# APPENDIX A – GLOSSARY

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# APPENDIX A: GLOSSARY OF AVIATION TERMS

**Abandoned runway**: A runway permanently closed to all aircraft operations, which may be marked in accordance with current FAA standards for marking and lighting of deceptive, closed and hazardous areas on airports.

**Access taxiway**: A taxiway that provides access to a particular location or area.

**Active aircraft**: Aircraft registered with the FAA and reported or estimated to have been flown at least one hour during the preceding year.

**Active runway**: The runway at an airport that is being used for landing, taxiing or takeoff operations.

**Actual runway length**: The length of a full-width usable runway from end to end of full strength pavement where those runways are paved.

**Advisory Circular (AC)**: A series of external FAA publications consisting of all non-regulatory material of a policy, guidance and informational nature.

**AGL**: Above Ground Level

**Aircraft**: A device that is used or intended to be used for flight in the air (FAR Part 1).

**Aircraft approach category**: A grouping of aircraft based on 1.3 times their stall speed in their landing configuration at their maximum certificated landing weight. The categories are as follows:

Category A: Speed less than 91 knots.
Category B: Speed 91 knots or more but less than 121 knots.
Category C: Speed 121 knots or more but less than 141 knots.
Category D: Speed 141 knots or more but less than 166 knots.
Category E: Speed 166 knots or more.

**Aircraft mix**: The type of aircraft which are to be accommodated at the airport.

**Aircraft operations**: The airborne movement (landing or take-off) of aircraft in controlled or uncontrolled airport terminal areas and about given en route fixes or at other points where counts can be made. There are two types of operations - local and itinerant.

**Local operations** are performed by aircraft which: Operate in the local traffic pattern or within sight of the airport (if: training). Are known to be departing for or arriving from flight in local

practice area within a 20-mile radius of the airport. Execute simulated instrument approaches or low passes at the airport.

**Itinerant operations** are all aircraft operations other than local operations.

**Aircraft tiedowns**: Positions on the ground surface that are available for securing aircraft.

**Airplane Design Group (ADG)**: A grouping of planes based on their wingspan. The groups are as follows:

Group I: Up to but not including 49 feet.
Group II: 49 feet up to but not including 79 feet.
Group III: 79 feet up to but not including 118 feet.
Group IV: 118 feet up to but not including 171 feet.
Group V: 171 feet up to but not including 214 feet.
Group VI:214 feet up to but not including 262 feet.

**Airport**: An area of land or water that is used or intended to be used for the landing and takeoff of aircraft, and includes its buildings and facilities, if any.

**Airport beacon**: A visual navigation aid displaying alternating white and green Rashes to indicate a lighted airport or white flashes only for an unlighted airport.

**Airport elevation**: The highest point of an airport's usable runways measured in feet above mean sea level.

**Airport imaginary surfaces**: Imaginary surfaces established at an airport for obstruction determination purposes and consisting of primary, approach/departure, horizontal, vertical, conical, and transitional surfaces.

**Airport Improvement Program (AIP)**: The Airport Improvement Program of the Airport and Airways Improvement Act of 1982 as amended by the Airport and Airway Safety and Capacity Expansion Act of 1987. Under this program, the FAA provides funding assistance for the planning, design and development of airports and airport facilities.

**Airport Layout Plan (ALP)**: A graphic presentation, to scale, of existing and proposed airport facilities, their location on the airport, and the pertinent clearance and dimensional information required to show conformance with applicable standards. To be eligible for AIP funding assistance, an airport must have an FAA approved airport layout plan.

**Airport Master Plan**: Presents the planner's conception of the ultimate development of a specific airport. It presents the research and logic from which the plan was evolved and displays the plan in a graphic and written report.

**Airport Reference Code (ARC)**: The ARC combines two separate factors of aircraft design (aircraft approach category and wingspan) into one code. The first designator, represented by letters A through E, is the "aircraft approach category" and relates to an aircraft's speed as it approaches an airport for landing. The second designator, represented by Roman numerals I through VI, is the airplane "design group", and relates to an aircraft's wingspan.

**Airport Reference Point (ARP)**: The latitude and longitude of the approximate center of the airport.

**Airport sponsor**: A public agency or tax-supported organization such as an airport authority, that is authorized to own and operate the airport, to obtain property interests, to obtain funds, and to be legally, financially, and otherwise able to meet all applicable requirements of current laws and regulations.

**Airspace:** Space in the air above the surface of the earth or a particular portion of such space, usually defined by the boundaries of an area on the surface projected upward.

**Approach and runway protection zone layout**: A graphic presentation to scale of the imaginary surfaces defined in FAR Part 77.

**Approach area**: The defined area the dimensions of which are measured horizontally beyond the threshold over which the landing and takeoff operations are made.

**Approach slope ratio:** The ration of horizontal to vertical distance indicating the degree of inclination of the approach surface.

**Approach surface**: An imaginary surface longitudinally centered on the extended centerline of the runway, beginning at the end of the primary surface and rising outward and upward to a specified height above the established airport elevation.

**Apron:** A defined area, on a land airport, intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking, or maintenance.

**Automated Weather Observation System (AWOS):**
This equipment automatically gathers weather data from various locations on an airport and transmits the information directly to pilots by means of computer generated voice messages over a discrete frequency.

**Avigation easement**: A land use easement permitting the unlimited operation of aircraft in the airspace above the land area involved.

**Based aircraft:** The total number of active general aviation aircraft which use or may be expected to use an airport as a "home base."

**Building area**: An area on an airport to be used, considered, or intended to be used, for airport buildings or other airport facilities or rights-of-way, together with all airport buildings and facilities located thereon.

**Building restriction line (BRL):** A line shown on the airport layout plan beyond which airport buildings must not be positioned in order to limit their proximity to aircraft movement areas.

**Commercial service**: Commercial service airports are public use airports which receive scheduled passenger service aircraft, and which annually enplane 2,500 or more passengers.

**Conical surface**: A surface extending from the periphery of the horizontal surface outward and upward at a slope of 20 to 1 for the horizontal distances and the elevations above the airport elevation as prescribed by FAR Part 77.

**Controlled airspace**: Airspace in which some or all aircraft may be subject to air traffic control to promote safe and expeditious flow of air traffic.

**Crosswind:** A wind blowing across the line of flight of an aircraft.

**Crosswind component**: A wind component that is at a right angle to the longitudinal axis of the runway or the flight path of the aircraft.

**Crosswind runway**: A runway additional to the primary runway to provide for wind coverage not adequately provided by the primary runway.

**Downwind leg**: A flight path in the traffic pattern parallel to the landing runway in the direction opposite to landing. It extends to the intersection of the base leg.

**Executive aircraft operator**: A corporation, company, or individual which operates owned or leased aircraft, flown by pilot(s) whose primary duties involve pilotage of aircraft, as a means of transportation or personnel or cargo in the conduct of company business.

**Exit taxiway**: A taxiway used as an exit from a runway to the apron or other aircraft operating area.

**FAR Part 77**: Contains obstruction requirements at or near airports.

**Federal Aviation Administration (FAA)**: Created by the act that established the Department of Transportation. Assumed all of the responsibilities of the former Federal Aviation Agency.

**Fixed base operator (FBO**): An individual or company located at an airport, and providing commercial general aviation services.

**Flight plan**: Specified information relating to the intended flight of an aircraft, which is filed orally or in writing with air traffic control.

**Fuel flowage fees**: Fees levied by the airport operator per gallon of aviation gasoline and jet fuel sold at the airport.

**General aviation**: That portion of civil aviation which encompasses all facets of aviation except air carriers holding a certificate of convenience and necessity from the Civil Aeronautics Board, and large aircraft commercial operators.

**General aviation airports:** Those airports with fewer than 2,500 annual enplaned passengers and those used exclusively by private and business aircraft not providing common-carrier passenger service.

**General aviation itinerant operations:** Takeoffs and landings of civil aircraft (exclusive of air carrier) operating on other than local fights.

**Hangar:** A building used to store one or more aircraft, and/or conduct aircraft maintenance.

**Horizontal surface:** A specified portion of a horizontal plane located 150 feet above the established airport elevation which establishes the height above which an object is determined to be an obstruction to air navigation.

**IFR airport:** An airport with an authorized instrument approach procedure.

**IFR conditions**: Weather conditions below the minimum for flight under visual fight rules.

**ILS Category I:** An ILS which provides acceptable guidance information from the coverage limits of the ILS to the point at which the localizer course line intersects the glide path at a height of 100 feet above the horizontal plane containing the runway threshold. A Category I ILS supports landing minima as low as 200 ft. HAT and 1800 ft. RVR.

**Instrument approach:** An approach to an airport, with intent to land, by an aircraft flying in accordance with an IFR flight plan, when the visibility is less than 3 miles and/or when the ceiling is at or below the minimum initial altitude.

**Instrument approach runway:** A runway served by an electronic aid providing at least directional guidance adequate for a straight-in approach.

**Instrument Flight Rules (IFR):** Rules governing the procedures for conducting instrument flight. Pilots are required to follow these rules when operating in controlled airspace with a visibility of less than three miles and/or a ceiling lower than 1,000 feet.

**Instrument Landing System (ILS):** A system which provides in the aircraft, the lateral, longitudinal, and vertical guidance necessary for a landing.

**Itinerant operations:** All aircraft arrivals and departures other than local operations.

**Jet noise:** The noise generated externally to a jet engine in the turbulent jet exhaust.

**Landing gear:** That part of an aircraft which is required for landing. Gear may be configured as Single Wheel Gear (SWG), Dual Wheel Gear (DWG), or Dual Tandem Wheel Gear (DTWG).

**Landing roll:** The distance from the point of touchdown to the point where the aircraft can be brought to a stop, or exit the runway.

**Landside operations:** Those parts of the airport designed to serve passengers including the terminal buildings, vehicular circular drive, and parking facilities.

**Land use plan:** Shows on-airport land uses as developed by the airport sponsor under the master plan effort and off-airport land uses as developed by surrounding communities.

**Large aircraft:** Aircraft of more than 12,500 pounds maximum certificated takeoff weight.

**Ldn:** A quantity indicating a day-night noise exposure level calculated using the Ldn noise-forecasting methodology. This quantity can be used to predict community response to projected levels of aircraft activity.

**Local traffic:** Aircraft operating in the local traffic pattern or within sight of the tower, or aircraft known to be departing for or arriving from flight in local practice areas, or aircraft executing simulated instrument approaches at the airport.

**Location map:** Shown on the airport layout plan drawing, it depicts the airport, cities, railroads, major highways, and roads within 20 to 50 miles of the airport.

**Marking**: On airports, a pattern of contrasting colors placed on the pavement, turf, or other usable surface by paint or other means to provide specific information to aircraft pilots and sometimes to operators of ground vehicles, on the movement areas.

**Minimums:** Minimum altitude a pilot can descend to when conducting an instrument approach. Also refers to the minimum visibility a pilot must have to initiate an instrument approach.

**MIRL:** Medium Intensity Runway Lighting.

**Multi-engine aircraft:** Reciprocating, turbo-prop or jet powered fixed wing aircraft having more than one engine.

**Municipally operated airport**: An airport owned by a city and run as a department of the city, with policy direction by the city council and, in some cases, by a separate airport commission or advisory board.

**National Plan of Integrated Airport Systems (NPIAS):** A plan prepared by the FAA which identifies, for the Congress and the public, the composition of a national system of airports together with the airport development necessary to anticipate and meet the present and future needs of civil aeronautics, to meet requirements in support of the national defense, and to meet the special needs of the postal service. The plan includes both new facilities and qualitative improvements to existing airports to increase their capacity, safety, technological capability, etc.

**NAVAID**: Any facility used as, available for use as, or designed for use as an aid to air navigation, including landing areas, lights, any apparatus or equipment for disseminating weather information, for signaling, for radio direction-finding, or for radio or other electronic communication, and any other structure or mechanism having similar purpose and controlling flight in the air or the landing or takeoff of aircraft.

**Navigable airspace:** Airspace at and above the minimum flight altitudes prescribed in the FARs, including airspace needed for safe takeoff and landing.

**Non-precision instrument runway**: A runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance for which straight-in non-precision instrument approach procedure has been approved.

**Non-precision approach procedure**: A standard instrument approach procedure in which no electronic glide slope is provided.

**Non-precision instrument approach aid**: An electronic aid designed to provide an approach path for aligning an aircraft on its final approach to a runway. It lacks the high accuracy of the precision approach equipment and does not provide descent guidance. The VHF Omnirange (VOR) and the non-directional beacon (NDB) are two examples of non-precision instrument equipment.

**Notice to Airmen (NOTAM):** A notice containing information (not known sufficiently in advance to publicize by other means) concerning the establishment, condition, or change in any component (facility, service, or procedure) of, or hazard in the National Airspace System, the timely knowledge of which is essential to personnel concerned with flight operations.

**Obstruction**: An object which penetrates an imaginary surface described in the FAA's Federal Aviation Regulation (FAR) Part 77.

**Parking apron:** An apron intended to accommodate parked aircraft.

**Pavement structure:** The combination of runway base and subbase courses and surface course which transmits the traffic load to the subgrade.

**Pavement subgrade**: The upper part of the soil, natural or constructed, which supports the loads transmitted by the runway pavement structure.

**Pavement surface course:** The top course of a pavement, usually Portland cement concrete or bituminous concrete, which supports the traffic load.

**Precision approach**: A standard instrument approach using a precision approach procedure. See precision approach procedure.

**Precision Approach Path Indicator (PAPI):** A system of lights on an airport that provides visual descent guidance to the pilot of an aircraft approaching a runway.

**Precision approach procedure:** A standard instrument approach procedure in which an electronic glide slope is provided, such as ILS and PAR.

**Primary Surface**: A rectangular surface longitudinally centered about a runway. Its width is a variable dimension and it usually extends 200 feet beyond each end of the runway. The elevation of any point on this surface coincided with the elevation of its nearest point on the runway centerline or extended runway centerline.

**Public airport:** An airport for public use, publicly owned and under control of a public agency.

**Ramp:** A defined area, on a land airport, intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking, or maintenance.

**Rotating lighted beacon:** An airport aid allowing pilots the ability to locate an airport while flying under VFR conditions at night.

**Runway:** A defined rectangular area on a land airport prepared for the landing and takeoff run of aircraft along its length.

**Runway bearing:** The magnetic or true bearing of the runway centerline as measured from magnetic or true north.

**Runway configuration:** Layout or design of a runway or runways, where operations on the particular runway or runways being used at a given time are mutually dependent. A large airport can have two or more runway configurations operating simultaneously.

**Runway direction number**: A whole number to the nearest tenth of the magnetic bearing of the runway and measured in degrees clockwise from magnetic north.

**Runway end identification lights (REIL):** An airport lighting facility in the terminal area navigation system consisting of one flashing white high intensity light installed at each approach end corner of a runway and directed toward the approach zone, which enables the pilot to identify the threshold of a usable runway.

**Runway environment:** The runway threshold or approach lighting aids or other markings identifiable with the runway.

**Runway gradient (effective):** The average gradient consisting of the difference in elevation of the two ends of the runway divided by the runway length may be used provided that no intervening point on the runway profile lies more than 5 feet above or below a straight line joining the two ends of the runway. In excess of 5 feet, the runway profile will be segmented and aircraft data will be applied for each segment separately.

**Runway lights:** Lights having a prescribed angle of emission used to define the lateral limits of a runway. Runway light intensity may be controllable or preset, and are uniformly spaced at intervals of approximately 200 feet.

**Runway markings:** (1) Basic marking-markings on runways used for operations under visual flight rules, consisting of centerline marking and runway direction numbers, and if required, letters. (2) Instrument marking-markings on runways served by nonvisual navigation aids and intended for landings under instrument weather conditions, consisting of basic marking plus threshold marking. (3) All-weather marking- markings on runways served by nonvisual precision approach aids and on runways having special operational requirements, consisting of instrument markings plus landing zone marking and side strips.

**Runway orientation:** The magnetic bearing of the centerline of the runway.

**Runway protection zone (formerly called the "clear zone"):** A runway protection zone is a trapezoidal area at ground level, under the control of the airport authorities, for the purpose of protecting the safety of approaches and keeping the area clear of the congregation of people. The runway protection zone begins at the end of each primary surface and is centered upon the extended runway centerline.

**Runway safety area:** A runway safety area is a rectangular area, centered on the runway centerline, which includes the runway (and stopway, if present) and the runway shoulders. The portion abutting the edge of the runway shoulders, runway ends, and stopways is cleared, drained, graded, and usually turfed. Under normal conditions, the runway safety area is capable of supporting snow removal, firefighting, and rescue equipment and accommodating the occasional passage of aircraft without causing major damage to the aircraft.

**Runway strength:** The assumed ability of a runway to support aircraft of a designated gross weight for each of single-wheel, dual-wheel, and dual-tandem-wheel gear types.

**Segmented circle:** A system of visual indicators designed to provide traffic pattern information at an airport without an operating control tower.

**Shoulder:** As pertaining to airports, an area adjacent to the edge of a paved surface so prepared to provide a transition between the pavement and the adjacent surface for aircraft running off the pavement, for drainage and sometimes for blast protection.

**Single runway:** An airport having one runway.

**Small aircraft**: Aircraft of 12,500 pounds or less maximum certificated takeoff weight.

**Straight-in approach (IFR):** An instrument approach wherein final approach is commenced without first having executed a procedure turn (not necessarily completed with a straight-in landing).

**Straight-in approach (VFR):** Entry into the traffic pattern by interception of the extended runway centerline without executing any other portion of the traffic pattern.

**Taxiway:** A defined path, usually paved, over which aircraft can taxi from one part of an airport to another.

**Taxiway safety area:** A cleared, drained and graded area, symmetrically located about the extended taxiway centerline and adjacent to the end of the taxiway safety area.

**Terminal area:** The area used or intended to be used for such facilities as terminal and cargo buildings, gates, hangars, shops and other service buildings; automobile parking, airport motels and restaurants, and garages and vehicle service facilities used in connection with the airport; and entrance and service roads used by the public within the boundaries of the airport.

**T-hangar**: An aircraft hangar in which aircraft are parked alternately tail to tail, each in the T-shaped space left by the other row of aircraft or aircraft compartments.

**Threshold:** The designated beginning of the runway that is available and suitable for the landing of airplanes.

**Threshold crossing height (TCH):** The height of the straight-line extension of the visual or electronic glide slope above the runway threshold.

**Threshold lights:** Lighting arranged symmetrically about the extended centerline of the runway identifying the runway threshold. They emit a fixed green light.

**Total operations:** All arrivals and departures performed by military, general aviation and air carrier aircraft.

**Touchdown:** (1) The point at which an aircraft first makes contact with the landing surface. (2) In a precision radar approach, the point on the landing surface toward which the controller issues guidance instructions.

**Touchdown zone:** The area of a runway near the approach end where airplanes normally align.

**Traffic pattern:** The traffic flow that is prescribed for aircraft landing at, taxiing on, and taking off from an airport. The usual components of a traffic pattern are upwind leg, crosswind leg, downwind leg, base leg, and final approach.

**Transient:** Operations or other activity performed by aircraft not based at the airport.

**Transitional surface:** A surface which extends outward and upward from the sides of the primary and approach surfaces normal to the runway centerline which identifies the height limitations on an object before it becomes an obstruction to air navigation.

**Turning radius**: The radius of the arc described by an aircraft in making a self-powered turn, usually given as a minimum.

**UNICOM:** Frequencies authorized for aeronautical advisory services to private aircraft. Only one such station is authorized at any landing area. The frequency 123.0 MHz is used at airports served by airport traffic control towers, and 122.8 MHz is used for other landing areas. Services available are advisory in nature, primarily concerning the airport services and airport utilization.

**Utility airport (or runway):** An airport (or runway) which accommodates small aircraft excluding turbojet powered aircraft.

**VFR airport:** An airport without an authorized or planned instrument approach procedure.

**VHF Omnidirectional Range (VOR):** A radio transmitter facility in the navigation system radiating a VHF radio wave modulated by two signals, the relative phases of which are compared, resolved and displayed by a compatible airborne receiver to give the pilot a direct indicating of bearing relative to the facility.

**Vicinity map:** Shown on the airport layout plan drawing, it depicts the relationship of the airport to the city or cities, nearby airports, roads, railroads, and built-up areas.

**Visual approach:** An approach wherein an aircraft on an IFR flight plan, operating in VFR conditions under the control of a radar facility and having an air traffic control authorization, may deviate from the prescribed instrument approach procedure and proceed to the airport of destination, served by an operational control tower, by visual reference to the surface.

**Visual approach aid:** Any device, light, or marker used to provide visual alignment and/or descent guidance on final approach to a runway. Also see REIL, VASI.

**Visual Flight Rules (VFR):** Rules that govern the procedures for conducting flight under visual conditions (FAR Part 91).

**Visual runway**: A runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an FAA-approved airport layout plan, a military service approved military airport layout plan, or by a planning document submitted to the FAA by competent authority (FAR Part 77).

**VORTAC:** Very High Frequency Omni Range Facility (VOR co-located with a Tactical Air Navigation (TACAN) facility.

**Wind cone:** A free-rotating fabric truncated cone which when subjected to air movement indicates wind direction and wind force.

**Windrose:** A diagram for a given location showing relative frequency and velocity of wind from all compass directions.

**Zulu time (Z):** Time at the prime meridian in Greenwich, England.

# APPENDIX B – ENVIRONMENTAL

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# Environmental Overview for Priest River Municipal Airport

**Prepared for:**

**T-O Engineering**

**280 W Prairie Avenue**

**Coeur d'Alene, Idaho 83815**


**Prepared by:**

**TerraGraphics Environmental Engineering, Inc.**

**108 West Idaho Avenue**

**Kellogg, Idaho 83837**

**www.terragraphics.com**


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## Acronyms and Abbreviations

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|---|---|
| ACRES | Assessment, Cleanup and Redevelopment Exchange System |
| AIRS | Aerometric Information Retrieval System |
| CGP | Construction General Permit |
| CO | Carbon Monoxide |
| CAA | Clean Air Act |
| CERCLIS | Comprehensive Environmental Response, Compensation, and Liability Information System |
| CWA | Clean Water Act |
| EA | Environmental Assessment |
| EDDA | Environmental Due Diligence Audit |
| EDR | Environmental Data Resources, Inc |
| ERNS | Emergency Response Notification System |
| ESA | Endangered Species Act |
| FAA | Federal Aviation Administration |
| FEMA | Federal Emergency Management Agency |
| FFIS | Federal Facilities Information System |
| FURS | Federal Underground Injection Control |
| IDEQ | Idaho Department of Environmental Quality |
| IDFG | Idaho Department of Fish and Game |
| IFWIS | Idaho Fish and Wildlife Information Systems |
| IPaC | Information, Planning, and Conservation |
| ITD | Idaho Transportation Department |
| NAAQS | National Ambient Air Quality Standards |
| $NO_2$ | Nitrogen Dioxide |
| NOI | Notice of Intent |
| NPL | National Priorities List |
| NPDES | National Pollutant Discharge Elimination System |
| NRCS | Natural Resources Conservation Services |
| NWI | National Wetland Inventory |
| $O_3$ | Ozone |
| PADS | PCB Activity Data System |
| Pb | Lead |

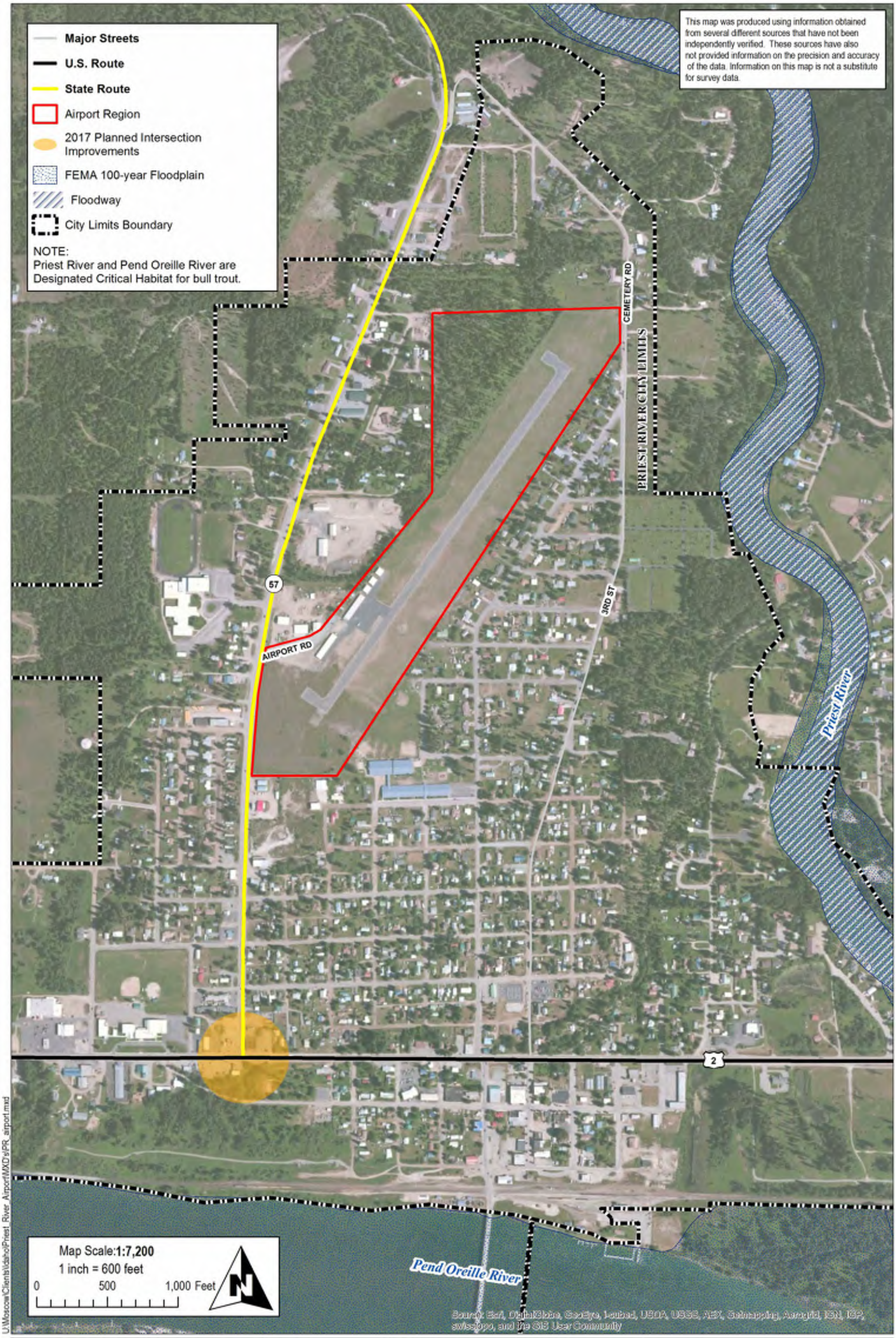
| | |
|---|---|
| PCS | Permit Compliance System |
| PM | Particulate Matter |
| RCRA | Resource Conservation and Recovery Act |
| RDC | Runway Design Code |
| SH-57 | State Highway 57 |
| $SO_2$ | Sulfur Dioxide |
| STATE | State Environmental Laws and Statutes |
| SWPPP | Storm Water Pollution Prevention Plan |
| TerraGraphics | TerraGraphics Environmental Engineering, Inc. |
| USEPA | U.S. Environmental Protection Agency |
| USFWS | U.S. Fish and Wildlife Services |

# Section 1.0 Introduction

This Environmental Overview document describes the environmental setting of Priest River Municipal Airport and the environmental resources that may be affected by future development at the site. Information described in this document will be used to identify environmental requirements that may need to be met for future development. Environmental impact categories outlined in Federal Aviation Administration (FAA) Order 1050.1E, Change 1 *Environmental Impacts: Policies and Procedures* (FAA 2006) are discussed for this site, using *The Environmental Desk Reference for Airport Actions* (FAA 2007) for further guidance, in addition to other pertinent environmental information specific to the location of the Priest River Municipal Airport.

