

PRESTON

# Preston

## SUMMARY REPORT



FAA ID  
U10

## Understanding the Airport

The town of Preston is located in southeastern Idaho, approximately 60 miles south of Pocatello along U.S. Highway 91. The city is the county seat of Franklin County and has an estimated population of 5,500. The city sits in the Bear River Valley less than seven miles from the Idaho-Utah border. The economic activities in the valley surrounding Preston are focused on agricultural production. There are multiple businesses in the city that support local farms. The largest employers in Preston are the Franklin County Medical Center and the Preston Joint School District. There are multiple recreational attractions in the surrounding area that draw visitors to the town throughout the year. Four reservoirs in the valley attract hunters and fishermen during the summer while snowmobiling and cross-country skiing draw visitors to the area during the winter months. Preston Airport (U10) is a general aviation airport located two miles northwest of Preston. The field is owned and operated by the City of Preston and has two runways. The airport is primarily used for recreational flying and agricultural spraying. The city currently runs Preston Flying Service at the airport, which provides fixed-base operator (FBO) services to visiting aircraft. The field is also used by agricultural spraying aircraft flying in the valley and Harris Aviation to conduct flight training. Additionally, U10 is occasionally used as a staging base for aerial/wildland firefighting operations and medical evacuations. U10 is a vital resource to the community that attracts visitors and contributes to the economic output of the region.



AERIAL  
FIREFIGHTING



MEDICAL  
OPERATIONS



AERIAL AGRICULTURAL  
SPRAYING



RECREATIONAL  
FLYING

### AIRPORT FEATURES

Associated City	Preston	
Associated County	Franklin	
Airport Reference Code	A-I	
Primary Runway	ORIENTATION	03 / 21
	DIMENSION	3,457' x 50'
	SURFACE TYPE	Asphalt

### FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	16	19	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	7,040	7,040	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  
Local

Federal Role  
Local

## 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			PRESTON		LOCAL	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE		RECOMMENDATION	COST
AIRSIDE FACILITIES						
Primary Runway Length	To Accommodate 100% of Small Aircraft Fleet (5,800 feet)		3,457 feet		Add 2,343 feet	\$937,060
Primary Runway Width	60 feet		50 feet		Add 10 feet	\$419,815
Primary Runway Strength	Single-Landing Gear (12,500 pounds)		12,000 pounds		Add 500 pounds	\$901,217
Primary Taxiway	Turnarounds		Connectors		Turnaround	\$115,425.00
Instrument Approach	Visual, PBN Desired		Visual		None	\$-
Visual Aids	Rotating Beacon, Wind Cone		Rotating Beacon, Lighted Wind Cone		None	\$-
Runway Lighting	LIRL		LIRL		None	\$-
Weather Reporting	On-Site ASOS or AWOS (as required)		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		No		None	\$-
Pilots Lounge	Yes		Yes		None	\$-
Hangar Storage Units	Storage for 50% of Based Aircraft	9	27		None	\$-
Apron Tie-Down Spaces	50% of Based Aircraft and 50% of Transient	12	8		Add 4 spaces	\$82,728
Perimeter Fencing	Partial Perimeter		Partial		None	\$-
Auto Parking	Present On-Site		Yes		None	\$-
SERVICES						
Cell Phone Coverage	Yes		Yes		None	\$-
Wi-Fi	Yes		No		Wi-Fi	\$1,500
Fixed Base Operator	Not Applicable		Preston Flying Service		None	\$-
Maintenance Services	Not Applicable		Yes		None	\$-
Snow Removal Equipment	Not Applicable		No		None	\$-
Fuel	AvGas		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)					ALP w narrative	\$125,000
Performance Measure: Close-in Obstructions					Remove Obstruction	\$35,000
Performance Measure: Meeting Current FAA Taxiway Design Standards					Taxiway Improvement: Direct Access	\$117,506
Future Storage Needs: Hangar Spaces					None	\$-
Future Storage Needs: Apron Tie-downs					1	\$20,682
Pavement Lifecycle Costs						\$1,486,370
Additional ISCIP Projects						\$5,952,638



## 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  
**17 JOBS**



TOTAL EARNINGS  
**\$740,000**

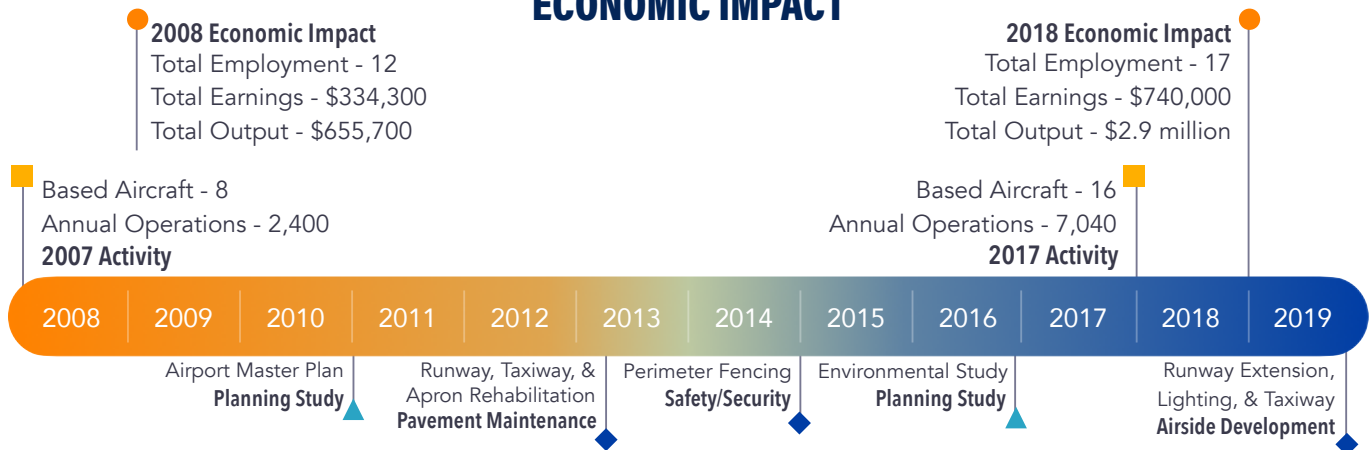


TOTAL GDP  
**\$1,330,000**



TOTAL OUTPUT  
**\$2,930,000**

### 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.