



**Idaho Falls Regional Airport
Master Plan Open House
Idaho Falls Activity Center
February 20, 2025
6:00 - 8:00 pm**

Open House Stations

1. Welcome and Sign In
2. Draft Airport Master Plan
3. Draft Airport Layout Plan
4. Comment Forms

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Airport Master Plan Overview and Project Update

An Airport Master Plan is a 20-year plan to safely and efficiently meet aviation demand at an airport.

An Airport Layout Plan (ALP) is a series of technical drawings showing the proposed future development of the airport. A current ALP is a requirement for receiving federal funding for eligible projects. Projects shown on the ALP are justified by conclusions described in the Airport Master Plan.

Project Highlights:

- This project began in July of 2021
- Kickoff meeting in August of 2021
- Forecast and Facility Requirements public open house in October of 2022
- Draft Alternatives public open house in February of 2024
- The preferred alternative was selected following public input
- We are about 90% through the technical aspects of this Airport Master Plan
- Completed: Introduction, Existing Conditions (Socioeconomic Overview, Background, Inventory), Forecast of Aviation Demand, Facility Requirements, Alternatives Development, Environmental Overview, Implementation Plan, Recycling Plan, Compliance, and Survey
- Now: Draft Airport Master Plan and Airport Layout Plan
- Next: Final approval of the Airport Master Plan and Airport Layout Plan
 - + Acceptance and approval by the City of Idaho Falls Council - April 2025
 - + Review and acceptance by the FAA by May 2025
- Project website with draft documents: <https://www.ifairportmp.com/>

Forecast Summary and Critical Aircraft

Passenger enplanements are projected to grow at 1.9%. Cargo movement is projected to grow at 3.9%. Overall operations are projected to grow at 0.9%. The critical aircraft are as follows:

Commercial Airline: Airbus A319/320



Cargo: ATR 72



General Aviation: Challenger 300



Forecast Year	Itinerant						Local		Total Airport Operations
	Enpl	Airline Ops	Cargo (Lbs.)	Cargo Ops	GA Ops/Air Taxi	Military Ops	GA Ops	Military Ops	
2021 (Baseline)	223,741	7,856	6,288,882	676	17,228	259	7,402	235	33,656
2026	289,508	9,468	9,952,995	843	18,017	286	7,604	235	36,453
2031	300,869	9,484	11,072,550	918	18,843	319	7,812	235	37,611
2041	326,041	9,570	13,488,226	1,071	20,610	389	8,244	235	40,119
CAGR	1.9%	1.0%	3.9%	2.3%	0.9%	2.1%	0.5%	0%	0.9%

Note: There were 304,942 enplanements in 2024, meaning actual passenger growth is outpacing the forecast

Facility Requirements Summary

AIRFIELD

- Relocate Runway 3 windcone outside of the Runway Safety Area (RSA)
- Expand runway shoulders and blast pads
- Expand taxiway width and shoulders
- Eliminate the direct access to Runway 17/35 at Taxiway C from the GA parking apron
- Relocate and enlarge the deicing pad
- Relocate the VOR-DME
- Add an additional 41 hangars
- Reconfigure GA parking spaces

LANDSIDE

- Expand the terminal building and add two additional aircraft gates
- Expand the economy and employee parking lots
- Expand the rental car facility
- Expand the cargo apron and processing building
- Expand the SRE building
- Expand the terminal access road

Recommendations

- Relocate the Airport Traffic Control Tower (ATCT) to allow for terminal expansion
- Relocate the Aircraft Rescue and Firefighting (ARFF) station to allow for cargo expansion
- Eliminate terrain obstruction at the Runway 21 end
- Add approach lighting system to Runway 3 end
- Assess drainage infrastructure capacity and structural integrity
- Reconfigure parking lot access points from N. Skyline Drive
- Add electric vehicle (EV) charging stations to parking lot expansions

Alternatives Summary

TERMINAL AREA

- Relocate ARFF and FedEx
- Relocate the rental cars
- Expand the terminal building
- Realign and widen Skyline Drive
- Add a transit station near the terminal
- Relocate and expand employee parking
- Add a cell phone waiting lot
- Add a parking garage
- Expand the SRE building and airport maintenance yard
- Add a second lane at the terminal curbside
- Relocate the Airport Traffic Control Tower

