

PARMA

Parma

SUMMARY REPORT



FAA ID
50S

Understanding the Airport

The City of Parma is located in western Idaho, 15 miles northwest of Caldwell. Parma sits just above the confluence of the Boise and Snake rivers in Canyon County, four miles from the Idaho-Oregon border. U.S. Highway 95 runs through the city and intersects US 26 one mile east of Parma. Similar to the other cities in the treasure valley, Parma's economic activities are concentrated on agricultural production. Parma is home to agricultural processing and research facilities; farm equipment suppliers and manufacturers; and a lumber mill. Local attractions include the Fort Boise Wildlife Management Area and outdoor activities on the Snake River. Parma Airport (50S) is a general aviation airport located one-half mile southeast of Parma's central business district. The airport is owned and operated by the City of Parma and has a single asphalt runway. The airport is primarily used for flight training and agricultural spraying activities. 50S is currently home to Oregon Trail Aerial Applicator, the only business on the field. During the growing season, the company maintains a fueling station and conducts aerial spraying activities from the airport with multiple aircraft. Additionally, the field is used by two non-local flight training programs: Silverhawk Aviation is based in Caldwell and conducts extensive helicopter training at the airport while Mission Aviation Fellowship is based in Nampa and uses the airport to train missionary pilots. The airport is also used by LifeFlight a few times a year to conduct medical evacuations using air ambulance helicopters. The businesses and activities that are supported by Parma Airport directly contribute to Parma's economic output and increase the effectiveness of the Idaho Airport System.



MEDICAL OPERATIONS



AERIAL AGRICULTURAL SPRAYING



FLIGHT TRAINING

AIRPORT FEATURES		
Associated City	Parma	
Associated County	Canyon	
Airport Reference Code	A-I	
Primary Runway	ORIENTATION	12 / 30
	DIMENSION	2,700' x 50'
	SURFACE TYPE	Asphalt

FORECAST SUMMARY			
Activity	2017	2037	% Change
Based Aircraft	3	4	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	3,800	3,800	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		PARMA	GENERAL	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)	CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES				
Primary Runway Length	Maintain Existing	2,700 feet	None	\$-
Primary Runway Width	50 feet	50 feet	None	\$-
Primary Runway Strength	Maintain Existing	12,500 pounds	None	\$-
Primary Taxiway	Maintain Existing	Partial Parallel	None	\$-
Instrument Approach	Visual	Visual	None	\$-
Visual Aids	Wind Cone	Lighted Wind Cone	None	\$-
Runway Lighting	Reflectors	LIRL	None	\$-
Weather Reporting	Not Applicable	None	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	None	\$-
Pilots Lounge	Not Applicable	No	None	\$-
Hangar Storage Units	Not Applicable	None 4	None	\$-
Apron Tie-Down Spaces	100% of Based Aircraft and 25% of Transient Maximum Daily Totals	4 9	None	\$-
Perimeter Fencing	Not Applicable	Partial	None	\$-
Auto Parking	Not Applicable	Yes	None	\$-
SERVICES				
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	\$-
FUTURE STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISICIP PROJECTS				
PROJECT CATEGORY				
Performance Measure: Master Plan or Airport Layout Plan (ALP)			None	\$-
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			None	\$-
Pavement Lifecycle Costs				\$876,606
Additional ISICIP Projects				\$1,072,407

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

Utilized by Air Ambulance for Medical Evacuations

Supports Business Flying

Supports Rotorcraft and Fixed Wing Flight Training

Supports Aerial Application for Nearby Farms

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.