



CAPITAL REGION AIRPORT AUTHORITY

John Shaski
Chairman

Victor Celentino

Yvette Collins

Debbie Groh

Matthew Lantzy

Daniel Schiffer

Nicole Noll-Williams, C.M.
President - CEO

September 26, 2022 REGULAR BOARD MEETING Chair John Shaski

Board Members Present: John Shaski, Victor Celentino, Matthew Lantzy, Yvette Collins, Debbie Groh & Daniel Schiffer

Ex-Officio Present: Kam Washburn, Mark Mudry

Management, Staff and Employees Present: Nicole Noll-Williams, Rob Benstein, Steve Gonzalez, Steve Ball, Blake Roy, and Bonnie Wohlfert

Members of the Public Present: Drew Seguin; Bob Pena, Ingham County; Mark Breukink and Dan Kehoe, Mead & Hunt; Jeffry W. Stetson, Mason Jewett tenant; Terry Lutz, TLZ Aerospace; and Margie Clark, EAA 55

CALL TO ORDER & ROLL CALL

1. John Shaski, Chair, called the Regular Board Meeting of the Capital Region Airport Authority to order at 4:31 p.m. with a quorum present.
2. John Shaski led, and all recited the Pledge of Allegiance.

APPROVAL OF MINUTES

1. Victor Celentino moved the Board approve the minutes of the August 22, 2022 Regular Board Meeting.
2. The motion passed unanimously.

COMMUNICATIONS & SPECIAL ITEMS

1. None

PUBLIC COMMENT

1. Jeffry Stetson, Mason Jewett Airport 7enant, shared his experience on September 1, 2022 during the closure of Mason Jewett Airport (letter attached).
2. Terry Lutz, TLZ Aerospace, commented on the August 6, 2022 diversion for runway closure at KTEW (Mason Jewett Airport) that Lewis Robert Clark experienced (letter attached).

REPORTS AND RECOMMENDATIONS FOR ACTION

#22-29 Accept State Contract for Earmark Funds

- a. Victor Celentino moved the Capital Region Airport Authority Board accept State Contract 2022-0939 in the amount of \$2,000,000.00 and authorized the President – CEO to sign all associated documents on behalf of the Authority. The Earmark funds are to be used for the cargo ramp expansion project, which consists of the following components: construction of cargo ramp expansion; construction of a de-icing containment facility; and design and construction of a sanitary sewer extension.
- b. The motion passed unanimously.

#22-30 Approval of amended FY2023 Capital Budget

- a. Matthew Lantzy moved the Capital Region Airport Authority Board approve the amended FY2023 Capital Budget. There is an urgent need to replace the existing crash phone system. The system is susceptible to damage from lightning strikes, and it is no longer supported by the manufacturer (parts not available). The estimated cost to replace the system is \$38,500.

This expense can be accommodated by the CARES Reserve, which had an available balance of \$10,066,497 as of July 31, 2022.

- b. The motion passed unanimously.

#22-31 Accept EGLE Grant for PFAS Testing at Capital Region International Airport

- a. Yvette Collins moved the Capital Region Airport Authority Board accept the EGLE PFAS Airport Grant Agreement in the amount of \$140,650 for continuing testing and monitoring activities and authorized the President – CEO, or designee, to sign all related documents on behalf of the Authority.
- b. The motion passed unanimously.

REPORTS

Robert Benstein – Financial Report for period ending 7/31/2022

YTD Operating Revenue (Page 6)

Overall, \$18K (3.27%) under budget

- Airline revenues - \$14K lower than budget
- Concession (rental car) revenues - \$10K higher than budget

YTD Operating Expense (Page 8)

Overall, \$66K (8.65%) under budget

- Maintenance expenses - \$23K lower than budget
- Payroll expenses - \$12K lower than budget
- Services - \$10K lower than budget
- Utilities, fuel and communications - \$20K lower than budget

Mason Jewett Field (Page 11)

Operating income is \$10K lower than budget. This is primarily due to higher than anticipated maintenance, equipment, and “other” expenses, which were partially offset by higher than budgeted fuel revenues.

CRAA has been reimbursed for the \$390,000 in expenses incurred during our response to the aircraft accident of August 24, 2021. Victor Celentino asked where this money will go; Rob Benstein indicated miscellaneous revenue.

