

COEUR D'ALENE Coeur d'Alene -Pappy Boyington Field Summary Report



Understanding the Airport

Known as the "Lake City", Coeur d'Alene is a city located on the northern shore of Lake Coeur d'Alene in Northern Idaho, and is largest city in Northern Idaho. The city has grown rapidly in recent years with an estimated population of 51,300. Although Coeur d'Alene has a rich history of silver mining and logging, the city's economic activities now center around tourism and recreation, including several ski resorts located within an hour of the city. Coeur d'Alene-Pappy Boyington Field (COE) is a general aviation airport owned and operated by Kootenai County. The airport is located six miles northwest of the central business district of Coeur d'Alene. The airport has two asphalt runways and one is equipped with an Instrument Landing System (ILS). The airport maintains a Part 139 certificate, increasing safety standards for the field and aircraft operating there. Given the airport's proximity to the Spokane Metropolitan area, COE is often used by local and transient flight training and recreational aircraft. The airport is an alternate destination for flights arriving in enroute to Spokane.

There are several aviation-related tenants located on the airport, including three fixed-base operators (FBOs), and aircraft maintenance and repair companies. One of the companies, Empire Airlines employs over 400 people and has a large hangar and office building.

COE is also an important base for a variety of government agencies. The U.S. Forest Service operates a base for aerial firefighting, and employs up to 100 people during the fire season. The airport is also used by the National Guard for training exercises and transient aircraft fueling. As Coeur d'Alene and the surrounding region continues to grow in population and economic activity, COE will be well-positioned to continue to serve the community and contribute to the economic output of Coeur d'Alene and the Idaho Airport System.

AIRPORT FEATURES					
Associated City	Coeur d'Alene				
Associated County	Kootenai				
Airport Reference Code	B-IV				
	ORIENTATION	03 / 24			
Primary Runway	DIMENSION	7400' x 100'			
	SURFACE TYPE	Asphalt-GRVD			

FORECAST SUMMARY						
Activity	2017	2037	% Change			
Based Aircraft	252	339	26%			
CS Annual Operations	N/A	N/A	N/A			
GA Annual Operations	81,126	111,438	27%			

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 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.

OBJECTIVE CATEGONY AIRPORT OBJECTIVES (SPECIFIC TO ROLE) CURRENT PERFORMANCE RECOMMENDATION COST AIRSIDE FACILITIES TO Accommodate 100% of Small Aircraft Fleet (4,450 feet) 7,400 feet None \$ Primary Runway Vieth Trimary Runway Strength To Accommodate 100% of Small Aircraft Fleet (4,450 feet) 7,400 feet None \$ Primary Runway Vieth Trimary Runway Strength Single-Landing Gear (12,500 pounds) 57,000 pounds None \$ Primary Runway Length Single-Landing Gear (12,500 pounds) Full Parallel None \$ Instrument Approach PBN Precision None \$ \$ Visual Aids Rotating Beacon, Wind Cone, RELLS, VGSI, ALS None \$ \$ Runway Lighting MIRL HIRL None \$ \$ Commercial Terminal General Aviation Terminal Not Applicable No None \$ Commercial Terminal Building Yes No GA Terminal Building \$ Conterce Rooms Not Applicable No None \$ \$ Pilots Lounge	AIRPORT REPORT CARD COEUR D'ALENE - PAPPY BOYINGTON FIELD			REGIONAL	
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Performance Measure: Close-in Obstructions None \$-	Performance Measure: Close-in Obstructions			None	\$-
Performance Measure: Meeting Current FAA Taxiway Design StandardsTaxiway Improvement: Direct Access\$520,130	Performance Measure: Meeting Current FAA Taxiway Design Standards			Taxiway Improvement: Direct Access	\$520,130
Future Storage Needs: Hangar SpacesAdd 52 spaces\$9,440,000	Future Storage Needs: Hangar Spaces			Add 52 spaces	\$9,440,000
Future Storage Needs: Apron Tie-downsAdd 46 spaces\$1,400,250	Future Storage Needs: Apron	Add 46 spaces	\$1,400,250		
Pavement Lifecycle Costs \$30,158,793	Pavement Lifecycle Costs				\$30,158,793

COE

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.



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.

