

NEWSLETTER #1

Idaho Airport System Plan (IASP) | Airport Economic Impact Analysis (AEIA)

What is a State Aviation System Plan and Aviation Economic Impact Analysis? What is the Purpose?

System Plan: A statewide aviation system plan collectively assesses the conditions and needs of the public-use airports throughout the state and identifies the system’s capability to meet current and future demand. The plan will aid the Idaho Transportation Department Division of Aeronautics in successfully developing and planning for the state’s airport system as a whole.

Economic Impact: A statewide aviation economic impact analysis evaluates the on-airport and other multiplier impacts of airports throughout the state. Individual economic impact analysis of each system airport is conducted and compiled to generate the estimated statewide economic impact of aviation activity.

Project Advisory Committee (PAC)

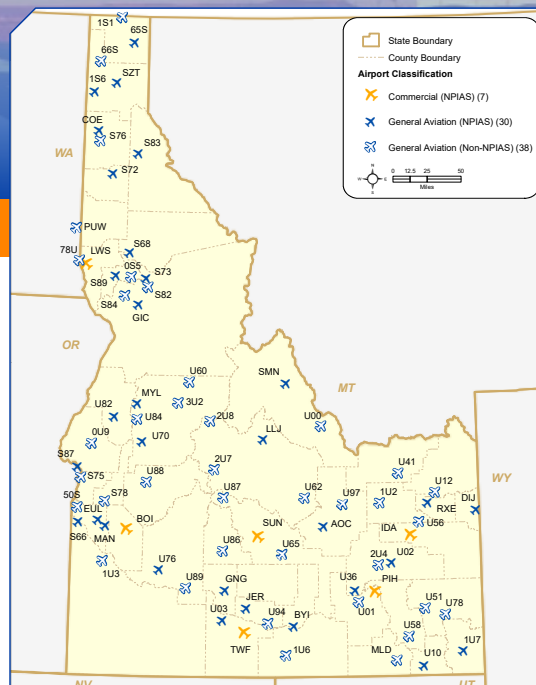
A Project Advisory Committee has been assembled from a consortium of stakeholder representatives. The PAC’s primary responsibility is to provide project guidance to ITD’s Division of Aeronautics and the project’s consulting team.

Project Goals

The Division of Aeronautics worked together with the PAC and consulting team to develop aviation-specific goals that align with the vision of Idaho’s Long-Range Transportation Plan.

Project Progress to Date

The project team has diligently worked through the first phase of the project and is beginning work on Phase 2. All draft materials associated with Phase 1 tasks will be made available on the project website within the next month. Materials will be made available at the following link: <https://www.idaho-airport-system-plan.com/>



System Map - Click to view a larger version



System Goals

PHASE 1

SYSTEM PLAN TASKS

- Goals and measures
- State, regional, and local airport issues
- Inventory of airport conditions
- Airport system roles
- Forecasts of aviation activity
- System performance and adequacy

ECONOMIC IMPACT TASKS

- Direct and indirect economic impacts

PHASE 2

SYSTEM PLAN TASKS

- System needs
- Environmental considerations
- Inter-modal integration and airport access needs
- Alternative scenarios
- Recommended airport improvements
- Policy analysis and recommendations
- Recommended NPIAS changes

ECONOMIC IMPACT TASKS

- Induced economic impacts
- Total annual economic impacts
- Value-added business benefits
- Tax impacts
- Qualitative economic benefits
- Timeline of economic impact changes

PHASE 3

SYSTEM PLAN TASKS

- Implementation plan
- Documentation and Deliverables

ECONOMIC IMPACT TASKS

- Documentation and Deliverables

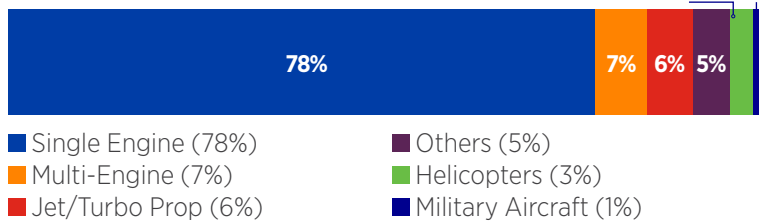
Project Progress



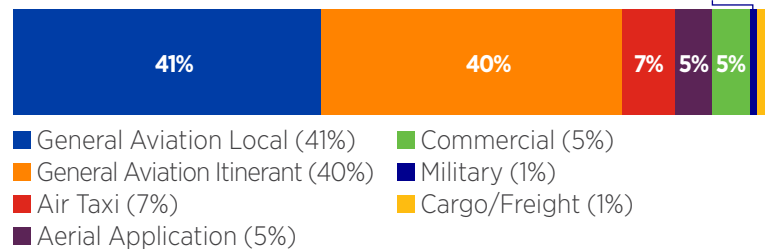
Highlights from the Inventory Data Collection

To support the study’s analysis, a significant data collection effort was undertaken. All airports were requested to provide data for the IASP and AEIA. Highlights of data obtained from the airports, including annual activity data are presented below.

