ACKNOWLEDGEMENTS

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Appendices

Appendix A City of Emmett Zoning Ordinance and Zoning Map
Appendix B Capital Improvement Program Costs
# 1 INTRODUCTION & INVENTORY

The City of Emmett, in cooperation with the Idaho Department of Transportation, Division of Aeronautics has undertaken this Planning Study, to complete a Narrative Report with Airport Layout Plan and associated drawings, for the Emmett Municipal Airport. The planning year horizon is 20 years, which will assist the City in maintenance and development of the Emmett Municipal Airport. This project will be conducted in accordance with the Idaho Transportation Department, Division of Aeronautics 2010 Idaho Airport Development Plan.

The Emmett Municipal Airport is a vital part of the Idaho airport system and is an integral component of the transportation infrastructure for the region. It provides access to our nation’s air transportation network, provides community benefits, and generates economic activity.

This plan was created in accordance with the Idaho Airport Development Plan guidance provided by the Idaho Transportation Department Division of Aeronautics. This Airport Development Plan addresses the requirements for an Airport Layout Plan (ALP) is focused on maintaining the existing improvements and infrastructure in addition to the planned growth of the airport facilities to accommodate future demands. The requirements for future facilities will be evaluated not only from the standpoint of aviation needs, but also from the standpoint of the relationship of airport facilities to the surrounding land uses and the community as a whole.

Objectives of this Development Plan include:

- An inventory of existing conditions and infrastructure at the Airport.
- Analyze the existing and future airport facilities and requirements to meet forecast aviation demand over the next 20 years.
- A realistic and workable Capital Improvement Program (CIP) that identifies items necessary to maintain/expand airport facilities.
- Revised Airport Layout Plan (ALP) drawings that graphically depict existing conditions at the airport as well as proposed capital improvements.

The development of this plan included public participation. An Airport Advisory Committee was assembled consisting of a representation from the City, airport users/ hangar owners, and other interested parties.
1.1 GENERAL

In order to complete a full assessment of the airport and its future needs, several factors must be studied which may have an effect, either positive or negative, on airport development, operations, and operational costs. The first step in the Airport Development Plan process is the collection of pertinent data relating to the Emmett Municipal Airport and its surrounding environment.

The data includes information about the community, the natural and physical environment, and the airport facilities. Information for the existing airport and surrounding area was collected through on-site investigations, review of existing studies, and conversations with City personnel and users knowledgeable about the current and desired airport facilities.

The city of Emmett is located in southwest Idaho south of U.S. Highway 52 in Gem County; refer to Figure 1-1 to the right. It is primarily an agricultural town, with recreational activities for residents and visitors in the surrounding area.

The Emmet Municipal Airport is a Non-NPIAS general aviation airport, located 3 miles southwest of the Emmett city center. It is located one mile south of U.S. Highway 52 on Airport Road. The airport serves businesses and recreational users in Emmett and nearby areas. It also serves as a gateway to Idaho’s back country airports. The airport is operated by the City of Emmett and classified as a Local Recreational Airport by the State of Idaho Airport System Plan.

The State of Idaho has identified the Emmett Airport as a Local Recreational Airport serving a supplemental role in local economies, primarily accommodating recreational, personal flying, and limited local business activities. The Emmett Airport is one of 16 airports in Idaho identified as this type of airport.

The airport minimum facilities and service objectives for Local Recreational airports include:

- Runway Length - Meeting Idaho VFR Airport Design Dimensions
- Runway Width - 50 foot as the state standard
- Runway Strength – Single-wheel landing gear – 12,500 pounds
- Taxiway – Turn-a-rounds
- Instrument Approach - Visual, Non-precision Approach desired
- Visual Aids - Rotating Beacon, Wind Cone, REILs, PAPIs, VASIs
- Runway Lighting - Maintain Existing
- Weather Reporting Facilities - On-site ASOS or AWOS as required
- Services - Phone, Restroom, AvGas, Courtesy/Loaner Car
- Facilities - Facility with Public Restrooms and Pilots Lounge; Hangar Storage for 50% of Based Aircraft; Apron (Tie-Downs) for 50% of Based Aircraft and 50% of Transient Aircraft; Auto Parking
This Small Airport Planning Study is funded by a grant from the Idaho Transportation Department Division of Aeronautics (ITD) under Idaho Airport Aid Program (IAAP) Key Number NP-04197.A-07. In August 2016, Riedesel Engineering, Inc. was contracted to complete a Narrative Report and ALP Drawings for the Emmett Airport.

Area Topography

The Emmett Airport has an elevation of 2,354 feet (estimated). The Salmon River Mountains are east of the airport which is mountainous, with smaller hills surrounding Emmett. The city and airport lie in a small valley with relatively flat farm ground.

Climate

Emmett has a four season climate. Winter low temperatures generally range from 22 to 32 degrees Fahrenheit with the coolest temperatures typically occurring in January. Summer high temperatures generally range from 90 to 81 degrees Fahrenheit with the warmest days occurring in the month of July. Annual precipitation averages about 13.9 inches. December is typically the wettest month of the year.

Airport History

The Emmett Municipal Airport was initially created with acquisition of approximately 31 acres from Archie C. and Grace M. Tuttle, 10 acres from Lester Yeakel, and 0.5 acres from Aagji Davidson on December 26, 1944. Later on an additional 3.5 acres and 6 acres were acquired from Lester Yeakel and Lester & Nola Yeakel in 1967 and 1968, respectively. In 2000, 7.5 acres of property was acquired from S.S.I. Foods, Incorporated to accommodate a runway extension of Runway 12/30. The airport property totals approximately 80 acres in fee simple in addition to XX acres leased from Donald Taylor for the runway and is what the City has as the current airport property.

A Certification of Aviation Use was issued by the Idaho Department of Public Works, Aeronautics Division on October 29th 1945. This was an Operation Permit – Aircraft Landing Facility. At the time of the permit the airport was operated by Webb’s Flying Service.

Today the Emmett Municipal Airport is primarily used by single engine aircraft and there are currently eight private hangar owners.

The original runway was gravel and approximately 150 feet in width by 2900 feet in length. In the 70s the runway was reduced to approximately 50 feet by 2400 feet. It is assumed that during this period gravel taxiways were added. In 1991 the runway, Runway 10/28, was reconstructed and extended to the present length (3250 feet). In 2006 and 2009 the partial parallel taxiway and runway was rehabilitated. Taxiway and apron were crack filled and fog sealed in 2011.

The first presentation to the Airport Committee was held on September 8, 2016 at 5 p.m. The presentation consisted of an introduction to the ALP process, delivery of a copy of a draft ALP document, and scope of work, followed with any discussion/input from the Committee on the draft plan.

An airport workshop was advertised in the Emmett Messenger Index inviting the public to attend a meeting on future planning for the airport. No persons showed to the workshop other than Airport Advisory Committee Members.
The Airport Advisory Committee will make a recommendation to the City Council upon completion of the planning document whether to accept the document or not. A public advertisement was published in the Emmett Messenger Index to inform the public of the ALP agenda item and the time and place of the City Council meeting.

