



JEROME COUNTY AIRPORT - KJER

CHAPTER 1 INTRODUCTION

An airport master plan provides a framework for short and long-term development at an airport based on the needs identified during a comprehensive evaluation of facilities, conditions, and design standards. The Jerome County Airport Master Plan is a 20-year vision outlining the improvements necessary to maintain a safe and efficient airport that is economically, environmentally, and socially sustainable.

The FAA recommends sponsors update their airport master plans every 7 to 10 years or as conditions change. Jerome County, as airport sponsor, initiated the airport master planning process in early 2021 to update the 2012 Jerome County Airport Master Plan.

This planning document is produced in full coordination with the Federal Aviation Administration (FAA) and the Idaho Transportation Department (ITD) Division of Aeronautics (ITD Aeronautics).

The remainder of this chapter describes the plan’s purpose and objectives, concerns to address, phasing, participants, and public involvement.

1.1 PURPOSE AND OBJECTIVES

Assessing airport needs and filing a new plan is beneficial to progressing development but can often be complex and challenging. Some basic questions are:

- What kinds of visitors, users, or companies may be interested in the Airport?
- Which airport services or capabilities are the most attractive to new business and existing users and why?

- What will it cost to get additional airport infrastructure in place?
- What will the basic needs for the Airport be, now and in the future?

Answering these questions will help the community establish an airport plan and program that help achieve community goals.

1.1.1 PURPOSE

The Jerome County Airport Master Plan aims to define the short, medium, and long-term projects needed to meet future aviation demand at the Airport. The planning process will evaluate the Airport’s role and capabilities, forecast future aviation demand, and consider facility requirements to identify and phase projects accordingly.

Activity at Jerome County Airport (JER) has increased as the local community and surrounding area have grown. Therefore, the need now exists to update the Airport’s 20-year plan to efficiently and cost-effectively satisfy aviation demand.

The update will provide the Board of County Commissioners with a sound and realistic development program to maintain the Airport’s role as an essential link to the regional, state, and national transportation systems. It will also provide justification to support decisions that direct limited and valuable resources for future airport development.

1.1.2 OBJECTIVES

This Plan will provide the framework needed to guide future development at the Jerome County Airport by meeting the following objectives:

1. Identifies the issues the plan will address.



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2. Provides development solutions that maximize opportunity; meet local, state, and Federal regulations; and are justified from a technical, economic, and environmental standpoint.
3. Develops a plan for project implementation after analyzing physical site assets, economic benefits, job creation and related salaries, fiscal impacts, and contributions to overall FAA objectives.
4. Establishes a flexible approach that accommodates both potential aviation and non-aviation users.

1.2 SPECIAL CONCERNS

The project team used developed methods to objectively evaluate and assess the needs of the Jerome County Airport from an aviation use, development, and implementation perspective. The special concerns described in this section correlate numerically to the locations identified on the airport map in **Figure 1.1**.

1 Runway Length

There is a possibility the existing runway extension included in the previous plan document no longer meets aviation demand. An update to the aviation forecast and review of government regulation compliance will determine the need for airfield improvements. Any runway length recommendations will be based on the FAA's 500 annual operations threshold of aircraft requiring the length.

2 Approach Capability

In the case of a runway extension, approach procedures and aeronautical charts will need to be updated. Airspace planning will consider

approach capabilities, obstruction mitigation, and FAA flight procedures to determine a preferred alternative.

3 Apron Space

An increase in larger aircraft on the airfield and limited apron space impacts maneuverability and access to airport services. The planning process will assess the need for future apron expansion to ensure facilities accommodate advanced operations at the airfield.

4 Design Standards Compliance

The Jerome County Airport is obligated to comply with the FAA's design standards as a recipient of funding through the Airport Improvement Program (AIP). An inventory of existing conditions and assessment of facility requirements will identify improvements needed to stay FAA compliant and eligible for funding opportunities.

5 Airport GIS

The FAA uses airport GIS surveys (AGIS) for certain business lines, including flight procedures and air traffic control. The in-depth survey required by the FAA will support the analysis and figures completed during this master planning process.

6 Funding

Additional funds will need to be secured to complete the necessary improvements identified by this planning process. A financial plan will consider all funding sources needed for each outlined project.

