

GALENA

# Smiley Creek

SUMMARY REPORT



FAA ID  
U87

## Understanding the Airport

Smiley Creek Airport (U87) is located high in the Smoky Mountains near the headwaters of the Salmon River. The airport supports the Smiley Creek Lodge and the small village of Galena. The area around Smiley Creek has many vacation homes and a dude ranch that attracts visitors from around the country. Additionally, the valley is a popular destination for snowmobiling and fishing in dozens of mountain lakes and streams. U87 is a state-managed general aviation airport located adjacent to the Smiley Creek Lodge, approximately seven miles northwest of Galena. The field receives frequent usage by recreational aircraft traveling in the backcountry. Several amenities are offered on-site, including showers, internet access, barbecue pits, courtesy cars, and an area for under wing camping. The airport regularly hosts backcountry fly-in events that bring dozens of aircraft to the field. Additionally, the airport supports occasional government usage and emergency operations including the U.S. Forest Service aerial/wildland firefighting and emergency medical evacuations. As there is limited road access to Smiley Creek during the winter, the airport serves as the access point for residents and visitors. U87 is a crucial component of the local economy and the Idaho Airport System.



AERIAL  
FIREFIGHTING



MEDICAL  
OPERATIONS



GATEWAY TO THE  
BACKCOUNTRY



FLIGHT  
TRAINING



RECREATIONAL  
FLYING

### AIRPORT FEATURES

Associated City	Galena	
Associated County	Blaine	
Airport Reference Code	A-I	
Primary Runway	<b>ORIENTATION</b>	14 / 32
	<b>DIMENSION</b>	4,900' x 150'
	<b>SURFACE TYPE</b>	Turf

### FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	0	0	0%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	5,096	5,096	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  
Backcountry

Federal Role  
N/A

## 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		SMILEY CREEK		BACKCOUNTRY	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)	CURRENT PERFORMANCE	RECOMMENDATION	COST	
<b>AIRSIDE FACILITIES</b>					
Primary Runway Length	Maintain Existing	4,900 feet	None	\$-	
Primary Runway Width	Maintain Existing	150 feet	None	\$-	
Primary Runway Strength	Maintain Existing	N/A	None	\$-	
Primary Taxiway	Maintain Existing	None	None	\$-	
Instrument Approach	Visual	Visual	None	\$-	
Visual Aids	Wind Cone	Wind Cone	None	\$-	
Runway Lighting	Not Applicable	None	None	\$-	
Weather Reporting	Not Applicable	None	None	\$-	
<b>LANDSIDE FACILITIES</b>					
Commercial Terminal	Not Applicable	No	None	\$-	
General Aviation Terminal	Not Applicable	No	None	\$-	
Public Restrooms	Yes	Yes	None	\$-	
Conference Rooms	Not Applicable	No	None	\$-	
Pilots Lounge	Not Applicable	No	None	\$-	
Hangar Storage Units	Not Applicable	None	0	None	\$-
Apron Tie-Down Spaces	At least one aircraft and up to 25% of Maximum Daily Totals	2	15	None	\$-
Perimeter Fencing	Not Applicable	Partial	None	Partial	\$-
Auto Parking	Not Applicable	Yes	None	\$-	
<b>SERVICES</b>					
Cell Phone Coverage	Yes	No	Cell coverage	\$200,000	
Wi-Fi	Not Applicable	Yes	None	\$-	
Fixed Base Operator	Not Applicable	None	None	\$-	
Maintenance Services	Not Applicable	No	None	\$-	
Snow Removal Equipment	Not Applicable	No	None	\$-	
Fuel	Not Applicable	No	None	\$-	
Rental/Courtesy Car Access	Not Applicable	Courtesy Car	None	\$-	
<b>FUTURE STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISICIP PROJECTS</b>					
<b>PROJECT CATEGORY</b>					
Performance Measure: Master Plan or Airport Layout Plan (ALP)			None	\$-	
Performance Measure: Close-in Obstructions			Remove Obstruction	\$10,000	
Performance Measure: Meeting Current FAA Taxiway Design Standards			None	\$-	
Future Storage Needs: Hangar Spaces			None	\$-	
Future Storage Needs: Apron Tie-downs			None	\$-	
Pavement Lifecycle Costs				\$-	
Additional ISICIP Projects				\$-	

## 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



### ADDITIONAL AVIATION BENEFITS

Premier Backcountry Destination for Recreational Flying

Supports Backcountry Flight Training

Provides Access for Visitors to Nearby Smiley Creek Lodge

Provides Access to Camping, Hiking, Hunting, and Fishing

### 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.