



COOLIN

Cavanaugh Bay

SUMMARY REPORT



FAA ID
66S

Understanding the Airport

Cavanaugh Bay Airport (66S) sits on the eastern shore of Priest Lake in northern Idaho and serves the town of Coolin as well as the villages of Sherwood Beach, Lamb Creek, and Outlet Bay. Although logging activities are common in northern Idaho, the economy in the area is centered on tourism and recreation. Priest Lake is surrounded by several resorts and second homes that attract visitors from around the world. Priest Lake is a popular for boating, fishing, hunting and camping. 66S is a state-managed general aviation airport located in Bonner County, three miles north of Coolin. The field is primarily used by recreational aircraft and has accommodations for under-the-wing camping. During the summer, the airport receives a high level of activity from flight training aircraft and recreational visitors. The Idaho Department of Lands has an office adjacent to the airport and is a significant user of the field. Additionally, the airport is used for Smokejumper training and is a staging area for aerial/wildland firefighting as well as search & rescue operations. 66S is a critical resource for the local community and economy as it enables visitors from out of state to easily visit northern Idaho.



AERIAL
FIREFIGHTING



MEDICAL
OPERATIONS



GATEWAY TO THE
BACKCOUNTRY



SEARCH AND
RESCUE



RECREATIONAL
FLYING

AIRPORT FEATURES

Associated City	Coolin	
Associated County	Bonner	
Airport Reference Code	A-I	
Primary Runway	ORIENTATION	15 / 33
	DIMENSION	3,100' x 120'
	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	3,484	3,484	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		CAVANAUGH BAY		BACKCOUNTRY	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)	CURRENT PERFORMANCE	RECOMMENDATION	COST	
AIRSIDE FACILITIES					
Primary Runway Length	Maintain Existing	3,100 feet	None	\$-	
Primary Runway Width	Maintain Existing	120 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 1	None	\$-	
Apron Tie-Down Spaces	At least one aircraft and up to 25% of Maximum Daily Totals	1 14	None	\$-	
Perimeter Fencing	Not Applicable	Partial	None	\$-	
Auto Parking	Not Applicable	Yes	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	No	None	\$-	
Fuel	Not Applicable	No	None	\$-	
Rental/Courtesy Car Access	Not Applicable	Courtesy Car	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



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.