

SODA SPRINGS

Allen H Tigert

SUMMARY REPORT



FAA ID
U78

Understanding the Airport

Soda Springs is a small town located in Caribou County approximately 50 miles southeast of Pocatello. The town is situated along U.S. Highway 30 and has an estimated population of 3,032. The primary economic activities in the area surrounding Soda Springs are agriculture and phosphate mining. There are several large phosphate companies in Soda Springs including Bayer and Itafos, who both employ more than 500 employees each. The town is supported by the Soda Springs School District and Caribou Memorial Hospital. Popular recreational attractions in and around Soda Springs include the Soda Springs Geyser, Alexander Reservoir, Hooper Springs, and Octagon Springs. Allen H. Tigert Airport (U78) is a public-use general aviation airport located one mile southeast of the central business district of Soda Springs. The airport is owned and operated by the town of Soda Springs. U78 has two asphalt-paved runways. There are currently no businesses located at the airport. However, AirMed regularly conducts medical evacuations to and from the airport. The airport supports occasional agricultural and aerial/wildland firefighting operations. In addition, the airport serves as a gateway to the backcountry with flights for hunting, skiing, kayaking, and site-seeing expeditions during the respective seasons. The activities that occur at U78 directly contribute to the safety of the community and the economic output of the region.

AIRPORT FEATURES

| | | |
|------------------------|--------------|--------------|
| Associated City | Soda Springs | |
| Associated County | Caribou | |
| Airport Reference Code | A-I | |
| Primary Runway | ORIENTATION | 16 / 34 |
| | DIMENSION | 3,500' x 50' |
| | SURFACE TYPE | Asphalt |

FORECAST SUMMARY

| Activity | 2017 | 2037 | % Change |
|----------------------|-------|-------|----------|
| Based Aircraft | 6 | 7 | 15% |
| CS Annual Operations | N/A | N/A | N/A |
| GA Annual Operations | 5,772 | 5,772 | 0% |

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.



AERIAL
FIREFIGHTING



MEDICAL
OPERATIONS



AERIAL AGRICULTURAL
SPRAYING



RECREATIONAL
FLYING

AIRPORT ROLE

IASP Role
Utility

Federal Role
N/A

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

ALLEN H TIGERT

UTILITY

| OBJECTIVE CATEGORY | AIRPORT OBJECTIVES (SPECIFIC TO ROLE) | | CURRENT PERFORMANCE | RECOMMENDATION | COST |
|---|---|------|---|--|-------------|
| AIRSIDE FACILITIES | | | | | |
| Primary Runway Length | To Accommodate 95% of Small Aircraft Fleet (6,950 feet) | | 3,500 feet | Add 3,459 feet | \$847,490 |
| Primary Runway Width | 60 feet | | 50 feet | Add 10 feet | \$346,505 |
| Primary Runway Strength | Single-Landing Gear (12,500 pounds) | | 12,000 pounds | Add 500 pounds | \$507,125 |
| Primary Taxiway | Partial Parallel or Turnarounds | | Connector | Turnaround | \$65,990.00 |
| Instrument Approach | Visual | | Visual | None | \$- |
| Visual Aids | Rotating Beacon (as required), Wind Cone | | Rotating Beacon, Lighted Wind Cone, Wind Cone, VGSI | None | \$- |
| Runway Lighting | Reflectors, LIRL Desired | | LIRL | None | \$- |
| Weather Reporting | Unicom and Dual Barometers | | Unicom Available/No Barometers | Unicom & Dual Barometers | \$35,000 |
| LANDSIDE FACILITIES | | | | | |
| Commercial Terminal | Not Applicable | | No | None | \$- |
| General Aviation Terminal | Not Applicable | | No | None | \$- |
| Public Restrooms | Yes | | Yes | None | \$- |
| Conference Rooms | Not Applicable | | No | None | \$- |
| Pilots Lounge | Not Applicable | | No | None | \$- |
| Hangar Storage | Not Applicable | None | 24 | None | \$- |
| Apron Tie-Down Space | 100% of Based Aircraft and 25% of Transient | 7 | 6 | Add 1 space | \$5,200 |
| Perimeter Fencing | Full Perimeter | | None | Full | \$418,600 |
| Auto Parking | Not Applicable | | 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 | | No | None | \$- |
| Fuel | Not Applicable | | 24/7 AvGas | None | \$- |
| Rental/Courtesy Car Access | Courtesy/Loaner Car | | Yes | None | \$- |
| FUTURE STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISCIP PROJECTS | | | | | |
| PROJECT CATEGORY | | | | | |
| Performance Measure: Master Plan or Airport Layout Plan (ALP) | | | | ALP w narrative | \$30,000 |
| Performance Measure: Close-in Obstructions | | | | Remove Obstruction | \$20,000 |
| Performance Measure: Meeting Current FAA Taxiway Design Standards | | | | Taxiway Improvement: Direct Access, Wide Expanse of Pavement | \$101,700 |
| Future Storage Needs: Hangar Spaces | | | | None | \$- |
| Future Storage Needs: Apron Tie-downs | | | | Add 1 space | \$5,200 |
| Pavement Lifecycle Costs | | | | | \$1,682,604 |
| Additional ISCIP Projects | | | | | \$81,214 |

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
25 JOBS



TOTAL EARNINGS
\$1,170,000



TOTAL GDP
\$2,220,000



TOTAL OUTPUT
\$4,970,000

TIMELINE OF ECONOMIC IMPACT

2008 Economic Impact

Total Jobs - 13
Total Payroll - \$231,600
Total Output - \$710,800

2018 Economic Impact

Total Jobs - 25
Total Payroll - \$1.2 million
Total Output - \$5.0 million

Based Aircraft - 8
Annual Operations - 8,300
2007 Activity

Based Aircraft - 6
Annual Operations - 5,800
2017 Activity

2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019

Pavement Rehabilitation
Pavement Maintenance

Small Airport Study
Planning Study

Runway Rehabilitation
Pavement Maintenance

BLM & US Forest Service Approve New Rasmussen
Valley Mine and Smoky Canyon Mine Expansion
Community

\$4.5M Monsanto Laboratory Opens
Bayer Acquires Monsanto
Community

\$65M Hooper Springs
Substation & Power Line
Complete
Community

● Airport Economic Impact Indices ■ Airport Activity Components ▲ Planning Considerations ◆ Development & Improvements

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.