

Official Comment - Docket ID FAA-2023-0855 : Request for Comments on the Federal Aviation Administration's (FAA) Civil Aviation Noise Policy as it Relates to Michigan Department of Transportation (MDOT) Owned Canton-Plymouth Mettetal Airport (1D2) Airport AKA "MDOT Frat House Airstrip" in Canton Township, Michigan – A Tiny Non-Strategic, Non-Mission-Critical, Non-Essential Insignificant Personal Hobby, Sport, Recreational Social Entertainment Venue in Densely Populated Neighborhoods Surrounded by Schools, Nursing Homes, Assisted Living & Rehabilitation Facilities – My Community "Lived Experience" with Aviation Noise

Regarding Nonrulemaking Docket ID FAA-2023-0855: Request for Comments on the Federal Aviation Administration's Civil Aviation Noise Policy ([html](#)) Created by the Federal Aviation Administration (FAA) via [Regulations.gov](#).

NOTICE Meetings: Civil Aviation Noise Policy ([pdf](#)) Posted by the Federal Aviation Administration (FAA) on May 1, 2023.

NOTICE Meetings: Review the Civil Aviation Noise Policy ([pdf](#)) Posted by the Federal Aviation Administration (FAA) on Jul 11, 2023.

OTHER The Foundational Elements of the Federal Aviation Administration Civil Aviation Noise Policy ([pdf](#)) Posted by the Federal Aviation Administration (FAA) on May 1, 2023.

Federal Register :: Request for Comments on the Federal Aviation Administration's Review the Civil Aviation Noise Policy; Extension of Comment Period ([html](#)) ([pdf](#)). A Notice by the [Federal Aviation Administration](#) on [07/11/2023](#).

US Department of Transportation [Home](#) › [Regulations](#) › [Notices](#). Request for Comments on the Federal Aviation Administration's Review the Civil Aviation Noise Policy; Extension of Comment Period ([html](#)) ([pdf](#)) 07-11-2023.

Federal Register :: Request for Comments on the Federal Aviation Administration's Review of the Civil Aviation Noise Policy, Notice of Public Meeting ([html](#)) ([pdf](#)). A Notice by the [Federal Aviation Administration](#) on [05/01/2023](#). As commenters on the previous notice pointed out, the **current policy is based on research conducted many decades ago**. Since the policy was first issued, additional research has been conducted into the effects of aircraft noise on individuals and communities. The research spans aviation noise topics such as the economic value of noise impacted property, community annoyance, children's learning, speech interference, sleep disturbance, and human health impacts such as cardiovascular health ([html](#)).

US Department of Transportation [Home](#) › [Regulations](#) › [Notices](#). Request for Comments on the Federal Aviation Administration's Review of the Civil Aviation Noise Policy, Notice of Public Meeting ([html](#)) ([pdf](#)) 05-01-2023.

NOTE: there is **NO** way to submit **ANY** VIDEO MP4s, SEE "Attachments SECTION" for **key**.mp4 file links.

Submitted by

Matthew A. Grisius: a Concerned Father, Grandfather and Angry Taxpayer – **09-29-2023 (#1)**
(<https://close1d2.org>) – More Exposés / Updates coming 4Q 2023, *Please* check back often!

Problem Characterization: Michigan Department of Transportation (MDOT) Owned Canton-Plymouth Mettetal Airport (1D2) Airport

There is truly a proven need for the small percentage of REAL airports that actually provide REAL demonstrable transportation needs, REAL jobs and REAL tax revenues, many others are simply self-perpetuating hobby, sport, recreational entertainment social venues that enable increased non-essential aircraft, including helicopter take-offs, landings, accidents & crashes, coupled with extremely Loud Noise Pollution “disturbing the peace” and “public nuisance” plus revenge fly-bys intended to harass, intimidate & bully.

There is truly a proven need for the small percentage of REAL aircraft that actually provide REAL demonstrable transportation needs, REAL jobs and REAL tax revenues. Special Interest & Industry Lobbyists constantly hype, over exaggerate, overstate importance & relevance of the oft referenced “So Called” General Aviation (GA) fleet or more accurately 150,000+ aircraft that have an average age that is greater than 50 years old. These ancient collectors’ items & museum pieces are commonly & affectionately referred to as Flying Junk Piles (FJPs).

The “So Called” General Aviation (GA) fleet of Flying Junk Piles (FJPs) **is being used well beyond the flight hours and years envisioned when the aircraft were originally designed**. While a few aircraft might be meticulously maintained by those with the **time AND money AND skills AND inclination**, most however are NOT! Most FJPs maintained on a shoestring budget by DIY garage clowns that most people wouldn’t let change the oil in their cars. Many “So Called” “DIY Aviation Maintenance SMEs” are DIY Clowns building Experimental Amateur-Built (E-AB) aircraft in their garages that practice construction & maintenance by “internet browsing” involving “Crowd Sourced Arm Chair” Subject Matter Experts (SMEs).



“DIY Syndrome” is well known, joked & laughed about in the Aerospace, Aviation & Defense Communities!

BTW: Many FJPs are just barely capable of basic Visual Flight Rules (VFR) flight, BTW: radio optional!

These small planes or FJPs are the Direct Source of Noise, Pollution, and Safety concerns of those living under the path of travel in and out of personal hobby sport recreation social entertainment venue airstrips.

Literally 100s of Tiny Non-Strategic, Non-Mission-Critical, Non-Essential Insignificant Personal Hobby, Sport, Recreational Social Entertainment Venues (AKA airstrips) & 150,000+ FJPs have ABSOLUTELY NOTHING to do with:

- REAL Aviation
- REAL Travel
- REAL Transportation
- REAL Jobs or Employment
- REAL Tax Revenues
- REAL Mission-Critical Activities
- REAL Mission-Critical Infrastructure
- REAL Science, Technology, Engineering, Arts, Mathematics (STEAM) Activities
- AND have absolutely NOTHING to do with the FUTURE of ANYTHING ANYWHERE for ANY reason whatsoever in any justification, sense or even imaginary use of the words completely defying any reasoning boggling anyone's mind! Literally ZERO Socially Redeeming Values or Positive Community Outcomes to be found anywhere.

A National Aeronautics and Space Administration (NASA) detailed study shows that **90%** of the US population live within a 30-minute drive of a Regional Airport, with only **60%** in the same proximity to a Large Commercial Airport. While America is home to more than **5,000** airports, only **30** of these mega-airports serve more than **70%** of all travelers.

The **MAJORITY** of **ALL US airports** are **underutilized** due to air transportation services trending towards putting more people into larger aircraft on well-traveled routes.

Now is the time to shift the vast amount of wasted abused taxpayer money to Long Term "Targeted Investments" in Municipal & Governmental Owned Public Access **Regional Airports** capable of supporting Commercial Aviation rather than **DUPING** Taxpayers into supporting Outdated, Out of Touch, Ridiculous "One-Size-Fits All" General Aviation (GA) Personal Hobby Sport Recreational Social Entertainment Venues justified with Special Interest & Industry Lobbyist statistics, double-talk & gibberish.

The Majority of these "So Called" Airports are No longer needed and should NOT be funded in any way, shape or form. Certainly, no more funding or support than Hunting, Fishing, Boating, Golf, Bowling, National Parks, State and County Parks & Camp Grounds or other personal hobby sport recreational social entertainment venues or pursuits receive.

It's quite obvious there's a massive glut of Regional Commercial Grade Aviation infrastructure that is readily available & capable for implementation, support, immediate adoption, deployment providing infrastructure for all future air mobility energy needs including EV & Hydrogen infrastructure with Federally mandated or escalated direction, planning, & funding saving time, tax payer money and effort, but most importantly protecting critical Health, Safety & Welfare of vulnerable populations immediately.

The Michigan Department of Transportation (MDOT) Owned Canton Plymouth Mettetal (1d2) airstrip AKA “MDOT 1d2 Frat House” is a great “Case in Point” that basically amounts to “Class Warfare” between **Elite Privileged Clowns** with Million Dollar Helicopters & CIRRUS SR22/Ts, Professional Stunt Planes and/or multiple collectors’ items or museum pieces AKA FJPs and especially the **Civil Air Patrol (CAP) Pariah** based at 1d2 and their “remote” CAP Gang members **VERSUS Old People, Pregnant Moms, Babies and School children** in densely populated neighborhoods surrounded by schools, assisted living, rehabilitation & retirement homes.



Figure 1 MDOT “1d2 Frat House” Elite Privileged Clowns

The Michigan Department of Transportation (MDOT) Owned Canton Plymouth Mettetal (1d2) airport AKA “MDOT 1d2 Frat House” is **THE** direct source of the full gamut of Negative Community Outcomes from Negative Aviation Impacts (NAIs):

- Adverse Health, Safety and Welfare Impacts
 - Cardiovascular health, Dementia, Alzheimer’s, Endocrine Disruptor Chemicals ([EDC](#)), Autism Spectrum Disorder ([ASD](#)) and Attention Deficit Hyperactivity Disorder ([ADHD](#)), etc.
 - Frequent Crashes, Incidents, Touch-n-Go maneuvers, non-compliant, non-standard, broken, misconfigured, tampered with or turning off or resetting ADS-B, delayed radio or NO announcements, frequent Non-pattern flying, etc. to avoid identification, tracking or reporting, e.g. to “remain anonymous” of course.
 - “Involuntary Poisoning” from Avgas AKA 100LL Leaded Aviation Fuel with Tetraethyl Lead (TEL) and Ethylene Dibromide (EDB) violating individual “Bodily Integrity” rights protected by the United State Constitution including vulnerable populations of pregnant moms, babies, school children & elderly
 - ZERO Health, Safety & Welfare Warning, Mitigation, or Clean Up Guidelines, Processes or Procedures
- Environmental impacts of toxic Tetraethyl Lead (TEL) & Ethylene Dibromide (EDB)

- **Noise pollution**
 - Sleep, Rest interruption and disruption at all hours of the day & night 365x7x24
 - Physical and mental health and well-being from perpetual round the clock “Disturbing the Peace” and “Public Nuisance” Noise
 - Emotional impacts of harassment, intimidation & bullying
 - Severely limit working, learning, concentrating, even having an outdoor conversation
 - Effects on children in nearby schools – their ability to learn, concentrate, play
 - Community annoyance, disturbance & disruption
- Diminished overall Quality of Life from ZERO Local, County, State or Federal protection from over 50 years of deception, lies, abuse, harassment, intimidation & bullying from MDOT & FAA
- Reduced Community desirability, reduced economic valuation based on Negative Aviation Impacts (NAIs) on intrinsic & extrinsic property market values
- Wasted taxpayer money (massive amounts, largest single waste in the history of Michigan)
- Unrealized Tax Revenue denied by improper land use by overriding “Industrial Zoning”
- “Out of Date” and “Out of Touch” and “Non-Strategic” Land Use
 - Canton Township has outgrown “Land Use” from the 1930s at > 2700 people per sq/mi
 - No livestock, chickens, too many dogs or cats or NO Smoking on Golf Courses, BUT ~60 acres of 6-8 dozen elite hostile angry Toxic people with Toxic aircraft AKA Flying Junk Piles (FJPs) is ok?
 - “Noncompatible” land use in densely populated neighborhoods with ZERO ROI
 - 1d2 Duplicates many other Strategic Facilities, many within a few minutes drive by car!
 - Shamelessly antiquated National Plan of Integrated Airport Systems (NPIAS) Ignores Detailed National Aeronautics and Space Administration (NASA) Regional Air Mobility (RAM) guidance.

General Information: Michigan Department of Transportation (MDOT) Owned Canton-Plymouth Mettetal Airport (1D2) Airport

Michigan Department of Transportation (MDOT) Owned Canton-Plymouth Mettetal Airport (1D2) Airport AKA “MDOT Frat House Airstrip” in Canton Township, Michigan:

- Michigan Department of Transportation ([MDOT](#)) - PLYMOUTH, CANTON-PLYMOUTH-METTETAL (1D2) ([pdf](#)). **NOTE:** “Recommended Noise Abatement Procedures” that have been in place for decades have been removed by MDOT to further punish the Community and anyone that complains! **NOTE:** 1d2 fully duplicates and is only ~7 minutes from Wayne County Airport Authority ([WCAA](#)) Administered Willow Run Airport ([KYIP](#)) a Strategic Long Term Federal Aviation Administration (FAA) Towered airport.
- Federal Aviation Administration ([FAA](#)) Aeronautical Information Services ([AIS](#)) - CANTON-PLYMOUTH-METTETAL ([html](#)) (1D2) Airstrip.
- SkyVector: Flight Planning / Aeronautical Charts: Canton-Plymouth-Mettetal Airport ([1D2](#)).
- Canton–Plymouth Mettetal Airport ([html](#)) – [Wikipedia](#). The airstrip is uncontrolled (non-towered) (AKA “out of control”), and is used for elite personal, hobby, sport, recreation, social club entertainment venue purposes.
- Michigan Department of Transportation (MDOT) Owned Canton-Plymouth Mettetal Airport (1D2) Airstrip ([html](#)) - [Google Maps](#).

- Michigan Department of Transportation (MDOT) Owned Canton-Plymouth Mettetal Airport (1D2) Airstrip ([html](#)) [Bing Maps](#) - Directions, trip planning, traffic cameras & more.
- Canton-Plymouth-Mettetal Airport (1D2) ([html](#)) – FlightAware ([home](#)) – track community pariah aircraft including helicopter flying rodeo clowns with delayed historical view (blockable).
- Canton-Plymouth-Mettetal Airport (1D2) ([html](#)) – ADS-B Exchange ([home](#)) – track community pariah aircraft including helicopter flying rodeo clowns live (non-blockable).

Local 1d2 Based Civil Air Patrol (CAP) Hostile Arrogant Vindictive Vengeful Clowns, Jerks and Supporting Gang Members and Chief Buffoon (N976CP)



- Local Canton Plymouth Mettetal (1d2) Based Civil Air patrol (CAP) AKA Swivel Chair Pariah AKA Sniveling Air Patrol AKA Swivel Chair Patrol :
 - Civil Air patrol ([CAP](#)) Clowns ([Swivel Chair Patrol](#)) Civil Air Patrol Inc, 105 S Hansell ST, [Maxwell AFB](#) Alabama 36112 ([CAP](#)) [[Facebook](#)] [[Michigan Wing](#)] ([Satellite](#)) [[DOD Maxwell-Gunter AFB](#)] [[Facebook](#)]
 - Livonia Thunderbolt (ThunderDolt) Composite Squadron GLR MI183 ([html](#)) | Civil Air Patrol Michigan Wing ([home](#)) | Civil Air Patrol National Headquarters ([home](#)).
 - Live USAFX Civil Air Patrol Flight Status ([html](#)) – [FlightAware](#).
 - History USAFX Civil Air Patrol #2035 ([N305CP](#)) – [FlightAware](#).
- “So called” Civil Air Patrol (CAP) Squadrons that use Disingenuous Low Flying Harassment (DLFH) at 1d2
 - [MAJ KEVIN A ADAMS MEMORIAL COMPOSITE SQUADRON](#) (GLR-MI-655) (**Clown Leader**)
 - Parents DO NOT let your children anywhere near these Sad, Angry Hostile Clowns. These are NOT Community “Role Models” to be emulated!
 - ATC records will show quick touch-n-go N976CP (CAP2027) ~60 feet over homes Friday September 22, 2023 ~5:13pm ET. What a complete turd! USAF must be so proud!
 - Livonia Thunderbolt (ThunderDolt) Composite Squadron ([home](#)) (GLR-MI-183)
 - [OAKLAND COMPOSITE SQDN](#) (GLR-MI-238)
 - [MONROE COMPOSITE SQDN](#) (GLR-MI-06)
 - **SEE VIDEO MP4 ATTACHMENTS 8, 9 & 10**

ZERO Progress Complaining or Getting Help: Michigan Department of Transportation (MDOT) Owned Canton-Plymouth Mettetal Airport (1D2) Airport

Federal Aviation Administration ([FAA](#)) Complaint & Noise related resources:

- How to File a Noise Complaint ([html](#)) | Aircraft Noise ([html](#)) | Federal Aviation Administration ([FAA](#)).
- Help FAA Identify Unauthorized Low-Flying Aircraft ([pdf](#)).
- FAA Hotline ([html](#))
- Hotline.FAA.gov ([home](#)) FAA Hotline Web Form
- National Archives ([NA](#)) Code of Federal Regulations ([eCFR](#))
 - eCFR :: 14 CFR 91.119 -- Minimum safe altitudes: General. ([FAR 91.119](#))
 - eCFR :: 14 CFR Part 91 Subpart I -- Operating Noise Limits ([FAR Part 91 Subpart I](#))
- Flight Standards District Offices ([FSDO](#))
 - [East Michigan FSDO](#)

The close1d2.org Team has taken multiple steps to document any interaction regarding Michigan Department of Transportation (MDOT) Owned Canton-Plymouth Mettetal Airport (1D2) airstrip carried out over the last ~7 years collecting copious notes, records & logs, especially Flight Aware ([1d2](#)) (commercially available) or ADS-B ([html](#)) logs, plus literally hundreds of videos & images. Here is simple ‘high level’ audit trail:

Step 1: I have a concern about noise at local airport

- You never know when to expect Extreme Aircraft (including Helicopters) Noise levels literally Aerial “Disturbing the Peace” and “Public Nuisance” and “Aerial Stalking” and “Aerial Harassment” 365 days a year x 24 hours a day, snow removal is immediate, better & faster than any Wayne County Roads!
- Make calls to Airstrip Groundskeeper: I’m busy “giving out [Special Interest & Industry Lobbyists] ‘scholarships’”. Visit Airstrip Manager: Condescending, argumentative, age discrimination remarks, doesn’t work for or answer to MDOT. No MDOT phone contact phone numbers on web site, phony email addresses and phony web sites ‘representing’ Mettetal Airport ‘collected’ complaints and emails for years that were never forwarded to MDOT, MDOT claims no complaints ever filed. Multiple visits increasingly agitated, very intimidating almost threatening. Eventually MDOT Contractor quit answering my calls period.
- Contact FSDO Office.
- Talk with MDOT representative (now no longer with MDOT): “Off the record” - Nothing will ever change at 1d2, period.
- Talk with FAA FSDO: FSDO conducted Safety Class that was ridiculed & laughed at.
- Meet with Senior MDOT person: What do you want? Laughed & taunted me, sent taunting email to me & FAA FSDO. I have never seen such a reprehensible disgusting hostile “Public Facing” Public official in my life.
- Senior MDOT official emailed saying his boss made him send email that stated that “Tetraethyl Lead (TEL) was No Threat!” basically dismissing any further discussion(s) with “go away” nothing to discuss here including noise.
- Talk with Current & former FAA employees: off the record “MDOT & 1d2 MDOT Contractors, Special Interest & industry Lobbyists at 1d2 one of the most hostile arrogant groups they have encountered!”
- Various meetings/emails/phone calls with various Officials at Canton Township, Plymouth Township, City of Plymouth, Wayne County, State Representative(s) & State Senator(s) provided ZERO.
- Legal advice was to “Stay Away” from MDOT, 1d2 MDOT Contractors & MDOT Cronies including Special Interest & industry Lobbyists “just looking for trouble & litigation”

Step 2: I have a concern about noise from low-flying aircraft.

- No progress with low flying aircraft with initial FSDO contact over several years. After complaining aircraft Disingenuous Low Flying Harassment (DLFH) only increased.
- No progress with second FSDO contact regarding aircraft unsafe practices “completely turning off ADS-B” during many Disingenuous Low Flying Harassment (DLFH) “Air Raids” literally a 100 Feet over homes, described detailed logs, reply: they’re not doing anything wrong. I stated I wanted a “Call Back” from an FAA Manager or Senior Person and never received any acknowledgement whatsoever.

Step 3: I have a concern about noise from helicopters.

- No progress with helicopter noise with initial FSDO contact over several years. After complaining about helicopter Disingenuous Low Flying Harassment (DLFH) it has increased.

- NOBODY in the community wants to mention ANY Commercial Helicopter related entity Names or Helicopter problems, or even mention individual State of Michigan Heliport IDs or Helicopter N-numbers or complain about anything that can be construed as interfering with “any helicopter business” as those Powerful Elite Commercial entities and their cronies are “waiting to pounce” on anyone or anything that can be construed as “disruptive to business, offensive to personnel, directly or indirectly interfering with business relationship between customers, vendors and other business associates in **any way**” or else anyone doing so will suffer the full wrath of dozens of their Solicitors from Dewey, Cheatham & Howe as they assure they will litigate anyone into bankruptcy defending “Free Speech” whether you did anything “wrong” complaining or not! A bunch of old people & school kids just don’t seem up to that “Cease & Desist” “Litigation Hold” “Free Speech” Battle for sure or to even “take a miniscule chance doing so.”
- Commercial Part 135 Aviation Operations do NOT belong in Densely Populated Neighborhoods Surrounded by Schools, Nursing Homes, Assisted Living & Rehabilitation Facilities with suitable facilities literally ~7 minutes away by car at Willow Run Airport ([YIP](#)). Part 135 covers on-demand service, otherwise known as nonscheduled air transportation and includes airplane sightseeing, air taxi, and helicopter (flying limo) transportation. More specifically, Part 135 covers the following aviation transportation services:
 - Ambulance services
 - Nonscheduled chartered freight air transportation
 - Nonscheduled chartered passenger air transportation
 - Scenic and sightseeing transportation

If you have tried to complain or get help:

- **What has been the response?**
 - No “Useful Response” to address ANY Negative Aviation Impacts (NAIs) despite a mountain of scientific, technological & medical information and facts. Still the “Best kept MDOT secret in Michigan”
- **Was the response helpful?**
 - None of the responses have been helpful to anyone in the Community to my or other local residents or to anyone’s knowledge.
- **How did it make you feel?**
 - Frustrated, disheartened, angry. The “Buck actually stops nowhere!” Everyone in the surrounding communities still “rolls their eyes” and realizes “You REALLY can’t fight City Hall AKA MDOT!”. There is absolutely nothing ANYONE has been able to accomplish over the last 50 years! Literally nothing has changed 100% MDOT & Special Interest & Industry Lobbyist status quo.
 - September 2023: The Harassment, Threats & Intimidation via Disingenuous Low Flying Harassment (DLFH) “Air Raids” plus decades long **prohibited** touch-and-go landings ([TGLs](#)) are increasing and getting closer to roof tops on Take-off & Landings, not just from 1d2 locals but several individuals that fly to 1d2 just for their own creepy amusement. They Fly home occasionally to get pajamas & sleeping bags for “1d2 Sleepovers”. There might **actually** be some creeps sleeping on the couch in the 1d2 Administration (outhouse) Buildings as the lights are on past midnight many times planning “Air Raids” in their “War Room”.

History & Background information: Michigan Department of Transportation (MDOT) Owned Canton-Plymouth Mettetal Airport (1D2) Airport

The Michigan Department of Transportation (MDOT), their contractors plus Special Interest & Industry Lobbyist cronies, families & friends continue their debunked lies & misinformation regarding the Canton Plymouth Mettetal (1d2) airport stating they have NOT received any complaints or concerns about lead air emissions from school officials or neighboring residents and Tetraethyl Lead (TEL) poisoning or exposure “does not pose ANY threat”. Nothing could be further from the truth.

The Canton-Plymouth-Mettetal Airport (1D2) clique AKA MDOT Clown Patrol including MDOT Contractors, Special Interest & Industry Lobbyist Cronies are NOT friends & neighbors but aggressive, vindictive Community Pariah & Creeps with ZERO vested interest in local Community or Schools protecting their little clubhouse AKA the “MDOT 1d2 Frat House” seeking revenge, intimidation & retribution emboldened with impunity & protection just as they have for the last 50 years!



Figure 2 MDOT + MAC + 1d2 NOT friends & neighbors

These plain old Nasty Creeps come from all over: Livonia, Novi, Northville, Farmington Hills, Royal Oak, Southfield, Bloomfield, Troy, South Lyon, West Bloomfield, Brighton, Howell, Ann Arbor, Milford, Whitmore Lake and of course a few legendary [Klingons](#) (turds) from the Canton & Plymouth area. Most are from elsewhere and don't give a damn about anyone else's Community or Schools. An organized group or clan of extremely hostile arrogant elite privileged turds!

Easily verifiable publicly documented complaints, lies & abuse go back to 1975, almost 50 years, regarding this ongoing shameful embarrassing MDOT “Pack of Complete Aviation in Michigan Lies”

debacle. The Michigan [Governor](#) & Michigan Attorney General ([AG](#)) should investigate continuing MDOT fraudulent claims & outright lies while noting that convenient MDOT silence (acquiesce) is complicity for the largest waste of Taxpayer money in the history of Michigan! Michigan Department of Transportation (MDOT), their contractors and Special Interest & Industry Lobbyist cronies = **professional pathological liars** perfecting & pitching their 'fictional storyline' to anyone that will listen over the last 50 years.

Please read some excellent September 2023 local Michigan journalism in action with the honesty, courage & fortitude to unravel the "Best kept MDOT secret in Michigan":

- Downtown NewsMagazine ([html](#)) | [Birmingham Bloomfield](#).
 - Oakland County's role in leaded aviation gas – Special Issue ([html](#)) September 2023.
 - Danger above: Threat of toxic lead in aviation gas ([html](#)) September 2023, Stacy Gittleman.
 - September 2023 ([digital](#)), Lead Fallout – Special Issue, pg 33, Stacy Gittleman. There's more than just planes in the air at Oakland County's three airports thanks to LEAD fuel for some aircraft.
 - Open Letter. Support Local Journalism. Please Donate to Downtown Magazine ([html](#)).
 - Threatened Planet ([html](#)) | Downtown Newsmagazine. Essential Information about Mother Earth.

Michigan Department of Transportation (MDOT) – Historical Perspective – 50 Years of Michigan Department of Transportation (MDOT) Owned Canton-Plymouth Mettetal Airport (1d2) Deception, Misinformation, Debunked Lies & Bullying

This section discusses several news media articles, including the original MDOT discussions captured by local media outlets that provide background information and highlight MDOT airstrip expansions that have violated original understanding & agreement and betrayed the public trust in multiple ways over the last 50 years.

Michigan Department of Transportation (MDOT) Owned Canton Plymouth Mettetal (1d2) airport AKA "MDOT 1d2 Frat House" is THE direct source of the full gamut of Negative Community Outcomes from Negative Aviation Impacts (NAIs):

- Adverse Health, Safety and Welfare impacts
- Environmental impacts of toxic Tetraethyl Lead (TEL) Ethylene Dibromide (EDB) pollution
- Noise Pollution
- Diminished quality of life
- Reduced Community desirability & property valuation
- Wasted taxpayer money (massive amounts, largest single waste in the history of Michigan)

Let's be clear, and in no uncertain terms has the community at large EVER needed or wanted the Michigan Department of Transportation (MDOT) owned Canton Plymouth Mettetal 1d2 Hobby Sport Recreational Entertainment Venue Airstrip purchase to ever take place. The MDOT purchase was forced on local communities with no way out, pushed by former Michigan Aeronautical Commission (MAC) members, one from Plymouth, many with Special Interest, Industry Lobbyist & Political cronies &

connections! It's plain & simple, this is common knowledge that has been purposely selectively forgotten & avoided by MDOT, while they continue to acquiesce.



These are NOT isolated incidents but premeditated, calculated & predictable MDOT modus operandi! This is what MDOT + Special Interest + Industry Lobbyist Clowns do. Say one thing, and do another over many years hoping everyone will forget or eventually give up in frustration. Death by a thousand MDOT cuts.

