

# **Understanding the Airport**

Buhl is a small city in southern Idaho, located approximately 15 miles west of Twin Falls. The city sits on the western edge of the Magic Valley in Twin Falls County, approximately five miles south of the Snake River. Buhl has grown steadily in the past 10 years and has an estimated population of 4,400 people. Buhl's economy is centered on agricultural production and there are multiple food production facilities in the region. Large employers in the region include ConAgra, Clear Springs Foods, and 1000 Springs Mill. There are many hatcheries near Buhl that produce the majority of the rainbow trout consumed in the U.S. Local attractions include Balanced Rock Park, Miracle Hot Springs, and the Snake River. Buhl Municipal Airport (U03) is a general aviation airport that is located two miles west of Buhl. The field is owned and operated by the City of Buhl. The airport is mostly used for flight training and recreational flying. The airfield serves as a gateway to the backcountry with flights for hunting, skiing, kayaking, and sight-seeing expeditions. U03 reported having 42 based aircraft and 16,000 annual operations. Foothills Aviation is the only business based at Buhl Municipal Airport and provides fixed-based operator (FBO) services for the field. Foothills Aviation also offers flight training, aircraft rental, and aircraft maintenance. There has also been significant hangar development at the airport in recent years, which has attracted based aircraft and increased revenue for the city. Agricultural spraying is vital to the surrounding growers in the area, and operations are performed here weekly during the growing season. The airport is occasionally used for environmental patrols, as well as firefighting and search and rescue activities. U03 is a critical resource for the accessibly of the area and directly contributes to the economic output of the region.

AIRPORT FEATURES					
Associated City	Buhl				
Associated County	Twin Falls				
Airport Reference Code	B-I				
	ORIENTATION	09 / 27			
Primary Runway	DIMENSION	3,898' x 60'			
	SURFACE TYPE	Asphalt			

FORECAST SUMMARY						
Activity 2017 2037 % Change						
Based Aircraft	42	49	15%			
CS Annual Operations	N/A	N/A	N/A			
GA Annual Operations	16,000	16,000	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 (Future - Local)

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.

