IDAHO AIRPORT SYSTEM PLAN UPDATE 2020

& AIRPORT ECONOMIC IMPACT ANALYSIS UPDATE

REXBURG

Rexburg-Madison County

SUMMARY REPORT

FAA ID

RXE

RXE

Understanding the Airport

Rexburg is a rapidly-growing city in eastern Idaho, located approximately 25 miles northeast of Idaho Falls, with an estimated population of 28,700 people. Rexburg is the home of Brigham Young University-Idaho, the second largest university in Idaho and largest employer in Rexburg. Rexburg's economy was historically centered around agricultural production but has formed a large tourism industry, as the city is within a few hours' drive from Grand Teton and Yellowstone National Parks. Rexburg-Madison County Airport (RXE) is a general aviation airport that is jointly owned and operated by the City of Rexburg and Madison County. The airport is located one mile northwest of downtown Rexburg. The airport has an all-weather runway vital for aircraft operating during poor weather conditions. There are three businesses located on property. Rexburg Air Service and Copter Doctor Plus both provide fixed-base operator (FBO) services and fuel. Copter Doctor Plus also offers flight training and aircraft rentals. RXE also hosts the Legacy Flight Museum which maintains eight warbirds that are on display and regularly flown from the airport. The museum is home to "Ole Yeller", the P-51 mustang owned by Bob Hoover and still holds the speed record between Los Angeles and Daytona Beach, Florida for propeller-powered aircraft. The airport regularly hosts fly-ins, airshows, community events, educational seminars, and the BYU-I Aviation Club. Due to physical constraints, RXE cannot lengthen its runway nor complete several other improvement projects designed to support safe and efficient operations. As such, RXE has identified a need to relocate to a site that provides additional developable land to accommodate growth and allow the airport to support more demanding aircraft.

- AERIAL FIREFIGHTING
- MEDICAL OPERATIONS
- FLIGHT TRAINING
- RECREATIONAL FLYING

AIRPORT FEATURES		
Associated City	Rexburg	
Associated County	Madison	
Airport Reference Code	B-I	
Primary Runway	ORIENTATION	17 / 35
	DIMENSION	4,204' x 75'
	SURFACE TYPE	Asphalt

FORECAST SUMMARY			
Activity	2017	2037	% Change
Based Aircraft	102	120	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	15,652	15,652	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	Federal Role
Local	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 | **REXBURG-MADISON COUNTY** | **LOCAL**

OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES					
Primary Runway Length	To Accommodate 100% of Small Aircraft Fleet (5,750 feet)		4,204 feet	Add 1,546 feet	$798,005
Primary Runway Width	60 feet		75 feet	None	$-
Primary Runway Strength	Single-Landing Gear (12,500 pounds)		30,000 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, 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		No	None	$-
Public Restrooms	Yes		Yes	None	$-
Conference Rooms	Not Applicable		Yes	None	$-
Pilots Lounge	Yes		Yes	None	$-
Hangar Storage Units	Storage for 50% of Based Aircraft	51	58	None	$-
Apron Tie-Down Spaces	50% of Based Aircraft and 50% of Transient	56	36	Add 20 spaces	$423,960
Perimeter Fencing	Partial Perimeter		Full	None	$-
Auto Parking	Present On-Site		Yes	None	$-
SERVICES					
Cell Phone Coverage	Yes		Yes	None	$-
Wi-Fi	Yes		No	Wi-Fi	$1,500
Fixed Base Operator	Not Applicable		Craig Frisby	None	$-
Maintenance Services	Not Applicable		Yes	None	$-
Snow Removal Equipment	Not Applicable		Yes	None	$-
Fuel	AvGas		24/7 AvGas, 24/7 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	$126,903
Future Storage Needs: Hangar Spaces				2	$223,658
Future Storage Needs: Apron Tie-downs				9	$199,510
Pavement Lifecycle Costs					$4,744,769
Additional ISCIP Projects *					$34,931,334

**Note: Includes $45.0 million estimated cost for proposed replacement airport.*

RXE

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	TOTAL EARNINGS	TOTAL GDP	TOTAL OUTPUT
28 JOBS	$1,010,000	$1,600,000	$3,320,000

ADDITIONAL AVIATION BENEFITS

- Offers Aircraft Rentals
- Offers Flight Training
- Home of the Legacy Flight Museum
- Supports Corporate & Recreational Flying
- Supports Wildland Firefighting
- Supports Air Ambulance

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.