

DONNELLY

Donald D. Coski Memorial

SUMMARY REPORT



FAA ID
U84

Understanding the Airport

Donnelly is a small town in Valley County approximately 75 miles north of Boise, with an estimated population of 215. The town is situated in the Long Valley a few miles north of Lake Cascade. The valley is surrounded by the Boise and Payette National Forests. The rugged terrain surrounding the town hosts a variety of recreational activities including hunting, fishing, skiing, and boating. Most of the economic activity in the region supports the recreation industry. The Tamarack Resort is located four and half miles southwest of Donnelly and is a major employer and destination for the region. Donald D. Coski Memorial Airport (U84) is a publicly-owned general aviation located a half mile west of Donnelly. The airport is owned and operated by the town of Donnelly. The airport is often used for flight instruction as pilots learn to land on unpaved runways before traveling to the backcountry. Additionally, the airport is a destination for recreational fliers and people visiting their summer homes in the valley. No businesses are currently located at the airport, but it is used as a staging base for aerial wildland firefighting activities when fires occur in the surrounding region. The airport is also utilized for occasional medical evacuation operations into and out of the backcountry.



AERIAL
FIREFIGHTING



GATEWAY TO THE
BACKCOUNTRY



FLIGHT
TRAINING



RECREATIONAL
FLYING

AIRPORT FEATURES

Associated City	Donnelly	
Associated County	Valley	
Airport Reference Code	N/P	
Primary Runway	ORIENTATION	18 / 36
	DIMENSION	2,500' x 125'
	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	1,525	1,525	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			DONALD D. COSKI MEMORIAL		BACKCOUNTRY	
OBJECTIVE CATEGORY		AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES						
Primary Runway Length	Maintain Existing			2,500 feet	None	\$-
Primary Runway Width	Maintain Existing			125 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			No	Public Restroom	\$35,000
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		0	Add 1 space	\$3,100
Perimeter Fencing	Not Applicable			None	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			No	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						\$-
Additional ISCIP Projects						\$12,260

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
0 JOBS



TOTAL EARNINGS
\$20,000



TOTAL GDP
\$40,000



TOTAL OUTPUT
\$100,000

The economic impacts presented above are rounded into tens of thousands of dollars. In this case, estimates are presented for earnings, GDP, and output; however, no jobs are represented. This is because an employee worked less than full-time on airport-related functions. As such, a portion of their wages has been attributed to the airport's economic impact creating earnings, GDP, and output, but less than one job is supported.

ADDITIONAL AVIATION BENEFITS

Provides Access for Visitors to Nearby Tamarack Resort

Provides Access to Recreational Activities

Supports Flight Training Activities

Provides Staging Area for Aerial Firefighting

Utilized by Air Ambulance for Medical Evacuations

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.