Aircraft Activity

There are two types of aircraft activity data: based aircraft and annual operations. Based aircraft are the number of aircraft that are stored at an airport (either in hangars or in tiedowns). Annual Emmett Airport operations are a reflection of the yearly number of aircraft that perform a takeoff and landing sequence at the Airport. There are currently 21 based aircraft at the Emmett Airport. The fleet mix consists of 21 single-engine aircraft. Current annual aircraft operations at the Airport are estimated to be 12,000. Of that, 6,000 are general itinerant aviation operations, 5,700 general aviation local operations, and 300 which are air taxi. Projected based aircraft and annual operations data will be presented in Chapter Two, Forecasts. No significant Airport Service Area studies have been conducted, but based on discussions with the Airport tenants and users, it is estimated that service area includes the City of Emmett and the surrounding area.

Critical Aircraft

An airport is designed based on the characteristics of the most demanding aircraft, or critical aircraft, which currently uses an airport or that is projected to use an airport at some point in the future. The critical aircraft for an airport must have 500 or more annual itinerant operations at that airport. An itinerant operation is defined as an operation involving a trip extending more than 20 miles from and/or to the Airport. Airport records indicate that the critical aircraft for Emmett Airport is the Cessna 182 Skylane. This aircraft has a wingspan of 35’1”, approach speed of 70 knots, and a maximum takeoff weight of 2,950 pounds.

The airport reference code (ARC) is a criterion that defines the critical airport dimensions based on an airport’s critical aircraft. The ARC is defined specifically by the approach category and the design group of the aircraft. The approach category of the aircraft is determined by 1.3 times the stall speed of the aircraft in its landing configuration at its maximum landing weight. The approach category is represented by the letters A, B, C, D, and E. The design group of the aircraft is based on the length of the wingspan and is defined by roman numerals I, II, III, IV, V and VI.

The Emmett Airport has an existing ARC meeting the current State Standard of A-I (small). Approach category A includes those aircraft that have an approach speed less than 90 knots. This design group includes those aircraft that have a wingspan up to but not including 49 feet. “Small” means that the maximum takeoff weight of the aircraft is 12,500 pounds or less. The Cessna 182 Skylane, identified as the critical aircraft, fits this ARC. The existing facilities at the Emmett Airport are discussed in the following paragraphs. Table 1.-2 presents the existing Airport design standards and the design standards that the Airport should have in order to meet the ARC of A-I (small).
1.2 AIRPORT FACILITIES

Airport Location
The Emmett Municipal Airport is located approximately 3 miles southwest of Emmett and south of State Highway 52 on approximately 80 acres owned by the City, refer to Figure 1-2. The Latitude and Longitude listed in the FAA Digital Airport/Facilities Directory for the Emmett Airport is 43° 51' 09.54" N / 116° 32' 20.65" W. The Emmett Municipal Airport FAA Identifier is S78. The existing airport elevation is 2354 feet mean sea level (MSL). Access to the airport can be gained from Airport Road to W Sales Yard Road which is south of and adjacent to the airport.

Table 1-1 Airport Data

<table>
<thead>
<tr>
<th>Airport Identifier</th>
<th>S78</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport Elevation</td>
<td>2354 msl</td>
</tr>
<tr>
<td>CTAF</td>
<td>122.9</td>
</tr>
</tbody>
</table>

Runways and Taxiways
The airport has one runway, Runway 10/28, which is 3,307 feet long and 55 feet wide. The airport has one partial parallel taxiway which extends from the southeast Runway 28 end on the south side of the runway approximately 3/4 of the runway length. Three connector taxiways are constructed perpendicular to the partial parallel taxiway to provide access for existing hangars. An aircraft parking apron is located on the east end of the airport and south of the runway.

The runway is constructed of asphalt pavement with design strength of 8,000 pounds single wheel gear (SWG). This pavement strength is consistent with the required design weight of most general aviation aircraft utilizing the airport. The existing runway’s pavement section consists of approximately 6.5 inches of gravel overlain with approximately 2.5 inches of asphalt. The Runway was constructed in 2008. The Runway pavement is in very good condition, but will need maintenance in the next few years to increase the life of the pavement and to help prevent distresses.

The existing taxiway pavement section consists of approximately 3 inches of asphalt concrete base overlain with approximately 2 inches of asphalt. The taxiways were constructed in 2006/2008 and are in excellent condition. The pavement will need maintenance in the next few years to increase the life of the pavement and to help prevent distresses.
### Table 1-2 Runway 10/28 Data

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Runway Length</td>
<td>3307 feet</td>
</tr>
<tr>
<td>Runway Width</td>
<td>55 feet</td>
</tr>
<tr>
<td>Runway Surface</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Runway Strength</td>
<td>Single Wheel 8,000 pounds</td>
</tr>
<tr>
<td>Runway Pavement Condition</td>
<td>Good</td>
</tr>
<tr>
<td>Runway Lighting</td>
<td>Medium Intensity</td>
</tr>
<tr>
<td>Visual Aids</td>
<td>Beacon, Lighted Wind Cone</td>
</tr>
<tr>
<td>Runway Gradient</td>
<td>0.1%</td>
</tr>
<tr>
<td>Runway Elevation</td>
<td>R/W 10 2351.0’ R/W 28 2354.0’</td>
</tr>
<tr>
<td>Wind Coverage</td>
<td>95% (assumed)</td>
</tr>
<tr>
<td>Displaced Thresholds</td>
<td>R/W - 10 200’ R/W 28 - 373’</td>
</tr>
<tr>
<td>Traffic Pattern</td>
<td>Left</td>
</tr>
</tbody>
</table>

### Building Areas

The current and future building areas are located south of the partial parallel taxiway. Currently eight private single hangars, a potential fix based operator site in addition to one public hangars are at the airport. There has been interest in additional hangar space that can be accommodated through development to either side of the existing hangars.

A small pilot’s lounge (10’ X 16’) with power, internet, furniture and heat exists at the airport for the pilots’ use. There is also a restaurant, golf pro shop, and golf cart storage located at the south eastern corner of the airport. A nine-hole golf course lies to both the south and north of the airport.

### Apron and Tiedown Area

The aircraft parking apron is asphalt pavement including space for tie-downs, maneuvering, and taxiing. A total of 23 tie-downs are provided on the apron. The apron was constructed with the partial parallel taxiway in 2008/2009 and is in excellent condition. The pavement will need maintenance in the next few years to increase the life of the pavement.
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Fixed Base Operators/ Fuel
Currently there is not a Fixed Base Operator (FBO) at the Emmett Airport. At one time an FBO operated at the airport selling fuel and doing aircraft maintenance. The City would like to have a FBO once again at the airport and does have a possible location for the FBO facility.

100LL avgas is currently available for public purchase at the airport. The system is comprised of a self-serve fueling station open 24 hours a day.

Access Roads and Auto Parking
Access to the airport from the city of Emmett is west on Highway 52 for approximately 1.75 miles then south on .75 miles on Airport Road and west on W. Sales Yard Road. W. Sales Yard Road proceeds along the south side of the airport and provides access to the airport including the hangars and tie-downs.

