



FAIRFIELD

Camas County

SUMMARY REPORT



FAA ID
U86

Understanding the Airport

Fairfield is a small town in Camas County in south central Idaho. The town is situated along U.S. Highway 20 approximately 30 miles southwest of Sun Valley and has an estimated population of 410. The primary economic activity that occurs in the surrounding area is agriculture. Local recreational attractions include backcountry activities in the Smokey Mountains and hunting and fishing near Mormon Reservoir. Camas County Airport (U86) is a public-use general aviation airport located just across Highway 20 from Fairfield. The airport is owned and operated by Camas County. There are currently no businesses located at U86. The airport is primarily used by recreational aircraft and flight training operation. Given U86's location between Sun Valley and Boise, the field is often used as a stopping point for transient pilots flying between the two larger cities. The airport is utilized by multiple government agencies throughout the year. The U.S. Forest Service occasionally uses the airport as a staging area to repair radio signal repeater infrastructure in the backcountry. The airport is a vital resource for economic output and the town of Fairfield provides emergency preparedness for the region.



AERIAL
FIREFIGHTING



MEDICAL
OPERATIONS



AERIAL AGRICULTURAL
SPRAYING



GATEWAY TO THE
BACKCOUNTRY



RECREATIONAL
FLYING

AIRPORT FEATURES

Associated City	Fairfield	
Associated County	Camas	
Airport Reference Code	N/P	
Primary Runway	ORIENTATION	08 / 26
	DIMENSION	2,950' x 40'
	SURFACE TYPE	Dirt

FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	4	5	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	2,228	2,228	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
General

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

CAMAS COUNTY

GENERAL

OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)	CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES				
Primary Runway Length	Maintain Existing	2,950 feet	None	\$-
Primary Runway Width	50 feet	40 feet	Add 10 feet	\$106,505
Primary Runway Strength	Maintain Existing	N/A	None	\$-
Primary Taxiway	Maintain Existing	Connectors	None	\$-
Instrument Approach	Visual	Visual	None	\$-
Visual Aids	Wind Cone	Lighted Wind Cone	None	\$-
Runway Lighting	Reflectors	None	Reflectors	\$8,500
Weather Reporting	Not Applicable	None	None	\$-
LANDSIDE FACILITIES				
Commercial Terminal	Not Applicable	No	None	\$-
General Aviation Terminal	Not Applicable	No	None	\$-
Public Restrooms	Yes	No	Public Restroom	\$55,000
Conference Rooms	Not Applicable	No	None	\$-
Pilots Lounge	Not Applicable	No	None	\$-
Hangar Storage Units	Not Applicable	None	4	\$-
Apron Tie-Down Spaces	100% of Based Aircraft and 25% of Transient Maximum Daily Totals	5	5	\$-
Perimeter Fencing	Not Applicable	Partial	None	\$-
Auto Parking	Not Applicable	No	None	\$-
SERVICES				
Cell Phone Coverage	Yes	Yes	None	\$-
Wi-Fi	Not Applicable	Yes	None	\$-
Fixed Base Operator	Not Applicable	None	None	\$-
Maintenance Services	Not Applicable	No	None	\$-
Snow Removal Equipment	Not Applicable	No	None	\$-
Fuel	Not Applicable	No	None	\$-
Rental/Courtesy Car Access	Not Applicable	No	None	\$-
FUTURE STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISICIP PROJECTS				
PROJECT CATEGORY				
Performance Measure: Master Plan or Airport Layout Plan (ALP)			ALP w narrative	\$30,000
Performance Measure: Close-in Obstructions			Remove Obstruction	\$15,000
Performance Measure: Meeting Current FAA Taxiway Design Standards			None	\$-
Future Storage Needs: Hangar Spaces			None	\$-
Future Storage Needs: Apron Tie-downs			None	\$-
Pavement Lifecycle Costs				\$-
Additional ISICIP Projects				\$60,000

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
2 JOBS



TOTAL EARNINGS
\$120,000



TOTAL GDP
\$220,000



TOTAL OUTPUT
\$500,000

ADDITIONAL AVIATION BENEFITS

Supports Recreational Flying

Supports Aerial Application For Local Farms

Utilized by Air Ambulance for Medical Evacuations

Supports USFS and BLM Aerial Forest Firefighting Efforts

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.