Manistee County Blacker Airport Authority
2323 Airport Road • Manistee, Michigan 49660 • (231) 723-4351

MINUTES

Monday, February 11, 2013
10:00 A.M.

Manistee County Blacker Airport
Conference Room

Members Present: Paul Schulert, Chairperson; Ross Spencer, Vice-Chairperson; Thom Smith; Brook Shafer; Mark Bergstrom; Dale Picardat; and Alan Marshall

Members Absent: None

Others Present: Barry Lind, Airport Manager, George Saylor, Airport Legal Counsel; Meg LeDuc, Manistee News Advocate; Rachel Nelson, Airport Authority Secretary; Julie Schmeling, Administrative Secretary; Richard Knechtges; Charles Ganss; Ervin Kowalski (left early); Robert Wilson (left early), Duane Anderson (left early)

Paul Schulert, Chairperson, called the meeting to order at 10:00 A.M. Roll was taken by the Secretary.

There was a motion by Mr. Shafer, supported by Mr. Picardat to approve the meeting agenda as presented. Motion carried by unanimous vote.

Awards were presented for service on the Board to the following members: Ervin Kowalski, Robert Wilson and Duane Anderson. Framed certificates of appreciation were presented to them and photos were taken by the Manistee News Advocate.

There was no public comment.

Richard Knechtges was introduced and he presented his proposal for equipment for disabled users to be able to use Manistee County Blacker Airport as a mode of transportation if the proper equipment was purchased. (His proposal and documentation is included in APPENDIX A - 14 pgs) With the proper devices, customers with disabilities would be able to travel in and out of Manistee. He also noted that people with disabilities usually have people traveling with them. Charles Ganss was also present and both him and Mr. Knechtges stated that the current aircraft is not large enough to accept their power wheelchairs. Discussion took place on the sizes of aircraft available and the current plane does not have the room for their chairs. The plane currently being used is only capable of an aisle chair. In the past summer there was one passenger that flew with us, when Frontier was here there were three passengers in one year, with Great Lakes, there was one and prior to that it was not an issue. There was discussion about advertising and making sure that it was advertised that we had these capabilities if the equipment was purchased. Barry also stated that the bigger planes do not always mean that they can still accommodate the wheelchairs/powerchairs, it is how the plane is engineered on whether or not the plane could accommodate.

Options discussed for being able to transport disabled customers included the purchase of a cargo lift. The lift could be used for the wheelchairs as well as the airport utilizing them for cargo. A good cargo lift would cost anywhere from $30,000 - $50,000. No decisions were made at this time.

The Chairman confirmed that each member had received a copy and had an opportunity to review the minutes from the regular meeting of the Airport Authority held on Monday, January 14, 2013.

There was a motion by Mr. Spencer, supported by Mr. Bergstrom to approve the Airport Authority regular meeting minutes of Monday, January 14, 2013, as presented. Motion carried by unanimous vote.

The Authority next review the January 2013 Accounts Payable Reports (APPENDIX B). There was little discussion regarding what some of the items to be paid were from Commissioners as they are new to the Board and just wanted explanation.

There was a motion by Mr. Schulert, supported by Mr. Bergstrom to approve the January 2013 Accounts Payable Report and authorize payment of the outstanding invoices totaling $440,261.15.

A roll call vote was taken:

Yeas: 7 (Smith; Bergstrom; Shafer; Marshall; Schulert; Spencer; Picardat)

Nays: 0

Absent: 0 **Motion carried.**

The Authority next reviewed the January 2013 Financial Statement (APPENDIX C)which includes a Balance Sheet, a Statement of Revenue and Expenses, and a running account of the Passenger Facility Chages collected.

There was a motion by Mr. Schulert, supported by Mr. Bergstrom to approve the January 2013 Financial Statement. Motion carried by unanimous vote.

The Orchard Beach Aviation rent information was also provided (APPENDIX D).

The Budget Committee met on Friday, February 8, 2013. Mr. Picardat reported that they reviewed all of the budget items for this year's budget as well as the 10 year plan for FAA and proposed 5 year budget. The current budget was reviewed for an understanding and within 6 months they will be meeting again to approve the budget for next year. They will also have the FAA 10 year budget updated,and in another month or two they will have Barry take them on a review of the facilities so that they can see what needs to be done and then they can come up with a 5-year plan. Mr. Shafer said that they have asked Barry for a

wishlist of items that would have an impact on the airport and why he chose the priorities that he did. Mr. Lind said that his list is not necessarily for new things, it is also for updates and replacements.

Promotions Committee met and Ross Spencer reported that they have attended several Business After Hours as well as had a meeting with the Ludington Area Chamber/Visitor's Bureau to try to join forces with them to create more of a market with Ludington. There is a billboard in Ludington that has been up for about two weeks and it will be there for one month and then will rotate in three different places after that month is over. There are advertisements on cable reaching the Manistee/Ludington/Cadillac viewers.

Mr. Lind reported that there were no airport incidents. Mr. Lind presented a report on airfares which compares flights from Manistee, Traverse City, Grand Rapids, and Muskegon for travel in March 2013 (APPENDIX E) Mr. Lind also presented information on airplane passenger numbers for January 2013 as well as the previous five years (APPENDIX F). There were five delayed flights this past month.

Mr. Lind had also said that there are no new progress to report since last month on projects, but in Aiport Manager Report it lists the 2013 planned projects as well as updates (APPENDIX G).

The flights right now are averaging 8 passengers, which is just under 50% full. More flights will be added in the future to accommodate more schedules, which will in turn increase the number of passengers.

Mr. Lind next reported on marketing. There have been a couple of Facebook promotions. The offers were $50 round-trip, last minute advertisements. An email database is in the process of being built up of past passengers. There are some cable TV ads running through the end of the month and also some on hill advertising at Crystal Mountain.

MS Creative is no longer working with us as our Marketing Firm. There is currently a search for another firm to work for us. The Marketing Committee was unhappy and gave direction for Mr. Lind to look for an alternative firm. The website is still available and will stay as is until someone else takes it over. It is not being maintained at this time. Mr. Lind's preference in chosing a new marketing firm was that he will follow the process that the Board wants, but would like it done quickly. It was agreed that the Promotions Committe will work with Mr. Lind to identify a new advertising firm, and then a special Board Meeting could be called to approve the decision.

Old Business. There are two trees that fall outside of MDOT and are determined to be on Casino property. Mr. Lind has contacted Glenn Zaring to try to facilitate to a conclusion in this matter.

Since the last meeting the local electrical contractor resurfaced. They came out and looked at things, had a plan and has not been around again for 10 days. In the electrical panel there is a computer monitoring device that is not working, may not have ever worked. This device will be able to read out information as to how much each circuit is using, etc. It works as a monitoring device. Mr. Schuler is working on this issue.

Discussion took place regarding the bylaws and the question of 2/3 vote or majority vote needed to amend the bylaws.

There was a motion by Mr. Shafer, supported by Mr. Spencer to give Gockerman, Wilson, Saylor & Hesslin the task to prepare the documentation necessary to address the two-thirds vote or the majority vote on the bylaws and will be voted on at the next month's Board meeting by a majority vote.

A roll call was taken:

Yeas: 7 (Shafer, Marshall, Picardat, Spencer, Schulert, Bergstrom, Smith)

Nays: 0

Absent: 0 **Motion carried.**

New Business was discussion regarding a contract amendment with Primary Airport Services to extend their 2-year contract. Primary Airport Services is the company the Airport contracts with to do the filings with FAA and the airlines to keep track of passengers, etc. It was noticed that the date on the contract was incorrect and should have read the start date of 9/20/12, not 2014 as typed. (APPENDIX H)

There was a motion by Mr. Spencer, supported by Mr. Bergstrom to approve to sign the contract with Primary Airport Services with the correction to the start date to read 9/20/12.

A roll call was taken:

Yeas: 7 (Picardat, Bergstrom, Marshall, Schulert, Spencer, Smith, Shafer)

Nays: 0

Absent: 0 **Motion carried.**

Comments by Authority Members included Mr. Bergstrom thanking for cooperation for all his questions throughout the meetings as well as requesting if the financials could possibly be delivered to the members by Friday afternoon prior to the Board meetings. Mr. Marshall said that he was not understanding about committees, participants, and quorums and asked if Mr. Saylor could help them out to understand the differences. On February 20, Mr. Schuler and Mr. Lind will be attending a State conference in Lansing and they have also set up a time to meet with the State Aeronautics Director and will discuss with them what they can do to help us. Mr. Spencer asked that something be done to approve a credit card for Mr. Lind to use so that he will not have to use his personal credit card. Mr. Lind will look into options for a credit card and will bring back to the Board. And finally it was clarified that the Airport Authority owns the airport since 1998.

With there being no further business to come before the Authority, the meeting was adjourned at approximately 12:05 P.M.

Respectfully submitted,

Julie Schmeling

Julie Schmeling, Administrative Authority

[M:\OFFICE - Admin Sec - RACHEL\Reports\Airport Authority\AA_021113.wpd]

Manistee Airport <manisteeairport@gmail.com>

ADA equipment eligibility

Appendix A

Stroo, John <JStroo@preinnewhof.com> Tue, Feb 5, 2013 at 7:26 PM
To: Barry Lind <manisteeairport@gmail.com>
Cc: "Koslosky, Jim" <jkoslosky@preinnewhof.com>

Good Evening Barry,

I found the following excerpt in the AIP Handbook regarding ADA eligibility:

605. AMERICANS WITH DISABILITIES ACT OF 1990 (ADA) Section 47102(3)(F), makes projects to comply with the Americans with Disabilities Act of 1990 eligible under the AIP. See Advisory Circular 150/5360-14.

