CHAPTER 1

EXISTING CONDITIONS
CHAPTER 1 – EXISTING CONDITIONS

1.1 INTRODUCTION

The Oscoda-Wurtsmith Airport Authority initiated an Airport Master Plan Update to assess the future service level and facility needs of the Oscoda-Wurtsmith Airport in Oscoda, Michigan. Overall, this Study provides direction regarding the Airport’s 20-year development plan, as envisioned by the Airport Authority. The study is also evidence of the importance of aviation as part of the region’s community and transportation planning process.

1.1.1 Study Purpose and Background

Since closure and initial conversion from an Air Force Base in 1993, the Oscoda-Wurtsmith Airport has not completed an Airport Master Plan study. Since then, there have been various planning and design projects implemented in response to business growth at the Airport, the adoption of regulatory ordinances, on-going environmental coordination, and transaction of property interests and covenant rights. These components have not necessarily been assessed in a unified airport planning study, or served in guiding the Airport Authority in transitioning from a massive military installation to civilian revenue-producing uses.

Since 1994, the following planning studies have been undertaken for the Airport, in which the findings and recommendations contained in these studies are now outdated with respect to current Airport events, industry-wide trends and community patterns. However, as applicable, these studies are referenced for supporting documentation and justification of activity trends, facility needs and capital improvements.

- Environmental Impact Statement (1994)

1.1.2 Study Approach

The Airport Master Plan is comprehensive in evaluating the needs of the airfield, terminal area/landside and ground access components over a 20-year planning period. The overarching purpose of the Airport Master Plan is to document the orderly development of Airport facility, service and equipment needs.

The following are major components of the Airport Master Plan study:

- Chapter 1: Existing Conditions
- Chapter 2: Aviation Forecasts
- Chapter 3: Facility Requirements
- Chapter 4: Alternatives Development and Evaluation
- Chapter 5: Airport Layout Plans (ALP)
- Chapter 6: Facilities Implementation Plan
- Chapter 7: Financial Feasibility
The Airport Master Plan is primarily a ‘facilities plan’, and is used to identify the optimum layout and the sequence of projects necessary to adequately maintain, expand and upgrade Airport facilities in the future. These projects are scheduled into a 20-year development program, in which cost estimates and potential funding sources are phased to coincide with Airport Sponsor’s budget capabilities, and in accordance with Federal Aviation Administration (FAA) and Michigan Department of Transportation, Office of Aeronautics (MDOT) capital improvement and funding programs. The project development plan must be substantiated, and generally depicted on the Airport Layout Plan (ALP) drawings prepared as part of this study.

The study is principally used to quantify future Airport facility needs, and to resolve key planning issues. Through discussion with the Airport and MDOT, the following key planning issues were identified:

- Consolidate Mapping of ALP and Record Drawings
- Prepare/Update Exhibit ‘A’ Property Map
- Develop Electronic Tenant Lease Overlay
- Maintenance, Repair and Overhaul (MRO) Opportunities and Site Development Options
- Assess Proposed Crosswind Runway – Need, Justification, Site Factors
- Critical/Design Aircraft Justification
- Pavement Rehabilitation & Phasing
- Taxiway Separation & Intersection Configuration
- Designated Aircraft Run-up Area
- Airfield Fencing & Security
- Airport Entrance Road Access & Suitability
- Airport Financial Plan
- Public Participation and Improve Community Awareness of Airport

A major focus of the Airport Master Plan is to consolidate electronic sources of data and mapping previously generated for the Airport, and resulting from the transfer of Air Force property interests. As such, this study focuses on providing a more composite ALP mapping system essential in more effectively complying with FAA/MDOT grant assurances and facilitating Airport revenue-generating interests.

1.2 AIRPORT STRATEGIC VISIONING

The purpose of the strategic vision is to articulate the Airport’s goals and objectives as part of the Airport Master Plan process. The strategic vision establishes the broad-reaching principles and technical requirements intended to guide the Airport’s desired mission statement and core operational and business-related values.

As part of the study, a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis was conducted with the study committees to determine the appropriate strategic vision for the Airport, and specific goals and objectives for the Airport Master Plan. The SWOT analysis produced the following goal statements:
• Revitalize outdated facilities at the Airport.

• Provide opportunities to existing and potential aircraft maintenance operators to locate new facilities at the Airport.

• Develop aviation facilities to accommodate future demand without being significantly constrained by its environs.

• Promote opportunities to locate compatible small manufacturing and service firms at and around the Airport.

• Develop and enforce procedures and policies to protect surrounding residential areas from Airport noise.

• Promote and market the Airport’s business and storage opportunities through advertising. Require new business to follow compatible land use standards.

• Provide ways to showcase the Airport to the general public.

• Promote the area surrounding the airfield as an industrial park with airfield access.

• Promote the Airport for use as a corporate general aviation activity hub, and possible commercial service.

Through incorporating these goals, the following mission statement was developed for the Airport:

“Promote the unique facilities of the Oscoda-Wurtsmith Airport through maintaining and upgrading safe and convenient self-sustaining developments that support commercial growth opportunities, while fostering community-valued natural resources.”

1.3 AIRPORT SETTING

The Airport is situated in northeast Iosco County, which is located in Michigan’s Northeast Lower Peninsula along the shores of Lake Huron, and 155 miles north of Detroit. The Airport is three miles northwest of the unincorporated communities of Oscoda (Oscoda Township) and AuSable (AuSable Township), with a combined population of 8,500 residents. Iosco County contains the eleven townships of Alabaster, AuSable, Baldwin, Burleigh, Grant, Oscoda, Plainfield, Reno, Sherman, Tawas and Wilber, along with the cities of East Tawas and Tawas City. The majority of the Iosco County population, about 30,000 residents, lives close to the Lake Huron shoreline, within 15 miles of the Airport.

Exhibit 1-1 depicts the Airport location and surrounding vicinity. The Airport occupies approximately 2,500 acres of the former Wurtsmith Air Force Base. Since the base conversion, the former Air Force facilities have been transitioned into civilian use, including the transfer of properties and conversion of buildings for public and private purposes.
1.3.1 Community Overview

The area economy is primarily driven by tourism, followed by agriculture, manufacturing, retail, service industry, governmental, and educational sectors. In addition to offering aviation services and supporting aeronautical interests, the Airport is a significant regional economic enterprise, as evidence of the number and diversity of businesses, employment, and spending impacts. Although most companies are locally-based, some businesses are headquartered beyond Michigan, and even internationally. As such, the Airport tenants are vital to the financial success of the Airport in generating revenues to support the infrastructure, facility, equipment and service needs.

