

MEETING NOTES:

Project Number: RS&H 210-000-5000

Meeting Date: June 26, 2018

Meeting Place: International Room, Gerald R. Ford International Airport (GFIA)

Participants: Master Plan Update Advisory Committee (MPAC)

Subject: Sixth Meeting

The following is a summary of the Sixth Master Plan Update Advisory Committee Meeting:

- Jim Gill (President/CEO) welcomed all in attendance and expressed his gratitude to the committee for their consistent participation throughout the process. The meeting proceeded with introductions. Mr. Roy Hawkins, Airport Planning Engineer, and master plan consultant – Jeffrey Mishler of RS&H, Inc. – conducted the meeting.
- This MPAC meeting was the last of six meetings that were scheduled to occur over the Master Plan Update process. This meeting focused on the recommended 20-year Master Plan Update and completion of the Airport Layout Plan (ALP) set.
- A PowerPoint presentation consisting of the following five agenda items was discussed with the MPAC: Schedule, Overview of Master Plan Recommendations, Project Costs, Land Development Sites, and ALP Set.
- The presentation generated significant discussion and questions pertaining to the recommended plan for future Airport development, completion of the ALP, and financial analysis. A summary of this discussion and questions follows:
 - A question was asked regarding the Airport's Air Traffic Control Tower (ATCT) and why it had not been mentioned during the development summary. The consultant clarified that it was an oversight and that the relocation of the ATCT has always been a top priority in the Master Plan Update since inception.
 - A comment was made about the approval of the Master Plan Update and ALP. Although they are conducted as part of the same FAA study, the Master Plan Update is approved by the Airport Board whereas the ALP gets Conditionally Approved by the FAA.
 - A comment was made regarding the meaning of Conditional Approval. Using the relocated ATCT site as an example, the consultant clarified that a Conditional ALP Approval acknowledges that development on the ALP, once justified and federal funds are available, requires Federal environmental approval and must receive such written

approval from FAA prior to commencement. In addition, the ALP approval is also conditioned on acceptance of the plan under local land use laws. The FAA reviews the document internally, amongst the different lines of business within the FAA. The goal is to have the FAA concur with the proposed development.

- A comment was made regarding the complexity of terminal projects depending on the relocation of the ATCT. The approval of the ATCT relocation is imperative as a prerequisite for construction of several projects within the five year and ten year time frame of the Master Plan Update.
 - A question was asked concerning the FAA's support of the ATCT relocation. It was explained that there are competing issues such as environmental or operational making it difficult to place higher emphasis on the ATCT issue. The Airport has one of the oldest towers in the nation. If the Airport continues to grow, the ATCT will not be able to support the continued growth the Airport is projected to experience.
 - A comment was made regarding the two biggest priorities the community and Airport have need to address: the ATCT and Federal Inspection Services (FIS) facility. It was discussed that an advisory committee exists to work on Project Elevate which supports projects throughout the Airport. While the timing for an FIS is unknown, the GFIAA is evaluating the potential for an FIS in the short term.
- Presentations and meeting notes of previous meetings are available on the Master Plan Update website, gfia-master-plan-update.com, and will be updated as the Master Plan Update process continues.