

Chapter Five: **CAPITAL IMPROVEMENT PROGRAM**

With the recommended concept and specific needs and improvements for the airport established, the next step is to determine a realistic schedule for project implementation and the associated costs. The capital improvement program (CIP) considers the interrelationships among the projects to determine an appropriate sequence of events while remaining within reasonable fiscal constraints.

The CIP is sequenced by planning horizons and has been developed to cover the short-term (years 1–5), intermediate-term (years 6–10), and long-term (11–20+) planning horizons. By using planning horizons instead of specific years, the City of Portales will have greater flexibility to adjust capital needs as demand dictates.

While the Federal Aviation Administration (FAA) requires the airport to submit a five-year CIP each year, this planning effort affords the opportunity to examine projects (and their potential financing) beyond the short-term planning horizon. Several factors, such as funding availability and justification, may influence the timing of projects in the long-term (ultimate) planning period; therefore, greater flexibility must be considered regarding their implementation. The timing for capacity-related projects, such as hangar construction, will need to be based on demand and the types of aircraft using the facility. Other projects, such as obstruction removal and correction to airfield geometry, focus on meeting FAA design standards and providing a safe operating environment. This planning study has been developed in a manner to provide the City of Portales with maximum flexibility to adapt the presented concepts to potential changes over time. The short-term, intermediate-term, and long-term CIP for Portales Municipal Airport (PRZ) is detailed in **Table 5A**.

The list of necessary projects was identified and refined, and project-specific cost estimates were prepared by Molzen-Corbin, the airport's on-call engineer. The cost estimates also include design, construction administration, and contingencies that may arise during the project. The majority of hangar development is assumed to be funded by private developers through ground lease agreements with the sponsor; for this reason, hangar development has been excluded from the airport's CIP. Capital costs presented here should be viewed only as order-of-magnitude estimates that are subject to further refinement during design; nevertheless, they are considered sufficient for planning purposes. It should be noted that each project should only be undertaken after further refinement of its design and costs through detailed architectural or engineering analyses.

Project funding sources are also identified, including the Airport Improvement Program (AIP) that is administered by the FAA. An estimate of FAA funding eligibility has been included, although actual funding is not guaranteed. For those projects that would be eligible for federal funding, the AIP provides up to 90 percent of the total project cost. The remaining amount would be shared between the New Mexico Department of Transportation (NMDOT) Aviation Division and the local sponsor (City of Portales). It is important to note that for FAA fiscal year 2025, the two projects planned will not receive federal funding per the airport's current CIP. Additionally, for fiscal year 2026, the FAA is funding projects at 95 percent of the total project cost, with the state share and local share each set at 2.5 percent.

As detailed in the CIP, many of the projects listed are eligible for federal or state funding. Demand and justification for these projects must be provided prior to a grant being issued. Some projects identified in the CIP will require environmental documentation. The level of documentation necessary for each project must be determined in consultation with NMDOT and/or the FAA's New Mexico Airports District Office (ADO). There are three major levels of environmental review to be considered under the *National Environmental Policy Act* (NEPA): categorical exclusions (CatEx), environmental assessments (EA), and environmental impact statements (EIS). Each level requires more time to complete and more detailed information. Guidance on what level of documentation is required for a specific project is provided in FAA Order 1050.1G, *Environmental Impacts: Policies and Procedures*.

There are several local financing options to fund future development at airports, including airport revenue, issuance of a variety of bond types, and leasehold financing. These strategies could be used to fund the local matching share or complete a project if grant funding cannot be arranged.

As shown in **Table 5A**, the total CIP is estimated at approximately **\$49,012,879**. The share eligible for FAA funding is estimated at **\$43,889,171**, the state share is estimated at **\$2,670,285**, and the local airport sponsor share is **\$2,453,422**. Project details are summarized in **Table 5A**. In some cases, particularly in the intermediate and long terms, projects have been grouped together for ease of long-range planning.

