

## AGENDA REPORT

To: Mayor Pat Humphrey and the Clare City Commission  
From: Jeremy Howard, City Manager  
Date: May 11, 2023  
Regarding: Clare Municipal Airport – Abandon Circle to Land Approaches for Runway 9/27

For the Agenda of May 15, 2023

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*Background.* Gary Todd, Clare Airport Manager, recently had a conversation with MDOT Aeronautics after the City's most recent Airport Compliance Report Card for 2022 (*att'd*) was received. After the discussion, he learned of a new widened approach that the FAA had added to our existing GPS approach. This would be a change to our existing approach clearances and would therefore require extensive tree clearing in areas that we do not currently own or have avigation easements in place. Gary has drafted a memo (*att'd*) to explain the instrument approaches in general terms that would make sense and give more detail on what is being requested. MDOT Aeronautics has verified that if the City abandons the circle to land approaches, our remaining GPS 04 approach will not be affected at all. This is our most valuable highly used approach at the airport. It is the recommendation of the Airport Manager and the Airport Advisory Board to abandon the circle to land approach for runway 9/27.

*Issues & Questions Specified.* Should the City Commission approve the abandonment of the circle to land approach for runway 9/27?

*Alternatives.*

1. Approve the recommendation for abandonment.
2. Do not approve the recommendation for abandonment.
3. Defer or delay decision on this matter to a subsequently scheduled City Commission meeting.

*Financial Impact.* There is no cost associated with this decision. However, if the circle to land approach is not abandoned the cost to remediate the tree zones could be in the hundreds of thousands.

*Recommendation.* I recommend that the City Commission approve the abandonment of the circle to land approach for runway 9/27 by adoption of Resolution 2023-033.

*Attachments.*

1. 2022 Clare Municipal Airport Compliance Report Card.
2. Memo from Airport Manager.
3. Resolution 2023-033.

# Clare

## Clare Municipal Airport

LOC ID: 48D  
 FAA ID: 09674.A  
 State ID: 18-02  
 License Class: General Utility  
 NPIAS Status: NPIAS

### Operation and Safety

#### Inspection Information

Airport inspected by	State Inspector
Last inspection date	12/17/2020
Last UAS inspection date	07/28/2020

#### State Licensing Criteria

Airport on Provisional?	NO
Violations to safety critical licensing requirements? *	NO
Obstructions to state approach surface?	NO
Obstructions to state primary surface?	NO
Violations to non-safety critical licensing requirements? *	NO
Is a timeline plan filed with MDOT AERO?	N/A
Are the correct NOTAMs issued for any/all the above issues?	N/A

#### FAA Criteria

Unmitigated obstructions to Part 77 surface?	YES
Existing Thresholding Siting Surface(s)?	NO
Obstructions to Threshold Siting Surface? (UAS only)	N/A
Existing instrument approach(es)?	YES

### Airport Planning

#### Airport Layout Plan and Airport Approach Plan

Is there an ALP on file with MDOT AERO?	YES
Most recent ALP dated	2007
Most recent As-Built dated	2018
Is there an AAP on file with MDOT AERO?	YES
Most recent AAP dated	2018

#### Land Use and Zoning

Active airport zoning?	NO
Zoned under section	N/A
Approved property map?	YES
Outstanding land issues with neighboring properties?	NO
All land within airport's jurisdiction compatible with aeronautical use?	YES

### Annual Subrecipient Tracking

#### System for Award Management

Active SAM.gov registration?	YES
Registration expiration date	04/20/2023
Any Active Exclusions in SAM.gov?	
Is Subrecipient on the Specially Designated Nationals (SDN) and Blocked Persons List?	NO
Is Subrecipient on the Consolidated List of organizations and persons subject to sanctions by the U.N. Security Council?	NO
Risk Level (Nominal, Moderate, or Elevated)	

### Ownership, Access, and Finance

#### Grant Assurances

Airport federally obligated?	YES
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#### Other

Outstanding Part 13 informal complaints?	NO
Outstanding Part 16 formal complaints?	NO
Airport finance and revenue compliance?	YES
Airport Access, Leasing, and User Relations compliance?	YES

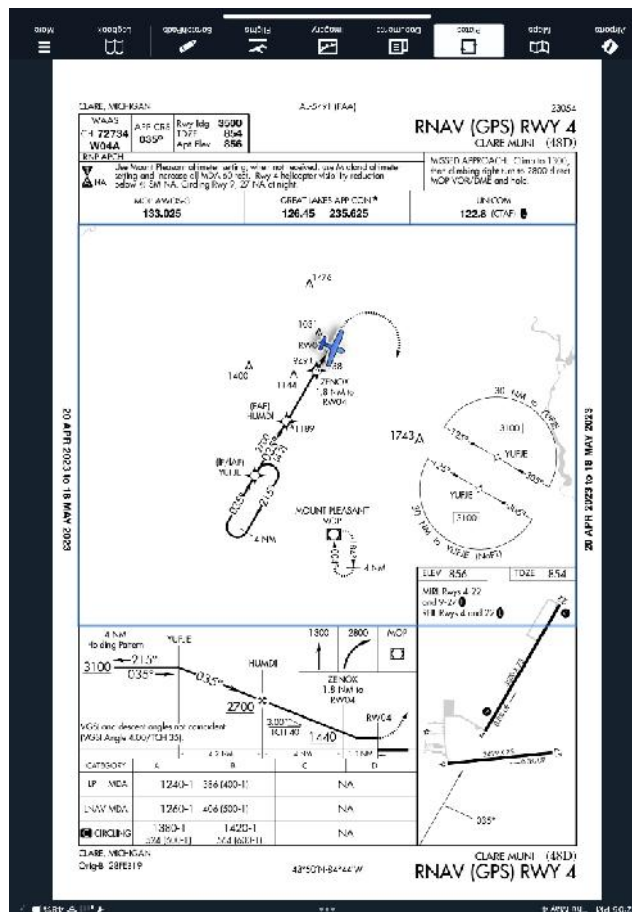
\* For more detail on the state licensing requirements at Clare Municipal Airport, please refer to the airport inspection report.

