IDAHO AIRPORT SYSTEM PLAN UPDATE
& AIRPORT ECONOMIC IMPACT ANALYSIS UPDATE   2020

KELLOGG

Shoshone County

SUMMARY REPORT

FAA ID

S83

Understanding the Airport

Perched in the historic Silver Valley, Kellogg is a small resort town in northern Idaho, approximately 30 miles east of Coeur d'Alene, with an estimated population of 2,120 people. For most of its history, the Silver Valley was considered one of the most prolific mining areas in the world and produced massive quantities of silver, lead and zinc. However, the mining activities have slowed in the past 30 years, and a vibrant tourism industry has taken over the region's economy. The Silver Mountain Resort is the largest employer in Kellogg and has a variety of features for year-round use including a ski mountain, gondola, biking park, and the Silver Rapids Indoor Water Park. Shoshone County Airport (S83) is a general aviation airport that is located three miles west of Kellogg and serves the entire Silver Valley. The airport is owned and operated by Shoshone County. S83 sees heavy use throughout the year by recreational aircraft and air taxis. In recent years, the county has completed expansion and maintenance projects including a runway resurfacing to improve the capability and lifespan of the airfield. There are currently no businesses located at S83, but S83 provides fuel for the field and offers a spacious lounge for pilots visiting the airport. The field is frequently used by the Bureau of Land Management and the U.S. Forest Service, and Shoshone County Medical Center. The airport is also used by the Shoshone County Sheriff's Office as an officer's hub. S83 is a vital resource for the entire Silver Valley as it attracts visitors and contributes to the region's tourism industry. As the economic activities in the area continue to grow, the airport is well-prepared to meet the needs of the community and the Idaho Airport System.

AERIAL FIREFIGHTING

MEDICAL OPERATIONS

BUSINESS ACTIVITY

RECREATIONAL FLYING

AIRPORT FEATURES		
Associated City	Kellogg	
Associated County	Shoshone	
Airport Reference Code	B-II	
Primary Runway	ORIENTATION	07 / 25
	DIMENSION	5,316' x 75'
	SURFACE TYPE	Asphalt

AIRPORT ROLE

IASP Role	Federal Role
Basic	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.

FORECAST SUMMARY			
Activity	2017	2037	% Change
Based Aircraft	10	12	18%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	7,665	8,989	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.

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	SHOSHONE COUNTY		BASIC	
OBJECTIVE CATEGORY	**AIRPORT OBJECTIVES (SPECIFIC TO ROLE)**	**CURRENT PERFORMANCE**	**RECOMMENDATION**	**COST**
AIRSIDE FACILITIES				
Primary Runway Length	Maintain Existing	5,316 feet	None	$-
Primary Runway Width	Maintain Existing	75 feet	None	$-
Primary Runway Strength	Maintain Existing	14,000 pounds	None	$-
Primary Taxiway	Maintain Existing	Turnarounds	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	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 Units	Not Applicable	None	14	None	$-
Apron Tie-Down Spaces	100% of Based Aircraft and 50% of Transient	14	6	Add 8 spaces	$127,990
Perimeter Fencing	Full Perimeter	Full	None	$-
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	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	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			None	$-
Performance Measure: Meeting Current FAA Taxiway Design Standards			Taxiway Improvement: Direct Access	$142,437
Future Storage Needs: Hangar Spaces			None	$-
Future Storage Needs: Apron Tie-downs			3	$7,600
Pavement Lifecycle Costs				$3,030,578
Additional ISCIP Projects				$3,625,096

S83

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.

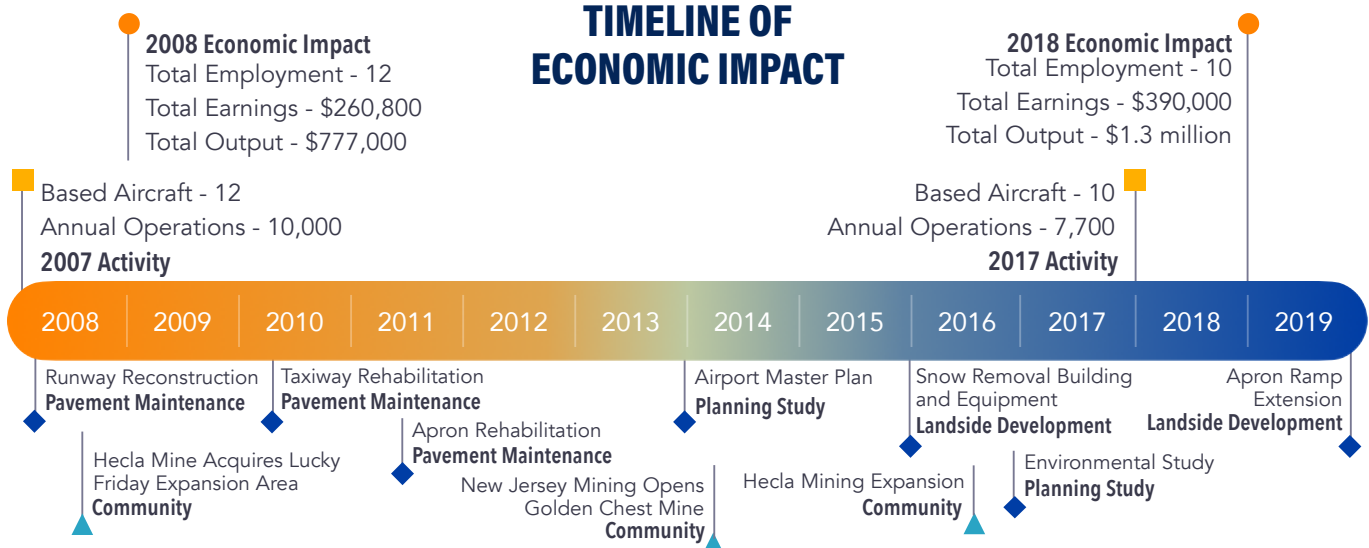## AIRPORT-SPECIFIC IMPACTS

TOTAL EMPLOYMENT	TOTAL EARNINGS	TOTAL GDP	TOTAL OUTPUT
10 JOBS	**$390,000**	**$620,000**	**$1,290,000**

TIMELINE OF ECONOMIC IMPACT

2008 Economic Impact
Total Employment - 12
Total Earnings - $260,800
Total Output - $777,000

2018 Economic Impact
Total Employment - 10
Total Earnings - $390,000
Total Output - $1.3 million

Based Aircraft - 12
Annual Operations - 10,000
2007 Activity

Based Aircraft - 10
Annual Operations - 7,700
2017 Activity

Timeline: 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019

Runway Reconstruction
Pavement Maintenance

Taxiway Rehabilitation
Pavement Maintenance

Airport Master Plan
Planning Study

Snow Removal Building and Equipment
Landside Development

Apron Ramp Extension
Landside Development

Hecla Mine Acquires Lucky Friday Expansion Area
Community

Apron Rehabilitation
Pavement Maintenance

New Jersey Mining Opens Golden Chest Mine
Community

Hecla Mining Expansion
Community

Environmental Study
Planning Study

- ● 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.

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https://itd.idaho.gov/aero