

CRAIGMONT Craigmont Municipal SUMMARY REPORT



Understanding the Airport

Craigmont is a small city in northern Idaho, approximately 25 miles southeast of Lewiston. The town is located on the Nez Perce Reservation along U.S. Highway 95. Craigmont is situated on the Camas Prairie and the economic activity in the town and surrounding region is agricultural production. The region produces large amounts of wheat, barley, and garbanzo beans for export around the country and world. Significant employers in Craigmont include CHS Primeland, Columbia Grain, and the Highland Joint School District. Local recreational attractions include hunting and fishing at Winchester State Park. Craigmont also hosts an annual community picnic and the "Jam'n in the Park" event, which attracts visitors to the city. Craigmont Municipal Airport (S89) is a general aviation airport that is owned and operated by the City of Craigmont. The airport is located on the north side of the town and is primarily used by recreational fliers and aerial agricultural spraying aircraft during the summer months. There are currently no businesses located at Craigmont Municipal; however, there are several companies that base aircraft on the field or use the airport. CJ Air, Inc. and Kuthers Air Service are aerial agricultural aircraft operators that regularly use the airport to fuel and refill crop spraying aircraft. Additionally, Craigmont Municipal supports emergency preparedness and response activities in the region, as the Idaho Department of Lands has a hangar on the field and bases an aircraft in Craigmont to conduct aerial/ wildland firefighting operations during the summer. The businesses and agencies that utilize the airport demonstrate how Craigmont Municipal Airport contributes to the local economy and the effectiveness of the Idaho Airport system.

AIRPORT FEATURES				
Associated City	Craigmont			
Associated County	Lewis			
Airport Reference Code	A-I			
	ORIENTATION	07 / 25		
Primary Runway	DIMENSION	2,800' x 50'		
	SURFACE TYPE	Asphalt		

FORECAST SUMMARY					
Activity 2017		2037	% Change		
Based Aircraft	2	2	15%		
CS Annual Operations	N/A	N/A	N/A		
GA Annual Operations	1,820	1,820	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

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.

