

NAMPA

Nampa Municipal

SUMMARY REPORT



Understanding the Airport

The City of Nampa is located in southwestern Idaho, approximately 15 miles west of Boise, with estimated population of 96,250. Nampa sits in the heart of the Treasure Valley and one of the fastest growing regions in the state. Nampa's economic activities center on agriculture, food processing and manufacturing. There are several large production facilities, and multiple global companies that operate distribution facilities in Nampa. Nampa Municipal Airport (MAN) is a general aviation airport located two miles east of Nampa's Central Business District. The airport is owned and operated by the City of Nampa and has a single asphalt runway. MAN is a popular destination for recreational and business aircraft as it has less congested airspace than the other airports in the valley. There are a variety of businesses based at the airport that make MAN unique. Mission Aviation Fellowship (MAF) is the largest tenant on the field and serves isolated communities in eight countries with air transportation and humanitarian supplies. Additionally, there are fixed-base operator (FBO) services that offer charter flights, four aircraft maintenance operators, and a flight school. Another key tenant at MAN is Kachina Helicopters, who bases six Bell H-1 helicopters and conducts aerial firefighting and powerline work on behalf of multiple public agencies. Nampa Municipal is home to two flight clubs; an Experimental Aircraft Association (EAA) chapter; and a Civil Air Patrol (CAP) branch, which conducts search & rescue operations from the field. Nampa Municipal serves as an important resource for the entire Treasure Valley through the businesses and activities it supports. As the population of the Treasure Valley increases, the airport has plans to expand in order to continue serving the community. The airport will directly impact the economic outputs of the region and the effectiveness of the Idaho Airport System well into the future.

AIRPORT FEATURES

Associated City	Nampa	
Associated County	Canyon	
Airport Reference Code	B-II	
Primary Runway	ORIENTATION	11 / 29
	DIMENSION	5,000' x 75'
	SURFACE TYPE	Asphalt

FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	312	381	18%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	90,798	106,485	15%

AVIATION FORECAST

When planning for new or additional airport facilities, projections of various indicators of aviation demand such as based aircraft and operations can help determine the type and size of necessary improvements.



AERIAL
FIREFIGHTING



RECREATIONAL
FLYING



GATEWAY TO THE
BACKCOUNTRY



BUSINESS ACTIVITY



FLIGHT
TRAINING

AIRPORT ROLE

IASP Role
Local

Federal Role
Local

AIRPORT ROLES

Idaho's airport classification structure is designed to establish a network of facilities that support the state's access, mobility, and economic needs while preserving the long-term viability of all airports within the system. The 2020 Idaho Airport System Plan (IASP) Update has identified nine functional roles for the 75 publicly-owned public-use airports in the system. State and federal classifications are the same for airports included in the National Plan of Integrated Airport Systems (NPIAS), while non-NPIAS airports are categorized into three state-specific roles.

Facility and Service Objectives

Facility and service objectives (FSOs) were developed for each Idaho airport role. These objectives provide guidance on the recommended minimum facilities and services that the airport should have to optimally fulfill its functions in the system. The following table summarizes the airport's current facilities and services, FSOs, other projects recommended or identified during 2020 IASP Update, as well as estimated 20-year development costs. Recommended development costs include projects identified during the system plan, 20-year pavement lifecycle costs, future aircraft storage needs based on forecasted activity, and additional needs identified in the Idaho State Capital Improvement Plan (ISCIP). While these projects are included as part of the IASP, it is recognized that implementation of these projects is dependent on local needs. As an integral component of Idaho's airport system, these recommended improvements will ensure that this facility continues to provide state residents, businesses, and visitors with the aviation infrastructure necessary over the next 20 years.

