

## Facility Information Worksheet

**Airport: White Cloud Airport**

**FAA ID: 42C**

The Facility Information Worksheet is a data collection tool for the 2017 Michigan Aviation System Plan (MASP) update. Information on this worksheet will be used to verify the existing facilities and services at system airports in order to analyze current system performance, and to guide future development. We need your help! **Please take a moment to verify the pre-populated information contained in this worksheet is correct and fill in any missing information.** If information is incorrect, please cross it out and make the appropriate changes. After completing the entire worksheet, **sign the statement at the end and return the worksheet before the deadline.** To return the worksheet, please use one of the following methods:

Scan and email all four pages to  
Marshall Pomeroy at:

[marshall.pomeroy@meadhunt.com](mailto:marshall.pomeroy@meadhunt.com)

By US mail:

Mead & Hunt, Inc.  
Attn: 2017 MASP Facilities Worksheet  
2605 Port Lansing Road  
Lansing, MI 48906

**Please return the worksheet no later than September 9, 2016.**

Please feel free to contact our consultant, Mead & Hunt, with any questions at (614) 607-5217. Ask for Marshall Pomeroy, our data collection specialist. If you would like us to send you a self-addressed stamped envelope, please contact Marshall by phone or email and request one. Thank you for taking the time to help plan for the future of the Michigan aviation system.

### Airport Information

| Associated City | County      | Airport Reference Code (ARC) |
|-----------------|-------------|------------------------------|
| White Cloud     | Newaygo     | A-I                          |
| Airport Tier    | MDOT Region | Michigan Prosperity Region   |
| Tier 2          | Grand       | West Central                 |

### Primary Runway System

| Primary Runway                   | Length (feet) | Width (feet) |
|----------------------------------|---------------|--------------|
| 18/36                            | 2,916         | 60           |
| Surface Type (see key)           |               |              |
| ASPH-Asphalt/Bituminous Concrete |               |              |
| KEY: Runway Surface Types        |               |              |
| ASPH CONC-Asphalt/Concrete       |               |              |
| ASPH GRVL-Asphalt/Gravel         |               |              |
| ASPH-Asphalt/Bituminous Concrete |               |              |
| CONC-Portland Cement Concrete    |               |              |
| TURF-Grass; Sod                  |               |              |

|   |   |
|---|---|
| <b>Runway Edge Lights Intensity</b> (see key) | <b>Taxiway System</b> (see key)   |
| MIRL  | Direct Connector  |
| <b>KEY: Runway Lighting Intensity</b>         |   |
| HIRL  | High-Intensity Runway Lighting  |
| MIRL  | Medium-Intensity Runway Lighting  |
| LIRL  | Low-Intensity Runway Lighting   |
| Non-Standard                                  | Lighting does not meet FAA standards and has improper spacing, color or placement.  |
| <b>KEY: Taxiway System</b>                    |   |
| Full Parallel                                 | A taxiway or series of taxiways generally parallel to the runway, allowing taxiing between each end of the runway without crossing the runway to which they are parallel. |
| Partial Parallel                              | A taxiway or series of taxiways parallel to only a portion of the entire length of the runway.  |
| Direct Connector                              | A taxiway that connects directly from a parking/apron areas directly to an airport's runway.  |

|   |  |
|---|--|
| <b>Primary Runway PCI</b> (index value)   | <b>Date of Last Runway PCI Inspection</b>  |
| 86  | 10/12/2013                                 |
| <b>Primary Taxiway PCI</b> (index value)  | <b>Date of Last Taxiway PCI Inspection</b> |
| 96  | 10/12/2013                                 |
| <i>Note: The Pavement Condition Index (PCI) is based on the largest section of pavement of each primary runway and taxiway that is associated with the primary runway. If there are lateral differences in PCI, the center PCI is used as the runway PCI value.</i> |  |

