

RIGBY

Rigby

SUMMARY REPORT



FAA ID
U56

Understanding the Airport

Known as the “Birthplace of Television,” Rigby is a small city in Eastern Idaho, approximately 15 miles northeast of Idaho Falls, and has an estimated population of 4,200 people. Rigby sits in the Upper Snake River Valley and has a rich history of farming and ranching. The city’s economy concentrates on supporting agricultural production and there are multiple agricultural processing facilities and produce wholesalers in the area. Rigby is surrounded by recreational attractions including Yellowstone and Grand Teton National Parks, Palisade Reservoir, Farnsworth TV & Pioneer Museum, and the Yellowstone Bear World wildlife park. Rigby Airport (U56) is a general aviation airport that is owned and operated by the City of Rigby. The airport is located two miles south of Rigby and sees heavy use by a diverse mix of aircraft operators. The airport is primarily utilized by recreational fliers and agricultural spraying aircraft. There are three businesses located at U56. Queen Bee Air Specialties, Inc. is the largest tenant at the airport and employs approximately 20 people. The company provides aircraft sales and air tractor maintenance at the airport as well as agricultural spraying and fire suppression around the region. Sharp Aviation sells fuel to general aviation aircraft visiting Rigby while Visser Ag, Inc. is based at the airport and conducts agricultural spraying around the valley. In addition to the companies based at Rigby, two non-local agricultural aircraft operators and dozens of farms in the region rely on Rigby-Jefferson County Airport for aerial spraying activities. U56 supports several emergency response and preparedness activities, including medical evacuations, aerial/wildland firefighting and search & rescue activities. The businesses and activities that are supported by U56 directly support the economic output of the city and enhance the effectiveness of the Idaho Airport system.



**AERIAL
FIREFIGHTING**



**MEDICAL
OPERATIONS**



**AERIAL AGRICULTURAL
SPRAYING**



**SEARCH AND
RESCUE**

AIRPORT FEATURES

Associated City	Rigby		
Associated County	Jefferson		
Airport Reference Code	A/B-I		
Primary Runway	ORIENTATION	01 / 19	
	DIMENSION	3,727' x 50'	
	SURFACE TYPE	Asphalt	

FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	51	60	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	12,000	12,000	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
Utility

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		RIGBY		UTILITY	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)	CURRENT PERFORMANCE		RECOMMENDATION	COST
AIRSIDE FACILITIES					
Primary Runway Length	To Accommodate 95% of Small Aircraft Fleet (5,850 feet)	3,727 feet		Add 2,123 feet	\$561,195
Primary Runway Width	60 feet	50 feet		Add 10 feet	\$364,855
Primary Runway Strength	Single-Landing Gear (12,500 pounds)	12,500 pounds		None	\$-
Primary Taxiway	Partial Parallel or Turnarounds	Partial Parallel		None	\$-
Instrument Approach	Visual	Visual		None	\$-
Visual Aids	Rotating Beacon (as required), Wind Cone	Rotating Beacon, Lighted Wind Cone, Wind Cone, REILs		None	\$-
Runway Lighting	Reflectors, LIRL Desired	MIRL		None	\$-
Weather Reporting	Unicom and Dual Barometers	None		Unicom & Dual Barometers	\$35,000
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	Not Applicable	Yes		None	\$-
Hangar Storage Units	Not Applicable	None	60	None	\$-
Apron Tie-Down Spaces	100% of Based Aircraft and 25% of Transient	51	12	Add 39 spaces	\$413,570
Perimeter Fencing	Full Perimeter	Full		None	\$-
Auto Parking	Not Applicable	Yes		None	\$-
SERVICES					
Cell Phone Coverage	Yes	Yes		None	\$-
Wi-Fi	Not Applicable	Yes		None	\$-
Fixed Base Operator	Not Applicable	Queen Bee Air Specialties		None	\$-
Maintenance Services	Not Applicable	Yes		None	\$-
Snow Removal Equipment	Not Applicable	Yes		None	\$-
Fuel	Not Applicable	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	\$20,000
Performance Measure: Meeting Current FAA Taxiway Design Standards				Taxiway Improvement: Direct Access	\$145,494
Future Storage Needs: Hangar Spaces				None	\$-
Future Storage Needs: Apron Tie-downs				9	\$107,535
Pavement Lifecycle Costs					\$1,177,395
Additional ISCIP Projects					\$150,500

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
66 JOBS



TOTAL EARNINGS
\$2,610,000



TOTAL GDP
\$5,380,000



TOTAL OUTPUT
\$11,560,000

ADDITIONAL AVIATION BENEFITS

Supports Aerial Application

Offers Wildland Firefighting Capabilities

Offers Aircraft Maintenance

Supports Recreational Flying

Supports Air Ambulance

Supports Search & Rescue Efforts

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.