The provision applies for any construction, reconstruction, repair or improvement of an airport (or any purchase of capital equipment) which is necessary for compliance with the responsibilities of the owner or operator of the airport and does not primarily benefit a revenue producing area used by a nonaeronautical business, most often referred to as a concession.

It is important that projects of this nature be scrutinized to determine that they are in fact the responsibility of the airport owner or operator. Many access projects may be required for an airport tenant (air carrier or other aeronautical business) under Title I of the ADA for employment purposes or required under the Air Carrier Access Act. These projects are not the responsibility of the airport and would be ineligible. On the other hand, some projects that had not been considered eligible previously are now eligible under this section of the Act. (For example, an elevator to airport offices for public and internal meeting use had not been considered eligible as terminal development since the elevator was not "directly related to the movement of passengers and baggage in air commerce". Under this provision, the same elevator may now be eligible if it is determined to be necessary to comply with ADA.) Projects to comply with Title I for airport owners or operators would be eligible, even though Title I requirements for other than airport owners or operators are ineligible.

The Federal Share for these projects is the same as other airport development for the airport
Access to the aircraft is AIP eligible based on the above statement. If you get a lot of pressure (PR issues), we can look into the cost of the lift and see if the 2013 program can be modified or go to MDOT for funding as a state local project.

We are still reviewing this issue internally and I will let you know if I missed something.

John A. Stroo, P.E.
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1310 Cornell Street

Manistee, MI 49660-2210

February 1, 2013

Mr. Barry Lind

Executive Director

Manistee County Blacker Airport

2323 Airport Road

Manistee, MI 49660

Dear Barry:

As we discussed in a previous telephone call, enclosed are copies of letters I received from Bernie Gilchrist, a member of the Saginaw Chapter of the National Association of the Physically Handicapped (NAPH). Bernie offered her assistance to me when my wife, Kathy, and I attended the Fall Council meeting of NAPH in Sanford, Mi, in October. Every chapter in attendance gives a report on their activities for the previous 6 months. I gave our chapter's report and mentioned the Manistee County Blacker Airport Authority meeting I attended along with Charlie Gansss. I had distributed a copy of the Manistee News Advocate (MNA) article about Ms. Domako and the difficulties with loading her son's power wheelchair on the airline serving Manistee at that time. The MNA article mentioned our NAPH chapter may be able to provide assistance. Thus, Charlie and I attended your October meeting.

The enclosed letters will be sent to you under separate cover also because of the volume of paper received. I would appreciate it if you could review Bernie's letters in advance of the February 11 Airport Authority meeting. Charlie and I plan to attend this meeting and propose a solution by the Airport Authority purchase of special equipment to load and de-board passengers & equipment. A picture of this equipment is also enclosed. The AA just recently received a large grant from the Federal Aviation Administration and I believe some of that funding could be used for our purchase proposal, especially to augment the American Disability Act concerns.

I appreciate your suggestion of having one of the airline officials available at the meeting to assist with information. Thank you for adding my request on the agenda for the 2/11 meeting. I look forward to seeing you then. Please call me at 723-1162 or email if you have any questions.

Sincerely,

Richard A. Knechtges

President, Manistee County Chapter

NAPH

Mr. Richard Knechtges
1310 Cornell Street
Manistee, MI 49660-2210

Dear Richard and Kathy,

At our council meeting Saturday in Sanford, I promised you that I would check with Bishop Airport in Flint and Tri-City Airport near Saginaw to find out how they transport heavy luggage and equipment such as a powered wheelchair, and load it onto commercial aircraft. I will go to the Flint airport tomorrow, and if I learn anything that may be of help, I'll write you another letter or I will ask one of the NAPH members in Saginaw to email you my information.

I asked my cousin in Flint to go on line and check on transporting wheelchairs on commercial aircraft. She found quite a bit about it, especially the problem with wet cell batteries and that they may explode. Of course, the airline is suppose to dismantle the wheel chair and disconnect and preferable remove the battery. The traveler is advised to insure it, also, in case there is damage in route.

I phoned the Amigo Company in Bridgeport, which is about 20 miles from me, and talked with the Amigo repair department. The young man, Ben, informed me that he was working on an Amigo that a person owed who had just taken a trip to New Mexico. The Amigo was damage during the flight, and replacement parts were almost $900. I asked if it had been insured for the flight and he said that the airline was paying for the damage. If you want to phone and talk with the Amigo Company, the phone number is 989-777-2060.

Ben and I discussed the type of battery used on the Amigo and it is a wet cell but it is a sealed battery. At our meeting Saturday, I heard Kathy Johnroe advising someone to buy a replacement battery at Wal-Mart because they will work, but Ben said that the charger for the battery may cause it to overheat and [illegible] so that there would be damage to the owner's floor or carpet. My cousin, who has MS and is confined to a wheelchair, [illegible] to buy a cheap battery but it dangerous because the battery can also give off fumes which will make a person ill.

I worked at Delphi and there were fork lift trucks transporting heavy gons or machinery on pallets. I've flown commercial airlines a few times and have watched the baggage crew bring out the luggage on baggage carts. I believe the luggage is loaded onto the aircraft with a fork lift. Perhaps the Amigo or wheelchair is loaded onto a pallet, strapped down and lifted with a fork lift into the cargo bay, to be dismantled there. I will try to learn more when I visit Bishop Airport tomorrow.

Sincerely,

Bernadette Gilchrist
NAPH Saginaw Chapter

October 26, 2012
13800 Seymour Road
Montrose, MI 48457-9710

Mr. Richard Knechtges
1310 Cornell Street
Manistee, MI 49660-2210

Dear Richard and Kathy,

As I promised, I visited Flint's Bishop Airport and talked with two fellows at the ticket counter for Air Tran Airlines, one of many airlines that fly out of that large airport. When I asked about baggage handling and specifically motorized wheelchairs, both men had worked together as baggage handlers before working at the ticket counter. so could tell me their own experiences.

I was told that Bishop has a belt conveyor for loading luggage and motorized wheelchairs into and out of the jet aircraft there. But the fellows had also worked at loading smaller planes and said that they together would physically lift a motorized wheelchair into the cargo bay. The batteries have to be removed and labeled with the owner's name and placed in a special sealed container if they are of the wet cell type so that there is no danger of them exploding. All batteries are always disconnected and most often removed from the wheelchair. Owners are expected to insure their wheelchairs and have each part of the wheelchair that can be dismantled labeled with their name and address.

I haven't had time to visit the Tri-City Airport, which is north of Saginaw and near Freeland. I expect that they, too, have a belt conveyor for luggage and motorized wheelchairs. But I will try to visit that airport at my earliest opportunity.

My idea of using a fork lift as is done in the automotive factories is probably not as safe as a conveyor belt, even if the forks are inserted between the boards of the pallet and the wheelchair is securely strapped to the pallet. I was presuming the cargo bay would have enough room to slide the pallet in without removing the wheelchair, but there would be difficulty removing the wheelchair and pallet at the destination if that airport didn't have a forklift. There would be a problem with storing the pallet, also, to have it available for the return flight.

The lady in Manistee whose son was taking the trip perhaps thought that NAPH could raise the funds to purchase a belt conveyor for the Manistee Blacker Airport, or that we would know of other organizations that would be willing to donate toward that project. I don't have computer access here, but perhaps someone could go on line and ask if there are companies or organizations that would help Blacker Airport with the purchase, which would help any person in a wheelchair, including disabled military veterans who might fly to Manistee for the fishing. Our former NAPH National President's wife, Andi Sellars, did an amazing job of soliciting funds so that the meals for our Convention at Plymouth were paid for. Possibly you could contact her and ask if she has any suggestions to help with this project.

On my part, I'll continue to try to find more information for you.

Sincerely,

Bernie Gilchrist

November 2, 2012
13800 Seymour Road
Montrose, MI 48457-9710

Mr. Richard Knechtges
1310 Cornell Street
Manistee, MI 49660-2210

Dear Richard and Kathy,

I received your letter of Oct. 26th. In answer to your question in regard to how passengers in power chairs are loaded onto the plane, I'll tell you of my experience with traveling with a lady from Saginaw, Sharon Gabriel, some years ago. Sharon had polio when she was 11 years old, was in an iron lung for some time and then completed high school and college. The polio had left her with only the use of her right arm and hand, and she was able to sit upright. She had a special equipped van which she drove and rode her Amigo into, using a remote to control the lift. She had a bit of a struggle to get into the driver's seat, but she was a good driver. I met her in 1984 when she was working as a secretary at Bridgeport Schools.

She asked me to accompany her to Disney World in Florida; she made all the arrangements. I don't recall the year but it was sometime in the late 1980's or early 1990's. We rode in her van to the tri-city airport which is now MBS International (Midland, Bay City, Saginaw.) We arrived at the ticket counter early and were the first to go down the long enclosed ramp that you mentioned in your letter. When we arrived at the area where the ramp connected with the plane, on our left, there were two men with a wheelchair that was somewhat narrow, called an "aisle chair." Sharon was physically lifted from her Amigo onto the chair and was wheeled into the aircraft while her Amigo was taken to the right of the enclosed ramp where there was a door to the outside. I don't know how the Amigo was taken down or loaded onto the plane, as I was following the person taking Sharon to her seat. She was again physically lifted and placed in the aircraft's seat. When we arrived at Orlando, she was again lifted onto the aisle chair, taken onto the ramp and transferred onto her Amigo so that she was able to board a bus with a lift which took us to Disney World and the room she had reserved at the Polynesian. Since it was near Christmas time, she'd made reservations for the shows and dinners, so it was quite an experience for both of us. I'd never traveled like that and didn't realize what an undertaking it was for her. A year or two later, she and her mother took a trip to Hawaii. Sharon passed away several years ago, quite an amazing woman.

