



RE: Feb 2025 Quarterly Presentation to Member Entities

The following reports and supporting documents summarize the previous FCCAA fiscal quarter:

- Airport Manager Report
 - 2024 FKS Economic Impact
 - MASP Tier 2, complement the essential/critical state airport system and/or respond to local community needs.
 - MASP ARC B-II airport classification, D-III (largest airports) to A-I (smallest airports)
 - 2,226 operations at FKS
 - 13 FKS-based aircraft
 - 5,514 passengers served by FKS.
 - \$1,139,792 total capital expenditures by FKS
 - 32 total effects on local jobs
 - \$1,043,019 total effect for local labor income
 - \$3,674,958 total effect for local output
 - State-Local Grant status, Michigan Airport System Plan
 - Applications received by MDOT
 - Grant awards by MDOT
 - MDOT selection criteria
- Financial reports: Statement of Net Assets, Statement of Activity

FKS was not awarded the FY 2025 State-Local Grant. Fifty-four airports applied with ninety-seven projects totaling \$10,500,000. Thirty-three airports were awarded for forty-four projects totaling \$4,000,000.

The selection criteria were:

1. License status (removing a provisional status is important)
2. Covid-19 Relief Funding (FKS expended all Covid funding)
3. Project Timeline (must be shovel-ready, which the FKS projects are)
4. Zoning Protections (FKS does not have aviation zoning protection)
5. Application Justification and Community Support
6. Alignment and support of the Michigan Aviation System Plan (FKS is in general alignment but lacks aviation zoning support)



The Michigan Airport System Plan (MASP) identifies the aviation role of public use airports in Michigan.

There are 236 public use airports in Michigan in 1999. Of this total, 129 or 55 percent are publicly owned, with 107 or 45 percent privately owned. Each airport is assigned to its appropriate airport classification based on primary runway length and width, and other airport features. Forty-one airports are currently assigned to the “C” or “D” Approach Category meaning that they can accommodate business jet aircraft. An additional eighty-six airports, designated in Approach Category “B”, have paved runways under 5,000 feet in length and can accommodate twin engine or smaller aircraft. The remaining 107 airports, Approach Category “A” facilities, have turf runways and, generally, are limited to use by single engine aircraft.

Among the key functions of the MASP is, from a state perspective, identifying those airports that can best respond to state goals and objectives. To this end, all airports, following a rigorous analytical process, were assigned to one of three tiers based on their contribution to state goals. **Tier 1 airports respond to critical/essential state airport system goals. These airports should be developed to their full and appropriate level. Tier 2 airports complement the essential/critical state airport system and/or respond to local community needs. The focus at these airports should be on maintaining infrastructure with less emphasis on facility expansion. Tier 3 airports duplicate services provided by other airports and/or respond to specific needs of individuals and/or small businesses.** A series of system goals were identified as an outcome of an issue identification process related to the State Long Range Plan. The system goals identified were:

- Airports should serve significant population centers
- Airports should serve significant business centers
- Airports should serve significant tourism/convention centers
- Airports should provide access to the general population
- Airports should provide adequate land area coverage
- Airports should provide adequate regional capacity, and
- Airports should serve seasonally isolated areas.



Each of these system goals was subjected to a rigorous analytical process that resulted in the establishment of system standards and the designation of airports for inclusion in either Tier 1 or Tier 2. Airports not designated to either Tier 1 or Tier 2 were assigned, by default, to Tier 3.

In addition to establishing system goals, a series of facility goals were developed that identify the basic components of an airport. These facility goals are specific for each airport classification. Facility goals (Airport Reference Codes or ARC) are:

- Primary runway system
- Pavement condition
- All-weather access
- Year-round access
- Basic pilot and aircraft services
- Airport zoning
- Navigational aids
- Instrument approaches
- Surface Access

When hired in April of 2024 as airport manager, one of my goals was to have Crystal Lake Township adopt Michigan aviation zoning. This goal is critical for the success of FKS. Without aviation zoning, FKS may face land and local zoning compatibility issues. Also, the lack of township aviation zoning is hindering FKS from obtaining grant funding.

In February, I will be speaking with the City of Frankfort and Benzie County at their regular board meetings. I am unable to attend the Crystal Lake Township board meeting, as Coury Carland and I will be in Lansing for the State Airport Conference but will be speaking with the Township Planning Commission.

