

**COUNTY OF MARQUETTE, MICHIGAN  
Sawyer International Airport**

**Airport Advisory Committee Meeting  
Thursday, February 3, 2011, 4:00 P.M.**

**Airport Services Center,  
Second Floor Conference Room  
Gwinn, MI 49841**

- 1. Call to Order**
- 2. Public Comment**
- 3. Approval of the Agenda**
- 4. Approval of Minutes (January 2011)**
- 5. Items for Discussion**
  - A. FAA Meeting Regarding the Runway Length
  - B. Long Range Planning – 2011 Budget Review
- 6. Informational Items**
  - A. FBO Contract Status
  - B. WAAS Update (Keith)
  - C. Runway Broom Update
- 7. Public Comment**
- 8. Staff and Committee Member Comment**
- 9. Adjournment**



**Airport Services Center:** 125 G Avenue • Gwinn, MI 49841 • [www.sawyerairport.com](http://www.sawyerairport.com)

**Airport Administrative Office**  
(906) 346-3308

**Water/Wastewater Department**  
(906) 346-3137

**Maintenance Department**  
(906) 346-4336

April 16, 2010

**FEDERAL AVIATION ADMINISTRATION**

Detroit Airports District Office

Attn: Mr. Robert Norrito, Program Manager,  
11677 South Wayne Road, Suite 107,  
Romulus, MI 48174

Subject: Sawyer International Airport  
Gwinn, MI  
Runway 1/19 Length

Dear Mr. Norrito:

As we near the completion of the final draft for the FAA-approved plan-set of the Airport Layout Plan, and as the final element of Sawyer's Airport Master Plan project, there has been significant discussion regarding the length of Sawyer's only Runway (1/19) at 12,370 feet.

The FAA has indicated that additional justification is needed by the Airport Sponsor in order to continue to participate in project funding for any and all improvements on the 3,370 foot section of runway north of the intersection of Taxiway Bravo.

Since the late 1990's when Sawyer began its conversion from the former K.I. Sawyer Air Force Base, to a civilian or FAR Part-139 certificated airport, airport staff has focused on recruiting or attracting future tenants on the airport that can maximize the use of the existing facilities.

This has taken a tremendous amount of effort and we do not feel that we have been able to fully target the larger users during our continuous marketing efforts. We will continue to strengthen our efforts with these larger user groups over the next several years.

Our marketing efforts will continue to be centered on a number of aviation users, such as:

1. **Maintenance Repair & Overhaul (MRO)** - Prior to Sawyer opening for commercial service operations in September of 1999, Marquette County has been quite successful to date as Sawyer is home to the second largest MRO site for American Eagle Airlines for both scheduled line, and extensive C & D checks for American Eagle's Embraer Regional Jet aircraft.

This facility employs over 225 employees, has a \$14M annual salary impact, and has expanded its MRO operation with the lease of three hangars (661, 664 & 665) and one Hangar Support Building (608).

Sawyer is also one of only two locations for the interior refurbishment of American Eagle's Embraer fleet of over 200 Regional Jet aircraft.

County and Airport officials believes that Sawyer is ideally suited to continue to serve as a location for MRO operations for regional airlines, corporate and special-use aircraft operators.

2. **Aircraft Deconstruction and Recycling** – Airport officials, along with local officials from Telkite Technology Park, has contracted with an aviation consulting firm (Explorer Solutions), for Sawyer to serve as an aircraft deconstruction and recycling center.

While aircraft deconstruction and recycling is more prevalent in Europe, this special-use concept is still relatively new in the United States. To date, Sawyer has received strong interest from national and international firms.

3. **Air Cargo / Package Sortation** – With Sawyer's unique geographic location, we believe that Sawyer is well positioned to serve as a site for a future cargo hub, and with our existing off-airfield support buildings, could serve very well to compliment a package sortation and warehouse facility, which could compliment a potential and future Foreign Trade Zone status and a return of a U.S. Customs office.

Marquette County is respectfully requesting the assistance of the Federal Aviation Administration to agree to a minimal investment in the section of Runway 1/19 north of the intersection of Taxiway Bravo, during the next 5-years while we are exhausting the possibilities as noted above.

