CHAPTER FIVE: SYSTEM PERFORMANCE ANALYSIS

INTRODUCTION

The classification of the airports within the Idaho airport system, identified in Chapter Three: Airport Role Analysis, provides a baseline for evaluating the existing airport system. Performance measures, with specific benchmarks for each measure, are used to evaluate the system. These performance measures and benchmarks provide an indication of where the airport system is adequate to meet the state's near and long-term aviation needs, identifies specific airport or system deficiencies, and helps to determine if there are surpluses or duplications within the system. This evaluation provides the foundation for subsequent recommendations for the Idaho airport system, as well as for individual study airports.

Some performance measures and benchmarks used to evaluate Idaho's aviation system are action-oriented, while others are more informational in nature. The six performance measures established to evaluate the system and considered in this chapter include the following:

1. Geographic Coverage
2. Facility Support
3. Preservation
4. Transportation Support
5. Safety and Security
6. Economic Support

It is important to note that these performance measures are consistent with the principles adopted by the Idaho Transportation Vision. The Idaho Transportation Vision is Idaho's long-range plan for transportation investment and decision-making. The Transportation Vision indentified principles that are used to determine how well the Idaho Transportation Department (ITD) is meeting citizen expectations for providing infrastructure and services.

The following sections of this chapter use each performance measure and associated benchmarks to evaluate Idaho's airport system. Additionally, outside influences which have the potential to impact aviation and the needs of the airport system in Idaho are discussed.

OUTSIDE INFLUENCES

The demand for airports and aviation services is influenced by many factors, both aviation and non-aviation related. The primary non-aviation factors influencing aviation demand in Idaho include:

- Population
- Employment
- Clean Energy Technology
- Tourism
- Surface Transportation Improvements

The following sections discuss the potential impacts of each factor and identify the airports that could most likely be impacted.

Population

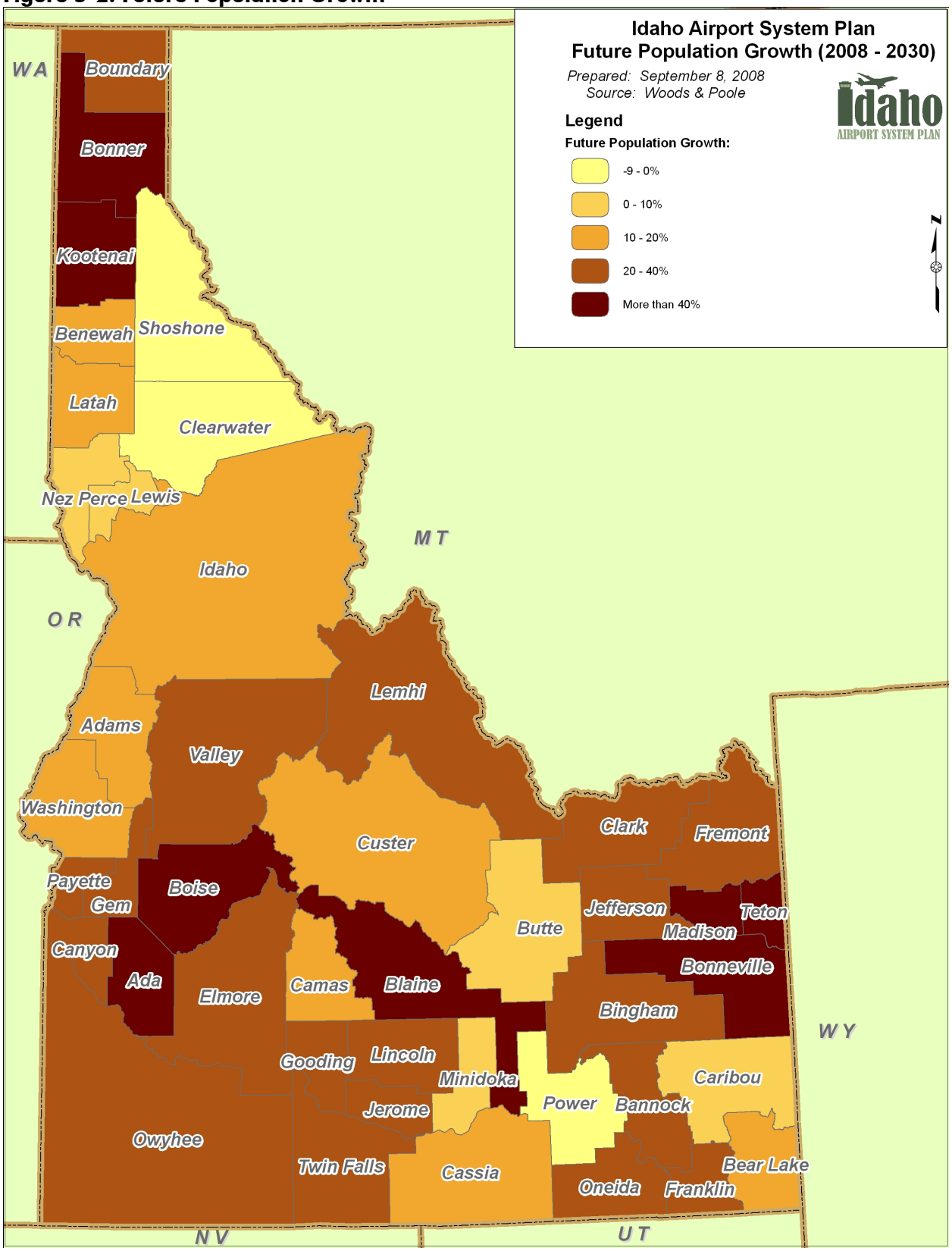
Population growth in Idaho is projected to occur along the I-84, I-90, and I-94 corridors in the state's most established cities. According to Woods & Poole Inc., the highest population growth is projected to occur in Ada County. Figure 5-1 presents the top 10 counties in Idaho expected to experience the greatest total population growth. Figure 5-2 graphically depicts the counties in Idaho by projected rate of population growth through 2030. Airports located in high growth counties are likely to experience a greater demand for aviation services. While Ada County will experience the greatest number increase, Blaine County is projected to see the greatest percentage change in population levels (up 95 percent) by 2030.

Figure 5-1: Airports in Counties with the Highest Projected Overall Population Growth

County	*Projected 2008-2030 Total Population Growth*	*Percent Change (2008-2030)*	*Airports*
Ada	170,323	45%	Boise Air Terminal/Gowen Field
Kootenai	79,264	57%	Coeur D'Alene - Pappy Boyington Field, Brooks SPB
Canyon	56,134	31%	Caldwell Industrial, Homedale Municipal, Nampa Municipal
Bonneville	41,664	42%	Idaho Falls Regional
Bonner	24,321	56%	Cavanaugh Bay, Priest River Municipal, Sandpoint
Twin Falls	24,216	33%	Buhl Municipal, Joslin Field - Magic Valley Regional
Blaine	22,301	95%	Carey, Friedman Memorial, Smiley Creek
Bannock	19,330	24%	Downey/Hyde Memorial, Pocatello Regional
Madison	13,200	40%	Rexburg-Madison County
Bingham	12,264	27%	Aberdeen Municipal, McCarley Field, Rockford Municipal

Source: Woods & Poole Inc. and Wilbur Smith Associates
Prepared: June 2009

Figure 5-2: Future Population Growth



Employment

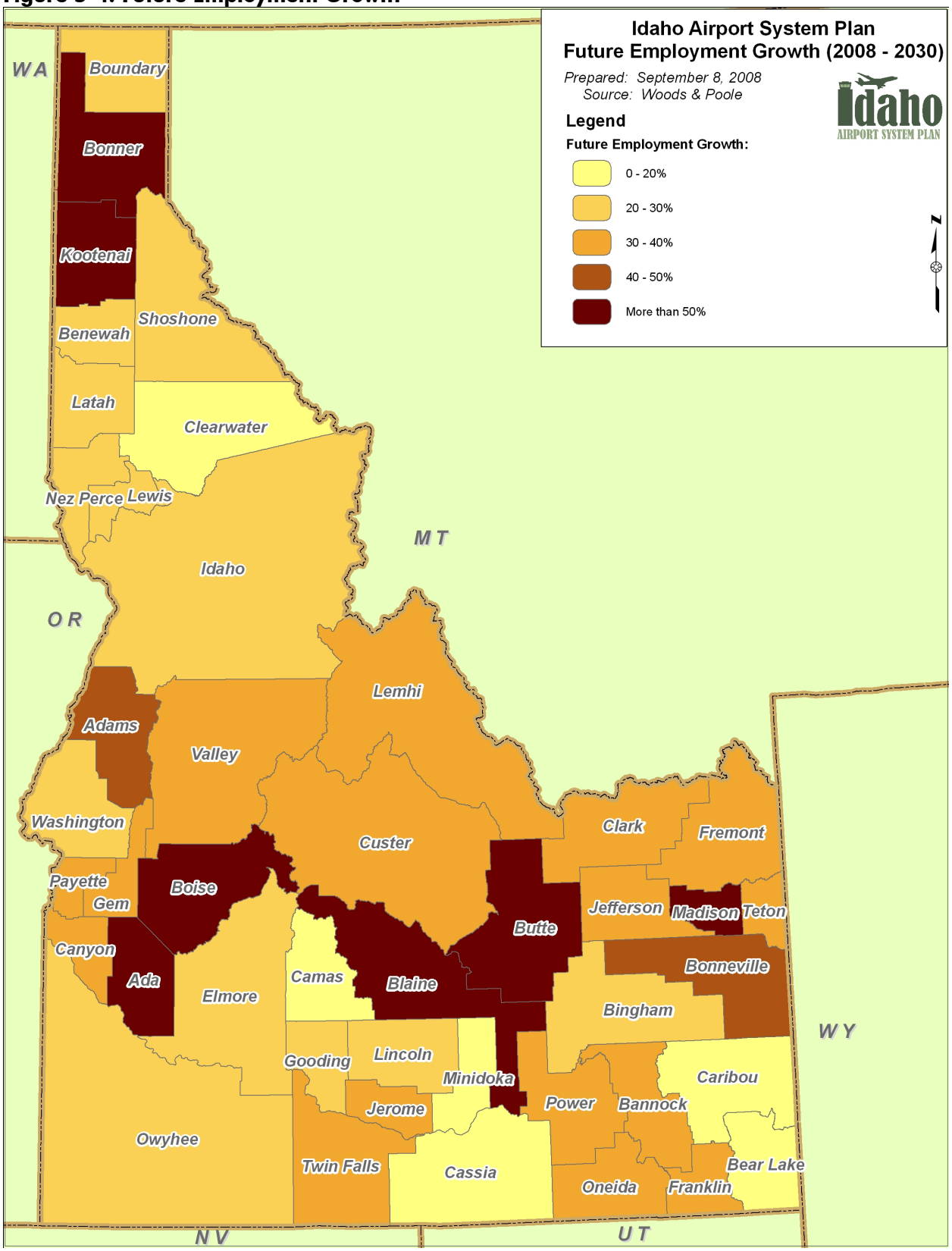
Employment growth is expected to mirror population growth in Idaho. Similar to population growth, the greatest employment growth will occur in established cities located along the interstate corridors. Figure 5-3 identifies the counties in Idaho to experience the greatest overall employment growth and Figure 5-4 shows each county with their respective employment growth. Even though Ada County is forecasted to have the greatest increase in employment levels, Blaine County is still expected to have the greatest percentage increase by 2030. This trend parallels the population data.

Figure 5-3: Airports in Counties with the Highest Projected Overall Employment Growth

County	*Projected 2008-2030 Total Employment Growth*	*Percent Change (2008-2030)*	*Airports*
Ada	158,555	57%	Boise Air Terminal/Gowen Field
Koontenai	46,200	59%	Coeur D'Alene - Pappy Boyington Field, Brooks SPB
Bonneville	30,180	45%	Idaho Falls Regional
Canyon	27,401	35%	Caldwell Industrial, Homedale Municipal Nampa Municipal
Blaine	17,389	74%	Carey, Friedman Memorial, Smiley Creek
Bannock	17,188	35%	Downey/Hyde Memorial, Pocatello Regional
Twin Falls	16,692	35%	Buhl Municipal; Joslin Field - Magic Valley Regional
Bonner	15,334	61%	Cavanaugh Bay, Priest River Municipal Sandpoint
Madison	9,475	52%	Rexburg-Madison County
Nez Perce	7,452	27%	Lewiston-Nez Perce County

Source: Woods & Poole Inc. and Wilbur Smith Associates
Prepared: June 2009

Figure 5-4: Future Employment Growth



Clean Energy Technology

As energy costs have increased and environmental concerns have come to the forefront in recent years, Idaho has led the way in alternative energy implementation. As of 2007, Governor Otter has established the Office of Energy Resources responsible for energy planning, policy, and coordination for the state. Part of this initiative aims to have 25 percent of US energy come from renewable resources such as wind, solar, and biofuels by 2025. Idaho has almost every renewable resource available including bioenergy, geothermal, solar, wind, and hydro to meet the future need.[1] Jobs and business growth are likely to result from expansion of renewable energy in Idaho. According to the Pew Research Center, Idaho jobs in wind, solar, biofuel, and energy efficiencies have grown at a rate of 126.1 percent compared to an overall job growth of 13.8 percent. This included the creation of about 4,500 jobs in 2007 ranging from engineers to marketing consultants. Many solar companies are relocating to Idaho for manufacturing due to relative lower labor and business costs and favorable government support.[2] Cities such as Boise, Pocatello, and Nampa are just a few of the cities experiencing employment growth as a result of clean energy technology. As national demand grows for renewable energy, Idaho's airports will serve a vital role in servicing the needs of these businesses and their customers.

Tourism

Tourism is a direct economic driver to Idaho's airports and thus it is important to understand how tourism impacts the state's economy. Given Idaho's scenic beauty and varied geography, the state boasts a wide range of recreational activities such as camping, boating, hiking, skiing, fishing, and hunting which rely on Idaho's integrated transportation system. According to the Idaho Department of Commerce's Tourism Development Division, tax collections from lodging and other tourist-related activities has reached $7 million annually. These funds are used for statewide marketing programs targeting everything from international passengers to film industry businesses which impact the aviation system as whole. A 2004 economic impact study stated that Idaho's $2.97 billion tourism industry created jobs for Idahoans and generated $438 million in local, state, and federal tax revenues. This money is then re-circulated into local and statewide transportation and infrastructure improvements which include the commercial and general aviation airports in the state.[3]

A research study conducted by Longwoods International found that 31.7 million persons had taken trips in Idaho in 2008. The expenditures of these trips included the following:

- Lodging = $502 million
- Food/Beverage = $412 million
- Retail Purchases = $333 million
- Recreation = $218 million
- Transportation = $298 million

[1] Idaho Office of Energy Resources
2 Idaho Statesman
[3] Idaho Department of Commerce's Tourism Development

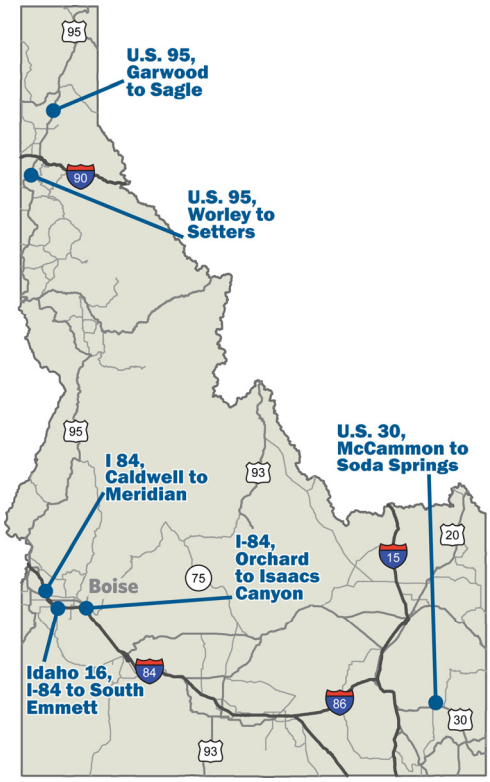
Surface Transportation Improvements

Planned surface transportation improvements will impact the state's overall transportation infrastructure and could result in changes for aviation facilities and services. As part of its commitment to meeting the transportation needs of the 21st century, the state authorized the sale of $200 million in GARVEE Bonds to finance projects in connecting Idaho. The proceeds from these bond revenues will be used for highway projects and will be paid back with future highway funds. Projects financed through GARVEE bonds include:

- US. 95, Garwood to Sagle Corridor – This project will provide a 31.5 mile multi-lane roadway along the primary north-south corridor in the state. Due to current congestion and rapid growth in Bonner and Kootenai counties, the project will improve safety and accommodate future projected growth.
- U.S. 95, Worley to Setters Corridor – The Worley/Setters corridor serves as a major transportation and commercial link in northern Idaho. The state is in the process of reconstructing 4.1 miles of U.S. 95 and widening it from two to four lanes. Three bridges, an interchange for U.S. 95 and Idaho 58 junction, and other roadside enhancements are among some of the improvements. This project will increase safety and alleviate congestion in Koontenai County.
- I-84, Caldwell to Meridian Corridor – Interstate 84 serves as a primary transportation link between Canyon County and Ada County for commuters and commercial traffic. This corridor project is subdivided into eight projects ranging from an environmental study to the construction of new interchanges. As a result of these infrastructure improvements, the state will improve safety and add capacity for increased traffic volume.
- I-84, Orchard to Isaacs Canyon Corridor – Upgrades to I-84 between Orchard Street and Isaacs Canyon will improve safety and accommodate projected traffic growth. The project is being phased into six different sections on this nine mile corridor through Boise. Interstate 84 provides access to Boise Air Terminal/Gowen Field and improvements should significantly impact airport bound passengers as well as interstate travelers.
- Idaho 16, I-84 to South Emmett Corridor –ITD is planning on building a new highway extending from Idaho 16 to U.S. 20/26 which will provide north-south access in the Treasure Valley. The extension will be the first step in connecting Idaho 44 to I-84. Once a draft EIS is complete, the project scope will include the design of a new four lane highway from U.S. 20/26 to Idaho 44, design of new bridges across Boise River and Phyllis Canal, and Right-of-way plans.
- U.S. 30, McCammon to Soda Springs Corridor – The corridor between McCammon to Soda Springs on U.S. 30 is 33 miles long and provides a vital link for commuter and commercial traffic to the Wyoming border. Some improvements associated with this project include realignment and addition of roadway and the replacement of bridges. The state will improve roadway safety and accommodate projected traffic growth in a region significantly impacted by commerce and tourism.

Figure 5-5 depicts the location of the GARVEE projects previously mentioned.