I didn't go to the tri-city airport as I had intended this past week, because we had snow, rain, hail and icy winds on the day I'd gone to Saginaw to volunteer at the VA hospital, so I just wanted to get back home safely. I do want to go there and see the new air terminal that was advertised on TV and I hope to interview any ticket takers and baggage handlers and learn how motorized wheelchairs and their owners are transferred to the aircraft at that airport.

My cousin Bonnie Fridline, who lives in Flint, has MS. She is very heavy and doesn't travel, but she is on the computer most of the day, every day. I don't have Internet access out here. When I phone her and have a question for her, she has an answer for me in less than a minute. She said she brings up Google and puts in the box my question and then reads the answer to me. She said she puts in the name of the specific airport, then power chairs and it will bring up everything about how that airport handles power chairs. She believes each airport has its own method. I think one of the members of your chapter there in Manistee is also a computer whiz and can get you information this way, too.

One of our NAPH members who flies from CA to some of our Conventions is Bernadette Travis, a Member At Large. I plan to write to her and ask how she and her Amigo are taken on the aircraft and taken off at MBS International or other airports. Lisa Gehringer often takes her father's van to pick her

up. Bernie attended the National Convention at Plymouth, MI, in September but I didn't visit with her. When she answers my letter, I'll let you know the procedures that the airlines follow from her experience.

On the topic of wheelchair batteries, Cousin Bonnie phoned me Tuesday evening to tell me about a place she found on line that sells wheelchair batteries cheaply. She said she needs a 12 volt, 35 AH battery for her large wheelchair and it costs over $215 retail, but this place will sell her that battery for only $68.10. She said that she has to have two new batteries because when one goes bad, the other is sure to also go bad shortly. She said by using the search bar for Google, she found the place called Battery Clerk, 545 N. Maple Ave., Ridgewood, NJ 07450. They advertise free shipping on all orders over $99 and two batteries will bring the cost over that. She said they asked for the brand of wheelchair and what type. Their email is sales@batteryclerk.com and their phone number is 1-888-808-3520.

Perhaps you would want to check this place out with the Better Business Bureau before ordering from them.

I had bad luck with an order of white gloves for the ladies of the Polish Legion of American Veterans, Chapter 8 in Flint, as the fellow taking the order spoke broken English, was confused about my credit card and didn't know how to use the information I gave him, then billed it twice. So I paid double for the gloves which were inferior. I wasn't able to get him to refund the second billing. Bonnie had gotten his phone number on line and he, too, was in New Jersey.

If the weather and roads are good next week, I'll drive to MBS International Airport after my four hours of volunteer work at the VA hospital in Saginaw, and I'll write with any further information I learn. If Cousin Bonnie receives the batteries and they are as good as promised, I'll let you know about that, too. I'll write to Bernie Travis today and hopefully will receive a quick reply that I can pass on to you about her traveling experiences.

Sincerely,

Bernadette Gilchrist

Bernadette Gilchrist

November 9th, 2012
13800 Seymour Road
Montrose, MI 48457-9710

Mr. Richard Knechtges
1310 Cornell Street
Manistee, MI 49660-2210

Dear Richard and Kathy,

Thank you for your letter of Nov. 2nd. I'd hoped to receive a reply from Bernie Travis of CA by now, telling me of her experiences flying, but she hasn't answered my letter yet.

I visited MBS International airport near Freeland last Tuesday after volunteering at the Saginaw VA hospital. This is the airport that I referred to in my last letter as Tri-City Airport. MBS stands for Midland, Bay City, Saginaw. Their address is 8400 Garfield Road, Freeland. Airline information and reservations number for Delta is 800 221-1212 and for United is 800 241-6522. The airport manager's office phone number is 989-695-5555. I see by the map that the airport is located more than 16 miles north of Saginaw and about 5 miles east of Freeland. The new air terminal is very large. I went inside and found a young lady who appeared to work on the runway because of her neon vest, so I asked her about loading passengers with disabilities. She mentioned the Sky ramp and walked with me to the Delta Airlines ticket counter. The lady there said that they have planes of 50 passengers or less, so it is similar to Blacker Airport, unless I misunderstood her. They use the same method of loading passengers and luggage as the larger airports. Both passengers who are able to walk and those in wheel chairs go down the same enclosed ramp to the aircraft. Those in wheelchairs are physically lifted onto an aisle chair, taken into the aircraft and again lifted into a seat on the aircraft. Their own wheelchair or motorized wheelchair is taken away and then lifted into the aircraft cargo bay. The procedures appear to be the same as they were when I traveled with Sharon Gabriel years ago. The young lady in the neon vest emphasized that the batteries of the motorized wheelchair must be sealed. The lady at the ticket counter said that they ask that those who are in wheelchairs should be at the air terminalat least 1 ½ hours earlier than their scheduled flight. They are boarded before the other passengers.

I believe I should try to find out more about the Sky Ramp and the equipment used to load motorized wheelchairs at MBS, since it seems to me that the belt conveyor that is used to load the luggage and wheelchairs into the cargo bay can be raised or lowered hydraulically to meet the height of that doorway. I would like to see it being done and learn the name of the company that manufactures that conveyor. One reason is that they might have a patent on it, and the engineering firm that is working with the Airport Authority there at Blacker Airport wouldn't want to infringe on that patent. I'm almost certain that the belt conveyor that is already in use at the airports near here will also work satisfactorily at Blacker Airport.

In answer to your question of how passengers who cannot be transferred from their chair are loaded on the aircraft: the only way it is done that I've learned at this time is by the person being physically lifted by two strong men and transferred to the aisle chair. I believe the aisle chair is stored somewhere on the aircraft. Aisles in aircraft are narrow, space is limited and valuable, due to the expense of operating an aircraft. There is no area where a motorized wheelchair could be fastened to the floor in the passenger compartment as there is on buses. I've thought of a Hoyer Lift perhaps being used on an aircraft, but even in the best of situations, transferring a patient from a wheelchair onto a bed, a Hoyer Lift is clumsy and a little dangerous to use.

I spoke to Lisa Gehringer in regard to Bernadette Travis and how she is moved from her motorized wheelchair, either when she is flying here from CA or in the hotel from the wheelchair onto the bed. Lisa said that Bernie is able to use her legs to stand up so it is much easier to transfer her. Lisa or Judy Sleamon help Bernie in the hotel when she comes to Michigan for the conventions. Lisa also picks her up at the air terminals with her father's handicapped van.

My cousin Bonnie, who has MS, is very heavy. She said that if she has to fly to visit her daughter in Georgia, she will have to buy two seats on the aircraft because one seat is too small for her. She is still able to use her legs a little so the men who have to help her won't have the difficulty of lifting her. But this is something else to think about with the Blacker Airport Authority board: people who are physically challenged who are very obese. Their motorized wheelchairs would be much larger, too.

I hope that you are able to contact the lady who's son was taking the trip from Manistee to learn more about how he was helped onto the aircraft. I'm sure he was physically lifted onto the aisle chair, at each stop. The chair is quite narrow and has no armrests, as I remember.

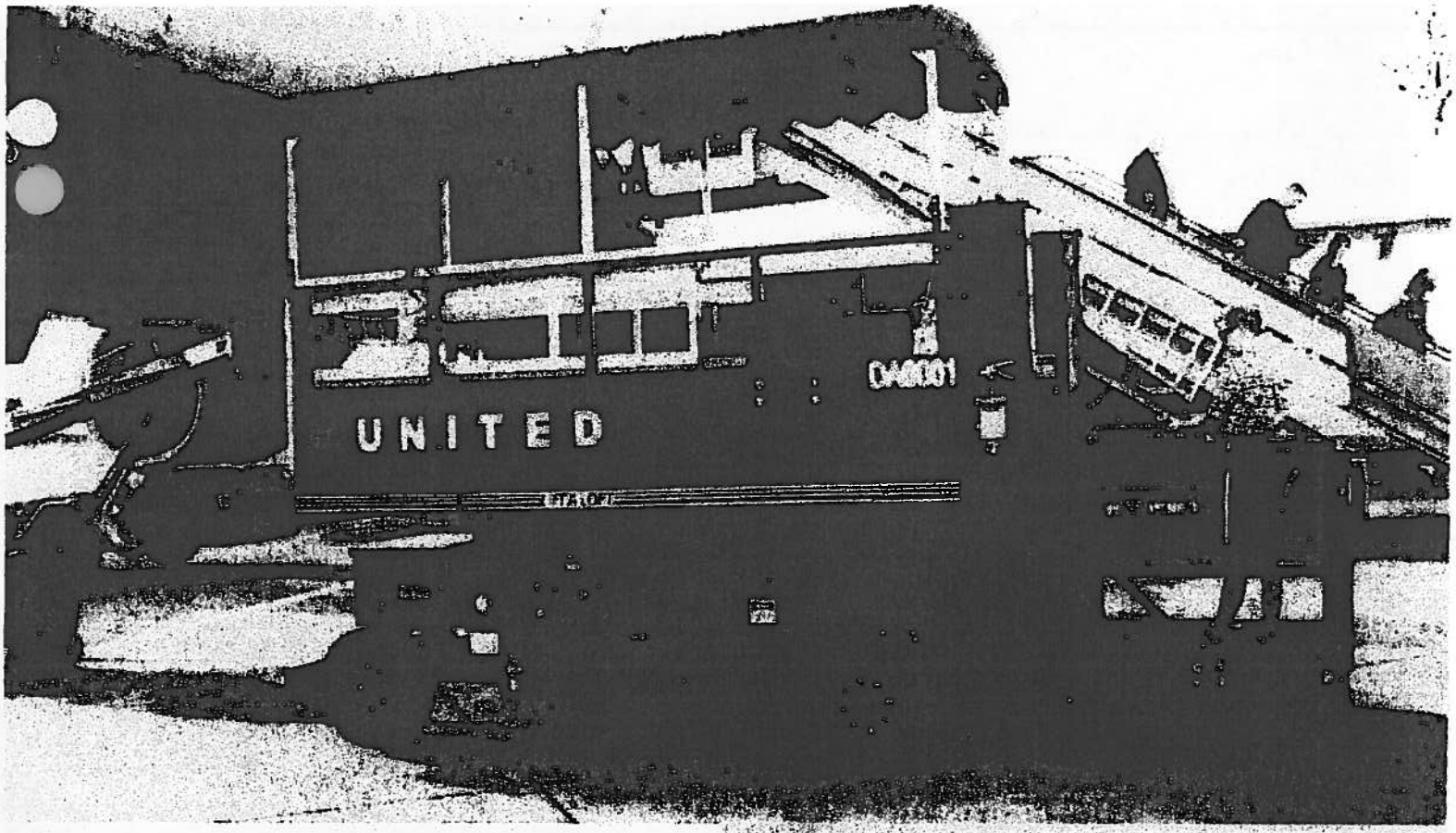
I have a cousin who lives out West who is a pilot for United Airlines. I will write and ask him about the belt conveyor for loading luggage onto aircraft. He flies one of the newest jets so won't have information on loading smaller aircraft but maybe he can add something to what we've already learned.