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FIGURE 1.1
JEROME COUNTY AIRPORT SPECIAL CONCERNS



Source: J-U-B



1.3 PLANNING PROCESS

This study of the Jerome County Airport will begin with a pre-planning process to develop and approve a detailed scope of work, budget, and schedule.

The airport master plan consultant will work closely with representatives from the Board of County Commissioners, FAA, ITD Aeronautics, and other federal and state agencies during the planning process. Representatives will be consulted throughout the development of this study and invited to attend progress, public, and other related meetings.

The project workflow for this planning study will include four phases:

- Phase 1: Inventory of Existing Conditions and Aviation Activity Forecasts
- Phase 2: Facility Requirements and Alternatives Development and Evaluation

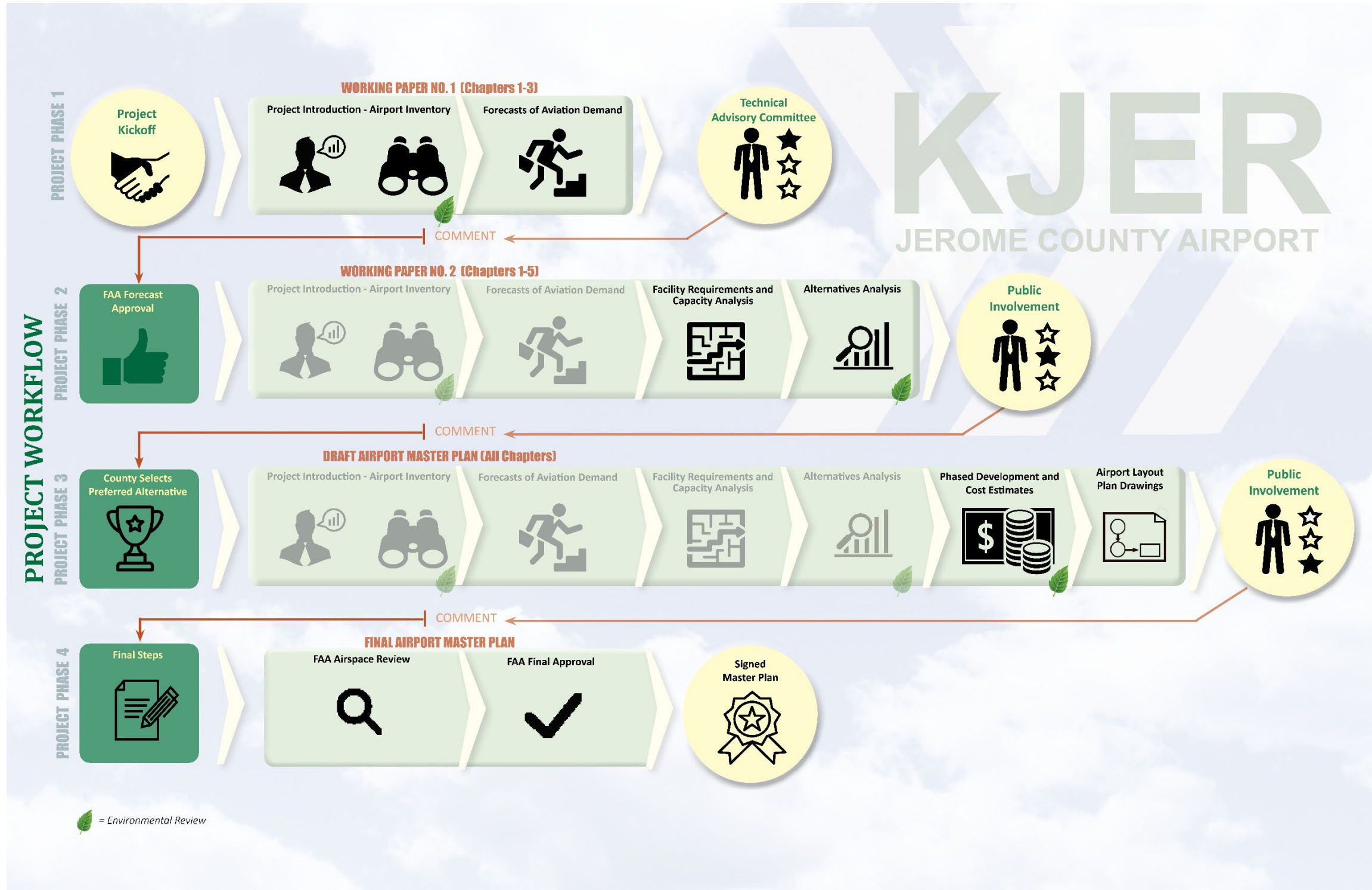
- Phase 3: Facilities Implementation Plan and Airport Layout Plan
- Phase 4: FAA Coordination and Plan Adoption

