



MENOMINEE REGIONAL AIRPORT
2801 22nd Avenue
Menominee, MI 49858
906-863-8408

Note: Quorum of the Menominee County Board of Commissioners may be present. If you are an individual who needs special accommodations while attending the meeting, as required by the "Americans with Disabilities Act", please notify the Airport Manager's office at 906-863-8408 at least 6 hours prior to the meeting in order to make suitable arrangements. (TDD 800-649-3777)

Recap of Questions/Answers from
Meeting/Video Conference with MDOT &
The Committee of the Whole of the Board of Commissioners
Wednesday, September 19, 2018 10:00 AM
Menominee County Courthouse - Courtroom B
839 10th Avenue, Menominee, MI 49858
906-863-7779

- A. Call Meeting to order:** Com. Piche called the meeting to order at 10:00 AM
- B. Pledge of Allegiance:** Recited by all
- C. Roll Call:** Coms. Piche, Cech, Gromala, Lang, Nelson, Phelps and Schei – present
Coms. Hafeman & Meintz – absent (excused)
- D. Approval of Agenda:** Motion to approve agenda by Com. Gromala, seconded by Com. Cech.
Motion carried – 7/0.
- E. Public Comment:** None
- F. Business Items:**
1. Video Conference with MDOT was held regarding issues at Menominee Regional Airport. A recap of the questions along with the answers follows.

Bryan Budds, Transport and Safety Section Manager and Aeronautics Commission Advisor at Michigan DOT Office, was given a selection of pre-determined questions that were submitted by both the County and the Airport users. They were read by Mr. Carviou and answered by Mr. Budds.

TOPIC: **Flying Clubs**

1. What is the purpose of a flying clubs? **Generally, it is for a group of people owning an aircraft, for the purpose of deferring costs through that group of people.**

Menominee Regional Airport Committee

Steve Gromala, Chair, Gerald Piche, William Cech, Jason Carviou, Jeff LaFleur

Menominee County Board of Commissioners

*Gerald Piche, Chairman William Cech, Vice Chairman Steve Gromala Bernie Lang Larry Phelps Larry Schei
Charlie Meintz Jan Hafeman John Nelson*

2. What laws/regulations define a flying club? **In the MDOT Aeronautics Code (259.4), A group of people owning, leasing or operating, in equal shares, 1 or more aircraft, not for profit or reward, and using the aircraft for the purpose of providing its members with an aircraft for their personal use and enjoyment. There is additional clause in the Aeronautics code that further defines the organization and financial aspects of a flying club.**
3. Do members of a flying club have to own or share value of the aircraft in equal parts? **This is strictly a state response. The aircraft should be fully vested to the club or owned in equal shares.**
4. Can flight instruction be provided through a flying club? If so, under what conditions? **Yes, generally, flight instruction can be provided to the members of the flying club, as long as it is to the members of the flying club.**
5. Can a flying club advertise that it provides flight instruction or is a place you can learn to fly? **Not covered under state law from our interpretation. There is an FAA policy, that states the answer to that question is - No.**
6. Does the Airport have the authority to limit the monetary compensation a flight instructor or mechanic may receive for services, such as, as a member of a flying club? **No, so long as that entity is adhering the Airport's grant compliances and assurances.**
7. Can a flying club advertise that it provides airplane rental services? **No**
8. Does the airport have the authority/responsibility to verify a flying clubs status? **Yes, both state and federal require that it's the Airport Sponsor's responsibility to verify flying club status.**
9. Does the airport have the authority to require the flying club to register as such with the airport?
Yes
10. Has MDOT/FAA had issues with flying clubs acting as commercial operators at other airport? Is it a common issue? **Yes, we've encountered it before, but I wouldn't say it's common.**
11. Has MDOT questioned whether PHDS Flying Club, at Menominee Regional Airport, was a flying club or commercial operator based on an advertisement that a MDOT Inspector noticed during an airport inspections? **Yes**
12. Has MDOT suggested that Mr. Ciochetto, President of PHDS Flying Club, apply for a flight school license from the state? About how many times/years has MDOT suggested this? **Yes, for several years.**
13. Would MDOT consider PHDS Flying Club a "flying club" by definition of MDOT and the FAA regulations? Why or why not? **Based solely on some of the documents I've seen – I'm not saying they're comprehensive by any means, I would say there are some areas of concern whether the flying club meets the requirements of the state law. I think there are concerns, federally as well because the policy restricts how you can advertise flying club services. Generally, its things like we're going to fly here or those sort of things that are restricted under FAA policy through you guys at the airport, as the sponsor. Statewide, I think there are some questionable instances where ownership vested interest portions are a little unclear based on the documents I've seen.**

14. Would the airport be at risk of violating our grant assurances if it did not properly categorize flying clubs and commercial operators, or knowingly let a commercial operator continue as a flying club?