TABLE 5A: Capital Improvement Program

Planning Horizon	#	Project Description	Cost Estimate	AIP/Federal Share	NMDOT	Airport Sponsor
Short Term	1	Maintenance Items (Fiscal Year 2025)	\$22,000	–	\$20,000	\$2,000
Short Term	2	Relocate AWOS-3 – Design (Fiscal Year 2025)	\$68,579	–	\$61,721	\$6,858
Short Term	3	Relocate AWOS-3 – Construction (Fiscal Year 2026)	\$350,000	\$332,500	\$8,750	\$8,750
Short Term	4	Install Taxiway A MITLs and Runway 1-19 and Runway 8-26 REILs – Design (Fiscal Year 2027)	\$85,000	\$76,500	\$4,250	\$4,250
Short Term	5	Maintenance Items (Fiscal Year 2027)	\$22,000	–	\$20,000	\$2,000
Short Term	6	Implement Runway 19 GPS Approach (Fiscal Year 2028)	\$80,000	\$72,000	\$4,000	\$4,000
Short Term	7	Install Taxiway A MITLs and Runway 1-19 and Runway 8-26 REILs – Construction (Fiscal Year 2029)	\$1,300,000	\$1,170,000	\$65,000	\$65,000
Short Term	8	Reconstruct Parking Apron and Remove Tiedowns from TOFA – Design (Fiscal Year 2029)	\$252,000	\$226,800	\$12,600	\$12,600
Short Term	9	Maintenance Items (Fiscal Year 2029)	\$22,000	–	\$20,000	\$2,000
Short Term	10	Pavement Maintenance for Runway 1-19 and Runway 8-26 – Design and Construction (Fiscal Year 2030)	\$520,000	\$468,000	\$26,000	\$26,000
Short Term	11	Reconstruct Parking Apron and Remove Tiedowns from TOFA – Construction Phase 1 (Fiscal Year 2030)	\$3,131,000	\$2,817,900	\$156,550	\$156,550
Short Term	12	Install PAPIs Along Runway 8-26 – Design and Construction (Fiscal Year 2030)	\$808,000	\$727,200	\$40,400	\$40,400
Short Term	–	Short-Term Projects Subtotal:	\$6,660,579	\$5,890,900	\$439,271	\$330,408
Intermediate Term	13	Reroute Service Roads Outside Safety Areas	\$685,000	\$616,500	\$34,250	\$34,250
Intermediate Term	14	Reconstruct Parking Apron – Construction Phase 2	\$2,865,000	\$2,578,500	\$143,250	\$143,250
Intermediate Term	15	Remove and Relocate Fuel Farm Outside RVZ	\$1,100,000	\$990,000	\$55,000	\$55,000
Intermediate Term	16	Maintenance Items	\$22,000	–	\$20,000	\$2,000
Intermediate Term	17	Remove Acute-Angle Taxiway and Runway Intersections and Replace with Right-Angle Taxiway Pavement	\$1,137,400	\$1,023,660	\$56,870	\$56,870
Intermediate Term	18	Remove and Relocate Helicopter Parking Outside RVZ	\$1,083,700	\$975,330	\$54,185	\$54,185
Intermediate Term	19	Widen Taxiways to 35 Feet	\$407,000	\$366,300	\$20,350	\$20,350
Intermediate Term	20	Maintenance Items	\$22,000	–	\$20,000	\$2,000
Intermediate Term	21	Construct Hold Apron Near Runway 19	\$297,000	\$267,300	\$14,850	\$14,850
Intermediate Term	22	Install Taxiway B MITLs	\$1,772,800	\$1,595,520	\$88,640	\$88,640
Intermediate Term	23	Construct Access Road North of Airport Road	\$2,407,700	\$2,166,930	\$120,385	\$120,385
Intermediate Term	24	Maintenance Items	\$22,000	–	\$20,000	\$2,000
Intermediate Term	25	Construct Taxiways	\$3,386,600	\$3,047,940	\$169,330	\$169,330
Intermediate Term	26	Install Runway 8 and Runway 26 GPS Approach	\$175,000	\$157,500	\$8,750	\$8,750
Intermediate Term	27	Routine Pavement Maintenance	\$650,000	\$585,000	\$32,500	\$32,500
Intermediate Term	–	Intermediate-Term Projects Subtotal:	\$16,033,200	\$14,370,480	\$858,360	\$804,360

