IDAHO AIRPORT SYSTEM PLAN UPDATE 2020

& AIRPORT ECONOMIC IMPACT ANALYSIS UPDATE

BUHL

Buhl Municipal

SUMMARY REPORT

FAA ID

U03

U03

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.

- AERIAL FIREFIGHTING
- MEDICAL OPERATIONS
- AERIAL AGRICULTURAL SPRAYING
- FLIGHT TRAINING

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

AIRPORT ROLE

IASP Role	Federal Role
Basic (Future - Local)	Basic

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 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 | **BUHL MUNICIPAL** | **BASIC (FUTURE - LOCAL)**

OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES					
Primary Runway Length	To Accommodate 100% of Small Aircraft Fleet (4,800 feet)		3,898 feet	Add 902 feet	$397,680
Primary Runway Width	60 feet		60 feet	None	$-
Primary Runway Strength	Single-Landing Gear (12,500 pounds)		12,500 pounds	None	$-
Primary Taxiway	Turnarounds		Full Parallel	None	$-
Instrument Approach	Visual, PBN Desired		Visual	None	$-
Visual Aids	Rotating Beacon, Wind Cone		Rotating Beacon, Lighted Wind Cone, Wind Cone	None	$-
Runway Lighting	LIRL		MIRL	None	$-
Weather Reporting	On-site ASOS or AWOS (as required)		None	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	21	30	None	$-
Apron Tie-Down Spaces	50% of Based Aircraft and 50% of Transient	23	14	Add 9 spaces	$199,510
Perimeter Fencing	Partial Perimeter		Full	None	$-
Auto Parking	Present On-site		Yes	None	$-
SERVICES					
Cell Phone Coverage	Yes		Yes	None	$-
Wi-Fi	Yes		Yes	None	$-
Fixed Base Operator	Not Applicable		Foothills Aviation	None	$-
Maintenance Services	Not Applicable		Yes	None	$-
Snow Removal Equipment	Not Applicable		Yes	None	$-
Fuel	AvGas		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)				None	$-
Performance Measure: Close-in Obstructions				None	$-
Performance Measure: Meeting Current FAA Taxiway Design Standards				Taxiway Improvement: Direct Access	$117,506
Future Storage Needs: Hangar Spaces				None	$-
Future Storage Needs: Apron Tie-downs				7	$158,405
Pavement Lifecycle Costs					$2,787,400
Additional ISCIP Projects					$2,836,740

U03

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

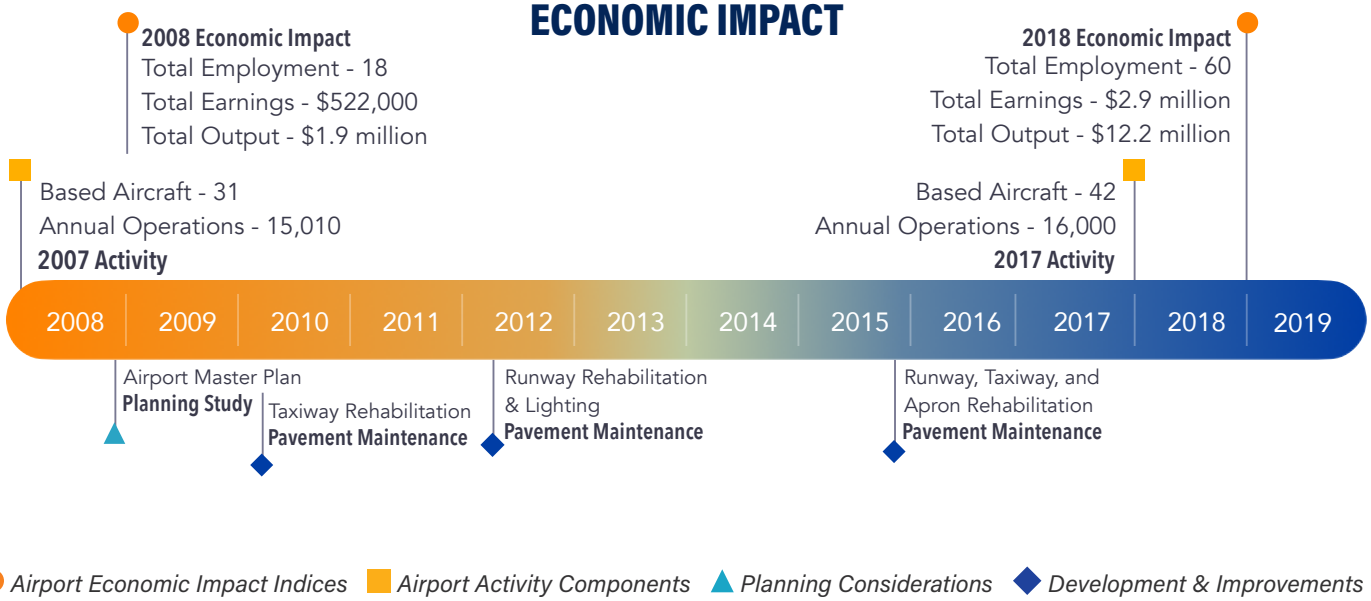
TOTAL EMPLOYMENT
60 JOBS

TOTAL EARNINGS
$2,890,000

TOTAL GDP
$5,440,000

TOTAL OUTPUT
$12,210,000

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.