

**LEWISTON**

# Snake River SPB

## SUMMARY REPORT



FAA ID  
**78U**

## Understanding the Airport

Lewiston is a city in northern Idaho located at the confluence of the Snake and Clearwater rivers. The city sits on the border of Idaho and Washington, across from its sister city of Clarkston, Washington. Named after Meriwether Lewis, the city was once the capital of Idaho and has a rich history of agriculture, mining, and logging. Lewiston holds the distinction of being Idaho's only seaport and is the commercial hub for the Palouse region in eastern Washington and northern Idaho. The surrounding region produces commodities that are transported on barges down the Snake River from Lewiston to Portland then exported around the world. The city's economy also supports an extensive manufacturing industry. The city is home to the Lewis & Clark State College, St. Joseph Regional Medical Center, and the Lewiston Independent School District. Lewiston is the gateway to Hells Canyon, the deepest river gorge in the U.S., which is popular for watersports, hunting, and fishing. Other recreational attractions include the Lewiston Golf and Country Club, Bryden Public Golf Course, and Hells Gate State Recreation Area. The Snake River Seaplane Base (78U) is a public-use seaplane base located three miles southwest of downtown Lewiston. The base is owned and operated by the U.S. Army Corps of Engineers and is located at the Hells Gate State Park Marina. The base has designated a stretch of the river for aircraft operations that is 3,000 feet long by 150 feet wide. 78U provides seaplane access to Lewiston and Hells Canyon, making the base a vital part of the Idaho Airport System.



SEAPLANE  
BASE



RECREATIONAL  
FLYING

### AIRPORT FEATURES

Associated City	Lewiston	
Associated County	Nez Perce	
Airport Reference Code	N/P	
Primary Runway	<b>ORIENTATION</b>	N / S
	<b>DIMENSION</b>	3,000' x 150'
	<b>SURFACE TYPE</b>	Water

### FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	0	0	0%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	10	10	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  
General

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			SNAKE RIVER SPB		GENERAL	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)			CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES						
Primary Runway Length	Maintain Existing			3,000 feet	None	\$-
Primary Runway Width	50 feet			150 feet	None	\$-
Primary Runway Strength	Maintain Existing			N/A	None	\$-
Primary Taxiway	Maintain Existing			N/A	None	\$-
Instrument Approach	Visual			Visual	None	\$-
Visual Aids	Wind Cone			None	Wind Cone	\$8,000
Runway Lighting	Reflectors			Not Applicable	None	\$-
Weather Reporting	Not Applicable			None	None	\$-
LANDSIDE FACILITIES						
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	None	\$-
Apron Tie-Down Spaces	100% of Based Aircraft and 25% of Transient Maximum Daily Totals	Not Applicable	0	None	None	\$-
Perimeter Fencing	Not Applicable			None	None	\$-
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			No	None	\$-
Fuel	Not Applicable			No	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)					ALP w narrative	\$30,000
Performance Measure: Close-in Obstructions					None	\$-
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 ISCIP 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



TOTAL EMPLOYMENT  
**1 JOB**



TOTAL EARNINGS  
**\$60,000**



TOTAL GDP  
**\$110,000**



TOTAL OUTPUT  
**\$240,000**

### ADDITIONAL AVIATION BENEFITS

Provides Seaplane Access to Lewiston and Hells Gate State Park

Supports Army Corps of Engineers Activity

### 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.