Airport users generally park their vehicles in the vicinity of the existing hangars and buildings. The Airport Layout Plan has designated a public parking area south of the existing hangars.

Airport Maintenance Equipment
The City of Emmett provides the general airport maintenance and snow removal on an as-needed basis utilizing city owned equipment.

Approaches, Visual Aids, NAVAIDS, and Airspace
Emmett Airport aircraft operations are conducted under VFR flight rules. Pilots operating in the vicinity of Emmett Airport monitor a common radio frequency of 122.9. This Common Traffic Advisory Frequency (CTAF) is used to identify other aircraft operating at the airport and other advisory applications as needed for a non-towered airport.

The Emmett Airport has a visual approach to the runway. Runway 10/28 is marked with visual runway markings.

There medium intensity runway edge lights. The airport has a lighted wind cone with a segmented circle made up of painted half barrels. An unlit wind cone is located on south of the airport. There are medium intensity runway edge lights, runway end lights, taxiway lights and rotating beacon that operates sunset to sunrise at the airport. There are no additional NAVAIDS located at the airport.

The airport traffic pattern is a standard left-hand pattern.

Airspace in the State of Idaho is controlled by two Air Route Traffic Control Centers (ARTCC). The Seattle ARTCC controls northern half of Idaho airspace, and the Salt Lake City ARTCC controls the southern portions of Idaho airspace. Emmett Airport is located within the Salt Lake City ARTCC jurisdiction. Figure 1-3 shows the airspace in the vicinity of the Emmett Airport.
Automobile Parking
Vehicular access to the airport is from W. Sales Yard Road which is located at the southeast corner of the airport. A barbed wire fence is around the airport and works to keep traffic off of the airport. Currently dedicated automobile parking is located to the south of the apron and on the between the existing hangars at the airport.

Utilities
Electricity and telephone are available at the Emmett Airport. Both are provided by local public utility providers. Water is supplied by a single well on site at the airport. No public sewer or natural gas exists at the airport. The golf course office and restaurant is served by an individual septic system. A pressure irrigation line extends under the runway and serves both sides of golf course. A drain pipe extends along the tie down area to the drainage ditches across the road on the north side of the airport. One private hangar has a propane tank to supply an area heater.

Fencing
The Emmett Municipal Airport is 80% fenced. Fencing materials consist of a combination of three strand barbed wire with posts.

1.3 ZONING AND LAND USE
Development in the general vicinity of the Emmett Airport has been insignificant. Predominate land use to the south and east of the airport consists of agricultural activities including irrigated grazing land. To the north and east of the airport lies the City of Emmett consisting of residential, commercial, and industrial type activities. These activities do not appear to conflict with or interfere with the operational capabilities of the airport. The City of Emmett Zoning Map indicates the zoning control around the airport is agricultural, and the Airport Zoning Ordinances can be found in the City of Emmett Planning and Zoning Sections. Copies of the current City of Emmett Zoning Map should be obtained from the City. A copy of the current Planning and Zoning Ordinances can be found in Appendix A.

It is recommended that the City of Emmett review the current airport zoning ordinances and utilize the Airport Land Use Guidebook as guidance to make any modifications necessary to ensure compatible land use planning around the airport.
2 FORECASTS

2.1 ACTIVITY FORECAST SUMMARY
The purpose of aviation forecasts is to help indicate and determine the relative timing, type, and size of airport improvements. Projections are made in the form of based aircraft and annual operations.

The aviation forecasts were completed in 2009 in the Idaho Airport System Plan published by the Idaho Transportation Department Division of Aeronautics. The results of those forecasts will be utilized for this plan update, refer to Table 2-1 below for the activity forecast summary for the year 2007 and projected year 2027. The Division of Aeronautics reviewed the following items to develop the aviation forecasts including, 1) historical demand, 2) local socioeconomic indicators, 3) state and national trends, and 4) the airport master plan.

Table 2-1 Activity Forecast Summary

<table>
<thead>
<tr>
<th>Activity Forecast Summary</th>
<th>2008</th>
<th>2015</th>
<th>2017</th>
<th>2027</th>
<th>2037</th>
</tr>
</thead>
<tbody>
<tr>
<td>Based Aircraft</td>
<td>21</td>
<td>21</td>
<td>21 (actual)</td>
<td>26</td>
<td>31</td>
</tr>
<tr>
<td>Annual Operations</td>
<td>5,000*</td>
<td>6,000**</td>
<td>6,300*</td>
<td>7,600</td>
<td>8,900</td>
</tr>
</tbody>
</table>

Source: *2009 Idaho Airport System Plan published by Idaho Transportation Department Division of Aeronautics
Source: **2015 Federal Aviation Administration TAF published by the FAA

In summary, the Emmett Airport is projected to experience low growth over the next 20 years. The next step is assessing and planning the needed airport facilities in order to increase the airport usage.
3 Facility Requirements

3.1 General
The Airport Layout Plan (ALP) is a scaled drawing which depicts the layout of the airport’s existing and proposed facilities and features. This drawing shows the extent of compliance of these existing and proposed facilities and features to current State of Idaho Transportation Department Division of Aeronautics VFR (Visual Flight Rule) design standards and planning criteria. An ALP which is current and State-approved is a mandatory requirement for the receipt of State financial assistance. The ALP for the Emmett Airport is included in this report as Sheet 2 in Chapter 4, Airport Plans.

This section, Facility Requirements, will examine each of the airport’s functional areas to identify proposed actions that the sponsor is prepared to take to meet the Idaho Transportation Department Division of Aeronautics and/or FAA Standards and planning criteria. This chapter will also identify projects to enhance the function of the airport to ensure that adequate facilities are provided to meet projected demand through the year 2037.

The analysis of facility requirements has been broken into seven sections:

- Section 3.2 identifies the current airport classification for Emmett Airport.
- Section 3.3 summarizes significant State of Idaho Division of Aeronautics and FAA Design Standards which must be met for the layout of Emmett Airport.
- Section 3.4 looks at the requirements for the airport under Federal Aviation Regulation (FAR) Part 77 - Objects Affecting Navigable Airspace
- Section 3.5 analyzes present facilities and future needs in relation to existing and projected demands.
- Section 3.6 discusses land use compatibility issues both on and off the airport property.
- Section 3.7 defines a twenty-year, time-phased Capital Improvement Program (CIP) necessary to provide the recommended facility improvements outlined in Section 3.5.
- Section 3.8 outlines environmental issues that need to be addressed.

3.2 Airport Classification
Emmett Airport is currently classified as a Local Recreational airport under the 2010 State of Idaho Aviation System Plan. Local Recreational airports are publicly owned airports that serve a supplemental role in local economies, primarily accommodating recreational, personal flying, and limited local business activities. Emmett Airport is not included in the National Plan of Integrated Airport System (NPIAS); therefore, it is not eligible for funding by the FAA and does not fall under the FAA design criteria.