Yes

TOPIC: Civil Air Patrol

15. Menominee Regional Airport has a land lease with the Civil Air Patrol. The lease has a term of 50 years and an annual rental rate of \$1.00 with no provision to increase the rental rate over the term of the lease. The Civil Air Patrol does not have an aircraft stored in the hangar. Are there any issues with this lease given the circumstances? **Yes, generally, there is an exception for this sort of entity that provides a service to the airport or the community in general. The Civil Air Patrol issue, specifically, has been looked at considerably by MDOT & FAA together. Generally, the guidance is that if there is not an aeronautically mission, meaning an aircraft in the hangar, the interpretation is that entity can be housed elsewhere on the airport and that would potentially displace another tenant that has been storing an aircraft. Yes, there are some concerns, there.**
16. Does the FAA only allow free/reduced rent for Civil Air Patrol hangars, if they have an aircraft in the hangar or provide in-kind services to offset the fair-market value of the rental/lease rate? **Generally, that is correct.**
17. Do you have any suggestions on a lease structure that would allow for reduced rent for the Civil Air Patrol, and keep the airport in compliance? **It comes back to, is there an aircraft involved in this negotiation? If the answer is no, then that entity can be housed at the airport, but not at reduced rates.**

TOPIC: Land Leases

18. What is the purpose of a land lease? **Land leases are used extensively in airports across the state of Michigan. There's a ground lease which is a lease that they can build whatever structure they want. Then there is the traditional T-hangar lease used for storing aircraft in as an existing hangar lease; or if it's a straight land lease, it provides private development on that property.**
19. When MDOT and the FAA reviewed leases from the airport several years ago, did they include language required by the state and federal governments when accepting grant funds? **No, we just reviewed acceptable things.**
20. What is the maximum lease term that would be deemed acceptable by MDOT and the FAA? **For our offices, if we're asked to review them for grant assurances purposes, we, generally, avoid anything over a 30 year time frame.**
21. Why does MDOT and the FAA not allow for lease terms longer than that? **From the state and federal level, anything over a 30 year term is viewed as giving up some authority over the land and potentially raising some concerns on how that land is used on the airport.**

22. If a lease has an initial term of 20 years and an automatic renewal for 20 years, would that be considered an issue? **Yes. We would like to stick toward the 30 year side.**
23. Are there any issues with an automatic renewal option? **Yes, it gives us some concerns. Going back to what we discussed earlier- giving up authority over the land. We generally would rather see you go with "an option" to renew.**
24. Is the airport at risk of violating any grant assurance for offering leases longer than that allowed by MDOT or the FAA? **Yes**
25. Is it beneficial to the airport to offer a shorter lease term? Why or why not? **It's up to the Sponsor – as long as it meets grant requirement and assurances. As long as it stays shorter than the 30 year term, we don't interject ourselves in that negotiation.**
26. **This question is a repeat of question #22.**
27. Is the airport required to offer a lease with a specific term, or any lease at all? **Yes, it is required for any tenant to have an agreement with the airport. A specific term is required on that lease.**
28. Who has the final authority in determining who leases are offered to, for what terms, and under what conditions? **That decision remains Airport Sponsor (Menominee County), as long as leases contain all grant requirements and assurances.**

TOPIC: Hangar Storage

29. What are the rules for storing non-aeronautical equipment in a hangar? **It's been a big issues for the last 3 years or so. The guidance for aeronautical equipment depends on what you are talking about. If there is an aircraft in the hangar and equipment to support that aircraft – that's permissible. A car, for when someone is flying their plane, is acceptable. A hangar on the airport is intended for aeronautical use, generally, must include an aircraft.**
30. What are some common items that cannot be stored in a hangar? **A hangar that does not have an aircraft, should not contain things like RV's, boats, cars, machinery for other commercial businesses not related to the airport. If not watched closely, it can turn into a self-storage locker, which is what we want to avoid.**
31. If the hangar is privately owned, but still on airport property, do they still have to follow the FAA hangar use policy? **Yes**
32. Does the FAA grant the airport sponsor the authority to further restrict or prohibit the storage of non-aeronautical items in the hangars? **I'll need a little more clarification on the intent of this one. If you mean things like flammable things – Yes, as the airport sponsor, it is required that you monitor, restrict and prohibit these types of things.**
33. Does the FAA expect the airport sponsor to have a program in place to monitor, prevent and eliminate unapproved non-aeronautical use of hangars? **No, not a formal program. They should have specific clauses noted in their tenant leases as to what is and isn't acceptable. The Airport Manager and Airport staff would be required to keep an eye on that.**

