

ABERDEEN

# Aberdeen Municipal

## SUMMARY REPORT



FAA ID  
U36

## Understanding the Airport

The City of Aberdeen is located in south-central Idaho, approximately 20 miles west of Pocatello. Aberdeen sits a few miles north of American Falls Reservoir and has an estimated population of 1,950 people. The region's economy is focused on agricultural production, and there are many food processing facilities in town. Large employers include SunRiver of Idaho, Inc., J.R. Simplot, and Pleasant Valley Potato. Aberdeen is also home to the U.S. Department of Agriculture Small Grains and Potato Germplasm Research Center and the University of Idaho Aberdeen Research and Extension Center. Both facilities conduct advanced research in crop production and breeding. Local recreational attractions include the Hazard Creek Golf Course and American Falls Reservoir. Aberdeen Municipal Airport (U36) is a general aviation airport located two miles southwest of the central business district of Aberdeen. The airport is owned by the City of Aberdeen and is primarily used by transient recreational aircraft. Aberdeen Municipal reported having 13 based aircraft and 7,665 annual operations. Agrijet, Inc. is the only business at Aberdeen Municipal Airport. The company has a hangar and provides crop spraying for dozens of farms in the region. The airfield is also used by a non-local aerial/wildland firefighting operator that contracts with the U.S. Forest Service and the Bureau of Land Management. The University of Idaho Aberdeen Research and Extension Center relies on the airport to fly employees to and from Aberdeen. The field is occasionally used for emergency medical evacuations and aerial inspections. U36 is a vital resource for the safety and accessibility of the community and directly contributes to the economic output of the area surrounding Aberdeen.



AERIAL  
FIREFIGHTING



MEDICAL  
OPERATIONS



AERIAL AGRICULTURAL  
SPRAYING



BUSINESS ACTIVITY



GATEWAY TO THE  
BACKCOUNTRY

### AIRPORT FEATURES

Associated City	Aberdeen	
Associated County	Bingham	
Airport Reference Code	B-II	
Primary Runway	<b>ORIENTATION</b>	07 / 25
	<b>DIMENSION</b>	3690' x 50'
	<b>SURFACE TYPE</b>	Asphalt

### FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	13	16	18%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	7,665	8,989	15%

## AVIATION FORECAST

When planning for new or additional airport facilities, projections of various indicators of aviation demand such as based aircraft and operations can help determine the type and size of necessary improvements.

### AIRPORT ROLE

IASP Role  
Basic

Federal Role  
Basic

## AIRPORT ROLES

Idaho's airport classification structure is designed to establish a network of facilities that support the state's access, mobility, and economic needs while preserving the long-term viability of all airports within the system. The 2020 Idaho Airport System Plan (IASP) Update has identified nine functional roles for the 75 publicly-owned public-use airports in the system. State and federal classifications are the same for airports included in the National Plan of Integrated Airport Systems (NPIAS), while non-NPIAS airports are categorized into three state-specific roles.

# Facility and Service Objectives

Facility and service objectives (FSOs) were developed for each Idaho airport role. These objectives provide guidance on the recommended minimum facilities and services that the airport should have to optimally fulfill its functions in the system. The following table summarizes the airport's current facilities and services, FSOs, other projects recommended or identified during 2020 IASP Update, as well as estimated 20-year development costs. Recommended development costs include projects identified during the system plan, 20-year pavement lifecycle costs, future aircraft storage needs based on forecasted activity, and additional needs identified in the Idaho State Capital Improvement Plan (ISCIP). While these projects are included as part of the IASP, it is recognized that implementation of these projects is dependent on local needs. As an integral component of Idaho's airport system, these recommended improvements will ensure that this facility continues to provide state residents, businesses, and visitors with the aviation infrastructure necessary over the next 20 years.