Figure 5-5: Connecting Idaho – Project Corridor Locations



Source: Idaho Transportation Department
Prepared: November 2006

RECOMMENDED ROLE CHANGES

To address coverage voids, the Idaho Airport System Plan (IASP) has identified one airport to be elevated from their current role to a higher role. It is recommended that Buhl Municipal be upgraded to a Regional Business airport. This role change is needed in order to fill voids related to projected growth and changing socioeconomic and transportation conditions in the state.

In addition to upgrading the Buhl Municipal, the need to consider role downgrades was also identified. For airports that were downgraded, it was generally as a result of overlaps or duplications in the system, coupled with limited demand for aviation and airport services. In the case of Rigby-Jefferson County Airport, Rexburg-Madison County provides adequate coverage to the service area while Pocatello Regional Airport provides adequate coverage near American Falls. All role changes are summarized below:

Airport Name	Current Role	Recommended Role
American Falls	Regional Business	Community Business
Buhl Municipal	Community Business	Regional Business
Rigby-Jefferson County	Regional Business	Community Business

PERFORMANCE MEASURE: GEOGRAPHIC COVERAGE

An important objective of the IASP is determining the accessibility to any airport in the Idaho airport system and geographic coverage provided by each airport. Benchmarks have been established to determine geographic coverage needs for Idaho.

The following benchmarks evaluate Idaho's aviation system as it relates to the ability to provide adequate geographic coverage:

- Percent of Population and Area Within 90 Minutes of a Commercial Service Airport With Multiple Airlines or 60 Minutes of a Commercial Service Airport With a Single Airline
- Percent of Population and Area Within 30 Minutes of a NPIAS Airport
- Percent of Population and Area Within 30 Minutes of Any Airport
- Percent of Population and Area Within 30 minutes of an Idaho Air Network (IAN) Airport

Percent of Population and Area Within 90 Minutes of a Commercial Service Airport With Multiple Airlines or 60 Minutes of a Commercial Service Airport With a Single Airline

Current Performance	Target Performance
Area: 27%	Area: 30%
Population: 78%	Population: 90%

Access to an airport with commercial air service is essential to Idaho residents, visitors, and businesses alike. There are currently six Commercial Service airports located in Idaho. However, this study also includes Pullman-Moscow Regional Airport in Washington as its seventh commercial service airport due to the airport proximity to Idaho residents.

Due to limited commercial activity at several of these airports, it is recognized that Idaho air travelers will usually travel farther distances in order to have more choices in airline service. For that reason, a 90-minute drive time service area was selected for airports that have service by multiple airlines (Boise Air Terminal/Gowen Field, Friedman Memorial Airport, Idaho Falls Regional Airport, and Lewiston-Nez Perce County Airport) and a 60-minute drive time service area was used for those with single carrier service (Pullman-Moscow Regional Airport, Joslin Field - Magic Valley Regional, and Pocatello Regional Airport). Figure 5-6 illustrates that 78 percent of the state's population has access to commercial airline service at the seven Commercial Service airports using the 90-minute and 60-minute service areas.

Recognizing the role they play in serving Idaho air passengers, commercial service airports in neighboring states were included in the future analysis. The additional coverage is reflected in Figure 5-7. The target performance established for this benchmark is 90 percent of Idaho's population and 30 percent of its land area. As shown in Figure 5-7, with the inclusion of Spokane International, Missoula International, Jackson Hole, and Salt Lake City International airports, the target performance is met.

Figure 5-6: Percent of Population and Area within 90 Minutes of a Commercial Service Airport with Multiple Airlines or 60 Minutes of a Commercial Service Airport with a Single Airline

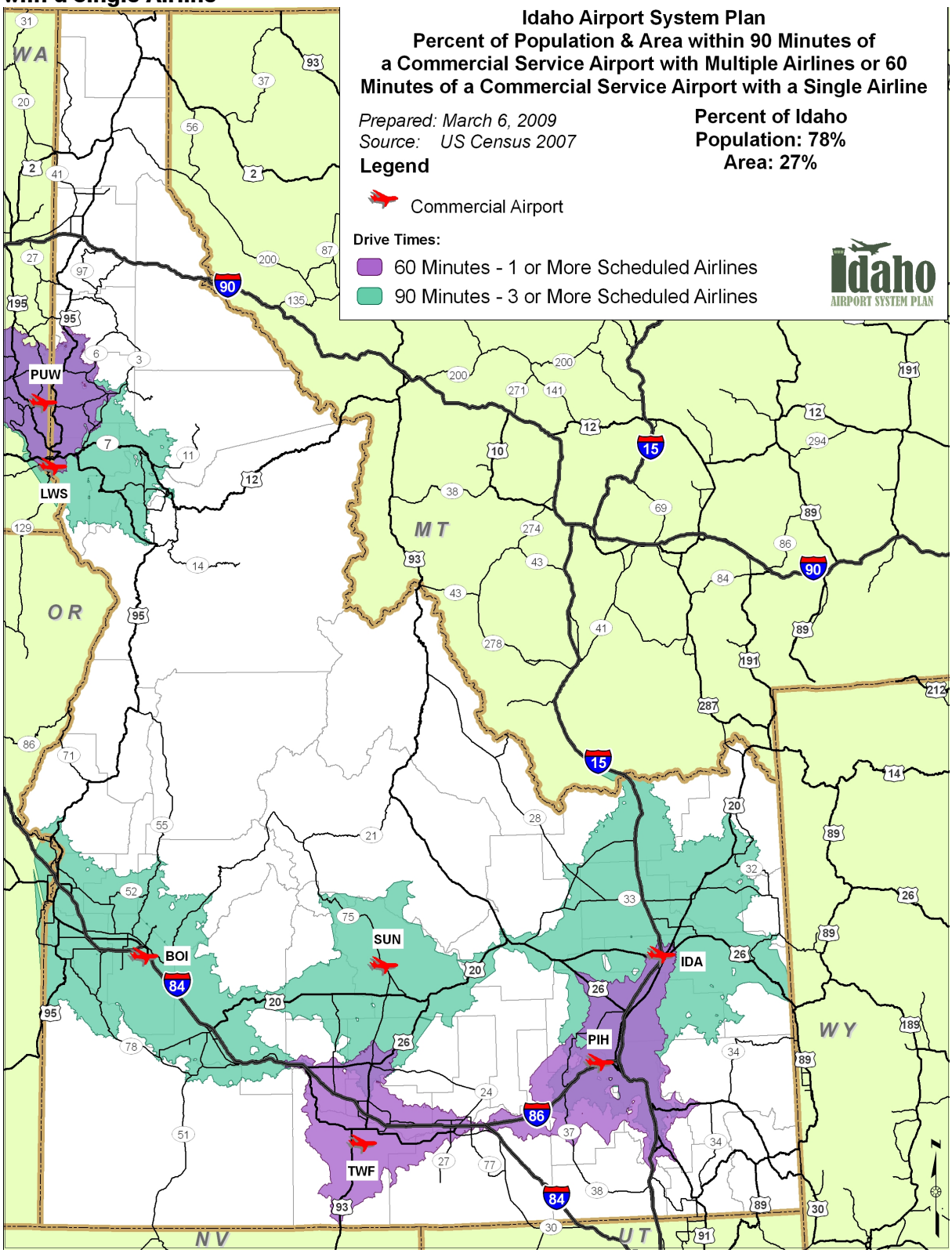
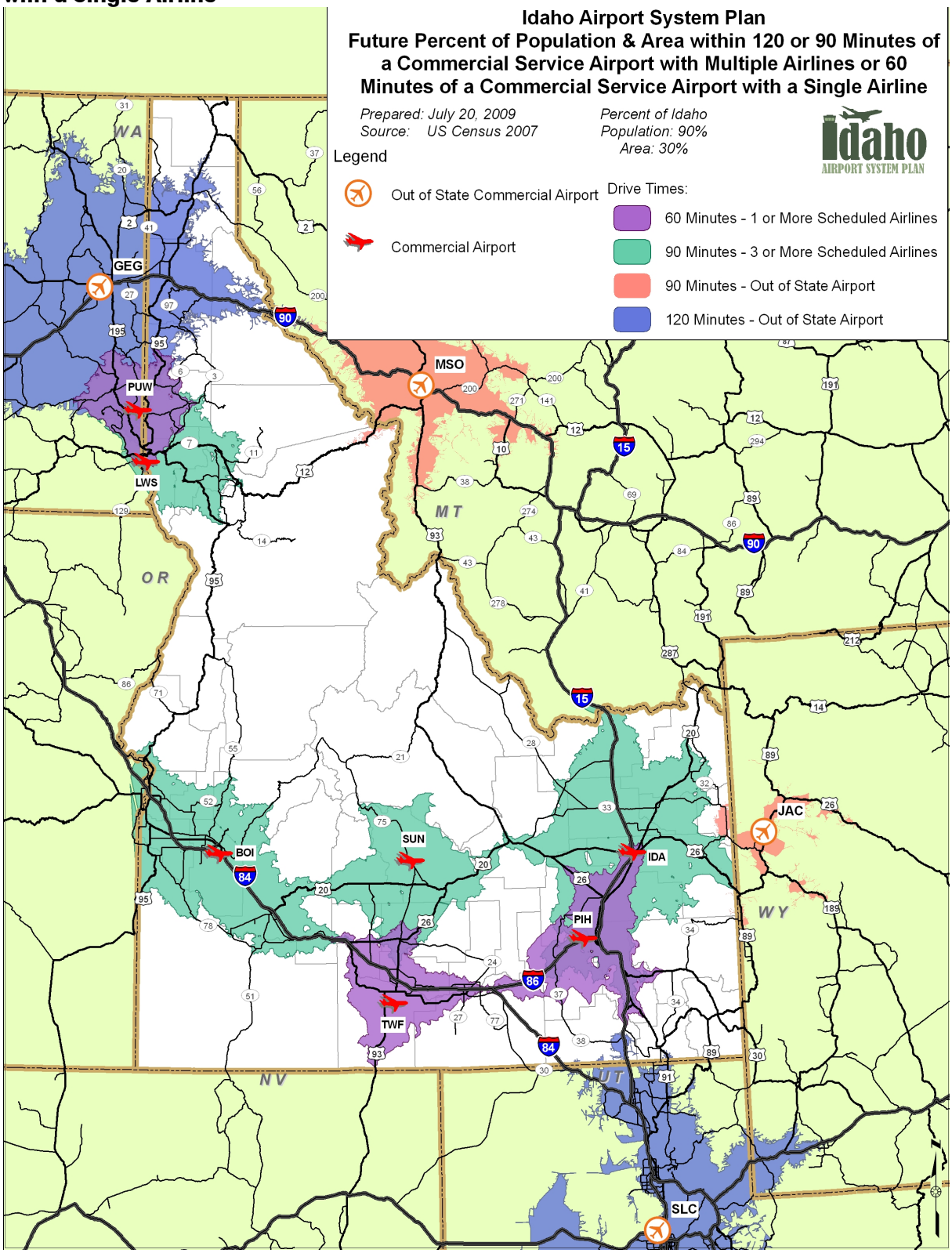


Figure 5-7: Future Percent of Population and Area within 90 Minutes of a Commercial Service Airport with Multiple Airlines or 60 Minutes of a Commercial Service Airport with a Single Airline



Percent of Population and Area Within 30 Minutes of a NPIAS Airport

Current Performance	Target Performance
Area: 15%	Area: 15%
Population: 86%	Population: 87%

The National Plan of Integrated Airport System (NPIAS) is developed and maintained by the FAA to identify airports which are significant and essential to the national system; to assess the development and condition of these airports; and to provide federal funding where most necessary. Of the 75 airports included in the Idaho IASP, 38 are included in the 2009-2013 NPIAS. Figure 5-8 depicts 30-minute drive times for these 38 NPIAS airports. Eighty-six percent of Idaho's residents are within a 30-minute drive of a NPIAS airport and 15 percent of the state's total land area is encompassed within these drive times.

Analysis was conducted to evaluate airports that could be considered for inclusion into the NPIAS. Using the basic NPIAS entry criteria of a minimum of 10 based aircraft and a 20 mile or 30 minute drive time, it was determined that American Falls, Emmett, Garden Valley, and Rigby could be considered for NPIAS inclusion as they meet the basic criteria. Based on the inclusion of these four airports in the future NPIAS, target performance established for this benchmark is to have 87 percent of the population and 15 percent of land area within 30 minutes of a NPIAS airport. The additional coverage provided by these airports is graphically depicted in Figure 5-9.

Percent of Population and Area Within 30 Minutes of Any Airport

Current Performance	Target Performance
Area: 22%	Area: 22%
Population: 89%	Population: 89%

Access to public-use airports, both commercial service and general aviation, is a crucial aspect of a successful aviation system. Figure 5-10 presents the airports included in the IASP and their respective 30-minute coverage areas. As depicted in Figure 5-10, 89 percent of Idaho's population and 22 percent of its land area are within 30 minutes of any study airport.

The future evaluation considered commercial service and general aviation airports along the state's border that provide additional coverage to Idaho's residents. These out-of-state airports provided a very small amount of additional coverage. In addition, there are currently no plans for new airports in Idaho. The target performance will remain at 89 percent of the population and 22 percent of the land area as shown in Figure 5-11. It is important to note that study efforts are underway for the potential relocation of Friedman Memorial Airport in Hailey. If relocation does occur, the coverage provided by the airport could be impacted.

Figure 5-8: Percent of Population and Area within 30 Minutes of a NPIAS Airport

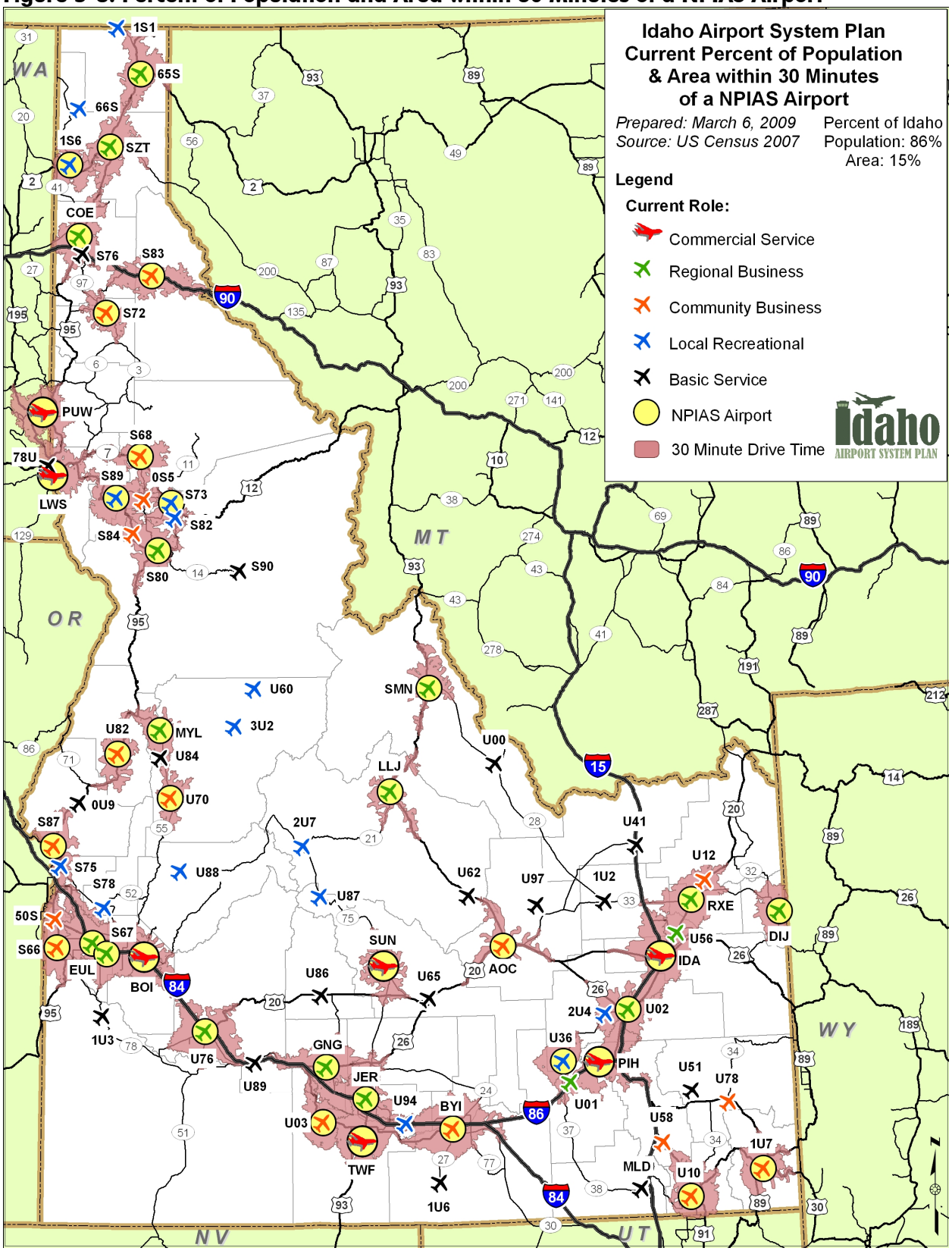


Figure 5-9: Future Percent of Population and Area within 30 Minutes of a NPIAS Airport