Exhibit 1-1
AIRPORT VICINITY / LOCATION MAP

1.3.2 Airport History

The Oscoda-Wurtsmith Airport history begins in 1923 when the Army constructed a military field named Camp Skeel on a 40-acre airstrip with a single turf runway for use as an aerial gunnery range and aircraft testing site up to World War II. During World War II, the airfield name was changed to the Oscoda Army Air Field, and principally used as a sub-base to Selfridge Army Air Force in Detroit for pursuit squadrons, fighters and training operations, and was a popular stopover by other transient fighters. During this period, a paved east-west runway was constructed (now Taxiway ‘D’), and other base support facilities emerged at the location of the present-day terminal/administration building.
In 1944, the Oscoda base was designated as independent, and then closed in 1945. However, with the advent of jet aircraft, the base was reactivated in 1947 and came under the control of the Continental Air Command. During the early 1950’s, the airfield was expanded and reconfigured to accommodate the Fighter-Interceptor Squadron and Air Defense Command. This involved construction of two new intersecting paved runways, Runway 6-24 at 8,325’ x 150’ along closed Taxiway ‘K’ and Runway 15-33 at 5,500’ x 150’ along closed Taxiway ‘J’, and a system of connecting taxiways supporting the main apron. In 1953 the base name was changed to the Wurtsmith Air Force Base, operated under the U.S. Air Force.

During 1960-61, the Strategic Air Command (SAC) arrived at Oscoda with the 379th Bombardment Wing which operated the Boeing B-52 Stratofortress bomber squadron and the KC-135A air refueling squadron in a state of combat readiness. During this period, the base was dramatically expanded to include the new re-alignment of Runway 6-24 to 11,800’ x 300’ which resulted in closure/conversion of previous runways, the construction of the northside SAC Alert Apron, the SAC Operations Apron (also known as the losco Apron), along with new housing south of Perimeter Road, and other mission support and quality of life facilities.

During the 1970’s, the base was further outfitted to accept attack missiles housed at the SAC garrison site west of the SAC Alert Apron, along with new aircraft assignments and conversions. The U.S. Air Force continued to use the Oscoda base as a Strategic Air Command until it closed in 1993, as a result of the recommendations of Defense Base Closure and Realignment Commission. Throughout the base’s history, the notable military units at Oscoda included:

**Pre-World War II**
- 100th Pursuit Squadron (Black Panthers)
- 134th Army Air Force Base Unit (various fighter aircraft)

**Post-World War II**
- 27th Pursuit Squadron (P-80 aircraft)
- 2476th Base Services Squadron
- 527th Air Defense Group – Later re-designated the 412th Fighter Group
- 63rd Fighter-Interceptor Squadron (FIS) - Later re-designated the 445th FIS
- 379th Bombardment Wing
  - 524th Bombardment Squadron (Heavy) B-52 Stratofortress
  - 920th Air Refueling Squadron (KC-135A)

After base closure, the local communities recognized the infrastructure and land use potential in supporting public and private functions. During the mid-1990’s, the base was transferred from the U.S. Government to the Airport Authority and Township, and various improvements were undertaken to convert the infrastructure to support both aeronautical and non-aeronautical purposes. Another advantage of base conversion involved the residual pool of skilled aircraft workers available for civilian employment. As evidence of the Airport’s business potential, a lease agreement was formed with an aircraft repair station company which became well established, and evolved into subsequent leases with other aeronautical industries in complementary lines-of-business. During the same period, a fixed base operator (FBO) began service to general aviation aircraft, and other non-aviation businesses were attracted to the Airport, eventually locating both on the south and north side of the Airport.
1.3.3 Airport Administration

In 1993-1994, the Wurtsmith Air Force Base closed and the Airport was operated by the Wurtsmith Base Conversion Authority, which was created by the Michigan Legislature to manage the base conversion to civilian use. In 1994 the Oscoda Wurtsmith Airport Authority was created, through an inter-local government agreement between Oscoda Township, AuSable Township, Greenbush Township, Iosco County and Alcona County. The Airport Authority was incorporated in accordance with Michigan Public Act 206 of 1957. On October 1, 1994, the Air Force Base Conversion Agency (AFBCA) issued an interim lease to the Oscoda-Wurtsmith Airport Authority. During December 1994, the Airport Authority received its Public Benefit Transfer from the Air Force Base Conversion Agency (AFBCA), and with concurrence of the FAA, executed a 30-year lease. The Airport Authority continues to receive incremental conveyance of properties from Air Force Base Conversion Agency (AFBCA).

1.3.4 Airport Role in National Plan of Integrated Airport Systems

The Oscoda-Wurtsmith Airport is a public-use facility classified by the Federal Aviation Administration (FAA) National Plan of Integrated Airport Systems (NPIAS) as a ‘General Aviation Airport’ facility. Per approval of the 2009 Oscoda Airport Layout Plan (ALP), the FAA and MDOT-Bureau of Aeronautics currently recognize the Oscoda-Wurtsmith Airport as an Airport Reference Code (ARC) D-V facility. Per the Michigan Airport System Plan (MASP), the Airport is classified as a ‘Tier I’ Airport by MDOT.

1.3.5 Summary of Activity Levels

As of 2009, the Airport reported 18 based fixed-wing airplanes, including 15 single-engine piston, 2 twin-engine piston, and 1 jet. The Airport experiences about 9,000 aircraft operations (takeoffs and landings) per year. Nearly 92 percent of the operations are conducted by small single and twin-piston engine general aviation aircraft, and 8 percent by turboprop and jet (turbine) traffic. Of the turbine traffic, the Kalitta maintenance generates between 400 to 500 large transport aircraft (Boeing 747) operations per year, or 5.5 percent of the Airport’s overall traffic.

1.4 AIRFIELD FACILITIES

The Airport property totals about 2,500 acres in fee-simple ownership, including the airfield, terminal and landside areas. Exhibit 1-2 is an aerial photo of the Airport vicinity identifying the airfield and terminal area facilities. Table 1-1 lists the major Airport facilities by runway end, terminal area facilities and aviation support services.

1.4.1 Runway

The Airport has a single Runway 6/24 which is 11,800’ x 200’, oriented in a northeast-southwest alignment. This lighted precision instrument runway is constructed of grooved asphalt and has a gross weight bearing strength of 550,000 pounds for aircraft with dual tandem wheel gear. The runway pavement occupies about 2.4 million square feet, or about 55 acres of paved surface.
1.4.2 Taxiways

The taxiway system, which occupies about 1.75 million square feet, includes a series of maneuvering routes between the airfield and terminal area. Runway 6/24 is served by a lighted 75-foot wide full-length parallel Taxiway ‘A’ with 50’ paved shoulders, separated 1,050’ from the Runway 6/24 centerline. The lighted full-length parallel taxiway is required for a precision instrument runway. Taxiways ‘D’ and ‘E’ are connectors linking to the General Aviation/FBO facilities and Iosco Apron. Taxiways ‘I’; ‘J’ and ‘K’ have been deactivated as aircraft movement areas, and are used for ground parking and general maneuvering for Airport vehicles.