Nicole Noll-Williams, President & CEO

Avelo Airlines

On August 25, Avelo Airlines announced new non-stop service to Ft. Myers from Lansing starting November 11. Orlando service will operate on Thursday/Sunday and Ft. Myers service will operate on Friday/Monday. Katherine Japinga, and our agency partners, helped to coordinate many events and media interviews during the time Avelo Airline executives were in town for the announcement. Planning is underway for the inaugural Orlando flight, which is actually on Wednesday, October 25th, including welcoming CEO Andrew Levy to the community. Further details to follow in the coming weeks.

U.S. Economic Development Association

As a reminder, CRAA applied for an EDA grant to support the Capital Region International Airport/Port Lansing Site Readiness Project to improve the utility infrastructure including, electrical, sanitary and storm sewer. We are anticipating an update from EDA this week.

TSA PreCheck Event the week of Aug 29

The third-party agency that coordinates the TSA PreCheck event reported the total event attendance of over 330 individuals. The event continues to draw in a large number of enrollees

each year, and we have requested they provide an additional agent to help staff the event and accommodate the large number of walk-in enrollees.

Long-Term Parking Rehab Project

Phase 1 is almost complete on the east side of the lot.

Phase 2 will consist of the south-west portion of the lot. During this phase, the cars in the north-west portion of the lot will be relocated back to the east side of the lot.

Phase 3 which is the north-west portion of the lot (pending weather) will be completed mid-October.

Car Rental Service Center Lots - Rehab Project

Phase 1 of the project (Budget and Avis) began on September 12. The contractor encountered poor soils which required additional work resulted in a change order of \$64,400, which will be covered by customer facility charge reserves.

Taxiway C Rehabilitation Project

This project was completed today; runway 6/24 is now open.

Friendship Room Project

Construction will be complete, and furniture will be in by the end of October. Event space will officially be available November 2022.

New Tenant

Michigan Business Network is leasing the space previously occupied by the travel agency. MBN is using the space for an office as well as an internet broadcast studio.

Vevay Downtown Development Authority

Vevay DDA approved a \$30,000 grant during their September meeting to support a project to provide lighting from Eden Road along Aviation Drive to the terminal at Mason Jewett. This will provide additional lighting for our tenants, visitors and students going to and from their Lansing Community College airport campus in the morning and evening.

Mason Jewett Signage

The Mason Jewett Airport Street sign is up and looks great – lighting and landscape will be added to complete the project.

CRAA continues to be involved in many community meetings and events, including:

- Grand Ledge Rotary
- Jackson Rotary
- Michigan Athena
- Capital Area Manufacturers Association
- Clinton County Catalyst
- Capital Area Regional Transportation
- Lansing Chamber of Commerce
- Mid-Michigan Business Travel Coalition
- And many more...

As previously mentioned, we will distribute details on the inaugural schedule as they are finalized.

John Shaski commented on the great job of Nicole and the team.

OLD BUSINESS

1. None

NEW BUSINESS

1. None

PUBLIC COMMENT

1. Margie Clark, EAA 55 President, thanked CRAA for the coloring books, earbuds, and donation towards fuel for the pilots. Due to bad weather in August, they were not able to offer flights, but 10 of the 26 youth that had registered have been taken up; in total 210 youth have flown.
2. Robert Pena, Ingham County Commissioner, provided feedback on the demographics of Avelo passengers he has been in contact with (20-30 year-old parents and 70–85 year-old snowbirds).
3. Drew Seguin thanked the board for recent taxiway improvements (painting). He also reiterated the request (from May 2022 letter) to allow time for tenants to secure funding and resources for the north-south runway.

