2020
IDAHO AIRPORT SYSTEM PLAN UPDATE
& AIRPORT ECONOMIC IMPACT ANALYSIS UPDATE

STATEWIDE EXECUTIVE SUMMARY REPORT

JULY 2020

Introduction

The State of Idaho has selected 75 representative public-owned, public-use airports that support a unique mix of activities, industries, and communities as the 'state system airports.' These airports provide services such as commercial flights, access to remote areas, wildland aerial firefighting, emergency medical transport, and the shipment of goods. As an integral part of Idaho's transportation network, it is important to maintain and develop the airport system to optimally serve the existing and future needs of the diverse users and activities that rely on aviation. Furthermore, Idaho's airport system serves different economic functions in the state by generating tax revenue, providing jobs and labor revenue, and acting as an economic catalyst for other industries.

The Idaho Transportation Department (ITD) Division of Aeronautics recognizes the importance of continual planning and evaluation of its statewide system of airports. The 2020 Idaho Airport System Plan (IASP) Update builds upon the foundations established in the 2010 IASP to re-evaluate the Idaho aviation system and ensure its continued alignment with an ever-changing aviation environment. The concurrent 2020 Airport Economic Impact Analysis (AEIA) Update calculates the aviation system's total economic contribution to Idaho's communities and statewide. These studies provide a long-term roadmap for the planning and development of Idaho's airports while supporting continued investment into this critical transportation asset and driver of economic activity.

Together, the 2020 IASP/AEIA Updates help the ITD Division of Aeronautics achieve its mission to **"innovatively develop an adaptable, foresighted, and safe air transportation system promoting economic opportunity and opening gateways to adventures".**

QUICK FACTS (2017)

75 SYSTEM AIRPORTS

7 COMMERCIAL SERVICE AIRPORTS

68 GENERAL AVIATION AIRPORTS

1.1 MILLION ANNUAL OPERATIONS

2.2 MILLION ANNUAL ENPLANED PASSENGERS

3,379 BASED AIRCRAFT

- DEFINE GOALS
- INVENTORY AVIATION SYSTEM
- EVALUATE CURRENT PERFORMANCE
- ANALYZE FUTURE PERFORMANCE
- QUANTIFY AVIATION INVESTMENT NEEDS
- DETERMINE FUTURE RECOMMENDATIONS

STUDY PURPOSE AND PROCESS

The 2020 IASP Update provides a "flight map" for ITD Division of Aeronautics to guide future system development over the 20-year period of 2017-2037. The Update analyzes the system's existing conditions, establishes desired future targets, and makes recommendations on how to achieve those targets.

Conducted concurrently, the 2020 AEIA Update quantifies the economic impacts generated by Idaho's airport system and identifies the numerous quality-of-life benefits supported by aviation such as wildland firefighting, medical flights, and aerial spraying. Both studies are based on a 2017 baseline year.

CHANGES SINCE THE 2010 IASP AND AEIA

Building upon the foundation established in the 2010 IASP, the 2020 IASP Update re-examines needs of the system in response to changing aviation trends, activities, and development around the state. Some of the major changes in the Update include refining systemwide goals and revising airport classifications. The 2020 IASP Update refreshes system investment needs and recommendations in response to changing aviation landscapes and anticipated future activity.

System Goals

The 2020 IASP Update used a collaborative and dynamic stakeholder engagement process with ITD Division of Aeronautics and the Project Advisory Committee (PAC) to establish six broad goals that provide the overarching framework used to determine the system's adequacy to meet existing and future demands.

Each goal category includes related performance measures (PMs) and performance indicators (PIs). These metrics are used to assess the system's progress towards meeting each goal of the 2020 IASP Update.

- **PMs** provide actionable metrics of system performance. The ITD Division of Aeronautics or airports can influence these aspects of system performance through actions, policies, procedures, and funding.

- **PIs** present informational data that are important to tracking system performance but cannot be directly influenced by project, funding, policy, or other actions.

The table below provides the PMs and PIs associated with each goal category of the 2020 IASP Update.

- ✓ GEOGRAPHIC COVERAGE
- ✓ FACILITY SUPPORT
- ✓ PRESERVATION
- ✓ TRANSPORTATION SUPPORT
- ✓ SAFETY AND SECURITY
- ✓ ECONOMIC SUPPORT

GOAL	PMs AND PIs	
Geographic Coverage	PMs	• None
	PIs	• Percent of population and area within a 90-minute drive time of a commercial service airport with multiple airlines or within a 60-minute drive time of a commercial service airport with a single airline
		• Percent of population and area within a 30-minute drive time of any airport
Facility Support	PMs	• Percent of airports meeting all minimum objectives
	PIs	• None
Preservation	PMs	• Percent of airports with land use zoning including height restrictions
		• Percent of airports with Master Plans or Airport Layout Plans (ALPs) with Narrative (within past 10 years)
		• Percent of airports meeting ITD Aeronautics Pavement Condition Index (PCI) standards for runways, taxiways, and aprons
	PIs	• Percent of airports that have a spill prevention control and countermeasures (SPCC) program
		• Percent of airports that have a storm water pollution prevention plan (SWPPP)
Transportation Support	PMs	• None
	PIs	• Percent of airports with a courtesy car and/or rental car available
		• Percent of airports with public transportation available
		• Percent of airports that support life flight activities
		• Percent of airports that support firefighting
Safety and Security	PMs	• Percent of airports without close-in obstructions
		• Percent of airports meeting current FAA taxiway design standards
	PIs	• Percent of airports controlling (by fee or easement) all runway end Runway Protection Zones (RPZs)
		• Percent of airports with Wildlife Hazard Assessments (WHAs) or Management Plans
Economic Support	PMs	• Percent of population and land area within a 30-minute drive time of an airport capable of meeting business user needs (at least a 5,000-foot long runway, jet fuel, published instrument approach procedure [IAP])
		• Percent of airports that accommodate aerial application services
	PIs	• Percent of airports accommodating instrument flight rule (IFR) operations from outside Idaho
		• Percent of airports with air cargo/freight activities including small operators

