



PRESTON AIRPORT

MASTER PLAN UPDATE

PAC Meeting No. 1:
Introduction, Inventory,
and Forecast

WELCOME COMMITTEE MEMBERS!

Please sign in.

Here Today with Ardurra:

Jessica Krueger, Airport Planner

Jared Norton, NW Aviation Services Manager

Date: Wednesday, March 12, 2025
Time: 5 p.m.
Location: Franklin County Board Room, 39 W. Oneida St., Preston, ID

ATTENDANCE RECORD

Preston Airport | Airport Master Plan Update | PAC #1

Name: _____	Organization: _____
Address: _____	
Email: _____	Phone: _____
Name: _____	Organization: _____
Address: _____	
Email: _____	Phone: _____
Name: _____	Organization: _____
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Name: _____	Organization: _____
Address: _____	
Email: _____	Phone: _____





Welcome & Introductions



PAC & Principles of Participation



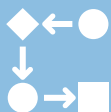
Master Plan & Schedule Overview



Existing Conditions



Forecast



Next Steps

WHAT IS A PAC?

- PAC: Project Advisory Committee
 - *Provide input and perspective on the Airport and its impact on the region*
 - *Provide insight for and integration with local planning efforts*
 - *Provide technical aviation input and recommendations*
 - *Provide insight into airport operational picture*
 - *Provide guidance for planning team efforts*
 - *Advisory in nature*

PRINCIPLES OF PARTICIPATION

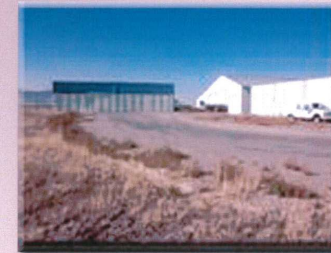
Responsibilities	Representation	Discussion	Attendance	Support
• Become familiar with provided materials prior to meetings. • Provide feedback to the planning team in a timely manner. • Promote the process within your individual representative community. • Create and maintain a respectful and productive working climate.	• Goal: Diverse membership for holistic public representation. • Representatives are encouraged to keep their organizations updated with the MP process. • If committee member cannot or no longer wants to participate in the process, an attempt to replace them will be made.	• All members are welcome to speak freely. • Collaborate between agencies and organizations for problem solving. • Treat members and viewpoints with respect.	• Four maximum benefit, full participation is essential. • Meetings will generally be held during the late afternoon on a weekday, with some flexibility with virtual meetings. • Meeting summaries and minutes will be provided after every meeting	• A member of the consultant team will organize and facilitate Committee meetings. • The role of the facilitator is to ensure the most up-to-date information is provided, lead the collaboration process, provide technical support, and document discussions, comments, and questions.

MASTER PLAN OVERVIEW

- 20-year plan to meet aviation demand at the Airport
- Based on FAA guidance from Advisory Circular 150-5070-6B, Airport Master Plans
- 2-year process typically, scoping began in Fall 2023
- Last plan finalized in 2011

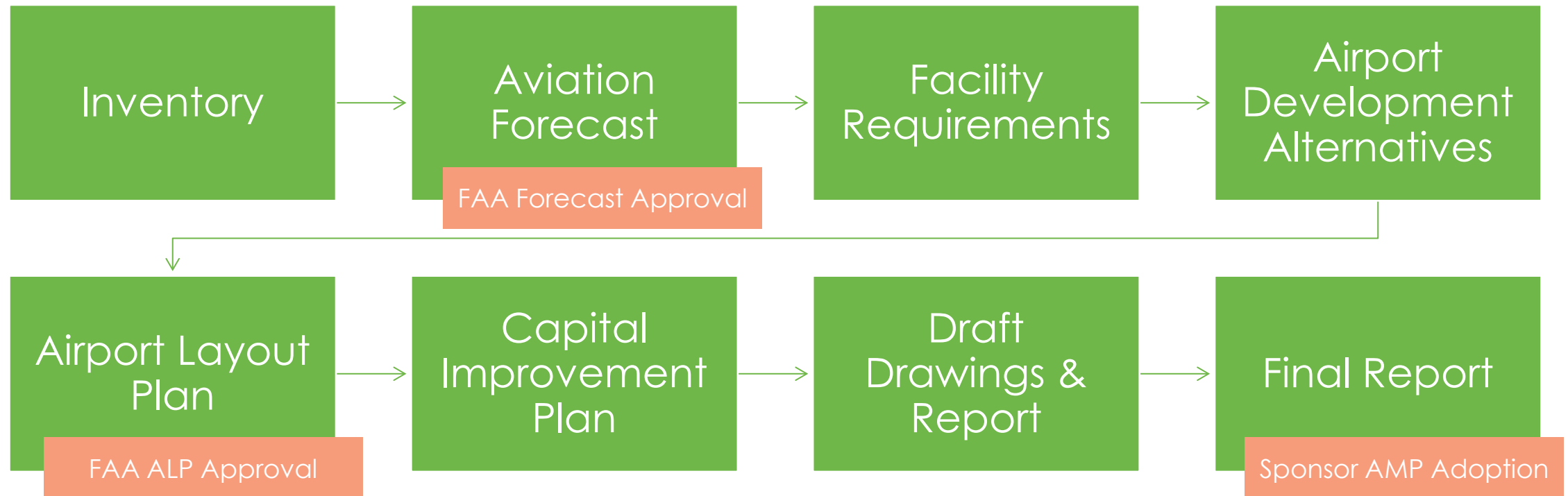
Preston Airport Airport Master Plan 2011