Alriside Facilities Primary Runway Length Maintain Existing 2,800 feet None \$ Sprimary Runway Width 50 feet 50 feet None \$ Sprimary Runway Width 50 feet 50 feet None \$ Sprimary Runway Width 50 feet 50 feet None \$ Sprimary Runway Width 50 feet 50 feet None \$ Sprimary Runway Width 50 feet 50 feet None \$ Sprimary Runway Width 50 feet None \$ Sprimary Runway Midth 50 f	AIRPORT REPO	ORT CARD CRAIG	MONT N	MUNICIPAL	GENERAL	
Primary Runway Length Maintain Existing 2,800 feet None S Primary Runway Width 50 feet 50 feet None S Primary Runway Width 50 feet 50 feet None S Primary Runway Width 50 feet 50 feet None S Primary Runway Width 50 feet 50 feet None S Primary Runway Strength Maintain Existing N/A None S Instrument Approach Visual Visual None None S Runway Lighting None S Runway Lighting Reflectors MIRL None None S Runway Lighting Not Applicable None None S Runway Lighting Not Applicable None None S Runway Lighting Not Applicable None None S Runway Lighting Not Applicable None None S Runway Lighting Not Applicable None None S Runway Lighting Not Applicable None None S Runway Lighting Not Applicable None None S Runway Lighting Not Applicable None None S Runway Lighting Not Applicable None None S Runway Lighting Not Applicable None None S Runway Lighting Not Applicable None None S Runway Lighting Not Applicable None None S Runway Lighting Not Applicable None None S Runway Lighting Not Applicable None S Runway Lighting None S Runway Lighting None S Runway Lighting None None S Runway Lighting None None S Ru	OBJECTIVE CATEGORY				RECOMMENDATION	COST
Primary Runway Width 50 feet 50 feet None \$ Primary Runway Strength Maintain Existing N/A None \$ Primary Runway Strength Maintain Existing Connectors None \$ Instrument Approach Visual Visual None \$ Visual None None \$ Visual None None \$ Visual None None \$ Visual None None \$ Rotating Beacon, Wind Cone Lighted Wind Cone, Wind Cone Wind Cone None \$ Runway Lighting Reflectors MIRL None None \$ Runway Lighting Not Applicable None None None \$ Runway Lighting Not Applicable None \$ Runway Lighting Not Applicable None None \$ Runway Lighting None None \$ Runway Lig	AIRSIDE FACILITIES					
Primary Runway Strength Primary Pawiway Maintain Existing Connectors None S Instrument Approach Visual Visual Visual None S Rotating Beacon, Lighted Wind Cone, Wind Cone Minter Reporting Not Applicable None None S Runway Lighting Reflectors Mintl None None S Runway Lighting Reflectors Mintl None None S Runway Lighting Not Applicable None None None S Runway Lighting Not Applicable None None S Runway Lighting Wind Cone S Runway Lighting Runway Lighting Wind Cone S Runway Lighting	Primary Runway Length	Maintain Existing		2,800 feet	None	\$-
Primary Taxiway Maintain Existing Connectors None Sinstrument Approach Visual Visual Rotating Beacon, Lighted Wind Cone Rotating Beacon, Lighted Wind Cone, Wind Cone Runway Lighting Reflectors MiRL None Stath About Cone None None Stath Rotating Beacon, Lighted Wind Cone, Wind Cone None Stath Rotating Beacon, Lighted Wind Cone, Wind Cone None Stath Rotating Beacon, Lighted Wind Cone, Wind Cone None Stath Rotating Beacon, Lighted Wind Cone, Wind Cone None Stath Rotating Beacon, Lighted Wind Cone, Wind Cone None Stath Rotating Beacon, Lighted Wind Cone, Wind Cone None Stath Rotating Beacon, Lighted Wind Cone, Wind Cone None Stath Rotating Beacon, Lighted Wind Cone, Wind Cone None Stath Rotating Beacon, Lighted Wind Cone, Wind Cone None Stath Rotating Beacon, Lighted Wind Cone, Wind Cone None Stath Rotating Beacon, Lighted Wind Cone, Wind Cone None Stath Rotating Beacon, Lighted Wind Cone, Wind Cone None Stath Rotating Beacon, Lighted Wind Cone, Wind Cone None Stath Rotating Rotating Beacon, Lighted Wind Cone, None Stath Rotating Rotating Beacon, Lighted Wind Cone, None Stath Rotating Rotating Beacon, Lighted Wind Cone, None Stath Rotating Rotating Beacon, Lighted Wind Cone None Stath Rotating Rota	Primary Runway Width	50 feet		50 feet	None	\$-
