

AIRPORT LAYOUT PLAN



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CHAPTER NINE

AIRPORT LAYOUT PLAN

The airport layout plan (**ALP**) is a drawing set depicting current airport facilities and proposed development projects based on the forecast of aviation activity, facility requirements, and selected alternatives. Under the terms of the Airport and Airway Improvement Act of 1982, it is necessary for airport layout plan to be reviewed and accepted by the FAA and adopted by the sponsor for an airport to receive financial assistance. The airport is obligated by federal grant assurance requirements as well as by previous airport improvement programs to keep its airport layout plan current and follow the plan. According to Advisory Circular (**AC**) 150-5070-6B, *Airport Master Plans*, the primary functions of the airport layout plan are:

- An airport layout plan creates a blueprint for airport development by depicting proposed facility improvements. It provides a guideline the airport sponsor can use to ensure development maintains airport design standards and safety requirements and is consistent with airport and community land use plans.
- The airport layout plan is a public document that serves as a record of aeronautical requirements, both present and future, and as a reference for community deliberations on land use proposals and budget resource planning.
- The approved airport layout plan enables the airport sponsor and the FAA to plan for facility improvements. It also allows the FAA to anticipate budgetary and procedural needs. The approved airport layout plan will also allow the FAA to protect the airspace required for facility or approach procedure improvements.
- The airport layout plan can be a working tool for the airport sponsor, including its development and maintenance staff.



9.1. Airport Layout Plan Drawing Set

This chapter describes each sheet included in the airport layout plan for Pocatello Regional Airport and provides a description of the proposed improvement projects they depict. All layout drawings appropriate to these proposed improvement projects were produced using FAA standards defined in Advisory Circular 150/5070-6B, *Airport Master Plans*, and Advisory Circular 150/5300-13B, *Airport Design*. The airport layout plan also complies with FAA ARP Standard Operating Procedure (SOP) No. 2.00, *Standard Procedure for FAA Review and Approval of Airport Layout Plans*. The airport layout plan drawings are included as **Appendix E: Airport Layout Plan**.

The updated airport layout plan for Pocatello Regional Airport includes the following sheets:

- Sheet 1: Title Sheet
- Sheet 2: Airport Data Sheet
- Sheet 3: Airport Layout Plan
- Sheet 4: Airport Airspace
- Sheet 5A: Inner Portion of the Approach Surface – Runway Detail 3/21
- Sheet 5B: Inner Portion of the Approach Surface – Runway Detail 17/35
- Sheet 5C: Inner Portion of the Approach Surface – Runway 3
- Sheet 5D: Inner Portion of the Approach Surface – Runway 21
- Sheet 5E: Inner Portion of the Approach Surface – Runway 17/35
- Sheet 6: Runway Departure Surface – Runway 3/21
- Sheet 7: Terminal Area
- Sheet 8A: Airport Land Use
- Sheet 8B: On-Airport Land Use
- Sheet 9: Photo and Contour
- Sheet 10A: Exhibit ‘A’
- Sheet 10B: Exhibit ‘A’ Tables

9.1.1. Modifications to FAA Standards

There are no current modifications to FAA standards (**MOS**) at Pocatello Regional Airport. However, as discussed in [Chapter 6, Requirements](#), there is one under review for the runway transverse grade not meeting shed requirements. This will be updated on the airport layout plan once it has been approved.

9.2. Sheet 1: Title Sheet

The title sheet provides an index of the individual sheets included in the airport layout plan set along with approval signature blocks, airport location and vicinity maps, title and revision blocks, and any other information requested by the FAA.

9.3. Sheet 2: Airport Data Sheet

The airport data sheet includes wind roses and the supplemental wind data used to justify Runway 17/35, data tables, and an abbreviations index. The data tables include critical information about current and future planned design and safety area dimensions for each of the runways.

9.4. Sheet 3: Airport Layout Plan

This sheet is a graphical representation of existing and future proposed airport facilities. This drawing includes aircraft operating areas (e.g., runways, taxiways, helipads, aprons), required facility identifications, description labels, runway protection zones, runway and taxiway safety areas, runway and taxiway object free areas, runway obstacle free zones, building restriction lines, and navigational aids. All features are shown as complying with FAA design standards corresponding to the critical aircraft.

9.5. Sheet 4: Airport Airspace

The airport airspace drawing depicts the imaginary surfaces defined by 14 CFR Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, and any objects penetrating those surfaces. It also includes an obstruction data table that lists each obstacle and the amount of each penetration.

