

ST. MARIES

St. Maries Municipal

SUMMARY REPORT



FAA ID
S72

Understanding the Airport

St. Maries is a small city in northern Idaho, approximately 25 miles southeast of Coeur d'Alene, with an estimated population of 2,650 people. The city sits just below the confluence of the St. Maries and St. Joe Rivers, a few miles upstream from Lake Coeur d'Alene. The primary industry in St. Maries is timber production as the town is surrounded by vast swaths of dense forest. Popular recreational activities in the area include hiking in the St. Joe National Forest, hunting and fishing in the valley and snowmobiling up the St. Joe River. St. Maries Municipal Airport (S72) is a general aviation airport that is owned and operated by Benewah County. The airport is located one mile northwest of downtown St. Maries and has a single asphalt runway that is primarily used for recreational flying. The airport has experienced significant growth in recent years and has completed several expansion projects including installation of an upgraded fuel system and full-perimeter wildlife fencing. The airport has purchased land and has plans for further hangar development. Although there currently are no businesses located on the airport, the field is heavily utilized by several local companies and government agencies. The U.S. Forest Service and the Idaho Department of Lands have offices in St. Maries and rely on the airport. Idaho Department of Fish and Game aircraft use the airport to conduct wildlife surveys in the surrounding wilderness. Additionally, S72 is used by an aerial timber spraying aircraft and the airport is used by an insurance company that conducts weekly visits to its satellite office in St. Maries. The businesses and visitors that utilize the airport directly support the economic output of St. Maries and the surrounding region. As the town grows, S72 is well-prepared to expand to continue serving the community well into the future.

AIRPORT FEATURES

Associated City	St. Maries	
Associated County	Benewah	
Airport Reference Code	A-I	
Primary Runway	ORIENTATION	10 / 28
	DIMENSION	3,354' x 60'
	SURFACE TYPE	Asphalt

FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	26	30	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	1,872	1,872	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.



AERIAL
FIREFIGHTING



AERIAL AGRICULTURAL
SPRAYING



BUSINESS ACTIVITY



GATEWAY TO THE
BACKCOUNTRY



FLIGHT
TRAINING

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		ST MARIES MUNICIPAL		LOCAL	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES					
Primary Runway Length	To Accommodate 100% of Small Aircraft Fleet (3,850 feet)		3,354 feet	Add 496 feet	\$283,715
Primary Runway Width	60 feet		60 feet	None	\$-
Primary Runway Strength	Single-Landing Gear (12,500 pounds)		12,500 pounds	None	\$-
Primary Taxiway	Turnarounds		Partial Parallel	None	\$-
Instrument Approach	Visual, PBN Desired		Visual	None	\$-
Visual Aids	Rotating Beacon, Wind Cone		Rotating Beacon, Lighted Wind Cone, Wind Cone, REIL	None	\$-
Runway Lighting	LIRL		MIRL	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		No	Pilot Lounge	\$100,000
Hangar Storage Units	Storage for 50% of Based Aircraft	13	60	None	\$-
Apron Tie-Down Spaces	50% of Based Aircraft and 50% of Transient	14	14	None	\$-
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		St Maries Municipal Airport	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)				None	\$-
Performance Measure: Close-in Obstructions				None	\$-
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				2	\$6,400
Pavement Lifecycle Costs					\$2,636,140
Additional ISCIP Projects					\$1,420,000

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
15 JOBS



TOTAL EARNINGS
\$570,000

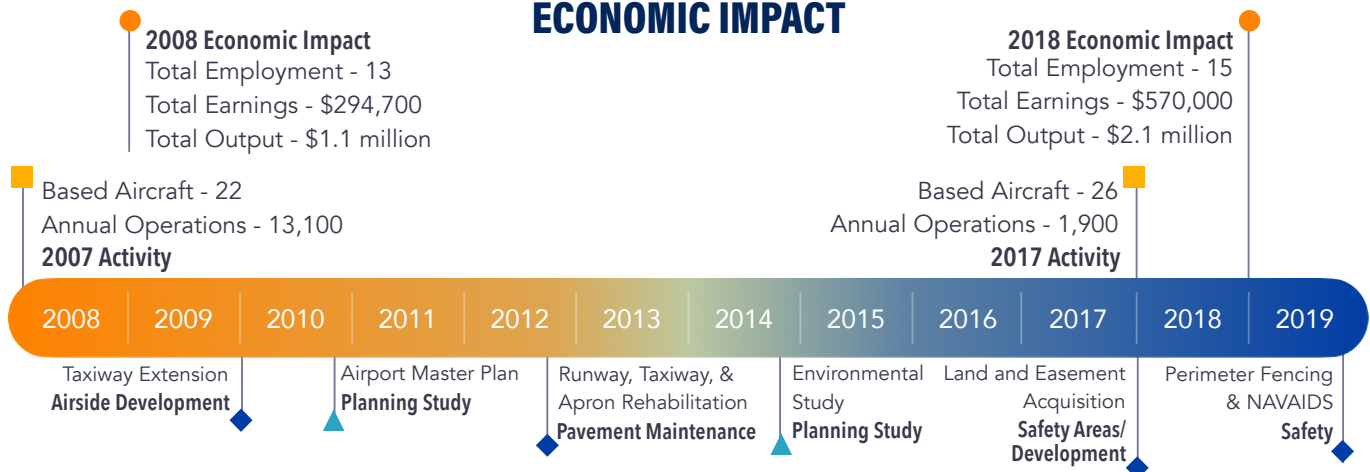


TOTAL GDP
\$990,000



TOTAL OUTPUT
\$2,140,000

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.