*Exhibit 1-2
AIRFIELD EXHIBIT*

Table 1-1
EXISTING AIRPORT FACILITIES

<table>
<thead>
<tr>
<th>RUNWAY (AIRFIELD)</th>
<th>RWY 6 END</th>
<th>RWY 24 END</th>
</tr>
</thead>
<tbody>
<tr>
<td>Runway Length x Width</td>
<td>11,800' x 200'</td>
<td></td>
</tr>
<tr>
<td>Airport Reference Code (Aircraft)</td>
<td>D-V (Large Transport Aircraft - Boeing 747)</td>
<td></td>
</tr>
<tr>
<td>Strength (1,000 lbs.)</td>
<td>155 (SWG)</td>
<td>330 (DW)</td>
</tr>
<tr>
<td>Lighting</td>
<td>High Intensity Lights (HIRL) *</td>
<td></td>
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<tr>
<td>Displaced Threshold</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Runway Marking</td>
<td>Precision (PI)</td>
<td></td>
</tr>
<tr>
<td>Airfield Signage</td>
<td>Identification and Directional Signs</td>
<td></td>
</tr>
<tr>
<td>Runway Visual Aids</td>
<td>PAPI-4L</td>
<td>PAPI-4L</td>
</tr>
<tr>
<td>Instrument Procedure(s)</td>
<td>ILS</td>
<td>RNAV(GPS)</td>
</tr>
<tr>
<td>Pilot Aids</td>
<td>Airport Beacon, AWOS III, Wind Indicator</td>
<td></td>
</tr>
<tr>
<td>Airfield Perimeter Fence</td>
<td>8’ to 10’ Fence</td>
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TAXIWAY SYSTEM

<table>
<thead>
<tr>
<th>Type</th>
<th>Full-Parallel</th>
<th>Exit</th>
<th>Connectors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width</td>
<td>75’ Parallel</td>
<td>75’ Exit</td>
<td>50’ to 75’ Connectors</td>
</tr>
<tr>
<td>Strength</td>
<td>±155,000 lbs. (SWG), ±550,000 lbs. (DT)</td>
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<td></td>
</tr>
<tr>
<td>Lighting</td>
<td>Medium Intensity Lighting (MITL)</td>
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<td></td>
</tr>
<tr>
<td>Runway-to-Taxiway Separation</td>
<td>±1,035’</td>
<td></td>
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TERMINAL AREA FACILITIES

<table>
<thead>
<tr>
<th>Terminal/Administration Building</th>
<th>Bldg. #14 (±9,425 SF: 65’ x 145’)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport Maintenance Building</td>
<td>Bldg. #16 (±6,000 SF: 80’ x 75’)</td>
</tr>
<tr>
<td>Airport Maintenance Building</td>
<td>Bldg. #20 (±14,250 SF: 95’ x 150’)</td>
</tr>
<tr>
<td>Airport Equipment Storage Building</td>
<td>Bldg. #140 (±28,800 SF: 120’ x 240’)</td>
</tr>
<tr>
<td>Public T-Hangars (Units)</td>
<td>1 T-Hangar (1 Unit - 10 Bays)</td>
</tr>
<tr>
<td>Public Conventional Hangars (Units)</td>
<td>Multiple Hangars (Multiple Bays)</td>
</tr>
<tr>
<td>General Aviation Terminal Apron</td>
<td>± 216,000 SF (300’ x 720’)</td>
</tr>
<tr>
<td>Iosco Apron (Parking Area)</td>
<td>± 1,733,000 SF (2,250’ x 770’)</td>
</tr>
<tr>
<td>North Alert Apron (Deactivated)</td>
<td>± 760,000 SF</td>
</tr>
<tr>
<td>Public Aircraft Tie-Downs</td>
<td>12 Marked Spaces (GA Apron)</td>
</tr>
<tr>
<td>Public Terminal Auto Parking (Paved)</td>
<td>±32 Spaces</td>
</tr>
<tr>
<td>Public MRO Auto Parking (Paved)</td>
<td>±257,000 SF</td>
</tr>
</tbody>
</table>

TERMINAL AIRPORT SERVICES

<table>
<thead>
<tr>
<th>FBO / SASO</th>
<th>Limited FBO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft Maintenance</td>
<td>Major (Airframe &amp; Powerplant)</td>
</tr>
<tr>
<td>Aircraft Fuel</td>
<td>100LL (Self-Serve)</td>
</tr>
<tr>
<td>100LL Storage</td>
<td>1 Tank (15,000 Gallons)</td>
</tr>
<tr>
<td>Jet A Storage</td>
<td>1 Tank (20,000 Gallons)</td>
</tr>
<tr>
<td>Defuel Tank Storage</td>
<td>3 Tanks (10,000 Gallons)</td>
</tr>
</tbody>
</table>

Note: See Appendix for Abbreviations | * CTAF Pilot Activated.
Source: FAA Airport Facility Directory | FAA 5010 Form
1.5 TERMINAL AREA FACILITIES

The core terminal area facilities, located east of the Runway 24 end, includes the terminal/administration building (building #14), airport maintenance/support buildings (buildings #16, #20 and #140), the fixed base operator (FBO) hangar/office (portion of building #60), a variety of hangars for general aviation aircraft storage, and the air museum.

1.5.1 Terminal Buildings and Hangars

The single-story concrete block terminal building is approximately 9,400 square feet, and is used to process general aviation pilots and house the airport administrative functions. The terminal building is in fair condition. The Airport Authority utilizes other buildings for storing machinery, vehicles and other maintenance equipment.

The Airport contains a variety of hangars, mostly operated under ground or building lease, used for individual and commercial aircraft storage purposes. The hangars serve a variety of purposes, and range from excellent to fair condition. Hangars #7 and 8 are both outfitted with a foam and water fire suppression system.

1.5.2 Aircraft Parking Aprons

The terminal area includes two separate aprons used for aircraft parking:

   General Aviation Terminal Apron: This public-use apron, which principally supports general aviation traffic, is located adjacent to the airport terminal/administrative building as accessed from Taxiway ‘D’. The apron is approximately 216,000 square feet (720’ x 300’), reconstructed at about one-third of the original Air Force apron area, and includes about 10 to 14 general aviation aircraft tie-downs.

   Iosco Apron: This apron, accessed from Taxiway ‘A’, is approximately 1.7 million square feet (2,250’ x 770’) and used primarily for large aircraft maintenance. Hangar #8 is the only aircraft hangar fronting the Iosco Apron, with the remaining hangars accessed by Taxi-lane ‘E’. The Iosco Apron is typically segregated into functional parking areas, including aircraft awaiting maintenance, a staging area for aircraft demolition, and an engine run-up area which is normally conducted on the northwest portion of the apron. A portion of the Iosco Apron was rehabilitated in 2010.

1.6 PAVEMENT CONDITION

Exhibit 1-3 illustrates the runway, taxiway and apron pavement conditions resulting from a Pavement Condition Index (PCI) performed in 2010. The PCI is a visual pavement analysis of surface distresses, and assigns a pavement rating between 0 and 100 points (0 representing failed to 100 for newer pavements in pristine condition), and is further indexed by color-code in order to correspond with the types of pavement repairs anticipated:

   - Green: 75 to 100 points - Preventative Maintenance
   - Yellow/Orange: 40 to 75 points - Rehabilitation
   - Red: 0 to 40 points – Major Rehabilitation / Reconstruction
**Airfield Pavements:** According to the 2010 PCI inspection, Runway 6-24 and the associated parallel taxiway system (shoulders excluded) which were originally constructed with Portland Concrete Cement (PCC) and asphalt overlaid, are rated in ‘fair’ condition (color-coded light green). Although not assessed as part of the PCI effort, the runway and taxiway shoulders are experiencing moderate to severe deterioration, as noted on prior MDOT Airfield Inspections.