(Table continues)

TABLE 5A (continued): Capital Improvement Program

Planning Horizon	#	Project Description	Cost Estimate	AIP/Federal Share	NMDOT	Airport Sponsor
Long Term	28	Maintenance Items	\$22,000	–	\$20,000	\$2,000
Long Term	29	Environmental Assessment for Runway 1-19 Extension	\$500,000	\$450,000	\$25,000	\$25,000
Long Term	30	Acquire Land Inside Runway 1 RPZ	\$1,042,900	\$938,610	\$52,145	\$52,145
Long Term	31	Extend Runway 1-19 and Related Projects	\$6,208,500	\$5,587,650	\$310,425	\$310,425
Long Term	32	Construct Access Road South of Airport Road	\$1,461,100	\$1,314,990	\$73,055	\$73,055
Long Term	33	Construct Taxilanes	\$3,362,000	\$3,025,800	\$168,100	\$168,100
Long Term	34	Environmental Assessment for Runway 8-26 Extension and Shift	\$550,000	\$495,000	\$27,500	\$27,500
Long Term	35	Maintenance Items	\$22,000	–	\$20,000	\$2,000
Long Term	36	Acquire Land Inside Runway 8 RPZ	\$567,850	\$511,066	\$28,392	\$28,392
Long Term	37	Extend and Shift Runway 8-26 and Related Projects	\$4,072,800	\$3,665,520	\$203,640	\$203,640
Long Term	38	Expand Terminal Building	\$3,822,800	\$3,440,520	\$191,140	\$191,140
Long Term	39	Maintenance Items	\$22,000	–	\$20,000	\$2,000
Long Term	40	Construct Taxilanes	\$3,915,150	\$3,523,635	\$195,757	\$195,757
Long Term	41	Routine Pavement Maintenance	\$750,000	\$675,000	\$37,500	\$37,500
Long Term	–	Long-Term Projects Subtotal:	\$26,319,100	\$23,627,791	\$1,372,654	\$1,318,654
–	–	Projects Total:	\$49,012,879	\$43,889,171	\$2,670,285	\$2,453,422

Short Term = 2025–2029 (Years 1–5)

Intermediate Term = 2030–2034 (Years 6–10)

Long Term = 2035–2044 (Years 11–20+)

SHORT-TERM IMPROVEMENTS (1–5 YEARS)

The projects identified for the short-term planning period have been prioritized based on airport need and potential to be funded. If any of these projects cannot be funded in the timeframe indicated, the airport sponsor should consider such projects for the following year.

2025 PROJECTS

Project #1: Maintenance Items

Description: NMDOT has a program that makes available to airports approximately \$22,000 every two years to perform routine maintenance projects. The local airport sponsor provides a 10 percent match. Typical maintenance projects may include airfield lighting, electrical systems, pavement crack fill/seal coat, and other minor repairs.

Project #2: Relocate AWOS-3 – Design

Description: Relocate the automated weather observing system (AWOS) equipment outside the runway visibility zone (RVZ). This project is the design phase for the relocation and installation of the AWOS.

2026 PROJECT

Project #3: Relocate AWOS-3 – Construction

Description: Relocate the AWOS equipment outside the RVZ. This project is the construction phase for the relocation and installation of the AWOS in the northeast area of the airport.

2027 PROJECTS

Project #4: Install Taxiway A MITLs and Runway 1-19 and Runway 8-26 REILs – Design

Description: Plan for the installation of medium intensity taxiway lights (MITLs) along Taxiway A and its connector taxiways to replace the existing edge reflectors. Additionally, plan for runway end identifier lights (REILs) at the ends of Runways 1, 19, 8, and 26.

