



**McCALL - THE GATEWAY TO IDAHO'S BACKCOUNTRY**

**EXECUTIVE SUMMARY  
McCall Municipal Airport  
Master Plan  
2006-2007**

**INTRODUCTION**

**The Federal Aviation Administration (FAA) developed the airport master planning process to assist the nation's airports in developing improvement plans to meet current and future aviation demand. The primary goal of this Master Plan is to provide a set of guidelines that will allow the Airport owner, the City of McCall, to continue to improve the airport to meet safety, regulatory and user needs.**

**The Master plan for McCall Municipal Airport serves as a guide for improving the Airport over a long-term (i.e., 20-year) period. The improvement plan includes projects necessary for the Airport to meet existing FAA safety standards for its current tenants and users, as well as expansion projects throughout the next 20 years that can be implemented at the Airport to meet the needs of, and provide a high level of service to, the existing and projected users.**

**The Airport Layout Plan (ALP) is the "official" graphic depiction of recommended facility improvements at an airport. In order to be eligible to receive Federal and State funding, projects must be shown on an approved ALP. Therefore, the ALP is one of the most significant products of the Master Plan.**

## **PUBLIC INVOLVEMENT PROCESS**

It was important to the success of this master planning process that the community be allowed to participate and opportunities for information sharing were made available. The public was made aware of the Master Plan Update process and the needs of the Airport from the inception of the study. This aspect of the project focused on positive communication with the public and included Planning Advisory Committee meetings, meetings with City Council, County Commissioners, joint meetings with the Airport Advisory Committee and the Planning and Zoning Committee, public involvement workshops, involvement at the federal government level (through the FAA), exhibits and comment opportunities at an aviation open house, and numerous meetings with various members of a local advocacy group. The City of McCall website hosted information regarding the Master Plan on the Airport webpage.

## **AVIATION DEMAND FORECAST**

Aircraft Operations: Aircraft Operations (one aircraft taking off or landing) are projected to increase from 55,556 in 2005 to approximately 98,400 in 2025, or an annual compounded growth rate of 1.94%.

Based Aircraft: Based aircraft directly reflect the amount of aircraft storage that is available. But it disproportionately represents the number of aircraft operations at McCall. Based aircraft grew from 104 in 2006 to 130 in 2007, partially attributable to 31 new hangars which were built in late 2006. For most aircraft owners, storing aircraft outside in the winter time in McCall is not acceptable. This causes aircraft that would otherwise be based at McCall to go elsewhere during the winter. This also causes an increase in flying to McCall, since they can not be based here. If adequate hangar facilities are constructed, it is predicted that by 2025, 256 aircraft could be based at McCall. This provides additional employment for mechanics, and other maintenance related activities.

Critical Aircraft: The critical aircraft for McCall has been determined to be a B-II type aircraft. While there are likely more than 500 annual operations of A-III aircraft, and about 250 average annual operations of C-III aircraft, the B-II designation is justified at this time. The airport will likely be at C-II or C-III within the forecast period.

## **CAPITAL IMPROVEMENT PLAN**

The Capital Improvement Plan is a guide to projects that could fulfill the ideas put forth in the Master Plan. It is intended to be a 20 year plan, but will be a living document that will change as priorities and funding change. Each project that utilizes federal funding will require an environmental review. Some projects, such as extending the runway 400 feet south will permit us to have a standard safety area on the north end, and will not leave McCall with more useable runway. Moving the taxiway to meet ARC C-II or greater standards is also a safety project. Both of these projects will require an Environmental Assessment prior to airport purchase of the necessary land or beginning of construction.

The second runway extension of 500' (489" on the Airport Layout Plan) is not in the CIP until 2017, and after another update of the Airport Master Plan. The third runway extension is not in the CIP, and is depicted to show what runway length would be required for the "critical aircraft", as required by the FAA Master Planning guidance.

## **AIRPORT SAFETY STANDARDS**

McCall's runway does not meet FAA safety standards and the taxiway is too close to the runway.

- The Runway Safety and "object-free areas are deficient by approximately 400 feet on the north end next to Deinhart Lane. To correct this, the runway needs to be shifted (extended) 400 feet to the south, thereby allowing a standard 1,000 foot safety area.
- At 200 feet runway centerline to taxiway "A" centerline, the taxiway separation does not meet current operating conditions and represents a safety hazard. At a minimum, it should be moved to 300' to conform with taxiway "B" on the west side of the airport, or to 400' to minimize the cost impact when this separation is required.
- According to FAA "With regard to an overall airport development strategy, extending the runway 400' to the south to meet the standard runway safety area on the north end of the field is the Federal Aviation Administration's) FAA) number one priority. We) FAA) also support relocating of the parallel taxiway to meet ARC C-II or greater standards.

