

1.0 INTRODUCTION

1.1 GENERAL

The purpose of the airport master planning process for Priest River Municipal Airport is to assist Bonner County to ensure that the airport is developed in a manner that coincides with current and future aviation demand. The local community initiated this airport planning effort with the desire to continue to meet the needs of the existing airport users as well as to understand the demands that future users will place upon the facility and reconcile the necessary improvements that need be made to the airport facilities in order to meet the expected demands. This planning process intends to address these local needs while maintaining compliance with the Federal Aviation Administration (FAA) and Idaho Transportation Department – Division of Aeronautics (ITD) requirements.

This airport master plan incorporates information from the previous Airport Layout Plan completed in 2010 and identifies new airport planning and development recommendations that are consistent with the airport's present and future needs for this 20-year planning horizon. The recommendations included in this plan were developed using sound variables based on the best current practices in the airport planning discipline.

1.2 PROJECT BACKGROUND

This airport master plan was originally identified and programmed through the FAA. Bonner County intends to identify sound planning recommendations in this airport master plan in order to meet the FAA's requirements for safe and efficient facilities as well as provide for a well-planned airport that is vital to the health and vitality of the Bonner County community.

1.2.1 PUBLIC OUTREACH

Over the course of the planning process, project meetings were held in the city of Priest River, Idaho, to discuss project goals, ideas and status. Public outreach efforts for this master plan included the following: formal Project Advisory Committee (PAC) coordination, public information and involvement meetings with the Bonner County Board of County Commissioners. Attendance at the public involvement meeting was decent for an airport this size and ample feedback was received.

All public meetings were advertised according to County requirements providing ample notice to the community regarding the planning project. Comments from the Public, PAC, Commissioners and Airport Board were incorporated as appropriate into the planning documents.

1.3 PROJECT GOALS

- ✦ Document existing airport facilities and activity levels.
- ✦ Update aircraft activity and fleet mix forecasts for the airport.
- ✦ Identify the present and future role(s) of the airport.
- ✦ Identify the size and layout of airside and landside facilities to accommodate projected aircraft demand and FAA airport design standards.
- ✦ Identify optimum landside uses that enhance the economic benefits of the airport and are compatible with airside operations.
- ✦ Quantify the airport's economic contribution to the community.
- ✦ Prepare compatible land-use and height restriction plans consistent for the airport vicinity including recommended zoning protection within the airport influence area.
- ✦ Involve the public throughout the planning process in a meaningful, efficient and productive manner.
- ✦ Develop realistic phased development and maintenance plans for the airport that provides the basis for future federal, state, local government and private investment in the airport.
- ✦ Screen proposed development projects for potential environmental impacts.
- ✦ Prepare an Airport Layout Plan drawing set and associated Master Plan narrative report that meets current FAA standards.

1.4 FUNDING AND ADMINISTRATION

This planning study is funded in part with Federal Aviation Administration (FAA) Airport Improvement Program (AIP) funds; Idaho Department of Transportation, Division of Aeronautics, Idaho Airport Aid Program (IAAP) and with local funds. FAA funding for this project was 90 percent of the total project cost with the remaining 10 percent split equally between IAAP and local funds. The master plan update document and Airport Layout Plan were prepared in accordance with the current regional FAA ALP checklist and guidance provided in FAA:

- ✦ Advisory Circular (AC) 150/5070-6B, Change 2 [*Airport Master Plans*]
- ✦ AC 150/5300-13A, Change 1, [*Airport Design*]
- ✦ AC 150/5060-5, [*Airport Capacity and Delay*]
- ✦ AC 150/5325-4C, [*Runway Length Recommendations for Airport Design*]
- ✦ FAR Part 77, [*Safe, Efficient Use and Preservation of the Navigable Airspace*]
- ✦ FAA Order 5100.38D, [*AIP Handbook*]
- ✦ FAA Order 1050.1E, Change 1, [*Environmental Impacts: Policies and Procedures*]
- ✦ Other applicable Advisory Circulars (ACs) and changes, FAA Orders and Federal Aviation Regulations (FARs)
- ✦ State of Idaho guidance

1.5 PLAN PROCESS

Development of the airport master plan with ALP requires a series of specific steps. The planning process will address several basic elements in the following chapters.

1.5.1 INVENTORY

The airport inventory is a collection of information about the existing airport facilities, including characteristics of the existing runway and taxiways, airport access, property holdings, airport users, airport services, hangars and aircraft parking aprons, population changes, land uses, development trends, changes in employment and income and future trends in the study area.

1.5.2 AVIATION ACTIVITY FORECASTS

The development of the aviation activity forecast for Priest River Municipal Airport provides a prediction of future aircraft operation levels and the types of aircraft that will operate at the airport. All predictions are made based on the accepted statistical methods practiced within the aviation planning industry, recognizing that no method for predicting future events exists which produces 100 percent accurate results. Forecasts are developed using various mathematical, market share and trend projection techniques to develop a statistically justifiable estimate of the future number of based aircraft, type of aircraft, and the total number of aircraft operations that should be expected at this airport. Anticipated levels of airport activity at the airport are organized in set intervals describing the expected future users. The FAA must approve aviation activity forecasts.

1.5.3 FACILITY REQUIREMENTS ANALYSIS

This section compares existing airport conditions to the expected future condition and recommends what is needed to sustain the current activity levels and the levels of activity forecast for the future. Using this comparison, it is possible to identify where there are deficiencies or excesses within the airport facility. The output of this section is a list of facility improvements that the airport endeavors to achieve.

1.5.4 AIRPORT ALTERNATIVES ANALYSIS

This portion of the master plan update compares the possible actions that may be taken to meet the needs of the airport. The options considered in the alternatives analysis can range from minor to major undertakings on the airport property and its facilities. The various alternatives

designated for this project will form the basis for future airport development at the Priest River Municipal Airport.

1.5.5 DEVELOPMENT PLAN

The development plan and the associated airport Capital Improvement Program (CIP) is a key plan for airport decision makers. It is a realistic listing of the projects required to satisfy the facilities requirements including the most viable manner of meeting these needs. The CIP includes a cost estimate based on current construction costs for each development. The CIP also identifies sources of funding and the phasing of the required improvements.

1.5.6 AIRPORT COMPLIANCE AND LAND USE POLICY REVIEW AND RECOMMENDATIONS

This section provides Priest River Municipal Airport with a clear understanding of its federal and state regulatory requirements and grant assurances. The management best practices the airport should have in place in order to ensure compliance with grant assurances and other policies are discussed.

In addition, compatible land use and zoning has become increasingly important for airports over the last decade and the FAA has stressed that each airport should have appropriate measures in place to ensure appropriate development occurs within the airport environs. This portion of the airport master plan will review existing policy and zoning in place in Bonner County and the adjacent city of Priest River, regarding airport land use and future development. Recommendations for improved policy to prevent incompatible land use surrounding the airport are also identified.

1.5.7 AIRPORT LAYOUT PLAN (ALP) DRAWING SET

Tied to the development of the airport master plan is the preparation of a series of drawings depicting the existing airport and the proposed changes to the airport over the next 20 years, commonly referred to as the ALP. A description of each drawing included in the ALP drawing set for the Priest River Municipal Airport is included in Chapter Eight along with a complete drawing set.