## 1.1 Site Description and History

Priest River Municipal Airport is located within Priest River city limits, north of United States Route 2 (US-2) and the Pend Oreille River (Figure 1). The city of Priest River is located in the Northern Idaho panhandle, approximately 6 miles east of the Washington State-Idaho border. Priest River Municipal Airport has been operating and serving the regional communities for 83 years (est. 1931).

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| TerraGraphics Environmental Engineering, Inc. www.TerraGraphics.com | Print Date: October 30, 2014<br>Project Number: 14038-01 | Requestor: D. Pfiefer<br>Project Manager: T. Harju<br>Cartographer: B. Bailey | Project Name: Priest River Municipal Airport Environmental Overview | Figure 1<br>**Location Map** |

# Section 2.0 Air Quality

Clean Air Act (CAA) compliance and analysis requirements with regard to air quality are determined by the area's current air quality conditions and attainment status. In compliance with the CAA, the U.S. Environmental Protection Agency (USEPA) established the National Ambient Air Quality Standards (NAAQS; 42 U.S.C. 7401 et seq; 40 CFR Part 50) for six air quality criteria pollutants: carbon monoxide (CO); lead (Pb); nitrogen dioxide ($NO_2$); ozone ($O_3$); sulfur dioxide ($SO_2$); and particulate matter (PM), which consists of both $PM_{10}$ (PM less than or equal to 10 microns in diameter) and $PM_{2.5}$ (PM less than or equal to 2.5 microns in diameter). For each of the six pollutants, the NAAQS include a maximum concentration above which adverse effects on human health may occur. The State of Idaho has adopted these federal air quality standards (IDAPA 58.01.01.575-587) and has a network of air monitoring locations to evaluate select air pollutants (IDEQ 2013). The Idaho Department of Environmental Quality (IDEQ) compiles and reports air quality monitoring data from these sites annually. The nearest air quality monitoring stations are located approximately 18 miles away in Sandpoint, Idaho (AQS Identification Codes: 160170003 and 160170005). The Sandpoint area is currently in non-attainment for $PM_{10}$ (IDEQ 2013), but the non-attainment area does not include the city of Priest River.

As per recent air quality guidance from the FAA, an emissions inventory must be completed if the implementation of future actions may result in a reasonable foreseeable emissions increase (FAA 2014). Section 4.1.1 and figure 4-3 in the *Aviation Emissions and Air Quality Handbook* describe the air quality assessment process and should be referred to during planning future actions (FAA 2014).

In addition to the Idaho air quality monitoring network, the Airborne Contaminants and Fugitive Dust requirements of the CAA apply to construction activities; therefore, dust control measures designed for each specific future action should be established prior to development and enforced during construction.

# Section 3.0 Climate Change

The FAA Order 1050.1E, Change 1, Guidance Memo #3 (FAA 2012) states that climate change should be included as an impact category in FAA environmental documents, including both Environmental Assessments and Environmental Impact Statements. There are currently no significance thresholds or federal standards for greenhouse gases that apply to aviation. Depending on future Priest River Municipal Airport development plans, potential incremental changes in greenhouse gases will need to be discussed in either qualitative or quantitative terms.

# Section 4.0 Coastal Resources

The Priest River Municipal Airport is located in Idaho and does not border a coastline. This impact category is not applicable.

# Section 5.0 Compatible Land Use

The Priest River Municipal Airport and land immediately to the south of it is currently zoned as 'R-2 Residential High Density '. Land northeast of the airport is zoned 'R-1 Residential'. Areas to the east are zoned 'C-1 Commercial' and 'C-2 Commercial'. Land use is also regulated as described in City Ordinance 279 section 4.1.5 "The location, building height and lighting of residential and commercial development shall be restricted within airport approach areas as required by the State Department of Transportation, Division of Aeronautics and Public Transportation and Federal Aviation Administration". City planners are currently developing a new zoning map that would rezone Priest River Municipal Airport to a separate distinct zone to better meet compliance with Idaho Statue 21, Chapter 5, Airport Zoning Act, and Idaho State Senate Bill 1265 (SB-1265).

# Section 6.0 Construction Impacts

Future construction activities must comply with FAA Advisory Circular 150/5370-10A, *Standards for Specifying Construction of Airports*. If future development impacts more than one acre of land, a Notice of Intent (NOI) must be filed by the Construction Contractor under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) guidelines. In addition, all construction activity will be required to follow state and local requirements.

# Section 7.0 Department of Transportation – Section 4f Compliance

Section 4(f) of the Department of Transportation Act (section 303 (c) of 49 U.S.C.) indicates that if a project requires the use of a publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site of national, state, or local significance, the project will not be approved unless:

- It has a *de minimis* impact exception, or
- There is no prudent and feasible alternative, or
- The project includes all possible planning to minimize harm.

There are no parks, recreation areas, refuges, or historic sites in the immediate vicinity of the Priest River Municipal Airport. The nearest park is 4H Park located approximately 0.35 miles south of the airport property in the city of Priest River, and Evergreen Cemetery 0.12 miles to the east of the airport property. The closest recreation access point is West Bonner Park, approximately 0.7 miles to the south of the airport property, which provides recreational access to Pend Oreille River. The Priest River High School Historical site (currently part of the Junior High) is located approximately 0.35 miles south of the airport property. Future actions may require a cultural resources survey.

To aid in coordinating potential FAA-authorized development plans with local transportation networks and projects, state and county jurisdictions were contacted to identify known road construction plans that may take place between 2014 and 2019.

During the upcoming five years, the city of Priest River has no road construction plans in the vicinity of the airport. In 2017, Idaho Transportation Department (ITD) is scheduled to improve the intersection at US-2 and State Highway 57 (SH-57), which is approximately 0.3 miles south of the airport (Figure 1). These improvements may include a turnbay on westbound US-2 to northbound SH-57.

# Section 8.0 Farmlands

Airport actions that seek to permanently convert important farmlands must be coordinated with the Farmland Protection Policy Act of 1984 via the local NRCS field office (FAA 2007). Soils at the Priest River Municipal Airport and parcels immediately adjacent to it are identified by the USDA Natural Resources Conservation Services (NRCS) as prime farmland. Soil in the vicinity of the airport is listed as Map Unit 2: Bonner gravelly silt loam, 0-4% slopes, based on the NRCS Web Soil Survey (NRCS 2014). Currently no areas in the direct vicinity are under agricultural production, due to urban development.

# Section 9.0 Fish, Wildlife, and Plants

Future projects will need to address any potential effects on species that are federally protected or have a State of Idaho sensitive species ranking. Preliminary research conducted on these species is discussed in the following sections. Additional research, including field surveys to determine the presence of these species, will be needed prior to future development activities.

## 9.1 Federally Listed Threatened and Endangered Species

In accordance with Section 7(a)(2) of the Endangered Species Act (ESA), as amended, future actions must consider impacts to federally listed or proposed threatened or endangered species for all federally funded, permitted, or licensed projects. The U.S. Fish and Wildlife Service (USFWS) list six species that have a Threatened, Endangered, or Candidate species designation and may be found in Bonner County, Idaho (USFWS 2013). Federally Threatened species include Canada lynx (*Lynx canadensis*), bull trout *(Salvelinus confluentus*), and grizzly bear (*Ursus arctos horribilis*). The Selkirk Mountain woodland caribou (*Rangifer tarandus caribou*) and the Kootenai River white sturgeon (*Acipenser transmontanus*) are listed as Federally Endangered and the Whitebark Pine (*Pinus albicaulis*) is currently listed as a Candidate species.

USFWS identifies only the bull trout in their Information, Planning, and Conservation (IPaC) System as a species that may be affected by development activities based on the proximity of the Priest River Airport to bull trout habitat. In addition to the IPaC system, previous discussions with Idaho Department of Fish and Game (IDFG) and the USFWS were documented in an Environmental Assessment (EA) that was prepared for airport land acquisition in 2011 (ES Engineering 2011). The EA documented that grizzly bear may also occur (although unlikely) in the vicinity of the airport. Therefore, bull trout and grizzly bear are briefly discussed in the following sections.

### *9.1.1 Bull Trout*

Bull trout are listed as Threatened by the USFWS (63 FR 31647; June 10, 1998) under authority of the ESA. Designated critical habitat for bull trout includes the Pend Oreille River (south of the airport) and Priest River (east of the airport). Prior to development at the Priest River Municipal Airport, the USFWS should be contacted to determine the depth of analysis required to assess potential impacts on bull trout, and a biological assessment will likely be required.

### *9.1.2 Grizzly Bear*

Grizzly bear are listed as Threatened by the USFWS (40 FR 31734 ; July 28, 1975) under authority of the ESA. The closest grizzly bear recovery zone is the Selkirk Recovery Area, which is located more than 20 miles north of the Priest River Airport. Prior to development at the Priest River Municipal Airport, the USFWS should be contacted again to determine the depth of analysis required to assess potential impacts on grizzly bear, and a biological assessment may be required.

## 9.2 State of Idaho Sensitive Species

Data provided by the Idaho Fish and Wildlife Information System (IFWIS) indicate there are State of Idaho sensitive flora and fauna species observed within a five-mile buffer of the Priest River Municipal Airport (IFWIS 2014). These species are listed in Table 1.

**Table 1. State of Idaho sensitive species (includes state ranking S1, S2, S3) that have been documented near the Priest River Municipal Airport.**

| Scientific Name | Common Name | State Ranking |
|---|---|---|
| *Sanicula marilandica* | Maryland Sanicle | Vulnerable (S3) |
| *Trientalis europaea ssp. arctica* | Northern Starflower | Vulnerable (S3) |
| *Oncorhynchus clarki lewisi* | Westslope Cutthroat Trout | Imperiled (S2) |
| *Oncorhynchus mykiss gairdneri* | Columbia River Redband Trout | Imperiled to Vulnerable (S2S3) |
| *Oncorhynchus nerka* | Kokanee (Late Spawner) | Critically Imperiled (S1) |
| *Salvelinus confluentus* | Bull Trout | Vulnerable (S3) |
| *Gavia immer* | Common Loon | Critically Imperiled Breeding Population (S1B); Imperiled Nonbreeding Population (S2N) |
| *Haliaeetus leucocephalus* | Bald Eagle | Vulnerable Breeding population (S3B); Apparently Secure Nonbreeding Population (S4N) |
| *Otus flammeolus* | Flammulated Owl | Vulnerable Breeding population (S3B) |
| *Picoides arcticus* | Black-backed Woodpecker | Vulnerable (S3) |
| *Canis lupus* | Grey Wolf | Vulnerable (S3) |
| *Rana luteiventris* | Columbia Spotted Frog | Vulnerable (S3) |
| *Elgaria coerulea* | Northern Alligator Lizard | Imperiled (S2) |
| *Thamnophis sirtalis* | Common Gartersnake | Vulnerable (S3) |
| *Zacoleus idahoensis* | Sheathed Slug | Imperiled (S2) |

Prior to airport development, a field assessment should be conducted to evaluate the presence of these species, and further coordination with the Idaho Department of Fish and Game may be necessary.

# Section 10.0 Floodplains

Airport development within a floodplain should minimize the potential risks for flood-related property loss and impacts on human safety, health, and welfare, as well as minimize adverse impact to the floodplain's natural and beneficial values (FAA 2007). Existing Priest River Municipal Airport boundaries fall outside of the floodway and 100-year flood event boundary (Figure 1) established by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (Map numbers 16017C0858E, 16017C0859E, 16017C0866E, 16017C0867E). Further analysis may be required if the location of future development occurs in or near the floodplain and/or floodway boundaries.

# Section 11.0 Hazardous Materials

Airport actions should avoid hazardous waste sites and environmentally contaminated property when possible and an Environmental Due Diligence Audit (EDDA) should be conducted prior to airport actions to minimize this risk (FAA 2007). A search was conducted for known and/or potential sources of hazardous materials using available databases in accordance with USEPA's Standard Practice for All Appropriate Inquiries (40 CFR Part 312) and the ASTM Standard Practice for Environmental Site Assessments (E 1527-13) (EDR 2014). Sites identified during this search are described in Table 2 and the full hazardous waste report is available upon request. In this report, no sites were identified within the appropriate search radius that were on the National Priorities List (NPL), Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS), or the Emergency Response Notification System (ERNS). Brief descriptions of databases that returned results in the hazardous waste report include:

- ALLSITES – A combination of IDEQ-managed state and federal remediation programs.
- BROWNFIELDS – Assessment, Cleanup and Redevelopment Exchange system (ACRES) operated as part of the EPA Brownfields grant programs.
- FINANCIAL ASSURANCE 1 – Financial Assurance Information Listing.
- FINDS – Facility Index System/Facility Registry System. A combination of site management databases made up of Permit Compliance System (PCS), Aerometric Information Retrieval System (AIRS), DOCKET and C-DOCKET, Federal Underground Injection Control (FURS), Federal Facilities Information System (FFIS), State Environmental Laws and Statutes (STATE), and PCB Activity Data System (PADS).
- LUST (RGA) – Recovered government archived leaking underground storage tank incidents.
- SPILLS – State of Idaho's Central Communication Center records of hazardous material release events.
- MINES – Mines Master Index File. All mine identification numbers issued for active or open mines since 1971.
- RCRA-CESQG – Part of the RCRA. All RCRA Database sources were searched for this document. CESQG stands for Conditionally Exempt Small Quantity Generator.
- UST – Registered Underground Storage Tanks. Part of the RCRA. All RCRA Database sources were searched for this document.
- VCP – Voluntary Cleanup Program Sites.

**Table 2. Sites identified as potential sources of hazardous materials (EDR 2014)**

| Site | Address | Distance From Airport (Miles) | Direction From Airport | Database(s) |
|---|---|---|---|---|
| Charbonneau Hotel | 401 High St. | 0.463 | S | ALLSITES |
| Corner Gas And Grocery | 101 9th St. | 0.375 | SSW | ALLSITES, FINANCIAL ASSURANCE 1, UST |
| Curleys Sales & Service | 919 W Albeni Rd. | 0.381 | SSW | ALLSITES |
| Duane Randolf | 1014 W Jefferson | 0.276 | SW | ALLSITES |
| G & M Construction | 105 Church St. | 0.411 | S | ALLSITES |
| Huett Center | Church & High St. | 0.462 | S | ALLSITES, FINANCIAL ASSURANCE 1, LUST (3), UST |
| Louisiana Pacific Corp (2) | State Hwy 2, 1 Mile East of Town of Priest River | ~ 1 | E[1] | LUST (RGA) |
| Louisiana Pacific Sawmill | 1 Mile E of Priest River | ~ 1 | E[1] | LUST (RGA) |
| Louisiana Pacific/ Priest River Mill Site | 1 Mile E Of Priest River | ~ 1 | E[1] | LUST (RGA) |
| Louisiana Pacific/Priest River | 1 Mile E Of Priest River | ~ 1 | E[1] | SPILLS |
| Lyles Chevron Service | 905 W Albeni Rd. | 0.372 | SSW | ALLSITES, SPILLS |
| Macs & Mamma Macs Deli Cafe | 708 9th St. | 0.027 | SW | ALLSITES, FINANCIAL ASSURANCE 1, UST |
| Mitchells Express | 905 W Albeni Rd. | 0.372 | SSW | FINANCIAL ASSURANCE 1, LUST, UST, |
| Parson Marina | 1005 W Albeni Rd. | 0.425 | SSW | ALLSITES, FINANCIAL ASSURANCE 1, LUST, UST |
| Priest River Cleaners | Lincoln St & Hwy 57 | 0.168 | SSW | ALLSITES, LUST (RGA) |
| Priest River Ctrl Ofc (1310-Bia) | 120 Wisconsin St. | 0.487 | S | ALLSITES |

| | | | | |
|---|---|---|---|---|
| Priest River Elementary | 418 Harriet | 0.164 | S | ALLSITES, SPILLS |
| Priest River Landfill | Hwy 57 & N Cemetery Rd. | 0.293 | N | ALLSITES, BROWNFIELDS, FINDS, VCP |
| Priest River Municipal Airport | On Site | 0 | - | FINANCIAL ASSURANCE 1, UST |
| R W Elliott | Albeni Rd & Church St. | 0.402 | S | ALLSITES |
| Shoshone Silver / Gold Mine | | 0.089 | SSE | MINES |
| Stewarts Concrete | 600 9th St. | 0.119 | SSW | ALLSITES |
| Virgil Semple | 202 Jackson | 0.411 | SSE | ALLSITES |

The site identified on Priest River Municipal Airport property has facility identification number 1-090031 and it contained 2 underground storage tanks (IDEQ 2014). These tanks and associated pipes are no longer used; currently an aboveground storage tank system is used. The site was last inspected in 2010 and records indicate that no leaking events have occurred (IDEQ 2014).

In 2011, a Phase I EDDA was conducted in preparation for a 12.5 acre land acquisition which included an on-site assessment and interviews with local public officials and property owners. That on-site assessment identified no additional sites and none of the interviewees had knowledge of any spills or hazardous materials that were previously at the site (Clearwater Engineering 2011).

# Section 12.0 Historic, Archeological, and Cultural Resources

The National Registry of Historic Places lists four sites within a five-mile buffer of the Priest River Municipal Airport (Idaho State Historical Society 2014). These sites are listed in Table 3.

**Table 3. List of National Registry of Historic Places Within a 5 mile Radius of Priest River Municipal Airport (Idaho State Historical Society 2014)**

| Reference Number | Name | Listed Date | Resource Type | Approximate Distance from Site (Mile) |
|---|---|---|---|---|
| 91001718 | Hotel Charbonneau | 11/19/1991 | Building | 0.5 |
| 95001057 | Priest River Commercial Core Historic District | 8/31/1995 | District | 0.5 |
| 95001402 | Priest River High School | 12/7/1995 | Building | 0.35 |
| 99000418 | Settlement School | 4/1/1999 | Building | 1.4 |

In 2011, a cultural resources assessment was conducted for the 12.5 acre land acquisition. In addition to the sites listed in Table 3, above, the 2011 assessment also noted site 10BR733, which was a large sized fire modified rock on the bank of the Priest River, approximately 0.3 miles east of the airport (Kincaid and Hudson 2011). Before implementation of any improvements to the airport facilities, a review, as described in Section 106 of the National Historic Preservation Act of 1966, will be required. Historic sites recorded by the Idaho State Historic Preservation Office but not currently included in the National Register of Historic Places may be identified during this review process.

## Section 13.0 Light Emissions and Visual Effects

Impacts due to light emissions and visual effects may include the following (FAA 2006):

- An annoyance to people in the vicinity,
- Interference with normal activities, or
- Proposed development that contrasts with the existing environment to an objectionable level.

Typically, the level of light intensity at an airport compared to existing levels of background lighting is not great enough to have the adverse impacts listed above. However, a description of potential impacts specific to future development plans must be included during the environmental analysis phase, and mitigation may be needed if the future projects have significant light emissions or visual effects.

## Section 14.0 Natural Resources, Energy Supply, and Sustainability Design

Potential impacts on energy supply and natural resources must be evaluated with regard to actions needed to build and maintain airports. Any future airport developments will require

coordination with local resource management bodies, and/or utility companies. Future analysis may be necessary if development projects include any of the following elements (FAA 2006):

- Airside/landside expansion
- Land acquisition
- New or moved access roadways
- Remote parking facilities
- Significant changes in air traffic and airfield operations
- Significant construction activity

## Section 15.0 Noise

The FAA guidelines for noise may require an analysis to address how the cumulative impact of noise exposure could affect the surrounding resources (FAA 2007). The Priest River Municipal Airport's Runway Design Code (RDC) is B/I(small)/VIS, which is described in *Section 2.5.4* of the *Draft 2014 Master Plan Update* (T-O Engineers 2014), meets the criteria described in Section 14.6a, Appendix A of FAA Order 1050.1E, Change 1 (FAA 2006) and is therefore exempt from the noise analysis requirement.

## Section 16.0 Secondary (Induced) Impacts

Future analysis may be necessary if airport development projects significantly influence the following community shifts (FAA 2006):

- Population movement patterns or growth,
- Public service demands, or
- Business or economic activity.

## Section 17.0 Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks

The Priest River Municipal Airport is within census tract 9505, block group 001 (U.S. Census Bureau 2010). Census data from 2008-2012 for the Priest River subsection of Bonner County estimates the median household income is $39,295, which is lower than the overall State of Idaho estimated median household income of $47,015. For the Priest River subsection of Bonner County, minority population estimate is 0.3%, which is lower than the median minority population percentage for the State of Idaho.

FAA Order 1050.1E lists impact thresholds for environmental justice, children's environmental health and safety risks, and socioeconomic impacts, which should be considered in conjunction with the nature and magnitude of future developments. Additional demographic data and detail will be obtained as needed after a future development project is identified.

# Section 18.0 Water Quality

Airport development may affect surface water, groundwater (including but not limited to sole source aquifers), and drinking water supplies. Depending on the nature and extent of future proposed developments at the Priest River Municipal Airport, an evaluation of effects to water quality will be required.

## 18.1 Surface and Groundwater

The Priest River Municipal Airport lies between waterways; Priest River (0.16 miles to the east) and the Pend Oreille River (0.55 miles to the south). The airport's elevation is approximately 100 feet above the floodplain for both rivers.

The Priest River Municipal Airport and immediate vicinity does not overlie a sole source aquifer (USEPA 2014). The nearest sole source aquifer is the Spokane-Rathdrum Sole Source Aquifer, which is over ten aerial miles away from the Priest River Municipal Airport and is south of the Pend Oreille River.

## 18.2 Stormwater

Currently, stormwater at Priest River Municipal Airport is not directed offsite. Most precipitation infiltrates naturally over the permeable areas of the airport. Two stormwater drywells near Airport Road and airport support structures have been installed to prevent unwanted flooding. A Stormwater Pollution Prevention Plan (SWPPP) will be required for future construction at the airport.

## 18.3 Wastewater

The city of Priest River wastewater treatment facility (NPDES Permit Number ID-002080-0) discharges in to the Pend Oreille River to the south of the Priest River Municipal Airport. Under conditions of the NPDES permit, the facilities are required to monitor the effluent. Fact sheets for the facility, which includes permit information and monitoring data, can be accessed online (USEPA 2011). If future development at the Priest River Municipal Airport includes more than one acre of land, the Construction Contractor must file a NOI under the NPDES CGP guidelines.

# Section 19.0 Wetlands

Section 404 of the Clean Water Act (CWA) regulates the discharge and/or dredging of material in waters of the U.S., including wetlands. The National Wetland Inventory (NWI) does not indicate wetlands are present near the Priest River Municipal Airport. However, the NWI database is intended to be used only as a guiding resource and should not be used as the sole determinant for identifying wetlands requiring compliance with the CWA (USFWS 2014a).

# Section 20.0 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers in the vicinity of the Priest River Municipal Airport (USFWS 2014b). The nearest designated Wild and Scenic River is the Priest River between the Canadian border and Upper Priest Lake, which is over 50 river miles upstream from the Priest River Municipal Airport.

# Section 21.0 Summary

Future development plans for the Priest River Municipal Airport will need to consider several environmental components, as described in this document. Elements of primary concern include the following:

- If future planned airport actions may cause a reasonable foreseeable emissions increase then an air quality assessment, including an emissions inventory, will be required as described in the *Aviation Emissions and Air Quality Handbook* (FAA 2014).
- If future airport actions have potential to impact federally listed species under the ESA (or their habitat), a biological assessment may be required to evaluate action impacts to them, especially bull trout because it has designated critical habitat near the airport.
- A historical review of the site, as described in Section 106 of the National Historic Preservation Act of 1966, will be required prior to improvements on existing airport facilities.
- Future airport actions will require an analysis of effects on water quality, including surface water, groundwater, and drinking water sources.
- A SWPPP will be required prior to construction activities, and if the area of impact is greater than one acre, additional requirements must be met.
- Soil on and surrounding airport property is classified as prime farmland; therefore Farmland Protection Policy Act coordination will be required if future actions seek to permanently convert land to non-agriculture use.

Each of these environmental elements were considered in the planning level decision-making process(es) used in selecting development alternatives at the Priest River Municipal Airport as part of this master plan. Additional, more detailed environmental analysis (i.e. Categorical Exclusion Checklist or Environmental Assessment) will be required prior to implementation of development projects.

