



April 9, 2019

Nampa Airport Master Plan Public Meeting



Nampa Airport Master Plan



WELCOME & INTRODUCTIONS

-Monte Hasl, City of Nampa



Nampa Airport Master Plan



Welcome

The City of Nampa is developing its long-term master plan for the Nampa Municipal Airport

The new plan will:

- Address aviation safety, capacity and land compatibility
- Provide community leaders and funding agencies the information needed to plan for future development

Today's meeting:

- You will have the opportunity to review and give input on hangar alternatives.



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Process and Schedule

RESEARCH (2018-Early 2019)

- With the FAA, ITD, and Nampa
- Develop a Scope of Work (SOW)
- Public Meeting #1
- Inventory
- Aviation Forecast
- Identify Critical Aircraft
- Public Meeting #2
- FAA Approval of Forecast

REQUIREMENTS (Winter/Spring 2019)

- Facility Requirements
- Development Alternatives
- **Public Meeting #3**
- Draft Drawings & Report

IMPLEMENTATION (Summer/Fall 2019)

- Land Protection Plan
- Public Meeting #4
- Capital Improvement Plan
- Present draft plan to Nampa community
- Final Report
- Present final plan to Nampa City Council



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HANGAR ALTERNATIVES

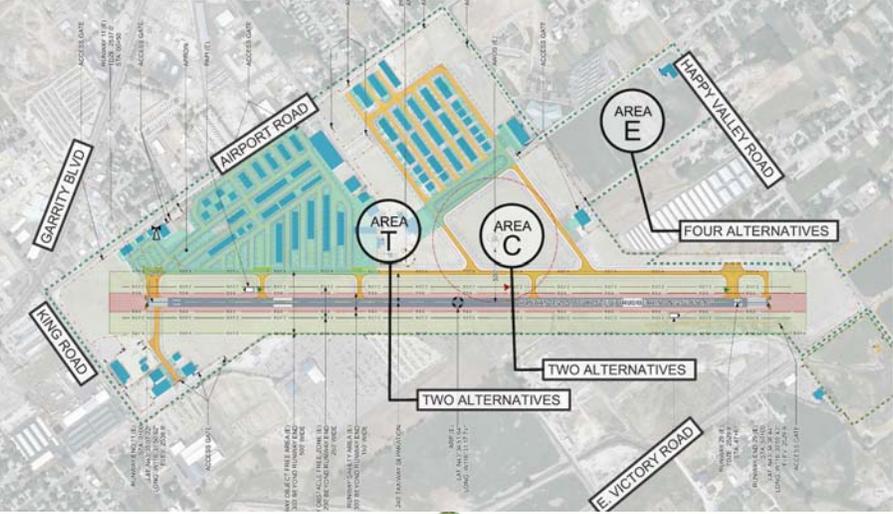
-Rick Patton, T-O Engineers

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Overview



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T-1 Terminal Alternative

- Construct a new large hangar for short-term storage of aircraft.
- This new building would also house the restaurant and airport administration.
- In the long-term, a second large hangar could be added if need arose.




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| LEGEND | | DESCRIPTION |
|----------|----------|------------------------------------|
| EXISTING | ULTIMATE | HANGARS |
| | | HANGARS TO BE REMOVED |
| | | APRON |
| | | BUILDING RESTRICTION LINE (35) |
| | | BUILDING RESTRICTION LINE (25) |
| | | TAXIWAY OBJECT FREE AREA |
| | | AUTO ACCESS ROAD TO BACK OF HANGAR |



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T-1 Terminal Alternative PROS

- Provides room for several business class aircraft overnight.
- Gives the FBO expanded flight-line exposure.
- Allows for the restaurant to expand.
- Airport administration to relocate closer to flight activity
- Upgrade the facilities for meetings.
- Additional large overnight storage hangar (if needed).
- Allow access to the museum with larger warbirds for display and fly-ins.
- Lease of the facilities to a private entity would provide a significant revenue source for the sustainability of the airport.



