

**Flint Bishop International Airport (KFNT)**  
Operational Impact Statement  
Revision 1  
As of July 13, 2017  
Modified by EMI FSDO Operations FAAS Team Program Manager

**1. Description of NAVAID/AIRPORT/CONSTRUCTION PROJECT**

**Facility –**

ILS RWY 9/27 system, MALSRs  
RWY 27/18/36 VASIs

**Reason-**

The FAA plans to remove existing Visual Approach Slope Indicators (VASIs) to RWY 18/27/36 and install new Precision Approach Path Indicators (PAPIs) to RWY 18/27/36 and 9 during this construction period.

This project is estimated to **start on July 17, 2017 and last 112 days. All dates and times listed below are estimated.**

RWY 18/36 and RWY 9/27 will be closed during certain construction phases in order to rehabilitate Taxiway C (East of Taxiway A) pavement and complete upgrades to the Taxiway C edge lighting system. Components of the project include repairs to existing Taxiway C (East) pavement, asphalt overlay of existing Taxiway C (East) pavement, construction of paved shoulders along Taxiway C (East) pavement, relocation and relabeling of the Taxiway C2 connector between Taxiway C and the Terminal Apron, relabeling of connector taxiways between Runway 9/27 and Taxiway C, replacement of existing Taxiway C (East) edge lighting and cable, and installation of new Runway Guard Lights (RGLs). This project is estimated to start on July 17, 2017 and last 112 days.

**2. SCHEDULED DATES AND TIMES**

Start date and time: Estimated – 7/17/2017 @1100Z (0700 local time)  
End date and time: Estimated – 11/5/2017 @2200Z (1700 local time)

**3. OPERATIONAL IMPACT**

Runway must be closed when working in the RSA; work would only be performed during the daytime. NOTAM will be issued by the Airport Authority and/or the Airports Division.

**Review alternate missed approach procedures.**

**Reviewed other NAVAID outages within 20 NM during same period for impact with this request.**

Phase 1 – 70 days of construction. (Approximately 7/17/17-9/24/17)

1) Areas closed to aircraft operations – Taxiway C - east of Taxiway A, and west of current Taxiway C1; current Taxiway C2; current Taxiway C1 north of Taxiway C; Terminal Gates 6B, 7, and 8A. Also during this phase, access to Gate 6A of the terminal will be restricted to CRJ-900 or smaller aircraft.

2) Duration of restriction/closure – 70 days

3) Taxi routes – Aircraft requiring access to/from the east side of the terminal (Gates 8-11) will utilize the deicing apron, Taxiway C, Taxiway B, and Taxiway A. Aircraft requiring access to/from the west side of the terminal (Gates 1-6) will utilize Taxiway A1 or A2, Taxiway A (and Taxiway B for Runway 27). The facility acknowledges that there will be an increase to the number of runway crossings. To reduce potential problems, it is suggested that aircraft from Gates 1-6 or FedEx/AvFlight use Runway 18 as much as possible for departure.

4) Impacts to NAVAIDs – No anticipated impacts to NAVAIDs during this phase.

5) Lighting and Marking changes – Taxiway edge lights on Taxiway C east of Taxiway A and west of current Taxiway C1; on Taxiway C2; and on Taxiway C1 north of Taxiway C be de-energized during this phase by the use of temporary jumper circuits.

6) Upon completion of this phase, the "old" Taxiway C1 (connecting Taxiway C and the terminal apron) will be renamed to Taxiway R1; the new Taxiway R2 will be completed from the ramp to Taxiway C; and the "old" Taxiway C2 (connecting Taxiway C and the terminal apron) will be removed (replaced by the "new" Taxiway R2).

Phase 2A: 35 days of construction. (Approximately 9/25/17-10/29/17 - Total Phase 2)

- 1) Areas closed to aircraft operations – Taxiway C east of new Taxiway R1 including at the approach end of Runway 27; current Taxiway C1 south of Taxiway C; current Taxiway C2 south of Taxiway C; and the deicing apron will be closed during this phase.
- 2) Duration of restriction/closure – 35 days
- 3) Taxi routes – Aircraft requiring access to/from the terminal apron to Runway 27 will utilize Taxiway A and Taxiway B. Taxiways R1 or R2 and Taxiway C, or Taxiways A2 and A1 can be utilized to access Taxiway A.
- 4) Impacts to NAVAIDs – No anticipated impacts to NAVAIDs during this phase.
- 5) Lighting and Marking changes – Taxiway edge lights on Taxiway C east of new Taxiway R1; on current Taxiway C1 south of Taxiway C; and on current Taxiway C2 south of Taxiway C will be de-energized during this phase by the use of temporary jumper circuits.
- 6) Upon completion of this phase, the connector taxiways between Runway 9/27 and Taxiway C will be renamed: From East to West, beginning at the approach (east) end of Runway 27: C1 (old "C"), C2 (old "C1"), C3 (old "C2"), west of Runway 18/36 is C4 (old "C3"), C5 (old "C4"), and C (departure end of Runway 27 - far west end of Taxiway C).