Instrument Approach Visual Visual Visual Visual Visual Visual None South Approach Visual None South Approach Visual None South Approach Visual None South Approach None South Applicable None None	Primary Runway Strength	Maintain Existing		N/A	None	\$-
Visual Aids Wind Cone Lighted Wind Cone, None S Runway Lighting Reflectors MIRL None S Weather Reporting Not Applicable None None None S LANDSIDE FACILITIES Commercial Terminal Not Applicable No None None S Reflectors No None S Reflectors No None S Reflectors No None S Reflectors No None S Reflectors No None S Reflectors No None S Reflectors No None S Reflectors Reflector	Primary Taxiway	Maintain Existing		Connectors	None	\$-
Visual Aids Wind Cone Lighted Wind Cone, Wind Cone Wind Cone Runway Lighting Reflectors MIRL None S Weather Reporting Not Applicable None None S LANDSIDE FACILITIES Commercial Terminal Not Applicable No None S General Aviation Terminal Not Applicable No None S General Aviation Terminal Not Applicable No None S Public Restrooms Yes No No Public Restroom S S Conference Rooms Not Applicable No None S Hangar Storage Units Not Applicable None S Hangar Storage Units Not Applicable None S Apron Tie-Down Spaces Of Transient Maximum Daily Totals Transient Maximum Daily Totals None S SERVICES Cell Phone Coverage Yes Wi-FI Not Applicable No None None S S Wi-FI Not Applicable No None None S S SERVICES Cell Phone Coverage Yes Not Applicable No None None S S SERVICES Cell Phone Coverage Not Applicable No None None S S SERVICES Cell Phone Coverage Not Applicable No None None S S SERVICES Cell Phone Coverage Not Applicable No None S S SERVICES Cell Phone Coverage Not Applicable No None S S SERVICES Cell Phone Coverage Not Applicable No None S S SERVICES Cell Phone Coverage Not Applicable No None S S SERVICES Cell Phone Coverage Not Applicable No None S S S S S S S S S S S S S S S S S S S	Instrument Approach	Visual		Visual	None	\$-
Weather Reporting Not Applicable None None \$ LANDSIDE FACILITIES Commercial Terminal Not Applicable No None \$ General Aviation Terminal Not Applicable No None \$ Seneral Aviation Terminal Not Applicable No None \$ Public Restrooms Yes No Public Restroom \$55,000 Conference Rooms Not Applicable No None \$ Pilots Lounge Not Applicable Yes None \$ Hangar Storage Units Not Applicable None 2 None \$ Apron Tie-Down Spaces of Transient Maximum Daily Totals 2 0 Add 2 spaces \$3,700 Perimeter Fencing Not Applicable None None None \$ SERVICES Cell Phone Coverage Yes Yes None \$ Wi-Fi Not Applicable No None None \$ Wi-Fi Not Applicable No None None \$ Maintenance Services Not Applicable None None None \$ Sonow Removal Equipment Not Applicable Yes None \$ Sonow Removal Equipment Not Applicable Yes None \$ Sonow Removal Equipment Not Applicable No None None \$ Sonow Removal Equipment Not Applicable No None None \$ Sonow Removal Equipment Not Applicable No None \$ Sonow Removal Equipment Not	Visual Aids	Wind Cone		Lighted Wind Cone,	None	\$-