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T-1 Terminal Alternative CONS

- Disrupt the center part of the airport during construction, including the main fueling area.
- The construction of the facilities would not be federally eligible, and funding would need to come from the Sponsor or other sources.



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T-2 Terminal Alternative (Preferred)

- Construct a new large hangar for short-term storage of aircraft.
- This new building would also house the restaurant and airport administration.
- In the long-term an addition could be added if need arose.



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T-2 Terminal Alternative PROS

- Provides room for several business class aircraft to overnight at the airport.
- Gives the FBO expanded flight-line exposure.
- Allows for the restaurant to expand and grow.
- Allows airport administration to relocate closer to flight activity
- Upgrade the facilities for meetings.
- Would have less long-term financial exposure.
- Allow access to the museum with larger warbirds for display and fly-ins.
- Lease of the facilities to a private entity would provide a significant revenue source for the sustainability of the airport.



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T-2 Terminal Alternative CONS

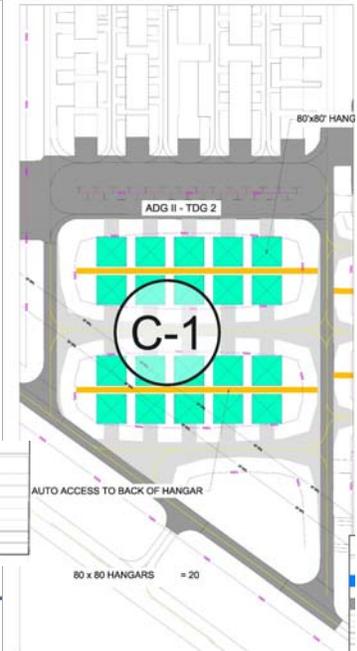
- Disrupt the center part of the airport during construction, including the main fueling area.
- The construction of the facilities would not be federally eligible, and funding would need to come from the Sponsor or other sources.



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C-1 Hangar Alternative

- Executive-sized hangars in a north/south facing layout

| EXISTING | | ULTIMATE | | DESCRIPTION |
|----------|--|----------|--|------------------------------------|
| | | | | HANGARS |
| | | | | HANGARS TO BE REMOVED |
| | | | | APRON |
| | | | | BUILDING RESTRICTION LINE (35') |
| | | | | BUILDING RESTRICTION LINE (25') |
| | | | | TAXIWAY OBJECT FREE AREA |
| | | | | AUTO ACCESS ROAD TO BACK OF HANGAR |





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C1 Hangar Alternative



PROS

- This layout would be easy to construct in four distinct phases to allow for controlled cost exposure.
- Doors aligned generally north/south are not as exposed to the wind (as prevailing in Nampa).

CONS

- North facing hangars are prone to developing snow and ice accumulations in winter months.





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C-2 Hangar Alternative (Preferred)

- Executive-sized hangars in an east/west facing layout




| EXISTING | | ULTIMATE | | DESCRIPTION |
|----------|--|----------|--|------------------------------------|
| | | | | HANGARS |
| | | | | HANGARS TO BE REMOVED |
| | | | | APRON |
| | | | | BUILDING RESTRICTION LINE (35') |
| | | | | BUILDING RESTRICTION LINE (25') |
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| | | | | AUTO ACCESS ROAD TO BACK OF HANGAR |





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C2 Hangar Alternative



PROS

- This layout would be easy to construct to connect to existing taxiway connectors.
- Doors aligned generally east/west are not prone to developing snow and ice accumulations in winter months.

CONS

- East/west facing hangars are exposed to Nampa's prevailing winds.





