

CHAPTER EIGHT - AIRPORT



Aerial Imagery by Idaho Airship, Inc.

8.0 Introduction

Payette was the first community to participate in the state’s Airport Building Program established in the 1930s. The City airport is located two miles northeast of Payette at an elevation of 2,228 feet. The Payette Municipal Airport provides a variety of aviation uses and activities and is an important part of the community. The airport predominantly serves small single-engine aircraft with occasional use by small multi-engine aircraft and light aircraft. The airport has one asphalt-paved runway, approximately 3,060 feet long by 50 feet wide, which is in fair condition. Some private hangars are available. The airport also includes:

1. Airport apron tie-downs
2. Tee hangar
3. Airport roadside access
4. Gravel automobile parking and ground transportation

The airport is owned, operated and managed by the City of Payette and is sited on 260 acres. A six-member Airport Board oversees the administrative functions of the airport and formulates recommendations regarding airport policy and directions. During the daylight hours, the gates are open to all visitors and it is asked that people stay off the taxi runway and stay alert, remembering that aircraft have the right of way.

Pilots from all over the Northwest come to Payette just to play a round of golf and have lunch at the Scotch Pines clubhouse, as do many residents and business people. The airport has a small-town charm; pilots and non-pilots alike have dubbed it the “friendliest little airport in the West.”

In addition, there is no scheduled airport attendance, but aircraft repair services are available. In 2000, Riedesel Engineering, LLC was commissioned by the City of Payette to develop a 20-year plan for the Payette Municipal Airport. This plan was subsequently adopted by the City of Payette and is incorporated as part of this Comprehensive Plan.

8.1 Payette Municipal Airport Current Conditions

The Payette airport is thriving in comparison to past years:

1. Landings have increased.
2. The runway length was increased by 500 feet and is now 3,500 feet long; the runway has also been resurfaced.
3. The airport’s 23 hangars are generating rental income as well income from property taxes on improvements.
4. There is a waiting list for new hangar space.
5. Businesses, including Teton Machine, have chosen Payette as a location specifically because of the presence of a quality small airport.
6. A courtesy car is kept at the airport for the use by people who land at the airport. Those who make use of the courtesy car are asked to re-fill the fuel tank and make a donation.
7. A larger fuel tank (10,000 gallons) that will allow better fuel delivery service was constructed.

The Payette Municipal Airport is currently a VFR-only airport, with no instrument approach capabilities. Exhibit 1 lists the airports in the vicinity of the Payette Municipal Airport that are equipped with instrument approach capability.

Exhibit 1: Nearby Airports Equipped with Instrument Approaches

ID	Name (State)	Distance	Direction
KONO	Ontario Municipal Airport	7 nm	Southwest
S87	Weiser	7 nm	North
KEUL	Caldwell Industrial Airport	30 nm	Southeast
KMAN	Nampa Municipal Airport	35 nm	Southeast
KBOI	Boise Air Terminal Gowen Field	43 nm	Southeast

The City owns the airport and the State of Idaho helps with grant funding, but there is no Federal control (if FAA Federal funds are used, the airport becomes subject to Federal regulations.) The airport is now financially self-sufficient through rental income and the sale of fuel. Payette Municipal Airport is not governed by the United States national airport system.

8.2 Utilities

In order to a full-service municipal airport, the Payette airport would need to expand its municipal services and utilities in the public and private sectors. The City will need to determine the cost-effectiveness of doing so. The completion of the Airport Master Plan will assist in determining, through the City's Capital Facility Plan, the type of services that could be provided. Exhibit 2 identifies the public services that are available.

Exhibit 2: Airport Infrastructure

Utility	Source or Provider
Water	None
Sewer	None
Electricity	Idaho Power
Phone/Internet	Various Providers
Natural Gas	Intermountain Gas
Refuse	Payette County Landfill
Emergency Response	Payette City Police and Fire Departments, Payette County Sheriff

Source: City of Payette Airport Master Plan Draft 2015

There has been some discussion by the Airport Commission about extending water and sewer services to the airport. Another issue that came up was the possible construction of a larger fuel tank (10,000 gallon capacity) which would allow better fuel delivery service. These issues should be addressed in the Airport Master Plan.

8.3 Airport Master Plan

The Airport Commission requested that an Airport Master Plan inventory report be created. The Payette City Council contracted with T.O. Engineers to conduct such a study in 2014. The draft inventory was submitted to the City on March 9, 2015. The draft Master Plan established minimum standards and goals for the airport. These included:

1. Allow for the establishment of a sound economic base upon a stable growth pattern.
2. Ensure that the public receives reliable, adequate and non-discriminatory air transportation service.
3. Ensure that the tenants and operators receive fair, equitable, and non-discriminatory treatment in the conduct of authorized activities at the airport.

4. Categorically identify minimum standards and procedures by which all persons, firms, or other legal entities conducting commercial (revenue producing) or non-commercial aeronautical or non-aeronautical activities at the airport shall conduct their respective operations.
5. Set forth standards and procedures that would be intended to protect the public health, safety, and other interests, as well as to foster and promote the continued development of the airport in a safe and efficient manner.

8.4 Future Land Use Compatability and Zoning

Even though the airport is surrounded by lands under the jurisdiction of Payette County, the property is within Payette city limits. This allows the City to have jurisdiction within the corporate boundaries. It is important to the City that continue communication with the County regarding any land use decisions that would impact the airport.

8.4.1 Future Land Use and Improvements - The Airport Commission has indicated that it would like to see a number of improvements to the airport properties. As previously mentioned, the total acreage of the airport is 260 acres. The Airport Commission identifies 80 acres that are available for additional improvements.

The Airport Commission would like to see additional improvements and expand commercial opportunities on airport properties such as:

1. Development of an Airpark subdivision.
2. Provide additional opportunities for both private and business professionals to have local hangars or to do business in the city of Payette.
3. Expand sewer and water services to the airport.
4. Fund a Fixed Base Operator (FBO) position at the airport.

8.4.2 Land Use and Incompatible Uses

8.4.2.1 Land Use - The City has made a major investment in the municipal airport. Based upon the proposed draft of the Airport Master Plan, additional funds will be needed to upgrade and make improvements.

8.4.2.2 Incompatible Uses - In addition, future land-use applications need to be reviewed thoroughly to determine impacts to the airport. This would include

certain residential, commercial and industrial land uses. Incompatible land uses or hazardous impacts would be detriment to the City's investment.

8.5 Airport Goals, Objectives and Strategies

Goal 1: Complete the Payette Municipal Airport Master Plan, which was commissioned on March 9, 2015.

Objective 1: Review the direction, operation, maintenance and expansion of municipal services at the city's airport.

STRATEGY 1: Adopt and implement the Airport Master Plan.

STRATEGY 2: Review the Airport Master Plan to determine future needs of the airport.

STRATEGY 3: Identify within the capital improvement program the need, timing, implementation and financing of the expansion of sewer and water and other services to the municipal airport.

Goal 2: Review future land use and hazardous impacts to the municipal airport.

Objective 1: Reduce hazardous land use impacts to the municipal airport.

STRATEGY 1: The City and the County should develop an agreed-upon review process for development applications within the established boundary of the airport.