

TWF

JOSLIN FIELD, MAGIC VALLEY REGIONAL AIRPORT
www.TWFmasterplan.com

MAGIC VALLEY REGIONAL AIRPORT MASTER PLAN UPDATE INFORMATION STATIONS



MASTER PLAN UPDATE

The Magic Valley Regional Airport plays a critical role in the local economy through commercial air operations and as a provider of multiple aviation services, including:



Fire-fighting



Corporate travel



Cargo shipment



Agriculture

The airport, operated by the City of Twin Falls, through a grant from the Federal Aviation Administration (FAA), is conducting a Master Plan Update that will help identify needs and growth potential, which will position the airport to receive funding for improvements and enhancements.



Through the month of December, informational stations will be posted throughout the airport terminal. Members of the public interested in viewing this information are asked to wear masks and maintain six-foot distancing. Additionally, all information will be posted on TWFmasterplan.com.



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STAY INVOLVED, STAY INFORMED

Community input about the airport's strengths and opportunities for growth is critical in helping to ensure proposed changes reflect the needs and interests of those that are intended to benefit.

For questions or to provide comment about the project, please contact the public information representative, Bryant Kuechle, at:



208-739-3048



bk@langdongroupinc.com



The public can also visit TWFmasterplan.com to stay up-to-date with information about the study and future opportunities for public involvement. Two additional public meetings are anticipated in spring and fall 2021.



OTHER JUB-B COMPANIES



Master Plan Team

Airport Sponsors



- City of Twin Falls and Twin Falls County are co-sponsors (owners) per 1968 joint service agreement
- Airport is operated, maintained, and managed by the City of Twin Falls
- City of Twin Falls Airport Department
 - One of 16 City departments
 - 9 employees
- Airport Advisory Board
 - 6 members (3 City, 3 County)
 - Plans Airport operation, construction, improvement, and development
- Board of County Commissioners
 - 3 members (one from each County district)
 - In conjunction with City Council, approves aspects of Airport planning and development

Consultant Team



Airport planning services (exclusively),
since 1989

Prime contractor
Overall project management
Draft and final deliverables



J-U-B ENGINEERS, INC.

OTHER J-U-B COMPANIES

Engineering and related services,
since 1954

Twin Falls office
TWF expertise and experience
Key support on all tasks



Leader in aerial acquisition and mapping
Airports Geographic Information Systems (AGIS) imagery and mapping

Public and Stakeholder Involvement

Community Leadership Focus Group

Convened to help establish the goals and objectives of the Master Plan

Technical Advisory Committee

Convened at key milestones to offer technical and operational perspectives to the Master Plan

Public Open Houses

Convened at key milestones to provide information to the public on Master Plan process and progress and to solicit public comment and perspective to guide and support Master Plan decisions

Other Public Involvement Meetings

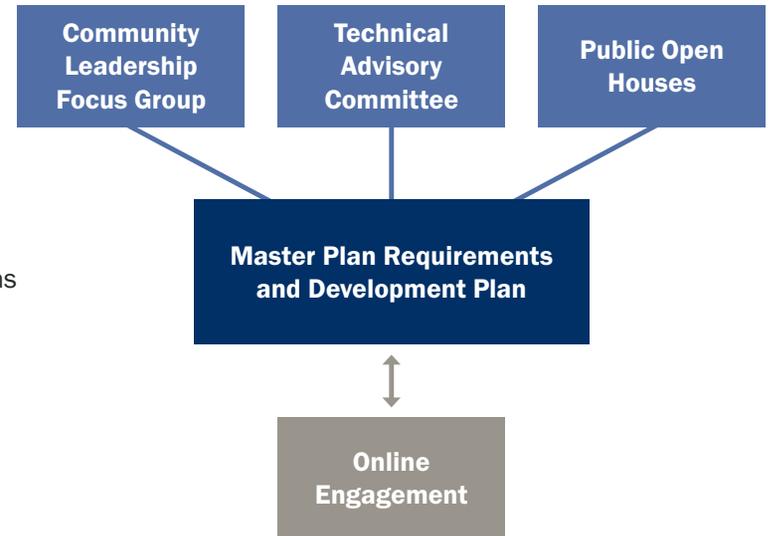
Periodic updates provided to the Airport Advisory Board, City Council, and Board of County Commissioners

