

AIRPORT ZONING BOARD

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MEMBERS

Board of Commissioners

MEETING LOCATION

Commission Chambers
Second Floor, Old Court House
301 N. Main St,
Adrian, MI 49221

Minutes: Tuesday, June 10, 2025

I. Call to Order

Present: Commissioners: David Aungst, Beth Blanco, Terry Collins, James Daly, Dustin Krasny, Kevon Martis, Ralph Tillotson, David Stimpson, James Van Doren

Also Administrator Kim Murphy, Corporate Counsel John Gillooly and Courtney

Present: Krause, Deputy Administrator Shannon Elliott, Brian Vish (WLEN), Administrative Coordinator Carissa Zubke, Airport Manager Thomas Kendziora, Jim Binns, Stephanie Ward Mead & Hunt, Marketing & Communications Coordinator Jen Ambrose

The meeting was called to order at 10:59am by Comm. Van Doren.

Comm. Van Doren discussed adding Public Comment earlier on the agenda.

Motion by Tillotson to amend the agenda and add another public comment at the beginning of the meeting, seconded by Martis. Motion carried.

II. Approval of Minutes

A. Approval of Minutes: April 15, 2025

Motion by Martis to approve the minutes of April 15, 2025, seconded by Aungst. Motion carried.

III. Public Comment:

Public comment was provided by Jim Binns from Blissfield, MI regarding his interest in having additional protection from the County Airport Zoning Ordinance.

IV. Old Business

A. Powerpoint

Stephanie Ward from Mead & Hunt provided a presentation to the Board highlighting the following 3 concepts: Surfaces Involved, Public Use Airports in Lenawee, and some Considerations.

During previous Airport Zoning Board meetings, some members discussed what it would look like if the County were to cover private airports that are for public use.

Ward provided a further explanation of the information included in the PowerPoint.

Surfaces Involved

FAR Part 77 Surfaces are those that the FAA reviews and are considered advisory. If an airport is receiving any type of Federal dollars, these requirements must be followed. Other airports that do not receive Federal funding would consider these guidelines to be advisory, since they are not receiving Federal funds.

Five different surfaces fall under this category, creating a sort of "football field" and include: the 1. Primary Surface 2. Approach 3. Horizontal Surface 4. Conical Surface 5. Transitional Surface

Airport Approach Plan(AAP)

Ward stated these zones have been locally adopted by the State of MI and are applicable to every public-use airport and became established in the early 2000s. Lenawee County Airport and all other public-use airports have these five zones. Stephanie Ward also mentioned that even though each of the public-use airports has an Airport Approach Plan from the State of MI, some may not be aware.

Current Airport Zoning Ordinance

Lenawee County Airport has a current Zoning Ordinance. The ADG has current height/notification rings at 3 miles, 6.32miles, and 10 miles.

Ward provided a list of the 5 other Public Use Airports in Lenawee County; noted these are privately owned but open for public use and are recognized by the State of MI. They include:

- *Lenawee County Airport (ADG)*
- *Blissfield-Betz Airpot*
- *Tecumseh-Al Meyers Airport*
- *Tecumseh-Mills Airport*
- *Tecumseh-Merillat Airport*
- *Tecumseh-Van Camps Heliport*

Stephanie Ward does not recommend doing anything with the VanCamps Heliport since there are no surfaces attributed to it.

A total of 16 townships are within the 10-mile radis that are included in the current ADG Airport and are included in the Airport Zoning Ordinance, as it sits today.

Ward showed that the airports listed above are currently outside that radius.

An example was given that if the Lenawee Zoning Ordiance includes Part 77 of the other 4 airports, two additional townships would be added to the coverage.

All of these airports, whether they are aware or not, currently do have surfaces Part 77 and Approach Plans from the State of MI.

Ward suggested that two in particular, Blissfield Betz and Tecumseh Merillat, may have some merit of including in the Lenawee Zoning Ordinance because their approach plan overlaps the Lenawee (ADG) surfaces, stating it makes sense to include them.

The Blissfield-Betz Aiport has both the Part 777 and AAP surfaces. This Airport is within both

Palmyra and Blissfield townships. The Local Municipalities(s) are responsible for administering the Airport Approach Plan from the State of MI. Ward stated she did not research if this is happening; however, any land use changes that are happening within the 10-mile radius should be vetted by the townships.

