IDAHO AIRPORT SYSTEM PLAN UPDATE 2020

& AIRPORT ECONOMIC IMPACT ANALYSIS UPDATE

WEISER

Weiser Municipal

SUMMARY REPORT

FAA ID

S87

S87

Understanding the Airport

The City of Weiser sits at the confluence of the Weiser and the Snake Rivers on the border of Idaho and Oregon and has an estimated population of 5,400 people. Once a ferry crossing along the Oregon Trail, the city has grown into a dynamic community that supports farms, orchards and ranches. There are several agricultural packaging facilities and timber mills in the valley. Large employers include Champion Homes and the Washington County government. Weiser is known as the "Fiddling Capital of the World" and hosts the annual National Old-time Fiddlers' Contest, which attracts visitors from around the country. Weiser Municipal Airport (S87) is a general aviation airport that is located three miles south of Weiser's central business district. The airport is owned and operated by the City of Weiser and has a single asphalt runway equipped with a circling instrument approach, enabling aircraft to operate from Weiser in poor visibility conditions. The airport is primarily used by recreational pilots and agricultural aircraft. There are several businesses at S87, all of which support the airport system and the community. Precision Flight and Maintenance provides fixed-base operator (FBO) services and limited maintenance on the field. Weiser Air Service and Co-op Aerial Spraying are aerial agricultural applicators that conduct multiple daily flights from the airfield during the growing season. Additionally, several businesses in the community rely on the airport to transport employees and attract visitors, including a Ford dealership that draws customers from around the region. The airport sees regular use by the Idaho Department of Fish and Game, which conducts wildlife surveys in Hells Canyon. The businesses that rely on S87 make the airport a vital resource for the community and a critical part of the Idaho Airport System.

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

AIRPORT FEATURES		
Associated City	Weiser	
Associated County	Washington	
Airport Reference Code	A/B-I	
Primary Runway	ORIENTATION	12 / 30
	DIMENSION	4,000' x 60'
	SURFACE TYPE	Asphalt

AIRPORT ROLE

IASP Role	Federal Role
Local	Local

FORECAST SUMMARY			
Activity	2017	2037	% Change
Based Aircraft	38	45	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	6,000	6,000	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 | **WEISER 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 (3,950 feet)		4,000 feet	None	$-
Primary Runway Width	60 feet		60 feet	None	$-
Primary Runway Strength	Single-Landing Gear (12,500 pounds)		12,500 pounds	None	$-
Primary Taxiway	Turnarounds		Full Parallel	None	$-
Instrument Approach	Visual, PBN Desired		Non-Precision, PBN	None	$-
Visual Aids	Rotating Beacon, Wind Cone		Rotating Beacon, Lighted Wind Cone, Wind Cone, REILs, VGSI	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		Yes	None	$-
Pilots Lounge	Yes		Yes	None	$-
Hangar Storage Units	Storage for 50% of Based Aircraft	19	13	Add 6 spaces	$590,000
Apron Tie-Down Spaces	50% of Based Aircraft and 50% of Transient	21	14	Add 7 spaces	$158,405
Perimeter Fencing	Partial Perimeter		Full	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		Precision Flight and Maintenance	None	$-
Maintenance Services	Not Applicable		Yes	None	$-
Snow Removal Equipment	Not Applicable		Yes	None	$-
Fuel	AvGas		24/7 AvGas	None	$-
Rental/Courtesy Car Access	Courtesy 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	$132,525
Future Storage Needs: Hangar Spaces				4	$355,000
Future Storage Needs: Apron Tie-downs				5	$117,300
Pavement Lifecycle Costs					$2,788,923
Additional ISCIP Projects					$2,275,862

S87

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
18 JOBS

TOTAL EARNINGS
$810,000

TOTAL GDP
$1,320,000

TOTAL OUTPUT
$2,690,000

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.