

MINUTES

Monday, June 19, 2017
10:00 A.M.

Manistee County Blacker Airport
Conference Room

Members Present: Brook Shafer, Chair; Doug Bell, Vice Chair; Mark Bergstrom (arrived at 10:05 A.M.); Jeff Dontz; Gerry Haw; Barry Peterson; and Paul Schulert

Members Absent: None

Others Present: Barry Lind, Airport Director; Denise Peters, Manistee Co. Transportation Operations Manager; Dylan Savela, Manistee News Advocate; 2 Owners of Manistee Cab Co.; and Rachel Nelson, Airport Authority Secretary

Brook Shafer, Chair, called the meeting to order at 10:00 A.M. Roll was taken by the Secretary.

There was a motion by Mr. Dontz, supported by Mr. Bell, to approve the meeting agenda as presented. Motion carried by majority vote (Bergstrom absent).

There was no public comment.

The Chair 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, May 15, 2017.

There was a motion by Mr. Schulert, supported by Mr. Haw, to approve the Airport Authority regular meeting minutes of Monday, May 15, 2017, as presented. Motion carried by majority vote (Bergstrom absent).

Mr. Bergstrom arrived at the meeting.

None of the committees met this month. Mr. Lind noted that the Budget Committee and Hangar Expansion Committee should meet soon.

Ms. Peters introduced the owners of Manistee Cab Co. She explained that they have been cooperating and hopes they have a successful business. This is a good resource for the airport for transportation.

Mr. Lind reported that there were no airport incidents. An "incident" is anything that needs to be reported to the FAA. Mr. Lind presented a report on airfares which compares flights from Manistee, Traverse City, Grand Rapids, and Muskegon (APPENDIX A). Since passenger numbers are increasing for the peak season, the lowest fares from Manistee were not available. Prices have also increased due to

changes in how SouthWest operates, which is the main carrier at Midway. Mr. Lind presented information on airline passenger numbers for 2017 as well as the previous five years (APPENDIX B). May had approximately 28% passenger growth compared to last year. There were no canceled flights for the fifth month in a row. Mr. Lind would prefer to have the 30 seat plane here all summer, but it wouldn't be good financially for Public Charters. The 30 seat plane is at the airport currently while the 19 seat plane undergoes maintenance work. Additional flights have been added on six different days around July 4th, and there are currently six flights in a row sold out for June 29th through July 1st.

The B17 will be at the airport during the Manistee National Forest Festival. They will arrive Friday, June 30th, and leave the afternoon of Sunday, July 2nd. The Taco Bout It food truck will also be at the airport part of the time.

The required annual firefighter training took place at the airport on May 19th. A full scale training exercise took place on May 20th, and involved local fire departments, State Police, Sheriff, City Police, and EMS. This is the fourth time doing a full scale exercise at the airport, and each time it gets better. Communication always seems to be a challenge because not everyone has the same radios, and sometimes people are using the wrong channel. There was discussion about possibly working with the Firefighters Association to do a surprise drill.

Mr. Lind made a presentation at the Chamber Board's monthly meeting on June 15th. Transportation was discussed, and it was noted that the casino is not interested in using their shuttles for other purposes.

The FAA grant/sponsor issue has been resolved. Mr. Lind is working with the State to get back on track for funding for the current fiscal year. A Master Airport Planning (MAP) meeting is scheduled with MDOT on July 21st, which is the next step. Prein & Newhof submitted an updated ACIP Plan to the State on May 31st.

Mr. Lind feels that the property acquisition project is on track to get a grant awarded by September 30th. Therefore, although it is a fiscal year 2017 project, it will likely take place in fiscal year 2018. Designing the rehabilitation of the main runway will also be a requested 2017 project. Projects for 2018 and beyond include a wildlife hazard assessment, a lighted "X" on the runway when closed, the rehabilitation of the main runway, updating the Master Plan/Airport Layout Plan, clearing the acquired property, resurfacing the runway, rehabilitating the main taxiway, and conducting a user study. The Master Plan should be redone every 20 years and is a major undertaking. The user study is the first step in justifying a longer runway.

There still isn't a scheduled meeting date with Rep. Bergman, however, it might happen in July. President Trump's proposed budget calls for EAS reform (instead of elimination as it previously did), and elimination of the LEO (Law Enforcement Officer) Reimbursement Program. The Sheriff's Office has previously participated in this program, but Mr. Lind is not sure if they currently do.

The 4 year AEAS contract expires on July 25, 2018. The process for a new agreement will begin in July 2017 to hopefully avoid any gaps in service.

The Chamber Director and some of the staff flew from Manistee to Chicago for a day trip on June 16th and live blogged their experience.

Mr. Lind provided a Traverse City Ticker article (APPENDIX C) and highlighted the areas that apply to Manistee.

The draft 2017 Michigan Air Service Plan has been released. The plan was last updated in 2008, and is a detailed 500+ page report on the State of Michigan's airports. Manistee is the only Tier 1 airport (of 86) with both poor main runway (second worst) and poor main taxiway (sixth worst). Manistee had a great survey response rate and was 4th among commercial service airports. Airline passengers spend on average \$577 per person, and General Aviation passengers spend on average \$796 per person while here. The airport contributes \$76,197,000 to the county's economy, and \$101,397,000 to the state.

An RFP is planned for August for the tree clearing project. There was no update regarding the Coho Bend billboard, airport zoning issue, or Explorer Solutions.

Mr. Lind provided a Northern Express article (APPENDIX D) that is negative towards Manistee. The article was written by a consultant who does most of his work for the Traverse City airport. Whether coincidence or not, the day after the article was Manistee's best booking day. It was noted that there are many inaccuracies in the article.

The Executive Committee did not meet to review the submissions for the engineer RFQ because Prein & Newhof was the only company to respond. Mr. Lind noted that the State negotiates the rates and that is not part of the RFQ process.

There was a motion by Mr. Schulert, supported by Mr. Dontz, to retain Prein & Newhof as the airport's Engineer of Record.

A roll call vote was taken:

Yeas: 7 (Shafer; Bell; Bergstrom; Dontz; Haw; Peterson; Schulert)

Nays: 0

Absent: 0

Motion carried

The Authority next reviewed the April 2017 Accounts Payable Report (APPENDIX E).

There was a motion by Mr. Bell, supported by Mr. Dontz, to approve the April 2017 Accounts Payable Report and authorize payment of the outstanding invoices totaling \$27,586.31.

A roll call vote was taken:

Yeas: 7 (Dontz; Haw; Peterson; Schulert; Bergstrom; Bell; Shafer)

Nays: 0

Absent: 0

Motion carried

The Authority also reviewed the April 2017 Financial Statement (APPENDIX F), which includes a Balance Sheet, a Statement of Revenue and Expenses, and a running account of the Passenger Facility Charges collected.

There was a motion by Mr. Schulert, supported by Mr. Dontz, to approve the April 2017 Financial Statement. Motion carried by unanimous vote.

The Authority next reviewed the May 2017 Accounts Payable Report (APPENDIX G).

There was a motion by Mr. Schulert, supported by Mr. Haw, to approve the May 2017 Accounts Payable Report and authorize payment of the outstanding invoices totaling \$34,567.51.

