IDAHO AIRPORT SYSTEM PLAN UPDATE 2020

& AIRPORT ECONOMIC IMPACT ANALYSIS UPDATE

YELLOW PINE

Johnson Creek

SUMMARY REPORT

FAA ID

3U2

3U2

Understanding the Airport

Johnson Creek Airport (3U2) supports the rural town of Yellow Pine in the heart of Idaho's backcountry. Surrounded by the Boise National Forest and Payette National Forest, Yellow Pine is a destination for visitors wanting to experience some of the most rugged and remote terrain in the United States. The town is home to two lodges, several restaurants, a backcountry outfitter, and a post office, making it the commercial hub for the backcountry. Yellow Pine hosts multiple events each year, including the Yellow Pine Harmonica Festival, which attracts more than 1,000 people to the town each August for live music and activities. 3U2 is a state-managed, general aviation airport located three miles south of Yellow Pine. The airport is heavily used by recreational aircraft visiting the backcountry and has amenities for on-site camping. Showers, internet access, firewood, and courtesy cars are available for pilots visiting the airport for extended periods. The airport is regularly used by McCall Mountain Flying Seminars, based approximately 30 miles west in McCall, to conduct backcountry flight training. In past years, the airfield has been used to host fly-in events and to stage search and rescue activities in the surrounding wilderness. Given the limited road access to Yellow Pine, Johnson Creek Airport is an invaluable resource to the town and many people in the backcountry. The airport directly supports the local economy and the effectiveness of the Idaho Airport System.

GATEWAY TO THE BACKCOUNTRY

SEARCH AND RESCUE

FLIGHT TRAINING

RECREATIONAL FLYING

AIRPORT FEATURES		
Associated City	Yellow Pine	
Associated County	Valley	
Airport Reference Code	A-I	
Primary Runway	ORIENTATION	17 / 35
	DIMENSION	3,400' x 150'
	SURFACE TYPE	Turf

AIRPORT ROLE

IASP Role	Federal Role
Backcountry	N/A

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.

FORECAST SUMMARY			
Activity	2017	2037	% Change
Based Aircraft	0	0	0%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	5,720	5,720	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.

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 | **JOHNSON CREEK** | **BACKCOUNTRY**

OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES					
Primary Runway Length	Maintain Existing		3,400 feet	None	$-
Primary Runway Width	Maintain Existing		150 feet	None	$-
Primary Runway Strength	Maintain Existing		N/A	None	$-
Primary Taxiway	Maintain Existing		None	None	$-
Instrument Approach	Visual		Visual	None	$-
Visual Aids	Wind Cone		Wind Cone	None	$-
Runway Lighting	Not Applicable		None	None	$-
Weather Reporting	Not Applicable		None	None	$-
LANDSIDE FACILITIES					
Commercial Terminal	Not Applicable		No	None	$-
General Aviation Terminal	Not Applicable		No	None	$-
Public Restrooms	Yes		Yes	None	$-
Conference Rooms	Not Applicable		No	None	$-
Pilots Lounge	Not Applicable		Yes	None	$-
Hangar Storage Units	Not Applicable	None	0	None	$-
Apron Tie-Down Spaces	At least one aircraft and up to 25% of Maximum Daily Totals	2	20	None	$-
Perimeter Fencing	Not Applicable		Partial	None	$-
Auto Parking	Not Applicable		No	None	$-
SERVICES					
Cell Phone Coverage	Yes		No	Cell Coverage	$200,000
Wi-Fi	Not Applicable		Yes	None	$-
Fixed Base Operator	Not Applicable		None	None	$-
Maintenance Services	Not Applicable		No	None	$-
Snow Removal Equipment	Not Applicable		No	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	$10,000
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					$-
Additional ISCIP Projects					$-

3U2

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
4 JOBS

TOTAL EARNINGS
$200,000

TOTAL GDP
$390,000

TOTAL OUTPUT
$870,000

ADDITIONAL AVIATION BENEFITS

- Premier Backcountry Destination for Recreational Flying
- Provides Access to Hunting and Fishing Opportunities
- Provides Access to Backcountry Hiking
- Supports Fly-In Camping
- Supports Backcountry Flight Training

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.