If, at the end of this time we are un-successful, then Marquette County will need to evaluate whether or not we will be in a financial position to absorb the cost of continuing to operate and maintain Runway 1/19 at its current length, or reduce the operational length to a useable length such as 9,000 feet as has been discussed.

During this time period, we are respectfully requesting that the Federal Aviation Administration reconsider their current position, and agree to participate in the improvements to the three projects listed below for the northern-most 3,370 foot section of Runway 1/19.

1. **New Electrical Cable for the Runway Lighting System** - It is not the intent of the airport sponsor to replace the runway lighting fixtures, or to modify the existing runway shoulders in this area. A future project will include the replacement of only the cable and the connections, as the existing cable is in very poor condition.

The new electrical cable will keep the runway edge lighting operational and at least minimize the risk of losing the lights on Sawyer's only runway.

If this project is approved; and during this time frame, the airport will continue to take responsibility for the maintenance of the existing runway edge light fixtures.

If we are successful in securing a user that requires the full length of the runway, we will advise FAA DTW ADO staff, and request the replacement of the runway edge lighting fixtures and shoulder rehabilitation to the ACIP during a future project.

The estimated cost to replace the electrical cable is \$30,000.

2. **Runway Pavement Markings North of Taxiway Bravo** – This will likely need to be done three times during the period that we will be analyzing the need for the longer runway due to the heavy wear of the markings during multiple seasons of heavy snow removal operations, and assist with safety and certification. The last painting of pavement markings in this area of the runway was completed in August of 2006.

The additional cost for marking the pavement is estimated at \$15,000 per occurrence, for a total cost of \$45,000.

3. **Joint Sealant in the Runway Pavement North of Taxiway Bravo** – The pavement is displaying signs of spalling as a result of water infiltrating into the joints, and the freeze-thaw cycles that have occurred over many years.

Replacing the joint sealant will significantly reduce the possibility of future FOD on the runway, will enhance the remaining life-cycle of the pavement in this section of the runway, and will prohibit more costly rehabilitation with partial-depth repairs or even more costly full-depth reconstruction.

This project will need to be completed only once during the period that Marquette County is analyzing the need to retain the current length of the runway.

The estimated cost for the replacement of joint sealant is estimated at \$155,000.

The total investment by the FAA, estimated at \$230,000, and only using Sawyer's Sponsor's Entitlements, will allow Marquette County to retain the current operational length of the runway, extend the service life of the existing pavement, reduce the potential of Foreign Object Debris (FOD), and continue to provide the safety of aircraft operations with visible markings to allow us to comply with FAR Part 139 certification standards.

Without a secondary or crosswind runway, we believe that the current 12,370 foot runway is truly a unique asset. As such, the current length of the runway will allow airport staff to provide for future rehabilitation to the asphalt section of the runway – to lessen the future impact of our tenant airlines that now operate all regional jet aircraft. As you may know, American Eagle Airlines was forced to weight-restrict its scheduled operations during Phases I & II during CY's 2007 & 2008.

Similar to many municipalities in Michigan, Marquette County has been hit hard by the depressed Upper Peninsula, Michigan and national economies. As such, Marquette County does not have the financial resources to keep the runway operational at the full-length during the analysis period.

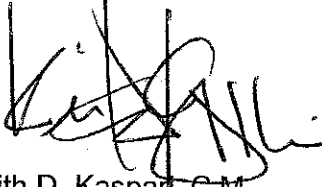
Therefore, we respectfully request that the FAA continue to provide funding for the projects listed above.

We thank you for your consideration and review of our request. I would be glad to discuss this matter further, as I will be in Lansing during April 27 & 28 for the annual visit of the Marquette County Ambassadors, and am requesting a visit with officials at Delta Airlines at Detroit Metro on April 29.

Please feel free to call me at 906-346-3308, x-222 with any questions that you or members of the ADO staff may have.