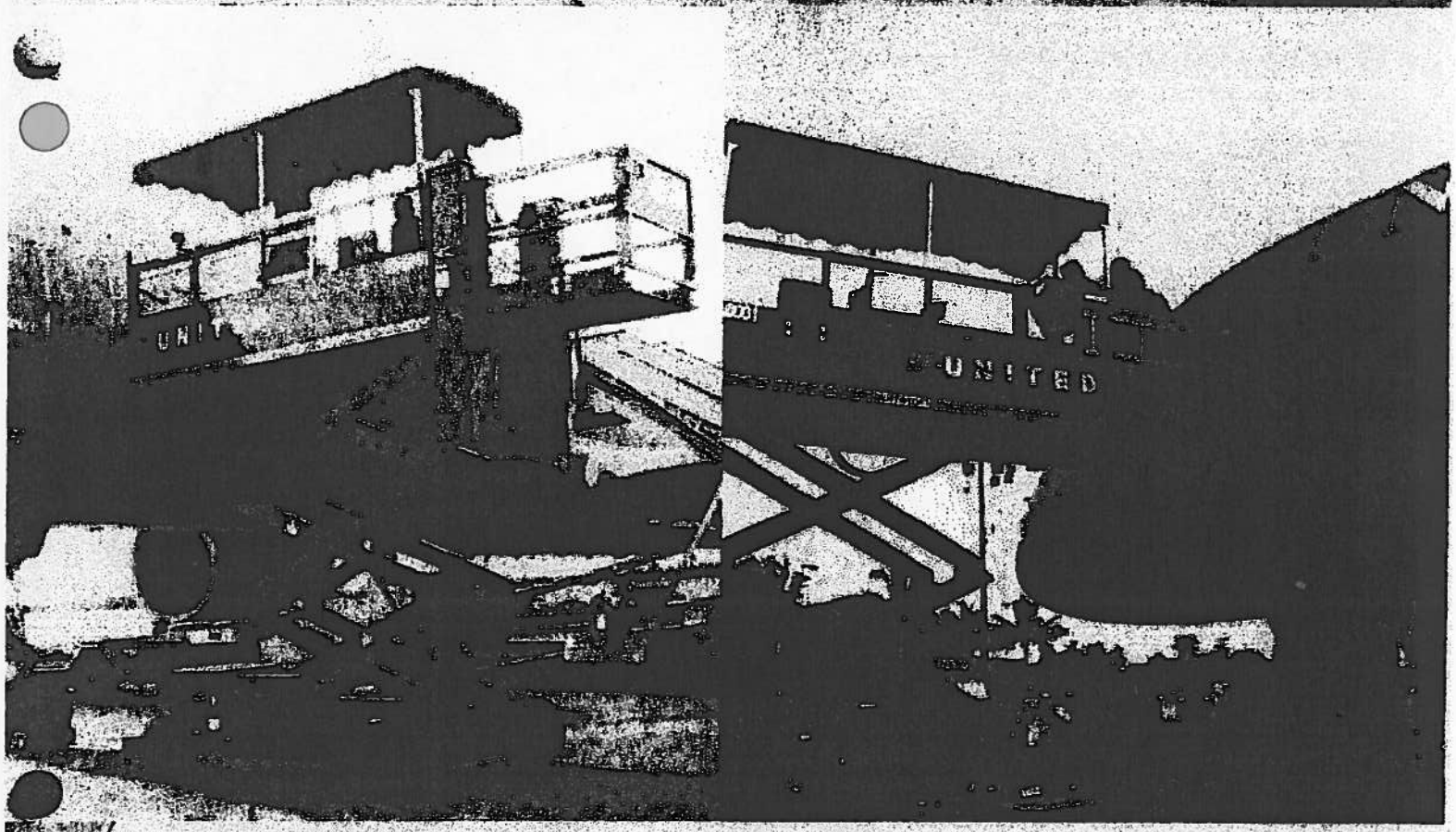
As soon as I hear from Bernie Travis, I will send you any information she gives me.

Sincerely,

Bernadette M. Gilchrist

Bernadette M. Gilchrist





LIFT-A-LOFT

WBOPL

WBDPL WIDE BODY DISABLED PASSENGER LIFT

The WBDPL provides an efficient and safe means of boarding or de-boarding passengers who require special assistance. This unit can interface wide body aircraft such as Boeing 747, 757, 767, & 777 as well as narrow body aircraft including regional jets. The WBDPL can accommodate up to three (3) full size wheel chairs and one (1) attendant at one time.

SPECIFICATIONS

- Services Max Door Sill Height—17 ft-9 in
- Services Min Door Sill Height—3 ft 11 in
- Wind Speed Rating—90 mph
- Maximum Total Capacity—1,000lbs
  - Main Platform – 1,000 lbs
  - Access Platform – 600 lbs
  - Front Extenda-deck – 600 lbs

WBDPL FEATURES

EFFICIENCY – Unit requires only one operator to interface the aircraft and assist the disabled passenger. The platform operator can lower the rear access platform to allow a ground handler to load additional passengers. This will allow simultaneous boarding and de-boarding of multiple passengers when the WBDPL is positioned at the aircraft doorsill without the need to fully lower the unit multiple times.

REAR ACCESS PLATFORM – Full width rear access platform with 600lbs. capacity provides room for an attendant and passengers in full size wheel chairs, powered wheel chairs, or powered scooters.

FRONT EXTENDA-DECK – Full width powered deck with aircraft bumper extends 4 ft (1.22 m) to access aircraft with a self adjusting swivel bumper for easy positioning.

PLATFORM CONTROL STATION—The platform control station is on an adjustable positioning track that allows the operator to choose where they want to operate the unit.

TRAVEL SPEED – 3.0 -3.5 mph

POWER SOURCE: 48 Volt DC electrical system with onboard 110 VAC charger.

TIRES: 22" Solid Rubber.

STANDARD PAINT: Federal Standard Insignia White with black striping.

DRIVE: The unit can be driven at any elevation from the platform. An automatically activated creep speed function allows smooth & safe driving of the platform at full elevation.

AVAILABLE OPTIONS

- Boarding Chair
- Platform Canopy
- Fold Down Chair for Attendant
- Head / Tail Lights
- Cold Weather Package with Hydraulic System and Battery Heaters
- Gasoline Power
- Custom Paint Colors

WBDPL SAFETY FEATURES

STANDARD EQUIPMENT: Blinking amber light, Hour meter, Lighting at entry exit, Adjustable utility lighting, Tie downs for boarding chair, Fire extinguisher, Low battery Indicator, Nylon cage netting at both ends of main platform, Manual lowering controls.

EXTENDA-DECK GUARDRAILS: The adjustable guardrails lock in 2" (0.05 m) increments to fully contour the fuselage and door when fully extended.

BRAKES: Spring applied, pressure release.

HOLDING VALVE: Safety device to maintain elevation in case of damage or failure.

STABILITY: The unit provides maximum stability to ensure operators and passengers total comfort at all times. The unit has minimal side-to-side movement in high wind conditions and can meet the ANSI A92.7I requirement for a 90 mph jet blast.

2 PHOTOS

November 12, 2012
13800 Seymour Road
Montrose, MI 48457

Mr. Richard Knechtges
1310 Cornell Street
Manistee, MI 49660-2210

Dear Richard and Kathy,

I've not heard from Bernie Travis yet. It's possible she will contact your chapter directly, via email.

Last Friday, I had some books to return to the Burt Library. While there, I saw that several people were working at the computers, so I asked one of the ladies if she would show me how to find Google and bring up information about loading motorized wheelchairs into aircraft. She did so and I found information on a company that sells both new and used belt conveyors. I also clicked on a little video which showed the belt conveyor being used to load a very heavy motorized wheelchair. Three men were attempting to lift it onto the conveyor but could not until a fourth man came to help them. The wheelchair was then placed sideways, still on its wheels, on the conveyor, the belt began moving, and one fellow rode up holding the wheelchair so it wouldn't move. I thought to myself that if they'd had the little ramp that is used when a person in a wheelchair needs to enter a house, they wouldn't have had the problem of lifting that heavy chair onto the belt conveyor but could have pushed it up easily onto the end of the conveyor without lifting it.

From the angle that the video was filmed, I could tell that it was a smaller aircraft and not one of the large jets. The pictures of the various belt conveyors there on the computer indicated to me that there are large cylinders that raise and lower the end of the conveyor to the proper height of the cargo door of the aircraft. Therefore, I think the answer to the problems of loading luggage and wheelchairs at Blacker Airport is to purchase a belt conveyor.

