

KOOSKIA

Kooskia Municipal

SUMMARY REPORT



FAA ID
S82

Understanding the Airport

Kooskia is a small town on the Nez Perce Reservation in north-central Idaho. The town is located at the confluence of the south and middle forks of the Clearwater River. The primary economic activities in the region include timber production and cattle ranching. Employers in Kooskia include the U.S. Forest Service, the Idaho County Government, and Mountain View School District. The U.S. Department of Fish and Wildlife operates the Kooskia National Fish Hatchery three miles east of town. The hatchery works in conjunction with the Dworshak hatchery in Orofino to raise over 600,000 King Salmon each year. Local recreational activities include whitewater rafting on the Clearwater River, steelhead and salmon fishing, and hunting in the surrounding region. Kooskia Municipal Airport (S82) is a small general aviation airport owned and operated by the City of Kooskia. The airport is located one mile south of the central business district of Kooskia and is primarily used for recreational flying. There are currently no businesses at Kooskia Municipal Airport, but multiple agencies use the airport for emergency preparedness and response activities. LifeFlight conducts medical evacuations from the airport a few times a month. In previous years, the airport has been used by the U.S. Forest Service as a staging base for aerial/wildland firefighting activities. Local law enforcement and paramedics occasionally use the airport to conduct training activities. Kooskia hosts the "Kooskie Days" event on the last weekend of July each year which attracts visitors to the town. A helicopter flies from the airport to perform a ping-pong ball drop over a city park during the event. The activities that S82 supports contribute to the economic output of the region and increases the effectiveness of the Idaho Airport System.



AERIAL
FIREFIGHTING



MEDICAL
OPERATIONS



GATEWAY TO THE
BACKCOUNTRY



RECREATIONAL
FLYING

AIRPORT FEATURES

Associated City	Kooskia	
Associated County	Idaho	
Airport Reference Code	A-I	
Primary Runway	ORIENTATION	14 / 32
	DIMENSION	1,900' x 100'
	SURFACE TYPE	Turf

FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	4	5	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	550	550	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
General

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			KOOSKIA MUNICIPAL		GENERAL	
OBJECTIVE CATEGORY		AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES						
Primary Runway Length	Maintain Existing			1,900 feet	None	\$-
Primary Runway Width	50 feet			100 feet	None	\$-
Primary Runway Strength	Maintain Existing			N/A	None	\$-
Primary Taxiway	Maintain Existing			Turnarounds	None	\$-
Instrument Approach	Visual			Visual	None	\$-
Visual Aids	Wind Cone			Lighted Wind Cone	None	\$-
Runway Lighting	Reflectors			None	Reflectors	\$6,500
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	\$55,000
Conference Rooms	Not Applicable			No	None	\$-
Pilots Lounge	Not Applicable			No	None	\$-
Hangar Storage Units	Not Applicable	None	4	4	None	\$-
Apron Tie-Down Spaces	100% of Based Aircraft and 25% of Transient Maximum Daily Totals		4	4	None	\$-
Perimeter Fencing	Not Applicable			Partial	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)					ALP w narrative	\$30,000
Performance Measure: Close-in Obstructions					Remove Obstruction	\$15,000
Performance Measure: Meeting Current FAA Taxiway Design Standards					None	\$-
Future Storage Needs: Hangar Spaces					None	\$-
Future Storage Needs: Apron Tie-downs					1	\$3,100
Pavement Lifecycle Costs						\$-
Additional ISCIP 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



TOTAL EMPLOYMENT
1 JOB



TOTAL EARNINGS
\$20,000



TOTAL GDP
\$50,000



TOTAL OUTPUT
\$100,000

ADDITIONAL AVIATION BENEFITS

Supports Recreational Flying

Participates in Annual Kooskia Days Festival

Provides Access to Fishing, Hunting, and Whitewater Rafting

Supports Aerial Firefighting by the U.S. Forest Service

Supports Air Ambulance Operations

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.