Key Stakeholder Interviews

One-on-one interviews with key stakeholders to gain deeper understanding of their relationship with the Airport and potential opportunities for improvements

Online Engagement

Project website to serve as a hub for current information regarding the Master Plan



Purpose of Airport Master Plan

Definition

Comprehensive study of the airport describing the short-, medium-, and long-term development plans to meet future aviation demand

Function

Support the modernization or expansion of the airport; serves as the sponsor's strategy and 'blueprint' for development of the airport

Goal

Provide the framework to guide future airport development that will cost-effectively satisfy aviation demand, while considering potential environmental and socioeconomic impacts

Objectives

- Document issues that the proposed development will address
- Justify proposed development through evaluation of concepts and alternatives
- Provide a graphic presentation of future airport development
- Establish a realistic implementation and financial plan

Master Plan Update recommended every five to seven years (TWF Master Plan last updated in 2012)

Existing Conditions	Aviation Activity Forecasts	Facility Requirements	Concepts Development	Implementation and Financial Plan
<ul style="list-style-type: none"> ▪ Airport location, setting, role ▪ Facilities inventory ▪ Socioeconomics ▪ Regional planning and development ▪ Environmental inventory 	<ul style="list-style-type: none"> ▪ Airline passengers ▪ Cargo ▪ Aircraft operations ▪ Based aircraft ▪ Design aircraft ▪ Peaking and design day forecasts ▪ Comparison to FAA Terminal Area Forecast (TAF) 	<ul style="list-style-type: none"> ▪ Airfield (runways and taxiways) ▪ Passenger terminal ▪ Ground transportation (roads, parking) ▪ General aviation (hangars, aprons) ▪ Support facilities (maintenance, fueling, firefighting) 	<ul style="list-style-type: none"> ▪ Alternatives for meeting facility requirements ▪ Public and stakeholder input ▪ Evaluation process (cost, environmental impacts, etc.) ▪ Selection of preferred development 	<ul style="list-style-type: none"> ▪ Cost estimates ▪ Implementation schedule ▪ Improvement Program (CIP) ▪ CIP funding plan ▪ Cash flow analysis ▪ Assess non-aviation revenue generating opportunities