EAST SIDE GENERAL AVIATION

- Maintain Runway 17/35
- Add hangars
- Enhance the retention basin for drainage

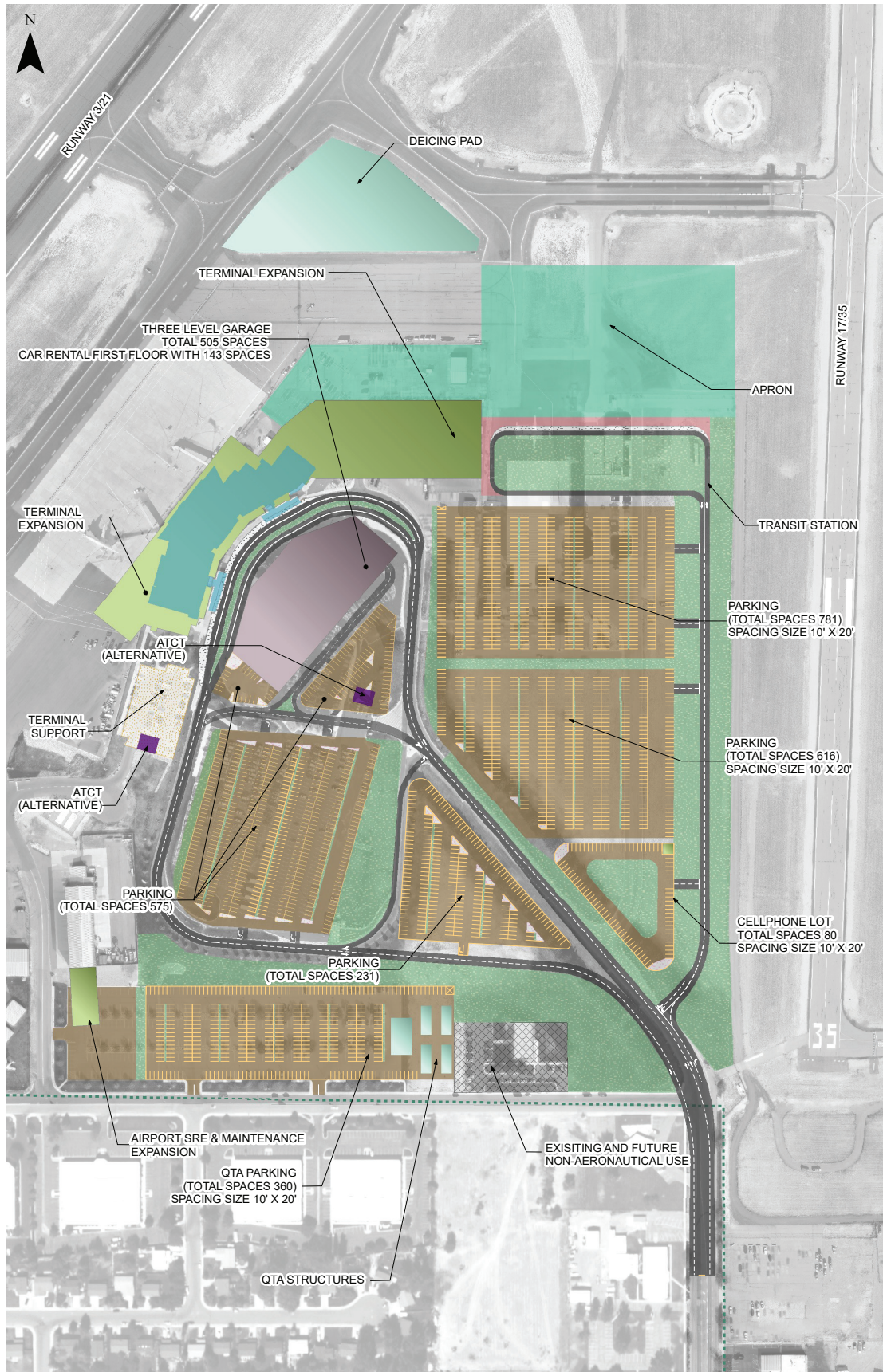
SOUTH QUAD GENERAL AVIATION

- Add hangars
- Add taxiways for circulation
- Expand the apron for more aircraft parking
- Maintain the existing retention basin for drainage

