

FAQ

Soccer Fields

Q: What is going to happen to the soccer fields as a result of this master plan?

A: The soccer fields are not projected to be needed for any specific type of development during the planning horizon of this master plan (2041). There is a proposed relocation of Old Butte Road to the western boundary of the airport property to make the soccer field area available for future airport needs beyond 2041.

Q: If the soccer fields are not projected to be needed until after 2041, can they remain for use as soccer fields to the public?

A: Generally speaking, a non-aviation use such as the soccer fields can remain so long as it is not needed for an aviation use, it is temporary and can be converted to an aviation use when needed, the airport receives fair market value rent for the use, and it is compatible with airport operations. Specific circumstances will be evaluated on a case-by-case basis by the FAA considering how the property was acquired and other obligations the city agreed to at the time of acquisition.

Q: The proposal shows a relocated Old Butte Road near the existing houses along Clarence Drive. When will this occur and how will impacts to the residents be addressed?

A: Timing of the road relocation will be dependent on traffic demand and other regional transportation needs, but is not expected to occur until later in the planning period or beyond. The road location, size, dimensions, and mitigation measures will be determined at a later date.

Q: What will happen to existing drainage and sewer infrastructure, and other utilities if Old Butte Road is relocated?

A: Any future development will have to account for drainage, sewage, utilities, and other infrastructure requirements.

Runway 17/35

Q: Why is Runway 17/35 being considered for closure?

A: According to the Federal Aviation Administration's Airport Improvement Program (AIP) Handbook, FAA Order 5100.38D, a crosswind runway is justified for federal funding if the primary runway's wind coverage is less than 95%. A secondary runway is justified for federal funding if the primary runway is operating at 60% or more of its annual capacity. At IDA, the wind data showed that Runway 3/21 (the primary runway at IDA), provides over 97% wind coverage. For capacity, Runway 3/21 is projected to be operating at 20% capacity in 2041. This means that Runway 17/35 does not meet federal funding eligibility requirements based on wind coverage or capacity.

Q: If Runway 17/35 is not eligible for federal funding for regular major rehabilitation, such as resurfacing or reconstruction, how will this type of work be funded?

A: Pavement rehabilitation costs for Runway 17/35 are funded locally by the airport enterprise fund (if the runway stays open), which is supported by airport fees and charges.

Q: If Runway 17/35 is closed and converted to a taxiway, would the resulting taxiway be eligible for federal funding?

A: Yes, the taxiway would be eligible for federal funding.

Q: What is the approximate cost to rehabilitate Runway 17/35?

A: The typical life of an asphalt pavement is 20 years until it needs major rehabilitation such as a mill and inlay or overlay. Runway 17/35 was reconstructed in 2004 and is due for major rehabilitation. In 2023, the estimated cost to mill and overlay the runway was approximately \$1.3 million.

Q: If Runway 17/35 is closed, what happens if a plane becomes disabled on Runway 3/21, or Runway 3/21 needs to be closed for maintenance?

A: Airplanes would not be able to take off or land at IDA while Runway 3/21 is closed.

Q: If Runway 17/35 is closed and all air traffic has to use Runway 3/21, can the airport or city restrict aircraft from flying over residential areas?

A: Neither the airport nor the city can place restrictions on aircraft in flight. This includes flight routes and flying during certain times of day.

Terminal Area

Q: Does the plan include a cell phone waiting lot?

A: Yes, the plan includes a cell phone waiting lot outside of the main terminal loop.

Q: Why is FedEx being considered for a relocation?

A: FedEx's current location is restricted operationally for both aircraft and package handling operations and impedes further growth of the terminal and passenger processing. Plus, there is demand for a second air cargo operator. Relocating air cargo outside of the terminal area will allow air cargo and passenger demand to be met at the airport. Two options for air cargo relocation are under consideration, the west side of Runway 3/21 and the east side of the airport south of Runway 35 that would require Runway 17/35 to be closed first.

Q: Does the plan consider public transit options for the airport?

A: Yes, the plan includes a new public transit station near the terminal.

Q: Does the plan include covered parking for passengers?

A: Yes, the plan includes a three-level parking garage across from the terminal building which includes space for a covered rental car pickup and return area.

West Side Development

Q: Why does the plan include a taxiway, air cargo, and land acquisition on the west side of Runway 3/21?

A: There is a demand for air cargo at the airport, and the current location of FedEx is highly constrained. There is also demand for a second air cargo operator, such as UPS or Amazon. One of the proposed alternatives moves air cargo to the east side of the airport, but it would require Runway 17/35 to be closed. If the choice is made to keep Runway 17/35 open, the only reasonable place to relocate air cargo is to the west side of the airport because of the available space and compatibility with other airport operations. Development on the west side also opens up possible relocation areas of the airport's fire station and air traffic control tower. The land acquisition shown on West Side Alternative 1 is an existing condition and not a new land acquisition proposal but would be necessary for the full build out of the proposed west side development.

Q: Why are you showing a new terminal on the northwest side of the airport?

A: This is a scenario that envisions the H2 alternative from the I-15/US-20 Connector project being selected and coming to fruition. With a major highway connector placed north of the airport, there is a possibility of having a major airport access point from the north to a new terminal complex. This scenario is still speculative and not likely to occur within this airport master plan timeline (2041). Accordingly, this alternative preserves the northwest part of the airport and adjacent properties to see how the I-15/US-20 Connector project concludes. This area could ultimately be used for a variety of aviation uses and should be protected.

General

Q: Was a new airport site considered, rather than investing in the current airport?

A: A new airport site was not considered because the current airport is capable of meeting airport design standards and accommodating the projected aviation and passenger demand through 2041.

Q: Why is the intersection of Taxiway C and Runway 17/35 considered a high-risk area?

A: The FAA has designated the intersection as a "Hot Spot," representing an area that is at higher risk of collision between aircraft using Taxiway C and Runway 17/35. This is due to the direct access from the adjacent parking apron and crossing the runway in the high energy zone (the runway's middle third). It is the FAA's policy that Hot Spots at airports be eliminated to improve safety.

Q: Will the community garden on the east side of the airport be relocated?

A: There are no plans to relocate the community garden elsewhere on airport property.

Q: What sort of land acquisition is being considered as part of this master plan?

A: No new land acquisitions are being considered as part of the airport master plan. Several land acquisition projects for land use protection that were not shown in the previous master plan have already been completed or are underway and will be shown as part of this master plan. The West Terminal Concept Alternative shows possible land acquisition beyond the planning horizon of this master plan (2041) and is still speculative. Other land acquisitions surrounding the airport are existing conditions, and not new proposals.

Q: Was a second runway for the airlines considered?

A: No new runways were justified as part of this airport master plan.

Q: What type of environmental impacts are the result of the proposed development?

A: Every major project on the airport will be required to undergo a federal environmental review to determine impacts in a wide range of environmental categories, such as air quality and noise. These environmental reviews will occur when each project is closer to being needed (within three years) and will allow for additional public involvement.