Existing Airport System

The 2020 IASP Update conducted a comprehensive inventory of the facilities, services, and activities supported by the 75 public use, publicly owned airports that comprise the Idaho aviation system. These airports support a variety of aviation activities and users across the state such as emergency responders, agricultural sprayers, and outdoor enthusiasts. ITD Division of Aeronautics also participates in the Idaho Airstrip Network (IAN), a collection of airstrips connecting remote areas to the rest of the system. These facilities provide a unique attraction for individuals looking to explore the Idaho backcountry and access for search and rescue, wildland firefighting, and emergency operations.

QUICK FACTS (AS OF 2017)

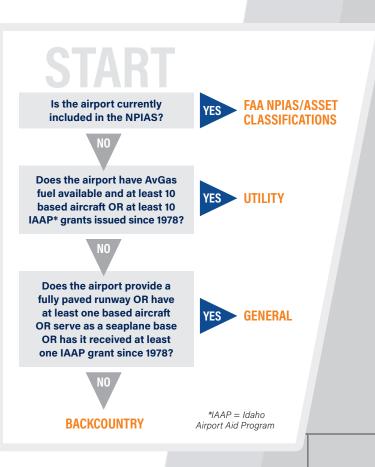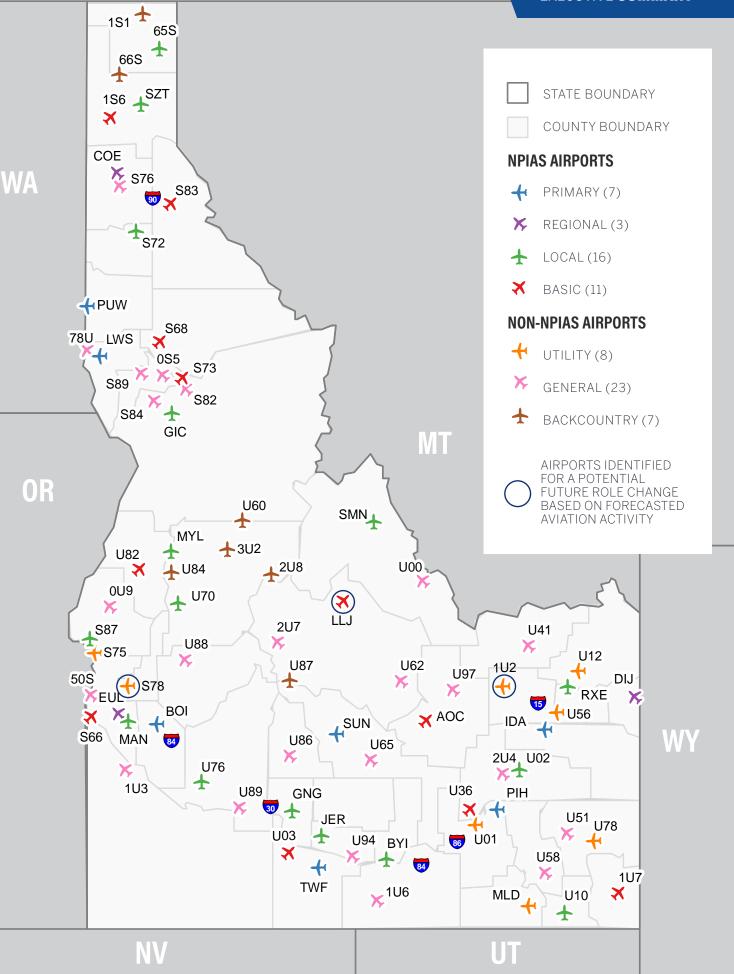|		
90 RUNWAYS	**22** AIRPORTS WITH ON-SITE WEATHER REPORTING	**42** AIRPORTS OFFERING AVGAS AND/OR JET FUEL
1,690 APRON TIE-DOWNS	**40** AIRPORTS WITH COURTESY CARS	**9** AIRPORTS WITH ACCESS TO A PUBLIC BUS

Airport Classifications

Classifying the 75 system airports into different roles identifies how each airport functions as part of the broader system. Each role serves different types, levels, and users of aviation in the state. Understanding individual airport roles helps Idaho airports optimally serve all aspects of Idaho aviation at the systemwide level, both now and into the future.

To begin the classification process, airports included in the FAA's National Plan of Integrated Airport Systems (NPIAS) are categorized according to their federal classifications (i.e., state and federal classifications are the same).

Airports not included in the NPIAS are classified using a unique methodology developed as part of the 2020 IASP Update. The new methodology uses a systematic approach that classifies airports based on existing aviation activities, facilities, and other indicators.

Further analyses used aviation demand forecasts to identify airports whose role in the system may change in the future. The map identifies the current and future airport roles for Idaho's system airports.