34. Why does the FAA care what people store in their hangars? **The intent, of AIP and the airport state funding programs, is to have the airport open to the public and usable for aeronautical purposes. Once you get away from this, storing non-aeronautical items in the hangars, it is potentially not where we would want our airport group of dollars going.**

TOPIC: Security

35. What is the minimum security required by the FAA for an airport like Menominee Regional Airport? Where is it defined? **Federal policy doesn't contain any specific security measures for airports, such as Menominee. State requirement, as far as the Airport licensing, is that the Airport Manager and Airport sponsor takes the responsibility to prevent inadvertent access to the Airport. From the state's perspective, it's up to the Airport Sponsor to make the decision of what right at the airport.**
36. Does the State of Michigan have any additional requirements for airport security? If so, where is that defined? **Covered in question 35.**
37. What responsibility does the airport have to ensure the security of the facility? **This is the same criteria. The state's expectation is that is we have a licensed airport, licensed Airport Manager and Airport Sponsor in which there should be an expectation that they will protect the facility from inadvertent access to the Airport and the runway itself.**
38. The airport currently placed barriers across a taxi lane to limit vehicular traffic to the ramp area of the airport. Is this legal? Does the airport have the authority to restrict vehicular traffic at the airport? To what extent? **Yes, they have the authority to restrict traffic. Yes, it's legal given where they are located. That's an unorthodox method, granted; but, if there are security concerns at the airport about vehicle access to certain areas, then that's what the Airport Sponsor deems necessary to address those concerns. So long as it doesn't prevent access to the runway or the aeronautical portion of the airport – generally, we wouldn't see that as an airport violation.**
39. Should the movement of vehicles around aircraft be restricted? To what extent? **Yes, it is also up to the Airport Manager and Airport Sponsor. The general answer would be that you would want to separate it as much as possible. It's not always possible at every airport, but that would be our guidance.**
40. Do you have any security recommendations for our airport? **MDOT will get recommendations to you.**

QUESTIONS FROM THE AIRPORT USERS

1. Does the Michigan Department of Transportation have its own Airport Compliance Manual? We have not been able to find one. **No.** It appears that MDOT uses FAA document 5190.6b. Is this true? **Correct. As part of our grant block responsibility, we are the initial triage agency. We take the initial compliance complaint and we go off of the FAA Compliance document.**
2. Referencing 5190.6b, Ch 12.3, sect. b, par. 3. It states that the FAA offices should not consent to proposed lease terms that "exceed" 50 years. Is this true? **To clarify, the state nor FAA offices consent or approve leases, we just review them to make sure leases comply with your**

