

**BURLEY**

# Burley Municipal

## SUMMARY REPORT



## Understanding the Airport

Burley is a city in south-central Idaho located along the bank of the Snake River in the heart of the Magic Valley. The city lies on the border of Minidoka County and Cassia County, for which Burley is the county seat. Burley is located at the junction of U.S. Highway 30 and State Highway 27, a few miles south of Interstate 84. The city has an estimated population of 10,525. The primary economic activity in area surrounding Burley and the Magic Valley is agriculture. However, a diverse manufacturing sector has developed in Burley in recent years, as companies such as Dow Chemical and NewCold Advanced Cold Systems have established facilities in the city. Popular commodities that are produced in the valley include beans, sugarbeets, potatoes, and dairy products. Local recreational attractions include the City of Rocks National Reserve, two local triathlon events, and an annual regatta on the Snake River. Burley Municipal Airport (BYI) is a public-use general aviation airport located one mile east of the central business district of Burley. The airport is owned and operated by the City of Burley. There are two asphalt runways on the field. There are multiple businesses located at Burley Municipal Airport, including a full-service fixed-base operator (FBO), aircraft maintenance and repair companies, and the airport supports vital operations including medical evacuations, aerial firefighting, and aerial crop spraying. The businesses that use the airport illustrate how BYI supports the economic output of the Magic Valley and the Idaho Airport System.

Burley Municipal Airport has identified the need to relocate to an alternative site with ample space for longer runways and additional development to safely accommodate existing and anticipated future aviation demands. Growth potential at the existing site is limited due to the airport's location adjacent to the Snake River, U.S. Highway 30, and encroaching land developments. As such, Burley Municipal Airport is actively evaluating alternative sites for a replacement airport.



AERIAL  
FIREFIGHTING



MEDICAL  
OPERATIONS



AERIAL AGRICULTURAL  
SPRAYING



FLIGHT  
TRAINING

### AIRPORT FEATURES

Associated City	Burley	
Associated County	Cassia	
Airport Reference Code	B-I	
Primary Runway	ORIENTATION	02 / 20
	DIMENSION	4,092' x 75'
	SURFACE TYPE	Asphalt

### FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	51	62	18%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	27,500	32,251	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  
Local

Federal Role  
Local

## 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		BURLEY MUNICIPAL		LOCAL	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)	CURRENT PERFORMANCE	RECOMMENDATION	COST	
AIRSIDE FACILITIES					
Primary Runway Length	To Accommodate 100% of Small Aircraft Fleet (5,200 feet)	4,092 feet	Add 1,108 feet	\$613,075	
Primary Runway Width	60 feet	75 feet	None	\$-	
Primary Runway Strength	Single-Landing Gear (12,500 pounds)	43,000 pounds	None	\$-	
Primary Taxiway	Turnarounds	Partial Parallel	None	\$-	
Instrument Approach	Visual, PBN Desired	Non-Precision, PBN	None	\$-	
Visual Aids	Rotating Beacon, Wind Cone	Rotating Beacon, Lighted Wind Cone, Wind Cone, REILs, VGSI	None	\$-	
Runway Lighting	LIRL	MIRL	None	\$-	
Weather Reporting	On-Site ASOS or AWOS (as required)	On-Site ASOS or AWOS	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	No	None	\$-	
Pilots Lounge	Yes	Yes	None	\$-	
Hangar Storage Units	Storage for 50% of Based Aircraft 26	50	None	\$-	
Apron Tie-Down Spaces	50% of Based Aircraft and 50% of Transient 41	54	None	\$-	
Perimeter Fencing	Partial	Full	None	\$-	
Auto Parking	Yes	Yes	None	\$-	
SERVICES					
Cell Phone Coverage	Yes	Yes	None	\$-	
Wi-Fi	Yes	Yes	None	\$-	
Fixed Base Operator	Not Applicable	The Flight Line, Inc.	None	\$-	
Maintenance Services	Not Applicable	Yes	None	\$-	
Snow Removal Equipment	Not Applicable	Yes	None	\$-	
Fuel	AvGas	AvGas, Jet A Fuel	None	\$-	
Rental/Courtesy Car Access	Courtesy/Loaner Car	Yes	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			Remove Obstruction	\$35,000	
Performance Measure: Meeting Current FAA Taxiway Design Standards			Taxiway Improvement: Direct Access	\$293,835	
Future Storage Needs: Hangar Spaces			None	\$-	
Future Storage Needs: Apron Tie-downs			None	\$-	
Pavement Lifecycle Costs				\$6,216,944	
Additional ISCIP Projects*				\$42,553,334	

\*Note: Includes an estimated \$30 million for the replacement of the existing airport facility.

## 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  
**80 JOBS**



TOTAL EARNINGS  
**\$3,180,000**



TOTAL GDP  
**\$5,540,000**



TOTAL OUTPUT  
**\$12,010,000**

### TIMELINE OF ECONOMIC IMPACT

#### 2008 Economic Impact

Total Employment - 56  
Total Earnings - \$1.2 million  
Total Output - \$3.8 million

Based Aircraft - 56  
Annual Operations - 27,750  
**2007 Activity**

#### 2018 Economic Impact

Total Employment - 80  
Total Earnings - \$3.2 million  
Total Output - \$12.0 million

Based Aircraft - 51  
Annual Operations - 27,500  
**2017 Activity**

2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019

Runway, Taxiway, &  
Apron Rehabilitation  
**Pavement Maintenance**

Gem State Processing  
Opens April 2011  
**Community**

Fabri-Kal \$50M Manufacturing  
Plant Opens October 2015  
**Community**

Airport Master Plan & Relocation  
**Planning Study**  
PerforMix Facility  
Opens May 2016  
**Community**

New Cold Storage  
Facility Opens  
**Community**  
McCain Foods Distribution  
Center Opens June 2019  
**Community**  
Dow Chemical Styrofoam  
Facility Opens August 2018  
**Community**

● 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.