START

Is the airport currently included in the NPIAS? → YES → FAA NPIAS/ASSET CLASSIFICATIONS

NO

Does the airport have AvGas fuel available and at least 10 based aircraft OR at least 10 IAAP* grants issued since 1978? → YES → UTILITY

NO

Does the airport provide a fully paved runway OR have at least one based aircraft OR serve as a seaplane base OR has it received at least one IAAP grant since 1978? → YES → GENERAL

NO

BACKCOUNTRY

*IAAP = Idaho Airport Aid Program

Map Legend:

STATE BOUNDARY
COUNTY BOUNDARY

NPIAS AIRPORTS
PRIMARY (7)
REGIONAL (3)
LOCAL (16)
BASIC (11)

NON-NPIAS AIRPORTS
UTILITY (8)
GENERAL (23)
BACKCOUNTRY (7)

AIRPORTS IDENTIFIED FOR A POTENTIAL FUTURE ROLE CHANGE BASED ON FORECASTED AVIATION ACTIVITY

Trends and Issues

Aviation is influenced by a wide array of trends, issues, technological advances, and social and economic conditions. The industry is ever-changing, and the fast pace of recent events has had a substantial impact on future airport needs. Understanding the key industry trends and issues that may impact aviation in Idaho—and keeping in mind that new trends will likely emerge—is imperative to developing a resilient and adaptable system.

KEY ISSUES IN IDAHO

Systemwide issues were identified by the ITD Division of Aeronautics, the PAC, airport managers, and other aviation stakeholders. Ultimately, six main topics were identified as the critical issues impacting Idaho's airport system.

1 **AVAILABILITY OF LAND**
A lack of available land surrounding the airports is impacting their ability to operate safely and/or develop in response to changes in aviation demand or trends.

2 **FUNDING AVAILABILITY**
Limited funding resources are outpaced by the needs of the system to adequately develop facilities to meet current and future aviation user demands. Idaho airports must often compete with each other for finite resources.

3 **LAND USE COMPATIBILITY**
Encroachment and development of incompatible land uses adjacent to or near airports can pose safety risks for the airport and surrounding communities and cause nuisance issues for nearby populations.

4 **THROUGH-THE-FENCE ACTIVITY**
Commercial and residential through-the-fence operations around the state are raising concerns regarding fee structures, security, and access control at airports.

5 **AIR SERVICE**
Airline consolidation, upgauging aircraft seat sizes, and changes to regional airline services are causing major concerns regarding current and future availability of airline service at small and non-hub airports.

6 **RECREATIONAL/BACKCOUNTRY AIRPORTS/AIRSTRIPS**
Backcountry airports are faced with limited funding, political support, and facilities to accommodate rising demand. These facilities often provide critical access to remote areas for wildland firefighting, search and rescue operations, and other emergency services.

NATIONAL AVIATION TRENDS

EMERGING AVIATION TECHNOLOGIES

- Unmanned Aerial Systems (UAS), electric aircraft, and other technologies may shift the functions and purposes of future air travel.
- Modernization of the National Airspace System continues through implementation of NextGen technologies.

GROWTH OF COMMERCIAL SERVICE

- Air traffic control operations are rising.
- The FAA projects that 1,400 new aircraft will enter the U.S. commercial fleet by 2039.
- While student pilot certificates have recently increased, the commercial pilot population continues to decline.

CHANGING GENERAL AVIATION (GA) LANDSCAPE

- Decreasing and uncertain levels of GA may impact activity at many GA airports and further impact declining commercial pilot populations.
- While recreational flying is in decline, business/corporate aviation has seen an uptick in recent years.
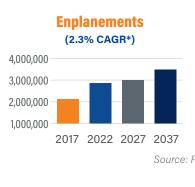
Anticipated Aviation Growth

Forecasts of aviation activity are an integral part of the system planning process by identifying future demands that may affect the aviation system. Aviation demand indicators assist in identifying future airside and landside facility development needs such as terminal enhancements, apron expansions, and additional aircraft storage capacity. The 2020 IASP Updated used 2017 baseline data and looked 20 years into the future to view how aviation demand in Idaho may change over time.*

AVIATION DEMAND INDICATORS

Idaho's airport system is anticipated to see growth across all three indicator categories through 2037.

ENPLANEMENTS
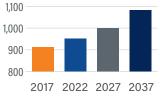The number of revenue-paying passengers boarding commercial flights

AIRCRAFT OPERATIONS
The number of take-offs and landings by aircraft conducted at an airport

BASED AIRCRAFT
An aircraft that is operational and air-worthy typically based at an airport for most of the year

FORECASTS OF AVIATION DEMAND FOR **COMMERCIAL SERVICE** AIRPORTS

Enplanements (2.3% CAGR*)

Year	Value
2017	~2,100,000
2022	~2,800,000
2027	~3,000,000
2037	~3,500,000

Aircraft Operations (0.8% CAGR)

Year	Value
2017	~278,000
2022	~293,000
2027	~305,000
2037	~325,000

Based Aircraft (0.8% CAGR)

Year	Value
2017	~910
2022	~960
2027	~1,000
2037	~1,100

Source: FAA Terminal Area Forecast, accessed February 22, 2019

* CAGR=compound annual growth rate

FORECASTS OF AVIATION DEMAND FOR **GENERAL AVIATION** AIRPORTS

Aircraft Operations (0.66% CAGR)

Year	Value
2017	~830,000
2022	~865,000
2027	~895,000
2037	~950,000

Based Aircraft (1.0% CAGR)