The first three phases will involve the initial draft, review, and revision of the plan document, and all phases will conclude with a project milestone. The final Jerome County Airport Master Plan will establish a clear recommendation for a responsive course of action and a scheduled plan, complete with current cost estimates and facility improvements, that set the stage for a continuing planning process. **Figure 1.2** depicts the activities associated with each project phase described in this section.

The Jerome County Airport Master Plan and Airport Layout Plan (ALP) will align with FAA guidelines, policies, and procedures and meet all state and federal regulations.

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FIGURE 1.2
PROJECT FLOW CHART



Source: J-U-B



1.3.1 PROJECT PHASE 1

This planning study will begin with a project initiation meeting as the first public involvement event. Project activities completed during phase one will include:

- A review of previous reports and associated work
- An inventory of airport facilities and improvements, surveys, land uses, airspace, and navigational aids, in addition to pertinent socioeconomic, environmental, and financial data
- Verifying the airport aviation forecast based on analysis of economic and operation projections

Using information gathered during these activities, the project team will draft Chapters 2 and 3. The phase will conclude with the development of the first working paper.

1.3.2 PROJECT PHASE 2

The project will continue into the second phase after the FAA approves the forecasts outlined in Chapter 3. Project activities completed during this phase will include:

- Determining role, service capabilities, and airside and landside requirements
- An appraisal of grant assurance compliance and airport security
- An analysis of alternatives

Similar to Phase 1, the project team will draft the following two chapters and compile them into the second working paper. They will then present the findings from the first and second working papers to the Board of County Commissioners.

1.3.3 PROJECT PHASE 3

After the Board of County Commissioners selects or modifies the preferred alternative(s), the project will progress to Phase 3. Project activities completed during this phase will include:

- Sequencing of recommended improvements
- Calculation of costs associated with the recommended improvements
- Development of the ALP and associated drawings

After undergoing a series of reviews and revisions, Chapters 6 and 7 will be drafted and joined with the previous five chapters to create the Draft Airport Master Plan.

