

JEROME

Jerome County

SUMMARY REPORT



FAA ID
JER

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.



AERIAL
FIREFIGHTING



MEDICAL
OPERATIONS



AERIAL AGRICULTURAL
SPRAYING



BUSINESS ACTIVITY



FLIGHT
TRAINING

AIRPORT FEATURES

Associated City	Jerome	
Associated County	Jerome	
Airport Reference Code	B-II	
Primary Runway	ORIENTATION	09 / 27
	DIMENSION	5,000' x 75'
	SURFACE TYPE	Asphalt

FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	45	55	18%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	23,350	27,384	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			JEROME 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 (5,250 feet)		5,000 feet	Add 250 feet	\$217,270	
Primary Runway Width	60 feet		75 feet	None	\$-	
Primary Runway Strength	Single-Landing Gear (12,500 pounds)		20,000 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, VGSI	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	23	39	None	\$-	
Apron Tie-Down Spaces	50% of Based Aircraft and 50% of Transient	25	40	None	\$-	
Perimeter Fencing	Partial Perimeter		Full	None	\$-	
Auto Parking	Present On-Site		Yes	None	\$-	
SERVICES						
Cell Phone Coverage	Yes		Yes	None	\$-	
Wi-Fi	Yes		Yes	None	\$-	
Fixed Base Operator	Not Applicable		Jerome Flying Service	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				None	\$-	
Performance Measure: Meeting Current FAA Taxiway Design Standards				None	\$-	
Future Storage Needs: Hangar Spaces				None	\$-	
Future Storage Needs: Apron Tie-downs				None	\$-	
Pavement Lifecycle Costs					\$4,865,589	
Additional ISCIP Projects					\$5,966,667	

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
51 JOBS



TOTAL EARNINGS
\$2,330,000



TOTAL GDP
\$4,160,000



TOTAL OUTPUT
\$9,100,000

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.