

IDAHO FALLS

# Idaho Falls Regional

## SUMMARY REPORT



## Understanding the Airport

Idaho Falls is the largest city in eastern Idaho, making it a commercial hub and destination area for the Upper Snake River Valley. Idaho Falls has grown into a large city with a diverse economy. Idaho Falls is home to dozens of large agricultural processing, manufacturing, and technology companies. The city is also a gateway to Yellowstone and Grand Teton National Parks. Idaho Falls Regional Airport (IDA) is a commercial service airport located two miles northwest of the central business district of Idaho Falls. The airport is owned and operated by the City of Idaho Falls. The airfield has two runways. The primary runway is equipped with a precision instrument approach (ILS) and is capable of serving large jet aircraft. IDA offers flights to more non-stop destinations than any other airport in the state excluding Boise Air Terminal/Gowen Field (BOI). SkyWest Airlines serves IDA with year-round flights to Salt Lake City, Minneapolis/St. Paul, and Denver on behalf of Delta Air Lines and United Airlines. Allegiant Airlines offers twice-weekly flights to Los Angeles, Phoenix, Las Vegas and Oakland, and has plans to begin service to San Diego in the future. In addition, there are several unique businesses that are located at or use the airport, including fixed-base operators (FBOs), aircraft maintenance, and rental car companies. Dozens of local businesses and organizations rely on the airport including the Idaho National Laboratory and Idaho State University. In recent years, the airport has completed several projects on the runways and taxiways that will enable IDA to continue to serve eastern Idaho for years to come.



AERIAL  
FIREFIGHTING



MEDICAL  
OPERATIONS



BUSINESS ACTIVITY



SEARCH AND  
RESCUE



FLIGHT  
TRAINING

### AIRPORT FEATURES

Associated City	Idaho Falls	
Associated County	Bonneville	
Airport Reference Code	B-III	
Primary Runway	<b>ORIENTATION</b>	03 / 21
	<b>DIMENSION</b>	9,001' x 150'
	<b>SURFACE TYPE</b>	Asphalt-GRVD

### FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	171	171	0%
CS Annual Operations	12,526	13,394	7%
GA Annual Operations	15,575	16,911	9%

## 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  
Primary

Federal Role  
Primary

## 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

## IDAHO FALLS REGIONAL

## PRIMARY

OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST
<b>AIRSIDE FACILITIES</b>					
Primary Runway Length	Future Runway Length from ALP/MP (9,002 feet)		9,002 feet	None	\$-
Primary Runway Width	100 feet		150 feet	None	\$-
Primary Runway Strength	Single-Landing Gear (60,000 pounds)		140,000 pounds	None	\$-
Primary Taxiway	Full Parallel		Full Parallel	None	\$-
Instrument Approach	Precision or PBN		Precision	None	\$-
Visual Aids	Rotating Beacon, Lighted Wind Cone, PAPIs/VASIs, ALS, REILs (as applicable based on ALS)		Rotating Beacon, Lighted Wind Cone, Wind Cone, REILs, VGSI, ALS	None	\$-
Runway Lighting	MIRL, HIRL Desired		HIRL	None	\$-
Weather Reporting	ATCT, ASOS or AWOS		ATCT, On-Site ASOS or AWOS	None	\$-
<b>LANDSIDE FACILITIES</b>					
Commercial Terminal	Yes		Yes	None	\$-
General Aviation Terminal	Yes		Yes	None	\$-
Public Restrooms	Yes		Yes	None	\$-
Conference Rooms	Yes		Yes	None	\$-
Pilots Lounge	Yes		Yes	None	\$-
Hangar Storage Units	Storage for 80% of Based Aircraft and 25% of Transient	141	90	Add 51 spaces	\$12,515,000
Apron Tie-Down Spaces	20% of Based Aircraft and 50% of Transient	43	52	None	\$-
Perimeter Fencing	Full Perimeter		Full	None	\$-
Auto Parking	Present On-Site		Yes	None	\$-
<b>SERVICES</b>					
Cell Phone Coverage	Yes		Yes	None	\$-
Wi-Fi	Yes		Yes	None	\$-
Fixed Base Operator	Yes		Aeromark	None	\$-
Maintenance Services	Yes		Yes	None	\$-
Snow Removal Equipment	Yes		Yes	None	\$-
Fuel	24/7 AvGas, 24/7 Jet A Fuel		24/7 AvGas, 24/7 Jet A Fuel	None	\$-
Rental/Courtesy Car Access	Rental Car		Rental/Courtesy Car	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)				None	\$-
Performance Measure: Close-in Obstructions				None	\$-
Performance Measure: Meeting Current FAA Taxiway Design Standards				Taxiway Improvement: Direct Access	\$1,438,022
Future Storage Needs: Hangar Spaces				45	\$10,930,000
Future Storage Needs: Apron Tie-downs				15	\$831,405
Pavement Lifecycle Costs					\$46,906,921
Additional ISCIP Projects					\$4,106,667