airport's grant assurances and move on. See answers for questions 21 & 22 -

3. Referencing 5190.6b, Ch 12.4. It states the FAA does not approve leases, nor does it endorse or become a party to tenant lease agreements. Does MDOT/Aero concur? **We just review to make sure leases comply with your airport's grant assurances and move on. It is reviewed to ensure that all the language requirements are there to meet FAA requirements.**
4. Referencing 5190.6b, Ch 12.6, sect. a, b and c. Can a sponsor contract for airport maintenance or administrative functions? **Yes.** Can the sponsor contract total delegation of airport administration? Will the FAA consider such a contractor to be a resident agent of the sponsor? **If you're talking compliance, financial and fiscal responsibility, then no. The Airport Sponsorship will always be the county, unless there's a sponsorship change.**
5. Referencing 5190.6b, Ch 14.3. Is it true that the FAA, not the sponsor, is the authority to approve or disapprove aeronautical restrictions based on safety and/or efficiency at federally obligated airports? **Yes**
6. Referencing 5190.6b, Ch 18.2, par. b. Does the FAA encourage direct negotiation between airport users and sponsors? **Yes, for the negotiation of rates.**
7. Referencing 5190.6b, Ch 18.3. Is the storage of aircraft parts in a hangar considered aeronautical use? **Yes, as long as the parts will be used on the plane that's in the hangar. If the parts are just stored in boxes, then no.** Is commercial manufacturing of an aircraft considered aeronautic use? **Yes, but it depends on what stage of the manufacturing process it is in. If it's for construction of an aircraft, generally, yes. Otherwise, no.**
8. Referencing 5190.6b, Ch 18.6, par. b. Does the FAA policy call for consultation and negotiation between the airport sponsors and the users? **Yes**
9. Referencing the FAA guide to Ground Vehicle Operation, is it not approved to operate a vehicle in a safe and careful manner of the surface of an uncontrolled airport? **Per the FAA guide, it's the decision of the Airport Sponsor (Menominee County).**
10. Referencing FAA Document 2016-14133. Is it true that the FAA has no objection to non-aeronautical storage in a hangar, as long as it does not interfere with the storage and use of the aircraft? **Yes, generally, but, it depends of the specifics of the situation. If there's an aircraft in there and associated items in reference to that aircraft, generally that's permissible, but it's a matter of how much extra items we're talking about.**
11. Does the state and federal definitions take precedence over the county definitions in airport ordinances and minimum standards? **It's looked at case by case, too, and should be reviewed by legal professionals. It depends on who has authority for what on what we're taking about, so it really depends on the situation.**
12. Is input from airport users required or recommended in the development of an Airport Layout Plan? **Yes, strongly recommended.**
13. Is input from the public required or recommended in the development of the ALP? **Yes, recommended, as well.**

14. Does the FAA approve the non-aeronautical use of airport property not needed for aeronautical use such as a solar farm or agricultural use? **Yes, both MDOT and the FAA would approve that sort of use.**
15. What is the FAA minimum required security at KMNM, and what is the basis? **There's no specific federal guidance for security issues for the type of airport that Menominee is, with the exception of the state requirement to prevent inadvertent access to the airport and the runways.**
16. If there is a fence, must it be maintained, and if so, what is the required maintenance on said fence? **The state wouldn't have any requirements on this, unless it were done with state or federal funds, there might be some requirements. Generally, we don't do a lot with fences or fence maintenance.**
17. Is there a valid reason to block a marked taxiway without a NOTAM (Notice to Airmen)? **Our comment on this sort of question is that a NOTAM should be issued for as many things as possible to alert on as many things as possible. I don't know that "Flight Standards Point Service", which is the entity that puts out NOTAM's, has a dictator for this use. They have very specific types of NOTAMs and contents of NOTAMs. I'm not even sure this type of NOTAM is even possible.**
18. Referencing MDOT doc 1465. Is it up to Airport Management to comply with procedures for a non-aeronautical event in order for grant assurance 19, order 5190.6b 7.21 b & c? **Yes, they need approval from MDOT. Generally, they are approved if it maintains the usability of the airport. If there are runway closures or airway restrictions, we would take a deeper dive into those. If so, what are the consequences for noncompliance? Depending on the severity of noncompliance, possibly pay back the federal grant. Our intention and I'm sure the FAA's intention as well, is to educate on how to do it, and how can we be of assistance to you, in the future, for this sort of thing? We generally want a more amicable solution to prevent anything in the future.**
19. When or if Menominee County decides it cannot run the airport, will the state take over management and keep it open? **No. There is a caveat within the grant assurances that says that MDOT and the state of Michigan have the first right of refusal if there is a sponsorship change or closure. We have exercised that option in the past with other closures about 15 or 20 years ago. Our intent would be to work with the Airport Sponsor on any concerns they have keeping the airport open and find ways to keep it in local hands.**
20. Should Menominee County choose to close the airport, who is responsible to repay the AIP grants we have received so far? **Menominee County**
21. At this point in time, what is the amount of AIP grant funding, including acquisition, that is outstanding and what will be the amount after reconstructing runway 14-32? **It's a more complicated question that stating numbers. Basically, we would have to go through all the projects that were federally funded, taking away any depreciation – like the pavement of runways, etc., and come up with a firm number. I will have to go through all the paperwork and give you a firm number, later.**

Jason: That's all the questions that we had for you ahead of time. So now, I'd like to open it up to the

commissioners who have any clarification questions on those questions that have already been answered.

Com. Schei: I have a couple of questions for you Bryan. I want to go back to the one on solar farms and agriculture on non-aeronautical use of the property. We have property outside the fence, but I was told by our consultant, Mead & Hunt, that nothing could be put inside the fence. What's your answer to that?

