

TWIN FALLS

Joslin Field- Magic Valley Regional

SUMMARY REPORT



Understanding the Airport

Twin Falls is a large city in south-central Idaho, with a population just below 50,000 people, making it the largest in Magic Valley. Twin Falls has grown extensively in recent years and has become a regional center for commerce, recreational activities, medical treatment, and educational opportunities. The Magic Valley is one of the most active regions in the country for agricultural production. In the past decade, the city has seen rapid growth in its food processing industry, with a number of national food production companies and agricultural research facilities in the city. Joslin Field-Magic Valley Regional Airport (TWF) is a commercial service airport that is owned and operated by the City and County of Twin Falls. The airport is located four miles south of the central business district of Twin Falls. TWF is served by SkyWest Airlines, which provides three daily flights to Salt Lake City on behalf of Delta Connection and has plans to expand commercial service to Denver. The airport has two runways and serves year-round operations, enabling aircraft to land in poor visibility conditions and allows the airport to be the primary alternative for air carrier aircraft destined for Hailey. There are several businesses located at TWF, and many companies in Twin Falls use the airport regularly to transport employees and materials around the country. SkyWest Airlines is the largest employer on the field. There are frequent cargo operations with a recently opened air cargo sorting facility and full-service fixed-based operators (FBOs) located on the field. TWF hosts several fly-ins and community events to increase public involvement and support for the airport. As Twin Falls grows, TWF will continue to contribute to the economic output of the region and enhance the capabilities of the Idaho Airport System.



AERIAL
FIREFIGHTING



MEDICAL
OPERATIONS



AERIAL AGRICULTURAL
SPRAYING



BUSINESS ACTIVITY



FLIGHT
TRAINING

AIRPORT FEATURES

Associated City	Twin Falls	
Associated County	Twin Falls	
Airport Reference Code	C-III	
Primary Runway	ORIENTATION	08 / 26
	DIMENSION	8,703' x 150'
	SURFACE TYPE	Asphalt-PFC

FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	112	112	0%
CS Annual Operations	5,410	6,409	18%
GA Annual Operations	18,718	20,057	7%

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
Primary

Federal Role
Primary

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			JOSLIN FIELD- MAGIC VALLEY REGIONAL		PRIMARY	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST	
AIRSIDE FACILITIES						
Primary Runway Length	Future Runway Length from ALP/MP (8,700 feet)		8,703 feet	None	\$-	
Primary Runway Width	100 feet		150 feet	None	\$-	
Primary Runway Strength	Single-Landing Gear (60,000 pounds)		75,000 pounds	None	\$-	
Primary Taxiway	Full Parallel		Full Parallel	None	\$-	
Instrument Approach	Precision or PBN		Precision	None	\$-	
Visual Aids	Rotating Beacon, Lighted Wind Cone, PAPIs/VASIs, ALS, REILs (as applicable based on ALS)		Rotating Beacon, Lighted Wind Cone, Wind Cone, REILs, VGSI, ALS	None	\$-	
Runway Lighting	MIRL, HIRL Desired		HIRL	None	\$-	
Weather Reporting	ATCT, ASOS or AWOS		ATCT, On-Site ASOS or AWOS	None	\$-	
LANDSIDE FACILITIES						
Commercial Terminal	Yes		Yes	None	\$-	
General Aviation Terminal	Yes		Yes	None	\$-	
Public Restrooms	Yes		Yes	None	\$-	
Conference Rooms	Yes		Yes	None	\$-	
Pilots Lounge	Yes		Yes	None	\$-	
Hangar Storage Units	Storage for 80% of Based Aircraft and 25% of Transient	101	69	Add 32 spaces	\$7,815,000	
Apron Tie-Down Spaces	20% of Based Aircraft and 50% of Transient	30	103	None	\$-	
Perimeter Fencing	Full 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	Yes		Reeder Flying Service	None	\$-	
Maintenance Services	Yes		Yes	None	\$-	
Snow Removal Equipment	Yes		Yes	None	\$-	
Fuel	24/7 AvGas, 24/7 Jet A Fuel		24/7 AvGas, 24/7 Jet A Fuel	None	\$-	
Rental/Courtesy Car Access	Rental Car		Rental/Courtesy Car	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				Taxiway Improvement: Direct Access	\$1,800,376	
Future Storage Needs: Hangar Spaces				41	\$10,127,165	
Future Storage Needs: Apron Tie-downs				None	\$-	
Pavement Lifecycle Costs					\$39,500,565	
Additional ISCIP Projects					\$12,879,644	

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
720 JOBS



TOTAL EARNINGS
\$28,100,000



TOTAL GDP
\$52,900,000



TOTAL OUTPUT
\$106,000,000

TIMELINE OF ECONOMIC IMPACT

2008 Economic Impact

Total Employment - 719
Total Earnings - \$22.0 million
Total Output - \$71.1 million

2018 Economic Impact

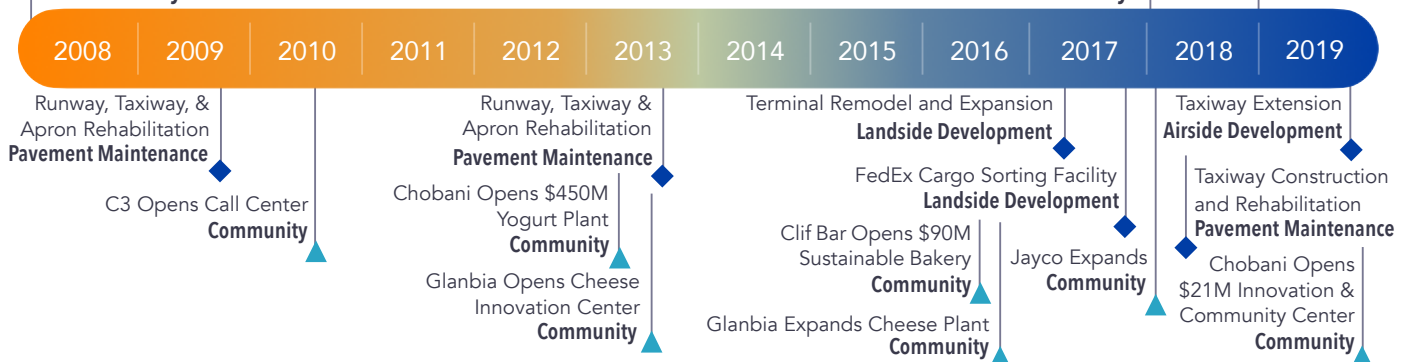
Total Employment - 720
Total Earnings - \$28.1 million
Total Output - \$106.0 million

Enplanements - 33,523
Nonstop Destinations - 1
Based Aircraft - 105
Annual Operations - 39,460

2007 Activity

Enplanements - 44,941
Nonstop Destinations - 1
Based Aircraft - 112
Annual Operations - 25,225

2017 Activity



● 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.