Project #5: Maintenance Items

Description: NMDOT has a program that makes available to airports approximately \$22,000 every two years to perform routine maintenance projects. The local airport sponsor provides a 10 percent match. Typical maintenance projects may include airfield lighting, electrical systems, pavement crack fill/seal coat, and other minor repairs.

2028 PROJECT

Project #6: Implement Runway 19 GPS Approach

Description: Runway 19 is not currently served by an instrument approach. This project plans for the implementation of a global positioning system (GPS) approach with not lower than one-mile minimums and will entail establishing and publishing an instrument flight procedure in coordination with the FAA.

2029 PROJECTS

Project #7: Install Taxiway A MITLs and Runway 1-19 and Runway 8-26 REILs – Construction

Description: Install medium intensity taxiway lights along Taxiway A and its connector taxiways and install REILs at the ends of Runways, 1, 19, 8, and 26.

Project #8: Reconstruct Parking Apron and Remove Tiedowns from TOFA – Design

Description: This project plans for the design of the reconstruction of the pavement along the aircraft parking apron at PRZ and the removal of tiedowns on this apron that are located within the taxiway object free area (TOFA).

Project #9: Maintenance Items

Description: NMDOT has a program that makes available to airports approximately \$22,000 every two years to perform routine maintenance projects. The local airport sponsor provides a 10 percent match. Typical maintenance projects may include airfield lights, electrical systems, pavement cracks fill/seal coat, and other minor repairs.

2030 PROJECTS

Project #10: Pavement Maintenance for Runway 1-19 and Runway 8-26 – Design and Construction

Description: Rehabilitate runway pavement to preserve its useful life and update runway designators for Runway 1-19 to Runway 2-20.

Project #11: Reconstruct Parking Apron and Remove Tiedowns from TOFA – Construction Phase 1

Description: This project plans for the reconstruction of the pavement along the parking apron at PRZ and the removal of tiedowns on this apron that are located within the TOFA.

Project #12: Install PAPIs Along Runway 8-26 – Design and Construction

Description: This project plans for the installation of a two-light precision approach path indicator (PAPI-2) system at each runway end of Runway 8-26.

SHORT-TERM IMPROVEMENTS SUMMARY

The short-term CIP addresses several high-priority projects, including safety-related projects, such as the relocation of the AWOS to remove this obstruction outside of the RVZ. Other projects outlined in the short-term CIP include routine maintenance projects at the airport that are funded through a state grant, the installation of MITLs to replace existing edge reflectors along Taxiway A and the construction of REILs at the ends of Runways 8 and 26. The reconstruction of the pavement on the apron at PRZ is also planned in tandem with the removal of the tiedowns on this apron located within the TOFA. The short-term CIP also identifies the need to rehabilitate pavement on Runways 1-19 and 8-26 to preserve its useful life. Lastly, the installation of PAPIs at each end of Runway 8-26 is planned to enhance safety for pilots arriving on these runways.

The short-term projects total approximately \$6,660,579 million. The share eligible for FAA funding is estimated at \$5,890,900 million. The remaining state and local share is approximately \$769,679.

INTERMEDIATE-TERM IMPROVEMENTS (6–10 YEARS)

To provide maximum flexibility for management when programming capital improvement projects, the intermediate-term projects have been grouped and generally include projects that may be needed in years six through 10. Airport management should regularly assess the need and timing for these projects based on actual demand and growth at the airport. Each of these projects includes all elements of the project, including environmental clearance, design, and construction.

Project #13: Reroute Service Roads Outside Safety Areas

Description: This project involves the rerouting of service roads at the ends of Runways 1, 19, and 8, so the B-I and B-II runway safety area (RSA), runway obstacle free zone (ROFZ), and runway object free area (ROFA) do not traverse these service roads.

