IDAHO AIRPORT SYSTEM PLAN UPDATE 2020

& AIRPORT ECONOMIC IMPACT ANALYSIS UPDATE

CASCADE

Cascade

SUMMARY REPORT

FAA ID

U70

U70

Understanding the Airport

Cascade is a small city in western Idaho approximately 60 miles north of Boise, with a population slightly under 1,000, situated on the eastern shore of Lake Cascade in the Long Valley. Economic activities in and around Cascade are centered on recreation and tourism, as the Long Valley is surrounded by eight state parks and two national forests. Large employers in Cascade include the Idaho Department of Parks and Recreation, the U.S. Forest Service, and the Valley County Government. Cascade is less than an hour drive to two ski and recreational resorts. Cascade Airport (U70) is a public-use general aviation located two miles southeast of the central business district of Cascade. The airport is owned and operated by the City of Cascade. The airport has completed several expansion projects since the 2010 study, including construction of a full-length parallel taxiway and nearly 20 hangar spaces. The airport has reported an increase in fuel sales in recent years and has plans to continue growing. More than 60% of operations at U70 are conducted by air taxis flying to the backcountry, as the region consists of some of the most remote and uninhabitable land in the continental U.S. Air-taxi service is essential for backcountry trips for outdoor enthusiasts, university research, and delivery of essential items, including mail, groceries, and amenities. U70 is also a vital resource for emergency preparedness and response activities, as the U.S. Forest Service and the Bureau of Land Management regularly stage heavy firefighting helicopters and fixed-wing lead aircraft at the airport during fire season. Arnold Aviation offers pilot supplies, aircraft repair, fuel, air-taxi services, and a courtesy. These amenities and less congested airspace attract recreational pilots. Given the high level of activity that is occurring in Valley County and Idaho's backcountry, U70 is well positioned to continue to support the economic output of the region and the Idaho Airport System.

AERIAL FIREFIGHTING

MEDICAL OPERATIONS

GATEWAY TO THE BACKCOUNTRY

FLIGHT TRAINING

AIRPORT FEATURES		
Associated City	Cascade	
Associated County	Valley	
Airport Reference Code	B-I	
Primary Runway	ORIENTATION	12 / 30
	DIMENSION	4,300' x 60'
	SURFACE TYPE	Asphalt

AIRPORT ROLE	
IASP Role	Local
Federal Role	Local

FORECAST SUMMARY			
Activity	2017	2037	% Change
Based Aircraft	26	30	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	9,575	9,575	0%

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.

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.

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 | **CASCADE** | **LOCAL**

OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES					
Primary Runway Length	To Accommodate 100% of Small Aircraft Fleet (5,600 feet)		4,300 feet	Add 1,300 feet	$537,360
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		No	None	$-
Pilots Lounge	Yes		No	Pilot Lounge	$100,000
Hangar Storage Units	Storage for 50% of Based Aircraft	13	36	None	$-
Apron Tie-Down Spaces	50% of Based Aircraft and 50% of Transient	14	23	None	$-
Perimeter Fencing	Partial Perimeter		Partial	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		Arnold Aviation	None	$-
Maintenance Services	Not Applicable		Yes	None	$-
Snow Removal Equipment	Not Applicable		Yes	None	$-
Fuel	AvGas		AvGas, 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)				None	$-
Performance Measure: Close-in Obstructions				None	$-
Performance Measure: Meeting Current FAA Taxiway Design Standards				Taxiway Improvement: Direct Access	$221,636
Future Storage Needs: Hangar Spaces				None	$-
Future Storage Needs: Apron Tie-downs				None	$-
Pavement Lifecycle Costs					$2,899,299
Additional ISCIP Projects					$6,581,389

U70

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

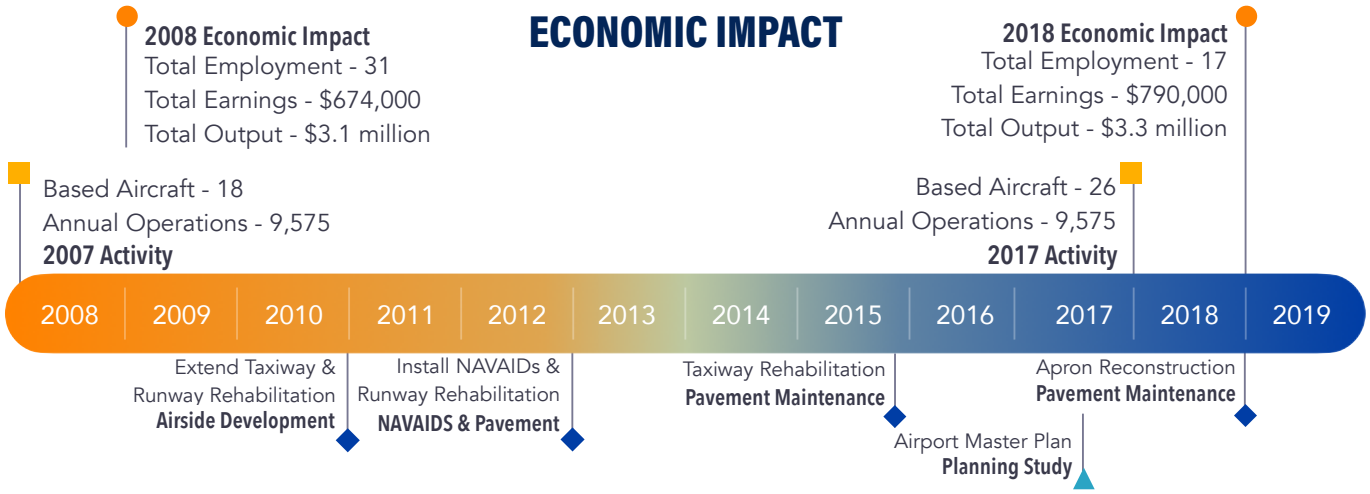
TOTAL EMPLOYMENT
17 JOBS

TOTAL EARNINGS
$790,000

TOTAL GDP
$1,460,000

TOTAL OUTPUT
$3,260,000

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.