ARISIDE FACILITIES  Primary Runway Length Aircraft Fleet (4,800 feet)	AIRPORT REPO	RTCARD	BUHL	MUNICIPAL	BASIC (FUTURE - LOCAL)	
Primary Runway Length Aircraft Fleet (4,800 feet) Aircraft A	OBJECTIVE CATEGORY			CURRENT PERFORMANCE	RECOMMENDATION	cos
Aircraft Fleet (4,800 feet)  5,999 feet  Act 902 feet  5,999 feet  5,999 feet  Act 902 feet  5,999 feet  5,909 counds  None  5,999 feet  5,999 feet  5,909 counds  None  5,999 feet  5,999 feet  6,00 feet  8,999 feet  8,999 feet  6,00 feet	AIRSIDE FACILITIES					
Primary Runway Strength Primary Runway Strength Primary Runway Taxiway Turnarounds Single-Landing Gear (12,500 pounds) Turnarounds Visual Parallel None Sinstrument Approach Visual Aids Rotating Beacon, Wind Cone Rotating Beacon, Lighted Wind Cone, Wind Cone Rotating Beacon, Lighted Rotating Beacon, Lighted Wind Cone, Wind Cone Rotating Beacon, Lighted Wind Cone Rotating Ro	Primary Runway Length		f Small	3,898 feet	Add 902 feet	\$397,680
Primary Taxiway Turnarounds Full Parallel None Strument Approach Visual, PBN Desired Visual Rotating Beacon, Lighted Wind Cone, Wind Cone None Strumay Lighting LIRL Weather Reporting On-site ASOS or AWOS (as required) None None Strumay Lighting LIRL Weather Reporting On-site ASOS or AWOS (as required) None None Strumay Lighting LIRL Work of Applicable None Strumay Lighting None	Primary Runway Width	60 feet		60 feet	None	\$
Instrument Approach Visual, PBN Desired Visual Aids Rotating Beacon, Wind Cone Wind Cone, Wind Cone Wind Cone, Wind Cone None Stumway Lighting LIRL MIRL None None Stumway Lighting LIRL ALNDSIDE FACILITIES Commercial Terminal Not Applicable None None Stumway Lighting Not Applicable None None Stumway Lighting Not Applicable None None Stumway Lighting Not Applicable None Stumway Lighting None Stumway Lighting None Stumway Lighting LIRL None None Stumway Lighting None Stumway Lightin	Primary Runway Strength	Single-Landing Gear (12,500 pounds)		12,500 pounds	None	\$
Articles Rotating Beacon, Wind Cone Wind Cone, Wind Con	Primary Taxiway			Full Parallel	None	\$
Wind Cone, Wind Cone, Wind Cone None  Samunay Lighting LIRL None None  Weather Reporting On-site ASOS or AWOS (as required)  None None None  Samunay Lighting LIRL None None  Wather Reporting On-site ASOS or AWOS (as required)  None None Samunay Lighting Not Applicable No None Samunay Lighting None Samunay L	Instrument Approach	Visual, PBN Desired			None	\$
Weather Reporting On-site ASOS or AWOS (as required) None None SADISTER COMMERCIAL TITLES  Commercial Terminal Not Applicable No None SADISTER COMMERCIAL TERMINAL STORMS NONE SADISTER COMMERCIAL TERMINAL STORMS NONE SADISTER SAD	Visual Aids	Rotating Beacon, Wind C	Rotating Beacon, Wind Cone		None	\$
Commercial Terminal Not Applicable No None Seneral Aviation Terminal Not Applicable Yes None Seneral	Runway Lighting	LIRL		MIRL	None	\$
Commercial Terminal Not Applicable No None Seneral Aviation Terminal Not Applicable Yes None Seneral Research	Weather Reporting	On-site ASOS or AWOS (	as required)	None	None	\$
General Aviation Terminal Public Restrooms Yes Yes None Sconference Rooms Not Applicable Yes None Sconference Rooms Ro	LANDSIDE FACILITIES					
Public Restrooms Conference Rooms Not Applicable Yes None Storage for 50% of Based Aircraft and 50% of Transient 23 14 Add 9 spaces \$199,51 and 50% of Transient 40.00 Performance Measure: Master Plan or Airport Layout Plan (ALP) Performance Measure: Mesting Current FAA Taxiway Design Standards Preformance Measure: Mester Plan or Tie-downs Perfuture Storage Needs: Agroan Tie-downs Payerment Lifecycle Costs  Storage None Structs Storage None Structs Storage Needs: Agroan Tie-downs Performance Measure: Mestering Current FAA Taxiway Design Standards Payerment Lifecycle Costs  Yes None Storage None Storage Needs: Agroan Tie-downs Performance Measure: Mestering Current FAA Taxiway Design Standards Payerment Lifecycle Costs  Yes None Storage Needs: Agroan Tie-downs Payerment Lifecycle Costs  Yes None Storage Needs: Agroan Tie-downs Payerment Lifecycle Costs  Yes None Storage Needs: Agroan Tie-downs Payerment Lifecycle Costs  Yes None Storage Needs: Agroan Tie-downs Payerment Lifecycle Costs  Yes None Storage Needs: Agroan Tie-downs Payerment Lifecycle Costs  Yes None Storage Needs: Agroan Tie-downs Payerment Lifecycle Costs  Yes None Storage Needs: Agroan Tie-downs Payerment Lifecycle Costs  Yes None Storage Needs: Agroan Tie-downs Payerment Lifecycle Costs  Yes None Storage Needs: Agroan Tie-downs Payerment Lifecycle Costs  Yes None Storage Needs: Agroan Tie-downs Payerment Lifecycle Costs  Yes None Storage Needs: Agroan Tie-downs Payerment Lifecycle Costs  Yes None Storage Needs: Agroan Tie-downs Payerment Lifecycle Costs  Yes None Storage Needs: Agroan Tie-downs Payerment Lifecycle Costs  Yes None Payer Payer	Commercial Terminal	Not Applicable		No	None	\$