Year	Value
2017	~2,200
2022	~2,300
2027	~2,450
2037	~2,800

Sources: Airport Inventory and Data Survey Forms, 2019; Kimley-Horn, 2019

*Forecasts were prepared prior to the COVID-19 pandemic and do not reflect changes to aviation occurring as a result. These forecasts still appear reasonable over the long-term.
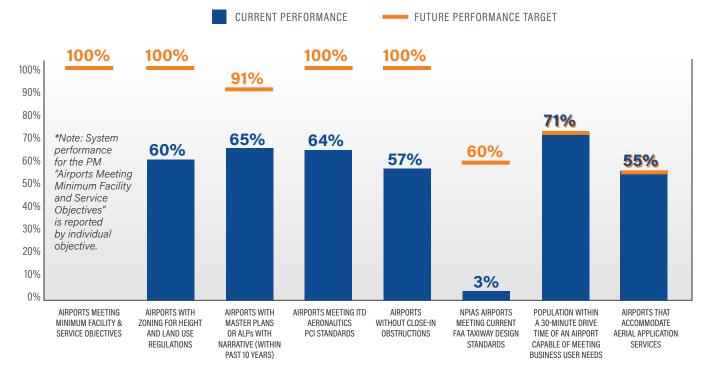
Existing System Adequacy and Future System Performance

Existing system adequacy assessed the current system's ability to meet the six goals established for the 2020 IASP Update. This was collectively analyzed through eight PMs, 12 PIs, and six additional analysis points. This task identifies areas where the existing system is performing well and opportunities for improvement, as well as surplus or duplication of facilities and services.

To identify future needs, the 2020 IASP Update established future performance targets for the eight PMs[1]. These future performance targets defined the percent of airports by classification that should achieve each PM to optimally support all aviation needs across the state. Deficiencies between existing system adequacy and future targets are an important step in defining system investment needs and recommendations to ensure the system can meet future aviation demands.

Current system performance and future performance targets established for each PM are shown below.

EXISTING SYSTEM PERFORMANCE

FORECASTS OF AVIATION ACTIVITY

FUTURE PERFORMANCE TARGETS

SYSTEM INVESTMENT NEEDS AND RECOMMENDATIONS

SUMMARY OF CURRENT SYSTEMWIDE PERFORMANCE AND FUTURE SYSTEMWIDE PERFORMANCE TARGETS

■ CURRENT PERFORMANCE　━ FUTURE PERFORMANCE TARGET

Note: System performance for the PM "Airports Meeting Minimum Facility and Service Objectives" is reported by individual objective.

- AIRPORTS MEETING MINIMUM FACILITY & SERVICE OBJECTIVES — 60% (target 100%)
- AIRPORTS WITH ZONING FOR HEIGHT AND LAND USE REGULATIONS — 65% (target 100%)
- AIRPORTS WITH MASTER PLANS OR ALPs WITH NARRATIVE (WITHIN PAST 10 YEARS) — 64% (target 91%)
- AIRPORTS MEETING ITD AERONAUTICS PCI STANDARDS — 57% (target 100%)
- AIRPORTS WITHOUT CLOSE-IN OBSTRUCTIONS — 3% (target 100%)
- NPIAS AIRPORTS MEETING CURRENT FAA TAXIWAY DESIGN STANDARDS — 71% (target 60%)
- POPULATION WITHIN A 30-MINUTE DRIVE TIME OF AN AIRPORT CAPABLE OF MEETING BUSINESS USER NEEDS — 55%
- AIRPORTS THAT ACCOMMODATE AERIAL APPLICATION SERVICES

[1] The goals "Transportation Support" and "Geographic Coverage" do not have PMs.
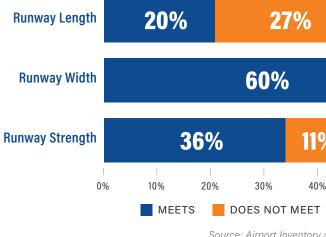
System Performance by Goal Category

PMs are used as metrics to evaluate the aviation system's ability to achieve the 2020 IASP Update goals, both today and through the 20-year planning horizon. An example of a current system adequacy analysis for each goal category with an associated PM is presented below. The goal categories of "Transportation Support" and "Geographic Coverage" do not have any associated PMs.

FACILITY SUPPORT

An effective and efficient airport system should provide infrastructure and services necessary to support the type and frequency of aviation activity that generally occurs at each airport. The IASP Update identifies facility and service objectives by airport role to reflect the functions that airports provide in the system. Objectives outline the minimum facilities and services that should be provided at the airport to optimize its role as part of the airport system.

Objectives are organized into three broad categories: airside facilities, landside facilities, and services. The chart below depicts the percent of airports achieving their airside facility objectives for runway length, width, and strength.

FUTURE PERFORMANCE TARGET

PERCENT OF AIRPORTS MEETING MINIMUM RUNWAY OBJECTIVES

	MEETS	DOES NOT MEET	MAINTAIN EXISTING/NOT APPLICABLE/NONE
Runway Length	20%	27%	53%
Runway Width	60%	17%	23%
Runway Strength	36%	11%	53%

■ MEETS　■ DOES NOT MEET　■ MAINTAIN EXISTING/NOT APPLICABLE/NONE

Source: Airport Inventory and Data Survey Forms, 2019

PRESERVATION

Significant investment has been made in Idaho's airport system. Preserving this investment is critically important to the system's long-term viability. Various actions such as evaluating the system's current and anticipated pavement conditions, promoting proactive planning efforts to minimize environmental impacts, and promoting measures to protect future airport development are important actions that increase the preservation of the system.

The figure to the right is an example of system adequacy for the PM "Percent of Airports with Zoning for Height and Land Use Regulations".

Local zoning authorities that adopt land use and height controls mitigate risks resulting from encroachment and incompatible land use development adjacent to and near airports. Land use controls not only protect airport operations but the quality of life and safety of people and property in surrounding communities. The controls also help to preserve the investment made in airports to ensure their continued use and future development to meet aviation needs.