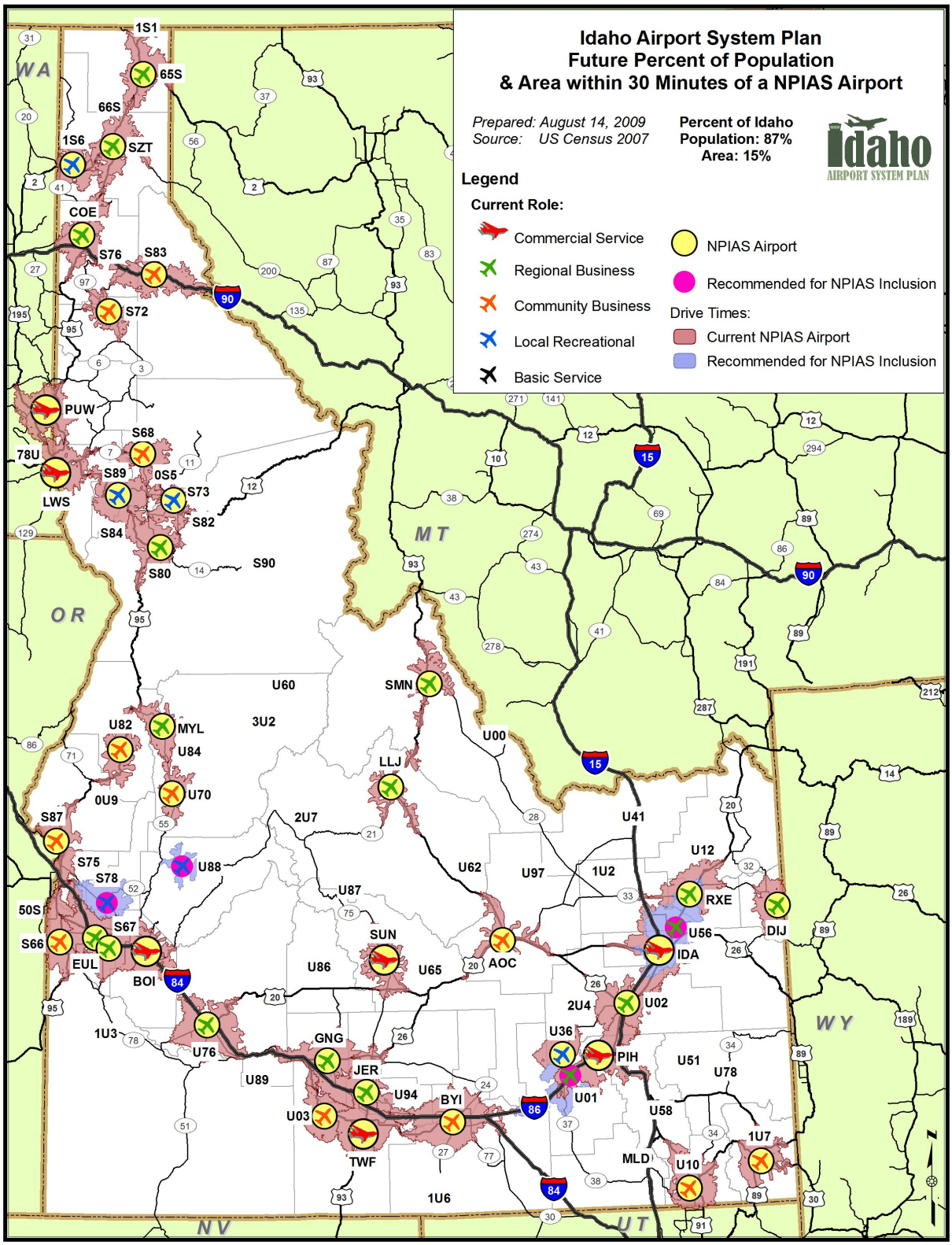


Figure 5-10: Percent of Population and Area within 30 Minutes of Any Airport

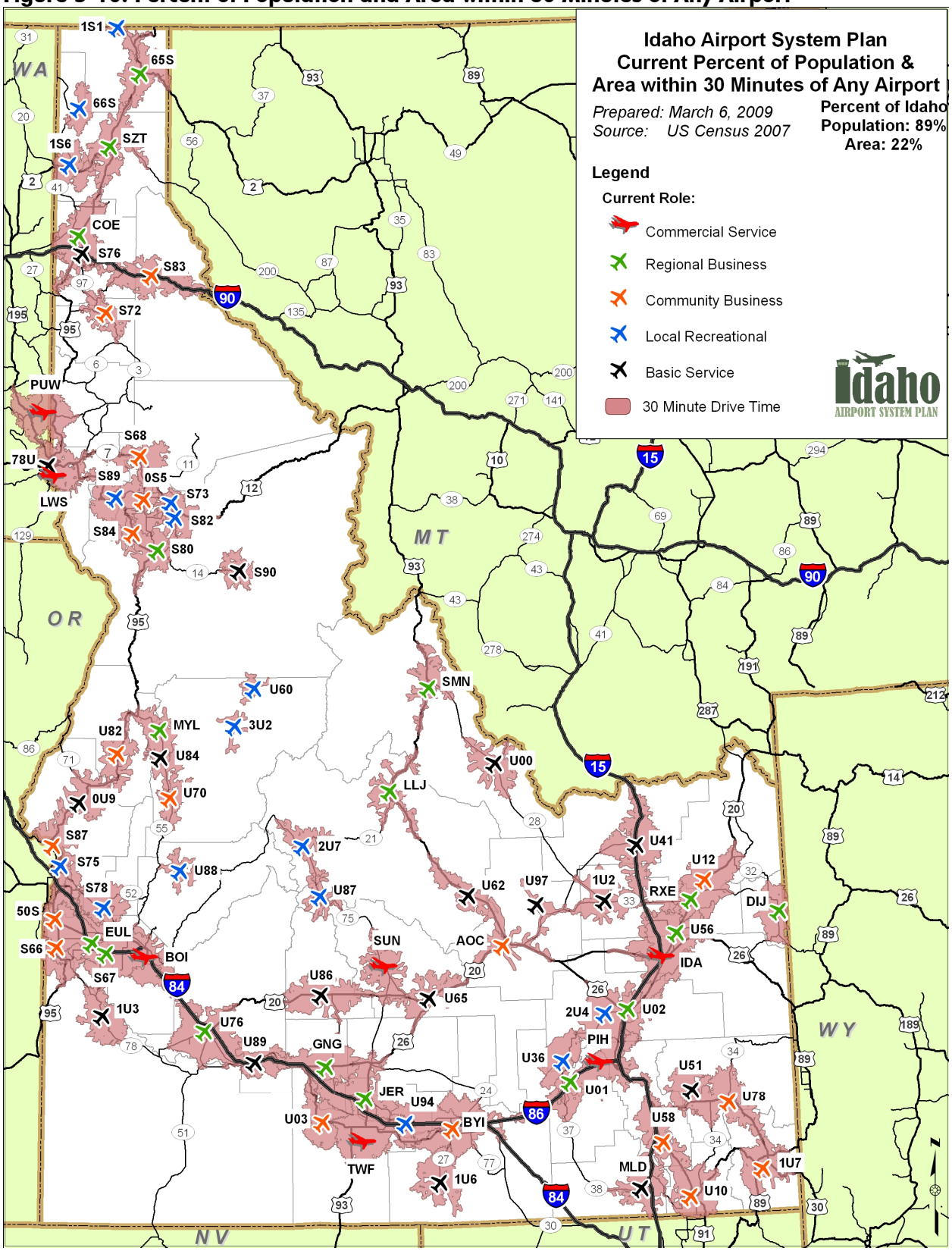
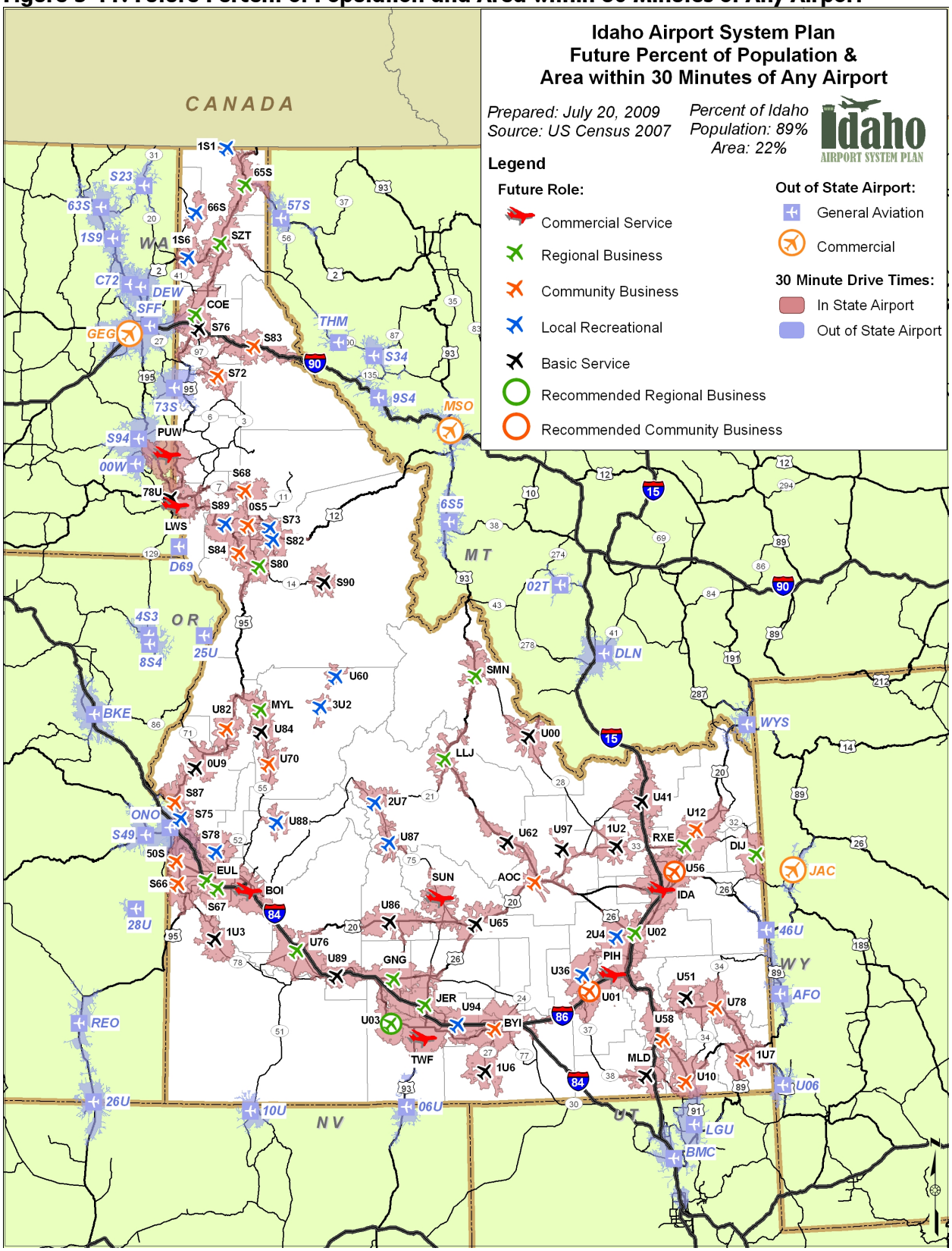


Figure 5-11: Future Percent of Population and Area within 30 Minutes of Any Airport



Percent of Population and Area Within 30 Minutes of an Idaho Airstrip Network (IAN) Airport

Current Performance	Target Performance
Area: 7% Population: 1%	Monitor

The IAN includes airstrips that have turf and dirt surfaces yet still provide public access to aircraft operators. The airstrips provide access mainly for recreational activities, emergency medical services, and natural resource management. Figure 5-12 shows those IAN airports included in the IASP as well as those IAN airports that are not included in the IASP. Currently one percent of the state's population and seven percent of the state's geographic area are within a 30-minute drive of an IAN airport. This benchmark is informational in nature and should be monitored in future planning cycles.

PERFORMANCE MEASURE: FACILITY SUPPORT

In order to meet the needs of the state and its airport customers, the IASP should provide adequate facility support. The Idaho airport system should consider infrastructure and facility improvements to meet current and projected demand. It is important that airports meet specific facility objectives to offer the best range of services to airport users.

The specific benchmarks used to evaluate facility support include the following:

- Percent of Population and Area Within 30 Minutes of an Airport With an Instrument Approach
- Percent of Population and Area Within 30 Minutes of an Airport With On-site Weather Reporting
- Percent of Airports Meeting Minimum Facility Objectives

Percent of Population and Area Within 30 Minutes of an Airport With an Instrument Approach

Current Performance	Target Performance
Area: 10% Population: 79%	Area: 15% Population: 86%

All types of instrument approaches, precision, near precision, and non-precision, help to provide safe access to airports during instrument meteorological conditions (IMC). The type of instrument approach found at each system airport, if available, was presented in Chapter Two, Figure 2-5. All Commercial Service, Regional Business, and Community Business airports should have an instrument approach based on the airport facility and service objectives established in Chapter Three, Figure 3-10. Figure 5-13 depicts a 30-minute coverage area around airports with an existing instrument approach. As shown, 79 percent of the state's population and 10 percent of its land area is currently within a 30-minute drive of an airport with an instrument approach.

The target performance established for this benchmark is 86 percent population and 15 percent of Idaho's land area be within 30 minutes of an airport with an instrument approach. As noted, facility and service objectives identified in previous chapters recommend that all Regional Business and Community Business airports have an instrument approach. With the inclusion of these airports in the future analysis, coverage increases to 86 percent of the population and 15 percent of the area as shown in Figure 5-14 and the target is met.

Figure 5-12: Percent of Population and Area within 30 Minutes of an Idaho Airstrip Network (IAN) Airport

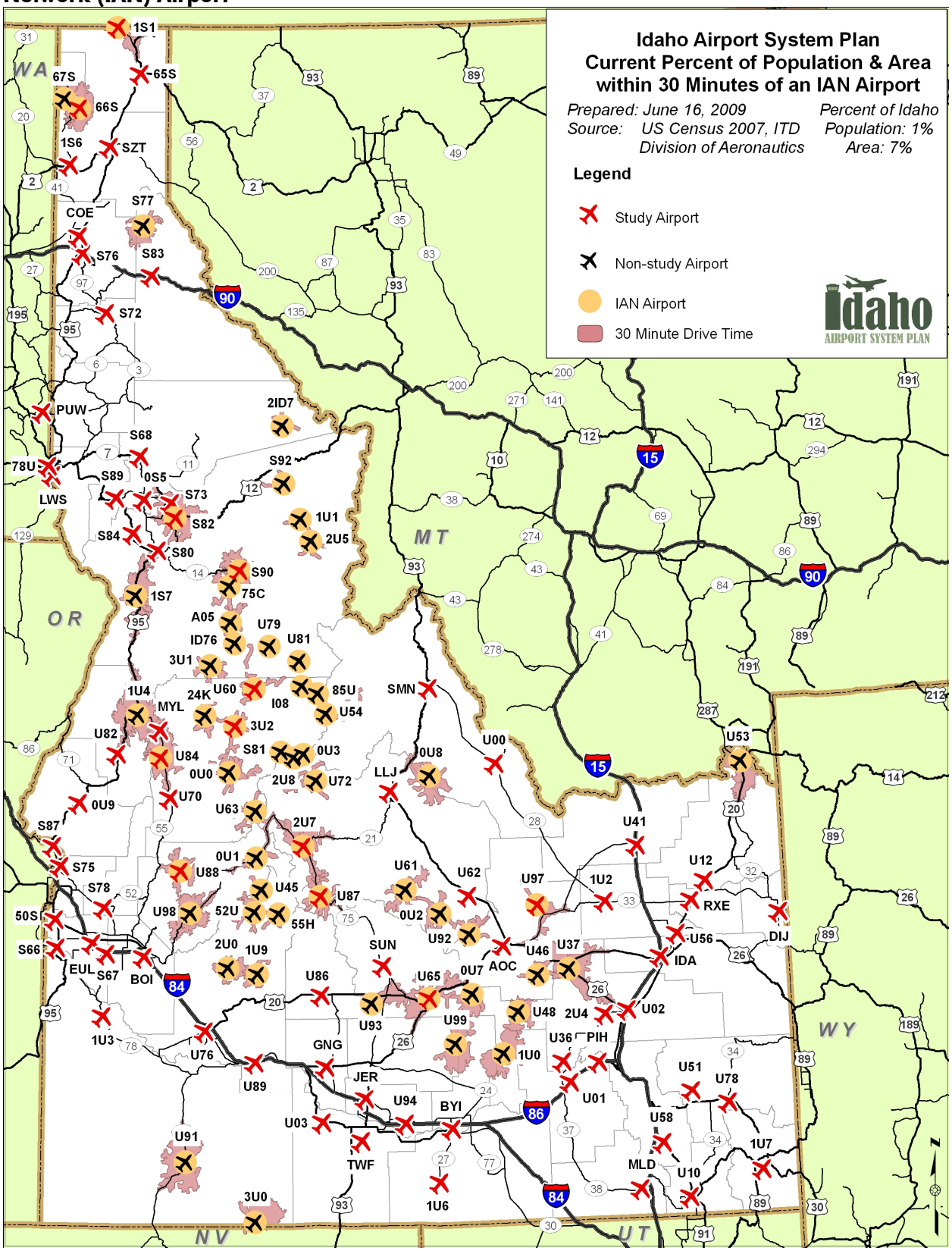


Figure 5-13: Percent of Population and Area within 30 Minutes of an Airport with an Instrument Approach