# Section 22.0 References

Clearwater Engineering 2011. Phase I Environmental Due Diligence Audit (EDDA) 12.5 Acres, A portion of the NE ¼ of the NW ¼ of Section 24, Township 56 North, Range 5 West, B.M. Bonner County, Idaho. Prepared for Priest River Municipal Airport, Priest River, Idaho. January 19, 2011.

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USFWS, 2013. US Fish and Wildlife Service- Idaho Fish and Wildlife Office Endangered, Threatened, Proposed, and Candidate Species with Associate Proposed and Critical Habitats. October 23, 2013.

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USFWS 2014b. National Wild and Scenic Rivers System. http://www.rivers.gov. Accessed September 24, 2014

# APPENDIX C – OBSTRUCTIONS

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T-O ENGINEERS

TECHNICAL MEMORANDUM

**TO:** Priest River Municipal Airport (LWS)

**FROM:** Ian McKay, Aviation Planner – T-O Engineers

**SUBJECT:** Obstructions to Airspace
**DATE:** September 8, 2016

In 2014 Bonner County, the owner and operator of Priest River Municipal Airport, procured T-O Engineers for an update to the Airport Master Plan. As a result, an obstruction survey was conducted

## 1 CFR Part 77

Title 14 Code of Federal Regulations Part 77 Safe, Efficient Use, and Preservation Navigable Airspace (Part 77) defines imaginary surfaces that exist at public airports for the purpose of protecting airspace from obstructions on the ground. Imaginary surfaces are three dimensional planes that extend upward and outward from the airport environment at specific slopes and dimensions based on operational characteristics of the airport. There are five imaginary surfaces listed in Part 77; primary, approach, transitional, horizontal, and conical.

Part 77 surfaces act as notification surfaces and penetrations to these surfaces are known as 'obstructions' and trigger extensive review process by multiple groups within the Federal Aviation Administration (FAA). All objects exceeding specific notification criteria, specifically the 100:1 notification surface, require formal notification through the 7460 process and subsequent airspace review. This refers to the form 7460-1 Notice of Proposed Construction or Alteration. The product of the airspace review is a formal determination letter. If penetrations occur to one of the five surfaces mentioned above, then a Determination of Presumed Hazard is issued and further analysis is required.

For off-airport obstructions, the FAA Obstruction Evaluation Group (OEG) is responsible for writing the final determination. The OEG circulates the study to other FAA groups such as Flight Procedures, Air Traffic Organization, Technical Operations, Flight Standards, and Airports Division, each group reviews the objects for different criteria.

## 2 United States Standard for Terminal Instrument Procedures

FAA Order 8260.3C United States Standard for Terminal Instrument Procedures (TERPS)

refers to an internal FAA document that governs standards and protocols for the development of instrument flight procedures. Additional imaginary surfaces are defined within this document and the dimensions are based on variables specific to the airport and any published Instrument Approach Procedures (IAP) or Departures Procedures (DP). TERPS surfaces are reviewed by Flight Procedures and Flight Standards.

Priest River Municipal Airport currently does not have any published instrument procedures serving it. That being said, the implementation of instrument procedures and the airport could significantly increase the airport's utility and usability; therefore, it is in the interest of the airport to keep future TERPS surfaces clear of penetrations.

Two primary TERPS surfaces that impact the potential development of instrument procedures are the 20:1 and 34:1 Visual Surfaces. Penetrations to the Visual Surfaces can reduce the effectiveness of a flight procedure by raising the elevation of Decision Altitudes (DA), eliminating Visual Descent Points (VDP), raising weather minimums, eliminating approach procedures at night, and requiring more demand DPs; all which reduce the utility of the airport.

## 3 Threshold Siting Surfaces

FAA Advisory Circular 150/5300-13A Airport Design establishes standards governing the design, geometry, and siting of airport infrastructure. Similar to TERPS, this document defines specific imaginary surfaces known as Threshold Siting Surfaces (TSS) that are reviewed by the Airports Division of the FAA. Penetrations to TSS are considered to be the most impactful as they define the siting of runway thresholds. Impacts to the TSS can result in displacement of runway thresholds and the implementation of declared distances. Not only does this reduce the runway length available for landing and departure, it also results in costly airport construction projects that required to accommodate such impacts. Ultimately, penetrations to TSS deplete an airport's utility and can render the public's investment in capital improvements useless.

It is the responsibility of the airport sponsor to keep the TSS clear of penetrations and to maintain maximum utility of the airport available to the flying public. Priest River Municipal Airport has numerous penetrations to the 20:1 TSS that must be mitigated in order to retain maximum runway length available for landing and departure.

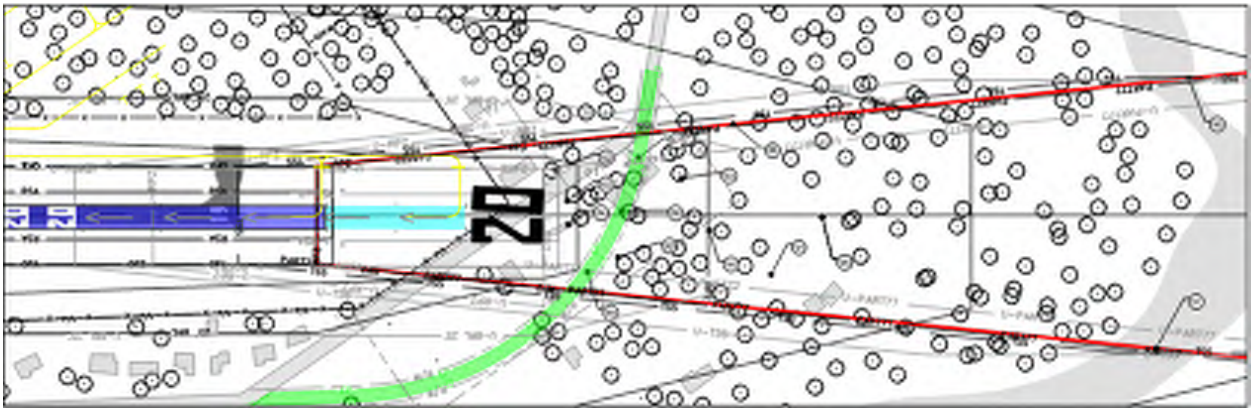
## 4 Airspace Obstruction Analysis

An obstruction survey of objects and terrain was conducted around Priest River Municipal Airport in support of the master planning efforts and revealed numerous penetrations to CFR Part 77, TERPS, and TSS surfaces. The subsequent impacts to these surfaces justify an extensive obstruction removal program that requires procuring avigation easements and/or rights of entry to mitigate or otherwise remove obstacles from nearby property owner's

parcels.

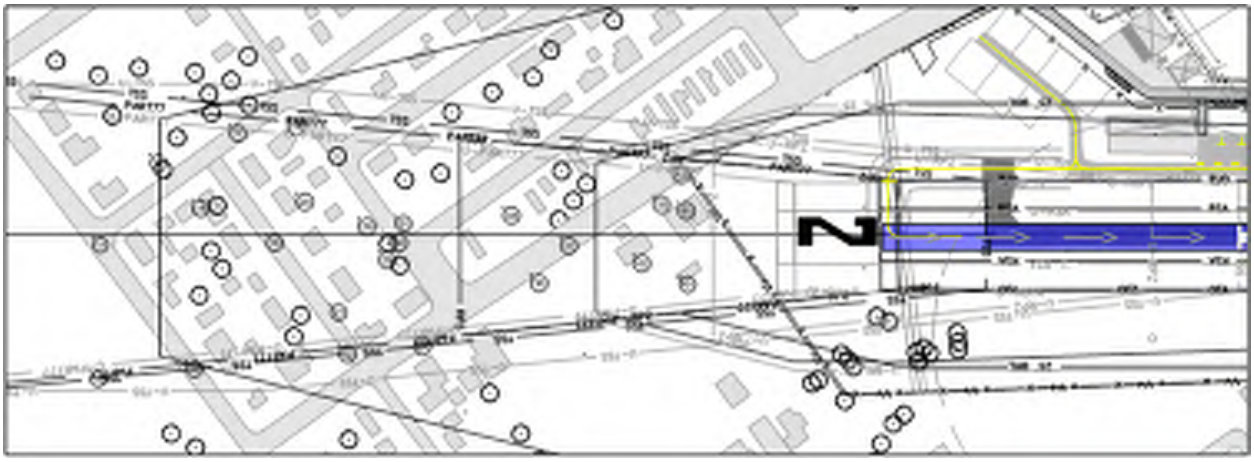
According to the Priest River Airport Layout Plan, there are at least 123 objects that are depicted on Sheets 3 and 4 of the Airport Layout Plan Set and 95 of them are penetrations to at least the CFR Part 77 surfaces. The objects consist primarily of trees but also include roadways, power poles, buildings, hangars, and NAVAIDs. **Figures 4-1 and 4-2** depict the noted obstructions near the runway ends.

**Figure 4-1 Obstructions Noted on the Approach End of Runway 20**




Note. All data contained in the graphic is from a 2015 obstruction survey and is listed on the obstruction data table in the Airport Layout Plan Set.

**Figure 4-2 Obstructions Noted on the Approach End of Runway 2**




Note. All data contained in the graphic is from a 2015 obstruction survey and is listed on the obstruction data table in the Airport Layout Plan Set.

Out of 95 penetrations to the CFR Part 77 Surfaces identified in the Airport Layout Plan, 67 of them are trees that are slated to be removed in a future obstruction removal project. It's important to note that many of these surveyed points, particularly in regards to trees, are actually representing large clusters of trees rather than individual trees. This being the case,

the number of total penetrations to imaginary surfaces is far greater than what is reported in the Part 77 Obstructions Tables on Sheet 4 of the Airport Layout Plan Set.

## 5 Obstruction Removal/Mitigation

Some of the obstructions listed in Table 5-1 penetrate surfaces beyond just the CFR Part 77 notification surfaces, particularly the TERPS surfaces. As a result, the master plan outlines a preferred alternative involving displacing runway thresholds to accommodate obstruction clearance and to mitigate/shift the runway protection zones. Another alternative and suggested project includes procuring avigation easements on properties that lie underneath the Part 77 Approach Surface and host objects that are obstructions to the surface. Once the acquisitions have been made, the airport sponsor, or its representative will be able to begin removing obstructions to the TSS surfaces. Some of the obstructions, particularly the trees, lie far from the approach end of Runway 20 but due to protruding terrain, are significant obstructions to TSS surfaces. It is not feasible to remove all of these tree clusters and certainly unfeasible to remove the terrain features; however, proper mitigation of these objects using obstruction lighting techniques in AC 70/7460-1L Obstruction Marking and Lighting can compensate for not removing the obstruction altogether.

Removing/mitigating as many obstruction as possible will help protect the airport sponsor by complying with FAA and ITD grant assurances while generally improving the functionality of the airport making in more accessible to the flying public.

**Table 5-1 Obstructions Noted on the Airport Layout Plan Set**

| Type | Quantity | Action |
|---|---|---|
| Tree | 78 | Remove/OB Light |
| Road | 17 | None |
| Railroad | 3 | None |
| US Route 2 | 3 | None |
| Pend Oreille River | 3 | None |
| Power Pole | 5 | OB Light |
| Building | 3 | OB Light |
| Hangar | 5 | OB Light |
| Road PR | 3 | None |
| Priest River | 2 | None |
| Windcone | 1 | Relocate |

Note. All data contained in the table is from a 2015 obstruction survey and is listed on the obstruction data table in the Airport Layout Plan Set.

## 6 FAA Grant Assurances

The FAA is responsible for ensuring that the public's investments into the National Airspace System (NAS) through grant funding of capital improvement projects for airports in the National Plan of Integrated Airports Systems (NPIAS) are properly utilized. The FAA's method of ensuring that the investments are not squandered is through grant assurances. These are essentially conditions that an airport sponsor inherently agrees to when accepting federal funding. There are two primary grant assurances that necessitate the justification for a robust obstruction mitigation program and Priest River Municipal Airport. They are as follows:

*Hazard Removal and Mitigation*

*It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.*

*Compatible Land Use*

*It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.*

Compliance with the above grant assurances is necessary for the Priest River Municipal Airport in order to continue receiving federal funding for future projects and to keep the airport functioning with maximum effectiveness.

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# PRIEST RIVER AIRSPACE OBSTRUCTION ANALYSIS

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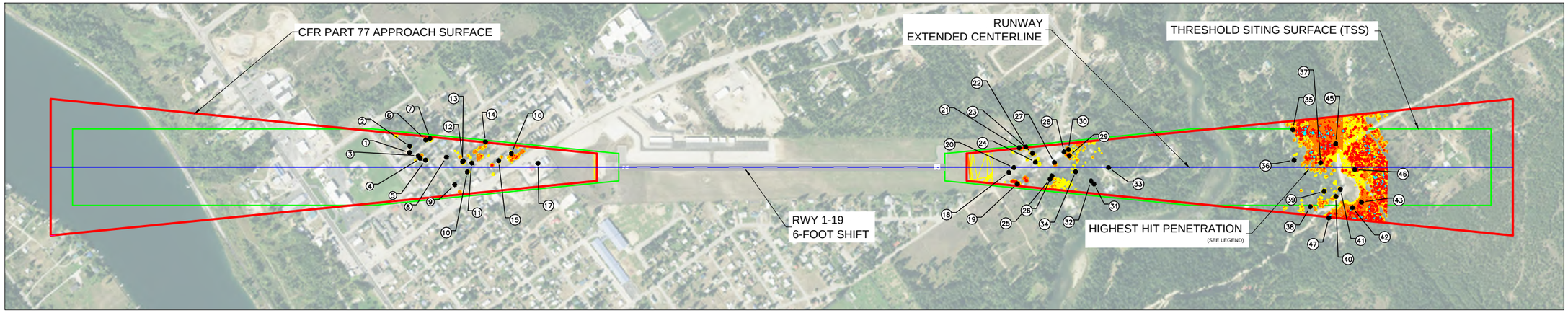
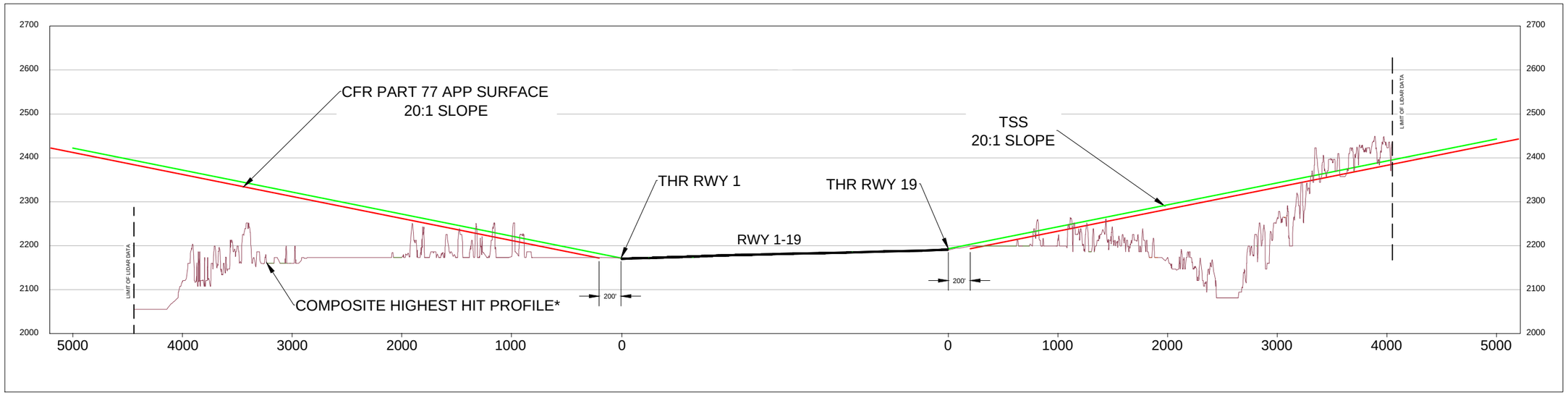
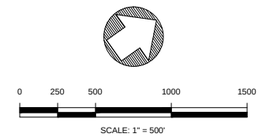



*COMPOSITE HIGHEST HIT PROFILE : DATA FROM LIDAR SURVEY DATED 2012 - HIGHEST HIT - INCLUDE HEIGHT OF HIGHEST OBJECT




| HIGHEST HIT PENETRATION | | |
|---|---|---|
| | CFR PART 77 APP SURFACE | TSS |
| | 0' - 10' | NONE |
| | 10' - 40' | 0' - 30' |
| | 40' - 70' | 30' - 60' |
| | 70' - 97' | 60' - 87' |

| OBSTRUCTIONS | | | |
|---|---|---|---|
| OBJECT ID | PENETRATION CFR PART 77 APPROACH SURFACE | PENETRATION TSS | TYPE |
| 1 | 0.4' | NONE | TREE |
| 2 | 22.5' | 12.5' | TREE |
| 3 | 19.2' | 9.2' | TREE |
| 4 | 30.6' | 20.6' | TREE |
| 5 | 18.6' | 8.6' | TREE |
| 6 | 15.9' | 5.9' | TREE |
| 7 | 39.4' | 9.4' | TREE |
| 8 | 6.7' | NONE | TREE |
| 9 | 6.3' | NONE | TREE |
| 10 | 39.2' | 29.2' | TREE |
| 11 | 45.7' | 35.7' | TREE |
| 12 | 40.9' | 30.9' | TREE |
| 13 | 47.7' | 37.7' | TREE |
| 14 | 64.0' | 54.0' | POWER POLE |

DATA: GROUND SURVEY DATED 2015, T-O ENGINEERS

| OBSTRUCTIONS | | | |
|---|---|---|---|
| OBJECT ID | PENETRATION CFR PART 77 APPROACH SURFACE | PENETRATION TSS | TYPE |
| 15 | 44.4' | 34.4' | POWER POLE |
| 16 | 52.4' | 42.4' | TREE |
| 17 | 1.9' | NONE | POWER POLE |
| 18 | 7.8' | NONE | TREE |
| 19 | 77.4' | 67.4' | TREE |
| 20 | 1.3' | NONE | TREE |
| 21 | 38.9' | 28.9' | TREE |
| 22 | 32.7' | 22.7' | TREE |
| 23 | 55.8' | 45.8' | TREE |
| 24 | 16.5' | 6.5' | TREE |
| 25 | 28.8' | 18.8' | TREE |
| 26 | 25.1' | 15.1' | TREE |
| 27 | 41.7' | 31.7' | TREE |
| 28 | 25.7' | 15.7' | TREE |
| 29 | 54.7' | 44.7' | TREE |
| 30 | 43.8' | 33.8' | TREE |

DATA: GROUND SURVEY DATED 2015, T-O ENGINEERS

| OBSTRUCTIONS | | | |
|---|---|---|---|
| OBJECT ID | PENETRATION CFR PART 77 APPROACH SURFACE | PENETRATION TSS | TYPE |
| 31 | 3.4' | NONE | TREE |
| 32 | 0.7' | NONE | TREE |
| 33 | 9.3' | NONE | TREE |
| 34 | 13.9' | 3.9' | TREE |
| 35 | 30.4' | 20.4' | TREE |
| 36 | 11.1' | 1.1' | TREE |
| 37 | 77.4' | 67.4' | TREE |
| 38 | 66.9' | 56.9' | TREE |
| 39 | 37.1' | 27.1' | TREE |
| 40 | 53.1' | 43.1' | TREE |
| 41 | 52.8' | 42.8' | TREE |
| 42 | 95' | 85' | TREE |
| 43 | 83.9' | 73.9' | TREE |
| 44 | 77.5' | 67.5' | TREE |
| 45 | 89.3' | 79.3' | TREE |
| 46 | 78.6' | 68.6' | TREE |
| 47 | 101.1' | 91.1' | TREE |

DATA: GROUND SURVEY DATED 2015, T-O ENGINEERS

DRAFT

E-FILE NAME: ####
DESIGNED: MJV
DRAWN: MJV
CHECKED:
APPROVED:

REVISIONS
NO. | ITEM | DATE:

T-O ENGINEERS
CONSULTING ENGINEERS, SURVEYORS & PLANNERS
260 W. PRAIRIE AVENUE
COEUR d' ALENE, IDAHO 83815-8707
PHONE: (208) 762-3664 FAX: (208) 762-3708
MERIDIAN, IDAHO
NAMPA, IDAHO
SPOKANE, WA

# PRIEST RIVER MUNICIPAL AIRPORT
# CFR PART 77 APPROACH SURFACE & TSS PENETRATION ANALYSIS

DATE: APRIL 2016
PROJECT: 140040

SHEET 1 OF 1

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# APPENDIX D – GRANT HISTORY

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# APPENDIX D: GRANT HISTORY

## FAA GRANTS

| Fiscal Year | Project Description | FAA Grants |
|---|---|---|
| 2009 | Install Perimeter Fencing | $123,915 |
| 2010 | Construct Taxiway | $104,859 |
| 2011 | Construct Taxiway | $180,191 |
| 2013 | Construct Apron, Taxiway, Improve Access Road, Rehabilitate Apron | $655,560 |
| 2014 | Airport Master Plan Study | $145,255 |
| **Total** | | **$1,209,780** |

Source: FAA

## STATE GRANTS

The following state grants include grants provided to the County for state only projects, but also state grants provided as a match for FAA projects.

| Fiscal Year | Project Description | State Grants |
|---|---|---|
| 1978 | Planning | $2,000 |
| 1981 | LIRL | $10,257.23 |
| 1992 | Overlay Ramp, 1 ½" Asphalt | $7,500 |
| 1996 | Seal Coat Runway & Apron, Crack Seal Runway | $10,629.50 |
| 2003 | Pavement Rehabilitation | $10,733 |
| 2005 | Carry Over | $3,947 |
| 2010 | Perimeter Fence | $3,260 |
| 2011 | Construct Taxiway | $2,759 |
| 2012 | Land Acquisition | $4,741 |
| 2014 | Construct Apron, Taxiway, Improve Access Road, Rehabilitate Apron | $36,380 |
| **Total** | | **$92,207** |

Source: ITD

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# APPENDIX E – GRANT ASSURANCES

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# APPENDIX E: GRANT ASSURANCES

## FAA GRANT ASSURANCES

### GENERAL FEDERAL REQUIREMENTS.

It will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance and use of Federal funds for this project including but not limited to the following:

#### FEDERAL LEGISLATION

a. Title 49, U.S.C., subtitle VII, as amended.
b. Davis-Bacon Act - 40 U.S.C. 276(a), et seq.[1]
c. Federal Fair Labor Standards Act - 29 U.S.C. 201, et seq.
d. Hatch Act – 5 U.S.C. 1501, et seq.[2]
e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 Title 42 U.S.C. 4601, et seq.[1 2]
f. National Historic Preservation Act of 1966 - Section 106 - 16 U.S.C. 470(f).[1]
g. Archeological and Historic Preservation Act of 1974 - 16 U.S.C. 469 through 469c.[1]
h. Native Americans Grave Repatriation Act - 25 U.S.C. Section 3001, et seq.
i. Clean Air Act, P.L. 90-148, as amended.
j. Coastal Zone Management Act, P.L. 93-205, as amended.
k. Flood Disaster Protection Act of 1973 - Section 102(a) - 42 U.S.C. 4012a.[1]
l. Title 49, U.S.C., Section 303, (formerly known as Section 4(f))
m. Rehabilitation Act of 1973 - 29 U.S.C. 794.
n. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin);
o. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.), prohibits discrimination on the basis of disability).
p. Age Discrimination Act of 1975 - 42 U.S.C. 6101, et seq.
q. American Indian Religious Freedom Act, P.L. 95-341, as amended.
r. Architectural Barriers Act of 1968 -42 U.S.C. 4151, et seq.[1]
s. Power plant and Industrial Fuel Use Act of 1978 - Section 403- 2 U.S.C. 8373.[1]
t. Contract Work Hours and Safety Standards Act - 40 U.S.C. 327, et seq.[1]
u. Copeland Anti-kickback Act - 18 U.S.C. 874.1
v. National Environmental Policy Act of 1969 - 42 U.S.C. 4321, et seq.[1]
w. Wild and Scenic Rivers Act, P.L. 90-542, as amended.
x. Single Audit Act of 1984 - 31 U.S.C. 7501, et seq.[2]
y. Drug-Free Workplace Act of 1988 - 41 U.S.C. 702 through 706.
z. The Federal Funding Accountability and Transparency Act of 2006, as amended (Pub. L. 109-282, as amended by section 6202 of Pub. L. 110-

252).

**EXECUTIVE ORDERS**

a. Executive Order 11246 - Equal Employment Opportunity[1]
b. Executive Order 11990 - Protection of Wetlands
c. Executive Order 11998 – Flood Plain Management
d. Executive Order 12372 - Intergovernmental Review of Federal Programs
e. Executive Order 12699 - Seismic Safety of Federal and Federally Assisted New Building Construction[1]
f. Executive Order 12898 - Environmental Justice

**FEDERAL REGULATIONS**

a. 2 CFR Part 180 - OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).
b. 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. [OMB Circular A-87 Cost Principles Applicable to Grants and Contracts with State and Local Governments, and OMB Circular A-133 - Audits of States, Local Governments, and Non-Profit Organizations].[4, 5, 6]
c. 2 CFR Part 1200 – Nonprocurement Suspension and Debarment
d. 14 CFR Part 13 - Investigative and Enforcement Procedures14 CFR Part 16 - Rules of Practice For Federally Assisted Airport Enforcement Proceedings.
e. 14 CFR Part 150 - Airport noise compatibility planning.
f. 28 CFR Part 35- Discrimination on the Basis of Disability in State and Local Government Services.
g. 28 CFR § 50.3 - U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964.
h. 29 CFR Part 1 - Procedures for predetermination of wage rates.[1]
i. 29 CFR Part 3 - Contractors and subcontractors on public building or public work financed in whole or part by loans or grants from the United States.[1]
j. 29 CFR Part 5 - Labor standards provisions applicable to contracts covering federally financed and assisted construction (also labor standards provisions applicable to non-construction contracts subject to the Contract Work Hours and Safety Standards Act).[1]
k. 41 CFR Part 60 - Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and federally assisted contracting requirements).[1]
l. 49 CFR Part 18 - Uniform administrative requirements for grants and cooperative agreements to state and local governments.[3]
m. 49 CFR Part 20 - New restrictions on lobbying.
n. 49 CFR Part 21 – Nondiscrimination in federally-assisted programs of the Department of Transportation - effectuation of Title VI of the Civil Rights Act of 1964.
o. 49 CFR Part 23 - Participation by Disadvantage Business Enterprise in

Airport Concessions.

p. 49 CFR Part 24 – Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs.[1 2]
q. 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Programs.
r. 49 CFR Part 27 – Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance.[1]
s. 49 CFR Part 28 – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities conducted by the Department of Transportation.
t. 49 CFR Part 30 - Denial of public works contracts to suppliers of goods and services of countries that deny procurement market access to U.S. contractors.
u. 49 CFR Part 32 – Government-wide Requirements for Drug-Free Workplace (Financial Assistance)
v. 49 CFR Part 37 – Transportation Services for Individuals with Disabilities (ADA).
w. 49 CFR Part 41 - Seismic safety of Federal and federally assisted or regulated new building construction.