FUTURE PERFORMANCE TARGET: 100%

PERCENT OF AIRPORTS WITH ZONING FOR HEIGHT AND LAND USE REGULATIONS

40% / 60%

■ MEETS
■ DOES NOT MEET

Source: Airport Inventory and Data Survey Forms, 2019

SAFETY AND SECURITY

This goal supports a safe and secure system of airports. PMs focus on optimizing safety for pilots and passengers in the air as well as persons and property on the ground. Airports' compliance with FAA design standards and safety guidelines (as applicable) were also evaluated.

This figure shows the system's performance to meet the PM "Percent of Airports without Close-In Obstructions".

Close-in obstructions are natural or manmade structures located within 200 feet of the runway end. These obstructions pose a serious risk to aircraft operations, particularly during operations conducted during inclement weather or nighttime.

FUTURE PERFORMANCE TARGET: 100%

PERCENT OF AIRPORTS WITHOUT CLOSE-IN OBSTRUCTIONS (STATEWIDE)

43%   57%

■ NO OBSTRUCTION PRESENT
■ OBSTRUCTIONS PRESENT
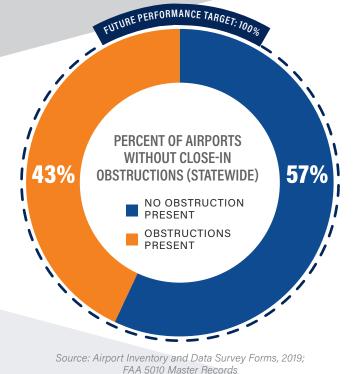
Source: Airport Inventory and Data Survey Forms, 2019; FAA 5010 Master Records

Percent of Idaho

POPULATION 71%	LAND AREA 5%

30-Minute Drive Time

Primary / Regional / Local

Legend

— State Boundary
···· County Boundary

Airport Capable of Meeting Business User Needs

✈ Primary (7)
✈ Regional (3)
✈ Local (7)

Prepared: May 30, 2019
Sources: American Community Survey 2013-2017, Kimley-Horn

N 0 12.5 25 50 Miles

WA

OR

MT

WY

NV   UT

SZT, COE, PUW, LWS, GIC, SMN, MYL, EUL, BOI, MAN, SUN, IDA, DIJ, U76, PIH, JER, TWF

ECONOMIC SUPPORT

An important goal of an airport system is to support the growth and diversification of the state's economy. PMs assess the percent of airports in Idaho that support aerial applicators, operations conducted by out-of-state aircraft, business users, air cargo, and other critical economic functions.

The map shows the "Percent of Population within a 30-Minute Drive Time of an Airport Capable of Meeting Business User Needs".

This PM reviews airports' abilities to accommodate the needs of business users, which can often influence a business' decision to develop or expand operations in a given area.

An airport capable of accommodating these needs has the following facilities:

- 5,000-foot long runway (minimum)
- Jet fuel
- Published IAP

POPULATION AND LAND AREA WITHIN A 30-MINUTE DRIVE TIME OF AN AIRPORT CAPABLE OF MEETING BUSINESS USER NEEDS
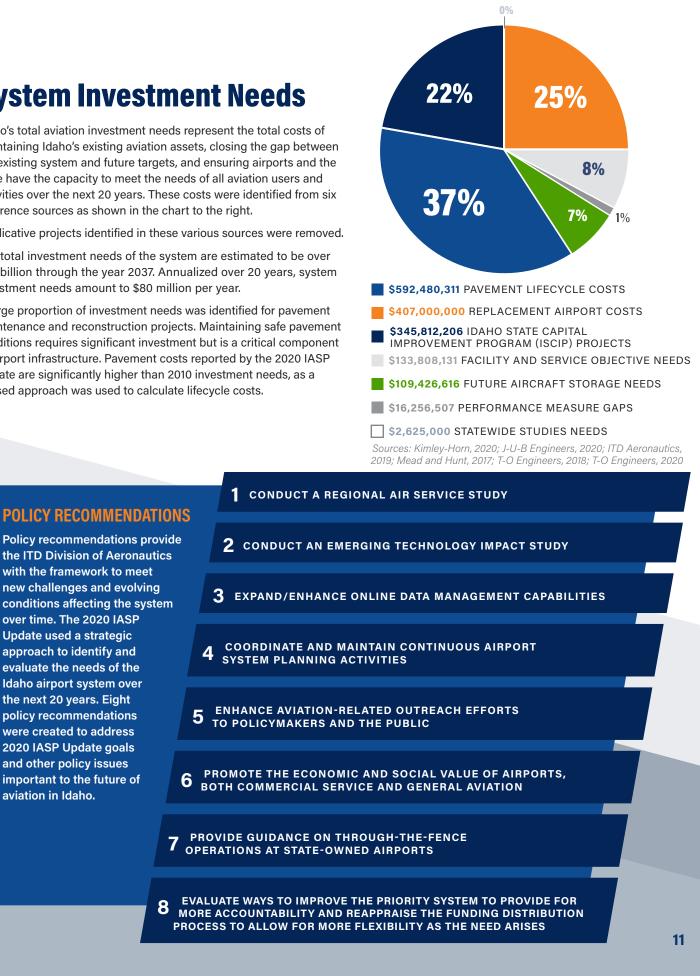
System Investment Needs

Idaho's total aviation investment needs represent the total costs of maintaining Idaho's existing aviation assets, closing the gap between the existing system and future targets, and ensuring airports and the state have the capacity to meet the needs of all aviation users and activities over the next 20 years. These costs were identified from six difference sources as shown in the chart to the right.
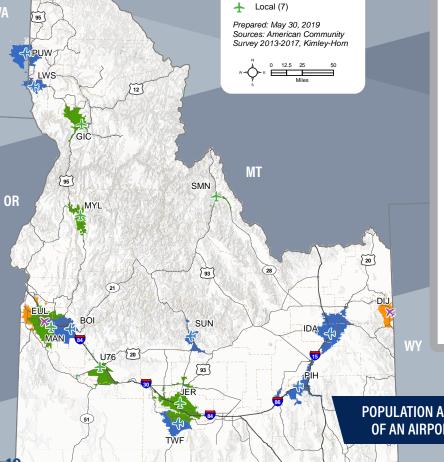
Duplicative projects identified in these various sources were removed.