Requires FAA Approval

Public and Stakeholder Involvement

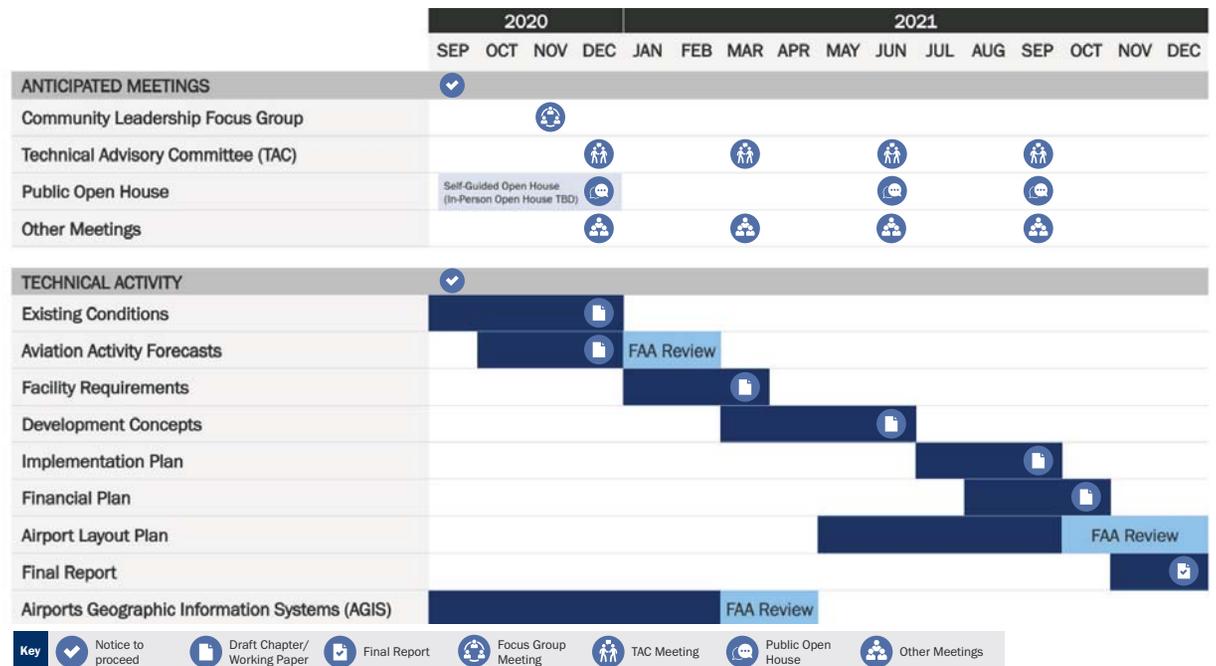
Master Plan Deliverables and Schedule

Master Plan Study Document

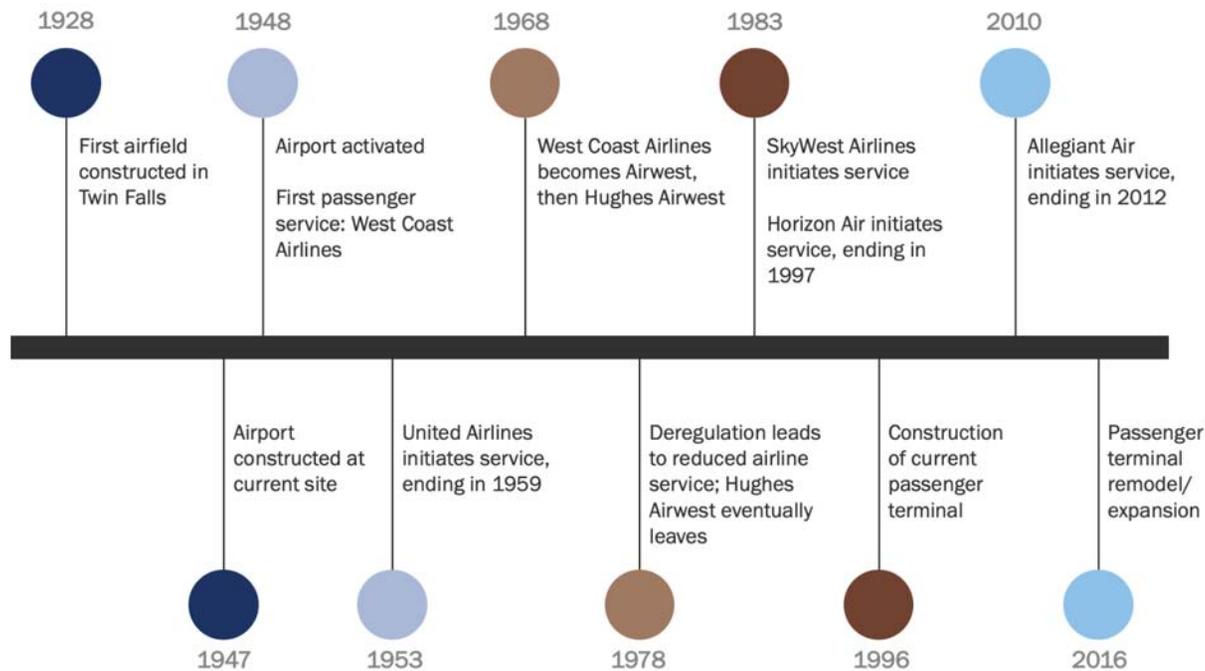
- Compilation of technical documentation
- Includes FAA approved activity forecast
- Accepted (not approved) by Federal Aviation Administration (FAA)
- Approved at local level

Airport Layout Plan (ALP)

