



Nantucket Memorial Airport Master Plan Update

Chapter 8– Implementation Plan and ACIP



2015

Prepared for:
Nantucket Memorial Airport Commission

Prepared By

JACOBS™

Jacobs Engineering

In association with

RLM

Robin Lee Monroe & Associates



Chapter 8 – Implementation Plan and ACIP

8.0 Introduction

As previously noted, there are several key areas at ACK that should be improved to meet FAA’s safety standards and address aviation facility needs in a safe, efficient, cost-effective, sustainable manner, while increasing the operational efficiency and safety of the airfield.

The Projects Priority List that was developed by the Master Plan’s Working Group in Chapter 7, was an advisory statement that provides guidance to Airport Management and the Airport Commission on the prioritization of improvement projects to meet those needs. The Commission’s Planning Subcommittee reviewed the Safety and Security Improvement Concepts with Airport Management staff and made minor revisions to balance the priority rankings and timing, relative to the five year budget and FAA funding limits. Five, ten and twenty-year priority lists were also developed (see **Chapter 7.6.3**).

The following Airport Capital Improvements Program (ACIP) identifies those priority improvements that are eligible for FAA funding. The ACIP sequences the five-year Priority Projects, as revised and balanced to meet the FAA’s Airport Improvement Program (AIP) criteria and priorities for funding. Preliminary cost estimates are listed for each improvement. The preliminary cost estimates are for initial budgetary purposes. The estimates are based upon recent bid prices for similar improvement projects at Nantucket (new pavement prices, for example, had averaged \$13 per square foot of pavement). Future prices and estimated project costs may increase on a year-to-year basis, depending upon local and regional labor and materials costs. The cost estimates are reviewed and updated each year in an annual ACIP Update session with the FAA, the MassDOT, and Airport Management. The ACIP, therefore, is a flexible and dynamic document that is adjusted to meet changing conditions, costs, finances and priorities over the 5-Year period.

The ACIP matrix identifies the eligibility for a project’s funding under the FAA’s AIP Program which covers 90% of the project’s estimated costs, with 5% MassDOT Aeronautics funding, plus a 5% local share from the Airport. The ACIP also identifies the need for additional FAA Discretionary funding for amounts that may exceed the Airport’s annual AIP Entitlement amount (currently estimated at \$1.7 million per year). For those improvements not eligible for FAA AIP funding and therefore not listed on the ACIP, there is the potential for separate MassDOT funding up to 80% under the State’s Airport Safety and Maintenance Program (ASMP). Certain security related improvements can qualify for 100% ASMP funding. Those projects require separate negotiations with MassDOT Aeronautics Division staff on a year-to-year basis and depend upon available state funding of the ASMP program.

Airport Management established the **5-Year Airport Capital Improvement Plan (ACIP)**, as detailed on the following matrix. The projects are based upon the priorities established in Chapter 7, as modified by FAA criteria. This ACIP, in turn, sets the basis for the resulting **Airport Layout Plan (ALP)** in Chapter 9, the **Financial Feasibility Plan** in Chapter 10, and the **Environmental Notification Form (ENF)** in Chapter 11.



