CHAPTER THREE: AIRPORT ROLE ANALYSIS

This chapter establishes the measures that aid in the identification of each airport's initial functioning role based on a variety of factors. After additional analysis is performed, these initial roles will be reviewed to determine if changes may be needed in order for Idaho's airport system to meet future transportation, economic, and access needs while protecting and preserving airport investments.

As mentioned in previous chapters, the Federal Aviation Administration (FAA) primarily categorizes airports based on the availability of commercial service. Airports are categorized as commercial or general aviation, with notation only as to whether they meet primary commercial standards or are designated as general aviation reliever airports.

While the service levels used by the FAA are useful in their decision-making process, they do not adequately describe the function or role of each airport in the Idaho system, especially those in the general aviation category. Idaho's general aviation airports do not serve the same function or role, nor should they be designed to do so. These airports have varying levels of activity, facilities, and services and meet a wide variety of needs. Some general aviation airports are used extensively by large business-class aircraft, others are used primarily by small aircraft for recreational purposes, and others are used for emergency medical air transport. The FAA's National Plan of Integrated Airport Systems (NPIAS) service levels do not relate to the manner in which airports function within the state system. Inclusion in the NPIAS simply means that an airport has some national significance and is eligible to receive FAA Airport Improvement Program (AIP) grants. The NPIAS service level classification provides little guidance on the types of facilities that should be developed and/or maintained to meet other functions. Both federal and state funding for airport improvements is extremely limited; therefore, it is essential that airports in Idaho be developed to the extent necessary to perform their identified roles, and that state funding be applied in a manner to support these roles.

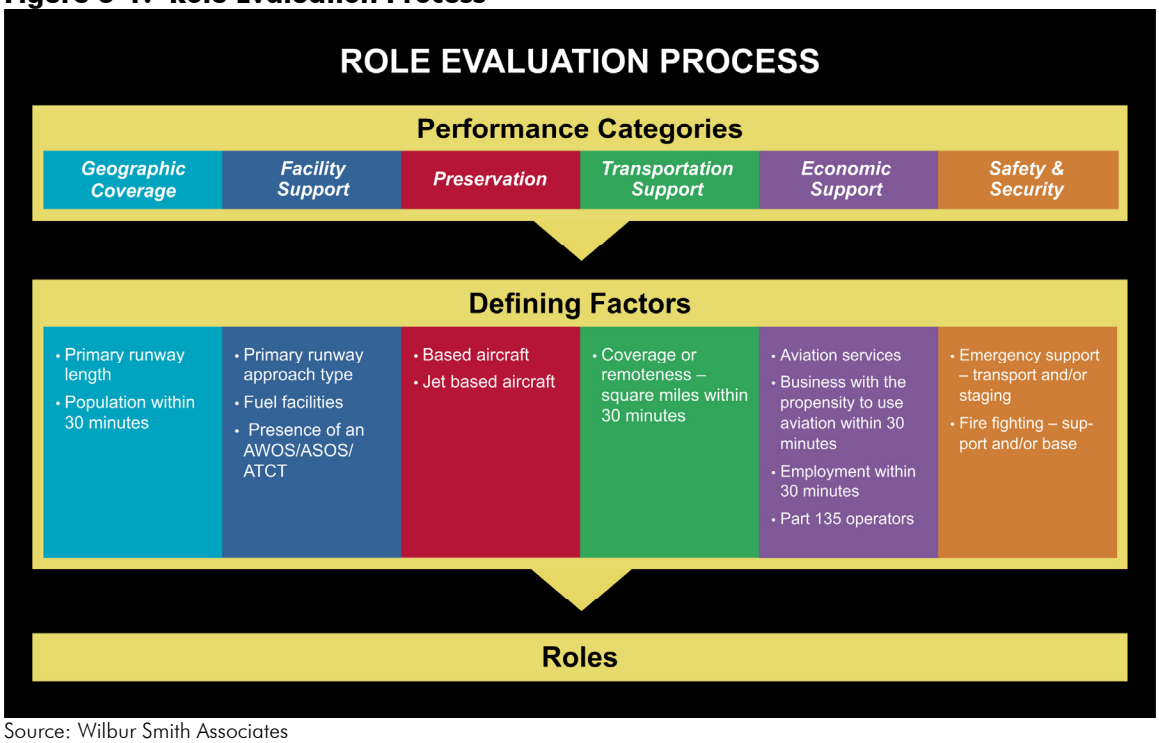
Typically, state-specific roles are developed through consideration of many different factors. For purposes of the Idaho Airport System Plan (IASP), the goal categories established in Chapter One (Geographic Coverage, Facility Support, Preservation, Transportation Support, Economic Support, and Safety & Security) are used to determine the specific factors that relate to development of a successful Idaho aviation system. The factors that are considered include both aviation and non-aviation factors. The combination of these factors determines the role that each airport plays within a defined system, such as the Idaho airport system. The Idaho-specific roles developed in this chapter are tools for use by the Idaho Transportation Department (ITD) Division of Aeronautics and airport sponsors for long-term planning and evaluation of the performance of Idaho's airport system. These roles supplement rather than replace the FAA NPIAS service levels and provide a broader opportunity to view the state's airport system in its full context.

ROLE EVALUATION

As noted in Chapter One, performance measures developed for the IASP were tied to principles or goals for the overall system. These performance measures are used in two ways:

first, to define the role that an airport performance within the system and second, to determine the overall performance of the system using the benchmarks identified for measurement of the whole system. Figure 3-1 depicts the process in which the performance measure or goal categories were related to specific defining factors for purposes of determining airport roles. It is important to note that the defining factors identified for each performance category are related to the benchmarks that measure the overall system's performance, but are not the same. IASP benchmarks identified in Chapter One are used to test the system's performance while the defining factors in the role evaluation are used to determine the functional role of the airport in the system. The results of this role evaluation process are then used to determine the roles of airports within the existing Idaho airport system.

Figure 3-1: Role Evaluation Process



Source: Wilbur Smith Associates
Prepared: January 2009

At the onset of this study's development, all airports were evaluated equally in terms of the propensity of demand for aviation regardless of the size of the airport, annual enplanements, or type of existing aviation services at each airport. Specific defining factors were applied to each airport and its associated city or county in order to provide a quantitative means to evaluate the airports and their roles within the system.

Factors in Determining Airport Roles

Through extensive discussion with staff from ITD Division of Aeronautics, review of other comparable statewide airport systems, and analysis of available data, defining factors were selected to evaluate the role of each Idaho system airport. These factors were chosen because they are the most significant determinants in establishing the role or function of an airport

within the system. By using factors that are measurable, the determination of roles becomes a quantitative process rather than a subjective, qualitative process.

