IDAHO AIRPORT SYSTEM PLAN UPDATE 2020

& AIRPORT ECONOMIC IMPACT ANALYSIS UPDATE

ST. ANTHONY

Stanford Field

SUMMARY REPORT

FAA ID

U12

U12

Understanding the Airport

St. Anthony is a small city in eastern Idaho, approximately 35 miles northwest of Idaho Falls. The city is the county seat of Fremont County and has an estimated population of 3,570. St. Anthony straddles Henry's Fork of the Snake River along U.S. Highway 20. The area surrounding St. Anthony has a variety of geographic features that foster vibrant agricultural and recreational industries in the city. Large employers in St. Anthony include the Fremont County government, the Idaho Department of Corrections, and several agricultural and timber production companies. The city is within a few hours drive of Yellowstone and Grand Teton National Parks, making St. Anthony a gateway for tourists visiting the parks. Other recreational activities and attractions include the St. Anthony Sand Dunes, Island Park, and outdoor activities on Henry's Fork of the Snake River. Stanford Field (U12) is a general aviation airport located one mile south of St. Anthony. The airport is owned and operated by the City of St. Anthony and is primarily used by recreational pilots and agricultural spraying aircraft. Shupe Flying Service is the only business located at U12. The company conducts agricultural spraying in the valley and sells fuel at the airport. In recent years, a business park has been built adjacent to the airfield and multiple companies have moved into the park. Although none of these businesses currently rely on U12, there is the opportunity for the airport to be utilized in the future. The businesses located on and adjacent to U12 generate economic activity for the area and make the airport a critical part of the St. Anthony's economy and the Idaho Airport System.

- AERIAL FIREFIGHTING
- MEDICAL OPERATIONS
- AERIAL AGRICULTURAL SPRAYING
- BUSINESS ACTIVITY
- RECREATIONAL FLYING

AIRPORT FEATURES		
Associated City	St. Anthony	
Associated County	Fremont	
Airport Reference Code	A-I	
Primary Runway	ORIENTATION	04 / 22
	DIMENSION	4,500' x 50'
	SURFACE TYPE	Asphalt

AIRPORT ROLE

IASP Role	Federal Role
Utility	N/A

FORECAST SUMMARY			
Activity	2017	2037	% Change
Based Aircraft	30	35	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	4,888	4,888	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 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 | **STANFORD FIELD** | **UTILITY**

OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES					
Primary Runway Length	To Accommodate 95% of Small Aircraft Fleet (5,900 feet)		4,500 feet	Add 1,400 feet	$375,725
Primary Runway Width	60 feet		50 feet	Add 10 feet	$429,000
Primary Runway Strength	Single-Landing Gear (12,500 pounds)		Not Provided	Unknown	$-
Primary Taxiway	Partial Parallel or Turnarounds		Connector/Turnaround	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	Unicom and Dual Barometers		None	Unicom & Dual Barometers	$35,000
LANDSIDE FACILITIES					
Commercial Terminal	Not Applicable		No	None	$-
General Aviation Terminal	Not Applicable		No	None	$-
Public Restrooms	Yes		No	Public Restroom	$80,000
Conference Rooms	Not Applicable		No	None	$-
Pilots Lounge	Not Applicable		No	None	$-
Hangar Storage	Not Applicable	None	28	None	$-
Apron Tie-Down Space	100% of Based Aircraft and 25% of Transient	31	7	Add 24 spaces	$260,015
Perimeter Fencing	Full Perimeter		Full	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		Schupe Flying Service	None	$-
Maintenance Services	Not Applicable		No	None	$-
Snow Removal Equipment	Not Applicable		No	None	$-
Fuel	Not Applicable		24/7 AvGas	None	$-
Rental/Courtesy Car Access	Courtesy/Loaner Car		No	Courtesy Car	$10,000
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	$124,778
Future Storage Needs: Hangar Spaces				None	$-
Future Storage Needs: Apron Tie-downs				Add 5 spaces	$56,045
Pavement Lifecycle Costs					$1,564,124
Additional ISCIP Projects					$2,207,617

U12

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

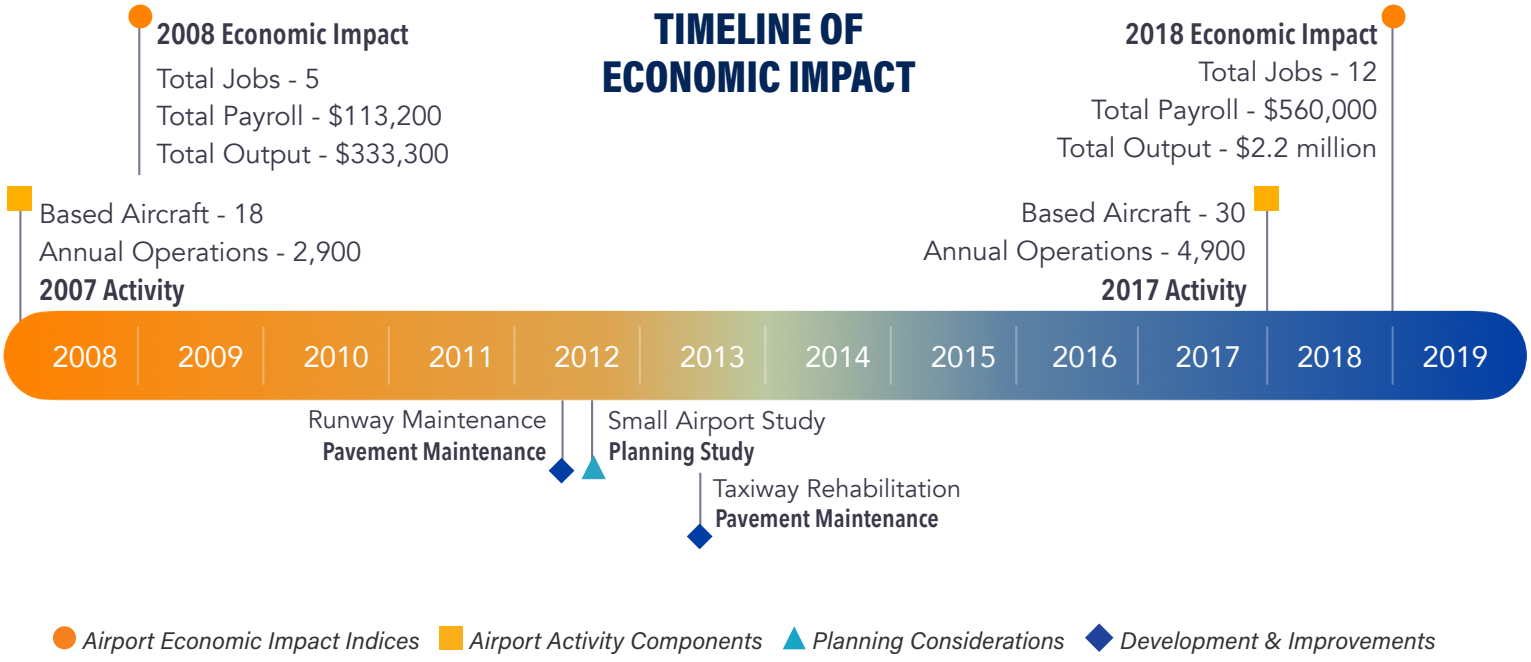
TOTAL EMPLOYMENT
12 JOBS

TOTAL EARNINGS
$560,000

TOTAL GDP
$1,010,000

TOTAL OUTPUT
$2,240,000

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.