Project #14: Reconstruct Parking Apron – Construction Phase 2

Description: This project involves the second construction phase for the reconstruction of the parking apron at PRZ.

Project #15: Remove and Relocate Fuel Farm Outside RVZ

Description: The airport's fuel farm is currently located inside the runway visibility zone (RVZ). This project plans for the removal and relocation of the fuel farm outside the RVZ to clear this area of obstructions. The existing fuel farm will be moved to the northeast on the main apron at PRZ.

Project #16: Maintenance Items

Description: NMDOT has a program that makes available to airports approximately \$22,000 every two years to perform routine maintenance projects. The local airport sponsor provides a 10 percent match. Typical maintenance projects may include airfield lights, electrical systems, pavement cracks fill/seal coat, and other minor repairs.

Project #17: Remove Acute-Angle Taxiway and Runway Intersections and Replace with Right-Angle Taxiway Pavement

Description: PRZ currently has acute-angled taxiways that intersect the runway system and do not meet current FAA recommendations for taxiway design. This project plans for the removal and relocation of certain taxiways and the addition of other taxiways so these angles are planned to a 90-degree angle as recommended by the FAA. This project will also position the taxiway connectors so they are located outside the ultimate high-energy areas associated with Runways 1-19 and 8-26.

Project #18: Remove and Relocate Helicopter Parking Outside RVZ

Description: Relocate the helicopter parking area outside the RVZ.

Project #19: Widen Taxiways to 35 Feet

Description: Widen the taxiway pavement to 35 feet to meet the B-II taxiway design standard on the airfield.

Project #20: Maintenance Items

Description: NMDOT has a program that makes available to airports approximately \$22,000 every two years to perform routine maintenance projects. The local airport sponsor provides a 10 percent match. Typical maintenance projects may include airfield lighting, electrical systems, pavement crack fill/seal coat, and other minor repairs.

Project #21: Construct Hold Apron Near Runway 19

Description: This project plans for the construction of a hold apron at the north end of Taxiway A to improve circulation efficiency on the airfield.

Project #22: Install Taxiway B MITLs

Description: Taxiway B pavement at PRZ is currently delineated with edge reflectors. This project plans for the installation of MITLs on Taxiway B to enhance visibility and safety for taxiing aircraft.

Project #23: Construct Access Road North of Airport Road

Description: This project plans for the construction of an access road that leads to the proposed hangar area located in the northeast portion of the airport.

Project #24: Maintenance Items

Description: NMDOT has a program that makes available to airports approximately \$22,000 every two years to perform routine maintenance projects. The local airport sponsor provides a 10 percent match. Typical maintenance projects may include airfield lighting, electrical systems, pavement crack fill/seal coat, and other minor repairs.

Project #25: Construct Taxilanes

Description: New hangars are planned on the northeast side of PRZ in an area of the airport that is currently undeveloped. To support this future development, this project plans for the construction of new taxilanes and apron pavement to provide access to these facilities from the airside.

Project #26: Install Runway 8 and Runway 26 GPS Approach

Description: This runway is not currently served by instrument approach procedures. This project is for the implementation of approach minimums of not lower than one mile and will entail establishing and publishing an instrument flight procedure in coordination with the FAA.

Project #27: Routine Pavement Maintenance

Description: As airfield pavements deteriorate over time, rehabilitation must be performed to extend their lifespan until a full reconstruction is necessary. This item serves as a placeholder for miscellaneous pavement maintenance projects that are anticipated to be needed in the intermediate term.

INTERMEDIATE-TERM IMPROVEMENTS SUMMARY

The intermediate-term projects include mitigations for safety-related issues when the airport transitions to B-II, as well as expansion projects to accommodate increased aviation demand anticipated to occur. This includes the removal of obstructions outside the RVZ (i.e., the fuel farm and helicopter parking), the widening of taxiways to meet runway design code (RDC) B-II standards, installation of taxiway MITLs, and the establishment of a Runway 8 and Runway 26 GPS approach. The construction of an access road and new taxilanes are also slated for the intermediate term to make way for potential landside development on the north end of PRZ.