- Graphical representation of existing and future airport facilities (drawing set)
- Used by FAA to program future funding and monitor compliance with design standards
- Allows FAA to protect airspace for facility or aircraft approach procedure improvements
- Ensures development is consistent with design standards, safety requirements, and airport/community land use plans
- FAA approved ALP is required for issuance of federal grants



Airport History



SOURCE: Google Earth Pro. Imagery date: August 1993



SOURCE: GeoTerra, Inc. Imagery date: October 16, 2020

Existing Airport Facilities

Airfield Facilities

- 1 | Runway 8-26 (8,703 feet x 150 feet)
- 2 | Runway 12-30 (3,224 feet x 75 feet)
- 3 | Parallel Taxiway A

Landside Facilities

- 4 | Entrance road
- 5 | Vehicle parking
- 6 | Passenger terminal

General Aviation Facilities

- 7 | Fixed base operator (FBO)
- 8 | Hangars
- 9 | Apron parking

Support Facilities

- 10 | Air traffic control tower
- 11 | Snow Removal Equipment (SRE) building
- 12 | FedEx cargo building
- 13 | Airport Rescue and Firefighting (ARFF)
- 14 | Bureau of Land Management (BLM) airbase



SOURCE: GeoTerra, Inc. Imagery date: October 16, 2020

Other Services

- Car rental
- Precision instrument approach

- Weather reporting
- Fuel (trucks and self-service)
- Aircraft maintenance

- Aircraft charters
- Flight instruction



Role of the Airport

TWF provides important services to the Magic Valley communities and surrounding area

- Commercial airline service (SkyWest/Delta)
- Aerial firefighting (BLM)
- Medical operations (Life Flight)
- Air cargo (FedEx)
- Aerial agricultural spraying
- Business aviation
- Flight training

National Plan of Integrated Airport Systems (NPIAS)

- Inventory of U.S. aviation infrastructure assets
- Developed and maintained by the FAA (current study is for 2021-2025)
- Identifies all airports in the U.S. that are considered significant components of the national aviation infrastructure network
- Identifies the current state of development, technology, and repair at each airport
- Estimates the funding needed to bring each airport up to current standards of design, technology, and capacity
- Airports in the NPIAS are eligible for Federal grants from the FAA's Airport Improvement Program (AIP)

Statewide/Regional Significance

- One of 75 core public-use airports in the Idaho Airport System Plan
- One of six Commercial Service Primary airports in Idaho
- One of five nonhub airports in Idaho
- Only public-use airport in the City of Twin Falls
- One of two public use airports in Twin Falls County

NPIAS Airports (TWF Classified as Nonhub)

Number of Airports	Airport Category	Percentage of Airports	Percentage of Runways	Percentage of 2018 Total Enplanements	Percentage of All Based Aircraft ¹	Percentage of Total Operations	Percentage of NPIAS Cost ²
30	Large Hub	1	3	71.39	0.7	13.3	29.4
31	Medium Hub	1	2	16.65	1.7	5.1	10.7
69	Small Hub	2	3	8.46	4.4	6.8	11.7
266	Nonhub	8	10	3.43	11	12	14.2
396	Primary Subtotal	12	18	99.93	17.8	37.1	66
92	National	3	4		9.7	8.9	4.6
482	Regional	14	16		20.4	23.3	9.6
1,213	Local	37	34		18.7	22.2	12.7
893	Basic	27	22		3.6	6.4	6.6
228	Unclassified	7	6		1	2.1	0
2,908	Nonprimary Subtotal	88	82	0.07	53.4	62.9	33.5
3,304	Total NPIAS Airports	100	100	100	71.2	100	99.4

¹Based on active general aviation fleet of 211,749 aircraft in 2018. The remaining aircraft are based at other, non-NPIAS airports.

²These costs are rounded and do not include the cost for new airports (0.6 percent).

SOURCE: Federal Aviation Administration, National Plan of Integrated Airport Systems (NPIAS) 2021-2025, September 30, 2020



OTHER JUB-B COMPANIES



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.

