

AERONAUTICAL FACILITY LICENSE APPLICATION

Information required by Act 327 P.A. of 1945, as amended, to obtain a license

Current License:

APPLICATION FEE

Air Carrier Airport - \$100 General Utility - \$50 Basic Utility - \$25 Public Use Heliport - \$25 Unimproved Airstrip - \$25

INSTRUCTIONS

Return completed form to Michigan Department of Transportation and make check or money order payable to State of Michigan, P.O. Box 30648, Lansing MI 48909. If you have questions or require additional information, contact the Office of Aeronautics at (517) 242-2936.

AERONAUTICAL FACILITY INFORMATION

ASSOCIATED CITY	DATE
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OWNER ADDRESS

MAIN PHONE NUMBER	AFTER HOURS PHONE NUMBER	E-MAIL ADDRESS
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FACILITY ADDRESS (include address, city, state, and zip code)

FACILITY MAIL ADDRESS (Include address, city, state, and zip code)

OWNER

BUSINESS ADDRESS	BUSINESS PHONE NUMBER	
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MDOT USE ONLY

MANAGER	E-MAIL ADDRESS	DATE OF EXAM
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MANAGER DAYTIME PHONE NUMBER	EVENING PHONE NUMBER	MANAGER OTHER (Include in directory)	
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RESPONSIBILITIES AND DUTIES OF AIRPORT MANAGERS

- Assist appropriate authorities in enforcement of federal, state, and local rules and regulations pertaining to airports, aircrafts and airmen.
- Maintain the facility to state license standards.
- Take appropriate action to assure that all locally based commercial activities operating on the licensed aeronautical facility have appropriate licenses and registrations as issued by federal and state agencies.
- Post local rules, traffic patterns, and noise abatement procedures, if any.
- File notice with the proper federal and state agency indicating any change in the aeronautical facility condition.
- Note and advise the commission of a proposed construction or zoning change adjacent to or near the licensed aeronautical facility that would affect air navigation safety or use.
- Advise owner, state, and federal authority of new and proposed construction of objects affecting navigable airspace according to federal and state regulations.

- I certify that this Aeronautical Facility meets the minimum standards for licensing listed on the back of this form.
- I certify that I have read the "responsibilities and Duties of Airport Managers" listed on this application and will abide by them to the best of my ability.

MANAGER SIGNATURE	DATE
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In the event YOU ARE NOT the owner of the facility, the following should be attested to by a proper official.

I/We hereby appoint the individual designated above as Airport Manager and authorize him/her to exercise complete authority in the enforcement of the Rules and Regulations pertaining to the airport, and to take such action as may be required in the interest of safety to the public and to aircraft and pilots or as authorized under the Michigan Aeronautics Code section 259.86b and c.

AUTHORIZED OFFICIAL SIGNATURE	DATE
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AUTHORIZED OFFICIAL TO APPOINT MANAGER (<i>Print or type</i>)	TITLE
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MATCH CODE PAGE 307 DIRECTORY**LICENSE CRITERIA****BASIC UTILITY**

Airport has an airport manager licensed by the commission.

A runway with a 1,200 ft landing length in each direction from a clear approach slope of 20 to 1. Unpaved shall have a minimum width of 50 ft with an additional 25 ft minimum width on each side clear of obstructions. Paved runways shall have a minimum width of 40 ft with an additional 30 ft minimum width on each side clear of obstructions.

A 100 ft wide state primary surface for each runway clear of all obstructions (at least 100' but not less than width of runway).

A rectangular state approach surface with a minimum width of 100 ft and a length of 5000 ft. The width of the state approach surface shall be at least as wide as the width of the runway. The state approach surface extends for a horizontal distance of 5000 ft at a 20:1 slope including 15 ft clearance over roads, 17 ft clearance over interstate highways, 23 ft clearance over railroads, and 25 ft clearance over property lines. The state approach surface begins at the runway end for unpaved runways.

A permanent monument located on the centerline at or beyond each end of the runway.

The following pilot aids are maintained:

- (A) Paved runways marked with centerline and numbering in accordance with Federal Aviation Administration standards; unpaved runways marked in accordance with Michigan Aeronautics Commission standards.
- (B) A windcone.
- (C) Airports with right traffic patterns shall have a segmented circle with traffic patterns indicators.
- (D) Runway lighting, if available for public use, shall conform to Federal Aviation Administration standard color and layout.

The airport provides the following:

- (E) Auto parking area, itinerant aircraft parking, marked entranced from a public road.

