

COUNTY OF MARQUETTE, MICHIGAN  
Sawyer International Airport  
Airport Advisory Committee

Thursday, September 4, 2008, 4:00 P.M.  
Meeting Minutes

Second Floor Conference Room  
Airport Services Center  
Gwinn, MI 49841

**Members Present:** Frank Rosado, Scott Schulz, Andy Sikkema, Steve Rodgers, John LeCourt and Fred Benzie

**Members Absent:** Chairman Bob Struck

**Staff Present:** Scott Erbisch, Keith Kaspari

**Guests Present:** Eric Anderson, Marquette County Planning Dept.,  
Stephanie Ward, Kevin Mulcaster and Lynn Wilson from Mead & Hunt

**1. Call to Order:** The meeting was called to order at 4:08 p.m.

Scott Erbisch introduced the Mead & Hunt staff to the Airport Advisory Committee as Mead & Hunt staff updated the Airport Advisory Committee on the status of the Airport Master Plan (AMP) Project.

**2. Approval of Minutes (September, 2008) ó**

The committee reviewed the minutes from September, 2008. A motion was made by Frank Rosado, supported by Steve Rodgers. Motion approved and carried unanimously.

**3-A. Approval of the Agenda:**

A motion was made by Fred Benzie, supported by Scott Schulz. Motion approved unanimously.

**3-B. Public Comment:** None

**4. Informational Items:** None

**5. Old Business**

A. Stephanie Ward from Mead & Hunt provided an update and overview of the first three Chapters, Chapters 1, 2 & 6, with information based on passenger enplanements, Number of Based Aircraft, Environmental Overview, Forecasting, Current Facilities, Projections and Tend Lines.

Scott Erbisch deferred to John LeCourt to oversee the meeting in the absence of Chairman Struck.

Ms. Ward continued discussion with the Committee, beginning with Chapter 1, Inventory of Existing Facilities.

- How do the Alternatives work with the Airport Layout Plan
- Current and future facilities must be justified to the Federal Aviation Administration

**B.** The Committee, via Ms. Ward, and Mr. Mulcaster, discussed the potential prospects of the crosswind runway, via a design proposed by Greiner in the late 1990s.

**C.** Mr. Mulcaster provided a number of visual charts with Runway Alternatives with in-depth discussion on each Alternative.

- |                   |   |
|-------------------|---|
| Alternative No: 1 | Present. No changes   |
| Alternative No: 2 | Reduce northend length by 1,370, for a new revised useable length of 11,000. ADV: Still allows for aircraft operations by the KC-135. NEG: Still provides for a large amount of pavement to maintain. |
| Alternative No: 3 | Reduces length of Runway from 12,370 to 9,000, with reduction from the northend.  |
| Alternative No: 4 | Reduces length of existing runway from 12,370 to 7,000. Would require a new stub connecting taxiway.  |
| Alternative No: 5 | Provides for a 4,000 crosswind turf runway.   |

Mr. Benzie provided comment regarding Alternative No: 5, with a paved 4,000-foot crosswind runway.

Mr. Sikkema countered with a 5,000-crosswind runway.

Ms. Ward continued discussion that existing Taxiway Bravo may not need to be relocated with a 4,000-foot paved crosswind runway, yet the crosswind runway would be a visual-only runway.

The Committee continued discussion with wind data for the future proposed crosswind runway with Ms. Ward commenting a potential crosswind runway configuration of 12/30.

The Committee continued discussion regarding Alternatives for both the existing Runway and for a future as-proposed Crosswind Runway as follows:

- |                                      |  |
|--------------------------------------|--|
| <b>Alternative No: 1</b> (RWY 1/19)  | Retain existing length of Runway 1/19 at 12,370 feet.  |
| <b>Alternative No: 7</b> (Crosswind) | Recommend a paved crosswind runway (12/30 at 6,500 x 100 feet with a full length parallel taxiway at 75-foot wide. This Alternative also requires that existing Taxiway Bravo be removed |

To meet the length of this Alternative, would also require a physical relocation of a section of the M-553 roadway.

Mr. Mulcaster and Ms. Ward continued discussion with Landside Development for the General Aviation area of the airfield with T-Hangars that should have been constructed with hangar doors that have an east-west configuration for an increased sun exposure during the winter season. Additionally, the current airfield layout allows for a separate / defined operating areas for both the Aircarrier and General Aviation tenants.

Landside Alternatives provided for the construction of large box style of hangars to accommodate large wide-body type aircraft (ex: 747), with existing areas for future facility development, to include landside parking lots and related / adjacent buildings.

Mr. Mulcaster continued discussion with a terminal renovation and expansion project/s , with Exhibit No: 2, with a project yet TBD.

Ms. Ward introduced Ms. Lynn Wilson, a staff planner with the Mead & Hunt Lansing staff. Ms. Wilson discussed the existing airport tenants and described the current business environments that Marquette County and airport staff have been utilizing, such as working closely with the Lake Superior Community Partnership, Northern Initiatives in the Financial Chapter.

- 6. **New Business**                      None
- 7. **Public Comment**                      None
- 8. **Staff and Committee Member Comment**                      None
- 9. **Adjournment**

A motion was made to adjourn the meeting. The motion was supported and approved. Motion approved and carried unanimously. Time: 6:19.