The following summarizes the defining factors used within the six performance categories previously identified:

- Geographic Coverage
  - Primary runway length
  - Population within 30 minutes
- Facility Support
  - Primary runway approach type
  - Fuel facilities
  - Presence of an AWOS/ASOS/ATCT
- Preservation
  - Based aircraft
  - Jet based aircraft
- Transportation Support
  - Coverage or remoteness – square miles within 30 minutes
- Economic Support
  - Aviation services
  - Business with the propensity to use aviation within 30 minutes
  - Employment within 30 minutes
  - Part 135 operators
- Safety & Security
  - Emergency support – transport and/or staging
  - Fire fighting – support and/or base

A geographic information system (GIS) mapping analysis was used to evaluate data that are service-area or coverage related. To conduct the GIS analysis and to compare system airports by their evaluation factors, a 30-minute drive time was established for all airports. This drive time correlates to the FAA's NPIAS criteria of a 30-minute service area.

Each performance category and the associated defining factors analyzed for each airport in this process are briefly discussed in the following sections.

Geographic Coverage

Airports that are easily accessible from a geographic coverage standpoint often tend to be more highly utilized. As a result of their greater degree of accessibility, some airports in the system may capture a greater portion of the State's aviation activity and, as a result, play a more elevated role in the system.

- Primary runway length – Airports were evaluated based on the length of their primary runway. The quality of airside facilities, such as runway length, provided by an airport typically increases the usage of that facility and its corresponding role within the system. Data was gathered from the 2008 Airport Inventory & Data Survey.

- Population served – Airports were rated based on US Census block group data of total population within a 30-minute drive time of each Idaho airport. Data was gathered from Woods & Poole Economics, Inc for the year 2007.

Facility Support

It is important for airports in Idaho to provide facilities to meet the needs of the state and its customers. Fulfillment of this objective is accomplished through providing a mixture of airport facilities and services required by airport users. Three factors were considered:

- Primary runway approach type – Airports were evaluated based on the type of approach for their primary runway. The approach classifications of precision, near-precision, non-precision, and visual were used for this evaluation. Data was gathered from the 2008 Airport Inventory & Data Survey as well as FAA US Terminal Procedures.
- Fuel facilities – Airports were analyzed by whether they provided AvGas, Jet A, a combination of fuels, or no fuel. Airports were then rated based on existing fuel facilities at the airport. The facilities were identified using data collected from the 2008 Airport Inventory & Data Survey.
- Presence of an AWOS/ASOS/ATCT - Airports were evaluated based on whether or not the facility had an automated weather observing system (AWOS), automated surface observing system (ASOS) or air traffic control tower (ATCT) on-site. Data was gathered from the 2008 Airport Inventory & Data Survey.

Preservation

The ability of Idaho to provide a network of airports that is well-maintained promotes both safety and mobility for all users. In order to maximize and preserve both the ITD Division of Aeronautics and FAA's return on investment, airports were evaluated based on the activity currently occurring at each facility. In general, an airport's total number of based aircraft and the amount of jets based at that airport provide an indication of the role that the airport plays. Data was gathered from the 2008 Airport Inventory & Data Survey for the following two factors:

- Based aircraft – Higher numbers of based aircraft reflect the amount of activity at any given airport. Airports were rated based on the total number of permanently based aircraft data.
- Jet based aircraft – Airports were rated based on the number of permanently based jet aircraft.

Transportation Support

As mentioned in previous chapters, an airport's ability to provide access to remote communities or recreational areas and the connectivity or mobility that airports provide spans a spectrum of areas that add to quality of life for the citizens of Idaho. For purposes of the airport role analysis, only one factor was evaluated:

- Coverage or remoteness – square miles within 30 minutes – Airports were rated based on the estimated number of square miles within a 30-minute drive time of each Idaho airport. Airports whose service area have less square mileage were considered to be more remote. Data was provided by Tele Atlas TIGER/Line Streets and analyzed with GIS.

Economic Support

Because of the important role that airports in Idaho have in supporting and leading economic growth, it is important to examine factors that could help establish the role that each airport has in supporting the state's economy. Four factors were considered:

- Aviation services – Airports were evaluated based on the following aviation services provided at each Idaho airport: maintenance, fixed based operator (FBO), and flight training. Data was gathered from the 2008 Airport Inventory & Data Survey.
- Businesses with the propensity to use aviation within 30 minutes –There are certain business that have a higher propensity to use aviation services, therefore have a higher demand or need for more sophisticated aviation facilities. These businesses with the propensity to use aviation have been determined through years of surveying conducted for economic impact analysis that have evaluated the linkage between business types and use of aviation. Such businesses are more likely to utilize commercial service and business aviation airports. Using GIS, the number of businesses that have the propensity to use aviation services were located for each airport's service area. Data was gathered from InfoUSA.
- Employment within 30 minutes - Airports were rated based on the US Census block group data of total employment within a 30-minute drive time of each Idaho airport. Data was gathered from Woods & Poole Economics, Inc for the year 2007.
- Part 135 operators – Airports were evaluated on whether or not they had a Part 135 certificated operator operating and based on the airfield. Data was gathered from the FAA and the 2008 Airport Inventory & Data Survey.

Safety & Security

One of the most important characteristics of a good aviation system is the system's ability to provide a safe and secure operating environment that is commensurate with needs and potential risks. Airports that meet applicable safety and security standards, as well as support health, welfare and safety-related services and activities are vital in today's environment and especially within Idaho's rugged terrain.

- Emergency support – transport and/or staging – Airports that support emergency use activity provide their surrounding communities and the state important quality of life benefits. Emergency use activity includes patient transfer, medical evacuation, air ambulance, etc. Airports were evaluated on the frequency of emergency use at their facilities. Data was gathered from the 2008 Airport Inventory & Data Survey.

- Fire fighting – support and/or base – Airports that support fire fighting activity also provide their surrounding communities and the state important quality of life benefits. Airports were evaluated on whether they serve as a base of operations or support fire fighting activities. Data was gathered from the 2008 Airport Inventory & Data Survey.

RESULTS OF EVALUATION

In general terms, each airport was scored separately for each factor previously discussed. For each of the 14 factors, airports were assigned a score ranging from low to high. For each factor, the airport with the highest value was assigned to "high" to start the scoring process. In this process, "high" represents those airports that currently best meet or fulfill the factor being scored. Figures 3-2 through 3-7 show the scores assigned to each of the airports for each of the 14 factors. *Note: Figures 3-2 through 3-7 can be found at the end of this chapter*.

Once final scores were developed for each airport for each factor, these scores were combined to provide a total score for each airport. The total scores for all airports were evaluated to determine where natural breaks in the scoring process occurred. These natural breaks were used to separate the airports into categories for role assignment.

With the airports scored based on the categories and defining factors, the number of roles for the Idaho airport system was considered next. Roles are needed to determine the facility and service objectives that should be used to evaluate the adequacy of Idaho's airport system and how the system is functioning to meet its objectives.

