

**MURPHY**  
**Murphy**  
SUMMARY REPORT



FAA ID  
1U3

## Understanding the Airport

Murphy is a small town in southwestern Idaho, approximately 30 miles southwest of Boise. The town is the county seat of Owyhee County and has a population of approximately 100 people. Murphy was once a part of a rail line that transported silver from mines in the Owyhee Mountains to Boise, and now serves as a rural agricultural and ranching community. Employers in Murphy include Mountain Meadow Adventure Rentals and the Owyhee County Government. Local recreational attractions include the Owyhee County Museum and Library as well as multiple historic mining towns in the Owyhee Mountains. Murphy Airport (1U3) is a general aviation airport that is owned and operated by Owyhee County. The airport is located just across State Highway 78 from Murphy and is primarily used by recreational pilots and flight training aircraft to practice operating from a sloped runway. There are currently no businesses or amenities at the airport, but two government agencies utilize the field. The U.S. Department of Agriculture's Animal/Plant Health Inspection Service (APHIS) occasionally uses the airport as a staging base to conduct aerial application activities for the mitigation of Mormon crickets. The Bureau of Land Management conducts annual smokejumping training from the airport. Air ambulance helicopters will also use the airport on occasion to conduct medical evacuations from the area. The activities that are supported by Murphy Airport directly support the accessibility of the town and the economic output of the region.



AERIAL  
FIREFIGHTING



MEDICAL  
OPERATIONS



AERIAL AGRICULTURAL  
SPRAYING



FLIGHT  
TRAINING



RECREATIONAL  
FLYING

### AIRPORT FEATURES

Associated City	Murphy	
Associated County	Owyhee	
Airport Reference Code	A-II	
Primary Runway	<b>ORIENTATION</b>	12 / 30
	<b>DIMENSION</b>	2,500' x 45'
	<b>SURFACE TYPE</b>	Asphalt

### FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	0	0	0%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	2,028	2,378	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  
General

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			MURPHY		GENERAL	
OBJECTIVE CATEGORY		AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES						
Primary Runway Length	Maintain Existing		2,500 feet		None	\$-
Primary Runway Width	50 feet		45 feet		Add 5 feet	\$55,755
Primary Runway Strength	Maintain Existing		N/A		None	\$-
Primary Taxiway	Maintain Existing		None		None	\$-
Instrument Approach	Visual		Visual		None	\$-
Visual Aids	Wind Cone		Lighted Wind Cone		None	\$-
Runway Lighting	Reflectors		None		Reflectors	\$7,700
Weather Reporting	Not Applicable		None		None	\$-
LANDSIDE FACILITIES						
Commercial Terminal	Not Applicable		No		None	\$-
General Aviation Terminal	Not Applicable		No		None	\$-
Public Restrooms	Yes		No		Public Restroom	\$55,000
Conference Rooms	Not Applicable		No		None	\$-
Pilots Lounge	Not Applicable		No		None	\$-
Hangar Storage Units	Not Applicable	None	0	None		\$-
Apron Tie-Down Spaces	100% of Based Aircraft and 25% of Transient Maximum Daily Totals	1	4	None		\$-
Perimeter Fencing	Not Applicable		Partial		None	\$-
Auto Parking	Not Applicable		No		None	\$-
SERVICES						
Cell Phone Coverage	Yes		Yes		None	\$-
Wi-Fi	Not Applicable		No		None	\$-
Fixed Base Operator	Not Applicable		None		None	\$-
Maintenance Services	Not Applicable		No		None	\$-
Snow Removal Equipment	Not Applicable		Yes		None	\$-
Fuel	Not Applicable		No		None	\$-
Rental/Courtesy Car Access	Not Applicable		No		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					Remove Obstruction	\$15,000
Performance Measure: Meeting Current FAA Taxiway Design Standards					None	\$-
Future Storage Needs: Hangar Spaces					None	\$-
Future Storage Needs: Apron Tie-downs					None	\$-
Pavement Lifecycle Costs						\$490,872
Additional ISCIP Projects						\$44,537



## 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  
**3 JOBS**



TOTAL EARNINGS  
**\$120,000**



TOTAL GDP  
**\$230,000**



TOTAL OUTPUT  
**\$520,000**

### ADDITIONAL AVIATION BENEFITS

Supports Flight Training Operations

Hosts Smokejumper Training by BLM

Supports Wildlife Survey Efforts

Utilized by Air Ambulance for Medical Evacuations

Supports Aerial Application for Local Farms

Supports Recreational Flying

### 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.