

Annual Report 2025

Frankfort City-County Airport Authority



2025 FCCAA Annual Report

An annual report is a document that describes operations and financial conditions which chronicles the Frankfort City-County Airport Authority's activities from 1 June 2024 to 31 May 2025. Per MCL 259.627, the FCCAA is required to render a report, on each 1 July, to each participating county, city, and township. Each report shall state the amount of money expended and the money received from all sources.

The FCCAA was created under the Michigan Act 206 of 1957. It is an incorporated airport authority for the planning, promoting, acquiring, constructing, improving, enlarging, extending, owning, maintaining, and operating the landing, navigational and building facilities necessary for a community airport.

The FCCAA was incorporated 26 June 1997 and is considered by the Internal Revenue Service (IRS) to be 509(a)(1), Section 170(b)(1)(A)(vi), a public charity that is publicly supported, as it normally receives at least one-third of its total support from governmental units, from contributions made directly or indirectly by the general public, or a combination of these sources.

The FCCAA governs through an authority board, as per MCL 259.625 and may appoint committees, may select, and employ officers and employees and engage services as shall be considered necessary. A member of the FCCAA shall serve without compensation.

The FCCAA board is:

- Coury Carland, Chair member, appointed by Benzie County
- Ken Laurence, Vice Chair member, appointed by Benzie County
- Brady Olsen, member, appointed by City of Frankfort
- Eric Pekrul, member, appointed by City of Frankfort
- Sue Webber, member, appointed by Crystal Lake Township
- David Spragens, member, appointed by Crystal Lake Township
- Steve Koppin, member, appointed by FCCAA.

2025 Revenues and Expenditures

The Frankfort Dow Memorial Field (FKS) airport generates operating revenue from aviation-related fees such as hangar rental, tie-down and landing fees and fuel sales.

Financial information is reported using the accrual basis of accounting. Revenue is recorded when earned and expenses are recorded when liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed have been met.

REVENUES:	
Hangar Rents	55,735
Local Government Appropriations	39,000
Aviation Fuel Sales	35,068
Tower Rents	34,886
Interest	24,055
Airport User Fees	8,730
Donations, Refunds/Rebates, Miscellaneous	3,016
TOTAL REVENUE	200,490
EXPENDITURES:	
Airport Capital Improvement Projects	2,214,432
Aviation Fuel Cost	29,718
Airport Manager, Staff, Travel	54,139
Professional Services	33,207
Tower Expenses	29,020
Utilities, Communications, AWOS	10,204
Insurance	14,232
Maintenance, Supplies	14,506
Bad Debts	1,674
Hangar Expenses	12,208
TOTAL EXPENDITURES:	2,334,509

FKS Based Aircraft (24)

