

OROFINO

# Orofino Municipal

## SUMMARY REPORT



FAA ID  
S68

## Understanding the Airport

The City of Orofino is tucked in the Clearwater River Valley in northwestern Idaho. Orofino is the largest city on the Nez Perce Reservation, located approximately 35 miles east of Lewiston with an estimated population of 3,100. Originally, the town was a camp for gold miners, but quickly developed an expansive lumber industry that remains the focus of the economic activities in the region today. Most of the large employers in the area are local, state, or federal government agencies. The city is home to two large fish hatcheries that work in conjunction with the Kooskia National Fish Hatchery (located 31 miles southwest) to raise over 600,000 steelhead, spring chinook, and coho salmon each year. Orofino Municipal Airport (S68) is a general aviation airport located one mile northwest of Orofino's central business district. The airport is owned and operated by the City of Orofino and has a single asphalt runway. The airport has a diverse group of users that operate from the field throughout the year. During the summer, the airport is visited regularly by hunters and fishermen as well as flight training aircraft from the Moody Aviation Technology program. There are two businesses located at S68. The Clearwater-Potlatch Timber Protective Association (C-PTPA) is a statewide forest protection agency that has a hangar and multiple aircraft on the field. Debco Construction is a private contractor that bases three aircraft at S68 and uses the airport to transport employees around the country. The airport is also used by multiple government agencies including the U.S. Forest Service and the Idaho Department of Lands. Additionally, the Idaho Correctional Institution–Orofino regularly uses the airport for prisoner transport. The businesses and activities that are supported by S68 directly contribute to the economic output of the region and increase the effectiveness of the Idaho Airport System.

### AIRPORT FEATURES

Associated City	Orofino	
Associated County	Clearwater	
Airport Reference Code	B-I	
Primary Runway	<b>ORIENTATION</b>	09 / 27
	<b>DIMENSION</b>	2,500' x 60'
	<b>SURFACE TYPE</b>	Asphalt

### FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	12	14	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	5,000	5,000	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.



AERIAL  
FIREFIGHTING



MEDICAL  
OPERATIONS



BUSINESS ACTIVITY



FLIGHT  
TRAINING



RECREATIONAL  
FLYING

### AIRPORT ROLE

IASP Role  
Basic

Federal Role  
Basic

## 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			OROFINO MUNICIPAL		BASIC	
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	Maintain Existing		60 feet	None	\$-	
Primary Runway Strength	Maintain Existing		17,000 pounds	None	\$-	
Primary Taxiway	Maintain Existing		Full Parallel	None	\$-	
Instrument Approach	Visual		Visual	None	\$-	
Visual Aids	Rotating Beacon as Required, Wind Cone		Lighted Wind Cone, Wind Cone	None	\$-	
Runway Lighting	Reflectors, LIRL Desired		MIRL	None	\$-	
Weather Reporting	None		None	None	\$-	
LANDSIDE FACILITIES						
Commercial Terminal	Not Applicable		No	None	\$-	
General Aviation Terminal	Not Applicable		Yes	None	\$-	
Public Restrooms	Yes		Yes	None	\$-	
Conference Rooms	Not Applicable		Yes	None	\$-	
Pilots Lounge	Not Applicable		Yes	None	\$-	
Hangar Storage	Not Applicable	None	11	None	\$-	
Apron Tie-Down Space	100% of Based Aircraft and 50% of Transient	13	8	Add 5 spaces	\$65,896	
Perimeter Fencing	Full Perimeter		Partial	Full	\$122,300	
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		City (Fuel)	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	Not Applicable		Yes	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	\$93,857	
Future Storage Needs: Hangar Spaces				None	\$-	
Future Storage Needs: Apron Tie-downs				Add 2 spaces	\$26,359	
Pavement Lifecycle Costs					\$1,221,260	
Additional ISCIP Projects					\$1,425,000	



## 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  
**147 JOBS**



TOTAL EARNINGS  
**\$6,960,000**



TOTAL GDP  
**\$11,510,000**



TOTAL OUTPUT  
**\$25,690,000**

### TIMELINE OF ECONOMIC IMPACT

#### 2008 Economic Impact

Total Jobs - 60  
Total Payroll - \$2.3 million  
Total Output - \$9.4 million

#### 2018 Economic Impact

Total Jobs - 147  
Total Payroll - \$7.0 million  
Total Output - \$25.7 million

Based Aircraft - 19  
Annual Operations - 7,400  
**2007 Activity**

Based Aircraft - 12  
Annual Operations - 5,000  
**2017 Activity**



● 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.