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NANTUCKET MEMORIAL AIRPORT

NANTUCKET MEMORIAL AIRPORT - FIVE YEAR FAA CIP and beyond

UPDATED 09/24/2015
DRAFT 1



MASTER PLAN YEAR	PROJECT	2015 (@ 90% FAA Reimb.; 5% STATE; 5% ACK)	FAA Entitlement	FAA Discretionary	MASS DOT	AIRPORT	TOTAL	
1	1	"Purchase SRE (SnowBlower)"	\$825,300		\$45,850	\$45,850	\$917,000	
	2	"Reconstruct Terminal Apron Area "1" (Approx. 113,115 S.F.) from Master Plan"	\$1,935,000		\$107,500	\$107,500	\$2,150,000	
	3	"ARFF Truck Equipment & Tools"	\$139,500		\$7,750	\$7,750	\$155,000	
	4	"Security Cameras (Phase 1)" (COST TBD but will 100% Mass Dot)						
	Sub-Total Projects 1 thru 4			\$2,899,800		\$161,100	\$161,100	\$3,222,000
				FY '15 Estimated ENTITLEMENT \$1,700,000 Unused Entitlement from FY '14 \$2,019,640 CARRYOVER FROM FY 2015 to 2016 \$819,840				
2	1	"PAFIDS Improvements (Security/ADA Compliance)"	\$337,500		\$18,750	\$18,750	\$375,000	
	2	"Replace Airfield Lighting Vault Equipment"	\$630,000		\$35,000	\$35,000	\$700,000	
	3	"Purchase Interactive Computer SIDA Training System"	\$180,000		\$10,000	\$10,000	\$200,000	
	Sub-Total Projects 1 thru 3			\$1,147,500		\$63,750	\$63,750	\$1,275,000
				FY '16 Estimated ENTITLEMENT \$1,700,000 Unused Entitlement from FY '15 \$819,840 CARRYOVER FROM FY 2016 to 2017 \$1,372,340				
	3	1	"Reconstruct Apron Area "2" (Approx. 63,735 S.F.) per the Master Plan" *	\$1,377,000	\$0	\$76,500	\$76,500	\$1,530,000
			FY '17 Estimated ENTITLEMENT \$1,700,000 Unused Entitlement from FY '16 \$1,372,340 CARRYOVER FROM FY 2017 to 2018 \$1,695,340					
4		1	"5 Year CIP E/AEIR Permitting"	\$675,000		\$37,500	\$37,500	\$750,000
	2	"Replace MTLs on RAW 12-30; Remove 33 Run-Up Pad; Replace 5,000 Feet of Fence"	\$450,000		\$25,000	\$25,000	\$500,000	
	Sub-Total Projects 1 thru 2			\$1,125,000		\$62,500	\$62,500	\$1,250,000
				FY '18 Estimated ENTITLEMENT \$1,700,000 Unused Entitlement from FY '17 \$1,695,340 CARRYOVER FROM FY 2018 to 2019 \$2,270,340				
	5	1	"Taxiway E (8 Run-up Pads) Mill and Overlay; Stub Taxiway Relocations/TWY D geometry, TWY G Relocation/Geometry (Safety Compliance)" *	\$2,640,340	\$2,759,660	\$300,000	\$300,000	\$6,000,000
2		"Runway 24 High Speed Taxiway" *	\$700,000	\$0	\$38,889	\$38,889	\$777,778	
3		"Security Improvements" (Access Control) (Min. Standards for TSA)"	\$630,000	\$0	\$35,000	\$35,000	\$700,000	
Sub-Total Projects 1 thru 3			\$3,970,340	\$2,759,660	\$373,889	\$373,889	\$7,477,778	
			FY '19 Estimated ENTITLEMENT \$1,700,000 Unused Entitlement from FY '18 \$2,270,340 CARRYOVER FROM FY 2019 to 2020 \$0					
6	1	"Design & Construct South Apron Extension - Phase 1 & 2 (from the Master Plan)" *	\$1,700,000	\$2,440,000	\$230,000	\$230,000	\$4,600,000	
				FY '20 Estimated ENTITLEMENT \$1,700,000 Unused Entitlement from FY '19 \$0 CARRYOVER FROM FY 2020 to 2021 \$0				
	7	1	"Runway 33 Taxiway Connector & Run-up Pad (Safety & Geometry)" *	\$1,107,000		\$61,500	\$61,500	\$1,230,000
			FY '21 Estimated ENTITLEMENT \$1,700,000 Unused Entitlement from FY '20 \$0 CARRYOVER FROM FY 2021 to 2022 \$593,000					
8		1	"Reconstruct Apron Area "3" (Approx. 117,755 S.F.) per the Master Plan" *	\$1,907,631		\$105,980	\$105,980	\$2,119,590
				FY '22 Estimated ENTITLEMENT \$1,700,000 Unused Entitlement from FY '21 \$593,000 CARRYOVER FROM FY 2022 to 2023 \$385,369				

* NOTE: Pavement projects carried an approximate \$13/S.F. price for budgetary purposes as identified in the 2015 AMPU; however, a more current \$18/S.F. is now being used on this CIP above to adjust prices based on island contracting prices increases from 2015 bid results
Also Note: future total estimated projects costs may increase on a year to year basis depending on the economy.



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