The three Tecumseh Airports all have intersecting portions of Part 77 area surfaces and AAP. Again, the local municipality should be managing the Approach plan and any land-use changes; the same for Clinton Township.

Stephanie Ward recommends revising the draft drawings in more detail to show the 3-mile radius, Part 77 surfaces, and Airport Approach plan zone. Runway End Approach Plans should also be completed. The completed drawings may then be provided to the municipal GIS departments and the County for future use.

Ward provided an overview of the Pros & Cons of including all public-use airports in a singular zoning ordinance and includes:

Pros:

- *Consistency of administration, across the County*
- *Anticipate additional awareness from municipalities, providing backup and collaboration*
- *County would have additional control and would be aware of future things*
- *Greater insight of airspace*

Cons

- *Additional responsibility for County Administration*
- *Time and costs for additional review. i.e. new structure evaluation, across the board*
- *May limit local control, if brought to the County (owner/city/township)- should be done currently by the local municipalities however Ward is unsure if that is currently being done.*

Ward discussed the additional work that would be required by Mead & Hunt if the Zoning Board should include additional airports. There would be a need to collaborate with Corporation Counsel and recommend public outreach.

Discussion continued that the Hickman Hospital Helipad is not open for public use and is therefore not included.

Comm. Stimpson questioned the process for adopting an ordinance; Krause stated it would include 2 public readings and a public hearing is required prior to being voted on and adopted.

Comm. Van Doren recommended discussing funding options and some cost-sharing options with the airports, if included.

Comm. Collins asked what it would look like for the municipalities if they participated in the

County Airport Ordinance. Ward stated that currently each municipality should already be following the guidelines under the Zoning Enabling Act; if they are under the County Ordinance, their participation would be removed because the County would assume those responsibilities.

Corporation Counsel confirmed the local municipality would be removed from the decision-making process, and he recommended hosting local meetings with those municipalities for discussions.

Administrator Murphy stated it appears that the current municipalities included under the current Airport Zoning Ordinance, may not be aware of the current airport zoning ordinance requirements. Murphy recognizes the overall need for further education to the current municipalities.

Comm. Martis asked what happens to the funding if the Ordinance is not followed. Ward stated the 2024 FAA Reauthorization Act further identifies that if it is not compliant and a municipality accepts grant assurances, the FAA will issue fines.

Discussion was held regarding what the County's expense would be if the Board decided to add additional public-use airports. Ward stated the fees for editing the ordinance and maps would be approximately \$10,000. However, the harder estimate to determine is the expense of public outreach/education.

Once the Lenawee Airport Zoning board adopts a revised Airport Zoning Ordinance, it is not required to go to the Board of Commissioners and the Board's role is complete.

A question was asked about the difference between protecting the "airspace" and an "airport". Bethany Krause reported the distinction is public use. The airport zoning act incorporates the zoning enabling act, in MI, and is applicable to airports that are for public use.

Discussion continued that currently there will be no action to take. However, they recommend holding stakeholder meetings for the municipalities and gauging interest.

Comm. Stimpson suggested hosting "traveling" meetings, and going to the municipalities instead of coming here.

Administrator Murphy suggests going to the municipalities to gauge interest.

The recommended revisions in the ordinance could be approved. However, keep in mind, the County does have an Ordinance that is in effect and being followed. If the Board would like to approve the recommended changes to the Ordinance, the Administration could implement those changes to the document for proposed adoption.

Discussion continued that while there are many privately-owned airports, the ones discussed today are privately-owned airports **and** open for public use. In addition, they are recognized by the State of MI and undergo inspections and maintain a license.

The privately-owned airports do not undergo inspections by the State of MI, nor do they have any of the FAA protections.

Discussion was held regarding the next steps. Administrator Murphy suggested working with

Mead & Hunt to reach out to the public airports and then provide feedback/interest back to the Airport Zoning Board.

B. **Request:** Review Airport Zoning Ordinance

V. New Business

No discussion.

VI. Public Comment

No discussion.

VII. Commissioner Comment

No discussion.

VIII. Adjournment

Motion by Collins to adjourn at 11:36am, seconded by Stimpson. Motion carried.