The intermediate-term projects total approximately \$16,033,200 million. The share eligible for FAA funding is estimated at \$14,370,480 million. The remaining \$1,662,720 million is comprised of state and local shares.

LONG-TERM IMPROVEMENTS (11–20 YEARS)

Long-term projects are those planned for years 11 through 20. These projects are grouped as demand and/or funding availability could shift over time. The need for these projects could be accelerated if exceptional growth occurs at the airport. The major long-term projects are to provide an extension to Runways 1 and 8 and the acquisition of property through easements.

Project #28: Maintenance Items

Description: NMDOT has a program that makes available to airports approximately \$22,000 every two years to perform routine maintenance projects. The local airport sponsor provides a 10 percent match. Typical maintenance projects may include airfield lighting, electrical systems, pavement crack fill/seal coat, and other minor repairs.

Project #29: Environmental Assessment for Runway 1-19 Extension

Description: If/when the airport extends Runway 1-19, environmental documentation will need to be completed prior to the construction of the proposed runway extension.

Project #30: Acquire Land Inside Runway 1 RPZ

Description: A 15.1-acre portion of land within the ultimate Runway 1 RPZ is not controlled by the airport (refer to **Exhibit 5A**). Approximately 2.1 acres of the 15.1 acreage are located within the RSA, ROFA, and ROFZ associated with Runway 19. This project plans for fee simple acquisition of this property and includes the cost to prepare environmental documentation (likely a CatEx).

Project #31: Extend Runway 1-19 and Related Projects

Description: A 1,100-foot extension is planned for Runway 1, bringing the ultimate Runway 1-19 length to 5,700 feet. This project plans for the design/construction of the runway extension and the rerouting of the existing service road at the approach end of Runway 1, along with the extension of Taxiway A and additional runway and taxiway lighting.

Project #32: Construct Access Road South of Airport Road

Description: This project plans for the construction of a new vehicular access road south of Airport Road that would grant access to future hangar development located on the east side of PRZ.

Project #33: Construct Taxilanes

Description: New hangars are planned on the east side of PRZ, south of Airport Road, in an area of the airport that is currently undeveloped. To support this future development, this project plans for the construction of new taxilanes and apron pavement to provide access to these facilities from the airside.

Project #34: Environmental Assessment for Runway 8-26 Extension and Shift

Description: Prior to when the airport extends Runway 8-26, environmental documentation will need to be prepared and completed prior to the construction of the proposed runway extension of Runway 8 and the removal of pavement on Runway 26 that would lead to the shift of the Runway 26 RPZ entirely onto airport property. This RPZ shift would ensure the airport is able to maintain control over the Runway 26 RPZ and keep it off incompatible land uses, such as Airport Road, Highway 70, and the BNSF Railroad located east of Runway 26.

Project #35: Maintenance Items

Description: NMDOT has a program that makes available to airports approximately \$22,000 every two years to perform routine maintenance projects. The local airport sponsor provides a 10 percent match. Typical maintenance projects may include airfield lighting, electrical systems, pavement crack fill/seal coat, and other minor repairs.

Project #36: Acquire Land Inside Runway 8 RPZ

Description: In the existing RDC condition, the Runway 8 RPZ is entirely on airport property; however, the proposed 545-foot runway extension shifts the RPZ off airport property, resulting in 6.4 acres of uncontrolled RPZ. For the airport to gain control over this parcel, this project plans for a fee simple acquisition to limit development and includes the cost to prepare environmental documentation (likely a CatEx).