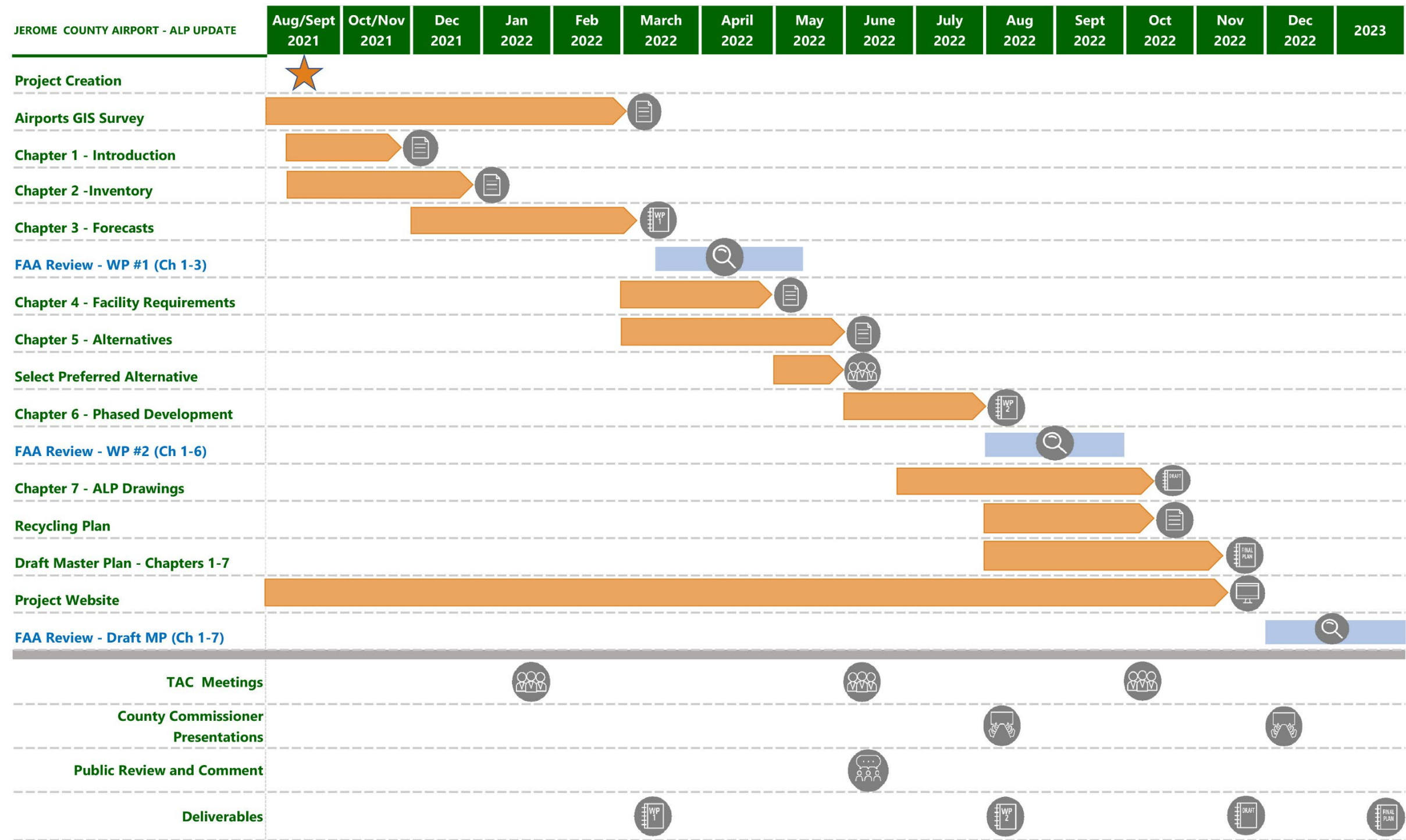
1.3.4 PROJECT PHASE 4

After the Board of County Commissioners approves the Draft Airport Master Plan, the FAA will take the plan, ALP, and additional drawings for internal coordination. Once the FAA completes its review, County Commissioners will concur on the Final Jerome County Airport Master Plan. The final documents will be printed and signed by the Board of County Commissioners and the FAA.

The entire process will take an estimated 18 to 20 months to complete. **Figure 1.3** depicts the initial project schedule.

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FIGURE 1.3
INITIAL PROJECT SCHEDULE



Source: J-U-B



1.4 PROJECT PARTICIPANTS

The planning process will include successful coordination, communication, and collaboration among key agencies, airport users, tenants, and the wider Jerome County community. Input gathered during this process will guide the County Commissioners as they make final decisions about the future of the Jerome County Airport.

The FAA and ITD Aeronautics will review project progress and evaluate plan elements during each project phase. In the final step, the FAA will approve the master plan forecasts and internally circulate the plan for integration into the national airspace system.

The airport master plan consultant will prepare project documentation, guide progress, solicit guidance, and build consensus from plan participants at key project points.

The airport master plan consultant will work closely with the Jerome County Airport to develop a public involvement program to guide outreach efforts throughout plan development. The following section further details the program and its participants.

1.5 PUBLIC INVOLVEMENT

Public involvement will provide the project team an opportunity to understand the needs and perspectives of Jerome County Airport users and those affected by airport activities and facilities.