3,379 Based Aircraft Statewide



1,164,100 Annual Aircraft Operations Statewide



Other Data Points:

- 6 airports can accommodate precision approaches and another 18 airports support Performance Based Navigation (PBN) approaches
- 7 airports support commercial airlines, 3 of which support multiple carriers

Top Issues Facing Idaho Airports:

While gathering airport inventory data, each airport manager was asked about the top issues their airport is currently facing. The table below summarizes the top issues identified by system airports.

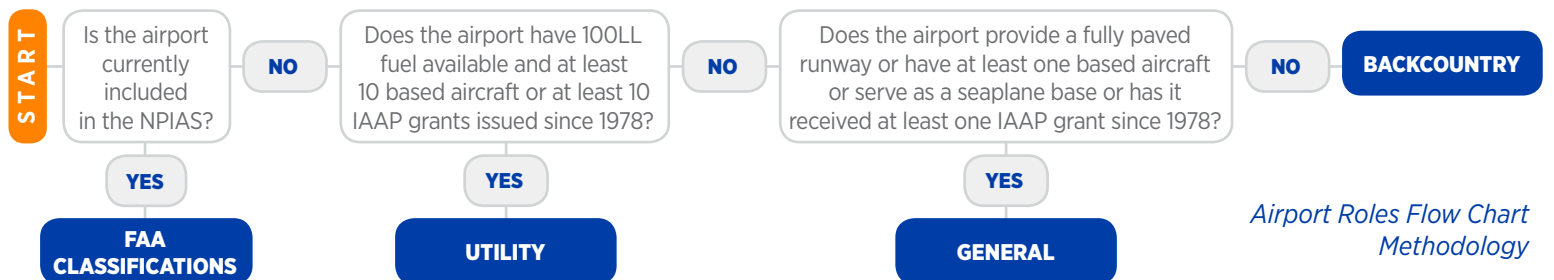
Identified Issue	# of Airports	% of Study Airports
Airside Pavement Maintenance	30	40%
Land Use and Development Concerns	24	32%
Aging or Needed Airport Facilities & Equipment	19	25%
Shortage of Hangar Space	15	20%
Airside Pavement Expansion	14	19%
Availability of Funds	10	13%

Forecasts of Aviation Activity

Preliminary forecasting of aviation activity has been completed and is currently under PAC review. Following PAC review, the FAA is required to approve the final forecasts of future aviation demand. Once approved, the chapter will post the document to the project website.

Highlights from the System Adequacy Analysis

An adequacy analysis is performed to determine if each airport is able to meet current and future demand. Because each airport within the system plays a different role, the availability of specific facilities, services, and infrastructure must align with an airport’s intended function. Each airport’s role within the system was determined based on the following criteria:



Airport Roles Flow Chart Methodology

Summary of Performance Measure Results

Goal	Performance Measures (PMs)	Current Performance
Geographic Coverage	None	N/A
Facility Support	Percent of airports meeting all minimum objectives <ul style="list-style-type: none"> A few examples of facility and service objectives include: <ul style="list-style-type: none"> Runway length, width, and strength Available approach, visual aids, and runway lighting Weather reporting capability Available public phone, Wi-Fi, and cell phone coverage Available fixed base operator and maintenance services Available fuel, hangar space, and tie-down capacity Available pilot lounge, conference room, or public restroom 	Measures are made for each objective. These results will be provided in detail within the IASP System Adequacy Chapter.
Preservation	Percent of airports with land use zoning including height restrictions	60% of all airports
	Percent of airports with Master Plans or Airport Layout Plans with narrative (within past 10 years)	59% of all airports
	Percent of airports meeting ITD Pavement Condition Index standards <ul style="list-style-type: none"> Runway Taxiway Apron 	64% of all airports
Transportation Support	None	N/A
Safety and Security	Percent of airports without close-in obstructions	57% of all airports
	Percent of NPIAS airports meeting current Federal Aviation Administration taxiway design standards	3% of NPIAS airports
Economic Support	Percent of population and land area within a 30-minute drive time of an airport capable of meeting business user needs (5,000' runway, jet fuel, instrument approach)	71% of state population 5% of state land area
	Percent of airports that accommodate aerial application services	55% of all airports

