

CHALLIS
Challis
SUMMARY REPORT



Understanding the Airport

Challis is a small town in Central Idaho, with an estimated population of 1,090 people. Challis is surrounded by the remote and rugged terrain of the Salmon River Mountains to the west and the Bitterroot Range to the east. The geography in the region allows Challis to maintain a robust recreation and tourism industry as visitors travel to and from the backcountry. However, agriculture is an important industry in the valley as there are many farms and cattle ranches in the area. Several backcountry outfitters are located in the valley, proving an abundance of recreational attractions and outdoor activities. The City of Challis also hosts the Braun Brothers Festival each August, a three-day music festival that attracts over 4,000 visitors to the region each year. Challis Airport (LLJ) is a general aviation airport owned and operated by the City of Challis that is located one mile northeast of Challis. The airport is primarily used for recreational flying as aircraft travel to and from the backcountry. Since the 2010 study, the airport has completed multiple projects to improve and expand the airport and has reported that there is interest in increasing the number of hangars onsite. There is currently one business located at LLJ Middle Fork Aviation, which provides aircraft maintenance and offers daily charter flights to and from the backcountry. In addition to private companies, several government agencies utilize the airport throughout the year. The U.S. Forest Service and the Bureau of Land Management support aerial/wildland firefighting operations. The Idaho Department of Fish and Game regularly base aircraft at the airport to conduct game studies in the surrounding wilderness. The airport has proved to be a vital resource to the businesses and agencies in the Salmon Valley and the Idaho Airport System as a whole.



AERIAL
FIREFIGHTING



MEDICAL
OPERATIONS



BUSINESS ACTIVITY



GATEWAY TO THE
BACKCOUNTRY



RECREATIONAL
FLYING

AIRPORT FEATURES

Associated City	Challis	
Associated County	Custer	
Airport Reference Code	B-I	
Primary Runway	ORIENTATION	17 / 35
	DIMENSION	4,600' x 60'
	SURFACE TYPE	Asphalt

FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	21	25	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	16,426	16,426	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.

AIRPORT REPORT CARD			CHALLIS		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 (6,100 feet)		4,600 feet		Add 1,500 feet	\$608,500
Primary Runway Width	60 feet		60 feet		None	\$-
Primary Runway Strength	Single-Landing Gear (12,500 pounds)		30,000 pounds		None	\$-
Primary Taxiway	Turnarounds		Partial 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)		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	11	9		Add 2 spaces	\$235,000
Apron Tie-Down Spaces	50% of Based Aircraft and 50% of Transient	17	37		None	\$-
Perimeter Fencing	Partial Perimeter		Full		None	\$-
Auto Parking	Present On-Site		Yes		None	\$-
SERVICES						
Cell Phone Coverage	Yes		No		Cell Coverage	\$200,000
Wi-Fi	Yes		No		Wi-Fi	\$1,500
Fixed Base Operator	Not Applicable		Middle Fork Aviation		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)					None	\$-
Performance Measure: Close-in Obstructions					None	\$-
Performance Measure: Meeting Current FAA Taxiway Design Standards					Taxiway Improvement: Direct Access	\$135,338
Future Storage Needs: Hangar Spaces					1	\$175,000
Future Storage Needs: Apron Tie-downs					0	NA
Pavement Lifecycle Costs						\$3,752,334
Additional ISCIP Projects						\$6,861,112

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
51 JOBS



TOTAL EARNINGS
\$2,150,000

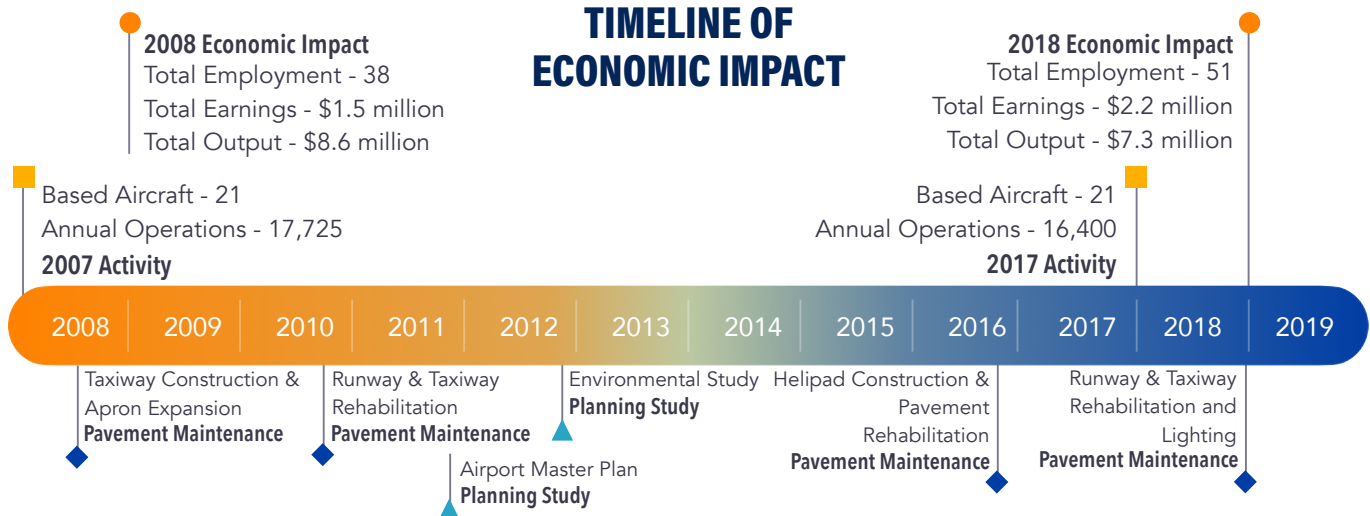


TOTAL GDP
\$3,430,000



TOTAL OUTPUT
\$7,330,000

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.