

LEWISTON

Lewiston-Nez Perce County

SUMMARY REPORT



Understanding the Airport

Lewiston is in northern Idaho, has an estimated population of 32,800, and sits at the confluence of the Snake and Clearwater rivers across from its sister city of Clarkston, Washington. The city has a rich history of agriculture, mining, and logging. Lewiston holds the distinction of being Idaho's only seaport and is the commercial hub for the Palouse region in eastern Washington and northern Idaho. The surrounding region produces commodities including grain, legumes, and timber that are transported on barges from Lewiston down the Snake River to Portland, Oregon then exported around the world. The city's economy also supports an extensive manufacturing industry, including a large pulp and paper mill and small arms ammunition manufacturers. The city is home to the Lewis & Clark State College, St. Joseph Regional Medical Center, and the Lewiston Independent School District. Lewiston is the gateway to Hells Canyon, the deepest river gorge in the U.S., making it a popular recreation area. Lewiston-Nez Perce County Airport (LWS) is a commercial service airport that serves Lewiston and the surrounding region. The airport is located two miles south of the central business district of Lewiston and is jointly owned by the City and Nez Perce County. There are two all-weather asphalt runways at the airport. The airport is served by SkyWest Airlines, which provides twice-daily service to Salt Lake City on behalf of Delta Connection. LWS supports several businesses in the city and at the airport. Stouts Flying Service, Odonata, and Hillcrest Aircraft Company provide fixed-base operator (FBO) services. Lohman Helicopter is based at LWS and provides a variety of helicopter services around the western U.S. The airport is a vital resource for the community and directly supports the economic activities of the area, and contributes to the effectiveness of the Idaho Airport System.

AIRPORT FEATURES

Associated City	Lewiston	
Associated County	Nez Perce	
Airport Reference Code	C-III	
Primary Runway	ORIENTATION	08 / 26
	DIMENSION	6,511' x 150'
	SURFACE TYPE	Asphalt-GRVD

FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	146	169	16%
CS Annual Operations	5,620	6,566	17%
GA Annual Operations	21,413	22,232	4%

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.



AERIAL
FIREFIGHTING



MEDICAL
OPERATIONS



AERIAL AGRICULTURAL
SPRAYING



BUSINESS ACTIVITY



GATEWAY TO THE
BACKCOUNTRY

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

LEWISTON-NEZ PERCE COUNTY

PRIMARY

OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES					
Primary Runway Length	Future Runway Length from ALP/MP (6,511 feet)		6,511 feet	None	\$-
Primary Runway Width	100 feet		150 feet	None	\$-
Primary Runway Strength	Single-Landing Gear (60,000 pounds)		150,000 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	121	98	Add 23 spaces	\$5,610,000
Apron Tie-Down Spaces	20% of Based Aircraft and 50% of Transient	39	64	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		Stouts Aviation	None	\$-
Maintenance Services	Yes		Yes	None	\$-
Snow Removal Equipment	Yes		Yes	None	\$-
Fuel	24/7 AvGas, 24/7 Jet A Fuel		24/7 AvGas, Jet A Fuel	24/7 Fuel-Jet A	No Cost
Rental/Courtesy Car Access	Rental Car		Rental 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	\$1,074,658
Future Storage Needs: Hangar Spaces				45	\$10,914,149
Future Storage Needs: Apron Tie-downs				None	\$-
Pavement Lifecycle Costs					\$39,500,565
Additional ISCIP Projects					\$11,056,357

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
530 JOBS



TOTAL EARNINGS
\$20,200,000



TOTAL GDP
\$37,700,000



TOTAL OUTPUT
\$73,500,000

TIMELINE OF ECONOMIC IMPACT

2008 Economic Impact

Total Employment - 519
Total Earnings - \$15.0 million
Total Output - \$54.7 million

2018 Economic Impact

Total Employment - 530
Total Earnings - \$20.2 million
Total Output - \$73.5 million

Enplanements - 69,726
Nonstop Destinations - 3
Based Aircraft - 144
Annual Operations - 41,484

2007 Activity

Enplanements - 74,618
Nonstop Destinations - 3
Based Aircraft - 146
Annual Operations - 27,332

2017 Activity

2008

2009

2010

2011

2012

2013

2014

2015

2016

2017

2018

2019

Runway Rehabilitation
Pavement Maintenance

Southside Parallel Taxiway
and Apron Construction
Airside Development

Airport Master Plan
Planning Study

Runway and Taxiway Reconstruction
Pavement Maintenance

Taxiway and Apron
Rehabilitation
Pavement Maintenance

Schweitzer Engineering
Laboratories Builds Manufacturing
Community

Clearwater Paper Mill Expansion

Horizon Airlines Exits Market
Community

Horizon Airlines Exits Market
Air Service

New ARFF Building & Equipment
Landside Development

● 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.