A roll call vote was taken:

Yeas: 7 (Schulert; Peterson; Haw; Dontz; Bergstrom; Bell; Shafer)

Nays: 0

Absent: 0

Motion carried

The Authority also reviewed the May 2017 Financial Statement (APPENDIX H), which includes a Balance Sheet, a Statement of Revenue and Expenses, and a running account of the Passenger Facility Charges collected.

There was a motion by Mr. Dontz, supported by Mr. Haw, to approve the May 2017 Financial Statement. Motion carried by unanimous vote.

The Orchard Beach Aviation rent information was provided, as well as fuel sales for April and May (APPENDIX I).

There being no further business to come before the Authority, the meeting was adjourned at 11:30 A.M.

Respectfully Submitted,

Rachel Nelson, Airport Authority Secretary

Visit: www.manisteecounty.mi.gov to view Calendar of Events, County Board Agendas/Minutes, Committee Meeting Minutes, Airport Authority Minutes (under More Departments and Services), etc.

July Travel as of 6/16/17**Best Fares**

	MBL	TVC	GRR	MKG
Atlanta (ATL)	437 WN	466 AA	287 DL	290 UA
Boston (BOS)	437 WN	466 DL	330 UA	374 UA
Chicago (MDW or ORD)	169 P1	419 AA	155 UA	356 UA
Dallas (DFW)	540 DL	434 AA	358 WN	482 UA
Denver (DEN)	701 DL	470 DL	367 UA	424 UA
Houston (HOU)	520 WN	466 DL	411 WN	453 UA
Kansas City (MCI)	453 WN	416 DL	338 UA	334 UA
Las Vegas (LAS)	609 WN	549 AA	433 UA/DL	486 UA
Los Angeles (LAX)	691 WN	616 DL	472 WN	522 UA
Minneapolis (MSP)	418 DL	409 DL	276 AA	306 UA
New York Area (NYC)	485 WN	440 DL	293 AA/UA	384 UA
Orlando (MCO)	506 DL	466 DL	246 DL	242 UA
Philadelphia (PHL)	518 WN	416 DL	352 WN	426 UA
Phoenix (PHX)	529 DL	506 DL	380 UA	431 UA
Portland (PDX)	713 WN	580 AA/UA	531 WN	481 UA
San Diego (SAN)	659 WN	596 DL	453 WN	600 UA
San Francisco (SFO)	717 DL	596 UA	450 UA	400 UA
Seattle (SEA)	789 WN	545 UA/AA	482 UA	555 UA
St Louis (STL)	553 DL	368 AA/DL	296 AA	304 UA
Washington DC Area (WA)	480 WN	430 DL	230 AA/DL	295 UA

Average Fare	\$546.20	\$482.70	\$357.00	\$407.25
Change from one month	\$0.95	-\$131.85	-\$28.20	-\$28.40
Change from two months	\$163.95	\$40.25	\$68.70	\$43.35

Fares Pulled 6/16/17 for travel 7/27/17 - 8/3/17

Best Fares +7 days parking

	MBL	TVC	GRR	MKG
Atlanta (ATL)	437 WN	506 AA	341 DL	325 UA
Boston (BOS)	437 WN	506 DL	384 UA	409 UA
Chicago (MDW or ORD)	169 P1	459 AA	209 UA	391 UA
Dallas (DFW)	540 DL	474 AA	412 WN	517 UA
Denver (DEN)	701 DL	510 DL	421 UA	459 UA
Houston (HOU)	520 WN	506 DL	465 WN	488 UA
Kansas City (MCI)	453 WN	456 DL	392 UA	369 UA
Las Vegas (LAS)	609 WN	589 AA	487 UA/DL	521 UA
Los Angeles (LAX)	691 WN	656 DL	526 WN	557 UA
Minneapolis (MSP)	418 DL	449 DL	330 AA	341 UA
New York Area (NYC)	485 WN	480 DL	347 AA/UA	419 UA
Orlando (MCO)	506 DL	506 DL	300 DL	277 UA
Philadelphia (PHL)	518 WN	456 DL	406 WN	461 UA
Phoenix (PHX)	529 DL	546 DL	434 UA	466 UA
Portland (PDX)	713 WN	620 AA/UA	585 WN	516 UA
San Diego (SAN)	659 WN	636 DL	507 WN	635 UA
San Francisco (SFO)	717 DL	636 UA	504 UA	435 UA
Seattle (SEA)	789 WN	585 UA/AA	536 UA	590 UA
St Louis (STL)	553 DL	408 AA/DL	350 AA	339 UA
Washington DC Area (WA)	480 WN	470 DL	284 AA/DL	330 UA

Average Fare	\$546.20	\$522.70	\$411.00	\$442.25
Change from one month	\$0.95	-\$131.85	-\$28.20	-\$28.40
Change from two months	\$163.95	\$40.25	\$68.70	\$43.35

Parking Fees for one week are \$0 at Manistee, \$40 at Traverse City, \$54 at Grand Rapids, \$35 at Muskegon

Manistee County Blacker Airport

Enplaned/Deplaned

	2012		2013		2014		2015		2016		2017	
	Out/In	Total	Out/In	Total	Out/In	Total	Out/In	Total	Out/In	Total	Out/In	Total
Jan	F9 523/366	889	134/126	260	161/107	268	188/162	350	218/185	403	228/211	439
Feb	462/431	893	128/120	248	136/124	260	207/191	398	226/219	445	243/231	474
Mar	112/176	288	162/173	335	191/175	366	217/216	433	247/240	487	289/268	557
Apr	0/0	0	158/158	316	194/218	412	240/254	494	258/254	512	259/286	545
May	P1 71/58	129	189/189	378	251/255	506	346/356	718	327/331	658	411/430	841
Jun	234/250	484	239/288	527	346/405	751	406/478	912	427/496	923		
Jul	465/467	932	421/409	830	653/659	1312	1016/1050	2066	787/762	1549		
Aug	497/500	997	391/413	804	663/685	1348	889/787	1676	740/668	1408		
Sep	362/297	659	248/237	485	391/312	703	390/378	768	458/445	903		
Oct	150/149	299	229/215	444	338/335	673	349/346	695	378/353	731		
Nov	36/33	69	168/198	366	275/266	541	249/266	515	314/322	636		
Dec	131/138	269	197/200	397	295/293	588	291/295	586	349/358	707		
Total		5908		5390		7728		9611		9362		2856