AIP 3-16-0030-001

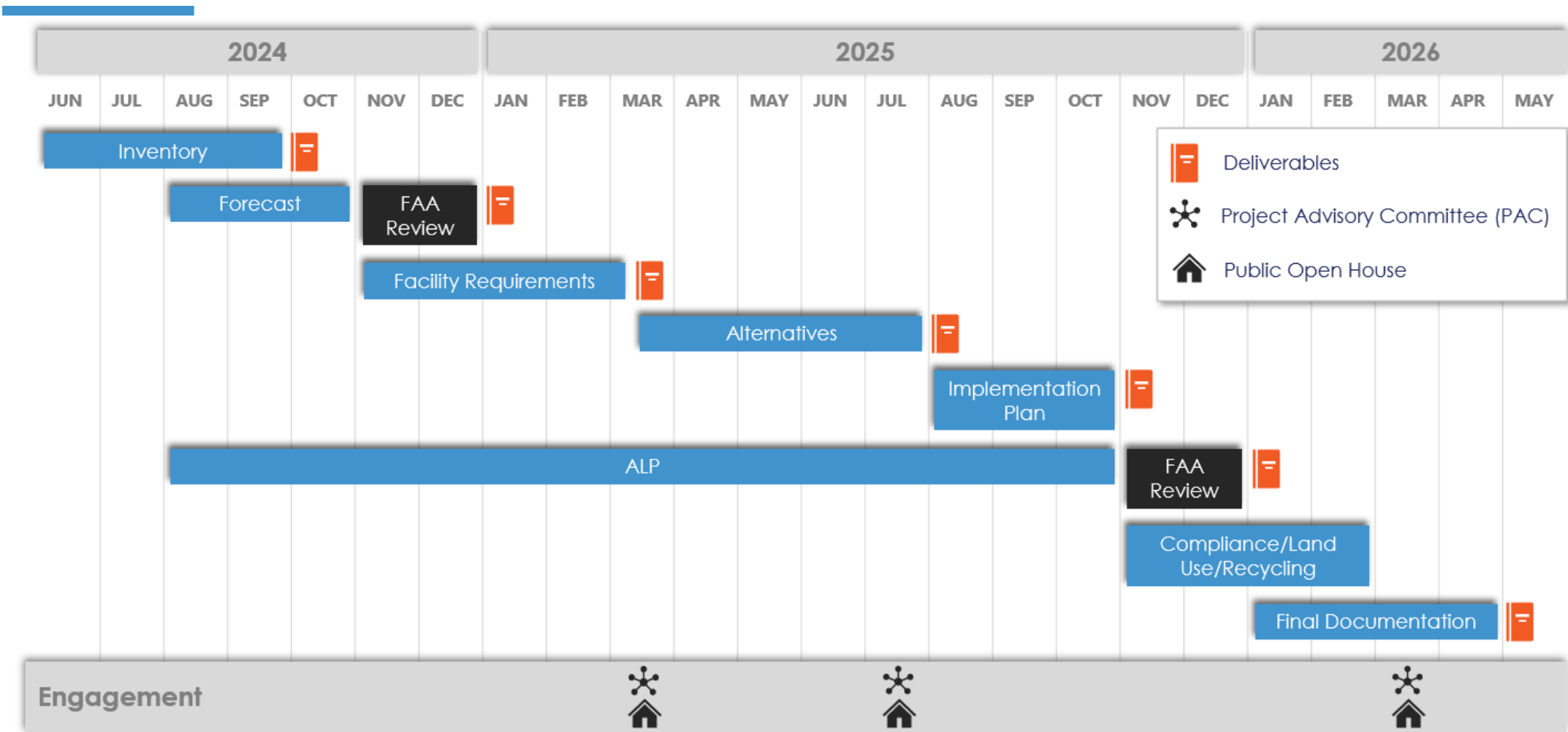


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MASTER PLAN PROCESS



MASTER PLAN SCHEDULE



EXISTING CONDITIONS

- Primary Runway: 4/22
 - 3,557 ft. x 60 ft.
 - Displaced Threshold at 384'
 - Runway 22 Landing Distance Available (LDA): 3,173'
 - Runway 4 Landing Distance Available (LDA): 3,381'
 - Runway 4 Accelerate-Stop Distance Available (ASDA): 3,381'
 - Runway 4 Takeoff Run Available (TORA): 3,381'
 - Runway 4 Takeoff Distance Available (TODA): 3,381'
- Crosswind Runway: 17/35
 - 2,375 ft. x 30 ft.
 - Dirt runway
- General Aviation Main Apron
 - 9 small aircraft tiedowns
 - Fuel farm with self-serve 100LL aviation fuel
- Hangars: 14



BASELINE BASED AIRCRAFT

Based Aircraft: An aircraft that is operational and air worthy, which is based at a specific facility for a majority of the year.

Aircraft Type	Total Based Aircraft 2023
Single-Engine	29
Multi-Engine	0
Jet	0
Helicopter	1
Total	30

GAME CAMERAS

- 3 cameras at U10 from June 27 to August 7
- Total operations captured: 1,090



BASELINE OPERATIONS ANALYSIS

- No one source of data used to determine the number of operations has a 100% accuracy rate.
- The FAA Traffic Flow Management System Count (TFMSC) typically accounts for operations with filed flight plans.
 - *In the case of U10, better historical representation of monthly aircraft operation trends.*
- Motion activated cameras, while strategically placed, do not always capture all operations.