The total investment needs of the system are estimated to be over $1.6 billion through the year 2037. Annualized over 20 years, system investment needs amount to $80 million per year.

A large proportion of investment needs was identified for pavement maintenance and reconstruction projects. Maintaining safe pavement conditions requires significant investment but is a critical component of airport infrastructure. Pavement costs reported by the 2020 IASP Update are significantly higher than 2010 investment needs, as a revised approach was used to calculate lifecycle costs.

0%   25%   22%   8%   37%   7%   1%

■ **$592,480,311** PAVEMENT LIFECYCLE COSTS
■ **$407,000,000** REPLACEMENT AIRPORT COSTS
■ **$345,812,206** IDAHO STATE CAPITAL IMPROVEMENT PROGRAM (ISCIP) PROJECTS
☐ **$133,808,131** FACILITY AND SERVICE OBJECTIVE NEEDS
■ **$109,426,616** FUTURE AIRCRAFT STORAGE NEEDS
■ **$16,256,507** PERFORMANCE MEASURE GAPS
☐ **$2,625,000** STATEWIDE STUDIES NEEDS

Sources: Kimley-Horn, 2020; J-U-B Engineers, 2020; ITD Aeronautics, 2019; Mead and Hunt, 2017; T-O Engineers, 2018; T-O Engineers, 2020

POLICY RECOMMENDATIONS

Policy recommendations provide the ITD Division of Aeronautics with the framework to meet new challenges and evolving conditions affecting the system over time. The 2020 IASP Update used a strategic approach to identify and evaluate the needs of the Idaho airport system over the next 20 years. Eight policy recommendations were created to address 2020 IASP Update goals and other policy issues important to the future of aviation in Idaho.

1 CONDUCT A REGIONAL AIR SERVICE STUDY

2 CONDUCT AN EMERGING TECHNOLOGY IMPACT STUDY

3 EXPAND/ENHANCE ONLINE DATA MANAGEMENT CAPABILITIES

4 COORDINATE AND MAINTAIN CONTINUOUS AIRPORT SYSTEM PLANNING ACTIVITIES

5 ENHANCE AVIATION-RELATED OUTREACH EFFORTS TO POLICYMAKERS AND THE PUBLIC

6 PROMOTE THE ECONOMIC AND SOCIAL VALUE OF AIRPORTS, BOTH COMMERCIAL SERVICE AND GENERAL AVIATION

7 PROVIDE GUIDANCE ON THROUGH-THE-FENCE OPERATIONS AT STATE-OWNED AIRPORTS

8 EVALUATE WAYS TO IMPROVE THE PRIORITY SYSTEM TO PROVIDE FOR MORE ACCOUNTABILITY AND REAPPRAISE THE FUNDING DISTRIBUTION PROCESS TO ALLOW FOR MORE FLEXIBILITY AS THE NEED ARISES
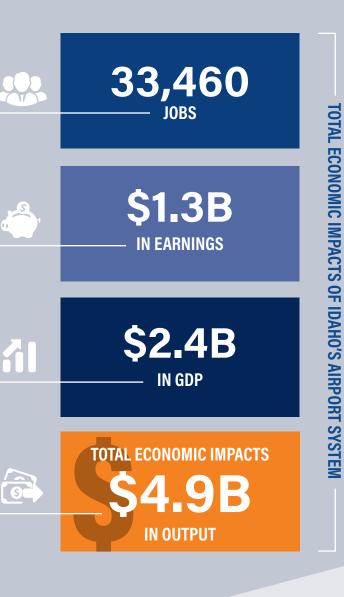
Economic Impact

Completed in conjunction to the 2020 IASP Update, the 2020 AEIA Update quantifies the economic impact of Idaho's airports and communicates the quality of life benefits provided by Idaho's system airports to residents, visitors, and businesses. Airports are the economic engines of their communities, regions, and statewide. They serve as a catalyst for people to conduct business, connect clients and services, and ship goods. Airports also act as gateways to recreational areas, businesses, and local communities.

The process to quantify total economic impacts of the system first identifies the direct impacts attributed to on-airport activity (business activity from airport tenants and airport administration), off-airport visitor spending, and capital improvements. Next, "multiplier" impacts are calculated from supplier sales (indirect impacts) and the re-spending of worker income (induced impacts). Supplier sales are the dollar amounts of goods and services purchased by on-airport businesses from other Idaho businesses. Re-spending of worker income occurs when employees use their wages to purchase goods and services within the state.

Finally, direct impacts and multiplier impacts are combined to generate the total economic impacts contributed by Idaho's airport system. Results are reported at airport-specific and statewide levels and expressed in terms of jobs, earnings, Gross Domestic Product (GDP), and output:

- **Jobs** – Number of employed people
- **Earnings** – Total dollars in wages, salaries, and benefits paid to employees
- **Gross Domestic Product (GDP)** – Dollar value of all final goods and services produced, serving as a measure of an airport's contributions to Idaho's GDP
- **Output** – Total value of goods and services sold along the supply chain, as well as public entities' annual operating expenses.