As previously noted, the FAA no longer uses a standard classification system other than the service level delineation between commercial airports and general aviation airports. To further classify airports, especially as they relate to design, the FAA groups airports based on the type of aircraft that regularly operate at the airport. This classification system is referred to as Airport Reference Codes (ARCs). In the ARC system, the FAA relates airport design criteria to the operational and physical characteristics of the most demanding aircraft, or design aircraft, intended to regularly operate at an airport. The ARC has two components related to the airport design aircraft. The first component, depicted by a letter, is the aircraft approach category; it is related to the aircraft approach speed. The second component, depicted by a Roman numeral, is the airplane design group; it relates to the airplane wingspan. Generally, the size and characteristics of an airport's runway and other facilities are related to aircraft approach speed, airplane wingspan, and designated or planned instrument approach visibility minimums.

To develop an Idaho-specific role for each airport based on the results of the analysis, the airport scores were reviewed. Airports were separated into five tiers based on the number of standard deviations above or below their respective scores relative to the average score and consideration of current FAA definitions. The roles serve as the baseline for analysis of the existing system's performance, with possible refinement as the evaluation of the system is conducted in later tasks. The five roles are identified in the following section.

Airport Role Definitions

Based on a review of previous system plans and other state aviation and FAA classifications, as well as the roles the airports play in Idaho's airport system, five airport roles were developed. The five airport roles are defined as follows:

- Commercial Service Airports: Commercial Service airports accommodate scheduled major/national or regional/commuter commercial air carrier service in addition to air cargo, business aviation, and all types of general aviation.
- Regional Business Airports: Regional Business airports accommodate regional economic activities, connecting to state and national economies, and serve all types of general aviation aircraft. They also accommodate local business activities and various types of general aviation users.
- Community Business Airports: Community Business airports serve a limited role in regional economies, primarily supporting community economies. They accommodate a variety of general aviation activities such as business, recreational, and personal flying.
- Local Recreational Airports: Local Recreational airports serve a supplemental role in local economies, primarily serving recreational, personal flying, and limited local business activities.
- Basic Service: Basic Service airports serve a limited role in the local economy, primarily serving recreational and personal flying.

Figure 3-8 lists airports alphabetically by the name of the associated city and classifies each into one of the five roles listed above. Figure 3-9 presents the information graphically with the five roles for Idaho's aviation system. This represents the initial airport roles that will be used as a baseline for analysis of the system.

Figure 3-8: Initial Airport Role Summary

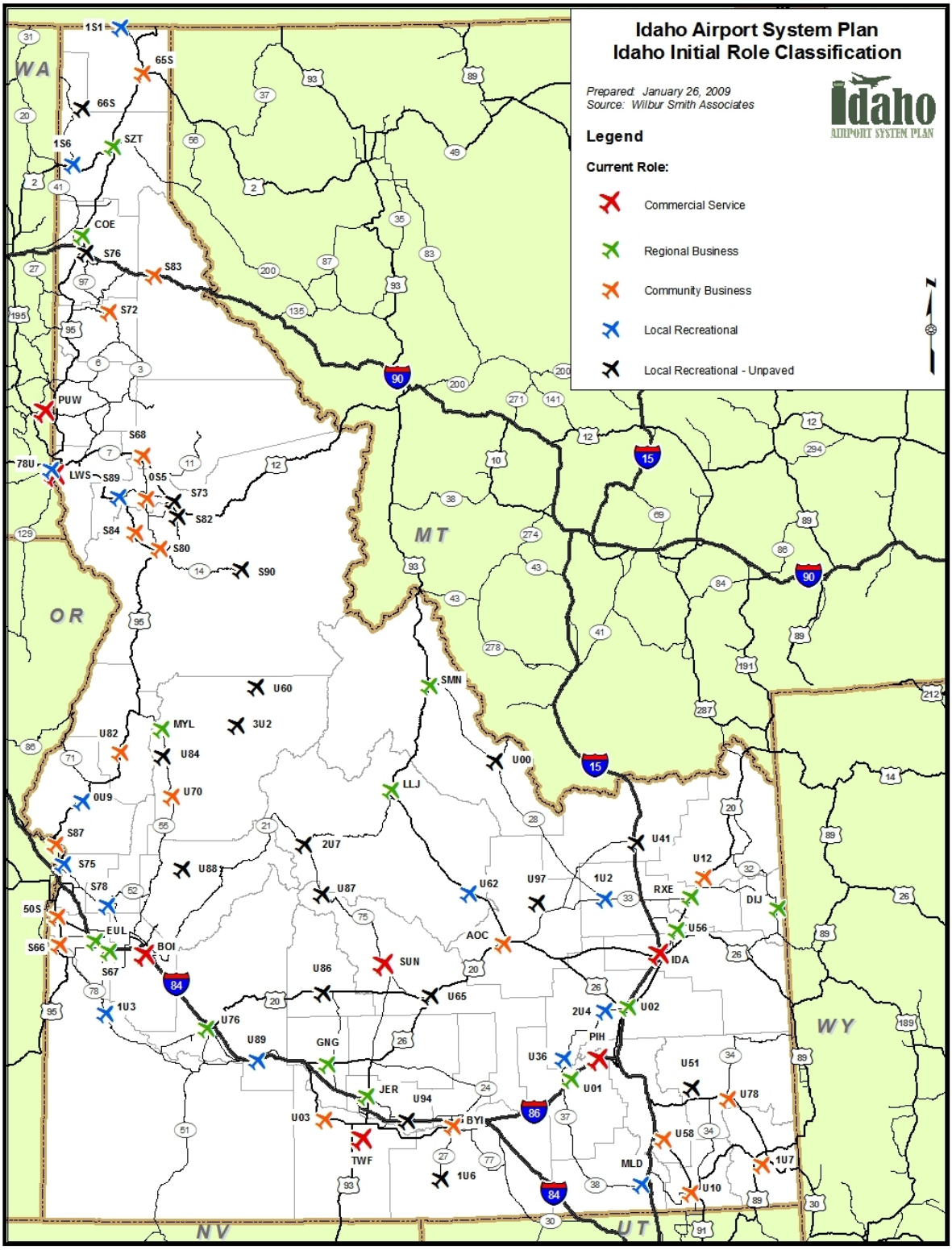
Associated City	Airport	Airport Role
Aberdeen	Aberdeen Municipal	Local Recreational
American Falls	American Falls	Regional Business
Arco	Arco-Butte County	Community Business
Bancroft	Bancroft Municipal	Basic Service
Big Creek	Big Creek	Local Recreational
Blackfoot	McCarley Field	Regional Business
Boise	Boise Air Terminal/Gowen Field	Commercial Service
Bonners Ferry	Boundary County	Regional Business
Buhl	Buhl Municipal	Community Business
Burley	Burley Municipal	Community Business
Caldwell	Caldwell Industrial	Regional Business
Carey	Carey	Basic Service
Cascade	Cascade	Community Business
Challis	Challis	Regional Business
Coeur D'Alene	Brooks SPB	Basic Service
Coeur D'Alene	Coeur D'Alene -Pappy Boyington Field	Regional Business
Coolin	Cavanaugh Bay	Local Recreational
Cottonwood	Cottonwood Municipal	Community Business
Council	Council Municipal	Community Business
Craigmont	Craigmont Municipal	Local Recreational
Donnelly	Donald D. Coski Memorial	Basic Service
Downey	Downy/Hyde Memorial	Community Business
Driggs	Driggs-Reed Memorial	Regional Business
Dubois	Dubois Municipal	Basic Service
Elk City	Elk City	Basic Service
Emmett	Emmett Municipal	Local Recreational
Fairfield	Camas County	Basic Service
Galena	Smiley Creek	Local Recreational
Garden Valley	Garden Valley	Local Recreational
Glenns Ferry	Glenns Ferry Municipal	Basic Service
Gooding	Gooding Municipal	Regional Business
Grangeville	Idaho County	Regional Business
Hailey	Friedman Memorial	Commercial Service
Hazelton	Hazelton Municipal	Local Recreational
Homedale	Homedale Municipal	Community Business
Howe	Howe	Basic Service
Idaho Falls	Idaho Falls Regional	Commercial Service
Jerome	Jerome County	Regional Business
Kamiah	Kamiah Municipal	Local Recreational
Kellogg	Shoshone County	Community Business
Kooskia	Kooskia Municipal	Local Recreational
Leadore	Leadore	Basic Service
Lewiston	Lewiston-Nez Perce County	Commercial Service
Lewiston	Snake River SPB	Basic Service
Mackay	Mackay	Basic Service
Malad City	Malad City	Basic Service
McCall	McCall Municipal	Regional Business