**Terminal Apron Pavements:** The concrete losco Apron is rated in ‘good’ to ‘fair’ condition (shoulders excluded), and reflective of the 2010 phased apron rehabilitation improvements, in which the center apron section (yellow) requires rehabilitation in the near-term. Also, the losco Apron taxilanes are in ‘fair’ to ‘failed’ condition, and in need of near-term rehabilitation/reconstruction. The Main Apron and the FBO ramp, which were originally constructed with Portland Concrete Cement (PCC) and asphalt overlaid, are generally rated in good condition (shoulders excluded). The majority of the former northside Air Force North Alert Apron is rated in ‘failed’ condition (red).

*Exhibit 1-3*

**AIRFIELD PAVEMENT CONDITION INDEX (PCI)**

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<table>
<thead>
<tr>
<th>PAVEMENT CONDITION INDEX</th>
<th>PCI</th>
</tr>
</thead>
<tbody>
<tr>
<td>REPAIR</td>
<td></td>
</tr>
<tr>
<td>PREVENTIVE MAINTENANCE</td>
<td>100</td>
</tr>
<tr>
<td>MAJOR REHABILITATION</td>
<td>85</td>
</tr>
<tr>
<td>RECONSTRUCTION</td>
<td>70</td>
</tr>
</tbody>
</table>

Source: MDOT PCI Study (2010)
1.7 NAVIGATIONAL AIDS

Navigational aid facilities are located at or near the Airport, providing point-to-point reference throughout the national airspace system by means of ground-based and satellite instrumentation. The following describes terminal area NAVAIDs serving the Airport:

- Instrument Landing System (Glideslope, Localizer, MALS R) – Runway 24 Approach
- High Altitude VOR-DME Station – Runway 6 Approach
- Global Positioning System (GPS/RNAV) – Runway 6 and 24 Approach

1.7.1 Airspace

Exhibit 1-4 illustrates the airspace architecture associated with Oscoda-Wurtsmith Airport, which consists of Class E airspace down to 1,200 feet. Also illustrated is the overlapping Pike West Military Operations Area (MOA) controlled by FAA Center, and used for military training and maneuvers. The Airport utilizes a standard left-hand visual traffic pattern for Runway 6-24, and there are no noise abatement procedures or established noise patterns published for the Airport. See appendix for airspace classification and instrument approach procedures.

Exhibit 1-4
SURROUNDING AIRSPACE & NAVIGATION

1.7.2 Surrounding Airports

Surrounding airports include public and private airfields primarily serving general aviation and also commercial and military users. There are two airports in the regional area with paved runways. The Iosco County Airport (6D9) is a single 4,800’ paved runway with about 20 based aircraft operated by Iosco County located 14 miles south in Baldwin Township. The Alpena County Regional Airport (APN) is a non-primary commercial service facility with dual runways located about 50 miles north of Oscoda. In addition, there are other public and private use airfields with non-paved runway, all serving basic general aviation services.

1.8 LANDSIDE/TENANT FACILITIES

The landside facilities are comprised of a building and roadway network south and north of the Runway 24 end, once occupied by the Air Force base for a variety of aviation and support functions. In general, facilities located on the northside area are typically located on Airport property while facilities located on the southside areas are either within Airport property or Oscoda Township. Within this industrial and business park area, there is a mix of businesses and land uses, ranging from aircraft maintenance and fabrication companies to health care facilities. Some of these businesses have an aviation-related purpose, while others are not vested in aviation nor dependent upon access to the airfield. This section describes the landside/tenant areas as follows:

- On-Airport Tenants (Aviation Related / Airfield Access)
- On-Airport Tenants (Non-Aviation Related / No Airfield Access)

Exhibit 1-5 depicts the property boundary separating the Airport and Township. Business and industrial properties occupying the former Air Force Base facilities south of the terminal area are either within the jurisdiction of the Airport Authority or the Township. Jurisdictional boundaries were defined during the Air Force Property release to the Airport Authority and Oscoda Charter Township. Facilities located within the jurisdiction of the Airport Authority are within the Airport’s property boundary limits, and are subject to governance by the Airport Authority. The landside facilities were divided and transferred from the Air Force to the Airport Authority and Township, in which the Township property parcels are surveyed and platted.

1.8.1 Airport Tenant Leasehold Overlay

Exhibit 1-6 depicts the GIS business overlay mapping and database translation conducted for the on-Airport leased areas. This mapping consolidated the tenant leasehold areas and profile information into a single electronic file system for simple identification and cataloging. This information delineates the location, non-surveyed boundary, land use and ownership status of the leaseholders within the Airport Authority property boundary.

This overlay mapping is linked to the Airport Layout Plan (ALP) drawing files to show connectivity of areas with the Airport property boundaries, land uses and zoning districts. The overlay is generated in electronic format(s) so that the Airport can succinctly evaluate existing leasehold conditions, assure leasehold compliance with existing Airport Zoning Ordinance, assess the infrastructure ability to accommodate various target industries/markets, generate exhibits for occupied and unoccupied leaseholds, and respond to new leasehold prospects.
Exhibit 1-5
AIRPORT PROPERTY BOUNDARY
(SOUTHSIDE BUSINESS AREA)
Exhibit 1-6
ON-AIRPORT BUSINESS LEASE OVERLAY AREAS

North Side On-Airport Tenant Leaseholds


South Side On-Airport Tenant Leaseholds

1.8.2 Airport Tenants – Aviation Related

Exhibit 1-7 depicts the location of the major aviation-related tenant areas located throughout the Airport’s terminal and landside areas. There are 14 aviation-related tenants located on Airport property, most with leased facilities within the southside terminal area, concentrated around the Iosco Apron and Fixed Base Operator area. Airfield access is readily accessible from these leased areas, while the other aviation-related tenants do not require direct airfield access.

1.8.3 General Aviation / Fixed Base Operator (FBO)

The general aviation facilities are located in close proximity to the Terminal Area and/or FBO ramp accessed by Taxiway ‘D’, and consist of:

- Terminal building (pilot support services)
- Fixed Base Operator (FBO) – office, aircraft hangar storage, aircraft maintenance
- Aircraft T-hangar storage unit
- Apron/ramp space for aircraft parking/tie-down
- Aircraft fuel storage and dispensing
The Airport is served by a single Fixed Base Operator, which is a private enterprise that leases facilities from the Airport Authority in order to provide general aviation services to based and transient aircraft, including: flightline fueling/defueling, aircraft parts, minor maintenance, aircraft tie down and/or hangar storage. Flight instruction/training, aircraft rental and on-demand charter is arranged through special aviation operators located at other surrounding Airports.

1.8.4 Tenants (Airfield Access)

The following are FAA certified aviation tenants specializing in aviation maintenance and repair, which includes the following companies:

- Kalitta Air (Kalitta Maintenance) - major aircraft overhaul and repair facilities.
- TIMCO Aviation Services – aircraft engine repair and testing.
- Phoenix Composite Solutions — aircraft composite and metal fabrication.