The critical aircraft is the specific type or family of aircraft that is the most demanding of the facility from a size, weight, or speed standpoint. The critical aircraft for the airport is chosen by selecting the most demanding aircraft, or family of aircraft, using the airfield a minimum of 500 itinerant operations per year at the airport.

The largest regular user of the airport is the type of family of aircraft including the Cessna 206 with a wingspan of approximately 36’, an operating weight of 3,300 lbs. (loaded) and a
calculated approach speed of 68 knots (1.3 times stall speed). Over the years, the airport has served various itinerant aircraft.

3.3 **DESIGN STANDARDS**

The design criterion that applies to this type of airport can be found in the publication entitled “Minimum Dimension of VFR Airports,” published by the Idaho Transportation Department (ITD), Division of Aeronautics. The State recommends that as a minimum the airport be improved to meet all State VFR requirements and meet as many FAA Airport Reference Code (ARC) A-I small aircraft design standards as are economically feasible. The State also is advising compliance with as many Federal Aviation Regulations (FAR) Part 77 airspace requirements as are practical.

Table 3-1 presents the dimensional requirements for a VFR and ARC A-I small airport. One of the key considerations of any airport planning is to determine and evaluate the dimensional standards for the airfield layout.

**Table 3-1 Dimensional Standards**

<table>
<thead>
<tr>
<th>Design Items</th>
<th>State Standards</th>
<th>Existing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport Elevation</td>
<td>2354’msl</td>
<td></td>
</tr>
<tr>
<td>Runway Length (2000 + 1/3 elev)</td>
<td>2784’</td>
<td>3307’</td>
</tr>
<tr>
<td>Runway Width</td>
<td>50’</td>
<td>55’</td>
</tr>
<tr>
<td>Runway Shoulder Width</td>
<td>10’</td>
<td>10’</td>
</tr>
<tr>
<td>Runway Safety Area (RSA)</td>
<td>100’</td>
<td>100’</td>
</tr>
<tr>
<td>Runway Object Free Area (ROFA)</td>
<td>200’</td>
<td>200’</td>
</tr>
<tr>
<td>Runway Object Free Area Beyond Runway End</td>
<td>200’</td>
<td>200’</td>
</tr>
<tr>
<td>Runway Protection Zone – Width of Inner Surface</td>
<td>200’</td>
<td>200’</td>
</tr>
<tr>
<td>Runway Protection Zone – Width of Outer Surface</td>
<td>300’</td>
<td>300’</td>
</tr>
<tr>
<td>Runway Protection Zone – Length</td>
<td>1,000’</td>
<td>1,000’</td>
</tr>
<tr>
<td>Runway Longitudinal Grade</td>
<td>0-2%</td>
<td>0.1%</td>
</tr>
<tr>
<td>Runway Transverse Grade</td>
<td>1-2%</td>
<td>OK</td>
</tr>
<tr>
<td>Taxiway Width</td>
<td>20’</td>
<td>25’</td>
</tr>
<tr>
<td>Taxiway Shoulder Width</td>
<td>10’</td>
<td>10’</td>
</tr>
<tr>
<td>Taxiway Safety Area (TSA)</td>
<td>40’</td>
<td>40’</td>
</tr>
<tr>
<td>Taxiway Object Free Area (TOFA)</td>
<td>76’</td>
<td>76’</td>
</tr>
<tr>
<td>Runway Centerline To Parallel Taxiway Centerline</td>
<td>125’</td>
<td>180’</td>
</tr>
<tr>
<td>Runway Centerline to Edge of Aircraft Parking</td>
<td>125’</td>
<td>220’</td>
</tr>
<tr>
<td>Runway Centerline to BRL</td>
<td>200’</td>
<td>240’</td>
</tr>
<tr>
<td>Taxiway Centerline to Fixed or Movable Object</td>
<td>38’</td>
<td>50’</td>
</tr>
</tbody>
</table>

*Idaho Transportation Department (ITD), Division of Aeronautics Source: “Minimum Dimension of VFR Airports,”*
In comparing the existing facility dimensions to the ITD VFR standard, there are several criteria that are not met.

- Obstructions within the Runway Object Free Area (ROFA) at each end of runway
- Obstructions within the Runway Safety Area (RSA) at each end of runway
- Runway End to Property Line less than 200’, approximately 650’ of runway on leased property

The following discussion outlines the airport criteria listed above:

**Runway Object Free Area (ROFA)** - The ROFA is a two-dimensional ground area centered on the runway and extending 200 feet beyond each runway end. The ROFA must be clear of all objects not required for air navigation or aircraft ground maneuvering purposes, i.e., parked aircraft, as well as buildings, fences, roads, trees, etc. The width of the ROFA is dictated by the Aircraft Approach Category and the Airplane Design Group.

The Emmett Airport ROFA is currently 200 feet beyond the runway end and meets the State standards.

**Runway Safety Area (RSA)** - A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot or excursion from the runway. The RSA should be cleared and graded and have no potentially hazardous ruts, humps, depressions or other surface variations.

The RSA for Emmett is currently 100 feet in width meeting the State standards.

**Runway Obstacle Free Zone (OFZ)** - The Runway OFZ is a defined volume of airspace centered above the runway centerline. The runway OFZ is the airspace above a surface whose elevation at any point is the same as the elevation of the nearest point on the runway centerline. The standard is 200 feet in width and Emmett Airport currently meets both the state standards.

**Taxiway Object Free Area (TOFA)** - A two-dimensional ground area centered on taxiways. The TOFA clearing standard precludes vehicle service roads, parked airplanes and objects except those whose location is fixed by function such as a navigational aid. The standard is 76 feet
Emmet Municipal Airport
Idaho Airport Development Plan 2017

centered on the taxiway centerline. This would indicate that parked aircraft need to be at least 38 feet from the centerline of the nearest taxiway.

The Emmett airport meets the minimum safety TOFA standards as the existing hangars are located 56 feet from the taxiway centerline.

**Taxiway Safety Area (TSA)** - A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway. The standard TSA width for Emmett Airport is 40-feet centered on the taxiway centerline. No current objects would restrict the airport from meeting this criterion.

The Emmett airport meets the minimum safety TSA standards.

**Runway Protection Zones (RPZ)** - Runway Protection Zones are defined areas on the ground beyond the end of the runway that are maintained clear of incompatible objects and activity in order to protect persons and property from collision hazards. The RPZ is trapezoidal in shape and begins 200 feet from the end of each runway. The existing Runway 10/28 RPZ inner dimension is 200 feet centered on the runway, the length is 1000 feet and the width at the outer end of the trapezoid is 300 feet.

Runway 10/28 RPZ is sized accordingly and meets the State minimum standards.

### 3.4 FAR Part 77 – Objects Affecting Navigable Airspace

**Federal Aviation Regulation (FAR) Part 77** defines imaginary surfaces which are used to evaluate the airspace surrounding the airport for obstructions to air navigation. The imaginary surfaces are defined relative to each runway end, the established airport elevation, the elevation of the approach end of the runway and the most precise approach planned to that runway end. Any object, whether natural or man-made, which penetrates these imaginary surfaces is defined by the FAA to be an obstruction. All natural or man-made obstructions which penetrate the FAA surfaces are generally recommended for removal if obstruction lighting or lowering of the obstruction is not practical.

