

STANLEY

# Thomas Creek

## SUMMARY REPORT



FAA ID  
2U8

## Understanding the Airport

Nestled deep in the Frank Church-River of No Return Wilderness is Thomas Creek Airport, one of the most rugged and remote airstrips in the country. The airport supports the Middle Fork Lodge as well as several campgrounds and hot springs along the Middle Fork of the Salmon River. The airport is a destination for backcountry outfitters and guides who bring guests to the area for hunting, fishing, and rafting. The Middle Fork Lodge offers overnight accommodations and various activities for visitors to explore during their stay. Thomas Creek Airport (2U8) is a state-managed airport and has a single dirt runway. The airport is primarily used by air taxis flying from Boise, McCall, Stanley, and Sun Valley to bring visitors to the lodge. The airport receives only moderate levels of activity due to its remote location and the difficult terrain surrounding the field. The airport has restrooms and tie-downs for under-wing camping. The airfield and the river provide the only access to Middle Fork Lodge and the surrounding campgrounds, so the airport is critical for the safety of people in the area. In the past, the airport has been utilized for emergency medical evacuations. Not only does 2U8 support the Middle Fork Lodge, but it also contributes to the state economy by supporting air taxi operators, outdoor outfitters, and backcountry guides around the state.



**MEDICAL  
OPERATIONS**



**GATEWAY TO THE  
BACKCOUNTRY**



**FLIGHT  
TRAINING**



**RECREATIONAL  
FLYING**

### AIRPORT FEATURES

Associated City	Stanley	
Associated County	Valley	
Airport Reference Code	A-I	
Primary Runway	<b>ORIENTATION</b>	03 / 21
	<b>DIMENSION</b>	2,100' x 75'
	<b>SURFACE TYPE</b>	Turf/Dirt

### FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	0	0	0%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	3,287	4,139	21%

## 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			THOMAS CREEK		BACKCOUNTRY	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST	
AIRSIDE FACILITIES						
Primary Runway Length	Maintain Existing		2,100 feet	None	\$-	
Primary Runway Width	Maintain Existing		75 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	\$-	
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	1	None	\$-	
Apron Tie-Down Spaces	At Least One Aircraft and Up to 25% of Maximum Daily Totals	0	5	None	\$-	
Perimeter Fencing	Not Applicable		None	None	\$-	
Auto Parking	Not Applicable		No	None	\$-	
SERVICES						
Cell Phone Coverage	Yes		No	Cell Coverage	\$200,000	
Wi-Fi	Not Applicable		No	None	\$-	
Fixed Base Operator	Not Applicable		None	None	\$-	
Maintenance Services	Not Applicable		No	None	\$-	
Snow Removal Equipment	Not Applicable		Yes	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)				None	\$-	
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.

### ADDITIONAL AVIATION BENEFITS

Supports Recreational Flying

Provides Access to Backcountry Hiking and Camping

Provides Access to Hunting and Fishing Opportunities

Supports Backcountry Flight Training

## 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.