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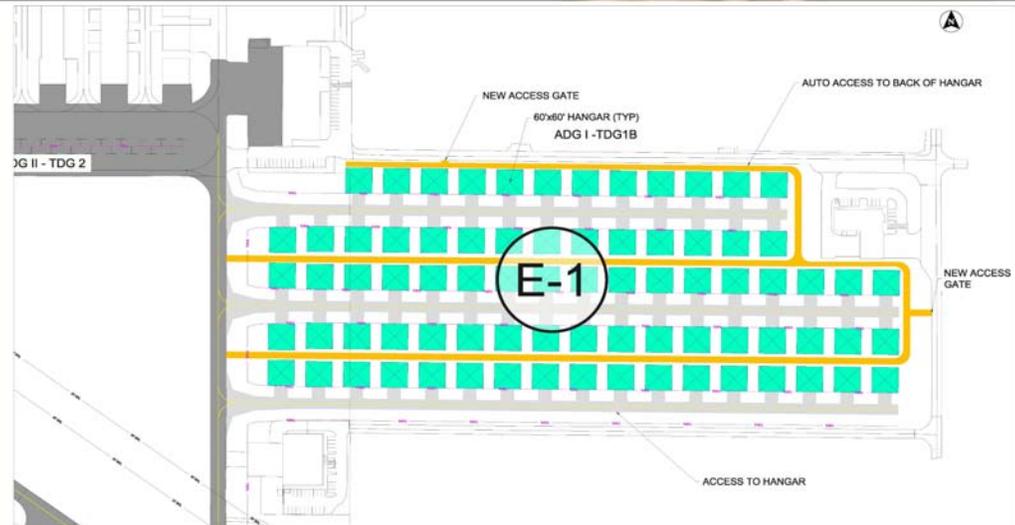
E-1 Hangar Alternative

- Highest density of individual private hangars in an east/west row configuration; with north/south facing hangar doors.




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60 x 60 HANGARS = 77



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E-1 Hangar Alternative

PROS

- Most number of individual hangars for lease/rent of all E-alternatives.
- Good auto access to hangar backs (keeping vehicles off active pavements).

CONS

- Long taxi-lanes that may lead to travel conflict if two or more aircraft try to use the travel lane at the same time.
- North facing hangars are prone to developing snow and ice accumulations in winter months.



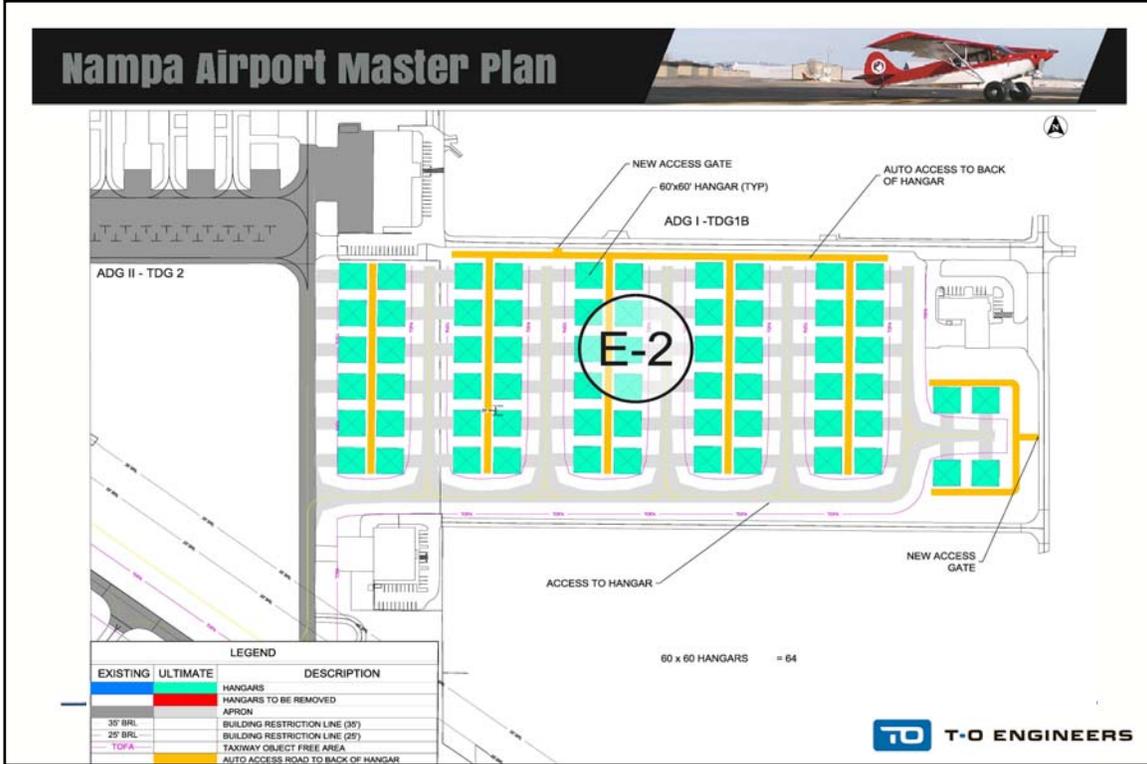
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E-2 Hangar Alternative

