

PARIS

Bear Lake County

SUMMARY REPORT



FAA ID
1U7

Understanding the Airport

Paris is a small city in southeastern Idaho, approximately 70 miles southeast of Pocatello. The city is the county seat of Bear Lake County and has an estimated population of 500. The economic activity of the Bear Lake Valley is centered on agricultural production, mining, and tourism. The largest employers in the valley are the Bear Lake School District and the Bear Lake Memorial Hospital, which is located in Montpelier (population 2,522), approximately eight miles northeast of Paris. Several attractions in the valley support a robust tourism industry in both Paris and Montpelier. Local attractions include two golf courses, the Pickleville Playhouse, Minnetonka Cave, National Oregon Trail Center, and Bear Lake State Park. Bear Lake County Airport (1U7) is a general aviation airport located three miles east of Paris and is owned by Bear Lake County. The field has two asphalt runways and the primary runway is equipped with an instrument approach, making the field an ideal destination for transient recreational aircraft and student pilots. There are currently no businesses located at 1U7, but the field supports recreational flying, and provides access to the backcountry for hunting, fishing, backpacking, and site-seeing. In addition, the airport is used frequently by several public entities. Bear Lake Memorial Hospital is the most significant user, as the field is used to conduct medical evacuations to and from the valley using fixed wing air aircraft and air ambulance helicopters. In past years, Bear Lake County Airport has been a staging area for aerial/wildland firefighting air craft and operations. The field is a critical component of the Bear Lake County Emergency Preparedness Plan due to the long winters and limited road access to the valley. 1U7 not only supports the safety and accessibility of the area, but also directly contributes to the economic output of the Bear Lake Valley and the surrounding region.



**AERIAL
FIREFIGHTING**



**MEDICAL
OPERATIONS**



**RECREATIONAL
FLYING**



**EMERGENCY
PREPAREDNESS**

AIRPORT FEATURES

Associated City	Paris	
Associated County	Bear Lake	
Airport Reference Code	B-I	
Primary Runway	ORIENTATION	10 / 28
	DIMENSION	5,728' x 75'
	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	2,600	2,600	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.

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			BEAR LAKE COUNTY			BASIC		
OBJECTIVE CATEGORY		AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE		RECOMMENDATION		COST
AIRSIDE FACILITIES								
Primary Runway Length		Maintain Existing		5,728 feet		None		\$-
Primary Runway Width		Maintain Existing		75 feet		None		\$
Primary Runway Strength		Maintain Existing		30,000 pounds		None		\$-
Primary Taxiway		Maintain Existing		Partial Parallel		None		\$-
Instrument Approach		Visual		Non-Precision, LPV		None		\$-
Visual Aids		Rotating Beacon as Required, Wind Cone		Rotating Beacon, Lighted Wind Cone, Wind Cone, VGSI, PAPIs		None		\$-
Runway Lighting		Reflectors, LIRL Desired		MIRL, REIL		None		\$-
Weather Reporting		None		On-Site ASOS or AWOS		None		\$-
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		Yes		None		\$-
Hangar Storage		Not Applicable	None	6		None		\$-
Apron Tie-Down Space		100% of Based Aircraft and 50% of Transient	7	11		0		\$-
Perimeter Fencing		Full Perimeter		Full		None		\$-
Auto Parking		Present On-Site		Yes		None		\$-
SERVICES								
Cell Phone Coverage		Yes		Yes		None		\$-
Wi-Fi		Not Applicable		Yes		None		\$-
Fixed Base Operator		Not Applicable		Bear Lake County Airport		None		\$-
Maintenance Services		Not Applicable		No		None		\$-
Snow Removal Equipment		Not Applicable		Yes		None		\$-
Fuel		Not Applicable		24/7 AvGas		None		\$-
Rental/Courtesy Car Access		Not Applicable		Courtesy Car		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						None		\$-
Performance Measure: Meeting Current FAA Taxiway Design Standards						Taxiway Improvement: Direct Access		\$105,231
Future Storage Needs: Hangar Spaces						None		\$-
Future Storage Needs: Apron Tie-downs						None		\$-
Pavement Lifecycle Costs								\$5,145,632
Additional ISCIP Projects								\$9,733,334

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
7 JOBS



TOTAL EARNINGS
\$270,000



TOTAL GDP
\$450,000



TOTAL OUTPUT
\$950,000

TIMELINE OF ECONOMIC IMPACT

2008 Economic Impact

Total Jobs - 2
Total Payroll - \$45,900
Total Output - \$165,700

2018 Economic Impact

Total Jobs - 7
Total Payroll - \$270,000
Total Output - \$950,000

Based Aircraft - 9
Annual Operations - 2,400

2007 Activity

Based Aircraft - 6
Annual Operations - 2,600

2017 Activity

2008

2009

2010

2011

2012

2013

2014

2015

2016

2017

2018

2019

Runway, Taxiway, &
Apron Rehabilitation
Pavement Maintenance

Construct Partial
Parallel Taxiway
Airsides Development

Airport Master Plan
Planning Study

Runway, Taxiway,
& Apron
Pavement

Paris Hills Itafos Phosphate
Mine Under Development
Community

AWOS III & PAPIs
Equipment

Runway & Taxiway
Rehabilitation
Pavement
REILS, PAPIs, &
Windcone
Equipment

● 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.