

ARCO

Arco-Butte County

SUMMARY REPORT



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. Arco-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.



AERIAL
FIREFIGHTING



MEDICAL
OPERATIONS



AERIAL AGRICULTURAL
SPRAYING



MILITARY
EXERCISES

AIRPORT FEATURES

Associated City	Arco	
Associated County	Butte	
Airport Reference Code	B-II	
Primary Runway	ORIENTATION	06 / 24
	DIMENSION	6,610' x 75'
	SURFACE TYPE	Asphalt

FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	9	11	18%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	7,200	8,444	15%

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
Basic

Federal Role
Basic

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			ARCO-BUTTE COUNTY		BASIC	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE		RECOMMENDATION	COST
AIRSIDE FACILITIES						
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, 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		None	\$-
Apron Tie-Down Spaces	100% of Based Aircraft and 50% of Transient	13	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						
PROJECT CATEGORY						
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	\$103,437
Future Storage Needs: Hangar Spaces					None	\$-
Future Storage Needs: Apron Tie-downs					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.

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
7 JOBS



TOTAL EARNINGS
\$220,000

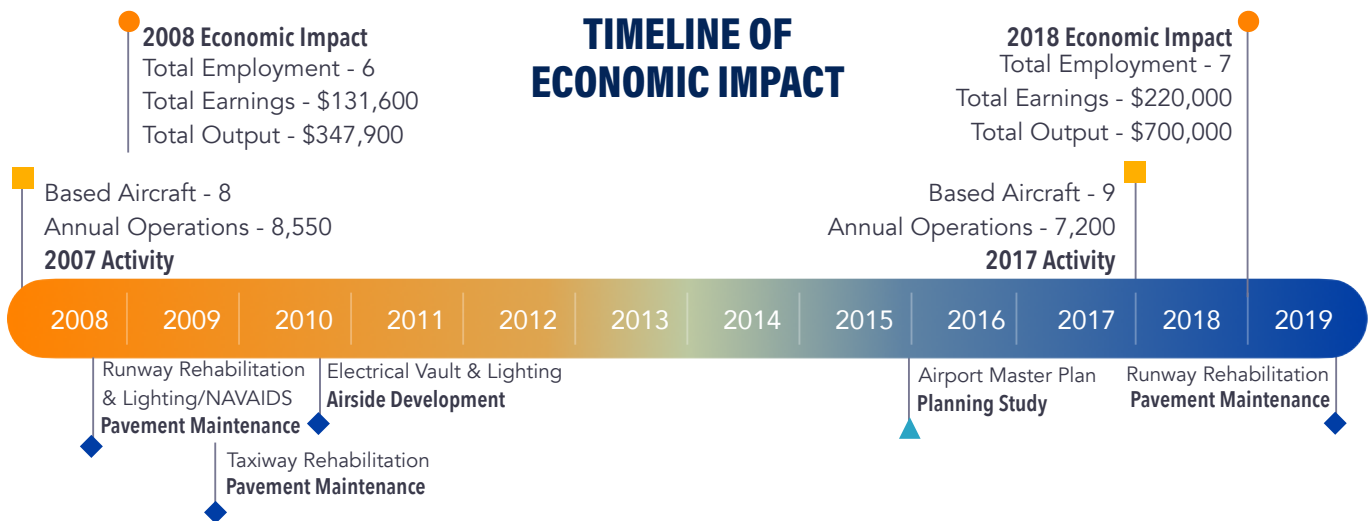


TOTAL GDP
\$340,000



TOTAL OUTPUT
\$700,000

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.