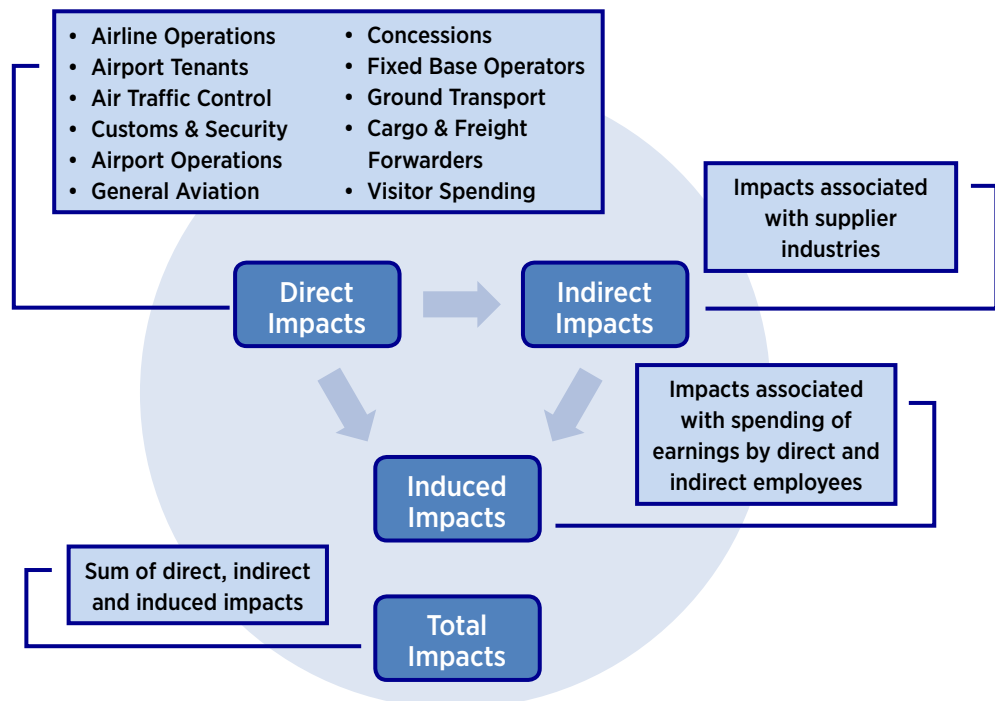
AEIA Preliminary Results

Preliminary estimates of direct, indirect, and induced economic impacts are being reviewed by the project team and PAC. These impacts, once finalized, will be reported through individual airport brochures as well as through a statewide technical report. These results are always beneficial to truly communicate the positive impacts that airports provide to their communities and to the state as a whole.

This graphic provides a summary of the components included in the calculations to determine total economic output.

While final results to the current economic impact analysis are currently being finalized, the **2010** results were reported with the following three economic indicators:

- **Jobs - 22,994**
- **Earnings - \$718,400,000**
- **Output - \$2,097,300,000**



Public Engagement and Staying up to Date

Anyone interested in providing feedback regarding the IASP and/or AEIA updates is encouraged to submit any questions or comments using the following link:

<https://www.idaho-airport-system-plan.com/outreach/>

Stay up-to-date on the latest project progress by frequenting the project website at:

<https://www.idaho-airport-system-plan.com/>

Contact

If you'd like to reach out directly to the study team, please contact ITD or the consultant using the contact information provided below.

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We Need Your Stories!

Airports contribute more to Idaho than just dollars and cents. The Idaho Airport Economic Impact Analysis (AEIA) is zeroing in on all the ways that airports enhance their communities—and we'd love to hear from you!

If you have a story about a unique airport function, user, activity, or other qualitative benefit associated with ANY or MANY

of Idaho's airports, please let us know. Your stories offer insight into the importance of the state's airports beyond the traditional economic numbers; may be highlighted throughout the AEIA; and provide ITD Aeronautics with valuable information that can be used to gain additional support for airport maintenance, protection, and investment in the state airport system. To contribute stories and information, please call Catherine at (480) 207-2686 or email Catherine.Woodwell@kimley-horn.com.



Priest River Municipal Airport