

AMERICAN FALLS
American Falls
SUMMARY REPORT



Understanding the Airport

American Falls is a small city in south-central Idaho with an estimated population of 4,400 people. The city sits on the southern edge of American Falls Reservoir adjacent to the American Falls Dam. The reservoir provides irrigation for hundreds of acres of farmland while the dam & adjoining hydroelectric plant provide power for thousands of people in southern Idaho. The economy in American Falls is centered around agricultural production and government administration. There are several large employers in the city including Lamb Weston, Driscoll Potatoes, and Idaho Power. Local recreational attractions include Willow Bay Recreation Area and Massacre Rocks State Park. American Falls Airport (U01) is a general aviation airport that is owned and operated by Power County. The field is located two miles northeast of the central business district of American Falls. The primary use of the airport is recreational pilots traveling to the backcountry and agricultural aircraft spraying crops in the valley. Savage Air Service is the only the business at U01. The company conducts aerial agricultural application in the surrounding region and offers flight instruction at the airport. Additionally, the airport is a training destination for flight schools in Pocatello and Logan, Utah. Another significant user of the airport is the University of Utah, which has partnered with Power County Hospital to improve healthcare in the region. The university regularly uses the airport to fly employees between American Falls and Salt Lake City. Other users of the airport include the Bureau of Land Management and Idaho Power, who provide powerline inspections. American Falls airport is a vital resource for the community and the surrounding region. The businesses and organizations that are supported by the airport directly contribute to the economic output of the region and improve the effectiveness of the Idaho Airport System.



AERIAL
FIREFIGHTING



AERIAL AGRICULTURAL
SPRAYING



GATEWAY TO THE
BACKCOUNTRY



FLIGHT
TRAINING

AIRPORT FEATURES

Associated City	American Falls	
Associated County	Power	
Airport Reference Code	A/B-II	
Primary Runway	ORIENTATION	03 / 21
	DIMENSION	4900' x 50'
	SURFACE TYPE	Asphalt

FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	36	44	18%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	12,325	14,454	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
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			AMERICAN FALLS		UTILITY	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE		RECOMMENDATION	COST
AIRSIDE FACILITIES						
Primary Runway Length	To Accommodate 95% of Small Aircraft Fleet (5,550 feet)		4,900 feet		Add 650 feet	\$246,925
Primary Runway Width	60 feet		50 feet		Add 10 feet	\$462,735
Primary Runway Strength	Single-Landing Gear (12,500 pounds)		Not Provided		Unknown	\$-
Primary Taxiway	Partial Parallel or Turnarounds		Partial Parallel		None	\$-
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		MIRL		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		Yes		None	\$-
Public Restrooms	Yes		Yes		None	\$-
Conference Rooms	Not Applicable		No		None	\$-
Pilots Lounge	Not Applicable		Yes		None	\$-
Hangar Storage	Not Applicable	None	35		None	\$-
Apron Tie-Down Space	100% of Based Aircraft and 25% of Transient	38	8		Add 30 spaces	\$322,075
Perimeter Fencing	Full Perimeter		Partial		Full	\$98,000
Auto Parking	Not Applicable		Yes		None	\$-
SERVICES						
Cell Phone Coverage	Yes		Yes		None	\$-
Wi-Fi	Not Applicable		No		None	\$-
Fixed Base Operator	Not Applicable		Power County		None	\$-
Maintenance Services	Not Applicable		No		None	\$-
Snow Removal Equipment	Not Applicable		No		None	\$-
Fuel	Not Applicable		24/7 AvGas		None	\$-
Rental/CourtesyCar Access	Courtesy Car		Yes		None	\$-
FUTURE STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISICIP PROJECTS						
PROJECT CATEGORY						
Performance Measure: Master Plan or Airport Layout Plan (ALP)					None	\$-
Performance Measure: Close-in Obstructions					Remove Obstruction	\$20,000
Performance Measure: Meeting Current FAA Taxiway Design Standards					Taxiway Improvement: Direct Access	\$182,393
Future Storage Needs: Hangar Spaces					None	\$-
Future Storage Needs: Apron Tie-downs					Add 8 spaces	\$77,070
Pavement Lifecycle Costs						\$2,152,570
Additional ISICIP Projects						\$715,202

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
\$350,000



TOTAL GDP
\$560,000



TOTAL OUTPUT
\$1,170,000

ADDITIONAL AVIATION BENEFITS

Supports Aerial Application

Offers Flight Training

Supports University of Utah

Supports Wildland Firefighting

Supports Backcountry Flying

Supports Aerial Inspections

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.