9.6. Sheet 5A–5E: Inner Portion of the Approach Surface

The inner portion of the approach surface sheet contains: 1) a top-down view of the inner approach and departure surfaces for each runway end; 2) a profile drawing that displays the centerline ground profile detail and critical ground profile for the inner approach and departure of each runway end; and 3) any obstructions to the inner approach and departure surfaces.

9.7. Sheet 6: Runway Departure Surface—Runway 3/21

This drawing depicts the applicable departure surfaces for runway ends. There are no published standard instrument departures (SID) for PIH. For runways without a standard instrument departure, the FAA recommends the application of a 40:1 departure surface. Accordingly, this is applied to Runway 3/21.

9.8. Sheet 7: Terminal Area

This sheet depicts areas associated with the terminal facility and other general aviation areas. This includes the passenger terminal area, vehicle parking areas, general aviation facilities, and air cargo facilities. Additionally, apron configurations and aircraft tie-down parking positions are depicted.

9.9. Sheet 8A–8B: Airport Land Use

The land use drawing sheet 8A depicts the land use and zoning surrounding the airport with particular attention given to the area within the Part 77 imaginary surfaces. Sheet 8B depicts the on-airport land uses within the airport property boundary and the off-airport land uses near the airport outside of the airport boundary. The drawing also shows the day-night average sound level (DNL) 65 decibel noise contour and the runway protection zones as well as the property boundary of the airport.

9.10. Sheet 9: Contours

This sheet is a drawing that depicts the terrain contours using five-foot and two-foot contours of land around the airport. General contours are used to highlight possible terrain obstructions and penetrations for approach and departure surfaces. Contours are also used in planning construction and earthwork. The existing airport and proposed facilities, as well as the airport property boundary and safety areas, are included for reference against terrain contours.

9.11. Sheet 10A–10B: Exhibit ‘A’

Sheet 10A is a drawing that depicts the airport property boundary and the various tracts of land that were acquired to develop the airport. Sheet 10B contains data tables that list how each track was acquired (i.e. source of funding) or if has been sold. The Exhibit ‘A’ Property Map is consistent with FAA ARP Standard Operating Procedure (SOP) No. 3.00, *Standard Operating Procedure (SOP) for FAA Review of Exhibit ‘A’ Airport Property Inventory Maps*. The creation of the Exhibit ‘A’ required a boundary survey and record of survey in compliance with Idaho Code. This sheet is stamped by the licensed surveyor who oversaw that work.

9.12. Airport Layout Plan Modifications

This section identifies significant changes to the previous airport layout plan which was completed in 2012 and updated in 2018.

9.12.1. Crosswind Runway 17/35

As discussed in [Chapter 6, Requirements](#), Runway 17/35 was found to be justified only as an A/B-I design according to available wind data. However, that data was found to be inadequate to capture the unique wind patterns at the airport due to the current placement of wind sensors. Thus, the runway remains on the airport layout plan as a C-III visual runway. It is anticipated the runway will remain at its current length and design until better wind data is available and new wind analysis can be conducted. It is expected this will take place during the next airport master plan or potentially beyond the 20-year planning period when the runway will require reconstruction. Considering the runway is in excellent condition, airport management is committed to maintaining the runway through the foreseeable future.

9.12.2. Taxiway G

The previous two airport layout plans identified Taxiway G removal to reduce operational costs. This airport layout plan retains Taxiway G to maintain efficient circulation for the crosswind runway and planned general aviation hangar development at that end of the airport. During this master plan study, airport leadership expressed their commitment to maintaining Taxiway G to ensure it will remain usable for the foreseeable future. The ultimate outcome for Taxiway G is recommended to be determined after a final solution for Runway 17/35 is determined using better wind data.

9.12.3. West and East Aviation Development Areas

The west aviation development area and the full-length parallel taxiways shown on the 2012 Airport Layout Plan were not determined to be needed in the 20-year planning horizon, and have been removed from the airport layout plan. It is recommended the airport focus all aviation related development within the current developed areas. The area west of Runway 17/35 is now preserved as open aeronautical land which may be re-examined during the next airport master plan study. The east aviation development area remains on the airport layout plan but is reconfigured to serve as an area for large box hangar development. This change reflects the current market demand for box hangars as opposed to small T-hangars.

9.12.4. Other General Aviation Hangar Development

The updated airport layout plan identifies the speedway and adjacent apron area for near-term and mid-term general aviation hangar development.

9.12.5. Energy Development

The prior airport layout plan depicted areas that had been reserved for future solar installations. Airport management has since determined they do not want to implement large-scale solar on airport property, so this is no longer depicted on the airport layout plan.