On-time Performance

	2012		2013		2014		2015		2016		2017	
	Cancel/Delay	On-time	Cancel/Delay	On-time	Cancel/Delay	On-time	Cancel/Delay	On-time	Cancel/Delay	On-time	Cancel/Delay	On-time
Jan	12%/8%	80%	0%/15%	85%	0%/14%	86%	2%/27%	71%	4%/13%	83%	0%/24%	76%
Feb	6%/11%	83%	6%/16%	78%	9%/3%	88%	9%/9%	82%	2%/22%	76%	0%/8%	92%
Mar	14%/8%	78%	0%/0%	100%	0%/7%	93%	0%/9%	91%	0%/13%	87%	0%/7%	93%
Apr	***	***	0%/3%	97%	0%/4%	96%	3%/5%	92%	0%/13%	87%	0%/6%	94%
May	0%/10%	90%	0%/6%	94%	0%/4%	96%	0%/18%	82%	9%/20%	71%	0%/11%	89%
Jun	0%/6%	94%	0%/3%	97%	0%/15%	85%	0%/13%	87%	3%/17%	80%		
Jul	0%/7%	93%	0%/19%	81%	1%/20%	79%	0%/32%	68%	3%/21%	76%		
Aug	0%/8%	92%	2%/16%	82%	1%/19%	80%	0%/14%	86%	2%/24%	74%		
Sep	0%/5%	95%	0%/0%	100%	0%/15%	85%	0%/16%	84%	8%/15%	77%		
Oct	0%/22%	78%	0%/9%	91%	0%/18%	82%	0%/2%	98%	0%/8%	92%		
Nov	0%/5%	95%	6%/6%	88%	2%/19%	79%	0%/15%	85%	0%/25%	75%		
Dec	0%/11%	89%	3%/19%	78%	0%/15%	85%	5%/19%	76%	3%/23%	74%		

Appendix B

Fwd: Thursday Ticker: Airport Looks To Future

1 message

Barry Lind [redacted]
To: Brandon Jensen [redacted]

Thu, Jun 15, 2017 at 4:17 PM

Brandon,

Here is the Ticker article regarding TVC. Most of what is said here for TVC also applies to MBL. You can follow the link in the article to the state document that has the numbers.

thanks,
-Barry

----- Forwarded message -----
From: The Ticker <info@traverseticker.com>
Date: Thu, Jun 15, 2017 at 4:17 AM
Subject: Thursday Ticker: Airport Looks To Future
To: [redacted]

the TICKER Traverse City News and Events June 15, 2017



Cherry Capital Airport's Billion-Dollar Future

by Beth Milligan



A new Michigan Department of Transportation (MDOT) estimates Traverse City's Cherry Capital Airport contributes almost \$1 billion annually to the state and local economy. The report's release comes as airport officials gear up this summer to create a new business and strategic plan for the facility - one that will explore whether the airport should eventually become self-governing and what types of developments might follow Costco on airport property.

MDOT released a first look at its draft 2017 Michigan Aviation System Plan (MASP) last week. The report, which was last updated in 2008, analyzes aviation infrastructure needs throughout the state and measures the direct and indirect economic impacts of more than 100 Michigan airports. "This information is critical in competing for and justifying aviation funding in Michigan, as well

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as demonstrating to individual communities the benefit of their airports," according to MDOT.

The study found that Cherry Capital Airport has an estimated \$921 million impact on the Traverse City economy and \$991 million on the state economy. While many of the local and state impact categories were counted identically – for example, the airport's 1,377 on-site jobs and estimated contribution to another 3,169 off-site jobs were counted in both the local and state tallies – state sales tax generated from visitor spending in Traverse City drove the state impact to nearly \$1 billion.

The report estimates Cherry Capital Airport generates more than \$53 million in state sales tax, as well as more than \$6 million in state income tax, through aviation-related activity.

"I was shocked at the numbers," says Airport Director Kevin Klein. "I knew we were close, but I was not expecting that high of a number. It goes Detroit, Grand Rapids and then Traverse City (in terms of impact). We're very pleased and enthusiastic."

Not surprised by Cherry Capital Airport's economic impact is Grand Traverse County Administrator Tom Menzel, who is pursuing restructuring the county's economic development corporation board to include – in addition to six citizen seats and two seats for the county administrator and Traverse City manager – a ninth seat for the airport director.

"The airport is such a critical component for economic development, and they've been left out of most of the discussions that have happened," says Menzel. "The two things that will have the biggest impact (on economic development) is quickly bringing fiber to the community and having the airport be a center part of the economic development of the city."

Klein says the Northwest Region Airport Commission (NRAC) – which oversees Cherry Capital Airport operations – is also ready to proactively explore the airport's role and future in the region. NRAC officials will meet in July to finalize a contract with airport management consultants Steven Baldwin Associates to create both a strategic and business plan for Cherry Capital Airport. Those reports, expected to be delivered in the next year, will help NRAC develop a long-term master plan for the facility.

"(The consultants) will incorporate the overall goals of our board and then put together a plan to ensure our aeronautical needs are met – hangar development, aviation tenants and how those fit our long-term goals – as well as non-aeronautical development, including how we can develop the area around Costco," says Klein. "That will give us the foundation to go through our master planning process."

Among the issues Steven Baldwin Associates will evaluate is whether Cherry Capital Airport could or should eventually become self-governing as an independent airport authority. The airport is currently owned by Grand Traverse and Leelanau counties, a governance structure that's in place through an operating agreement through 2040. Cherry Capital Airport could potentially break away before that date, but even if it doesn't, airport officials must look to the future now as they sign long-term leases with tenants like Costco. The national retailer just finalized a 20-year lease with the airport and is set to open its doors in November on South Airport Road.

"Our leases are typically 20-year terms, so we're now getting close to a period of leasing property that would go beyond our operating agreement (with Grand Traverse and Leelanau counties)," says Klein. "We need to look at our future: whether we continue the agreement with the two counties, modify it, or become our own separate entity. We want to make sure since the counties own the property that whatever we do, it's the most advantageous business decision for them."



Not So Fast:
Keystone Property
Sale Blocked



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Likely Culprit



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8:00am [more](#)

Sara Hardy Downtown
Farmers Market
8:00am [more](#)

Experience Art Rapids!
8:00am [more](#)

Suncoast Birding Trail
Grand Opening
9:00am [more](#)

Channeling Picasso
10:00am [more](#)

Becoming an independent airport authority would allow Cherry Capital Airport to establish its own ordinances, regulations and zoning, issue debts and bonds, and pursue a millage. Under the existing county operating agreement, "any time we add or subtract property at the facility, any time there are zoning issues, we have to take those to the two counties," says Klein. "An authority eases those burdens. It's something we're going to look at, but we don't know yet if that's the best option."

Steven Baldwin Associates will also help the NRAC identify how to "maximize the right revenue opportunities," according to Klein, by fleshing out a development plan for future tenants to join Costco. High on the list of potential options are a hotel, a restaurant, a high-end retailer, and/or an office complex.

"The strategic and business plan will aid us significantly in developing those options," Klein says. "We're going to be very patient with it, because we want tenants that have the same level of commitment (as Costco). We don't want to rush into something. But the airport on a daily basis has real estate reps for housing, retail, hotels continuing to call us to ask if we're ready for discussions. We want to get Costco open, and then we'll go from there."