Figure 3-8: Initial Airport Role Summary (cont.)

Associated City	Airport	Airport Role
Midvale	Lee Williams Memorial	Basic Service
Mountain Home	Mountain Home Municipal	Regional Business
Mud Lake	Mud Lake/West Jefferson County	Basic Service
Murphy	Murphy	Basic Service
Nampa	Nampa Municipal	Regional Business
Nez Perce	Nez Perce Municipal	Community Business
Oakley	Oakley Municipal	Basic Service
Orofino	Orofino Municipal	Community Business
Paris	Bear Lake County	Community Business
Parma	Parma	Community Business
Payette	Payette Municipal	Local Recreational
Pocatello	Pocatello Regional	Commercial Service
Porthill	Eckhart International	Local Recreational
Preston	Preston	Community Business
Priest River	Priest River Municipal	Local Recreational
Pullman	Pullman-Moscow Regional	Commercial Service
Rexburg	Rexburg-Madison County	Regional Business
Rigby	Rigby-Jefferson County	Regional Business
Rockford	Rockford Municipal	Local Recreational
Salmon	Lemhi County	Regional Business
Sandpoint	Sandpoint	Regional Business
Soda Springs	Allen H Tigert	Community Business
St Anthony	Stanford Field	Community Business
St Maries	St Maries Municipal	Community Business
Stanley	Stanley	Local Recreational
Twin Falls	Joslin Field-Magic Valley Regional	Commercial Service
Weiser	Weiser Municipal	Community Business
Yellow Pine	Johnson Creek	Local Recreational

Source: Wilbur Smith Associates
Prepared: February 2009

Figure 3-9: Initial Idaho Airport Roles



Source: Wilbur Smith Associates
Prepared: January 2009

In subsequent chapters, the Idaho aviation system is analyzed to determine the effectiveness of the airport roles as determined through this process. This includes identification of airports in close proximity to other airports that provide duplicate services or areas of the state where services are insufficient to meet demand. The identification of airports within a region where aviation services are duplicated may dictate moving an airport to a lower role. This subsequent process also evaluates if more advanced aviation services are needed to serve an area. This may indicate that a higher role is needed for a particular airport. An underserved area could indicate the need for a different category of airport, or possibly development of a new airport.

It is important to note this role analysis is based on a "snapshot in time" of present conditions and is only a starting point in Idaho's system planning process. Based on analyses that are conducted in subsequent steps, some airports may be identified to serve a different role in the future for the system to function at its highest level.

FACILITY AND SERVICE OBJECTIVES

With system airports assigned to a role, it is desirable to identify facilities and services that should be available at airports assigned to one of the five roles. Facility and service objectives delineated in this section are just that, objectives; they are not standards or requirements. It is possible that airports included in, or recommended for, an elevated role may be unable to achieve certain facility and service objectives. An airport's inability to meet all facility and service objectives for its role does not necessarily preclude that airport from filling its recommended role within the system.

The objectives present the minimum level of development that the airport should have to meet its recommended system role. It is possible that some airports will have facilities or services that are in excess of those associated with its functional role. Reduction or removal of facilities and services was not considered in this analysis.

Figure 3-10 identifies minimum facility and service objectives for each of the five role categories. A subsequent chapter of this report compares current facilities and services at system airports to the objectives presented in the following tables. From this comparison, enhancements for system airports will subsequently be developed.

Figure 3-10: Initial Airport Role Summary

Commercial Service Airports Airport Criteria	Minimum Objectives
Runway Length	To accommodate 75 percent of large aircraft at 90 percent useful load
Runway Width	100'
Runway Strength	Single-wheel landing gear - 60,000 pounds
Taxiway	Full Parallel
Instrument Approach	Precision or LPV
Visual Aids	Rotating Beacon, Lighted Wind Cone, REILs, PAPIs, VASIs, MALSR
Runway Lighting	MIRL, HIRL desired
Weather Reporting Facilities	ATCT, On-site ASOS or AWOS
Services	Phone, Restroom, FBO, Maintenance Facilities, AvGas and Jet A Fuel, Rental Car Access
Facilities	Terminal with Public Restrooms, Conference Rooms, and Pilots Lounge; Hangar Storage for 80% of Based Aircraft and 25% of Transient Aircraft; Apron (Tie-Downs) for 20% of Based Fleet and 50% of Transient; Auto Parking
Regional Business Airports Airport Criteria	**Minimum Objectives**
Runway Length	To accommodate 75 percent of large aircraft at 60 percent useful load
Runway Width	75'
Runway Strength	Single-wheel landing gear - 30,000 pounds
Taxiway	Full or Partial Parallel
Instrument Approach	Precision Approach or LPV
Visual Aids	Rotating Beacon, Lighted Wind Cone, REILs, PAPIs, VASIs, MALSR as required
Runway Lighting	MIRL, HIRL as required
Weather Reporting Facilities	On-site ASOS or AWOS
Services	Phone, Restroom, FBO, Maintenance Facilities, AvGas and Jet A Fuel, Rental Car Access
Facilities	Terminal with Public Restrooms and Pilots Lounge; Hangar Storage for 60% of Based Aircraft and 25% of Transient Aircraft; Apron (Tie-Downs) for 40% of Based Fleet and 50% of Transient; Auto Parking

Figure 3-10: Initial Airport Role Summary (cont.)