There is NO community protection from the MDOT Clown Patrol provided by ANYONE! This includes ZERO protection provided by the State of Michigan, Wayne County, Canton Township, any surrounding communities, or the Federal Aviation Administration (FAA)! Zip, zero, zilch, nada, none!

To put things into perspective here is a very brief summary of the 1d2 timeline starting back in 1975 (OMG!) almost 50 years ago. It might be interesting to know that many in the community were around then and remember the MDOT 1d2 Carnival Side-show Events vividly! This is where the term "MDOT Clown Patrol" originated as it was quite a public spectacle, actually a "sham" Political Circus on full public display.

Why does MDOT even own an Airport? Many Michigan residents don't know that the Michigan Department of Transportation (MDOT) owns several airports that Michigan Taxpayers are paying dearly for! Once people see any hidden or obscured details regarding MDOT Phony "Aviation in Michigan" it's easy to see it's gone from Ridiculous to Sublime to absolutely Ludicrous!



There is mountain of common knowledge & well-known public record available described below. MDOT has been dishing out the same crap for such a looong time. When you step back and look at the "big picture" it's pretty easy to see & expose the pattern of MDOT abuse, deception, lies & acquiescence.

Look at what MDOT does, NOT what MDOT says.

Here are the several brief media summaries (10 are newspapers, remember those?) highlighting MDOT and their continued "Failure to Communicate" with anyone ever about anything.

Plymouth Observer & Eccentric | May 19, 1975

Plymouth Observer & Eccentric | May 19, 1975 | [full original ([pdf](#)) 172mb.

Airport Opposition Grows. I just don't believe the airport should be **expanded**. It will mean bigger planes landing there, more air traffic. It will increase noise. and increase the hazard of crashes"

We don't know the effect of Mettetal on the Plymouth-Canton area. No doubt it is responsible for noise and homeowner discomfort, problems that would be aggravated should the airport be **expanded**.

Expansion of the airport seems assured if the facility is purchased by Canton. The financial feasibility study most recently completed by R. Dixon Speas and Associates says the **airport fails to meet federal standards to receive federal assistance**. Without federal assistance, cost of the air-port would virtually double and the township would be unable to purchase it.

Atchley, like other concerned home-owners commented "I don't see why they can't use Willow Run. Why don't they get in their cars and drive over there." [BTW: Willow Run (YIP) airport is only ~7 miles away, a few minutes by car on Michigan Avenue.]



Canton Observer | January 28, 1991

Canton Observer | January 28, 1991 | [full original ([pdf](#)) 76mb]

Trustees move to block airport purchase. Canton joined a citizens group, Plymouth Concerned Citizens, in a request for an injunction against the airport purchase, charging that **state law requires** that the host community, **Canton, approve** the purchase. "It's not an accident we're meeting in an emergency session at 12 p.m. (noon on Friday)," Canton Supervisor Tom Yack said adding that he believed actions were taken last week to speed up the purchase process before an injunction could be granted.

It is apparent that the driving motivation behind this effort has NOT been what is in the best interests of the greater community and its residents . . . "

Yack said he doesn't believe public funds should be used to buy the airport, because only a **SMALL** group of people use it.

However, Kirchgatter presented a letter Friday from the Michigan Department of Transportation that said there are **NO plans for expansion**. Clerk Loren Bennett said at the special meeting that he **DIDN'T** trust the validity of that letter.



Plymouth Observer | January 31, 1991

Plymouth Observer | January 31, 1991 | [full original ([pdf](#)) 129mb]

Airport JOA foes launch recall campaign. "Our recalling them is to make them realize we can't afford city commissioners who disregard the residents of the city," said Bill McAnnich, Plymouth Concerned Citizens member.

Canton Trustees reject a committee's recommendation for public ownership. They argued that the land is zoned industrial and should be developed as such.

I am referring to his [Vos] smug statement that those who object to the noise of Mettetal Airport should not have moved here in the first place or should consider moving to another locality.

City didn't know facts about airport. The degree of ground contamination from 50 years of operation.

Mettetal a land grab. Read that as "tax dollars" folks. If Mettetal can't operate profitably as a private airport, what makes elected officials think it can make a profit as a government entity? The word "might" is a very flimsy justification for the expenditure of tax dollars already spread thin on other special interests.

Commission vote was arrogant. To the editor; What a sad day it is for the wonderful city of Plymouth and its residents when a powerful airport lobbying effort which includes people from as far away as [INSERT MANY OTHER COMMUNITY NAMES] Bloomfield township can influence our commission to disregard the feelings of the residents of our fair city.

A reporter who observed the meeting later stated that in all of years reporting he had NEVER seen a board or commission so arrogantly disregard the wishes of its constituency.



Canton Observer | February 4, 1991

Canton Observer | February 4, 1991 | [full original ([pdf](#)) 72mb]

Mettetal 'not important' to county. The feud between the supervisors in Canton and Plymouth townships over Mettetal Airport isn't worth putting future joint projects at risk, according to Mike Duggan, deputy Wayne County executive. The airport, at Lilley and Joy roads in Canton, is classified a "Reliever Airport" for Metropolitan Airport, but the county doesn't place a lot of emphasis on that roll. "As far as we're concerned it doesn't make a difference," Duggan said. "As a matter of air traffic, it is NOT important to the county."

"It's not a county issue. If this issue is tearing apart people, that airport isn't worth it"

NOTE: Designating 1d2 as “Reliever Airport” was a sneaky & clever MDOT maneuver to dupe taxpayers and garner undue FAA funding and therefore protection. “Reliever Airport” capability has never been needed or required, especially from tiny 1d2 airstrip close to many other more appropriate real airports. Just for comparison, Oakland County International Airport ([PTK](#)) is also designated as General Aviation Reliever Airport with 120k takeoffs & landings yearly, 554 aircraft of which 150 are corporate aircraft, several FBOs, training and sales operations with a 6520 foot runway with full Air Traffic Control ([ATC](#)) services including Advisory Radar. NOTE: Oakland County International Airport (PTK) is one of the top 100 Lead Producing Airports ([pdf](#)) in the United States.

For more details SEE: AIP Handbook ([html](#)) | Change 1 to FAA Order 5100.38D, Airport Improvement Program Handbook ([pdf](#)), 26 February 2019 – Appendix A. Definitions of Terms Used in this Handbook ([html](#)) – Office of Airports ([html](#)). Appendix A: Technical Analyses of General Aviation Airports: A National Asset. Reliever airports (268) are high activity general aviation airports that provide general aviation with alternatives to congested hubs (where their presence might cause additional delay).

Petitions for vote on Mettetal rejected.” The omission of the names of the persons or organization sponsoring the circulation of the petition requires me to reject the petition,” she wrote. Eckler said the action is an attempt to thwart the group’s efforts. “They’re looking for ways to stop us from letting the people vote,” Eckler said. He questioned why it took since Dec. 22, when the petitions were filed, to find the error. Warren Dusbiber, another Plymouth Concerned Citizens member, said the city’s action is an intentional roadblock.



Canton in way of JOA for Mettetal. There are **NO plans to expand** Mettetal Airport This can be easily confirmed with the Michigan Bureau of Aeronautics and the FAA.

Canton Observer | December 6, 1993

Canton Observer | December 6, 1993 | [full original ([pdf](#)) 55mb]

Runway project may cause stir. A plan to move a runway at Canton’s Mettetal Airport could cause a controversy. Some say the spirit of an agreement between the state and township would be violated by the action. The agreement was designed to protect interests of residents.

While discussing the **wish list**, board vice chairman Mark Merlanti of Canton said **ANY** type of **expansion** would have to be spelled out, including how changes would affect the airport’s operations. “There will be some strong concerns on how the operation will be changed,” he said.

Stankov reminded Collier that the community “was sold” on the state purchase based on assurances the airport **would NOT be expanded**. “It was just a point I needed to make,” he added.

The **spirit was broken** by seeing those things today,” Stankov said, based on provisions of the agreement.

Coller admitted moving runway south 300 feet **would allow for larger airplanes.**

Pilots asked to try quieter approach. [Noise abatement has been a continual issue that is still totally ignored and used as a weapon of intimidation and harassment!]



Canton Observer | April 14, 1994

Canton Observer | April 14, 1994 | [full original ([pdf](#)) 88mb]

Mettetal concerns.

Let's take a long, last look at Mettetal Airport. Has anyone seen a profit and loss statement regarding the operation of Mettetal Airport?

The reason is the airport has been operating at a loss under private ownership and to continue in operation, it **had to be purchased with public money**. Almost **\$5 million from the FAA Trust Fund** — or 10 percent of every plane ticket. To stay in operation no one has been told **how much taxpayer money will be needed**.

Is there a need for Mettetal? Does an alternative exist that has the capacity that could provide the service that Mettetal does?

Yes, the Willow Run Airport manager has stated that **“there is more than enough capacity at Willow Run [YIP] to house and provide a runway for ALL of the small airplanes at Mettetal.”**

Let's look at a few criteria as to whether or not we want to own Mettetal Airport:

- Safety — the 2,000 foot runway was declared **“unsafe”** by the FAA in 1964 and nothing has changed.
- Liability — if there was to be a plane crash or accident at Mettetal the taxpayers of Plymouth and Canton Township would have to foot the bill.
- **Noise** — just listen and you can hear for yourself. Ask any resident of Romulus about whether or not the noise and vibrations from Metro Airport have caused any structural damage to the houses in Romulus.
- Contamination — why have we not heard anything about the removal of five underground storage tanks that were leaking and left contaminated soil at Mettetal Airport within the last three years.
- **Expansion** — **any expansion is prohibited** by the Joint Operating Agreement between the state and the citizens of Canton Township. Everyone knows that the state has already purchased land



on the north and south side of Joy Road. This expansion will allow for jets to land and take off. Providing for small jet traffic is the only way for Mettetal to make any money.

- Taxes – the airport now encompasses **84.9 acres**. The industrially-zoned \$1.2 million in property taxes in 1990. Public ownership of Mettetal has resulted in all of that property being tax-exempt and a loss of over \$1.2 million.

Supervisor Tom Yack, of Canton Township, stated that, “The only reason Mettetal Airport was being purchased was to tie – up land that was prime for light – industrial development and therefore would also eliminate competition for Metro-West in Plymouth Township.”

Thus, we have a political pay-back by politicians, including Gov. Engler to Bob DeMattia, who is a financial investor in a local Plymouth newspaper.

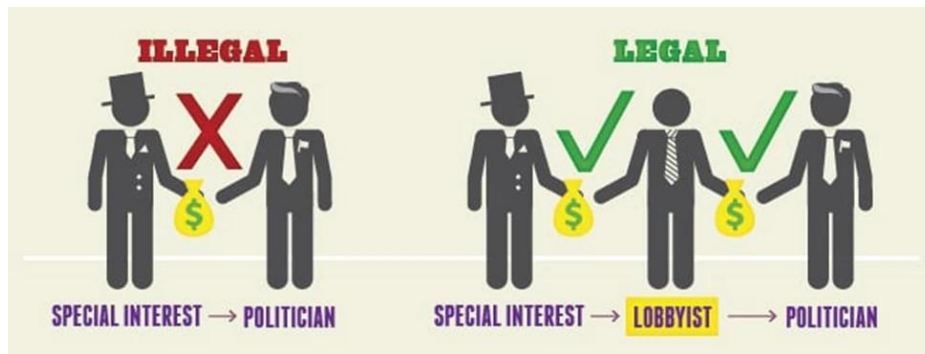


Canton Observer | January 30, 2000

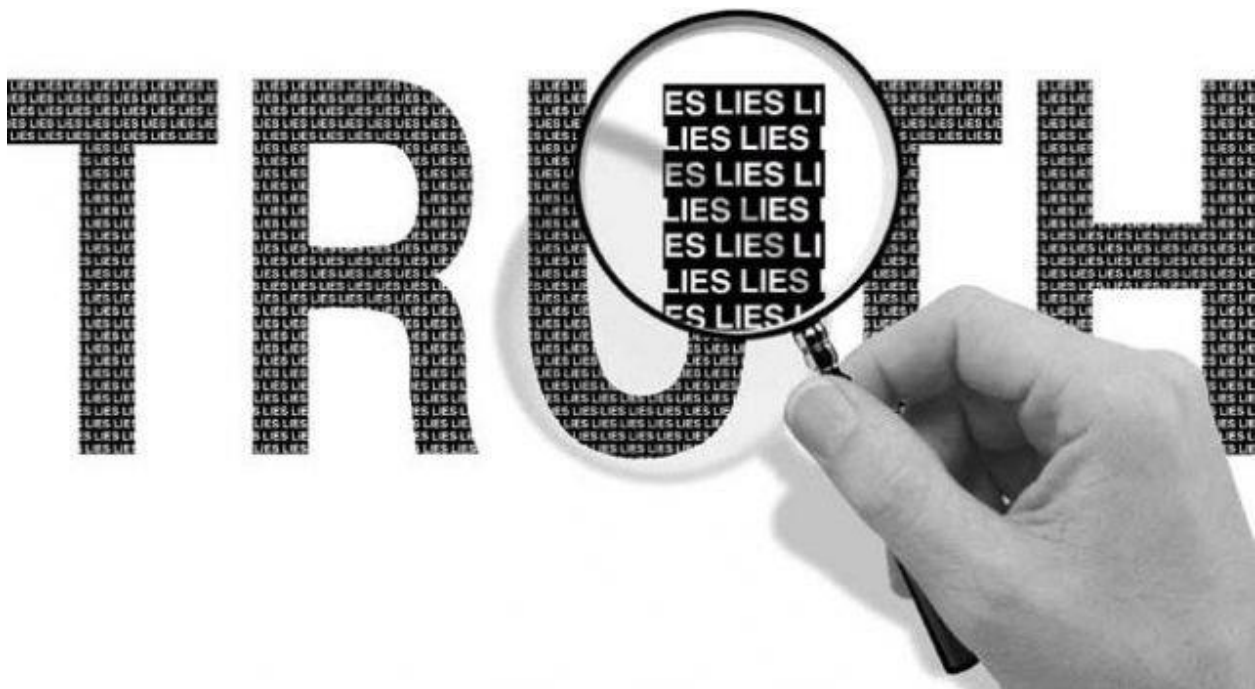
Canton Observer | January 30, 2000 | [full original ([pdf](#)) 26mb]

Airport activity takes off with **changes**. The bureau which is a division of Michigan’s Department of Transportation, has **completed more than 50 projects** at Mettetal since taking over.

A 14-unit “T-hangar”, which cost \$450,000, was also installed. Mettetal currently has 126 hangars. Collier said more will added as funding allows. “I’d like to see more new hangars,” added Fixed Base Operator Doug Kitze. “We have a waiting list of 200 plus.” “Many of our first lessons are in the air” he commented. “If you can drive to the airport, you can fly a plane.” Certainly not a comforting thought for surrounding communities worried about safety. [NOTE: all **expansion** done using taxpayer money to “prop” up a Private Commercial Interest coupled with Special Interests and Industry Lobbyists with MDOT protection hidden from taxpayer view!]



The board consists of four state-appointed representatives, two Canton residents and one from Plymouth Township. Merlanti said the board is a “procedural animal” that has no binding authority. [NOTE: In other words, the so called “**board**” is totally **useless**. People in the community eventually gave up as nothing ever changed. Now people **roll their eyes** at any mention of Mettetal, you know “you can’t fight city hall AKA MDOT, right”? Death by 1000 MDOT cuts!]



Mettetal’s **activity level could go even higher** in years to come, while **no plans are on the board**, Collier said the possibility of adding a restaurant to the airport exists. [If there are NO plans why is there ANY possibility of a RESTAURANT? More MDOT mumbo-jumbo double-talk and continual lies.]

Canton Observer | February 17, 2000

Canton Observer | February 17, 2000 | [full original ([pdf](#)) 38mb]

Airport no blessing.

What a wonderful article on Mettetal Airport! (Observer, Jan .30) Wonderful for whom? While there are some who are happy with the outcome of the purchase of Mettetal Airport by the State of Michigan. I'm sure the residents of northeastern Canton are anything but pleased.

I have lived near Hanford and Lilley for 25 years and had no objection to the state purchasing Mettetal Airport; as it was here before I was and I had no problem with the planes.

After the last Six years, however, I wish it (the airport) had gone away. The amount of air traffic coming over my house is becoming **intolerable**. Having your **house buzzed by these planes** is not particularly enjoyable. Many of these planes come spitting and sputtering so close to the top of your house, you wonder if they are going to **crash on the roof**.

Fly-In pancake breakfasts may be fun for those flying in and out, but is not for those of us who have to listen to planes landing or taking off over our houses every one-two minutes, hour after hour, after hour, after hour. Etc. I am **sick and tired** of the noise. It makes me **incredibly angry**.



If the activity level hadn't increased so dramatically, I still would not have any objection to the airport. Little did I realize that when the state bought the airport, air traffic would triple in five years time. Now, there are plans for adding additional hangars; which, of course, means more takeoffs and landings.

How much more? There needs to be some limit put on the activity in and out of that airport. Wasn't this considered when the state purchased the airport? Didn't our wonderful Canton Board of Trustees, who are so concerned over "quality of life" in Canton, address this issue? If not, maybe it's time that they did.

After all. Northeast Canton is still part of Canton and “quality of life” is just important here as it is west of Canton Center Road.

Canton Observer | April 5, 2001

Canton Observer | April 5, 2001 | [full original ([pdf](#)) 16mb]

Residents miffed over runway shift

More than **100 Canton and Plymouth Township residents** packed the Canton Township Board of Trustees meeting room Tuesday to protest a 240-foot runway shift at the state-owned Mettetal Airport.

“If you put down **one square inch of pavement**, that’s an **expansion**,” said Plymouth Township resident Bob Zaetta, former spokesperson for the Concerned Citizens grassroots group who opposed the 1993 state purchase of the airport.

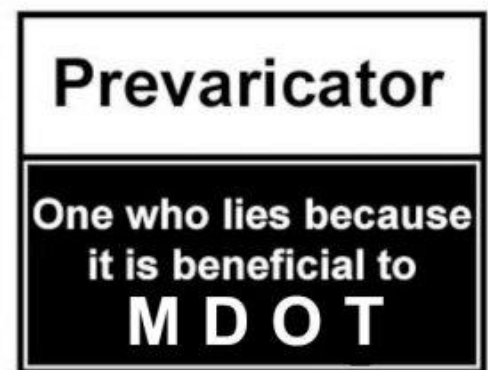
Noel said the runway does not currently meet FAA safety zone standards, and shifting the runway is one way to bring the runway into compliance. While the proposal was brought up because of pilot concerns, he added **compliance is linked to future FAA funding for capital improvements**.

“We were told that this airport was safe and that this airport was in total compliance with all state and federal standards,” he said. “I think we were **misled**.”

The majority of the meeting’s attendees were Coves of Canton condominium residents, who said the shift would effect their safety and “**quality of life**”. 102 homeowners had signed a petition in opposition to the shift, and 146 had sent letters expressing concerns.

“The **state and Canton Township ought to find another location altogether**,” Herriman said, prompting applause from the audience.

He said he opposes the changes because it’s a **waste of tax money**. “There was **approximately \$7 million paid** for this airport with yours and my tax dollars,” Stankov said, “There’s been **a lot of money pumped into** what is essentially **a hobby airport**.”



Further, Stankov said the **state has designated Canton** as a “**non-densely populated area**,” which enables the particularly noisy Ultra Light aircraft to use the airport.

Canton Observer | April 26, 2001

Canton Observer | April 26, 2001 | [full original ([pdf](#)) 20mb]

Airport runway shift shot down

Township officials have told the state [MDOT] to take its Mettetal runway shift and **shove it** in the wake of news that state officials knew the airport was out of compliance with federal guidelines when it was purchased in 1994.

The Canton Township Board of Trustees grounded plans to shift the Mettetal Airport runway when it **unanimously voted down** the action Tuesday.

At the heart of the denial to shift the runway 240 feet to the south was the balance between pilot and Joy Road motorist safety – and the concerns expressed by Coves of Canton condominium residents.

Also weighing heavily in the vote was the **board's hostility about falsehoods reported to them when the state bought the airport in 1994.**

The big lie [BTW: MDOT copyrighted the term “**The Big Lie** ©” many years ago]

“The **FAA** and **MDOT**, people who are supposed to look after our safety and welfare ... **intentionally lied** to the people who are involved,” said Trustee Melissa McLaughlin. “They **lied** about FAA standards they are now trying to enforce.”

The Michigan Department of Transportation [MDOT] Bureau of Aeronautics and the Airport Advisory Board brought the proposal to the board earlier this year, stating new FAA standards would require a shift.

Noel said the proposal is a shift, **not an expansion**, and the pavement at the north of the runway could be torn up or left in place to provide a paved buffer between the runway and the road.

By contract, the 2,500-foot runway **cannot be modified without a resolution from Canton** and the state.

However, the board recently learned when the state bought the airport in 1994, the FAA standards requiring longer safety zones at the end the runway were already in place and had been since 1989. The board alleged the Bureau [of Aeronautics AKA MDOT] **lied** in order to push through the state purchase of the airport.



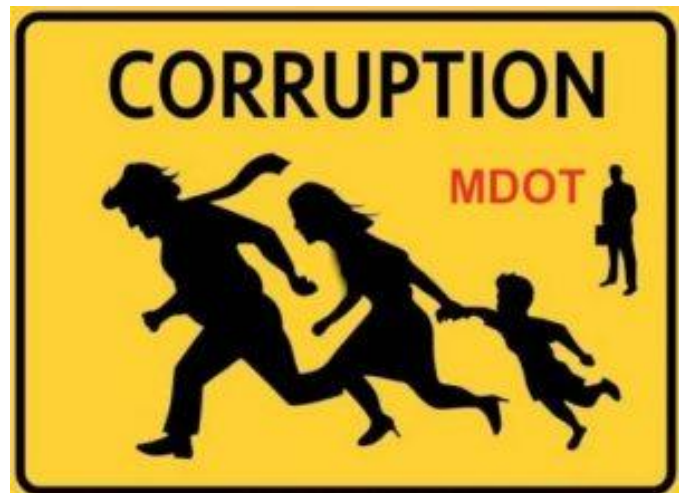
McLaughlin quoted a 1990 memo from Wendell Proudfoot, manager with the Bureau of Aeronautics, to Peter Serini, manager with the FAA. Proudfoot stated, “**Once we have a public sponsor** serving the 120 or so aircraft at this facility, we will then evaluate steps, required to **make the airport meet standards.**”

Safety standards

Township Supervisor Tom Yack said the resolution to deny the request suggested the **state seek a more appropriate and safer location for an airport.**

“We would defend ourselves, naturally. The entity that really has to worry about this is MDOT,” Yack said. “**They [MDOT] only have deceived us and lied.**”

Former U.S. Navy aviator Greg Pappas of Plymouth suggested if MDOT and FAA are “really interested in making the airport safer. ... They should either restrict the airport to only those aircraft that can easily take off and land with 2,200 feet of runway or **close the airport.**”



Aviation Pros | Canton Township: “We would prefer not to have the airport in Canton, period.” | March 2005

Mich. Dept. of Transportation to Hand Over Romeo Airport to County ([html](#)) 03-21-2005 | [Aviation Pros](#). Canton Township Clerk Terry Bennett, who serves on the advisory board for Canton-Plymouth-Mettetal Airport, said that while that airport [1d2] is in better financial shape than many, “**We would prefer not to have the airport [1d2] in Canton, period.**” If the state wants out of the airport business, there’s probably a reason for it” she added. NOTE: There has been NO action or even mention from MDOT regarding ANY of the four absurd MDOT Owned & Operated Airports in *decades*, period. Appears to be an MDOT ‘theme’ emerging, right? Say one thing and do other things, actually, its clear MDOT does whatever they want and answer to no one for decades.

Summary of Expansions that happened with No MDOT Plans for Expansions

Reported hangar usage in 01-30-2000 was reported as 126, so it’s not clear exactly how many aircraft there are in 2022. What is clear is that 1d2 aircraft capacity expansion has doubled. This represents ~100% **expansion** in hangar space.

Hangars were added close to Lilley Road, so the view from Lilley road obscured the addition of additional hangars that have been constructed. Very basic sneaky MDOT tactic to camouflage expansion of hangar space without the general public noticing anything unusual.

All of these capital improvements and the many items on the previously mentioned “wish list” kinda seem like “**expansion**” to most rational taxpayers.



Figure 3 Capital Improvements that are NOT Expansions

In 1993 the runway was 2,105 x 45 feet. In 2022 FAA lists runway dimensions as 2,302 x 75 feet. Somehow the runway has been mysteriously extended over time by 197 feet. I guess this IS spontaneous or accidental **expansion**?

This was no accident, but done to accommodate cronies with heavy twin engine aircraft to REALLY punish the community. Heavy twin engine aircraft should have NEVER been allowed to land at this minimal airstrip over densely populated neighborhoods near schools. Heavy twin engine aircraft are loud enough to drown out an outdoor conversation on take-off, 99.95% of Aviation SMEs also seem to agree with these views. Basically, everyone seems to agree except MDOT and cronies that own heavy twin engine aircraft.

$2,105 \times 45 = 94,725$ sq feet **expansion** to $2,302 \times 75 = 172,650$ sq ft.

This represents an 82.3% **expansion** in runaway square footage!

To summarize MDOT **expansions** that occurred without ANY MDOT plans for **expansions**:

- 60% runway width **expansion** (30 feet) from 45 to 75 feet
- 9.4% runway length **expansion** (197 feet) from 2,105 to 2,302 feet
- 82.3% **expansion** (79,925 sq feet) of runway surface area from 94,725 to 172,650 sq feet
- 20,000 gallon fuel farm **expansion** added! [Must be needed for NO anticipated **expansion** in aircraft traffic?]
- Who can forget the dedicated 1d2 **expansion** RADAR dome installed after a costly deadly mid-air Collision that rained bodies & luggage on densely populated neighborhoods? Taxpayers have

absolutely NO idea how much *astronomical* RADAR costs were back then! Of course all airstrips have custom RADAR domes, right? It was finally removed after it fell into embarrassing disuse and became an MDOT eye\$ore. Another MDOT laughing stock move echoed in surrounding communities for literally years.

- New lighting system **expansion** including Precision Approach Path Indicator Lights
- Hangar space **expansion 100% = doubled**
 - 14 unit T-hangar **expansion** \$450,000
 - 14 unit T-hangar **expansion** \$450,000
 - 14 unit T-hangar **expansion** \$450,000
 - 7 unit Box-hangar **expansion** \$225,000.00
 - Hidden hangar **expansion** costs exceeding \$1.575 million dollars (year 2000 costs)!
 - 3 x 14 unit T-hangars and a 7 unit Box-hangar unit have been added over time for a total of 49 additional units, that can and *do* hold more than a single aircraft
 - The total number of aircraft doesn't include the Main Hangar that can hold 6+ more aircraft, and the Special Interest + Industry Lobbyist "Tennant" hangar that can hold 4+ more aircraft.
- Additionally, it's NOT clear who pays or paid for the longtime MDOT Special Interest + Industry Lobbyist "Tenant" Commercial Grade Hangar **expansion**, property improvements and on-going social events with weekend man power support, state reimbursed cell phones, etc. It's quite obvious to everyone in surrounding neighborhoods & communities of Special and Preferential treatment with NO clear separation of MDOT duties, very disturbing indeed.
- 100% aircraft **expansion** from the "original" 52 units adding 49 additional new units + 4+ Special Interest & Industry Lobbyist "Tennant" Commercial Grade Hangar aircraft + Main Hangar 6+ aircraft = capacity for hundreds of aircraft in 2022. NOTE: The actual aircraft **expansion** total count could still be higher as modern T-Hangars can house more than one aircraft here and do! The actual total number of aircraft is hidden and closely guarded by MDOT!
- Initial cost somewhere between **\$5 million** and **\$7 million taxpayer dollars**, nobody really knows
- MDOT bought more additional parcels that increase land from **~64 acres** to **~84.9 acres** for larger aircraft expansion, nobody really knows
- Ongoing Yearly Loss of **~\$1.2 million** zoned "Light Industrial" stable tax base revenue
- The costs to Michigan taxpayers is absolutely astounding, the **LARGEST single** waste of taxpayer money in the history of Michigan!