FRANKFORT CITY-COUNTY AIRPORT AUTHORITY

AIRPORT MANAGER REPORT

January 2025

Objectives Accomplished:

- MDOT State-Local Program FY 2025 Grant application
- MDOT professional fee reimbursement submittal
- Dept. of Treasury Corrective Action Plan
- FCCAA performing payroll and bookkeeping functions

Projects, Current:

- Hangar electrical meter consolidation
- Airport Emergency Plan, hangar inspection by Fire Chief
- FCCAA Memorandum of Understanding
- FKS beacon repairs
- Local high school career day presentations
- 2024 FKS Economic Impact
- 2025-2026 FCCAA Budget
- Radio Control area, policy
- Project campaign, website page, Zeffy.com
- "The Pines" avigation obstruction removal to conclude April of 2026
- AWOS obstruction removal
- Elliott property obstruction removal
- Michigan Aviation Education Day event
- Mid-Michigan Rental Car, Victorian Car Rental
- Airport Manager Contract
- FCCAA website, www.FrankfortDowMemorial.com; Google Reviews
- Records, electronic records management.
- The Michigan Zoning Enabling Act, Act 110 of 2006 requires Crystal Lake Township incorporate the Airport Approach Plan at the time of the master plan/ordinance update.

Projects, Potential:

- Skydive Charlevoix
- Flight school
- Aviation mechanic
- Fly-in event
- Airplane/car show event
- Young Eagles sponsorship



Michigan Airport Economic Benefits Analysis (EBA) Tool

Department of Transportation

Michigan Department of Transportation

Office of Aeronautics

EBA Assessment

FRANKFORT DOW MEMORIAL FIELD (FKS)

Airport Characteristics

City	Frankfort	Evaluated for Year	2024
County	Benzie		
Ownership	PUB	MASP Tier	Tier 2
Current FAA ARC	B-I	MASP ARC	B-II
Service Area County	Benzie		
Primary Runway Length	4,194	Instrument Approach	NPI
Primary Runway Width	75	Fuel Sales (in gallons)	6,401

Operations

Total Operations	2,226	Total Passengers	5,514
Total Aircraft	13	Total Cargo Tons	0

Capital Expenditures

Expenditure Year	Total	Federal	State	Local
2024	\$1,189,570	\$1,139,792	\$24,889	\$24,889

Ongoing Economic Contribution - 2022\$

	Jobs		Labor Income		Output	
	Local	State	Local	State	Local	State
Direct Effect	23	21	\$749,772	\$734,513	\$2,522,483	\$3,094,777
On-Airport - Aviation Related	6	6	\$112,311	\$112,311	\$348,321	\$644,556
On-Airport - Not Air Related	5	5	\$168,411	\$168,411	\$491,534	\$784,799
Off-Site - Visitor Spending	3	3	\$42,466	\$42,466	\$184,249	\$184,249
Off-Site - Air-Related or Reliant	2	2	\$83,257	\$83,257	\$391,965	\$527,510
Capital Expenditures	7	5	\$343,328	\$328,068	\$1,106,413	\$953,664
Multiplier Effect	9	17	\$293,247	\$1,045,421	\$1,152,475	\$3,226,850
On-Airport - Aviation Related	2	5	\$43,466	\$277,489	\$165,327	\$806,423
On-Airport - Not Air Related	2	5	\$60,810	\$286,740	\$242,206	\$859,385
Off-Site - Visitor Spending	1	1	\$14,697	\$50,834	\$61,625	\$160,444
Off-Site - Air-Related or Reliant	2	3	\$53,541	\$157,320	\$230,073	\$515,586
Capital Expenditures	3	4	\$120,733	\$273,038	\$453,245	\$885,012
Total Effect	32	38	\$1,043,019	\$1,779,934	\$3,674,958	\$6,321,627

Ongoing Tax Contribution - 2022\$

	On-Airport		Off-Site	
	Local	State	Local	State
State income tax	\$6,358	\$12,666	\$27,832	\$67,362
State sales tax	\$16,973	\$22,215	\$30,334	\$59,494
Tax generated by fuel sales	\$192	\$192	\$0	\$0

Application

Your microphone is muted

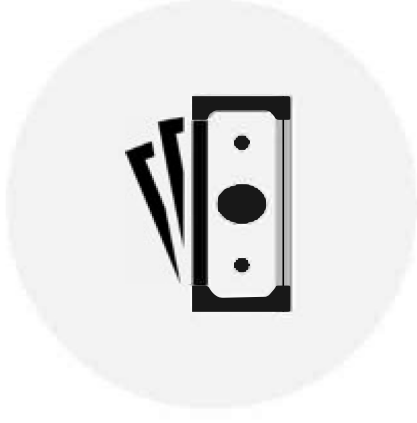
Press Ctrl+Shift+M to unmute your mic,
or press and hold the Ctrl+Spacebar.



