IDAHO AIRPORT SYSTEM PLAN UPDATE 2020

& AIRPORT ECONOMIC IMPACT ANALYSIS UPDATE

MCCALL

McCall Municipal

SUMMARY REPORT

FAA ID

MYL

MYL

Understanding the Airport

McCall is a city in the Long Valley in west-central Idaho, approximately 90 miles north of Boise, with an estimated population of 3,500 people. McCall is an all-season tourist destination for visitors from around the world, including travelers to the world-famous Brundage Mountain Idaho Ski Resort. Corporations that utilize the airport on a regular basis include Tamarack Resort, White Tail Resort, UPS, developers, title companies, and real estate companies. McCall Municipal Airport (MYL) is a general aviation airport that is located just south of downtown McCall. The airport is owned and operated by the City of McCall and supports a diverse mix of activities. MYL has the only all-weather runway in the Long Valley and is the nearest all-weather airport to the Payette National Forest. The airport is used heavily by personal and business aircraft as there are many second homes in the area. As McCall continues to grow, the airport has plans to expand and upgrade its Airport Reference Code (ARC) from B-II to C-II. There are several aviation-related businesses at the airport that provide fixed-base operator (FBO) services, charter flights into the backcountry, backcountry flight instruction, medical transport flights, and aircraft maintenance and repair services. In addition, the airport also supports important activities for aerial inspections, wildlife studies, military exercises, and physician transportation. The U.S. Forest Service also operates a large aerial firefighting base at the airport. MYL is an active facility that serves a rapidly-growing city. The businesses and activities that are supported by the airport directly contribute to the economic output of the region and increase the effectiveness of the Idaho Airport System.

- AERIAL FIREFIGHTING
- MEDICAL OPERATIONS
- BUSINESS ACTIVITY
- GATEWAY TO THE BACKCOUNTRY

AIRPORT FEATURES		
Associated City	McCall	
Associated County	Valley	
Airport Reference Code	B-II	
Primary Runway	ORIENTATION	16 / 34
	DIMENSION	6,108' x 75'
	SURFACE TYPE	Asphalt

FORECAST SUMMARY			
Activity	2017	2037	% Change
Based Aircraft	91	111	18%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	32,000	37,528	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 | **MCCALL MUNICIPAL** | **LOCAL**

OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES					
Primary Runway Length	To Accommodate 100% of Small Aircraft Fleet (5,900 feet)		6,108 feet	None	$-
Primary Runway Width	60 feet		75 feet	None	$-
Primary Runway Strength	Single-Landing Gear (12,500 pounds)		86,500 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		No	None	$-
Public Restrooms	Yes		Yes	None	$-
Conference Rooms	Not Applicable		Yes	None	$-
Pilots Lounge	Yes		No	Pilot Lounge	$100,000
Hangar Storage Units	Storage for 50% of Based Aircraft	46	82	None	$-
Apron Tie-Down Spaces	50% of Based Aircraft and 50% of Transient	55	121	None	$-
Perimeter Fencing	Partial 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	Not Applicable		McCall Aviation	None	$-
Maintenance Services	Not Applicable		Yes	None	$-
Snow Removal Equipment	Not Applicable		Yes	None	$-
Fuel	AvGas		24/7 AvGas, Jet A Fuel	None	$-
Rental/Courtesy Car Access	Courtesy/Loaner Car		No	Courtesy Car	$10,000
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	$243,809
Future Storage Needs: Hangar Spaces				None	$-
Future Storage Needs: Apron Tie-downs				None	$-
Pavement Lifecycle Costs					$14,635,154
Additional ISCIP Projects					$21,171,334

MYL

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

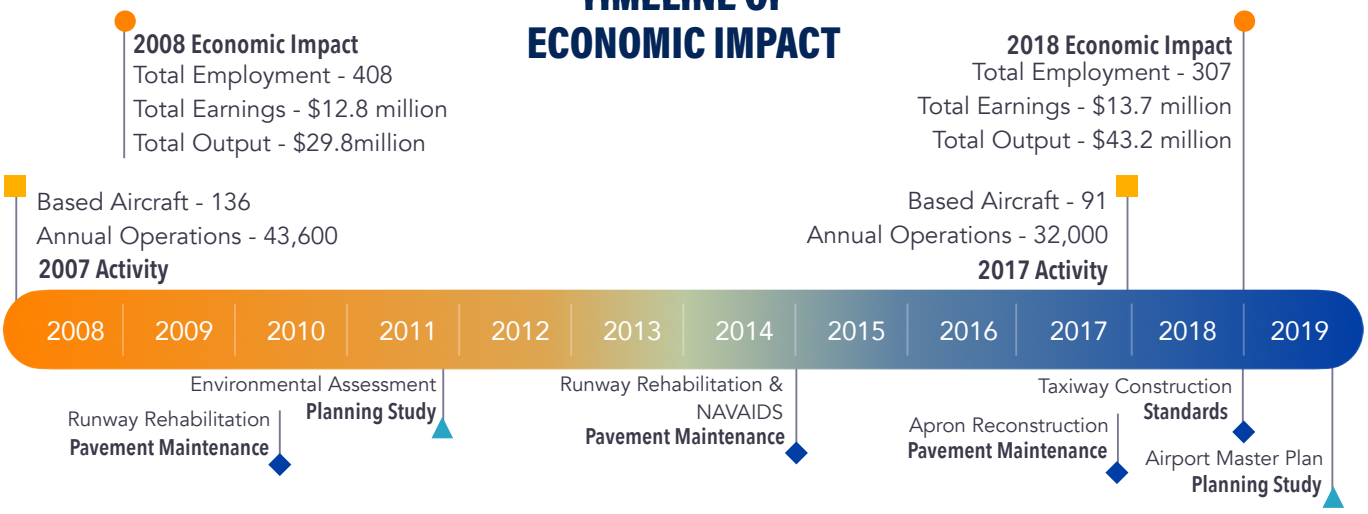
TOTAL EMPLOYMENT
307 JOBS

TOTAL EARNINGS
$13,660,000

TOTAL GDP
$20,490,000

TOTAL OUTPUT
$43,210,000

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.