

**Supplemental Appropriation (FY 2018-2020)  
Optional Project Request Template**

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**Airport Name/Address:** Beaver Island Airport  
PO BOX 134 Beaver Island, MI 49782

**LocID:** SJX

**Sponsor's name:** Peaine & St. James Townships

**Airport Manager's (POC's) Name, Position:** Rachel Teague, Airport Manager

**POC's phone number:** 231-237-9482

**POC's email address:** rachel@freshairaviation.net

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**Project description (50 words max)**

This project includes the design and rehabilitation of the existing pavements of Runway 9/27 (4,299' x 75'), the connector taxiways and the terminal apron. The project also includes new taxiway construction to expand an existing hangar area to increase revenue generation and rehabilitation of the MIRL and NAVAIDS.

**Target timeframe for grant award and construction start:** July 2020

**Total AIP-eligible cost of the project for which funding is being requested:** \$ 3,660,000.00  
(FAA will determine the maximum Federal share based on the airport's classification)

**Explanation of how available AIP entitlement funds are being used (250 words max)**

The airport has been working on a project to purchase avigation easements and perform obstruction removal to provide for clear approach areas. Their existing Non-Primary Entitlements (NPEs) have been dedicated toward that work. They have also been using their NPEs to support crack sealing and pavement marking to prolong the life of their airfield pavements. Looking forward, they plan to accumulate their FY19-FY22 NPEs to support the design and construction of the subject project. Seeking discretionary funds for the construction in FY 22 will also be required to fund the full project. If supplemental funding were obtained, this entire project could be accomplished sooner and provide a more comprehensive project which is important since construction on the island is complex.

## Explanation of How Project Meets Evaluation Criteria (500 words max)

This airport is the primary method of access to Beaver Island and during the winter months, it is the only method of publicly-owned access for the residents. Maintaining the runway in a safe condition that supports use by all aircraft is important. The airport recently constructed a new terminal building which successfully used four years' worth of NPEs and leveraged the MDOT AERO loan program to support the full development of the terminal and site improvements.

This project would address not only safety related concerns as the pavement continues to deteriorate but also economic sustainability by rehabilitating the pavements prior to the need for full reconstruction, installation of more cost-effective LED lighting fixtures and hangar development areas.

Scheduling of projects at this site is complicated due to the remote nature of the island for delivery of materials and equipment but also the need to keep the runway functional for aircraft access. Receiving supplemental funding would allow the entire project to be completed at one time which may allow for a condensed schedule. Rehabilitating all the pavements on the airfield at the same time will provide a greater economy of scale since it is very costly to mobilize material, equipment and manpower to the island for smaller projects.

The rehabilitation of Runway 9-27 is necessary as the last reported PCI was 63 in 2015, with the last rehabilitation of the runway taking place in 2001.

The existing taxiway system is comprised of three separate sections. The existing bituminous taxiway has two specific sections that were last rehabilitated in 2001 and 1987 respectively and the most recent PCIs were listed at a 65/16 respectively. The existing concrete taxiway was constructed in 1995 and had a PCI of 65 in 2015.

A portion of the exiting terminal apron would also be rehabilitated since its 2015 PCI was a 65 and it was last rehabilitated in 2001.

The rehabilitation of the pavements would consist of pulverizing the existing bituminous pavement or removing the concrete pavement, fine grading and compacting the base material and paving a new bituminous surface.

New taxi-street construction would be included to provide for an expanded hangar development area that is currently accessed via a turf approach. Improving this site would allow for additional based aircraft and hangar revenues contributing to greater economic stability.

The final element of this project would address the electrical system for the runway and navigational aids. This project would install new LED medium intensity runway lighting and taxiway guidance signs and replace the existing PAPIs and REILs at both ends of the runway. All these systems were installed in 2001 and continue to have increasingly frequent failures with their operations. The lighting installation would include base mounted MIRL, taxiway guidance signs, cable in conduit system, duct, handholes, and vault equipment.

Depending upon when the supplemental funds were awarded, the design would take place in mid-2019 and construction would ideally take place in 2020.

### Project approval dates

- Is the project on an approved ALP?  Yes (Approval date: )  No
- Is environmental determination complete?  Yes (Completion date: )  No
- Is airspace approval complete?  Yes (Approval date: )  No  N/A