**SPECIFIC ASSURANCES**

Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated by reference in this grant agreement.

**FOOTNOTES TO ASSURANCE C.1.**

[1] These laws do not apply to airport planning sponsors.

[2] These laws do not apply to private sponsors.

[3] 49 CFR Part 18 and 2 CFR Part 200 contain requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation and circular shall also be applicable to private sponsors receiving Federal assistance under Title 49, United States Code.

[4] On December 26, 2013 at 78 FR 78590, the Office of Management and Budget (OMB) issued the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards in 2 CFR Part 200. 2 CFR Part 200 replaces and combines the former Uniform Administrative Requirements for Grants (OMB Circular A-102 and Circular A-110 or 2 CFR Part 215 or Circular) as well as the Cost Principles (Circulars A-21 or 2 CFR part 220; Circular A-87 or 2 CFR part 225; and A-122, 2 CFR part 230). Additionally it replaces Circular A-133 guidance on the Single Annual Audit. In accordance with 2 CFR section 200.110, the standards set forth in Part

200 which affect administration of Federal awards issued by Federal agencies become effective once implemented by Federal agencies or when any future amendment to this Part becomes final. Federal agencies, including the Department of Transportation, must implement the policies and procedures applicable to Federal awards by promulgating a regulation to be effective by December 26, 2014 unless different provisions are required by statute or approved by OM.

[5] Cost principles established in 2 CFR part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses.

6 Audit requirements established in 2 CFR part 200 subpart F are the guidelines for audits.

**RESPONSIBILITY AND AUTHORITY OF THE SPONSOR.**

aa. Public Agency Sponsor:
It has legal authority to apply for this grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

bb. Private Sponsor:
It has legal authority to apply for this grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this grant agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

**SPONSOR FUND AVAILABILITY.**

It has sufficient funds available for that portion of the project costs which are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under this grant agreement which it will own or control.

**GOOD TITLE.**

cc. It, a public agency or the Federal government, holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.

dd. For noise compatibility program projects to be carried out on the property of

the sponsor, it holds good title satisfactory to the Secretary to that portion of the property upon which Federal funds will be expended or will give assurance to the Secretary that good title will be obtained.

**PRESERVING RIGHTS AND POWERS.**

ee. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this grant agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary. It will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which Federal funds have been expended, for the duration of the terms, conditions, and assurances in this grant agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of this grant agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this grant agreement.

ff. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.

gg. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial non- compliance with the terms of the agreement.

hh. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.

ii. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to insure that the airport will be operated and maintained in accordance Title 49, United States Code, the regulations and the terms, conditions and assurances in this grant agreement and shall insure that such arrangement also requires compliance therewith.

2. Sponsors of commercial service airports will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport. Sponsors of general aviation airports entering into any arrangement that results in permission for the owner of residential real property adjacent to or near the airport must comply with the requirements of Sec. 136 of Public Law 112-95 and the sponsor assurances.

**CONSISTENCY WITH LOCAL PLANS.**

The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

**CONSIDERATION OF LOCAL INTEREST.**

It has given fair consideration to the interest of communities in or near where the project may be located.

**CONSULTATION WITH USERS.**

In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.

**PUBLIC HEARINGS.**

In projects involving the location of an airport, an airport runway, or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

**METROPOLITAN PLANNING ORGANIZATION.**

In projects involving the location of an airport, an airport runway, or a major runway extension at a medium or large hub airport, the sponsor has made available to and has provided upon request to the metropolitan planning organization in the area in which the airport is located, if any, a copy of the proposed amendment to the airport layout plan to depict the project and a copy of any airport master plan in which the project is described or depicted.

**PAVEMENT PREVENTIVE MAINTENANCE.**

With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with Federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

**TERMINAL DEVELOPMENT PREREQUISITES.**

For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for certification of such airport under section 44706 of Title 49, United States Code, and all the security equipment required by rule or regulation, and has provided for access to the passenger enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.

**ACCOUNTING SYSTEM, AUDIT, AND RECORD KEEPING REQUIREMENTS.**

a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this grant, the total cost of the project in connection with which this grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.

b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

**MINIMUM WAGE RATES.**

It shall include, in all contracts in excess of $2,000 for work on any projects funded under this grant agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor, in accordance with the Davis-Bacon Act, as amended (40 U.S.C. 276a-276a-5), which contractors shall pay to skilled and unskilled labor, and such minimum rates

shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

**VETERAN'S PREFERENCE.**

It shall include in all contracts for work on any project funded under this grant agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam era veterans, Persian Gulf veterans,
Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in Section 47112 of Title 49, United States Code. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

**CONFORMITY TO PLANS AND SPECIFICATIONS.**

It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this grant agreement, and, upon approval of the Secretary, shall be incorporated into this grant agreement. Any modification to the approved plans, specifications, and schedules shall also be subject to approval of the Secretary, and incorporated into this grant agreement.

**CONSTRUCTION INSPECTION AND APPROVAL.**

It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.

**PLANNING PROJECTS.**

In carrying out planning projects:

c. It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved.

d. It will furnish the Secretary with such periodic reports as required pertaining to the planning project and planning work activities.

e. It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the United States.

f. It will make such material available for examination by the public, and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.

g. It will give the Secretary unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.

h. It will grant the Secretary the right to disapprove the sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services.

i. It will grant the Secretary the right to disapprove the use of the sponsor's employees to do all or any part of the project.

j. It understands and agrees that the Secretary's approval of this project grant or the Secretary's approval of any planning material developed as part of this grant does not constitute or imply any assurance or commitment on the part of the Secretary to approve any pending or future application for a Federal airport grant.

**OPERATION AND MAINTENANCE.**

k. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for-

   1) Operating the airport's aeronautical facilities whenever required;

   2) Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and

   3) Promptly notifying airmen of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.

l. It will suitably operate and maintain noise compatibility program items

that it owns or controls upon which Federal funds have been expended.

**HAZARD REMOVAL AND MITIGATION.**

It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

**COMPATIBLE LAND USE.**

It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.

**ECONOMIC NONDISCRIMINATION.**

m. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.

n. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to-

1) furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and

2) charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.

o. Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.

p. Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.

q. Each air carrier using such airport (whether as a tenant, non-tenant, or

subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or non-tenants and signatory carriers and non- signatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by any airport provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.

r. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees [including, but not limited to maintenance, repair, and fueling] that it may choose to perform.

s. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.

t. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.

3. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public. Exclusive Rights.

It will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public. For purposes of this paragraph, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if both of the following apply:

a. It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services, and

b. If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport. It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities, including, but not limited to charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity now existing at such an airport before the grant of any assistance under Title 49, United States Code.

**FEE AND RENTAL STRUCTURE.**

It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the Federal share of an airport development, airport planning or noise compatibility project for which a grant is made under Title 49, United States Code, the Airport and Airway Improvement Act of 1982, the Federal Airport Act or the Airport and Airway Development Act of 1970 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

**AIRPORT REVENUES.**

c. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this paragraph:

1) If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or

operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.

2) If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.

3) Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at Section 47102 of title 49 United States Code), if the FAA determines the airport sponsor meets the requirements set forth in Sec. 813 of Public Law 112-95.

d. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.

e. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of Section 47107 of Title 49, United States Code.

**REPORTS AND INSPECTIONS.**

It will:

f. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports available to the public; make available to the public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;

g. for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request;

h. for noise compatibility program projects, make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of this grant agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request; andin a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:

1) all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and

2) all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

**USE BY GOVERNMENT AIRCRAFT.**

It will make available all of the facilities of the airport developed with Federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used. Unless otherwise determined by the Secretary, or otherwise agreed to by the sponsor and the using agency, substantial use of an airport by Government aircraft will be considered to exist when operations of such aircraft are in excess of those which, in the opinion of

the Secretary, would unduly interfere with use of the landing areas by other authorized aircraft, or during any calendar month that –

i. Five (5) or more Government aircraft are regularly based at the airport or on land adjacent thereto; or

j. The total number of movements (counting each landing as a movement) of Government aircraft is 300 or more, or the gross accumulative weight of Government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is in excess of five million pounds.

**LAND FOR FEDERAL FACILITIES.**

It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein, or rights in buildings of the sponsor as the Secretary considers necessary or desirable for construction, operation, and maintenance at Federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

**AIRPORT LAYOUT PLAN.**

k. It will keep up to date at all times an airport layout plan of the airport showing

1) boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;

2) the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities;

3) the location of all existing and proposed non-aviation areas and of all existing improvements thereon; and

4) all proposed and existing access points used to taxi aircraft across the airport's property boundary. Such airport layout plans and each amendment, revision, or modification thereof, shall be subject to the approval of the Secretary which approval shall be evidenced by the signature of a duly authorized representative of the Secretary on the face of the airport layout plan. The sponsor will not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity with the airport layout plan as approved by the Secretary and which might, in the opinion of the Secretary, adversely affect the safety, utility or efficiency of the airport.

l. If a change or alteration in the airport or the facilities is made which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the

owner or operator will, if requested, by the Secretary (1) eliminate such adverse effect in a manner approved by the Secretary; or (2) bear all costs of relocating such property (or replacement thereof) to a site acceptable to the Secretary and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of operation existing before the unapproved change in the airport or its facilities except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

**CIVIL RIGHTS.**

It will promptly take any measures necessary to ensure that no person in the United States shall, on the grounds of race, creed, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any activity conducted with, or benefiting from, funds received from this grant.

m. Using the definitions of activity, facility and program as found and defined in §§ 21.23 (b) and 21.23 (e) of 49 CFR § 21, the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non- discrimination requirements imposed by, or pursuant to these assurances.

n. Applicability

1) Programs and Activities. If the sponsor has received a grant (or other federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities.

2) Facilities. Where it receives a grant or other federal financial assistance to construct, expand, renovate, remodel, alter or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.

3) Real Property. Where the sponsor receives a grant or other Federal financial assistance in the form of, or for the acquisition of real property or an interest in real property, the assurance will extend to rights to space on, over, or under such property.

o. Duration.

The sponsor agrees that it is obligated to this assurance for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the sponsor, or any transferee for the longer of the following periods:

1) So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or

2) So long as the sponsor retains ownership or possession of the property.

p. Required Solicitation Language. It will include the following notification in all solicitations for bids, Requests For Proposals for work, or material under this grant agreement and in all proposals for agreements, including airport concessions, regardless of funding source:

"The **(Name of Sponsor)**, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises and airport concession disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

q. Required Contract Provisions.

1) It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in Federally-assisted programs of the DOT, and incorporating the acts and regulations into the contracts by reference in every contract or agreement subject to the non- discrimination in Federally-assisted programs of the DOT acts and regulations.

2) It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts and regulations.

3) It will insert non-discrimination contract clauses as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.

4) It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, color, national origin, creed, sex, age, or handicap as a covenant running with the land, in any future deeds, leases, license, permits, or similar instruments entered into by the sponsor with other parties:

a) For the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and

b) For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.

r. It will provide for such methods of administration for the program as are found by the Secretary to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the acts, the regulations, and this assurance.

s. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

**DISPOSAL OF LAND.**

t. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the

earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will be, at the discretion of the Secretary, (1) reinvested in another project at the airport, or (2) transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order, (1) reinvestment in an approved noise compatibility project, (2) reinvestment in an approved project that is eligible for grant funding under Section 47117(e) of title 49 United States Code, (3) reinvestment in an approved airport development project that is eligible for grant funding under Sections 47114, 47115, or 47117 of title 49 United States Code, (4) transferred to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport, and (5) paid to the Secretary for deposit in the Airport and Airway Trust Fund. If land acquired under a grant for noise compatibility purposes is leased at fair market value and consistent with noise buffering purposes, the lease will not be considered a disposal of the land. Revenues derived from such a lease may be used for an approved airport development project that would otherwise be eligible for grant funding or any permitted use of airport revenue.

u. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, (1) upon application to the Secretary, be reinvested or transferred to an othereligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order: (1) reinvestment in an approved noise compatibility project, (2) reinvestment in an approved project that is eligible for grant funding under Section 47117(e) of title 49 United States Code, (3) reinvestment in an approved airport development project that is eligible for grant funding under Sections 47114, 47115, or 47117 of title 49 United States Code, (4) transferred to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport, and (5) paid to the Secretary for deposit in the Airport and Airway Trust Fund.

v. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (2) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or Federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.

w. Disposition of such land under (a) (b) or (c) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

**ENGINEERING AND DESIGN SERVICES.**

It will award each contract, or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services with respect to the project in the same manner as a contract for architectural and engineering services is negotiated under Title IX of the Federal Property and Administrative Services Act of 1949 or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

**FOREIGN MARKET RESTRICTIONS.**

It will not allow funds provided under this grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

**POLICIES, STANDARDS, AND SPECIFICATIONS.**

It will carry out the project in accordance with policies, standards, and specifications approved by the Secretary including but not limited to the advisory circulars listed in the Current FAA Advisory Circulars for AIP projects, dated__ (the latest approved version as of this grant offer) and included in this grant, and in accordance with applicable state policies, standards, and specifications approved by the Secretary.

**RELOCATION AND REAL PROPERTY ACQUISITION.**

x. It will be guided in acquiring real property, to the greatest extent practicable under State law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B.
y. It will provide a relocation assistance program offering the services described in Subpart C and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24.
z. It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

**ACCESS BY INTERCITY BUSES.**

The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to have access to the airport; however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

4. **DISADVANTAGED BUSINESS ENTERPRISES.**

The sponsor shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any DOT-assisted contract covered by 49 CFR Part 26, or in the award and performance of any concession activity contract covered by 49 CFR Part 23. In addition, the sponsor shall not discriminate on the basis of race, color, national origin or sex in the administration of its DBE and ACDBE programs or the requirements of 49 CFR Parts 23 and 26. The sponsor shall take all necessary and reasonable steps under 49 CFR Parts 23 and 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts, and/or concession

contracts. The sponsor's DBE and ACDBE programs, as required by 49 CFR Parts 26 and 23, and as approved by DOT, are incorporated by reference in this agreement. Implementation of these programs is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the sponsor of its failure to carry out its approved program, the Department may impose sanctions as provided for under Parts 26 and 23 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1936 (31 U.S.C. 3801).

**HANGAR CONSTRUCTION.**

If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose.

**COMPETITIVE ACCESS.**

a. If the airport owner or operator of a medium or large hub airport (as defined in section 47102 of title 49, U.S.C.) has been unable to accommodate one or more requests by an air carrier for access to gates or other facilities at that airport in order to allow the air carrier to provide service to the airport or to expand service at the airport, the airport owner or operator shall transmit a report to the Secretary that-

   1) Describes the requests;

   2) Provides an explanation as to why the requests could not be accommodated; and

   3) Provides a time frame within which, if any, the airport will be able to accommodate the requests.

b. Such report shall be due on either February 1 or August 1 of each year if the airport has been unable to accommodate the request(s) in the six month period prior to the applicable due date.

## STATE GRANT ASSURANCES

The following Grant Assurances are a standard part of all IAAP Grant Agreements and must be followed. These requirements are effective for the life of the facilities developed (not to exceed 20 years from the date of grant acceptance).

1. The Airport Sponsor agrees to comply with the regulations relative to non-discrimination in State assisted programs of the Idaho Transportation Department.

The Sponsor shall:

2. Diligently and expeditiously complete this project and likewise pursue appropriate measures as may be agreed upon by the SPONSOR and AERONAUTICS to remedy project delays, including but not limited to litigation or condemnation.

3. Carry out and complete the project in accordance with the plans and specifications, as they may be revised or modified, with approval of AERONAUTICS.

4. All contracts for construction involved in this project shall be bid competitively in accordance with bidding procedures otherwise authorized for public entities.

5. In connection with the acquisition of real property for the project, the SPONSOR shall secure at least two written appraisals by licensed appraisers. The SPONSOR shall not pay in excess of the highest appraisal without the written consent of AERONAUTICS or except as directed by a court of competent jurisdiction after a contested trial and a judgment not resulting from agreement between the parties.

6. No State funds will be paid to the SPONSOR in any case until it certifies in writing that it has funds available and will spend at least the amount designated for this project in the Grant Agreement, solely for the project in question.

7. The SPONSOR agrees to hold said airport open to the flying public for the useful life of the facilities developed under this project.

8. The SPONSOR shall grant no exclusive use or operating agreements, to any person, company, or corporation; that failure to abide by such agreement shall automatically obligate the immediate and full return of all State of Idaho money expended in behalf of the project to the State of Idaho.

9. The allowable costs of the project shall not include any costs determined by AERONAUTICS to be ineligible.

10. SPONSOR shall report project commencement date.

11. SPONSOR shall make periodic progress reports as appropriate.

12. SPONSOR shall receive approval prior to any change in the scope of the project

13. SPONSOR shall report project completion date and request final inspection and payment.

14. Such allocation agreement shall become effective upon the SPONSOR acceptance of this offer and shall remain in full force and effect throughout the useful life of the facilities developed under the project but in any event not to exceed twenty (20) years from the date of acceptance.

15. Said offer and acceptance shall comprise allocation agreement, constituting the obligation and rights of the State of Idaho and the SPONSOR with respect to the accomplishment of the project and the operation and the maintenance of the airport.

16. SPONSOR must develop the airport in accordance with current Idaho Division of Aeronautics design and construction standards.

17. SPONSOR cannot allow any activity or action on the airport that would interfere with its use for airport purposes

18. SPONSOR must allow all types, kinds, and classes of aeronautical activities use the airport. This includes such activities as parachute jumping and ultralight vehicles. One possible reason for not allowing an aeronautical activity on the airport is if it cannot be conducted safely. The final safety determination is the responsibility of the Idaho Division of Aeronautics.

19. SPONSOR must allow people to service their own aircraft according to all applicable Federal Aviation Regulations (FARs).

20. The Idaho Division of Aeronautics prefers that all revenue generated on the airport by the Sponsor be used for airport purposes only.

21. SPONSOR should have a master plan or an airport or heliport layout plan to be eligible for participation in the allocation program. The plan must be approved by the Division of Aeronautics.

22. SPONSOR should have proof of ownership or lease of all land upon which any project is proposed in order to protect the investment of public funds.

23. SPONSOR should have compatible land use and height zoning for the airport to prevent incompatible land uses and the creation or establishment of structures or objects of natural growth which would constitute hazards or obstructions to aircraft operating to, from, on, or in the vicinity of the subject airport.

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# APPENDIX F – IASP PROFILE

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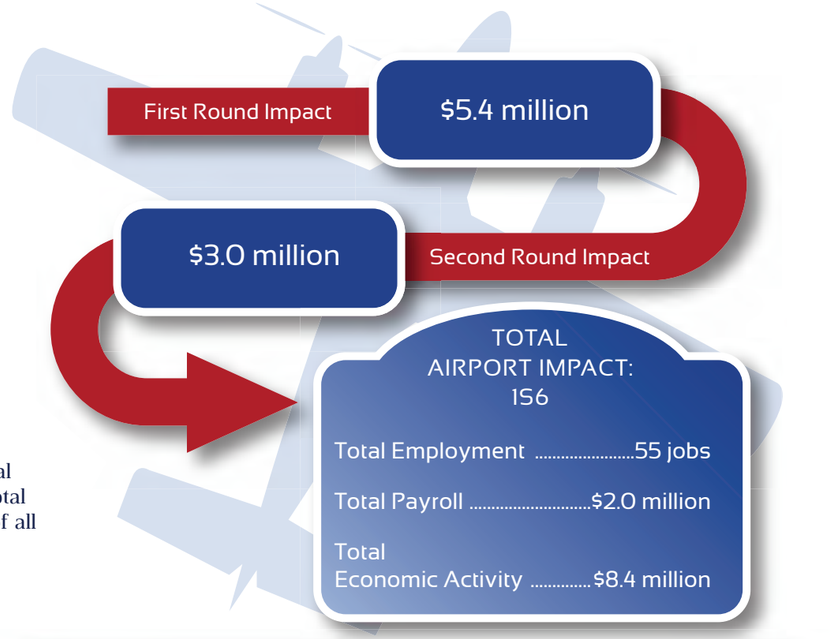
## Economic Benefit to Idaho

The system plan quantifies the total economic activity of each airport in the Idaho system. Through a comprehensive survey process, the direct economic benefits related to on-airport business tenants and the indirect benefits associated with visitor related expenditures were determined for each system airport. The multiplier effect of these benefits was then calculated to ascertain the total airport-related impacts. The total economic activity is the sum of all direct (on-airport), indirect (off-airport visitor industry), and multiplier impacts. The study finds that aviation-related businesses located on airports support thousands of jobs and produce billions of dollars of economic impact.




**STATEWIDE AVIATION IMPACT**

| Total Employment | Total Payroll | Total Economic Activity |
|---|---|---|
| 23,000 jobs | $718.5 million | $2.1 billion |

## Compatible Land Use

The development of land uses that are not compatible with airports and aircraft noise is a growing concern across the country. In addition to aircraft noise, there are other issues, such as safety and environmental impacts to land uses around airports which need to be considered when addressing the overall issue of land use compatibility. Although several federal programs include noise standards or guidelines as part of their funding-eligibility and performance criteria, the primary responsibility for integrating airport considerations into the local land use planning process rests with local governments. ITD Division of Aeronautics has long been an advocate for compatible land use planning around airports. Through the IASP, an Airport Land Use Guidebook was developed for use by the airports, local governments, and the Division of Aeronautics. The Idaho Airport Land Use Guidebook not only informs and educates airports, communities, and local governments but it also provides the necessary tools for implementing compatible land use planning.


For more information contact:

IDAHO TRANSPORTATION DEPARTMENT | DIVISION OF AERONAUTICS
3483 RICKENBACKER STREET, BOISE, ID 83705 | P.O. BOX 7129, BOISE, ID 83707-1129
PHONE: 1-208-334-8775 | IN-STATE TOLL FREE: 1-800-426-4587 | FAX: 1-208-334-8789
HTTP://ITD.IDAHO.GOV/AERO/

Prepared by: Wilbur Smith Associates and T-O Engineers


# Idaho Airport System Plan

## Priest River Municipal Airport

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INDIVIDUAL AIRPORT SUMMARY | 2009

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## Understanding the Airport

The town of Priest River is located in northern Idaho near the confluence of the Priest River and the Pend Oreille River. The surrounding area is home to several recreation centers and provides wilderness areas for many forms of outdoor activity. The primary industry in the area is logging.

Priest River Municipal Airport is a general aviation airport, located just north of the center of Priest River. The airport is used for many different activities, including recreational flights into the backcountry, flight instruction, medical evacuation and medical shipments, and seasonal firefighting activities. The airport is occasionally used by Police and Military personnel. Two area businesses depend on the airport, Northland Aviation and Aerocet Floats.

The airport has one runway that is 2,950 feet long by 48 feet wide, and handles approximately 7,800 operations throughout the year.

## Airport Roles

The Idaho Airport System Plan (IASP) has identified five functional roles for the 75 public-use airports included in the study. These roles expand on the Federal Aviation Administration's (FAA) role categories of commercial service and general aviation airports. Airports that are included in the FAA's National Plan of Integrated Airport Systems (NPIAS) are eligible for federal funding.

| Role Summary | |
|---|---|
| IASP Role → | Local Recreational |
| Federal Role → | General Aviation |
| NPIAS → | Yes |

## Forecasts

When planning for new or additional airport facilities, projections in the form of based aircraft and annual operations can be helpful in determining the type and size of necessary improvements. Historical demand and local socioeconomic indicators, as well as state and national trends and the airport's master plan were reviewed in developing the airport's forecast.

The table below highlights the forecast activity for Priest River Municipal Airport.

**Activity Forecast Summary**

| ACTIVITY | 2007 | 2027 |
|---|---|---|
| Based Aircraft | 16 | 25 |
| Annual Operations | 10,000 | 15,800 |

## Facilities & Services and Recommended Development Costs

Facility and service objectives were developed for each of the five role categories of the IASP. These objectives provide guidance on the minimum level of facilities and services needed for the airport to fulfill its identified role in the system.

In order to continue to serve the aviation needs of surrounding communities and the State of Idaho, the IASP has identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. Recommended development costs include projects needed to meet each of the recommendations of the Idaho Airport System Plan as well as projects from the airport's capital improvement plan (CIP). While these projects are included as part of the IASP, it is recognized that execution of these projects is dependent on the local economic environment. Further, if the minimum system objective is exceeded, then maintenance of that objective is recommended.

The following table summarizes current facilities and services, the airport's facility and service objectives, projects recommended to meet the objectives within the context of the system plan, and the estimated development costs to implement the projects. Planning and environmental recommendations serve as guidance related to the development needed for the airport to fulfill its role in the overall statewide system.