I didn't have a pencil and paper with me, and hadn't expected to find this information when I went to the Burt Library, but since it was so easily found, I believe you or Kathy could also find it on a computer, print it out and present it to the Airport Authorities. I was pleased to read in your letter that the funds are available there for the purchase of such equipment.

If you aren't able to find information on belt conveyors on a computer there and would want me to send you copies of the information I found on the computer at the Burt Library, I will. There may be other companies selling those conveyors, but I didn't have time to research further because the library was closing for the day.

Sincerely,

Bernadette M. Gilchrist

Bernadette M. Gilchrist

December 12th, 2012
13800 N. Seymour Road
Montrose, MI 48457

Mr. Richard Knechtges
1310 Cornell Street
Manistee, MI 49660-2210

Dear Richard and Kathy,

Please forgive me for not replying sooner to your letter of Nov. 15th. Unfortunately, I'm involved in volunteering at the VA hospital in Saginaw and some duties there had to take priority. Also, at this time before Christmas there are meetings at my church that I've felt the need to attend. Time slipped away.

I haven't heard from Bernie Travis since I wrote to her asking about her experience flying to Blacker Airport. I asked Judy Sleamon to check her address and it is still Apartment #102, 18765 Florida Street, Huntington Beach, CA 92648-1944. Perhaps you would like to write to her with your questions.

I drove to the Burt Library the evening of the 10th to use the computer there. As I may have mentioned, I have no Internet here and very little experience looking for information. In the past when I needed data, I'd phone my Cousin Bonnie in Flint. She has MS and isn't able to get out of her house often so she is very computer savvy.

Sadly, each time I've used the computer at the Burt Library, I'm not able to "bring up" what I had found during my past visits, due to not taking notes as I began the search. This time, I did. I began by clicking on the icon, Internet Explorer and typed in the words, "Loading wheelchairs on aircraft" in Google, which brought up on the computer screen quite a few topics. One was "Heavy Power Wheelchair Being Loaded into Airplane Cargo" which was a site I'd viewed previously and wrote to you about it. I hadn't noticed before that it was a 300# wheelchair being loaded into a 757. I had told you it looked like a smaller airplane, when I viewed the video, but I was wrong.

Another topic I clicked on was "Wheelchair Travel Tips. Boarding a plane and renting a car." The video showed the ticket counter and tagging the wheelchair. I saw that it was NOT a motorized wheel chair. It was a silent video, because I didn't know how to turn on the sound and the two ladies at the library were busy with other duties as it was nearly closing time. The video showed him in his wheel chair, taking himself down the tube or tunnel that is the Skyway ramp. I was surprised that he went into the plane and transferred himself into the seat. Then the video showed him boarding a bus that had a special lift. Then it showed him getting into a car that had special hand controls. I didn't know that there were rental cars available for people with special disabilities. The fellow was named Mark. After the video, there were splendor comments from people interested in his video.

[illegible] Wheelchair Competition," by the ReeveFoundation, but it didn't have any [illegible]

I then went back to Google and typed in "How is a motorized wheelchair loaded into an airplane?" I clicked on "Wheelchair-Mike Bougher Air Travel with a Power Wheelchair." I read his story and felt it would be of interest to you so I asked one of the librarians to make a copy of it which she did. One page includes Condom Catheters and "Air Travel with a Ventilator: A chronicle of our adventures." The librarian could not print the articles separately. I'm enclosing those pages in this letter.

I went back to Google again and typed in "Loading Aircraft with belt conveyors." Many topics came up on the screen, so I clicked on "Images" and saw 15 images of various conveyors. You could click on any one of the images with the mouse and learn more about them. I was sorry to see that the majority were made in foreign countries. One was SheuzhouTechking Industry Co., Ltd. Another was Alibaba.com, conveyors made in China.

Cousin Bonnie had told me to type in the airport's name so I typed in Freeland, MI MBS Airport baggage handling, clicked on "baggage handling systems." If you go on the computer, you will find several pages about this, including an automated baggage loader, an articulated robot. Hope this helps.

Hope you have a Merry Christmas.

Sincerely,
Bernie Dilchrist

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Air Travel with a Power Wheelchair

I have several suggestions and comments concerning air travel with a power wheelchair. These are just pointers that we have picked up along the way.

You should always call the airline a week or so ahead to inform them that you will be traveling with a wheelchair. Arrive at the airport at least three hours early so you will have enough time to get through security. You should insist on staying in your wheelchair all the way to the gate. This is your right. You will be allowed to pre-board the aircraft. The airline will provide attendants who will help you transfer from your chair into an aisle chair, roll you into the plane, and transfer you into the airplane seat.

When the airline asks you if you have wet or dry cell batteries in your wheelchair, say 'dry'. The manuals they are working from are outdated and don't include the option 'non-spillable gel cell'. If you answer anything other than 'dry', they will probably make you disconnect and remove the batteries from their solid, well protected box in your wheelchair, and place them into flimsy cardboard boxes (to prevent them from spilling). If they try to do this, there should be a label attached to the top of the batteries that includes the words 'non-spillable gel cell, approved for air travel, FAA approved' or something like that. You should check this out ahead of time and point it out to the airline officials if necessary.

They will also ask you to disconnect the power so that the wheelchair does not inadvertently move during flight. You should check this out ahead of time. There is probably some type of a quick disconnect type plug that will easily isolate the batteries.

It is a good idea to look your wheelchair over for any protruding or loose parts. Our first experience taking my electric wheelchair on an airplane was our trip to Australia. Because of the various regions we visited, the trip consisted of eight separate legs of flight. When the wheelchair was returned to us after each flight, there was something else missing, broken, or bent. Also, the Boeing 737 aircraft has a baggage compartment door that is only 29 inches high. This means they will probably have to lay your wheelchair on its side if you will be flying on this

type of plane and they aren't very careful about it. I know this all sounds terrifying, but now I will explain the steps we have taken to minimize, or eliminate, the damage. In order to reduce the height of the wheelchair to 29 inches so that it can be rolled in, we have practiced and perfected a method of quickly breaking it down into a compact, roll-able package. First we remove the seat cushion. I use this on the airplane. The head rest, the armrests, and the leg rests are then removed. The back rest is folded forward onto the seat and all of the aforementioned parts. except the seat cushion, are carefully stacked on top. We use a ratcheting motorcycle tie down strap to wrap around and secure the bundle. Next, we attach two brightly colored, laminated signs that illustrate the method of setting and releasing the brakes. The signs are affixed using Velcro. We also remove the rubber parts of the joystick and carry them with us on the airplane.

Although none of this is required, by using these techniques, we rarely encounter any significant damage or problems. But when traveling in a wheelchair, there are bound to be a few hiccups in your plan. You just have to roll with the punches, and keep smiling. In the end, it's all worth it!

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Condom Catheters

I wear them every day, all day. We originally tried them for air travel, but found them to be so convenient, that we use them all of the time. My hands and arms are completely paralyzed, so Jen had to help me every time I needed to urinate (and I have a very small bladder). We ordered the catheters and upgraded to the 32 oz. leg bag which means that I now only have to bother Jen two or three times a day. When the bag gets full we empty it into a standard urinal bottle, which then gets dumped into the toilet, and rinsed. The urinal bottle lives in the backpack on the back of my wheelchair. On travel day we always empty the bag just before boarding the airplane. I then have 32 oz. to work with. If it is an extremely long flight, Jen can empty my leg bag without me having to leave my seat.

Emptying my leg bag when we are out and about, was uncomfortable at first, but we don't worry about it anymore. Because I needed Jen's help, it was obvious that we would have to enter a public restroom together. We decided that the women's room would be best because women take care of their business behind a closed-door, inside of a stall. I wait outside while Jenny checks to be sure that there is an available, accessible stall. She then drives me directly through the bathroom and into the stall. I look straight ahead so that I don't make anyone feel uncomfortable. We have done this hundreds of times and no one has ever complained.

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Air Travel with a Ventilator: A chronicle of our adventures.

Jen, her sister and I recently traveled round trip from California to New York

Appendix B

MANISTEE COUNTY BLACKER AIRPORT

JANUARY 2013 ACCOUNTS PAYABLE

CHECK #	VENDOR NAME			AMOUNT
	BARRY LIND			$ 3,400.00
	CONSUMERS ENERGY			$ 2,638.90
	A T & T			$ 53.36
	MICHCON (DTE ENERGY)			$ 717.07
	GOCKERMAN, WILSON, SAYLOR			$ -
	NAPA AUTO PARTS			$ 19.68
	ACE HARDWARE			$ 13.99
	FASTENAL			$ -
	DIRECT TV			$ 42.99
	PIPER MCCREDIE AGENCY			$ 19,132.87
	BLARNEY CASTLE			$ 2,901.56
	CUSTOM SHEET METAL & HEATING			$ -
	WAHR HARDWARE			$ -
	MANISTEE TIRE			$ 141.99
	KENDALL ELECTRIC, INC.			$ 73.85
	PRIMARY AIRPORT SERVICES			$ -
	BLUE GLOBES LLC			$ 59.39
	PUBLIC CHARTERS, INC			$ 388,788.00
		TOTAL		**$ 417,983.65**
	ADVERTISING INVOICES			
	MS CREATIVE SERVICES			$ 2,337.50
	ORCHARD BEACH AVIATION			$ -
		TOTAL		**$ 2,337.50**
	ORCHARD BEACH AVIATION			**$ 19,940.00**
	REGULAR HOURS	270 @ 16.50	4,455.00	
	MAINTENANCE HOURS	190 @ 16.50	3,135.00	
	PART 139 LABOR		12,200.00	
	INTERNET		150.00	
		GRAND TOTAL		**$ 440,261.15**