Community Business Airports Airport Criteria	Minimum Objectives
Runway Length	NPIAS: To accommodate 95 percent of small aircraft; Non-NPIAS: meet Idaho VFR Airport Design Dimensions
Runway Width	75' NPIAS; 50' State Standard
Runway Strength	Single-wheel landing gear – 12,500 pounds
Taxiway	Partial Parallel, Connectors, or Turnarounds
Instrument Approach	Non-precision Approach
Visual Aids	Rotating Beacon, Wind Cone, REILs, PAPIs, VASIs
Runway Lighting	MIRL
Weather Reporting Facilities	On-site ASOS or AWOS
Services	Phone, Restroom, AvGas and Jet A as needed, Courtesy/Loaner Car
Facilities	Terminal/Facility with Public Restrooms and Pilots Lounge; Hangar Storage for 60% of Based Aircraft; Apron (Tie-Downs) for 40% of Based Aircraft and 50% of Transient Aircraft; Auto Parking
Local Recreational Airports Airport Criteria	**Minimum Objectives**
Runway Length	NPIAS: To accommodate 75 percent of small aircraft; Non-NPIAS: meet Idaho VFR Airport Design Dimensions
Runway Width	60' NPIAS; 50' State Standard
Runway Strength	Single-wheel landing gear – 12,500 pounds
Taxiway	Turnarounds
Instrument Approach	Visual, Non-precision Approach desired
Visual Aids	Rotating Beacon, Wind Cone, REILs, PAPIs, VASIs
Runway Lighting	Maintain Existing
Weather Reporting Facilities	On-site ASOS or AWOS as required
Services	Phone, Restroom, AvGas, Courtesy/Loaner Car
Facilities	Facility with Public Restrooms and Pilots Lounge; Hangar Storage for 50% of Based Aircraft; Apron (Tie-Downs) for 50% of Based Aircraft and 50% of Transient Aircraft; Auto Parking
Basic Service Airports Airport Criteria	**Minimum Objectives**
Runway Length	Maintain existing (Meet Idaho VFR Airport Design Dimensions)
Runway Width	Maintain existing
Runway Strength	Maintain existing
Taxiway	Maintain existing
Instrument Approach	Visual
Visual Aids	Wind Cone, Rotating Beacon as required
Runway Lighting	Reflectors, LIRL desired
Weather Reporting Facilities	None
Services	Phone and Restroom
Facilities	Apron (Tie-Downs) for 100% of Based Aircraft and 50% of Transient Aircraft; Auto Parking

Source: Wilbur Smith Associates
Prepared: February 2009

SUMMARY

This chapter has set forth the initial classification system that is used in subsequent analyses to evaluate the adequacy of Idaho's airport system. With the airport roles and the facility and service minimum objectives identified, the ability of the system to meet the goals and objectives is analyzed in the next step of the IASP.

Figure 3-2: Role Evaluation – Geographic Coverage

Associated City	Airport	Primary Runway Length	Population within 30 Minutes
Aberdeen	Aberdeen Municipal	M	L
American Falls	American Falls	M	H
Arco	Arco-Butte County	M	L
Bancroft	Bancroft Municipal	M	L
Big Creek	Big Creek	M	L
Blackfoot	McCarley Field	M	H
Boise	Boise Air Terminal/Gowen Field	H	H
Bonners Ferry	Boundary County	M	L
Buhl	Buhl Municipal	M	H
Burley	Burley Municipal	M	M
Caldwell	Caldwell Industrial	M	H
Carey	Carey	L	L
Cascade	Cascade	M	L
Challis	Challis	M	L
Coeur D'Alene	Brooks SPB	M	H
Coeur D'Alene	Coeur D'Alene -Pappy Boyington Field	H	H
Coolin	Cavanaugh Bay	M	L
Cottonwood	Cottonwood Municipal	M	L
Council	Council Municipal	M	L
Craigmont	Craigmont Municipal	L	L
Donnelly	Donald D. Coski Memorial	L	L
Downey	Downy/Hyde Memorial	M	L
Driggs	Driggs-Reed Memorial	H	L
Dubois	Dubois Municipal	M	L
Elk City	Elk City	L	L
Emmett	Emmett Municipal	M	M
Fairfield	Camas County	L	L
Galena	Smiley Creek	M	L
Garden Valley	Garden Valley	M	L
Glenns Ferry	Glenns Ferry Municipal	M	L
Gooding	Gooding Municipal	M	L
Grangeville	Idaho County	M	L
Hailey	Friedman Memorial	H	L
Hazelton	Hazelton Municipal	L	H
Homedale	Homedale Municipal	L	H
Howe	Howe	M	L
Idaho Falls	Idaho Falls Regional	H	H
Jerome	Jerome County	M	H
Kamiah	Kamiah Municipal	L	L
Kellogg	Shoshone County	M	L
Kooskia	Kooskia Municipal	L	L
Leadore	Leadore	M	L

Figure 3-2: Role Evaluation – Geographic Coverage (cont.)

Associated City	Airport	Primary Runway Length	Population within 30 Minutes
Lewiston	Lewiston-Nez Perce County	M	M
Lewiston	Snake River SPB	L	M
Mackay	Mackay	M	L
Malad City	Malad City	M	L
McCall	McCall Municipal	M	L
Midvale	Lee Williams Memorial	L	L
Mountain Home	Mountain Home Municipal	M	M
Mud Lake	Mud Lake/West Jefferson County	M	L
Murphy	Murphy	L	L
Nampa	Nampa Municipal	M	H
Nez Perce	Nez Perce Municipal	L	L
Oakley	Oakley Municipal	M	L
Orofino	Orofino Municipal	L	L
Paris	Bear Lake County	M	L
Parma	Parma	L	H
Payette	Payette Municipal	L	M
Pocatello	Pocatello Regional	H	H
Porthill	Eckhart International	M	L
Preston	Preston	M	L
Priest River	Priest River Municipal	L	L
Pullman	Pullman-Moscow Regional	M	L
Rexburg	Rexburg-Madison County	M	H
Rigby	Rigby-Jefferson County	M	H
Rockford	Rockford Municipal	L	L
Salmon	Lemhi County	M	L
Sandpoint	Sandpoint	M	L
Soda Springs	Allen H Tigert	L	L
St Anthony	Stanford Field	M	M
St Maries	St Maries Municipal	M	L
Stanley	Stanley	M	L
Twin Falls	Joslin Field-Magic Valley Regional	H	H
Weiser	Weiser Municipal	M	L
Yellow Pine	Johnson Creek	M	L

