



BIG CREEK

Big Creek

SUMMARY REPORT



Understanding the Airport

Tucked deep in Idaho's backcountry, Big Creek Airport supports the Big Creek Lodge and the small village of Edwardsburg in Valley County. The Big Creek Lodge attracts campers, hunters, and fishermen from around the world coming to enjoy the rustic cabins or explore some of the most remote wilderness in the country. Big Creek saw a significant decrease in activity after a devastating fire destroyed the lodge in 2008. However, after nearly 10 years of hard work, the lodge reopened to the public in 2018. Big Creek Airport (U60) is a state-managed general aviation airport located next to the lodge, one half-mile north of Edwardsburg. As there is very limited road access to the area, Big Creek Airport is vital for the transportation of groceries, supplies, and mail. The backcountry strip receives frequent visits from recreational aircraft and back country air taxis during the summer. During the winter, the field is only accessible by aircraft equipped with skis. U60 is occasionally used as a staging area for aerial/wildland firefighting operations. By bringing visitors to the Big Creek Lodge, the airport directly supports the local economy and is a vital resource for the lodge and community.



AERIAL
FIREFIGHTING



MEDICAL
OPERATIONS



BUSINESS ACTIVITY



GATEWAY TO THE
BACKCOUNTRY



RECREATIONAL
FLYING

AIRPORT FEATURES

Associated City	Big Creek	
Associated County	Valley	
Airport Reference Code	A-I	
Primary Runway	ORIENTATION	01 / 19
	DIMENSION	3,550' x 110'
	SURFACE TYPE	Turf

FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	0	0	0%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	4,004	4,004	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
Backcountry

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		BIG CREEK		BACKCOUNTRY	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)	CURRENT PERFORMANCE	RECOMMENDATION	COST	
AIRSIDE FACILITIES					
Primary Runway Length	Maintain Existing	3,550 feet	None	\$-	
Primary Runway Width	Maintain Existing	110 feet	None	\$-	
Primary Runway Strength	Maintain Existing	N/A	None	\$-	
Primary Taxiway	Maintain Existing	None	None	\$-	
Instrument Approach	Visual	Visual	None	\$-	
Visual Aids	Wind Cone	Wind Cone	None	\$-	
Runway Lighting	Not Applicable	None	None	\$-	
Weather Reporting	Not Applicable	None	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	No	None	\$-	
Pilots Lounge	Not Applicable	No	None	\$-	
Hangar Storage Units	Not Applicable	None 0	None	\$-	
Apron Tie-Down Spaces	At Least One Aircraft and Up to 25% of Maximum Daily Totals	1 12	None	\$-	
Perimeter Fencing	Not Applicable	Partial	None	\$-	
Auto Parking	Not Applicable	Yes	None	\$-	
SERVICES					
Cell Phone Coverage	Yes	No	Cell Coverage	\$200,000	
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	\$-	
FUTURE STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISICIP PROJECTS					
PROJECT CATEGORY					
Performance Measure: Master Plan or Airport Layout Plan (ALP)			None	\$-	
Performance Measure: Close-in Obstructions			Remove Obstruction	\$10,000	
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				\$-	
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



ADDITIONAL AVIATION BENEFITS

Premier Backcountry Destination and Camping

Supports Search and Rescue Operations

Provides Recreational Access for Fishing and Hunting

Provides Access for Remote Aerial Forest Firefighting

Provides Emergency Access for 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.