Understanding the Airport

Jerome is the second largest city in the Magic Valley in south-central Idaho, with an estimated population of 11,800. The economic activities in the city and surrounding region center around agricultural and dairy production. There are multiple processing facilities in Jerome including Idaho Milk Products, Agropur Cheese, and the Commercial Creamery Company that export dairy products to over 30 countries around the world. The city also has multiple large manufacturing facilities and distribution centers that export products around the region and country. Local recreational attractions include two municipal golf courses and the Snake River Canyon. Jerome County Airport (JER) is a general aviation airport that is owned and operated by Jerome County. The airport is located three miles east of Jerome’s central business district and primarily used for agricultural flying and is regularly utilized by corporate aircraft visiting production facilities in the region. There are three business located at JER and several others that use or rely on the airport. Precision Aviation is the fixed-base operator (FBO) and performs air taxi flights to the backcountry and aircraft maintenance. Jerome Flying Service offers maintenance, repair, and overhaul (MRO) services. Airpower Unlimited restores vintage aircraft and warbirds. Several businesses also base aircraft at the airport to transport employees around the region. Additionally, FedEx operates daily flights to Jerome to deliver mail and cargo. The airport is used regularly by transient firefighting aircraft and supports aerial agricultural spraying. The business activities that are supported by JER contribute to the economic productivity in the region. The airport has the public support of the city and county to continue expanding to meet the needs of the airport's stakeholders.

AIRPORT FEATURES

<table>
<thead>
<tr>
<th>Feature</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Associated City</td>
<td>Jerome</td>
</tr>
<tr>
<td>Associated County</td>
<td>Jerome</td>
</tr>
<tr>
<td>Airport Reference Code</td>
<td>B-II</td>
</tr>
<tr>
<td>Primary Runway</td>
<td>ORIENTATION 09 / 27</td>
</tr>
<tr>
<td></td>
<td>DIMENSION 5,000’ x 75’</td>
</tr>
<tr>
<td></td>
<td>SURFACE TYPE Asphalt</td>
</tr>
</tbody>
</table>

FORECAST SUMMARY

<table>
<thead>
<tr>
<th>Activity</th>
<th>2017</th>
<th>2037</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Based Aircraft</td>
<td>45</td>
<td>55</td>
<td>18%</td>
</tr>
<tr>
<td>CS Annual Operations</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>GA Annual Operations</td>
<td>23,350</td>
<td>27,384</td>
<td>15%</td>
</tr>
</tbody>
</table>

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.
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

<table>
<thead>
<tr>
<th>AIRPORT OBJECTIVES (SPECIFIC TO ROLE)</th>
<th>CURRENT PERFORMANCE</th>
<th>RECOMMENDATION</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AIRSIDE FACILITIES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary Runway Length</td>
<td>5,000 feet</td>
<td>Add 250 feet</td>
<td>$217,270</td>
</tr>
<tr>
<td>Primary Runway Width</td>
<td>75 feet</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td>Primary Runway Strength</td>
<td>20,000 pounds</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td>Primary Taxiway</td>
<td>Full Parallel</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td>Instrument Approach</td>
<td>Non-Precision, PBN</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td>Visual Aids</td>
<td>Rotating Beacon, Wind Cone</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td>Runway Lighting</td>
<td>LIRL</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td>Weather Reporting</td>
<td>On-Site ASOS or AWOS (as required)</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td><strong>LANDSIDE FACILITIES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial Terminal</td>
<td>No</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td>General Aviation Terminal</td>
<td>Yes</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td>Public Restrooms</td>
<td>Yes</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td>Conference Rooms</td>
<td>Yes</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td>Pilots Lounge</td>
<td>Yes</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td>Hangar Storage Units</td>
<td>39</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td>Apron Tie-Down Spaces</td>
<td>40</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td>Perimeter Fencing</td>
<td>Full</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td>Auto Parking</td>
<td>Present On-Site</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td><strong>SERVICES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cell Phone Coverage</td>
<td>Yes</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td>Wi-Fi</td>
<td>Yes</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td>Fixed Base Operator</td>
<td>Jerome Flying Service</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td>Maintenance Services</td>
<td>Yes</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td>Snow Removal Equipment</td>
<td>Yes</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td>Fuel</td>
<td>24/7 AvGas, 24/7 Jet A Fuel</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td>Rental/Courtesy Car Access</td>
<td>Courtesy/Loaner Car</td>
<td>None</td>
<td>$-</td>
</tr>
<tr>
<td><strong>FUTURE STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISCIP PROJECTS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Performance Measure: Master Plan or Airport Layout Plan (ALP)</td>
<td>None</td>
<td></td>
<td>$-</td>
</tr>
<tr>
<td>Performance Measure: Close-in Obstructions</td>
<td></td>
<td></td>
<td>$-</td>
</tr>
<tr>
<td>Performance Measure: Meeting Current FAA Taxiway Design Standards</td>
<td></td>
<td></td>
<td>$-</td>
</tr>
<tr>
<td>Future Storage Needs: Hangar Spaces</td>
<td></td>
<td></td>
<td>$-</td>
</tr>
<tr>
<td>Future Storage Needs: Apron Tie-downs</td>
<td></td>
<td></td>
<td>$-</td>
</tr>
<tr>
<td>Pavement Lifecycle Costs</td>
<td></td>
<td></td>
<td>$4,865,589</td>
</tr>
<tr>
<td>Additional ISCIP Projects</td>
<td></td>
<td></td>
<td>$5,966,667</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>Total Employment</th>
<th>33,460 jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Earnings</td>
<td>$1.3 billion</td>
</tr>
<tr>
<td>Total GDP</td>
<td>$2.4 billion</td>
</tr>
<tr>
<td>Total Output</td>
<td>$4.9 billion</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Total Employment</th>
<th>51 jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Earnings</td>
<td>$2,330,000</td>
</tr>
<tr>
<td>Total GDP</td>
<td>$4,160,000</td>
</tr>
<tr>
<td>Total Output</td>
<td>$9,100,000</td>
</tr>
</tbody>
</table>

ADDITIONAL AVIATION BENEFITS

- Offers Aircraft Maintenance
- Supports Aerial Application
- Offers Flight Training
- Supports Air Ambulance
- Supports Wildland Firefighting
- Offers Air Charter

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.