

2010 Season Mowing at Ann Arbor Airport Meeting- April 15, 2010

Present: Dea Armstrong, David Borneman, Lynn Crum

I. Areas that must be mowed between May 1 and July 10 on a regular basis to maintain safety:

1. Approaches to paved runway (strips at ends)
2. Grassy areas between taxi area and paved runway
3. Edges next to paved runway.
4. Grass runway and approach
5. Grass triangles north of the runways, south of the main airport buildings.
6. North side of the fence along Airport drive, across the street from playground.
7. Narrow access path to weather instruments, SE of the NE part of the runway. This path may not need to be mowed as often (as frequently) as other regularly mowed areas and may not need to be mowed at all.

If the airport staff feels the need to mow additional areas of the airport during the breeding bird season, May 1 through July 10, they will contact Dea Armstrong, NAP's ornithologist, prior to doing so (734-276-937).

II. NAP will survey the airport site:

Between May 15 and July 10, Dea Armstrong will survey the grassy areas regularly and if the birds appear to be fledging young prior to July 10, Dea Armstrong will call Lynn Crum and let him know it's ok to mow.

III. Specifics about non-mowed areas:

1. Grass taxi strip (yellow strip on map-50 feet wide) –This area has been mowed in previous years but will be “abandoned” as a taxiway in 2010 and therefore *will not* be mowed.
2. In 2008, the blimp landing area (green circle) was left unmowed and this will continue as long as no blimps are anticipated to need to use the site. Whether or not the site actually gets mowed depends on the weather leading up to and the day of the event. Blimps that use the site are usually here for Michigan International Speedway events (<http://www.mispeedway.com/>) . During the 2010 breeding season, only one weekend of racing is scheduled. June 11 (ironically, an event called Racing for Wildlife...) through June 13.. **If the airport is notified that a blimp is coming in and the site will be mowed, Dea Armstrong should be notified first. (734-276-9372). The ideal situation would be to delay mowing as long as is possible and minimize the mowed area around the landing site. If the blimp landing area is mowed, no additional pathways**

west or north of the blimp landing area will be mowed . Access to the blimp landing area will be via the Project Grow road.

3. Line of sight must be maintained between the SE end of the grass runway and the NE end of the paved runway. This is marked on the "map" in a red dotted line. When the grass gets *too* tall, pilots cannot see each other or the ends of the runways. In previous years, this sightline has not had to be mowed prior to July 10 and this pattern is likely to continue. Between May 1 and July 10, airport mowing staff will mow this area of grass only when they feel safety is approaching compromise and only after they call Dea Armstrong (734-276-9372). They will try to do a "long mow" there if the mowing happens before July 10. This will be as minimal an area that can be mowed to maintain a clear sight line.

4. The map shows 2 large unmowed areas inside of the thin black lines. Large no-mow area 1 and large no-mow area 2. A taxi strip (yellow) will run through area 2, and a "line of site mow" will take place later in the season along the red-line area, when the grass gets too tall. The goal is to maintain a safe airport but when possible to leave as much large grassland habitat patches as possible. The area south of the fence on Airport Drive will be left unmowed as well, except for the area needed open at the very end of the runway.

A² AIRPORT MOW PLAN