Bryan: It comes down to where your airport property is on the ALP. If it's an existing aeronautical use area, you would be required to have a land release or a concurrent land use agreement, dependent on the use for that property that's designated aeronautical use on the ALP. It depends on where the land is on the ALP.

Com. Schei: Co-sponsors or joint sponsorship. If we were to find another sponsor, say from another city, is possible for the Menominee to have another partner/sponsor for the airport? If so, are there requirements for this in the state of Michigan?

Bryan: To answer the first part of the question of co-sponsor/joint sponsorship, the answer is yes. There's a couple of caveats – does this sponsor have public interest or is it another government organization; and, would they have the financial backing required to be on the hook for the past federal grants. So, to answer your question, yes. If it's another state involved, then that states DOT would have to get involved and answer those questions.

Com. Schei: Final question. The consultants are currently working on getting the ALP plan up-to-date. The consultants are planning on putting together a survey for public input (airport users, non-users, business professionals, and county officials) from everyone in the local area. Is that considered input from the local community for running or managing the airport and ALP plan?

Bryan: I wouldn't say it's to the operation of the airport, but rather for the planning and growth of the airport. Some operational stuff may come up, but it's not generally the intent of an ALP public meeting. It's more for the planning for the future of the airport development.

Com. Schei: How is the operational end usually done at airports, as far as getting that input for the operational running of the airport? How is that unusually done? **Bryan:** A lot of airports do it differently. Like Menominee has an Airport Board that has some specialized expertise in the airport operation, some airports will pull some airport users together.

Com. Nelson: I believe that some these may be asked by the public, is it ok if I ask the questions? **Jason:** Sure.

Jason: Ok, we will now be opening questions to the public. Remember, they should only be clarification questions to questions that were already asked. Please state your name for the record.

Wayne Beyer: Regarding Flying Clubs – Is the FAA ok with a flying club leasing the plane vs. owning the plane – like equity flying club vs non-equity flying club? **Bryan:** The FAA policy does not speak as to the specifics of ownership arrangements. There are equity and non-equity clubs, but brings up the question of how is the non-equity club assessed. The state requires that the aircraft should be fully vested to the club or owned in equal shares.

Wayne: Regarding the county's question regarding land leases #19. It says you reviewed the leases several years ago. Which leases were reviewed and what language was missing?

Bryan: All the leases were reviewed - private land leases, hangar leases and the large commercial tenant on the airport as well. The discrimination clause was missing and the escalator clause, as well.

Wayne: Does the FAA and MDOT consider an "option" the same as an "automatic" renewal?

Bryan: No, an automatic renewal basically just happens. An option to renew allows either party to terminate at that point.

Wayne: So if you had a 20 year lease with a 20 year option that would be acceptable?

Bryan: As long as it is not an automatic renewal, and if the sponsor is comfortable with that, we'd like to see them stay within the 30 year timeframe.

Wayne: Under hangars, the common items that cannot be stored in the hangar, you really didn't address this issue of what things can be kept in the hangar. If you have an aircraft in there, it's ok to put things in there as far as what I read from FAA documentation.

For instance, the primary purpose of the hanger is for the storage of your aircraft in there, and you can keep your lawnmower in there it doesn't really matter. Is that not true?

Bryan: That's correct. My thought on that is that there are generally some restrictions some airport sponsors may put place on flammables, oil storage – that type of thing. But, basically, if there is an aircraft in there along with other items it is

generally not a concern.

Greg Paulson: My question is regarding #15 CAP. I'm under the belief that a lease was entered into with the CAP, Airport Manager and the County for a 50 year lease. This is a legal document – yes/no? **Bryan:** Generally, yes. **Greg:** A legal document that can be changed whenever anyone wants to change it? **Bryan:** There is a clause in the lease that requires the Airport Sponsor to ensure adequate oversight in respect to compliance agreements between the Airport and the FAA. They modify leases based on and in accordance to the client's requirements. **Greg:** The lease states the word "or" aircraft, equipment or supplies. It says "or" not "and". My understanding is it has to have one or the other not all 3. The county's position is that it has to have an aircraft in the hangar. **Bryan:** The questions is, is that permissible? I would say that the CAP lease that exists is problematic from a compliance standpoint. **Greg:** But it was approved! Now it's not? **Jason:** We're not here to argue. **Greg:** Ok, question #32 Land Leases. It goes back to – it's a legal document entered into at a prior time. "Automatic" renewal or "option" to renew – if the language is in there for one or the other, are you obligated to adhere to it? **Bryan:** The concern, here, from a state and federal perspective, is that the Airport is in compliance with its grant assurances. If there are leases that are noncompliant, it raises some concern regarding the Airport's ability to continue receiving those funds, and potentially faces some corrective action. That's why there is an attempt, here, to modify the leases to ensure that they meet those requirements.