Figure 3-1, Typical FAR Part - 77 Imaginary Surfaces, illustrates the dimensional standards for civil airport imaginary surfaces. Runway 10/28 corresponds to the dimensional standards for a utility runway (designed to serve only small aircraft) with visual approaches. Part 77 relates to the planned airfield configuration for an airport, and therefore, depicts facilities to accommodate aircraft in the A-I small category. The State Department of Aeronautics is advising compliance with as many Federal Aviation Regulations (FAR) Part 77 airspace requirements as are practical.
The following describes the FAR Part 77 imaginary surfaces associated with the Emmett Airport:

**Primary Surface** - A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface (paved), the primary surface for a runway designed to accommodate only small aircraft is 220 feet wide and extends 200 feet beyond each end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

**Approach Surface** - An approach surface is applied to each end of the runway based on the type of approach available. It is longitudinally centered on the extended runway centerline and extends outward and upward from each end of the primary surface. The inner edge of the approach surface is the same width as the primary surface, 200 feet. The surface expands uniformly to a width of 500 feet at a distance of 3,000 feet at a slope of 20:1.

**Horizontal Surface** - A horizontal surface is a plane 150 feet above the established airport elevation. ARC’s set the plan dimensions of the horizontal surface from the end of the primary surfaces, which are connected by tangents. The elevation of the Horizontal Surface at Emmett Airport is 2,504 feet Mean Sea Level (MSL).

**Conical Surface** - A conical surface is an inclined surface at a slope of 20 to 1 extending upward and outward from the periphery of the horizontal surface for a horizontal distance of 4,000 feet.

**Transitional Surface** - These surfaces extend outward and upward at right angles to the runway centerline at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces until these surfaces intersect with the horizontal surface.

Sheet 3 of the ALP drawings depicts the ultimate imaginary surfaces associated with the Emmett Airport.
3.5 **RECOMMENDED FACILITY IMPROVEMENTS**

In order to assist the City of Emmett in the management and safety of its airport, two publications are recommended. The first, *Airport Cooperative Research Program Guidebook for Managing Small Airports (ACRP)*, is a publication sponsored by the Federal Aviation Administration which presents numerous resources and references relevant to airport issues to help guide readers to solutions, regardless of their level of airport experience or role at the airport. The ACRP provides a forum where airport operators can cooperatively address common operational problems. Also, it is recommended that the City of Emmett utilize the *Idaho Airport Operational Safety Manual* to develop an Operational Safety Manual for the Emmett Airport. These two publications will help to structure the airport in preparation for growth.

The following section details and provides justification for the recommended improvements to be a goal for the City of Emmett to accomplish. Most improvements are shown on the Airport Layout Plan, Sheet 1 of 4 of the Airport Plans. Improvements were divided into three phases for construction. These phases are as follows:

**Phase I** – (2018-2022)
- Acquire Land (Currently leased, City funding only)
- Rehabilitate Airport Pavements-Crack Fill & Slurry Seal
- Construct T-Hangars (City Funding only)

**Phase II** – (2023-2027)
- Add Fixed Base Operator
- Extend Parallel Taxiway & Construction
- Rehabilitate Airport Pavements-Crack Fill & Slurry Seal
- Improve Gravel All-weather Access Road

**Phase III**—(2028-2037)
- Expand and Improve Apron
- Rehabilitate Airport Pavements-Crack Fill & Slurry Seal
- Install Automated Weather Observation System (AWOS)
- Upgrade Runway Lighting System
- Install NAVAID’s, RIEL, PAPI

**Future and beyond 2037**
- Upgrade Airport Security Fencing
- Land Acquisition
- Lengthen and Widen Runway 10/28
- Extend Parallel Taxiway
- Add RNAV Approach
Airfield Pavements

Runway, Taxiways, and Apron Rehabilitation
Runway 10/28, partial parallel taxiway, and hangar taxiways pavements were constructed in 2006. The apron was constructed in 1992/1996/2006. Rehabilitation of Runway 10/28 including crack fill and slurry seal was completed in 2011. A rehabilitation schedule including crack filling and slurry seal surface treatment is recommended to maintain the condition of the existing airport pavements. A compass rose could be included as a part of the rehabilitation project.

Pavement Rehabilitation is addressed in the Capital Improvement Plan, see Table 3-2.

Runway 10/28 – Environmental Assessment & and Procurement
Currently Runway 10/28 is located on leased land. A high priority project would include the land acquisition for the existing runway. Prior to land acquisition an environmental assessment would be required to ensure there are no environmental issues attached to the property. It would be appropriate to review future considerations and if economically feasible purchase all land proposed in the Master Plan for potential improvement projects. Some of the justification for completing this at one time would include: the protection of the airport from encroachment that may stop expansion of future services, it would allow the environmental considerations to be completed with one study, over time it would save money as larger parcels are typically less expensive on a per acres basis and typically land prices to not go down.

Land procurement is addressed in the Capital Improvement Plan, see Table 3-2.

Parallel Taxiway Construction
The construction of a full parallel taxiway is recommended from Runway 28 to Runway 10 end. The partial parallel taxiway is 30 feet in width and will need to be extended by approximately 650 feet in length. The construction of a full parallel taxiway will allow for more growth to the west along the south side of the airport and reduce runway incursions due to back taxiing aircraft on the runway. Land will need to be procured to be able to extend the parallel taxiway.

The parallel taxiway extension is addressed in the Capital Improvement Plan, see Table 3-3.

Electronic and Visual Navigational Aids
Existing navigational aids at the Emmett Airport include rotating beacon, medium intensity runway edge and threshold lights, a lit wind cone with segmented circle, and an unlit wind cone.

Other future navigational aids that are recommended by the 2009 Idaho Airport System Plan are the installation of PAPI’s (Precision Approach Path Indicator), REILs (Runway End Identifier Lights) both would be included as a part of the runway lighting upgrade project along with adding pilot control to the MIRL’s.

The above mentioned NAVAID’s would be included as a part of the Runway Lighting Upgrade project addressed in the Capital Improvement Plan, see Table 3-3.

Future navigational aids also to be considered are the installation of taxiway reflectors and an Automated Weather Observation System. An Automatic Weather Observation System (AWOS) is being commissioned at many airports in Idaho as well as the rest of the nation. The system can be accessed by phone or radio for current weather information, temperature, cloud cover and visibility. The AWOS can also be used to help or inform inbound/outbound pilots of current
weather. The installation of an AWOS should be considered in planning and when sufficient funding is available.

The reflectors would be included as a part of the parallel taxiway extension project. The Automated Weather Observation System is addressed in the Capital Improvement Plan, see Table 3-4.

**Fuel Station/ Fixed Base Operations**
Presently there is a self-service Avgas fueling station but, no Fixed Base Operator at the Emmett Airport. A Fixed Base Operator is desirable to provide the airport with additional services potentially including A & P aircraft maintenance or flight training or aircraft rental. The need to provide additional services at the airport is essential to the growth of the Emmett Airport.