Figure 4 Finally Gone. Taxpayers paid for 20 years of NON-USE!

In late 2020 the runway was reconstructed and all paved areas completely resurfaced, including the parking lot. Runway is in now “excellent” condition, the highest rating, a rarity for a small airstrip, but NOT one with the “right” MDOT connections. The 1d2 runway reconstruction was completed quicker with higher priority than any MDOT road work performed anywhere else in the State of Michigan, roughly two weeks total for several fully equipped paving crews. Surrounding communities get pot holes filled, the MDOT “Frat House” gets fully equipped paving crews.

It is clear that MDOT has “Dug in Their Heels”, “Doubled Down” and is in this for the long run at Canton-Plymouth Mettetal 1d2 airstrip all at the expense of the surrounding communities. MDOT has wasted millions of taxpayer dollars propping up one of their own MDOT “Frat House” airstrips and will continue to do so!

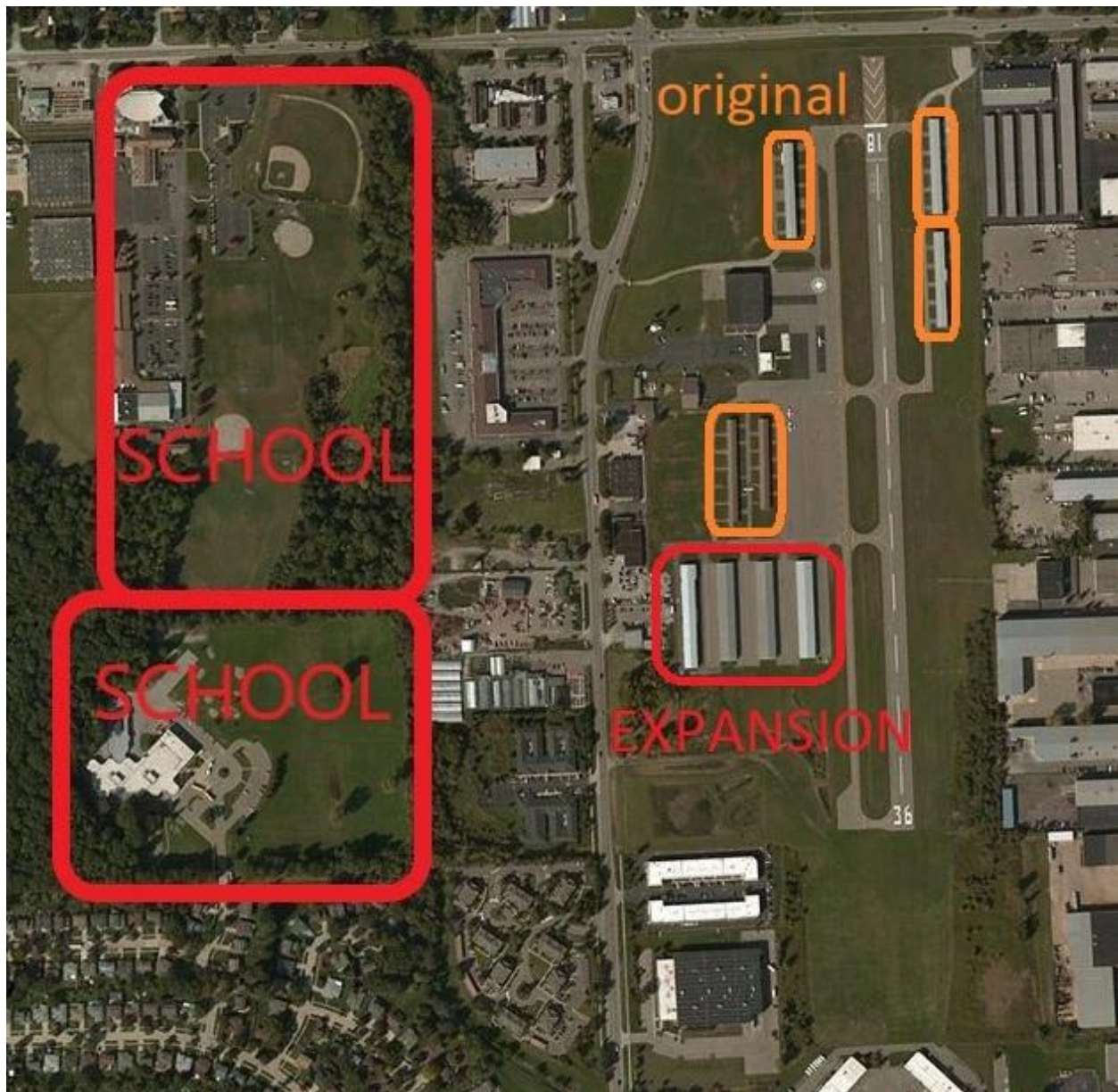


Figure 5 MDOT Expansions that are NOT Expansions Dangerously Close to Schools?

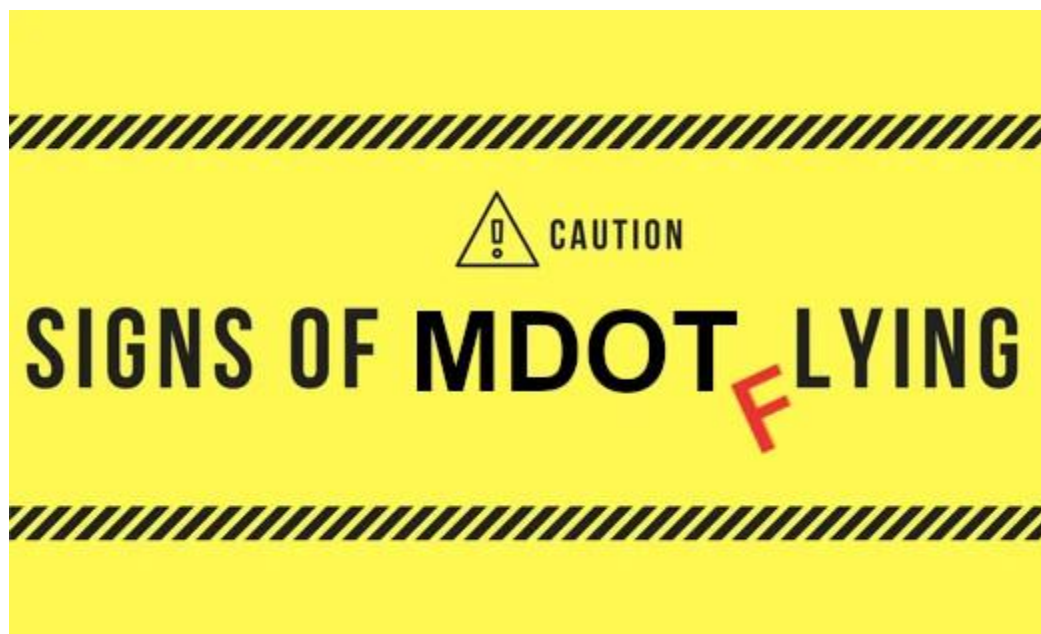
NOTE: how close Canton-Plymouth Mettetal 1d2 airstrip is to several assisted living and rehabilitation facilities and two schools in the image. The third school, out of view, is just slightly North:

- [Hulsing Elementary School](#) 8055 Fleet St., Canton, MI 48187 (Directly across the street, ~200 meters, ~270 steps from 1d2 Mettetal lead poisoning!)
- [Plymouth Christian Academy](#), 43065 Joy Rd, Canton, MI 48187 (Directly across the street, ~190 meters, ~248 steps from 1d2 Mettetal lead poisoning!)
- [East Middle School](#) 1042 South Mill St., Plymouth, MI 48170 (Just down the street, ~950 meters, ~1230 steps from 1d2 Mettetal lead poisoning!).

Please see more detailed aerial views:

- Michigan Department of Transportation (MDOT) Owned Canton-Plymouth Mettetal Airport (1D2) Airstrip AKA "MDOT Frat House" ([html](#)) – [Google Map](#)
- Michigan Department of Transportation (MDOT) Owned Canton-Plymouth Mettetal Airport (1D2) Airstrip AKA "MDOT Frat House" ([html](#)) [Bing Maps](#) – Directions, trip planning, traffic cameras & more.

50 years, since 1975, of continuous Michigan Department of Transportation (MDOT) deception, lying, community abuse and a complete waste of taxpayer money, enough is enough. In fact, all Michigan citizens & taxpayers should see that MDOT phony budgets and spending are one of the largest wastes of taxpayer money in the history of Michigan.



Other parts of this web site detail some of the massive waste and abuse of public funding money including COVID Relief funds used for weekend overtime to cut grass and replace mulch, paying the groundskeeper to work on & repair aircraft, MDOT 4 Star “business meetings” on Mackinac Island, over a half dozen vehicles including multiple pick-up trucks, can’t keep track but seems like 4 to 6, professional \$250k CAT Front End Loaders, High-End Exclusive Pro Golf Course air-conditioned grooming lawn-mower, custom fencing, free internet & coffee, electricity bill for non-State of Michigan owned holiday decorations, the list goes on ad nauseum. ALL tiny airstrips have professional \$250k CAT Front End Loaders, right?



The above brief timeline is just a small sampling of the long local history of MDOT 1d2 Expansion Deception, Lies & Bullying that continue to this day.

Anyone can search or browse past issues of the Canton Observer ([html](#)) | [Canton Public Library](#) . There are over 400 results if you search “[mettetal](#)”.

Anyone can search or browse the Plymouth District Library ([html](#)) Newspaper Archives ([html](#)). There are over 400 results if you search “[mettetal](#)”.



It’s way past time for the State of Michigan to finally “Fix the damn MDOT!”

Michigan Department of Transportation (MDOT) Retirement Home for Special Interest & Industry Lobbyists

It should also be noted that MDOT has become a “Retirement Home” for many (current and past) Special Interests & Industry Lobbyists, especially individuals relating to MDOT or Michigan Aeronautical Commission (MAC) activities, cronies, families or friends that have successfully “[burrowed in](#)” MDOT or Michigan County Airport payrolls for a taxpayer provided lifetime of protection, immunity and impunity. Sweet “Aviation in Michigan” MDOT related “[Revolving Door](#)” positions if you can get one!

The problem with MDOT rampant “burrowing in” is that it diminishes trust in the merit system. Even when appointees are highly qualified, few observers trust that the appointment or hiring process was fair. Michigan citizens need to know that their government is not utilizing people based on their politics, conflicts of interest, Special Interest & Industry Lobbyist agendas, special abilities or lack thereof to take advantage of public funding abusing Taxpayers or Taxpayers money. The multiple MDOT “Conflicts of Interest” are so obvious it is disheartening & sickening to say the least.

MDOT malfeasance continues unabated: MDOT “appointed” Local Flying Club AKA “Social Club” Crony Community Pariah Goons as “Assistant Airstrip Managers” to do as they please for the last decade, these creeps, bullies, scumbags, community pariah answer to no one! Recently MDOT removed “Noise Abatement Guidance” that’s been in place for decades to further punish surrounding Communities that complain!

Much more to come on the “meticulously documented” Community Abuse via Disingenuous Low Flying Harassment (DLFH) meant to harass & intimidate. Especially by the two Local Hobby, Sport, Recreational Flying local (1d2) Social Clubs plus selected “Usual Suspects”, and some Social Clubs that come to 1d2 from elsewhere just to feel important & powerful over densely populated neighborhoods surrounded by schools, assisted living, rehabilitation & retirement homes. “MDOT 1d2 Frat House” doesn’t really have anything to do with REAL Aviation, REAL Infrastructure or REAL Transportation and never has, just elite privileged park & fly entitlement convenience for a handful jerks that own outdated Flying Junk Piles (FJPs) or Millionaires.

So, what is Disingenuous Low Flying Harassment (DLFH)? It’s some sort of a sick game, doesn’t matter whether it’s Landing or Take-Off, the “goal” is to see exactly how close you can get to roof tops, pushing to the limit of the law, since there’s literally nobody to check or follow-up, no repercussions, no accountability. Target people that have ZERO recourse to do anything, to make people feel helpless by attempting to demonstrate that no one can control their actions, true Bullies in every sense of the word! Using Disingenuous Low Flying Harassment (DLFH) as “Tool” of revenge, retaliation, harassment & abuse is common knowledge in the Aviation, Aerospace & Defense community that is laughed at, boasted and joked about, anyone that says otherwise is a complete unadulterated liar.

Who are these Creeps & Where Do the Creeps Come From?

The Creeps come from all over: Livonia, Novi, Northville, Farmington Hills, Royal Oak, Southfield, West Bloomfield, Brighton, Howell, Ann Arbor, Milford, Whitmore Lake and of course a few legendary [Klingons](#) (turds) from the Canton & Plymouth area. Most are from elsewhere and don’t give a damn about anyone else’s community.

These Creeps are Flying Rodeo Clowns in Million Dollar Helicopters, Professional Stunt Planes, Million Dollar Cirrus SR22 & SR22T made up of Law Office Managing Partners & Lawyers, Real Estate Magnates, Successful Business Tycoons, Auto Company Big Wigs, Automobile Dealership Bigshot, many other wealthy elite owners of multiple aircraft, including His & Her aircraft stored in their personal hangar, plus creepy aggressive hostile Flying “Social” Clubs & Military Wannabes, basically anybody that owns a Flying Junk Pile (FJP) and wants to conduct “Air Raids” on unsuspecting Communities.

Let’s not forget to mention Big Shot Medical Doctors, including an Emergency Medicine Physician and an Internal Medicine Physician. Ensuring patient safety is at the heart of the Hippocratic Oath: First, Do No Harm ([html](#)) 03-16-2023 | Centers for Medicare & Medicaid Services ([CMS](#)). Guess the guiding principles of the Hippocratic Oath have lost all meaning when it comes to Doctors’ personal hobby sport recreational social entertainment time & activities related to “Harm” from 100LL Leaded Aviation Fuel with Tetraethyl Lead (TEL)?

Please, let’s not forget the Pathetic Local Civil Air Patrol ([CAP](#)) clowns are back at the “MDOT 1d2 Frat House” after a brief hiatus of “Laying Low” out of sight & sound between campouts, sleepovers & pajama parties at Harbor Springs, Charlevoix & Traverse City. Good old [N305CP](#) has landed again waiting to poke their head out to take full command of air superiority of local skies once again to punish everyone in sight with their Special Brand of Disingenuous Low Flying Harassment (DLFH) & Intimidation Mission Critical Recon Missions & “Air Raids”! A complete waste not matter how you look at!



Figure 6 Livonia Thunderbolt (ThunderDolt) Composite Squadron (GLR-MI-183)

The same continuous lather, rinse, repeat “Cast of Characters” looking for the cheapest readily accessible convenient unsupervised (certainly no adult supervision) “closest to their home” park & fly benefits & preferential treatment with zero LIMITS, certainly “No Government BS” to quote “MDOT 1d2 Frat House” members, at an undersized out-of-place Personal Hobby Sport Recreational, Social venue forced on local communities endorsed, embraced & coddled by MDOT literally pitted AGAINST Old People & Children in densely populated neighborhoods surrounded by schools and assisted living, rehabilitation & retirement homes! What could possibly be wrong with that?

Most are simply “hangar renters” or itinerant visitors and have NO vested interest in the schools or community!

BTW: so called ‘Flying Clubs’ in Michigan are classified as “Pleasure, Recreational, or Social Clubs” exactly the same as ‘Old Car Clubs’ that have absolutely nothing to with the future of anything!

It is important to note that the “MDOT Clown Patrol” Pariah includes Michigan Department of Transportation (MDOT) Cronies, Aviation Oligarchs plus all their families & friends, this is a small tight knit group of parasites that have infected Michigan.

Special Preferential Treatment for the “MDOT 1d2 Frat House”, literally decades of lies, abuse of power, negligence, malfeasance from Michigan Department of Transportation (MDOT) coupled with Disingenuous Low Flying Harassment (DLFH) Intimidation, Bullying, Tetra Ethyl (TEL) Lead & Ethylene Dibromide (EDB) Exposure & Poisoning plus “Disturbing the Peace” and “Public Nuisance” Noise. There is literally NO protection from MDOT on any level. Local, County, State or Federal!

Entire surrounding Communities, literally 10s of thousands of people vulnerable to Negative Aviation Impacts (NAIs) at the mercy of any Clown with an airplane, helicopter/primitive-rotorcraft or aircraft of any kind.



Figure 7 MDOT Continues to Give Michigan Taxpayers BIG middle finger!

MDOT continues to acquiesce, demonstrating their will & choice to further their professional negligence, dereliction of duty, abuse of power, malfeasance, unethical, immoral “willful neglect” & just plain reprehensible creepy behavior! All while Michigan Taxpayers are tricked into paying the complete bill for ridiculous hobby, sport, recreational social “MDOT Aviation in Michigan” venues whether Taxpayers know it or not!



What Are the Subject Matter Experts (SMEs) Including Pilots, Students, Instructors and Aviation Professionals REALLY Saying About MDOT 1d2 “Frat House” Canton-Plymouth Mettetal 1d2 Airstrip in Reddit Flying (r/flying) Community?

Reddit is a network of communities where people can dive into their interests, hobbies and passions. Reddit is home to thousands of communities, endless conversation, and authentic human connection. Whether you’re into breaking news, sports, TV fan theories, or a never-ending stream of the internet’s cutest animals, there’s a community on Reddit for you. Reddit is a growing family of millions of diverse people sharing the things they care about most. Site statistics last updated January 2021 show that Reddit.com has:

- 50M+ Daily Active Uniques
- 100K+ Active Communities
- 13B+ Posts & Comments
- Reddit ([@Reddit](#)) / Twitter.
- [Reddit](#) – Wikipedia.
- [Reddit](#) – Dive into anything.
- [Homepage](#) – Reddit.

- [reddit Status](#).
- [Reddit, Inc.](#) | [LinkedIn](#).
- [Reddit](#) (@reddit) • [Instagram](#) photos and videos.
- [Reddit](#) – Home | [Facebook](#). Reddit is a network of more than 100,000 communities where people can dive into anything through experiences built around their interests, hobbies and passions. Reddit users submit, vote and comment on content, stories and discussions about the topics they care about the most. From pets to parenting, there's a community for everybody on Reddit.
- [Reddit](#) | [flying](#) – This community is for discussion among pilots, students, instructors and aviation professionals. 191k Members. Created Sep 3, 2008.
- [Reddit](#)

So, what Are Pilots, Students, Instructors and Aviation Professionals REALLY Saying About MDOT 1d2 "Frat House" Canton-Plymouth Mettetal 1d2 Airstrip? Try hard to ignore the typical hostile, violent, threatening, intimidating profane language, this is how typical hostile Clowns at MDOT 1d2 operate.

Someone has it out for 1D2. Correction: Everyone Has It Out for 1d2 for the last 50 Years!

Here are a few Subject Matter Expert (SME) summaries from a Reddit Post "Someone has it out for 1D2... ([html](#)) : flying":

- There's already a **non typical** pattern (which is honestly a little sketchy) . . .
- Likewise, very little seems to be being done to reduce aircraft noise. The design of modern aircraft should adapt to modern conditions – flying in or out of a lot of airports nowadays causes a fair bit of noise pollution for literally thousands of people. Is a modern C172 any quieter than a 1960s one? Why not?
- A modern day 172 is a 1960's 172 for the most part. Those airplanes are still flying, and the new ones haven't changed that much. Fucking Bonanzas [twin engine] are actually loud though. Noise abatement procedures are a thing. And modern jets do take noise reduction into consideration.
- I haven't done a noise comparison, but a 60s 172 is likely louder (or would be perceived that way) because of the extra two cylinders and corresponding higher pitch of the Continental O-300. A new C172 certainly isn't quieter than any made after the switch to the O-320.

Learning to fly at uncontrolled airport, short runway (SE Michigan). We (MDOT Clown Patrol) can Do Whatever We Want Whenever We Want to Save Our Time & Money!

Here are a few summaries from another Reddit Post "Learning to fly at uncontrolled airport, short runway (SE Michigan) ([html](#)) : flying":

Which airport should I learn out of? The closest to me is Mettetal (1D2), an uncontrolled airport with a 2300ft runway. It really only has Cessna 152s available, as far as I can tell. Being only 15 minutes away, it would be a convenient option.

- The really bad part of 1D2 is every weekend warrior on a nice Saturday is out, not listening, entering patterns however they like and cutting off other traffic. [Truly Out of Control (TOOC)]
- Learning at an uncontrolled field offers you a lot more patterns per hour and, ultimately, per dollar. Pattern count is what you care about at this stage in your path.
- I'd build on your advice to say that you might experience a different kind of stress at a busy uncontrolled field. People cutting in the pattern, not on ctaf, using the wrong pattern, cutting over the field near pattern altitude, pissing matches on which direction the wind favors, loitering on the runway, trying to squeeze in a takeoff in front of you when you're on very short final.
- But it's night and day cost wise vs a busy controlled field. I remember once paying \$400 for a couple of hours of cherokee dual time that netted two laps in the pattern
- The advantages of a small airport is most of your Hobbs time will be in the air. You'll taxi and sit very little compared to a larger airport. Some airports will take 3-5 tenths just to get to the active. Ultimately you should solo and get your PPL in much fewer hours, saving quite a bit of money.
- I can't tell you how many hours were wasted holding short, waiting (often in line) for take-off clearance. Then, often, it was so busy we were denied closed pattern work.
- At the small airport I was able to waste less time on the ground (read more hours in the air and less total time)
- I also prefer uncontrolled airports because I can just taxi to the runway and go.
- That said I now spend a bulk of my time flying into and out of uncontrolled airports because it is almost always WAY cheaper to fly into them vs. controlled airports.
- I should add a caveat: I *hate* really busy uncontrolled airports – they still make me nervous.
- At a non-towered airport the pilots in the pattern control the flow cooperatively, and if you screw up the procedures there you can **kill** someone.
- The untowered airport is nice because you can get a lot of patterns done. On the private grass strip, I could get 10 landings done in an hour.
- The only drawback to the runway length is that it's too short for a touch and go (or stop and go), so a lot of time is wasted on taxi back. I think 4000' would be the sweet spot.
- . . . but the cost to get there is so excessive. Not just in idling while you wait for clearance and ground to process you, but in it taking so many more flights overall because the environment is overwhelming and because occasionally entire lessons just turn into complete wastes because ATC fucks you over.



The bottom line is that 1d2 is an “Uncontrolled” (non-towered, e.g. No FAA ATC Tower) Airstrip that is really “Out of Control”, rife with 50 year old Flying Junk Piles (FJPs), literally everything is optional, recommendations, guidelines, patterns, Noise Abatement Procedures, “Fly Quiet” Requests, approaches

for Take-Offs, Landings, etc. It's all about saving time, money, NOT about minimizing Negative Community Outcomes from Negative Aviation Impacts (NAIs) in the Community at all. Local Social Flying Clubs Clowns are “Assistant Managers” at the “MDOT Frat House”. Since when does ANYONE put Frat House Members in charge of a Frat House?



Michigan Department of Transportation (MDOT) Owned Canton-Plymouth Mettetal Airport (1D2) Airport AKA “MDOT Frat House Airstrip” in densely populated Neighborhoods in Canton Township, Michigan - Concentrated Uncontrolled “Out of Control” Negative Aviation Impacts (NAIs) directly across the street from Hulsing Elementary School – Plymouth Christian Academy – Crystal Creek Assisted Living Facility with excellent aviation facilities **literally ~7 minutes away by car** at Willow Run Airport ([YIP](#))!

- Willow Run Airport ([YIP](#)) = **2,392 Acres** (REALLY its ~7 minutes away by car!)
- Willow Run Airport ([html](#)) - [Google Maps](#).
- Willow Run Airport ([html](#)) - [Bing Maps](#) - Directions, trip planning, traffic cameras & more.
- Michigan Department of Transportation (MDOT) Owned Canton-Plymouth Mettetal Airport ([1d2](#)) Airstrip = **~63 Acres**
- Michigan Department of Transportation (MDOT) Owned Canton-Plymouth Mettetal Airport (1D2) Airstrip ([html](#)) - [Google Maps](#).
- Michigan Department of Transportation (MDOT) Owned Canton-Plymouth Mettetal Airport (1D2) Airstrip ([html](#)) [Bing Maps](#) - Directions, trip planning, traffic cameras & more.