## Circle to Land Approach Runway 9/27

Instrument approaches and departures provide lateral and vertical separation from objects during the landing and takeoff phase of flight for specified runways at an airport. The assumption is that visibility is compromised by either weather phenomena (clouds, fog, rain, snow) or darkness. By following the approach plate course and altitude restrictions, an instrument rated pilot would be able to safely navigate to the airport environment and TRY to land their airplane.

The approach requires some minimum visual conditions before even attempting the approach. We will call them forward visibility and vertical visibility. Cloud height from the ground to the base of the cloud is the vertical aspect, and our GPS 04 approach requires 400' of clearance. The horizontal portion of this approach is 1 statute mile of visibility for this same approach.

The GPS approach to Runway 04 is a straight in approach that begins about 10 miles southwest of the airport at the YUFJE initial fix. At this point an airplane must be a minimum of 3100 feet MSL altitude and begin to reduce altitude at two more points as they are inbound to land. The lowest they may descend is 1240' MSL unless they have the airport environment in sight. If they do not have the airport in sight, they must perform a missed approach and climb to 2800' MSL and return to the Mt Pleasant VOR and hold for further directions from Air Traffic Control.



The FAA has now expanded the GPS 04 approach to include a Circle to land approach to runways 09 and 27. You would follow the same procedure as the 04 approach except once you have the airport in site, you would be allowed to circle to either the left or right to land on runway 9 or 27. The other difference is you would only be allowed to descend to 1420' MSL before requiring to execute a missed approach if you do not have the airport in site.

The major factor from the airport standpoint is the approach free zones are widened from 250' to 400' at the runway and then widen 10 degrees on both runways outward. This equates to hundreds of trees that are now magically in the circle to land object free areas on both ends of runways 9 and 27. Most of these trees are not on City property and would have to be purchased from private landowners and removed with an insured tree contractor. The cost for this approach clearing could easily run in the hundreds of thousands of dollars. Keeping the existing approach areas cleared of trees is enough of a challenge and expense, but to widen this area and then require ongoing upkeep and trimming would be another unfunded mandate.



Pink is the current approach obstruction free zones  
Yellow would add to the current OFZ on both sides with the  
Circle to Land Approaches

My recommendation would be to abandon the Circle to Land approaches to Runway 09/27 with the FAA. I have discussed this issue with the Airport Advisory Board and they passed a motion to support the abandonment of these circle to land approaches. The approach is not a good approach as the cloud clearance must be at least 600' compared to the GPS 04 approach that goes down to 400'. We feel over 90% of instrument pilots would still use Runway 04 because of the lack of circling in poor weather conditions which is dangerous that low to the ground. Also, Runway 04 is our longest runway and provides the greatest margin of error for landing long.

**RESOLUTION 2023-033**

**A RESOLUTION OF THE CLARE CITY COMMISSION APPROVING THE ABANDONMENT OF THE CIRCLE TO LAND APPROACHES FOR RUNWAY 9/27 AT THE CLARE MUNICIPAL AIRPORT.**

**WHEREAS**, the City of Clare was notified by MDOT Aeronautics of a new requirement for a widened circle to land approaches for runway 9/27; and

**WHEREAS**, the widening of the approaches would require extensive tree clearing in areas that the city does not currently own or have avigation easements in place on; and

**WHEREAS**, abandoning the circle to land approach for runway 9/27 would not have any detrimental effect on the airport due to other more highly used approaches being preferred by pilots; and

**WHEREAS**, it is therefore the recommendation of the Airport Manager and the Airport Advisory Board to abandon the circle to land approaches for runway 9/27.

**NOW THEREFORE BE IT RESOLVED THAT**, the Clare City Commission hereby approves the abandonment of the circle to land approaches for runway 9/27.

**ALL RESOLUTIONS AND PARTS OF RESOLUTIONS INSOFAR AS THEY CONFLICT WITH THE PROVISIONS OF THIS RESOLUTION BE AND THE SAME ARE HEREBY RESCINDED.**

**The Resolution was introduced by Commissioner \_\_\_\_\_ and supported by Commissioner \_\_\_\_\_. The Resolution declared adopted by the following roll call vote:**

**YEAS:**

**NAYS:**

**ABSENT:**

Resolution approved for adoption on this 15<sup>th</sup> day of May, 2023.

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Diane Lyon, City Clerk