[Comment Here](#)



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Classifieds

Kitchen Designer
Wolverine Cabinet Company seeks an experienced kitchen designer for our new location at the corner of Eighth and Cass, downtown Traverse City. This is a fantastic opportunity for the right person to join a fast-growing company. Competitive salary plus bonus. To apply, please send resume and cover letter via email, in confidence, to Brian O'Connor. boconnor@wolverinecabinet.com

Perfect TC Space for Retail or Office
Centrally located on Eighth St, east of Garfield; near NMC and close to downtown. Two layouts to choose from, each with about 400 sq ft. Perfect for small retail business or office space, would also be great for hair stylist, massage therapist, tattoo artist or ? Convenient parking. Heat and Water included. Easy lease terms. Signage available. \$450 / mo. [details](#)



BATA Hiring Event - June 14
Driver hiring event on June 14 from 10 a.m. - 2 p.m. at BATA's Hall Street Station in downtown Traverse City. On-site interviews with a \$1,000 signing bonus, paid training and free CDL licensing. There's never been a better time to join BATA for year-round

Monte Nagler: Visions of Light
10:00am [more](#)

"This Place Feels Familiar"
10:00am [more](#)

Scrappy Happy Days
10:30am [more](#)

Parade of Homes New Home Tour
12:00pm [more](#)

Antrim Area Women Dems & Friends Meeting
12:00pm [more](#)

"The Smokehouse"
1:00pm [more](#)

GT Genealogical Society Meeting
1:00pm [more](#)

[More](#)

Obits

Lillian Pykosz
Norman Clark
Bud Thompson
Shelly Snedeker

Real Estate

Traverse City - \$264,900
870 Kinross Street
Traverse City - \$314,900
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Leelanau - \$424,900
7755 N Malheson Road
Leelanau - \$299,000
14691 E Acadia Woods Road

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JUNE 19, 2017

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WILL A LONGTIME — AND SOME SAY UNFAIR — FINANCIAL BOOST FOR SMALL NORTHERN MICHIGAN AIRPORTS FINALLY GET GROUNDED?

BY [PATRICK SULLIVAN \(/NEWS/AUTHORS/PATRICK-SULLIVAN/\)](#) | MAY 27, 2017

Northern Michigan's 1st Congressional District is vast, spanning the northern lower and entire upper peninsula. It's also home to more subsidized airports than any other in the country.

President Donald Trump's 2018 Budget Blueprint proposes eliminating Essential Air Service (EAS), the program that funds these remote airports. The cut could threaten commercial air service in Alpena, Manistee, Pellston, and across the Upper Peninsula.

Off-season commercial air service at Pellston Regional Airport probably wouldn't survive without EAS funds, a loss that could be a huge blow to the Little Traverse region's economy, officials there said.

On the other hand, a Traverse City-based airline consultant said reconsideration of EAS is long overdue because it props up air service in places it doesn't belong and creates unfair competition for airports like Sawyer International Airport in Marquette, or Cherry Capital Airport in Traverse City, which don't get subsidies.

TEMPORARY BECOMES FOREVER

Congress created EAS amid massive airline-industry deregulation in the late 1970s. Created to ensure far-flung communities had access to the nation's transportation system, EAS subsidies today support 60 airports in Alaska and 115 in the lower 48 states,

including eight in northern Michigan. The program costs \$283 million per year.

D-3

EAS was meant to be phased out over a decade, but that never happened, said Tom Rockne, former president of Passageways Travel in Traverse City and an airline industry consultant.

"It's gone from a 'We want to get you through this transition' to, like, it's in there, and it just continues and continues and continues," Rockne said. "It's disturbing to the marketplace, it's disturbing to the taxpayers, and the requirements are minimal in terms of the effort that the city or the airport has to put forth."

Rockne believes EAS money should come with conditions — that the program should require airports to get together with businesses and pledge a certain amount of use before subsidies are awarded.

The amount of money airports receive to subsidize service varies widely. In Pellston, the per-passenger subsidy was roughly \$48 for 2016, based on the number of passengers that year and the annual subsidies received through February 2017. Alpena received \$269 per passenger. Manistee Blacker Airport got \$514, an amount that enabled the airport to offer cut-rate fares to Chicago.

"They say, 'Hey, \$200 airfare to Chicago! That's great!' But then don't forget to add \$514 that the federal taxpayers paid for that passenger to fly," Rockne said. "All of a sudden, it's 700-and-some dollars. We taxpayers are supporting Manistee, Alpena, Pellston, Sault Ste. Marie, Escanaba, Ironwood, Iron Mountain, and Houghton-Hancock."

↑

"IT'S NOT A LEVEL PLAYING FIELD"

Subsidized flights from Manistee to Chicago are a bargain compared to flights from Traverse City.

For example, a recent search on Expedia showed that the lowest price for a round-trip flight from Cherry Capital to Chicago's Midway Airport for the weekend of June 16 was \$398. (The search was conducted one month before the proposed departure date.) Flights from Manistee to Chicago Midway for that same weekend could be had for as low as \$169, according to Flymanistee.com.

It appears those prices are working for Manistee.

According to the minutes from the airport authority's April 18 meeting, the airport saw 557 passengers, its best-ever numbers for the month of March. That surpassed its second-best March numbers, 553 passengers, a benchmark that was set in 1969.

Manistee Blacker Airport advertises its EAS-subsidized Manistee-to-Chicago flights in Traverse City, an act Cherry Capital Airport manager Kevin Klein sees as evidence that the EAS program has strayed from its mission.

"It's supposed to ensure communities have access to the nation's transportation network," Klein said. "It's difficult, in the sense that the public doesn't necessarily understand that those fares are being subsidized. It's not a level playing field."

Barry Lind, the Manistee airport director, did not return messages seeking comment.

NEEDED IN SOME PLACES, NOT IN OTHERS

Klein said he believes EAS is important in some places. Take Alpena, for example: The Alpena County Regional Airport is located a long distance from other commercial air and train services.

Although Pellston Regional Airport is in a similar situation, Klein believes commercial air service could survive in Pellston without EAS. In fact, he said, freeing up Pellston from EAS might help the airport because EAS requires airlines to offer two flights per day in the winter, when two flights might not be warranted; without that burden, airlines might be able to add more flights in the summer.

“The Essential Air Service program was a great program when it was first developed,” Klein said. “It was intended for about 10 airports, and now there’s something like a hundred-and-some-odd airports in the program. It’s a program that desperately needs some modification.”

Klein believes that the program will not be eliminated but hopes perhaps that discussion will cause it to be reconsidered and improved. He would suggest one change in particular: Change the definition of a hub airport.

Eligibility for EAS funds is based on an airport’s distance from a small, medium, or large hub airport. In Michigan, an airport’s eligibility as a hub is determined by its distance from Detroit or

Grand Rapids. Traverse City and other airports in the state are not considered hubs. D-6

Klein thinks the law should prohibit subsidies for airports that are a certain distance, say, 90 miles, from any airport that, like Traverse City's Cherry Capital, provides commercial air carrier service.

An upside to the elimination of EAS, Rockne said, would be increased numbers of passengers and flights in Traverse City and Marquette, which ultimately would enable those airports to offer lower fares.

"Without EAS, more natural traffic would flow there," he said. "And every time Traverse City gets another flight, it gets more low-fare seats too."

AN ECONOMIC INFUSION IN PELLSTON

Pellston Regional Airport is critical to the Little Traverse area's economy, said Carlin Smith, president of the Petoskey Regional Chamber of Commerce.

He pointed to a Michigan Department of Transportation study which found that the airport is responsible for 101 direct jobs and \$20 million in economic activity each year. He said EAS funding for Pellston is critical.

"Being able to have access to local commercial air service — it's a big deal," Smith said.

Commercial air service in Pellston makes convention business at[↑]

Boyne Resorts and Mackinac Island possible, he said. If convention attendees had to fly into Traverse City, Smith believes that business would dry up.