LANDSIDE FACILITIES 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 No None \$ Pilots Lounge Not Applicable Yes None \$ Pilots Lounge Not Applicable Yes None \$ Hangar Storage Units Not Applicable None 2 None \$ Apron Tie-Down Spaces 100% of Based Aircraft and 25% of Transient Maximum Daily Totals Perimeter Fencing Not Applicable None None \$ Apron Tie-Down Spaces Not Applicable None None None \$ SERVICES Cell Phone Coverage Yes None \$ Wi-Fi Not Applicable No None None \$ Fixed Base Operator Not Applicable No None None \$ Maintenance Services Not Applicable No None None \$ Maintenance Services Not Applicable No None None \$ Sanow Removal Equipment Not Applicable No None None \$ Sanow Removal Equipment Not Applicable No None \$ Maintenance Services Not Applicable No None \$ Maintenance Services Not Applicable No None \$ Sanow Removal Equipment Not	Runway Lighting	Reflectors		MIRL	None	\$-
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 \$ None \$ Strict Storage Units Not Applicable Yes None \$ Hangar Storage Units Not Applicable Yes None \$ Apron Tie-Down Spaces 100% of Based Aircraft and 25% of Transient Maximum Daily Totals 2 0 Add 2 spaces \$3,700 Perimeter Fencing Not Applicable None None None \$ Auto Parking Not Applicable Yes None \$ SERVICES Cell Phone Coverage Yes Yes None \$ Wi-Fi Not Applicable No None None \$ Wi-Fi Not Applicable No None None \$ Since Base Operator Not Applicable No None None \$ Maintenance Services Not Applicable No None None \$ Maintenance Services Not Applicable No None None \$ Sonow Removal Equipment Not Applicable Yes None \$ Fuel Not Applicable No None \$ Rental/Courtesy Car Access Not Applicable No None \$ Remove Obstruction \$ Remove Obstruction \$ Remove Obstruction \$ Stood \$ Remove Obstruction \$ R	Weather Reporting	Not Applicable		None	None	\$-
General Aviation Terminal Public Restrooms Yes No Public Restrooms Yes No Public Restroom Stooderence Rooms Not Applicable No None Stooderence Rooms Not Applicable No None Storage Units Not Applicable None Storage Verimeter Fencing Not Applicable None Stervices Cell Phone Coverage Yes Wi-Fi Not Applicable No None None Stow Removal Equipment Not Applicable No None None Stow Removal Equipment Not Applicable No None Stow Removal Equipment Not Applicable No None Stow Roome St	LANDSIDE FACILITIES					
Public Restrooms Yes No Conference Rooms Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable None \$ Apron Tie-Down Spaces 100% of Based Aircraft and 25% of Transient Maximum Daily Totals Perimeter Fencing Not Applicable None Auto Parking Not Applicable None None \$ Auto Parking Not Applicable None None \$ SERVICES Cell Phone Coverage Yes Yes None \$ None None \$ Wi-Fi Not Applicable Non None \$ None \$ None \$ None \$ None \$ Sinow Removal Equipment Not Applicable Not Applicable Not Applicable No None \$ Show Removal Equipment Not Applicable No None \$ None \$ Show Removal Equipment Not Applicable No None \$ Show Removal Equipment None	Commercial Terminal	Not Applicable		No	None	\$-
Conference Rooms Not Applicable No None \$ Pilots Lounge Not Applicable Yes None \$ Hangar Storage Units Not Applicable None 2 None \$ Apron Tie-Down Spaces 100% of Based Aircraft and 25% of Transient Maximum Daily Totals 2 0 Add 2 spaces \$3,700 Perimeter Fencing Not Applicable None None None \$ Auto Parking Not Applicable Yes None None \$ SERVICES Cell Phone Coverage Yes Yes None \$ Wi-Fi Not Applicable No None None \$ Maintenance Services Not Applicable No None None \$ Maintenance Services Not Applicable No None None \$ Show Removal Equipment Not Applicable Yes None \$ Show Removal Equipment Not Applicable No None \$ Fuel Not Applicable No None None \$ Fuel Not Applicable No None None None None N	General Aviation Terminal	Not Applicable		No	None	\$-
Pilots Lounge Not Applicable Yes None \$ Hangar Storage Units Not Applicable None 2 None \$ Apron Tie-Down Spaces of Transient Maximum Daily Totals of Transient Maximum Daily Totals 2 0 Add 2 spaces \$3,700 Ad	Public Restrooms			No	Public Restroom	\$55,000