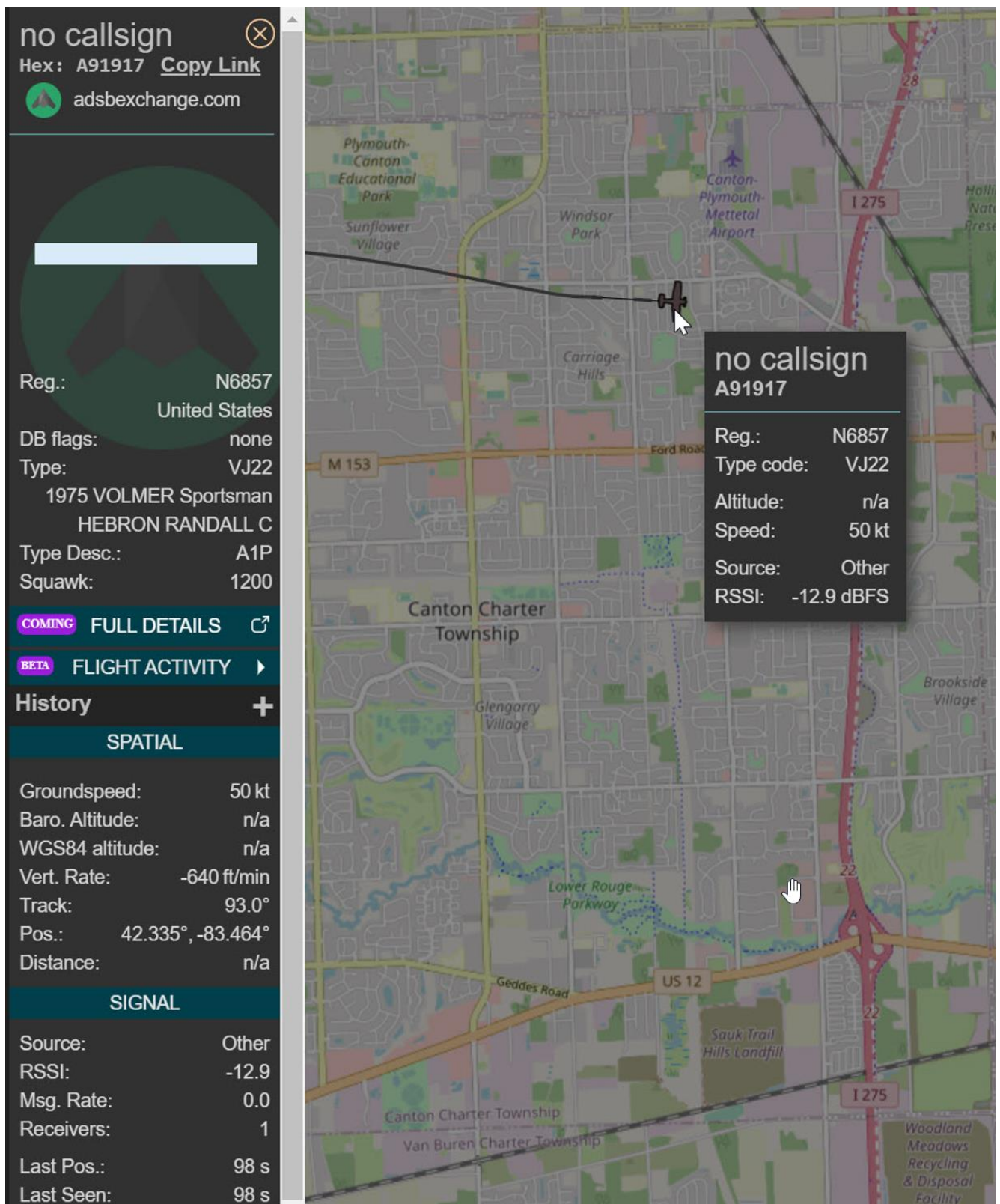




Figure 1 "no callsign" D/N display "Baro. Altitude"

N260Y

Hex: A28123 [Copy Link](#)

 adsbexchange.com



Reg.: N260Y

United States

DB flags: none

Type: T51

2013 TITAN T-51 Mustang

SUTTON KENNETH P,

SUTTON KATHRYN C

Type Desc.: L1P

Squawk: n/a

COMING

FULL DETAILS

FLIGHT ACTIVITY

History

SPATIAL

Groundspeed: 66 kt

Baro. Altitude: ▼ 650 ft

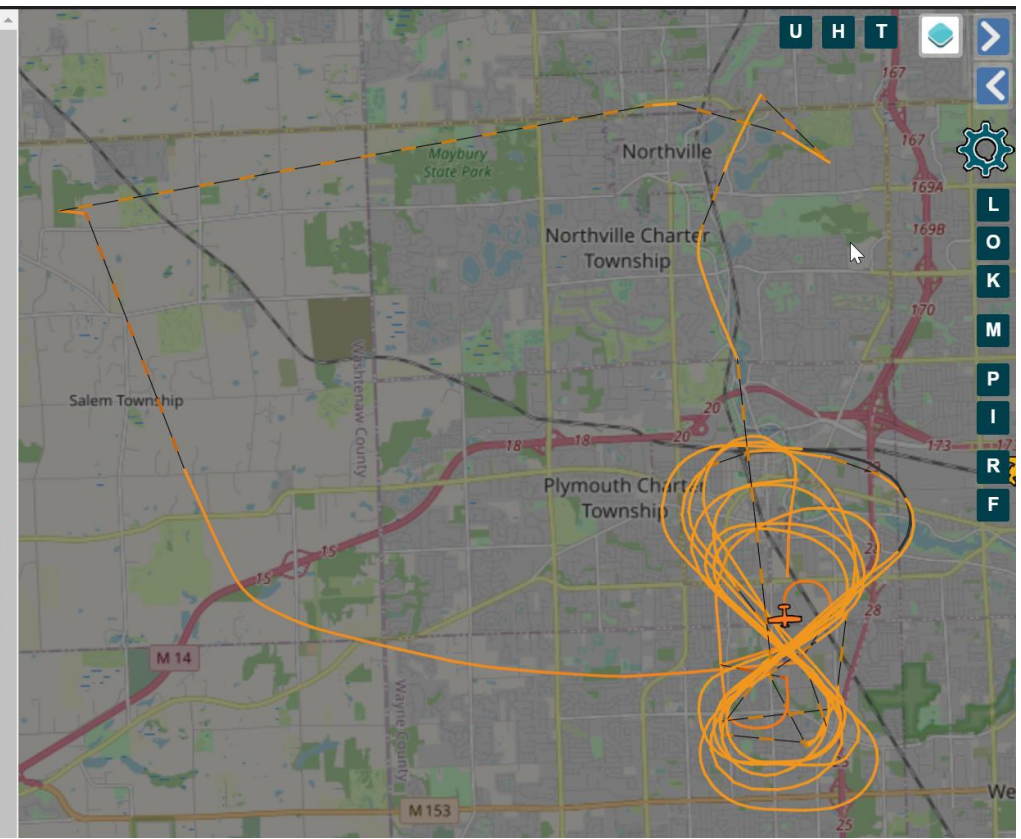
WGS84 altitude: ▼ 650 ft

Vert. Rate: -384 ft/min

Track: 177.4°

Pos.: 42.353°, -83.457°

Distance: n/a



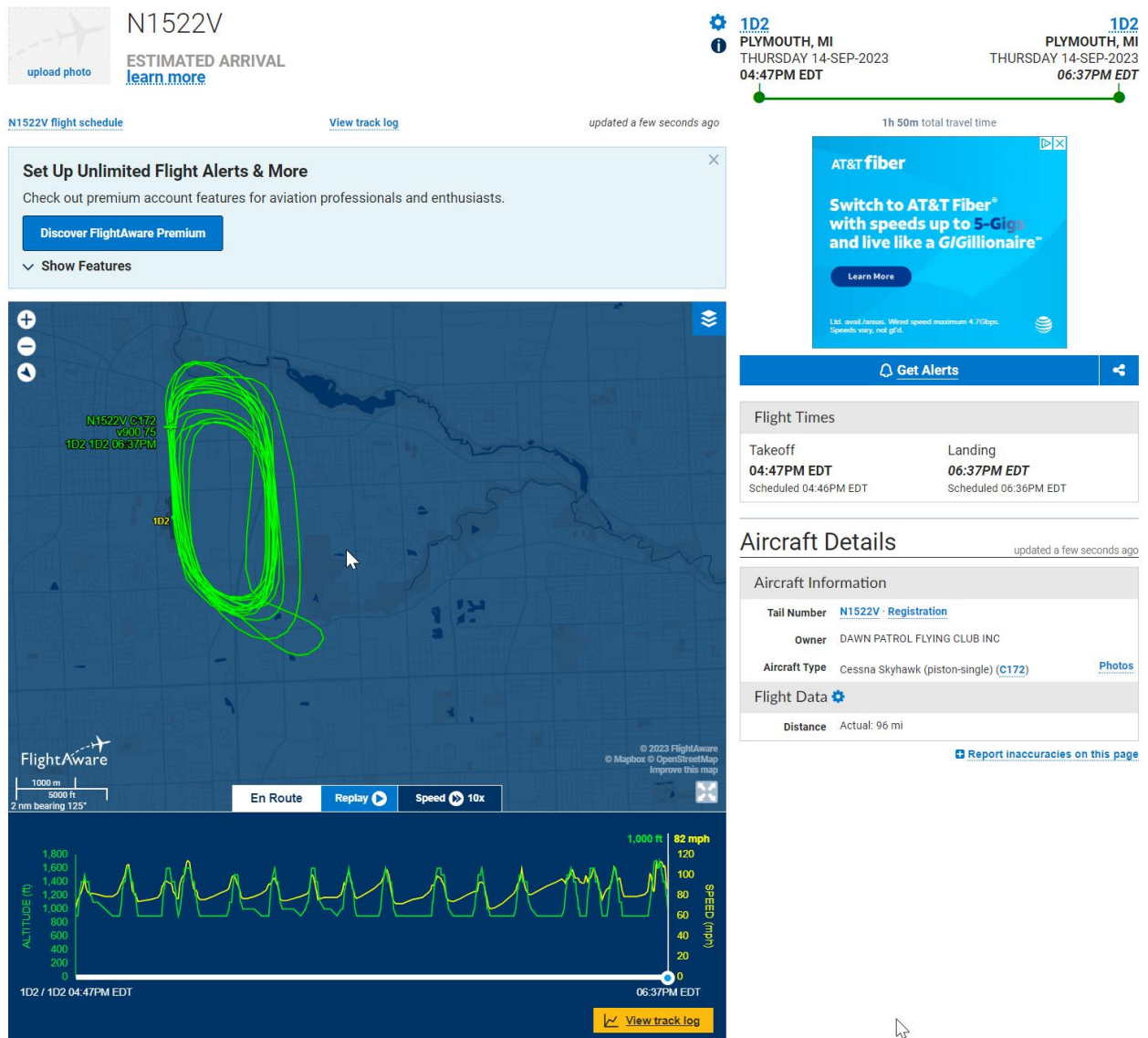


Figure 2 Seems almost like Touch-n-Go intervals



N1522V

EN ROUTE

[N1522V flight schedule](#)

[View track log](#)

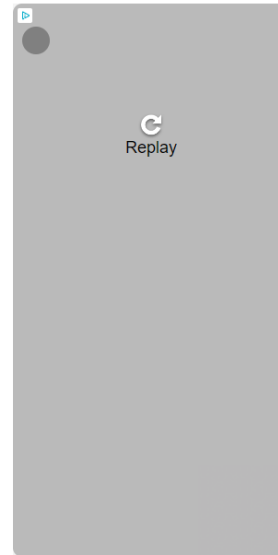
updated a few seconds ago



1D2
PLYMOUTH, MI
SATURDAY 15-JUL-2023
09:57AM EDT



1h 17m total travel time



Set Up Unlimited Flight Alerts & More

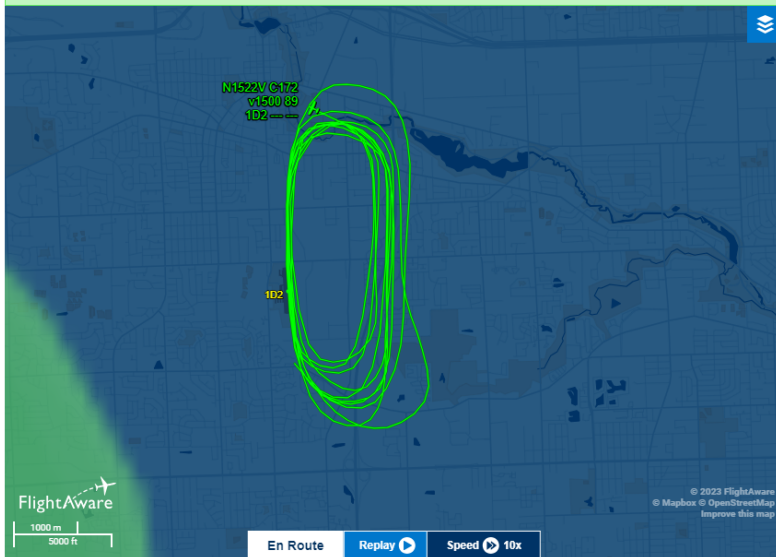
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Position-Only Flight

[Learn More](#)



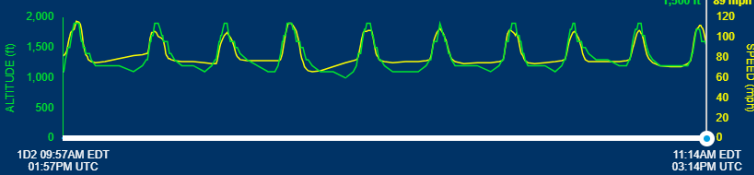
FlightAware

1000m
5000ft

En Route

Replay

Speed 10x



[View track log](#)

[Get Alerts](#)



Flight Times

Takeoff	Landing
09:57AM EDT	--
Scheduled --	Scheduled --

Aircraft Details

updated a few seconds ago

Aircraft Information

Tail Number	N1522V · Registration
Owner	DAWN PATROL FLYING CLUB INC
Aircraft Type	Cessna Skyhawk (piston-single) (C172) Photos

Flight Data

Speed	89 mph	graph
Altitude	1,500 ft	graph
Distance	--	



N17177

LANDED 23 MINUTES AGO

[N17177 flight schedule](#)

[View track log](#)

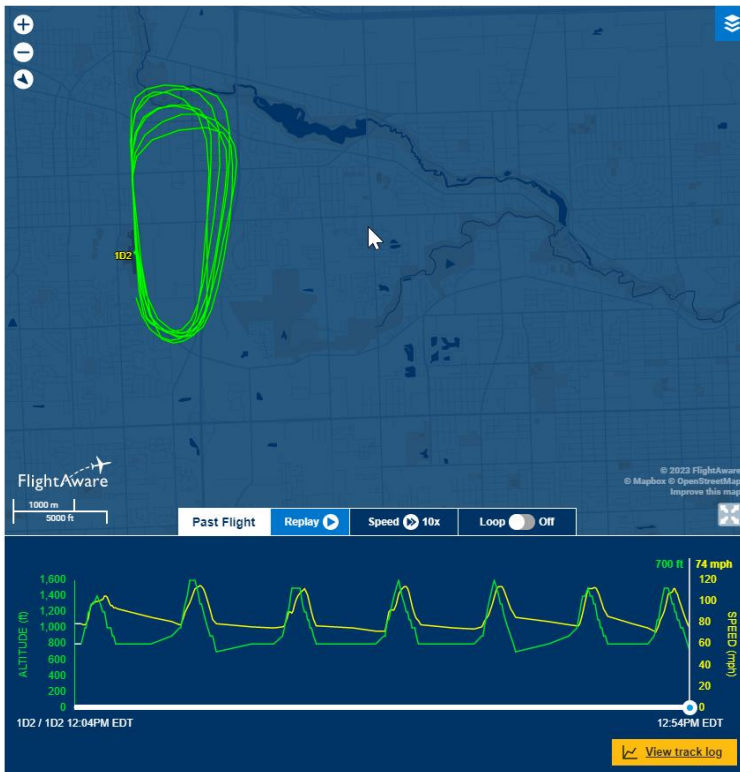
updated a few seconds ago

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▼ Show Features



1D2

PLYMOUTH, MI
THURSDAY 01-JUN-2023
12:04PM EDT

1D2

PLYMOUTH, MI
THURSDAY 01-JUN-2023
12:54PM EDT

50m total travel time



[Get Alerts](#)



Flight Times

Takeoff

12:04PM EDT

Scheduled 12:04PM EDT

Landing

12:54PM EDT

Scheduled 12:53PM EDT

Aircraft Details

updated a few seconds ago

Aircraft Information

Tail Number [N17177 - Registration](#)

Owner DAWN PATROL FLYING CLUB

Aircraft Type Cessna Cardinal (piston-single) ([C177](#))

[Photos](#)

Flight Data

Distance Actual: 41 mi



N9846G

EN ROUTE

N9846G flight schedule

View track log

updated a few seconds ago

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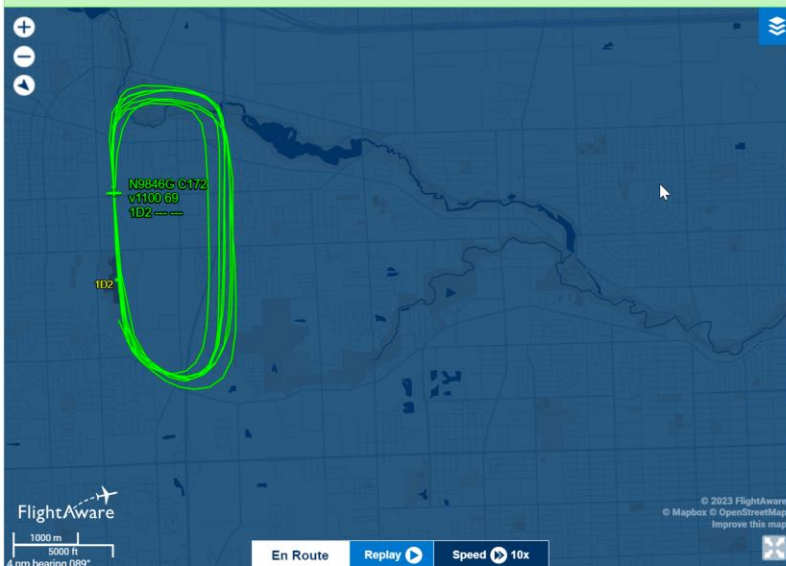
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1D2

PLYMOUTH, MI

SATURDAY 15-APR-2023

07:58AM EDT



56m total travel time



Get Alerts

Flight Times

Takeoff	Landing
07:58AM EDT	--
Scheduled --	Scheduled --

Aircraft Details

updated a few seconds ago

N9846G

Hex: ADBD31 [Copy Link](#)



adsbexchange.com



Reg.: N9846G

United States

DB flags: none

Type: C172

1971 CESSNA 172 Skyhawk

FORD EAGLES INC

Type Desc.: L1P

Squawk: n/a

History +

SPATIAL

Groundspeed: n/a

Baro. Altitude: 600 ft

WGS84 altitude: 650 ft

Vert. Rate: n/a

Track: n/a

Pos.: 42.353°, -83.457°

Distance: n/a

SIGNAL

Source: ADS-R or UAT

RSSI: -17.8

Msg. Rate: 0.0

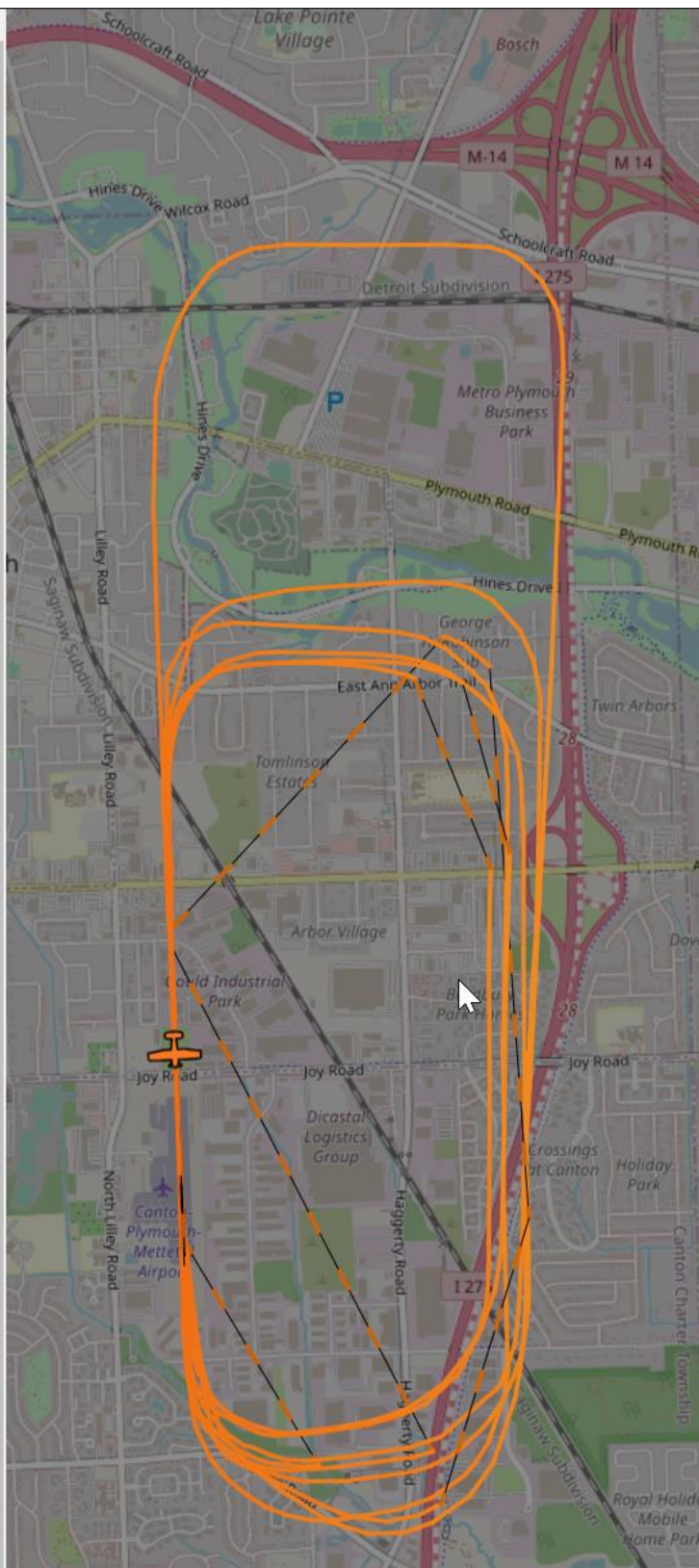
Receivers: 1

Last Pos.: 10 h

Last Seen: 10 h

FMS SEL

Sel. Alt.: n/a





N733AY
EN ROUTE

[N733AY flight schedule](#)

[View track log](#)

updated a few seconds ago

Set Up Unlimited Flight Alerts & More

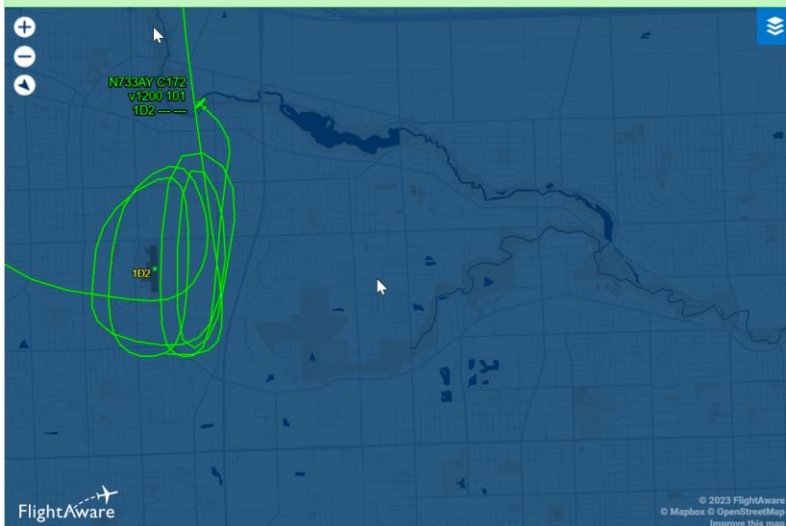
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Position-Only Flight

▼ Learn More



1D2
PLYMOUTH, MI
WEDNESDAY 19-APR-2023
07:05PM EDT



1h 40m total travel time

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Flight Times

Takeoff	Landing
07:05PM EDT	--
Scheduled --	Scheduled --

Aircraft Details

updated a few seconds ago

Aircraft Information

Tail Number	N733AY - Registration
Owner	FORD EAGLES INC
Aircraft Type	Cessna Skyhawk (piston-single) (C172) Photos

Flight Data

Speed	101 mph	graph
Altitude	↘ 1,200 ft	graph
Distance	—	

[Report inaccuracies on this page](#)

Comment

Aviation Noise Impacts: State of the Science ([html](#)) PMC5437751 - PubMed Central ([PMC](#)) | National Center for Biotechnology Information ([NCBI](#)), U.S. National Library of Medicine ([NLM](#)) | National Institute of Health ([NIH](#)) | U.S. Department of Health & Human Service ([HHS](#)) | [USA.gov](#).

Noise is defined as “unwanted sound.” **Aircraft noise is one, if not the most detrimental environmental effect of aviation.** It can cause community annoyance, disrupt sleep, adversely affect academic performance of children, and could increase the risk for cardiovascular disease of people living in the vicinity of airports. This consensus paper was prepared by the Impacts of Science Group ([ISG](#)) of the Committee for Aviation Environmental Protection ([CAEP](#)) of the International Civil Aviation Organization ([ICAO](#)) and summarizes the state of the science of noise effects research in the areas of noise measurement and prediction, community annoyance, children’s learning, sleep disturbance, and health.

The Federal Aviation Administration (FAA) seems to boast in the Federal Register Request for Comments on the Federal Aviation Administration’s Review of the Civil Aviation Noise Policy, Notice of Public Meeting ([html](#)): “Over the last six decades, aircraft have gotten much quieter due in part to action by the FAA. The FAA has phased out operations by older, noisier aircraft and set more stringent aircraft certification noise standards to reduce the amount of noise they emit.”

You cannot help but notice the self-congratulatory self-back-slapping bravado & hyperbole complete with typical Special Interest & Industry Lobbyist boilerplate fabricated exaggeration and “Over Generalization” implying **any** Wonderful Miraculous Spontaneous Organic Noise Reduction progress applies to ALL aircraft everywhere ALL the time!

Nothing could be further from the truth. The truth of the matter is that noise reductions have been accomplished in noise produced by **Commercial Passenger Airplanes** operating in U.S. airspace utilizing **Jet Powerplant Propulsion** plus techniques for generating more selective paths for arrivals & departures.

The U.S. Government Accountability Office GAO Shows Referenced “Noise Reduction” is Really Old News and Only Applies to Large Commercial Airplanes with Jet Engines Anyway

- U.S. Government Accountability Office ([GAO](#)). GAO oversee the hundreds of reports and testimonies that GAO provides each year to various committees and individual Members of Congress related to Government Fragmentation, Overlap, and Duplication and Identifies Billions of Dollars in Potential Savings.
 - Aircraft Noise: FAA Should Improve Efforts to Address Community Concerns ([html](#)) GAO-22-105844, 03-17-2022 (highlights [pdf](#)) (full report [pdf](#)) (accessible [pdf](#)). Aircraft noise is disruptive to communities, exposes residents to a variety of negative effects, such as disrupted sleep and health issues, and spurs community objections to airport operations. However, members of some forums GAO spoke with were **frustrated and unclear on how to productively engage with FAA to address noise concerns**. FAA had provided some public guidance on this process, but it was unclear about the extent to

which communities can expect assistance from FAA in proposing changes to flight paths that cause noise concerns.

- Aircraft Noise: FAA Could Improve Outreach Through Enhanced Noise Metrics, Communication, and Support to Communities ([html](#)) GAO-21-103933, 09-28-2021 (highlights [pdf](#)) (full report [pdf](#)) (accessible [pdf](#)). GAO's analysis showed that because DNL combines the effects of several components of noise into a single metric, it does not provide a clear picture of the flight activity or associated noise levels at a given location. For example, **100 flights per day can yield the same DNL as one flight per day at a higher decibel level**, due to the averaging effect of FAA's metric.
- Aircraft Noise: Better Information Sharing Could Improve Responses to Washington, D.C. Area Helicopter Noise Concerns ([html](#)) GAO-21-200, 01-07-2021 (highlights [pdf](#)) (full report [pdf](#)) (accessible [pdf](#)). For example, most stakeholders do not collect noise data, and existing studies of helicopter noise in the area are limited. D.C. area airspace constraints—such as **lower maximum altitudes near urban areas**—combined with proximity to frequently traveled helicopter routes and operational factors may affect the noise heard by residents.
- Aircraft Noise: Information on a Potential Mandated Transition to Quieter Airplanes ([html](#)) GAO-20-661, 08-20-2020 (highlights [pdf](#)) (full report [pdf](#)) (accessible [pdf](#)). Although advances in technology have led to quieter aircraft, airport noise remains a concern. We found that while the noise certifications for **most U.S.-based large commercial jet airplanes** are for the minimum noise standards, nearly all of them (96%) are able to meet more stringent noise standards. This is primarily because aircraft technology has outpaced the implementation of noise standards. However, according to stakeholders we interviewed, requiring the airplanes to go through the recertification process for more stringent noise standards could be costly and would provide little noise reduction. Based on Federal Aviation Administration (FAA) data and GAO estimates, **most U.S. large commercial jet airplanes** are certificated at the minimum required stage 3 noise standards, but nearly all of them are able to meet more stringent noise standards.
- Aviation and the Environment: Federally Authorized Funding for Noise-Related Projects ([html](#)) RCED-00-285R, 10-12-2000 (full report [pdf](#)).

To summarize the U.S. Government Accountability Office (GAO) findings from 2020:

- Found that while the noise certifications for **most U.S.-based large commercial jet airplanes** are for the minimum noise standards, nearly all of them (96%) are able to meet more stringent noise standards.
- Estimates, **most U.S. large commercial jet airplanes** are certificated at the minimum required stage 3 noise standards, but nearly all of them are able to meet more stringent noise standards.
- This is primarily because Aircraft Technology has outpaced the **implementation** of Federal Aviation Administration (FAA) noise standards.
- Requiring the airplanes to go through the recertification process for more stringent noise standards could be **costly** and **would provide little noise reduction**.

