

PRIEST RIVER

Priest River Municipal

SUMMARY REPORT



Understanding the Airport

Priest River is a city in northern Idaho, located approximately 35 miles north of Coeur d'Alene. The city sits on the banks of the Pend Oreille River in Bonner County. Priest River is served by U.S. Highway 2 and is surrounded by several wilderness and recreation areas. Like much of northern Idaho, Priest River's economy is centered around timber production, as there are several lumber mills in the surrounding area. The town also supports a robust manufacturing sector with several heavy equipment manufacturing facilities located just west of the city. Local recreational attractions include water sports on the Pend Oreille River and various outdoor activities in the surrounding wilderness. Priest River Municipal Airport (1S6) is a general aviation airport located on the north side of the city. The airport is owned and operated by Bonner County and is primarily used for recreational flying and flight testing. There are no businesses located at the airport, but several local and non-local companies rely on the airport. The Quest Aircraft Company, based at Sandpoint Airport (SZT), regularly uses 1S6 as a site for flight testing newly-manufactured Kodiak 100 aircraft before delivering them to customers. Aerocet, Inc. is based in Priest River and produces highly advanced composite floats for Cessna 180 and Kodiak 100 aircraft. Aerocet relies on 1S6 to outfit Kodiak aircraft coming straight from the factory before being delivered to customers around the world. 1S6 is also used as a staging base for aerial/wildland firefighting operations, aerial medical evacuations, and search and rescue activities. 1S6 is a vital resource for the community and directly contributes to the economic activity of Priest River and the surrounding region.



AERIAL
FIREFIGHTING



MEDICAL
OPERATIONS



SEARCH AND
RESCUE



FLIGHT
TRAINING

AIRPORT FEATURES

Associated City	Priest River	
Associated County	Bonner	
Airport Reference Code	A-I	
Primary Runway	ORIENTATION	01 / 29
	DIMENSION	2,950' x 48'
	SURFACE TYPE	Asphalt

FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	15	18	15%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	4,784	4,784	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

PRIEST RIVER MUNICIPAL

BASIC

OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES					
Primary Runway Length	Maintain Existing		2,950 feet	None	\$-
Primary Runway Width	Maintain Existing		48 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		Lighted Wind Cone, Wind Cone	None	\$-
Runway Lighting	Reflectors, LIRL Desired		LIRL	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		Yes	None	\$-
Pilots Lounge	Not Applicable		Yes	None	\$-
Hangar Storage	Not Applicable	None	13	None	\$-
Apron Tie-Down Space	100% of Based Aircraft and 50% of Transient	17	7	Add 10 spaces	\$126,265
Perimeter Fencing	Full Perimeter		Full	None	\$-
Auto Parking	Present On-Site		Yes	None	\$-
SERVICES					
Cell Phone Coverage	Yes		Yes	None	\$-
Wi-Fi	Not Applicable		Yes	None	\$-
Fixed Base Operator	Not Applicable		None	None	\$-
Maintenance Services	Not Applicable		No	None	\$-
Snow Removal Equipment	Not Applicable		Yes	None	\$-
Fuel	Not Applicable		No	None	\$-
Rental/Courtesy Car Access	Not Applicable		Courtesy Car	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				Taxiway Improvement: Direct Access	\$94,447
Future Storage Needs: Hangar Spaces				None	\$-
Future Storage Needs: Apron Tie-downs				Add 3 spaces	\$37,880
Pavement Lifecycle Costs					\$1,361,812
Additional ISCIP Projects					\$7,061,334

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
46 JOBS



TOTAL EARNINGS
\$2,180,000



TOTAL GDP
\$4,090,000



TOTAL OUTPUT
\$9,150,000

TIMELINE OF ECONOMIC IMPACT

2008 Economic Impact

Total Jobs - 55
Total Payroll - \$2.0 million
Total Output - \$8.4 million

2018 Economic Impact

Total Jobs - 46
Total Payroll - \$2.2 million
Total Output - \$9.2 million

Based Aircraft - 16
Annual Operations - 10,000
2007 Activity

Based Aircraft - 15
Annual Operations - 4,800
2017 Activity

2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019

Perimeter Fencing
Safety/Security

Construct Taxiway
Pavement Maintenance
Construct Apron,
Taxilanes, & Access Road
Landside Development

Airport Master Plan
Planning Study

Obstruction Removal &
Easement Acquisition
Safety Area/Approach Protection

● 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.