Kalitta Air is a FAR 121 Air Carrier specializing in worldwide scheduled and chartered freight transport. The company, which began service at Oscoda in 2000, operates a Part 145 Class IV Aircraft Repair Station (Kalitta Maintenance) that supports the following aircraft maintenance, repair and overhaul (MRO) services at the Airport:

- Engine Powerplant Repair and Overhaul / Engine Test Cell Facility
- Auxiliary Power Unit (APU) Shop
- Aircraft Seat Shop
- Specialized Service / Parts Service
- Inspections / Non-Destructive Testing

At present, Kalitta Air operates a fleet of 20 to 24 Boeing 747 cargo/freight aircraft, including the Boeing 747-200F and 400F/400EFR models. Of these aircraft, only one is stored at Oscoda, which is used for engine run-up purposes. The fully-integrated Kalitta maintenance facility at Oscoda annually performs about 150 to 175 major aircraft flight checks on the Kalitta aircraft fleet. The Kalitta operations at Oscoda are strictly maintenance related, and do not involve commercial cargo/freight carriage. In addition, approximately 20 percent of Kalitta’s MRO activity at Oscoda involves contracted-out airframe overhauls and engine work performed on transport aircraft operated by other carriers. This accounts for about 70 flight checks annually, in which nearly 90 percent are Boeing 747 aircraft, but also includes the Boeing 727, Boeing 767, DC-9 and DC-10.

Overall, the Kalitta MRO accounts directly or indirectly for nearly all transport aircraft operations at Oscoda, with most by Boeing 747 series. As summarized below, the Kalitta MRO activities at Oscoda account for over 400 Boeing 747 operations per year.

- Kalitta MRO (80%): 150 to 175 flight checks per year = 350 Boeing 747 operations
- Kalitta Contract (20%): 70 flight checks per year = 50 Boeing 747 operations
Kalitta has indicated that its fleet would continue to be comprised mostly of the 747-200F and 400F models, with a greater transition to the B-747-400 series, but not likely the B-747-8F (Freighter). Overall, these B-747 operations are expected to increase at Oscoda in the near term, as Kalitta anticipates acquiring additional B-747 aircraft from the used market, expands domestic and international contract carrier MRO outsourcing, and pursues the possibility of additional civilian and/or military MRO contracts involving other widebody transports. Exhibit 1-8 is an aerial photo of the losco Apron, showing aircraft parking for the Kalitta MRO hangar and building facilities.

Exhibit 1-8
IOSCO APRON

losco Apron looking eastward showing parking of transport aircraft awaiting aircraft airframe and engine maintenance, and other modifications.

TIMCO Aviation Services, Inc. is the largest independent commercial jet maintenance service provider in North America, supporting airlines and leased aircraft operators globally. The Oscoda facility serves as a full-service FAA certified Engine Center repair station, including an engine test cell located in a dedicated structure adjacent to the main production building. The Engine Center provides engine disassembly, inspection, repair, parts overhaul and reassembly services. The TIMCO leased facility has airfield access, with occasional aircraft flights at Oscoda used to support part supplies, and service calls to perform engine on-wing support and recovery services.

Phoenix Composite Solutions, LLC is an emerging company based at Oscoda providing advanced composite design, manufacturing and repair. The company is a FAA certified aircraft repair facility located on the Airport, with product lines also supporting the marine, medical, meteorological industries. Located in the buildings behind the losco Apron, Phoenix Composite has airfield access, with occasional aircraft flights at Oscoda to support business operations.
1.8.5 **Airport Business Tenants – Non Aviation Related**

Exhibit 1-9 depicts the location of the major non-aviation-related operations and tenant areas. There are approximately 32 tenants located within the on-Airport ‘northside’ and ‘southside’ areas. Most of the prime on-Airport buildings/ lots have already been leased and are occupied, with approximately 200,000 square feet of business/industrial property space available. The remaining available buildings/ lots generally require some level of maintenance, repair or improved modification prior to being occupied. Other remaining sites involve possible compatibility issues.

**Exhibit 1-9**

**NON-AVIATION TENANTS (NORTHSIDE AND SOUTHSIDE)**

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**Southside On-Airport Business Area:** There are approximately 23 private tenant businesses located within the southside on-Airport area (previously the Air Force SAC operations and cantonment area). The majority of tenants are non-aviation related business without aircraft access to the airside. The following are highlights of the southside business area:

- Area previously located within a Renaissance Zone, with business tax benefits
- Abundant infrastructure and utility capacity
- Building sites conducive to storage and truck transport
- Area is provided with railroad spur access (line currently deactivated)
- Some areas involve unspecified environmental considerations
Northside On-Airport Business Area: Business tenants are located within the northside area (previously the Air Force weapons storage area), in which this area does not permit airfield access. The following are highlights of the northside business area:

- The former Air Force enclosed and underground bunkers are leased for general storage.
- For compatibility reasons, the northside tenants tend to be involved in some aspect which is beneficial to being remote, or removed from adjacent developments.
- Lacks a regional system for supplying natural gas.
- The Alert Apron located on the northside is a former Air Force installation previously used as a staging area for bomber aircraft. The Alert Apron, with an expansive apron area and limited opportunities for conversion of the existing building, has been promoted as a site to be developed for tenant use.

1.9 AIRPORT ZONING, LAND USE & REGULATIONS

1.9.1 Airport Land Use

The area surrounding the Airport is generally undeveloped to the north and west, containing large tracts of wooded areas. Areas to the south and east contain residential and commercial land uses. No major developments or roadway systems are planned in the vicinity of the Airport. The following describes the zoning and land use influences associated with the Airport.

Oscoda-Wurtsmith Airport Authority - Oscoda-Wurtsmith Airport Zoning Ordinance (Effective May 2000, as amended through Changes 1 to 4): This ordinance provides the Airport Authority, as ordained through the Joint Airport Zoning Board, with the rights to govern the land use and airspace, as pertaining to site plan reviews, permitting, non-conforming uses, environmental resources, height use controls, hazards and other miscellaneous provisions. The ordinance comprises of five zoning plan sheets, dated March 2000, used to depict the airspace and land use zones. Exhibit 1-10 depicts the ‘Zoning Approach Plan’ (Sheet 4 of 5) and the ‘Zoning Land Use Map’ (Sheet 5 of 5). The airspace zones are consistent with MDOT Airport Approach Plan standards, per Michigan Compiled Laws 125.3203. The three Airport land use zone districts described below each carries performance standards, in addition to a list of principal, special uses, accessory uses and special requirement uses:

**Airfield District (A-I)** – Zoned to preserve this property for Airport purposes and to allow for protection of the airspace required for safe and efficient aircraft operations.

**Aviation Support District (A-2)** – Zoned to provide those airport services and facilities necessary and/or desirable for the operation of passenger and cargo air carriers, as well as commercial and private aircraft operations.

