

 IDAHO AIRPORT  
SYSTEM PLAN UPDATE 2020  
& AIRPORT ECONOMIC IMPACT ANALYSIS UPDATE

CAREY

Carey  
SUMMARY REPORT



FAA ID  
U65

## Understanding the Airport

Carey is a small town in south-central Idaho that has an estimated population of 600 people. The town is located in Blaine County at the junction of U.S. Highways 20 and 26, approximately 35 miles southeast of Sun Valley. The primary economic activity in the area surrounding Carey is agriculture, as barley and hops are grown for Coors and Budweiser. Local recreational activities include the hunting and fishing in the Pioneer Mountains, the Wild Rose Natural Hot Springs, and the Craters of the Moon National Monument and Preserve. Carey Airport (U65) is a public-use general aviation airport located one block east of Main Street in Carey. The airport has one turf runway that is 2,650 feet long by 170 feet wide. The airport is owned and operated by the City of Carey. Recreational aircraft are the most common users of the airport, but itinerant agricultural application aircraft also stop by for fuel and supplies. Carey is also a popular destination for flight training as pilots prepare for backcountry flying. Carey Storage is the only business based at the airport. The company's primary service is long-term aircraft storage, but it also provides basic services and conducts minor repairs. The airport is regularly used by Coors and Budweiser as aircraft fly over nearby farms for crop inspections. Additionally, the airport is utilized by multiple agencies for emergency response and preparedness activities. The Bureau of Land Management operates a remote fire station in Carey and often flies helicopters into and out of the airport. LifeFlight uses air ambulance helicopters to conduct medical evacuations from the surrounding area a few times a month. By supporting the businesses at the airport and attracting visitors to the town, U65 contributes to the economic output of Carey and the Idaho Airport System.



AIRCRAFT MAINTENANCE



MEDICAL OPERATIONS



AERIAL AGRICULTURAL SPRAYING



RECREATIONAL FLYING



FLIGHT TRAINING

AIRPORT FEATURES		
Associated City	Carey	
Associated County	Blaine	
Airport Reference Code	N/P	
Primary Runway	<b>ORIENTATION</b>	08 / 26
	<b>DIMENSION</b>	2,650' x 170'
	<b>SURFACE TYPE</b>	Turf

FORECAST SUMMARY			
Activity	2017	2037	% Change
Based Aircraft	7	8	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	3,000	3,000	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 ROLE

IASP Role General	Federal Role N/A
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### 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		CAREY	GENERAL		
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)	CURRENT PERFORMANCE	RECOMMENDATION	COST	
<b>AIRSIDE FACILITIES</b>					
Primary Runway Length	Maintain Existing	2,650 feet	None	\$-	
Primary Runway Width	50 feet	170 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	Lighted Wind Cone, Wind Cone	None	\$-	
Runway Lighting	Reflectors	None	Reflectors	\$8,100	
Weather Reporting	Not Applicable	None	None	\$-	
<b>LANDSIDE FACILITIES</b>					
Commercial Terminal	Not Applicable	No	None	\$-	
General Aviation Terminal	Not Applicable	No	None	\$-	
Public Restrooms	Yes	No	Public Restroom	\$55,000	
Conference Rooms	Not Applicable	No	None	\$-	
Pilots Lounge	Not Applicable	No	None	\$-	
Hangar Storage Units	Not Applicable	None	2	\$-	
Apron Tie-Down Spaces	100% of Based Aircraft and 25% of Transient Maximum Daily Totals	8	4	Add 4 spaces	\$6,400
Perimeter Fencing	Not Applicable	None	None	\$-	
Auto Parking	Not Applicable	No	None	\$-	
<b>SERVICES</b>					
Cell Phone Coverage	Yes	Yes	None	\$-	
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	\$-	
<b>FUTURE STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISCIP PROJECTS</b>					
<b>PROJECT CATEGORY</b>					
Performance Measure: Master Plan or Airport Layout Plan (ALP)			ALP w narrative	\$30,000	
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			1	\$1,600	
Pavement Lifecycle Costs				\$-	
Additional ISCIP Projects				\$33,200	



## 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



### ADDITIONAL AVIATION BENEFITS

- Supports Recreational Flying
- Supports Emergency Response and Preparedness Activities
- Supports Flight Training Operations on a Grass Runway
- Supports Aerial Application and Crop Inspection of Nearby Farms
- Utilized by Air Ambulance for Medical Evacuations

### 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.