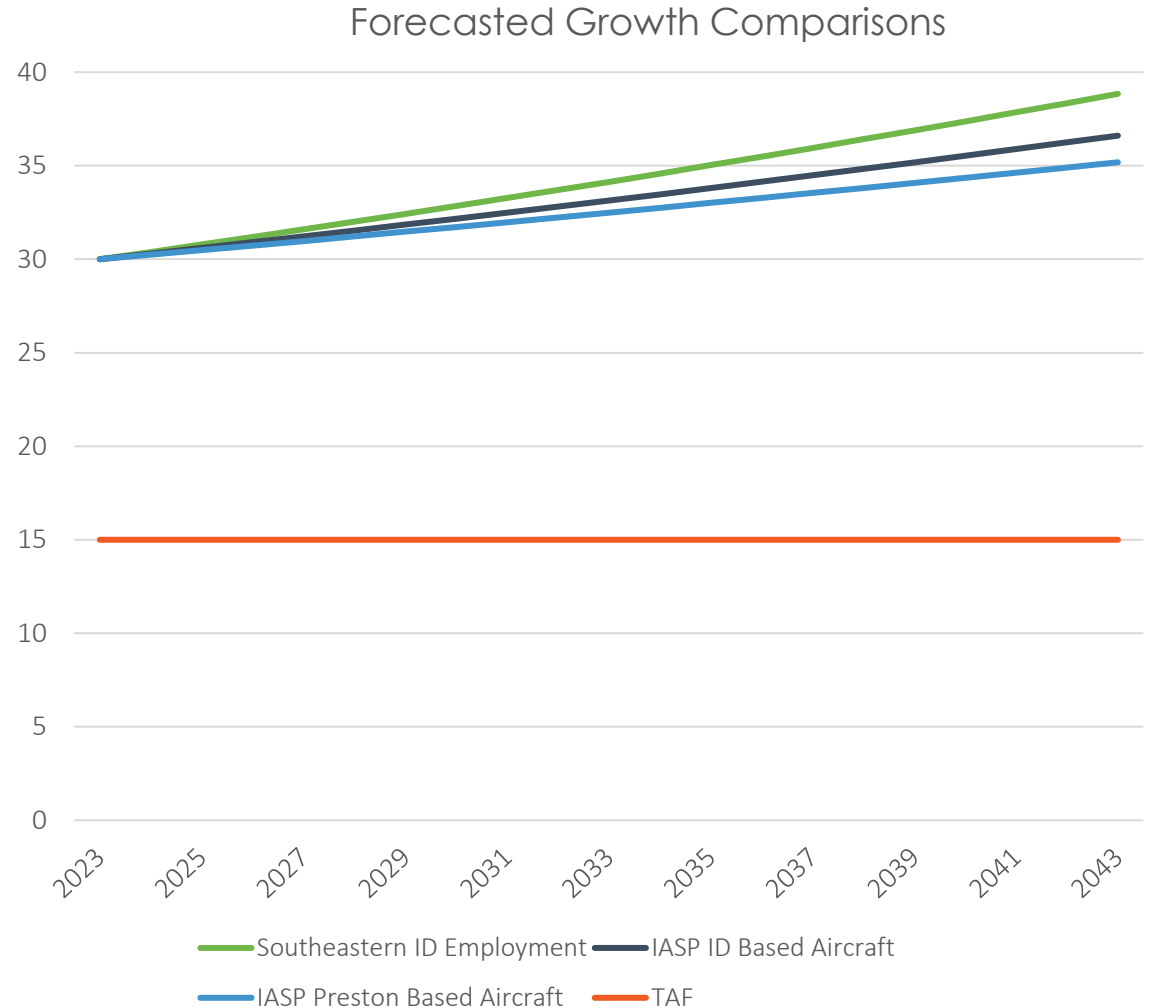
BASELINE ANNUAL OPERATIONS

Month	TFMSC % Average of Total Ops	Total Ops 2023
January	4%	273
February	6%	409
March	6%	409
April	7%	477
May	10%	681
June	10%	681
July	16%	1,090
August	12%	818
September	10%	681
October	10%	681
November	6%	409
December	3%	204
Total		6,813

FORECAST METHODS

- Considered and Applied to Based Aircraft Baseline:
 - Southeastern Idaho, Projected Employment Growth Rate (**1.3% CAGR**)
 - IASP, Projected Idaho GA Based Aircraft Growth Rate (**1.0% CAGR**)
 - IASP, Preston Airport Forecast, Projected Based Aircraft Growth Rate (**0.8% CAGR**)
- 227 Operations Per Based Aircraft in 2023
- Itinerant/Local Ratio: 71/29
 - Itinerant: Aircraft arriving from outside the airport area or departing from and leaving the airport area.
 - Local: Aircraft that remain in the local traffic pattern.

CAGR: Compound Annual Growth Rate



U10 PREFERRED FORECAST

	Base Year	Forecast Years			Compound Annual Growth Rate		
	2023	2028	2033	2043	5-Year	10-Year	20-Year
Aircraft Operations							
Itinerant	4,870	5,194	5,519	6,330	1.3%	1.3%	1.3%
Local	1,943	2,073	2,202	2,526	1.3%	1.3%	1.3%
Total Operations	6,813	7,267	7,721	8,856	1.45%	1.45%	1.45%
Based Aircraft							
Single-Engine	29	31	32	37	1.3%	1.1%	1.2%
Multi-Engine	0	0	1	1	0.0%	-	-
Helicopter	1	1	1	1	1.3%	1.3%	1.3%
Total Based Aircraft	30	32	34	39	1.3%	1.3%	1.3%

FAA AIRCRAFT CLASSIFICATION

Category	Code	Determined By
Aircraft Approach Category (AAC)	A, B, C, D, E	Approach Speed