**Industrial District (I)** – Zoned to provide a source of revenue and improved economic conditions so as to contribute to the cost of operation and maintenance of the Airport. Property and facilities will be leased on a nonexclusive and non-discriminatory basis for manufacturing, assembly, storage and/or warehousing.
Exhibit 1-10
AIRPORT ZONING MAP - APPROACH PLAN


AIRPORT ZONING MAP – LAND USE MAP

Oscoda Charter Township Zoning: Oscoda Charter Township lies south of the Airport, including a non-traditional boundary line that separates the Airport boundary from the Township along the southern portion of the former Air Force Base. The zoning jurisdiction surrounding the Airport for Oscoda Charter Township Zoning Map (June 2005) is shown in Exhibit 1-11. The Township "Charter Township of Oscoda Zoning Ordinance 165" includes overlay districts used to coordinate and regulate the land uses as prescribed within the Airport Authority zoning area of influence.

- ARTICLE IV, SECTION 4.26 WURTSMITH AIRPORT AUTHORITY OVERLAY DISTRICT: A ZONING ORDINANCE WHICH ADOPTS THE AIRPORT AUTHORITY ZONING REGULATIONS AS AN OVERLAY DISTRICT.

- ARTICLE IV, SECTION 4.27 AIRPORT PROTECTION ZONES OVERLAY DISTRICT: A ZONING ORDINANCE WHICH ADOPTS AIRPORT PROTECTION ZONE RESTRICTIONS AS SHOWN ON THE ZONING DISTRICTS MAP AND REFERENCED ON THE OSCODA TOWNSHIP ZONING DISTRICTS MAP.

Exhibit 1-11
OSCODA CHARTER TOWNSHIP ZONING MAP

Source: Oscoda Charter Township

Wurtsmith Air Force Base - Comprehensive Plan (Expired): Land use planning developed a Land Use Map dated October 1988, which became obsolete with the closure of the base.
1.9.2 Airport Operating Ordinances

The Airport Authority has adopted an ordinance “Minimum Standards for Commercial Activities” used to regulate the conduct of commercial airport users and specify uniform thresholds for an operator engaged in commercial aeronautical activities.

1.10 AIRPORT ACCESS AND UTILITIES

The Airport roadway network was progressively expanded to support the Air Force Base, intended to serve various military land uses. The conversion of the base roadway network for public and private land uses is not without its challenges. This is particularly evident of the collector and arterial roadway system serving the former Air Force flightline, as roadway re-alignment improvements were being contemplated during the last years of the Air Force base. In particular, the Airport lacks an intuitive primary route to the terminal building, and modifications may be necessary to portions of the Airport perimeter roadway.

The Airport lacks a dedicated or distinguishable primary entrance road leading to the core terminal area, as central to the airport terminal/administration building. The main terminal building is a key facility for Airport users, and often represents the front door to the community. Therefore, a preferred route to the terminal area is sought to enhance ingress and egress with Highway F-41, through improved identification, visibility cues, design and other possible modifications.

1.10.1 Airport Entrance Road

Exhibit 1-13 depicts the Airport primary vehicular auto access routes. Vehicles entering the Airport to access the terminal/administration building have two principal route options from County Road F41. One route provides access to the terminal via Skeel Avenue (Node A), while a second route is provides access from Arrow Street (Node B). Traffic going to the terminal building via Node A typically utilizes the following streets in the following order: Skeel Avenue, Arrow Street, Michigan Avenue, Missile Street, East Airport Drive. Traffic going to the terminal building via the Node B typically utilize: Arrow Street to Michigan Avenue to Missile Street to East Airport Drive. Access to the terminal from Node B (Arrow Street) includes relatively few turns. However, the entry way to the terminal area does not meet typical street design standards at the intersection of Airport Drive and Missile Street. Terminal traffic from both Node A and Node B flows through Node C.

1.10.2 Vehicle Parking

The primary public auto parking at the Airport is adjacent to the airport terminal/administration building and adjacent to the MRO facilities. As referenced in Table 1-1, the terminal/administration lot is sufficiently sized to accommodate normal Airport activity. Vehicle parking at the MRO area is experiencing capacity during certain employee shifts. Secured airfield access to the losco Apron is provided along Mission Drive just north of Wind Street. Airport parking issues include:

- Secured accessibility to hangars given the MRO parking lot locations
- Expansion challenges due to security and fencing around the airfield
1.10.3 Utilities

Table 1-2 summarizes the key on-Airport utilities. Generally, the Airport utilities provide sufficient capacity to serve Airport purposes, for both aeronautical and non-aeronautical purposes. The single major Airport utility deficiency is the lack of a regional natural gas line system to support the north side of the Airport.
Climate conditions influence aircraft performance, and consequently, airport design. Temperature, precipitation, winds, visibility and cloud ceiling heights are important weather occurrences used to assess airfield and airspace geometric standards.

1.11.1 Climate Summary

The National Oceanic and Atmospheric Administration (NOAA) provides climate information about Oscoda. This section summarizes information about the typical Oscoda climate throughout the year. The Oscoda climate is characterized as semi-maritime influenced by its location to the immediate Lake Huron shore, and lacks the temperature extremes experienced just a few miles inland. Precipitation amounts are distributed evenly throughout the year. In summer, occasional heavy thunderstorms bring damaging winds. Most passing storms bring snow in the winter. Freezing rain and sleet are uncommon, as lake effect is most pronounced in early winter, before ice forms.
The average annual temperature for Oscoda is 45° Fahrenheit, with an average mean maximum temperature of 79°F occurring during July. There are approximately 10 days per year that the temperature exceeds 90°F, occurring between April and September. The average annual rainfall is 30 inches, and 82 inches of snow. The area receives rainfall events totaling more than 0.10” over a 24-hour period on average of 66 days per year, exceeding the threshold of 55 days for using FAA wet runway length computations. The sky condition is typically overcast, with an average of 12 days of fog. Annually, marginal Visual Flight Rule condition (VFR - less than 3,000’ and/or 5 miles) are experienced 28 percent of the time (99 days), with Instrument Flight Rules (IFR - less than 1,000’ and/or 3 miles) occurring 12 percent of the time (45 days).

1.11.2 Runway Wind Coverage

Wind patterns are a factor in assessing runway utilization, and for determining the runway design requirements in accordance with FAA thresholds for aircraft categories. FAA planning standards recommend that the runway system provide a minimum of 95 percent wind coverage. If a single runway cannot provide this level of coverage then an additional crosswind runway may be needed.

The runway wind coverage analysis is based on 84,710 wind observations supplied by the National Climatic Data Center for the first-order weather reporting station located at the Airport for a 10-year period between 2000 and 2009. The wind data was interfaced with the FAA’s Airport Design Microcomputer Program Version 4.2D to generate the all-weather and instrument flight rules (IFR) crosswind coverage and wind rose, as depicted on the Airport Layout Plan (ALP).

Table 1-3 lists the crosswind coverage conditions for Runway 6/24 for ‘all-weather’ and ‘instrument’ wind observation periods, expressed as a percent of coverage. Crosswind coverage, expressed as a percent of time below an acceptable velocity defined by the FAA, if the component of wind speed and relative direction acting at right angles to the runway. The desirable FAA crosswind coverage is 95 percent at 10.5 knots. The Airport Design advisory circular provides recommended crosswind components for aircraft based on Airport Reference Code (ARC) classification. The FAA states that wind coverage shall be computed based on the ARC classification, where 10.5 knots is the maximum crosswind for ARC A-I and B-I. However, the FAA has historically accepted that wider runways can better accommodate operations in high crosswind conditions.

