

BONNERS FERRY
Boundary County
SUMMARY REPORT



FAA ID
65S

Understanding the Airport

Bonniers Ferry is a city located in Boundary County approximately 21 miles south of the U.S.-Canadian border. The city is the county seat of Boundary County and has an estimated population of 2,600. Bonners Ferry is situated along the eastern side of the International Selkirk Loop on the banks of the Kootenay River. The primary economic activities that occur in Boundary County are logging, farming and recreation. Significant employers in the area include Boundary County Hospital, Bonners Ferry School District, and Truss Tek manufacturing. Local recreation activities include hiking, hunting, kayaking and fishing in the Kootenay River valley. Boundary County Airport (65S) is a public-use general aviation airport located two miles northeast of Bonners Ferry. The Airport is owned and operated by Boundary County. There are several businesses located at 65S. Northern Air, Inc. provides fixed-base operator (FBO) services, flight instruction, charter flights and aircraft maintenance. Northern Air also maintains a fleet of aircraft that perform fire detection and aerial fire attack on behalf of the Department of the Interior and the U.S. Forest Service. In addition to businesses located at the airport, several local and non-local businesses operate at or rely on the airport. S & L Underground is an excavation services company that bases four aircraft at Boundary County airport to fly employees around the Northwest. Other companies come to the airport to conduct operations including flight testing (Quest Aircraft), infrastructure inspection (Bonneville Power Administration), and crop inspections (Anheuser-Busch). The airport regularly hosts Experimental Aircraft Association (EAA) fly-in events that draw hundreds of visitors to the airport. The on-site businesses and activities that occur at the airport are a vital part of the region's economy and support the effectiveness of the Idaho Airport System.



AERIAL
FIREFIGHTING



MEDICAL
OPERATIONS



AERIAL AGRICULTURAL
SPRAYING



BUSINESS ACTIVITY



FLIGHT
TRAINING

AIRPORT FEATURES

Associated City	Bonners Ferry	
Associated County	Boundary	
Airport Reference Code	B-II	
Primary Runway	ORIENTATION	02 / 20
	DIMENSION	4,002' x 75'
	SURFACE TYPE	Asphalt

FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	73	89	18%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	23,025	27,003	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
Local

Federal Role
Local

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			BOUNDARY COUNTY		LOCAL	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST	
AIRSIDE FACILITIES						
Primary Runway Length	To Accommodate 100% of Small Aircraft Fleet (3,900 feet)		4,002 feet	None	\$-	
Primary Runway Width	60 feet		75 feet	None	\$-	
Primary Runway Strength	Single-Landing Gear (12,500 pounds)		25,000 pounds	None	\$-	
Primary Taxiway	Turnarounds		Full Parallel	None	\$-	
Instrument Approach	Visual, PBN Desired		Non-Precision, PBN	None	\$-	
Visual Aids	Rotating Beacon, Wind Cone		Rotating Beacon, Lighted Wind Cone, Wind Cone, VGSI	None	\$-	
Runway Lighting	LIRL		MIRL	None	\$-	
Weather Reporting	On-site ASOS or AWOS (as required)		On-Site ASOS or AWOS	None	\$-	
LANDSIDE FACILITIES						
Commercial Terminal	Not Applicable		No	None	\$-	
General Aviation Terminal	Not Applicable		Yes	None	\$-	
Public Restrooms	Yes		Yes	None	\$-	
Conference Rooms	Not Applicable		Yes	None	\$-	
Pilots Lounge	Yes		Yes	None	\$-	
Hangar Storage Units	Storage for 50% of Based Aircraft	37	33	Add 4 spaces	\$355,000	
Apron Tie-Down Spaces	50% of Based Aircraft and 50% of Transient	45	33	Add 12 spaces	\$260,580	
Perimeter Fencing	Partial		Partial	None	\$-	
Auto Parking	Yes		Yes	None	\$-	
SERVICES						
Cell Phone Coverage	Yes		Yes	None	\$-	
Wi-Fi	Yes		Yes	None	\$-	
Fixed Base Operator	Not Applicable		Northern Air Inc.	None	\$-	
Maintenance Services	Not Applicable		Yes	None	\$-	
Snow Removal Equipment	Not Applicable		Yes	None	\$-	
Fuel	AvGas		24/7 AvGas, 24/7 Jet A Fuel	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	\$125,000	
Performance Measure: Close-in Obstructions				None	\$-	
Performance Measure: Meeting Current FAA Taxiway Design Standards				Taxiway Improvement: Direct Access	\$216,965	
Future Storage Needs: Hangar Spaces				8	\$5,117,567	
Future Storage Needs: Apron Tie-downs				10	\$220,485	
Pavement Lifecycle Costs					\$4,164,843	
Additional ISCIP Projects					\$5,664,000	

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
68 JOBS



TOTAL EARNINGS
\$2,610,000

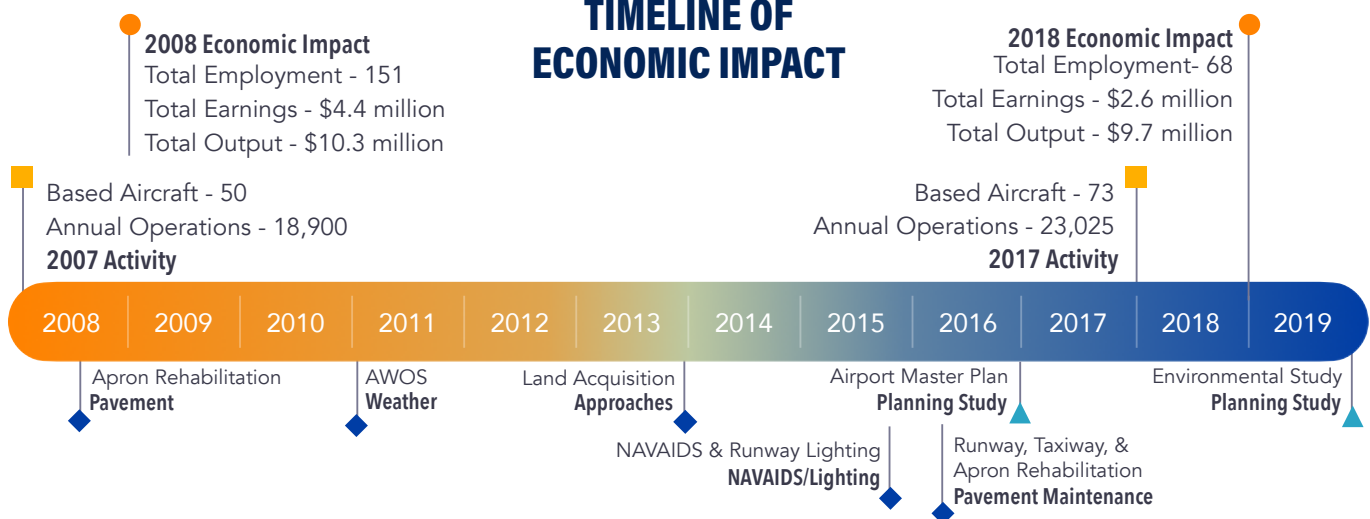


TOTAL GDP
\$4,480,000



TOTAL OUTPUT
\$9,650,000

TIMELINE OF ECONOMIC IMPACT



● 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.