Sincerely,

SAWYER INTERNATIONAL AIRPORT

A handwritten signature in black ink, appearing to read 'Keith D. Kaspari', written over a vertical line that extends from the text above.

Keith D. Kaspari, C.M.  
Airport Manager – SAW

cc: ADO Correspondence File  
Scott Erbsich, Director of Operations  
Steve Powers, County Administrator  
Members, Airport Advisory Committee  
MDOT-Aero, Attn: Dave Baker / Kelly Crannell  
Mead & Hunt, Attn: Ron Engel

COUNTY OF MARQUETTE  
2011 AIRPORT  
BUDGET

REVENUES	DESCRIPTION	2011 BUDGET	AIRFIELD	PARKING LOT	TERMINAL	NON-AIRFIELD	FULL SERVICE LEASES	AIRPORT SECURITY	AIP & CAPITAL OUTLAY	AIRPORT CLOSURE COSTS	TOTALS ALL DEPTS
4350100	FEDERAL GRANTS	(150,000)	-	-	-	-	-	(150,000)	-	-	(150,000)
4683000	PASSENGER FACILITY COST	(180,000)	-	-	-	-	-	-	(180,000)	-	(180,000)
4684400	AVIATION FUEL SALES	(80,000)	80,000	-	-	-	-	-	-	-	(80,000)
4685100	LANDING FEES	(85,000)	85,000	-	-	-	-	-	-	-	(85,000)
4685200	PARKING PERMITS	(283,400)	283,400	-	-	-	-	-	-	-	(283,400)
4769401	INVESTING INCOME - SAVING	(5,000)	-	-	-	-	-	-	-	-	(5,000)
4769801	TERMINAL RENT-MESSABA	(104,000)	-	-	-	-	-	-	-	-	(104,000)
4769820	HANGER RENTALS	(100,000)	-	-	-	-	-	-	-	-	(100,000)
4766830	TERMINAL RENT-AM. EAGLE	(70,000)	-	-	-	-	-	-	-	-	(70,000)
4766840	TERMINAL RENT-CAR RENTALS	(30,000)	-	-	-	-	-	-	-	-	(30,000)
4766950	LEASE REVENUE-HANGAR400	(600,000)	-	-	-	-	-	-	-	-	(600,000)
4766951	LEASE REVENUE-HANGAR400	(17,500)	-	-	-	-	-	-	-	-	(17,500)
4766950	LEASE REVENUE - FULL SERVICE LEASES	(177,500)	-	-	-	-	(177,500)	-	-	-	(177,500)
4767003	CAR RENT & FREIGHT %	(2,000)	-	-	-	-	-	-	-	-	(2,000)
4767004	VENDING MACHINE REVENUE	(10,000)	-	-	-	-	-	-	-	-	(10,000)
4767100	ADVERTISING RENTAL	(10,000)	-	-	-	-	-	-	-	-	(10,000)
4767600	TRANSFER - OTHER FUNDS	(630,000)	-	-	-	-	-	-	-	-	(630,000)
4767701	UTILITY REIMBURSEMENTS	(30,000)	-	-	-	-	-	-	-	-	(30,000)
4767800	LABOR REIMBURSEMENTS	(20,000)	-	-	-	-	-	-	-	-	(20,000)
4769400	MISCELLANEOUS INCOME	(7,000)	-	-	-	-	-	-	-	-	(7,000)
4769610	ATM COMMISSIONS	(1,000)	-	-	-	-	-	-	-	-	(1,000)
	TOTAL REVENUE	(2,649,900)	(2,142,400)	-	-	-	(177,500)	(150,000)	(180,000)	-	(2,649,900)