Runway 6/24 provides 92.37 percent crosswind coverage for all-weather conditions at 10.5 knots, and 90.58 percent for instrument conditions. Individually, Runway 6/24 does not achieve 95 percent crosswind coverage at 10.5-knots but does provide greater than 95 percent coverage for the 13-knot crosswind component, and higher. Therefore, based on FAA planning standards, the Runway 6/24 crosswind coverage justifies the need for a crosswind runway for smaller aircraft to achieve a combined 95 percent wind coverage.

Exhibit 1-13 graphs the wind patterns plotted from the past 10-years of all-weather wind data observations taken at the Airport, with the strongest winds occurring as peaks indicated by the percent of observations. The predominant winds are generally from the southwest, east and northwest, generally in alignment with Runway 6/24. Nearly 15 percent of the winds at the Airport are considered ‘calm’ winds, less than 3 knots. Nearly 23 percent of the winds at the Airport are considered ‘strong’ winds, over 11-knots.
1.11.3 Environmental Overview

Table 1-4 summarizes the environmental factors by category for the environs surrounding Oscoda-Wurtsmith Airport per FAA Order 5050.4B, *The Airport Environmental Handbook*, describing known influences which could impact future Airport development. Early identification of these environmental factors may help to avoid impeding development plans in the future. Further investigation may be needed as part of subsequent environmental studies, as required to meet FAA Order 5050.4B.
### OSCODA ENVIRONMENTAL OVERVIEW

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<thead>
<tr>
<th>Category</th>
<th>Threshold</th>
<th>In Airport Environment</th>
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</thead>
<tbody>
<tr>
<td>Air Quality</td>
<td>According to the Michigan Department of Natural Resources and Environment all areas within Iosco County are in attainment for all NAAQS criteria pollutants.</td>
<td>No</td>
</tr>
<tr>
<td>Coastal Resources</td>
<td>Michigan's coastal zone boundary generally extends a minimum of 1,000 feet inland. Oscoda-Wurtsmith Airport property is 5,400 feet away from the shore of Lake Huron at the closest point. The Airport runway centerline is 13,000 feet away from the closest point.</td>
<td>No</td>
</tr>
<tr>
<td>Compatible Land Use</td>
<td>Oscoda Township is located in northeast Michigan's Iosco County on the shores of Lake Huron and along the banks of the Au Sable River. It is one of eleven townships in the County. It is bordered by Alcona County to the north, Plainfield Township to the west and southwest, and by Wilber and Au Sable Township to the south; Lake Huron forms its eastern border. With a land area of 121.8 square miles, Oscoda Township covers more than 22% of the County's total land area. An Ordinance establishing airport zoning regulations, including the height of structures, buildings and antenna and objects of natural growth, and otherwise regulating the use of property on and in the vicinity of the Oscoda-Wurtsmith Airport has been established pursuant to the authority conferred by the provisions of Act No. 23 of the Public Acts of the state of Michigan for the year 1950 (extra revision) and as amended by Act No. 158 of the Public Acts of the state of Michigan for the year 1976. Property identified on the Zoning Districts Map as the Wurtsmith Airport Authority District is regulated by the Oscoda-Wurtsmith Airport Authority. All development proposed for property within the Wurtsmith Airport Authority District shall be forwarded to the attention of the airport manager for processing and review. The Airport has enacted restrictive covenants, and a Legally Enforceable Agreement (LEA) which not only restricts the use of groundwater from the Airport, but also restricts subsequent uses of the site to industrial activities only.</td>
<td>Yes</td>
</tr>
<tr>
<td>Construction Impacts</td>
<td>All construction related to future airport development projects will comply with guidelines set forth in FAA AC 150/5370-10, Standards for Specifying the Construction of Airports. This category is inevitable with any new development; however, all construction will adhere with applicable regulations and guidelines and typically, there are no significant adverse impacts.</td>
<td>Yes</td>
</tr>
<tr>
<td>Section 303(c) Land (formerly section 4(f))</td>
<td>Section 4(f) lands include historic sites and parks, recreation areas, and wildlife and waterfowl refuges. None of these types of lands are within the boundaries of the Airport. The Huron National Forest (federal) is the closest park, adjacent to the south, and east of the Airport. Old Orchard Park is the nearest park which is located 3 miles to the west southwest. Any impacts to Section 4(f) lands that would result from the implementation of the master plan projects will be analyzed in the subsequent environmental documentation.</td>
<td>No</td>
</tr>
<tr>
<td>Farmlands</td>
<td>A preliminary review of 5,415 acres of land in the vicinity of the Airport suitable for expansion (including Airport property) shows that of these land soils of local importance (Cubilake Sand 0-6% slope) only represents 122 acres or .02% of survey land. No</td>
<td>No</td>
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<tr>
<td>Category</td>
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<tr>
<td>Existing Conditions</td>
<td>Prime or unique soils were identified during the farmland soil survey. Prime and unique farmlands are located approximately 1 mile from the runway, but because this land is immediately adjacent to the Au Sable River it is not suitable for future development, and was not included in the soil survey.</td>
<td>Yes</td>
</tr>
<tr>
<td>Fish, Wildlife, and Plants</td>
<td>The U.S. Fish &amp; Wildlife Service identified 4 endangered or threatened species in Iosco County. Of the 4 species, 2 are endangered and one is threatened, and one species is a candidate for listing as an endangered species. These species include Piping Plover (Endangered; Critical Habitat Designated within County), Kirtland’s warbler (Endangered), Eastern massasauga rattlesnake a candidate species, and Pitcher’s thistle (Threatened).</td>
<td>Yes</td>
</tr>
<tr>
<td>Floodplains</td>
<td>The only FEMA maps available are historical maps from 1974. The runway is located less than 3 miles from Lake Huron 0.75 miles from Van Etten Lake, and approximately 1 mile from the Au Sable River. The FEMA has not updated their 1974 FIRM maps which do not indicate the presence of the 100- year floodplain on Airport property. For this determination the presence of hydric soils on the southern end of the runway, and southeast of the former base housing indicate likelihood for occasional flooding conditions on land immediately adjacent to airport property.</td>
<td>No</td>
</tr>
<tr>
<td>Historical, Architectural, Archeological, and Cultural Resources</td>
<td>Examination of the National Register for Historic Places revealed the nearest listed historic structure is the Cooke Hydroelectric Dam; located approximately 7.5 miles from the Airport.</td>
<td>No</td>
</tr>
<tr>
<td>Light Emissions and Visual Impacts</td>
<td>Normally improvements or relocations to lighting systems used at the Airport will not have a negative impact on people or property located in the vicinity of the Airport. The nearest residential properties to the Airport are located approximately 0.7, and 0.8 miles from the end of Runway 06/24. Subsequent environmental documentation will provide an analysis of light emissions and visual impacts that would occur as a result of the implementation of any master plan projects.</td>
<td>Yes</td>
</tr>
<tr>
<td>Natural Resources and Energy Supply</td>
<td>Consumers Energy delivers electrical services to Iosco County. It is recommended that coordination take place prior to the construction of new facilities requiring these services.</td>
<td>Yes</td>
</tr>
<tr>
<td>Noise</td>
<td>A significant noise impact would occur if noise sensitive areas were to experience an increase in the day/night noise level (DNL) of 1.5 decibels or, an increase in noise contour area of 17% compared to the no action alternative for the same timeframe. Subsequent environmental documentation will provide an analysis of noise impacts that would occur as a result of the implementation of any master plan projects.</td>
<td>Yes</td>
</tr>
<tr>
<td>Secondary (Induced)</td>
<td>Typically, impacts are not considered significant unless there are also significant impacts in other categories, especially noise, land use, or direct socioeconomic impacts. Subsequent environmental documentation will provide an analysis of noise impacts that would occur as a result of the implementation of any master plan projects.</td>
<td>Yes</td>
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### Existing Conditions