GENERAL UTILITY

Airport has an airport manager licensed by the commission. Runway with an 1,800 ft landing length in each direction from a clear appropriate slope of 20:1 and unpaved runway with a minimum width of 100 ft. Paved runways shall have a minimum width of 40. A 250 ft state primary surface for each runway clear of all obstructions. A state approach surface for each runway end that extends outward and upward from the end of the state primary surface for a distance of 5,000 ft. The shape of this approach surface is trapezoid with a width of 250 ft at the runway end and expands uniformly to a width of 1,250 ft. The state approach surface extends for a horizontal distance of 5,000 ft at a slope of 20:1, including 15 ft clearance over roads, 17 ft clearance over interstate highways, 23 ft clearance over railroads, and 25 ft clearance over property lines. The state approach surface begins at the runway end for unpaved runways. A permanent monument located on the centerline at or beyond each end of the runway.

The following pilot aids are maintained:

- (A) Paved runways shall have centerline marking and runway numbering conforming to the published standards of the Federal Aviation Administration.
- (B) Unpaved runways marked in accordance with commission standards.
- (C) Any crosswind runway(s) must meet minimum requirements set for a basic utility airport.
- (D) A lighted windcone.
- (E) Runway lighting shall be available from sunset to sunrise daily. Lighting configuration shall conform to the requirements of the Federal Aviation Administration regarding standard color and layout.
- (F) Airports with right traffic patterns shall have a segmented circle with traffic pattern indicators.

The airport provides the following:

- (A) An administration building or terminal building with sanitary facilities available to the public.
- (B) Adequate means to deter the unauthorized or inadvertent access to the aircraft operations area.

(C) A telephone shall be available to the public 24 hours daily on the airport and its location shall be clearly indicated.

(D) A formally adopted emergency service plan prepared by the airport owner.

(E) Airport rules and regulations that are adopted by the airport owner and available to the public.

(F) Itinerant aircraft parking and tie downs, including adequate ropes, chains, or equivalent.

(G) Auto parking area, marked entrance from a public road.

AIR CARRIER

Airport employs an airport manager licensed by the commission. A valid airport operating certificate, or a limited airport operating certificate, issued by the Federal Aviation Administration regulations.

SEAPLANE BASE

No License Required.

HELIPORT

Employ an airport manager licensed by the commission.

A length and width of the landing area of at least 1.5 times the length of the helicopter using the facility.

At least two heliport approach surfaces free of obstructions. The heliport approach surface begins at the end of the heliport landing area with the same width as the landing area, and extending outward and upward for a horizontal distance of 4,000 ft where its width is 500 ft. The slope of the approach surface is 8 to 1. Two of the heliport approach surfaces provided shall be located to provide that their centerlines form an arc of not less than 90 degrees at their intersection. Each heliport approach surface shall provide an area suitable for an emergency landing during takeoff, climb-out, and landing.

The airport provides the following:

- If a heliport is located on an elevated structure or roof, then the heliport shall comply with local building and fire codes. The landing area shall be designed to support 1.5 times the maximum gross weight of the largest helicopter authorized to use the heliport. When applying for a license, the applicant shall file a certificate signed by a professional engineer registered in this state, certifying structural compliance of the heliport.
- An administration building or terminal building with sanitary facilities available to the public.
- A windcone or means of identifying wind direction.
- Ground level heliports shall have operational areas fenced or marked with caution signs to prevent the inadvertent or unauthorized entry of persons or vehicles.
- Signs indicating a heliport, located on its perimeter.
- Maintain clearly marked automobile parking area, itinerant aircraft parking area, entrance from a public road.
- A telephone that is available to the public 24 hours daily on the heliport and the telephone's location clearly indicated.

UNIMPROVED AIRSTRIP

(A) Have an airport manager licensed by the commission.

(B) At least 1 runway equipped with a 1,200 ft landing length in each direction from a clear approach slope of 20:1 and a 50 ft usable width with an additional 25 ft minimum width on each side which is free of obstructions.

(C) An approach slope at a ratio of 20:1 with a width of not less than 100 ft. The approach slope shall be based on a clearance of all objects within the approach area, including a roadway clearance of 15 ft or 17 ft over an interstate highway and a railway clearance of 23 ft. Runway lights shall not be considered obstructions in the runway width required to be free of obstructions.

A permanent monument established on the centerline at or beyond each end of the runway.

A run way that is well defined by mowing, use of markers, or low peripheral farming with clearly marked displaced thresholds.

A person using an unimproved airstrip shall do so at his or her own risk.

No commercial operations may be based at an unimproved airstrip airport.