- Highest density of individual private hangars in a north/south column configuration; with east/west facing hangar doors.





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E-2 Hangar Alternative

PROS

- Most number of individual hangars for lease/rent with east/west facing doors of all E-alternatives.
- Good auto access to hangar backs (keeping vehicles off active pavements).
- Easy to construct in hangar groups as need arises.

CONS

- Shorter taxi lanes than E-1, but still only one direction and may allow for conflict with opposite direction traffic.

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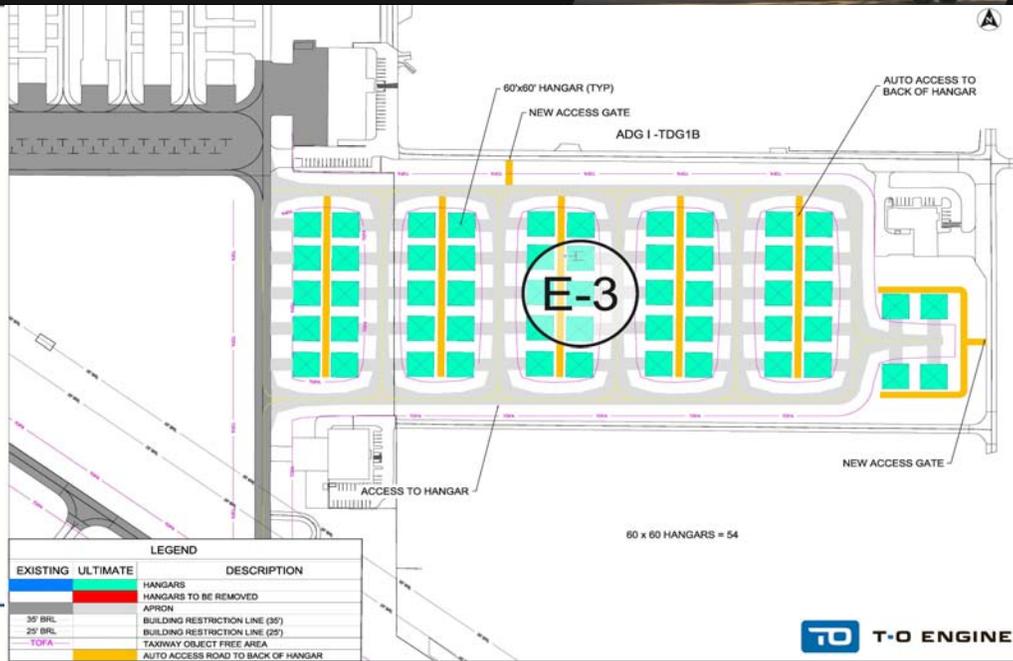


E-3 Hangar Alternative

- North/south columns of private-sized hangars with east/west facing hangar doors.
- Taxi-lane access paths on north and south sides.



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E-3 Hangar Alternative

PROS

- Easy to construct in hangar groups as need arises.
- Two separate access paths avoid bi-directional conflict.
- East/West doors.

CONS

- Least number of rentable hangars /spots.
- Poor auto access to hangars; all would need to cross active taxiway(s).