|  |   |               |  |
|--|---|---------------|--|
| <b>Runway Ends</b>                               | <b>RWY 18</b>   | <b>RWY 36</b> |  |
| Visual Glide Slope Indicator (see key)           | No  | No            |  |
| Runway End Identifier Lights (REIL)              | No  | No            |  |
| Approach Lights (see key)                        | No  | No            |  |
| <b>KEY: Visual Glide Slope Indicators (VGSI)</b> |   |               |  |
| VASI   | Visual Approach Slope Indicator                                     | PAPI          | Precision Approach Path Indicator          |
| V2L  | 2-box VASI on the Left side of the runway                           | P2L           | 2-box PAPI on the Left side of the runway  |
| V2R  | 2-box VASI on the Right side of the runway                          | P2R           | 2-box PAPI on the Right side of the runway |
| V4L  | 4-box VASI on the Left Side of the runway                           | P4L           | 4-box PAPI on the Left Side of the runway  |
| V4R  | 4-box VASI on the Right side of the runway                          | P4R           | 4-box PAPI on the Right side of the runway |
| <b>KEY: Approach Lights</b>                      |   |               |  |
| ALSF2  | High Intensity Approach Lighting System With Sequenced Flashers     |               |  |
| MALS   | Medium Intensity Approach Lighting System                           |               |  |
| MALSF  | Medium Intensity Approach Lighting System with Sequenced Flashers   |               |  |
| MALSR  | Medium Approach Light System with Runway Alignment Indicator Lights |               |  |
| ODALS  | Omnidirectional Approach Lighting System                            |               |  |

### Airport Lighting and Visual Aids

|                              |                                     |                               |
|------------------------------|-------------------------------------|-------------------------------|
| <b>Rotating Beacon</b> (Y/N) | <b>Lighted Wind Indicator</b> (Y/N) | <b>Segmented Circle</b> (Y/N) |
| No                           | Yes                                 | Yes                           |

### Basic Pilot and Aircraft Services

|  |  |  |
|--|--|--|
| <b>24-hour Pilot/Passenger Terminal (Y/N)</b>  | <b>24-hour Telephone (Y/N)</b>                       | <b>24-hour Restrooms (Y/N)</b>                           |
| Yes  | Yes  | Yes  |
| <b>Airport Attendance</b> (during normal business hours)   |  |  |
| Irregular hours  |  |  |
| <b>Fuel Available</b> (100LL, JET A, MOGAS, Other)   | <b>Aircraft Maintenance</b> (Major/Minor A&P)        |  |
| 100LL  | Minor A&P  |  |
| <b>Additional Aircraft Maintenance Information</b> (additional services, availability)                                       |  |  |
| Minor A&P on call  |  |  |
| <b>Tie-down Storage</b><br>(Based/Transient/Both/None)   | <b>Hangar Storage</b><br>(Based/Transient/Both/None) | <b>Apron Parking Area</b><br>(Based/Transient/Both/None) |
| Both   | Both   |  |
| <i>Note: Please indicate if hangars, tie-downs, and apron parking are available to based or transient aircraft, or both.</i> |  |  |

### Approach Protection

|  |                              |
|--|------------------------------|
| <b>Type of Plan or Ordinance</b>                                     | <b>Date Adopted or Filed</b> |
| Approach Protection Plan   | 11/20/03                     |
| <b>Applicable Municipalities</b> (townships, counties, cities, etc.) |                              |
|  |                              |

### Airport Access

|  |  |
|--|--|
| <b>Primary Approach Type</b> (precision, non-precision, visual)  | <b>Procedure</b> (ILS, GPS, VOR, etc.) |
| Visual   | Visual Only                            |
| <b>Weather Reporting</b> (see key)   | <b>Snow Removal</b> (Y/N)              |
| None   | Yes                                    |
| <b>KEY: Weather Reporting</b>  |  |
| ASOS Automated Surface Observing System  |  |
| AWOS Automated Weather Observing System  |  |
| AWOS 3 Reports altimeter, wind, temperature, dew point, density altitude, visibility, and cloud/ceiling data |  |
| AWOS- 3P Provides a precipitation identification sensor in addition to typical AWOS 3 information            |  |
| AWOS- 3P/T Same as AWOS 3P, plus thunderstorm/lightning reporting and sensing capability                     |  |

**Weather Briefing Access** (weather briefing system, computer and/or internet access)

**Cellular Phone Coverage** (adequate for weather briefings – Y/N)

**Landside Access – Private/Public Transportation Available** (check all the apply):

|                       |                 |
|-----------------------|-----------------|
| Courtesy Car: _____   | Taxi: _____     |
| Dial-A-Ride: _____    | Limo: _____     |
| Public Transit: _____ | Bicycles: _____ |
| Rental car: _____     | *Other: _____   |

\*If other, please specify:

*Note: Transportation may be by arrangement or nearby (i.e. in town) as long as contract information is available.*

### Additional Information

**Comments** – Please include any additional comments or information

### Worksheet Verification

Please complete the verification below:

I, (please print) \_\_\_\_\_ verify that the information provided in this worksheet is accurate to the best of my knowledge.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Email

Thank you for completing the Facility Information Worksheet!