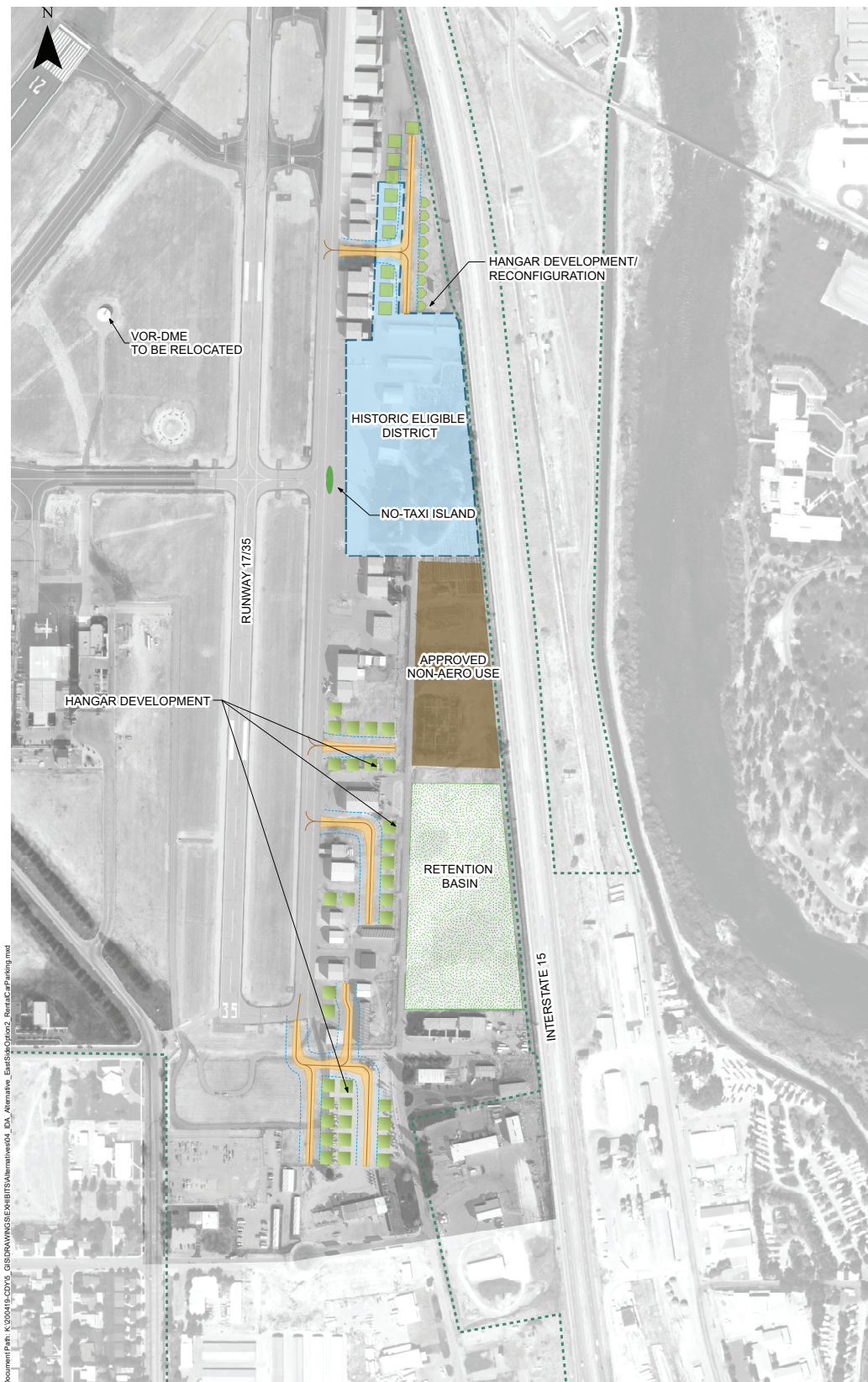
WEST SIDE DEVELOPMENT

- Add space for two air cargo operators (FedEx plus one additional operator)
- Add a parallel taxiway
- Acquire land for future aviation development
- Maintain the soccer fields and existing road access until they are needed for future aviation use
- Designate the soccer fields as future aviation development

