

COUNCIL
Council Municipal
SUMMARY REPORT



FAA ID
U82

Understanding the Airport

Council is a rural town in western Idaho, approximately 75 miles north of Boise. The city is the county seat of Adams County and has an estimated population of 890 people. The town is situated along U.S. Highway 95 in the Weiser River Valley near the southern end of the Seven Devils mountain range and Boise National Forest. The local geography influences the region's economic activities, as timber production is the primary industry in and around Council. Significant employers in the region include the Council School District, Western Timber Products, and the Adams County Government. Local recreational activities include hunting and fishing along the Weiser River and in the Boise National Forest. Council Municipal Airport (U82) is a general aviation airport that is owned and operated by the City of Council. The airport is located one mile northwest of Council and is primarily used by recreational fliers who operate to and from the airport a several times a week. There are currently no businesses based at the airport, but it is heavily utilized by the U.S. Forest Service. During the fire season, aerial/wildland firefighting helicopters and single engine air tanker (SEAT) aircraft are regularly based at the airport. The airport is also used as a staging area for search & rescue operations and medical evacuations. The activities and visitors that use Council Municipal airport contribute to the economic output of the region and the effectiveness of the Idaho Airport System.



AERIAL
FIREFIGHTING



MEDICAL
OPERATIONS



SEARCH AND
RESCUE



RECREATIONAL
FLYING

AIRPORT FEATURES

| | | |
|------------------------|---------------------|--------------|
| Associated City | Council | |
| Associated County | Adams | |
| Airport Reference Code | A-I | |
| Primary Runway | ORIENTATION | 17 / 35 |
| | DIMENSION | 3,600' x 60' |
| | SURFACE TYPE | Asphalt |

FORECAST SUMMARY

| Activity | 2017 | 2037 | % Change |
|----------------------|-------|-------|----------|
| Based Aircraft | 11 | 13 | 15% |
| CS Annual Operations | N/A | N/A | N/A |
| GA Annual Operations | 4,000 | 4,000 | 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
Basic

Federal Role
Basic

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

COUNCIL MUNICIPAL

BASIC

| OBJECTIVE CATEGORY | AIRPORT OBJECTIVES (SPECIFIC TO ROLE) | | CURRENT PERFORMANCE | RECOMMENDATION | COST |
|---|--|------|--|---------------------------------------|-------------|
| AIRSIDE FACILITIES | | | | | |
| Primary Runway Length | Maintain Existing | | 3,600 feet | None | \$- |
| Primary Runway Width | Maintain Existing | | 60 feet | None | \$- |
| Primary Runway Strength | Maintain Existing | | 12,500 pounds | None | \$- |
| Primary Taxiway | Maintain Existing | | Turnarounds | None | \$- |
| Instrument Approach | Visual | | Visual | None | \$- |
| Visual Aids | Rotating Beacon (as required), Wind Cone | | Rotating Beacon, Lighted Wind Cone, Wind Cone | None | \$- |
| Runway Lighting | Reflectors, LIRL Desired | | MIRL | None | \$- |
| Weather Reporting | None | | 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 | 14 | None | \$- |
| Apron Tie-Down Spaces | 100% of Based Aircraft and 50% of Transient | 13 | 8 | Add 5 spaces | \$85,855 |
| Perimeter Fencing | Full Perimeter | | Full | None | \$- |
| Auto Parking | Present On-Site | | 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 | | Yes | None | \$- |
| Fuel | Not Applicable | | 24/7 AvGas | 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) | | | | ALP w narrative | \$75,000 |
| Performance Measure: Close-in Obstructions | | | | None | \$- |
| Performance Measure: Meeting Current FAA Taxiway Design Standards | | | | Taxiway Improvement: Direct Access | \$106,807 |
| Future Storage Needs: Hangar Spaces | | | | None | \$- |
| Future Storage Needs: Apron Tie-downs | | | | 2 | \$26,359 |
| Pavement Lifecycle Costs | | | | | \$1,516,098 |
| Additional ISCIP Projects | | | | | \$725,000 |

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
3 JOBS



TOTAL EARNINGS
\$110,000

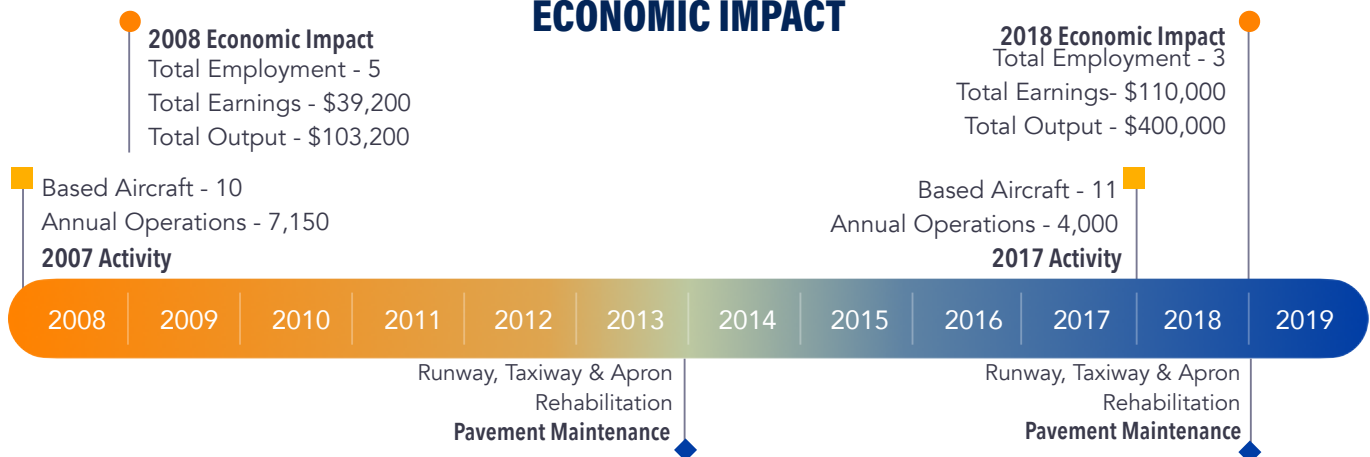


TOTAL GDP
\$190,000



TOTAL OUTPUT
\$400,000

TIMELINE OF ECONOMIC IMPACT



● Airport Economic Impact Indices ■ Airport Activity Components ▲ Planning Considerations ◆ Development & Improvements

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.