BOARD COMMENTS

1. Debbie Groh thanked CRAA for the new board nametags. Debbie asked if the board could evaluate the Mason tenant request to give them one year to develop funding and resources for the north-south runway. She felt the board owes them a chance and offered to make a motion. She suggested more education and a presentation of possible alternatives.
2. Victor Celentino asked what CRAA would need to do (what are the ramifications) if the tenants were given a year. Nicole and Rob explained that if they can raise the funds the north-south would need to be added back to the ALP (Airport Layout Plan); FAA would need to conduct a new airspace analysis, and an environmental assessment would need to be conducted (estimated cost \$175-\$250K).
3. John Shaski asked why the north-south runway topic only came up when we wanted to remove it from the ALP. Why was there no discussion 3-5 years ago if there was a big concern; it was on the ALP for 20 plus years.
4. Daniel Schiffer tried to recall when the north-south runway was abandoned (30-50 years ago). During Bob Selig's tenure (roughly 2000 – 2010), Dan did field work and cost estimates for the north-south runway but there was no money. Bob Selig's estimate of 1 million then would be 2 million today. With only one year at this point, Dan wondered if we need to rehash the topic since it would interfere with the LCC addition, hangar space, and development opportunities.
5. John Shaski appreciated Dan's comments and added is 21 years going to make a difference. John remains impressed with all the development efforts and worries about going back. He wondered again why we have not heard about it until now, why not previously, prior to May since it is already voted on.
6. Debbie Groh offered that in 2016, Bob Selig said there would be no expansion in Mason, no flight schools. She stated that Dale Foerschler (flight school) had to talk to the governor. Tenants asked again when Wayne Sieloff was CEO, but he left and then it was 18-24 months without a permanent CEO. Tenants didn't want to hound all the time and kept getting beat down. Debbie wondered if some kind of turf runway was an option.
7. John Shaski referred to the Mead & Hunt presentation by Stephanie Ward that didn't warrant the necessity or justification for the north-south runway. He wondered how we can justify providing a runway that serves such a narrow population. If other north-south runways are available in the region (Randy Mayville's turf runway), can they be utilized?
8. Daniel Schiffer added that there are alternative airports (with north-south runways); many pilots divert to Charlotte. Commercial pilots divert as well. He added that we would lose the leased farmland.
9. Nicole Noll-Williams reiterated that per FAA policy, if a single runway provides 95% wind coverage, a crosswind runway is not justified (not eligible for funding). The existing runway provides 96.87% wind coverage. Several presentations were provided that include commercial development along Kipp Road and LCC expanding their facility.

10. Yvette Collins agreed that we already voted and should move forward with the decision. In reference to Debbie Groh's possible motion for the board, Yvette said she would vote no and not take a step back.
11. Debbie Groh suggested a turf runway, commented on runway safety areas or a runway between the (east-west) taxiway and runway.
12. Victor Celentino recalled the tremendous opposition of concerned neighbors in 2003 when this topic (north-south runway) was introduced. Traffic over schools and home values being affected were concerns. Victor also recalled the death of his cousin in 1998 who provided helicopter rides at the St. Johns Mint Festival. He crashed due to an issue with the tail and died at the age of 41. Victor understands the safety concern and is confident that the CEO is taking safety into consideration for both airports equally; John Shaski agreed.
13. Daniel Schiffer commented on the September 1 emergency in Mason (presented during the first public comment today). He said people handling the emergency were in the area and you can't have aircraft landing over the top of the situation. It was a good ending; the aircraft landed safely.
14. Matt Lantzy wondered about the cost of maintenance of the north-south runway in the future. He was not interested in taking two steps back and prefers moving forward with development opportunities.

ADJOURNMENT

15. John Shaski moved the meeting be adjourned at 5:44 pm.
16. The motion carried, and the meeting was adjourned.

signed

John Shaski, Chair

signed

Bonnie Wohlfert, Secretary



Jeffry Stetson

1332 Red Leaf Lane, East Lansing, MI
517-505-7383 flitebiz@gmail.com

September 26, 2022

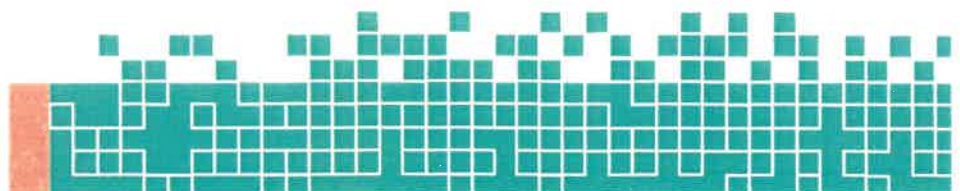
Capital Regional Airport Authority & Management
4100 Capital City Blvd., Lansing, MI 48906


Statement Re: Closure of Mason-Jewett airport (KTEW) on September 1,
2022

Greetings:

Thursday, September 1st I departed Mason-Jewett field in my Ximango aircraft for what I thought would be a local flight. Instead, I returned the next day some 22 hours later, because a jet had made an emergency landing after I'd taken off and the airport had closed behind me. A detailed description of my flight and my actions resulting from that closure are available in the handout. Based on this experience, I'd like to make the following points:

- 1) Before flight, pilots are required to check Notices to Airmen (NOTAMS) for special restrictions at the departure and destination airports. However, this closure notice was issued while I was in the air. I first discovered the closure only from an unknown voice responding to my position report shortly before an expected landing. More normally, such critical short-notice NOTAMS are given on the AWOS channel which is constantly broadcast to give latest conditions to airborne pilots and which is routinely checked before landing. This was not done for the September 1st closure.