Terminal Area



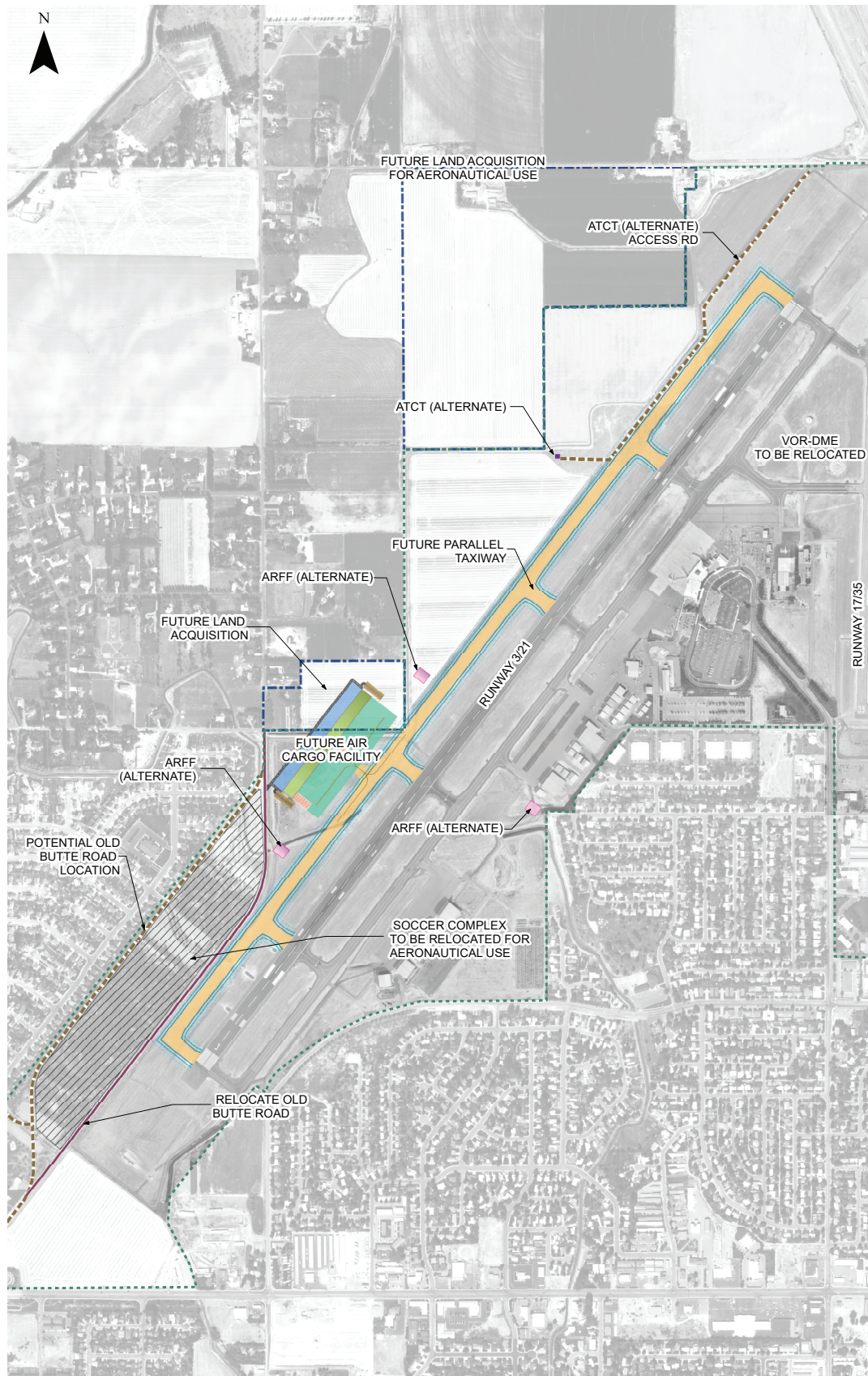
East Side General Aviation



South Quad General Aviation



West Side Development



Implementation Summary

PAL	Project Highlights	Cost Estimate
Terminal Area Development		
PAL 1	Terminal expansion, parking and garage design, road design	\$125,166,892
PAL 2	Terminal expansion, SRE expansion, parking, road, garage construction	\$96,363,060
PAL 3	Terminal expansion, transit station construction, pavement maintenance	\$58,656,679
Terminal Area Development Total		\$280,186,631
East Side Development		
PAL 1	Runway 17/35, Taxiway B, and hangar design, pavement maintenance	\$1,804,545
PAL 2	Runway 17/35, Taxiway B, hangar, and retention basin construction	\$7,507,070
PAL 3	South hangar construction, pavement maintenance	\$1,477,057
East Side Development Total		\$10,788,672
South Quad Development		
PAL 1	Apron expansion, ARFF relocation, hangar design Phase 1, land acquisition	\$5,239,515
PAL 2	Apron expansion, ARFF relocation, and hangar construction	\$11,070,422
PAL 3	Hangar construction Phase 2, pavement maintenance	\$2,494,514
South Quad Development Total		\$18,804,451
West Side Development		
PAL 1	Parallel Taxiway K and land acquisition environmental assessments	\$850,000
PAL 2	Parallel Taxiway K design and construction, air cargo design, land acquisition	\$15,773,981
PAL 3	Air cargo construction, Old Butte Road environmental assessment	\$8,846,905
West Side Development Total		\$25,470,886
Airfield Development		
PAL 1	Runway 3/21 rehabilitation, ATCT construction, land acquisition, acquire SRE	\$41,546,316
PAL 2	Taxiways A/C design, relocate VOR, acquire SRE and ARFF	\$6,100,489
PAL 3	Taxiways A/C construction, pavement maintenance, acquire SRE	\$7,143,814
Airfield Development Total		\$54,790,619
Total Cost		\$390,041,259

Planning Activity Level (PAL) 1 = short term (1 - 5 years)

PAL 2 = medium term (6 - 10 years)

PAL 3 = long term (11 - 20 years)

Schedule subject to change based on priorities, funding, and environmental outcomes