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.

AIRPORT FEATURES

<table>
<thead>
<tr>
<th>Associated City</th>
<th>Midvale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Associated County</td>
<td>Washington</td>
</tr>
<tr>
<td>Airport Reference Code</td>
<td>A-I</td>
</tr>
<tr>
<td>Primary Runway</td>
<td>Orientation 08 / 26</td>
</tr>
<tr>
<td></td>
<td>Dimension 2,800’ x 60’</td>
</tr>
<tr>
<td></td>
<td>Surface Type Asphalt</td>
</tr>
</tbody>
</table>

FORECAST SUMMARY

<table>
<thead>
<tr>
<th>Activity</th>
<th>2017</th>
<th>2037</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Based Aircraft</td>
<td>2</td>
<td>2</td>
<td>15%</td>
</tr>
<tr>
<td>CS Annual Operations</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>GA Annual Operations</td>
<td>148</td>
<td>148</td>
<td>0%</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>OBJECTIVE CATEGORY</th>
<th>AIRPORT OBJECTIVES (SPECIFIC TO ROLE)</th>
<th>CURRENT PERFORMANCE</th>
<th>RECOMMENDATION</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AIRSIDE FACILITIES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| 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 | $-
| Apron Tie-Down Spaces | 100% of Based Aircraft and 25% of Transient Maximum Daily Totals | 2 | 6 | $-
| 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** | | | | |
| Performance Measure: Master Plan or Airport Layout Plan (ALP) | ALP w narrative | None | $30,000
| Performance Measure: Close-in Obstructions | None | None | $-
| Performance Measure: Meeting Current FAA Taxiway Design Standards | None | None | $-
| Future Storage Needs: Hangar Spaces | None | None | $-
| Future Storage Needs: Apron Tie-downs | None | None | $-
| Pavement Lifecycle Costs | | | $727,175
| Additional ISCIP Projects | | | $-

### LEE WILLIAMS MEMORIAL

<table>
<thead>
<tr>
<th>OBJECTIVE CATEGORY</th>
<th>AIRPORT OBJECTIVES (SPECIFIC TO ROLE)</th>
<th>CURRENT PERFORMANCE</th>
<th>RECOMMENDATION</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AIRSIDE FACILITIES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| 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 | $-
| Apron Tie-Down Spaces | 100% of Based Aircraft and 25% of Transient Maximum Daily Totals | 2 | 6 | $-
| 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 | $-
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

<table>
<thead>
<tr>
<th>Total Employment</th>
<th>33,460 jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Earnings</td>
<td>$1.3 billion</td>
</tr>
<tr>
<td>Total GDP</td>
<td>$2.4 billion</td>
</tr>
<tr>
<td>Total Output</td>
<td>$4.9 billion</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>TOTAL EMPLOYMENT</th>
<th>9 JOBS</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL EARNINGS</td>
<td>$460,000</td>
</tr>
<tr>
<td>TOTAL GDP</td>
<td>$870,000</td>
</tr>
<tr>
<td>TOTAL OUTPUT</td>
<td>$1,950,000</td>
</tr>
</tbody>
</table>

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.

https://itd.idaho.gov/aero