IDAHO AIRPORT SYSTEM PLAN UPDATE 2020

& AIRPORT ECONOMIC IMPACT ANALYSIS UPDATE

LEADORE

Leadore

SUMMARY REPORT

FAA ID

U00

U00

Understanding the Airport

Leadore is a small town in central Idaho, located approximately 40 miles southeast of Salmon. Situated along the Lemhi River, the town has an estimated population of 105 people. Originally built as a railroad depot during the mining boom of the early 1900s, Leadore's economy now primarily supports agricultural production and ranching. Local recreation includes outdoor activities on the Lemhi River and hiking in the Lost River Mountain Range. Leadore Airport (U00) is a general aviation airport owned and operated by Lemhi County. The airport is located just south of Leadore and has two runways, one is paved and the other is turf. The airport is occasionally used by recreational aircraft traveling to and from larger cities. The airport is often used to conduct medical evacuations from town as the nearest hospital is more than 40 miles away. U00 is a vital resource for the safety and accessibility of the community and the surrounding region.

MEDICAL OPERATIONS

AERIAL AGRICULTURAL SPRAYING

RECREATIONAL FLYING

AIRPORT FEATURES		
Associated City	Leadore	
Associated County	Lemhi	
Airport Reference Code	A-I	
Primary Runway	ORIENTATION	11 / 29
	DIMENSION	3,500' x 140'
	SURFACE TYPE	Asphalt/Turf

FORECAST SUMMARY			
Activity	2017	2037	% Change
Based Aircraft	1	1	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	200	200	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.

AIRPORT ROLE	
IASP Role	Federal Role
General	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.

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	LEADORE		GENERAL		
OBJECTIVE CATEGORY	**AIRPORT OBJECTIVES (SPECIFIC TO ROLE)**		**CURRENT PERFORMANCE**	**RECOMMENDATION**	**COST**
AIRSIDE FACILITIES					
Primary Runway Length	Maintain Existing		3,500 feet	None	$-
Primary Runway Width	50 feet		140 feet	None	$-
Primary Runway Strength	Maintain Existing		N/A	None	$-
Primary Taxiway	Maintain Existing		Connectors	None	$-
Instrument Approach	Visual		Visual	None	$-
Visual Aids	Wind Cone		Lighted Wind Cone, Wind Cone	None	$-
Runway Lighting	Reflectors		Non-Standard	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		No	Public Restroom	$55,000
Conference Rooms	Not Applicable		No	None	$-
Pilots Lounge	Not Applicable		No	None	$-
Hangar Storage Units	Not Applicable	None	1	None	$-
Apron Tie-Down Spaces	100% of Based Aircraft and 25% of Transient Maximum Daily Totals	1	0	Add 1 space	$3,100
Perimeter Fencing	Not Applicable		Partial	None	$-
Auto Parking	Not Applicable		No	None	$-
SERVICES					
Cell Phone Coverage	Yes		Yes	None	$-
Wi-Fi	Not Applicable		No	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)				ALP w narrative	$30,000
Performance Measure: Close-in Obstructions				Remove Obstruction	$15,000
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					$409,829
Additional ISCIP Projects					$-

U00

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	TOTAL EARNINGS	TOTAL GDP	TOTAL OUTPUT
0 JOBS	$20,000	$30,000	$80,000

The economic impacts presented above are rounded into tens of thousands of dollars. In this case, estimates are presented for earnings, GDP, and output; however, no jobs are represented. This is because an employee worked less than full-time on airport-related functions. As such, a portion of their wages has been attributed to the airport's economic impact creating earnings, GDP, and output, but less than one job is supported.

ADDITIONAL AVIATION BENEFITS

- Utilized by Air Ambulance for Medical Evacuations
- Supports Aerial Application for Local Farms
- Provides Access to Recreational Activities
- Supports Recreational Flying

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.