Hangar Storage Units Not Applicable 100% of Based Aircraft and 25% of Transient Maximum Daily Totals 2 0 Add 2 spaces \$3,700 Perimeter Fencing Not Applicable Yes None \$500 Auto Parking Not Applicable Yes None \$500 SERVICES Cell Phone Coverage Yes Yes None \$500 Wi-Fi Not Applicable No None \$500 Wi-Fi Not Applicable No None \$500 Wi-Fi None \$500 W	Conference Rooms	Not Applicable		No	None	\$-
Apron Tie-Down Spaces of Transient Maximum Daily Totals 2 0 Add 2 spaces \$3,700 of Transient Maximum Daily Totals 2 0 Add 2 spaces \$3,700 of Transient Maximum Daily Totals 2 0 Add 2 spaces \$3,700 of Transient Maximum Daily Totals 2 0 None Statuto Parking Not Applicable Yes None \$ SERVICES Cell Phone Coverage Yes Yes None \$ Wi-Fi Not Applicable No None None \$ Sixed Base Operator Not Applicable None None \$ Maintenance Services Not Applicable No None None \$ Show Removal Equipment Not Applicable Yes None \$ Show Removal Equipment Not Applicable No None \$ Fuel Not Applicable No None \$ Fuer Storage Needs. Febbs, PAVEMENT NEEDS, AND ADDITIONAL ISCIP PROJECTS PROJECT CATEGORY Performance Measure: Master Plan or Airport Layout Plan (ALP) ALP w narrative \$30,000 Performance Measure: Meeting Current FAA Taxiway Design Standards None \$ Future Storage Needs: Hangar Spaces None \$ Future Storage Needs: Apron Tie-downs 1 \$3100 Pavement Lifecycle Costs \$824,444	Pilots Lounge	Not Applicable		Yes	None	\$-
Perimeter Fencing Not Applicable None None \$ Auto Parking Not Applicable Yes None \$ SERVICES Cell Phone Coverage Yes Yes None \$ Wi-Fi Not Applicable No None None \$ Maintenance Services Not Applicable No None None \$ Maintenance Services Not Applicable No None \$ Maintenance Services Not Applicable No None None \$ Snow Removal Equipment Not Applicable No None None \$ Snow Removal Equipment Not Applicable No None None \$ Fuel Not Applicable No No None \$ Fuel Not Applicable No No None \$ Fuel Not Applicable No None \$ Show Removal Equipment Not Applicable No None \$ Fuel Not Applicable No No None \$ Fuel Not Applicable No None \$ Fuer Storage Needsure: Master Plan or Airport Layout Plan (ALP) ALP w narrative \$30,000 Performance Measure: Close-in Obstructions Remove Obstruction \$15,000 Performance Measure: Meeting Current FAA Taxiway Design Standards None \$ Future Storage Needs: Hangar Spaces None \$ Future Storage Needs: Apron Tie-downs 1 \$31,000 Payement Lifecycle Costs \$824,444	Hangar Storage Units	Not Applicable	None	2	None	\$-
Auto Parking Not Applicable Yes None \$ SERVICES Cell Phone Coverage Yes Yes None \$ Wi-Fi Not Applicable No None None \$ Fixed Base Operator Not Applicable None None Show Removal Equipment Not Applicable No None None \$ Snow Removal Equipment Not Applicable No None None \$ Fuel Not Applicable No None None \$ Rental/Courtesy Car Access Not Applicable No None \$ Fuel Not Applicable No None \$ Future STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISCIP PROJECTS PROJECT CATEGORY Performance Measure: Master Plan or Airport Layout Plan (ALP) ALP w narrative \$30,000 Performance Measure: Meeting Current FAA Taxiway Design Standards None \$ Future Storage Needs: Hangar Spaces None \$ Future Storage Needs: Apron Tie-downs 1 \$3100 Pavement Lifecycle Costs \$824,444	Apron Tie-Down Spaces		2	0	Add 2 spaces	\$3,700
SERVICES Cell Phone Coverage Yes Yes None \$ Wi-Fi Not Applicable No None None \$ Fixed Base Operator Not Applicable None None \$ Maintenance Services Not Applicable No None \$ Snow Removal Equipment Not Applicable Yes None \$ Snow Removal Equipment Not Applicable No 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) ALP w narrative \$30,000 Performance Measure: Meeting Current FAA Taxiway Design Standards None \$ Future Storage Needs: Hangar Spaces None \$ Future Storage Needs: Apron Tie-downs 1 \$3,100 Pavement Lifecycle Costs	Perimeter Fencing	Not Applicable		None	None	\$-
