

Ann Arbor Airport is the only airport in Michigan with an FAA Tower that does not have an Instrument Landing System(ILS). An ILS has been portrayed within Ann Arbor City Council as something special but in reality it is no more special than the AM/FM radio everyone buys for their car. It makes flight operations safer and easier, does not increase air traffic, and is provided at not cost by the Federal Aviation Administration. This should be requested immediately for placement on a realigned runway so as to move its path away from residential neighborhoods.

Complete the Noise Compatibility Study and Construct a safer realigned main runway so flight paths are away from neighborhoods:

Every study of Ann Arbor Airport has documented the need for a realigned runway to reduce unnecessary noise and over flights of neighborhoods and to improve Airport safety. The main runway does not meet current FAA runway design standards at best only a "WAIVERED" design could be approved. All

studies of the Airport have suggested ways to fix the problems City Council has just never followed through. The Airport plans also provide reliable runway wind coverage, provide a wider and safer length of main runway, ensured long term landuse compatibility all at no cost to the City. The lack of follow through on this issue demonstrates how far City Council is out of touch with the needs of the Community and their own constituents. This needs to be done immediately.

Paved "Crosswind" runway:

Airport landing surfaces are inadequate, there is a lack of necessary paved runway "Crosswind" coverage. The average aircraft at Ann Arbor Airport can not use 12-30 on a reliable year round basis. The grass or sod runway is closed during portions of the spring and fall, is too short, and has been obstructed by Banner Towing operations during football games. The way this can be solved is by constructing the realigned runway using the realigned runway as the new MAIN runway and the existing runway as the "Crosswind" runway.

Reorganize Airport Advisory Committee:

The current Airport Advisory Committee is completely unbalanced, largely composed of anti-aviation individuals that have blocked the communications channels and expressed in one way or another a desire to see the airport greatly diminished or closed. Those individuals lack any positive aviation experience, are either unaware or uninterested in the broad range of airport related issues and seem to be working against neighborhood interest in decreasing the impacts of aircraft operations. These same individuals provided the advise that placed the City in its current airport predicament. Ann Arbor Airport's proven value deserves an Advisory Committee that can help the community. Remove these individuals and appoint an Advisory Committee that will work for a better community airport.

Oppose the development of incompatible land uses near the Airport:

City Council approved an easement for electric powerlines to supply power to the Stonebridge Development. This should be rescinded and no further such easements or any similar "free lunch" be granted to a developer engaged in an incompatible development. The clearest message to Pittsfield Township will be adoption of a Master Plan that will solves the land usage problems identified in multiple Airport studies.

Defend the Airport's current airspace and insure future airspace needs:

A water tower proposed in Pittsfield Township if built will intrude into needed Airport airspace, the City fumbled the ball on this issue. While staff attempted to provided complete information about this obstruction somewhere, most likely the mayor's office, submission of a proper complaint to the Federal Aviation Administration was prevented. City Council attitudes have allowed this tower to advance beyond the proposal stage where it may interfere with flight operations. Like other neglected airport changes the City Council but more likely the Taxpayers may end up paying for this problem. The City Council should oppose

the development of any tower and or structure that will create a navigational hazard, restrict flight operations, and prevent the installation of needed landing aids and safety equipment.

Return Airport hangar fees to reasonable levels:

Hangar rental fees were raise 27% without any matching delivery of services, repairs, or improvements. The Hangar fees must be rolled back to the levels prior to July of 1991. If the City Council needs to generate additional revenues for the general fund then the correct way will be to build additional hangars.

Build additional hangars:

There has been up to 120 people on the hangar waiting list with a hangar waiting period of almost 5 years. This is completely unwarranted as a completed hangar project will **NET A POSITIVE CASH FLOW OF \$125,000 per year**. Money for ground preparation is available from the Federal Aviation Trust Fund and the remaining building costs can be covered by revenue bonds without spending a penny of local taxpayers money. This project should be undertaken immediately.

Add 24 hour bathrooms in the Northwest Hangars:

Long needed but not possible until sewer and water went through in the last five years. It would be an easy thing to do and would provide needed relief for hangar tenants. However, City Council wants to hold out and not allow this to pass.

Remove \$25 special event fee:

This fee seems designed to harass and intimidate people who fly to Ann Arbor to spend money on UM Football games. While collecting \$1200 the City Council directive spends \$1800 to \$2000. The motivation seems based in anti-business attitudes like those that no doubt affected the decision of Jacobson's to leave downtown.

Stop the removal of airport moneys from the Airport:

Airport revenues must be used to maintain and improve the facility until all aviation requirements are met. **AFTERWARDS** left over money should be directed towards Transportation projects as defined in standard FAA assurances so as not to endanger past or future Aviation Trust Fund grants. Here is a list of current money transfers out of the airport that should be ended:

- Municipal service charge
- Energy Conservation bonds
- Over charges for City services, rental, and engineering etc.
- Unknown depreciation charges

Return \$1,000,000 Hangar bond interest to airport or to the taxpayers:

While the City Council accused the Airport of being a money loser it moved \$1,000,000 of Airport Construction Bond Money into the City general fund. The City Council collected full principle and interest from Airport Users for a 1972 Airport Bond issue, then collect taxes equal to the full principle and interest from the taxpayers, then invested unused portions and obtained the full principle and interest again. This windfall was spent on day to day City Council expenses while needed airport safety and noise impact improvement were neglected.

