

GRANGEVILLE Idaho County summary report

FAA ID GIC GIC

Understanding the Airport

Grangeville is a city on the southern edge of the Camas Prairie in north central Idaho and has an estimated population of 3,200 people. Grangeville is surrounded by a diverse mix of natural resources, enabling Grangeville to support multiple industries including agriculture, logging and tourism. Commodities such as wheat and canola are produced on the Camas Prairie and exported around the country. Large employers in the area include Idaho Forest Group, CHS Primeland, and the U.S. Forest Service. Given the city's proximity to multiple rivers and mountains, outdoor activities comprise the majority of the recreational attractions near Grangeville. Idaho County Airport (GIC) is a general aviation airport that is owned and operated by Idaho County. The airport is located one mile north of downtown Grangeville. The airport is often used by transient recreational aircraft traveling to and from the backcountry and the U.S. Forest Service. Additionally, Idaho County Airport receives corporate jet aircraft bringing visitors to the Flying B Ranch, located 20 miles north of the field. In 2016, the airport completed a runway reconstruction project that enhanced the safety and lifespan of the airport. There are multiple businesses and agencies that use GIC throughout the year. The U.S. Forest Service is the largest tenant as it maintains an aerial/wildland firefighting base and operates multiple single-engine air tankers (SEAT) and a twin-otter smokejumping plane from the airport. Interstate Aviation operates daily cargo flights from Grangeville to Lewiston during the week on behalf of UPS. Additionally, Mackay Bar Outfitters & Ranch relies on aircraft from Grangeville to provide supplies and guest to the backcountry ranch. The businesses and activities that are supported by GIC contribute to the economic output of Grangeville and the surrounding region.

AIRPORT FEATURES					
Associated City	Grangeville				
Associated County	Idaho				
Airport Reference Code	B-II				
Primary Runway	ORIENTATION	08 / 26			
	DIMENSION	5,100' x 75'			
	SURFACE TYPE	Asphalt			

FORECAST SUMMARY						
Activity	2017	2037	% Change			
Based Aircraft	18	22	18%			
CS Annual Operations	N/A	N/A	N/A			
GA Annual Operations	17,500	20,523	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 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 IDAHO COUNTY			LOCAL	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)	CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES				
Primary Runway Length	To Accommodate 100% of Small Aircraft Fleet (4,500 feet)	5,100 feet	None	\$-
Primary Runway Width	60 feet	75 feet	None	\$-
Primary Runway Strength	Single-Landing Gear (12,500 pounds)	75,000 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, REIL	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 9	9	None	\$-
Apron Tie-Down Spaces	50% of Based Aircraft and 50% of Transient 16	20	None	\$-
Perimeter Fencing	Partial Perimeter	None	Partial	\$222,000
Auto Parking	Present On-Site	Yes	None	\$-
SERVICES				
Cell Phone Coverage	Yes	Yes	None	\$-
Wi-Fi	Yes	Yes	None	\$-
Fixed Base Operator	Not Applicable	County Provided	None	\$-
Maintenance Services	Not Applicable	No	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, P	AVEMENT NEEDS, AND ADDITIONAL ISCIP PR	OJECTS		
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 Direct Access			\$218,738	
Future Storage Needs: Hangar Spaces			None	\$-
Future Storage Needs: Apron Tie-downs 1				
Pavement Lifecycle Costs				\$5,424,999
Additional ISCIP Projects		\$2,076,667		

GIC

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.



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.

Airport Economic Impact Indices