AIRPORT REPORT CARD			ABERDEEN MUNICIPAL		BASIC	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE		RECOMMENDATION	COST
AIRSIDE FACILITIES						
Primary Runway Length	Maintain Existing		3,690 feet		None	\$-
Primary Runway Width	Maintain Existing		50 feet		None	\$-
Primary Runway Strength	Maintain Existing		N/A		None	\$-
Primary Taxiway	Maintain Existing		Connectors		None	\$-
Instrument Approach	Visual		Visual		None	\$-
Visual Aids	Rotating Beacon as Required, Wind Cone		Rotating Beacon, Lighted Wind Cone, Wind Cone		None	\$-
Runway Lighting	Reflectors, LIRL Desired		MIRL		None	\$-
Weather Reporting	None		None		None	\$-
LANDSIDE FACILITIES						
Commercial Terminal	Not Applicable		No		None	\$-
General Aviation Terminal	Not Applicable		No		None	\$-
Public Restrooms	Yes		No		Public Restroom	\$55,000
Conference Rooms	Not Applicable		No		None	\$-
Pilots Lounge	Not Applicable		No		None	\$-
Hangar Storage	Not Applicable	None	9		None	\$-
Apron Tie-Down Space	100% of Based Aircraft and 50% of Transient	16	4		Add 12 spaces	\$183,975
Perimeter Fencing	Full Perimeter		Full		None	\$-
Auto Parking	Yes		Yes		None	\$-
SERVICES						
Cell Phone Coverage	Yes		Yes		None	\$-
Wi-Fi	Not Applicable		No		None	\$-
Fixed Base Operator	Not Applicable		None		None	\$-
Maintenance Services	Not Applicable		No		None	\$-
Snow Removal Equipment	Not Applicable		Yes		None	\$-
Fuel	Not Applicable		No		None	\$-
Rental/Courtesy Car Access	Not Applicable		No		None	\$-
FUTURE STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISCIP PROJECTS						
PROJECT CATEGORY						
Performance Measure: Master Plan or Airport Layout Plan (ALP)					None	\$-
Performance Measure: Close-in Obstructions					Remove Obstruction	\$25,000
Performance Measure: Meeting Current FAA Taxiway Design Standards					Taxiway Improvement: Direct Access	\$204,543
Future Storage Needs: Hangar Spaces					None	\$-
Future Storage Needs: Apron Tie-downs					Add 5 spaces	\$85,855
Pavement Lifecycle Costs						\$1,323,129
Additional ISCIP Projects						\$4,592,223



## Economic Benefit to Idaho

The 2020 Idaho Airport Economic Impact Analysis (AEIA) Update quantified the total economic activity of each airport in the Idaho system. The study first calculated the direct economic benefits attributable to on-airport activity, capital improvements, and off-airport visitor spending. Based on these direct impacts, indirect and induced (or "multiplier") effects associated with supplier purchases and the re-spending of worker income were then calculated. Direct impacts and multiplier effects are summed to determine the airport's total economic impacts. Impacts are expressed in terms of jobs, earnings, contribution to the state's Gross Domestic Product (GDP), and total output. GDP is the value contributed to a product or service provided by a firm or group of firms (in this case, airport business). In addition, airports support a variety of other benefits, such as agriculture, wildland firefighting, medical transport, and business operations across the state.

### STATEWIDE IMPACTS

Total Employment	33,460 jobs
Total Earnings	\$1.3 billion
Total GDP	\$2.4 billion
Total Output	\$4.9 billion

Overall, the statewide impact of aviation for Idaho's economy exceeds **\$4.9 billion** and provides benefits through diverse activities associated with aviation and airport activity.

### AIRPORT-SPECIFIC IMPACTS



TOTAL EMPLOYMENT  
**10 JOBS**



TOTAL EARNINGS  
**\$380,000**



TOTAL GDP  
**\$650,000**



TOTAL OUTPUT  
**\$1,410,000**

### ADDITIONAL AVIATION BENEFITS

Supports Wildland Firefighting

Supports Aerial Application

Supports Search & Rescue Activities

Supports Air Ambulance

Supports Flights to Backcountry

Supports Recreational Flying

### LAND USE COMPATIBILITY

Incompatible land use on and around airports can result in noise-related nuisance or safety-related concerns affecting airspace, overflights, and accident severity. Incompatibility has the potential to limit airport operations, close airports, or restrict access. Most recently, Idaho Code 67-6508(q) (Section Q) established new requirements for cities and counties to prepare a Public Airport Facilities section in their comprehensive plans. The Public Airport Facilities section must provide an overview of nearby airport facilities, operations, airport development, and economic impact. Section Q is an important step towards supporting compatible land uses around airports.