Kudos certainly go to modern design, engineering, simulation, testing & manufacturing practices at contemporary Aerospace & Defense OEMs & their Suppliers for developing advanced sustainable technology & techniques for lighter weight, less drag, increased efficiency and reduced noise including

advanced nacelle design ([html](#)) etc. These entities have simply “Outpaced” implementation of FAA noise standards.

BTW: Absolutely NONE of this amazing Scientific, Technological, Engineering & Mathematical (STEM) progress has anything to do with the Federal Aviation Administration (FAA) Gate Keepers or the so called “Noise Policy” other than providing vague guidelines, suggestions & hurdles. Many entities comment “Off the Record” they would prefer the FAA get “out the way” and “stay in their own lane” and let qualified entities “drive the future” of Aviation, Aerospace & Defense without undue unnecessary interference trying to *justify* their FAA positions.

Federal Aviation Administration (FAA) “Case in Point” Simply NOT Suited to Multi-Task So many Complex Tasks Doing Most Poorly

It appears that many SMEs believe the Federal Aviation Administration (FAA) is simply **NOT** suited to serve both as a **safety regulator** AND a **provider of air traffic services**.

- The sky’s the limit: It’s time to modernize air traffic control ([html](#)) 09-06-2023, by Elaine Chao, Opinion Contributor, 18th U.S. secretary of Transportation, 24th U.S. secretary of Labor | [The Hill](#). The **FAA is simply not suited to serve both as a safety regulator and a provider of air traffic services**. Despite repeated efforts to tackle the problem, it remains bogged down in bureaucratic red tape, lengthy procurement processes and operational inefficiencies, and shackled to a federal budget process consistently fraught with politics and uncertainties. In fact, the Government Accountability Office looked at the issue in 2015 and found that [budget uncertainty](#) is a fundamental factor contributing to the FAA’s slow pace of modernization.
- Air Traffic Control Shortages and the Need for Reform ([html](#)) 09-18-2023 – The Eno Center for Transportation ([home](#)). Airlines are increasingly engaging in “[domestic upgauging](#),” which according to research from the Airport Cooperative Research Program ([ACRP](#)) ([ACRP](#)), is the practice of “increasing capacity by adding seats to existing aircraft and **using larger aircraft in place of smaller ones**.” This serves to alleviate pressure on airlines, by allowing more seats and less need for more aircraft. Note staffing shortage at the FAA, which is [understaffed](#) by 3,000 people. According to the [2023 OIG audit](#), there has been limited progress in addressing governance and management issues at the FAA.
- Airlines say US must boost air traffic control staffing ([html](#)) 09-12-2023 | [Reuters](#).
- US FAA hires 1,500 air traffic controllers but staffing challenges remain ([html](#)) 08-24-2023 | [Reuters](#).

Additionally, the U.S. Government Accountability Office (GAO) doesn’t think the Federal Aviation Administration (FAA) can Administer, Manage and Track a paltry 150,000 + General Aviation (GA) aircraft “registrations”:

- Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration ([html](#)) ([pdf](#)) 03-25-2020 | [U.S. GAO](#). FAA generally relies on self-certification and doesn’t verify key information such as applicant identity or aircraft ownership. Shell company or limited liability company ownership can also make it difficult to determine who ultimately (beneficial owner) owns an aircraft. We made 15 recommendations, including that FAA verify key owner information. **No improvements have been implemented.**

The entire United States enforces such Noise & Safety standards for 290.8 million land-based vehicles in the U.S. as of September 2022. This number includes all vehicles, including cars, SUVs, vans, motorcycles, and other medium- and heavy-duty registered vehicles to mitigate, control & promptly eliminate “Disturbing the Peace” and “Public Nuisance” and “Reckless Driving” which are NOT tolerated while immediately holding land-based vehicle “Beneficial Owners” accountable via strict laws including fines, removal of operating license, imprisonment, etc. as well as accountability & responsibility actions via Civil Lawsuits.

It appears the Federal Aviation Administration (FAA) CANNOT or WON'T or is NOT capable or does NOT possess the skills to Manage, Administer, Control, Regulate or otherwise attempt to do anything for a paltry 150,000 + Flying Junk Piles (FJPs), sad indeed. It's basically a “Free for All” across the entire United States, NO protection for Taxpayer Communities anywhere!

As stated on Page 9 of the Foundational Elements of the Federal Aviation Administration Civil Aviation Noise Policy: The Noise Measurement System, its Component Noise Metrics, and Noise Thresholds ([pdf](#)) dated 4-28-2023 | Federal Aviation Administration (FAA) Noise Policy Review ([html](#)) | Office of Environment and Energy ([AEE](#)):

“The FAA’s primary responsibility is to establish a safe and secure domestic airspace system and to promote the development of civil aeronautics and air commerce. While the FAA is also **charged with controlling aircraft noise, this responsibility is carried out by** regulating source emissions, designing flight operational procedures, and managing the air traffic control system and navigable airspace in ways that minimize, where appropriate, noise impact on residential areas, consistent with the highest standards of safety.”

The key operational phrase “**charged with controlling aircraft noise, this responsibility is carried out by...**” when translated means:

In other words the Federal Aviation Administration (FAA) does absolutely nothing, performs no actions, records & tracks nothing with respect to (WRT) **actually** MANAGE actual Aviation Generated noise, just talks about it, publishes a bunch of technical “Gate Keeper” [gobbledygook](#) and [mumbo-jumbo](#) that boils down to entirely OPTIONAL suggestions, recommendations, guidelines, policies with ZERO accountability and ZERO enforcement and ZERO tracking to hold individual aircraft or beneficial owners accountable. There are ZERO repercussions and ZERO enforceability and ZERO Traceability anywhere at any time everywhere in the entire United States!

So exactly what is the FAA asking for from Taxpayers that are completely fed up with this garbage? It isn't clear at all! 99% of Noise Issues, Problems & Information is common knowledge for YEARS, actually DECADES!

It should also be noted that the FAA has become a “Retirement Home” for many (current and past) Special Interests & Industry Lobbyists, cronies, families or friends that have successfully “[Burrowed In](#)” FAA payrolls for a taxpayer provided lifetime of protection, immunity and impunity. Sweet FAA related “[Revolving Door](#)” positions if you can get one!

The problem with FAA rampant “Burrowing In” and “Revolving Door” positions is that it diminishes trust in the merit system. Even when appointees are highly qualified, few observers trust that the

appointment or hiring process was fair. United States Taxpayers need to know that their Government is not utilizing people based on their politics, conflicts of interest, Special Interest & Industry Lobbyist agendas, special abilities or lack thereof to take advantage of public funding abusing Taxpayers or Taxpayers money. These multiple FAA "Conflicts of Interest" and "Lack of Skills" are so obvious it is disheartening, sickening & plain disgusting to say the least.

Additionally, many would argue average American Taxpaying Citizens can't seem to find any actual REAL Sustainability results attributed to the FAA anywhere other than parroting basic Special Interest & Industry Lobbyist propaganda "lip service" and "foot dragging" for years. SEE "Unleaded Avgas: More Foot-Dragging" in "References & Further Reading" for yet another typical Subject Matter Expert (SME) FAA critique.

So What About Non-Commercial Non-Jet Powerplant Propulsion AKA General Aviation (GA) Piston Engine Aircraft (PEA)? Why are GA PEA So Loud? Any Noise Reduction Progress?

Not so much! Actually NONE. Zero, zip, zilch, nada, nothing! No Noise reduction technology progress at all. So how big is the PEA Noise problem? What is the status of and how many PEAs are there? There's no sizable GA PEA market and thus no money or incentive to do anything about noise.

The Federal Aviation Administration (FAA) and Special Interests & Industry Lobbyists closely control & guard the scope, extent and reach of ALL aviation market statistics released. These are closely guarded \$ecret\$ that determine clout, importance, bragging rights (imaginary or otherwise) and political influence and therefore dollars\$ allocated or provisioned by many \$ource\$ ranging from Local, County and State to Federal \$ource\$ to name a few. General Aviation (GA) stats are blurred, combined, swizzled & mixed up and skewed all over the place purposely. It's hard to get a "straight answer" from anyone!

The latest "best educated guess" comes from The Federal Aviation Administration ([FAA](#)) FAASafety Team (FAAST) at "Safer Skies Through Education - FAA - FAASafety Team - [FAASafety.gov](#)" provides some insight from a March 30, 2023 FAASafety Team presentation "Maintaining Aging General Aviation Aircraft" ([pdf](#)) that states a few simple facts that may be surprising to some:

- General Aviation (GA) Fleet = 150,000 +
- Average Age > 50 Years old
- The "So Called" GA fleet is being **used well beyond the flight hours and years envisioned when the aircraft were designed!** Absolutely NOBODY is going to spend ANY more money on these FJPs for any Noise control or mitigation, don't be fooled by Federal Aviation Administration (FAA) or Special Interest & Industry Lobbyist marketing hype & gibberish.

It should be abundantly clear that 99.9998% of Taxpayers are alarmed, shocked & disturbed that:

- Piston Engine Aircraft (PEA) numbers are so miniscule & continue to shrink into even further irrelevance
- Piston Engine Aircraft (PEA) = 50 year Flying Junk Piles (FJPs), collectors' items & museum pieces
- Pose significant Health, Safety & Welfare problems NOBODY wants to address including Extreme Noise levels literally "Disturbing the Peace" and "Public Nuisance" and "Aerial Stalking" and "Aerial Harassment".

- Literally unbelievably MASSIVE amounts of wasted Taxpayer dollars propping up ANY and ALL aspects of strictly Personal Hobby Sport Recreational Social Entertainment Venues, Infrastructure, Management, Administration, Regulation, etc. with ZERO Community ROI or ANY Socially Redeeming Values for more than **a few people, a very miniscule Elite Select Privileged Wealthy Few.**



Don't be surprised if the FAA/FAAStealthTeam moves or deletes the referenced pdf file, it is concatenated at the end of this pdf file. This is Standard Operating Procedure (SOP) at local, County, State & Federal levels as well as Special Interests & industry Lobbyists to move, delete or otherwise re-arrange internet related resources to further confound any Taxpayer efforts!

So What about Aviation Noise & Flying Junk Piles (FJPs)?

General Aviation (GA) Piston Engine Aircraft (PEA) are basically 50s & 60s technology. This is pretty much common knowledge in the Aviation, Aerospace & Defense Community.

- The bigger question ([html](#)) 07-17-2019 — General Aviation News ([home](#)). Part of the problem with General Aviation (GA) is the lack of new technology in piston-powered aircraft. The fact that the engines are based on 1930s and 1940s technology means that many of today's future pilots do not relate to their operating systems. I proposed that manufacturers adapt technology from the automotive world to new aviation engines. I have received a lot of responses. The two most common are "Do you know how much that will cost?" and "Pilots prefer the old tried and proven engines."
- Why Haven't Leaps in Engine Tech Reached GA? ([html](#)) 06-29-2022 - FLYING Magazine ([home](#)). Piston engines appear to retain 1950s technology to this reader.



Commonly & affectionately referred to as "Flying Junk Piles (FJPs)". Basically a flying clunker equivalent to an old 50s, 60s, or 70s car enthusiast automobile where engine does NOT have a muffler! Basically equivalent to 50s Ford Edsel, 60s GM Corvair & 70s Ford Pinto. Not something we would send our High School kids to drive to school in for sure. Junkpiles were deathtraps then, and Junkpile are deathtraps now, nothing has changed.

- Aging pilots, aging airplanes ([html](#)) 05-27-2019 — General Aviation News ([home](#)). In fact, the average age of a general aviation aircraft is 50 years old.
- I Fly America: Too Old to Fly? ([html](#)) | I Fly America ([home](#)). Whoever said 40 is the new 20 obviously wasn't referring to airplanes. In the harsh and unforgiving world of aviation, 40 years might actually be closer to 50, 60, or higher.



Are There ANY Laws About Flying Junk Piles (FJPs) & Aviation Noise?

There are NO laws regarding General Aviation (GA) Flying Junk Piles (FJPs) and Aviation Noise related "Public Nuisance" or "Disturbing the Peace" or "Aerial Stalking" or "Aerial Harassment".

Not an isolated or NEW Negative Aviation Impact (NAI) problem at all:

- Low-flying planes becoming increasingly common ([html](#)) 04-26-2022 | Local News Stories | Half Moon Bay Review hmbreview.com. Across the entire United States it's **all** a **completely voluntary** system, NOBODY has ANY management, control, enforcement or central reporting or central record keeping anywhere in the United States!
- Disgruntled neighbor or dangerous pilots? ([html](#)) 11-23-2007 — General Aviation News ([html](#)). "What is far beyond annoyance and crosses into the realm of true danger are the pilots who buzz our homes just north of the airport at dangerously low altitudes — less than 100 feet, and sometimes as low as 60 feet — banking and steep climbing literally directly over my house. I could easily hit them with a baseball (or a paint gun) as they fly over. What's worse, a few truly creative pilots have lately taken to repeatedly flying in a circle (actually an ellipse) just over our homes — six and seven times in a row early Sunday mornings. Apparently, these individuals have nothing better to do on a Sunday morning than get their jollies by annoying and endangering the local residents."

What Does the Law Say About Disingenuous Low Flying Harassment (DLFH)?

- How Low Can Aircraft Legally Fly? ([html](#)) — Pilot Teacher ([html](#)). To the majority of people, a low-flying aircraft can be a nuisance and if it happens regularly it can become very stressful.

- safety - What are the difficulties and dangers faced by low flying aircraft? ([html](#)) - Aviation Stack Exchange ([html](#)). Aircraft could fly low for various reasons, Common reasons for low flight are sightseeing, photography, crop dusting, staying below Bravo/Charlie airspaces, **flybys** and "**just cause I felt like it**". Both elements of Disingenuous Low Flying Harassment (DLFH).

Basically, aircraft or FJPs can do whatever, wherever whenever they want.

- Federal Aviation Administration (FAA) Instructions
 - Help FAA Identify Unauthorized Low-Flying Aircraft ([pdf](#)) (from the 60s!)

Is it Disingenuous Low Flying Harassment (DLFH) or Stalking? Either Way Aircraft Noise is Effectively Used as a Tool of Revenge, Intimidation and Harassment

So which is it? And why doesn't the FAA do anything about it. As previously stated the FAA does NOT actually do anything about Noise Control, especially GA PEA!

- Saratoga County village terrorized by low-flying plane ([html](#)) 06-28-2023 | Times Union ([html](#)). For nearly four years, Cassie Wilusz said she has been harassed in an unusual and maddening way — from the skies above her home. Harassed by a man who flies his plane over her home at low altitude on a regular basis. "He is terrorizing us," Wilusz said. "He flies so close to the house that it feels like he's going to go through it. It's a nightmare that just doesn't stop."
- Judge upholds 'do not fly' order for man accused of stalking and terrorizing Schuylerville from the air ([html](#)) 06-27-2023 | [WRGB](#)
- FBI investigates pilot accused of stalking woman and flying dangerously low over Schuylerville ([html](#)) 06-21-2023 | [WRGB](#).
- Pilot arrested after years of sky-high stalking ([html](#)) 06-15-2023 | [GlobalAir.com](#).
- Pilot arrested for stalking woman in low-flying plane and pelting her yard with tomatoes ([html](#)) 06-13-2023 | yahoo!finance ([html](#)).
- Flight records show accused stalker pilot below FAA minimum altitude ([html](#)) 06-12-2023 | [WRGB](#)
- Buzzing houses going in Schuylerville NY ([html](#)) 06-02-2023 | Pilots of America ([html](#)) From what I've seen stalkers are people that pick on the weak, and like to make them feel helpless by attempting to demonstrate that no one can control their actions. By going right up against what they perceive are the limits of legal action, for example. They try to play the tough guy, but they pick on the near defenseless and are cowards.
- Saratoga County village terrorized by low-flying plane ([html](#)) 06-02-2023— [YouTube](#).
- Schuylerville pilot accused of 'terrorizing' residents, buzzing over village repeatedly ([html](#)) 05-31-2023 | [WRGB](#).

Negative Aviation Impact (NAI) Noise Pollution: Coordinated Disingenuous Low Flying Harassment (DLFH) = Regularly Occurring 1d2 "Air Raid" Swarms

When aircraft "See you from a Mile away" they come fluttering in, knock engine revs down to slow speed etc. Make no mistake it is still irritating over and over and over again. But when no one is looking, or they think no one is looking, or they just plain don't care if any sees it's a completely different matter.

Used Federal Aviation Administration (FAA) Instructions: Help FAA Identify Unauthorized Low-Flying Aircraft ([pdf](#)) to create the following descriptions.

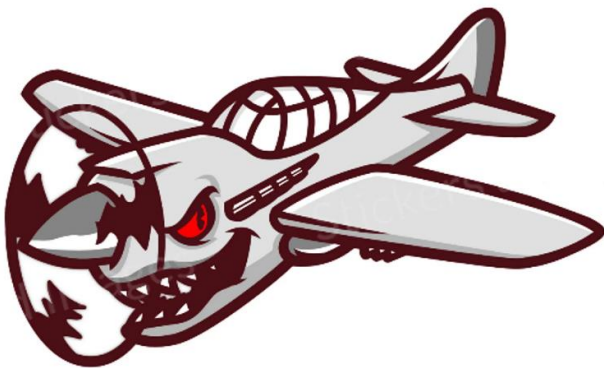
Coordinated Disingenuous Low Flying Harassment (DLFH) = “Air Raid” Swarm, pretty much like a bunch of spoiled children crying & stomping their little feet or angry little swarming bees. They seem to really enjoy this kind of “MDOT Aviation in Michigan” as this is a regularly occurring event. Some of these creeps are familiar “Team Members” that participate on a regular basis. These are the kind of creepy people that ruin Aviation Enthusiasm & Reputation for everyone! It’s no wonder Communities shutdown airstrips anyway & as quickly as they can!

Time: Saturday September 16, 2023, approximately 10:30am thru 1:30pm or 3 full hours, 3 to 5 Go Rounds each x 8 participants is ~30 passes, didn’t record every single “Go Round” for each of these sad clowns.

Video recorded standing on front porch. Some N-numbers can easily be read some with the naked eye & show up on video. Some aircraft use N-Numbers that are purposely (legally) very small to avoid identification (N157RP), a Special Interest & Industry Lobbyist feature. This would be the equivalent of an Automobile license plate on 3” x 5” (7.62 cm x 10.16 cm) placard!

Most people do NOT begin to realize how irritating, maddening, unsettling, intimidating & threatening these harassing activities are:

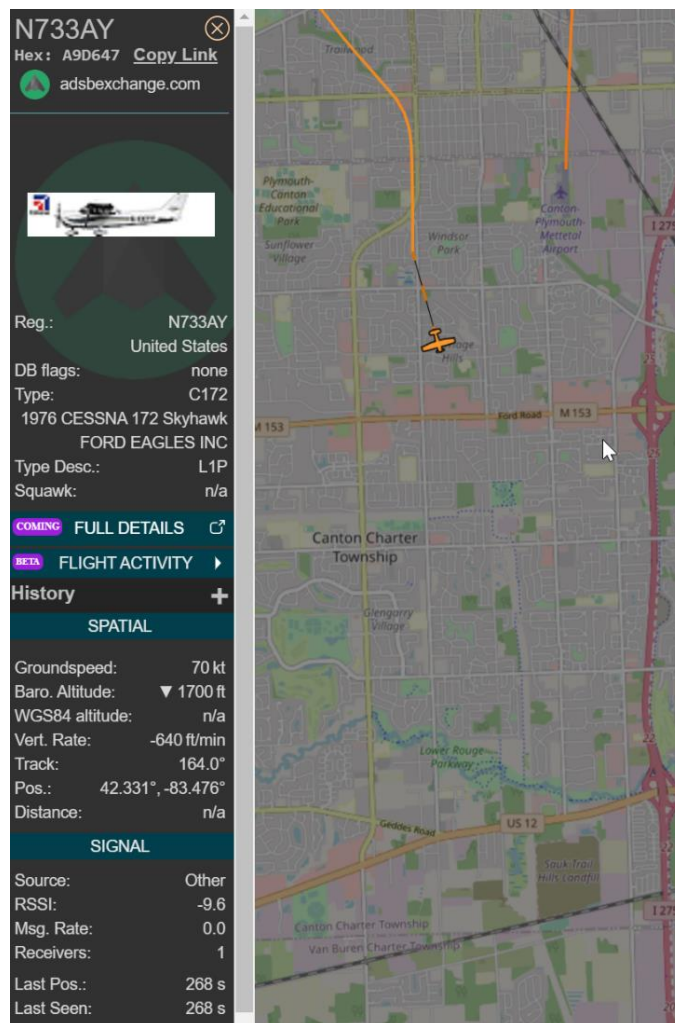
Disgruntled neighbor or dangerous pilots? ([html](#)) 11-23-2007 — General Aviation News ([html](#)).
“What is far beyond annoyance and crosses into the realm of true danger are the pilots who buzz our homes just north of the airport at dangerously low altitudes — less than 100 feet, and sometimes as low as 60 feet — banking and steep climbing literally directly over my house. I could easily hit them with a baseball (or a paint gun) as they fly over.



What’s worse, a few truly creative pilots have lately taken to repeatedly flying in a circle (actually an ellipse) [pattern] just over our homes — six and seven times [imagine ~30 or more in 1d2 examples] in a row early Sunday morning. Apparently, these individuals have nothing better to do on a Sunday morning than get their jollies by annoying and endangering the local residents.”

Once clever creepy flying pariah **realize** you're using Flight Aware & ADBS-Exchange plus hand-held receiver for CTAF/UNICOM communications and can regularly detect, identify & predict their creepy movements & intent they:

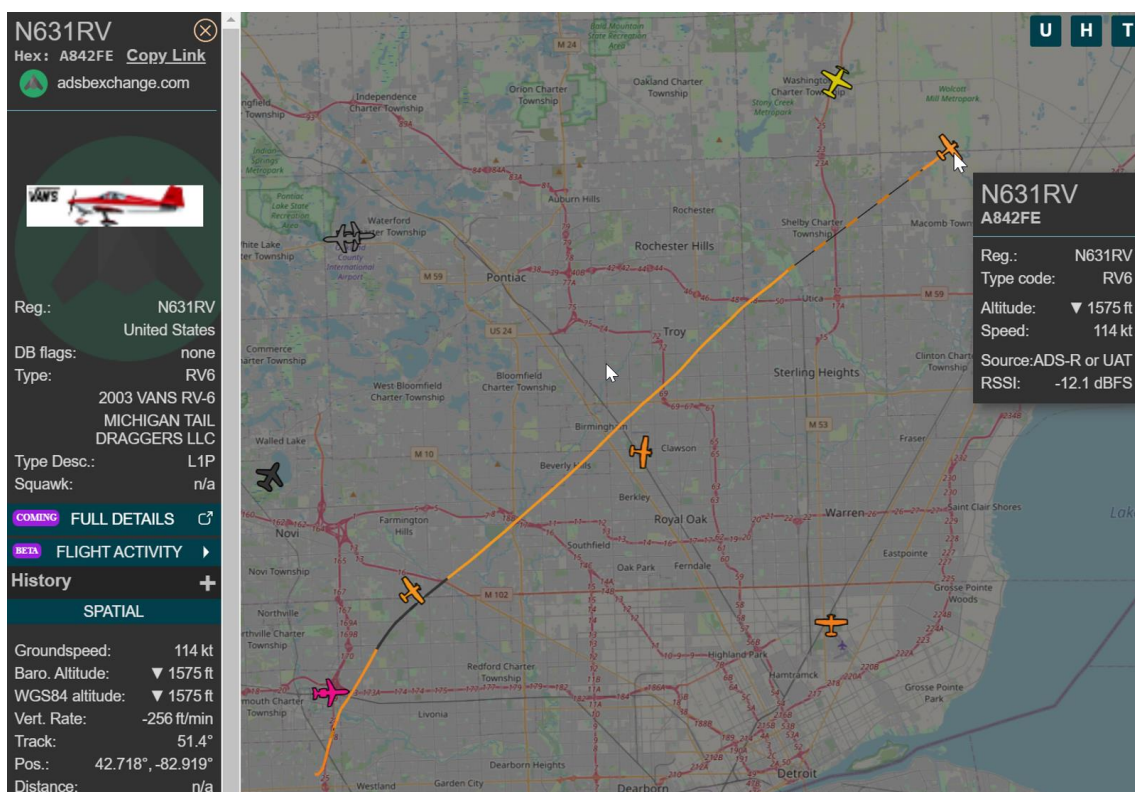
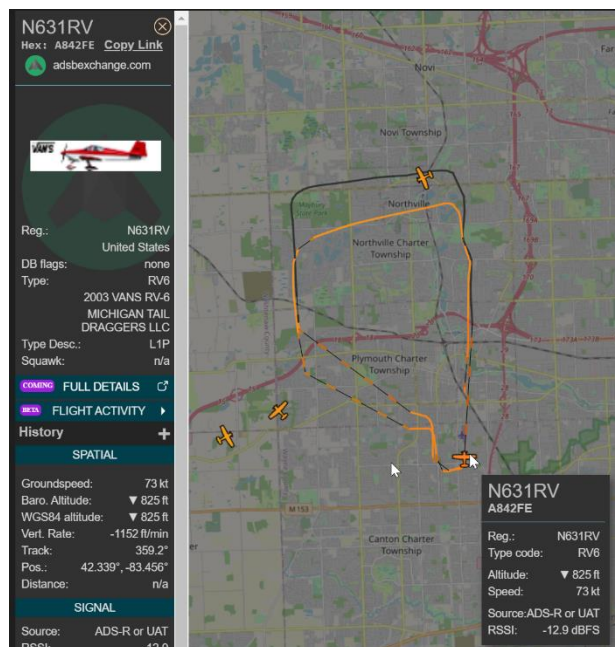
- Careful set / reset and power-on / power-off of all aircraft electronics (transponder and/or ADS-B, etc.)
 - Preserve Anonymity (No Callsign etc.)
 - Hides altitude (No Callsign)
 - Hides "From" and "To" location
 - Obfuscates Flight Aware history and ADS-B, e.g. break into up separate or non-contiguous segments
 - Can also request FAA permission to hide, but must request every occurrence
- No radio announcements (NOT required) or delayed
 - Difficult to calculate or record land or take-off times, duration, e.g. arrival or departure stats, e.g. know 'time' to record or log information
- Some just turn ADS-B completely OFF to be "completely" invisible for several minutes! Some do it close to 1d2, others turn ADS-B OFF a mile or two out. This has been reported to FSDO with zero response or call back.



Flight Aware allows people to block their movements from public view and displays that individually, however ADS-B Exchange is required by law and is "public" information much to many ADS-B users' chagrin.

It's even possible to track Elon Musk's (@elonmusk) [Gulfstream 650ER](#), [N628TS](#), [N628TS-A835AF](#)). See Elon Musk's Jet (@ElonJet) / [X nee Twitter](#) (now suspended). Why this teen tracks flights of Elon Musk, Jeff Bezos, billionaires ([html](#)) 02-02-2022 | [CNBC](#). Elon Musk offers \$50k to teen to remove flight tracker bot ([html](#)) 01-26-2022 – [Protocol](#). [N628TS-FA](#) or [N3251F-FA](#) are good examples of owner/operator "request" blocking Flight Aware "tracking" data made public. This is very common for DLFH activities.

