

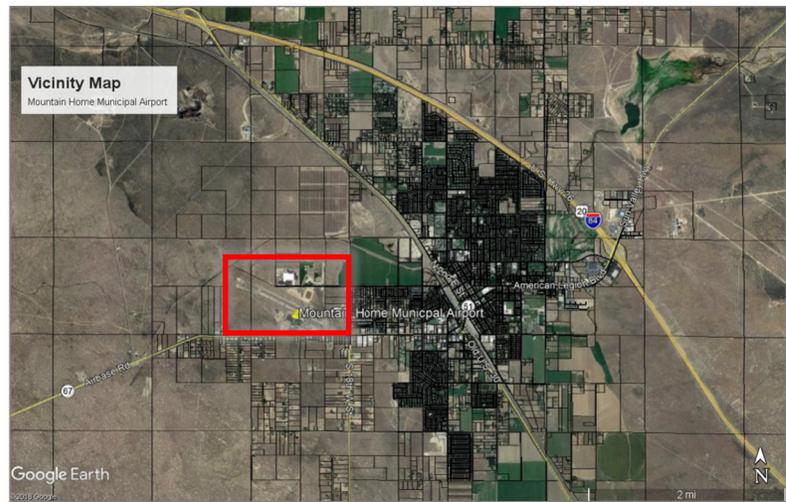
## 13.A.1 Executive Summary\*

\*This Chapter is excerpted from a comprehensive narrative with citations attached as **Appendix H**.

Mountain Home Municipal Airport, which is owned and operated by the City of Mountain Home, is managed via the Fixed Base Operator (FBO) as part of a contract agreement with the City. The airport is located approximately two miles west of the downtown Mountain Home Central Business District, and serves the City of Mountain Home and western Elmore County region. The airport is in close proximity to Mountain Home Air Force Base, which is located 12 miles southwest of the airport; and the airport is located approximately 40 miles to the northwest.

The airport is surrounded by open rangeland to the North and West, Air Base Road to the South and the urbanized area of Mountain Home Proper to the East. An Air Force Rail line exists 1,250 feet West of the runway, and the Marathon Cheese plant is located approximately 1,000 feet North of the runway. **Map 13.A.1** depicts a vicinity map for reference.

**Map 13.A.1**



### 13.A.2 AIRPORT'S ROLE

The airport is primarily used for business travel, agricultural aerial applications, recreational flying, protecting the public welfare (Search & Rescue, Fire Fighting, Law Enforcement, Medical Evacuation, etc.) and flight instruction.

### 13.A.3 LAND USE COOMPATIBILITY

Effective compatible land use planning serves to protect the public health of both aircraft operators and the surrounding community from safety related concerns as a result of airport operations. Such planning also serves to preserve the quality of life of surrounding neighborhoods from the byproducts of airport/aircraft operations including such things as aircraft noise, dust and fumes. Effective land use planning via such mechanisms as zoning protects airspace, defines use of land and considers aircraft noise impacts. Currently the FAA and the State of Idaho consider airport compatible land use planning, including Through-the-Fence access, to be a top priority for airport sponsors to be concerned with and address through local planning.

### 13.A.4 DESIGN STANDARDS

Most public use airports are developed based on certain design standards. Design standards provide for proper ground based "set-backs" or safety related areas around the runway and taxiway environs. Typical design standards for an individual airport are predicated on (a) approach speed (Category) and (b) wingspan (Design Group) of the most common, or group, of common aircraft, using the airport. This is particularly true for FAA NPIAS airports, such as Mountain Home Municipal Airport, which are required to use a classification system recognized by the FAA commonly referred to as the Airport Reference Code (ARC). The Mountain Home Municipal Airport is classified as an ARC B-II General Aviation airport.