2) I question the decision to close the whole airport for an immobile aircraft located entirely off any paved surface. I could have easily landed and stopped more than a half mile away from it. Use restrictions for sections of airport surfaces are commonly issued without closing the entire airport to protect only one small area of it.

3) I am a relatively experienced pilot and was flying in good weather hence was able to deal with being “trapped” aloft. There is much flight training at this airport. An early solo student on a local flight may not have been able handle this full closure successfully; it’s a lot for a beginning flyer to deal with in the air.

4) Had we a second runway, the closure of the main runway would have been a non-event.

5) This occurrence was certainly an inconvenience for me. That is not why I’m reporting it. I consider this to be an issue affecting flight safety and I now report such things to the best of my ability. Some 25 years ago I didn’t say anything about an observed safety issue at Grand Ledge involving a young man in a new airplane. Shortly afterwards he was killed in that plane. I have regretted my silence ever since. I’m here to avoid such regrets again.

I request that this statement be entered into the minutes of this meeting.

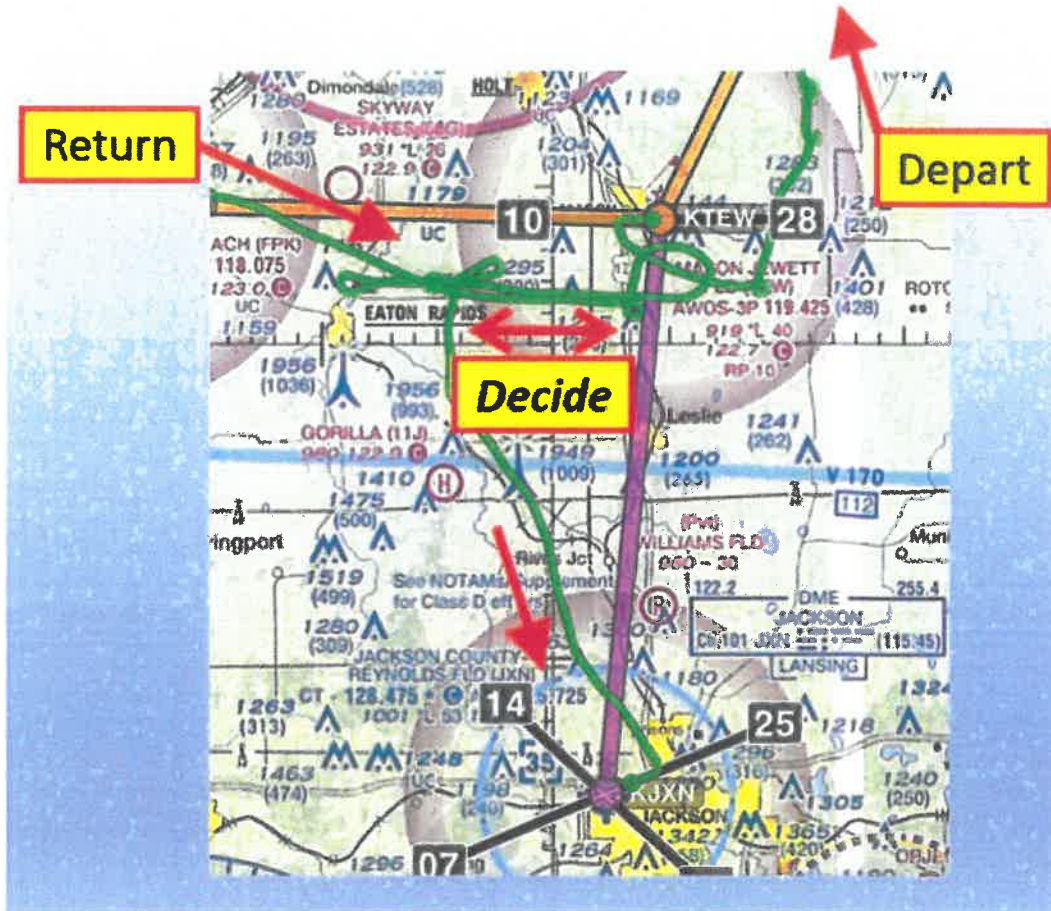
Sincerely,

Jeffrey W. Stetson

Tenant, Mason-Jewett Airport



Recorded N797PP Flight Track (green line) of Take Off and Eventual Landing 3:30 – 6 pm, 9/1/22





