
Appendix A – Section 163 Determination

ARB Section 163 Review – First Look Checklist

Airport: Ann Arbor Municipal Airport, Ann Arbor, MI (ARB)

Does the proposed project, development or change result in an ALP change, change in land use, or disposal of airport-owned land:

- No: **Stop.** Section 163 is not applicable to the project.
- Yes: Proceed to Step 1.

Step 1. Determinations under Section 163(d) FAA ALP Approval Authority:

Provide a description of the proposed project, development or change (including components):

The proposed project (Alternative 2) is to:

- a) Extend Runway 6/24 720 feet at the approach end of Runway 6 to provide 4,225 feet of runway length
- b) Shift Runway 6/24 to the southwest by adding an additional 150 feet on the Runway 6 end and remove 150 feet on the Runway 24 end
- c) Parallel Taxiway A – Extend to the southwest to match the Runway 6/24 length
- d) Taxiway A4 – Construct new connector taxiway at the Runway 6 end
- e) Taxiway A1 – Relocate and correct the geometry with Runway 6/24 (correct the taxiway intersection with Runway 6/24 to a right angle)
- f) Taxiway D – Relocate 150 feet to the southwest and reconstruct to comply with FAA indirect access airport design guidance. (correct the taxiway intersection with Runway 6/24 to a right angle)
- g) Relocate existing FAA REIL at the approach end of Runway 6 to the new runway threshold

Will the proposal result in a change or alteration within any of the following existing or future areas on the airport? Check the affected zones of interest boxes as appropriate:

1. Any area on an airport where an aircraft moves or parks, which include these two areas:
- a. Movement areas (e.g., runways, taxiways, and other areas of an airport that are used for taxiing or hover taxiing, air taxiing, takeoff, and landing of aircraft including helicopters and tilt-rotors);
 - b. Non-movement areas (e.g., aircraft parking areas, including ramps and hangars);
2. Any Runway and Taxiway Safety Areas, Object Clearing Areas, Object Free Area, or Obstacle Free Zone;
3. Runway Visibility Zones;
4. Runway Protection Zones;
5. Navigational Aid critical areas; or
6. Approach and departure surfaces (including impacts to an approach departure surface and/or procedure, or impacts to ATCT line of sight).

Initial ALP Authority Review:

- The entire project or components of the project do not appear to affect any of the six areas listed above: A Section 163 determination letter is required. **NOTE: STOP. If this box is checked, do not proceed any further with this form, additional section 163 review is required.**
- The entire project (all project components) is located within any of the six areas listed above: The FAA retains ALP approval authority and the project should be processed as a normal ALP review. **NOTE: Proceed to Step 2 of this form.**

Step 2. Determinations under Section 163(a) – (c) FAA’s Authority to Regulate Airport Land:

Is a change in land use required (i.e. aeronautical to non-aeronautical)?

- Yes (or Unknown): The FAA retains ALP approval authority however, **additional Section 163 review is required** to determine FAA land use authority.
- No: The FAA retains ALP approval authority and there is no change in land use required. NEPA and ALP Review/Approval/Disapproval is Required. **Section 163 Review Complete.**

Reviewer: Richard Kula

Review Date: June 16, 2021

RICHARD M KULA

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