Cell Phone Coverage Yes Yes None \$\text{Wi-Fi} \ Not Applicable \ No \ None \ None \$\text{Sixed Base Operator} \ Not Applicable \ No \ None \ None \ Show Removal Equipment \ Not Applicable \ No \ None \ None \ Show Removal Equipment \ Not Applicable \ Yes \ None \ Show Removal Equipment \ Not Applicable \ No \ None \ Show Removal Equipment \ Not Applicable \ No \ None \ Show Removal Equipment \ Not Applicable \ No \ None \ Show Removal Equipment \ Not Applicable \ No \ None \ Show Removal Equipment \ Not Applicable \ No \ None \ Show Removal Equipment \ Show Removal Equipment \ Show Applicable \ No \ None \ Show Removal Equipment \ Show Applicable \ No \ None \ Show Removal Equipment \ Show Applicable \ No \ None \ Show Removal Equipment \ Show Applicable \ No \ None \ Show Removal Equipment \ Show Applicable \ None \ Show Removal Equipment \ Show Applicable \ None \ Show Removal Equipment \ Show Applicable \ None \ Show Removal Equipment \ Show Applicable \ None \ Show Removal Equipment \ Show Applicable \ None \ Show Removal Equipment \ Show Applicable \ Show Applicable \ None \ Show Removal Equipment \ Show Applicable \ Show Applicable \ None \ Show Applicable \ Show Applicable \ None \ Show Applicable \ Show Appl	Auto Parking	Not Applicable		Yes	None	\$-
Wi-Fi Not Applicable No None \$ Fixed Base Operator Not Applicable None None \$ Maintenance Services Not Applicable No 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) ALP w narrative \$30,000 Performance Measure: Meeting Current FAA Taxiway Design Standards None \$ Future Storage Needs: Hangar Spaces None \$ Future Storage Needs: Apron Tie-downs 1 \$3,100 Pavement Lifecycle Costs	SERVICES					
Fixed Base Operator Not Applicable None None Sandards Not Applicable No None Show Removal Equipment Not Applicable Yes None Show Removal Equipment Not Applicable Yes None Steel Not Applicable No None Steel Not Applicable No None Steel Not Applicable No None Steel None Steel Not Applicable No None Steel None	Cell Phone Coverage	Yes		Yes	None	\$-
Maintenance Services Not Applicable No None Snow Removal Equipment Not Applicable No None \$ Fuel Not Applicable No None \$ Rental/Courtesy Car Access None \$ Ren	Wi-Fi	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) ALP w narrative \$30,000 Performance Measure: Close-in Obstructions Remove Obstruction \$15,000 Performance Measure: Meeting Current FAA Taxiway Design Standards None \$ Future Storage Needs: Hangar Spaces None \$ Future Storage Needs: Apron Tie-downs 1 \$3,100 Pavement Lifecycle Costs	Fixed Base Operator	Not Applicable		None	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) ALP w narrative \$30,000 Performance Measure: Close-in Obstructions Remove Obstruction \$15,000 Performance Measure: Meeting Current FAA Taxiway Design Standards None \$ Future Storage Needs: Hangar Spaces None \$ Future Storage Needs: Apron Tie-downs 1 \$3,100 Pavement Lifecycle Costs	Maintenance Services	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) ALP w narrative \$30,000 Performance Measure: Close-in Obstructions Remove Obstruction \$15,000 Performance Measure: Meeting Current FAA Taxiway Design Standards None \$ Future Storage Needs: Hangar Spaces None \$ Future Storage Needs: Apron Tie-downs 1 \$3,100 Performance Measure: Meeting Current FAA Taxiway Design Standards None \$ Future Storage Needs: Apron Tie-downs 1 \$3,100 Performance Measure: Meeting Current FAA Taxiway Design Standards None \$ Future Storage Needs: Apron Tie-downs 1 \$3,100 Performance Measure: Meeting Current FAA Taxiway Design Standards None \$ Future Storage Needs: Apron Tie-downs 1 \$3,100 Performance Measure: Meeting Current FAA Taxiway Design Standards None \$ Future Storage Needs: Apron Tie-downs 1 \$3,100 Performance Measure: Meeting Current FAA Taxiway Design Standards None \$ Future Storage Needs: Apron Tie-downs 1 \$3,100 Performance Measure: Meeting Current FAA Taxiway Design Standards None \$ Future Storage Needs: Apron Tie-downs 1 \$3,100 Performance Measure: Meeting Current FAA Taxiway Design Standards None \$ Future Storage Needs: Apron Tie-downs 1 \$ Future Stor	Snow Removal Equipment	Not Applicable		Yes	None	\$-
FUTURE STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISCIP PROJECTS PROJECT CATEGORY Performance Measure: Master Plan or Airport Layout Plan (ALP) Performance Measure: Close-in Obstructions Performance Measure: Meeting Current FAA Taxiway Design Standards Future Storage Needs: Hangar Spaces Future Storage Needs: Apron Tie-downs Pavement Lifecycle Costs ALP w narrative \$30,000 \$15	Fuel	Not Applicable		No	None	\$-
PROJECT CATEGORY Performance Measure: Master Plan or Airport Layout Plan (ALP) Performance Measure: Close-in Obstructions Performance Measure: Meeting Current FAA Taxiway Design Standards Future Storage Needs: Hangar Spaces Future Storage Needs: Apron Tie-downs Pavement Lifecycle Costs ALP w narrative \$30,000 \$15,000 \$15,000 \$15,000 \$20 \$30,000 \$40 \$40 \$40 \$40 \$40 \$40 \$40	Rental/Courtesy Car Access	Not Applicable		No	None	\$-
Performance Measure: Master Plan or Airport Layout Plan (ALP) Performance Measure: Close-in Obstructions Performance Measure: Meeting Current FAA Taxiway Design Standards Future Storage Needs: Hangar Spaces Future Storage Needs: Apron Tie-downs Pavement Lifecycle Costs ALP w narrative \$30,000 \$15,000 \$15,000 \$15,000 \$20 \$31,000 \$31	FUTURE STORAGE NEEDS, PA	VEMENT NEEDS, AND ADDITIONAL ISCIP	PROJECT	S		
Performance Measure: Close-in ObstructionsRemove Obstruction\$15,000Performance Measure: Meeting Current FAA Taxiway Design StandardsNone\$Future Storage Needs: Hangar SpacesNone\$Future Storage Needs: Apron Tie-downs1\$3,100Pavement Lifecycle Costs\$824,440	PROJECT CATEGORY					
Performance Measure: Meeting Current FAA Taxiway Design Standards Future Storage Needs: Hangar Spaces Future Storage Needs: Apron Tie-downs 1 \$3,100 Pavement Lifecycle Costs	Performance Measure: Master Plan or Airport Layout Plan (ALP)				ALP w narrative	\$30,000
Future Storage Needs: Hangar Spaces Future Storage Needs: Apron Tie-downs Pavement Lifecycle Costs None \$3,100 \$824,440	Performance Measure: Close-in Obstructions				Remove Obstruction	\$15,000
Future Storage Needs: Hangar Spaces Future Storage Needs: Apron Tie-downs Pavement Lifecycle Costs None \$3,100 \$824,440	Performance Measure: Meeting Current FAA Taxiway Design Standards			None	\$-	
Future Storage Needs: Apron Tie-downs 1 \$3,100 Pavement Lifecycle Costs \$824,440	Future Storage Needs: Hangar Spaces			None	\$-	
	Future Storage Needs: Apron Tie-downs				1	\$3,100
Additional ISCIP Projects \$625,500	Pavement Lifecycle Costs				\$824,446	
						\$625,500

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 IMPACT	rs	
Total Employment	33,460 jobs	
Total Earnings	\$1.3 billion	
Total GDP	\$2.4 billion	
Total Output	\$4.9 hillion	

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 **23 JOBS**



TOTAL EARNINGS **\$1,250,000**

TOTAL GDP \$1,950,000



ADDITIONAL AVIATION BENEFITS **Supports Aerial Application for Local Farms**

Supports Recreational Flying

Provides Recreational Access to Fishing and Hunting

Supports Aerial Forest Firefighting by Idaho Department of Lands

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.