Project #37: Extend and Shift Runway 8-26 and Related Projects

Description: A 545-foot extension is planned for Runway 8 to provide additional runway length. This extension brings the length of Runway 8-26 to 4,800 feet. As discussed in Chapter Three, while this length does not achieve the recommended 5,400 feet needed to support smaller airplanes at a 95 percent useful load, it provides additional length and keeps the Runway 8 RPZ from impacting Roosevelt Road to the west. Other components of this project include the removal of 305 feet of pavement on Runway 26, which shifts the Runway 26 RPZ onto airport property and outside incompatible land uses. This project encompasses the design/construction of the runway extension; the shift in the Runway 8 RPZ onto land not owned/managed by the airport; the relocation of the existing service road on the Runway 8 end that traverses the RSA, ROFZ, and ROFA; the extension of Taxiway B; an additional taxiway connector at the end of Runway 8; and additional runway and taxiway lighting.

Project #38: Expand Terminal Building

Description: This project includes the expansion of the existing terminal building, as feasible. The cost estimate for this project primarily serves as a placeholder for the future expansion of the terminal building.

Project #39: Maintenance Items

Description: NMDOT has a program that makes available to airports approximately \$22,000 every two years to perform routine maintenance projects. The local airport sponsor provides a 10 percent match. Typical maintenance projects may include airfield lighting, electrical systems, pavement crack fill/seal coat, and other minor repairs.

Project #40: Construct Taxilanes

Description: T-hangars are planned on the east side of PRZ to the north of Taxiway B and east of Taxiway A. To support this future development, this project plans for the construction of new taxilanes and apron pavement to provide access to these facilities from the airside.

Project #41: Routine Pavement Maintenance

Description: As airfield pavements deteriorate over time, rehabilitation must be performed to extend their lifespan until a full reconstruction is necessary. This item serves as a placeholder for miscellaneous pavement maintenance projects that are anticipated to be needed in the long-term period.

LONG-TERM IMPROVEMENTS SUMMARY

The long-term projects are focused on improvements like the extension of Runway 1-19 and related actions, such as the relocation of the service road at the end of Runway 1, the expansion of the MIRL system and installation of PAPI-4s along Runway 1-19, and the acquisition of land within the ultimate RPZ. The extension of Runway 8 and removal of pavement on Runway 26 are also planned for in the long term. This project would also shift the Runway 8 RPZ to remain outside incompatible land uses, such as the BNSF Railroad and Airport Road, and would include the installation of MIRL, PAPI-2s, and REILs for Runway 8-26. Other projects outlined in the long-term CIP include the construction of access roads and taxilanes to support hangar development on the east side of PRZ and routine pavement maintenance to preserve the useful lifespan of airfield pavements at PRZ.

The long-term projects total approximately \$26,319,100 million. The share eligible for FAA funding is estimated at \$23,627, 791 million. The remaining \$2,691,308 million is comprised of the state and local shares.

PLAN IMPLEMENTATION

To implement the plan recommendations, it is key to recognize that planning is continuous process and does not end with approval of this document. The airport should implement measures that allow it to track various demand indicators, such as based aircraft, hangar demand, and operations. The issues on which this study is based will remain valid for a number of years. The primary goal is for PRZ to best serve the air transportation needs of the region while achieving economic self-sufficiency.

The CIP and phasing program presented will change over time. An effort has been made to identify and prioritize all major capital projects that would require federal or state grant funding; nevertheless, the airport, FAA, and NMDOT should review the five-year CIP on an annual basis.

The value of this study is that it keeps the issues and objectives at the forefronts of the minds of decision-makers. In addition to adjustments in aviation demand, decisions regarding when to undertake the improvements recommended in this study will impact how long the plan remains valid. The format of this plan reduces the need for formal and costly updates by simply adjusting the timing of project implementation. Updates can be made by airport management, thereby improving the plan's effectiveness; nevertheless, airports are typically encouraged to update their master plans and/or airport layout plans (ALPs) every seven to 10 years, or sooner if significant changes occur in the interim.

In summary, the planning process requires the City of Portales to consistently monitor the progress of the airport. The information obtained from continually monitoring activity will provide the data necessary to determine if the development schedule should be accelerated or decelerated.