33,460
JOBS

$1.3B
IN EARNINGS

$2.4B
IN GDP

TOTAL ECONOMIC IMPACTS
$4.9B
IN OUTPUT

TOTAL ECONOMIC IMPACTS OF IDAHO'S AIRPORT SYSTEM

Total Economic Impacts by Airport

COMMERCIAL SERVICE AIRPORTS

ASSOCIATED CITY	AIRPORT	CONSOLIDATED TOTAL IMPACTS			
		JOBS	EARNINGS ($)	GDP ($)	OUTPUT ($)
Boise	Boise Air Terminal - Gowen Field	21,310	$784,600,000	$1,488,400,000	$2,936,700,000
Hailey	Friedman Memorial	3,020	$94,400,000	$176,800,000	$291,100,000
Idaho Falls	Idaho Falls Regional	1,240	$42,500,000	$80,200,000	$145,600,000
Lewiston	Lewiston-Nez Perce County	530	$20,200,000	$37,700,000	$73,500,000
Pocatello	Pocatello Regional	1,050	$45,400,000	$80,400,000	$184,200,000
Pullman-Moscow	Pullman-Moscow Regional	900	$45,900,000	$74,700,000	$130,200,000
Twin Falls	Joslin Field-Magic Valley Regional	720	$28,100,000	$52,900,000	$106,000,000
COMMERCIAL SERVICE TOTAL		**28,780**	**$1,061,000,000**	**$1,991,200,000**	**$3,867,300,000**

Note: Totals may not sum due to rounding.

GENERAL AVIATION AIRPORTS

ASSOCIATED CITY	AIRPORT	CONSOLIDATED TOTAL IMPACTS			
		JOBS	EARNINGS ($)	GDP ($)	OUTPUT ($)
Aberdeen	Aberdeen Municipal	10	$380,000	$650,000	$1,410,000
American Falls	American Falls	10	$350,000	$560,000	$1,170,000
Arco	Arco-Butte County	7	$220,000	$340,000	$700,000
Bancroft	Bancroft Municipal	0	$10,000	$10,000	$20,000
Big Creek	Big Creek	2	$80,000	$160,000	$360,000
Blackfoot	McCarley Field	29	$1,160,000	$1,960,000	$4,200,000
Bonners Ferry	Boundary County	68	$2,610,000	$4,480,000	$9,650,000
Buhl	Buhl Municipal	60	$2,890,000	$5,440,000	$12,210,000
Burley	Burley Municipal	80	$3,180,000	$5,540,000	$12,010,000
Caldwell	Caldwell Industrial	341	$14,150,000	$25,330,000	$56,090,000
Carey	Carey	5	$230,000	$440,000	$990,000
Cascade	Cascade	17	$790,000	$1,460,000	$3,260,000
Challis	Challis	51	$2,150,000	$3,430,000	$7,330,000
Coeur d'Alene	Brooks SPB	1	$60,000	$110,000	$250,000
Coeur d'Alene	Coeur d'Alene - Pappy Boyington Field	1026	$54,840,000	$89,930,000	$208,400,000
Coolin	Cavanaugh Bay	3	$160,000	$300,000	$680,000
Cottonwood	Cottonwood Municipal	0	$10,000	$10,000	$30,000
Council	Council Municipal	3	$110,000	$190,000	$400,000
Craigmont	Craigmont Municipal	23	$1,250,000	$1,950,000	$4,160,000
Donnelly	Donald D. Coski Memorial	0	$20,000	$40,000	$100,000
Downey	Downey/Hyde Memorial	1	$60,000	$110,000	$250,000
Driggs	Driggs-Reed Memorial	119	$5,440,000	$10,100,000	$22,520,000
Dubois	Dubois Municipal	2	$120,000	$220,000	$500,000
Emmett	Emmett Municipal	3	$110,000	$180,000	$370,000
Fairfield	Camas County	2	$120,000	$220,000	$500,000
Galena	Smiley Creek	1	$50,000	$90,000	$190,000
Garden Valley	Garden Valley	12	$560,000	$800,000	$1,670,000
Glenns Ferry	Glenns Ferry Municipal	1	$70,000	$120,000	$270,000
Gooding	Gooding Municipal	104	$4,870,000	$9,120,000	$20,400,000

