

MICHIGAN AIRPORT DEVELOPMENT PROGRAM

AIP CAPITAL IMPROVEMENT PLAN
2012-2022

FEDERAL/STATE/LOCAL



Mackinac County Airport

St. Ignace, MI

Date of Latest ALP - **2007**
ACIP Airport Code - **B**
Airport Identifier - **83D**



MDOT-AERO
2700 E AIRPORT SERVICE DRIVE
LANSING, MICHIGAN 48906

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Sponsor: Mackinac County
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Date: October 31, 2011

TEN-YEAR AIRPORT CAPITAL IMPROVEMENT PROGRAM (CIP) FY-2012 to FY-2022

Mackinac County Airport 83D

Year	Project Description	Cost*	Remarks/Item Justification
2012	Available Federal Entitlements (NPE) \$353,000 (\$203,000 Carryover from 2011)		
	5-Unit Hanger (2 Boxes, 3 Ts) and Site Work	\$ 383,000	Additional hangar space is needed for increased aircraft storage. Storage is needed for a King Air B200, Cessna 421, and smaller aircraft.
	Fed \$363,850 - State \$9,575 - Local \$9,575 - Total \$383,000 Funds in addition to NPE are needed for this year.		
2013	Available Federal Entitlements (NPE) \$150,000		
	User Survey Consultant Coordination (Spring)	\$ 10,000	Work will consist of distributing and compiling user survey forms and other operational data for MDOT to prepare the User Survey for justification for the runway extension. Data will be purchased from Flight Aware for Mackinac County, Mackinac Island, and Pellston.
	Remark Airport	\$ 39,000	Markings will be faded and need remarking. Project will be done through State Program
	ALP Update (Fall)	\$ 45,000	Planning and analysis for a runway extension will be undertaken. Both the user study and current standards will be examined for runway length needs. 1) If the User Study justifies a runway extension, the ALP will be updated to show the extension based on study. 2) Based upon approach minimums and corresponding standards, the runway length may need to be extended. Based on the FAA Reginal Guidance Letter, FAA AC 5300-18B will not be included in this scope. FAA third party survey will be requested for future approaches. The relocation of Business I-75 to the east of the airport which may allow for additional runway length will be examined.
Fed \$89,300 - State \$2,350 - Local \$2,350 - Total \$94,000 Carryover \$60,700			
2014	Available Federal Entitlements (NPE) \$253,450		
	Short term Passenger Parking Lot Expansion	\$ 191,000	Long and Short Term Parking lots are full. Additional commercial service passengers have increased the need for parking. Existing overflow parking is a dirt area of building demolished in 2007.
	EA Runway Extension	\$ 55,000	An environmental assessment will be needed for the planned runway extension.
	LPV Approach Survey (WAAS Office)	\$ -	Approach survey is needed to obtain LPV approaches for the airport. This will allow use of the airport in inclement weather. Request will be submitted in 2010 for 2015 publication. This should allow adequate time to get Third Party Survey done through FAA with no local cost.
Fed \$233,700 - State \$6,150 - Local \$6,150 - Total \$246,000 Carryover \$19,750			
2015	Available Federal Entitlements (NPE) \$169,750		
	Design Runway 7/25 Extension	\$ 85,000	Work will include extending Runway 7/25, parallel taxiway, and associated navigational aids. Runway will be extended from it's current length of 3800' to 4000' (or more depending on study to determine maximum possible length). REIL & PAPI locations will be adjusted to runway end location and the installed on new, shorter legs. The REIL's will also be replace with LED Bulbs.
Fed \$80,750 - State \$2,125 - Local \$2,125 - Total \$85,000 Carryover \$89,000			
2016	Available Federal Entitlements (NPE) \$239,000		
	Construct Runway 7/25 Extension	\$ 986,000	Work will include extending Runway 7/25, parallel taxiway, and associated navigational aids. Runway will be extended from it's current length of 3800' to 4000' (or more depending on study to determine maximum possible length). REIL & PAPI locations will be adjusted to runway end location and the installed on new, shorter legs. The REIL's will also be replace with LED Bulbs.
Fed \$936,700 - State \$24,650 - Local \$24,650 - Total \$986,000 Funds in addition to NPE are needed for this year.			
2017	Available Federal Entitlements (NPE) \$150,000		
	Connector Taxiway	\$ 110,000	Connector taxiway is needed to facilitate traffic to the T hangars. The closest connector the hangar area requires a longer taxi route. Only one connector taxiway was constructed with the parallel taxiway. The hangar area did not exist at that time.
Fed \$104,500 - State \$2,750 - Local \$2,750 - Total \$110,000 Carryover \$45,500			
2018	Available Federal Entitlements (NPE) \$195,500		
	Snow Removal Equipment - Bidirectional Tractor	\$ 157,000	Additional snow removal equipment is needed to keep pavements clear of snow. The airport currently has no equipment of it's own. The city plows the airport after all city roads are cleared.
Fed \$149,150 - State \$3,925 - Local \$3,925 - Total \$157,000 Carryover \$46,350			
2019	Available Federal Entitlements (NPE) \$196,350		
	Carryover	\$ -	0
Fed \$0 - State \$0 - Local \$0 - Total \$0 Carryover \$0			
2020	Available Federal Entitlements (NPE) \$346,350		
	Carryover	\$ -	0
Fed \$0 - State \$0 - Local \$0 - Total \$0 Carryover \$346,350			
2021	Available Federal Entitlements (NPE) \$496,350		
	SRE Building and Access Drives	\$ 517,000	Building is needed to store new snow removal equipment. No SRE building currently exists. Building will be sited as part of the ALP Update. Another possible location is north of the terminal area.
Fed \$491,150 - State \$12,925 - Local \$12,925 - Total \$517,000 Carryover \$5,200			
2022	Available Federal Entitlements (NPE) \$155,200		
	Taxiway "B"	\$ 150,000	Needed for safer access to parallel taxiway from new hangar area and future hangars
Fed \$142,500 - State \$3,750 - Local \$3,750 - Total \$150,000 Carryover \$12,700			

* Includes Federal Cost of 95%, State Cost of 2.5%, and Local Cost of 2.5%. When costs exceed available Federal Entitlements (NPE), additional funding will be needed from Federal Apportionment or Federal Discretionary funds.