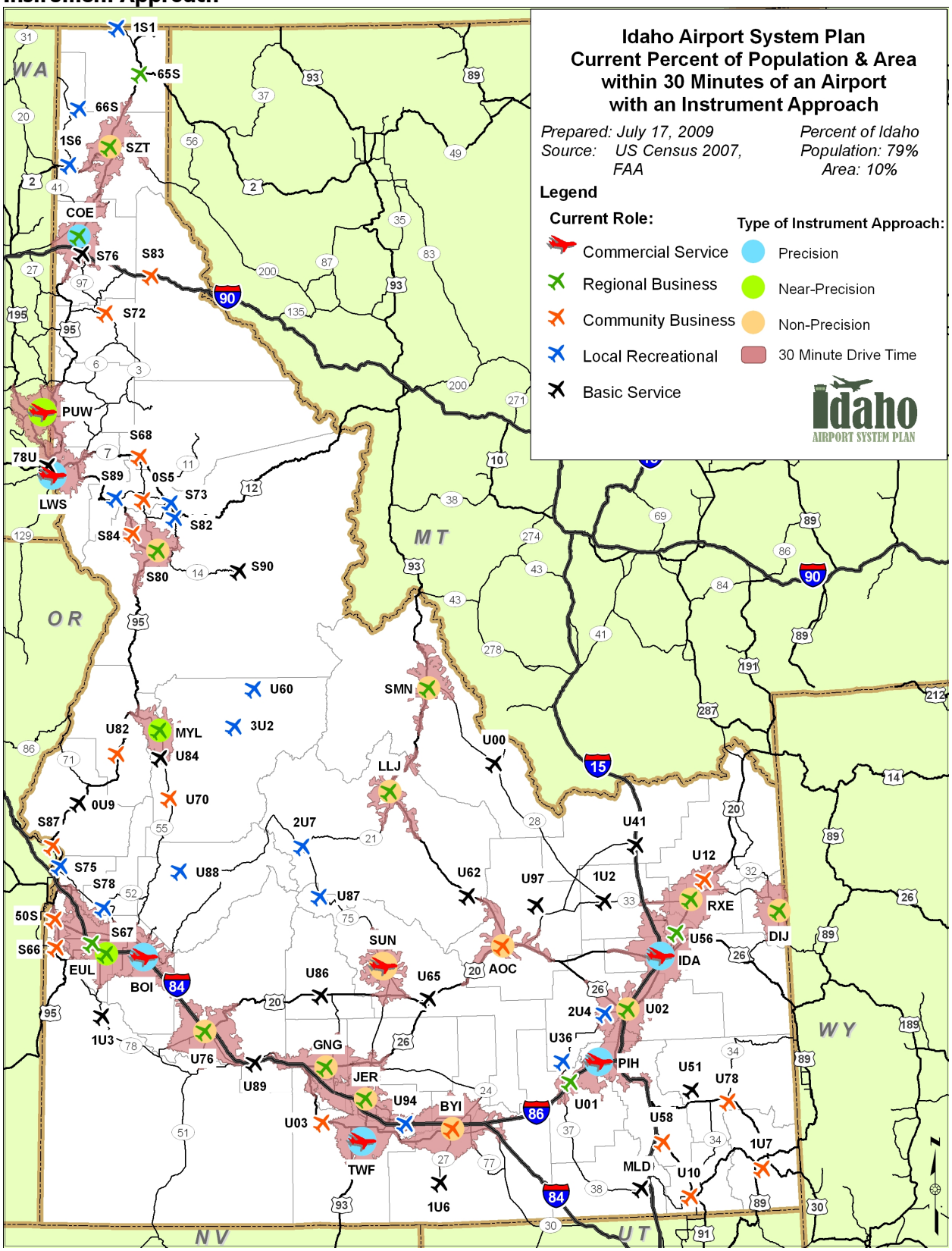
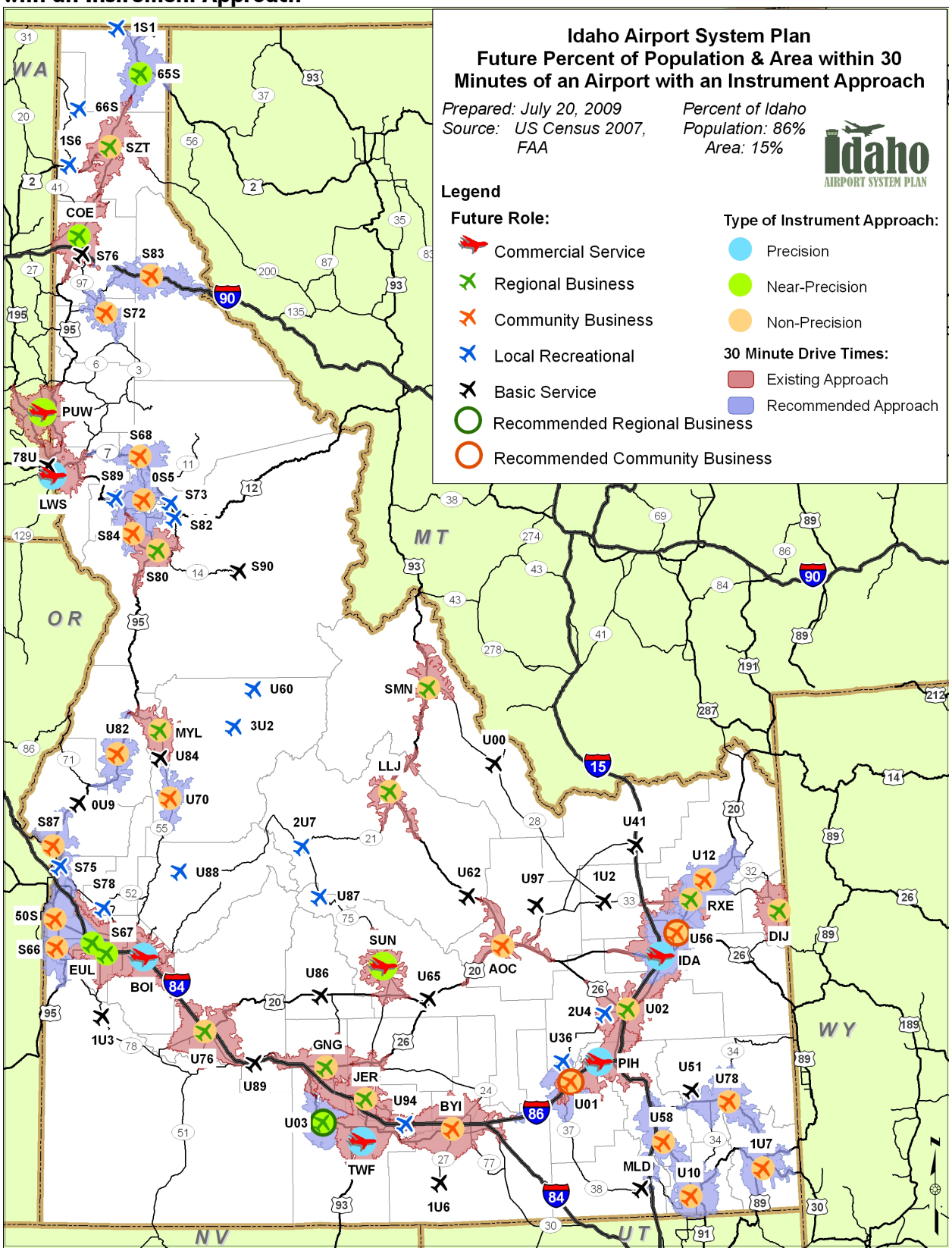


Figure 5-14: Future Percent of Population and Area within 30 Minutes of an Airport with an Instrument Approach



Percent of Population and Area Within 30 Minutes of an Airport With On-site Weather Reporting

Current Performance	Target Performance
Area: 8%	Area: 15%
Population: 77%	Population: 86%

On-site weather reporting is an industry service offered by an Automated Weather Observation System (AWOS), Automated Surface Observation System (ASOS), or weather reporting at an air traffic control tower (ATCT). For those airports with an instrument approach, on-site weather reporting is required to provide pilots with the lowest approach minimums. As part of the inventory process weather reporting information was gathered. Figure 5-15 presents all weather reporting facilities currently available at IASP airports and their 30-minute coverage areas. Seventy-seven percent of the statewide population and eight percent of Idaho's land area lie within 30 minutes of an on-site weather reporting facility.

Based on facility and service objectives, Commercial Service, Regional Business, and Community Business airports should have on-site weather reporting. When these airports are considered, target performance for this benchmark is calculated to have 86 percent of Idaho's population and 15 percent of its land area within 30 minutes of an airport with on-site weather reporting. Figure 5-16 depicts the increased population and area coverage with the addition of on-site weather reporting at these airports.

Figure 5-15: Percent of Population and Area within 30 Minutes of an Airport with On-Site Weather Reporting

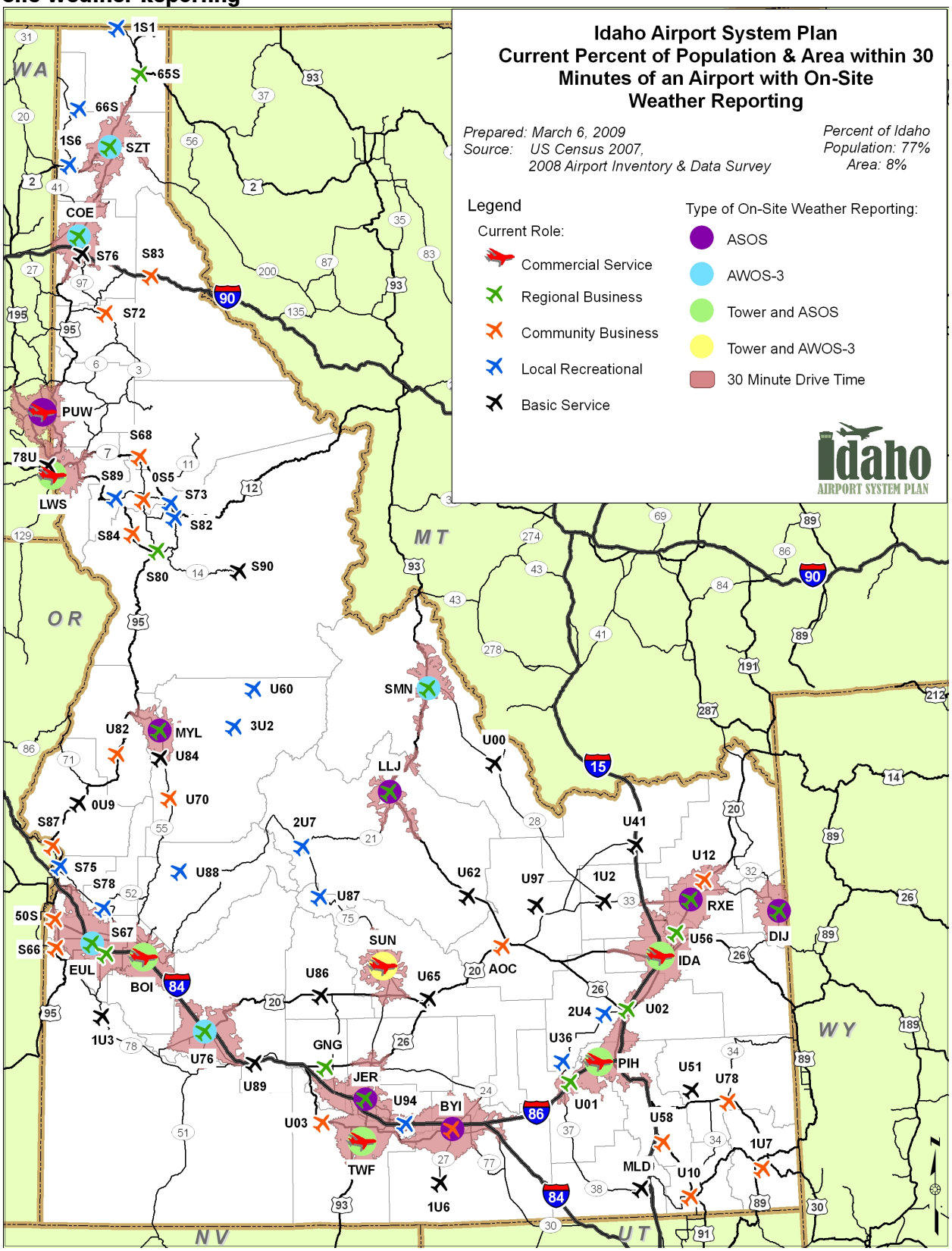
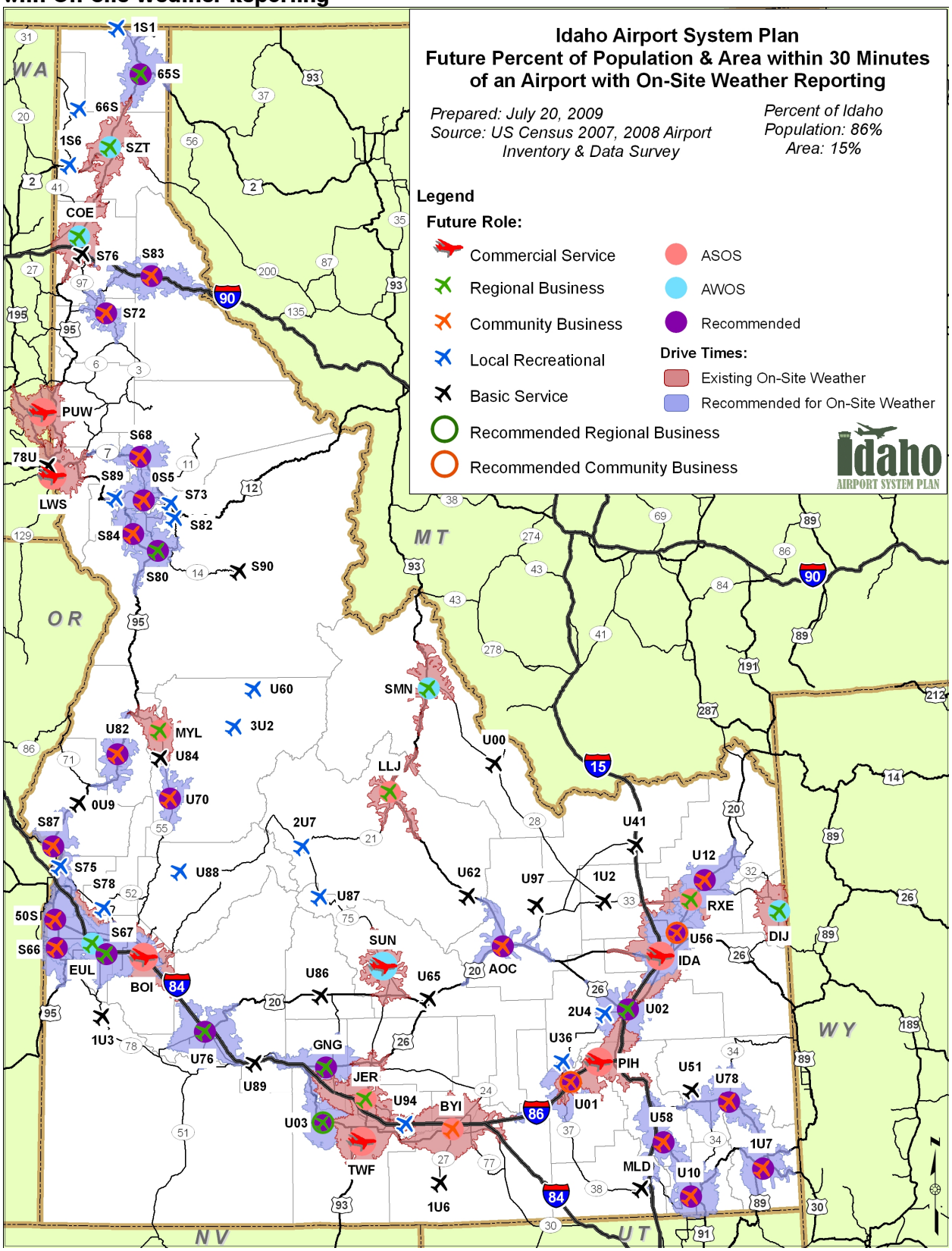


Figure 5-16: Future Percent of Population and Area within 30 Minutes of an Airport with On-Site Weather Reporting



Percent of Airports Meeting Minimum Facility Objectives

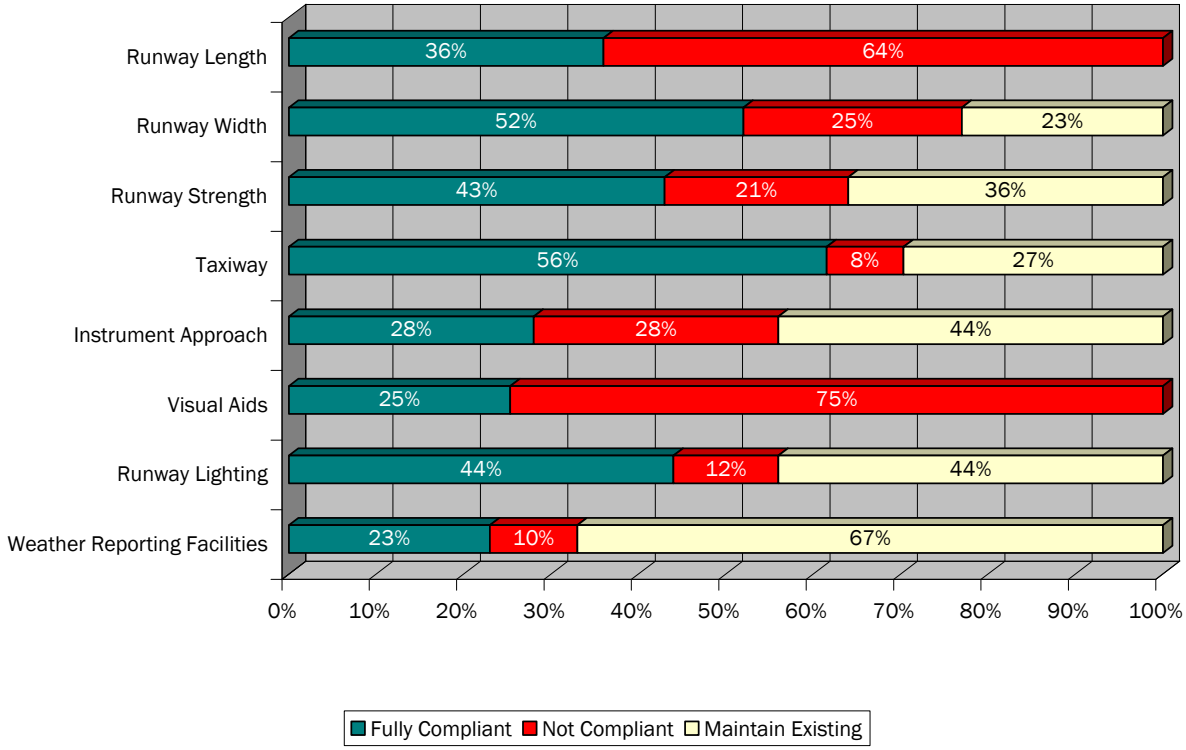
Each airport in Idaho has a unique set of facilities and services that it offers to users and to the general public. Often, the development of facilities and provision of services is based on available funding and long-term planning goals which may leave an airport lacking needed features. An airport that lacks essential facilities and services may not fully serve its local community, and thus other investments in that airport's facilities may not have their intended benefits. For example, an airport may have the runway dimensions and navigational equipment to accommodate corporate jet aircraft, but without jet fuel or ground transportation to serve those aircraft, such aircraft would have to divert to other airports.

Through the IASP comprehensive planning process, objectives for development of landside and airside facilities and services for each airport role designation have been established. These objectives can be viewed as the minimum for facility development and provision of aviation services to which each airport should strive. For example, the level of facilities and services made available to users of Commercial Service airports will naturally be higher than those available at Local Recreational airports.

It is important to note that the purpose of the IASP is to provide the ITD Division of Aeronautics with a clear assessment of airport needs in the state. Facility and service deficiencies identified in this analysis do not necessarily indicate that an airport should or must meet that objective during or beyond the 20-year planning period. From a federal or state funding standpoint, projects must be included and justified in an airport-specific study in order to be eligible for FAA and state participation. Projects must be identified on an airport layout plan (ALP) and appropriate environmental analyses must be prepared prior to consideration for funding.

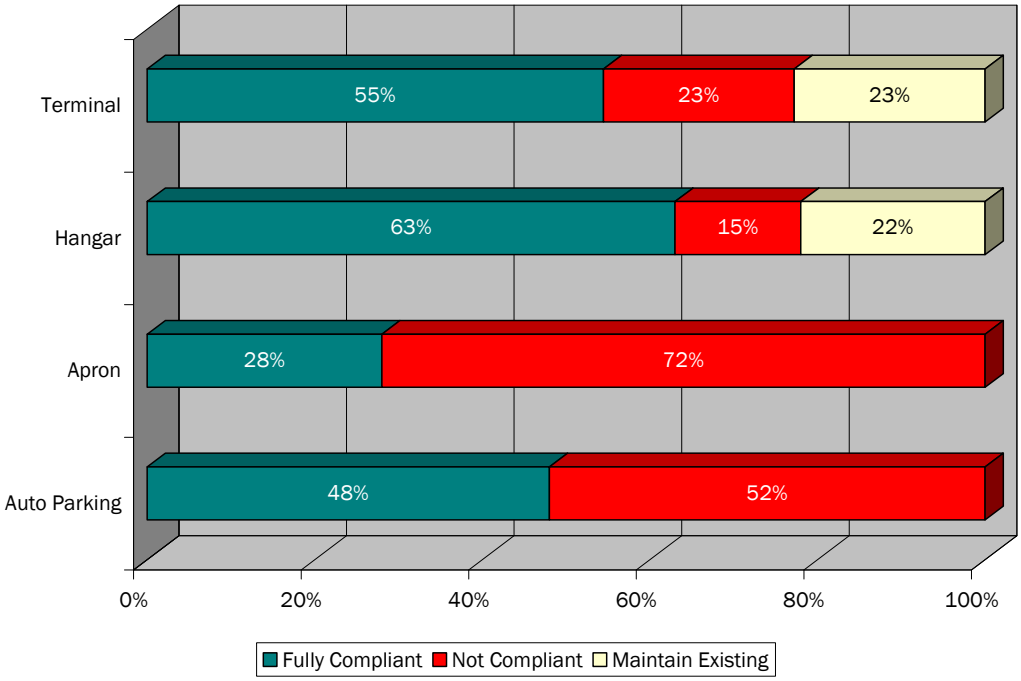
Figures 5-17 and 5-18 summarize the results of the facility and service objective analysis at the state level. Figure 5-17 summarizes the analysis of airside facilities, while Figure 5-18 shows the system's performance by landside objective. Figure 5-19 shows IASP objectives for aviation services and the performance of the system related to them. Appendix A of this document provides the detailed facility and service objective analysis.

