

## **Introduction**

The McCall Municipal Airport (Airport) is owned and operated by the City of McCall (City). The Airport encompasses approximately 200 acres and consists of a single runway (6,107' x 75'), one full parallel taxiway, and one partial parallel taxiway that serves the United States Forest Service (USFS). The Airport has been designated as a general aviation facility by the Federal Aviation Administration (FAA) and accommodates private flying, business aviation, charter service, remote access, and the USFS. The typical fleet using the Airport range from Aircraft Design Group I through IV, which is a range of aircraft from small single engine airplanes to medium-sized jets. There are no commercial service operations at the Airport.

An update to the Airport's Master Plan in 2007 identified deficiencies in regards to FAA design standards. Primary amongst the deficiencies was the runway/taxiway centerline separation: currently the separation is 200 feet. Another deficiency identified was runway length; however, additional studies will be required to justify the need for a runway extension.

## **Purpose and Need**

The City of McCall and the McCall Municipal Airport need to comply with FAA design standards because they are a recipient of Federal funding. The purpose of the proposed project is to bring the runway/taxiway centerline separation at the Airport into compliance with FAA design standards. The existing runway/taxiway centerline separation is 200 feet. The present separation of 200 feet is based upon an older standard prescribed in Advisory Circular (AC) 150/5300-4B, *Utility Airports* (1983-1989), which applied when the runway and taxiway was built. The current separation standard for the Airport is 240 feet, per (AC) 150-5300-13, *Airport Design*, the current FAA design standards document.

FAA design standards guide the widths, minimum clearances and other dimensional criteria for runways, taxiways, safety areas, aprons, and other physical features. The Airport Reference Code (ARC) is a coding system used to relate and compare airport design criteria to the operational and physical characteristics of the aircraft intended to operate at the Airport. The ARC is comprised of two components.

The first component, depicted by letter (e.g., A, B, C, D or E) is the aircraft approach category and relates to aircraft approach speed based upon operational characteristics. An aircraft fits into a category based on 1.3 times the stall speed of that aircraft at maximum gross weight in the landing configuration. Speeds and examples of the aircraft approach category are A: less than 91 knots (Beech Bonanza); B: between 91 knots and less than 121 knots (Dassault Falcon 900); C: between 121 knots and less than 141 knots (Gulfstream III); D and E represent even faster aircraft.

The second component of the ARC is the aircraft design group. The aircraft design group is based on an aircraft's physical characteristics (wingspan or tail height, which ever is most demanding) and is depicted by a Roman numeral (e.g. I, II, III, IV, V or VI). The below table defines each group:

<b>Aircraft Design Group</b>	<b>Tail Height (ft)</b>	<b>Wingspan (ft)</b>	<b>Example</b>
I	<20	<49	Beech Baron
II	20 - <30	49 - <79	Cessna Citation II
III	30 - <45	79 - <118	Gulfstream V
IV	45 - <60	118 - <171	
V	60 - <66	171 - <214	
VI	66 - <80	214 - <262	

Generally speaking, aircraft approach speed applies to runways and runway-related facilities, while aircraft wingspan/tail height is primarily related to separation criteria associated with taxiways and taxilanes.

In 2007, the City of McCall, with assistance from the FAA, prepared an Airport Master Plan. The Plan included an inventory of airport facilities, forecasts for future airport demand, and a comparison of facilities to FAA design standards. Based upon this Master Plan, the appropriate ARC for McCall is B-II. As previously indicated, the runway/taxiway centerline separation requirement for the Airport (ARC B-II) is 240 feet.

In summary, the purpose of the project is to increase runway/taxiway centerline separation from the currently deficient 200 feet to a minimum of 240 feet. The project is needed to bring the Airport into compliance with the minimum standards to maintain FAA support for the Airport.

In addition to the runway/taxiway centerline separation deficiency, the City is proposing to purchase land adjacent to the Airport's eastern boundary. Since the late 1980s, the McCall Municipal Airport Layout Plan (ALP) has shown land acquisition of 70 to 80 acres south of the airport's eastern property boundary to just beyond the Automated Surface Observation System (ASOS). There are four primary reasons why this land has a high priority for acquisition.

1. Additional land is required for taxiway construction to comply with FAA runway/taxiway centerline separation standards.
2. The ASOS is located on private land, with the land lease expiring July 13, 2009.
3. The Airport Master Plan Update of 2007 documents a need for an additional 135 hangars through the 2025 planning period. Approximately 20 of the hangars needed by 2015 can be accommodated on existing airport property. By 2015, it is estimated that 72 additional hangars will be in demand. Therefore, in the short run planning period, there will be a deficit of 52 spaces upon which to develop new hangars.
4. Uneconomic remnants will remain after the land for the taxiway relocation and the ASOS are purchased. The land that needs to be acquired is divided into four 20-acre parcels running from parallel taxiway "A" to their easterly property boundary.

The existing ALP for the Airport depicts land and aviation land uses for this land totaling approximately 64 acres, which have been previously disclosed via the Airport Master Plan Update process. An additional 12 acres is also needed to protect the ASOS from incompatible uses.

Future hangar development will not be as tightly compacted as existing development to allow for vehicular hangar access that does not conflict with taxiing aircraft. Some of the land that is needed to protect the ASOS is categorized as wetlands, and may be maintained as-is for habitat and water quality functions.

There is only one functional fixed base operator (FBO) on the Airport now and there is no room to develop a second full service FBO. While the City is not obligated to purchase land for a second FBO, a de facto exclusive use can be avoided by purchasing land so that as the aircraft population grows, competition opportunities will be available.

The Airport has a hangar waiting list of over 40 individuals who have put down \$500 each to be on the list and who all want to build a new hangar. The Airport's existing land will accommodate the needs of less than half of these people.

While the 2025 forecast for 135 additional hangars cannot be met with the proposed land acquisition, the five-year planning horizon for 2015 can be met, the ASOS can be protected in place, and land for the taxiway can be met.

This Environmental Assessment (EA) will consider the runway/taxiway centerline deficiency. The EA will not address any environmental impacts of the property acquisition, as property acquisition with no development plans is considered categorically excluded from NEPA by the FAA (Order 1050.1E, Change 1, Para 310b). All future development on the area of proposed acquisition will be subject to individual National Environmental Policy Act (NEPA) review. The appropriate NEPA review will be determined on a case-by-case basis. The proposed property acquisition is included in this EA solely for the purpose of public disclosure. The EA will evaluate the cumulative impacts of potential development on the acquired property as a reasonably foreseeable action.

### **Proposed Action**

While the current aircraft operations at the Airport comprise an ARC B-II, operations by larger aircraft such as the Gulfstream II, III and IV, and Learjet 35 and 45 series frequently occur at the Airport. The 2017 forecast in the Master Plan projects the Airport's ARC to change from B-II to C-II. The standard runway/taxiway separation for C-II is 300 feet, while C-III is 400 feet. Accordingly, the City of McCall proposes to increase the runway/taxiway separation to meet FAA standards and the future needs of the Airport. The FAA will evaluate at a minimum a runway/taxiway separation of 240 feet for the environmental impact. The McCall City Council will make a recommendation on the recommended alternative on (insert date).

### **Federal Action Requested**

The Federal Action requested is funding for construction of the proposed taxiway relocation.

**Timing of the Federal Action**

Construction is anticipated to occur during summer of 2010.