Priest River Municipal Airport is an integral component to the State's system of airports. It provides access to our nation's air transportation network, provides community benefits, and generates economic activity. The proposed development improvements will ensure that Priest River Municipal Airport continues to provide area residents and businesses with the aviation infrastructure necessary for the 21st century.

| | EXISTING | SYSTEM OBJECTIVE | RECOMMENDATION | DEVELOPMENT COST |
|---|---|---|---|---|
| **AIRSIDE FACILITIES** | | | | |
| Primary Runway Length | 2,950 feet | 3,090 feet or greater | Extend 140 feet | $58,400** |
| Runway Width | 48 feet | 60 feet | Widen 12 feet | $378,800** |
| Runway Strength | 12,500 Lbs SW | 12,500 Lbs SW | None | $0 |
| Taxiway Type | Partial Parallel | Turnarounds | None | $0 |
| Instrument Approach | Visual | Non-Precision/Visual | None | $0 |
| Visual Aids | None | Rotating Beacon | None | $0 |
| | Wind Cone | Wind Cone | None | $0 |
| Runway Lighting/Reflectors | NSTD LIRL | Maintain Existing | None | $0 |
| Weather Reporting Facilities | None | None | None | $0 |
| **LANDSIDE FACILITIES** | | | | |
| Terminal with Public Restroom | Yes | None | None | $0 |
| Hangar Storage | 19 Spaces | 8 Spaces | None | $0 |
| Apron Spaces | 11 Spaces | 9 Spaces | None | $0 |
| Auto Parking | 14 Spaces | Parking Spaces | None | $0 |
| **SERVICES** | | | | |
| Phone | Yes | Yes | Provide Phone | $1,000** |
| Restroom | Yes | Yes | None | $0 |
| FBO | None | None | None | $0 |
| Maintenance Facilities | Yes | None | None | $0 |
| Fuel | None | AvGas Only | Provide AvGas | $100,000** |
| Ground Transportation | None | Courtesy/Loaner Car | None | $0 |
| **PAVEMENT MAINTENANCE, PLANNING/ENVIRONMENTAL AND MISCELLANEOUS** | | | | |
| Pavement Maintenance | | | | $584,900** |
| Master Plan/ALP/Environmental | | | | $30,000** |
| Segmented Circle | | | | $9,500** |
| Landside Development | | | | $115,000* |
| Other CIP Projects | | | | $3,577,800* |
| TOTAL | | | | $4,855,400 |

**Airport Capital Improvement Plan (CIP) Project* | ***Idaho Airport System Plan (IASP) Project*

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# APPENDIX G – LAND USE

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## APPENDIX G: LAND USE

## DISCLOSURE LANGUANGE

### SAMPLE
### FAIR DISCLOSURE STATEMENT
### DISCLOSURES BY (OWNER) (BUYER)
### 6.0 OF REAL PROPERTY IN BONNER COUNTY, IDAHO

This is a notification, disclosure, and acknowledgement by (Owner) (Buyer) of real property located in the vicinity of the Priest River Municipal Airport in Bonner County, Idaho.

(Owner) (Buyer) hereby acknowledges the following:

### 7.0 AIRPORT

**1. Proximity to the Airport**
The subject parcel, located in Section ___ Township ___ Range ____, is located in one of five height and/or land use zones of the Priest River Municipal Airport. Airplanes may fly at low elevations over the parcel as they operate to, from, or at the airport. The airport is operational 24 hours per day. Flights may occur at all hours of the day or night.

**2. Disclosure of Noise Impacts**
Due to the proximity of the parcel to the Priest River Municipal Airport and the airport's area of influence; owner(s) / buyer(s) should expect varying degrees of noise from these aircraft, which some persons may find intrusive.

**3. Future Improvements and Aircraft Operations**
The airport plans to expand its facilities and operations in the future. The plans include, but are not limited to those shown on the approved Airport Layout Plan. These improvements may result in increased aircraft operations, operations by larger aircraft, and increased nighttime operations, which could increase the noise levels within the vicinity of the airport.

**4. Avigation Easement**
Where specified on the Airport Compatible Land Use Table, the property owner shall dedicate, in advance of receiving a building permit, an avigation easement to Bonner County, Idaho. The purpose of this easement shall be to establish a maximum height restriction on the use of property and to hold the public harmless for any damages caused by noise, vibration, fumes, dust, fuel, fuel particles, or other effects that may be caused by the operation of aircraft landing at, taking off from, or operating on or at public airport facilities.

## CERTIFICATION

This undersigned owner(s) / purchaser(s) of said parcel of land certify(ies) that (he/she/they) (has/have) read the above disclosure statement and acknowledge(s) the pre or planned existence of the airport named above and the noise exposure due to the operation of said airport.

_____

(SIGNED) Date

**ORDINANCE LANGUANGE**

ORDINANCE NO. _____

## AIRPORT HAZARD OVERLAY ZONE

**An ordinance of Bonner County, Idaho, enacting a new Airport Hazard Overlay Zone in the Bonner County Zoning Ordinance.**

**DEFINITIONS**

**AIRPORT.** Any runway, any area, or other facility designed or used either publicly or privately for the landing and taking-off of aircraft, including all accessory taxiways, aircraft storage an tie down areas, hangars, and other necessary buildings. For purposes of this Ordinance, Airport includes Priest River Municipal Airport.

**AIRPORT ELEVATION.** The highest point of an airport's usable landing area measured in feet from mean sea level.

**AIRPORT INFLUENCE AREA.** An area which establishes boundaries used to define the airport environs for land use planning purposes. Factors to be considered in defining the boundary of the Airport Influence Area include airport noise contours (when applicable), airport traffic patterns, departure, arrival and instrument approach corridors, safety zones and height restriction areas.

**APPROACH SURFACE.** A surface longitudinally centered on the extended runway centerline, extending outward and upward from the end of the primary surface and at the same slope as the approach zone height limitation slope set forth in Section XX-5 of this Ordinance. The outer width of an approach/departure surface will be that width prescribed in this subsection for the most precise approach existing or planned for that runway end as identified on the airport's approved Airport Layout Plan.

**APPROACH, TRANSITIONAL, HORIZONTAL, AND CONICAL ZONES.** These zones are set forth in Section XX-4 of this Ordinance.

**AVIATION HAZARD.** An obstruction or hazard to air navigation that includes any new or existing structure, object of natural growth, use of land, or modification thereto, which endangers

the lives and property of users of an airport, or of occupants of land in its vicinity, and that reduces the size of the area available for landing, taking off and maneuvering of aircraft, or penetrates an imaginary surface, and has an adverse effect on the safe and efficient utilization of the navigable airspace.

**AVIGATION EASEMENT.** A non-possessing property interest in airspace over a land parcel or portion of land. It is a legally developed document obtained by the owner of an airport to permit activities including the right of flight and the right to remove obstructions, but not necessarily to the extent of prohibiting the use of the land within the limits of the rights obtained.

**BOARD.** Board of County Commissioners of Bonner County, Sandpoint, Idaho.

**BOARD OF ADJUSTMENT.** For purposes of this Ordinance, the Board of Adjustment shall consist of three (3) members appointed by the Bonner County Commissioners.

**BUFFER ZONE.** An area in the proposed City Impact Area where aircraft are commonly operating for the purposes of landing and take-off. The Buffer Zone(s) establishes land use restrictions to enhance the protection of people and property on the ground while considering influences of the City Impact Area.

**COMMERCIAL USES.** Commercial uses include community retail, wholesale, service, office and limited manufacturing businesses. For purposes of this Ordinance, High Intensity commercial uses such as large retail box stores (i.e. Walmart, Home Depot, Costco, etc.) are not acceptable commercial uses in all airport land use zones. Refer to the Airport Land Use Overlay Zone Map.

**CONICAL SURFACE.** A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

**CRITICAL ZONES.** An extended area off the runway end used to enhance the protection of people and property on the ground.

**LIGHT INDUSTRIAL USES.** Light industrial uses include a wide
range of manufacturing and related establishments, research, supplies and sales businesses. For purposes of this Ordinance, light industrial uses shall be free of hazardous or objectionable elements such as obstructions, dust, smoke or glare that result in an Aviation Hazard.

**INNER CRITICAL ZONE.** Rectangular in shape and centered about the extended runway centerline. The width of the Inner Critical Zone is 2000 feet and extends a horizontal distance of 5,000 feet from each end of the primary surface.

**OUTER CRITICAL ZONE.** Rectangular in shape and centered about the extended runway centerline. The width of the Outer Critical Zone is 1,000 feet and extends a horizontal distance of up to 5,000 feet, but no less than 3,000 feet, from each end of the Inner Critical Zone.

**FAA.** The Federal Aviation Administration.

**14 CFR PART 77.** Code of Federal Regulations referred to as Federal Aviation Regulation (FAR) Part 77. 14 CFR Part 77 defines the regulations applicable to objects which may affect navigable airspace.

**FAIR DISCLOSURE STATEMENT.** A notification to prospective buyers of property near airports that they may be exposed to potentially impactive levels of aircraft overflight. These statements in no way abrogate an individual's right to take later action against the airport, but rather give buyers a fair warning.

**HEIGHT.** For the purpose of determining the height limits in all zones set forth in this Ordinance and shown on the zoning map, the datum shall be mean sea level elevation unless otherwise specified.

**HORIZONTAL SURFACE.** A horizontal plane 150 feet above the established airport elevation, the perimeter of which in plan coincides with the perimeter of the Horizontal Zone.

**LARGER THAN UTILITY RUNWAY.** A runway that is constructed for and intended to be used by propeller driven aircraft of greater than 12,500 pounds maximum gross weight and jet powered aircraft.

**LATERAL SAFETY ZONE.** An area extending 1,000 feet either side of runway centerline and including the area between the ends of the primary surface(s) used to enhance the protection of people and property on the ground.

**NAVD 88.** North American Vertical Datum 1988. All elevations in this Ordinance are referenced to the 1988 North American Vertical Datum.

**NAVIGABLE AIRSPACE.** Any airspace where heavier-than-air craft can operate. Specifically per Federal Aviation Regulations (FAR), navigable airspace includes airspace at and above the minimum safe flight level, including airspace needed for safe takeoff and landing.

**NONCONFORMING USE.** A use of premise which does not conform to the regulations of this Ordinance, but which was in existence at the time of the effective date of this Ordinance.

**NONPRECISION INSTRUMENT RUNWAY.** A runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in nonprecision instrument approach procedure has been approved or planned. It also means a runway for which a nonprecision approach system is planned and is so indicated on an approved Airport Layout Plan.

**OBSTRUCTION.** Any structure, growth, or other object, including a mobile object, which exceeds a limiting height set forth in Section XX-5 of this Ordinance.

**PERSON.** An individual, corporation, joint venture, limited partnership, partnership, firm, syndicate, association, trustee, or other similar entity or organization

**PRECISION INSTRUMENT RUNWAY.** A runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS), a Precision Approach Radar (PAR) or a Global Positioning System (GPS). It also means a runway for which a precision approach system is planned and is so indicated on an approved Airport Layout Plan.

**PRIMARY SURFACE.** A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway; for military runways or when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The width of the

primary surface is set forth in Section XX-4 of this Ordinance. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

**RUNWAY.** A defined area on an airport prepared for landing and takeoff of aircraft along its length.

**RUNWAY PROTECTION ZONE (RPZ).** An area off the runway end used to enhance the protection of people and property on the ground. The RPZ is trapezoidal in shape and centered about the extended runway centerline. The inner width of the RPZ is the same as the width of the primary surface. The outer width of the RPZ is a function of the type of aircraft and specified approach visibility minimum associated with the runway end. The applicable RPZ dimensions are depicted on the Airport Layout Plan.

**STRUCTURE.** Anything constructed or erected and which is attached, directly or indirectly, to a fixed location on the ground. Structures include, but are not limited to, buildings, modular homes, mobile homes, walls, fences, signs and billboards. For purposes of this Ordinance, the term “structure” shall be expanded to include, in addition to the foregoing, overhead electrical transmission lines or power poles, and their appurtenances, towers, cranes, and smokestacks.

**TRANSITIONAL SURFACES.** These surfaces extend outward at 90-degree angles to the runway centerline and the runway centerline extended at a slope of seven (7) feet horizontally for each foot vertically from the sides of the primary and approach surfaces as defined in FAR Part 77 to a point where they intersect the horizontal and conical surfaces. Transitional surfaces for those portions of the precision approach surfaces, which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at 90-degree angles to the extended runway centerline.

**TRAFFIC PATTERN AREA.** An area comprised of a rectangle based on a determined distance from the runway centerline and end. The Traffic Pattern Area represents an area where aircraft are commonly operating for the purposes of landing and take-off as depicted in the Airport Land Use Overlay Zone Map. A Traffic Pattern Area is commonly based on the predominant usage of the category of aircraft forecast to use the airport and the specific traffic patterns established at the airport.

**TREE.** A perennial woody plant having at least one main trunk and produces a more or less distinct and less elevated crown with many branches.

**UTILITY RUNWAY.** A runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight and less.

**VISUAL RUNWAY.** A runway intended solely for the operation of aircraft using visual approach procedures.

**CHAPTER XX**
**PRIEST RIVER MUNICIPAL AIRPORT HAZARD ZONING**

Section XX-1. Purpose.
Section XX-2. Authority.
Section XX-3. Short Title.
Section XX-4. Airport Height Restriction Zones (Height Zones).
Section XX-5. Airport Height Zone Limitations.

Section XX-6. Compatible Land Use Regulations.
Section XX-7. Non-Conforming Uses.
Section XX-8. Permits.
Section XX-9. Enforcement.
Section XX-10. Board of Adjustment.
Section XX-11. Appeals.
Section XX-12. Judicial Review.
Section XX-13. Penalties.
Section XX-14. Conflicting Regulations.
Section XX-15. Severability
Section XX-16. Effective Date.

XX-1. **PURPOSE.**

XX-1.01 It is the purpose of the Priest River Municipal Airport Hazard Zoning (herein referenced in this chapter as "this Ordinance") to restrict the height of structures and objects of natural growth, and otherwise regulate the use of property, in the vicinity of the Priest River Municipal Airport (the Airport) by: creating the appropriate zones and establishing the boundaries thereof; providing for changes in the restrictions and boundaries of such zones; define certain terms used herein; reference the Airports' FAR Part 77 Airspace Drawing and Airport Land Use Zone Map, which are incorporated in and made a part of this Ordinance; provide for enforcement; establish a board of adjustment; and impose penalties.

It is hereby found that an aviation hazard endangers the lives and the property of users of the Airport, as well as the property and the occupants of land in the vicinity of the Airport. An aviation hazard reduces the size of the area available for landing, takeoff and maneuvering of aircraft, and thus diminishes or impairs the utility of the Airport and the public investment therein.

Accordingly, it is declared that:

1. The Airport fulfill an essential community purpose; and

2. The creation or establishment of an aviation hazard is a public nuisance and will injure the region served by the Airport; and

3. The encroachment of noise sensitive or otherwise incompatible land uses within certain areas as set forth herein endangers the health, safety, and welfare of the owners, occupants, or users of the land; and

4. It is necessary in the interest of the public health, safety, and general welfare that the creation of aviation hazards be prevented; and

5. Joint cooperation between all governing boards having jurisdiction within or adjoining the airports' hazard areas is encouraged as a mechanism to prevent aviation hazards; and

6. The prevention of these aviation hazards should be accomplished, to the extent legally possible, by the exercise of the police power without compensation.

XX-2. **AUTHORITY.** The Board adopts this Ordinance pursuant to the provisions and authority conferred by Article 12, Section 2, of the Idaho State Constitution, and Title 21, Chapter 5, Airport Zoning Act, and Title 67, Chapter 65, Local Land Use Planning, of the Idaho Code.

XX-3. **SHORT TITLE.** This Ordinance shall be known as the "Priest River Municipal Airport Hazard Zoning Ordinance."

XX-4. **AIRPORT HEIGHT RESTRICTION ZONES (HEIGHT ZONES).**

XX-4.01 In order to carry out the provisions of this Ordinance, there are hereby created and established certain zones which include all of the land lying beneath the approach surfaces, transitional surfaces, horizontal surfaces, and conical surfaces as they apply to the Airports. Such zones are shown on the Airport's Federal Aviation Regulation (FAR) Part 77 Airspace Drawings. Three (3) original, official, and identical copies of the FAR Part 77 Airspace Drawings reflecting the boundaries of the airport Height Zones of Bonner County, Idaho are hereby adopted, and the Board is hereby authorized to sign and attest each map as the official Priest River Municipal Airport FAR Part 77 Airspace Drawings of Bonner County, Idaho, and such maps adopted as reference shall be filed and maintained as follows:

1. One (1) copy each shall be filed in the office of the Administrator and shall be designated as Exhibit 1. The Administrator shall maintain this copy by posting thereon all subsequent changes and amendments.

2. One (1) copy each shall be filed in the office of the County Clerk and Recorder and shall be designated as Exhibit 2. The Administrator shall maintain this copy by posting thereon all subsequent changes and amendments.

3. One (1) copy each shall be filed in the office of the Airport Manager and shall be designated as Exhibit 3. The Administrator shall maintain this copy by posting thereon all subsequent changes and amendments.

XX-4.02 Each portion of an area located in more than one (1) of the following zones shall be evaluated independently according to the zone in which it is located. The various zones are hereby established and defined below. Not all Approach Zones may apply. Refer to the Federal Aviation Administration (FAA) Part 77 Airspace Drawing to determine the applicable Approach Zone(s).

1. PRECISION INSTRUMENT RUNWAY APPROACH ZONE (LARGER THAN UTILITY RUNWAY). The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach zone expands outward uniformly to a width of 16,000 feet at a horizontal distance of 50,000 feet. Its centerline is the continuation of the centerline of the runway.

2. NONPRECISION INSTRUMENT RUNWAY APPROACH ZONE (LARGER THAN UTILITY RUNWAY). The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of 3,500 feet at a horizontal distance 10,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

3. NONPRECISION INSTRUMENT RUNWAY APPROACH ZONE (UTILITY AIRCRAFT). The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of 2,000 feet at a horizontal distance 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

4. VISUAL RUNWAY APPROACH ZONE (LARGER THAN UTILITY RUNWAY). The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach surface expands uniformly to a width of 1,500 feet at a horizontal distance 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

5. VISUAL RUNWAY APPROACH ZONE (UTILITY AIRCRAFT). The inner edge of this approach zone coincides with the width of the primary surface and is 250 feet wide. The approach surface expands uniformly to a width of 1,250 feet at a horizontal distance of 5,000 feet from the primary surface. The centerline of the approach zone is a continuation of the centerline of the runway.

6. TRANSITIONAL ZONE. The transitional zones are the areas beneath the transitional surfaces.

7. HORIZONTAL ZONE. The horizontal zone is established by swinging arcs of 5,000 or 10,000 feet radii from the center of each end of the primary surface of the primary runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone does not include the approach and transitional zones. The horizontal zone was constructed with 5,000 feet radii.

8. CONICAL ZONE. The conical zone is established as the area that commences at the periphery of the horizontal zone and extends outward there from a horizontal distance of 4,000 feet.

XX.5. **AIRPORT HEIGHT ZONE LIMITATIONS.**

XX-5.01 Pursuant to Section XX.4 and except as otherwise provided in this Ordinance, no structure shall be erected, altered, or maintained, and no tree shall be allowed to grow in any Height Zone created by this Ordinance to a height in excess of the applicable height limit herein established for such zone. Such applicable height limitations are hereby established for each of the Height Zones in question as follows:

1. PRECISION INSTRUMENT RUNWAY APPROACH ZONE. Slopes fifty (50) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline. Then slopes forty (40) feet outward for each foot upward beginning at the end of and at the same elevation as the first 10,000 feet and extending to a horizontal distance of 40,000 feet along the extended runway centerline.

2. NONPRECISION INSTRUMENT RUNWAY APPROACH ZONE (LARGER THAN UTILITY RUNWAY). Slopes thirty-four (34) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline.

3. NONPRECISION INSTRUMENT RUNWAY APPROACH ZONE (UTILITY AIRCRAFT). Slopes twenty (20) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.

4. VISUAL RUNWAY APPROACH ZONE. Slopes twenty (20) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.

5. TRANSITIONAL ZONE. Slopes seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the primary surface and the approach surface, and extending to a height of 150 feet above the airport elevation. In addition to the foregoing, there are established height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the approach surface, and extending to where they intersect the conical surface. Where the precision instrument runway approach zone projects beyond the conical zone, there are established height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the approach surface, and extending a horizontal distance of 5,000 feet measured at 90-degree angles to the extended runway centerline.

6. HORIZONTAL ZONE. Established at 150 feet above the airport elevation.

7. CONICAL ZONE. Slopes twenty (20) feet outward for each foot upward beginning at the periphery of the horizontal zone and at 150 feet above the airport elevation and extending to a height of 350 feet above the airport elevation.

XX-5.02 EXCEPTED HEIGHT LIMITATIONS. In the area lying within the limits of the Horizontal and Conical Zones, nothing in this Ordinance shall be construed as prohibiting the construction, maintenance, or growth of anything to a height that is less than fifty (50) feet above the surface of the land, except when, because of terrain, land contour or topographic features, such structure or growth would extend above the height limits prescribed herein.

XX-6. **COMPATIBLE LAND USE REGULATIONS.**

XX-6.01 AIRPORT COMPATIBLE LAND USE OVERLAY ZONES (LAND USE ZONES). The controlled area of the Airport is divided into Airport Compatible Land Use Overlay Zones (Land Use Zones). The purpose of such zones shall be to regulate the development of noise sensitive land uses; promote compatibility between the Airport and the surrounding land uses; protect the Airport from incompatible development; and promote the health, safety and general welfare of property users. The Airport Land Use Zones established herein shall be known as:

- Runway Protection Zone (RPZ)
- Lateral Safety Zone (LSZ)
- Inner Critical Zone (ICZ)
- Outer Critical Zone (OCZ)
- Traffic Pattern Area (TPA)
- Airport Influence Area (AIA)
- Buffer Zone (BZ)

XX-6.02 AIRPORT LAND USE ZONE MAP. The boundaries of the Airport Land Use Zones set out herein shall be delineated upon the Airport's Airport Land Use Zone Maps, with said maps being adopted by reference and made a part of this Ordinance as fully as if the same were set forth herein in detail.

Three (3) original, official, and identical copies of the Airport Land Use Zone Maps that reflect the boundaries of the Airport Land Use Zones are hereby adopted, and the Board is hereby authorized to sign and attest each map as the official Airport Land Use Zone Maps of Bonner County, Idaho, and such maps shall be filed and maintained as follows:

1. One (1) copy shall be filed in the office of the Administrator and shall be designated as Exhibit 1. The Administrator shall maintain this copy by posting thereon all subsequent changes and amendments.

2. One (1) copy shall be filed in the office of the County Clerk and Recorder and shall be designated as Exhibit 2. The Administrator shall maintain this copy by posting thereon all subsequent changes and amendments.

3. One (1) copy shall be filed in the office of the Airport Manager and shall be designated as Exhibit 3. The Administrator shall maintain this copy by posting thereon all subsequent changes and amendments.

XX-6.03 AIRPORT COMPATIBLE LAND USE OVERLAY ZONE BOUNDARIES. The Airport Land Use Zone boundary lines shown on the official Airport Land Use Zone Map shall be located and delineated along contour lines established for the Airport. Where

uncertainty exists as to the boundaries of the Airport Land Use Zones as shown on the official Map, the following rules shall apply:

1. Boundaries shall be scaled from the nearest runway end shown on the map.

2. Boundaries shall be scaled from the nearest physical feature shown on the map.

3. Distances not specifically indicated on the original Airport Land Use Zone Map shall be determined by a scaled measurement on the map.

XX-6.04 Where physical features on the ground differ from the information shown on the official Airport Land Use Zone Map or when there arises a question as to how or where a parcel of property is zoned and such questions cannot be resolved by the application of Section XX-6.03, the property shall be considered to be classified as the most restrictive Airport Land Use Zone.

XX-6.05 Where a parcel of land lies within more than one (1) Airport Land Use Zone, the zone within which each portion of the property is located shall apply individually to each portion of the development.

XX-6.05 USE OF LAND AND BUILDINGS.

1. Within the Airport Land Use Zones as defined herein, no land shall hereafter be used and no structure or other object shall hereafter be erected, altered, converted, or modified other than for those compatible land uses permitted by the underlying comprehensive zoning districts, as specified in the Bonner County Zoning Ordinance. Additional land uses are prohibited in the Airport Land Use Zones, regardless of underlying zoning, as set forth in the Airport Compatible Land Use Table included in Attachment A.

2. Where any use of prohibited land and buildings set forth in Section XX-6.06(1) conflicts with any use of land and buildings set forth in the Bonner County Zoning Ordinance and/or Zoning Map, this chapter shall apply.

3. Section XX.6.06 does not apply to property within the official boundaries of the Airport Zone as defined in Title 9, Subdivision Regulations.

XX-6.06 ADDITIONAL LAND USE REGULATIONS.

1. Except as provided in Section XX-6.06(1) and Section XX-9 of this Ordinance, all development within the jurisdiction of Bonner County, Idaho and within the Airport Influence Area as depicted on the Airport Land Use Zone Map, shall have a minimum land division size of 40 acres.

2. On property within the Airport Land Use Zone Map jurisdiction, but outside the jurisdictional limits of Bonner County, Idaho, Section XX-6.06(1) shall be used to formulate land use recommendations or responses to land use comment requests from other jurisdictions.

3. In the event of conflict between this section and any aviation hazard restriction, the most restrictive provision shall apply.

4. Notwithstanding any other provisions of this Ordinance or sections of the Priest River Municipal Airport Hazard Zoning Ordinance, no use may be made of land, water, or structures within any zone established by this Ordinance in such a manner as to create electrical interference with navigational signals or radio communication between the Airport and aircraft; make it difficult for pilots to distinguish between airport lights and others, or result in glare in the eyes of pilots using the Airport; impair visibility in the vicinity of the Airport; create bird strike hazards; or otherwise in any way endanger or interfere with the landing, taking off, or flight operations of aircraft utilizing the Airport.

XX-7. **NON-CONFORMING USE.**

XX-7.01 REGULATIONS NOT RETROACTIVE. The regulations prescribed by this Ordinance shall not require the removal or alteration of any structure or tree not conforming to this Ordinance on its effective date. The regulations of this Ordinance shall not interfere with the continuance of such nonconforming use. Nothing contained herein shall require a change in the construction, alteration, or intended use of any structure whose construction or alteration commenced prior to the effective date of this Ordinance and whose construction is being diligently pursued.

XX-7.02 MARKING AND LIGHTING. Notwithstanding the provisions of XX-7.01, the owner of a non-conforming structure or growth is hereby required to permit the installation, operation, and maintenance of such markers and lights as the Commission deems appropriate as indicators of aviation hazards or obstructions to the operators of aircraft. Such markers and lights shall be installed, operated, and maintained at the expense of Bonner County.