AIRPORT-SPECIFIC IMPACTS

TOTAL EMPLOYMENT
720 JOBS



TOTAL EARNINGS
\$28,100,000



TOTAL GDP
\$52,900,000



TOTAL OUTPUT
\$106,000,000

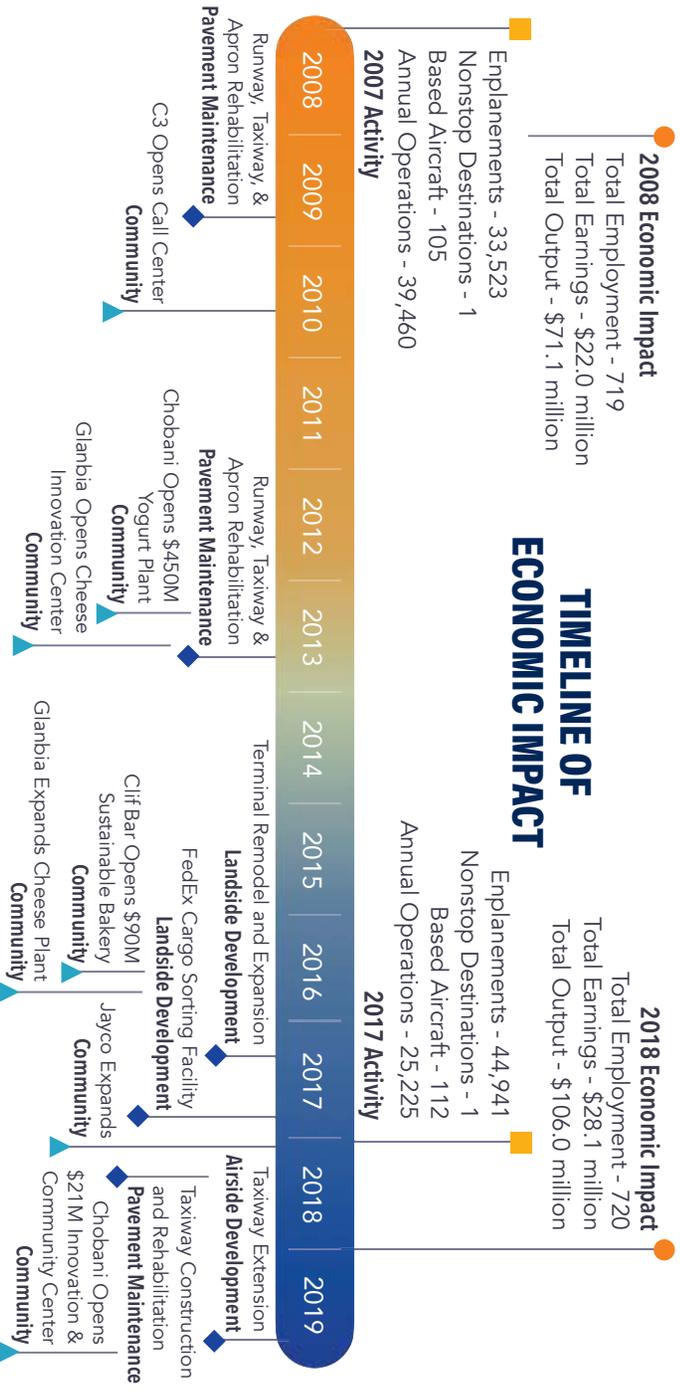


STATEWIDE IMPACTS

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.

TIMELINE OF ECONOMIC IMPACT



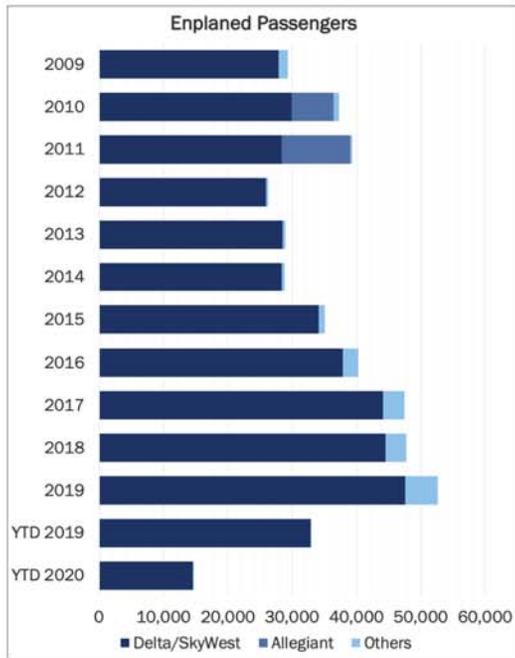
- Airport Economic Impact Indices
- Airport Activity Components
- ▲ Planning Considerations
- ◆ Development & Improvements

