

BANCROFT

Bancroft Municipal

SUMMARY REPORT



FAA ID
U51

Understanding the Airport

Bancroft is a small city located in southeastern Idaho, approximately 30 miles southeast of Pocatello. Located in Caribou County, Bancroft has an estimated population of 390 people. The area surrounding Bancroft supports agricultural activities. The primary commodities produced in the region are cattle and various grains including wheat and barley. Large employers in Bancroft include North Gem School District, The Scoular Company, and Highland Milling. Local recreational activities include hunting and fishing at Chesterfield Reservoir and Devil Creek Reservoir as well as the Caribou-Targhee National Forest. Nearby attractions include the Lava Hot Springs and Chesterfield townsite. Bancroft Municipal Airport (U51) is a publicly-owned general aviation airport located less than a mile east of Bancroft. The airport is owned and operated by the City of Bancroft and primarily supports aerial agricultural spraying. Although there are no businesses based at the airport, U51 is regularly used by a crop sprayer based in nearby Soda Springs. The airport also occasionally supports aerial wildland firefighting and air ambulance activities. The airport's support of local agricultural and tourist activities contributes to the economic impact of the region and the impact of the Idaho Airport System.



AERIAL
FIREFIGHTING



MEDICAL
OPERATIONS



AERIAL AGRICULTURAL
SPRAYING



GATEWAY TO THE
BACKCOUNTRY

AIRPORT FEATURES

Associated City	Bancroft	
Associated County	Caribou	
Airport Reference Code	N/P	
Primary Runway	ORIENTATION	07 / 25
	DIMENSION	3,280' x 30'
	SURFACE TYPE	Gravel

FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	0	0	0%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	1,500	1,500	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

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			BANCROFT MUNICIPAL		GENERAL	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST	
AIRSIDE FACILITIES						
Primary Runway Length	Maintain Existing		3,280 feet	None	\$-	
Primary Runway Width	50 feet		30 feet	Add 20 feet	\$211,990	
Primary Runway Strength	Maintain Existing		N/A	None	\$-	
Primary Taxiway	Maintain Existing		None	None	\$-	
Instrument Approach	Visual		Visual	None	\$-	
Visual Aids	Wind Cone		Lighted Wind Cone	None	\$-	
Runway Lighting	Reflectors		None	Reflectors	\$9,300	
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	3	None	\$-	
Apron Tie-Down Spaces	100% of Based Aircraft and 25% of Transient Maximum Daily Totals	1	1	None	\$-	
Perimeter Fencing	Not Applicable		None	None	\$-	
Auto Parking	Not Applicable		No	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		No	None	\$-	
Fuel	Not Applicable		No	None	\$-	
Rental/Courtesy Car Access	Not Applicable		No	None	\$-	
FUTURE STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISCIP PROJECTS						
PROJECT CATEGORY						
Performance Measure: Master Plan or Airport Layout Plan (ALP)				ALP w narrative	\$30,000	
Performance Measure: Close-in Obstructions				None	\$-	
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					\$-	
Additional ISCIP Projects					\$-	

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
0 JOBS



TOTAL EARNINGS
\$10,000



TOTAL GDP
\$10,000



TOTAL OUTPUT
\$20,000

The economic impacts presented above are rounded into tens of thousands of dollars. In this case, estimates are presented for earnings, GDP, and output; however, no jobs are represented. This is because an employee worked less than full-time on airport-related functions. As such, a portion of their wages has been attributed to the airport's economic impact creating earnings, GDP, and output, but less than one job is supported.

ADDITIONAL AVIATION BENEFITS

Supports Aerial Application for Local Farms

Provides Recreational Access to Fishing and Hunting

Supports Air Ambulance Operations

Supports Aerial Forest Firefighting

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.