

MIDVALE

Lee Williams Memorial

SUMMARY REPORT



FAA ID
0U9

Understanding the Airport

Midvale is a small town in western Idaho, approximately 65 miles northwest of Boise. The town is located along U.S. Highway 95 in Washington County and has an estimated population of 160 people. Situated in the Weiser River Valley, the town's economy is centered around agricultural production. Employers in Midvale include Midvale Market and the Midvale School District. Local recreational attractions include hunting and fishing along the Weiser River. Lee Williams Memorial Airport (0U9) is a small general aviation airport located one mile southwest of Midvale. The airport is owned and operated by the City of Midvale. The airport is primarily used for agricultural flying but does receive some transient recreational aircraft. Ag Air Turbines, Inc. is the only business at 0U9. The company performs turbine engine repair and agricultural aircraft operators from around the region fly or drive aircraft engines to the airport to do business with the company. The U.S. Forest Service and the Bureau of Land Management also use the airport as a staging area for aerial/wildland firefighting operations. The Forest Service keeps a fuel truck at the airport to maintain year-round preparedness. Additionally, LifeFlight occasionally conducts medical evacuations from the airport. Lee Williams Memorial Airport is a vital resource - not only to the town, but to agricultural producers around the state. The activities that are supported by the airport directly contribute to the economic output of Midvale and the effectiveness of the Idaho Airport System.



AERIAL
FIREFIGHTING



MEDICAL
OPERATIONS



AERIAL AGRICULTURAL
SPRAYING



RECREATIONAL
FLYING

AIRPORT FEATURES

Associated City	Midvale	
Associated County	Washington	
Airport Reference Code	A-I	
Primary Runway	ORIENTATION	08 / 26
	DIMENSION	2,800' x 60'
	SURFACE TYPE	Asphalt

FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	2	2	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	148	148	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
General

Federal Role
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			LEE WILLIAMS MEMORIAL		GENERAL	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST	
AIRSIDE FACILITIES						
Primary Runway Length	Maintain Existing		2,800 feet	None	\$-	
Primary Runway Width	50 feet		60 feet	None	\$-	
Primary Runway Strength	Maintain Existing		N/A	None	\$-	
Primary Taxiway	Maintain Existing		Connector	None	\$-	
Instrument Approach	Visual		Visual	None	\$-	
Visual Aids	Wind Cone		Lighted Wind Cone	None	\$-	
Runway Lighting	Reflectors		None	Reflectors	\$8,100	
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		No	None	\$-	
Hangar Storage Units	Not Applicable	None	2	None	\$-	
Apron Tie-Down Spaces	100% of Based Aircraft and 25% of Transient Maximum Daily Totals	2	6	None	\$-	
Perimeter Fencing	Not Applicable		Full	None	\$-	
Auto Parking	Not Applicable		Yes	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				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				\$727,175		
Additional ISCIP Projects				\$-		

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
9 JOBS



TOTAL EARNINGS
\$460,000



TOTAL GDP
\$870,000



TOTAL OUTPUT
\$1,950,000

ADDITIONAL AVIATION BENEFITS

Utilized by Air Ambulance for Medical Evacuations

Supports Aerial Application for Local Farms

Supports USFS and BLM Aerial Firefighting Efforts

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.