

HOMEDALE

Homedale Municipal

SUMMARY REPORT



FAA ID
S66

Understanding the Airport

Homedale is a small city in western Idaho, located approximately 35 miles west of Boise. The city sits on the banks of the Snake River along U.S. Highway 95. Like other cities in the Treasure Valley, Homedale's economy primarily supports agricultural and timber production. Many of the largest employers in Homedale are agricultural equipment dealers, lumber mills, and grain processing facilities. Recreational attractions in the area include the Snake River and Jump Creek Recreation Area. Homedale Municipal Airport (S66) is a general aviation airport located a half mile east of Homedale's main street. The airport is owned and operated by the City of Homedale. S66 is home to two aviation businesses and several local businesses use the field regularly. The KitFox Aircraft Company is headquartered at the airport and has a 15,500 square foot manufacturing facility that produces and exports experimental and sport aircraft around the world. Aircraft from across the country also visit Aerocolor Aircraft Refinishing at S66 for aircraft repainting, restoration, and kit building services. Additionally, crop spraying aircraft from other airports in the valley use S66 to refuel before applying crop enhancement products on local farmland. S66 and the businesses on site directly contribute to the economic output of the region by attracting visitors and supporting the agricultural production of the valley.



AERIAL AGRICULTURAL
SPRAYING



BUSINESS ACTIVITY



FLIGHT
TRAINING



AIRCRAFT
MAINTENANCE

AIRPORT FEATURES

Associated City	Homedale	
Associated County	Owyhee	
Airport Reference Code	A-I	
Primary Runway	ORIENTATION	13 / 31
	DIMENSION	2,901' x 50'
	SURFACE TYPE	Asphalt

FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	15	18	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	7,050	7,050	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

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			HOMEDALE MUNICIPAL		BASIC	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST	
AIRSIDE FACILITIES						
Primary Runway Length	Maintain Existing		2,901 feet	None	\$-	
Primary Runway Width	Maintain Existing		50 feet	None	\$-	
Primary Runway Strength	Maintain Existing		6,000 pounds	None	\$-	
Primary Taxiway	Maintain Existing		None	None	\$-	
Instrument Approach	Visual		Visual	None	\$-	
Visual Aids	Rotating Beacon (as required), Wind Cone		Lighted Wind Cone	None	\$-	
Runway Lighting	Reflectors, LIRL Desired		None	LIRL	\$180,395	
Weather Reporting	None		None	None	\$-	
LANDSIDE FACILITIES						
Commercial Terminal	Not Applicable		No	None	\$-	
General Aviation Terminal	Not Applicable		No	None	\$-	
Public Restrooms	Yes		No	Public Restroom	\$80,000	
Conference Rooms	Not Applicable		No	None	\$-	
Pilots Lounge	Not Applicable		No	None	\$-	
Hangar Storage Units	Not Applicable	None	20	None	\$-	
Apron Tie-Down Spaces	100% of Based Aircraft and 50% of Transient	19	9	Add 10 spaces	\$126,265	
Perimeter Fencing	Full Perimeter		Partial	Full	\$197,900	
Auto Parking	Present On-Site		Yes	None	\$-	
SERVICES						
Cell Phone Coverage	Yes		Yes	None	\$-	
Wi-Fi	Not Applicable		No	None	\$-	
Fixed Base Operator	Not Applicable		Stick & Rudder Aviation	None	\$-	
Maintenance Services	Not Applicable		No	None	\$-	
Snow Removal Equipment	Not Applicable		Yes	None	\$-	
Fuel	Not Applicable		No	None	\$-	
Rental/Courtesy Car Access	Not Applicable		No	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	\$25,000	
Performance Measure: Meeting Current FAA Taxiway Design Standards				Taxiway Improvement: Direct Access	\$255,201	
Future Storage Needs: Hangar Spaces				None	\$-	
Future Storage Needs: Apron Tie-downs				3	\$37,880	
Pavement Lifecycle Costs					\$1,111,753	
Additional ISCIP Projects					\$2,100,000	

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
46 JOBS



TOTAL EARNINGS
\$2,600,000



TOTAL GDP
\$5,030,000



TOTAL OUTPUT
\$15,720,000

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.