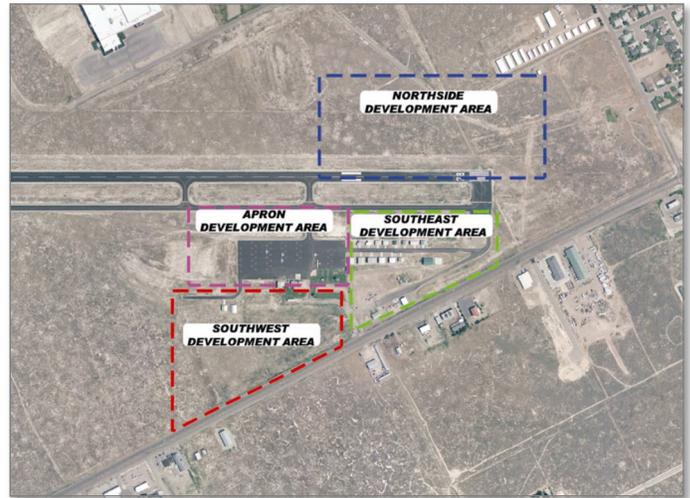
## 13.A.5 FUTURE

Airside needs of the airport (space located beyond the security clearing checkpoint/area) currently and in the near future anticipate expansion of charter and corporate aviation. Future landside (area open to the public—the area prior to security/checkpoint) development provides opportunities to the City and to the Airport Advisory Committee to accommodate and attract future airport users. Potential landside development areas have been identified as shown on **Map 13.A.2**. When analyzing and developing the various landside alternatives/opportunities, several basic development principles and goals were considered to guide the process (see Goals 1-3 next page).

Other realistic goals for development of the airport have been identified in a separate planning effort that reflect the role of Mountain Home Municipal airport in the community. These goals were developed with consideration of both the short term and long term needs of the airport including interest of airport users, compatibility with the surrounding land use, safety, noise, financial and economic conditions (see Goals).

LANDSIDE DEVELOPMENT AREAS

Map 13.A.2



## 13.A.6 GOAL 1

**Future development of the airport should be mindful of various aircraft and activity types:**

- A. Areas for general hangar storage should be segregated from areas where commercial aviation activity would be best suited.
- B. Uses such as agricultural spray or BLM fire fighting activities should be located in areas that ensure compatibility with other surrounding aviation uses (due to use of retardants and chemicals in particular). Expansion of the parking apron to accommodate expansion of BLM and Forest Service firefighting operations should be accomplished as soon as possible.
- C. Orderly development of hangar areas ensuring compatibility with FAA design standards based on current and anticipated aircraft use (i.e. aircraft design groups). Corporate/charter aircraft hangar facilities must be constructed as soon as possible to attract these types of aircraft to the airport, particularly as the Boise airport becomes more space limited by the expansion of its commercial airline terminal facilities.
- D. Adherence to FAA's policy of segregating vehicle and aircraft by creating dedicated vehicle access roads to new hangar development areas.

## 13.A.7 GOAL 2

**Future development of the airport should be done in a manner that best optimizes access to public infrastructure including transportation/road access, utilities and available land/surrounding uses.**

## 13.A.8 GOAL 3

Future development will be planned in a manner whereby phased development is possible over the planning period thus providing flexibility to the City to accommodate growth as demand warrants.

## 13.A.9 GOAL 4

Obtain an analysis that provides financially feasible projects that enhances self-sustaining capability of the airport.

## 13.A.10 GOAL 5

Develop and adopt codes and ordinances in favor of protection of airport operations and public development.

- A. Adopt an ordinance that addresses FAR Part 77 airspace requirements or use of land.
- B. Develop, define and adopt a Public Airport Zone (PAZ) for the land surrounding the airport with ordinance meant to address needs specific to that area.
- C. Per the 2008 Comprehensive Plan, the City should work toward development of an Airport Industrial Park, which includes updated airport plans, continued coordination between the City and County in development review proceedings, encouraging noise attenuation, attracting scheduled airline service and improving air carrier operations.
- D. Develop policies geared toward the preservation of existing private and public investment in the airport, and related facilities, through land use compatibility. This should include a study of moving the city rail line to the west to allow lengthening the runway to allow improved safety margin for corporate and charter aircraft in the summer months.

