

Driggs-Reed Memorial SUMMARY REPORT

DRIGGS



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.

AIRPORT FEATURES					
Associated City	Driggs				
Associated County	Teton				
Airport Reference Code	C-II				
	ORIENTATION	04 / 22			
Primary Runway	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.



BUSINESS ACTIVITY







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.

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Additional ISCIP Projects \$12.788	Pavement Lifecycle Costs					\$10,142,301
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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

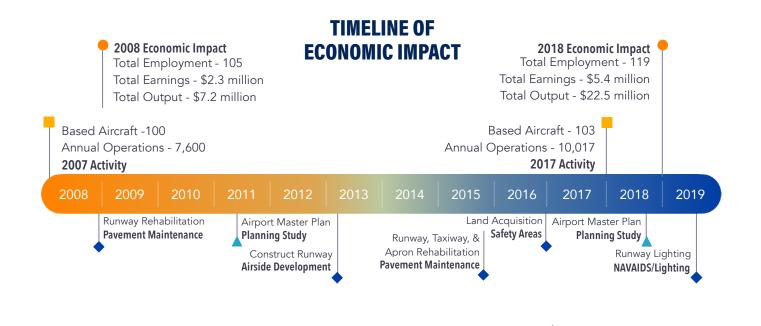
Overall, the statewide impact of aviation for Idaho's economy exceeds **\$4.9 billion** and provides benefits through diverse activities associated with aviation and airport activity.

AIRPORT-SPECIFIC IMPACTS





TOTAL GDP \$10,100,000 TOTAL OUTPUT **\$22,520,000**



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.

Airport Economic Impact Indices
Airport Activity Components
Planning Considerations
Development & Improvements