However, it is hard to untrained eye to understand how many including N631RV are able to regularly travel from apparent “home airstrip” Ray Community Airport ([57D](#)) to Canton Plymouth Mettetal (1d2) and back without any trace, record or audit trail unless detected “live” on ADS-B in the first place. Nobody would ever see this travel or participation in this particular display of Disingenuous Low Flying Harassment (DLFH) “Air Raid” Swarm at all. Many creepy pariah come from 57D, the “friendliest little airport in Michigan” to practice this brand of “friendliness” on a regular basis. As do others from YIP, Y47, VLL, PTK, 45G, etc. including many resident Creepy Social Flying Clubs.



Use these links to track & display community pariah:

- Canton-Plymouth-Mettetal Airport (1D2) ([html](#)) – FlightAware ([home](#)) – track community pariah aircraft including helicopter flying rodeo clowns with delayed historical view (blockable).
- Canton-Plymouth-Mettetal Airport (1D2) ([html](#)) – ADS-B Exchange ([home](#)) – track community pariah aircraft including helicopter flying rodeo clowns live (non-blockable).

Of course, there could be other explanations or reasons for any of these operational problems or issues or misunderstanding(s), hardware failures, user error or accidental incorrect setting(s), etc., and it appears to be perfectly “Legal”. However, this also appears to be Standard Operating Procedures (SOP) to evade and prevent detection, identification, & recording. And a general SOP for some in all cases to cover individuals tracks whenever & wherever they go. Many of these operational problems or issues do NOT seem to appear at other nearby locations at this high frequency at 1d2 e.g. YIP, ARB, DTW, Y47, VLL or PTK.

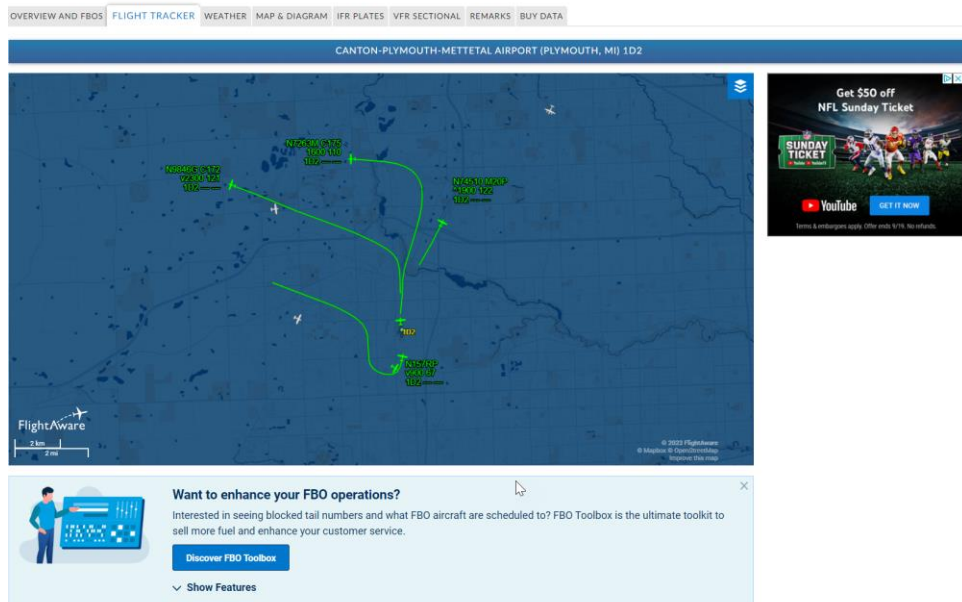
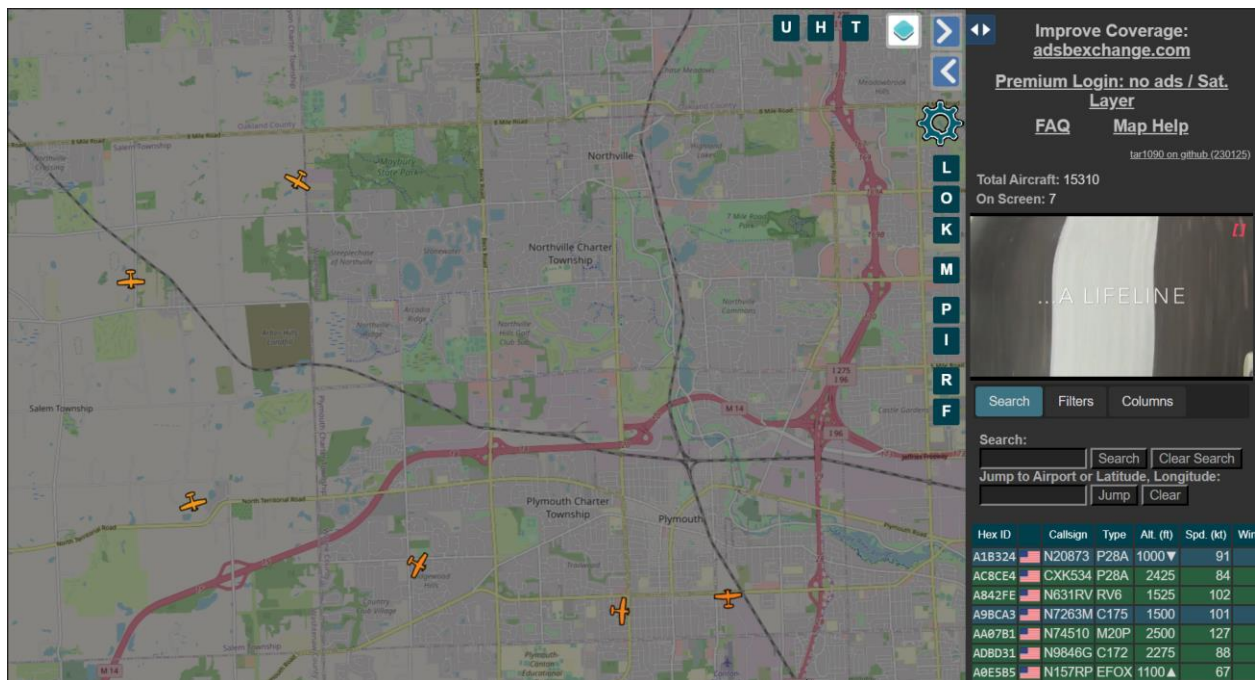
Avoiding proper process & procedures goes against all Federal Aviation Administration (FAA) safety recommendations & precautions, which should be obvious to most everyone, and is NOT recommended or endorsed here. Most would guess that it’s just by chance 3 hours of Disingenuous Low Flying Harassment (DLFH) in this case occurred randomly & spontaneously. However, “Air Raid” Swarms occur frequently at MDOT owned Canton Plymouth Mettetal (1d2) AND across the entire United States, its common industry knowledge, especially at Special Interest & Industry Lobbyists numerous so called “Events”. Many of these creeps seem to be regular participants, and there are many others.

- [N157RP](#), 1d2, STILLE WAETERS LLC-[LARA](#), N157RP-[FA](#), N157RP-ADSBE-[A0E5B5](#)
- [N324DK](#), YIP/1d2, N324DK-[FA](#), N324DK-ADSBE-[A37D81](#)
- [N631RV](#), 57D, MICHIGAN TAIL DRAGGERS LLC-[LARA](#), N631RV-[FA](#), N631RV-ADSBE-[A842FE](#)
- [N7263M](#), 1d2, N7263M-[FA](#), N7263M-ADSBE-[A9BCA3](#)
- [N739BV](#), 1d2, N739BV-[FA](#), N739BV-ADSBE-[A9ECA7](#)
- [N74510](#), ARB, N74510-[FA](#), N74510-ADSBE-[AA07B1](#)
- [N9846G](#), 1d2, FORD EAGLES-[LARA](#), N9846G-[FA](#), N9846G-ADSBE-[ADBD31](#)
- [N99RL](#), 1d2/ARB, N99RL-[FA](#), N99RL-ADSBE-[ADD1CC](#)

BTW: N739BV started up Disingenuous Low Flying Harassment (DLFH) again bright and early the next day Sunday September 17, 2023 and early Sunday September 24, 2023. Seemingly angrier & angrier coming closer and closer to rooftops, creepy hostile behavior with nothing better to do? It’s almost as if the person is “stalking” the community or looking for attention? Sad truly pathetic turd. Another fine example of “MDOT Aviation in Michigan”.

The Michigan Department of Transportation (MDOT) owned Canton Plymouth Mettetal (1d2) Airport AKA “MDOT 1d2 Frat House” is THE source of:

- Regular “Air Raid” Swarms are a (well documented) reoccurring event
- Include a different weekly **guest** “pariah” or **two** or **three** sometimes more that come to 1d2 to “participate” in the fun seemingly planned coordinated DLFH exercises
- May 2023 SWARM: familiar faces N99RL, N74510, N631RV, N7263m, N957HY, N7393X, N6668Q
- NOTE: Civil Air Patrol (CAP) Swivel Chair Patrol Pariah N813CP (CAP2029), these idiots flock to 1d2 on a regular basis to torment residents. Idiots of feather flock together!
- **SEE VIDEO MP4 ATTACHMENT 11**



View 1D2 Airport Stats

ARRIVALS (MORE)					DEPARTURES (MORE)				
Ident	Type	From	Depart	Arrive	Ident	Type	To	Depart	Arrive
N324DK		Canton-Plymouth-Mettetal (1D2)	09:47a EDT	09:58a EDT	N324DK			10:16a EDT	
N324DK		Canton-Plymouth-Mettetal (1D2)	09:15a EDT	09:28a EDT	N9846G	C172		10:13a EDT	
N324DK		Canton-Plymouth-Mettetal (1D2)	08:46a EDT	08:59a EDT	N7263M	C172		10:13a EDT	
N7263M	C172	Canton-Plymouth-Mettetal (1D2)	08:45a EDT	08:55a EDT	N999L	B350		10:02a EDT	
N74510	M20P	Near Detroit, MI	08:54a EDT	result unknown (?)	N324DK		Canton-Plymouth-Mettetal (1D2)	09:47a EDT	09:58a EDT
N74510	M20P	Ann Arbor Muni (5ARB)	08:24a EDT	08:34AM EDT (?)	N74510	M20P		09:47a EDT	
N324DK		Willow Run (OVR)	07:50a EDT	07:58a EDT	N7398V	C172		09:39a EDT	
N50T	PA16	Canton-Plymouth-Mettetal (1D2)	05:41p EDT	07:00PM EDT (?)	N324DK		Canton-Plymouth-Mettetal (1D2)	09:15a EDT	09:28a EDT
N7398V	C172	Canton-Plymouth-Mettetal (1D2)	03:53p EDT	04:11p EDT	N7263M	C172		09:09a EDT	
N45CX	S822	Canton-Plymouth-Mettetal (1D2)	03:17p EDT	03:30p EDT	N324DK		Canton-Plymouth-Mettetal (1D2)	08:46a EDT	08:59a EDT
N5982H	C130	Ann Arbor Muni (5ARB)	01:15p EDT	01:32PM EDT (?)	N7263M	C172	Canton-Plymouth-Mettetal (1D2)	08:45a EDT	08:55a EDT
N45CX		Plymouth Charter (1D2)	11:56a EDT	11:57AM EDT (?)	N7398V			08:45a EDT	

Michigan Department of Transportation (MDOT) Owned Linden Price's Airpark. Yet Another Example of MDOT Abuse of Power and Wasted Taxpayer Money is in a Class All by Itself! N761TE Demonstrated What a Real DLFH Landing Like is All About!

Linden Price's Airport 9G2, [FAA](#), [GlobalAir](#), [AirNav](#), [AOPA](#), [FlightAware](#).

NOTE: Linden's Price's Airport is an "Airpark" which largely serves the needs of a special, privileged elite wealthy group of individuals who own homes with attached hangars, adjacent to the state-owned runway. Only 15 palatial dwellings directly benefit from this airport, See [Prices Airport \(9G2\)](#) – Google Maps. Thank goodness it's close to the Spring Meadows Country Club only 1.24 mi (1.98 km) for some real added value & ROI for Michigan Taxpayers! [Home](#) | Spring Meadows Country Club. Spring Meadows Country Club – [Home](#) | [Facebook](#). BTW: Looks like a decent golf course if you're into Elite Hobby, Sport, Recreational activities such as MDOT Sponsored & Funded Flying very close to Golf Country Clubs AKA "MDOT Aviation in Michigan"



Let's hope that MDOT at least is getting a 'cut of the action' or at least a minimal commercial Real-Estate Finder's Fee to help defray the absurd waste of taxpayer money on yet another Michigan Airpark: [Home](#) – Horizon Lakes Airpark. Oh, but wait there are many more Elite Privileged Airparks and Aviation Enclaves in Michigan, quite nauseating.

Demonstration of What **Real** Disingenuous Low Flying Harassment (DLFH) Landing is All About!

- [N761TE](#), 9G2, DRAEGERWEB AVIATION LLC-[LARA](#), N761TE-[FA](#), N761TE-ADSBE-[AA46ED](#)
 - SEE VIDEO MP4 ATTACHMENT 13

Surely seems like some sort of "Class Warfare" from a distance! No rules, guidelines, accountability or repercussions. No Community protection from these Elite Wealthy clowns whatsoever!

This brings up the much larger Million Dollar, actually Many Millions and Millions of Dollars questions: Why is Michigan in the Airport business? Why does the Michigan Department of Transportation (MDOT) **own** and **run** ANY airports at all? And why did MDOT continue to add them between 1995-2001, and now they have four? And blatantly continue to own them? Just because they can it seems.

Why Is Michigan in The Airport Business? ([htm](#)) 07-08-2019 – Michigan Capitol Confidential ([CAPCON](#)). The Michigan Department of Transportation owns four relatively small and inconsequential airports. Nobody can get straight answers [from the Michigan Department of Transportation (MDOT)] about what the costs are. In an earlier Michigan budget adopted by the House, a provision was included directing MDOT to analyze the feasibility of **unloading** the airports, which are located in **Canton**, Houghton Lake, **Linden** and Romeo. Lawmakers and everyone else including Taxpayers want to know why the state's road department [MDOT] is running airports.



The answer is not entirely clear. The state acquired the airports in Canton, Linden and Romeo from private owners. With more than 200 airports in Michigan available for public use, nobody is convinced that state ownership of the four is **critical**. One of the them, **Linden's Price's Airport**, largely serves the needs of a group of [elite] people who own homes with attached hangars, adjacent to the state-owned runway.

Previous Canton Township Michigan Supervisor Pat Williams said his township is not interested. MDOT has approached the township about acquiring Mettetal [MDOT 1d2 Frat House] repeatedly, he said, but "we don't want to take that on." Williams said Mettetal serves the interests of both local business and recreational flyers, "but we have no interest in having Canton Township subsidize" an airport.

Everyone keeps hearing that the State "would rather not own airports" but laughingly they gloat, laugh, even brag and continue to do so. It appears the state can continue to acquire airports from private owners, but it can't reverse the transaction, how convenient. Truly a **pattern** of lies and deception, or modus operandi, developed over 50 years to dupe Michigan Taxpayers to fund these Negative Aviation Impact (NAI) Negative Community Outcome (NCO) "Money Pits" on behalf of Elite Wealthy Special Interests & Industry Lobbyists with ZERO Taxpayer ROI!

The “Safety” in Health, Safety & Welfare in “MDOT Phony Aviation in Michigan”

Military, Professional Pilots and Seasoned Experts are crashing everywhere:

- A plane crash in Alaska is raising questions about aviation safety in the state ([html](#)) 09-16-2023 : [NPR](#). One of numerous aviation crashes that have given the state the highest rate of plane crashes in the nation.
- Historical airplane loses power, flips over, crashes during World War I aviation event ([html](#)) 09-17-2023 – [Boston 25 News](#). While attempting to land during World War I & Aviation Weekend at American Heritage Museum, which included flying demonstrations. the aircraft’s front landing gear failed causing the plane to flip over on its roof, police said. On its website, the museum states that the aircraft “was reassembled at the American Heritage Museum in time for our WWI Aviation weekend in September 2022.”
- Reno Air Races ends in horrific crash involving two planes leaving both pilots dead after collision during landing ([html](#)) 09-17-2023 | The US Sun ([home](#)). TWO pilots have died in a plane collision at the Reno Air Races just **months after it was canceled over safety issues**.
- F-35 jet reported missing by authorities after pilot ejects during 'mishap': Officials ([html](#)) 09-17-2023 | [Fox News](#). The F-35 is suspected to have crashed north of the Air Force base, but nobody is sure?
- US Military Asks the Public for Help Finding Missing F-35 Fighter Jet ([html](#)) 09-18-2023 | [Insider](#). Hey, where’s our F-35 now? Pilot of downed F-35 parachuted into residential backyard ([html](#)) 09-19-202 | [Marine Corps Times](#). The pilot of a \$100 million stealth fighter jet parachuted safely into the backyard of a home. He’s unsure of where his plane crashed. Missing F-35 fighter jet crash site found. But many questions remain. ([html](#)) 09-19-2023 [USA Today](#). "How in the hell do you lose an F-35?" South Carolina U.S. Rep. Nancy Mace, R-Charleston, wrote on X, the platform formerly known as Twitter. "How is there not a tracking device and we’re asking the public to what, find a jet and turn it in?"
- 14 Fatalities After Small Embraer EMB 110 Plane Crash In Brazil ([html](#)) 09-17-2023 | Simple Flying ([home](#)).
- Fourteen people killed in plane crash in Brazil’s Amazonas state ([html](#)) 09-17-2023 | Brazil | [The Guardian](#).
- Girl, 5, killed as aerobatic plane crashes into family's car in Italy ([html](#)) 09-18-2023 | World News | [Sky News](#). Video of the crash shows nine aircraft in two V-formations, before one plane drops below the others and crashes, sending a fireball into the air.
- aircraft airplane crash - Google News Search ([html](#)).
- aircraft airplane crash - Google Search ([html](#)).
- aircraft airplane crash – Bing Search ([html](#)).

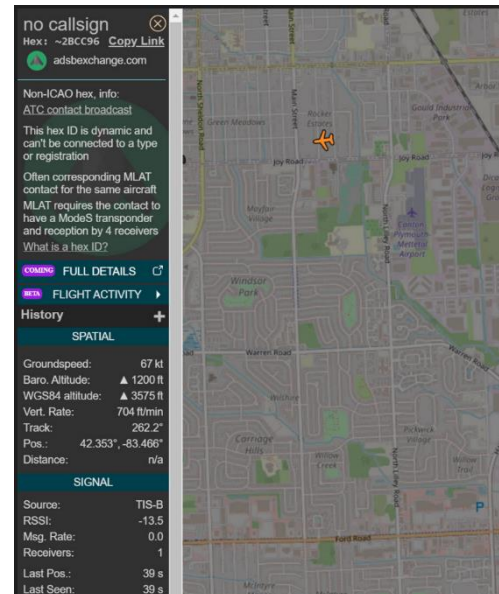
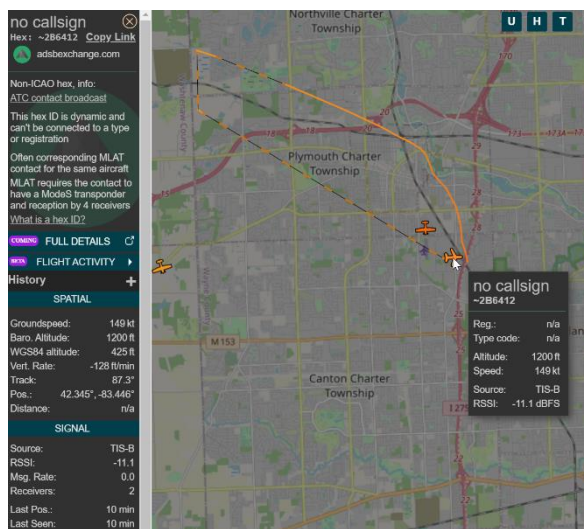
What makes Michigan Department of Transportation (MDOT) or the Federal Aviation Administration (FAA) think anyone can feel safe with a bunch of Clowns at an Untowered Uncontrolled Clown Fest that has had it’s fair share of incidents, accidents & mid-air collisions?

The “MDOT Aviation in Michigan” General Aviation (GA) Flying Junk Piles (FJPs) are “Dropping like Flies” in Michigan (there are so many other examples way too many to list):

- Hobby pilot Richard Martin missing after takeoff in Michigan ([html](#)) 09-12-2023 | New York Post ([html](#)). Some tips came in that mentioned a **low-flying plane**, or a plane that's **flying erratically**.
- 82-Year-Old Pilot Found Dead Days After Taking Off in Home-Built Plane ([html](#)) 09-15-2023 | [People](#). The missing aircraft is described as a small, homemade airframe, Experimental Amateur Built (E-AB) with a polished aluminum exterior and tail number N569SX.
- Michigan air show crash report: Details of jet problems, ejection ([html](#)) 08-26-2023 | Detroit Free Press ([html](#)).
- Crop duster plane crashes in Michigan's Thumb ([html](#)) 08-20-2023 - [mlive.com](#).
- Residents in flight path rail against proposed Ann Arbor airport runway expansion ([html](#)) 12-15-2022 - [mlive.com](#).
 - Proposed Ann Arbor Airport (ARB) Expansion ([html](#)) | Stonebridge ([home](#)). A residential community in Ann Arbor, Michigan. The proposal is dangerous and must be rejected! The risks of the proposed project far exceed any benefit that could result. The project poses serious risks to residents living around the airport. Sound familiar?
- Small plane's touchdown on U.S. 23 was **second emergency landing for engine failure** ([html](#)) 06-05-2022 - [mlive.com](#). This Flying Junk Pile (FJP) and many others just like it ARE based at 1d2.
- Home builder, wife and son die in crash that ignited Lyon Township Michigan home ([html](#)) 01-03-2021 | Detroit Free Press ([html](#)).
- Lyon Township Michigan firefighters review fatal plane crash, find areas to improve ([html](#)) 05-10-2021 | Hometown Life ([html](#)).
- Preliminary findings released on Michigan plane crash that killed 3 family members ([html](#)) 01-29-2021 - [mlive.com](#).

New Normal "MDOT 1d2 Frat House" Standard Operating Procedures (SOP) to Preserve Anonymity – Forget ALL FAA Recommended Safety Procedures & Processes to Avoid Detection: No Callsign, Broken ADS-B, Disabled, Tampered with, Incorrectly setup, Turn-off, Power Cycle ADS-B, Avionics Electronics, Transponder etc., No Radio or Delayed Radio Announcements, Quick Touch-n-Gos to Catch People “Off Guard” Avoid Identification, Tracking, Logging, Recording, No Audit Trail, etc.

These “New” Standard Operating Procedures (SOP) “tactics” are well known in the industry, people know how to “Game the System”. Safety, convention & FAA recommendations are jettisoned to conceal Disingenuous Low Flying Harassment (DLFH) activities.



- Darting all over the place, not using standard pattern, as described in REDDIT communities SME comments re 1d2
- Everything is discretionary anyway, suggested “Noise Abatement Procedures”, FAA guidance, pattern, radio, ADS-B, everything seems optional!
- Just flip off the ADS-B for a several quick “Go Rounds” nobody will notice.
- Aircraft with “No ADS-B” is almost a regular DAILY occurrence! Literally hundreds of example log entries.
- MDOT removed “Noise Abatement” guidance and “Left Turn Only” that’s been in place for decades!

Modern Land-Based Noise Control Efforts in the State of Michigan

Public Nuisance & Disturbing the Peace, Street drag racing, etc.:

- Cruising before the Woodward Dream Cruise generates noise complaints ([html](#)) 07-23-2023 – [Daily Tribune](#).
- Oakland County cities declare noise war on muscle cars, motorcycles ([html](#)) 06-23-2023 | [Hometown Life](#). It's not enough to shut windows and turn up the A/C. Sports vehicles have gotten so loud, you'll still hear 'em, say leaders of cities on Woodward Avenue in Oakland County. They want tough new laws. Loud muscle cars along Woodward corridor the target of potential sound pollution rules ([html](#)) 05-30-2023 | [FOX2DETROIT](#).
- Noise pollution is a health risk that few can escape ([html](#)) 04-16-2023 | [Pollution](#) | [The Guardian](#). From aircraft to selfish neighbours, noise pollution seems unavoidable even in the countryside, and the government is moving at a glacial pace to tackle it.
- Neighbors demand solutions for major increase in traffic noise coming from I-75 in Troy ([html](#)) 04-12-2023 | [ClickOnDetroit](#). “I **trusted MDOT** to say they will look out for our interests in the whole process, what I’m finding out now is **this was just to quiet us down**.” Michigan’s lousy infrastructure has many begging: Fix the damn noisy roads ([html](#)) 02-24-2023 | [Bridge Michigan](#). Nearby residents are concerned about the level of noise coming from M-14 traffic, which is near **neighborhoods** and an **elementary school**.

- Michigan DNR steps up snowmobile noise enforcement ([html](#)) 01-19-2019 | [TV6](#) Fox UP Upper Michigans Resource. Over 400 miles of trails have been closed statewide in response to noise complaints.
- [Home](#) - Noise Free America: A Coalition to Promote Quiet.
 - What is Noise? ([html](#)).
 - Airplane Noise ([html](#)).
 - Michigan Noise Related Statutes, Regulations, Policies ([pdf](#)).
- What Are the Excessive Noise Limits for Motor Vehicles In Michigan? ([html](#)) | Kershaw, Vititoe & Jedinak, PLC ([html](#)).

Ancient Flying Junk Piles (FJPs) are the equivalent of 1950s and 1950s car engines without ANY mufflers, these Flying Junk Piles (FJP) are the equivalent of 50s Edsel, 60s Corvair & 70s Pinto! Nobody would permit their high School kids drive these Land-Based Junkpiles to School every day from a safety perspective and certainly NOT without mufflers.

Canton Township Michigan Has Outgrown Michigan Department of Transportation (MDOT) Owned Canton Plymouth Mettetal (1d2) Airstrip AKA “MDOT 1d2 Frat House”

Canton Township outgrew Michigan Department of Transportation (MDOT) Owned Canton Plymouth Mettetal (1d2) airstrip “MDOT 1d2 Frat House” years & years ago. MDOT, Special Interests & Industry Lobbyists have dug in their heels to “protect” their elite privileged turf. MDOT completely repaved the entire airstrip & parking areas while local roads & subdivisions struggled just to get potholes filled.

BTW: 1d2 Airstrip presence (existence) has absolutely nothing to do with this predates that, seniority, tenure, or “who or what was here first”, that’s just Special Interest & Industry Lobbyist boiler-plate nonsense. Public Health, Safety and Welfare policies are NOT based on this immature childish notion. If so, let’s get rid of seat belts and remove public smoking bans (even on Golf Courses!) based on this twisted Clown logic. Afterall smoking was “there first” before Golfing, right?

Census Population density (per Square Mile) results:

- **Canton Township 2,732.1 (36.14 sq/m)**
- Livonia 2,595 (36 sq/m)
- Farmington Hills 2,475 (33 sq/m)
- Novi 2,226 (31 sq/m)
- Northville 1,961.7 (16.9 sq/m)
- Ypsilanti Township 1,782.9 (31.72 sq/m)
- Plymouth Township 1,753.7 (15.98 sq/m)

Canton Township and surrounding areas are no longer “sparsely populated” rural areas or farmland. Canton has truly outgrown the ridiculous MDOT owned “MDOT 1d2 Frat House”.

