IDAHO AIRPORT SYSTEM PLAN UPDATE 2020

& AIRPORT ECONOMIC IMPACT ANALYSIS UPDATE

PAYETTE

Payette Municipal

SUMMARY REPORT

FAA ID

S75

S75

Understanding the Airport

The City of Payette is located in western Idaho, approximately 50 miles northwest of Boise. Payette is situated at the confluence of the Payette and Snake Rivers along the Oregon-Idaho border. The city is the county seat of Payette County and has an estimated population of just over 7,500. The economic activities of Payette and Ontario, Oregon (located four miles south) support agricultural production and manufacturing. There are several food processing and distribution facilities in the area including Seneca Foods, which is one of the largest employers in the city. Local recreational attractions include the Scotch Pines Golf Course and outdoor activities along the Snake River. Payette Municipal Airport (S75) is a general aviation airport located adjacent to the golf course approximately two miles northeast of Payette's central business district. The airport is owned and operated by the City of Payette. Known as the "friendliest little airport in the west," pilots from around the Pacific Northwest come to S75 to play a round of golf, enjoy recreational attractions in the area, or to conduct business in town. Although there are no businesses located onsite, multiple local companies rely on the airport. Seneca Foods regularly uses the field to transport employees and materials while the Pine Room restaurant at the golf course relies on airport visitors for part of its customer base. The airfield is regularly used for prisoner transport, aerial inspections of pipelines or power lines, military exercises, environmental patrol, and real estate appraisals. The airport has plans to rehabilitate the main taxiway, which will enable S75 to continue to serve the community well into the future.

- AERIAL AGRICULTURAL SPRAYING
- BUSINESS ACTIVITY
- RECREATIONAL FLYING
- MILITARY EXERCISES

AIRPORT FEATURES		
Associated City	Payette	
Associated County	Payette	
Airport Reference Code	A-I	
Primary Runway	ORIENTATION	13 / 31
	DIMENSION	3,000' x 50'
	SURFACE TYPE	Asphalt

AIRPORT ROLE	
IASP Role	Utility
Federal Role	N/A

FORECAST SUMMARY			
Activity	2017	2037	% Change
Based Aircraft	22	26	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	5,460	5,460	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 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 | **PAYETTE MUNICIPAL** | **UTILITY**

OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES					
Primary Runway Length	To Accommodate 95% of Small Aircraft Fleet (3,950 feet)		3,000 feet	Add 950 feet	$280,090
Primary Runway Width	60 feet		50 feet	Add 10 feet	$302,175
Primary Runway Strength	Single-Landing Gear (12,500 pounds)		8,000 pounds	Add 4,500 pounds	$439,964
Primary Taxiway	Partial Parallel or Turnarounds		Full 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		LIRL	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		Yes	None	$-
Pilots Lounge	Not Applicable		Yes	None	$-
Hangar Storage	Not Applicable	None	18	None	$-
Apron Tie-Down Space	100% of Based Aircraft and 25% of Transient	23	16	Add 7 spaces	$86,555
Perimeter Fencing	Full Perimeter		None	Full	$434,500
Auto Parking	Not Applicable		Yes	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		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)				None	$-
Performance Measure: Close-in Obstructions				None	$-
Performance Measure: Meeting Current FAA Taxiway Design Standards				Taxiway Improvement: Direct Access	$83,338
Future Storage Needs: Hangar Spaces				None	$-
Future Storage Needs: Apron Tie-downs				Add 4 spaces	$6,400
Pavement Lifecycle Costs					$1,189,801
Additional ISCIP Projects					$304,462

S75

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

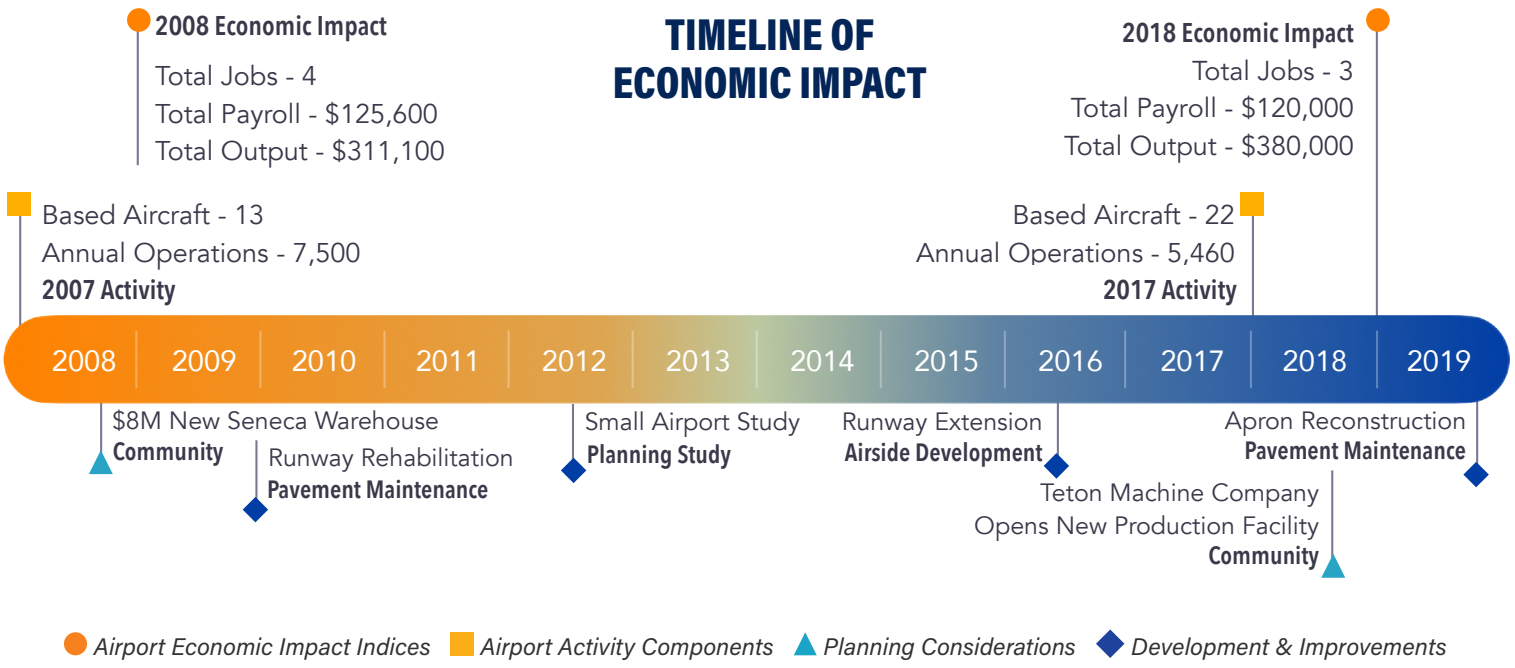
TOTAL EMPLOYMENT **3 JOBS**

TOTAL EARNINGS **$120,000**

TOTAL GDP **$190,000**

TOTAL OUTPUT **$380,000**

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.