LAND USE COMPATIBILITY

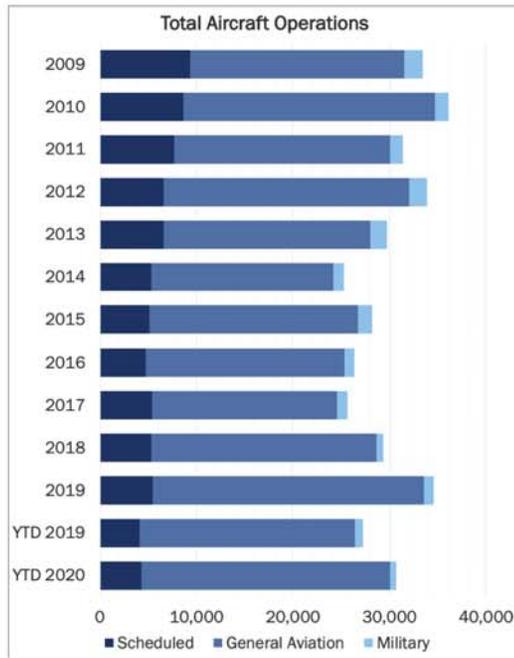
Incompatible land use on and around airports can result in noise-related nuisance or safety-related concerns affecting airspace, overflights, and accident severity. Incompatibility has the potential to limit airport operations, close airports, or restrict access. Most recently, Idaho Code 67-6508(q) (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.

Airport Operational Profile (2009-2020)

YTD
January-September



NOTES: Others includes charter and diverted flights
SOURCE: U.S. DOT T100



NOTES: Scheduled includes passenger airlines, cargo, charter and other scheduled operations
SOURCE: FAA Operations Network (OPSNET)



SOURCE: FAA Operations Network (OPSNET)