**Perimeter Control / Security Fencing**
The airport property is currently fenced only with a three strand barb wire fence. Access to Sales Yard Road is through an open area and access to the airport cannot be controlled. A new chain fence with lockable gates is desired to be added as a security improvement to the airport.

**Land Acquisition, Lengthen Runway, and Lengthen Parallel Taxiway**
In the event of a runway extension project, land acquisition and will be required. A western extension is the only alternative with the land to the west being agricultural it would be anticipated to be reasonable in cost to purchase and should have a minimal impact to existing facilities. If completed an Environmental Assessment would be the first step required of the project. The runway and taxiway would be extended to the west and more than likely would be completed in several phases.

These items were addressed in the Capital Improvement Plan, see Table 3-4.

**T-Hangars**
The city has a demand for additional hangars and would like to construct T-Hangars to be able to meet the demand as well as increase revenue at the airport.

T-Hangars are addressed in the Capital Improvement Plan, see Table 3-2.

**Grass Runway**
Emmett wants to be able to better serve the large contingency of back country pilots flying in Idaho. If a grass runway was constructed they could increase the users of the airport. Currently back country flying has a great following and Emmett has a unlimited opportunity to serve these users while enhancing economic development in the area.

**Economics and Financing the Development Program**
The City of Emmett has an opportunity to greatly improve the usefulness of this community asset by developing the airport facility through sound economic planning and identifying funding sources to meet the requirements of improvement projects. Financing the development of improvement projects does not come from one source. A combination of state and local, and in some cases, private funding, should be considered when planning projects.
The City of Emmett should make an effort to position itself through establishing lease policies, annual budget and other income sources that generate sufficient revenues to meet the matching fund requirements for the State grants. Identifying money that can fund airport projects of a higher priority such as the runway lighting projects and local priority projects is beneficial to the airport and the City. The potential also exists for the City to provide in kind services such as trenching, conduit installation, and/or grading for the project to install runway lighting system in lieu of matching funds. These types of decisions are made by the State on a case by case basis, but should be explored to see if this strategy could be viable.

In our present economic times, funding for projects is becoming increasingly competitive. Funding provided through the State is distributed on a priority basis with the priorities established by the State. The state office base the priorities on the applications received. The City of Emmett will be competing with other airports in the State of Idaho. Maintaining contact with the State Division of Aeronautics’ representatives is important in keeping them informed of current airport priorities and needs.

3.6 LAND USE
Land use planning for areas on and around the airport is very important to ensure compatibility with other uses nearby the airport, but also to ensure that incompatible uses are not allowed to develop near an airport that later could constrain the growth or continued operation of the airport. The City of Emmett is recommended to utilize the Airport Land Use Guidebook developed through the Idaho Airport System Plan for airports, local governments, and the Division of Aeronautics. The Idaho Airport Land Use Guidebook is an available educational tool that can assist the City of Emmett in the implementation of compatible land use zoning. The following section comprises the recommendations relative to land uses in the vicinity of the airport and recommended controls to ensure compatibility with airport operations.

On-Airport Land Use
The Airport Layout Plan provides the basis for land use on airport property. In addition to the airfield development depicted on this plan, there is proposed development of hangars and airport buildings. These items have been discussed in previous sections.

Off-Airport Land Use
No evaluation of the land uses and zoning for land surrounding the airport was completed as part of this study. The zoning regulations can be found in Appendix A. However, the City and County need to ensure that developments proposed around the airport and especially in the Runway approach areas, do not interfere with the airspace and/or airport operation.
3.7 CAPITAL IMPROVEMENT PROGRAM

The following tables detail the proposed Capital Improvement Program and schedule for the next 20 years. Also included are estimated costs in current year dollars to implement this program. The development schedule has been phased in three development periods. The first phase covers the first five years (2018-2022), the second phase covers the second five years (2023-2027) and the third phase covers the final ten years (2028-2037). The 20 years planning period is to ensure airport preparation for growth in demand of aeronautical facilities.

Before summarizing staged capital costs, one key point needs to be emphasized. The staging of development projects is based upon projected activity at the airport. Projections of aviation demand, which were presented in Chapter 2 of this study, are one of the most important factors considered by any planning effort. These estimates of future activity are used to determine the need for additional airport facilities and, in many instances, to determine the effects associated with development of these facilities. In the event airport activity varies from projected levels, implementation of projects should occur when demand actually warrants, rather than according to the estimated staging presented herein.

Table 3-2 Capital Improvement Program Phase I (2018-2022)

<table>
<thead>
<tr>
<th>Description</th>
<th>Total Cost</th>
<th>City Share (50%)</th>
<th>State Share (50%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Acquisition (10 Acres) (Non IAP Eligible)</td>
<td>$50,000</td>
<td>$50,000</td>
<td>$0</td>
</tr>
<tr>
<td>Rehabilitate Airport Pavements</td>
<td>$200,000</td>
<td>$100,000</td>
<td>$100,000</td>
</tr>
<tr>
<td>Construct T- Hangars (Non IAP Eligible)</td>
<td>$100,000</td>
<td>$100,000</td>
<td>$0</td>
</tr>
<tr>
<td>Subtotal Phase I</td>
<td>$350,000</td>
<td>$250,000</td>
<td>$100,000</td>
</tr>
</tbody>
</table>

Table 3-3 Capital Improvement Program Phase II (2023-2027)

<table>
<thead>
<tr>
<th>Description</th>
<th>Total Cost</th>
<th>City Share</th>
<th>State Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recruit Fix Based Operator</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Parallel Taxiway Construction</td>
<td>$200,000</td>
<td>$100,000</td>
<td>$100,000</td>
</tr>
<tr>
<td>Rehabilitate Airport Pavements</td>
<td>$200,000</td>
<td>$100,000</td>
<td>$100,000</td>
</tr>
<tr>
<td>Improve Gravel Access Road</td>
<td>$70,000</td>
<td>$35,000</td>
<td>$35,000</td>
</tr>
<tr>
<td>Subtotal Phase II</td>
<td>$470,000</td>
<td>$235,000</td>
<td>$235,000</td>
</tr>
</tbody>
</table>
### Table 3-4 Capital improvement program Phase III (2028-2037)

<table>
<thead>
<tr>
<th>Description</th>
<th>Total Cost</th>
<th>City Share</th>
<th>State Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve and Expand Apron</td>
<td>$240,000</td>
<td>$120,000</td>
<td>$120,000</td>
</tr>
<tr>
<td>Rehabilitate Airport Pavements</td>
<td>$200,000</td>
<td>$100,000</td>
<td>$100,000</td>
</tr>
<tr>
<td>Install AWOS</td>
<td>$150,000</td>
<td>$75,000</td>
<td>$75,000</td>
</tr>
<tr>
<td>Upgrade R/W Lighting System</td>
<td>$400,000</td>
<td>$200,000</td>
<td>$200,000</td>
</tr>
<tr>
<td>Subtotal Phase III</td>
<td>$990,000</td>
<td>$495,000</td>
<td>$495,000</td>
</tr>
</tbody>
</table>

### Table 3-5 Capital Improvement Program Total (2018-2037)

<table>
<thead>
<tr>
<th>Total Cost</th>
<th>Sponsor Share</th>
<th>State Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1,810,000</td>
<td>$980,000</td>
<td>$830,000</td>
</tr>
</tbody>
</table>

The cost estimates presented in Tables 3-2, 3-3 and 3-4 should be viewed as such - an estimate - and subject to subsequent refinement and final design. The cost estimates presented in Tables 3-2, 3-3 and 3-4 are in 2017 dollars; no escalation for possible inflation has been applied to future years. The cost estimates also are assumed for construction costs of a competitively bid project utilizing the State of Idaho bidding process. No factors for in-kind services by the City or a private venue have been included; however in the initial stages of each Capital Improvement Project receiving funding consideration for in-kind services to serve as match will be made. A detailed cost analysis can be found in Appendix C.

