IDAHO AIRPORT SYSTEM PLAN UPDATE 2020

& AIRPORT ECONOMIC IMPACT ANALYSIS UPDATE

SALMON

Lemhi County

SUMMARY REPORT

FAA ID

SMN

SMN

Understanding the Airport

Known as the "Birthplace of Sacajawea," the City of Salmon is located at the confluence of the Lemhi and Salmon Rivers in east-central Idaho and is the most populous city along U.S. Highway 93 between Twin Falls and Hamilton, Montana. The valley has a rich history of mining and timber production. While both industries have declined in recent years, a vibrant tourism industry has emerged. Salmon is surrounded by several national forests and wilderness areas that make up central Idaho's backcountry. Lemhi County Airport (SMN) is a general aviation airport located four miles south of the central business district of Salmon. The airfield is owned and operated by Lemhi County and is the only all-weather runway within 50 miles, making it a critical resource for pilots flying in the region during poor weather conditions. The airport is regularly used by air taxis, recreational pilots and backcountry outfitters traveling to and from the Selway Bitterroot Wilderness Area. There are several businesses based at SMN including three air taxi operators. Several companies on site provide fixed-base operator (FBO) services, repair and overhaul services, and charter flights to and from the backcountry. Additionally, Flying Resort Ranches is headquartered at the airport and operates two backcountry ranches that are served by McCall Aviation and Middle Fork Aviation. The airport is also regularly used by non-local entities including the Idaho Power Administration and NetJets, which provides corporate charter services to and from Salmon. SMN supports several emergency response and preparedness activities in addition to the businesses that utilize the field. The emergency operations conducted at the airport are a vital resource to the community and backcountry travelers in the area. The businesses that are supported by SMN directly contribute to the tourism industry and overall economic activities of Salmon and the surrounding region.

AERIAL FIREFIGHTING

MEDICAL OPERATIONS

AERIAL AGRICULTURAL SPRAYING

GATEWAY TO THE BACKCOUNTRY

AIRPORT FEATURES		
Associated City	Salmon	
Associated County	Lemhi	
Airport Reference Code	B-II	
Primary Runway	ORIENTATION	17 / 35
	DIMENSION	5,510' x 75'
	SURFACE TYPE	Asphalt

FORECAST SUMMARY			
Activity	2017	2037	% Change
Based Aircraft	40	49	18%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	25,055	29,384	15%

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
Local	Local

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	LEMHI COUNTY		LOCAL	
OBJECTIVE CATEGORY	**AIRPORT OBJECTIVES (SPECIFIC TO ROLE)**	**CURRENT PERFORMANCE**	**RECOMMENDATION**	**COST**
AIRSIDE FACILITIES				
Primary Runway Length	To Accommodate 100% of Small Aircraft Fleet (5,200 feet)	5,510 feet	None	$-
Primary Runway Width	60 feet	75 feet	None	$-
Primary Runway Strength	Single-Landing Gear (12,500 pounds)	12,500 pounds	None	$-
Primary Taxiway	Turnarounds	Full Parallel	None	$-
Instrument Approach	Visual, PBN Desired	Non-Precision, PBN	None	$-
Visual Aids	Rotating Beacon, Wind Cone	Rotating Beacon, Lighted Wind Cone, Wind Cone, REILs, VGSI	None	$-
Runway Lighting	LIRL	MIRL	None	$-
Weather Reporting	On-Site ASOS or AWOS (as required)	On-Site ASOS or AWOS	None	$-
LANDSIDE FACILITIES				
Commercial Terminal	Not Applicable	No	None	$-
General Aviation Terminal	Not Applicable	Yes	None	$-
Public Restrooms	Yes	Yes	None	$-
Conference Rooms	Not Applicable	No	None	$-
Pilots Lounge	Yes	Yes	None	$-
Hangar Storage Units	Storage for 50% of Based Aircraft 20	35	None	$-
Apron Tie-Down Spaces	50% of Based Aircraft and 50% of Transient 25	62	None	$-
Perimeter Fencing	Partial Perimeter	Full	None	$-
Auto Parking	Present On-Site	Yes	None	$-
SERVICES				
Cell Phone Coverage	Yes	Yes	None	$-
Wi-Fi	Yes	No	Wi-Fi	$1,500
Fixed Base Operator	Not Applicable	Gem Air	None	$-
Maintenance Services	Not Applicable	Yes	None	$-
Snow Removal Equipment	Not Applicable	No	None	$-
Fuel	AvGas	24/7 AvGas, 24/7 Jet A Fuel	None	$-
Rental/Courtesy Car Access	Courtesy/Loaner Car	Yes	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	$218,738
Future Storage Needs: Hangar Spaces			None	$-
Future Storage Needs: Apron Tie-downs			None	$-
Pavement Lifecycle Costs				$6,514,793
Additional ISCIP Projects				$3,834,672

SMN

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.

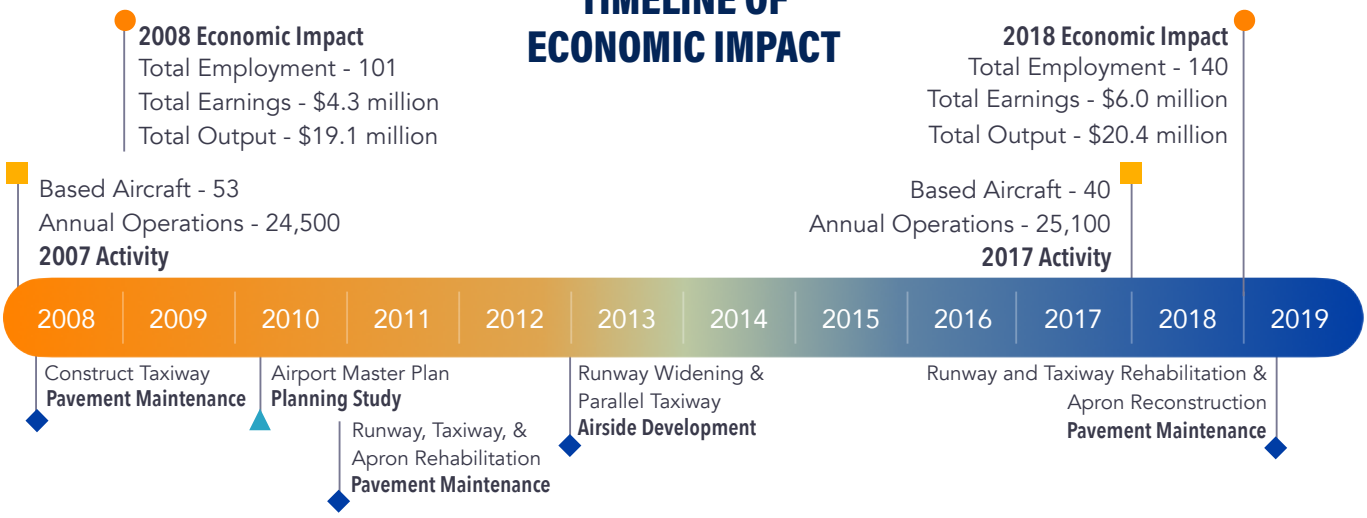
STATEWIDE IMPACTS	
Total Employment	33,460 jobs
Total Earnings	$1.3 billion
Total GDP	$2.4 billion
Total Output	$4.9 billion

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
140 JOBS	$5,990,000	$9,650,000	$20,420,000

TIMELINE OF ECONOMIC IMPACT



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.