



2020 – 2021 Federal Pandemic Assistance for Michigan Airports

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Critical Michigan Industry

- 234 Licensed Public Use Airports
 - 18 Support Scheduled Air Carrier Service
 - 9 Essential Air Service Airports
- 40 million passengers
- 601 million pounds of air cargo
- 13,000 pilots
- 6,500 registered aircraft
- \$22 billion economic impact

Aeronautics Fiscal Year 2022 Budget Recommendation

- Aeronautics Services / MDOT Aeronautics Operational Account
 - FY 2022 – \$7,077,700 with 46 FTE
 - FY 2021 - \$6,750,000 with 46 FTE
 - FY 2020 - \$6,750,000 with 46 FTE
 - FY 2019 - \$7,641,100 with 46 FTE
 - Air Service Program
 - FY 2022 - \$50,000
 - FY 2021 - \$50,000
 - FY 2020 - \$250,000
 - FY 2019 - \$250,000
 - Realistic Revenue Expectations
 - Aeronautics Services and Capital Outlay reduced
 - Seeing slow recovery from revenue sources
 - No general fund contribution
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State and Federal Partnership for Airport Development

- Michigan is one of ten Federal Aviation Administration approved block grant states.
- With this partnership, MDOT acts as FAA in administering both state and federal airport development funds.
- This partnership applies to all federal funds flowing through Michigan to any airport in the state.

Airport Improvement Program - AIP

- AIP is the traditional grant program administered by MDOT on an annual basis.
 - Generally, this program provides \$90-120 million in airport development per year in Michigan.
- Requires a 10% local match in which Michigan covers 5% of total project cost.
- Covers eligible capital infrastructure development including runways, taxiways, land acquisition, and other safety critical items



Coronavirus Aid, Relief, and Economic Security Act - CARES Act

March 2020

- Provides relief to airports in two primary areas
 - Transitioning all AIP Grants issued in 2020 to 100% federal funding.
 - Direct operational support for items including salaries, utilities, debt service, and any other items covered under FAA Revenue Use Policy.
- Primary commercial service airports
 - Based on annual enplanements
 - Established airport debt
 - Financial reserves
 - \$254,000,000 awarded in Michigan
- General aviation airports
 - Based on national system plan categorizations
 - \$2,817,000 awarded in Michigan.
- Administered by MDOT in same manner as traditional airport development grants

Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA)

December 2020

- Eligible use limited in scope to activities to “combat the spread of pathogens at the airport” and debt service.
- Also provides support to sanitization at 4 contract air traffic control tower locations in Michigan.
 - Coleman A. Young Airport – Detroit, MI
 - Jackson County Reynolds Field – Jackson, MI
 - Sawyer International Airport – Marquette, MI
 - Battle Creek Executive Airport – Battle Creek, MI
- Primary airports - \$54,559,096
- General aviation Airports \$1,225,486
- Not yet appropriated by Michigan Legislature – included in recent supplemental request.

A group of people in a meeting room sitting around a long table with microphones and papers. The image is dimmed to serve as a background for the text.

Aeronautics Commission Rapid Deployment

- Federal funds deployed by FAA at unprecedented pace.
- MDOT, Michigan Aeronautics Commission, and Michigan Legislature appropriated and awarded grant in record time.
- Tripling of traditional program throughput.
- Critical funding deployed thanks to support throughout state government.

Future of Aviation

A person wearing a white hard hat and a high-visibility safety vest is holding a drone controller. In the background, a white drone is visible on a grassy field. The scene is dimly lit, suggesting dusk or dawn.

- Per- and Polyfluoroalkyl Substances (PFAS)
 - FAA regulations required airports to use PFAS-containing products
 - Critical for airports and state departments to work together to address PFAS issues.
 - Expecting possibly significant (non-grant eligible) remediation costs
- Aeronautics Code Modernization
 - The existing Aeronautics Code has stood the test of time.
 - New technology has necessitated modernization to portions of the Code.
- Preparation for safe integration of future aerial mobility
- Long-term sustainable funding as aviation industry transitions to new technology.