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<tr>
<th>Category</th>
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<tr>
<td>Socioeconomic, Environmental Justice, and Children’s Environmental Health and Safety Risks</td>
<td>If proposed improvements require relocation or community disruptions, further analysis is required. Documented contamination at the Airport from past practices by the U.S. Air Force pose a risk to the public and to the developmental health, and safety of children</td>
<td>Yes</td>
</tr>
<tr>
<td>Water Quality</td>
<td>The Airport has contaminated soil and groundwater. There is a restrictive covenant and LEAs that prevent the use of groundwater by the users of facilities and tenants at the Airport.</td>
<td>Yes</td>
</tr>
<tr>
<td>Hazardous Materials, Pollution Prevention, and Solid Waste</td>
<td>A complete analysis of hazardous materials, substances, and waste has been completed as part of a formal environmental analysis. The Airport is a formerly used defense site (FUDS) US Department of Defense Superfund Site is located on Airport property (EPA ID: MI5570024278). In 1987 the USGS sampled monitoring wells downgradient of the onsite landfill and identified trichloroethylene (TCE), 1,1-dichloroethane, 1,1,1-trichloroethane, vinyl chloride, and tetrachloroethylene in the groundwater. The EPA claims the “current human exposure at this site [is] under control”. Early action was initiated, and completed on June 1, 1988. The site contamination is characterized by the presence of Volatile Organic Compounds (VOCs), Polycyclic Aromatic Hydrocarbons (PAHs), and metal contamination. The last base-wide five year review at this site was done in September 24, 2004. Concentrations of Lead (Pb) and tetrachloroethylene are above Michigan Department of Environmental Quality (MDEQ) criteria levels in groundwater. According to the 2004 Five-Year Review Report completed by the US Air Force a Remedial Action Objective (RAO) has not yet been selected. Currently a system of monitoring wells is in place to monitor contamination. The EPA has also cited that there is insufficient data on the Wurtsmith site to determine the migration control status of polluted groundwater. Groundwater contamination was likely caused by the presence and use of landfills utilized from 1960-1979. During this time the Air Force disposed of domestic and industrial wastes including solvents, metals, and paints. The Air Force is currently finalizing a “selected remedy plan” for Landfills 30 and 31.</td>
<td>Yes</td>
</tr>
<tr>
<td>Wetlands</td>
<td>The area surrounding the Airport is characterized by three distinct types of wetlands: Freshwater Forested/Shrub Wetlands, Freshwater Emergent Wetlands, and Freshwater Ponds. The National Wetland Inventory has indicated there are wetlands south of Runway 06/24 adjacent to the Au Sable River. Coordination with the U.S. Army Corps of Engineers will be done during any required NEPA documentation associated with any proposed project.</td>
<td>Yes</td>
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**Oscoda – Wurtsmith Airport Authority**  
Oscoda-Wurtsmith Airport Master Plan

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*Existing Conditions*

1-29  
*Final Document*
**Wild and Scenic Rivers**

Michigan has over 600 miles of river segments that are considered to be Wild and Scenic Rivers. The Au Sable River is located 0.7 miles from airport property. The segment classified as wild and scenic is located 22 miles away. The Airport is downstream from the segment classified as wild and scenic, therefore subsequent development would not likely affect the wild and scenic portions of the river. The Au Sable River is also categorized as a blue ribbon trout stream; these streams are Michigan’s premier top-quality streams.

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### 1.12 SUMMARY OF AIRPORT INVENTORY ISSUES

The following is a summary of items which have been identified in the inventory section that warrant further discussion in the airport master plan as being currently absent, deficient, or otherwise necessitates planning solutions. These items do not represent a comprehensive project improvement list, nor are they intended to serve as the Airport’s development program.

**Airfield:**

- Rehabilitate/reconstruct taxiway pavements (per MDOT PCI Study)
- Rehabilitate Taxiway ‘A’ and associated paved shoulders.
- Improve Runway 6/24 Runway Safety Area (RSA) - the Runway 6 and 24 blast pads do not meet FAA RSA design standards.
- Improve Runway 6 instrument approach procedures/minimums
- Rehabilitate losco/GA Apron area – phased improvements
- Identify suitable dedicated engine run-up area
- Improve taxiway wayfinding (marking, lighting, etc.) from Taxiway ‘A’ to Main Ramp. The taxiway system serving the main terminal area is circuitous, and does not meet FAA standards for recommended taxiway intersections. Twy J and K are currently deactivated.
- Justification of planned north-south crosswind runway and parallel taxiway
- Improve airfield perimeter roadway for Airport vehicle and equipment access

**Terminal Facilities:**

- Expand facilities to accommodate future expansion of MRO type businesses – including the reservation of areas for aircraft and engine facilities, and perhaps others.
- Install noise barriers/blast deflector around the losco Apron to contain engine run-ups.
- Aircraft hangars are fully occupied; development of additional hangars is needed for short and long-term storage capacity.
- Improve the terminal area primary entrance access route – roadway wayfinding
- SRE storage building improvements/replacement
Support Facilities:

- Acquire SRE equipment – high speed broom
- Improve road access to northside hangar site.
- Identify site for future Airport Rescue and Fire-fighting (ARFF)
- Consolidate future general aviation and FBO facilities
- Identify location of next general aviation hangar(s) – by type of hangar

Landside Facilities:

- Improve roadway network for access to losco Apron area.
- Designate future development for North Alert Apron
- Supply regional gas line to northside business park/tenants
- Roadways are responsibility of more than one jurisdiction (not controlled by Oscoda-Wurtsmith Airport Authority)
- Environmental condition of Airport property and facilities – necessitate lease contract considerations and land use restrictions
- Remaining Air Force property still to be reverted to civilian use - transfer remaining Air Force property interests to the Airport Authority (approx 200 acres)
- Assess ability of railroad spur to attract new tenants, and targeted aeronautical and non-aeronautical business.

Non-Capital Projects:

- Land transfers and acquisition
- Conduct Airport Wildlife Hazard Assessment Study - identify potential perimeter fencing needs/upgrades.
- Conduct professional boundary survey for tenant leaseholds.
- Conduct FAA Safety Management Study (SMS)