IDAHO AIRPORT SYSTEM PLAN UPDATE 2020

& AIRPORT ECONOMIC IMPACT ANALYSIS UPDATE

ROCKFORD

Rockford Municipal

SUMMARY REPORT

FAA ID

2U4

2U4

Understanding the Airport

Rockford is a small town in eastern Idaho, located approximately 20 miles north of Pocatello. The town sits in the Upper Snake River Valley in Bingham County along State Highway 39 and has an estimated population of 250 people. The area surrounding the city is almost exclusively used for agriculture and most of the town's economic activities support crop production and transport. A rail spur between Aberdeen and Blackfoot runs through Rockford and there are many grain elevators in the area. Large employers in the town include Wada Farms, Spudnik, and Basic American Foods. Local recreational attractions include American Falls Reservoir and Jensen's Grove Park. Rockford Municipal Airport (2U4) is a general aviation airport that is owned and operated by Bingham County. The airport is located on the eastern side of Rockford, has a single asphalt runway, and is primarily used by recreation aircraft traveling through the region. There are no businesses based at the airport currently, but the field has expanded in recent years in the hopes of attracting business to Rockford. In 2014, 2U4 completed construction of a paved runway and the airport now has plans to build additional hangars in 2020. The county also recently installed a water tank at the airfield in an effort to attract agricultural spraying aircraft during growing season. The expansion projects that continue to be completed at 2U4 will enable the town to increase its economic output and ensure the airport remains a vital piece of the Idaho Airport System for year to come.

AERIAL AGRICULTURAL SPRAYING

BUSINESS ACTIVITY

RECREATIONAL FLYING

AIRPORT FEATURES		
Associated City	Rockford	
Associated County	Bingham	
Airport Reference Code	A-I	
Primary Runway	ORIENTATION	16 / 34
	DIMENSION	2,800′ x 50′
	SURFACE TYPE	Asphalt

FORECAST SUMMARY			
Activity	2017	2037	% Change
Based Aircraft	3	4	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	1,500	1,500	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 ROLE

IASP Role	Federal Role
General	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 | ROCKFORD MUNICIPAL | GENERAL

OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES					
Primary Runway Length	Maintain Existing		2,800 feet	None	$-
Primary Runway Width	50 feet		50 feet	None	$-
Primary Runway Strength	Maintain Existing		N/A	None	$-
Primary Taxiway	Maintain Existing		Connector	None	$-
Instrument Approach	Visual		Visual	None	$-
Visual Aids	Wind Cone		Lighted Wind Cone	None	$-
Runway Lighting	Reflectors		None	Reflectors	$8,100
Weather Reporting	Not Applicable		None	None	$-
LANDSIDE FACILITIES					
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	1	None	$-
Apron Tie-Down Spaces	100% of Based Aircraft and 25% of Transient Maximum Daily Totals	3	9	None	$-
Perimeter Fencing	Not Applicable		Full	None	$-
Auto Parking	Not Applicable		No	None	$-
SERVICES					
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		Yes	None	$-
Fuel	Not Applicable		No	None	$-
Rental/Courtesy Car Access	Not Applicable		No	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				None	$-
Performance Measure: Meeting Current FAA Taxiway Design Standards				None	$-
Future Storage Needs: Hangar Spaces				None	$-
Future Storage Needs: Apron Tie-downs				None	$-
Pavement Lifecycle Costs					$610,014
Additional ISCIP Projects					$80,741

2U4

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
$70,000

TOTAL GDP
$130,000

TOTAL OUTPUT
$280,000

- Supports Aerial Application for Nearby Farms
- Supports Business Flying
- Supports Recreational Flying

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.