Understanding the Airport

The town of Arco is located in Butte County in east-central Idaho, approximately 65 miles west of Idaho Falls. The area surrounding Arco supports agricultural and ranching activities. Arco is situated at the junction of U.S. Highways 26 and 93, approximately 15 miles northeast of Craters of the Moon National Monument and Preserve. Arco is the closest city to the Idaho National Laboratory, which conducts advanced nuclear energy research. Local recreational activities include outdoor activities in the Pioneer Mountains and the Lost River Range as well as Craters of the Moon National Monument. Acro-Butte County Airport (AOC) is a public-use general aviation airport located three miles southwest of Arco. The airport is owned and operated by the City of Arco and Butte County. The airport is primarily used by recreation fliers visiting the area or traveling to and from the backcountry. The airport is also used by many corporate jet aircraft bringing clients to local ranches for guided “cowboy experience” excursions. The airport has hosted a fly-in and airport clean-up day as well as a community work day to raise money to match federal and state grants. Although there are no businesses located at the field, the airport has a high level of activity. Additionally, AOC is often a training destination for large military aircraft including the V-22 Osprey and C-130 Hercules. Government officials use AOC to access the Idaho National Laboratory and the airport is an emergency management evacuation point in case of an incident at the Laboratory. The activities that occur at the airport support the economic activities in Butte County and make AOC a vital part of the Idaho Airport System.

AIRPORT FEATURES

<table>
<thead>
<tr>
<th>Associated City</th>
<th>Arco</th>
</tr>
</thead>
<tbody>
<tr>
<td>Associated County</td>
<td>Butte</td>
</tr>
<tr>
<td>Airport Reference Code</td>
<td>B-II</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Primary Runway</th>
<th>ORIENTATION</th>
<th>DIMENSION</th>
<th>SURFACE TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>06 / 24</td>
<td>6,610’ x 75’</td>
<td>Asphalt</td>
</tr>
</tbody>
</table>

FORECAST SUMMARY

<table>
<thead>
<tr>
<th>Activity</th>
<th>2017</th>
<th>2037</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Based Aircraft</td>
<td>9</td>
<td>11</td>
<td>18%</td>
</tr>
<tr>
<td>CS Annual Operations</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>GA Annual Operations</td>
<td>7,200</td>
<td>8,444</td>
<td>15%</td>
</tr>
</tbody>
</table>

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.
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.

<table>
<thead>
<tr>
<th>OBJECTIVE CATEGORY</th>
<th>AIRPORT OBJECTIVES (SPECIFIC TO ROLE)</th>
<th>CURRENT PERFORMANCE</th>
<th>RECOMMENDATION</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AIRSIDE FACILITIES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Primary Runway Length | Maintain Existing | 6,610 feet | None | $-
| Primary Runway Width | Maintain Existing | 75 feet | None | $-
| Primary Runway Strength | Maintain Existing | 30,000 pounds | None | $-
| Primary Taxiway | Maintain Existing | Full Parallel | None | $-
| Instrument Approach | Visual | Non-Precision, PBN | None | $-
| Visual Aids | Rotating Beacon (as required), Wind Cone | Rotating Beacon, Lighted Wind Cone, REILs, VGSI | None | $-
| Runway Lighting | Reflectors, LIRL Desired | MIRL | None | $-
| Weather Reporting | None | None | None | $-
| **LANDSIDE FACILITIES** | | | | |
| Commercial Terminal | Not Applicable | No | None | $-
| General Aviation Terminal | Not Applicable | Yes | None | $-
| Public Restrooms | Yes | Yes | None | $-
| Conference Rooms | Not Applicable | Yes | None | $-
| Pilots Lounge | Not Applicable | Yes | None | $-
| Hangar Storage Units | Not Applicable | None | | 9 |
| Apron Tie-Down Spaces | 100% of Based Aircraft and 50% of Transient | 24 | None | $-
| Perimeter Fencing | Full Perimeter | Full | None | $-
| Auto Parking | Present On-Site | Yes | None | $-
| **SERVICES** | | | | |
| Cell Phone Coverage | Yes | Yes | None | $-
| Wi-Fi | Not Applicable | Yes | None | $-
| Fixed Base Operator | Not Applicable | None | None | $-
| Maintenance Services | Not Applicable | No | None | $-
| Snow Removal Equipment | Not Applicable | Yes | None | $-
| Fuel | Not Applicable | 24/7 AvGas | None | $-
| Rental/Courtesy Car Access | Not Applicable | Courtesy Car | None | $-
| **FUTURE STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISCIP PROJECTS** | | | | |
| Performance Measure: Master Plan or Airport Layout Plan (ALP) | None | None | $-
| Performance Measure: Close-in Obstructions | None | None | $-
| Performance Measure: Meeting Current FAA Taxiway Design Standards | Taxiway Improvement: Direct Access | $103,437 |
| Future Storage Needs: Hangar Spaces | None | None | $-
| Future Storage Needs: Apron Tie-downs | None | None | $-
| Pavement Lifecycle Costs | | $5,768,596 |
| Additional ISCIP Projects | | $6,305,556 |
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 Economic Impact Indices

Airport Activity Components
- Supports Air Ambulance
- Supports Aerial Application
- Supports Wildland Firefighting
- Supports Military Training
- Supports Idaho National Laboratory
- Supports Recreational Flying
- Supports Idaho National Laboratory

Planning Considerations
- Airside Development
- Runway Rehabilitation
- Pavement Maintenance
- Electrical Vault & Lighting
- NAVAIDS

Development & Improvements
- Runway Rehabilitation
- Pavement Maintenance
- Taxiway Rehabilitation
- Airport Planning Study

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.