XX-8. **PERMITS.**

XX-8.01 FUTURE USES. Except as specifically provided in “1” and “2” hereunder, no material change shall be made in the use of land, no structure shall be erected or established, and no tree shall be planted in any zone hereby created without a properly authorized permit. Each application for a permit shall indicate the action to be permitted and shall provide enough detail shall be provided, including a map or drawing showing the heights and location of the permitted action in relation to the Height and Land Use Zones, to allow a determination of whether the resulting use,

structure, or tree will conform to the regulations prescribed herein. An FAA Form 7460-1, *Notice of Proposed Construction or Alteration*, shall accompany each application. Receipt of an FAA Determination of No Hazard is required before issuing a permit. No permit for a use inconsistent with the provisions of this Ordinance shall be granted unless a variance has been approved in accordance with Section XX-8.05.

1. No permit shall be required by this Ordinance for any tree or structure less than 200 feet above ground level that is located in the area lying within the limits of the approach, transitional, horizontal, and conical zones, and which is lower than an imaginary surface extending outward and upward at a slope of 100 feet horizontal for each 1 foot vertical within 20,000 feet (3.8 statute miles) beginning at the closest point of the closest runway.

2. Nothing contained in any of the foregoing exceptions shall be construed as permitting or intending to permit any construction, or alteration of any structure, or growth of any tree in excess of any of the height limits established by this Ordinance.

XX-8.02 EASEMENTS AND DISCLOSURE. Where specified in the Airport Compatible Land Use Table, the property owner shall dedicate, in advance of receiving a building permit, an avigation easement to the County. In addition, a Fair Disclosure Statement will be provided to prospective buyers. The avigation easement shall establish a height restriction on the use of the property and hold Bonner County harmless from any damages caused by noise, vibration, fumes, dust, fuel, fuel particles, or other effects that may be caused by the operation of aircraft taking off, landing, or operating on or near the Airport. The avigation easement shall be signed and recorded in the deed records of the County. The Fair Disclosure Statements will serve to notify prospective buyers of property near airports that they may be exposed to potentially impactive levels of aircraft overflight.

XX-8.03 EXISTING USES. A permit shall not be granted if it would allow the establishment or creation of an obstruction or would allow a nonconforming use, structure, or tree to become a greater hazard to air navigation than it was prior to the effective date of this Ordinance, the effective date of any amendment to this Ordinance, or the application date of a permit.

XX-8.04 NONCONFORMING USES ABANDONED OR DESTROYED. If the Zoning Commission determines that a nonconforming tree or structure has been abandoned or that more than eighty percent (80%) of it has been demolished, deteriorated, or decayed, then a permit that would allow such structure or tree to exceed the applicable height limit or otherwise deviate from the zoning regulations shall not be granted.

XX-8.05 VARIANCE. A person desiring to erect or increase the height of any structure, or permit the growth of a tree, or use property in a manner which is not in accordance with the regulations prescribed in this Ordinance, shall apply to the County Planning and Zoning Commission for a variance from such regulations. In addition to these requirements, an application for a variance shall also be accompanied by a determination by the Federal Aviation Administration and the Idaho Division of Aeronautics concerning the affect of the proposal on the operation of air navigation

facilities and on the safe, efficient use of the navigable airspace. Such variance shall be viewed favorably if it is determined that: a literal application or enforcement of the regulations would result in unnecessary hardship which could be relieved by the variance, and if it is determined that the variance will not be contrary to the public interest, will not create an aviation hazard, will do no substantial injustice, and will be in accordance with the spirit of this Ordinance. A variance requested pursuant to this section shall only be considered by the Commission after the airport manager, or designated representative, has been given an opportunity to review the application for its aeronautical affects and has submitted written comments to the Commission. If the airport manager's opinion has not been submitted within fifteen (15) days after receipt of the application, the Commission shall act upon the application without such advice.

XX-8.06 OBSTRUCTION MARKING AND LIGHTING. In granting a variance permit, the Commission may, if such action is deemed advisable to fulfill the purpose of this Ordinance, place conditions upon the variance which require the owner of the structure or tree in question to install, operate, and maintain at the owner's expense such markings and lights as are considered to be necessary. If deemed proper by the Board of Adjustment, this condition may be modified to require the owner to allow Bonner County, at the county's expense, to install, operate, and maintain the necessary markings and lights.

XX-9. **ENFORCEMENT.**

It shall be the duty of the County to administer and enforce the regulations prescribed herein through the office of the County. Applications for permits and variances shall be made to the County upon a form published for that purpose. Applications required by this Ordinance shall be promptly considered by the County. Each application shall be either: a. Granted without conditions. b. Granted with added conditions, or c. Denied.

XX-10. **BOARD OF ADJUSTMENT.**

XX-10.01 There is hereby created a Board of Adjustment to have and to exercise the following powers:

1. To hear and decide appeals from any order, requirement, decision, or determination made by the County Planning and Zoning Commission in its enforcement of this Ordinance.

2. To hear and to consider whether any requirement which this Ordinance imposes upon a specific applicant should be modified or set aside in its entirety or in part.

3. To request and consider expert testimony from professionals conversant with various standards, such as but not limited to the FAA and Idaho Division of Aeronautics staff.

4. To consider recommendations and/or make final decisions relating to any application that by Ordinance or Idaho Code requires such to be made by the Board of Adjustment.

XX-10.02 The Board of Adjustment shall maintain its governance in harmony with the provisions of this Ordinance. Meetings of the Board of Adjustment shall be held at the call of the Chairman and at such other times as the Board of Adjustment may determine. All hearings of the Board of Adjustment shall be public. The Board of Adjustment shall keep minutes of its proceedings showing the vote of each member of the Board upon each question. If a member of the Board is absent or has failed to vote, the minutes shall indicate such. The minutes shall keep records of the Board's examinations and other official actions, and the minutes shall be filed immediately in the office of the County Planning and Zoning Commission, where they shall be shown upon appropriate request.

XX-10.03 The Board of Adjustment shall make written findings of fact and conclusions of law giving the facts upon which it acted and its legal conclusions from such facts in reversing, affirming, or modifying any order, requirement, decision, or determination which come before it under the provisions of this chapter or when required by Idaho Code.

XX-10.04 The concurring vote of a majority of the members of the Board of Adjustment shall be sufficient to override any requirement or decision by the County Planning and Zoning Commission; to set aside any requirement that this Ordinance imposes upon an applicant; and to effect a variation from this Ordinance.

XX-11. **APPEALS.**

XX-11.01 Any affected person as defined by Idaho Code Section 67-6521, as it may be amended from time to time, may appeal a requirement or decision of the Commission made in the administration of this Ordinance to the Board of Adjustment.

XX-11.02 All appeals hereunder must be filed with the Administrator's Office within twenty-eight (28) days from the date of the requirement or decision appealed from. All issues being appealed must be specifically stated in the appeal. When an appeal is filed, the Administrator shall gather the record of the matter appealed and shall submit it to the Board of Adjustment.

XX-11.03 The Board of Adjustment may stay all proceedings in furtherance of the action appealed if it deems such a stay to be necessary. Any such stay that is imposed shall automatically be lifted upon the Board of Adjustment issuing a written decision on the matter being appealed, unless otherwise stated by the Board.

XX-11.04 The Board of Adjustment shall fix a reasonable time for hearing appeals, give public notice and due notice to the parties in interest, and decide the same within a reasonable time.Upon hearing, any party may appear in person or by agent or by attorney.

XX-11.05 In conformity with the provisions of this Ordinance, the Board of Adjustment may reverse or affirm, in whole or in part, or modify the requirement(s) or decision appealed from, and/or may make such requirement(s), decision, or other determinations as may be appropriate under the circumstances.

XX-12. **JUDICIAL REVIEW.** Any affected person as defined by section XX-11.01, may appeal any final decision to the district court as provided by the Local Land Use Planning Act, Title 67, Chapter 65 Idaho Code.

XX-13. **PENALTIES.** Violation of this Ordinance, or of any regulation, order, or ruling promulgated hereunder, shall be subject to the penalties and actions prescribe as provided in Section 1-4-1 of this code; and each day a violation continues to exist shall constitute a separate offence.

XX-14. **CONFLICTING REGULATIONS.** Where there exists a conflict between this Ordinance and other regulations applicable to the same area, whether the conflict be with respect to the height of structures or trees, the use of the land, or any other matter, the more stringent limitation or requirement shall govern and prevail.

XX-15. **SEVERABILITY.** If a provision of this Ordinance or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of this Ordinance, which can be given effect without the invalid provision(s) or application(s); to this end, the provisions of this Ordinance are declared to be severable.

XX-16. **EFFECTIVE DATE.** Whereas the immediate operation of the provisions of this Ordinance is necessary for the preservation of the public health, safety, and general welfare, this Ordinance shall be in force and effect as of the date and time this Ordinance is passed by the Bonner County Board of County Commissioners and published as required by law.

# ATTACHMENT A
# LAND USE COMPATIBILITY TABLE

| Land Use | 1 Runway Protection Zone | 2 Lateral Safety Zone | 3 Inner Critical Zone | 4 Outer Critical Zone | 5 Traffic Pattern Area | 6 Airport Influence Area | 7 Buffer Zone |
|---|---|---|---|---|---|---|---|
| **Residential** | | | | | | | |
| Single-family, nursing homes, multi-family, apartments, condominiums, mobile home parks | X | X | X | C (1,2,6) | C (1,3,6) | C (1,6) | C (1,4) |
| Transient lodging (i.e. hotels and motels) | X | X | X | C (1,6) | C (1,6) | C (1,6) | C (1) |
| **Public** | | | | | | | |
| Schools, libraries, churches | X | X | X | X | C (1,6) | C (1,6) | C (1,6) |
| Parking and cemeteries | X | P | P | P | P | P | P |
| **Commercial/Industrial** | | | | | | | |
| Offices, retail trades, light industrial, general manufacturing, utilities, extractive industry | X | C (1) | C (1,5) | C (1,6) | C (1) | C (1) | C (1) |
| Airport revenue-producing enterprises | X | C (1) | C (1,5) | C (1,6) | C (1) | C (1) | C (1) |
| **Agricultural and Recreational** | | | | | | | |
| Cropland | P | P | P | P | P | P | P |
| Livestock breeding, zoos, golf courses, riding stables, water recreation | X | X | C (6,7) | C (6,7) | C (7) | P | C (7) |
| Outdoor spectator sports, parks, playgrounds | X | X | X | C (1,6) | C (1,6) | C (1,6) | C (1,6) |
| Amphitheaters | X | X | X | X | C (1,6) | C (1,6) | C (1,6) |
| Open space | P | P | P | P | P | P | P |
| **Bird and Wildlife Attractants** | | | | | | | |
| Sanitary Landfills | X | X | X | X | X | C (7) | X |
| Water treatment plants, water impoundments | X | X | X | X | X | C (7) | X |
| Wetlands Mitigation | X | C (7) | C (7) | C (7) | C (7) | C (7) | C (7) |

**CONDITIONS**

**All facilities should be configured to comply with FAR Part 77 requirements.**

1. If allowed, Fair Disclosure Statement must be required as a condition of development.

2. Limit residential density to 1 unit per 2.5 acres.

3. Limit residential density to **a maximum** of 1 unit per 2.5 acres. It is recommended that the County utilize cluster development or other similar land use planning mechanisms where reasonable and necessary in the Traffic Pattern Area to ensure minimum residential density while providing for maximum safety of aircraft operators and surrounding residents as well as reduced impacts on the quality of life of residents. Refer to the Bonner County Zoning Ordinance, as amended.

4. Limit residential density to 1 unit per 1 acre.

5. Avoid High Intensity commercial uses such as large retail box stores (i.e. Walmart, Home Depot). Use should be located as far from extended centerline as possible.

6. If no reasonable alternative exists, use should be located as far from extended centerline as possible.

7. Such uses may present a bird and wildlife attractant. If allowed, consideration of the proximity of the airport and potential negative impacts should be considered. Refer to FAA Advisory Circulars (AC) 150/5200-33B and 150/5200-34A, as amended

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## COMPREHENSIVE PLAN EXAMPLE

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***DRAFT***

**FOR EXAMPLE/TRAINING PURPOSES ONLY**

# Bonner County Comprehensive Plan

# Chapter 17: Public Airport Facilities

*Idaho Code §67-6508 (q) requires the following for the Public Airport Facilities component:*
*Public Airport Facilities -- An analysis prepared with assistance from the Idaho transportation department division of aeronautics, if requested by the planning and zoning commission, and the manager or person in charge of the local public airport identifying, but not limited to, facility locations, the scope and type of airport operations, existing and future planned airport development and infrastructure needs, and the economic impact to the community.*

Bonner Planning Department

DRAFT: Bonner County, Idaho

8/28/2014

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## INTRODUCTION:

There are currently four (4) public-use airports in Bonner County. According to the Federal Aviation Administration (FAA) and Idaho Transportation Department - Division of Aeronautics (ITD Aero), a public-use airport is open to and for public use without prior permission, and without restrictions within the physical capacities of available facilities.

Two of the four public-use airports in the county are owned and operated by Bonner County; Sandpoint and Priest River. Both airports are also eligible for and receive airport improvement grants from the FAA and ITD Aero. The other airports, Cavanaugh Bay and Priest Lake are owned by ITD Aero and the United States Forest Service (USFS) respectively.

**Public Airport Facilities Component Goal:**
"Bonner County…

."

Following is a summary of each of the public-use airports in the County. Additional information is included for several private-use airports and heliports in the County.

## COUNTY-OWNED, PUBLIC-USE AIRPORTS

There are currently 119 public-use airports in the state of Idaho. Of these 119, 75 are considered core airports by ITD Aero (Idaho Airport System Plan (IASP), 2010). The Sandpoint and Priest River Airports are considered core statewide airports by ITD Aero. ITD Aero's mission for its aviation system is as follows:

The Idaho Transportation Department's Division of Aeronautics serves to provide the highest quality, most effective, efficient, and safest airport system for all users of aviation services. To this end, the Division of Aeronautics plans and implements essential programs, services and projects to develop, encourage, and foster an exemplary system of airports that meet the current and future requirements of a growing and diverse Idaho aviation community. (http://itd.idaho.gov/aero/)

Both airports are categorized in the IASP:

The Sandpoint Airport is categorized as a Regional Business Airport. Regional Business airports support regional economic activities, connecting to state and national economies, and serve all types of general aviation aircraft. They also accommodate local business activities and various types of general aviation users.

The Priest River Airport is categorized as a Local Recreational Airport. Local Recreational Airports serve a supplemental role in local economies, primarily accommodating recreational, personal flying, and limited local business activities.

The impact of the Idaho airport system on the state's economy was also examined by ITD Aero as part of the IASP. The IASP's system of airports generates $2.1 billion of economic activity, supports 23,000 jobs, and generates $781.5 million in annual payroll (IASP 2010). Specific economic impacts for the Sandpoint and Priest River airports are included in the individual airport summaries below.

Both airports are also an important part of the national transportation infrastructure and are included in the FAA National Plan of Integrated Airport Systems (NPIAS). Airports in the NPIAS are considered necessary to provide a safe, efficient, and integrated system of nation-wide public-use airports adequate to anticipate and meet the needs of commercial air service; civil aeronautics; the national defense requirements of the Secretary of Defense; emergency air medical evacuation; BLM and USFS fire response support as well as the United States Postal Service (FAA NPIAS Report 2013-2017). As NPIAS airports, both airports receive federal funding via the FAA Airport Improvement Program and are subject to FAA design standards, regulations, rules, Sponsor responsibilities, and policies.

Following is a summary of facilities, activity, economic impact, and future improvements at the airports.

## SANDPOINT AIRPORT

**Sandpoint Airport**

Source: Bonner County

The Sandpoint Airport, located on approximately 60 acres in northwest Sandpoint, was established in the 1940s. The airport is operated by Bonner County, and has an annual budget of about $50,000 (O'Leary).

### FACILITIES

The elevation at the Sandpoint Airport is 2127 feet. The asphalt runway is 5,500 feet long and 75-feet wide and is listed in good shape. The runway single-wheel weight limit is 40,000 pounds. (Airnav web site). The airport offers a restroom, maintenance and repair services, 24-hour refueling, rental cars and private and public hangar rentals, tie-downs and flight school. The airport has an all- weather instrument landing system (LOC/DME), pilot-activated runway lights and a lighted wind indicator.

## Air Traffic

Much of the air traffic using the Sandpoint Airport arrives from other destinations, rather than originating in Sandpoint. The airport registers about 18,000 operations (take-offs and landings) annually. About 40 percent of the air traffic is business-related. Another 40 percent use the Sandpoint facility for tourism-related activities, while the remaining 20 percent is attributed to recreational flying or training. The Sandpoint Industrial Park adjoins the airport site and draws traffic to the facility. Overnight delivery and parcel service companies use the airport on a daily basis. The Sandpoint Airport also sees traffic from medical flights and U.S. Forest Service fire- fighting planes and is beginning to see greater traffic from owners of recreational or second homes in Bonner County. Sandpoint does not have an airplane commuter service at this time, although the Bonner County facility has the ability to handle small commuter jets. Schweitzer and local golf course operators desire an air commuter service to the area, but to make the service economical may take an increase in population or some method of subsidy (O'Leary).

State statistics reflect 73 percent of the Sandpoint air traffic is attributed to general transient aviation, 24 percent to local general aviation and the remaining 3 percent to air taxi service. There are 60 aircraft based at Sandpoint's airport, representing 55 single-engine planes, three multi-engine aircraft, one glider and one helicopter (Airnav web site).

## Economics

The economic benefits of the Sandpoint Airport to the community include 482 jobs created directly or indirectly by the airport operation, a payroll of $15 million and an estimated output or economic spin-off of approximately $32.9 million (IASP 2010).

## Future Development

Bonner County, with the assistance of a consultant, is updating its airport master plan. The plan will look at the present facility, previous master plan and what the Sandpoint facility needs to meet future demands. Better instrument landing equipment, such as a global positioning system (GPS), and runway improvements for greater separation of the runway and taxiway may be on the list of future airport improvements. The future wish list includes development of a commuter air service, perhaps serving the Seattle or Calgary areas (O'Leary). Bonner County also has examined the possibilities of commuter service to Boise.

## PRIEST RIVER

**Priest River Airport**

Source: T-O Engineers

Priest River Municipal Airport, located east of State Highway 57 and north of the City of Priest River, is operated by Bonner County. Established in about 1921, it is the oldest airport in the area. The airport and associated facilities encompass about 39 acres (FAA Form 5010/GCR).

### FACILITIES

Elevation at the Priest River Airport is 2187 feet (estimated). The airport's asphalt runway is 2,950 feet long and about 48 feet wide. No instrumental landing systems are available at the airport. A lighted wind indicator and pilot-activated runway lights are provided. There are three private hangars and one County-owned hangar which provide a pilots' lounge and 10 hangar spaces. About 10 tie-downs are available during warmer weather for transient air traffic (Mendive).

### AIR TRAFFIC

The Priest River Airport receives its heaviest use during the summer months, when tourists and second-home owners arrive in the area. Priest River's facility is the closest paved airport to Priest Lake, a popular tourist destination. Traffic is also generated by the financial industry, mills, construction work, U.S. Forest Service projects, medical flights and general recreational aviation. The Priest River Airport has seen its greatest growth in the past five years (Mendive).

### Economics

The economic benefits of the Priest River Airport to the community include 55 jobs created directly or indirectly by the airport operation, a payroll of $2 million and an estimated output or economic spin-off of approximately $8.4 million (IASP 2010).

### Future Development

There are no immediate plans for improvement of the Priest River Airport. With grant money and matching local funds, a runway resurfacing project is tentatively in the works (Mendive).

## Non-County-Owned Public-Use Airports

As previously mentioned there are two additional public-use airports located in Bonner County in addition to the Sandpoint and Priest River airports; Cavanaugh Bay and Priest Lake airports. Cavanaugh Bay is owned by ITD Aero and Priest Lake by the USFS.

While these two airports are not part of the core system of 75 airports identified in the ITD Aero IASP, they are recognized in another ITD Aero airport system subset, the Idaho Airstrip Network (IAN).

Per the 2005 IAN, the Idaho Airstrip Network consists of airstrips, the adjacent or nearby lands and facilities, and the portal communities to which they are connected. This network includes airstrips that have turf and dirt surfaces, and limited facilities which vary in their level of development. They are held in public or private ownership, but in all cases public access for general aviation purposes is permitted. Private airstrips without public access are not included in the Network. Predominant uses of these airstrips include: access to recreation opportunities (e.g., rafting, hunting, and fishing), fire protection, the provision for emergency services, natural resource management, recreational aviation, and the servicing of remote ranches and other economic enterprises through pickup and delivery of passengers, mail, food and other supplies (IAN 2005).

Like airports in the IASP, airports in the IAN are categorized.

The Cavanaugh Bay Airport is categorized as a Community Airstrip. Community Airstrips may have additional navigational aids and radio service and other services associated with proximity to communities or other attractions. They are typically located near a community with access to full-service roads and close to some development. Maintenance of these facilities includes: clear vegetation, remove obstacles, blade, mow, treat, fertilize, water, treat invasive and noxious weed, and make spot treatments to maintain an improved airstrip surface (IAN 2005).

The Priest Lake Airport is categorized as a Developed Airstrip. Developed Airstrips have basic navigational aids and some additional services such as restrooms or camping facilities. They may have road access to nearby attractions. They are typically located in areas of high use, often in remote settings, but may be accessed by improved roads. Maintenance of these facilities include: clear hazardous vegetation from approaches, remove obstacles, blade, mow, water, treat invasive and noxious weeds, and make spot improvements regularly to maintain improved airstrip surface (IAN 2005).

Following is summary of facilities, activity, economic impact, and future improvements at the airports.

## CAVANAUGH BAY AIRPORT (OWNED BY ITD AERO)

Source: ITD Aero

The Cavanaugh Bay Airport is located about 3 miles north of the Coolin townsite on the east side of Priest Lake.

### FACILITIES

The airport is open to the public, but unattended. The grass runway is 3,100-feet long by 120-feet wide. There is no winter maintenance of the airstrip. A wind indicator is provided. There are no services. Elevation at the airstrip is 2484 feet (estimated). Seasonal tie-downs are available (Airnav web site).

### Air Traffic

The airport's proximity to Priest Lake and the area's marinas and resorts attracts seasonal air traffic. The facility registers about 86 landings and take-offs per week on the average. The traffic is 100 percent transient general aviation.

### Future Development

*****NEED INFORMATION*****

## Priest Lake Airport (Owned by USFS)

Source: AirNav.com

The Priest Lake Airport is located about 3 miles south of Nordman, on the west side of Priest Lake, west of State Highway 57. The airstrip is public and operated by the U.S. Forest Service.

### Facilities

There are no services other than seasonal tie-downs available at the Priest Lake Airport. The facility is at an estimated elevation of 2611feet. The 4,400-foot long by 175-foot wide grass landing strip is open only on a seasonal basis; there is no winter maintenance. The grass strip is not mowed to its full width. The airstrip is unattended and has a wind indicator (Airnav web site).

### Air Traffic

The landing strip receives about 23 operations per week. The air traffic is 100 percent general aviation, transient (Airnav web site).

### Future Development

*****NEED INFORMATION*****

## Private Aviation Facilities – Landing Fields and Heliports

In addition to the four public-use airports discussed above, there are several private use aviation facilities in Bonner County. Per the FAA and ITD Aero, private use aviation facilities are available for use by the owner only or by the owner and other persons authorized by the owner.

Following is summary of the private aviation facilities in the county.

### Private Landing Fields

There are numerous private landing fields and several smaller airstrips that have been developed in Bonner County to serve the outlying areas. Some of the landing fields are marked on the U.S. Forest Service map. At least two subdivisions in Bonner County, Treeport Subdivision in the southern portion of the county, and the River Lake Estates area, south of the Clark Fork River in eastern Bonner County, have developed residential homesites around community airstrips. There are 12 private aviation facilities and six public facilities in Bonner County. Three of the facilities, two at Priest Lake and one at Bottle Bay, provide seaplane bases (g.c.r. & associates inc.).

### Heliports

The Federal Aviation Administration lists three private heliports in operation in Bonner County. The facilities are: Bonner General Hospital's emergency medical helipad in the City of Sandpoint; Bird #1 heliport at Glengary Bay on Lake Pend Oreille; and Holiday Shores, west of Hope on Lake Pend Oreille (g.c.r. & associates inc.). A U.S. Forest Service-operated helipad is located 3 miles south of Nordman at the Priest Lake Airport.

## Issues

- **Encroachment of incompatible development** - One of the greatest threats to the viability airports today is the encroachment of incompatible land use. More recently, ITD Aero and FAA have been working with Idaho's airports to strengthen airport land use compatibility policies and practices to reverse this trend. Encroaching incompatible land use poses a significant threat to the state and national airport system and the communities they serve.

- **Safety and Quality of Life** – Proactive planning around the airports ensures the safety of both aircraft operators and airport neighbors from potential aircraft accidents. It also protects the quality of life of airport neighbors by ensuring they are not impacted by the noise, dust and fumes that are associated with airport operations.

- **Grant Assurances** – The Sandpoint and Priest River Airports receive FAA and ITD Aero grant funds for capital improvement projects. When accepting these funds, Bonner County agrees to certain conditions known as Grant Assurances. These Grant Assurances include specific requirements that the County should protect the airport's airspace and prevent incompatible land uses through zoning. Failure to do so may result in the FAA and ITD Aero no longer funding the airport if they do not believe Bonner County has taken reasonable steps to protect the airports from incompatible development. Duration of these grant assurances is a period of 20 years from when the County received the last grant.

- **Jurisdiction** - One major challenge airport owners face when promoting compatible land use is lack of jurisdiction. Airport operations and associated potential impacts (i.e. safety, noise, dust, fumes) can and do extend beyond the physical boundary of airport property. The airport owner is liable for adherence to the FAA and ITD Aero grant assurances. In many instances however, surrounding jurisdictions have control of land in the vicinity of the airport, not the owner, thus the owner has no say in land use policies and decisions. If the surrounding jurisdictions do not wish to proactively plan around the airport, they do not have to.