Source: Wilbur Smith Associates
Prepared: January 2009

Figure 3-3: Role Evaluation – Facility Support

Associated City	Airport	Primary Runway Approach Type	Fuel Facilities	Presence of an AWOS/ASOS/ ATCT
Aberdeen	Aberdeen Municipal	L	L	L
American Falls	American Falls	L	H	L
Arco	Arco-Butte County	M	M	L
Bancroft	Bancroft Municipal	L	L	L
Big Creek	Big Creek	L	L	L
Blackfoot	McCarley Field	M	H	L
Boise	Boise Air Terminal/Gowen Field	M	H	H
Bonners Ferry	Boundary County	L	H	L
Buhl	Buhl Municipal	L	M	L
Burley	Burley Municipal	M	M	M
Caldwell	Caldwell Industrial	M	H	M
Carey	Carey	L	L	L
Cascade	Cascade	L	H	L
Challis	Challis	L	H	M
Coeur D'Alene	Brooks SPB	L	M	L
Coeur D'Alene	Coeur D'Alene -Pappy Boyington Field	H	H	M
Coolin	Cavanaugh Bay	L	L	L
Cottonwood	Cottonwood Municipal	L	L	L
Council	Council Municipal	L	M	L
Craigmont	Craigmont Municipal	L	L	L
Donnelly	Donald D. Coski Memorial	L	L	L
Downey	Downy/Hyde Memorial	L	L	L
Driggs	Driggs-Reed Memorial	M	H	M
Dubois	Dubois Municipal	L	L	L
Elk City	Elk City	L	L	L
Emmett	Emmett Municipal	L	M	L
Fairfield	Camas County	L	L	L
Galena	Smiley Creek	L	L	L
Garden Valley	Garden Valley	L	L	L
Glenns Ferry	Glenns Ferry Municipal	L	L	L
Gooding	Gooding Municipal	M	H	L
Grangeville	Idaho County	M	H	L
Hailey	Friedman Memorial	M	H	H
Hazelton	Hazelton Municipal	L	L	L
Homedale	Homedale Municipal	L	L	L
Howe	Howe	L	L	L
Idaho Falls	Idaho Falls Regional	H	H	H
Jerome	Jerome County	M	H	M
Kamiah	Kamiah Municipal	L	L	L
Kellogg	Shoshone County	L	M	L
Kooskia	Kooskia Municipal	L	L	L
Leadore	Leadore	L	L	L

Figure 3-3: Role Evaluation – Facility Support (cont.)

Associated City	Airport	Primary Runway Approach Type	Fuel Facilities	Presence of an AWOS/ASOS/ ATCT
Lewiston	Lewiston-Nez Perce County	H	H	H
Lewiston	Snake River SPB	L	L	L
Mackay	Mackay	L	L	L
Malad City	Malad City	L	L	L
McCall	McCall Municipal	M	H	M
Midvale	Lee Williams Memorial	L	L	L
Mountain Home	Mountain Home Municipal	M	M	M
Mud Lake	Mud Lake/West Jefferson County	L	L	L
Murphy	Murphy	L	L	L
Nampa	Nampa Municipal	M	H	L
Nez Perce	Nez Perce Municipal	L	L	L
Oakley	Oakley Municipal	L	L	L
Orofino	Orofino Municipal	L	M	L
Paris	Bear Lake County	L	M	L
Parma	Parma	L	L	L
Payette	Payette Municipal	L	L	L
Pocatello	Pocatello Regional	H	H	H
Porthill	Eckhart International	L	L	L
Preston	Preston	L	M	L
Priest River	Priest River Municipal	L	L	L
Pullman	Pullman-Moscow Regional	M	H	M
Rexburg	Rexburg-Madison County	M	H	M
Rigby	Rigby-Jefferson County	L	M	L
Rockford	Rockford Municipal	L	L	L
Salmon	Lemhi County	M	H	M
Sandpoint	Sandpoint	M	H	M
Soda Springs	Allen H Tigert	L	M	L
St Anthony	Stanford Field	L	L	L
St Maries	St Maries Municipal	L	M	L
Stanley	Stanley	L	L	L
Twin Falls	Joslin Field-Magic Valley Regional	H	H	H
Weiser	Weiser Municipal	L	M	L
Yellow Pine	Johnson Creek	L	L	L

Source: Wilbur Smith Associates
Prepared: January 2009

Figure 3-4: Role Evaluation – Preservation

Associated City	Airport	Based Aircraft	Jet Based Aircraft
Aberdeen	Aberdeen Municipal	L	L
American Falls	American Falls	M	L
Arco	Arco-Butte County	L	L
Bancroft	Bancroft Municipal	L	L
Big Creek	Big Creek	L	L
Blackfoot	McCarley Field	M	L
Boise	Boise Air Terminal/Gowen Field	H	H
Bonners Ferry	Boundary County	M	L
Buhl	Buhl Municipal	M	L
Burley	Burley Municipal	H	L
Caldwell	Caldwell Industrial	H	L
Carey	Carey	L	L
Cascade	Cascade	L	L
Challis	Challis	L	L
Coeur D'Alene	Brooks SPB	L	L
Coeur D'Alene	Coeur D'Alene -Pappy Boyington Field	H	L
Coolin	Cavanaugh Bay	L	L
Cottonwood	Cottonwood Municipal	L	L
Council	Council Municipal	L	L
Craigmont	Craigmont Municipal	L	L
Donnelly	Donald D. Coski Memorial	L	L
Downey	Downy/Hyde Memorial	L	L
Driggs	Driggs-Reed Memorial	H	M
Dubois	Dubois Municipal	L	L
Elk City	Elk City	L	L
Emmett	Emmett Municipal	L	L
Fairfield	Camas County	L	L
Galena	Smiley Creek	L	L
Garden Valley	Garden Valley	L	L
Glenns Ferry	Glenns Ferry Municipal	L	L
Gooding	Gooding Municipal	H	L
Grangeville	Idaho County	L	L
Hailey	Friedman Memorial	H	M
Hazelton	Hazelton Municipal	L	L
Homedale	Homedale Municipal	L	L
Howe	Howe	L	L
Idaho Falls	Idaho Falls Regional	H	M
Jerome	Jerome County	M	L
Kamiah	Kamiah Municipal	L	L
Kellogg	Shoshone County	L	L
Kooskia	Kooskia Municipal	L	L
Leadore	Leadore	L	L

Figure 3-4: Role Evaluation – Preservation (cont.)

