

- d. **Precision Obstacle Free Zone (POFZ).** An area behind a runway, beginning at a runway threshold, at the runway threshold elevation, and centered on the extended runway centerline, 200' long by 800' wide. The POFZ is meant to protect this area of airspace from aircraft and vehicle obstructions for landing aircraft on a vertically guided approach, on final within 2 miles of the runway threshold, with reported ceilings below 250' and/or visibility less than ¾ statute mile (or RVR below 4000'). The only POFZ required at Willow Run Airport is at the 23L Runway approach.

**5. REPORTING AIRPORT MOVEMENT AND NON-MOVEMENT AREA CONDITIONS:**

a. Responsibilities:

- (1) Airport Operations/Security: Airport Operations/Security is responsible for observing and reporting to the FAA Air Traffic Control Tower (ATCT) and appropriate Flight Service Station (FSS) the current conditions of the airport movement and non-movement areas. A list of personnel authorized to issue this information is contained in attachment #1. Airport Operations/Security declares that upon receipt of a "nil" braking action report from aircraft, the affected runway is closed to any future departures or arrivals until reopened by authorized airport personnel, as attached.
- (2) FAA Air Traffic Control Tower (ATCT): If Tower personnel observe or are informed of a condition that affects the safe use of airport movement and non-movement areas, they shall immediately relay the information to Airport Operations/Security for action. If Airport Operations/Security cannot be contacted, tower personnel may contact the Airport Fire Department. As a minimum, FAA Tower personnel shall exchange reports with Airport Operations/Security that indicate runway braking conditions have deteriorated to "poor" or "nil" or have improved to good.

b. Procedures:

- (1) Airport Operations/Security: Airport Operations/Security personnel authorized to issue NOTAMS and airfield condition reports shall issue these reports from the Airport Operations/Security office via fax and/or e-mail.
- (2) FAA Control Tower (ATCT): Tower personnel shall accept airfield condition reports from the authorized Airport Operations/Security personnel listed in the attachment. These reports shall be used to inform airport users as appropriate.

**6. CONTROL OF TRAFFIC ON AIRPORT MOVEMENT / NON-MOVEMENT AREAS:**

a. Responsibilities

- (1) Airport Management and Airport Operations/Security:
  - (a) Airport Management and Airport Operations/Security shall require by regulation, all aircraft, vehicles and pedestrians to obtain FAA Air Traffic Control Tower (ATCT) approval prior to entry onto the airport movement areas and to comply with clearances or instructions issued to them while operating on those areas.

Original Date: June 9, 2005

Exhibit #7

FAA Approval: Mica Halperin

Revision Date: November.30, 2008 Page 49 of 60

Approval Date: 10 FEB 2009