Appendix C

MANISTEE COUNTY BLACKER AIRPORT

JANUARY 2013 REVENUE & EXPENSES — BUDGET REMAINING 66%

INCOME:	CURRENT MONTH	YEAR-TO DATE	ANNUAL BUDGET	BALANCE $	%
FEDERAL GRANT - AEAS	$ 388,788.00	$ 388,788.00	$ 2,009,960.00	$ 1,621,172.00	81%
HANGER RENTAL	$ 1,525.00	$ 6,100.00	$ 28,600.00	$ 22,500.00	79%
LANDING FEES - PUBLIC CHARTERS	$ 17,594.89	$ 70,379.56	$ 210,000.00	$ 139,620.44	66%
LANDING FEES - GENERAL AVIATION	$ 9.00	$ 126.00	$ 1,250.00	$ 1,124.00	90%
AUTO RENTAL SPACE	$ 340.85	$ 2,712.64	$ 5,000.00	$ 2,287.36	46%
OFFICE RENT	$ 955.00	$ 3,820.00	$ 12,600.00	$ 8,780.00	70%
COUNTY OF MANISTEE	$ 9,583.00	$ 38,332.00	$ 115,000.00	$ 76,668.00	67%
CONTRIBUTIONS-MARKETING	$ -	$ -	$ 25,000.00	$ 25,000.00	100%
PASSENGER FACILITY CHARGES	$ -	$ 2,196.00	$ 25,000.00	$ 22,804.00	91%
FUEL SALES	$ 1,575.80	$ 2,891.29	$ 10,000.00	$ 7,108.71	71%
SIGN LEASE	$ -	$ -	$ 3,800.00	$ 3,800.00	100%
MISCELLANEOUS	$ -	$ -	$ 1,000.00	$ 1,000.00	100%
TOTAL INCOME	**$ 420,371.54**	**$ 515,345.49**	**$ 2,447,210.00**	**$ 1,931,864.51**	**79%**
EXPENSES:					
AEAS CONTRACT-PUBLIC CHARTERS	$ 388,788.00	$ 388,788.00	$ 2,009,960.00	$ 1,621,172.00	81%
PERSONNEL - MANAGEMENT	$ 3,400.00	$ 13,600.00	$ 41,000.00	$ 27,400.00	67%
PERSONNEL - OPERATIONS & MAINTENANCE	$ 19,790.00	$ 74,635.50	$ 240,000.00	$ 165,364.50	69%
DUES & FEES	$ -	$ 345.00	$ 800.00	$ 455.00	57%
SUPPLIES	$ -	$ 571.40	$ 3,000.00	$ 2,428.60	81%
UTILITIES	$ 3,548.96	$ 11,038.74	$ 32,000.00	$ 20,961.26	66%
FUEL	$ 2,901.56	$ 4,154.02	$ 9,000.00	$ 4,845.98	54%
REPAIRS & MAINTENANCE	$ 308.90	$ 1,763.83	$ 15,000.00	$ 13,236.17	88%
CONTRACTED SERVICES	$ -	$ 301.35	$ 1,700.00	$ 1,398.65	82%
LEGAL	$ -	$ 3,151.00	$ 4,000.00	$ 849.00	21%
AUDIT	$ -	$ -	$ 2,000.00	$ 2,000.00	100%
ADVERTISING	$ 2,337.50	$ 11,573.03	$ 34,000.00	$ 22,426.97	0%
TELEPHONE	$ 53.36	$ 233.54	$ 300.00	$ 66.46	22%
INSURANCE	$ 19,132.87	$ 20,799.87	$ 21,000.00	$ 200.13	1%
TRAINING (FIRE FIGHTER)	$ -	$ -	$ -	$ -	0%
EQUIPMENT	$ -	$ -	$ 4,450.00	$ 4,450.00	0%
BOOKKEEPING	$ -	$ -	$ 3,000.00	$ 3,000.00	100%
PFC EXPENSES	$ -	$ 4,363.00	$ 25,000.00	$ 20,637.00	100%
MISCELLANEOUS	$ -	$ 732.69	$ 1,000.00	$ 267.31	27%
	$ 440,261.15	**$ 536,050.97**	**$ 2,447,210.00**	**$ 1,911,159.03**	**78%**
EXCESS REVENUE OVER/(UNDER) EXPENDITURE	**$ (19,889.61)**	**$ (20,705.48)**			

BALANCE ON HAND - AIRPORT FUND

BEGINNING BALANCE 01/01/2013	**$ (17,980.41)**
JANUARY RECEIPTS	**$ 401,524.15**
DECEMBER DISBURSEMENTS	**$ (29,435.52)**
	$ 354,108.22

MANISTEE COUNTY BLACKER AIRPORT

C

JANUARY 2013 2012 BALANCE SHEET

ASSETS	1/31/2013	12/31/2012
CASH	$ 354,108.22	$ (17,980.41)
CASH - PFC ACCOUNT	$ 78,409.11	$ 78,409.11
ACCOUNTS RECEIVABLE		
PUBLIC CHARTERS	$ 70,379.56	$ 52,784.67
AUTO RENTAL	$ -	$ -
MISC.	$ 2,124.80	$ 872.30
TOTAL ASSETS	**$ 505,021.69**	**$ 114,085.67**

LIABILITIES	1/31/2013	12/31/2012
ACCOUNTS PAYABLE - TRADE	$ 440,261.15	$ 29,435.52
ACCOUNTS PAYABLE - COUNTY	$ -	$ -
PREPAID HANGER RENT	$ -	$ -
TOTAL LIABILITIES	$ 440,261.15	$ 29,435.52
D BALANCE	$ 64,760.54	$ 84,650.15
TOTAL LIABILITIES AND FUND BALANCE	**$ 505,021.69**	**$ 114,085.67**

PASSENGER FACILITY CHARGES COLLECTED THROUGH 01/31/2013	**$ 90,531.43**
STATE OF MICHIGAN (PARKING LOT & T-HANGERS)	**$ (7,625.00)**
CONSUMERS ENERGY	**$ (313.50)**
STATE OF MICHIGAN (PARKING LOT & T-HANGERS)	**$ 313.50**
TRANSFER OF PUBLIC IMPROVEMENT FUNDS	**$ 683.39**
MANISTEE COUNTY ROAD COMMISSION	**$ (817.71)**
STATE OF MICHIGAN (RAMP AREAS)	**$ (4,363.00)**
PFC FUNDS AVAILABLE	**$ 78,409.11**
PUBLIC IMPROVEMENT FUND - CASH AVAILABLE AS OF 01/31/2013	**$ -**

AUTO RENTAL REVENUE BY COMPANY THROUGH 01/31/2013

ENTERPRISE CAR RENTALS	**$ -**
MOWERY LEASING & RENTAL	**$ 2,712.64**
GWK AGENCY	**$ -**
TOTAL	**$ 2,712.64**

Appendix D

ORCHARD BEACH AVIATION

January 2013

RENT

OFFICE	$340.00	
HANGER	$200.00	
FUEL	$169.41	
DIESEL FUEL	$1406.39	(7/11-1/13)
LANDING FEES		
TWIN	$9.00	(1 @ $9)
JET	$0.00	(0 @ $18)
TOTAL	$2124.80	

100	511.4 Gal
JET	618.0 Gal
TOTAL	1129.4 Gal

General	664.9 Gal @ .15 = 99.74
PublicCharters	464.5 Gal @ .15 = 69.67
PublicCharters	0.0 Gal @ .08 = 0.00
PublicCharters	0.0 Gal @ .02 = 0.00

DIESEL	362.1 Gal

Appendix E

March Travel as of 02/07/13

Best Fares

	MBL		TVC		GRR		MKG	
Atlanta (ATL)	380	FL	440	DL	306	DL	412	UA
Boston (BOS)	350	DL	414	DL	317	UA	332	UA
Chicago (MDW or ORD)	160	P1	336	AA	454	UA	164	UA
Dallas (DFW)	419	WN	332	AA	268	US	447	UA
Denver (DEN)	337	F9	451	DL	289	F9	408	UA
Houston (HOU)	431	WN	422	UA	389	UA	413	UA
Kansas City (MCI)	368	DL	326	AA	276	DL	392	UA
Las Vegas (LAS)	662	WN	672	DL	439	DL	509	UA
Los Angeles (LAX)	432	WN	504	DL	374	F9	428	UA
Minneapolis (MSP)	334	WN	446	UA	332	DL	338	UA
New York Area (NYC)	334	DL	362	DL	300	DL	444	UA
Orlando (MCO)	410	DL	410	AA	301	DL	389	UA
Philadelphia (PHL)	483	WN	483	DL	428	UA	445	UA
Phoenix (PHX)	445	WN	416	DL	394	DL	595	UA
Portland (PDX)	503	WN	554	DL	374	DL	549	UA
San Diego (SAN)	460	WN	534	AA	513	UA	470	UA
San Francisco (SFO)	524	F9/WN	503	AA	414	AA	482	UA
Seattle (SEA)	508	WN	609	AA	374	DL	456	UA
St Louis (STL)	356	DL	386	AA	336	AA	332	UA
Washington DC Area (WAS)	412	WN	320	DL	209	DL	342	UA
Average Fare	$415.40		$441.10		$355.35		$417.35	
Change from last month	$76.55		$16.10		-$24.10		$51.40	
Change from two months a	$52.05		$34.45		$19.80		$9.95	

Fares Pulled ~~01/11/13~~ 2/7/13 for travel ~~02/07/13 - 02/14/13~~ 3/7/13 - 3/14/13

