

MALAD CITY

Malad City

SUMMARY REPORT



FAA ID
MLD

Understanding the Airport

Malad City is a small town in southeastern Idaho, approximately 45 miles south of Pocatello. The city is situated on the east side of the Malad Valley along Interstate 15 in Oneida County, 13 miles from the Idaho-Utah border. The economic activities in the valley are concentrated on agricultural production and ranching. Large employers in the area include Hess Pumice, Nucor Steel, and the Nell J. Redfield Memorial Hospital. There are seven reservoirs in the Malad Valley, and the primary recreational activities in the area are watersports and fishing. Malad City Airport (MLD) is a general aviation airport that is owned and operated by Oneida County. The field is located three miles southwest of the central business district of Malad City. The airport has a single asphalt runway and is primarily used by local and transient recreational pilots and agricultural spraying operators. The airport is a popular destination for transient flight training aircraft from Logan, Utah and Pocatello. Additionally, MLD receives visitors from around the region who come to play the Idaho lottery. There are currently no businesses located at MLD, but several entities use the airport regularly. Hess Pumice bases an aircraft at the airport and flies to and from MLD a few times a week. During the summer, firefighting helicopters stop by the airport for fuel and occasionally stage firefighting aircraft on the field. The airport is also used by fixed wing air ambulance aircraft to conduct occasional medical evacuations. MLD is used as a staging base for infrequent search and rescue operations and law enforcement activities. MLD is a vital resource for the community and directly supports the economic contributions of the Malad Valley and the Idaho Airport System.



AERIAL
FIREFIGHTING



MEDICAL
OPERATIONS



SEARCH AND
RESCUE



RECREATIONAL
FLYING

AIRPORT FEATURES

Associated City	Malad City		
Associated County	Oneida		
Airport Reference Code	B-I		
Primary Runway	ORIENTATION	16 / 34	
	DIMENSION	4,950' x 60'	
	SURFACE TYPE	Asphalt	

FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	9	11	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	4,425	4,425	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
Utility

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			MALAD CITY		UTILITY	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST	
AIRSIDE FACILITIES						
Primary Runway Length	To Accommodate 95% of Small Aircraft Fleet (5,700 feet)		4,950 feet	Add 750 feet	\$237,360	
Primary Runway Width	60 feet		60 feet	None	\$-	
Primary Runway Strength	Single-Landing Gear (12,500 pounds)		Not Provided	Unknown	\$-	
Primary Taxiway	Partial Parallel or Turnarounds		Partial Parallel	None	\$-	
Instrument Approach	Visual		Visual	None	\$-	
Visual Aids	Rotating Beacon (As required), Wind Cone		Rotating Beacon, Lighted Wind Cone, Wind Cone	None	\$-	
Runway Lighting	Reflectors, LIRL Desired		MIRL	None	\$-	
Weather Reporting	Unicom and Dual Barometers		None	Unicom & Dual Barometers	\$35,000	
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		Yes	None	\$-	
Hangar Storage	Not Applicable	None	5	None	\$-	
Apron Tie-Down Space	100% of Based Aircraft and 25% of Transient	10	4	Add 6 spaces	\$62,603	
Perimeter Fencing	Full Perimeter		Full	None	\$-	
Auto Parking	Not Applicable		Yes	None	\$-	
SERVICES						
Cell Phone Coverage	Yes		Yes	None	\$-	
Wi-Fi	Not Applicable		Yes	None	\$-	
Fixed Base Operator	Not Applicable		Oneida County	None	\$-	
Maintenance Services	Not Applicable		No	None	\$-	
Snow Removal Equipment	Not Applicable		No	None	\$-	
Fuel	Not Applicable		24/7 AvGas	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)				ALP w narrative	\$30,000	
Performance Measure: Close-in Obstructions				Remove Obstruction	\$20,000	
Performance Measure: Meeting Current FAA Taxiway Design Standards				None	\$-	
Future Storage Needs: Hangar Spaces				None	\$-	
Future Storage Needs: Apron Tie-downs				Add 2 spaces	\$20,867	
Pavement Lifecycle Costs					\$1,735,276	
Additional ISCIP Projects					\$2,270,209	

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
5 JOBS



TOTAL EARNINGS
\$200,000



TOTAL GDP
\$340,000



TOTAL OUTPUT
\$730,000

TIMELINE OF ECONOMIC IMPACT

2008 Economic Impact

Total Jobs - 3
Total Payroll - \$67,700
Total Output - \$172,500

2018 Economic Impact

Total Jobs - 5
Total Payroll - \$200,000
Total Output - \$730,000

Based Aircraft - 5
Annual Operations - 4,450
2007 Activity

Based Aircraft - 9
Annual Operations - 4,425
2017 Activity

2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019

Pavement Rehabilitation
Pavement Maintenance

Hess Pumice Expansion
Community

● 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.