Conference Rooms  Not Applicable  Yes  None  Storage Gro 50% of Based Aircraft and 50% of Transient  Apron Tie-Down Spaces  Solve of Based Aircraft and 50% of Transient  Apron Tie-Down Spaces  Solve of Based Aircraft and 50% of Transient  Apron Tie-Down Spaces  Solve of Based Aircraft and 50% of Transient  Perimeter Fencing  Partial Perimeter  Full  None  Services  Cell Phone Coverage  Yes  Yes  None  Services  Cell Phone Coverage  Yes  Yes  None  Solve Mi-Fi  Yes  None  Solve Applicable  Foothills Aviation  None  Solve Applicable  Yes  No	General Aviation Terminal			Yes	None	\$
Pilots Lounge Yes Yes None Storage Units Storage for 50% of Based Aircraft 21 30 None Sased Aircraft 23 14 Add 9 spaces \$199,51 and 50% of Transient 23 14 Add 9 spaces \$199,5	Public Restrooms	Yes		Yes	None	\$
Hangar Storage Units Based Aircraft Apron Tie-Down Spaces 50% of Based Aircraft and 50% of Transient and 50% of Tr	Conference Rooms	Not Applicable		Yes	None	\$
Based Aircraft 21 30 None 319,511 Apron Tie-Down Spaces 50% of Based Aircraft and 50% of Transient 23 14 Add 9 spaces \$199,51 Apron Tie-Down Spaces 50% of Based Aircraft and 50% of Transient 23 14 Add 9 spaces \$199,51 Auto Parking Partial Perimeter Full None 35 Auto Parking Present On-site Yes None 35 SERVICES  Cell Phone Coverage Yes Yes None 35 Eviced Base Operator Not Applicable Foothills Aviation None 35 Show Removal Equipment Not Applicable Yes None 35 Show Removal Equipment Not Applicable Yes None 35 Show Removal Equipment Not Applicable Yes None 35 Eviced Base Operator Not Applicable Yes None 35 Show Removal Equipment Not Applicable Yes None 35 Full AvGas 24/7 AvGas None 35 Eviced Base Operator None 35 Eviced Base Operator Not Applicable Yes None 35 Eviced Base Operator Not Applicable Yes None 35 Eviced Base Operator Not Applicable Yes None 35 Eviced Base Operator No	Pilots Lounge	Yes		Yes	None	\$
And 9 spaces \$199,51 Perimeter Fencing Partial Perimeter Full None \$ Auto Parking Present On-site Yes None \$ SERVICES  Cell Phone Coverage Yes Yes None \$ Wi-Fi Yes None \$ Mi-Fi Yes None \$ Mi-Fi Yes None \$ Maintenance Services Not Applicable Foothills Aviation None \$ Maintenance Services Not Applicable Yes None \$ Maintenance Services Not Applicable Yes None \$ Mone	Hangar Storage Units	Storage for 50% of Based Aircraft	21	30	None	\$
Auto Parking Present On-site Yes None SERVICES  Cell Phone Coverage Yes Yes None Services  Wi-Fi Yes Yes None Services None Services Not Applicable Foothills Aviation None Services Not Applicable Yes None Services Not Applicable Yes None Services Not Applicable Yes None Service None Service None Services Not Applicable Yes None Service None	Apron Tie-Down Spaces		23	14	Add 9 spaces	\$199,51
SERVICES  Cell Phone Coverage Yes Yes None Services Not Applicable Foothills Aviation None Services Not Applicable Foothills Aviation None Services Not Applicable Yes None Services None Services Not Applicable Yes None Services Services None Services None Services Services None Services None Services None Services Services None Services None Services None Services None Services None Services Services Services None Services Services None Services Services Services None Services Serv	Perimeter Fencing	Partial Perimeter		Full	None	\$
Cell Phone Coverage Yes Yes Yes None Street Base Operator Yes None Yes None Street Base Operator Not Applicable Foothills Aviation None Street Base Operator Not Applicable Yes None Strow Removal Equipment Removal Equipment None Strow Removal Equipment	Auto Parking	Present On-site	Present On-site		None	\$
Wi-Fi Yes Yes None Service Not Applicable Foothills Aviation None Sonow Removal Equipment Not Applicable Yes None Sonow Removal Equipment None S	SERVICES					
Fixed Base Operator Not Applicable Foothills Aviation None  Maintenance Services Not Applicable Yes None  Snow Removal Equipment None  Snow Removal Equip	Cell Phone Coverage	Yes		Yes	None	\$
Maintenance Services Not Applicable Yes None Sonow Removal Equipment Removal Equipment None Sonow Removal Equipment Remo	Wi-Fi	Yes		Yes	None	\$