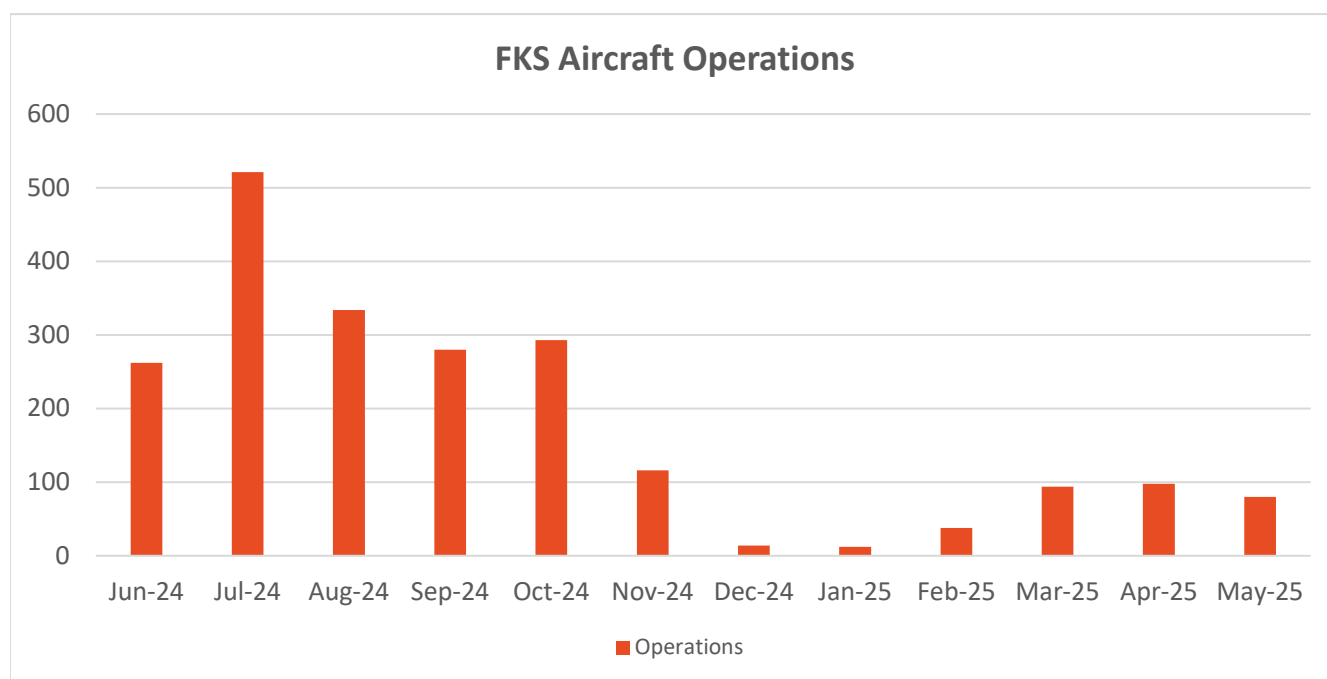
Type	Make	Model	Airworthiness
Single Engine	Warner Aerocraft	Space Walker II	Experimental
Single Engine	Cessna	177	Standard
Single Engine	Luscombe	8A	Standard
Single Engine	Piper	PA-28-180	Standard
Single Engine	Beech	V35B	Standard
Single Engine	Engineering & Research	415-C	Standard
Single Engine	Prescott Pusher	A8A0FE	Experimental
Single Engine	Piper	PA-24-260	Standard
Single Engine	Vans	RV-8	Experimental
Single Engine	Cessna	177RG	Standard
Single Engine	Sequoia	Falco F8L	Experimental
Single Engine	Taylorcraft	F21	Standard
Single Engine	Beech	V35B	Standard
Single Engine	Piper	PA-16	Standard
Single Engine	Cessna	172	Standard
Single Engine	Aeronca	7AC	Standard
Single Engine	LET	L-33 Solo	Experimental
Single Engine	Vans	RV-4	Experimental
Single Engine	Onex		Experimental
Single Engine	Taylorcraft	BL-65	Standard
Single Engine	Advanced Aero Marine	Buccaneer II	Experimental
Single Engine	Piper	PA-28R-201T	Standard
Single Engine	Piper	PA-22-150	Standard
Single Engine	Cessna	T206H	Standard

The difference between experimental and certified (or standard) aircraft lies in their construction, intended purpose, and level of FAA scrutiny. Experimental aircraft are typically built by individuals or smaller companies for research, development, or recreational flying, often from kits. Certified aircraft, on the other hand, are factory-built and must meet rigorous FAA safety standards.

FKS Aircraft Operations

Type	Operations	Pilot, Passengers	Visitors
General Aviation Local	910	1,537	12
General Aviation Itinerant	992	817	415
Air Taxi	210	334	180
Military	30	n/a	n/a
Total	2,142	2,688	607

(The busiest operation day at FKS was 8 Oct. 2024, with a total of 71 operations.)



FKS Runway Use

Engine Type	%	100LL Fuel	Jet Fuel
Single	87	X	
Twin	4.6	X	
Turboprop	5		X
Jet	3		X
Unknown/Other	0.4		

Airport Manager Message



Henry Ford said, "If everyone is moving forward together, then success takes care of itself."

I would like to express my appreciation to the FCCAA Board, the Frankfort City Council, the Benzie County Board of Commissioners, the Crystal Lake Township Board and the myriads of colleagues for their dedication, trust and support. I look forward to the exciting opportunities that lie ahead.

A stylized, handwritten signature in black ink, appearing to read "BTP".

Brooke L. Trentham Popp, FKS Airport Manager