Phase 2B: 28 days of construction (concurrent with Phase 2A).

- 1) Areas closed to aircraft operations – In addition to the closures describe above for Phase 2A, Runway 9/27 will also be closed during this phase, as well as Taxiway B east of Taxiway D.
- 2) Duration of restriction/closure – 28 days
- 3) Taxi routes – Runway 9/27 will be closed. Aircraft requiring access to/from the terminal apron to Runway 18 or Runway 36 will utilize Taxiway A during this phase. Taxiways R1 or R2 and Taxiway C, or Taxiways A2 and A1 can be utilized to access Taxiway A.
- 4) Impacts to NAVAIDs – All NAVAIDs servicing Runway 9/27 will be shut down for the duration of this phase.
- 5) Lighting and Marking changes – In addition to the lighting changes noted above for Phase 2A, Runway 9/27 runway edge lights will be turned off for the duration of this phase.

Phase 3: 7 days of construction. (Approximately 10/30/17-11/5/17)

- 1) Areas closed to aircraft operations – The intersection of Taxiway C and Taxiway A will be closed during this phase. In addition, Runway 18/36 will be closed for two (2) days during this phase.
- 2) Duration of restriction/closure – 7 days
- 3) Taxi routes – Aircraft requiring access to/from the terminal apron to Runway 36 will either cross the approach end of Runway 27, then via Taxiway B and Taxiway A or exit the terminal apron via Taxiway A1 or A2 and then via Taxiway A. Aircraft requiring access to Runway 9 to/from the terminal apron will exit via Taxiway A1 or A2, south on Runway 18 then via Taxiway C. Aircraft at the west end of the field (FedEx or AvFlight) going to Runway 27 will utilize Taxiway C, south on Runway 18 to cross Runway 9/27, Taxiway A and Taxiway B; aircraft Landing Runway 27 going to the Golf-T Hangars will utilize Taxiway C, south on Runway 18 to cross Runway 9/27, Taxiway A and Taxiway E.. Air Carrier aircraft landing Runway 27 will utilize Taxiway C, north on Runway 18 to Taxiway A1 or A2 to the terminal apron.
- 4) Impacts to NAVAIDs – No anticipated impacts to NAVAIDs during this phase, except for the two (2) day shutdown of Runway 18/36.
- 5) Lighting and Marking changes – Taxiway edge lights in the intersection of Taxiway A and Taxiway C will be de-energized during this phase by the use of temporary jumper circuits. In addition, during the two day closure of Runway 18/36, the Runway 18/36 edge lighting circuit will be turned off.

If instrument conditions are encountered and a runway is not available, we will advertise the applicable VOR, RNAV, or ILS approach to an open runway and/or issue the circling option to an open runway. (Note: RVR is only available for RWY 9 and is, therefore, the preferred runway during instrument conditions.) We don't anticipate a drop in our traffic count due to aircraft not being able to conduct approaches to a closed runway for this period. We anticipate no delays during the times that a runway is closed. The airport will ensure that lighted "X's" are placed at both ends of a closed runway, "X's" are placed on taxiways where entry to the taxiway is gained from a runway, and the airport will ensure any pertinent NOTAMs are issued during the closure of the runway.

#### **4. DELAYS**

We anticipate little or no delays as a result of this project. The greatest probability of incurring delays would be an extended period of low ceilings (below 1300') with strong winds from the south or north.

5. **USER COORDINATION**

Joe Medici (Deputy Airport Director, Bishop International Airport, Flint, Michigan) has been, and will remain fully engaged with this project. He can be reached at (810) 235-6560. He has ensured that all airport users are aware of this project.

6. **General Information**

**Affected Equipment:** The ILS RWY 9/27 system, MALSRs for RWY 9/27, and VASIs for RWY 18/36/27

**FPO COMMENTS:**

The ILS RWY 9/27, MALSRs, and VASIs for Flint/Bishop INTL, (FNT), MI NA during some phase of construction.

**Note: VASIs will be removed and replaced with PAPIs.** Technical Operations will schedule the Flight Check to inspect the new PAPIs once installed.

**ARFF will issue any required NOTAMs. Vinyl "X's" will be placed on the Runway numbers of the affected runways.**

ARFF will notify Flint ATCT of the activities that will happen each day.

**Bishop Airport Emergency: (810) 235-0606**