

GOODING

# Gooding Municipal

## SUMMARY REPORT



## Understanding the Airport

Gooding is a city in the western portion of the Magic Valley in south central Idaho. The economic activities in and around Gooding are centered on agriculture and dairy production. The most notable employer in the area is the Glanbia Nutritionals dairy production plant, located four miles east of the city. The plant is the largest cheese production facility in the world and exports products around the globe. Gooding Municipal Airport (GNG) is a general aviation airport that is owned and operated by the City of Gooding. The airport is located three miles southwest of downtown Gooding and supports a variety of uses. The field is heavily used by agricultural aircraft, recreational fliers and business visitors traveling to the region. GNG has grown considerably in the past 10 years and is currently in the process of extending the runway. The new runway will attract larger jet aircraft visiting Glanbia and other businesses in the area. There are several businesses and agencies that are located on the field or use the airport regularly. Several local dairy and agricultural operations base aircraft at the airport and fly to farms throughout the Magic Valley. Additionally, the U.S. Fish and Wildlife Service bases three aircraft at the airport and regularly conducts game surveys in the surrounding region. The airport also plays a critical role in emergency response and preparedness for the valley and is a base for single-engine air tanker (SEAT) aircraft conducting aerial/wildland firefighting operations. The airport is an alternate landing site for heavy air tankers flying to and from Twin Falls. The businesses and activities that are supported by GNG are a vital resource for the economic output of the region. After the runway extension is completed, GNG will be well-positioned to serve the city and Idaho Airport System.



AERIAL  
FIREFIGHTING



MEDICAL  
OPERATIONS



AERIAL AGRICULTURAL  
SPRAYING



BUSINESS ACTIVITY



FLIGHT  
TRAINING

### AIRPORT FEATURES

Associated City	Gooding	
Associated County	Gooding	
Airport Reference Code	B-II	
Primary Runway	<b>ORIENTATION</b>	07 / 25
	<b>DIMENSION</b>	4,745' x 75'
	<b>SURFACE TYPE</b>	Asphalt

### FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	77	94	18%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	26,800	31,430	15%

## 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  
Local

Federal Role  
Local

## 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			GOODING MUNICIPAL		LOCAL	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST	
AIRSIDE FACILITIES						
Primary Runway Length	To Accommodate 100% of Small Aircraft Fleet (5,000 feet)		4,745 feet	Add 255 feet	\$189,965	
Primary Runway Width	60 feet		75 feet	None	\$-	
Primary Runway Strength	Single-Landing Gear (12,500 pounds)		30,000 pounds	None	\$-	
Primary Taxiway	Turnarounds		Full Parallel	None	\$-	
Instrument Approach	Visual, PBN Desired		Non-Precision, PBN	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	39	34	Add 5 spaces	\$415,000	
Apron Tie-Down Spaces	50% of Based Aircraft and 50% of Transient	41	16	Add 25 spaces	\$526,250	
Perimeter Fencing	Partial Perimeter		Partial	None	\$-	
Auto Parking	Present On-Site		Yes	None	\$-	
SERVICES						
Cell Phone Coverage	Yes		Yes	None	\$-	
Wi-Fi	Yes		No	Wi-Fi	\$1,500	
Fixed Base Operator	Not Applicable		Thomas Helicopter	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				Remove Obstruction	\$35,000	
Performance Measure: Meeting Current FAA Taxiway Design Standards				Taxiway Improvement: Direct Access	\$225,362	
Future Storage Needs: Hangar Spaces				8	\$223,658	
Future Storage Needs: Apron Tie-downs				9	\$199,510	
Pavement Lifecycle Costs					\$4,296,734	
Additional ISCIP Projects					\$1,826,000	



## 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  
**104 JOBS**



TOTAL EARNINGS  
**\$4,870,000**

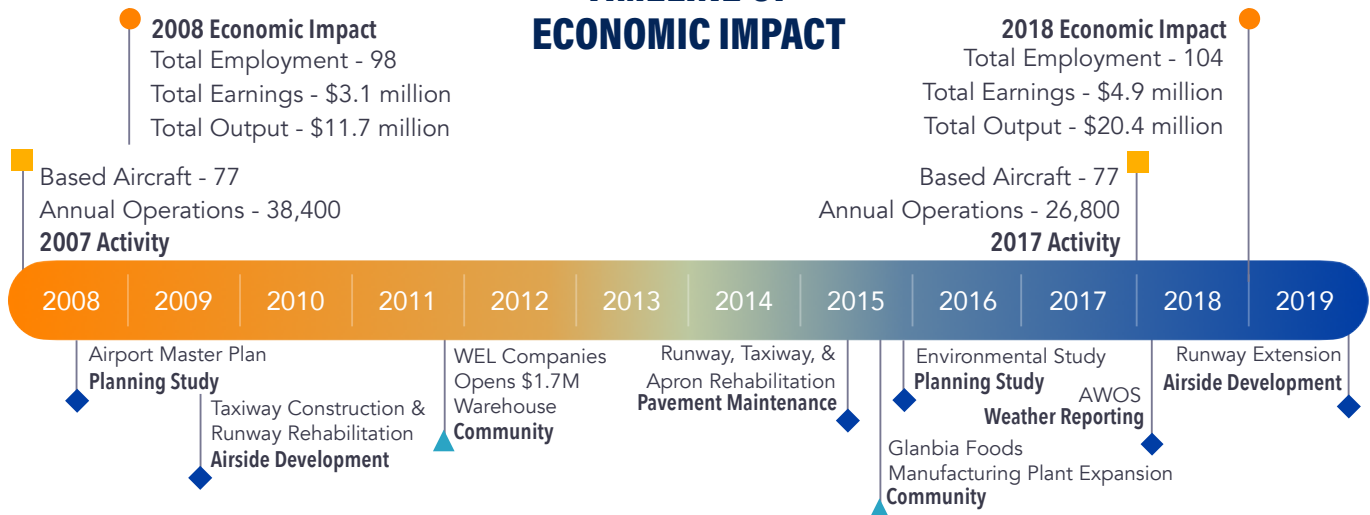


TOTAL GDP  
**\$9,120,000**



TOTAL OUTPUT  
**\$20,400,000**

### 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.