Figure 5-17: Facility and Service Objectives - Airside Facilities (Statewide)



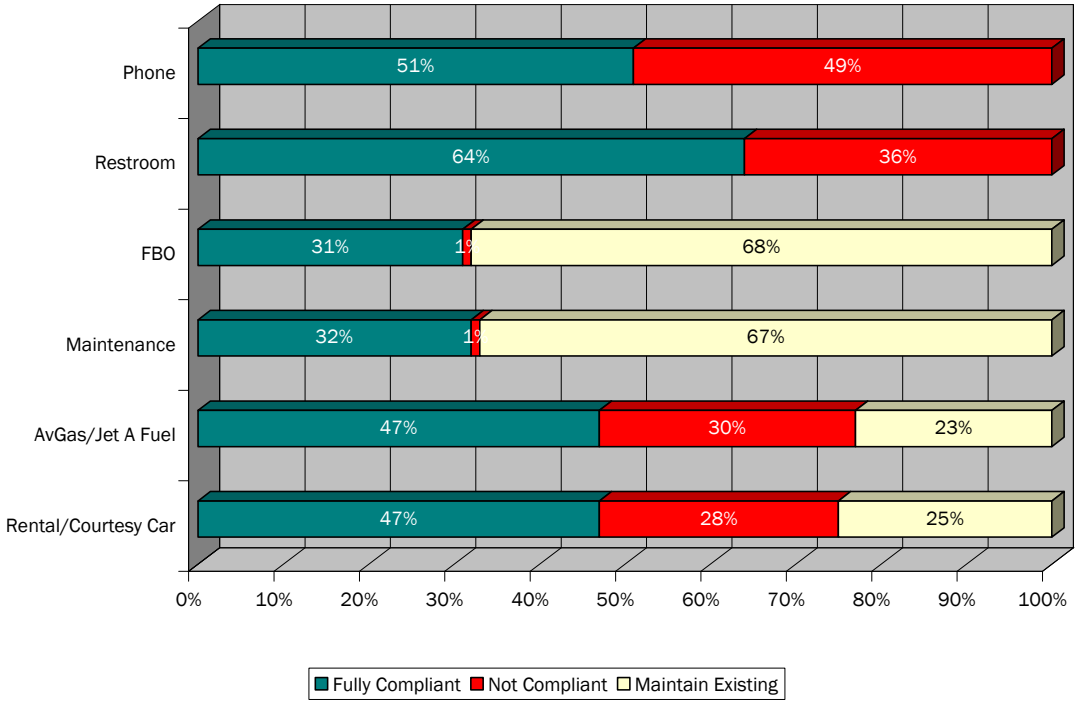
Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: March 2009

Figure 5-18: Facility and Service Objectives - Landside Facilities (Statewide)



Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: March 2009

Figure 5-19: Facility and Service Objectives - Aviation Services (Statewide)



Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: March 2009

PERFORMANCE MEASURE: PRESERVATION

In continuing the development and improvement of Idaho's airports, it is important that the IASP first considers preserving the existing system and the investment that has been made. While preservation is at the forefront, the system's future growth must also be taken into account and planning is an integral step in evaluating future needs. Without the proper planning tools, Idaho's airports may not achieve optimal growth potential in fulfilling their designated role. Therefore, proactive initiatives such as maintaining the existing investment in pavement and airport facilities, planning for future demand, and land use zoning will help preserve and protect each airport.

The following benchmarks are used to evaluate how well the aviation system is performing relative to the preservation performance measure:

- Percent of Airports With a Pavement Condition Index (PCI) of 81 or Greater
- Percent of Airports With Master Plans or ALP Reports
- Percent of Airports With Compatible Land Use Zoning Adopted
- Percent of Airports That Have a Spill Prevention Control and Countermeasures (SPCC) Program
- Percent of Airports That Have a Storm Water Pollution Prevention Plan (SWPPP)

Percent of Airports With an Overall Pavement Condition Index (PCI) of 81 or Greater

Current Performance	Target Performance
100% of All Airports	100% of All Airports

Runway pavements at airports can be analyzed by engineers and rated for relative condition. Such a rating is known as a Pavement Condition Index or PCI. PCIs range from 0 (worst) to 100 (best). Typically newly constructed pavements are rated at 100, and decrease with age and use. It should be noted that airports with runways constructed of turf, gravel, or dirt are not assigned PCIs, and therefore are not subject to this benchmark.

It is more cost-effective to periodically maintain runway pavements to retain higher PCI value than to allow those pavements to deteriorate completely and replace them. As a way to protect Idaho's investment in its pavements and to prioritize needed pavement maintenance, an overall statewide average PCI of 81 was established for all Idaho pavements. The current overall statewide average is 77 which indicate generally good pavements with room for improvement.

Further, the statewide PCI average for primary runways only is 78, indicating generally good runway pavements with continuing needs to perform regular maintenance. This includes Commercial Service runways with an average of 97, Regional Business runways with an average of 77, Community Business runways with an average of 83, Local Recreational runways with an average of 72, and Basic Service runways with an average of 45.

Figure 5-20 shows the pavement condition of each airport's primary runway and whether or not it meets the PCI target of 81. Figure 5-21 graphically depicts the cumulative results of the system's performance. Thirty-seven percent of applicable (paved) primary runways in Idaho's airport system are rated at a PCI of 81 or better. This includes 86 percent of Commercial Service, 41 percent of Regional Business, 67 percent of Community Business, 13 percent of Local Recreational, and 6 percent of Basic Service airports.

The target goal recommends that all IASP airports (100 percent) meet a minimum PCI of 81 or greater. Identification of which airports are capable of meeting this target goal will be discussed in Chapter Six.

Figure 5-20: Airport Performance – Pavement Condition Index (PCI) of 81 or Greater

Associated City	*Airport Name*	*Primary Runway PCI*	*Meets Objective*
Commercial Service: Objective - 81			
Boise	Boise Air Terminal/Gowen Field	100	Yes
Hailey	Friedman Memorial Airport	100	Yes
Idaho Falls	Idaho Falls Regional	100	Yes
Lewiston	Lewiston-Nez Perce County	100	Yes
Pocatello	Pocatello Regional	100	Yes

Figure 5-20: Airport Performance – Pavement Condition Index (PCI) of 81 or Greater (cont.)

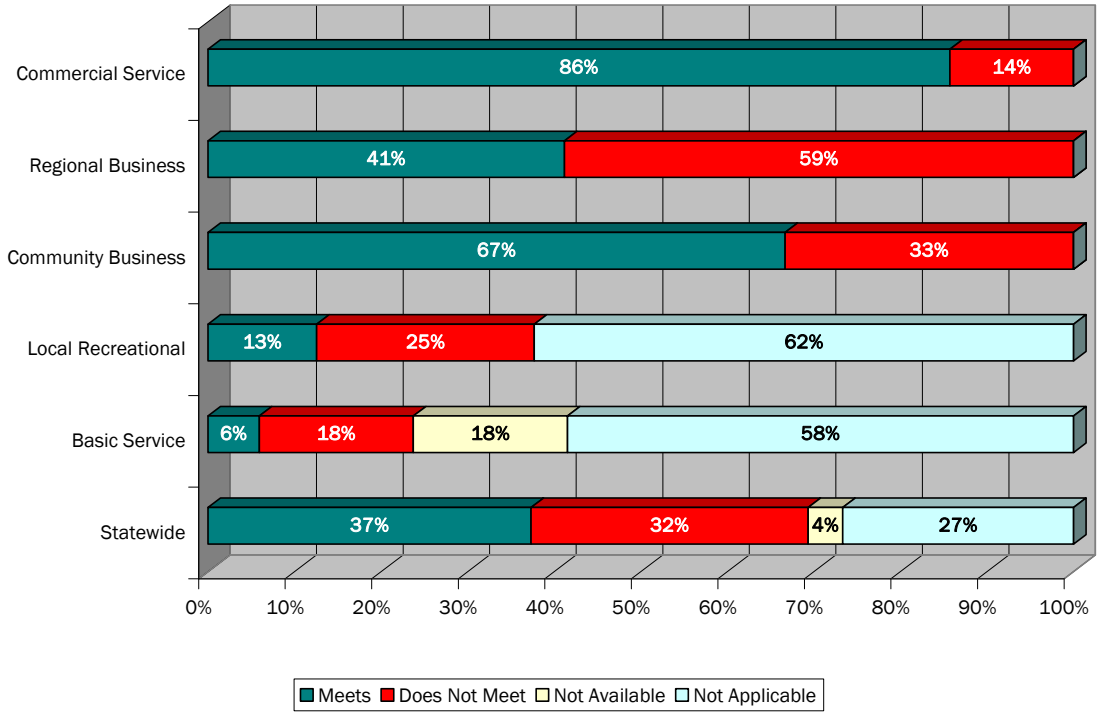
Associated City	*Airport Name*	*Primary Runway PCI*	*Meets Objective*
Pullman	Pullman-Moscow Regional	80	No
Twin Falls	Joslin Field - Magic Valley Regional	99	Yes
Regional Business: Objective - 81			
American Falls	American Falls	35	No
Blackfoot	McCarley Field	83	Yes
Bonners Ferry	Boundary County	100	Yes
Caldwell	Caldwell Industrial	80	No
Challis	Challis Airport	82	Yes
Coeur D'Alene	Coeur D'Alene -Pappy Boyington Field	100	Yes
Driggs	Driggs-Reed Memorial	80	No
Gooding	Gooding Municipal	64	No
Grangeville	Idaho County	56	No
Jerome	Jerome County	97	Yes
McCall	McCall Municipal	78	No
Mountain Home	Mountain Home Municipal	86	Yes
Nampa	Nampa Municipal	80	No
Rexburg	Rexburg-Madison County	74	No
Rigby	Rigby-Jefferson	96	Yes
Salmon	Lemhi County	57	No
Sandpoint	Sandpoint	62	No
Community Business: Objective - 81			
Arco	Arco-Butte County	87	Yes
Buhl	Buhl Municipal	98	Yes
Burley	Burley Municipal	62	No
Cascade	Cascade	77	No
Cottonwood	Cottonwood Municipal	100	Yes
Council	Council Municipal	100	Yes
Downey	Downey/Hyde Memorial	62	No
Homedale	Homedale Municipal	80	No
Kellogg	Shoshone County	100	Yes
Nez Perce	Nez Perce Municipal	83	Yes
Orofino	Orofino Municipal	100	Yes
Paris	Bear Lake County	91	Yes
Parma	Parma	100	Yes
Preston	Preston	80	No
Soda Springs*	Allen H Tigert	34	No
St. Anthony	Stanford Field	90	Yes
St. Maries	St. Maries Municipal	100	Yes
Weiser	Weiser Municipal	56	No
Local Recreational: Objective - 81			
Aberdeen	Aberdeen Municipal	46	No
Big Creek	Big Creek	Turf	Not Applicable

Figure 5-20: Airport Performance – Pavement Condition Index (PCI) of 81 or Greater (cont.)

Associated City	*Airport Name*	*Primary Runway PCI*	*Meets Objective*
Coolin	Cavanaugh Bay	Turf	Not Applicable
Craigmont	Craigmont Municipal	98	Yes
Emmett*	Emmett Municipal	44	No
Galena	Smiley Creek	Turf	Not Applicable
Garden Valley	Garden Valley	Turf	Not Applicable
Hazelton	Hazelton Municipal	Gravel	Not Applicable
Kamiah	Kamiah Municipal	Turf	Not Applicable
Kooskia	Kooskia Municipal	Turf	Not Applicable
Payette	Payette Municipal	35	No
Porthill	Eckhart International	Turf	Not Applicable
Priest River	Priest River Muni.	60	No
Rockford	Rockford Municipal	80	No
Stanley	Stanley	Turf	Not Applicable
Yellow Pine	Johnson Creek	Turf	Not Applicable
Basic Service: Objective - 81			
Bancroft	Bancroft Municipal	Gravel	Not Applicable
Carey	Carey	Turf	Not Applicable
Coeur D'Alene	Brooks SPB	Water	Not Applicable
Donnelly	Donald D Coski Memorial	Turf	Not Applicable
Dubois	Dubois Muni.	Turf	Not Applicable
Elk City	Elk City	Turf	Not Applicable
Fairfield	Camas County	Dirt	Not Applicable
Glenns Ferry	Glenns Ferry Municipal	44	No
Howe	Howe Municipal	Gravel	Not Applicable
Leadore	Leadore	Data Not Provided	Not Available
Lewiston	Snake River SPB	Water	Not Applicable
Mackay	Mackay	Data Not Provided	Not Available
Malad City	Malad City	35	No
Midvale	Lee Williams Memorial	100	Yes
Mud Lake	Mud Lake/W Jefferson Cnty	Data Not Provided	Not Available
Murphy	Murphy	71	No
Oakley	Oakley Municipal	Gravel	Not Applicable

Source: ITD Division of Aeronautics, 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: July 2009
Note: *Date was collected in August 2008 and some airports completed pavement projects in Summer 2009

Figure 5-21: System Performance - Pavement Condition Index (PCI) of 81 or Greater



Source: ITD Division of Aeronautics, 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: July 2009

Percent of Airports With Master Plans or ALP Reports

Current Performance	Target Performance
43% of All Airports have a Master Plan	100% of All Airports excluding Basic Service have a Master Plan
64% of All Airports have an ALP	100% of All Airports excluding Basic Service have an ALP

A key component in the success of a system airport is ensuring that it can respond to near and long-term development needs. An airport with a master plan and/or airport layout plan (ALP) has increased likelihood of cooperation from the local community and mitigation of environmental concerns during periods of growth and development. Master plans and ALPs help Idaho's airports to document current and future facilities and requirements, determine priority for potential development projects, and identify compatible land uses for areas near the airport. A current airport master plan is important for eligibility for federal and state funding for capital improvement projects.

An airport's master plan and ALP should be updated regularly as increased demand necessitates, as conditions at the airport or community change, or as changes in federal planning and design standards warrant.

Figure 5-22 details of the availability of master plans and airport layout plans at Idaho's airports as obtained from the inventory survey effort. It is important to note that even though an airport may have a recently completed master plan or ALP, the plans may not necessarily be approved by the FAA or ITD Division of Aeronautics. In order to receive federal or state funding for projects included in the master plan/ALP, the plan must be approved. Figures 5-23 and 5-24 show percent of airports by role category with master plans and ALPs.

The target performance established for this benchmark is for 100 percent of Commercial Service, Regional Business, Community Business, and Local Recreational airports to have a Master Plan. In addition, an airport layout plan should be included and updated ever 10 years for Commercial Service and Regional Business airports and 15 years for the Community Business and Local Recreational airports.

Figure 5-22 Airport Performance - Airports with Master Plans or ALP Reports

Associated City	*Airport Name*	*Master Plan*	*Master Plan Year*	*Airport Layout Plan*	*Airport Layout Plan Year*
Commercial Service					
Boise	Boise Air Terminal/Gowen Field	Yes	2008	Yes	2008
Hailey	Friedman Memorial Airport	Yes	2004	Yes	2004
Idaho Falls	Idaho Falls Regional	Yes	2008	Yes	1999
Lewiston	Lewiston-Nez Perce County	Yes	2008	Yes	2008
Pocatello	Pocatello Regional	Yes	2000	Yes	2000
Pullman	Pullman-Moscow Regional	Yes	In Progress	Yes	2006
Twin Falls	Joslin Field - Magic Valley Regional	Yes	2003	Yes	2003
Regional Business					
American Falls	American Falls	No	None	No	None
Blackfoot	McCarley Field	No	None	Yes	2001
Bonners Ferry	Boundary County	Yes	In Progress	Yes	2008
Caldwell	Caldwell Industrial	Yes	In Progress	Yes	2006
Challis	Challis Airport	Yes	1983	Yes	1998
Coeur D'Alene	Coeur D'Alene - Pappy Boyington Field	Yes	In Progress	Yes	2006
Driggs	Driggs-Reed Memorial	No	None	Yes	2003
Gooding	Gooding Municipal	Yes	2003	Yes	2003
Grangeville	Idaho County	Yes	Unknown	Yes	Unknown
Jerome	Jerome County	Yes	In Progress	Yes	2005
McCall	McCall Municipal	Yes	2007	Yes	2007
Mountain Home	Mountain Home Municipal	Yes	In Progress	Yes	2001
Nampa	Nampa Municipal	Yes	In Progress	Yes	2004
Rexburg	Rexburg-Madison County	Yes	In Progress	Yes	1997
Rigby	Rigby-Jefferson	Yes	2001	Yes	2001
Salmon	Lemhi County	Yes	In Progress	Yes	1995
Sandpoint	Sandpoint	Yes	2002	Yes	2002

Figure 5-22 Airport Performance - Airports with Master Plans or ALP Reports (cont.)

