



CHAPTER 5 –CAPITAL IMPROVEMENT PLAN

5.1 INTRODUCTION

This chapter presents the prioritization and costs associated with projects identified within this master plan as being viable in ensuring the sensible, planned growth of Parlin Field.

The Airport Capital Improvement Plan (ACIP) identifies each improvement project proposed for Parlin Field, as shown on the Ultimate Airport Layout Plan (ALP), as well as a cost estimate for each project and the anticipated time frame for implementation.

In years past, the NH Department of Transportation, Bureau of Aeronautics has participated in an 80/20 grant program for eligible airport projects. The funding priority is given to safety related projects such as obstruction clearing, runway safety area improvements or pavement repairs. Funding has not been available to the NH Bureau of Aeronautics to offer grants to airports since 2010 due to severe budgetary constraints, however it is anticipated that these grants will be available in the future and could be a source of additional funding for improvement projects at Parlin Field.

ACIPs are a ‘work in progress’ and are updated as conditions warrant, such as changes in funding availability, obtaining the necessary approvals and permits, schedules to match construction seasons and weather impacts, etc. The ACIP shown below was based, in part, on cost estimates prepared by members of the Parlin Field Airport Advisory Committee for a number of projects that are being analyzed in this Airport Master Plan. They were prepared in September 2012 and will be updated as needed. Full project descriptions can be found in Chapter 4.

| Year | Project | Estimated Cost |
|-------------|--|-----------------------|
| 2013 | Reconfigure tie-downs for tenants and transient aircraft (Costs are for concrete and equipment rental – if needed. Work to be performed by local volunteers) | \$2,000 |
| 2013 | Rehab and extend paved terminal apron (Rehab existing terminal apron and add approx. 9,100 sq. ft. of apron pavement) | \$40,000 |
| 2014 | Acquire/Install VGSI (2-light PAPI) (Costs for light fixture, wiring and concrete base. Installation to be performed by local volunteers) | \$10,000 |
| 2015 | Equipment Storage Building (Equivalent to oversized 2-car garage) | \$40,000 |
| 2016 | Parallel Taxiway – Phase 1, (Design/permit mid-field taxiway south to 1 st turnaround.) | \$25,000 |
| 2017 | Parallel Taxiway – Phase 1, (Construct mid-field taxiway south to 1 st turnaround. Approximately 1,870 linear ft.) | \$75,000 |



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| 2018 | Airport Drainage – infield, west of Hangar C, (Design, permit, construct. Costs for grading, culverts, drop structures, etc. as necessary) | \$15,000 |
| 2019 | Purchase/Install Automated Weather Observation System (Installation by local volunteers) | \$110,000 |
| Out Years | | |
| | Resurface Runway 18-36 | \$225,000 |
| | Erosion control – south end of runway (Permitting/Mitigation) – Phase I | \$150,000 |
| | Erosion control – south end of runway (Construction) – Phase II | \$100,000 |
| | Acquire land within the Runway 30 RPZ (Approx. 8 acres) | \$100,000 |
| | Purchase Property for additional hangars (Approx. 7 acres) | \$100,000 |
| | Erect 60' x 80' aircraft storage hangar | \$450,000 |
| | Erect 6-10 bay aircraft storage hangar | \$450,000 |
| | Total | \$1,792,000 |