In addition to the total cost column, there are two columns to the right. These two columns represent the amount the project cost that must be borne by the sponsor of the airport at an estimated 25 percent of the project costs and by the State Division of Aeronautics, an estimated 75 percent of the project costs. Actual percentages are subject to change based upon population, funding, and designation by the State Division of Aeronautics.

### 3.8 Environmental Issues

There has been no environmental study completed in previous planning studies for the Emmett Airport. An environmental study is not anticipated for future improvements; however, if future improvements deem a runway extension is necessary then it is possible an environmental study will be completed at that time.
4 AIRPORT PLANS

4.1 INTRODUCTION
This section of the report provides the ALP drawing set. This set of drawings consists of the following exhibits included at the end of this report:

- Sheet 1 of 5: Cover Sheet
- Sheet 2 of 5: Airport Layout Plan
- Sheets 3&4 of 5: Airport Airspace Drawing
- Sheet 5 of 5: Exhibit “A” Airport Property Map

An ALP approved by the State of Idaho Aeronautics Division and local airport sponsor is required before any major airport development can be state funded. Standards for preparation of the ALP are provided in Idaho Transportation Department Division of Aeronautics publication, Idaho Airport Development Plan Checklist. Development standards and design criterion are contained in the Idaho Division of Aeronautics publication Chapter 201, “Minimum Dimensions for VFR Airports” and FAA Advisory Circular 150/5300-13, Airport Design.

As described in previous sections of this study, Emmett Airport meets State Visual Flight Rules. Future improvements will be based on meeting as many FAA ARC A-I small aircraft only airport design criteria as possible.

Copies of this set of drawings in 11” x 17” size are included at the end of this chapter.

4.2 COVER SHEET (SHEET 1 OF 5)
The Cover Sheet provides a view of the existing airport, Drawing Index, Location and Vicinity Map at the Emmett Municipal Airport.

4.3 AIRPORT LAYOUT PLAN (SHEET 2 OF 5)
The Airport Layout Plan is the key-planning document for the airport. Features, which are included on the ALP, include:

- Identification of Owner and Engineer
- Location and Vicinity Maps
- Layout of existing and proposed facilities and features
- Basic airport and runway data tables
- Legend and airport facility listings
- Title and revision blocks

The ALP is an important document that should be kept current, reflecting changes in physical features on the airport. Actual airport development may vary from the concepts shown; however, allocations of land for specific purposes are the intent of this exhibit.
4.4 **AIRPORT AIRSPACE DRAWING (SHEETS 3 & 4 OF 5)**
Sheet 2 was prepared in accordance with FAR Part 77, Objects Affecting Navigable Airspace. For Runway 10 and 28, the existing approach surface is 20 to 1 visual approach surface. This exhibit was prepared utilizing the current Airport Airspace Drawing and updating current airport features. The Runway Protection Zone for approach end 10 and the surfaces within 9,200 feet for each end of Runway 10/28 are shown. This exhibit may be used for planning purposes with respect to development around and under the airport traffic pattern airspace.

4.5 **EXHIBIT “A” AIRPORT PROPERTY MAP (SHEET 5 OF 5)**
The Exhibit “A” Property Map indicates present owned property boundaries.
EMMETT MUNICIPAL AIRPORT

MAY, 2017

GENERAL NOTES

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THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (AIP _) AS PROVIDED UNDER TITLE 49, UNITED STATES CODE, SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DRAWINGS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.
GENERAL NOTES

THIS AIRPORT AIRSPACE DRAWING IS BASED FROM THE OCTOBER 1998 AIRPORT LAYOUT PLAN UPDATE. NO FURTHER OBSTRUCTION SURVEY WAS COMPLETED AS PART OF THE 2010 UPDATE.
APPENDIX A
Chapter 7

1-7-1: CORPORATE LIMITS:

1-7-2: JURISDICTION OF CITY:

The corporate boundary lines of the city are defined and established on the official map that is on file in the office of the city clerk, and it is available for public inspection. (Ord. 660, 8-5-1963; amd. 1989 Code)

1-7-3: JURISDICTION OF CITY:

The city includes all of the land lying within the corporate boundary lines as herein redefined and established, and the city has corporate jurisdiction and control over the same and over the whole thereof. (Ord. 660, 8-5-1963)

1-7-3-1: PURPOSE; CONSIDERATION:

A. Purpose: The purpose of establishing an area of city impact for the city is to identify a logical urban fringe area adjoining the city. The urban fringe area is realizing, or will realize, development pressure that must be planned for in an orderly manner. Section 67-6526, Idaho Code, requires that cities and counties negotiate an area of city impact.

B. Consideration: The following factors were considered by the planning and zoning commissions of Gem County and the city, plus the county commissioners and mayor and city council in establishing the area of impact:

1. Trade area,

2. Geographic factors, and

3. Areas that can reasonably be expected to be annexed in the future. (Ord. 898, 2-9-1999)
1-7-3-2: EMMETT AREA OF CITY IMPACT BOUNDARY:

A. The Emmett area of city impact is the area designated on the city of Emmett future land use map of the 2007 Gem community joint comprehensive plan attached to the ordinance codified herein. By this reference it is fully incorporated herein. The Emmett area of city impact is generally described as follows:

Beginning at a Point on the eastern slope hillside which is at 2,700 feet above elevation due east of the intersection of Frozen Dog Road and Fuller Road;
then S along the eastern slope hillside, following the 2,700 foot elevation line S to Sand Hollow Road;
then continuing from Sand Hollow Road up to the 2,700 foot elevation line and SW to where the line meets State Highway 16;
then due W of State Highway 16 to alignment with Sales Yard Road;
then W on Sales Yard Road to the intersection of Airport Road;
then N along Airport Road alignment to the south bank of the Payette River;
then E along the south bank of the Payette River to a point near the Last Chance Ditch in alignment with Frozen Dog Road;
then E along said alignment of Frozen Dog Road to a Point on the eastern slope hillside which is at 2,700 feet above elevation;
which is also the Point of Beginning.