Airplane Design Group (ADG)	I, II, III, IV, V, VI	Wingspan or Tail Height (whichever is more restrictive)
Taxiway Design Group (TDG)	1A, 1B, 2A, 2B, 3, 4, 5, 6	Main Gear Width and Cockpit to Main Gear



FAA DESIGN CRITERIA REPRESENTATIVE AIRCRAFT

Critical Aircraft:

The most demanding aircraft, or group of aircraft with similar characteristics, that make regular use (at least 500 annual operations) of the Airport.

		Airplane Design Group (ADG) Wingspan			
		I <49'	II 49'<79'	III 79'<118'	IV 118'≤171'
Aircraft Approach Category (AAC) Approach Speeds	A <91 kts	Cessna 172, Beech Bonanza, Piper PA-31 	Pilatus PC-12, Cessna 208, Beech E18S 	DeHavilland Canada DHC-7 Dash 7 	
	B 91<121 kts	Piper Aerostar, Dassault Falcon 10 	Beech King Air 200, Air Tractor AT-602 	Cessna 172, Beech Bonanza, Piper PA-31 	Cessna Citation Bravo, Dassault Falcon 7X 
	C 121<141 kts	Learjet 45, 55, 60R 	Challenger 600, Cessna Citation X 	Gulfstream G650, Boeing 727-100 	Transall C-160, Airbus A310 
	D 141<166 kts	F-22 Raptor, Northrop T-38 Talon 	Gulfstream IV, Canadair CRJ-100 	Gulfstream V, Boeing 737 Max 	Douglas DC10, Boeing 757 

CRITICAL AIRCRAFT

AAC/ADG	TFMSC % of Total Annual Operations	Base Year	Forecast Years			
		2023	2028	2033	2043	
A-I	95.3%	6,493	6,925	7,358	8,440	
B-I	0.4%	27	29	31	35	
A-II	0.0%	0	0	0	0	
B-II	4.3%	293	313	332	381	
Total		6,813	7,267	7,721	8,856	

Previous

B-I(small), Cessna 210 Centurion



2023 Master Plan Existing / Future

A-I(small), Cessna 172 Skyhawk



*Small: Max takeoff weight equal to or less than 12,500 lbs.

NEXT STEPS