Associated City	Airport	Based Aircraft	Jet Based Aircraft
Lewiston	Lewiston-Nez Perce County	H	L
Lewiston	Snake River SPB	L	L
Mackay	Mackay	L	L
Malad City	Malad City	L	L
McCall	McCall Municipal	H	L
Midvale	Lee Williams Memorial	L	L
Mountain Home	Mountain Home Municipal	L	L
Mud Lake	Mud Lake/West Jefferson County	L	L
Murphy	Murphy	L	L
Nampa	Nampa Municipal	H	L
Nez Perce	Nez Perce Municipal	L	L
Oakley	Oakley Municipal	L	L
Orofino	Orofino Municipal	L	L
Paris	Bear Lake County	L	L
Parma	Parma	L	L
Payette	Payette Municipal	L	L
Pocatello	Pocatello Regional	M	L
Porthill	Eckhart International	L	L
Preston	Preston	L	L
Priest River	Priest River Municipal	L	L
Pullman	Pullman-Moscow Regional	H	L
Rexburg	Rexburg-Madison County	H	L
Rigby	Rigby-Jefferson County	M	L
Rockford	Rockford Municipal	L	L
Salmon	Lemhi County	M	L
Sandpoint	Sandpoint	H	L
Soda Springs	Allen H Tigert	L	L
St Anthony	Stanford Field	L	L
St Maries	St Maries Municipal	L	L
Stanley	Stanley	L	L
Twin Falls	Joslin Field-Magic Valley Regional	H	L
Weiser	Weiser Municipal	M	L
Yellow Pine	Johnson Creek	L	L

Source: Wilbur Smith Associates
Prepared: January 2009

Figure 3-5: Role Evaluation – Transportation Support

Associated City	Airport	Coverage or Remoteness – Square Miles within 30 Minutes
Aberdeen	Aberdeen Municipal	M
American Falls	American Falls	H
Arco	Arco-Butte County	H
Bancroft	Bancroft Municipal	M
Big Creek	Big Creek	L
Blackfoot	McCarley Field	H
Boise	Boise Air Terminal/Gowen Field	H
Bonners Ferry	Boundary County	M
Buhl	Buhl Municipal	M
Burley	Burley Municipal	H
Caldwell	Caldwell Industrial	H
Carey	Carey	H
Cascade	Cascade	L
Challis	Challis	M
Coeur D'Alene	Brooks SPB	H
Coeur D'Alene	Coeur D'Alene -Pappy Boyington Field	H
Coolin	Cavanaugh Bay	L
Cottonwood	Cottonwood Municipal	M
Council	Council Municipal	M
Craigmont	Craigmont Municipal	M
Donnelly	Donald D. Coski Memorial	M
Downey	Downy/Hyde Memorial	H
Driggs	Driggs-Reed Memorial	L
Dubois	Dubois Municipal	H
Elk City	Elk City	L
Emmett	Emmett Municipal	M
Fairfield	Camas County	M
Galena	Smiley Creek	L
Garden Valley	Garden Valley	L
Glenns Ferry	Glenns Ferry Municipal	M
Gooding	Gooding Municipal	H
Grangeville	Idaho County	M
Hailey	Friedman Memorial	M
Hazelton	Hazelton Municipal	H
Homedale	Homedale Municipal	M
Howe	Howe	L
Idaho Falls	Idaho Falls Regional	H
Jerome	Jerome County	H
Kamiah	Kamiah Municipal	M
Kellogg	Shoshone County	M
Kooskia	Kooskia Municipal	M
Leadore	Leadore	M

Figure 3-5: Role Evaluation – Transportation Support (cont.)

Associated City	Airport	Coverage or Remoteness – Square Miles within 30 Minutes
Lewiston	Lewiston-Nez Perce County	M
Lewiston	Snake River SPB	M
Mackay	Mackay	M
Malad City	Malad City	M
McCall	McCall Municipal	M
Midvale	Lee Williams Memorial	M
Mountain Home	Mountain Home Municipal	H
Mud Lake	Mud Lake/West Jefferson County	M
Murphy	Murphy	M
Nampa	Nampa Municipal	H
Nez Perce	Nez Perce Municipal	M
Oakley	Oakley Municipal	M
Orofino	Orofino Municipal	M
Paris	Bear Lake County	M
Parma	Parma	M
Payette	Payette Municipal	M
Pocatello	Pocatello Regional	H
Porthill	Eckhart International	L
Preston	Preston	M
Priest River	Priest River Municipal	M
Pullman	Pullman-Moscow Regional	L
Rexburg	Rexburg-Madison County	M
Rigby	Rigby-Jefferson County	H
Rockford	Rockford Municipal	M
Salmon	Lemhi County	M
Sandpoint	Sandpoint	H
Soda Springs	Allen H Tigert	M
St Anthony	Stanford Field	M
St Maries	St Maries Municipal	M
Stanley	Stanley	M
Twin Falls	Joslin Field-Magic Valley Regional	M
Weiser	Weiser Municipal	M
Yellow Pine	Johnson Creek	L

Source: Wilbur Smith Associates
Prepared: January 2009

Figure 3-6: Role Evaluation – Economic Support

Associated City	Airport	Aviation Services	Businesses with the Propensity to Use Aviation within 30 Minutes	Employment within 30 Minutes	Part 135 Operators
Aberdeen	Aberdeen Municipal	M	L	L	L
American Falls	American Falls	H	M	H	H
Arco	Arco-Butte County	M	L	L	L
Bancroft	Bancroft Municipal	L	L	L	L
Big Creek	Big Creek	L	L	L	L
Blackfoot	McCarley Field	H	H	H	L
Boise	Boise Air Terminal/Gowen Field	H	H	H	H
Bonners Ferry	Boundary County	H	L	L	H
Buhl	Buhl Municipal	M	M	M	L
Burley	Burley Municipal	M	L	M	L
Caldwell	Caldwell Industrial	H	H	H	H
Carey	Carey	L	L	L	L
Cascade	Cascade	M	L	L	H
Challis	Challis	H	L	L	H
Coeur D'Alene	Brooks SPB	M	H	H	H
Coeur D'Alene	Coeur D'Alene -Pappy Boyington Field	H	H	H	H
Coolin	Cavanaugh Bay	L	L	L	L
Cottonwood	Cottonwood Municipal	M	L	L	L
Council	Council Municipal	M	L	L	L
Craigmont	Craigmont Municipal	M	L	L	L
Donnelly	Donald D. Coski Memorial	L	L	L	H
Downey	Downy/Hyde Memorial	L	L	L	L
Driggs	Driggs-Reed Memorial	H	L	L	L
Dubois	Dubois Municipal	L	L	L	L
Elk City	Elk City	M	L	L	L
Emmett	Emmett Municipal	L	L	L	L
Fairfield	Camas County	L	L	L	L
Galena	Smiley Creek	L	L	L	L
Garden Valley	Garden Valley	L	L	L	L
Glenns Ferry	Glenns Ferry Municipal	L	L	L	L
Gooding	Gooding Municipal	H	L	L	L
Grangeville	Idaho County	M	L	L	H
Hailey	Friedman Memorial	M	L	L	H
Hazelton	Hazelton Municipal	L	M	H	L
Homedale	Homedale Municipal	M	L	M	L
Howe	Howe	L	L	L	L
Idaho Falls	Idaho Falls Regional	H	H	H	H
Jerome	Jerome County	H	M	H	L
Kamiah	Kamiah Municipal	M	L	L	L
Kellogg	Shoshone County	M	L	L	L
Kooskia	Kooskia Municipal	L	L	L	L
Leadore	Leadore	L	L	L	L

Figure 3-6: Role Evaluation – Economic Support (cont.)