  Further, neither the FAA nor ITD Aero have jurisdiction over local land use nor do they have any enforcement authority to stop incompatible encroachment. As such, local communities are heavily relied upon and responsible for undertaking such efforts.

- **Protection of local, state and federal investment** - Both the Sandpoint and Priest River airports have received substantial financial investment from either the FAA, ITD Aero, or both, for many years. The County itself has invested significant funding into the airports to operate and maintain them. Proactive planning around the airports, including zoning, will help insure the airports are protected and can operate for the long term thus protecting the substantial federal, state, and local investment.

  As the state and FAA consider future investments into the airports, a major consideration is the community's willingness to protect the investment. This begins with effective compatible land use planning.

- **Economic Benefit** - The Sandpoint and Priest River airports provide a substantial economic benefit to the County and its citizens. Users such as corporations, life flight operators use the airports and contribute to economy as a result of their use. These airports need to be protected so that they can continue to provide users access to the community and continue to provide economic benefits for many years to come.

## OBJECTIVES & POLICIES

- Bonner County will be proactive in protecting the public health, safety, and general welfare of both airport users and the communities around the airports. Primary consideration will be the public-use airports in the County. The County will be cognizant of potential impacts on private use aviation facilities that may be impacted by future growth and development in the County.

- As the owner of the Sandpoint and Priest River Airports, Bonner County will be proactive in protecting the operation, orderly maintenance, and development of the airports.

- Planning and expansion of the Sandpoint and Priest River airports should account for existing economic activity and transportation infrastructure so as to integrate with, complement, or augment them.

- Compatible land use planning around the airports should be proactive and effective in its purpose while keeping in mind property owner's rights and concerns.

## ACTION PLAN

1. Adhere to guidelines provided in the Airport Master Plans and/or the Airport Layout Plans and associated drawings of the airports when evaluating land use compatibility issues associated with new development in areas near or influenced by operations at the airports.

2. Adopt a combination of criteria, standards and zoning techniques that will protect the airports and aviation uses from incompatible development. Include special airport overlay zoning, height restrictions, building restrictions in high noise areas, and development siting criteria for evaluating land uses or activities in key areas adjacent to the airport.

3. Coordinate as required with all surrounding political subdivisions, including the cities of Sandpoint and Priest River, Idaho, USFS (Priest Lake Airport), and ITD Aero (Cavanaugh Bay Airport) to establish consistent development guidelines and regulations that utilize local, state and FAA guidelines, standards, rules, regulations and other best management practices encouraging compatible land uses adjacent to the airports.

4. Notify all political subdivisions providing services within Bonner County, including the cities of Sandpoint, Priest River, the USFS and ITD Aero, of intent to adopt or revise the comprehensive and other land use plans that may impact the airports in the county. This includes the evaluation of future planning activities to ensure they will not result in an increase to incompatible land uses or development adjacent to an airport.

5. Encourage aviation-related economic development opportunities in appropriate locations surrounding the airports.

6. Require avigation easement and/or disclosure notification for new or substantial redevelopment of lots, buildings, structures and activities near the airport. The easement and disclosure should notify that the property is both near an airport and may experience low overhead flights, noise and other aviation impacts.

7. Encourage commercial and industrial uses in the proximity of the airport that benefit from and do not conflict with aircraft operations.

8. Prohibit uses in airport areas which attract birds, create visual hazards, and emit transmissions which may interfere with aviation communications, or otherwise obstruct or conflict with airport operations.

9. Allow uses that promote the efficient mobility of goods and services consistent with regional economic development and transportation goals.

10. Encourage open space and clear areas within key safety areas adjacent to the airport to protect the airport and to reduce safety risk exposure of people on the ground and in the air.

# BIBLIOGRAPHY

Review and attach bibliographic info to body of document

FAA Form 5010-1, Airport Master Record g.c.r. & associates inc., web site: http://www.gcr1.com/5010WEB/APT.

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Idaho Transportation Department. Printouts from ITD's database.

---. *Division of Aeronautics- Idaho State Aviation System Plan (IASP). 2010.*

---. *Division of Aeronautics- Idaho Airstrip Network (IAN). 2005*

---. *Statewide Transportation Improvement Program*.

---. Web site: http//www2.state.id.us/itd/planning/data/atrlist.pdf

## FAA FORM 7460-1 NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

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# NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

**§ 77.7 Form and time of notice.**

(a) If you are required to file notice under §77.9, you must submit to the FAA a completed FAA Form 7460–1, Notice of Proposed Construction or Alteration. FAA Form 7460–1 is available at FAA regional offices and on the Internet.

(b) You must submit this form at least 45 days before the start date of the proposed construction or alteration or the date an application for a construction permit is filed, whichever is earliest.

(c) If you propose construction or alteration that is also subject to the licensing requirements of the Federal Communications Commission (FCC), you must submit notice to the FAA on or before the date that the application is filed with the FCC.

(d) If you propose construction or alteration to an existing structure that exceeds 2,000 ft. in height above ground level (AGL), the FAA presumes it to be a hazard to air navigation that results in an inefficient use of airspace. You must include details explaining both why the proposal would not constitute a hazard to air navigation and why it would not cause an inefficient use of airspace.

(e) The 45-day advance notice requirement is waived if immediate construction or alteration is required because of an emergency involving essential public services, public health, or public safety. You may provide notice to the FAA by any available, expeditious means. You must file a completed FAA Form 7460–1 within 5 days of the initial notice to the FAA. Outside normal business hours, the nearest flight service station will accept emergency notices.

**§ 77.9 Construction or alteration requiring notice.**

If requested by the FAA, or if you propose any of the following types of construction or alteration, you must file notice with the FAA of:

(a) Any construction or alteration that is more than 200 ft. AGL at its site.

(b) Any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the following slopes:

(1) 100 to 1 for a horizontal distance of 20,000 ft. from the nearest point of the nearest runway of each airport described in paragraph (d) of this section with its longest runway more than 3,200 ft. in actual length, excluding heliports.

(2) 50 to 1 for a horizontal distance of 10,000 ft. from the nearest point of the nearest runway of each airport described in paragraph (d) of this section with its longest runway no more than 3,200 ft. in actual length, excluding heliports.

(3) 25 to 1 for a horizontal distance of 5,000 ft. from the nearest point of the nearest landing and takeoff area of each heliport described in paragraph (d) of this section.

(c) Any highway, railroad, or other traverse way for mobile objects, of a height which, if adjusted upward 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance, 15 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road, 23 feet for a railroad, and for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it, would exceed a standard of paragraph (a) or (b) of this section.

(d) Any construction or alteration on any of the following airports and heliports:

(1) A public use airport listed in the Airport/Facility Directory, Alaska Supplement, or Pacific Chart Supplement of the U.S. Government Flight Information Publications;

(2) A military airport under construction, or an airport under construction that will be available for public use;

(3) An airport operated by a Federal agency or the DOD.

(4) An airport or heliport with at least one FAA-approved instrument approach procedure.

(e) You do not need to file notice for construction or alteration of:

(1) Any object that will be shielded by existing structures of a permanent and substantial nature or by natural terrain or topographic features of equal or greater height, and will be located in the congested area of a city, town, or settlement where the shielded structure will not adversely affect safety in air navigation;

(2) Any air navigation facility, airport visual approach or landing aid, aircraft arresting device, or meteorological device meeting FAA-approved siting criteria or an appropriate military service siting criteria on military airports, the location and height of which are fixed by its functional purpose;

(3) Any construction or alteration for which notice is required by any other FAA regulation.

(4) Any antenna structure of 20 feet or less in height, except one that would increase the height of another antenna structure.

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76193
Fax: (817) 321-7765
Phone: (817) 321-7750

Website: https://oeaaa.faa.gov

# INSTRUCTIONS FOR COMPLETING FAA FORM 7460-1

PLEASE TYPE or PRINT

ITEM #1. Please include the name, address and phone number of a personal contact point as well as the company name.

ITEM #2. Please include the name, address and phone number of a personal contact point as well as the company name.

ITEM #3. New Construction would be a structure that has not yet been built.

Alteration is a change to an existing structure such as the addition of a side mounted antenna, a change to the marking and lighting, a change to power and/or frequency, or a change to the height. The nature of the alteration shall be included in ITEM #21 "Complete Description of Proposal".

Existing would be a correction to the latitude and/or longitude, a correction to the height, or if filing on an existing structure which has never been studied by the FAA. The reason for the notice shall be included in ITEM #21 "Complete Description of Proposal".

ITEM #4. If Permanent, so indicate. If Temporary, such as a crane or drilling derrick, enters the estimated length of time the temporary structure will be up.

ITEM #5. Enter the date that construction is expected to start and the date that construction should be completed.

ITEM #6. Please indicate the type of structure. DO NOT LEAVE BLANK.

ITEM #7. In the event that obstruction marking and lighting is required, please indicate type desired. If no preference, check "other" and indicate "no preference" DO NOT LEAVE BLANK. NOTE: High Intensity lighting shall be used only for structures over 500' AGL. In the absence of high intensity lighting for structures over 500' AGL, marking is also required.

ITEM #8. If this is an existing tower that has been registered with the FCC, enter the FCC Antenna Structure Registration number here.

ITEM #9 and #10. Latitude and longitude must be geographic coordinates, accurate to within the nearest second or to the nearest hundredth of a second if known. Latitude and longitude derived solely from a hand-held G P S instrument is NOT acceptable. A hand-held GPS is only accurate to within 100 meters (328 feet) 95 percent of the time. This data, when plotted, should match the site depiction submitted under ITEM #20.

ITEM #11. NAD 83 is preferred; however, latitude and longitude may be submitted in NAD 27. Also, in some geographic areas where NAD 27 and NAD 83 are not available other datum may be used. It is important to know which datum is used. DO NOT LEAVE BLANK.

ITEM #12. Enter the name of the nearest city and state to the site. If the structure is or will be in a city, enter the name of that city and state.

ITEM #13. Enter the full name of the nearest public-use (not private-use) airport or heliport or military airport or heliport to the site.

ITEM #14. Enter the distance from the airport or heliport listed in #13 to the structure.

ITEM #15. Enter the direction from the airport or heliport listed in #13 to the structure.

ITEM #16. Enter the site elevation above mean sea level and expressed in whole feet rounded to the nearest foot (e.g. 17'3" rounds to 17', 17'6" rounds to 18'). This data should match the ground contour elevations for site depiction submitted under ITEM #20.

ITEM #17. Enter the total structure height above ground level in whole feet rounded to the next highest foot (e.g. 17'3" rounds to 18'). The total structure height shall include anything mounted on top of the structure, such as antennas, obstruction lights, lightning rods, etc.

ITEM #18. Enter the overall height above mean sea level and expressed in whole feet. This will be the total of ITEM #16 + ITEM #17.

ITEM #19. If an FAA aeronautical study was previously conducted, enter the previous study number.

ITEM #20. Enter the relationship of the structure to roads, airports, prominent terrain, existing structures, etc. Attach an 8-1/2" x 11" non-reduced copy of the appropriate 7.5 minute U.S. Geological Survey (USGS) Quadrangle Map MARKED WITH A PRECISE INDICATION OF THE SITE LOCATION. To obtain maps, contact USGS at 1-888-275-8747 or via internet at "http://store.usgs.gov". If available, attach a copy of a documented site survey with the surveyor's certification stating the amount of vertical and horizontal accuracy in feet.

ITEM #21.

- For transmitting stations, include maximum effective radiated power (ERP) and all frequencies.
- For antennas, include the type of antenna and center of radiation (Attach the antenna pattern, if available).
- For microwave, include azimuth relative to true north.
- For overhead wires or transmission lines, include size and configuration of wires and their supporting structures (Attach depiction).
- For each pole/support, include coordinates, site elevation, and structure height above ground level or water.
- For buildings, include site orientation, coordinates of each corner, dimensions, and construction materials.
- For alterations, explain the alteration thoroughly.
- For existing structures, thoroughly explain the reason for notifying the FAA (e.g. corrections, no record or previous study, etc.).

---

Filing this information with the FAA does not relieve the sponsor of this construction or alteration from complying with any other federal, state or local rules or regulations. If you are not sure what other rules or regulations apply to your proposal, contact local/state aviation's and zoning authorities.

---

Please Type or Print on This Form

Form Approved OMB No.2120-0001
Expiration Date: 10/31/2017

U.S. Department of Transportation
**Federal Aviation Administration**

***Failure To Provide All Requested Information May Delay Processing of Your Notice***

# Notice of Proposed Construction or Alteration

**FOR FAA USE ONLY**

*Aeronautical Study Number*

**1. Sponsor** *(person, company, etc. proposing this action):*

Attn. of:

Name:

Address:

City: State: Zip:

Telephone: Fax:

**2. Sponsor's Representative** *(if other than #1):*

Attn. of:

Name:

Address:

City: State: Zip:

Telephone: Fax:

**3. Notice of:** ☐ New Construction ☐ Alteration ☐ Existing

**4. Duration:** ☐ Permanent ☐ Temporary ( ___ months, ____days)

**5. Work Schedule:** Beginning End

**6. Type:** ☐ Antenna Tower ☐ Crane ☐ Building ☐ Power Line
☐ Landfill ☐ Water Tank ☐ Other

**7. Marking/Painting and/or Lighting Preferred:**
☐ Red Lights and Paint ☐ Dual - Red and Medium Intensity
☐ White-Medium Intensity ☐ Dual - Red and high Intensity
☐ White -High Intensity ☐ Other

**8. FCC Antenna Structure Registration Number** *(if applicable)*:

**9. Latitude:** 0 , , "

**10. Longitude:** 0 , ,

**11. Datum:** ☐ NAD 83 ☐ NAD 27 ☐ Other

**12. Nearest:** City: State

**13. Nearest *Public-use*** *(not private-use)* or Military Airport or Heliport:

**14. Distance from #13.** to Structure:

**15. Direction from #13.** to Structure:

**16. Site Elevation** ***(AMSL)***: ft.

**17. Total Structure Height** ***(AGL)***: ft.

**18. Overall Height (#16 + #17)** ***(AMSL)***: ft.

**19. Previous FAA Aeronautical Study Number** *(if applicable)*:

-OE

**20. Description of Location:** *(Attach a USGS 7.5 minute Quadrangle Map with the precise site marked and any certified survey)*

**21. Complete Description of Proposal:**

| Frequency/Power (kW) | |
|---|---|
| | |
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Notice is required by 14 Code of Federal Regulations, part 77 pursuant to 49 U.S.C., Section 44718. Persons who knowingly and willingly violate the notice requirements of part 77 are subject to a civil penalty of $1,000 per day until the notice is received, pursuant to 49 U.S.C., Section 46301(a)

**I hereby certify that all of the above statements made by me are true, complete, and correct to the best of my knowledge. In addition, I agree to mark and/or light the structure in accordance with established marking & lighting standards as necessary.**

| Date | Typed or Printed Name and Title of Person Filing Notice | Signature |
|---|---|---|
| | | |

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# APPENDIX H – NOISE ANALYSIS

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# NOISE STUDY ANALYSIS

## 1.1 ASSUMPTIONS

Airport noise is among the most controversial environmental impact at airports. To evaluate aircraft noise around Priest River Municipal Airport, the Integrated Noise Model (INM) version 7.0d, a computer noise model developed by the Federal Aviation Administration (FAA), in cooperation with the John A. Volpe National Transportation Systems Center and ATAC Corporation was used.

INM requires several inputs to compute and evaluate aircraft noise:

- Airport characteristics
- Fleet Mix and runway use
- Type and number of aircraft operations (including departure, arrivals, daytime and nighttime operations)
- Flight track geometry and percentage of utilization of each track

Further, the noise metric used for this study is the Day Night Average Sound Level (DNL). This metric is used to quantify noise levels at many airports in the United States and represents the 365-day average, in decibels, day-night average sound level.

### 1.1.1 AIRPORT INFORMATION

Priest River Municipal Airport is located in north Idaho, and it serves the city of Priest River and Bonner County. It is part of the FAA's National Plan of Integrated Airport Systems (NPIAS) as a "General Aviation" Airport. Further, it is identified as a "Local Recreational" airport in the Idaho Transportation Department (ITD) Idaho Aviation System Plan (IASP).

The airport is equipped with a single paved runway, Runway 01/19, and is at an elevation of 2,193 feet. The usable pavement for runway calculation is 2,983 feet.

It should be noted that in the absence of an Airport Traffic Control Tower (ATCT), or other regular means of counting operations, current usage is an estimate and it is difficult to fully understand and quantify the number of operations at non-towered airports.

### 1.1.2 AIRPORT OPERATIONS AND FORECASTS

**Table 1** summarizes the Aviation Activity Forecasts predicted as part of this airport master plan. In 2034, 6,565 operations are predicted at the airport.

**TABLE 1: SUMMARY OF PRIEST RIVER MUNICIPAL AIRPORT AVIATION FORECASTS**

| | Year | Local Operations | Itinerant Operations | Total Operations |
|---|---|---|---|---|
| Historic | 2014 | 1,636 | 6,540 | **8,176** |
| Projected | 2019 | 1,768 | 7,066 | **8,834** |
| | 2024 | 1,910 | 7,635 | **9,545** |
| | 2034 | 2,230 | 8,913 | **11,143** |

Source: T-O Engineers, Inc.

**Table 2** summarizes the annual average daily operations in 2014 and 2034. To simplify the computations, the daily averages have been rounded up to the nearest integer.

**TABLE 2: AVERAGE DAILY OPERATIONS**

| Year | Type of Operations | Total Year | Daily Average* |
|---|---|---|---|
| **2014** | **Total Operations** | 8,176 | 23 |
| **2034** | **Total Operations** | 11,143 | 31 |

Note: * Daily averages have been rounded to the nearest integer

Source: T-O Engineers, Inc.

### 1.1.3 NIGHT TIME OPERATIONS

The airport is equipped with non-standard Low Intensity Runway Lights (LIRL) on Runway 1/19 and nighttime operations are really occasional. This information is important because noise occurring during the night is considered a greater nuisance. Therefore, the DNL metric uses weighting factors (or multipliers) for night time operations and, in this metric, one night-time operation is worth ten day-time operations.

### 1.1.4 FLEET MIX

Priest River Municipal Airport predominantly serves single-engine aircraft with infrequent use by small multi-engine aircraft as well.

For the purposes of this study, the Cessna 182, the critical aircraft, was considered as representative of single-engine aircraft activity. In addition, the Pilatus PC-12 was included in this study to model small turboprop aircraft operations. It was also considered that the jet activity

at Priest River Municipal Airport was not significant in the short-term or long-term, given the runway length, and existing constraints and limitations of the airport.

It was assumed that 10 percent of the operations were touch-and-go operations and that these operations were conducted exclusively by single engine aircraft. Lastly, night operations represents only a low percentage of the operations at the airport.

**Table 3** summarizes the average daily operations per aircraft.

**TABLE 3: AVERAGE DAILY OPERATIONS**

| Year | Aircraft | Arrival | | Departure | | Touch and Go | | Total |
|---|---|---|---|---|---|---|---|---|
| | | Day | Night | Day | Night | Day | Night | |
| 2014 | Cessna 182 | 10.4 | 0.1 | 10.4 | 0.1 | 1 | 0 | 22 |
| | Pilatus PC-12 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 1 |
| 2034 | Cessna 182 | 14.4 | 0.1 | 14.4 | 0.1 | 1 | 0 | 30 |
| | Pilatus PC-12 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 1 |

Source: T-O Engineers, Inc.

### 1.1.5 RUNWAY UTILIZATION

Based on a discussion with pilots and airports' users, Runway 19 accommodates approximately 90 percent of the departures, while each runway accommodates approximately 50% of the arrivals. Night operations recommended in the 5010 show approach on Runway 1 and depart from Runway 19. In addition, each runway accommodates approximately 50 percent of the touch-and-go operations.

### 1.1.6 FLIGHT TRACKS

Priest River Municipal Airport is currently a VFR only airport, with no instrument approach capabilities. Further, the airport is not equipped with an ATCT. Therefore, the flight path followed by the aircraft will be highly dependent on their origin or destination as well as the type of aircraft.

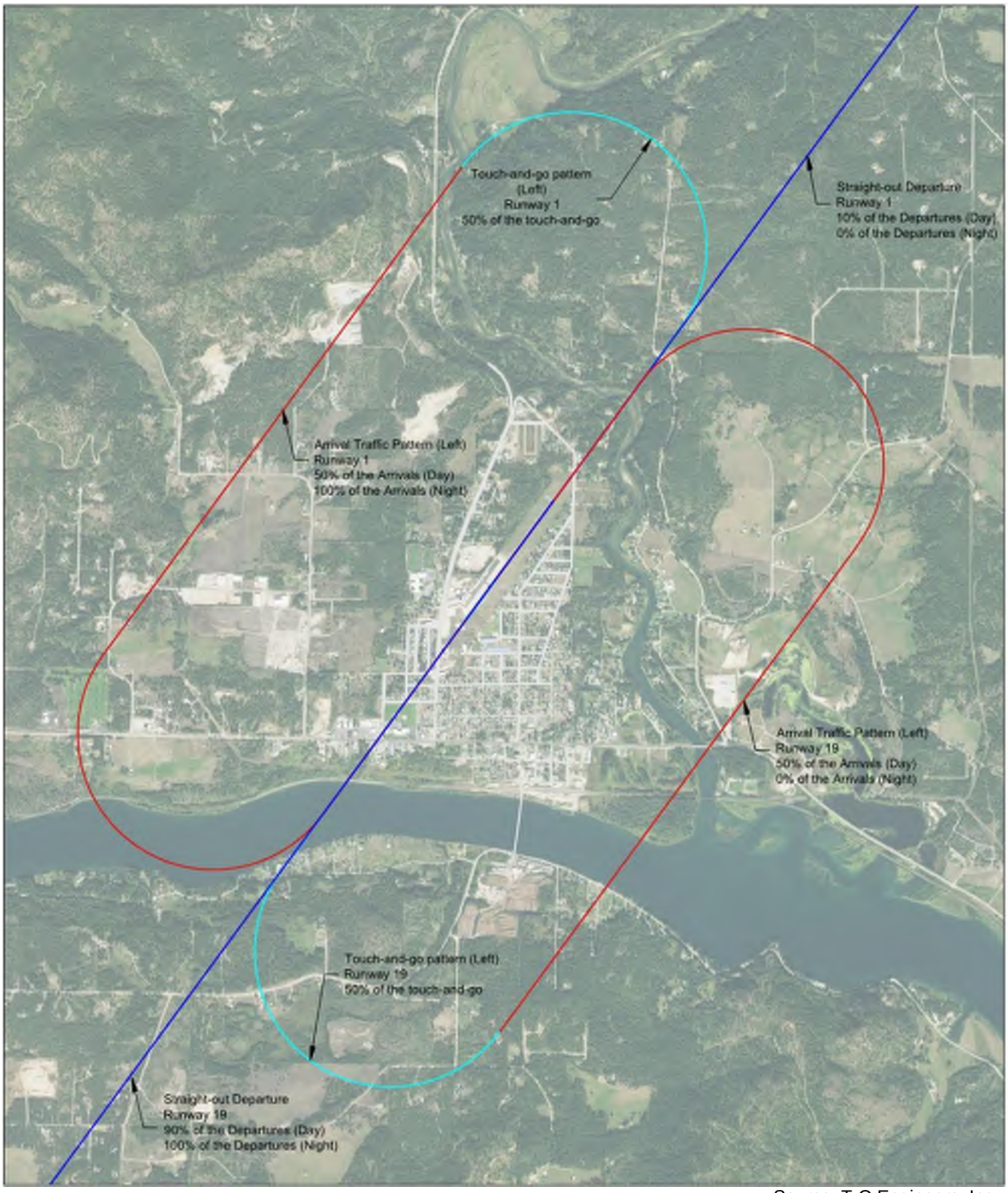
The types of operations considered in this study include:

- Approach
- Departures
- Touch-and-go

**Figure 1** depicts the Flight Tracks at Priest River Municipal Airport; these flight tracks are based on an interview with pilots and airport's users. It is important to note that in the absence of an ATCT, current usage and flight tracks are estimate only.

In addition, the shape of the flight track depends on several factors, including weather, the type and number of aircraft in the traffic pattern, the size of the airport, individual pilot's skills and experience with the airport, and the aircraft destination. These tracks have been modeled to represent aircraft patterns as closely as possible; however, it is likely to observe deviations and that not all the aircraft will fly exactly on these tracks.

**FIGURE 1: FLIGHT TRACK**




Source: T-O Engineers, Inc.

**Table 4** summarizes the approximate use of each flight track.

**TABLE 4: FLIGHT TRACK UTILIZATION**

| Runway | Flight Track | Percent of Use |
|---|---|---|
| **Approaches and Departures (Day)** | | |
| Runway 1 | Departure (Straight Out) | 90% |
| Runway 1 | Approach (Circuit to land) | 50% |
| Runway 19 | Departure (Straight Out) | 10% |
| Runway 19 | Approach (Circuit to land) | 50% |
| **Approaches and Departures (Night)** | | |
| Runway 1 | Departure (Straight Out) | 0% |
| Runway 1 | Approach (Circuit to land) | 100% |
| Runway 19 | Departure (Straight Out) | 100% |
| Runway 19 | Approach (Circuit to land) | 0% |
| **Touch-and-go** | | |
| Runway 1 | Touch-and-go (Left Circuit) | 50% |
| Runway 19 | Touch-and-go (Right Circuit) | 50% |

Source: T-O Engineers, Inc.

## 1.2 NOISE ANALYSIS

### 1.2.1 LAND USE COMPATIBILITY

The FAR Part 150 Airport Noise Compatibility Planning Program provides guidance for aviation noise compatibility on and around airports. **Table 5** summarizes the various land uses based on DNL sound levels.

Areas below DNL 65 decibels are considered to be compatible with all land uses. In addition, residential or school uses can be allowed within the DNL 65 to 75 decibels range, if measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB are achieved.

It should be noted that the DNL is an average noise level; this metric does not take into account the peak noise level that can occasionally be experienced at any locations. In addition, some people can be more sensitive to noise and the level of annoyance can depend on the time of the day, the time of the year, but also the activities of the people.

