

CONSULTING TEAM

CONTACTS



RICONDO
& ASSOCIATES

Ricondo & Associates, Inc., is a full-service aviation consulting company specializing in airport planning in support of airport owners and operators, airlines, and federal and state agencies. Since its inception in 1989, Ricondo & Associates, Inc. has been dedicated to solving the challenging problems facing the airport and airline industries. Headquartered in Chicago, IL, the company is owned and operated by its senior officers and has no other business interest except airport and aviation planning. The company employs nearly 100 full-time staff, including more than 80 professional aviation consultants.



Riedesel Engineering, Inc., an Idaho corporation, provides high quality consulting engineering and related services including planning, design, contract administration, and construction management since 1984. Riedesel Engineering, Inc. maintains a competent staff of over 35 engineers, planners and technicians to efficiently and effectively complete your project. Every project is a decision making process from concept to completion. Riedesel Engineering is headquartered in Twin Falls, Idaho and has served Joslin Field, Magic Valley Regional Airport for over 25 years.



North Wind, Inc., is a woman-owned business certified by the Small Business Administration as an 8(a) contractor. Incorporated in 1997 as an engineering and environmental consulting firm, North Wind, Inc. has grown to an award-winning business with approximately 350 engineers, scientists, construction personnel, and other professionals who provide a broad range of environmental and engineering services. Headquartered in Idaho Falls, North Wind, Inc. maintains 19 offices nationwide.

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TWF MASTER PLAN WEBSITE

To learn more about the Master Plan Update for Joslin Field, Magic Valley Regional Airport or to leave a comment pertaining to the study, please visit the project website at:

<http://www.ricondoprojects.com/TWF>

Master Plan Update

Joslin Field, Magic Valley
Regional Airport

Public Information Workshop

August 30, 2010



MASTER PLAN UPDATE PURPOSE AND PROCESS

The Federal Aviation Administration (FAA) recommends airport master plans to be updated every five years or as necessary to keep them current. Joslin Field, Magic Valley Regional Airport's master plan was last updated in 2002. Since that study, the Airport has completed several projects and the aviation industry has undergone major changes. Therefore, an update of the master plan has been undertaken to evaluate the Airport's capabilities and role, to forecast future aviation demand, and to plan for the timely development of new or expanded facilities that may be required to meet that demand.

The primary objective of the Master Plan Update is to produce a long-term development program which will yield a safe, efficient, economical, and environmentally compliant facility serving the air transportation needs of the Magic Valley communities and surrounding area.

The Master Plan Update study follows a defined process consisting of several interrelated components, including an inventory of existing conditions, an aviation demand forecast, facility requirements analysis, development and selection of alternatives, implementation costs and phasing, environmental considerations, a financial feasibility analysis, final report documentation, and development of an Airport Layout Plan (ALP). Stakeholder involvement and public input are key elements throughout the master plan process.

It is anticipated that the update to the master plan will be completed within approximately 1 year.



AIRPORT OVERVIEW

Joslin Field, Magic Valley Regional Airport was originally constructed in 1947 and is located 4 miles south of Twin Falls. The Airport is co-owned by the City and County of Twin Falls and is operated by the City. Airport facilities include two runways, a passenger terminal, ramps/aprons, taxiways, aircraft storage hangars, ground access facilities (parking lots and roadways), and a variety of airport support facilities.

In 2009, the Airport accommodated over 33,000 aircraft operations, ranging from small general aviation aircraft to corporate charter aircraft, and scheduled/charter commercial aircraft.

Commercial passenger service was initiated at the Airport in 1948 when West Coast Airlines began operations. Currently, the Airport is served by SkyWest Airlines (to/from Salt Lake City, UT) and Allegiant Air (to/from Las Vegas, NV). In 2009, approximately 27,000 passengers boarded commercial aircraft at the Airport.

The Airport plays an important transportation role at the local, state, and national levels. In addition to passenger air transportation and cargo services, the Airport serves as a base for agriculture spraying, medical evacuations, and transportation of medical supplies. An active Civil Air Patrol squadron is also located at the Airport. According to a recent study sponsored by the Idaho Transportation Department, the Airport contributed over \$71 million of economic benefit to the state and local economy in 2009.



Joslin Field, Magic Valley Regional Airport
Existing Facilities



Aerial View

FUNDING SOURCES FOR AIRPORT DEVELOPMENT

A variety of funding sources are available for airport development projects. For an airport the size of Joslin Field, Magic Valley Regional Airport, federal grants through the FAA's Airport Improvement Program (AIP) will be the primary funding source for projects detailed in the Master Plan Update. Under AIP, the FAA will fund up to 95% of eligible project costs, with the remaining 5% coming through a local match provided by the Airport sponsor. State grants through the Idaho Transportation Department may also be used for funding of eligible projects. In addition, the FAA allows the collection of Passenger Facility Charge (PFC) fees up to \$4.50 for every enplaned passenger at the Airport. The Airport can use these fees to fund FAA-approved projects that preserve or enhance safety, security, or capacity; reduce noise; or increase air carrier competition. Local funds make up the difference between the total development costs and the sum of federal and State funds. Local funding sources may include retained revenues of the Airport, City/County funds from the general fund, PFCs, or proceeds from the issuance of bonds.