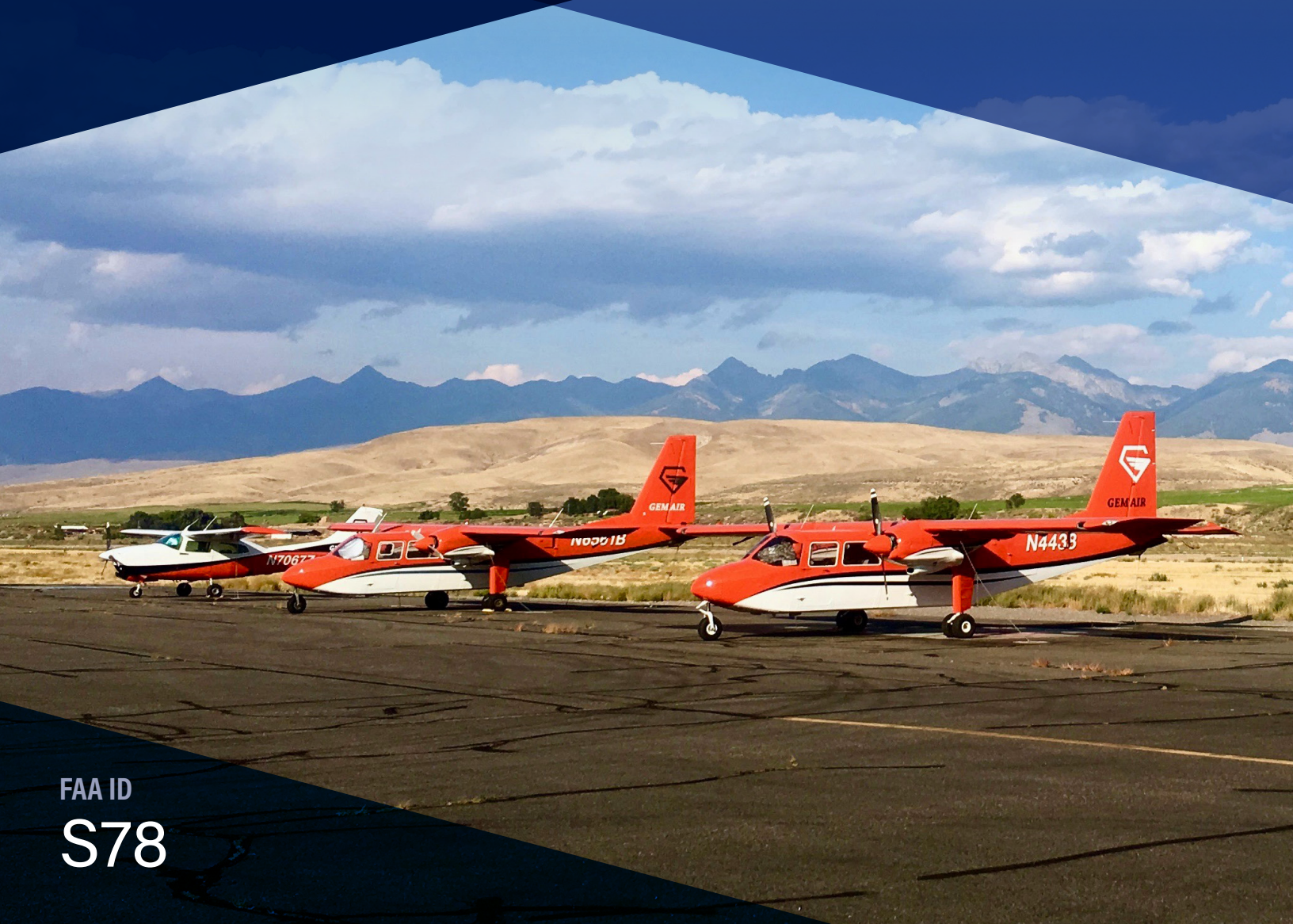
IDAHO AIRPORT SYSTEM PLAN UPDATE 2020

& AIRPORT ECONOMIC IMPACT ANALYSIS UPDATE

EMMETT

Emmett Municipal

SUMMARY REPORT



FAA ID

S78

S78

Understanding the Airport

Emmett is a small city in western Idaho approximately 25 miles northwest of Boise. The city sits on the southern bank of the Payette River in the Emmett Valley and is the county seat of Gem County. Emmett supports a diverse economy, but the primary industries in the area are gravel extraction and agriculture. Large employers in Emmett include Woodgrain Lumber, Covia (mineral extraction), and Valor Health Care. Recreational attractions in and around Emmett include the Gem County Golf Course, Black Canyon Park, and fishing along the Payette River. Emmett Municipal Airport (S78) is a general aviation airport that is owned and operated by the City of Emmett. The airport is located three miles southwest of Emmett and is surrounded by the Gem County Golf Course. Emmett Municipal is primarily used by recreational fliers and is a common stopping point for aircraft traveling between larger cities and the backcountry. A self-serve fuel station has enhanced the quality and availability of 100LL fuel during times when the airport is unattended. There are currently no businesses located at Emmett Municipal. However, each year during April, the airport hosts an open house and fly-in featuring a breakfast, classic cars, and aviation related games and prizes. In addition, the Gem County Golf Course Clubhouse & Restaurant is adjacent to the airport. The airport is used by different agencies for emergency preparedness and response activities. The Bureau of Land Management conducts annual Smokejumper training at the airport in preparation for fire season. The visitors and activity that Emmett Municipal Airport attracts contribute to the economic output of the city and the effectiveness of the Idaho Airport System.