The Jerome County Airport and airport master plan consultant will work together to identify a list of potential stakeholders who might want to participate in the plan update. The following public involvement efforts will provide opportunities for input:

- **TAC Involvement** | Members the airport master plan consultant and the Jerome County Airport will identify to provide input throughout the planning process
- **Project Webpage** | A web platform that will host drawings, meeting minutes, and additional resources
- **Stakeholder Interviews** | Questions the airport master plan consultant will ask to develop an understanding of issues and challenges associated with the Airport
- **County Commission Presentations** | Meetings that will be held three times during the planning process to present materials and provide project updates to the Board
- **Open Houses** | Events that will be held twice during the planning process to share information and gather input

1.5.1 INITIAL FEEDBACK AND THEMES

Early engagement with members of the TAC and key stakeholders helped to create an understanding of the community's relationship with the Airport and potential opportunities for improvements. The themes that emerged from this initial feedback included runway length, airport promotion, and facility improvements. The comments were ultimately used to create the following summary of themes.

Runway Length

- A longer runway is needed to accommodate overflow jet traffic from Sun Valley during peak visitor periods, including the annual Allen and Company Sun Valley Conference.
- Agri Beef is building a 273,000 square foot facility near Jerome County Airport and will need a longer runway to fly a Leer 75 in and out of the Airport one to two times a week during the summer. Company investors also



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have larger aircraft, including a King Air, that will use the Airport if a longer runway is built.

- The proximity of Jerome County Airport to the City of Jerome will need to be considered if additional property is needed for a longer runway. New development is planned on eastern edge of the City, near the Airport, that might impact a longer runway's RPZ.
- If additional land is required by a longer runway, property owners to the north and northeast of the Airport are concerned they will have to reconfigure their irrigation systems.

Airport Promotion

- The Airport is strategically located near the U.S. Highway 93 and Twin Falls; potential users and companies in the region should be made aware of this location's benefits.
- The Airport's entrance, including signage, needs to be updated to enhance the view from State Highway 25.
- The FBO should also be marketed to host events and attract additional attention to the Airport.

Facility Improvements

- The Airport should consider water and sewer opportunities from the City of Jerome as development nears airport property.
- There is space available now west of the existing hangar area that does not require further land acquisition to build additional taxiways and hangars. This area should also be considered for operations that might benefit from joint access to the road and airside facilities, such as those related to shipping.
- The Airport should consider a second entrance at the east end of the property to provide access to Ag operations.

Additional analysis of feedback and themes will continue as the project progresses. A comprehensive public involvement summary will accompany the final Jerome County Airport Master Plan.



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1.6 CONSULTANT AGREEMENT AND STUDY DOCUMENTATION

J-U-B ENGINEERS, Inc. entered into an agreement with the Jerome County Airport in August 2021 to conduct this master planning effort and prepare this document.

1.6.1 REFERENCE DOCUMENTS

This study will adhere to the following FAA advisory documents:

Applicable FAA Guidance

150/5060-5	Airport Capacity and Delay
150/5190-4	A Model Zoning Ordinance to Limit Height of Objects Around Airports
150/5070-6B	Airport Master Plans
150/5190-6	Exclusive Rights at Federally Obligated Airports
150/5190-7	Minimum Standards for Commercial Aeronautical Activities
150/5300-13A & 13B	Airport Design
150/5340-1M	Standards for Airport Markings
150/5340-18G	Standards for Airport Sign Systems
150/5300-16B	General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey
150/5300-17C	Sensing Technologies in Airport Surveys
150/5300-18B	General Guidance and Specifications for

	Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards
150/5360-13A	Airport Terminal Planning
150/5020-1	Noise Control and Compatibility Planning for Airports
150/5320-5D	Airport Drainage Design
150/5325-4B	Runway Length Requirements for Airport Design
150/5050-4A	Community Involvement in Airport Planning
150/5230-4B	Aircraft Fuel Storage, Handling, Training, and Dispensing on Airports
5100.38D	Airport Improvement Program Handbook
5050.4B	NEPA Implementing Instructions for Airport Actions
1050.1F	Environmental Impacts: Policies and Procedures
	Environmental Desk Reference for Airport Actions

1.6.2 AIRPORT MASTER PLAN CONTENT

Chapter 1	Introduction
Chapter 2	Inventory of Existing Conditions
Chapter 3	Aviation Activity Forecasts
Chapter 4	Facility Requirements
Chapter 5	Alternatives Analysis
Chapter 6	Facilities Implementation Plan
Chapter 7	Airport Layout Plan