EXPENSES	DESCRIPTION	2011 BUDGET	AIRFIELD	PARKING LOT	TERMINAL	NON-AIRFIELD	FULL SERVICE LEASES	AIRPORT SECURITY	AIP & CAPITAL OUTLAY	AIRPORT CLOSURE COSTS	TOTALS ALL DEPTS
5170300	SALARY-SUPERVISION	66,000	66,000	-	-	-	-	-	-	-	66,000
5170400	SALARY-REGULAR	595,000	534,500	3,000	45,000	-	-	-	-	-	595,000
5170500	SALARY - OVERTIME	45,000	1,500	4,000	3,000	500	-	-	-	-	45,000
5170800	SALARY - PART TIME	60,000	38,500	4,000	13,000	4,500	-	-	-	-	60,000
5171500	SOCIAL SECURITY	48,000	41,000	600	4,000	500	-	-	-	-	46,000
5171550	MEDICARE TAX	12,000	10,800	200	900	100	-	-	-	-	12,000
5171800	HOSPITALIZATION	220,000	201,000	2,000	16,000	1,000	-	-	-	-	220,000
5171650	DISABILITY INSURANCE	750	750	-	-	-	-	-	-	-	750
5171700	LIFE INSURANCE	1,650	1,350	100	150	50	-	-	-	-	1,650
5171800	RETIREMENT	200,000	183,500	2,000	14,000	500	-	-	-	-	200,000
5172000	UNEMPLOYMENT	15,000	15,000	-	-	-	-	-	-	-	15,000
5172100	WORKERS COMPENSATION	15,000	12,700	575	1,600	125	-	-	-	-	15,000
5272700	OFFICE SUPPLIES	2,500	2,500	-	1,500	-	-	-	-	-	2,500
5272900	POSTAGE	3,500	750	-	40,000	-	-	-	-	-	3,500
5273010	BLDS SUPPLIES	45,000	5,000	-	-	-	-	-	-	-	45,000
5273020	FIELD EXPENSE	20,000	20,000	-	-	-	-	-	-	-	20,000
5273030	EQUIPMENT SUPPLIES	45,000	43,500	-	1,500	-	-	-	-	-	45,000
274000	MARKETING/REDEVELOPMENT	125,000	100,000	-	25,000	-	-	-	-	-	125,000
5274201	GAS AND OIL PURCHASES	75,000	75,000	-	-	-	-	-	-	-	75,000
5274510	CF/R SUPPLIES & EXP.	9,000	9,000	-	-	-	-	-	-	-	9,000
5275500	OTHER SUPPLIES	18,000	15,500	2,000	500	-	-	-	-	-	18,000
5380800	SERVICE CONTRACTS	10,000	8,000	-	2,000	-	-	-	-	-	10,000
5380875	WEATHER OBSERVE. REPORT	3,000	3,000	-	-	-	-	-	-	-	3,000
5381000	PROF/CONTRACTUAL SERV.	175,000	15,000	-	-	10,000	-	150,000	-	-	175,000
5381012	COMPUTER USE CHARGES	7,000	7,000	-	-	-	-	-	-	-	7,000
5381170	CONTROL TOWER	20,000	20,000	-	-	-	-	-	-	-	20,000
5382600	INDIRECT COSTS	45,000	45,000	-	-	-	-	-	-	-	45,000
5385000	TELEPHONE	20,000	4,000	-	16,000	-	-	-	-	-	20,000
5386000	TRAVEL	5,000	1,000	-	3,000	1,000	-	-	-	-	5,000
5386500	SERVICE TRAINING	500	500	-	-	-	-	-	-	-	500
5391000	INSURANCE	105,000	105,000	-	-	-	-	-	-	-	105,000
5392000	UTILITIES	325,000	130,000	-	180,000	-	-	-	-	-	325,000
5393000	EQUIPMENT REPAIRS	40,000	38,900	1,000	1,000	100	-	-	-	-	40,000
5393200	BUILDING REPAIRS	35,000	29,000	5,000	5,000	1,000	-	-	-	-	35,000
5396500	MISCELLANEOUS EXP.	20,000	11,500	5,000	3,000	500	-	-	-	-	20,000
5396990	TRANSFER TO OTHER FUNDS	50,000	50,000	-	-	-	-	-	-	-	50,000
5497010	A.I.P./CAPITAL OUTLAY	180,000	-	-	-	-	-	-	180,000	-	180,000
	TOTAL EXPENSES	2,649,900	1,862,250	21,625	378,650	37,375	-	150,000	180,000	-	2,649,900