## 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  
**1,240 JOBS**



TOTAL EARNINGS  
**\$42,500,000**

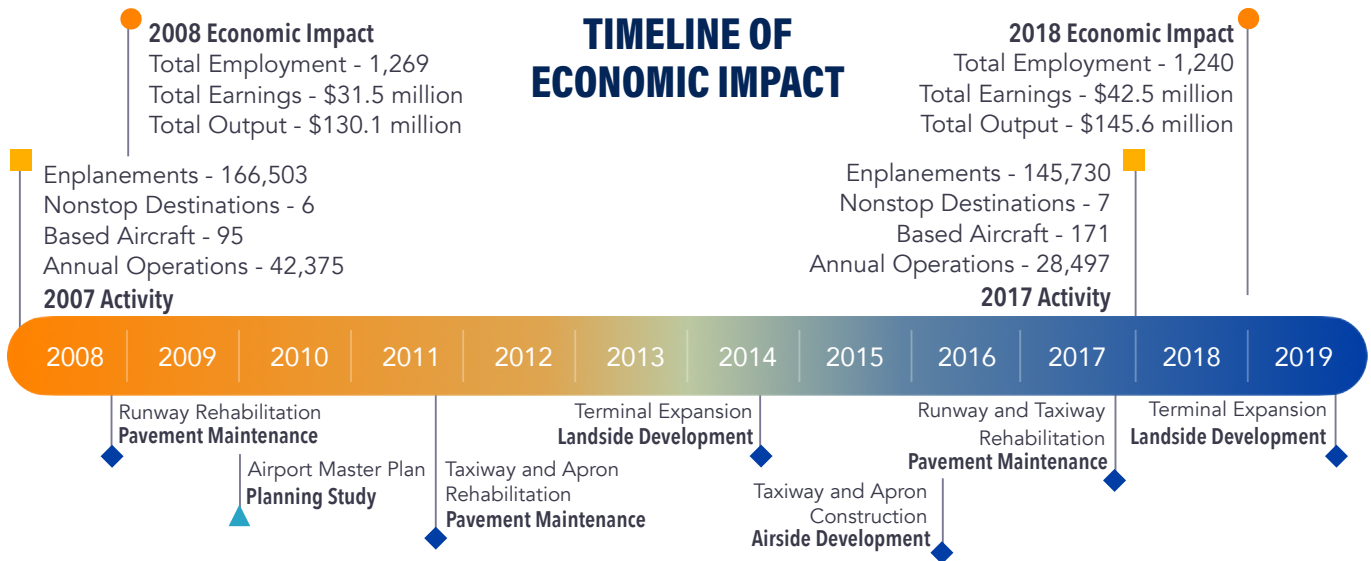


TOTAL GDP  
**\$80,200,000**



TOTAL OUTPUT  
**\$145,600,000**

### TIMELINE OF ECONOMIC IMPACT



#### 2008 Economic Impact

Total Employment - 1,269  
Total Earnings - \$31.5 million  
Total Output - \$130.1 million

#### 2018 Economic Impact

Total Employment - 1,240  
Total Earnings - \$42.5 million  
Total Output - \$145.6 million

● Airport Economic Impact Indices    ■ Airport Activity Components    ▲ Planning Considerations    ◆ Development & Improvements

### 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.