- AERIAL FIREFIGHTING
- MEDICAL OPERATIONS
- GATEWAY TO THE BACKCOUNTRY
- RECREATIONAL FLYING

AIRPORT FEATURES		
Associated City	Emmett	
Associated County	Gem	
Airport Reference Code	A-I	
Primary Runway	ORIENTATION	10 / 28
	DIMENSION	3,307' x 55'
	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	11,420	11,420	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	Federal Role
Utility (Future - Local)	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 | **EMMETT MUNICIPAL** | **UTILITY (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 (4,050 feet)		3,307 feet	Add 743 feet	$340,020
Primary Runway Width	60 feet		55 feet	Add 5 feet	$317,895
Primary Runway Strength	Single-Landing Gear (12,500 pounds)		8,000 pounds	4,500 pounds	$946,265
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)		None	None	$-
LANDSIDE FACILITIES					
Commercial Terminal	Not Applicable		No	None	$-
General Aviation Terminal	Not Applicable		No	None	$-
Public Restrooms	Yes		Yes	None	$-
Conference Rooms	Not Applicable		No	None	$-
Pilots Lounge	Yes		Yes	None	$-
Hangar Storage	Storage for 50% of Based Aircraft	11	9	Add 2 spaces	$235,000
Apron Tie-Down Space	50% of Based Aircraft and 50% of Transient	15	14	Add 1 space	$5,200
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		None	None	$-
Maintenance Services	Not Applicable		No	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				Remove Obstruction	$35,000
Performance Measure: Meeting Current FAA Taxiway Design Standards				Taxiway Improvement: Direct Access	$204,794
Future Storage Needs: Hangar Spaces				Add 1 space	$175,000
Future Storage Needs: Apron Tie-downs				Add 2 spaces	$6,400
Pavement Lifecycle Costs					$1,349,067
Additional ISCIP Projects					$445,091

S78

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

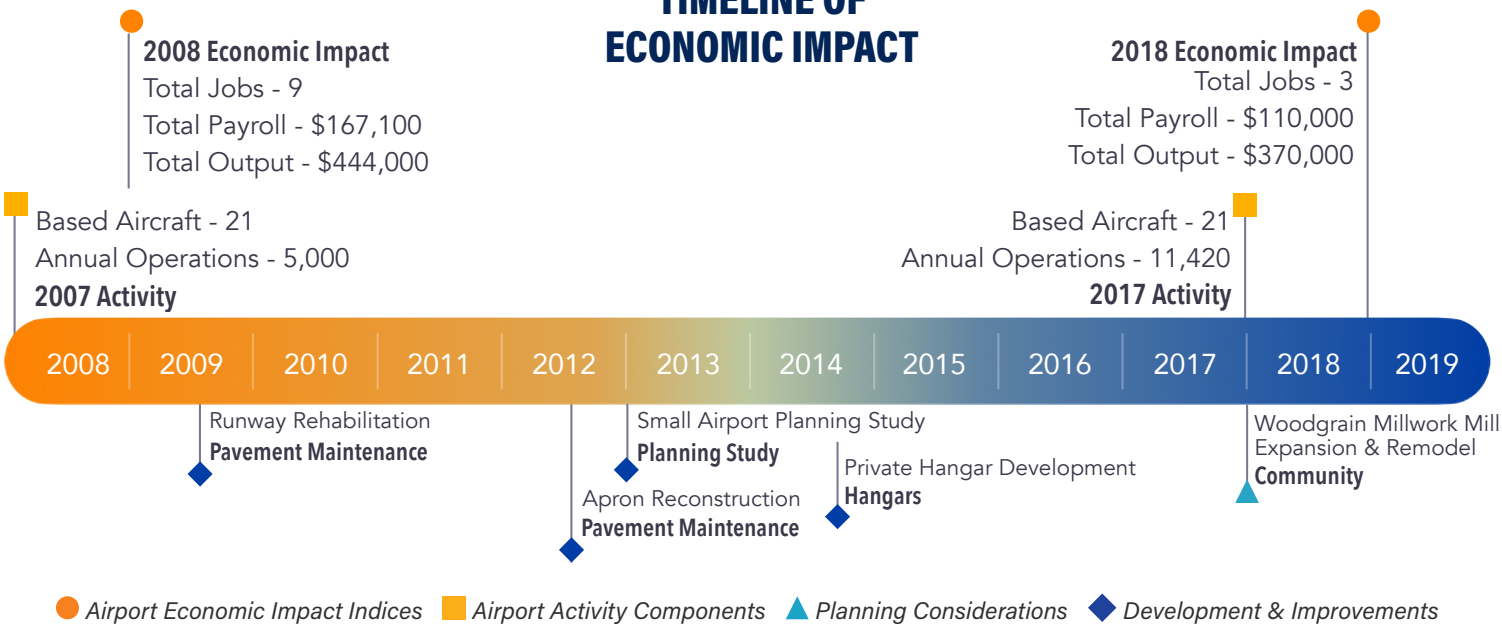
TOTAL EMPLOYMENT
3 JOBS

TOTAL EARNINGS
$110,000

TOTAL GDP
$180,000

TOTAL OUTPUT
$370,000

TIMELINE OF ECONOMIC IMPACT



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.