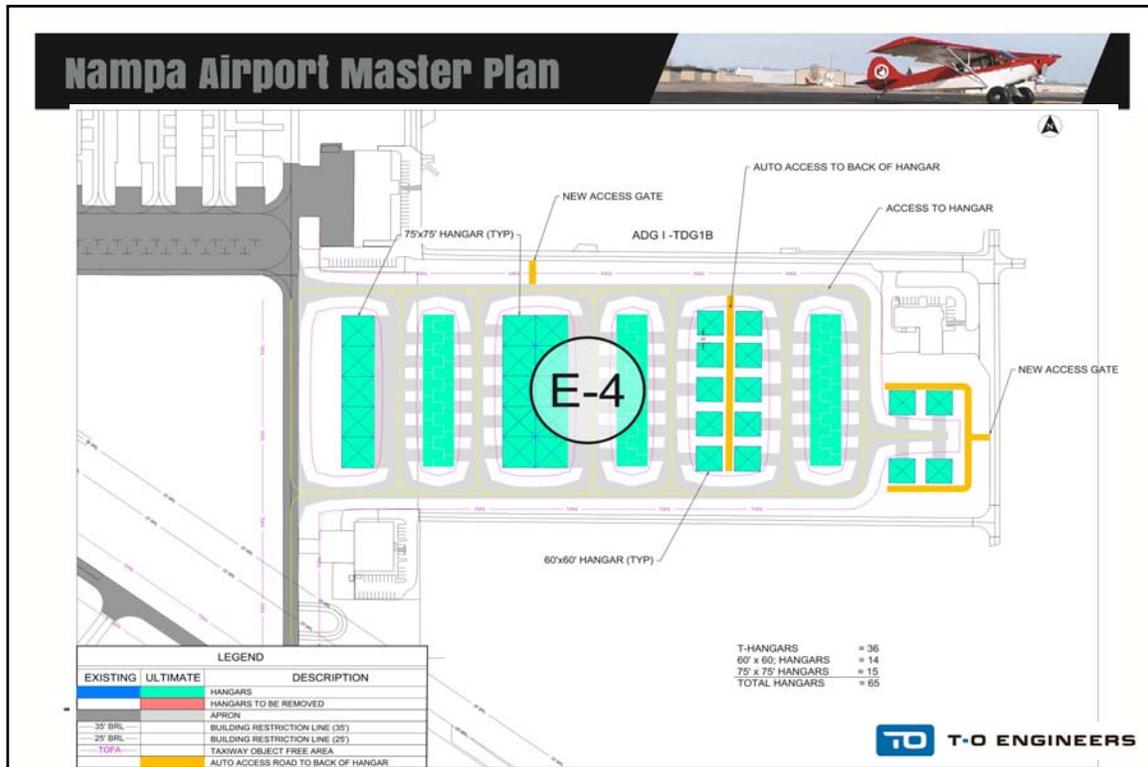
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E-4 Hangar Alternative (Preferred)

- North/south columns of private-sized hangars with east/west facing hangar doors.
- Taxi-lane access paths on north and south sides.
- Similar layout to Alternative E-3 but shown with a varied mix of hangar types.





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E-4 Hangar Alternatives

PROS

- Easy to construct in hangar groups as need arises.
- Two separate access paths avoid bi-directional conflict.
- East/West doors.
- Mix of common-wall T-Hangar and box-hangars allows for overall higher density of rentals and choices for users.
- Common-walls hangars generally are the least expensive to build and may result in lower rents.

CONS

- Poor auto access to hangars; all would need to cross active taxiway(s).
- Would mean planning to determine which 'style' should be built next.
- Harder to pre-plan utilities.

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NEXT STEPS

-Monte Hasl, City of Nampa



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Next Steps

Thank you for attending today's meeting.

- If you have comments about today's presentation, please fill out a comment sheet.
- The project team will review your comments and make any needed changes to the alternatives.
- The next step is to develop the draft plan.
- You will be invited to a meeting in early summer regarding land use.



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THANK YOU