Best Fares +7 days parking

	MBL		TVC		GRR		MKG	
Atlanta (ATL)	380	FL	480	DL	360	DL	440	UA
Boston (BOS)	350	DL	454	DL	371	UA	360	UA
Chicago (MDW or ORD)	160	P1	376	AA	508	UA	192	UA
Dallas (DFW)	419	WN	372	AA	422	US	475	UA
Denver (DEN)	337	F9	491	DL	334	F9	436	UA
Houston (HOU)	431	WN	462	UA	413	UA	441	UA
Kansas City (MCI)	368	DL	366	AA	330	DL	420	UA
Las Vegas (LAS)	662	WN	712	DL	493	DL	537	UA
Los Angeles (LAX)	432	WN	544	DL	420	F9	456	UA
Minneapolis (MSP)	334	WN	486	UA	366	DL	366	UA
New York Area (NYC)	334	DL	402	DL	354	DL	472	UA
Orlando (MCO)	410	DL	450	AA	355	DL	417	UA
Philadelphia (PHL)	483	WN	523	DL	480	UA	473	UA
Phoenix (PHX)	445	WN	459	DL	419	DL	623	UA
Portland (PDX)	503	WN	594	DL	428	DL	577	UA
San Diego (SAN)	460	WN	574	AA	567	UA	498	UA
San Francisco (SFO)	524	F9/WN	543	AA	468	AA	510	UA
Seattle (SEA)	508	WN	549	AA	428	DL	484	UA
St Louis (STL)	356	DL	426	AA	390	AA	360	UA
Washington DC Area (WAS)	412	WN	360	DL	254	DL	370	UA
Average Fare	$415.40		$481.10		$409.35		$445.35	
Change from last month	$76.55		$16.10		-$24.10		$51.40	
Change from two months a	$52.05		$34.45		$19.80		$9.95	

Parking Fees for one week are $0 at Manistee, $40 at Traverse City, $54 at Grand Rapids, $28 at Muskegon

Appendix F

Manistee County Blacker Airport

Enplaned/Deplaned

	2008		2009		2010		2011		2012		2013	
	Out/In	Total	Out/In	Total	Out/In	Total	Out/In	Total	Out/In	Total	Out/In	Total
Jan	MW 234/169	403	GL 138/106	244	GL 212/145	357	GL 201/169	370	F9 523/366	889	134/126	260
Feb	215/200	413	112/93	205	196/150	346	202/194	396	462/431	893		
Mar	213/200	413	149/139	288	216/231	447	225/215	440	112/176	288		
Apr	18/38	56	119/140	259	272/255	527	47/171 F9 486/389	1193	0/0	0		
May	0/0	0	184/180	364	263/302	565	1454/1525	2979	P1 71/58	129		
Jun	GL 94/113	207	166/213	379	311/366	677	1206/1342	2548	234/250	484		
Jul	278/301	579	388/439	827	521/551	1072	1595/1568	3163	465/467	932		
Aug	300/293	593	429/359	788	482/395	877	1833/1567	3400	497/500	997		
Sep	219/190	409	285/293	578	240/233	473	1332/1234	2566	362/297	659		
Oct	173/174	347	282/275	557	270/246	516	1024/1004	2028	150/149	299		
Nov	168/166	334	257/269	526	236/242	478	722/715	1437	36/33	69		
Dec	159/122	281	228/279	507	194/235	429	674/798	1472	131/138	269		
Total		4035		5522		6764		21992		5908		260

Ontime Performance

	2008		2009		2010		2011		2012		2012	
	Cancel/Delay	Ontime	Cancel/Delay	Ontime	Cancel/Delay	Ontime	Cancel/Delay	Ontime	Cancel/Delay	Ontime	Cancel/Delay	Ontime
Jan			13%/25%	62%	23%/22%	55%	15%/36%	48%	12%/8%	80%	0%/15%	85%
Feb			18%/16%	66%	13%/32%	55%	15%/28%	58%	6%/11%	83%
Mar			8%/11%	79%	11%/19%	70%	21%/19%	60%	14%/8%	78%
Apr			10%/16%	74%	13%/17%	70%	***	***	***	***
May			2%/10%	88%	12%/10%	78%	3%/25%	72%	0%/10%	90%
Jun			7%/18%	75%	6%/26%	68%	6%/20%	74%	0%/6%	94%
Jul			4%/16%	80%	5%/19%	76%	0%/37%	63%	0%/7%	93%
Aug			2%/12%	86%	4%/5%	91%	0%/36%	64%	0%/8%	92%
Sep			0%/9%	91%	18%/16%	66%	0%/23%	77%	0%/5%	95%
Oct	11%/31%	57%	10%/8%	81%	15%/13%	72%	1%/5%	94%	0%/22%	78%
Nov	13%/32%	55%	3%/10%	87%	16%/16%	68%	2%/11%	87%	0%/5%	95%
Dec	36%/44%	20%	25%/39%	36%	32%/25%	43%	2%/15%	83%	0%/11%	89%

Appendix G

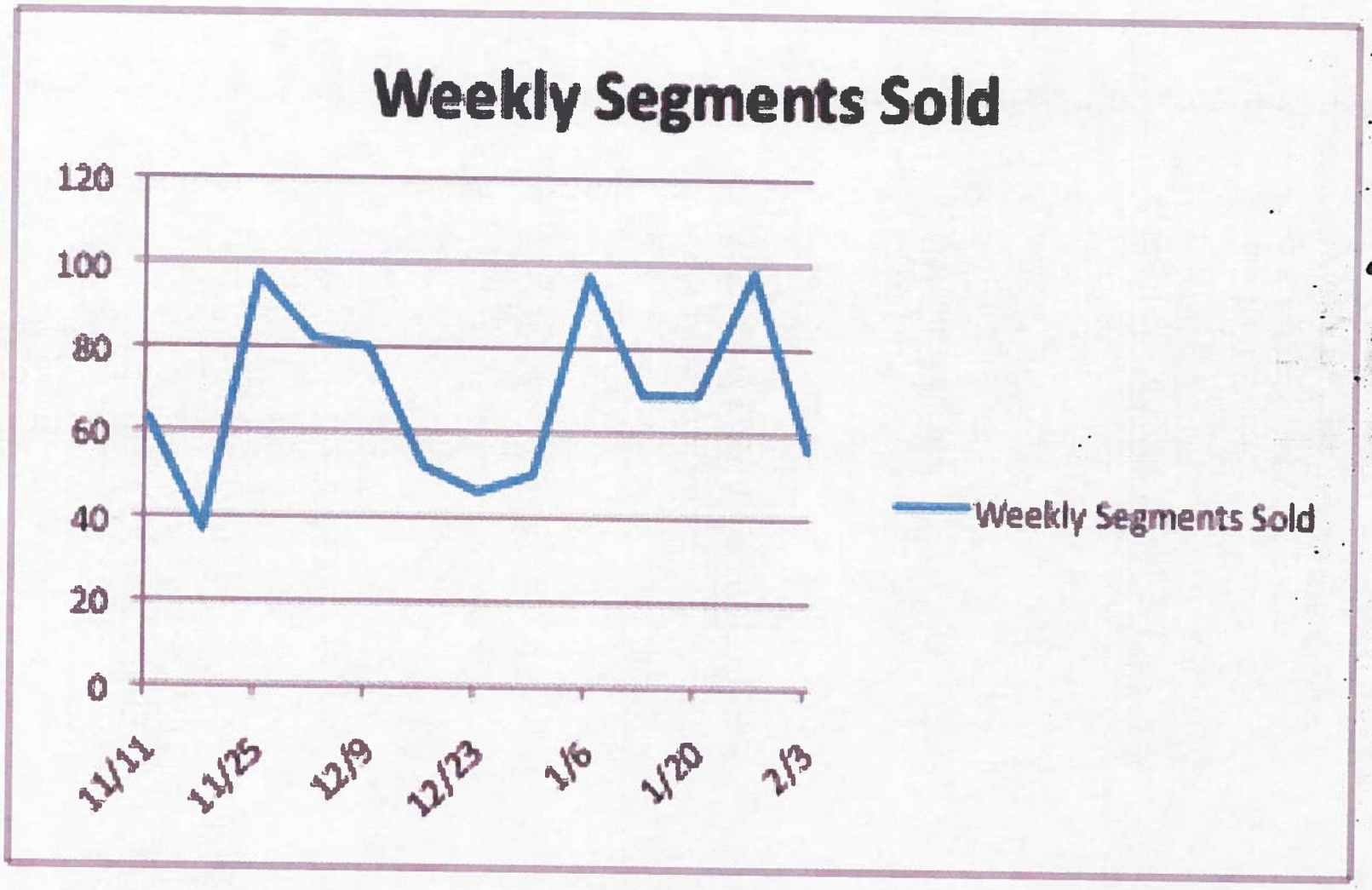
Airport Managers Report 2/11/13

- Airport Construction Projects
  - 2013 Planned Projects
    - SRE Building Expansion
    - Sand Storage Building
    - Sand Bucket Loader
    - SRE Sweeper
    - Pavement Crack Sealing
    - Pavement Remarking
  - No progress to report since last month

