

DRIGGS

Driggs-Reed Memorial

SUMMARY REPORT



Understanding the Airport

The City of Driggs is located in eastern Idaho and sits over 6,000 feet above sea level, approximately 50 miles northeast of Idaho Falls and just three miles from the Idaho-Wyoming border. Driggs is perched high in the scenic Teton Valley, less than 15 miles from Grand Teton National Park and the Big Hole Mountains. The rugged landscape in the mountains makes Driggs one of the most popular recreational destinations in Idaho, and the airport serves as a gateway to the backcountry with flights for hunting, fishing, and skiing expeditions. The diverse natural resources that surround the city allow Driggs to maintain vibrant tourism and agricultural industries. Significant employers in the region include Teton Valley Health Care, the Teton School District, and several outdoor recreation outfitters. Driggs-Reed Memorial Airport (DIJ) is a general aviation airport that is owned and operated by the City of Driggs. The airport is located one mile north of downtown Driggs and supports heavy use by recreational and corporate aircraft. The airport has one all-weather runway and is an alternate destination for aircraft visiting Jackson Hole and Grand Teton National Park. In recent years Driggs has received a growing number of corporate jet aircraft seeking hangar space and lower fuel prices. DIJ has plans to continue to expand the airfield to accommodate the increased traffic. There are several businesses located at DIJ. Warbirds Café is a five-star restaurant located on the field that is itself a destination which attracts visitors from town and around the region. The airfield is commonly visited by transient military aircraft. The business activity and recreational access that DIJ provides contribute to the economic output of the surrounding region and the effectiveness of the Idaho Airport System.



AERIAL
FIREFIGHTING



MEDICAL
OPERATIONS



BUSINESS ACTIVITY



FLIGHT
TRAINING



MILITARY
EXERCISES

AIRPORT FEATURES

Associated City	Driggs	
Associated County	Teton	
Airport Reference Code	C-II	
Primary Runway	ORIENTATION	04 / 22
	DIMENSION	7,300' x 100'
	SURFACE TYPE	Asphalt

FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	103	126	18%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	10,017	11,748	15%

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
Regional

Federal Role
Regional

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			DRIGGS-REED MEMORIAL		REGIONAL	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST	
AIRSIDE FACILITIES						
Primary Runway Length	To Accommodate 100% of Small Aircraft Fleet (7,350 feet)		7,300 feet	Add 50 feet	\$177,385	
Primary Runway Width	75 feet		100 feet	None	\$-	
Primary Runway Strength	Single-Landing Gear (12,500 pounds)		20,000 pounds	None	\$-	
Primary Taxiway	Partial Parallel, Connectors, or Turnarounds		Full Parallel	None	\$-	
Instrument Approach	PBN		Non-Precision, PBN	None	\$-	
Visual Aids	Rotating Beacon, Wind Cone, REILs, PAPIs/VASIs		Rotating Beacon, Lighted Wind Cone, Wind Cone, REILs, VGSI	None	\$-	
Runway Lighting	MIRL		MIRL	None	\$-	
Weather Reporting	On-site ASOS or AWOS (as required)		On-Site ASOS or AWOS	None	\$-	
LANDSIDE FACILITIES						
Commercial Terminal	Not Applicable		No	None	\$-	
General Aviation Terminal	Yes		Yes	None	\$-	
Public Restrooms	Yes		Yes	None	\$-	
Conference Rooms	Not Applicable		Yes	None	\$-	
Pilots Lounge	Yes		Yes	None	\$-	
Hangar Storage Units	Storage for 50% of Based Aircraft	124	85	Add 39 spaces	\$5,480,000	
Apron Tie-Down Spaces	40% of Based Aircraft and 50% of Transient	84	40	Add 44 spaces	\$1,339,995	
Perimeter Fencing	Partial Perimeter		Full	None	\$-	
Auto Parking	Present On-site		Yes	None	\$-	
SERVICES						
Cell Phone Coverage	Yes		Yes	None	\$-	
Wi-Fi	Yes		Yes	None	\$-	
Fixed Base Operator	Not Applicable		Teton Aviation	None	\$-	
Maintenance Services	Not Applicable		Yes	None	\$-	
Snow Removal Equipment	Yes		Yes	None	\$-	
Fuel	24/7 AvGas (As needed), Jet A Fuel (as needed)		24/7 AvGas, 24/7 Jet A Fuel	None	\$-	
Rental/Courtesy Car Access	Courtesy/Loaner Car		No	Courtesy Car	\$10,000	
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	\$174,550	
Future Storage Needs: Hangar Spaces				None	\$-	
Future Storage Needs: Apron Tie-downs				None	\$-	
Pavement Lifecycle Costs					\$10,142,301	
Additional ISCIP Projects					\$12,788,889	

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
119 JOBS



TOTAL EARNINGS
\$5,440,000

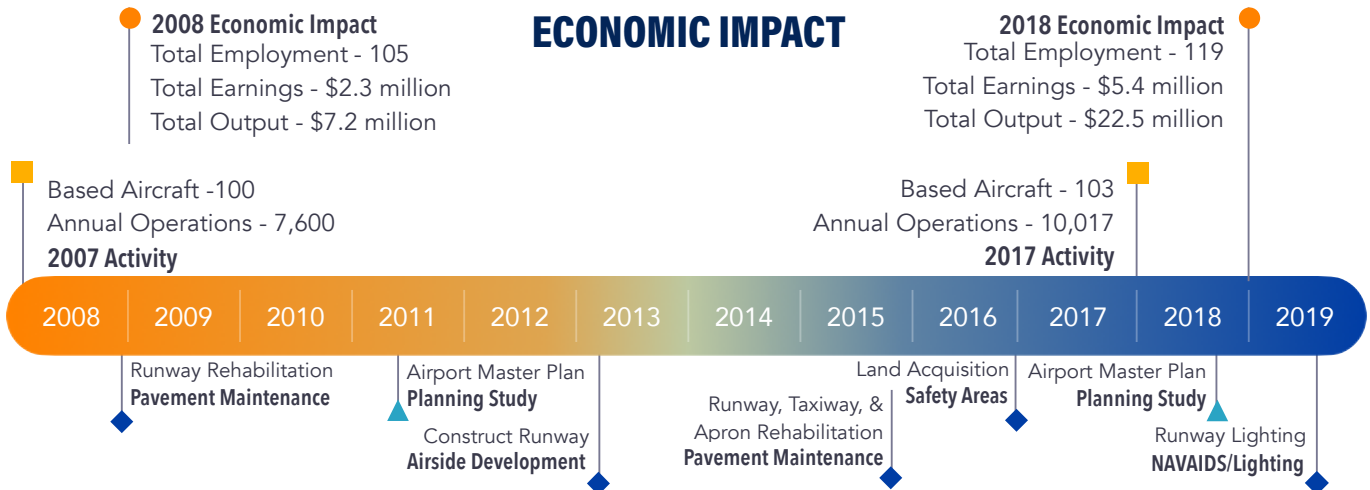


TOTAL GDP
\$10,100,000



TOTAL OUTPUT
\$22,520,000

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.