"Is it insurmountable? No. From Pellston, it's probably two hours to Traverse City. Harbor Springs, two hours. From Petoskey, an hour and a half." Smith said. "But if you're catching a 6am flight, and you've got to be there at 5, that means an overnight stay in Traverse City to fly out of there."

Smith said that even though Pellston receives a small subsidy compared to other EAS airports, officials worry that the subsidy could make the difference between having commercial air service and not.

"We don't know for certain that Delta would leave if we lost Essential Air Service, but we're certainly worried that they would go if we lost it," he said.

The EAS subsidies at Pellston help the airport maintain year-round service, said Kelly Atkins, the airport's manager.

"I think anytime you can help an airline reduce their operating cost at a facility, it boosts your ability to retain service and possibly improve on it," Atkins said. "Living in a rural area can be very isolating without air service."

Rockne, the outspoken critic of the subsidies, said Pellston would not lose commercial air service during the busy season if EAS cease.

“Look at the boarding in Pellston. Look what happens in the summer,” Rockne said, noting that passenger volume triples or quadruples in the summer months. “That’s because Delta brings more seats into the market. The same thing would continue to happen. Pellston may not have any service in the winter, but keep in mind, Mackinac virtually shuts down in the winter as well.”

DALLAS TO TRAVERSE CITY, NONSTOP

Rockne believes EAS could be eliminated, and the government could expand its use of Small Community Air Service Development Awards (SCASDA) grants, which can be used for specific air service improvements and are intended to jumpstart airline business, not subsidize it.

Rockne said most of the EAS airports in Alaska are justified and should remain subsidized, but in the lower 48 states, the smaller grants could be used to improve air service at a lower cost in many places.

This summer’s direct daily flights between Traverse City and Dallas, for example, were made possible through a \$750,000 SCASDA grant from the U.S. Department of Transportation. Gaylord Golf Mecca (part of the Gaylord Area Convention and Tourism Bureau), Traverse City Tourism, and the Traverse City Area Chamber of Commerce threw in a matching grant of \$305,000. The grant acts as a guarantee: In the event that the flights between Traverse City and Dallas aren’t profitable for American Airlines, that money is paid to the airline; if the flights are profitable, the money is returned.

Paul Beachnau, executive director of the Gaylord Area Convention and Tourism Bureau, said the direct flights to and from Dallas have been in the works for five years.

"We had always wanted to go to a warm weather destination for Gaylord, and we just could never really make that happen for any number of reasons," Beachnau said.

When the Gaylord CTB and chamber initially partnered with Cherry Capital to market Gaylord's Golf Mecca in Texas, travelers had to arrive in northern Michigan on a connecting flight to Traverse City, then drive on to Gaylord. Though the route wasn't convenient, the destination made up for it.

"The people that we brought here from Dallas loved northern Michigan, they loved the scenery, they loved the temperatures, and they loved the golf," Beachnau said.

Now, with direct Dallas-to-Traverse City flights possible, Gaylord is anticipating even more traffic — even if Dallas travelers still have to drive from Traverse City to Gaylord.

Beachnau said it makes more sense for Gaylord to partner with Cherry Capital Airport than to attempt to try to get commercial air service to and from Gaylord. When Gaylord's tourism organizations advertise the direct flights to Traverse City, they tell customers that a shuttle will pick them up at the airport and have them at Treetops Resort in an hour.

"We usually say things in terms of an hour's drive instead of 60 miles," he said. "Out there, an hour's drive is nothing. I mean, it literally takes you an hour to get from downtown Dallas to the DFW Airport." ↑

Daily flights between Dallas and Traverse City begin June 2 and will run through the summer. In late May, a morning radio crew from the largest sports station in Dallas visited Gaylord for a live broadcast to mark the beginning of the nonstop flights.

"It's exciting for our state," Beachnau said. "That's the value of partnerships."

COULD EAS BE ELIMINATED?

Past presidents have tried and failed to eliminate EAS funding: George W. Bush tried three times. Bill Clinton tried and failed. So far in Trump's presidency, EAS remains untouched. In April, Sen. Gary Peters sent a letter in support of EAS from 20 senators from both parties to the Senate Transportation Appropriations Subcommittee. Rep. Jack Bergman, of Michigan's 1st District, has come out strongly in favor of the funding.

In an emailed statement, Bergman said that because the 1st District is so large, and so many communities are so far away from hub airports, its EAS funding is critical.

"Without EAS, the 1st District couldn't hope to achieve the traffic volume that it does now, and the impacts on transit, industry, and the economy would be significant.," Bergman said. "Folks in the 1st District have been unequivocal — EAS funding works for Michigan families, businesses, and communities."

Rockne said it only makes sense that a politician like Bergman would favor a program that's heavily relied upon in his district,

↑

even if it is wasteful. Bergman's predecessor, retired Rep. Dan Benishek, was against EAS, until he was for it. D-11

"When Dr. Dan first ran, I remember I saw a little clip on TV of Dr. Dan saying, 'We've got to eliminate waste, we've got to eliminate this,' and he mentioned EAS. And then the next day, he clarified, 'I mean EAS is an example of a program that is vital to the area,' because somebody whispered, 'You have eight EAS airports in your district,'" Rockne said. "It's tough in that respect. Everyone wants to do everything for their home district."

Petoskey's Smith said he's gotten used to making arguments about how much his region depends on the program.

Smith said he understands that the EAS program probably needs to be made more efficient, but he said it is money well spent in Pellston.

"I would say that some airports are probably receiving subsidies that don't need them," Smith said. "But is it necessary in some areas? I would say yes. Definitely."

0 Comments

Sort by Oldest ▾

Add a comment...

MANISTEE COUNTY BLACKER AIRPORT

APRIL 2017 ACCOUNTS PAYABLE

CHECK #	VENDOR NAME	AMOUNT
	BARRY LIND	\$ 3,500.00
	CONSUMERS ENERGY	\$ 1,492.05
	A T & T	\$ 34.69
	MICHCON (DTE ENERGY)	\$ 485.77
	MIKA MEYERS BECKETT & JONES	\$ 247.25
	VARNUM LLP	\$ 47.00
	BLARNEY CASTLE	\$ -
	PIPER MCCREDIE AGENCY	\$ -
	GILL-ROYS	\$ 42.94
	BLUE GLOBES LLC	\$ 245.60
	FASTENAL	\$ -
	JUS-GREEN	\$ -
	SWIDORSKI BROTHERS	\$ -
	STATE OF MICHIGAN	\$ -
	ORCHARD BEACH AVIATION	\$ 52.16
	CUSTOM SHEET METAL & HEATING	\$ -
	STATE INDUSTRIAL PRODUCTS	\$ -
	NAPA AUTO PARTS	\$ 70.82
	PRIMARY AIRPORT SERVICES	\$ -
	TOTAL	\$ 6,218.28
	ADVERTISING INVOICES	
	HERITAGE BROADCASTING (9&10 NEWS)	\$ -
	MANISTEE AREA CHAMBER	\$ 35.00
	RIGHTSIDE DESIGN, LLC	\$ 1,540.54
	THE CHAMBER (LUDINGTON & SCOTTVILLE)	\$ -
	CADILLAC AREA CHAMBER OF COMMERCE	\$ -
	ORCHARD BEACH AVIATION	\$ 510.00
	TOTAL	\$ 2,085.54
	ORCHARD BEACH AVIATION	\$ 19,282.49
	REGULAR HOURS 300 @ 16.50	4,950.00
	MAINTENANCE HOURS 125 @ 16.50	2,062.50
	PART 139 LABOR	12,200.00
	INTERNET	50.00
	TV SERVICE	19.99
	GRAND TOTAL	\$ 27,586.31