Preliminary Draft Enplaned Passenger Forecast

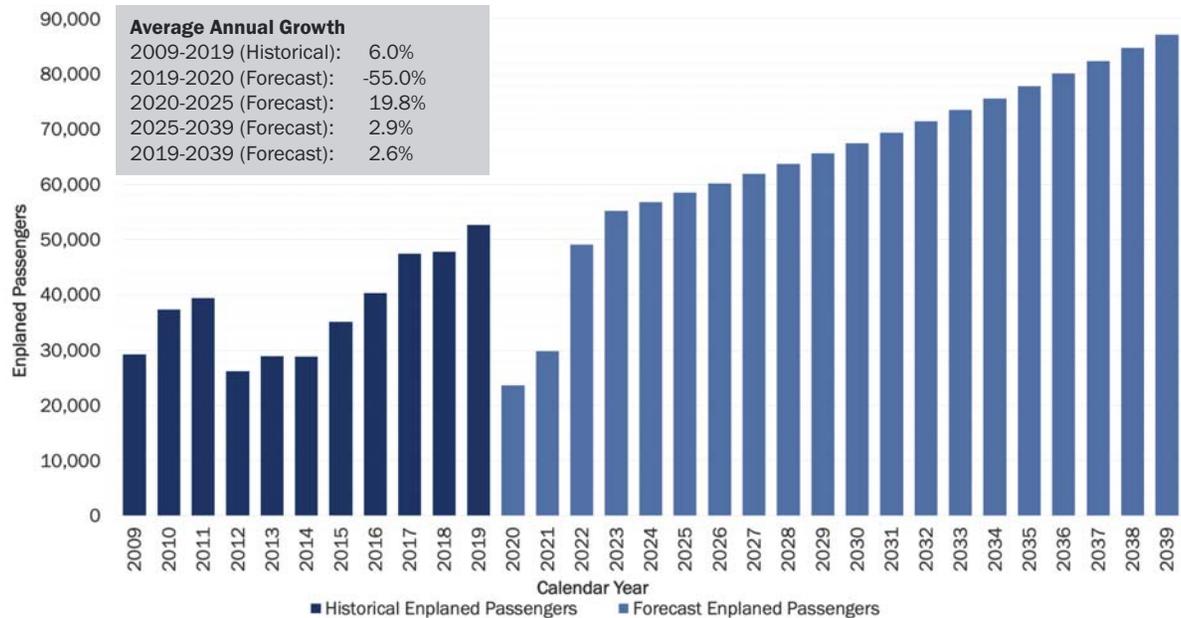
Enplaned Passenger

A passenger boarding a flight and departing from TWF

Enplaned Passenger Forecast Considerations:

- Historical passenger trends
- Recovery to pre-pandemic (2019) passenger levels
- Potential SkyWest service to Denver
- Published airline flight schedules and announcements
- Potential airline fleet changes
- Analysis of socioeconomic factors and projections at local, regional, and national levels
- Diversions from Sun Valley
- Assumes no additional industry “shocks” such as airline consolidation, fuel spikes, or economic recession

SOURCES: City of Twin Falls, Airport Department, Traffic Reports, October 2020; U.S. Department of Transportation T-100, November 2020; Federal Aviation Administration, OPSNET, November 2020; Federal Aviation Administration, Traffic Flow Management System Counts (TFMSC), November 2020; Federal Aviation Administration, FAA Aerospace Forecast: Fiscal Years 2020-2040, November 2020; Ricondo & Associates, Inc., November 2020 (forecast).