Snow Removal Equipment Not Applicable Yes None Structions None Structure Storage Needs: Hangar Spaces Future Storage Needs: Apron Tie-downs Standards Pavement Lifecycle Costs None Standards None Standards None Standards Standards None Standards N	Fixed Base Operator	Not Applicable		Foothills Aviation	None	\$
Fuel AvGas 24/7 AvGas None 35 Rental/Courtesy Car Access Courtesy/Loaner Car Yes None 35 FUTURE STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISCIP PROJECTS  PROJECT CATEGORY  Performance Measure: Master Plan or Airport Layout Plan (ALP) None 35 Performance Measure: Close-in Obstructions None 37 Performance Measure: Meeting Current FAA Taxiway Design Standards Taxiway Improvement: Direct Access None 37 Future Storage Needs: Apron Tie-downs 7 \$158,400 Pavement Lifecycle Costs \$2,787,400	Maintenance Services	Not Applicable		Yes	None	\$
Rental/Courtesy Car Access Courtesy/Loaner Car Yes None S FUTURE STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISCIP PROJECTS  PROJECT CATEGORY  Performance Measure: Master Plan or Airport Layout Plan (ALP) None S Performance Measure: Close-in Obstructions None S Performance Measure: Meeting Current FAA Taxiway Design Standards Future Storage Needs: Hangar Spaces None S Future Storage Needs: Apron Tie-downs 7 \$158,400 Pavement Lifecycle Costs	Snow Removal Equipment			Yes	None	\$
Performance Measure: Master Plan or Airport Layout Plan (ALP) Performance Measure: Close-in Obstructions Performance Measure: Meeting Current FAA Taxiway Design Standards Future Storage Needs: Hangar Spaces Future Storage Needs: Apron Tie-downs Pavement Lifecycle Costs  Taxiway Improvement: Direct Access None  \$117,50 \$117,50 \$2,787,40	Fuel			24/7 AvGas	None	\$
PROJECT CATEGORY  Performance Measure: Master Plan or Airport Layout Plan (ALP)  Performance Measure: Close-in Obstructions  Performance Measure: Meeting Current FAA Taxiway Design Standards  Future Storage Needs: Hangar Spaces  Future Storage Needs: Apron Tie-downs  Pavement Lifecycle Costs  None  \$117,50  \$117,50  \$117,50  \$2,787,40	Rental/Courtesy Car Access	Courtesy/Loaner Car		Yes	None	\$
Performance Measure: Master Plan or Airport Layout Plan (ALP)  Performance Measure: Close-in Obstructions  Performance Measure: Meeting Current FAA Taxiway Design Standards  Future Storage Needs: Hangar Spaces  Future Storage Needs: Apron Tie-downs  Pavement Lifecycle Costs  None  \$117,50  \$117,50  \$117,50  \$2  \$3  \$4  \$4  \$5  \$6  \$7  \$158,40  \$6  \$6  \$7  \$158,40	FUTURE STORAGE NEEDS, PA	VEMENT NEEDS, AND ADDITION	NAL ISCIP PRO	JECTS		
Performance Measure: Close-in Obstructions Performance Measure: Meeting Current FAA Taxiway Design Standards Future Storage Needs: Hangar Spaces Future Storage Needs: Apron Tie-downs Pavement Lifecycle Costs  None \$117,50	PROJECT CATEGORY					
Performance Measure: Close-in Obstructions Performance Measure: Meeting Current FAA Taxiway Design Standards Future Storage Needs: Hangar Spaces Future Storage Needs: Apron Tie-downs Pavement Lifecycle Costs  None \$117,50					None	\$
Future Storage Needs: Apron Tie-downs  Pavement Lifecycle Costs  Direct Access  None  \$117,50  \$11,50  \$117,50  \$11	Performance Measure: Close-in Obstructions					\$
Future Storage Needs: Hangar Spaces  Future Storage Needs: Apron Tie-downs  7 \$158,40  Pavement Lifecycle Costs  \$2,787,40	Performance Measure: Meeting Current FAA Taxiway Design Standards				Taxiway Improvement: Direct Access	\$117,50
Future Storage Needs: Apron Tie-downs 7 \$158,40 Pavement Lifecycle Costs \$2,787,40	Future Storage Needs: Hangar Spaces					\$
Pavement Lifecycle Costs \$2,787,40	• •					\$158,40
•						
	Additional ISCIP Projects					\$2,836,740

## **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 GDP \$5,440,000



#### TIMELINE OF **ECONOMIC IMPACT** 2018 Economic Impact 2008 Economic Impact Total Employment - 60 Total Employment - 18 Total Earnings - \$522,000 Total Earnings - \$2.9 million Total Output - \$12.2 million Total Output - \$1.9 million Based Aircraft - 31 Based Aircraft - 42 Annual Operations - 15,010 Annual Operations - 16,000 2017 Activity 2007 Activity 2008 2015 2016 2018 2017 2019 Airport Master Plan Runway Rehabilitation Runway, Taxiway, and Planning Study $\mid$ Taxiway Rehabilitation Apron Rehabilitation & Lighting **Pavement Maintenance Pavement Maintenance** Pavement Maintenance

## 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.

Airport Economic Impact Indices
Airport Activity Components
Planning Considerations
Development & Improvements

