

McCall Municipal Airport Environmental Assessment

Airport Environmental
Assessment Committee Meeting

December 3, 2008
McCall City Hall
5:30 – 7:00 PM

Agenda:

Welcome and Overview – John Anderson, Airport Manager, *McCall Municipal Airport*

Airport Master Plan, Process and Outcome – Rainse Anderson, Project Manager, *WHPacific*

Environmental Assessment Process – Laura Jackson, Environmental Specialist, *Corvid Consulting*

Results of Field Investigations – Sarah Lucas, Aviation Planner, *WHPacific*

Open Discussion – All

Future Meeting Dates and Times – Project Team

Airport Master Plan (2007)

Overview

An airport master plan is a long-term development concept. It serves as a 20-year guide that outlines how the physical development of an airport can satisfy aviation demand in a safe, efficient, and fiscally responsible manner.

Existing Conditions

- Runway 16-34: 6,107' x 75'
- Full Parallel Taxiway: 50' wide and partial parallel on west side for USFS
- Airport Reference Code (ARC) = B-II
- Critical Aircraft – Dassault Falcon 900

Definitions

Aircraft Approach Category	Approach Speed (knots)	Example
A	< 91	Beech Bonanza
B	91 - <121	Dassault Falcon 900
C	121 - <141	Gulfstream III
D	141 - <166	Boeing 747
E	166 or higher	

Aircraft Design Group	Tail Height (FT)	Wingspan (ft)	Example
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	Airbus A-310
V	60 - <66	171 - <214	Boeing 777
VI	60 - <80	214 - <262	Lockheed C-5

Aviation Demand – Preferred Forecast (Airport Master Plan)

Year	Itinerant Air Taxi & Comm.	Itinerant General Aviation (GA)	Itinerant Military	Local GA	Total Operations
2006	16,477	26,646	100	13,274	56,498
2010	19,472	31,489	100	15,687	66,748
2015	23,700	38,327	100	19,093	81,220
2020	26,090	42,191	100	21,018	89,400
2025	28,721	46,446	100	23,138	98,405
CAGR 2006-2025	2.97%	2.97%	0.00%	2.97%	2.96%

Note: CAGR – Compounded Annual Growth Rate

Source: FAA TAF, CH2M Hill Population Forecast, Woods & Poole Household Income Forecast, Mead & Hunt, 2006

Alternatives Overview (Airport Master Plan)

- Alternative 1 – B-II Compliance
- Alternative 2 – C-II Incremental
- Alternative 3 – C-II Full Compliance
- Alternative 4 – C-III Full Compliance
- The Preferred Alternative – Combination of Alternatives 2 and 4

Preferred Alternative Summary (Airport Master Plan)

- 400 foot runway-taxiway centerline separation
- Enlargement of the safety areas to C-II standards
- Runway and taxiway extension, and related runway safety area and object free area grading

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Environmental Assessment

- Federally-Defined Process
- Examines No Action and Preferred Alternative
- Existing Conditions, Consequences of Alternatives, Cumulative Impacts
- Mitigation
- Finding from FAA

Purpose and Need

The City of McCall and the McCall Airport need to comply with Federal Aviation Administration (FAA) design standards because they are a recipient of Federal funding. The purpose of the proposed project is to bring the runway-taxiway separation at McCall Airport into compliance with FAA design standards. The existing runway-taxiway 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.

ENVIRONMENTAL IMPACT CATEGORIES – Not Applicable to McCall Airport

- Coastal Barriers/Coastal Zone Management
- Wild and Scenic Rivers

ENVIRONMENTAL IMPACT CATEGORIES – Natural Environment

- Air Quality
- Biotic Resources
- Federally-listed Endangered and Threatened Species
- Farmlands
- Floodplains
- Noise
- Water Quality
- Wetlands

ENVIRONMENTAL IMPACT CATEGORIES – Built Environment

- Compatible Land Use
- Section 4(f)
- Environmental Justice
- Hazardous Materials
- Historic and Archaeological
- Induced Socioeconomic
- Social Impacts
- Solid Waste

ENVIRONMENTAL IMPACT CATEGORIES – Natural and Built

- Construction Impacts
- Energy Supplies, Natural Resources, and Sustainable Design
- Light Emissions and Visual Effects
- Cumulative Impacts

OUTCOME

- Draft EA for Public Review
- Final EA for FAA Finding
- FAA Finding
- Wetland Permits

SCHEDULE

18 Months

- Public Involvement and Scoping
- Data Collection
- Environmental Consequences/Public Review/Finding
- Environmental Permitting and Mitigation

PROJECT NOTIFICATION

- Sign up for the interested parties e-mail list by sending e-mail to Sarah Lucas, slucas@whpacific.com
- Information will be e-mailed to the interested parties mailing list prior to each public meeting
- Notification will be mailed to area residents and public advertisement will be submitted prior to the public hearing, if one is requested
- Press releases will be sent to the Star News prior to public meetings to inform the community about opportunities to participate

Airport Environmental Assessment Committee Meetings (with Public Comment)

- Meeting dates are yet to be determined.
- All meetings will be open to the public.

AEAC Members –

PUBLIC HEARING

- One public hearing will be held in conjunction with the EA formal public comment period and consistent with National Environmental Policy Act guidelines, if requested.

Liaison with Members of the Public and Interested Parties

- The project team is available to meet with concerned citizens, committee members and interested parties as necessary to answer questions, gather input and advice in order to appropriately address issues

Field Investigations

- Biological – Area is identified as potential habitat for the Northern Idaho Ground Squirrel. A spring survey is required to identify if population exists in project vicinity.
- Cultural - Stringer Ditch was identified during the survey. The ditch was found to have historical components including part of the original alignment, an old pump, possible slide gates, and four historic-period artifacts.
- Geotech
- Survey

Alternatives for the EA

- No Action
- B-II Standard (shift taxiway to 240' separation)
- C-II Standard (shift taxiway to 300' separation)
- C-III Standard (shift taxiway to 400' separation)
- Other Alternatives

PUBLIC COMMENTS

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Federal Obligation

“FAA Airports Division does not issue waivers for deviations from design standards. The 2007 Master Plan incorrectly used the word "waiver" for describing the situation at McCall Airport. The taxiway/runway separation deficiency was identified during Master Planning in 1998 and 2007 as a nonstandard condition with a disposition noted -- "relocate taxiway".

The present separation of 200-feet is based upon an older FAA standard in effect prior to 1989. The older standard was applied when the runway/taxiway was built. Since 1989, McCall's airport reference code (ARC) has been B-II, which specifies a separation of 240'.

We have no record of a Modification to Standard issued for runway/taxiway separation at McCall.

McCall is a Federally obligated airport which requires compliance with current FAA Standards as a minimum.”

Paul Holmquist, FAA Airports Program Specialist, 12/02/2008