B. In case a property under single ownership is divided by the boundary line of the Emmett area of city impact and the line divides such property so that one or both parts has a depth of three hundred feet (300') or less, such part may be included in the jurisdiction within which the remainder and larger portion of the property is located. (Ord. O2007-13, 1-8-2008)

1-7-3-3: ORDINANCE AND COMPREHENSIVE PLANNING PROVISIONS GOVERNING THE AREA OF CITY IMPACT:

The city of Emmett, after considering the trade area, geographic factors, and areas that can reasonably be expected to be annexed to the city in the future, hereby adopt the following as the applicable plans and ordinances for the Emmett area of city impact:

A. Zoning: The zoning ordinance of Gem County shall govern land use within the unincorporated areas of the Emmett area of city impact.
B. Subdivision Requirements: The subdivision of land within the Emmett area of city impact shall occur only in conformance with the subdivision ordinance deemed applicable by virtue of provisions of this section and state law.

1. Except as otherwise provided by this section within the area of city impact the subdivision ordinance of Gem County, as such now exists or as later amended, shall apply in accordance with the provisions of this section.

2. Within one mile of the corporate limits of the city of Emmett, but fully within the area of city impact, the subdivision ordinance of the city of Emmett, as such now exists or as later amended, shall apply. Gem County shall apply the city of Emmett subdivision ordinance for said areas. Except as otherwise authorized by the Emmett city council prior to any application being submitted to Gem County, subdivisions required to comply with this section shall install curb, gutter and sidewalk improvements in accordance with the adopted public works standards of the city at the time of subdivision construction (whether the property is able to be annexed or not). City of Emmett stormwater improvements may be waived by the city if an acceptable alternative design to manage stormwater is approved by the city engineer during the subdivision application process. Said alternative must still comply with all other state and federal rules.

3. All subdivision proposals shall be evaluated in accordance with the policies established by the Gem community joint comprehensive plan. The city of Emmett shall be entitled to notice of any subdivision request in the area of city impact comparable to the notice provided to adjoining landowners, but in no case less than thirty (30) days prior to action upon the subdivision request.

4. Any public street right of way dedications accepted by Gem County upon recording of subdivisions in the area of city impact will become the public right of way of the city of Emmett upon annexation, including all maintenance and related responsibilities. If Gem County receives any type of fee or cash contribution in lieu of construction of a public street right of way improvement and said fees are obligated to be spent within the area of city impact yet remain unspent, the county and city shall annually review potential transfers of said unspent revenues from Gem County to the city for any annexed rights of way.

C. Special Use Permits, Variances, Planned Unit Developments, And Other Discretionary Permits: Within the Emmett area of city impact, jurisdiction for issuance of any special use permits, variances, planned unit development, or any other discretionary land use permits or authorizations shall be vested in Gem County. However, where a planned unit development or special use permit for any application that changes the principal use of the property is proposed on property that is eligible to apply for annexation to the city of Emmett, said applicant must apply for annexation prior to any application being filed with Gem County. If the annexation application is denied, Gem County shall process the planned unit development in accordance with city of Emmett ordinances. Gem County shall notify the city of Emmett of receipt of a completed application for any of the aforementioned discretionary permits in the same manner that notice is provided to adjacent landowners, but in no case less than thirty (30) days prior to action upon a permit request.

D. Private Roads: Unless otherwise approved by the Emmett city council, no new private roads will be approved by Gem County for development within the area of city impact, unless a private road is the only legal means of ingress/egress to said property.
E. Special Areas: In addition to the foregoing provisions, any request for permission to build or develop in the area of influence of the Emmett wastewater treatment plant or the Emmett municipal airport shall be referred to the city of Emmett for review and comment at least thirty (30) days prior to issuance of any permit or development authorization. Notwithstanding any provisions of the Gem County zoning ordinance or subdivision ordinance to the contrary, no construction, development or establishment of any use which would impair the usefulness, or materially harm the operating environment, of the Emmett wastewater treatment plant or the Emmett municipal airport shall hereafter be permitted.

F. Comprehensive Plan: Within the Emmett area of city impact all zoning, subdivision review, consideration of discretionary permits, and regulation of development in special areas shall be evaluated in accordance with the Gem community joint comprehensive plan, which is hereby adopted as the comprehensive planning document that shall govern in the Emmett area of city impact.

G. Shared Protection Of Surface Waters: The city of Emmett will review surface water management proposals for land uses and developments within the city limits and to developments to which the city subdivision ordinance is applicable, to require that surface water will not be allowed to infiltrate irrigation facilities which cross the city limits unless design work is implemented to minimize potential adverse effects upon the quality of irrigation waters.

H. Shared Analysis Of Traffic And Other Public Service Impacts: The city of Emmett and the Gem County road department will review all land development proposals to determine impacts to road capacity and traffic service. All other applicable public services will be requested to review the impacts of development on their ability to provide public services. The object of this shared analysis is to make sure that roadways and other public services have sufficient capacity to handle growth and development. (Ord. O2007-15, 12-18-2007)

1-7-3-4: ANNEXATION:

The city of Emmett may annex any eligible land parcel within the Emmett area of city impact in accordance with applicable law. (Ord. O2007-15, 12-18-2007)

1-7-3-5: ESSENCE OF REVIEW AUTHORITY:

Within the area of city impact, both Gem County and the city shall conduct public hearings to consider the merits of a development request. Approval by each entity will be necessary prior to issuing building permits. (Ord. 898, 2-9-1999)

1-7-3-6: PROCEDURES FOR JOINT REVIEW AND TIME LINES FOR ACTION:

Upon receipt of any development request, permit application or discretionary actions provided or submitted to Gem County for development action within the Emmett area of city impact, the county shall mail a copy of the complete application and supporting documents to the city of Emmett at least
thirty (30) days prior to any scheduled county public hearing or public meeting date for county action.

The city of Emmett will then have an opportunity to review, comment and provide a recommendation or opinion on the proposal to the county. If the city of Emmett chooses to submit comments or recommendations to the county, then the city must do so in writing on city letterhead and hand deliver the comments to the county at least seven (7) days prior to the scheduled county hearing or meeting date on the proposed action.

All official communication pertaining to a development proposal within the Emmett area of city impact between the city and county shall be in writing. If the city chooses not to provide written comment on a particular proposal, then the county will consider the absence of written comments from the city as "No comments from the City of Emmett" and this wording will be entered into the official public record for the affected project. (Ord. O2007-15, 12-18-2007)

1-7-3-7: MODIFICATION:

The Emmett area of city impact and the applicable plans and ordinances may be modified in accordance with the procedures set forth by law. (Ord. O2007-15, 12-18-2007)

1-7-3-8: ENFORCEMENTS:

The provisions of this section 1-7-3 and the agreement to implement it may be enforced by either the city or Gem County through legal action initiated to require specific performance with the terms of this section 1-7-3 or other appropriate legal action. Violation of this section 1-7-3 by one subject to this jurisdiction shall be punishable by the penalties authorized to be imposed upon those found guilty of a misdemeanor crime, including the authorized fine, imprisonment or both. Violators may also be subject to civil legal action intended to compel compliance with the provision of this section 1-7-3. (Ord. 898, 2-9-1999)
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