

**MUD LAKE**  
Mud Lake/  
West Jefferson County  
SUMMARY REPORT



## Understanding the Airport

Mud Lake is a small city in eastern Idaho, approximately 30 miles northwest of Idaho Falls. The town is located in rural Jefferson County, one mile east of the junction of State Highways 28 and 33 and two miles west of the town of Terreton. The economic activities that occur in the area are focused on agricultural production, and there are two agricultural equipment dealers in Terreton. Local recreational activities include hunting and fishing at Mud Lake (located four miles northeast of town) and the Camas Wildlife Refuge. Mud Lake/West Jefferson County Airport (1U2) is a general aviation airport that is owned by the City of Mud Lake. The airport is located one mile northwest of town and is primarily used by agricultural spraying aircraft. It is also used by recreational aircraft traveling to and from the backcountry. Desert Air Ag, Inc. is the only business based at 1U2. The company provides fixed-base operator (FBO) services at the airport as well as aircraft maintenance and overnight storage. Additionally, Desert Air Ag conducts aerial spraying flights from the airport throughout the growing season and has a government contract to perform wintertime seeding and pest control on federal land holdings in the area. The airport is also used by Agri-Service to transport parts and employees. Additionally, the airport supports multiple emergency response activities. Life Flight conducts medical evacuations from the airport a few times a month and law enforcement agencies use the facility to conduct training exercises and search & rescue operations. The businesses and activities that utilize 1U2 provide a significant contribution to the area's economic output and increase the capabilities of the Idaho Airport System.



**MEDICAL  
OPERATIONS**



**AERIAL AGRICULTURAL  
SPRAYING**



**GATEWAY TO THE  
BACKCOUNTRY**



**SEARCH AND  
RESCUE**

### AIRPORT FEATURES

Associated City	Mud Lake	
Associated County	Jefferson	
Airport Reference Code	N/P	
Primary Runway	<b>ORIENTATION</b>	02 / 20
	<b>DIMENSION</b>	3,300' x 40'
	<b>SURFACE TYPE</b>	Asphalt

### FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	11	13	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	3,850	3,850	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  
(Future - Basic)

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			MUD LAKE/ WEST JEFFERSON COUNTY		UTILITY (FUTURE - BASIC)				
OBJECTIVE CATEGORY		AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE		RECOMMENDATION		COST	
AIRSIDE FACILITIES									
Primary Runway Length		Maintain Existing		3,300 feet		None		\$-	
Primary Runway Width		Maintain Existing		40 feet		None		\$	
Primary Runway Strength		Maintain Existing		12,500 pounds		None		\$-	
Primary Taxiway		Maintain Existing		Connectors		None		\$-	
Instrument Approach		Visual		Visual		None		\$-	
Visual Aids		Rotating Beacon (as required), Wind Cone		Rotating Beacon, Lighted Wind Cone, VGSI		None		\$-	
Runway Lighting		Reflectors, LIRL Desired		Non-Standard LIRL and Reflectors		None		\$-	
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		Yes		None		\$-	
Pilots Lounge		Not Applicable		Yes		None		\$-	
Hangar Storage Units		Not Applicable	None	4		None		\$-	
Apron Tie-Down Spaces		100% of Based Aircraft and 50% of Transient	11	6		Add 5 spaces		\$58,409	
Perimeter Fencing		Full Perimeter		None		Full		\$365,200	
Auto Parking		Present On-Site		Yes		None		\$-	
SERVICES									
Cell Phone Coverage		Yes		Yes		None		\$-	
Wi-Fi		Not Applicable		Yes		None		\$-	
Fixed Base Operator		Not Applicable		Desert Air		None		\$-	
Maintenance Services		Not Applicable		Yes		None		\$-	
Snow Removal Equipment		Not Applicable		Yes		None		\$-	
Fuel		Not Applicable		AvGas, Jet A Fuel		None		\$-	
Rental/Courtesy Car Access		Not Applicable		Courtesy Car		None		\$-	
FUTURE STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISCIP PROJECTS									
PROJECT CATEGORY									
Performance Measure: Master Plan or Airport Layout Plan (ALP)						ALP w narrative		\$75,000	
Performance Measure: Close-in Obstructions						Remove Obstruction		\$25,000	
Performance Measure: Meeting Current FAA Taxiway Design Standards						Taxiway Improvement: Direct Access		\$92,075	
Future Storage Needs: Hangar Spaces						None		\$-	
Future Storage Needs: Apron Tie-downs						3		\$35,046	
Pavement Lifecycle Costs								\$805,160	
Additional ISCIP Projects								\$	



## 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  
**38 JOBS**



TOTAL EARNINGS  
**\$1,820,000**



TOTAL GDP  
**\$3,460,000**



TOTAL OUTPUT  
**\$7,790,000**

### ADDITIONAL AVIATION BENEFITS

Supports Aerial Application

Supports Farming Industry

Supports Flight Training

Supports Training Activities

Support Backcountry Flying

Supports Air Ambulance

### 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.