MANISTEE COUNTY BLACKER AIRPORT

APRIL 2017 REVENUE & EXPENSES				BUDGET REMAINING		42%
INCOME:	PREVIOUS MONTH	CURRENT MONTH	YEAR-TO DATE	ANNUAL BUDGET	BALANCE \$	%
FEDERAL GRANT - AEAS	\$138,144.00	\$ 155,412.00	\$ 1,493,050.00	\$2,328,104.00	\$ 835,054.00	36%
HANGER RENTAL	\$ 1,175.00	\$ 1,175.00	\$ 11,235.00	\$ 26,000.00	\$ 14,765.00	57%
LANDING FEES - PUBLIC CHARTERS	\$ 18,382.10	\$ 18,382.10	\$ 128,674.70	\$ 220,585.00	\$ 91,910.30	42%
LANDING FEES - GENERAL AVIATION	\$ 27.00	\$ 36.00	\$ 180.00	\$ 750.00	\$ 570.00	76%
AUTO RENTAL SPACE	\$ -	\$ -	\$ 2,475.61	\$ 6,000.00	\$ 3,524.39	59%
OFFICE RENT	\$ 1,065.00	\$ 1,065.00	\$ 7,455.00	\$ 13,500.00	\$ 6,045.00	45%
COUNTY OF MANISTEE	\$ 9,583.00	\$ 9,583.00	\$ 67,081.00	\$ 115,000.00	\$ 47,919.00	42%
STATE REIMB-MARKETING			\$ 6,469.94	\$ 27,000.00	\$ 20,530.06	76%
MARKETING - PUBLIC CHARTERS	\$ -	\$ -	\$ -	\$ 10,000.00	\$ 10,000.00	0%
PASSENGER FACILITY CHARGES	\$ 1,066.50	\$ 1,251.00	\$ 9,652.50	\$ 25,000.00	\$ 15,347.50	61%
FUEL SALES	\$ 282.07	\$ 453.54	\$ 4,359.48	\$ 13,000.00	\$ 8,640.52	66%
SIGN LEASE	\$ -	\$ 2,700.00	\$ 2,700.00	\$ 3,750.00	\$ 1,050.00	28%
MISCELLANEOUS	\$ -	\$ 160.61	\$ 160.61	\$ 1,000.00	\$ 839.39	84%
TOTAL INCOME	\$169,724.67	\$ 190,218.25	\$ 1,733,493.84	\$ 2,789,689.00	\$ 1,056,195.16	38%
EXPENSES:						
AEAS CONTRACT-PUBLIC CHARTERS	\$138,144.00	\$ 155,412.00	\$ 1,493,050.00	\$2,328,104.00	\$ 835,054.00	36%
PERSONNEL - MANAGEMENT	\$ 3,500.00	\$ 3,500.00	\$ 24,500.00	\$ 42,000.00	\$ 17,500.00	42%
PERSONNEL - OP & MAINT	\$ 18,841.25	\$ 19,212.50	\$ 134,074.00	\$ 240,000.00	\$ 105,926.00	44%
DUES & FEES	\$ -	\$ -	\$ 750.00	\$ 1,000.00	\$ 250.00	25%
SUPPLIES	\$ 483.07	\$ 52.16	\$ 787.67	\$ 2,500.00	\$ 1,712.33	68%
UTILITIES	\$ 4,027.21	\$ 2,047.81	\$ 17,050.25	\$ 29,000.00	\$ 11,949.75	41%
FUEL	\$ 927.14	\$ -	\$ 3,715.52	\$ 7,500.00	\$ 3,784.48	50%
REPAIRS & MAINTENANCE	\$ 3,176.76	\$ 359.36	\$ 16,056.25	\$ 17,000.00	\$ 943.75	6%
CONTRACTED SERVICES	\$ -	\$ -	\$ 404.25	\$ 1,000.00	\$ 595.75	60%
LEGAL	\$ -	\$ 294.25	\$ 770.85	\$ 6,000.00	\$ 5,229.15	87%
AUDIT	\$ -	\$ -	\$ -	\$ 3,150.00	\$ 3,150.00	100%
ADVERTISING	\$ 2,348.82	\$ 2,085.54	\$ 13,699.85	\$ 55,000.00	\$ 41,300.15	75%
TELEPHONE	\$ 34.54	\$ 34.69	\$ 435.08	\$ 500.00	\$ 64.92	13%
TRAVEL	\$ -	\$ -	\$ -	\$ 500.00	\$ 500.00	100%
INSURANCE	\$ -	\$ -	\$ 16,496.94	\$ 20,000.00	\$ 3,503.06	18%
TRAINING (FIRE FIGHTER)	\$ -	\$ -	\$ -	\$ 6,000.00	\$ 6,000.00	100%
EQUIPMENT	\$ -	\$ -	\$ -	\$ 1,435.00	\$ 1,435.00	100%
BOOKKEEPING	\$ -	\$ -	\$ -	\$ 3,000.00	\$ 3,000.00	100%
PFC EXPENSES	\$ 462.76	\$ -	\$ 33,037.76	\$ 25,000.00	\$ (8,037.76)	-32%
MISCELLANEOUS	\$ -	\$ -	\$ 4,575.26	\$ 1,000.00	\$ (3,575.26)	-358%
	\$171,945.55	\$ 182,998.31	\$ 1,759,403.68	\$ 2,789,689.00	\$ 1,030,285.32	37%
EXCESS REVENUE OVER/(UNDER) EXPENDITURES	\$ 7,219.94		\$ (25,909.84)			
BALANCE ON HAND - AIRPORT FUND						
BEGINNING BALANCE 04/01/2017	\$ (104,829.07)					
APRIL RECEIPTS	\$ 220,404.68					
MARCH DISBURSEMENTS	\$ (171,945.55)					
	\$ (56,369.94)					

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MANISTEE COUNTY BLACKER AIRPORT

APRIL 2017 BALANCE SHEET

ASSETS	4/30/2017	3/31/2017
CASH	\$ (56,369.94)	\$ (104,829.07)
CASH - PFC ACCOUNT	\$ 49,487.95	\$ 48,236.95
ACCOUNTS RECEIVABLE		
PUBLIC CHARTERS	\$ 220,585.20	\$ 202,203.10
ADVERTISING GRANT	\$ -	\$ 50,000.00
STATE GRANT	\$ -	\$ -
MISC.	\$ 1,029.54	\$ 849.07
TOTAL ASSETS	\$ 214,732.75	\$ 196,460.05

LIABILITIES	4/30/2017	3/31/2017
ACCOUNTS PAYABLE - TRADE	\$ 182,998.31	\$ 171,845.51
ACCOUNTS PAYABLE - COUNTY	\$ -	\$ -
PREPAID HANGER RENT	\$ -	\$ -
TOTAL LIABILITIES	\$ 182,998.31	\$ 171,845.51