Preliminary Draft Forecast for Review and Comment Only – SUBJECT TO CHANGE

Preliminary Draft Aircraft Operations Forecast

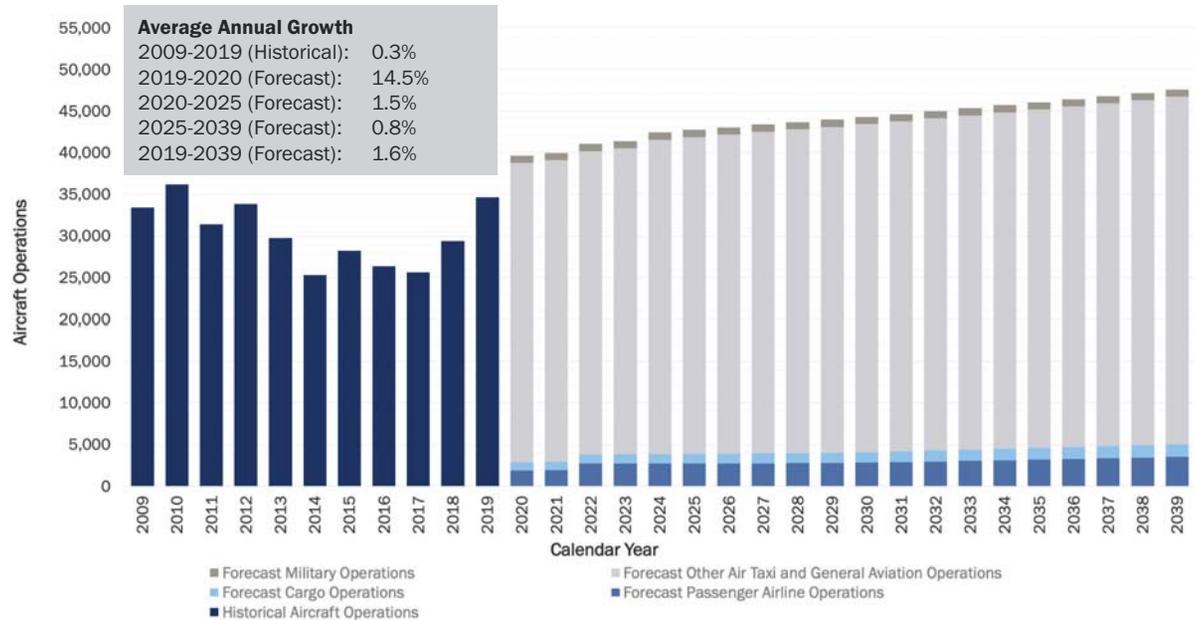
Aircraft Operation

An aircraft taking off from or landing at TWF

Types of Aircraft Operations at TWF

- **Passenger Airlines**
Aircraft operated by scheduled airlines
- **Cargo**
Cargo aircraft operated by cargo airlines, such as FedEx
- **General Aviation and Other Air Taxi**
Aircraft operated for leisure, business, commercial/charter, or government purposes
- **Military**
Transient military aircraft from other military bases

SOURCES: City of Twin Falls, Airport Department, Traffic Reports, October 2020; U.S. Department of Transportation T-100, November 2020; Federal Aviation Administration, OPSNET, November 2020; Federal Aviation Administration, Traffic Flow Management System Counts (TFMSC), November 2020; Federal Aviation Administration, FAA Aerospace Forecast: Fiscal Years 2020-2040, November 2020; Ricondo & Associates, Inc., November 2020 (forecast).



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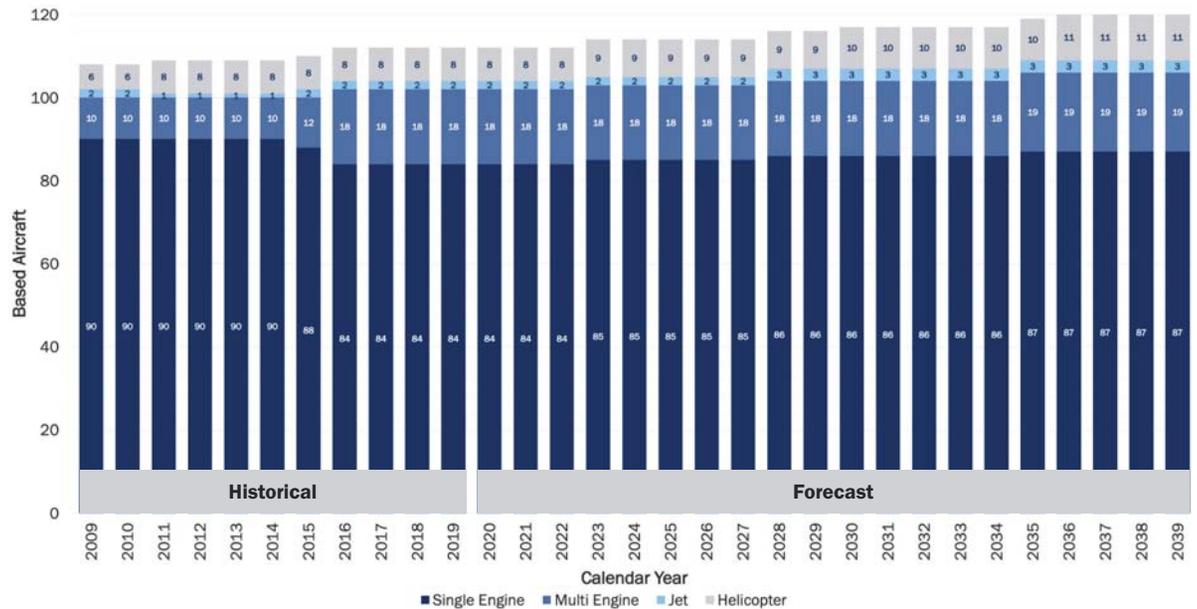
Preliminary Draft Based Aircraft Forecast

Based Aircraft

An aircraft located/stored at TWF (home base)



SOURCES: City of Twin Falls, Airport Department, Traffic Reports, October 2020; U.S. Department of Transportation T-100, November 2020; Federal Aviation Administration, OPSNET, November 2020; Federal Aviation Administration, Traffic Flow Management System Counts (TFMSC), November 2020; Federal Aviation Administration, FAA Aerospace Forecast: Fiscal Years 2020-2040, November 2020; Ricondo & Associates, Inc., November 2020 (forecast).



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