GENERAL AVIATION AIRPORTS, CONTINUED

ASSOCIATED CITY	AIRPORT	CONSOLIDATED TOTAL IMPACTS			
		JOBS	EARNINGS ($)	GDP ($)	OUTPUT ($)
Grangeville	Idaho County	150	$6,450,000	$9,120,000	$18,660,000
Hazelton	Hazelton Municipal	1	$60,000	$120,000	$260,000
Homedale	Homedale Municipal	46	$2,600,000	$5,030,000	$15,720,000
Howe	Howe	3	$120,000	$230,000	$510,000
Jerome	Jerome County	51	$2,330,000	$4,160,000	$9,100,000
Kamiah	Kamiah Municipal	2	$110,000	$210,000	$480,000
Kellogg	Shoshone County	10	$390,000	$620,000	$1,290,000
Kooskia	Kooskia Municipal	1	$20,000	$50,000	$100,000
Leadore	Leadore	0	$20,000	$30,000	$80,000
Lewiston	Snake River SPB	1	$60,000	$110,000	$240,000
Mackay	Mackay	3	$120,000	$230,000	$510,000
Malad City	Malad City	5	$200,000	$340,000	$730,000
McCall	McCall Municipal	307	$13,660,000	$20,490,000	$43,210,000
Midvale	Lee Williams Memorial	9	$460,000	$870,000	$1,950,000
Mountain Home	Mountain Home Municipal	63	$2,740,000	$4,920,000	$10,800,000
Mud Lake	Mud Lake/West Jefferson County	38	$1,820,000	$3,460,000	$7,790,000
Murphy	Murphy	3	$120,000	$230,000	$520,000
Nampa	Nampa Municipal	575	$25,850,000	$47,800,000	$106,580,000
Nezperce	Nezperce Municipal	16	$760,000	$1,440,000	$3,230,000
Oakley	Oakley Municipal	1	$60,000	$110,000	$260,000
Orofino	Orofino Municipal	147	$6,960,000	$11,510,000	$25,690,000
Paris	Bear Lake County	7	$270,000	$450,000	$950,000
Parma	Parma	4	$200,000	$370,000	$820,000
Payette	Payette Municipal	3	$120,000	$190,000	$380,000
Porthill	Eckhart International	-	$-	$-	$-
Preston	Preston	17	$740,000	$1,330,000	$2,930,000
Priest River	Priest River Municipal	46	$2,180,000	$4,090,000	$9,150,000
Rexburg	Rexburg-Madison County	28	$1,010,000	$1,600,000	$3,320,000
Rigby	Rigby	66	$2,610,000	$5,380,000	$11,560,000
Rockford	Rockford Municipal	2	$70,000	$130,000	$280,000
Salmon	Lemhi County	140	$5,990,000	$9,650,000	$20,420,000
Sandpoint	Sandpoint	873	$51,700,000	$101,410,000	$306,760,000
Soda Springs	Allen H Tigert	25	$1,170,000	$2,220,000	$4,970,000
St. Anthony	Stanford Field	12	$560,000	$1,010,000	$2,240,000
St. Maries	St Maries Municipal	15	$570,000	$990,000	$2,140,000
Stanley	Stanley	5	$230,000	$440,000	$990,000
Stanley	Thomas Creek	-	$-	$-	$-
Weiser	Weiser Municipal	18	$810,000	$1,320,000	$2,690,000
Yellow Pine	Johnson Creek	4	$200,000	$390,000	$870,000
GA TOTAL		**4,681**	**$229,370,000**	**$405,350,000**	**$988,250,000**
GRAND TOTAL		**33,460**	**$1,290,400,000**	**$2,396,500,000**	**$4,855,600,000**

Note: Figures rounded to tens of thousands of dollars. Totals may not sum due to rounding. Where the table indicates 0 jobs but also includes estimates for earnings, GDP, and economic output, airports reported that individuals worked less than half-time on airport-related activities. A "-" indicates there was no measurable economic impact activity. Source: InterVISTAS, 2019

Airport Land Use Compatibility

Due to ongoing population growth and economic development, airports across Idaho are becoming increasingly vulnerable to encroachment and incompatible development. Such development increases safety risks for airports and their communities and can limit airports' future development potential. Nearby communities may also experience increased exposure to noise generated from daily airport operations. Airport land use compatibility is a critical component of preserving airports' ability to develop and mitigating safety risks and nuisance concerns while maintaining a high quality of life for nearby populations.
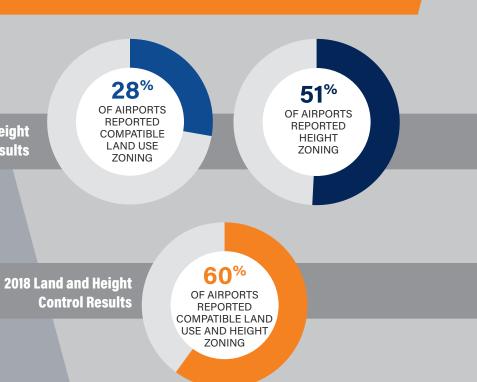
To help airports understand their responsibilities regarding and promote airport compatible land use, the ITD Division of Aeronautics first developed the **Idaho Airport Land Use Guidelines** as part of the 2010 IASP (updated in 2016). City and county planners, as well as local zoning authorities, have the authority to implement and enforce airport compatible land use and height controls in Idaho. In response to Idaho Code Section 67-6508 (q) (effective July 2014), the ITD Division of Aeronautics developed the **Draft Guide for Comprehensive Plan – Section Q – Airports**. The document provides guidance to cities and counties on preparing the Public Airport Facilities section of their local comprehensive plans. Public Airport Facilities sections are required to provide key information about airports within the city's or county's jurisdiction, including the location of airport facilities, the scope and type of operations that occur there, existing and planned future development needs, and the airport's economic impact to the community.

The number of Idaho airports with airport compatible land use and height zoning has increased significantly since 2010.

2010 Land and Height Control Results

28% OF AIRPORTS REPORTED COMPATIBLE LAND USE ZONING

51% OF AIRPORTS REPORTED HEIGHT ZONING

2018 Land and Height Control Results

60% OF AIRPORTS REPORTED COMPATIBLE LAND USE AND HEIGHT ZONING

To view the *Idaho Airport Land Use Guidelines* please visit the following website:
https://itd.idaho.gov/wp-content/Aero/Publications/LandUse_Guidelines.pdf

IDAHO AIRPORT SYSTEM PLAN UPDATE
& AIRPORT ECONOMIC IMPACT ANALYSIS UPDATE

To read the complete technical reports for the 2020 Idaho Airport System Plan and
2020 Idaho Airport Economic Impact Analysis Update, please visit:

www.itd.idaho.gov/aero/

Kimley»Horn

with additional support provided by Inter*VISTAS*,
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