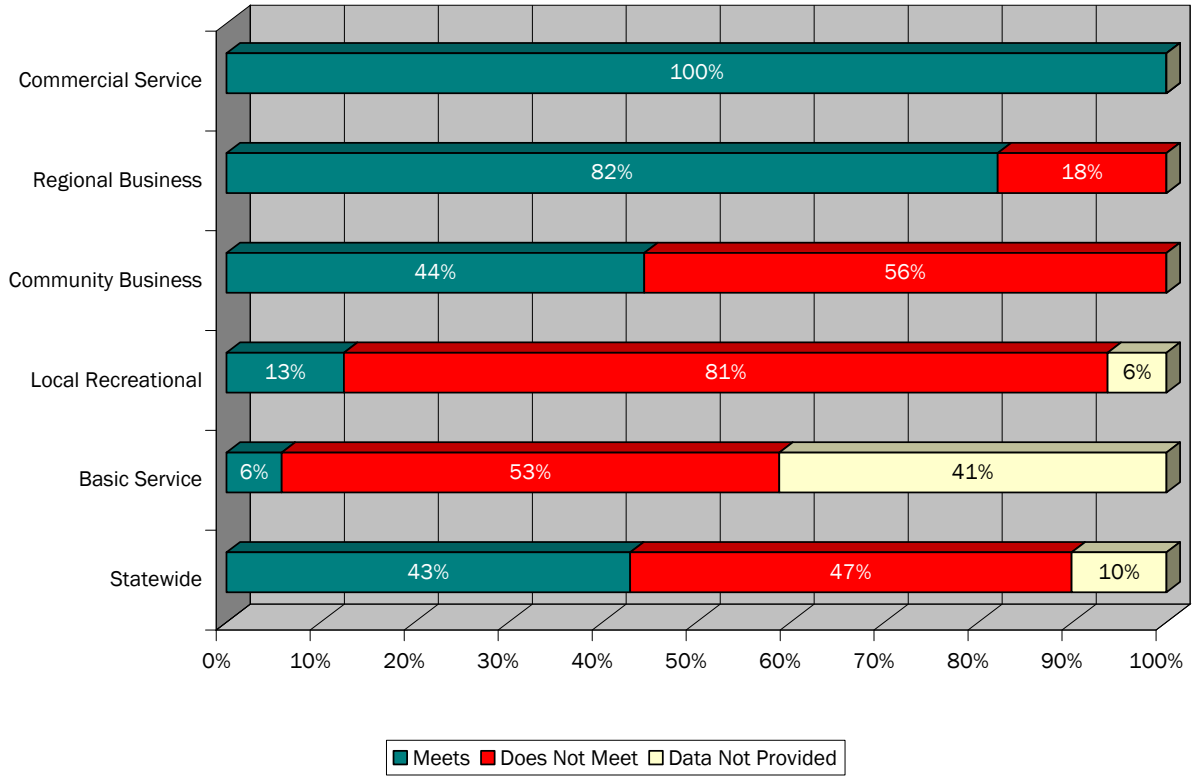
Associated City	Airport Name	Master Plan	Master Plan Year	Airport Layout Plan	Airport Layout Plan Year
Community Business					
Arco	Arco-Butte County	No	None	Yes	2000
Buhl	Buhl Municipal	Yes	2009	Yes	2009
Burley	Burley Municipal	Yes	1997	Yes	2003
Cascade	Cascade	Yes	1997	Yes	2000
Cottonwood	Cottonwood Municipal	No	None	Yes	Unknown
Council	Council Municipal	No	None	Yes	1998
Downey	Downey/Hyde Memorial	No	None	No	None
Homedale	Homedale Municipal	No	None	Yes	2008
Kellogg	Shoshone County	No	None	Yes	2008
Nez Perce	Nez Perce Municipal	Yes	2003	Yes	2003
Orofino	Orofino Municipal	No	None	Yes	2003
Paris	Bear Lake County	Yes	1996	Yes	2004
Parma	Parma	Yes	2008	Yes	2006
Preston	Preston	No	None	Yes	1998
Soda Springs	Allen H Tigert	No	None	No	None
St. Anthony	Stanford Field	Yes	1997	Yes	1997
St. Maries	St. Maries Municipal	No	None	Yes	1997
Weiser	Weiser Municipal	Yes	2007	Yes	2007
Local Recreational					
Aberdeen	Aberdeen Municipal	Yes	2003	Yes	2003
Big Creek	Big Creek	No	None	No	None
Coolin	Cavanaugh Bay	No	None	No	None
Craigmont	Craigmont Municipal	Yes	1991	Yes	1991
Emmett	Emmett Municipal	No	None	Yes	1990
Galena	Smiley Creek	No	None	No	None
Garden Valley	Garden Valley	No	None	No	None
Hazelton	Hazelton Municipal	No	None	Yes	2006
Kamiah	Kamiah Municipal	No	None	No	None
Kooskia	Kooskia Municipal	No	None	No	None
Payette	Payette Municipal	Data Not Provided	Unknown	Yes	2000
Porthill	Eckhart International	No	None	No	None
Priest River	Priest River Muni.	No	None	Yes	2008
Rockford	Rockford Municipal	No	None	No	None
Stanley	Stanley	No	None	No	None
Yellow Pine	Johnson Creek	No	None	No	None
Basic Service					
Bancroft	Bancroft Municipal	Data Not Provided	Unknown	Data Not Provided	Unknown
Carey	Carey	No	None	No	None
Coeur D'Alene	Brooks SPB	No	None	No	None
Donnelly	Donald D Coski Memorial	No	None	No	None

Figure 5-22 Airport Performance - Airports with Master Plans or ALP Reports (cont.)

Associated City	Airport Name	Master Plan	Master Plan Year	Airport Layout Plan	Airport Layout Plan Year
Basic Service					
Dubois	Dubois Municipal	No	None	No	None
Elk City	Elk City	No	None	No	None
Fairfield	Camas County	Data Not Provided	Unknown	Data Not Provided	Unknown
Glenns Ferry	Glenns Ferry Municipal	No	None	Yes	2000
Howe	Howe Municipal	No	None	No	None
Leadore	Leadore	Data Not Provided	Unknown	Data Not Provided	Unknown
Lewiston	Snake River SPB	Data Not Provided	Unknown	Data Not Provided	Unknown
Mackay	Mackay	Data Not Provided	Unknown	Data Not Provided	Unknown
Malad City	Malad City	Yes	1980	Yes	1980
Midvale	Lee Williams Memorial	No	None	Yes	None
Mud Lake	Mud Lake/W Jefferson County	Data Not Provided	Unknown	Data Not Provided	Unknown
Murphy	Murphy	Data Not Provided	Unknown	Data Not Provided	Unknown
Oakley	Oakley Municipal	No	None	No	None

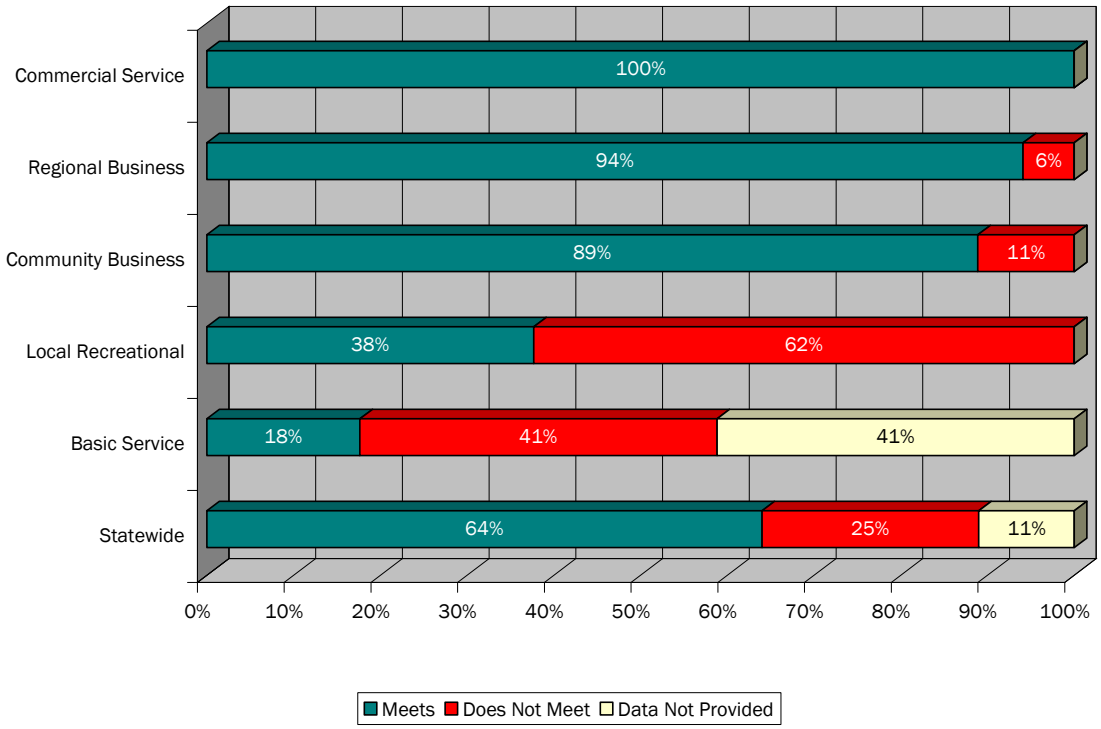
Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: March 2009

Figure 5-23: System Performance – Airports with Master Plans



Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: March 2009

Figure 5-24: System Performance – Airports with ALPs



Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: March 2009

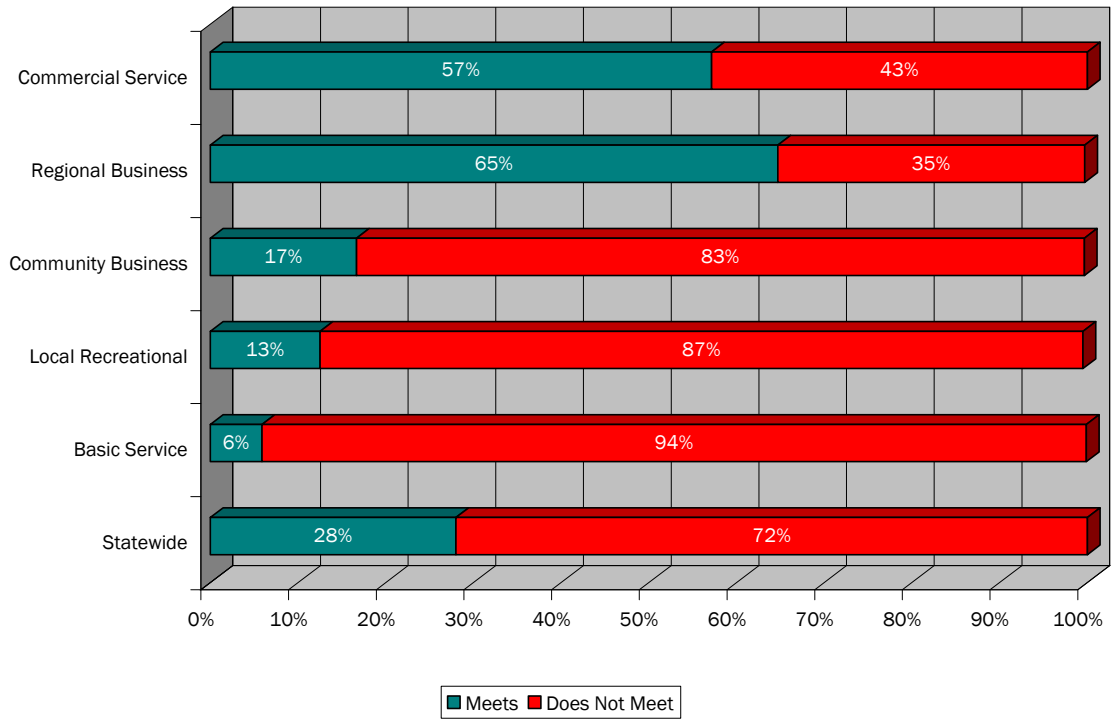
Percent of Airports With Compatible Land Use Zoning Adopted

Current Performance	Target Performance
28% of All Airports	Monitor

The FAA recognizes and stresses the importance of planning to increase the long-term flexibility of the nation's airport system. In addition to on-airport planning, it is important for airports to understand and identify local issues and to maintain good relationships with their local communities in order to enhance their opportunities for a safe and efficient operation. Proactive land use planning provides one mechanism for minimizing adverse airport-related impacts in the airport environment, thereby increasing long-term flexibility. Airports that are protected from the encroachment of activities or land uses which are not compatible with their day-to-day operations and activities generally have a greater potential for success.

Figure 5-25 shows the percentages of airports by role that meet this benchmark. Fifty-seven (57) percent of Commercial Service, 65 percent of Regional Business, 17 percent of Community Business, 13 percent of Local Recreational, and 6 percent of Basic Service airports have adopted compatible land use zoning. Twenty-eight (28) percent of all IASP airports currently report having compatible land use zoning in place. No targets have been developed for this benchmark. It is recommended that ITD will continue to monitor the performance.

Figure 5-25: System Performance - Airports with Compatible Land Use Zoning



Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: March 2009

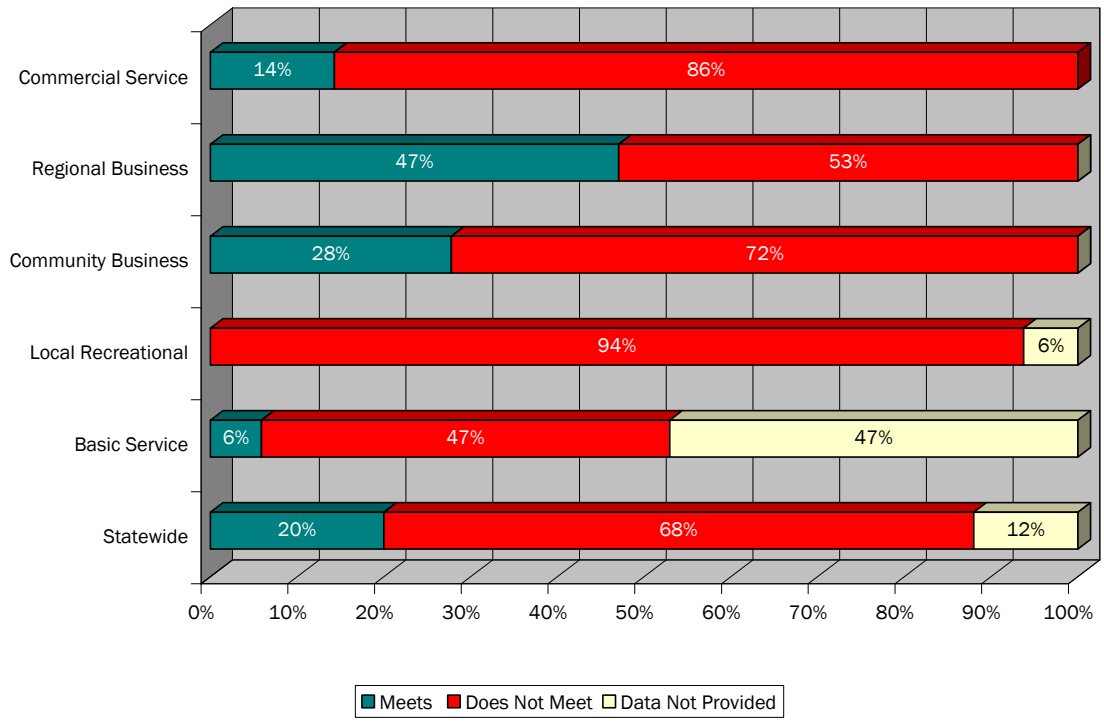
Percent of Airports That Have a Spill Prevention, Control and Countermeasures (SPCC) Plan

Current Performance	Target Performance
9% of All Airports	Monitor

As established by the United State Environmental Protection Agency (US EPA), a Spill Prevention, Control and Countermeasures Plan (SPCC) is to help prevent any discharge of oil into navigable bodies of water. With most airports handling oils and fuels on a regular basis, the likelihood of a spill is very high especially at busy general aviation and commercial use airports. It is the responsibility of the facility's owner or operator to prepare a SPCC plan which then must be approved by a Professional Engineer (PE).

Statewide, 20 percent of the airports have SPCC plans. This information is graphically depicted in Figure 5-26. No targets have been established for this benchmark. However, ITD should continue to measure system performance in the future.

Figure 5-26: System Performance – Airports with Spill Prevention, Control and Countermeasures (SPCC) Plan



Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: March 2009

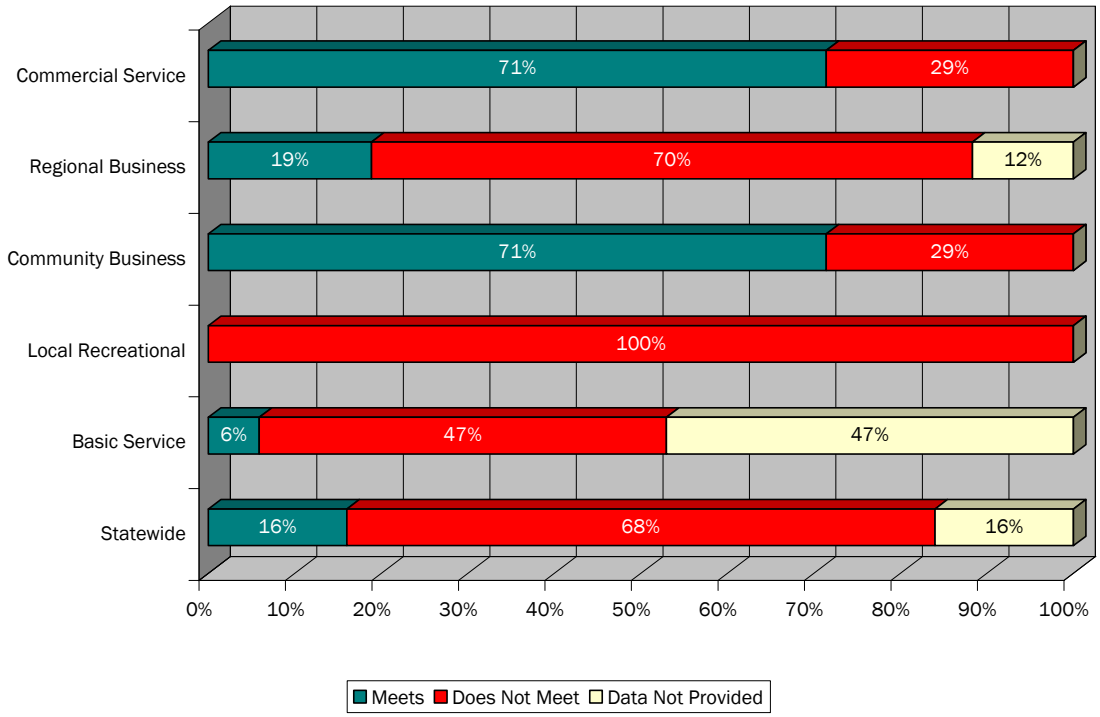
Percent of Airports That Have a Storm Water Pollution Prevention Plan (SWPPP)

Current Performance	Target Performance
16% of All Airports	Monitor

A Storm Water Pollution Prevention Plan (SWPPP) is an important part of an airport's environmental sensitivity. The SWPPP identifies controls used by the airport to minimize the amount of runoff pollution, sediment runoff, and erosion.

As shown in Figure 5-27, 16 percent of all IASP airports report having an adopted SWPPP. No targets have been established for this benchmark. However, ITD should continue to measure system performance in the future.

