



Meeting Minutes
Kick-Off Meeting
Airport Master Plan - Priest River Airport
June 26, 2014
6:30 pm - Priest River, Idaho

I. GENERAL

A. Attendance

- Airport Board, County and Planning team representatives
Jim Caviglia (Priest River Airport Board), Bill Cleveland (Priest River Airport Board/City of Priest River), Mike Nielsen (Bonner County), Sherry Coleman (Bonner County), Scott Bauer (Bonner County), Randy Blinn (Bonner County), Corrie Siegford (ES Engineering), Julie Valencik (T-O), and Chris Pomeroy (T-O)
- Members of the public
Terri Ivie, Bob Hatfield, Allen Ashley, Don Kisamore, Gary Yeaw and James Conrad

Priest River Airport Board turned the floor over to Mr. Chris Pomeroy, Project Manager of Priest River Airport Master Plan at T-O Engineers, to provide a brief overview of the airport master planning process. Following is a summary of the different elements covered during the presentation.

II. PROJECT GOALS AND OBJECTIVES

- Necessary to receive FAA Funding.
- Realistic plan for the County Commissioners, Airport Board, airport users and general public to understand and follow.

III. PUBLIC INVOLVEMENT

- Want to know what the public thinks about improving the airport and the developed alternatives.
- Airport Advisory Board to act as Project Advisory Committee to provide guidance and answer questions on issues throughout the process.

IV. FORECASTS

- Type of aircraft, size
- How many aircraft will use the airport in the future?
- Reviewed and approved by the FAA



V. AIRSIDE REQUIREMENTS/ALTERNATIVES

- A. Widening runway to meet FAA standards (60')
- B. Runway/taxiway separation standards
- C. Obstacles in RPZ/Approach Surface
 - Height of the obstacles
 - Number of obstacles

VI. LANDSIDE REQUIREMENTS/ALTERNATIVES

- A. Additional hangars development
 - New hangars/other facilities
 - Where?
 - Costs?

VII. OTHER AREAS OF EMPHASIS

- A. Airport Layout Plan
 - Detailed set of drawings
- B. Environmental overview
- C. Compliance overview and Land Use Compatibility Planning
- D. Capital Improvement Plan and Financial Plan
 - 20 year time frame

After the presentation by T-O Engineers, there was a question-and-answer session between the meeting attendees and Mr. Pomeroy. A summary of the questions and responses is provided below.

VIII. QUESTIONS

- A. Q: Will this plan address fuel at Priest River Airport? Where are fuel tanks on the priority list for FAA funding?

A: The study will look at the need/demand for fuel facilities at Priest River Airport. However, based on current criteria, fuel tanks are very low on the priority list for FAA funding. It should not be expected that FAA AIP funds will be available for potential future fueling facilities at the airport. Funding for fuel facilities will have to come either from local sources or a fuel vendor.

- B. Q: Does the state give more money to the counties in the south of the state? Is there a "big county" preference?



A: It does not matter where in the state the airport is located. Idaho Transportation Department Aeronautics (ITD) airport funding program for airports like Priest River is primarily to match FAA airport improvement grants. As a result, ITD's airport aid grants are equally distributed to all airports that receive FAA grants. The exact amount to each airport is based on available state funding determined on an annual basis. Currently ITD participation is around 2.5% to 4.0% of the 10% local match required for FAA grants.

C. Q: How is this plan going to address land use around the airport? For instance, there is an elementary school next to the airport and a gas station off the runway end. What are the safety and pollution considerations going to be when planning for the future of the airport?

A: It's difficult to do anything for uses already in place. Bill Cleveland from the City of Priest River advised that when these existing uses were built, there were no City land use regulations in place to provide better guidance.

The master plan process will assist Bonner County and the City of Priest River in making better future land use planning decisions around the airport. A recommended land use plan will be developed for consideration by both the County and City that will identify the best location(s) around the airport for both compatible and incompatible land uses. Such a plan will help protect airport users and surrounding neighbors from the by-products of airport activity. In addition, this plan will review and recommend improvements to facilities such as runway protection zones/areas, lighting, pavement conditions, etc... Improvements to these facilities will make the airport safer overall.

D. Q: What kind of traffic are you expecting at Priest River Airport?

A: Aviation activity forecasts will be developed as part of the master plan. Based on the types of facilities in place and the existing constrained environment around the airport, it is not expected that the current fleet mix of aircraft using the airport today will change much over the planning period - the airport will continue to be used primarily by small single and twin-engine aircraft.

The forecast effort will collect data on current activity, consider national, state and regional trends for general aviation activity and a forecast for future operations and based aircraft will be developed specifically for the airport. It was noted that as an airport without an air traffic control tower, getting exact traffic counts is very difficult.



E. Q: Will this plan include new approach guidance?

A: This plan will consider new visual approach aids such as a Precision Approach Path Indicator (PAPI). It will also take into consideration a previous feasibility study completed by the FAA for instrument approach procedures at the airport.

F. Q: When is the next public involvement meeting?

A: March 2015

G. Q: Is there anything that can stop the process?

A: If FAA funding does not come through, FAA delays to review the forecasts, delays in review of other project working papers by both the FAA and Advisory Committee.

H. Q: Where does the money from the FAA come from?

A: The Aviation Trust Fund. The trust fund is solely funded by users of the aviation system.

I. Q: Could an air traffic control tower be part of the plan?

A: No. There is not enough air traffic to warrant an air traffic control tower at the airport.