IDAHO AIRPORT SYSTEM PLAN UPDATE 2020

& AIRPORT ECONOMIC IMPACT ANALYSIS UPDATE

BLACKFOOT

McCarley Field

SUMMARY REPORT

FAA ID

U02

U02

Understanding the Airport

Blackfoot is a city in southeastern Idaho located along Interstate 15 halfway between Idaho Falls and Pocatello with an estimated population of just under 12,000 people. Blackfoot sits in the Upper Snake River Valley and is colloquially known as the "Potato Capital of the World", producing more potatoes than anywhere else in the country. The surrounding area is home to Yellowstone National Park, Sun Valley, Jackson Hole, Craters of the Moon, ski areas and Blackfoot hosts the Eastern Idaho State Fair each year. McCarley Field (U02) is a general aviation airport that is owned and operated by the City of Blackfoot. The field is located one mile north of the central business district of Blackfoot. The airport has an instrument approach, making it a viable alternate to Pocatello and Twin Falls, even in poor weather conditions. The field is primarily used by recreation fliers and is known as the "Gateway to the Backcountry". U02 has aircraft arrive from every state west of the Mississippi River as visitors travel into central Idaho's wilderness areas. Since the 2010 study was completed, McCarley Field has conducted expansion and maintenance projects to increase the capability and lifespan of the field. There are multiple businesses based at U02 that provide many services, including aircraft maintenance and repair, fueling, and flight training. Finally, the Idaho wing of the Civil Air Patrol is headquartered in Blackfoot and has a hangar on the field. The Civil Air Patrol has over 240 cadets and conducts search & rescue operations around the state. The airport is home to Chapter 407 of the Experimental Aircraft Association (EAA), which hosts monthly breakfasts, an annual fly-in event, and participates in the Young Eagles program. The activities and businesses that are supported by U02 bring visitors to Blackfoot and directly contribute to the economic output of the region.

- AERIAL FIREFIGHTING
- MEDICAL OPERATIONS
- AERIAL AGRICULTURAL SPRAYING
- GATEWAY TO THE BACKCOUNTRY
- SEARCH AND RESCUE

AIRPORT FEATURES		
Associated City	Blackfoot	
Associated County	Bingham	
Airport Reference Code	B-I	
Primary Runway	ORIENTATION	01 / 19
	DIMENSION	4,311' x 75'
	SURFACE TYPE	Asphalt

AIRPORT ROLE

IASP Role	Federal Role
Local	Local

FORECAST SUMMARY			
Activity	2017	2037	% Change
Based Aircraft	59	69	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	30,500	30,500	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 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 | **MCCARLEY FIELD** | **LOCAL**

OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES					
Primary Runway Length	To Accommodate 100% of Small Aircraft Fleet (5,500 feet)		4,311 feet	Add 1189 feet	$642,070
Primary Runway Width	60 feet		75 feet	None	$-
Primary Runway Strength	Single-Landing Gear (12,500 pounds)		12,500 pounds	None	$-
Primary Taxiway	Turnarounds		Full 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)		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		No	None	$-
Pilots Lounge	Yes		Yes	None	$-
Hangar Storage Units	Storage for 50% of Based Aircraft	30	52	None	$-
Apron Tie-Down Spaces	50% of Based Aircraft and 50% of Transient	33	43	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		None	None	$-
Maintenance Services	Not Applicable		No	None	$-
Snow Removal Equipment	Not Applicable		Yes	None	$-
Fuel	AvGas		24/7 AvGas	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	$114,753
Future Storage Needs: Hangar Spaces				None	$-
Future Storage Needs: Apron Tie-downs				None	$-
Pavement Lifecycle Costs					$4,812,352
Additional ISCIP Projects					$4,472,223

U02

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

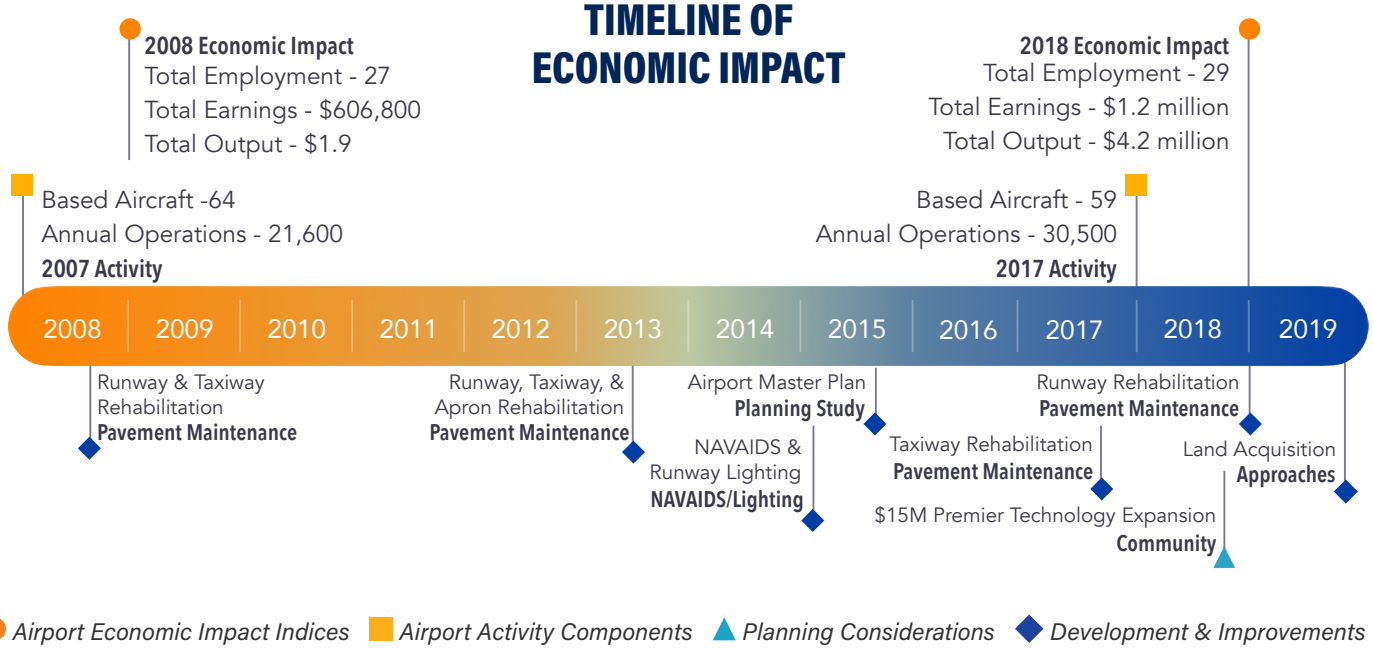
TOTAL EMPLOYMENT
29 JOBS

TOTAL EARNINGS
$1,160,000

TOTAL GDP
$1,960,000

TOTAL OUTPUT
$4,200,000

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.