Figure 5-27: System Performance: Airports with Storm Water Pollution Prevention Plans (SWPPP)



Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: March 2009

PERFORMANCE MEASURE: TRANSPORTATION SUPPORT

Benchmarks used to evaluate the system for its ability to adequately support transportation are as follows:

- Number of Remote Communities Not Served by an IASP Airport
- Percent of Airports With a Courtesy Car and/or Rental Car Available
- Percent of Airports With Public Transportation Available
- Percent of Airports With On-demand Air Taxi Flights Serving IAN Airports

Number of Remote Communities Not Served by an IASP Airport

Current Performance	Target Performance
34 Communities	Monitor

Many of Idaho's communities lie in rural areas with little to no access to an interstate or four lane highway. It is important that these areas are able to access some type of air transportation. For purposes of this study, a remote community is a community that has a population of at least 10 but less than 2,000 people. There are 124 locations that meet this definition for a remote community. Geographic Information Systems (GIS) was used to map study airport locations and remote communities to show 30 minute drive time coverage provided by study airports. Figure 5-28 indicates that 34 remote communities are currently not served by an IASP airport. Figure 5-29 lists the communities depicted in the map. No targets have been established for this benchmark. However, ITD should continue to measure system performance in the future.

Figure 5-28: Remote Community Coverage Provided by IASP Airports

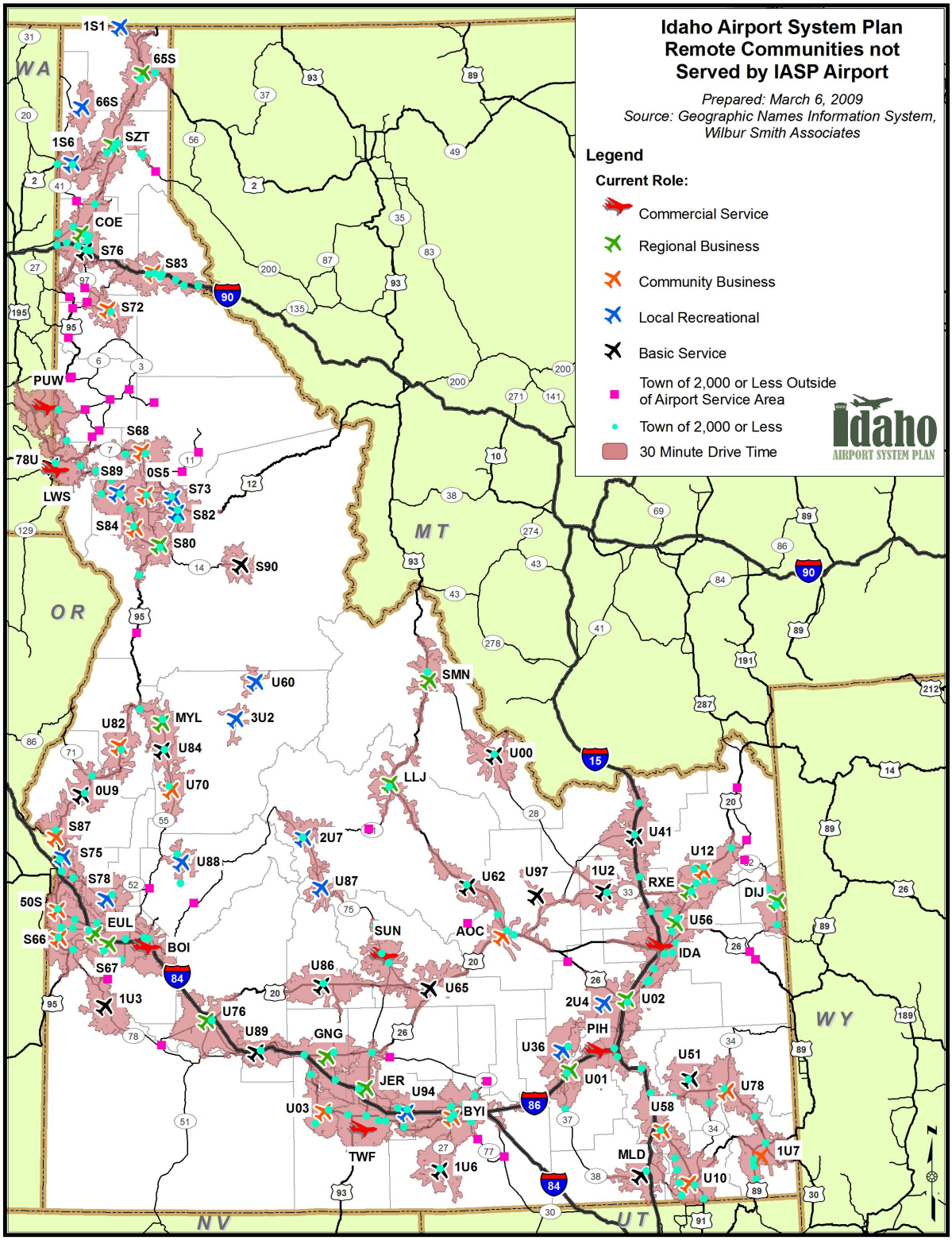


Figure 5-29: List of Remote Communities

City	County
Albion	Cassia
Atomic City	Bingham
Bovill	Latah
Chatcolet	Benewah
Clark Fork	Bonner
Clayton	Custer
Deary	Latah
Dietrich	Lincoln
Drummond	Fremont
Elk River	Clearwater
Grand View	Owyhee
Grouse	Custer
Harrison	Kootenai
Horseshoe Bend	Boise
Idaho City	Boise
Irwin	Bonneville
Island Park	Fremont
Juliaetta	Latah
Kendrick	Latah
Malta	Cassia
Melba	Canyon
Minidoka	Minidoka
Onaway	Latah
Pierce	Clearwater
Plummer	Benewah
Potlatch	Latah
Riggins	Idaho
Spirit Lake	Kootenai
Swan Valley	Bonneville
Tensed	Benewah
Troy	Latah
Warm River	Fremont
Weippe	Clearwater
Worley	Kootenai

Source: Wilbur Smith Associates
Prepared: March 2009

Percent of Airports With a Courtesy Car and/or Rental Car Available

Current Performance	Target Performance
100% of Commercial Service and Regional Businesses; 61% of Community; and 50% of Local Recreational	Monitor

Ground transportation at airports is an important service that each airport can provide. Airports that possess rental cars and/or courtesy cars allow visitors arriving via aircraft to leave the airport and conduct business in the local communities. This services ties to airport to the local economy by enabling visitors to leave the airport and spend resources in the community.

Figure 5-30 lists the airports that have a courtesy car available or rental car service by role. Figure 5-31 shows the proportion of the state's airports that have one or both of these ground transportation options. Approximately 74 percent of all IASP airports have either a courtesy car or access to rental cars. One hundred percent of Commercial Service and Regional Business, 61 percent of Community Business, and 50 percent of Local Recreational,. No targets have been established for this benchmark. However, ITD should continue to measure system performance in the future.

Percent of Airports With Public Transportation Available

Current Performance	Target Performance
13% of All Airports	Monitor

Public transportation provides easy, affordable access to visitors and employees arriving at or departing from Idaho's airports. Just as important as courtesy car and rental car service, bus or rail modes of public transportation provide viable economic benefits to local communities. While it may not be feasible for all airports to accommodate public transportation, especially those in rural locations, the presence of an integrated public transportation system is an important asset for future growth and development.

Figure 5-32 shows the airports by role category with public transportation access. Figure 5-33 indicates that 13 percent of all airports have access to public transportation. Eighty-six percent of Commercial Service airports have public transportation available followed by Regional Business Airports with 18 percent and 6 percent of Community Business airports. No Local Recreational or Basic Service airports report having public transportation available. Although no targets have been established for this benchmark, ITD should continue to monitor the performance as conditions change.

Figure 5-30: Airport Performance: Airports with a Courtesy Car and/or Rental Car Available

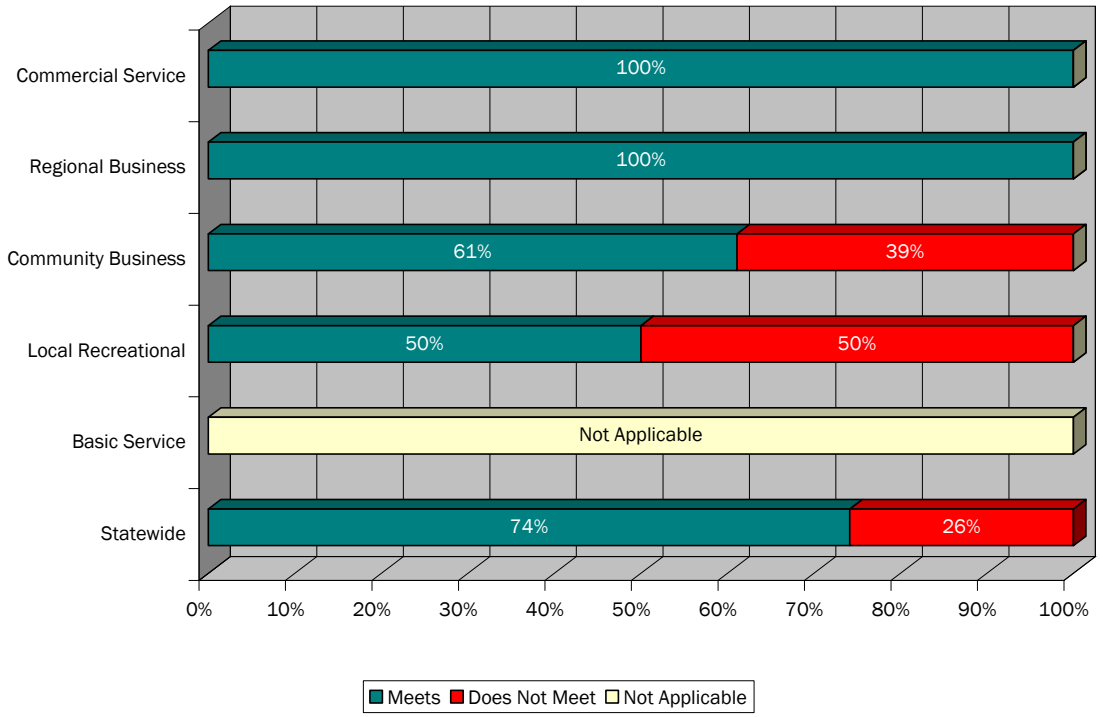
Associated City	*Airport Name*	*Airports with a Courtesy Car and/or Rental Car Available*
Commercial Service		
Boise	Boise Air Terminal/Gowen Field	Yes
Hailey	Friedman Memorial Airport	Yes
Idaho Falls	Idaho Falls Regional	Yes
Lewiston	Lewiston-Nez Perce County	Yes
Pocatello	Pocatello Regional	Yes
Pullman	Pullman-Moscow Regional	Yes
Twin Falls	Joslin Field - Magic Valley Regional	Yes
Regional Business		
American Falls	American Falls	Yes
Blackfoot	McCarley Field	Yes
Bonners Ferry	Boundary County	Yes
Caldwell	Caldwell Industrial	Yes
Challis	Challis Airport	Yes
Coeur D'Alene	Couer D'Alene - Pappy Boyington Field	Yes
Driggs	Driggs-Reed Memorial	Yes
Gooding	Gooding Municipal	Yes
Grangeville	Idaho County	Yes
Jerome	Jerome County	Yes
McCall	McCall Municipal	Yes
Mountain Home	Mountain Home Municipal	Yes
Nampa	Nampa Municipal	Yes
Rexburg	Rexburg-Madison County	Yes
Rigby	Rigby-Jefferson	Yes
Salmon	Lemhi County	Yes
Sandpoint	Sandpoint	Yes
Community Business		
Arco	Arco-Butte County	No
Buhl	Buhl Municipal	Yes
Burley	Burley Municipal	No
Cascade	Cascade	Yes
Cottonwood	Cottonwood Municipal	No
Council	Council Municipal	Yes
Downey	Downey/Hyde Memorial	No
Homedale	Homedale Municipal	No
Kellogg	Shoshone County	Yes
Nez Perce	Nez Perce Municipal	No
Orofino	Orofino Municipal	Yes
Paris	Bear Lake County	Yes
Parma	Parma	No
Preston	Preston	Yes

Figure 5-30: Airport Performance: Airports with a Courtesy Car and/or Rental Car Available, (cont.)

Associated City	*Airport Name*	*Airports with a Courtesy Car and/or Rental Car Available*
Soda Springs	Allen H Tigert	Yes
St. Anthony	Stanford Field	No
St. Maries	St. Maries Municipal	Yes
Weiser	Weiser Municipal	Yes
Local Recreational		
Aberdeen	Aberdeen Municipal	Yes
Big Creek	Big Creek	No
Coolin	Cavanaugh Bay	Yes
Craigmont	Craigmont Municipal	No
Emmett	Emmett Municipal	Yes
Galena	Smiley Creek	Yes
Garden Valley	Garden Valley	Yes
Hazelton	Hazelton Municipal	No
Kamiah	Kamiah Municipal	Yes
Kooskia	Kooskia Municipal	No
Payette	Payette Municipal	Yes
Porthill	Eckhart International	No
Priest River	Priest River Muni.	No
Rockford	Rockford Municipal	No
Stanley	Stanley	No
Yellow Pine	Johnson Creek	Yes
Basic Service		
Bancroft	Bancroft Municipal	No
Carey	Carey	Data Not Provided
Coeur D'Alene	Brooks SPB	Data Not Provided
Donnelly	Donald D Coski Memorial	Data Not Provided
Dubois	Dubois Municipal	No
Elk City	Elk City	Yes
Fairfield	Camas County	Data Not Provided
Glenns Ferry	Glenns Ferry Municipal	Yes
Howe	Howe Municipal	No
Leadore	Leadore	Data Not Provided
Lewiston	Snake River SPB	No
Mackay	Mackay	Data Not Provided
Malad City	Malad City	No
Midvale	Lee Williams Memorial	Data Not Provided
Mud Lake	Mud Lake/W Jefferson County	Data Not Provided
Murphy	Murphy	Data Not Provided
Oakley	Oakley Municipal	No

Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: January 2009

Figure 5-31: System Performance: Airports with a Courtesy Car and/or Rental Car Available



Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: January 2009

Figure 5-32: Airport Performance – Airports with Public Transportation Available

Associated City	*Airport Name*	*Airports with Public Transportation Available*
Commercial Service		
Boise	Boise Air Terminal/Gowen Field	Yes
Hailey	Friedman Memorial Airport	Yes
Idaho Falls	Idaho Falls Regional	Yes
Lewiston	Lewiston-Nez Perce County	Yes
Pocatello	Pocatello Regional	Yes
Pullman	Pullman-Moscow Regional	No
Twin Falls	Joslin Field - Magic Valley Regional	Yes
Regional Business		
American Falls	American Falls	Yes
Blackfoot	McCarley Field	No
Bonners Ferry	Boundary County	No
Caldwell	Caldwell Industrial	No
Challis	Challis Airport	No
Coeur D'Alene	Coeur D'Alene - Pappy Boyington Field	No
Driggs	Driggs-Reed Memorial	No

Figure 5-32: Airport Performance – Airports with Public Transportation Available (cont.)

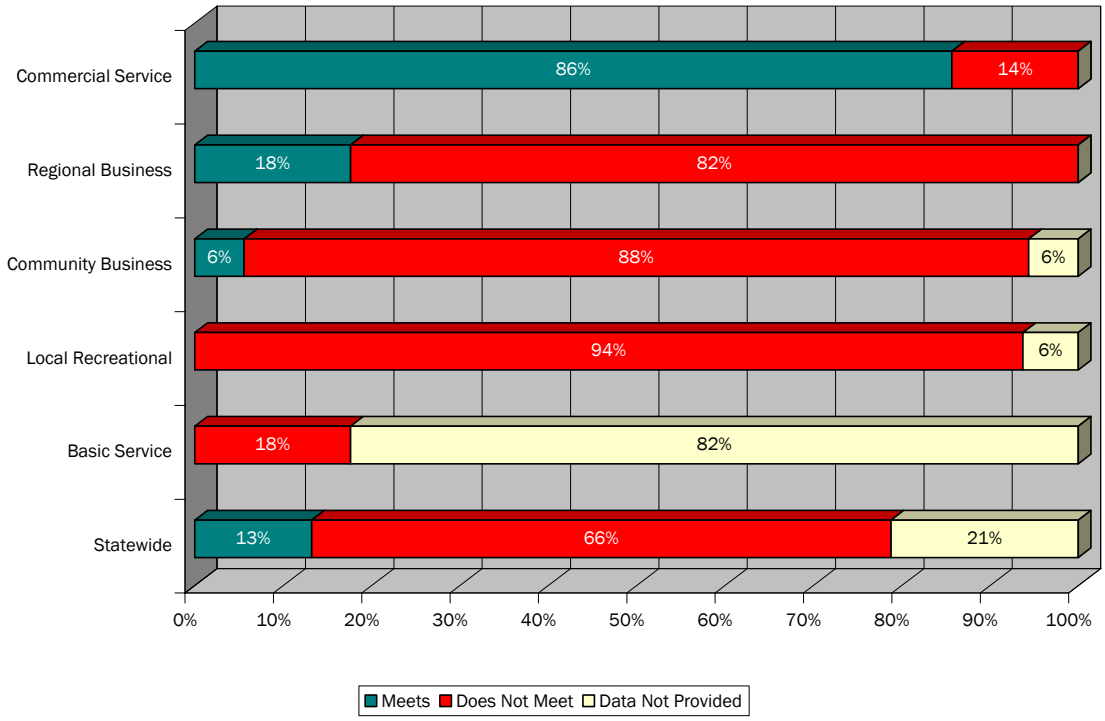
Associated City	*Airport Name*	*Airports with Public Transportation Available*
Gooding	Gooding Municipal	No
Grangeville	Idaho County	Yes
Jerome	Jerome County	No
McCall	McCall Municipal	No
Mountain Home	Mountain Home Municipal	Yes
Nampa	Nampa Municipal	No
Rexburg	Rexburg-Madison County	No
Rigby	Rigby-Jefferson	No
Salmon	Lemhi County	No
Sandpoint	Sandpoint	No
Community Business		
Arco	Arco-Butte County	No
Buhl	Buhl Municipal	No
Burley	Burley Municipal	Data Not Provided
Cascade	Cascade	No
Cottonwood	Cottonwood Municipal	No
Council	Council Municipal	No
Downey	Downey/Hyde Memorial	No
Homedale	Homedale Municipal	No
Kellogg	Shoshone County	No
Nez Perce	Nez Perce Municipal	No
Orofino	Orofino Municipal	Yes
Paris	Bear Lake County	No
Parma	Parma	No
Preston	Preston	No
Soda Springs	Allen H Tigert	No
St. Anthony	Stanford Field	No
St. Maries	St. Maries Municipal	No
Weiser	Weiser Municipal	No
Local Recreational		
Aberdeen	Aberdeen Municipal	No
Big Creek	Big Creek	No
Coolin	Cavanaugh Bay	No
Craigmont	Craigmont Municipal	No
Emmett	Emmett Municipal	Data Not Provided
Galena	Smiley Creek	No
Garden Valley	Garden Valley	No
Hazelton	Hazelton Municipal	No
Kamiah	Kamiah Municipal	No
Kooskia	Kooskia Municipal	No
Payette	Payette Municipal	No
Porthill	Eckhart International	No

Figure 5-32: Airport Performance – Airports with Public Transportation Available (cont.)

