

“The single biggest problem with communication is the illusion that it has occurred.”

-George Bernard Shaw

Nampa Airport Approach to News

Volume 2010, Issue 1

2010 – Spring

Special Points of Interest:

- Do you want an enclosed hangar unit? Yes, No, Maybe?
- **Speak out at the June 14th Commission meeting.**

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Tenant Input Requested

The Airport Commission is discussing the possibility of enclosing the City owned t-hangars and adjusting rates based on cost to make these improvements.

The discussion came about based on inquiries into the hangar wait list; many new tenants are passing Nampa by due to the lack of enclosed, private spaces. So the Commission would like to hear from current tenants to determine what the demand would be for enclosed t-hangar spaces.

With falling revenues and stable expenses the idea was proposed as a possible answer.

The Nampa Municipal Airport has been identified as S67 for as long as most of us can remember, but in March 2010 that identifier was changed to MAN.

No that is not a typo and no we did not have any input into the selection of

Do you want an enclosed hangar? Would you be willing to pay a reasonable rental fee for the enclosed space? Would you



Enclosed Units

consider changing hangar spaces with another tenant if your hangar does not meet the option you choose? Or is now even the time to consider enclosing hangars? We need your responses.

This is not an all or nothing option; we will attempt to meet everyone's needs, we just need to hear from you to determine those needs.

Tenants are encouraged to attend the next regular Commission meeting to voice their input. If you are unable to attend, written comments will be accepted in our office until 5pm on June 14th.

AIRPORT COMMISSION MEETING: Open to Tenant Comments for Enclosed Hangar Discussion June 14, 2010; 6pm Mission Aviation Hangar, 107 Pilatus Lane

Sierra 67 Becomes MAN

the identifier. The change was determined by the FAA and was made due to the installation of the new AWOS (see page 2 for article).

Directories will be changed with their next update; AFD in June 3rd issue.

Can't remember MAN?

Here's a thought: Now you can fly from Boise (BOI) to Nampa (MAN) and go from boy to man in one short flight!

HAVE FUN AND FLY SAFE!!!

Nampa Gets AWOS



New Automated Weather Observation Station 2010.

The Nampa Municipal Airport received Federal and State grants in 2009 to pay for an AWOS and update the rotating beacon. The airport's share was 2.5% of the costs.

The new rotating beacon is more energy efficient and has a tip-down pole feature making it much safer for future repairs and maintenance.

The AWOS has been on the wish list for some time. It was a long process but was finally commissioned on February 3, 2010 and has been operating since that time.

Tune into 118.325 to hear the weather on the radio or call 318-0040 to listen over the phone. Now you can find out the weather in Nampa by calling the

AWOS; a much more reliable source than airport staff looking out the window to report the wind conditions.

The weather is now being reported via NADIN and is therefore available when you call flight service. It can also be picked up by AirNav and your other favorite websites.

“Change is difficult but often essential to survival.”

Master Plan Update

The Master Plan Update was also funded by Federal and State grants starting in 2008. The Master Plan is the document that determines the future of the airport and covers a 20-year period.

Members of the community, government agen-

cies, business and hangar tenants were asked to participate in an advisory committee to determine the airport's direction in coming years.

There have been three (3) public meetings to update the public and tenants on the process

and the plan is now being reviewed by City staff prior to being sent to the FAA for a final review.

We anticipate completion and approval of the plan this fall.

Runway 11-29 Pavement



2011 Construction

We are currently working with our consultant WHPacific and the FAA in planning for the 2011 grant funded construction project.

The project is a Mill & Overlay of Runway 11-29

and installation of edge drains. That involves milling the top 2-3 inches of asphalt and relaying new asphalt over the base. And it will involve closures to the runway.

This fall we will be hold-

ing meetings with tenants and businesses on the airport to get input into the options for closures (full closure versus limited days/times). We will do our best to meet the majority of tenants needs during the process.

Summer 2010 Construction Projects

Rehab for Municipal Drive



Poor pavement section on Municipal Drive

This summer we will be doing construction work on Municipal Drive. This is another federal and state grant

funded project. The main access road to the airport is eligible for grant funding with a 2.5% airport share. The road is riddled with cracks and is past a simple crack fill / seal coat process.

Our consultant and staff will be working with business tenants along Municipal to ensure there is access when businesses are open. This process will take longer and

will mean gravel lanes for a period of time in order to plan paving around business hours.

We appreciate your anticipated cooperation during this construction phase and look forward to new pavement that will last the next 20 years with minor repairs and maintenance.

“If you want to stand out, don’t be different; be outstanding.”

Taxiway Signage Inbound

At last we’re moving to the big time with new taxiway signage and guidance signs. This project is also part of the FY10 federal and state grant project.

The construction will include the installation of ten (10) new runway exit directional

signs, seven (7) new hold position signs, and four (4) new distance to go markers to provide on airport location guidance to inbound and outbound traffic.

All new signs will be low wattage for energy efficiency to keep airport costs low.

We estimate a one week runway closure Monday-Friday from 8am-4pm but specifics are not available until the contractor is chosen. Watch for a postcard update this summer with the actual dates/times of the runway restrictions for the signs to be installed.

Construction of New Taxilanes

The third portion of the 2010 federal / state grant project includes a 250’ extension of taxiway C-1, and 250’ extension of both taxilane C-2 and C-3 to the north. The area will allow additional multi-unit hangars on the northeast side of the airport.

The new hangar development will also require a separate parking area for tenants and entrance/exit gates to accommodate the area. The parking will be accessed from Airport Road and will not have access directly to the hangars (as per FAA guide-

lines). The fence will be relocated off Airport Road (between Municipal and Pilatus to maintain security of the area). Construction will start this summer.



Northeast side in April 2003; extensions toward Airport Road this year!

Did you know? Nampa Airport has been in the same location for over 80 years?

The Nampa Municipal Airport has been in its current location on Airport Road between Kings Rd and Happy Valley for over 80 years?

It was announced on December 4, 1928 that the Airport Committee of the Chamber of Commerce had leased, with the option to buy, 80 acres on the Nampa-Boise Highway; it was said to be one and one-half miles from town and could be reached by either automobile or bus in five minutes.

The impetus for local participation appears to have started with an announcement by Ralph E. Thomas (secretary of Idaho Chamber of Commerce) that the linking of northern

and southern Idaho by a three-hour air hop from Boise to Spokane had become a possibility.

When sentiment favored a municipal -owned airport, the City Council set the election on that question and on one to authorize the purchase of the now Lakeview Park property. The



Nampa Airport circa 1935

airport bonds carried 662-241 while those for the park by a lower margin of 615-241.

—excerpted from Nampa Vignettes by Annie Laurie Bird

The land was purchased by the City in November 1929 and started with three (3) runways; that was changed in the early 1940's with runway 12-30. The runway was realigned to the current 11-29 in 1974 and the airport now encompasses approximately 242 acres.

Amazing that during the Great Depression, Nampa had the foresight to move toward this future!

Nampa Municipal Airport

Spring 2010 Newsletter

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8:30am-1pm and 1:30pm-6pm
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