AIRPORT REPORT CARD		NAMPA MUNICIPAL		LOCAL	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES					
Primary Runway Length	To Accommodate 100% of Small Aircraft Fleet (4,900 feet)		5,000 feet	None	\$-
Primary Runway Width	60 feet		75 feet	None	\$-
Primary Runway Strength	Single-Landing Gear (12,500 pounds)		26,000 pounds	None	\$-
Primary Taxiway	Turnarounds		Full Parallel	None	\$-
Instrument Approach	Visual, PBN Desired		Non-Precision, PBN	None	\$-
Visual Aids	Rotating Beacon, Wind Cone		Rotating Beacon, Lighted Wind Cone, Wind Cone, VGSI	None	\$-
Runway Lighting	LIRL		MIRL	None	\$-
Weather Reporting	On-Site ASOS or AWOS (as required)		On-Site ASOS or AWOS	None	\$-
LANDSIDE FACILITIES					
Commercial Terminal	Not Applicable		No	None	\$-
General Aviation Terminal	Not Applicable		Yes	None	\$-
Public Restrooms	Yes		Yes	None	\$-
Conference Rooms	Not Applicable		No	None	\$-
Pilots Lounge	Yes		Yes	None	\$-
Hangar Storage Units	Storage for 50% of Based Aircraft	156	296	None	\$-
Apron Tie-Down Spaces	50% of Based Aircraft and 50% of Transient	174	73	Add 101 spaces	\$2,084,790
Perimeter Fencing	Partial Perimeter		Full	None	\$-
Auto Parking	Present On-Site		Yes	None	\$-
SERVICES					
Cell Phone Coverage	Yes		Yes	None	\$-
Wi-Fi	Yes		Yes	None	\$-
Fixed Base Operator	Not Applicable		AV Center	None	\$-
Maintenance Services	Not Applicable		Yes	None	\$-
Snow Removal Equipment	Not Applicable		Yes	None	\$-
Fuel	AvGas		24/7 AvGas, 24/7 Jet A Fuel	None	\$-
Rental/Courtesy Car Access	Courtesy/Loaner Car		Yes	None	\$-
FUTURE STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISCIP PROJECTS					
PROJECT CATEGORY					
Performance Measure: Master Plan or Airport Layout Plan (ALP)				None	\$-
Performance Measure: Close-in Obstructions				None	\$-
Performance Measure: Meeting Current FAA Taxiway Design Standards				Taxiway Improvement: Direct Access	\$474,849
Future Storage Needs: Hangar Spaces				None	\$-
Future Storage Needs: Apron Tie-downs				38	\$796,805
Pavement Lifecycle Costs					\$15,369,441
Additional ISCIP Projects					\$2,944,445

Economic Benefit to Idaho

The 2020 Idaho Airport Economic Impact Analysis (AEIA) Update quantified the total economic activity of each airport in the Idaho system. The study first calculated the direct economic benefits attributable to on-airport activity, capital improvements, and off-airport visitor spending. Based on these direct impacts, indirect and induced (or "multiplier") effects associated with supplier purchases and the re-spending of worker income were then calculated. Direct impacts and multiplier effects are summed to determine the airport's total economic impacts. Impacts are expressed in terms of jobs, earnings, contribution to the state's Gross Domestic Product (GDP), and total output. GDP is the value contributed to a product or service provided by a firm or group of firms (in this case, airport business). In addition, airports support a variety of other benefits, such as agriculture, wildland firefighting, medical transport, and business operations across the state.

STATEWIDE IMPACTS

Total Employment	33,460 jobs
Total Earnings	\$1.3 billion
Total GDP	\$2.4 billion
Total Output	\$4.9 billion

Overall, the statewide impact of aviation for Idaho's economy exceeds **\$4.9 billion** and provides benefits through diverse activities associated with aviation and airport activity.

AIRPORT-SPECIFIC IMPACTS



TOTAL EMPLOYMENT
575 JOBS



TOTAL EARNINGS
\$25,850,000



TOTAL GDP
\$47,800,000



TOTAL OUTPUT
\$106,580,000

TIMELINE OF ECONOMIC IMPACT

2008 Economic Impact

Total Employment - 343
Total Earnings - \$11.0 million
Total Output - \$43.2 million

2018 Economic Impact

Total Employment - 575
Total Earnings - \$25.9 million
Total Output - \$106.6 million

Based Aircraft - 353
Annual Operations - 124,875

2007 Activity

Based Aircraft - 312
Annual Operations - 90,800

2017 Activity

2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019

Airport Master Plan
Planning Study

Taxiway Construction
Pavement Maintenance

Runway
Rehabilitation

Pavement Maintenance
\$6.5M Lactalis Expansion

Community

\$15M Heartland Recreational Vehicles Facility

Perimeter Fencing
Safety/Security

\$3M Plexus Expansion
Community

\$85M GoGo Squeeze Facility

Community

Runway & Taxiway
Rehabilitation

Pavement Maintenance
Taxiway & Apron
Rehabilitation

Pavement Maintenance

\$4M Woodgrain Millwork Expansion

\$4M ON Semiconductor Expansion

Community

Airport Master Plan
Planning Study

Amazon Announces
Distribution Center

Community

● Airport Economic Impact Indices ■ Airport Activity Components ▲ Planning Considerations ◆ Development & Improvements

LAND USE COMPATIBILITY

Incompatible land use on and around airports can result in noise-related nuisance or safety-related concerns affecting airspace, overflights, and accident severity. Incompatibility has the potential to limit airport operations, close airports, or restrict access. Most recently, Idaho Code 67-6508(q) (Section Q) established new requirements for cities and counties to prepare a Public Airport Facilities section in their comprehensive plans. The Public Airport Facilities section must provide an overview of nearby airport facilities, operations, airport development, and economic impact. Section Q is an important step towards supporting compatible land uses around airports.