FUND BALANCE	\$ 31,734.44	\$ 24,514.50
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TOTAL LIABILITIES AND FUND BALANCE	\$ 214,732.75	\$ 196,360.01
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PASSENGER FACILITY CHARGES COLLECTED THROUGH 04/30/2017	\$ 154,123.29
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)
J RANCK ELECTRIC	\$ (4,400.00)
STATE OF MICHIGAN	\$ (22,740.00)
STATE OF MICHIGAN (TAXIWAY)	\$ 38.92
STATE OF MICHIGAN (T-HANGAR ETC.)	\$ 279.86
JOHNSON DIVERSIFIED SERVICES	\$ (6,800.00)
PREIN & NEWHOF	\$ (9,786.05)
PREIN & NEWHOF	\$ (10,180.05)
PREIN & NEWHOF	\$ (2,849.00)
JOHNSON DIVERSIFIED SERVICES	\$ (1,060.00)
NORTHERN PUMP SERVICE	\$ (1,979.00)
FORBES SANITATION	\$ (3,000.00)
ORSHAL CONSTRUCTION	\$ (24,575.00)
STATE OF MICHIGAN	\$ (5,000.00)
STATE OF MICHIGAN	\$ (462.70)
PFC FUNDS AVAILABLE	\$ 49,487.95
CAPITAL IMPROVEMENT FUNDS AVAILABLE AS OF 04/30/2017	
SALE OF EQUIPMENT (TRACTOR)	\$ 10,556.58
REIMBURSEMENT FROM STATE (J RANCK ELECTRIC)	\$ 4,400.00
TOTAL	\$ 64,444.53

MANISTEE COUNTY BLACKER AIRPORT

MAY 2017 ACCOUNTS PAYABLE

CHECK #	VENDOR NAME	AMOUNT
	BARRY LIND	\$ 3,500.00
	CONSUMERS ENERGY	\$ 1,226.81
	A T & T	\$ 34.58
	MICHCON (DTE ENERGY)	\$ 345.22
	MIKA MEYERS BECKETT & JONES	\$ -
	VARNUM LLP	\$ -
	BLARNEY CASTLE	\$ 513.92
	PIPER MCCREDIE AGENCY	\$ -
	GILL-ROYS	\$ 45.99
	GABRIDGE & COMPANY	\$ 3,350.00
	FASTENAL	\$ 81.54
	COFESSCO FIRE PROTECTION	\$ 227.12
	WEST COAST FARM SERVICE	\$ 71.00
	CUSTOM SHET METAL & HEATING	\$ 530.98
	ORCHARD BEACH AVIATION	\$ 39.68
	CLINTON B. SHAFER	\$ 412.19
	PRIMARY AIRPORT SERVICES	\$ -
	TOTAL	\$ 10,379.03
	ADVERTISING INVOICES	
	HERITAGE BROADCASTING (9&10 NEWS)	\$ -
	MANISTEE AREA CHAMBER	\$ -
	RIGHTSIDE DESIGN, LLC	\$ 2,117.24
	THE CHAMBER (LUDINGTON & SCOTTVILLE)	\$ -
	CADILLAC AREA CHAMBER OF COMMERCE	\$ -
	ORCHARD BEACH AVIATION	\$ 1,510.00
	TOTAL	\$ 3,627.24
	ORCHARD BEACH AVIATION	\$ 20,561.24
	REGULAR HOURS	341 @ 16.50 5,626.50
	MAINTENANCE HOURS	161.5 @ 16.50 2,664.75
	PART 139 LABOR	12,200.00
	INTERNET	50.00
	TV SERVICE	19.99
	GRAND TOTAL	\$ 34,567.51

MANISTEE COUNTY BLACKER AIRPORT

MAY 2017 REVENUE & EXPENSES

BUDGET REMAINING 33%

INCOME:	PREVIOUS	CURRENT	YEAR-TO	ANNUAL	BALANCE	
	MONTH	MONTH	DATE	BUDGET	\$	%
FEDERAL GRANT - AEAS	\$155,412.00	\$ 152,230.00	\$ 1,645,280.00	\$ 2,328,104.00	\$ 682,824.00	29%
HANGER RENTAL	\$ 1,175.00	\$ 1,225.00	\$ 12,460.00	\$ 26,000.00	\$ 13,540.00	52%
LANDING FEES - PUBLIC CHARTERS	\$ 18,382.10	\$ 18,382.10	\$ 147,056.80	\$ 220,585.00	\$ 73,528.20	33%
LANDING FEES - GENERAL AVIATION	\$ 36.00	\$ 162.00	\$ 342.00	\$ 750.00	\$ 408.00	54%
AUTO RENTAL SPACE	\$ -	\$ -	\$ 2,475.61	\$ 6,000.00	\$ 3,524.39	59%
OFFICE RENT	\$ 1,065.00	\$ 1,065.00	\$ 8,520.00	\$ 13,500.00	\$ 4,980.00	37%
COUNTY OF MANISTEE	\$ 9,583.00	\$ 9,583.00	\$ 76,664.00	\$ 115,000.00	\$ 38,336.00	33%
STATE REIMB-MARKETING			\$ 6,469.94	\$ 27,000.00	\$ 20,530.06	76%
MARKETING - PUBLIC CHARTERS	\$ -	\$ -	\$ -	\$ 10,000.00	\$ 10,000.00	0%
PASSENGER FACILITY CHARGES	\$ 1,251.00	\$ 1,134.00	\$ 10,786.50	\$ 25,000.00	\$ 14,213.50	57%
FUEL SALES	\$ 453.54	\$ 675.21	\$ 5,034.69	\$ 13,000.00	\$ 7,965.31	61%
SIGN LEASE	\$ 2,700.00	\$ 900.00	\$ 3,600.00	\$ 3,750.00	\$ 150.00	4%
MISCELLANEOUS	\$ 160.61	\$ -	\$ 160.61	\$ 1,000.00	\$ 839.39	84%
TOTAL INCOME	\$190,218.25	\$ 185,356.31	\$ 1,918,850.15	\$ 2,789,689.00	\$ 870,838.85	31%

EXPENSES:

AEAS CONTRACT-PUBLIC CHARTER:	\$155,412.00	\$ 152,230.00	\$ 1,645,280.00	\$ 2,328,104.00	\$ 682,824.00	29%
PERSONNEL - MANAGEMENT	\$ 3,500.00	\$ 3,500.00	\$ 28,000.00	\$ 42,000.00	\$ 14,000.00	33%
PERSONNEL - OP & MAINT	\$ 19,212.50	\$ 20,491.25	\$ 154,565.25	\$ 240,000.00	\$ 85,434.75	36%
DUES & FEES	\$ -	\$ -	\$ 750.00	\$ 1,000.00	\$ 250.00	25%
SUPPLIES	\$ 52.16	\$ 39.68	\$ 827.35	\$ 2,500.00	\$ 1,672.65	67%
UTILITIES	\$ 2,047.81	\$ 1,642.02	\$ 18,692.27	\$ 29,000.00	\$ 10,307.73	36%
FUEL	\$ -	\$ -	\$ 3,715.52	\$ 7,500.00	\$ 3,784.48	50%
REPAIRS & MAINTENANCE	\$ 359.36	\$ 956.63	\$ 17,012.88	\$ 17,000.00	\$ (12.88)	0%
CONTRACTED SERVICES	\$ -	\$ -	\$ 404.25	\$ 1,000.00	\$ 595.75	60%
LEGAL	\$ 294.25	\$ -	\$ 770.85	\$ 6,000.00	\$ 5,229.15	87%
AUDIT	\$ -	\$ 3,350.00	\$ 3,350.00	\$ 3,150.00	\$ (200.00)	-6%
ADVERTISING	\$ 2,085.54	\$ 3,627.24	\$ 17,327.09	\$ 55,000.00	\$ 37,672.91	68%
TELEPHONE	\$ 34.69	\$ 34.58	\$ 469.66	\$ 500.00	\$ 30.34	6%
TRAVEL	\$ -	\$ 412.19	\$ 412.19	\$ 500.00	\$ 87.81	18%
INSURANCE	\$ -	\$ -	\$ 16,496.94	\$ 20,000.00	\$ 3,503.06	18%
TRAINING (FIRE FIGHTER)	\$ -	\$ 513.92	\$ 513.92	\$ 6,000.00	\$ 5,486.08	91%
EQUIPMENT	\$ -	\$ -	\$ -	\$ 1,435.00	\$ 1,435.00	100%
BOOKKEEPING	\$ -	\$ -	\$ -	\$ 3,000.00	\$ 3,000.00	100%
PFC EXPENSES	\$ -	\$ -	\$ 33,037.76	\$ 25,000.00	\$ (8,037.76)	-32%
MISCELLANEOUS	\$ -	\$ -	\$ 4,575.26	\$ 1,000.00	\$ (3,575.26)	-358%
TOTAL EXPENSES	\$182,998.31	\$ 186,797.51	\$ 1,946,201.19	\$ 2,789,689.00	\$ 843,487.81	30%

EXCESS REVENUE OVER/(UNDER) EXPENDITURES: \$ (1,441.20) \$ (27,351.04)

BALANCE ON HAND - AIRPORT FUND	
BEGINNING BALANCE 05/01/2017	\$ (56,369.94)
MAY RECEIPTS	\$ 165,442.54
APRIL DISBURSEMENTS	<u>\$ (182,998.31)</u>
	<u>\$ (73,925.71)</u>

MANISTEE COUNTY BLACKER AIRPORT

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MAY 2017 BALANCE SHEET

ASSETS	5/31/2017	4/30/2017
CASH	\$ (73,925.71)	\$ (56,369.94)
CASH - PFC ACCOUNT	\$ 50,621.95	\$ 49,487.95
ACCOUNTS RECEIVABLE		
PUBLIC CHARTERS	\$ 238,967.30	\$ 220,585.20
ADVERTISING GRANT	\$ -	\$ -
STATE GRANT	\$ -	\$ -
MISC.	\$ 1,427.21	\$ 1,029.54
TOTAL ASSETS	\$ 217,090.75	\$ 214,732.75

LIABILITIES	5/31/2017	4/30/2017
ACCOUNTS PAYABLE - TRADE	\$ 186,797.51	\$ 182,998.31
ACCOUNTS PAYABLE - COUNTY	\$ -	\$ -
PREPAID HANGER RENT	\$ -	\$ -
TOTAL LIABILITIES	\$ 186,797.51	\$ 182,998.31

FUND BALANCE	\$ 30,293.24	\$ 31,734.44
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TOTAL LIABILITIES AND FUND BALANCE	\$ 217,090.75	\$ 214,732.75
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PASSENGER FACILITY CHARGES COLLECTED THROUGH 05/31/2017	\$ 155,257.29
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)
J RANCK ELECTRIC	\$ (4,400.00)
STATE OF MICHIGAN	\$ (22,740.00)
STATE OF MICHIGAN (TAXIWAY)	\$ 38.92
STATE OF MICHIGAN (T-HANGAR ETC.)	\$ 279.86
JOHNSON DIVERSIFIED SERVICES	\$ (6,800.00)
PREIN & NEWHOF	\$ (9,786.05)
PREIN & NEWHOF	\$ (10,180.05)
PREIN & NEWHOF	\$ (2,849.00)
JOHNSON DIVERSIFIED SERVICES	\$ (1,060.00)
NORTHERN PUMP SERVICE	\$ (1,979.00)
FORBES SANITATION	\$ (3,000.00)
ORSHAL CONSTRUCTION	\$ (24,575.00)
STATE OF MICHIGAN	\$ (5,000.00)
STATE OF MICHIGAN	\$ (462.70)
PFC FUNDS AVAILABLE	\$ 50,621.95
CAPITAL IMPROVEMENT FUNDS AVAILABLE AS OF 05/31/2017	
SALE OF EQUIPMENT (TRACTOR)	\$ 10,556.58
REIMBURSEMENT FROM STATE (J RANCK ELECTRIC)	\$ 4,400.00
TOTAL	\$ 65,578.53

ORCHARD BEACH AVIATION

April 2017

RENT

OFFICE	\$340.00	
HANGER	\$200.00	
FUEL	\$453.54	
T-SHIRT SALES	\$0.00	(0 @ \$12)
LANDING FEES		
TWIN	\$0.00	(0 @ \$9)
JET	\$36.00	(2 @ \$18)
DAILY HANGERS	\$0.00	(0 @ \$25)
TOTAL	\$1029.54	

FUEL SALES APRIL 2017

100LL	351.1 Gal
JET	2994.6 Gal
TOTAL	3345.7 Gal
General	1510.8 Gal @ .15 = \$226.62
PublicCharters	1000.0 Gal @ .15 = \$150.00
PublicCharters	775.1 Gal @ .08 = \$62.01
PublicCharters	0.0 Gal @ .02 = \$0.00
Orchard Beach	59.8 Gal @ .15 = \$8.97
Orchard Beach	0.0 Gal @ .08 = \$0.00
DIESEL FUEL	2.7 Gal @ \$2.20 = \$5.94

ORCHARD BEACH AVIATION

May 2017

RENT

OFFICE	\$340.00	
HANGER	\$200.00	
FUEL	\$675.21	
T-SHIRT SALES	\$0.00	(0 @ \$12)
LANDING FEES		
TWIN	\$18.00	(2 @ \$9)
JET	\$144.00	(8 @ \$18)
DAILY HANGERS	\$50.00	(2 @ \$25)
TOTAL	\$1427.21	

FUEL SALES MAY 2017

100LL 877.6 Gal

JET 4319.4 Gal

TOTAL 5197.0 Gal

General	2488.1 Gal @ .15 = \$372.22
PublicCharters	1000.0 Gal @ .15 = \$150.00
PublicCharters	1476.4 Gal @ .08 = \$118.11
PublicCharters	0.0 Gal @ .02 = \$0.00
Orchard Beach	232.5 Gal @ .15 = \$34.88
Orchard Beach	0.0 Gal @ .08 = \$0.00

DIESEL FUEL 0.0 Gal @ \$2.20 = \$0.00