Jeffry Stetson

1332 Red Leaf Lane, East Lansing, MI
517-505-7383 flitebiz@gmail.com

September 26, 2022


Capital Regional Airport Authority & Management
4100 Capital City Blvd., Lansing, MI 48906

Re: Closure of Mason-Jewett airport (KTEW) via NOTAM

Greetings:

I wish to share my experience of Thursday, September 1st during a flight in my Ximango touring motor glider based at Mason-Jewett Field. I took off at about 3:30 planning to do a slow left circle around Lansing Class C airspace, then returning to Mason. At 5 pm, while approaching our single runway from the southwest, the automated broadcast (ASOS) was normal. I spaced myself behind a helicopter already in the pattern and announced my position and intention to land on the CTAF advisory frequency as I entered downwind. An unknown voice came up on the radio and told me that the airport was closed by Notice to Airmen (NOTAM). I could see a small jet in the grass off the west end of runway 28, but it was completely clear of the pavement and which looked to be without serious damage. The helicopter appeared to continue and land anyway. (I could have landed and be fully stopped 3,000 feet away from that jet. There would have been no safety issue had I done so.) But, to avoid possibly be charged with a rule violation, at 5:15 I broke off from the pattern and flew west away from the airport, to decide what to do next.





Foreflight, a non-required aviation program running on my iPad, is supposed to receive data from the ADS-B IN system and flag NOTAMs in real time on the map display; it did not. However, multiple button-pushes later, I was able to confirm that one had been issued, closing the airport until midnight. My aircraft is not rated for night flight. If the closure would extend after sunset, I could not return to Mason with the airplane that day. Considering that the runway was clear and the jet appeared intact, a 7 hour closure seemed excessive. Attempting to verify that it really would not open again that day during daylight hours, I radioed for assistance from Flight Service. In turn, they called their on-file contact number for CRAA and relayed to me 'closed until midnight or later'. [I subsequently found out that the airport had been re-opened some time before 9 pm].

So, being also low on fuel and needing a secure location to park the plane with a potential for staying overnight, I diverted to Jackson, landing there around 6 pm. [Capital City Airport was not an option since my motorglider lacks the several thousand dollars' worth of avionics required to land there.] Being a holiday weekend, it took several calls to reach a Chapter 55 member available to pick me up by car, even though he was close to an hour's drive away. But he graciously made the trip and returned me to Mason-Jewett where I could pick up my car, shortly before 10 pm.

The next day, Friday, had good weather so I drove back that morning. Another good Samaritan flew me down to Jackson for aircraft retrieval. I landed home at KTEW at 1 pm, 20 hours after when I would have returned had the airport not been closed.

Sincerely,

Jeffrey W. Stetson

Tenant, Mason-Jewett Airport



To: The Capital Region Airport Authority Board

September 26, 2022

Diversion For Runway Closure at KTEW

On August 6 my wife and I completed flying Young Eagles at the Livingston County Airport in Howell, Michigan and attempted to return to our home base at Mason Jewett Airport. Upon announcing that we were turning downwind to land on 28 someone came across the radio and stated that we had to divert as the runway was closed due to a plane on the runway with a flat tire. We had dialed in AWOS prior to approaching the airport and there was no information to that affect. Had someone not responded we would have been on final before discovering the plane on the runway. As there was no alternate runway to land on at Mason we were forced to fly elsewhere. When we contacted Lansing for clearance to land they also were not aware of the blocked runway. The CRAA was unaware of the incident and had to send someone over to the airport to confirm the problem. We then had to wait for confirmation of the plane being removed so we could return to our hangar. Had we been low on fuel from making our earlier repeated flights with no place to land it could have been catastrophic. Attention needs to be made that in fact we do not have a secondary safety runway for these matters.

Respectfully submitted,
Lewis Robert Clark, Pilot In Command