54
AIRPORTS



97
PROJECTS



\$10,500,000



Projects Selected



33
AIRPORTS



44
PROJECTS



\$4,000,000



Selection Considerations



License Status



Zoning protections



COVID-19 Relief
Funding



Application
Justification and
Community Support



Project Timeline



Alignment and support
of the Michigan
Aviation System Plan

(30 Jan 2025 MAC Meeting Screenshot)



Frankfort City-County Airport Authority

Statement of Net Assets

As of December 31, 2024

	JUL - DEC, 2024		
	CURRENT	AS OF DEC 31, 2023 (PY)	% CHANGE
ASSETS			
Current Assets			
Bank Accounts			
CASH ACCOUNTS	180,648.31	63,947.58	182.49 %
RESTRICTED CASH	539,859.32		
Total Bank Accounts	\$720,507.63	\$63,947.58	1,026.72 %
Accounts Receivable	\$38,230.06	\$388,700.47	-90.16 %
Other Current Assets			
041.000 Undeposited Funds	0.00		
042 .00 Other Receivable	0.00	0.00	
368.000 Inventory -AV Fuel	8,571.58	13,212.96	-35.13 %
Total Other Current Assets	\$8,571.58	\$13,212.96	-35.13 %
Total Current Assets	\$767,309.27	\$465,861.01	64.71 %
Other Assets			
147.000 Accumulated Depreciation	-1,711,840.02	-1,661,256.76	-3.04 %
159.000 Capital Assets	3,271,497.01	3,271,497.01	0.00 %
Total Other Assets	\$1,559,656.99	\$1,610,240.25	-3.14 %
TOTAL ASSETS	\$2,326,966.26	\$2,076,101.26	12.08 %
LIABILITIES AND EQUITY			
Liabilities			
Current Liabilities			
Accounts Payable	\$681.30	\$1,639.54	-58.45 %
Other Current Liabilities	\$0.00	\$0.00	0.00%
Total Current Liabilities	\$681.30	\$1,639.54	-58.45 %
Long-Term Liabilities	\$1,146,389.00	\$1,794,000.00	-36.10 %
Total Liabilities			
Equity	\$1,179,895.96	\$280,461.72	320.70 %
TOTAL LIABILITIES AND EQUITY			

Frankfort City-County Airport Authority

Statement of Activity

July - December, 2024

	TOTAL	
	JUL - DEC, 2024	JUL - DEC, 2023 (PP)
Revenue		
501.000 Federal Grants		354,407.00
539.000 State Grants		8,333.00
540.000 State Reimbursements		32,000.00
580.000 Contributions from Local Units	39,000.00	39,000.00
600.000 Airport User Fees	7,155.00	4,145.00
642.000 Aviation Fuel Sales	22,730.20	43,787.80
665.000 Interest	7,377.01	34.56
667.000 Hangar Rents	27,341.85	27,555.00
668.000 Tower Rent	38,005.97	36,916.42
674.000 Private Contributions/Donations	605.00	
677.000 Misc. Income		253.53
Total Revenue	\$142,215.03	\$546,432.31
GAIN	\$142,215.03	\$546,432.31
Expenditures		
265.000 Buildings and Grounds	511.15	400.00
752.000 Supplies	1,970.83	287.12
802.000 Professional Services	3,000.00	5,225.75
803.00 Administrator / Maint wages	12,500.00	14,910.16
804.000 Vector - PlanePass Service Fee	1,788.75	
828.000 Insurance	12,027.00	11,629.00
850.000 Communications	612.96	612.96
851.000 Communication Tower	25,516.38	24,970.67
852.000 Weather Observation System	1,002.38	1,007.39
860.000 Travel Expenses		240.50
923.000 Propane	568.61	1,325.20
924.000 Electric Service	5,641.32	5,035.16
930.000 Maintenance	9,331.05	949.07
967.000 AV Fuel	28,497.19	38,847.54
970.00 Airport Capital Improvement Projects		
970.001 Air Easement Acquisition	24,889.00	
Total 970.00 Airport Capital Improvement Projects	24,889.00	
Total Expenditures	\$127,856.62	\$105,440.52
NET OPERATING INCOME	\$14,358.41	\$440,991.79
NET GAIN/(LOSS)	\$14,358.41	\$440,991.79