IDAHO AIRPORT SYSTEM PLAN UPDATE 2020

& AIRPORT ECONOMIC IMPACT ANALYSIS UPDATE

POCATELLO

Pocatello Regional

SUMMARY REPORT

FAA ID

PIH

PIH

Understanding the Airport

Pocatello is a city located at the edge of the Snake River Plain in southeastern Idaho, with an estimated population of 52,000. Pocatello is the largest city in southeastern Idaho and is known as the "Gateway to the Northwest". Pocatello is the commercial hub for southeastern Idaho and is a destination for recreation, shopping, and cultural activities. The city ranks on Forbes' list of best "small towns for small businesses". Pocatello is home to Idaho State University (ISU), which is the largest employer in the region, and the manufacturing facility for ON Semiconductor. Local recreational attractions include Holt Arena, Zoo Idaho, Cherry Springs Nature Area, and the Pebble Creek Ski Area. Pocatello Regional Airport (PIH) is the commercial service airport that serves Pocatello and the surrounding region. The airport is owned and operated by the City of Pocatello. The airfield has two asphalt runways and the primary runway is equipped with a precision instrument approach (ILS) and is capable of receiving large jet aircraft. SkyWest Airlines is the scheduled air carrier that serves Pocatello. SkyWest offers three-times daily flights to Salt Lake City on behalf of Delta Air Lines. Pocatello Regional Airport annually experiences nearly 39,000 passenger enplanements. PIH is home to several other businesses and organizations that support the local economy. Idaho State University maintains a hangar at the airport and offers an aircraft/powerplant mechanic training program for ISU students. The airport is also served by a rail spur that allows for efficient intermodal transfer of goods and materials, increasing the productivity of local businesses. As Pocatello grows, the airport is well-positioned to continue serving the local community. The businesses and visitors that rely on the airport directly contribute to the local economy and support the entire Idaho Airport System.

MEDICAL OPERATIONS

AERIAL FIREFIGHTING

BUSINESS ACTIVITY

COMMERCIAL SERVICE

FLIGHT TRAINING

AIRPORT FEATURES		
Associated City	Pocatello	
Associated County	Power	
Airport Reference Code	D-IV	
Primary Runway	ORIENTATION	03 / 21
	DIMENSION	9,060' x 150'
	SURFACE TYPE	Asphalt-PFC

AIRPORT ROLE

IASP Role	Federal Role
Primary	Primary

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.

FORECAST SUMMARY			
Activity	2017	2037	% Change
Based Aircraft	50	50	0%
CS Annual Operations	6,969	8,440	21%
GA Annual Operations	13,612	13,855	2%

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.

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 | POCATELLO REGIONAL | PRIMARY

OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES					
Primary Runway Length	Future Runway Length from ALP/ MP (9,056 feet)		9,060 feet	None	$-
Primary Runway Width	100 feet		150 feet	None	$-
Primary Runway Strength	Single-Landing Gear (60,000 pounds)		100,000 pounds	None	$-
Primary Taxiway	Full Parallel		Full Parallel	None	$-
Instrument Approach	Precision or PBN		Precision	None	$-
Visual Aids	Rotating Beacon, Lighted Wind Cone, PAPIs/VASIs, ALS, REILs (as applicable based on ALS)		Rotating Beacon, Lighted Wind Cone, Wind Cone, REILs, VGSI, ALS	None	$-
Runway Lighting	MIRL, HIRL Desired		HIRL	None	$-
Weather Reporting	ATCT, ASOS or AWOS		ATCT, On-Site ASOS or AWOS	None	$-
LANDSIDE FACILITIES					
Commercial Terminal	Yes		Yes	None	$-
General Aviation Terminal	Yes		Yes	None	$-
Public Restrooms	Yes		Yes	None	$-
Conference Rooms	Yes		Yes	None	$-
Pilots Lounge	Yes		Yes	None	$-
Hangar Storage Units	Storage for 80% of Based Aircraft and 25% of Transient	42	17	Add 25 spaces	$6,170,000
Apron Tie-Down Spaces	20% of Based Aircraft and 50% of Transient	16	64	None	$-
Perimeter Fencing	Full 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	Yes		Av Center	None	$-
Maintenance Services	Yes		Yes	None	$-
Snow Removal Equipment	Yes		Yes	None	$-
Fuel	24/7 AvGas, 24/7 Jet A Fuel		24/7 AvGas, 24/7 Jet A Fuel	None	$-
Rental/Courtesy Car Access	Rental Car		Rental/Courtesy Car	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	$1,471,834
Future Storage Needs: Hangar Spaces				18	$4,631,817
Future Storage Needs: Apron Tie-downs				None	$-
Pavement Lifecycle Costs					$60,896,705
Additional ISCIP Projects					$2,133,333