## **COMMERCIAL AIR SERVICE DEMAND**

Commercial air service does not seem viable on its own accord at this time. It could be accomplished to a limited degree, if several factors are satisfied for service with aircraft more than 10 passenger seats to become a reality:

- There are not enough residents in the area, nor enough visitor accommodations to provide profitability for scheduled air service.
- Even with subsidy guarantees, air carriers are hesitant to enter a market that can not sustain a profit in the long run.
- There are a limited number of aircraft that can serve the airport as it exists, or even if it were built out to the full extent of the Master Plan.
- An Environmental Assessment (EA) must be accomplished prior to starting new air service requires Air Carrier Airport Certification.
- The airport would have to become certified under FAR Part 139, Air Carrier Airport Certification.
- The airport would have to have an approved Airport Security Plan (ASP).
- Adequate Terminal facility for the processing of passengers and their luggage would have to be provided.
- Adequate parking for airline passengers and employees would have to be provided.

It is unlikely that McCall could support scheduled air service unless it is paid for by others. Public Charters, paid for by others would still have limitations of aircraft that can operate and would still require Airport Certification. The land that would be required for possible future air carrier terminal facilities is depicted on the Airport Layout Plan, and requires acquisition from a private party.

## **FREQUENTLY ASKED QUESTIONS**

What is the purpose of the Airport Master Plan Update?

An airport master plan provides long range guidance for the community to make the necessary improvements to the Airport. Master plans consider the existing needs of airport users, as well as the level and types of demand anticipated in the future. It is, in essence, a road map showing how the Airport owner should invest resources based on real needs. A master plan also serves as an effective tool to show what investments that are needed, so that the Airport owner can proceed logically and make informed decisions. This Master Plan Update replaces the current document and serves as a guide for the McCall Municipal Airport.

Why did the Airport need to update its Master Plan?

The old Master Plan was completed in 1998. Significant changes had happened in aviation and at McCall. FAA requested and paid for 95% of this Master Plan.

If aircraft size is requiring significant changes to the Airport, why doesn't the Airport restrict the size of aircraft and avoid the need to expand?

Even if we could restrict the size of aircraft coming in, the airport does not meet the safety standards for the aircraft that have been historically using McCall for a long time. We can restrict aircraft based on the weight bearing capacity of the runway however; the runway can sustain repeated takeoffs and landings from almost every business jet.

Doesn't this Master Plan approve construction of a 1,000 foot runway extension?

No. However, a 400' runway extension is necessary to accommodate a 1,000 foot runway safety area on the north end of the runway. Because the runway will be offset by this same 400 feet, there will be no net increase in runway length. An additional 500 foot runway extension is recommended in the plan. However, funding for the additional 500 feet is unlikely to be approved within the next six to ten years. Enough time will have passed before this can be accomplished that another Airport Master Plan Update will likely take place.

Will the public have an opportunity for input regarding the runway extension of 400 feet for safety purposes?

Yes, an Environmental Assessment must be performed before land for this project can be acquired, and before the project can begin. Public participation is part of the EA process.

Doesn't the Master Plan make scheduled air service possible?

No, the Airport Master Plan evaluates scheduled passenger air service and concludes that without private subsidy, it is not sustainable any time soon. Even with the improvements completed, there are a very limited number of airplanes that could serve the McCall market.

Why doesn't the Master Plan consider moving the Airport elsewhere?

Even if the airport could be relocated, a publicly funded airport would not happen for decades, and the **safety improvements** as well as basic updates to service the aircraft that already serve McCall must be accomplished in the short run. FAA has informally stated that they will not fund a replacement airport for McCall. Selling the airport to a private operator with restrictions that the airport remains open is not likely to occur because the value of the property far exceeds a positive rate of return to investors in the short and intermediate to long run. A private airport could be constructed elsewhere so long as the County approved it, and there are no conflicting air space issues that concern FAA.

Doesn't this Master Plan approve 60 foot tall hangars?

No, building height is a function of the Zoning Code. No hangar may be constructed over 35 feet in the Scenic Route Overlay Zone. Areas away from this overlay zone are provided for in the plan for construction of a variety of hangars from smaller to larger.