## TABLE 5: LAND USE COMPATIBILITY WITH YEARLY DAY-NIGHT AVERAGE SOUNDS LEVELS

| Land use | Yearly day-night average sound level ($L_{dn}$) in decibels | | | | | |
|---|---|---|---|---|---|---|
| | Below 65 | 65-70 | 70-75 | 75-80 | 80-85 | Over 85 |
| **RESIDENTIAL** | | | | | | |
| Residential, other than mobile homes and transient lodgings | | | | | | |
| Mobile home parks | | | | | | |
| Transient lodgings | | | | | | |
| **PUBLIC USE** | | | | | | |
| Schools | | | | | | |
| Hospitals and nursing homes | | | | | | |
| Churches, auditoriums, and concert halls | | | | | | |
| Governmental services | | | | | | |
| Transportation | | | | | | |
| Parking | | | | | | |
| **COMMERCIAL USE** | | | | | | |
| Offices, business and professional | | | | | | |
| Wholesale and retail—building materials, hardware and farm equipment | | | | | | |
| Retail trade—general | | | | | | |
| Utilities | | | | | | |
| Communication | | | | | | |
| **MANUFACTURING AND PRODUCTION** | | | | | | |
| Manufacturing, general | | | | | | |
| Photographic and optical | | | | | | |
| Agriculture (except livestock) and forestry | | | | | | |
| Livestock farming and breeding | | | | | | |
| Mining and fishing, resource production and extraction | | | | | | |
| **RECREATIONAL** | | | | | | |
| Outdoor sports arenas and spectator sports | | | | | | |
| Outdoor music shells, amphitheaters | | | | | | |
| Nature exhibits and zoos | | | | | | |
| Amusements, parks, resorts and camps | | | | | | |
| Golf courses, riding stables and water recreation | | | | | | |

Prohibited | Allowed with conditions | Allowed

Conditions typically include noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure. **For additional details on the conditions, refer to FAR Part 150, Appendix A.**

Source: FAR Part 150, Appendix A, T-O Engineers, Inc.

### 1.2.2 NOISE CONTOURS

Noise Contours have been prepared for Priest River Municipal Airport for the base year (Year 2014) and the long-term forecast (Year 2034).

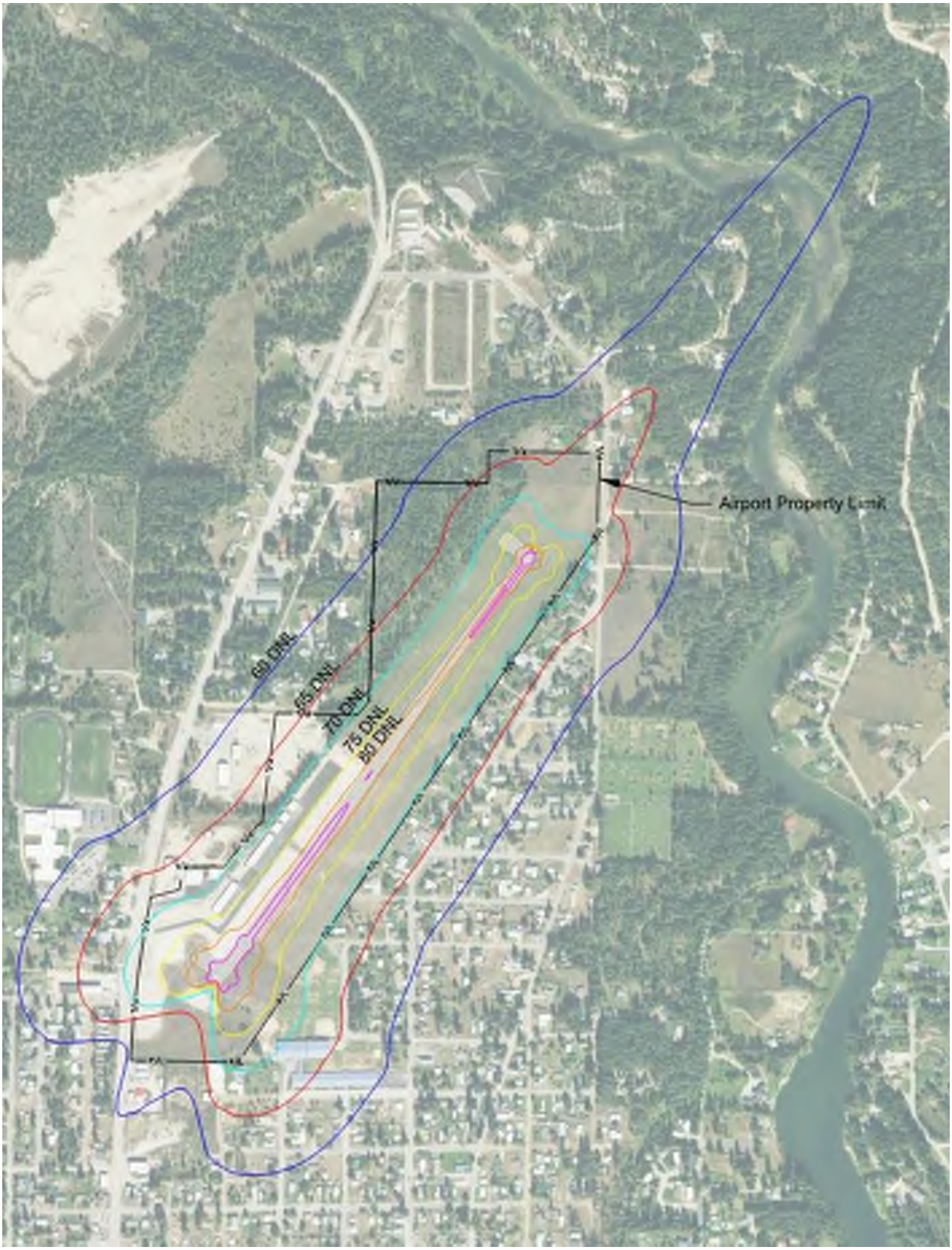
The area encompassed by the long-term noise contour is slightly larger than that of the base year. The total area of the 65 DNL noise contour is 101.6 acres in 2014 and is expected to be 119.2 acres in 2034. **Figures 2 and 3** depict the DNL 60 to DNL 85 (with 5 DNL increments) noise contours for the base year and the long-term forecast (Year 2034).

As depicted in **Figures 2 and 3**, significant portions of the DNL 65 extend beyond the airport property limits and Priest River Municipal Airport does no control significant portions of this noise contour. Having entire control of the DNL 65 mitigates for incompatible land uses and enhances noise control.

It should be noted that multiple buildings, including residential buildings, barns, sheds and maintenance buildings are in the DNL 65 noise contour.

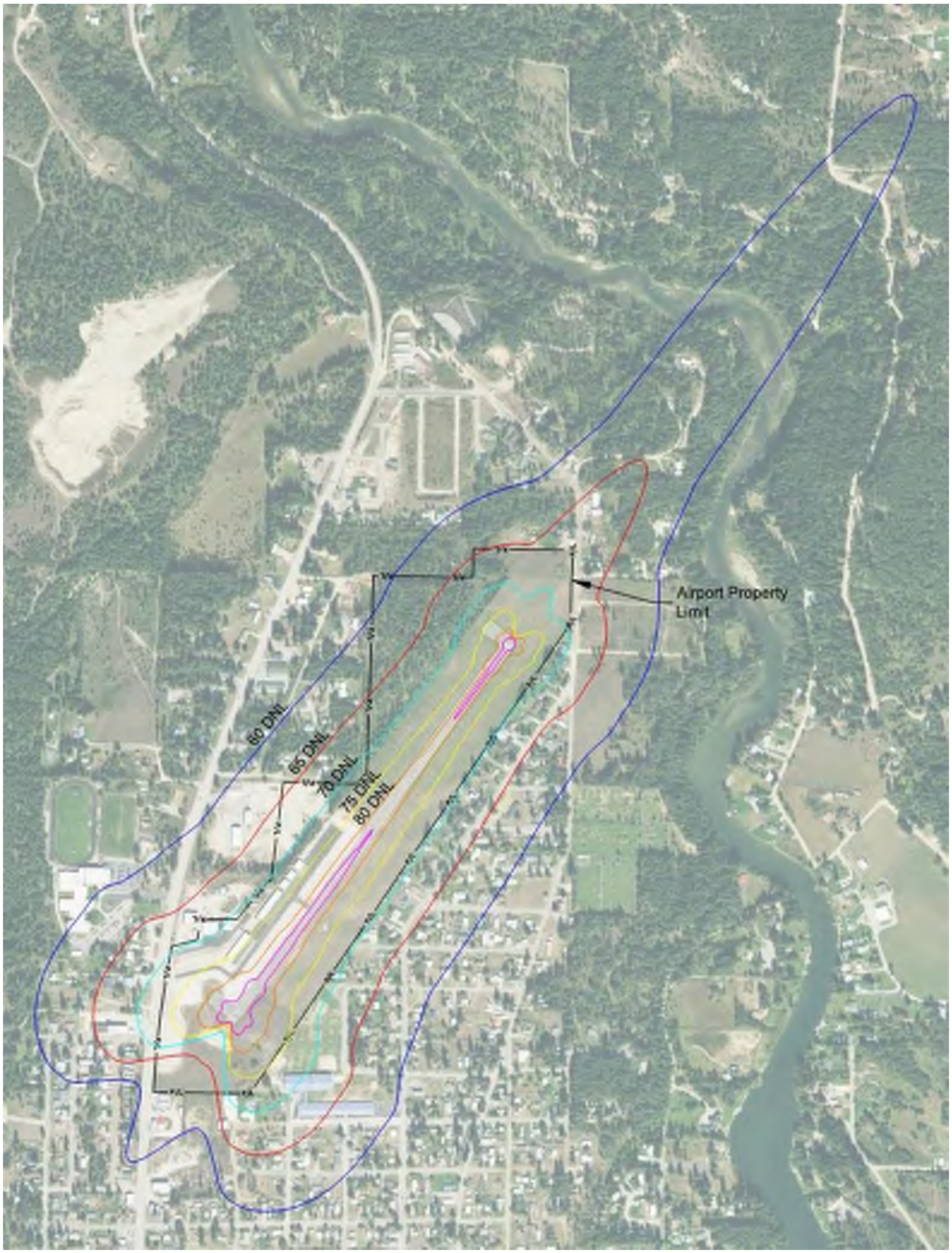
At busier and larger airports, the FAA funds FAR Part 150 Airport Noise study to guide and control aviation noise compatibility on and around airports. Mitigation measures to prevent non-compatible uses are then established. In addition, for existing uses, mitigation measures can include assistance to improve isolation, or even acquisition and relocation.

**FIGURE 2: ALL NOISE CONTOURS (2014)**




Source: T-O Engineers, Inc.

**FIGURE 3: ALL NOISE CONTOURS (2034)**




Source: T-O Engineers, Inc.

# INM Scenarios

## Base Case 2014

INM 7.0d SCENARIO RUN INPUT REPORT 27-Apr-15 17:19

STUDY: I:\140040\ACADDWG\INM\140040_NOISEANALYSIS\
Created : 17-Mar-15 15:53
Units : English
Airport : 1S6
Description :
Priest River Noise Analysis

SCENARIO: 2014-Scenario
Created : 17-Mar-15 16:07
Description : Scenario Base Year 2014
Last Run : 23-Apr-15 15:54
Run Duration : 000:00:43

STUDY AIRPORT
Latitude : 48.190694 deg
Longitude : -116.909777 deg
Elevation : 2187.0 ft

CASES RUN:

CASENAME: Base Case
Temperature : 51.2 F
Pressure : 29.92 in-Hg
AverageWind : 8.0 kt
ChangeNPD : No

STUDY RUNWAYS
1
Latitude : 48.187306 deg
Longitude : -116.913421 deg
Xcoord : -0.1463 nmi
Ycoord : -0.2034 nmi
Elevation : 2171.9 ft
OtherEnd : 19
Length : 2982 ft
Gradient : 0.70 %
TkoThresh : 0 ft
AppThresh : 0 ft

CASENAME: Base Case
RwyWind : 8.0 kt
19
Latitude : 48.193963 deg
Longitude : -116.906322 deg
Xcoord : 0.1387 nmi
Ycoord : 0.1963 nmi
Elevation : 2192.9 ft
OtherEnd : 1
Length : 2982 ft
Gradient : -0.70 %
TkoThresh : 0 ft
AppThresh : 0 ft

CASENAME: Base Case
RwyWind : 8.0 kt

---

STUDY TRACKS
RwyId-OpType-TrkId
Sub PctSub TrkType Delta(ft)
1-APP-ARR-1-1
0 100.00 Vectors 0.0
1-DEP-DEP-1-1
0 100.00 Vectors 0.0
1-TGO-TGO-1-1
0 100.00 Vectors 0.0
19-APP-APP-19-1
0 100.00 Vectors 0.0
19-DEP-DEP-19-1
0 100.00 Vectors 0.0
19-TGO-TGO-19-1
0 100.00 Vectors 0.0

STUDY TRACK DETAIL
RwyId-OpType-TrkId-SubTrk
# SegType Dist/Angle Radius(nmi)
1-APP-ARR-1-1-0
1 Straight 2.0000 nmi
2 Left-Turn 180.0000 deg 0.4500
3 Straight 0.8000 nmi
1-DEP-DEP-1-1-0
1 Straight 3.0000 nmi
1-TGO-TGO-1-1-0
1 Straight 1.2000 nmi
2 Left-Turn 180.0000 deg 0.4500

```
    3  Straight        2.0000 nmi
    4  Left-Turn     180.0000 deg      0.4500
    5  Straight        0.8000 nmi
  19-APP-APP-19-1-0
    1  Straight        2.0000 nmi
    2  Left-Turn     180.0000 deg      0.4500
    3  Straight        0.8000 nmi
  19-DEP-DEP-19-1-0
    1  Straight        3.0000 nmi
  19-TGO-TGO-19-1-0
    1  Straight        1.2000 nmi
    2  Left-Turn     180.0000 deg      0.4500
    3  Straight        2.0000 nmi
    4  Left-Turn     180.0000 deg      0.4500
    5  Straight        0.8000 nmi

AIRCRAFT GROUP ASSIGNMENTS
  AcftId          GroupId         AcftType
  CNA182            ALL             Civil
  CNA208            ALL             Civil

---------------------------------------------------------------------

STUDY AIRPLANES
  CNA182        Standard data
  CNA208        Standard data

STUDY SUBSTITUTION AIRPLANES
  PC12          Standard data

USER-DEFINED NOISE CURVES

USER-DEFINED METRICS

USER-DEFINED PROFILE IDENTIFIERS

USER-DEFINED PROCEDURAL PROFILES

USER-DEFINED FIXED-POINT PROFILES

USER-DEFINED FLAP COEFFICIENTS

USER-DEFINED JET THRUST COEFFICIENTS

USER-DEFINED PROP THRUST COEFFICIENTS

USER-DEFINED GENERAL THRUST COEFFICIENTS
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STUDY MILITARY AIRPLANES

USER-DEFINED MILITARY NOISE CURVES

USER-DEFINED MILITARY PROFILE IDENTIFIERS

USER-DEFINED MILITARY FIXED-POINT PROFILES

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STUDY HELICOPTERS

USER-DEFINED HELICOPTER PROFILE IDENTIFIERS

USER-DEFINED HELICOPTER PROCEDURAL PROFILES

USER-DEFINED HELICOPTER NOISE CURVES

USER-DEFINED HELICOPTER DIRECTIVITY

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CASE FLIGHT OPERATIONS - [Base Case]

| Acft | Op | Profile | Stg | Rwy | Track | Sub | Group | Day | Evening | Night |
|---|---|---|---|---|---|---|---|---|---|---|
| CNA182 | APP | STANDARD | 1 | 1 | ARR-1-1 | 0 | ALL | 5.2000 | 0.0000 | 0.1000 |
| CNA182 | APP | STANDARD | 1 | 19 | APP-19-1 | 0 | ALL | 5.2000 | 0.0000 | 0.0000 |
| CNA182 | DEP | STANDARD | 1 | 1 | DEP-1-1 | 0 | ALL | 9.3600 | 0.0000 | 0.0000 |
| CNA182 | DEP | STANDARD | 1 | 19 | DEP-19-1 | 0 | ALL | 1.0400 | 0.0000 | 0.1000 |
| CNA182 | TGO | STANDARD | 1 | 1 | TGO-1-1 | 0 | ALL | 0.5000 | 0.0000 | 0.0000 |
| CNA182 | TGO | STANDARD | 1 | 19 | TGO-19-1 | 0 | ALL | 0.5000 | 0.0000 | 0.0000 |
| CNA208 | APP | STANDARD | 1 | 1 | ARR-1-1 | 0 | ALL | 0.2500 | 0.0000 | 0.0000 |
| CNA208 | APP | STANDARD | 1 | 19 | APP-19-1 | 0 | ALL | 0.2500 | 0.0000 | 0.0000 |
| CNA208 | DEP | STANDARD | 1 | 1 | DEP-1-1 | 0 | ALL | 0.4500 | 0.0000 | 0.0000 |
| CNA208 | DEP | STANDARD | 1 | 19 | DEP-19-1 | 0 | ALL | 0.0500 | 0.0000 | 0.0000 |

CASE RUNUP OPERATIONS - [Base Case]

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SCENARIO RUN OPTIONS
Run Type : Single-Metric
NoiseMetric : DNL
Do Terrain : No Terrain
Do Contour : Recursive Grid

Refinement : 14
Tolerance : 0.25
Low Cutoff : 55.0
High Cutoff : 85.0
Ground Type : All-Soft-Ground
Do Population : No
Do Locations : No
Do Standard : No
Do Detailed : No
Compute System Metrics:
DNL : No
CNEL : No
LAEQ : No
LAEQD : No
LAEQN : No
SEL : No
LAMAX : No
TALA : No
NEF : No
WECPNL : No
EPNL : No
PNLTM : No
TAPNL : No
CEXP : No
LCMAX : No
TALC : No

SCENARIO GRID DEFINITIONS

| Name | Type | X(nmi) | Y(nmi) | Ang(deg) | DisI(nmi) | DisJ(nmi) | NI | NJ | Thrsh | dAmb | (hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CONTOUR | Contour | -8.0000 | -8.0000 | 0.0 | 16.0000 | 16.0000 | 2 | 2 | 85.0 | 0.0 | 0.00 |

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## Future Case 2034

INM 7.0d SCENARIO RUN INPUT REPORT 27-Apr-15 17:19

STUDY: I:\140040\ACADDWG\INM\140040_NOISEANALYSIS\
Created : 17-Mar-15 15:53
Units : English
Airport : 1S6
Description :
Priest River Noise Analysis

SCENARIO: 2034-Scenario
Created : 17-Mar-15 16:07
Description : Scenario Future Year 2034
Last Run : 23-Apr-15 15:54
Run Duration : 000:00:43

STUDY AIRPORT
Latitude : 48.190694 deg
Longitude : -116.909777 deg
Elevation : 2187.0 ft

CASES RUN:

CASENAME: Future Case 2034
Temperature : 51.2 F
Pressure : 29.92 in-Hg
AverageWind : 8.0 kt
ChangeNPD : No

STUDY RUNWAYS
1
Latitude : 48.187306 deg
Longitude : -116.913421 deg
Xcoord : -0.1463 nmi
Ycoord : -0.2034 nmi
Elevation : 2171.9 ft
OtherEnd : 19
Length : 2982 ft
Gradient : 0.70 %
TkoThresh : 0 ft
AppThresh : 0 ft

CASENAME: Future Case 2034
RwyWind : 8.0 kt
19

Latitude : 48.193963 deg
Longitude : -116.906322 deg
Xcoord : 0.1387 nmi
Ycoord : 0.1963 nmi
Elevation : 2192.9 ft
OtherEnd : 1
Length : 2982 ft
Gradient : -0.70 %
TkoThresh : 0 ft
AppThresh : 0 ft

CASENAME: Future Case 2034
RwyWind : 8.0 kt

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STUDY TRACKS

| RwyId-OpType-TrkId | Sub | PctSub | TrkType | Delta(ft) |
|---|---|---|---|---|
| 1-APP-ARR-1-1 | 0 | 100.00 | Vectors | 0.0 |
| 1-DEP-DEP-1-1 | 0 | 100.00 | Vectors | 0.0 |
| 1-TGO-TGO-1-1 | 0 | 100.00 | Vectors | 0.0 |
| 19-APP-APP-19-1 | 0 | 100.00 | Vectors | 0.0 |
| 19-DEP-DEP-19-1 | 0 | 100.00 | Vectors | 0.0 |
| 19-TGO-TGO-19-1 | 0 | 100.00 | Vectors | 0.0 |

STUDY TRACK DETAIL

| RwyId-OpType-TrkId-SubTrk | # | SegType | Dist/Angle | Radius(nmi) |
|---|---|---|---|---|
| 1-APP-ARR-1-1-0 | 1 | Straight | 2.0000 nmi | |
| | 2 | Left-Turn | 180.0000 deg | 0.4500 |
| | 3 | Straight | 0.8000 nmi | |
| 1-DEP-DEP-1-1-0 | 1 | Straight | 3.0000 nmi | |
| 1-TGO-TGO-1-1-0 | 1 | Straight | 1.2000 nmi | |
| | 2 | Left-Turn | 180.0000 deg | 0.4500 |
| | 3 | Straight | 2.0000 nmi | |
| | 4 | Left-Turn | 180.0000 deg | 0.4500 |
| | 5 | Straight | 0.8000 nmi | |

19-APP-APP-19-1-0
1 Straight 2.0000 nmi
2 Left-Turn 180.0000 deg 0.4500
3 Straight 0.8000 nmi
19-DEP-DEP-19-1-0
1 Straight 3.0000 nmi
19-TGO-TGO-19-1-0
1 Straight 1.2000 nmi
2 Left-Turn 180.0000 deg 0.4500
3 Straight 2.0000 nmi
4 Left-Turn 180.0000 deg 0.4500
5 Straight 0.8000 nmi

AIRCRAFT GROUP ASSIGNMENTS

| AcftId | GroupId | AcftType |
|---|---|---|
| CNA182 | ALL | Civil |
| CNA208 | ALL | Civil |

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STUDY AIRPLANES

| | |
|---|---|
| CNA182 | Standard data |
| CNA208 | Standard data |

STUDY SUBSTITUTION AIRPLANES

| | |
|---|---|
| PC12 | Standard data |

USER-DEFINED NOISE CURVES

USER-DEFINED METRICS

USER-DEFINED PROFILE IDENTIFIERS

USER-DEFINED PROCEDURAL PROFILES

USER-DEFINED FIXED-POINT PROFILES

USER-DEFINED FLAP COEFFICIENTS

USER-DEFINED JET THRUST COEFFICIENTS

USER-DEFINED PROP THRUST COEFFICIENTS

USER-DEFINED GENERAL THRUST COEFFICIENTS

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STUDY MILITARY AIRPLANES

USER-DEFINED MILITARY NOISE CURVES

USER-DEFINED MILITARY PROFILE IDENTIFIERS

USER-DEFINED MILITARY FIXED-POINT PROFILES

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STUDY HELICOPTERS

USER-DEFINED HELICOPTER PROFILE IDENTIFIERS

USER-DEFINED HELICOPTER PROCEDURAL PROFILES

USER-DEFINED HELICOPTER NOISE CURVES

USER-DEFINED HELICOPTER DIRECTIVITY

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CASE FLIGHT OPERATIONS - [Future Case 2034]

| Acft | Op | Profile | Stg | Rwy | Track | Sub | Group | Day | Evening | Night |
|---|---|---|---|---|---|---|---|---|---|---|
| CNA182 | APP | STANDARD | 1 | 1 | ARR-1-1 | 0 | ALL | 7.2000 | 0.0000 | 0.1000 |
| CNA182 | APP | STANDARD | 1 | 19 | APP-19-1 | 0 | ALL | 7.2000 | 0.0000 | 0.0000 |
| CNA182 | DEP | STANDARD | 1 | 1 | DEP-1-1 | 0 | ALL | 12.9600 | 0.0000 | 0.0000 |
| CNA182 | DEP | STANDARD | 1 | 19 | DEP-19-1 | 0 | ALL | 1.4400 | 0.0000 | 0.1000 |
| CNA182 | TGO | STANDARD | 1 | 1 | TGO-1-1 | 0 | ALL | 0.5000 | 0.0000 | 0.0000 |
| CNA182 | TGO | STANDARD | 1 | 19 | TGO-19-1 | 0 | ALL | 0.5000 | 0.0000 | 0.0000 |
| CNA208 | APP | STANDARD | 1 | 1 | ARR-1-1 | 0 | ALL | 0.2500 | 0.0000 | 0.0000 |
| CNA208 | APP | STANDARD | 1 | 19 | APP-19-1 | 0 | ALL | 0.2500 | 0.0000 | 0.0000 |
| CNA208 | DEP | STANDARD | 1 | 1 | DEP-1-1 | 0 | ALL | 0.4500 | 0.0000 | 0.0000 |
| CNA208 | DEP | STANDARD | 1 | 19 | DEP-19-1 | 0 | ALL | 0.0500 | 0.0000 | 0.0000 |

CASE RUNUP OPERATIONS - [Future Case 2034]

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SCENARIO RUN OPTIONS
- Run Type : Single-Metric
- NoiseMetric : DNL
- Do Terrain : No Terrain
- Do Contour : Recursive Grid
- Refinement : 14
- Tolerance : 0.25
- Low Cutoff : 55.0

High Cutoff : 85.0
Ground Type : All-Soft-Ground
Do Population : No
Do Locations : No
Do Standard : No
Do Detailed : No
Compute System Metrics:
DNL : No
CNEL : No
LAEQ : No
LAEQD : No
LAEQN : No
SEL : No
LAMAX : No
TALA : No
NEF : No
WECPNL : No
EPNL : No
PNLTM : No
TAPNL : No
CEXP : No
LCMAX : No
TALC : No

SCENARIO GRID DEFINITIONS

| Name | Type | X(nmi) | Y(nmi) | Ang(deg) | DisI(nmi) | DisJ(nmi) | NI | NJ | Thrsh | dAmb | (hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CONTOUR | Contour | -8.0000 | -8.0000 | 0.0 | 16.0000 | 16.0000 | 2 | 2 | 85.0 | 0.0 | 0.00 |

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