PIH

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

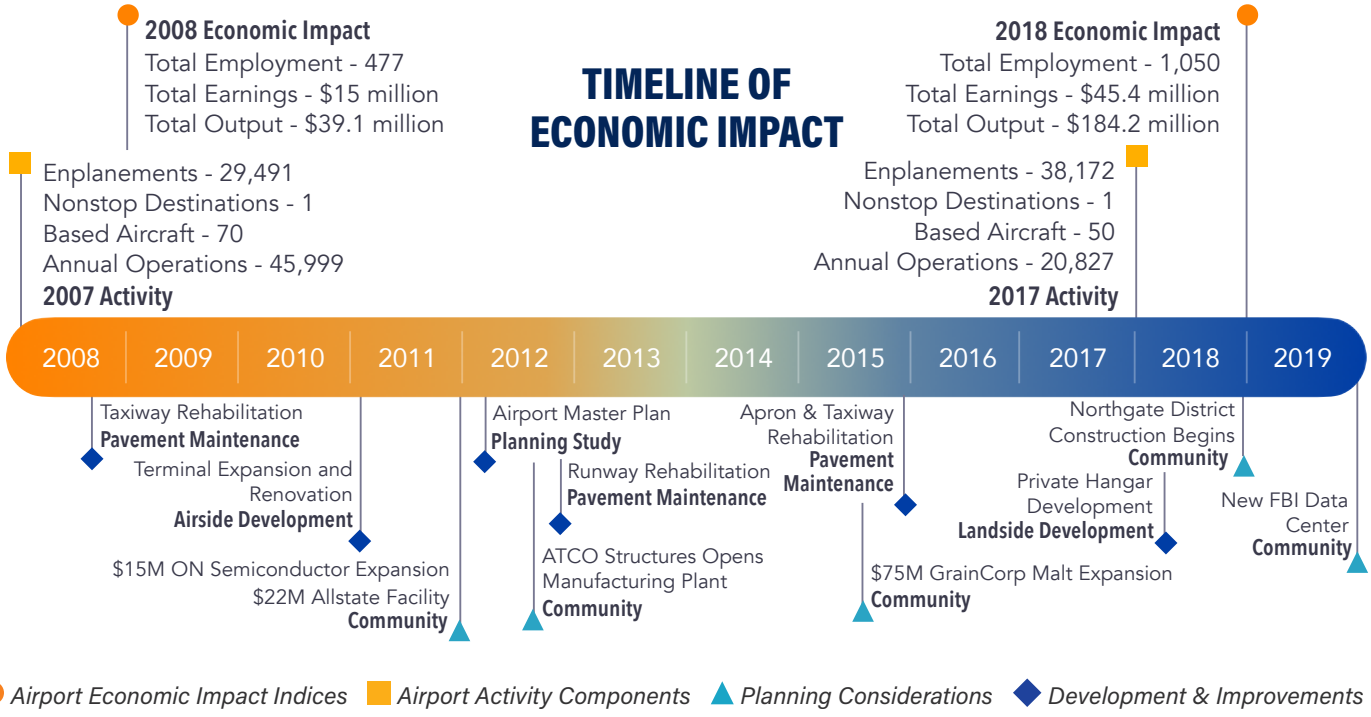
TOTAL EMPLOYMENT **1,050 JOBS**

TOTAL EARNINGS **$45,400,000**

TOTAL GDP **$80,400,000**

TOTAL OUTPUT **$184,200,000**

TIMELINE OF ECONOMIC IMPACT



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.