Purchase and clear runway clear zones and extensions:

Trees, Bushes, and other natural obstacles are airport operational hazards and liabilities. If the airport moneys were not being skimmed into the general fund there would be money to handle maintaining the proper state of clear zones and the associated extensions. The Airport existence requires land purchases to ensure compatible land use on the takeoff end of runway 24 that actually extends across the road into Stonebridge residential neighborhood. This needs to be purchased now and additional lands to support the realigned runway.

Add needed personnel deleted from budget:

Additional Airport personnel are needed if there is to be any chance of obtaining the necessary goals of airport maintenance. The extra person was deleted from the last three budgets and needs to be restored. It is simply impossible to for the current staff to complete all airport tasks in the allotted time.

White Barn should be made available for land lease:

The White Barn on the Northwest portion of the Airport property has been used by the Parks Department for years without any compensation for lost Airport revenues. This should be immediately be placed out for public rental. It is also understood that this non paying and non aviation situation violates current FAA/City grant agreements.

Terminate the dumping of refuse, debris, and junk and tear down the Red Barn:

The Airport has become a unregulated dumping ground for different City department junk. This is a clear violation of grant assurances that the Airport will be used for aviation purposes only. The area near the Red Barn has been used for chipping operations, storage of cut trees, dumping for appliances and parking of old equipment, in short a total eye sore. This use of the property is better performed at the landfill. This land is more properly suited to being used for the additional aircraft hangars that are needed at the airport.

Fill the large hole left by the non paying gravel mining operation:

The City agreed as part of accepting a Federal Grant in the late 1970's to fill a large hole left by a gravel mining operation that never paid the City. This scare on the Airport property was to be filled a decade ago but has been completely neglected. This land could have by this time been used for a more productive purpose, but the City like so many other items on the Airport has just forgotten its part of the bargain.

Remove the Parks Department Tree Farm from the airport property:

The Park Department Tree Farm is a clear violation of FAA grant agreements that explicitly forbid the use of Airport property for non-aviation purposes. While the Park and Solid Waste Department own the trees and have a plan to move them to the old landfill no action to date has been taken.

Clean the drainage ditches across the airport using an Aviation Trust Fund grant:

Much of the south side of the Airport is a muck-like soil area in need of drainage. This will drain water from the southeastern end of runway 12-30 increasing its operational availability. The availability of this runway is the subject of litigation against the City. The County drain across the airport can be cleaned for \$100,000 and the money to do this can be obtained from the Aviation Trust Fund.

Charge non paying non aviation events for using airport property:

A number of events do not pay for use of grounds and facility while using Airport property. All events must pay equal to there use of the facility unless the event is aviation related.

Rollback excessive fuel flowage fee that exceed land lease agreements:

Land lease agreements with the City exceed the terms of land lease agreements, the excess amount should be rolled back to 0.05 per gallon.

Repair the VASI landing aid:

This light system is a landing aid that can greatly increase safety particularly on dark moonless nights. The Airport sits in a basin that is poorly lighted and could be called a "black hole" landing. The VASI can greatly reduce the disorientation that can be a problem when trying to land without this valuable light system. The City does know about this problem it would be a source of litigation if an accident could to attributed to its not being operational.

Complete commercial land lease agreements:

Many have asked for commercial land lease agreements and yet none have been granted. These agreements need to be made for periods of at least 5 years renewable at only the option of the leasing party. This will help insure a long term guarantee for banks and other lending institution to make private capitol available for airport development.

Make obtaining signage easier:

Make the process for signage simple and easy for all Airport business and groups. The availability of reasonable and not too restrictive sign placement access is well accepted. Obtaining sign placement has been next to impossible for many this needs to be made easier.

Hangars in poor repair:

Hangar roofs, doors, and electrical systems need to be kept in good condition. The roofs of many City hangars are in such poor conditions that there is a need to replace them completely. The buildings still sport their original paint, the City was to have repainted the buildings as needed as part of its construction/lease agreement.

Add security fencing:

A number of incidents involving intrusions onto the runways and taxiways by people and vehicles. In one example a fuel truck that drove across the end of a runway just as an aircraft was approaching the runway. Incursions involving people have occurred onto the Airport from all directions, clearly fencing is needed around the entire perimeter of the Airport. Also, there have been some problems with theft from inside hangars that needs to be addressed with some kind of access control.

Obtain Compatible land zoning around the airport:

This is necessary so that to maintain long term land use compatibility. Ann Arbor and Pittsfield have a "Peace Agreement" which the City Council should have been using to get necessary zoning restrictions around the Airport. City Council has been so shy of any Airport issue it has even been unwilling to protect the taxpayers from lawsuits arising out of safety and incompatible land use. One option is land purchase such as is proposed for the realign runway to for which Aviation Trust Fund grants are available. Other options include formal "Peace Agreement" requests, cooperating with developers, establishment of an "Airport Zone" under the State Airport Zoning Act. Acting on such issues will be taken as a long term commitment to maintaining an airport.

Help Airport Tenants Obtain Building Permits from Pittsfield Township:

Some tenants have not been able to obtain building permits from Pittsfield Township for various reasons. In one case the permit was denied on the grounds that bathrooms were not available in the Northwest Hangar area. Others involve minor exceptions to building codes that have been non-critical exceptions in nature. The City can and should help on those project that are small in size.