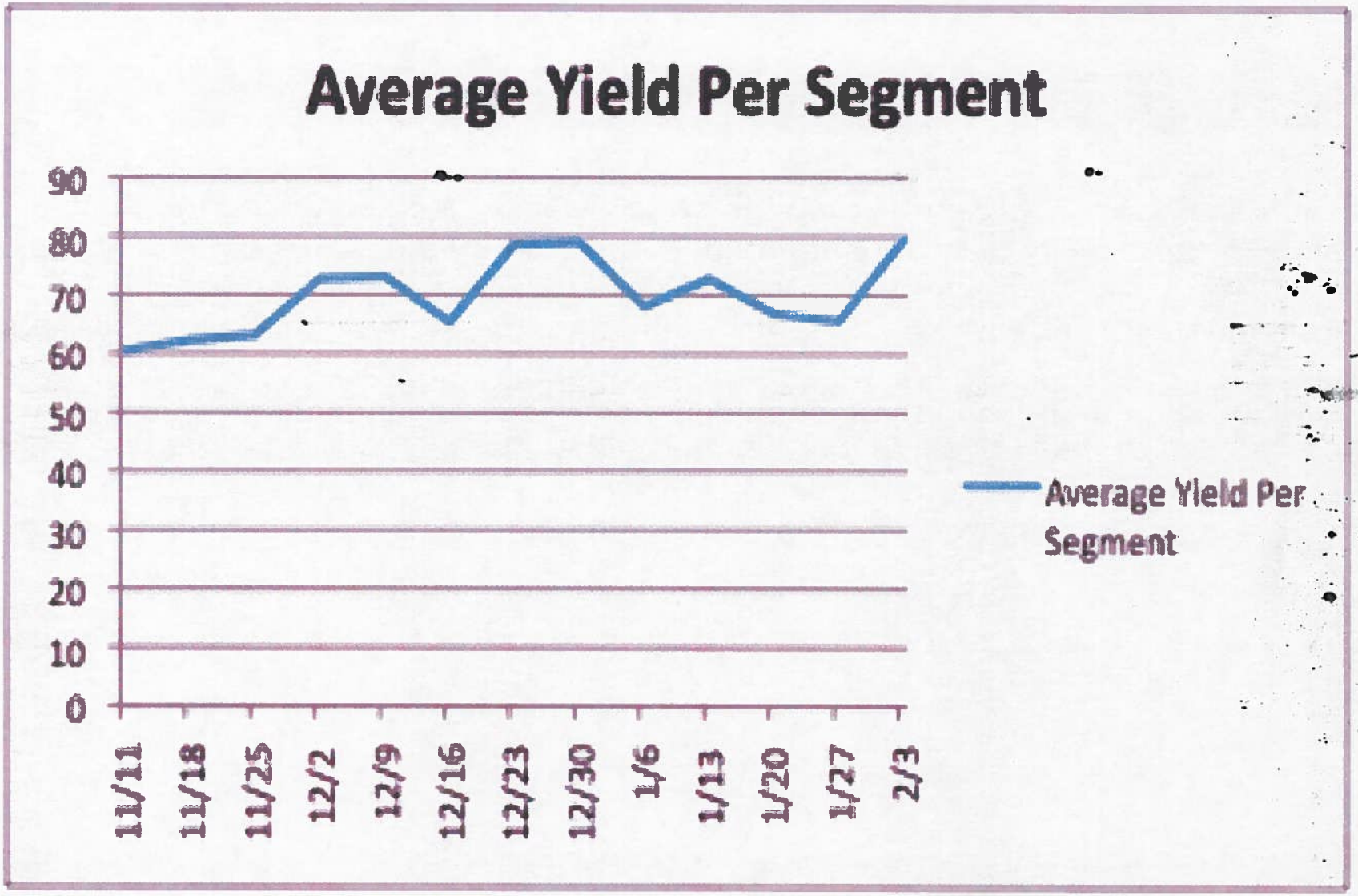
Air Service Update 2/11/13

- Corporate Flight Management Service continues to be good
  - First Flight Cancellations 2/3 (Weather/Mechanical issue)
  - Overall reliability is very good
- AOSSP (Airline Security Program) Approved by TSA 1/23/13
  - First Flight with TSA 1/31/13
- Public Charters is Working on Schedules for Summer

Air Service Update 2/11/13



Air Service Update 2/11/13



6

Marketing Update 2/11/13

- Marketing
  - Facebook Promotions Weekends of 1/27-1/28 and 2/1-2/3 ($50 RT Last Minute Fares)
  - Focusing on building Facebook fan base (doubled since November)
  - Building email database of past passengers
  - Cable TV spot is running
  - Google Adwords trial underway
  - Billboard in Ludington is up
  - On Hill advertising at Crystal Mountain

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Marketing Update 2/11/13

- As of 2/7 MS Creative is no longer our advertising firm
- Search for replacement has begun

Appendix H

AIRPORT SERVICES AGREEMENT

AMENDMENT NUMBER ONE (1)

THIS AMENDMENT made this _____ day of _____, 2012,
BETWEEN THE Owner (hereinafter referred to as the Sponsor),

Blacker Airport

MANISTEE, MICHIGAN

MANISTEE COUNTY BLACKER AIRPORT AUTHORITY
Manistee County Blacker Airport
Route 1, 2323 Airport Road
Manistee, Michigan 49660

And Primary Airport Services, LLC (hereinafter referred to as the Consultant).

PRIMARY AIRPORT SERVICES, LLC

51692 INDUSTRIAL DRIVE
CALUMET, MICHIGAN 49913
djouppe@primaryairportservices.com

Primary Airport Services, LLC
51692 Industrial Drive
Calumet, Michigan 49913

For the following PROJECT:

Location: Existing Manistee County Blacker Airport
Manistee, Michigan

Description: Airport Services and General Services to be furnished by the Consultant to the Sponsor as contained in Article 1 of the original agreement dated September 20, 2010.

Article 1 - Description of Work to be Done:

Services to be furnished by the Consultant to the Sponsor together with obligations of the Sponsor or the Sponsor's Agent to furnish certain information and data shall consist of the elements described within the original signed agreement dated September 20, 2010.

Article 2 - Time of Beginning and Completion: Shall consist of the element described within the original signed agreement dated September 20, 2010.

Article 3 – Payment The Sponsor agrees to pay the Consultant as full compensation for services rendered as set forth in the original agreement dated September 20, 2010.

Article 4 - Miscellaneous Provisions

Element 4.1 – Covenant Against Contingent Fees: Shall consist of the certificates as contained within the original agreement dated September 20, 2010.

Element 4.2 – Standards: Shall consist of the standards as contained within the original agreement dated September 20, 2010.

Element 4.3 – Ownership of Documents: Shall consist of the element described within the original agreement dated September 20, 2010.

Element 4.4 - Changes in Work: Shall consist of the element described within the original agreement dated September 20, 2010.

Element 4.5 - Delays and Extensions: Shall consist of the element described within the original agreement dated September 20, 2010.

Element 4.6 - Term of Agreement:
Term of this Agreement shall be for twenty-four (24) consecutive months commencing from September 20, 2010, the date of the original Agreement, to September 20, 2014, except as provided under Element 4.7, Termination or Abandonment. The parties may elect, in writing, to continue or extend this Agreement within the twenty-four (24) months by execution of an Amendment to this Agreement, containing agreed adjustments for conditions, term of agreement, fees and charges therein.

Element 4.7 – Termination or Abandonment: Shall consist of the element described within the original agreement dated September 20, 2010.

Element 4.8 – Insurance and Liability
Shall consist of the element described within the original agreement dated September 20, 2010.

Element 4.9 – Subletting, Assignment and Transfer
Shall consist of the element described within the original agreement dated September 20, 2010.

Element 4.10 – Nondiscrimination, Civil Rights Act of 1964
Shall consist of the element described within the original agreement dated September 20, 2010.

Element 4.11 – Audit
Shall consist of the element described within the original agreement dated September 20, 2010.

Element 4.12 – Clean Air Act
Shall consist of the element described within the original agreement dated September 20, 2010.

Element 4.13 – Nondiscrimination Equal Opportunity
Shall consist of the element described within the original agreement dated September 20, 2010.

Element 4.14 – Minority Business Enterprises
Shall consist of the element described within the original agreement dated September 20, 2010.

SCHEDULE OF ATTACHMENTS

Attachment "A": Rate Table Labor, Travel and Printing

H

IN WITNESS WHEREOF the parties hereto have fixed their hands this day and date first written above.

ACCEPTED BY THE SPONSOR

_____
Witness:

Manistee County Blacker Airport Authority
Manistee County Blacker Airport
Route 1, 2323 Airport Road
Manistee, Michigan 49660

BY: _____
Authorized Representative of the Sponsor

.....

ACCEPTED BY THE CONSULTANT

_____
Witness:

Primary Airport Services, LLC
51692 Industrial Drive
Calumet, Michigan 49913

BY: _____
Authorized Representative of Consultant
Dennis W. Jouppe, Project Manager

H

ATTACHMENT "A"

PRIMARY AIRPORT SERVICES, LLC

51692 INDUSTRIAL DRIVE
CALUMET, MICHIGAN 49913
djouppe@primaryairportservices.com

PRIMARY AIRPORT SERVICES, LLC
AIRPORT SERVICES CONTRACT RATES
EFFECTIVE AUGUST 1, 2010

LABOR CATEGORY	HOURLY BASE RATE
SENIOR PROJECT MANAGER	$99.90
SENIOR CIVIL TECHNICIAN	$86.58
CIVIL PLANT TECHNICIAN	$73.26
CIVIL ENGINEER IN TRAINING	$66.60
CIVIL TECHNICIAN	$59.94
CLERICAL - ADMINISTRATIVE	$46.62
CLERICAL - WORD PROCESSING	$39.96

OTHER DIRECT COSTS:		
A.	TRAVEL EXPENSES:	NET COST
B.	SHIPPING EXPENSES:	NET COST
C. PRINTING:	24"x 36" MYLAR:	$20.00 / SHEET
	24"x 36" PLOTTER COPIES:	$2.50 / SHEET
	18"x 24" PLOTTER COPIES:	$1.25 / SHEET
	11"x 17" PLOTTER COPIES:	$0.625 / SHEET
	11"x 17" BLACKLINE COPIES:	$0.30 / SHEET
	8.5" x 14" BLACKLINE COPIES:	$0.19 / SHEET
	8.5" x 11" BLACKLINE COPIES:	$0.15 / SHEET