William Taylor: MDOT requires the county to ensure that there is no inadvertent access to the airport. Can you define inadvertent access or tell us where we go to get a definition? **Bryan:** It is not specifically defined anywhere in the aeronautic commission rules. It's generally for instances where there are roads that lead directly to airports without fences. For instance, if people don't know where driving to and end up on the runway or taxiway. That's the primary concern. It's also the sponsor's responsibility to secure the facility. So if there are instances where aircraft and vehicles are coming together, it's the sponsor's responsibility to take corrective action to prevent these safety concerns.

Jason: Anymore questions from the public. If not, we'll go back to the commissioners.

Com. Schei: Is there a difference between security - general aviation security vs. ramp security? Should the ramp have more security, than the rest of the airport, for refueling, unloading passengers, etc.? **Bryan:** Not under state law. We apply the same standards for all airports, from the state's perspective. Larger airports have a different set of standards that they're required to follow.

Com. Nelson: Bryan, first I want to thank you and Marty for doing this, I appreciate it. Question 38 Reasonable accommodations – Regarding parking vehicles in hangars. If a tenant takes the plane out for a trip and parks his car in the hangar is ok – so, there's no issue with that what so ever? **Bryan:** So, if the aircraft is out flying, it is perfectly fine to park the vehicle in the hangar and is considered aeronautical use. **Com. Nelson:** Question 12 from Airport Users: What do you mean by "strongly recommend"? **Bryan:** We strongly recommend input from the airport users and the public when developers choose to do projects that are not necessarily in the public eye. Generally, this is like a notice type of thing. Like – "the airport agreed to expand this runway 100 ft., and now I have noise concerns over my airport and no one included me in in the development process." We encourage this kind of discussion, county administration discussion and get as much input as possible so that the airport development is not a surprise to anyone and special concerns – like noise situations. **Com. Nelson:** What's the best way to get these groups together – like a preventative maintenance type thing? **Bryan:** It depends on the situation on the ground. If you put big groups of people together with competing thoughts and concerns, it becomes more contentious than it needs to be. Pick a spokesman from each of these groups to sit down and discuss things. I know the airport consultant does a strong job on this sort of outreach. **Com. Nelson:** #2 Airport Users: What does this portion mean, then? **Bryan:** Anything over 30 years from the state and federal level, is viewed as giving up some authority over the land and

raises concerns on how that land is used on the airport. If there were to be a lease that is 50 years or longer, the FAA and MDOT would take that as a disposal of airport land, because you've given up effective control of it for a long time, which is concerning from a compliance standpoint. So, if you even think about doing a 50 years lease, it will not be look at very favorable by FAA/MDOT.

Greg Paulson: It is my understanding that negotiations took place with the commercial operator but not with any of the private hangar owners. Do you find that irregular? **Bryan:** I wasn't aware of that, our feeling is that all parties should be involved in negotiating new leases.

Com. Schei: Bryan, if we were to withdraw from the grant assurances – not accepting funding from FAA/MDOT at any point, what would MDOT's response be to the county? Who would be responsible for the airport at that point? **Bryan:** You, as the airport sponsor, have the right to not accept federal funds, if you so choose, but that does not negate the responsibility of previously accepted funds. So, it's totally the airport's right to not accept federal funds, if they so choose. **Com. Schei:** So who would be responsible for the upkeep and maintenance of the lighting and the runways of the airport, at that point? **Bryan:** The responsibility would be retained by the county, as the airport sponsor, for any maintenance or projects from that day forward.

Jason: Thanks, Bryan. I can speak for the commissioners and airport users that we appreciate you being here and providing clarification on questions we have out at the airport. **Bryan:** Thank you all and if you need any more assistance from us, let us know.

Jason: That closes the question/answer portion of this meeting.

PUBLIC COMMENT:

Wayne Beyer commented on questions that were not included in the information packet he received. **Gary Anderson** (Menominee County) thanked all that participated.

COMMISSIONER COMMENT:

Com. Nelson looks forward to working together cooperatively.

Com. Cech appreciates the opportunity to receive input from MDOT and public.

Com. Piche thanks all in attendance and for a productive exchange.

Moved by Com. Nelson, seconded by com. Cech to adjourn at 11:07. Motion approved 7/0