Dogs, Cats, Livestock, Smoking - can no longer have livestock or farm animals or even groups of dogs or cats, no public smoking on Golf Courses **BUT** it’s **OK** to have 6 - 8 dozen (somewhere around 84 – 96, nobody really knows) Elite Hostile Angry Toxic people with Toxic Noisy aircraft AKA Flying Junk Piles (FJPs) on roughly 63 acres of property right in the middle of concentration of around 500,000 people in

surrounding communities, at 2,732.1 people per square mile in Canton Township Michigan densely populated neighborhoods surrounded by Schools, Nursing Homes, Assisted Living & Rehabilitation Facilities?

- eCFR :: 14 CFR 91.119 -- Minimum safe altitudes: General. ([FAR 91.119](#)) | National Archives ([NA](#)) Code of Federal Regulations ([eCFR](#))
 - Densely populated neighborhoods (2,732.1 people/sq mi) surrounded by Schools, Nursing Homes, Assisted Living & Rehabilitation Facilities AKA **“Congested Areas” of a city or town.**
 - Regular aircraft activity **IS** conducted over **“Congested Areas”** under an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.
 - There **IS** an extremely high chance of a power unit failure causing an emergency landing **WITH** undue hazard to persons or property on the surface within several miles radius of MDOT Canton Plymouth Mettetal (1d2) airstrip.
 - Even more disturbing is these flying Rodeo Clowns will Do *anything* to avoid detection and recording of Nasty DLFH Behavior or even identifying who they are!
- Federal Aviation Administration (FAA) Instructions: Help FAA Identify Unauthorized Low-Flying Aircraft ([pdf](#)).

Nobody wants bars, strip clubs, dry cleaners, tobacco/vape shops, gas stations, shopping centers or even over populated Deer in their community.

- Meijer, apartments proposal at former Kmart in Livonia draws critics ([html](#)) 07-27-2023 | [Hometown Life](#). Critics think the proposal is too dense. Residents concerned with traffic a grocery store brings. "The roads over there are horrible, having those (delivery) trucks going by there is going to be a disaster." The commission ultimately moved to table the proposal indefinitely with a 4-2 vote.
- Livonia considers options for reducing deer population, drawing support and resistance ([html](#)) 07-11-2023 | [FOX2DETROIT](#). Livonia weighs how to deal with deer population ([video](#)). Livonia residents are torn on possible solutions to reduce the number of animals in the city. The animals have been causing crashes and tearing up property, prompting steps to control the population.
- Residents look for solution to deer concerns in Livonia ([html](#)) 07-10-2023 | [ClickOnDetroit](#).
- Livonia votes to join coalition amid concerns of large deer, coyote populations ([html](#)) 07-10-2023 | [WXYZ Detroit](#).
- Plymouth Township says 'no' to Meijer supercenter proposal ([html](#)) 06-22-2023 | [Hometown Life](#). 'We will have a freakin' mess on our hands.' Plymouth Township says 'no' to Meijer proposal. Much has changed since people moved to Plymouth Township 35 years ago. "It was warm, it was friendly, it was a small-town atmosphere. That has changed dramatically in the last few years. Shame on the people who didn't continue that."
- Livonia residents seek solution to overwhelming deer population in Wayne County ([html](#)) 06-20-2023 | [ClickOnDetroit](#). "I see deer every single day, I love the deer, and I fear the population."

BUT it's **OK** to have 6 - 8 dozen Elite Hostile Angry Toxic people with Toxic Noisy aircraft AKA Flying Junk Piles (FJPs) on roughly ~63 acres in Canton Township Michigan densely populated neighborhoods surrounded by Schools, Nursing Homes, Assisted Living & Rehabilitation Facilities?

Time to Shift General Aviation (GA) Focus to Municipal & Governmental Owned Public Access Regional Airports Capable of Supporting *Commercial* Aviation with Federal Aviation Administration (FAA) Air Traffic Control (ATC) Towered Airports

Time to shift taxpayer focus to long term investment in Municipal & Governmental Owned Public Access Regional Airports capable of supporting *Commercial* Aviation instead of **DUPING** Taxpayers into supporting *Personal* Hobby Sport Recreational Social Entertainment General Aviation (GA) “One-Size-Fits All” venues justified with Special Interest & Industry Lobbyist statistics, double-talk & gibberish.

Why: Municipal & Governmental Owned Public Access Regional Airports Capable of Supporting Commercial Aviation **ARE** equipped to **isolate & handle** the full gamut of Negative Aviation Impacts (NAIs) better than 100s of useless “Money Pit” airstrips like Michigan Department of Transportation (MDOT) Owned Canton Plymouth Mettetal (1d2) airstrip AKA “MDOT Frat House”.

As part of the Modern focus to shift General Aviation (GA) to Municipal & Governmental Owned Public Access Regional Airports Capable of Supporting Commercial Aviation with Federal Aviation Administration (FAA) Air Traffic Control (ATC) Towered Airports a “Case in Point” is:

FAA & MDOT Close 1d2: **63 acre** Michigan Department of Transportation (MDOT) Owned Canton Plymouth Mettetal (1d2) airstrip “MDOT 1d2 Frat House”

Move 1d2 activities: to **2,392 Acre** Willow Run Airport ([YIP](#)) which is literally ~7 minutes away by car.

How & Why: A good “National Plan” starting point would be to designate at least one regional level airport / development facility per each US County as a minimum. To receive ANY taxpayer dollars these locations should be responsible, accountable enforceable Local Municipal, County, State or Governmental owned Facility, and as many as possible that are FAA Towered to bolster Public confidence & acceptance. BTW: this is **NOT** a new idea at all.

The National Aeronautics and Space Administration (NASA) realized that **90 percent of the population live within a 30-minute drive of a regional airport**, with only 60 percent in the same proximity to a Large Commercial Airport. More passengers might opt for air transport for mid-distance journeys of 50 to 500 miles via Regulated Regional *Commercial* Grade Airports, an accessible and *underused* resource for *any* future air mobility needs.

NASA Seeks to Increase Accessibility of Regional Air Travel ([html](#)) 04-23-2021 | National Aeronautics and Space Administration ([NASA](#)). America is home to more than 5,000 airports, yet just **30 of these airports serve more than 70% of all travelers. The majority of airports are underutilized due to air transportation services trending towards putting more people into larger aircraft on well-traveled routes.**

Regional Air Mobility (RAM) ([html](#)) ([pdf](#)) – Systems Analysis and Concepts Directorate ([SACD](#)) | National Aeronautics and Space Administration ([NASA](#)). Regional Air Mobility (RAM) will increase the safety, accessibility, and affordability of regional travel while building on the extensive and *underutilized* [governmentally owned and/or FAA Towered] Federal, State, and Local investment in our nation’s airports & infrastructure AKA National Plan of Integrated Airport Systems (NPIAS).

SEE: what few would argue is a hopelessly antiquated National Plan of Integrated Airport Systems ([NPIAS](#)) | Federal Aviation Administration ([FAA](#)) that focuses on a handful of ~30 mega airports complete with inadequate & outdated Air Traffic Control (ATC). The National Plan of Integrated Airport Systems (NPIAS) identifies nearly **3,310** existing and proposed airports that are included in the national airport system. The bloated unrealistic wasteful NPIAS contains all **Commercial Service** Airports, many *true* **Reliever Airports**, and selected **Public-owned** General Aviation (GA) airports. Order [5090.5](#), Formulation of the NPIAS-ACIP. Establishes guidelines for managing and maintaining two federal plans that are essential to airport development: the National Plan of Integrated Airport Systems (NPIAS) and the Airports Capital Improvement Plan (ACIP) AKA “**Government Handouts**”. SEE Evaluating the Formulation of the National Plan of Integrated Airport Systems (NPIAS) ([pdf](#)) November 2015, Formulation of the NPIAS and ACIP, Order 5090.5 ([html](#)) ([pdf](#)) September 3, 2019, Formulation of the NPIAS and ACIP Summary ([pdf](#)) August 2019.

BTW: **100%** of the Continental US population is within 100km (62.1371 miles) of an international airport according to: Future of Aviation ([html](#)) International Civil Aviation Organization ([ICAO](#)).

Executive Summary & Conclusion

Nobody in the United States seems surprised that the Federal Aviation Administration (FAA) is encountering some MAJOR shocks? But what about **FIVE** out of **SIX** MAJOR shocks?

It should be blatantly obvious to anyone that can read there is way too much bias and multiple conflicts of interest, way too many complex tasks, very limited skills, while only one task is performed well at the Federal Aviation Administration (FAA). What's up with that? Too many distractions, too many diverse skills required, time to break up a failed Government FAA "Monopoly"!

- **YES** Safety (Great job! Safest **Commercial** Aviation System in the World, please stay "in the FAA lane" the FAA "sweet spot")
- **NO** Air Traffic Control (ATC)
 - "Farm it out to Neutral Third Party" per Former 18th US DOT Secretary of Transportation Elaine Chao. Establish the responsibility for managing air traffic control to a not-for-profit corporation, run by a board of representatives elected from users of the system.
- **NO** National Plan of Integrated Airport Systems (NPIAS) (hopelessly antiquated, out of touch, biased, useless for ANY future investment plan)
 - Use National Aeronautics and Space Administration (NASA) Regional Air Mobility (RAM)
- **NO** Manage & Administer General Aviation (GA) 150,000+ FJP Registrations
 - U.S. Government Accountability Office (GAO) GAO-20-164.
- **NO** Toxic Pollution (100LL Leaded Aviation Fuel w/ Tetraethyl Lead & Ethylene Dibromide (EDB))
- **NO** Noise Pollution – (General Aviation (GA) Piston Engine Aircraft (PEA))

The FAA does **NOT** have the expertise to develop a **noise policy** that captures the impact of **aviation noise** (and **pollution**) on the Public's Health. The Administrator of the Federal Aviation Administration (FAA) shall enter into appropriate arrangements with the Health and Medicine Division ([html](#)) of the National Academies ([NA](#)) of Sciences, Engineering, and Medicine per Congressional guidance:

- H.R.2562 - 118th Congress (2023-2024): Air Traffic Noise and Pollution Expert Consensus Act of 2023 ([html](#)) | [Congress.gov](#) | Library of Congress ([LoC](#)).
- H.R. 2562 (IH) - Air Traffic Noise and Pollution Expert Consensus Act of 2023 ([html](#)) ([pdf](#)) | [GovINFO](#) | U.S. Government Publishing Office ([GPO](#)).

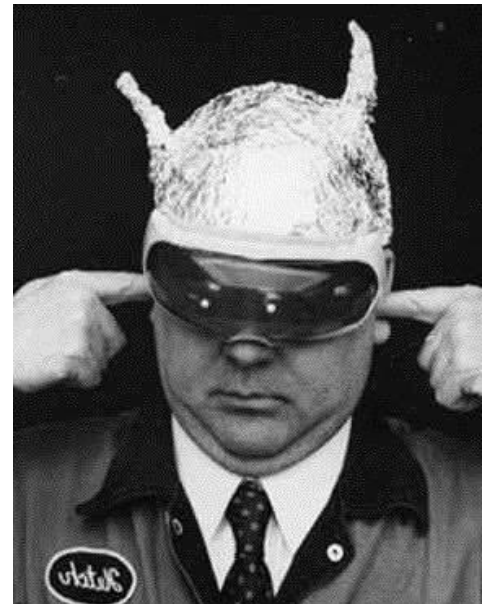


Figure 2 Current FAA GA PEA Noise Testing

Millions of Taxpayers deserve Accountability, Justice and Protection from Negative Aviation Impacts (NAI) Impacts including Extreme Noise Pollution & Toxic Pollution from Avgas AKA 100LL Leaded Aviation Fuel with Tetraethyl Lead (TEL) & Ethylene Dibromide (EDB) “Involuntary Poisoning” violating individual “Bodily Integrity” rights protected by the United States Constitution including vulnerable populations such as pregnant moms, babies, school children & elderly. Eliminate Negative Aviation Impacts (NAIs) NOISE & TOXIC POLLUTION at the source, We the People, Taxpayers **DEMAND:**

#1 FAA & MDOT Close: 63 acre Michigan Department of Transportation (MDOT) Owned Canton Plymouth Mettetal (1d2) airstrip AKA Elite “MDOT 1d2 Frat House”

Move 1d2 activities: to **2,392 Acre** Willow Run Airport ([YIP](#)) which is literally ~7 minutes away by car.

#2 Establish the responsibility for managing FAA Registration, Administration & Enforcement to a neutral party e.g. National Aeronautics and Space Administration (NASA), Office of the Inspector General (OIG), Department of Justice (DOJ), or National Academies (NA), people without bias or multiple conflicts of interest so people take Aircraft Registration, Information and Accountability for their actions seriously. People basically laugh at it now because it’s basically meaningless except for the most rudimentary tracking, like a “high school project”, and NOT a good one either. Come on, we’re only talking about 150,000+ FJs and holding owners accountable for their “actions” almost identical to land-based vehicles. Actually DO SOMETHING about General Aviation (GA) Pistone Engine Aircraft (PEA) Extreme Noise, handle similar to surface traffic e.g. truck, motorcycles & loud automobiles for Aerial “Public Nuisance” & “Disturbing the Peace” & “Aerial Harassment” & “Aerial Stalking”

#3 Adopt National Aeronautics and Space Administration (NASA) Regional Air Mobility (RAM) to update National Plan of Integrated Airport Systems (NPIAS). Stop Health, Safety & Welfare debacle while wasting BILLIONS, yes say that again BILLIONS of Taxpayer Dollar\$ wasted.

#4 Remove phony FAA “value returned to community” calculations & bogus, misleading almost fraudulent wishful thinking regarding Land Use & ROI justifications

#5 Work in Progress (WIP): The Administrator of the Federal Aviation Administration (FAA) shall enter into appropriate arrangements with the Health and Medicine Division of the National Academies of Sciences, Engineering, and Medicine ASAP. Sadly, this action should’ve been started several years ago, pretty much common industry knowledge, “better late than never”, **follow up to ensure this gets done in a timely fashion unlike many other FAA GAO/OIG reviews that implement absolutely NOTHING EVER.**

Attachments

ATTACHMENT-1: Main COMMENT “1_Comment_Matthew Grisius_09-29-2023_v1.pdf” - Official Comment - Docket ID FAA-2023-0855 : Request for Comments on the Federal Aviation Administration’s (FAA) Civil Aviation Noise Policy as it Relates to Michigan Department of Transportation (MDOT) Owned Canton-Plymouth Mettetal Airport (1D2) Airport AKA “MDOT Frat House Airstrip” in Canton Township, Michigan – A Tiny Non-Strategic, Non-Mission-Critical, Non-Essential Insignificant Personal Hobby, Sport, Recreational Social Entertainment Venue in Densely Populated Neighborhoods Surrounded by Schools, Nursing Homes, Assisted Living & Rehabilitation Facilities – My Community “Lived Experience” with Aviation Noise.

ATTACHMENT-2: “2_EPA-HQ-OAR-2022-0389-0194_attachment_1.pdf” - EPA Comments. Public Comment (background, history, summary) Posted by Environmental Protection Agency (EPA) on Dec 28, 2022, Tracking Number: lc5-1q39-yi73, regarding EPA-HQ-OAR-2022-0389-0001 – Proposed Finding that Lead Emissions from Aircraft [Piston Engine Aircraft (PEA) including Helicopter] Engines that Operate on Leaded Fuel Cause or Contribute to Air Pollution that May Reasonably Be Anticipated to Endanger Public Health and Welfare ([pdf](#)) ([html](#)).

ATTACHMENT-3: “3_AICA_FAA-2023-0855-2206_attachment_1.pdf” - Comment from Aviation-Impacted Communities Alliance ([AICA](#)) ([html](#)) ([pdf](#)) FAA-2023-0855-2206.

MP4 Video Attachments

NOTE: Sadly there is **NO** way to submit **ANY** VIDEO MP4 documentation, please use local links below.

- **ATTACHMENT-4:** “4_Take-Off 1d2 DLFH.[mp4](#)” (6:41m, 56.4mb)
- **ATTACHMENT-5:** “5_Landing 1d2 DLFH.[mp4](#)” (4:00m, 50mb)
- **ATTACHMENT-6:** “6_Ford Eagles 1d2 DLFH.[mp4](#)” (7:33m, 55.6mb) N9846G, N733AY
- **ATTACHMENT-7:** “7_Dawn Patrol Flying Club 1d2 DLFH.[mp4](#)” (6:39m, 54.9mb) N1522V, N17177
- **ATTACHMENT-8:** Civil Air Patrol (CAP)
 - “8_8-1_Civil Air Patrol (CAP) GLR MI183 1d2 DLFH.[mp4](#)” (4.12mb, 0:58m) N305CP
 - “9_8-2_Civil Air Patrol (CAP) GLR MI183 1d2 DLFH.[mp4](#)” (1:03m, 8.68mb) N305CP
 - “10_8-3_Civil Air Patrol (CAP) Gang N305CP-N813CP-N934CP-N966CP-N976CP-N992CP-N996CP 1d2 DLFH.[mp4](#)” (2:31m, 22.3mb)
- **ATTACHMENT-11:** “11_SWARM_09-16-2023 1d2 DLFH.[mp4](#)” (3:01m, 19.9mb)
- **ATTACHMENT-12:** “12_Rotorcraft-Helicopter 1d2 DLFH.[mp4](#)” (11:20m, 90.5mb)
- **ATTACHMENT-13:** “13_N761TE_1d2 DLFH.[mp4](#)” (0:09m, 2.04mb)
- **ATTACHMENT-14:** “14_N110PF_THE UNIVERSITY OF DETROIT FLYING CLUB INC 1d2 DLFH.[mp4](#)” (0:12m, 2.4mb)
- **ATTACHMENT-15:** “15_Heavy Twin Engine Short Runway EXAMPLE 1d2 DLFH.[mp4](#)” (0:13m, 4.51mb)
- **ATTACHMENT-16:** “16_N112SD_DETROIT_FLYING_CAR National Embarassment.[mp4](#)” (0:27m, 961kb)
- **ATTACHMENT-17:** “17_Top-20_1d2 DLFH.[mp4](#)” (2:38m, 26.1mb)
- **ATTACHMENT-18:** “18_MISC_1d2 DLFH.[mp4](#)” (2:54m, 32.8mb)

Related Losers, Clowns, Buffoons, Jerks, Community Pariah Creepy Michigan Flying “Social” Club Turds & Other Organizations with Dubious or Questionable Intent, Reasons, Purposes at Michigan Department of Transportation (MDOT) Owned Canton-Plymouth Mettetal Airport (1D2) Airport AKA “MDOT 1d2 Frat House Airstrip” in Canton Township, Michigan

All of the Local Schools including the entire PCCS School System plus the many Nursing Homes, Assisted Living & Rehabilitation Facilities and retirees would like to thank the following Clowns in their Flying Junk Piles (FJPs) for their continued Toxic 100LL Leaded Aviation Fuel with Tetraethyl Lead (TEL) dissemination plus the regular Noise Pollution via Disingenuous Low Flying Harassment (DLFH):

- Ford Eagles-[LARA](#) (MDOT appointed assistant airstrip (frat house) managers)
 - [N733AY](#), 1976 CESSNA 172N, [FA](#) , [ADS-BE](#) , [FR](#), [JP](#).
 - [N9846G](#), 1971 CESSNA 172L, [FA](#) , [ADS-BE](#) , [FR](#), [JP](#).
 - **SEE VIDEO MP4 ATTACHMENT 6**
- Dawn Patrol Flying Club-[LARA](#)
 - [N1522V](#), 1974 CESSNA 172M, [FA](#) , [ADS-BE](#) , [FR](#), [JP](#).
 - [N17177](#), 1976 CESSNA 177B, [FA](#) , [ADS-BE](#) , [FR](#), [JP](#).
 - **SEE VIDEO MP4 ATTACHMENT 7**
- [N761TE](#), MODEL 1978 CESSNA 210M, DRAEGERWEB AVIATION LLC-[LARA](#), [FA](#) , [ADS-BE](#) , [FR](#), [JP](#).
 - **SEE VIDEO MP4 ATTACHMENT 13**
- [N110PF](#), MODEL 1977 CESSNA 177B, THE UNIVERSITY OF DETROIT FLYING CLUB INC.-[LARA](#), [FA](#) , [ADS-BE](#) , [FR](#), [JP](#).
 - **SEE VIDEO MP4 ATTACHMENT 14**
- Civil Air Patrol (CAP) N305CP, N813CP, N934CP, N966CP, N976CP, N992CP, N996CP
 - [MAJ KEVIN A ADAMS MEMORIAL COMPOSITE SQUADRON](#) (GLR-MI-655) (**Clown Leader**)
 - Livonia Thunderbolt (Thunder**Dolt**) Composite Squadron ([home](#)) (GLR-MI-183)
 - [OAKLAND COMPOSITE SQDN](#) (GLR-MI-238)
 - [MONROE COMPOSITE SQDN](#) (GLR-MI-06)
 - **SEE VIDEO MP4 ATTACHMENTS 8, 9 & 10**
- Detroit Flying Cars (Clown Fest)
 - [N112SD](#), ‘Crash Test Dummy Test Fixture’ E-AB, DEREGISTERED/DESTROYED. [ASN-219500-N112SD](#). [KathrynsReport-N112SD](#). [AviationDB-N112SD](#). Luckily this Flying Junk Pile (FJP) Clown Fest was **NOT** allowed to ‘test’ anywhere near 1d2 densely populated neighborhoods surrounded by Schools, Nursing Homes, Assisted Living & Rehabilitation Facilities. [N2047Z](#), 1963 CESSNA 153C, [FA](#) , [ADS-BE](#), [FR](#), [JP](#).
 - Detroit Flying Cars WD-1 ([html](#)) | The Electric VTOL News™ ([home](#)) | The Vertical Flight Society ([home](#)).
 - detroitflyingcars.com ([home](#)).
 - **SEE VIDEO MP4 ATTACHMENT 16**
- Many other examples way too numerous to submit!



References & Further Reading

Federal Aviation Administration (FAA) Instructions: Help FAA Identify Unauthorized Low-Flying Aircraft ([pdf](#)).

Negative Aviation Impact (NAI) Resources – Including Aviation Noise References

- Oregon Aviation Watch – [Home](#). Research, educate and advocate on behalf of the public interest and public welfare about Negative Aviation Impacts (NAIs).
- [SOS](#) | SAVE OUR SKIES ALLIANCE – HOME. Air traffic is something that should concern us all, especially when it comes to small planes that contribute disproportionately to the noise, pollution, and safety concerns of those living under the path of travel in and out of these airports.
- Aviation-Impacted Communities Alliance ([AICA](#)) – A National Advocate for Quieter Skies whose mission is "To protect communities from harmful levels of aviation noise and emissions through selective projects for changes in legislation and industry practices in the United States."
 - SEE: Federal Aviation Administration (FAA) FAA-2023-0855-2206 Comment from Aviation-Impacted Communities Alliance (AICA) ([html](#)) ([pdf](#)). Over 70 Community Organizations throughout the United States support AICA Alliance ([html](#)) – Aviation-Impacted Communities Alliance ([AICA](#)).
- [aiREFORM.com](#) – Aviation benefits a few and the Impacts are many. Reforms are long overdue, and require action by Congress and Federal Aviation Administration (FAA).
- [C.A.G.E.](#) – Citizens Against Gillespie's Expansion. Safety. Security. Noise. Environment. Funding.
- [Home](#) – Stay Grounded. Flying is the fastest way to fry the planet. The Stay Grounded network works on a global level to reduce air traffic and build a climate-just transport system.
- Home – Quiet Communities, Inc. ([QCi](#)) is a nonprofit 501C3 organization that is dedicated to helping communities reduce health and environmental harm from noise and pollution. It operates through five programs: [Quiet American Skies](#), [Quiet Landcare](#) (formerly Quiet Outdoors), [Quiet Coalition](#), [Quiet Healthcare](#), and [Quiet Empowerment](#) (formerly Quiet Conversation). Each strives to generate long-lasting structural and behavioral changes that result in quieter, more sustainable, and more livable communities. Please DONATE ([html](#)).
- Excessive noise could take years off your life ([html](#)) - Quiet Communities ([home](#)).
- [Home](#) - Noise Free America: A Coalition to Promote Quiet.
 - What is Noise? ([html](#)).
 - Airplane Noise ([html](#)).
 - Michigan Noise Related Statutes, Regulations, Policies ([pdf](#)).

Auditory and non-auditory effects of noise on health ([html](#)) ([pdf](#)) 10-30-2013 - PubMed ([html](#)) | National Center for Biotechnology Information ([NCBI](#)), U.S. National Library of Medicine ([NLM](#)) | National Institute of Health ([NIH](#)) | U.S. Department of Health & Human Service ([HHS](#)) | [USA.gov](#).

Auditory and non-auditory effects of noise on health ([html](#)) 10-30-2013- The Lancet ([home](#)). Noise is pervasive in everyday life and can cause both auditory and non-auditory health effects. Noise-induced hearing loss and is increasingly caused by social noise exposure. Evidence of the non-auditory effects of environmental noise exposure on public health is growing. Observational and experimental studies have shown that noise exposure leads to annoyance, disturbs sleep and causes daytime sleepiness, affects patient outcomes and staff performance in hospitals [e.g. nursing homes, assisted living & rehabilitation facilities], increases the occurrence of hypertension and cardiovascular disease, and impairs cognitive performance in schoolchildren.

- Noise Could Take Years Off Your Life. Here Are the Health Impacts ([html](#)) 06-09-2023 - The New York Times ([NYT](#)). (NOTE: subscription required. Well researched & written article for small nominal price of admission!)
 - archive URLs:
 - <https://archive.is/DW9Vl>
 - <https://archive.is/20230621115831/https://www.nytimes.com/interactive/2023/06/09/health/noise-exposure-health-impacts.html>

How Noise Pollution Can Raise Your Heart Attack Risk ([html](#)) 04-27-2022 | American Association of Retired Persons ([AARP](#)). A new study finds that chronic exposure to car, train and airplane noise can trigger heart disease..

Living Near Noise Pollution Tied to Greater Risk of Heart Attack ([html](#)) 03-22-2023 - American College of Cardiology ([ACC](#)).

Noise can adversely affect human health and quality of life ([html](#)) 06-07-2019 | The Hill ([home](#)).

The growing movement against noise pollution ([html](#)) 08-19-2023 : [NPR](#). As more research shows how noise pollution can have severely harmful impacts on our health, there is a growing movement looking for ways to make communities quieter and healthier (14m listen).

Exposure to Airplane Noise Increases Risk of Sleeping Fewer than 7 Hours Per Night ([html](#)) 04-28-2023 | Boston University ([BU](#)) | School of Public Health ([SPH](#)). A new study has found that people who were exposed to **even moderate levels of aircraft noise** were less likely to receive the minimum recommended amount of sleep each night.

Too much noise can hurt your health and shorten your lifespan ([html](#)) 06-12-2023 | [Fortune Well](#). Constant exposure to unsafe noise levels can put the body at risk for hypertension and inflammation leading to heart disease. And more, high noise levels contribute to the **quantity and quality of sleep** people get, **affecting everything from mood and productivity to physical health and chronic disease risk**.

Shout it from the rooftops: the noise pollution in towns and cities is killing us ([html](#)) 04-10-2023 | Coco Khan | The Guardian ([html](#)).

Noise pollution from cars, trains and planes can takes years off your life, study warns ([html](#)) 06-20-2023 | Daily Mail Online ([html](#)).

Stop The Chop NY NJ ([html](#)) | Helicopter Health Impacts ([html](#)). Helicopter Negative Aviation Impacts (NAI). Non-essential (tourist, charter and commuter) helicopter flights dramatically reduce the quality of life. They pollute our environment, pose significant safety risks, harm our children, and make us miserable: Bad for Cities, Bad for Public Health, Bad for environment, Bad for the Economy. Experts say your body **does not adapt to noise**. Large-scale studies show that if the din keeps up—over days, months, years—noise exposure increases your risk of high blood pressure, coronary heart disease, and heart attacks, as well as strokes, diabetes, dementia, and depression. Children suffer not only physically—18 months after a new airport opened in Munich, the blood pressure and stress-hormone levels of neighboring children soared—but also behaviorally and cognitively.

