



**DUBOIS**

# Dubois Municipal

## SUMMARY REPORT



## Understanding the Airport

The City of Dubois is located in eastern Idaho, approximately 50 miles north of Idaho Falls along Interstate 15. Dubois is the county seat of Clark County and has an estimated population of just under 590 people. The region surrounding Dubois supports economic activities including agriculture, ranching, and mining. The largest employers in the area are the Clark County Government, Larsen Farms, and the U.S. Department of Agriculture Sheep Experiment Station, located six miles north of town. Recreational attractions include the Camas National Wildlife Refuge and Lookout Point. In addition, visitors can visit the Heritage Hall Museum, the Civil Defense Cave, or relax at one of the City parks. Moreover, Dubois is a gateway to vast public lands that are frequented for hunting, fishing, and other recreational activities. Dubois Municipal Airport (U41) is a general aviation airport that is owned and operated by the City of Dubois. Dubois Municipal is primarily used by transient recreational pilots and flight training. The airport's largest tenant, Desert Air Agriculture, provides agricultural aerial spraying to the region. On occasion, the military will use the runway for C130 training for aircraft based in Mountain Home. Most recently, the airport saw construction of a bicycle shed made available to pilots that use the airport. The airport is proud of its rich history, and recently created a historical display recognizing the airport as a historic mail route and upgrading the historic beacon, shed and arrow to be operational once again. Outside of the airport, the city of Dubois has seen recent redevelopment of apartment complexes, and a former dehydration facility was turned into an operating fertilizer plant, providing more economic opportunities for local residents.



AERIAL  
FIREFIGHTING



MEDICAL  
OPERATIONS



AERIAL AGRICULTURAL  
SPRAYING



RECREATIONAL  
FLYING



MILITARY  
EXERCISES

### AIRPORT FEATURES

Associated City	Dubois	
Associated County	Clark	
Airport Reference Code	A-I	
Primary Runway	<b>ORIENTATION</b>	16 / 34
	<b>DIMENSION</b>	4,600' x 100'
	<b>SURFACE TYPE</b>	Gravel/Dirt

### FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	1	1	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	1,400	1,400	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		DUBOIS MUNICIPAL		GENERAL	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)	CURRENT PERFORMANCE	RECOMMENDATION	COST	
<b>AIRSIDE FACILITIES</b>					
Primary Runway Length	Maintain Existing	4,600 feet	None	\$-	
Primary Runway Width	50 feet	100 feet	None	\$-	
Primary Runway Strength	Maintain Existing	N/A	None	\$-	
Primary Taxiway	Maintain Existing	Connectors	None	\$-	
Instrument Approach	Visual	Visual	None	\$-	
Visual Aids	Wind Cone	Lighted Wind Cone	None	\$-	
Runway Lighting	Reflectors	None	Reflectors	\$11,700	
Weather Reporting	Not Applicable	None	None	\$-	
<b>LANDSIDE FACILITIES</b>					
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	0	\$-	
Apron Tie-Down Spaces	100% of Based Aircraft and 25% of Transient Maximum Daily Totals	1	0	Add 2 spaces	\$3,100
Perimeter Fencing	Not Applicable	None	None	\$-	
Auto Parking	Not Applicable	No	None	\$-	
<b>SERVICES</b>					
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	\$-	
<b>FUTURE STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISICIP PROJECTS</b>					
<b>PROJECT CATEGORY</b>					
Performance Measure: Master Plan or Airport Layout Plan (ALP)			ALP w narrative	\$30,000	
Performance Measure: Close-in Obstructions			Remove Obstruction	\$15,000	
Performance Measure: Meeting Current FAA Taxiway Design Standards			None	\$-	
Future Storage Needs: Hangar Spaces			None	\$-	
Future Storage Needs: Apron Tie-downs			1	\$3,100	
Pavement Lifecycle Costs				\$-	
Additional ISICIP 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  
**2 JOBS**



TOTAL EARNINGS  
**\$120,000**



TOTAL GDP  
**\$220,000**



TOTAL OUTPUT  
**\$500,000**

### ADDITIONAL AVIATION BENEFITS

An Historic Beacon and Arrow Aviation Site

Supports Aerial Application for Local Farms

Utilized by Air Ambulance for Medical Evacuations

Supports Recreational Flying

Supports Flight Training Operations

### 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.