Associated City	Airport	Aviation Services	Businesses with the Propensity to Use Aviation within 30 Minutes	Employment within 30 Minutes	Part 135 Operators
Lewiston	Lewiston-Nez Perce County	H	L	M	H
Lewiston	Snake River SPB	L	L	M	L
Mackay	Mackay	L	L	L	L
Malad City	Malad City	L	L	L	L
McCall	McCall Municipal	H	L	L	H
Midvale	Lee Williams Memorial	L	L	L	L
Mountain Home	Mountain Home Municipal	H	L	L	L
Mud Lake	Mud Lake/West Jefferson County	L	L	L	L
Murphy	Murphy	L	L	L	L
Nampa	Nampa Municipal	H	H	H	H
Nez Perce	Nez Perce Municipal	M	L	L	H
Oakley	Oakley Municipal	L	L	L	L
Orofino	Orofino Municipal	M	L	L	H
Paris	Bear Lake County	L	L	L	L
Parma	Parma	L	M	H	L
Payette	Payette Municipal	M	L	L	L
Pocatello	Pocatello Regional	H	M	H	H
Porthill	Eckhart International	L	L	L	L
Preston	Preston	H	L	L	L
Priest River	Priest River Municipal	M	L	L	L
Pullman	Pullman-Moscow Regional	H	L	M	L
Rexburg	Rexburg-Madison County	H	L	M	L
Rigby	Rigby-Jefferson County	H	H	H	L
Rockford	Rockford Municipal	L	L	L	L
Salmon	Lemhi County	H	L	L	H
Sandpoint	Sandpoint	H	L	L	H
Soda Springs	Allen H Tigert	L	L	L	L
St Anthony	Stanford Field	M	L	M	L
St Maries	St Maries Municipal	L	L	L	L
Stanley	Stanley	M	L	L	L
Twin Falls	Joslin Field-Magic Valley Regional	H	M	H	H
Weiser	Weiser Municipal	H	L	L	L
Yellow Pine	Johnson Creek	L	L	L	L

Source: Wilbur Smith Associates
Prepared: January 2009

Figure 3-7: Role Evaluation – Safety & Security

Associated City	Airport	Emergency Support – Transport and/or Staging	Fire-Fighting – Support and/or Base
Aberdeen	Aberdeen Municipal	H	L
American Falls	American Falls	H	M
Arco	Arco-Butte County	H	M
Bancroft	Bancroft Municipal	L	L
Big Creek	Big Creek	H	M
Blackfoot	McCarley Field	H	L
Boise	Boise Air Terminal/Gowen Field	H	H
Bonners Ferry	Boundary County	H	M
Buhl	Buhl Municipal	H	M
Burley	Burley Municipal	L	L
Caldwell	Caldwell Industrial	H	M
Carey	Carey	L	L
Cascade	Cascade	H	M
Challis	Challis	H	M
Coeur D'Alene	Brooks SPB	H	L
Coeur D'Alene	Coeur D'Alene -Pappy Boyington Field	H	H
Coolin	Cavanaugh Bay	H	M
Cottonwood	Cottonwood Municipal	H	M
Council	Council Municipal	H	M
Craigmont	Craigmont Municipal	L	M
Donnelly	Donald D. Coski Memorial	L	L
Downey	Downy/Hyde Memorial	H	M
Driggs	Driggs-Reed Memorial	H	M
Dubois	Dubois Municipal	L	L
Elk City	Elk City	L	M
Emmett	Emmett Municipal	L	M
Fairfield	Camas County	L	L
Galena	Smiley Creek	H	M
Garden Valley	Garden Valley	L	M
Glenns Ferry	Glenns Ferry Municipal	L	L
Gooding	Gooding Municipal	H	M
Grangeville	Idaho County	H	H
Hailey	Friedman Memorial	H	M
Hazelton	Hazelton Municipal	L	L
Homedale	Homedale Municipal	H	L
Howe	Howe	L	L
Idaho Falls	Idaho Falls Regional	H	M
Jerome	Jerome County	H	M
Kamiah	Kamiah Municipal	L	M
Kellogg	Shoshone County	H	M
Kooskia	Kooskia Municipal	H	M
Leadore	Leadore	L	L

Figure 3-7: Role Evaluation – Safety & Security (cont.)

Associated City	Airport	Emergency Support – Transport and/or Staging	Fire-Fighting – Support and/or Base
Lewiston	Lewiston-Nez Perce County	H	M
Lewiston	Snake River SPB	L	L
Mackay	Mackay	L	L
Malad City	Malad City	L	L
McCall	McCall Municipal	H	H
Midvale	Lee Williams Memorial	L	L
Mountain Home	Mountain Home Municipal	H	M
Mud Lake	Mud Lake/West Jefferson County	L	L
Murphy	Murphy	L	L
Nampa	Nampa Municipal	H	M
Nez Perce	Nez Perce Municipal	H	M
Oakley	Oakley Municipal	L	M
Orofino	Orofino Municipal	H	M
Paris	Bear Lake County	H	M
Parma	Parma	H	L
Payette	Payette Municipal	L	L
Pocatello	Pocatello Regional	H	M
Porthill	Eckhart International	L	L
Preston	Preston	H	M
Priest River	Priest River Municipal	H	L
Pullman	Pullman-Moscow Regional	H	M
Rexburg	Rexburg-Madison County	H	M
Rigby	Rigby-Jefferson County	L	M
Rockford	Rockford Municipal	H	L
Salmon	Lemhi County	H	H
Sandpoint	Sandpoint	H	M
Soda Springs	Allen H Tigert	H	M
St Anthony	Stanford Field	H	L
St Maries	St Maries Municipal	H	M
Stanley	Stanley	H	M
Twin Falls	Joslin Field-Magic Valley Regional	H	H
Weiser	Weiser Municipal	H	M
Yellow Pine	Johnson Creek	H	M

Source: Wilbur Smith Associates
Prepared: January 2009