Health effects from noise ([html](#)) - [Wikipedia](#).

Noise as a Public Health Hazard ([html](#)) 01-07-2022 | American Public Health Association ([APHA](#)). Chronic noise, **even at low levels**, can cause annoyance, sleep disruption, and stress that contribute to cardiovascular disease, cerebrovascular disease, metabolic disturbances, exacerbation of psychological disorders, and premature mortality. Noise interferes with cognition and learning, contributes to behavior problems, and reduces achievement and productivity. The health of more than 100 million Americans is at risk, with children among the most vulnerable.

Nacelle Advancements Seek Greater Durability, Sustainability ([html](#)) 11-03-2022 | Aviation Week Network ([html](#)). Lighter weight, less drag reduced noise and increased efficiency are the objectives of efforts to optimize nacelle design.

Aviation noise and health ([html](#)) | Civil Aviation Authority ([CAA](#)) United Kingdom (UK)

Miscellaneous References

- National Archives ([NA](#)) Code of Federal Regulations ([eCFR](#))
 - eCFR :: 14 CFR Part 91 -- General Operating and Flight Rules ([FAR Part 91](#))
 - eCFR :: 14 CFR 91.119 -- Minimum safe altitudes: General. ([FAR 91.119](#))

Unleaded Avgas: More Foot-Dragging ([html](#)) 03-23-2023 - Aviation Consumer ([html](#)). Of the potential unleaded fuel suppliers, two use engine-harming additives, one doesn't meet octane needs and one is ready to go. Yet EAGLE dithers. From what we've seen, it's our opinion that EAGLE should change its acronym from a soaring bird to a flightless one—KIWI—Keep Industry Waiting Indefinitely. Federal Aviation Administration ([FAA](#)) | Eliminate Aviation Gasoline Emissions ([EAGLE](#) current) | Eliminate Aviation Gasoline Emissions ([EAGLE](#) old).

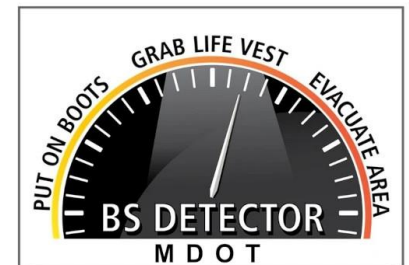
- Wayne County Airport Authority ([WCAA](#)) Airports
 - Detroit Metropolitan Wayne County Airport (DTW) AKA Detroit Metro Airport ([DTW](#)) a Strategic Long Term Federal Aviation Administration (FAA) Towered Mega Airport.
 - Willow Run Airport ([KYIP](#)) a Strategic Long Term Federal Aviation Administration (FAA) Towered airport.
- Customer Satisfaction Survey Ranks Detroit Metropolitan Wayne County Airport (DTW) As the No. 1 **Mega Airport** in the Country ([html](#)) | The Michigan Chronicle ([html](#)). Notably, the airport credits its strong relationship with federal partners, such as Customs and Border Protection (CBP) and the Transportation Security Administration (TSA). In an era where customer satisfaction is critical to the success of any enterprise, this award reinforces DTW's reputation for prioritizing traveler needs and concerns, demonstrating its commitment to providing a world-class airport experience. Wayne County Airport Authority CEO stated "This recognition, which comes on the heels of our ACI World ASQ Award ([html](#)), shows we are listening to our customers and responding to their needs."
- 2023 North America Airport Satisfaction Study ([html](#)) ([pdf](#)) 09-20-2023 | [J.D. Power](#). "It has not been an easy year for North American airports, but major capital improvements they've made over the last several years and new investments in getting food, beverage and retail operations back up and running at full capacity have helped them manage the crush of passengers," said Michael Taylor, managing director of travel, hospitality and retail at J.D. Power. "While airports are doing a good job coping with the **current issues**, there is still more they could do to improve passenger experience while also improving their own bottom lines. Happy passengers spend a lot more money at the airport, so ongoing efforts to spread passenger volumes throughout the day and deliver superior service at all customer touchpoints will be critical."
- ASQ Awards and Recognition ([html](#)) | ACI World | Airport Council International ([ACI](#))
- BTW: NONE of these great achievements have ANYTHING to do with the Michigan Department of Transportation (MDOT) Clowns or Federal Aviation Administration (FAA), just continued hard work from everyday working people, We the people.

More MDOT Secrets, Denial and Acquiescence – PFAS Debacle

Michigan AG sues Grand Rapids airport over PFAS pollution ([html](#)) 09-12-2023 - [mlive.com](#).

AG Nessel Sues Gerald R. Ford International Airport ([GRR](#)) Authority ([html](#)) for PFAS Contamination of Drinking Water ([html](#)) 09-11-2023 | Attorney General ([AG](#)) | [Michigan.gov](#).

Nessel sues Gerald R. Ford International Airport Authority over PFAS contamination ([html](#)) 09-11-2023 * Michigan Advance ([html](#)). "Every resident across the state deserves clean air, safe water, and a healthy community, including being protected against toxic contaminants like PFAS."



Fish in two southeast Michigan rivers are loaded with PFAS ([html](#)) 03-06-2023 - [mlive.com](#). In Ford Lake [Ford Lake ([html](#)) - Google Maps, Ford Lake ([html](#)) - Bing Maps] **NOTE:** proximity to Willow Run Airport ([YIP](#)), concentrations of toxic PFAS chemicals in the 15-inch smallmouth bass caught by local anglers totaled 125 parts-per-billion (ppb).

Appendix A – Michigan Air Pollution & Michigan Infrastructure Problems

These Two Key major concerns: Pollution & Infrastructure seem to go hand-in-hand, and rightfully so. I love Michigan, but it's time to "Fix the Damn MDOT".

Michigan hurt by infrastructure, pollution ([html](#)) 09-14-2023 | Crain's Grand Rapids Business ([home](#)).

Michigan's efforts to attract residents from other states are being stymied by poorly maintained **infrastructure** that generally is in worse condition than elsewhere and **environmental contamination** that threatens its economic prospects and **people's health**, according to a new report.

The [study](#), released Tuesday, also says climate change could make the state a more amenable option for people looking to relocate, but policymakers need to focus on climate-adaptation strategies and not only try to drastically reduce carbon emissions.

The analysis was done by the Citizens Research Council of Michigan in conjunction with Altarum, a health policy nonprofit based in Ann Arbor. It is the fourth installment in a five-part research series in which they have explored why the state has been losing ground for decades in [population](#), economic prosperity/workforce talent and [health](#). The Governor's Office of Foundation Liaison commissioned the studies that are being funded by various foundations.

Among the latest findings:

- Michigan's pavement quality on national highways is fourth-worst in the U.S., and it is estimated the whole transportation system faces a \$4 billion annual funding gap through 2045.
- Water infrastructure is probably in worse shape than the roads are, said Eric Dennis, a CRC research associate. Some \$1.5 billion more is needed yearly to maintain it. Suburban sprawl has made delivering water to homes and businesses more expensive. Climate change heightens the urgency to act as extreme precipitation compounds flooding and pollution risks.
- The power grid is less reliable than in other states. Overall energy costs are comparatively low because residents use natural gas to heat their homes and water, which is cheaper here. Michigan's transition to renewable sources of energy will require significant spending because it is not particularly sunny or windy, meaning more land will be needed for solar and wind generation and to re-route transmission lines.
- Air and water quality are better than in the past, but many urban neighborhoods are subjected to toxic emissions from factories and the state has hundreds of contaminated sites. "No one wants to make it difficult to do business in Michigan, but corporations discharging harmful contaminants into the environment that make citizens sick and shorten life expectancy are not conducive to creating quality places that are inviting to newcomers," the report says.
- Michigan has "great potential" to leverage natural amenities for economic development and improved quality of life, but it cannot just happen with a marketing campaign, according to the analysis. The state must invest in environmental remediation and management, which has been a low priority. "In recent decades, people increasingly relocate not for jobs, but for quality-of-life amenities such as health ecosystems, natural resources, and recreational opportunities," the report says. "Achieving long-term economic viability for Michigan will require increased attention to pollution control and environmental protection policy."

- The state's current climate policy emphasizes reducing greenhouse gasses and will not measurably impact the climate change it experiences given the issue is global. "As we decarbonize our economy, we need to make sure that we are also investing in infrastructure and institutions that are adaptive to climate change and building communities that are resilient to the destructive impacts of extreme weather events," Dennis said.

Citizens Research Council President Eric Lupher said climate change "pulls everything together. It's going to accentuate our shortcomings in many ways." He noted the importance of sustainable development and, for example, how stormwater and sewer capacity already may be inadequate to handle major rains.

"Part of the challenge is that we have to fix what we have," he said. "But just fixing what we have isn't going to prepare us for the future."

The excellent reports can be found here:

Environmental, Infrastructure, and Climate Change Challenges and Opportunities ([html](#)) 09-13-2023 - Citizens Research Council of Michigan ([CRCMICH](#)).

- Environment ([pdf](#))
- Infrastructure ([pdf](#))
- Climate Change ([pdf](#))
- Summary ([pdf](#))

Michigan's Path to a Prosperous Future: Challenges and Opportunities ([html](#)) 05-16-2023 - - Citizens Research Council of Michigan ([CRCMICH](#)).

- Summary ([pdf](#))
- Population and Demographic Trends ([html](#))
- Economy, Workforce, and Talent ([html](#))
- Health Trends ([html](#))
- Infrastructure, Environment, and Climate Change ([html](#))
- State and Local Government ([html](#))
- Media Coverage ([pdf](#))

Michigan Has Serious Health Problems Directly Related to Air Pollution

It's no secret that the State of Michigan has serious health problems directly related to air pollution!

Report: Michigan is older and sicker, and that spells trouble for future ([html](#)) ([pdf](#)) 08-03-2023 | [Bridge Michigan](#). According to the report, released by the Lansing-based [Citizens Research Council](#), which focuses on Michigan public policy, and [Altarum](#), a Michigan-based nonprofit focusing on health compiles data to draw a bleak picture of Michigan's current well-being and map out a path to better health:

- The average Michigan resident is sicker and dies about a year earlier than the average U.S. resident.
- The state now ranks 39th in health measures, tumbling from 32nd of 50 states in 2008.

- Long struggling with high disease rates and health disparities, the Michigan now fares poorly compared with most other states on multiple measures, including life expectancy, premature death and disease prevalence.
- A state's ability to boost the health of its residents is a core quality-of-life concern that can attract people to Michigan — or drive them away.

Whitmer's Growing Together Council hopes to retain Michigan college grads, attract young people to the state ([html](#)) 08-07-2023 | [The Michigan Daily](#). How will Michigan attract *anyone* with all the pollution problems, especially within the Michigan Department of Transportation (MDOT) itself! Good luck with that when nobody can even control MDOT!

Other shocking 2023 State of Michigan & Wayne County Michigan statistics include:

- Wayne County launches air-quality monitoring system ([html](#)) 08-03-2023 | [Detroit Free Press](#). On almost every health metric that you can imagine, Wayne County tends to (fare the worst, ranking) 83rd out of 83 counties.
- [American Lung Association](#)
 - Michigan ([html](#)) | State of the Air 2023 ([html](#)). Report Card: Michigan. Within Michigan, 25 out of 83 counties could be graded for at least one measure of air quality.
 - Wayne County Michigan ([html](#)).
 - 1,774,816 Citizens
 - 420,338 Children Under 18:
 - 287,907 Adults 65 & Over
 - 19,261 Pregnancies
 - FY2022 Report: Detroit's Air Quality Gets Worse, Residents Exposed to More Unhealthy Air Pollution ([html](#)) 04-21-2022. The Detroit metro area's pollution worsened in 2018-2020, and its ranking declined to 24th most polluted area in the nation, placing Detroit among the nation's dirtiest cities.

Michigan Residents Exposed to More Industrial Contaminants Than Most States Making Michigan One of the Most Toxic Environmental Exposure Areas in Entire Nation.

Witness the 'Slow-Motion Battle' to Protect ANY Michigan Residents, especially from Michigan Department of Transportation (MDOT) "Aviation in Michigan Tetraethyl Lead (TEL) Debacle/Coverup"

U-M researchers need 100,000 participants for massive study ([html](#)) 09-19-2022 | [Detroit Free Press](#). From nonstick PFAS compounds to lead to soot and smog, **Michigan residents are exposed to more industrial contaminants than most states, and those contaminants are known to cause adverse health effects, including cancer.** But how much exposure, for how long, causes those illnesses? When do the warning signs arise, and how do changes occur over time? How do race, nutrition and other factors influence health outcomes? A critical window of susceptibility is pregnancy, for example. When a person is pregnant, are they differentially affected by environmental exposures? When a person becomes pregnant, we need to be able to understand the impact of exposures during that time.

[MI-CARES](#): the Michigan Cancer and Research on the Environment Study | School of Public Health ([SPH](#)) | University of Michigan ([UMich](#)). **Michiganders experience some of the most toxic environmental exposures in the nation.** Join MI-CARES to help understand how our environment is harming us. Let's take back our health!

With \$13M grant, U-M researchers will track cancer risk from environmental exposures ([html](#)) 10-20-2021 | [University of Michigan News](#) | [Office of the Vice President for Communications](#) | University of Michigan ([UMich](#)) | [Regents of the University of Michigan](#). Heavy metals like lead [Tetraethyl Lead (TEL)], industrial pollution from steel mills, coal-fired power plants or oil refineries, “forever chemicals” called PFAS that don’t break down in the environment—how much are Michigan residents exposed to these environmental contaminants and what does this mean for their risk of developing cancer?

Issues of the Environment: Ann Arbor-based [Ecology Center](#) applies new methodology to detecting spread of toxic chemicals ([html](#)) 12-07-2022 | [WEMU-FM](#). Michigan is in the **top five states** for diseases linked to air quality, racking up **\$1.5 billion per year in excess health care costs**, with **Southeast Michigan** having **some of the most polluted air**.

NOTE: this is just the “Tip of the Michigan MDOT POLLUTION Iceberg” when it comes to Tetraethyl Lead ([TEL](#)) & Ethylene Dibromide ([EDB](#)) contamination at up to 448 aviation sites in Michigan that continuously use Avgas AKA 100LL Leaded Aviation Fuel with Tetraethyl Lead (TEL) while the Michigan Department of Transportation (MDOT) has known for well over a decade and continues to acquiesce.

- Particulate air pollution a growing risk for premature CVD death and disability worldwide ([html](#)) 08-09-2023 – [ScienceDaily](#). Source: American Heart Association Summary: Between 1990 and 2019, the total annual number of premature CVD deaths and years of disability attributable to particulate matter air pollution rose by 31% worldwide.
- Global cardiovascular deaths, disability linked to particulate air pollution ([html](#)) 08-09-2023 | [American Heart Association](#).
- Study: Air pollution may be a main cause for antibiotic resistance ([html](#)) 08-10-2023 | USA Today. A [new study](#) published in [The Lancet](#) Journal [Planetary Health](#) is linking air pollution to the global amount of antibiotic resistance, when medicines used to treat bacterial infections become less effective.
- Dementia risk grows with increased exposure to air pollution ([html](#)) 08-29-2023 - Los Angeles Times ([home](#)). Researchers at the University of Michigan have concluded that people living with higher levels of fine particulate matter, or PM2.5, could face a greater risk of being stricken with dementia, according to [a study published recently in the Journal of the American Medical Assn.](#) Aging and the problem of dementia is becoming more and more serious worldwide, SMEs have known for a long time that air pollution is a major risk factor for respiratory and cardiovascular disease. The University of Michigan, Ann Arbor, scientists used data from 27,857 adults aged 50 years and older enrolled in the [Health and Retirement Study \(HRS\)](#), a nationally representative cohort of older adults in the United States. While agriculture and open fires had the strongest air pollution-dementia associations, non-road traffic, AKA Negative Aviation Impacts (NAIs), is associated with incident dementia. The study advances the scientific literature by examining associations of incident dementia with PM2.5 from key emission sources rather than just total PM2.5 and suggest interventions that reduce air pollution may decrease the lifelong risk of developing dementia.

- Air pollution from different emission sources is associated with incident dementia ([html](#)) 08-14-2023 | National Institute on Aging ([NIA](#)) | National Institutes of Health ([NIH](#))
- The National Academy of Sciences of the United States of America ([NAS](#)) | Proceedings of the National Academy of Sciences ([PNAS](#))
 - Ambient air pollution and Alzheimer's disease: the role of the composition of fine particles ([html](#)) ([pdf](#)) 01-10-2023 <https://doi.org/10.1073/pnas.2220028120>. The Study concludes that annual average PM2.5 concentrations from traffic and fossil fuel combustion are significantly associated with the development of dementia and Alzheimer's disease.

So why have a non-essential airstrip in densely populated neighborhoods close to several schools, assisted living, rehabilitation & retirement homes dangerously close to surrounding schools? It just doesn't make any sense at all!

Michigan's Lousy Infrastructure

Millions upon millions of wasted taxpayer dollars squandered on Michigan Department of Transportation (MDOT) Owned Canton Plymouth Mettetal 1d2 "Frat House" and "Aviation in Michigan" across the entire State of Michigan while key Michigan infrastructure remains in dire need of ANY attention:

- Michigan's lousy infrastructure has many begging: Fix the damn noisy roads ([html](#)) 02-24-2023 | [Bridge Michigan](#). Nearby residents are concerned about the level of noise coming from M-14 traffic, which is near neighborhoods and an elementary school.
- [MITA](#) | Michigan Infrastructure & Transportation Association
- Fix MI State ([html](#)) – Fixing Michigan's Infrastructure Problem.
- Michigan's infrastructure is broken. We need to fix it. Many of our stormwater and wastewater sewer systems, drinking water systems, roads, bridges, and dams are 50 to 100 years old. In older Michigan cities, some infrastructure systems date back to the late 1800s.
- Safe, reliable infrastructure protects Michigan's economy, water and public health. Infrastructure touches all parts of how we live, work and play in Michigan. It powers our economy. It delivers clean, safe drinking water to our homes and communities. It protects our neighborhoods from floods, and our lakes, rivers and beaches from raw sewage, E. coli and other toxins.
- Michigan's unmet infrastructure needs are massive. Michigan received a "D+" on the 2021 review of Michigan's infrastructure and in the 2018 Report Card for Michigan's Infrastructure. While Michigan leaders are aware of what's broken, much work is left to be done to fully understand and prioritize a long-term solution for everything that must be fixed.
- How do we fix it? We've put off long-term solutions for decades and relied solely on short-term solutions. Michigan business, elected and policy leaders are now examining how to fix it, but Michigan can't afford to wait much longer.

The State of Michigan and the Michigan Department of Transportation (MDOT) are stuck in the past coddling Special Interests & Industry Lobbyists with Ridiculous Elite Air Parks for Flying Junk Piles (FJPs) with associated out of date useless Toxic technologies. Many other states are forging ahead looking to the FUTURE!



Figure 1 Michigan Taxpayers got "The MDOT Stooges" before!

Hundreds of flying taxis to be made in Ohio, home of the Wright brothers and astronaut legends ([html](#)) | [Detroit News](#). "When you're talking about air taxis, that's the future," Republican Gov. Mike DeWine told The Associated Press. "We find this very, very exciting – not only for the direct jobs and indirect jobs it's going to create, but like Intel, it's a **signal to people** that **Ohio is looking to the future**. This is a big deal for us." Wright-Patterson AFB ([WPAFB](#)), Air Force Research Laboratory ([AFRL](#)), Air Force Institute of Technology ([AFIT](#)) absolutely rock!

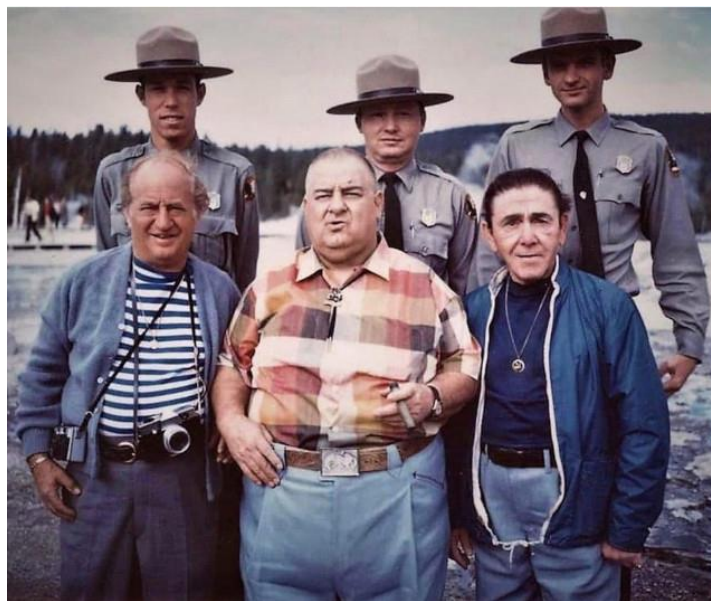


Figure 2 Michigan Taxpayers NOW get "21st Century Modern MDOT Stooges"!

Appendix B – One of Michigan’s Oldest, Park Township Michigan (HLM) Airport, Permanently Closed, Local Residents Unite, Cheer, Celebrate & Plan for Community Greenspace for Use by All!

Park Township ([html](#)), Michigan
Park Township Offices
52 – 152nd Avenue
Holland, Michigan 49424
<tel:616-399-4520>

Established in 1937, the airport has a rich history as one of Michigan’s earliest airports. It has served as an airmail stop, passenger service, and as a military pilot training airport during WW II with pilots being housed in the community building on the current fairgrounds. It once was the premier business airport in Holland where many companies would base their corporate plane(s). Most corporate planes are now located at the West Michigan Regional Airport, which is way more appropriate needless to say. Way past time to enter this century and come back to reality instead of living in the past.



The Residents of Park Township got tired of dealing with Negative Aviation Impacts and voted to **permanently close** the runway March 13, 2020 and “shut Down” their recurring endless nightmare! The Historic Hanger remains. Local residents were completely sickened footing the bill for a miniscule number of elite privileged Flying Junk Pile collectors & enthusiasts for a property that had absolutely ZERO socially redeeming value for the rest community, it’s neighborhoods, schools, families and children, only providing Negative Aviation Impacts with large bills, upkeep, maintenance creating Negative Community Outcomes:

Park Township Airport ([html](#)) – Wikipedia. The airport was used for general aviation, had no regularly scheduled commercial flights, popular with ultralight & model aircraft and was also home to the Experimental Aircraft Association (EAA) Chapter 1242 Clown Troupe.

Future Vision: Former Airport Site. Park Township, Michigan. Residents of Park Township are invited to help determine the future of the Former Airport Site. The Township is undergoing a multi-phase process to ensure all voices are heard. Park Township, Michigan has presented three beautiful “green space” options for their community and all of its residents:

- **Option A** : includes a regional-scale pickleball facility, soccer fields, a veteran’s memorial and aviation memory wall, a children’s playground, and a trailhead with a biking trail.
- **Option B** : also includes the veteran memorial and aviation memory wall and trailhead. It also includes a splash pad, a larger playground, a smaller pickleball facility, and fewer soccer fields.

- [Option C](#) : includes an aviation museum, a veteran's memorial, community events center, and it leaves most of the site for a community garden and trails.



Canton Township, Plymouth Township and the City of Plymouth residents could all use more Community “Greenspace”. More information regarding “community input” and feedback:

- Park Township seeks community input on former airport plans ([html](#)) 05-18-2022 | Fox 17 News.
- Park Township asks for input on what to do with old airport ([html](#)) 05-16-2022 – YouTube. For more than 83 years, it served pilots of small planes and other aircraft near Holland. Now, Park Township officials want the public to help decide the future of the airport property. Whatever they decide, should make it free for the public to use. Costs proposals range from \$3.3 million to \$5.2 million dollars. Previously was home for Civil Air Patrol (CAP) [Home](#) | GLR-MI-135, but nobody is going to miss these clowns, they can go to a larger ‘real airport’ anyway, be safer for everyone involved.
- Park Township asks for input on what to do with old airport ([html](#)) 05-16-2022 | WOODTV.com. For more than 83 years, it served pilots of small planes and other aircraft near Holland. Now, Park Township officials want the public to help decide the future of the airport property. The Park Township Airport on Ottawa Beach Road near 152nd Avenue closed in 2020. Township leaders have launched a campaign to find a new mission for the old airfield. “It’s a phenomenal asset. The board has made it clear that’s it’s going to **remain a park**,” Township Manager Howard Fink said.
- Holland area residents asked how to develop site of former 83-year-old airport ([html](#)) 06-18-2021 – mlive.com.

More background information regarding the local community taking back control of their community:

- Park Township Michigan Airport ([html](#)) – Google Search.
- Park Township, Michigan Airport. If the people voted a millage down, the Park Township board said, the airport would be closed. The millage overwhelmingly failed, 3,581 votes to 4,612, by 1031 additional taxpayers.
- One of Michigan's oldest airports to close after voters reject millage ([html](#)) 03-11-2020 – mlive.com. One of Michigan's oldest airports to close after voters reject millage ([html](#)) 03-11-2020 – mlive.com
- One of Michigan's Oldest Airports to Close After Voters Reject Millage ([html](#)) 03-12-2020 | Aviation Pros.
- Looming airport closure leaves bitter taste for pilots ([html](#)) 06-13-2020 | Holland Sentinel.
- Park Township Airport ([html](#)) 06-13-2020 | | grandhaventribune.com. Clown pilots and aviation enthusiasts, around 15, gathered at Park Township Airport for a final tearful fly-in Saturday, June 13, 2020. Most local residents cheered & applauded as they left for good!
- Park Township Airport Historical Association ([html](#)) | Dedicated to Preserving Our History and Future.
- Park Township Airport Historical Association – [Home](#) | Facebook.
- Park Township Airport Historical Association ([html](#)) on Instagram • Photos and Videos.



Old out of date buildings look eerily similar to MDOT “Frat House” 1d2 Canton Plymouth Mettetal airstrip “outhouse building” that MDOT has been trying to sneak updates by taxpayers for years. Hopefully Canton Township Michigan can Unite, Cheer, Celebrate & Plan for Community Greenspace for Use by All moving forward!

Appendix C – FAASTeam Presentation “Maintaining Aging General Aviation Aircraft” PDF in Event of Deletion or Removal

FAASTeam presents:

Maintaining Aging General Aviation Aircraft

The General Aviation Fleet of 150,000+ aircraft average age is more than 50 years old. The fleet is being used well beyond the flight hours and years envisioned when the aircraft were designed.

This presentation covers inspection/maintenance guidance on older aircraft for owners of older, small single engine airplanes and the technicians who maintain them. We will offer helpful tips for assessing the effects of aging on their airplanes.

Directions: You are invited to the following ZoomGov Webinar provided by FAVES. Optional ways to join are:
Click to Register:

https://faavideo.zoomgov.com/webinar/register/WN_zr-PMhGuTKOAg6Vv-EQdJA

Password: 938118

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 - For a camera enabled PC or laptop & Optimized for Google Chrome or Microsoft Edge
- Web Browser:

<https://faavideo.zoomgov.com>

- Click the JOIN button; enter Webinar ID:

https://faavideo.zoomgov.com/webinar/register/WN_zr-PMhGuTKOAg6Vv-EQdJA

Password: 938118

- If prompted, accept the Zoom application as instructed
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