Associated City	*Airport Name*	*Airports with Public Transportation Available*
Priest River	Priest River Muni.	No
Rockford	Rockford Municipal	No
Stanley	Stanley	No
Yellow Pine	Johnson Creek	No
Basic Service		
Bancroft	Bancroft Municipal	No
Carey	Carey	Data Not Provided
Coeur D'Alene	Brooks SPB	Data Not Provided
Donnelly	Donald D Coski Memorial	Data Not Provided
Dubois	Dubois Municipal	Data Not Provided
Elk City	Elk City	No
Fairfield	Camas County	Data Not Provided
Glenns Ferry	Glenns Ferry Municipal	Data Not Provided
Howe	Howe Municipal	Data Not Provided
Leadore	Leadore	Data Not Provided
Lewiston	Snake River SPB	Data Not Provided
Mackay	Mackay	Data Not Provided
Malad City	Malad City	Data Not Provided
Midvale	Lee Williams Memorial	Data Not Provided
Mud Lake	Mud Lake/W Jefferson County	Data Not Provided
Murphy	Murphy	Data Not Provided
Oakley	Oakley Municipal	No

Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: January 2009

Figure 5-33: System Performance – Airports with Public Transportation Available



Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: January 2009

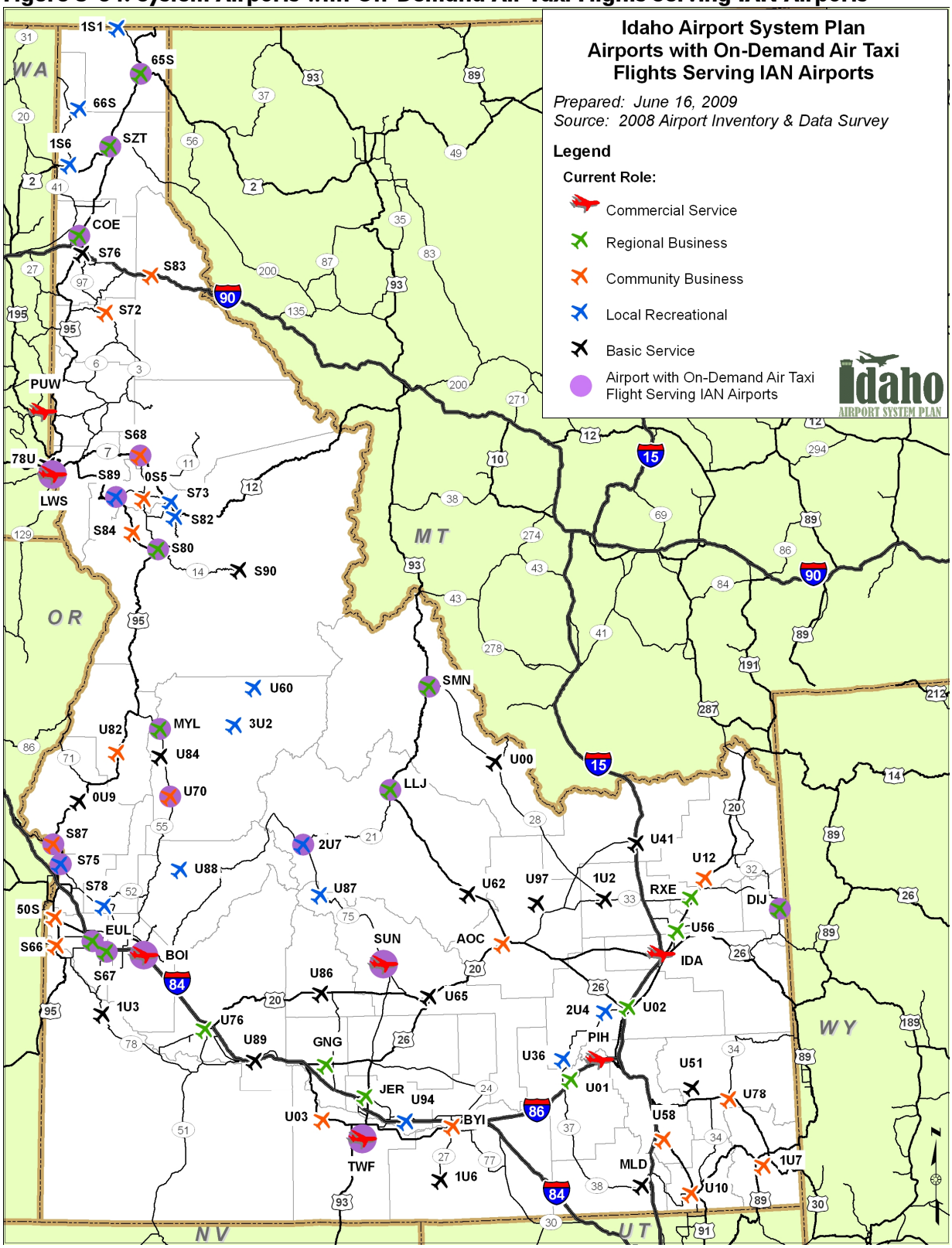
Percent of Airports With On-Demand Air Taxi Flights Serving IAN Airports

Current Performance	Target Performance
Monitor	12% of All Airports

As mentioned in Chapter Two, Idaho Airstrip Network (IAN) airports provide recreational, emergency, and environmental access to remote locations in the state. Most of these airports are considered an access point for backcountry and recreational activities. Air taxi operators that serve IAN airports provide access to these areas. This service is similar to the hub and spoke system of the airlines and air taxi operators provide an additional and essential link in the state's aviation system. In order to show accessibility, data was collected regarding on-demand air taxi carriers serving these airports and other non-study IAN airports.

As shown in Figure 5-34, 20 system airports reported having on-demand air taxi flights to IAN airports in Idaho. It is important to note that these airports are scattered throughout the entire state making visitors and residents easily accessible to IAN airports. Although no target has been established for this benchmark, ITD should continue to monitor the performance.

Figure 5-34: System Airports with On-Demand Air Taxi Flights Serving IAN Airports



PERFORMANCE MEASURE: SAFETY AND SECURITY

This performance measure evaluates the level of safety and security of the state's system of airports. FAA and ITD Division of Aeronautics objectives were incorporated in the analysis as they relate to safety and security.

The following benchmarks are used to evaluate the adequacy of Idaho airport system as it relates to this performance measure:

- Percent of Airports With Height Zoning
- Percent of Airports Controlling all Runway End RPZs
- Percent of Airports That Support Life Flight Activities
- Percent of Airports That have Written GA Airport Security Procedures
- Percent of Airports That Support Fire Fighting

Percent of Airports With Height Zoning

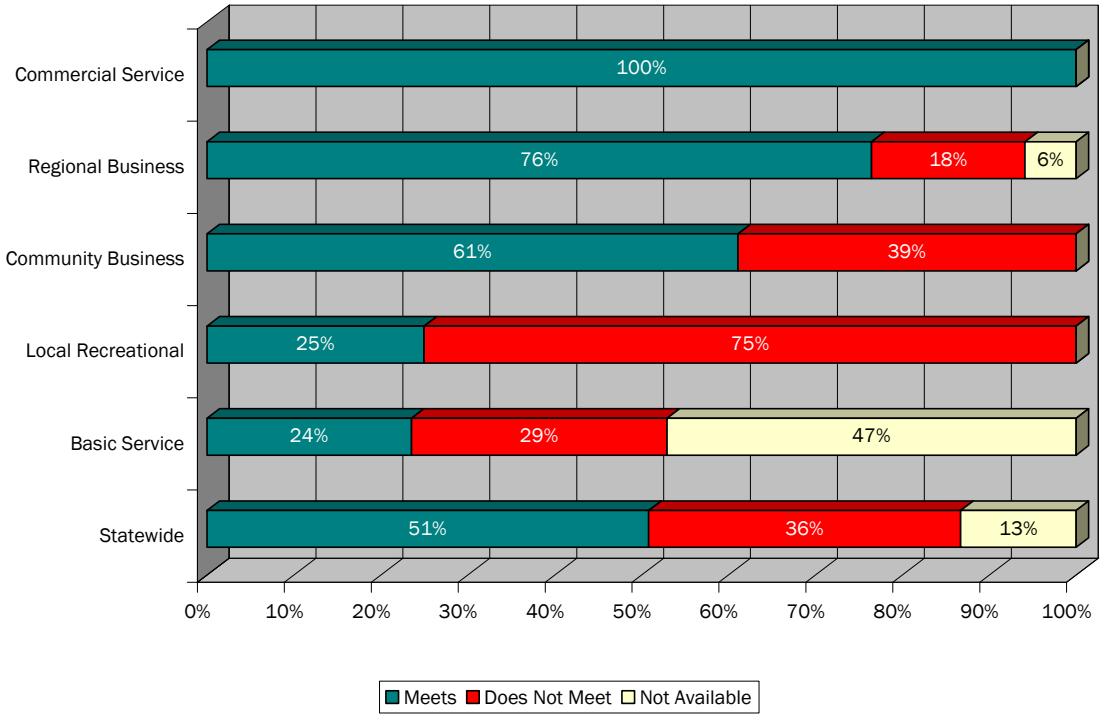
Current Performance	Target Performance
51% of All Airports	100% of All Airports

Federal Aviation Regulations (FAR) Part 77 provides standards for the airspace surrounding airports and their operational areas. It describes conceptual airspace surfaces surrounding each airport relative to the runways and each runway end. These surfaces generally begin at a height 150 feet above the runway elevation and extend up and out from and around the runway ends. The dimensions of the conceptual surfaces vary and are based upon each airport's airport reference code (ARC), approach and departure procedures, and FAA guidance.

Each system airport was surveyed to determine whether or not height zoning had been adopted by surrounding communities to protect the airport. Figure 5-35 reveals that 51 percent of all study airports have worked with local municipalities to enact height zoning. One hundred percent of Commercial Service, 76 percent of Regional Business, 61 percent of Community Business, 25 percent of the Local Recreational, and 24 percent of the Basic Service have adopted height zoning. It should be noted that privately-owned system airports do not receive state or federal funding, thus are not required to comply with FAR Part 77, however it is still advised that adequate height zoning be in place to help protect the airport from encroachment.

A target performance of 100 percent has been established for all IASP airports. Further, ITD is currently developing statewide Land Use Guidelines to assist airports with height zoning and other land use components.

Figure 5-35: System Performance - Percent of Airports with Height Zoning



Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: January 2009

Percent of Airports Controlling all Runway End RPZs

Current Performance	Target Performance
28% of All Airport	100% of All Airports

The FAA defines the Runway Protection Zone (RPZ) as a trapezoidal area that is centered on the extended runway centerline. The function of the RPZ is to enhance the protection of people and property on the ground. This is typically achieved through airport ownership of the RPZ. Having control of the RPZ is critical to ensuring that inappropriate development does not take place in the runway approaches.

Figure 5-36 presents IASP airports by role categories that have complete or partial control of the RPZs on both ends of their runways. Figure 5-37 shows the system performance for airports controlling all runway end RPZs. If an airport reported controlling 100 percent of both primary runway end RPZs through either fee simple or an easement, it is considered to have complete control. For those airports reporting less than this, it was determined to have partial control. Statewide, 28 percent of IASP airports control of both ends of their active runways by either fee simple or easement. Seventy-one percent of Commercial Service, 41 percent of Regional Business, 39 percent of Community Business, and 12 percent of Local Recreational airports have complete control of their runway RPZs. None of the Basic Service airports control their runway RPZs in their entirety.

A target performance goal was established to have all airports control their runway RPZs. It is recommended that 100 percent of Commercial and Regional Business airports have complete

ownership, while all other airports can control their RPZs through ownership, fee simple agreements, and/or easements.

Figure 5-36: Airport Performance – Percent of Airports Controlling all Runway End RPZs

Associated City	*Airport Name*	*RPZ Control Method*	*Airports Controlling all Runway End RPZs*
Commercial Service			
Boise	Boise Air Terminal/Gowen Field	10L/28R - Fee Simple, 10R/28L - Fee Simple	Yes
Hailey	Friedman Memorial Airport	13/31 - Fee Simple/Easement	Partial
Idaho Falls	Idaho Falls Regional	2/20 - Fee Simple, 17/35 - Fee Simple/Easement	Partial
Lewiston	Lewiston-Nez Perce County	11/29 - Fee Simple, 8/26 - Fee Simple	Yes
Pocatello	Pocatello Regional	3/21 - Fee Simple, 17/35 Fee Simple	Yes
Pullman	Pullman-Moscow Regional	5/23 - Fee Simple/Easement,	Yes
Twin Falls	Joslin Field - Magic Valley Regional	7/25 - Fee Simple, 12/30 Partial Fee Simple/Easement	Yes
Regional Business			
American Falls	American Falls	Not Provided	Partial
Blackfoot	McCarley Field	1/19 - Fee Simple	Yes
Bonners Ferry	Boundary County	2/20 - Fee Simple/Easement	Yes
Caldwell	Caldwell Industrial	12/30 - Fee Simple	Yes
Challis	Challis Airport	None	Not Available
Coeur D'Alene	Coeur D'Alene – Pappy Boyington Field	5/23 - Fee Simple, 1/19 Fee Simple	Partial
Driggs	Driggs-Reed Memorial	3/21 - Fee Simple	Partial
Gooding	Gooding Municipal	7/25 - Fee Simple	Yes
Grangeville	Idaho County	7/25 - Fee Simple	Yes
Jerome	Jerome County	8/26 Fee Simple	Yes
McCall	McCall Municipal	16/34 - Fee Simple/Easement	Partial
Mountain Home	Mountain Home Municipal	10/28 Fee Simple	Partial
Nampa	Nampa Municipal	11/29 - Fee Simple	Partial
Rexburg	Rexburg-Madison County	17/35 - Fee Simple	Partial
Rigby	Rigby-Jefferson	1/19 - Fee Simple	Partial
Salmon	Lemhi County	17/35 - Fee Simple	Partial
Sandpoint	Sandpoint	1/19 - Fee Simple/Easement	Yes

Figure 5-36: Airport Performance – Percent of Airports Controlling all Runway End RPZs (cont.)

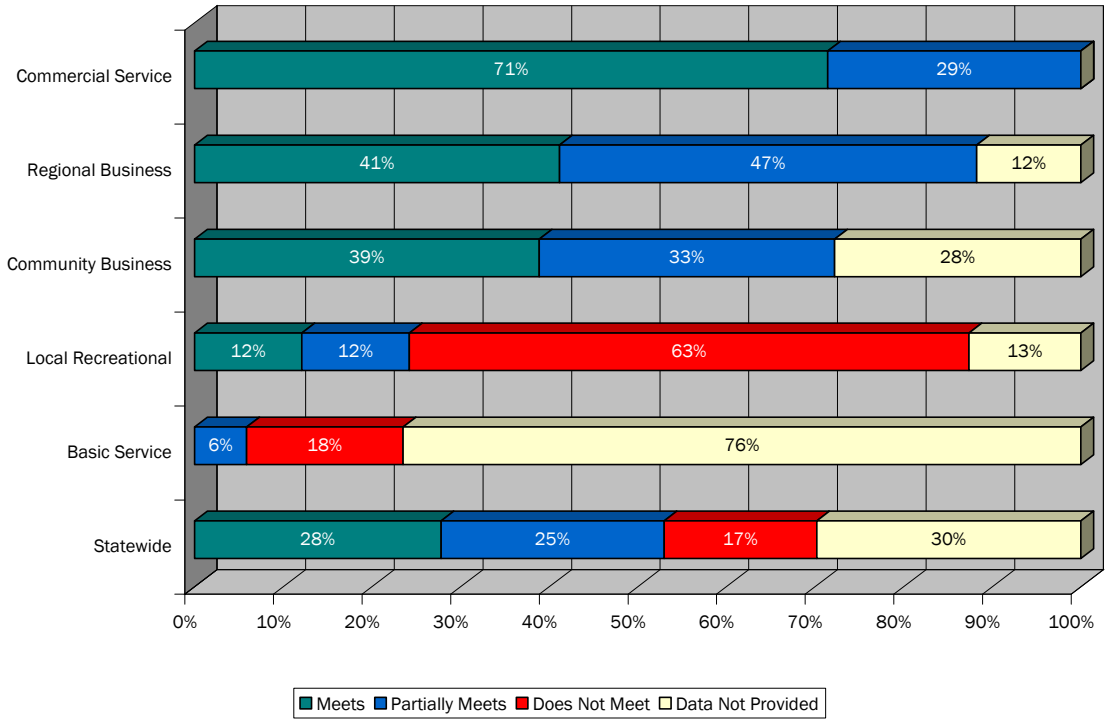
Associated City	*Airport Name*	*RPZ Control Method*	*Airports Controlling all Runway End RPZs*
Community Business			
Arco	Arco-Butte County	6/24 - Fee Simple	Yes
Buhl	Buhl Municipal	9/27 - Fee Simple/Easement	Yes
Burley	Burley Municipal	2/20 - Fee Simple/Easement, 6/24 Fee Simple/Easement	Partial
Cascade	Cascade	12/30 - Fee Simple/Easement	Yes
Cottonwood	Cottonwood Municipal	None	Not Available
Council	Council Municipal	15/33 - Fee Simple/Easement	Yes
Downey	Downey/Hyde Memorial	None	Not Available
Homedale	Homedale Municipal	13/31 - Fee Simple	Partial
Kellogg	Shoshone County	7/25 Fee Simple	Partial
Nez Perce	Nez Perce Municipal	15/33 - Fee Simple	Yes
Orofino	Orofino Municipal	9/27 - Fee Simple	Yes
Paris	Bear Lake County	10/28 - Fee Simple	Partial
Parma	Parma	12/30 - Fee Simple	Partial
Preston	Preston	3/21 - Fee Simple	Yes
Soda Springs	Allen H Tigert	None	Not Available
St. Anthony	Stanford Field	None	Not Available
St. Maries	St. Maries Municipal	10/28 - Fee Simple	Partial
Weiser	Weiser Municipal	12/30 - Easement	Partial
Local Recreational			
Aberdeen	Aberdeen Municipal	6/24 - Fee Simple with Fence	Yes
Big Creek	Big Creek	None	No
Coolin	Cavanaugh Bay	15/33 - Fee Simple	Partial
Craigmont	Craigmont Municipal	None	No
Emmett	Emmett Municipal	None	No
Galena	Smiley Creek	None	No
Garden Valley	Garden Valley	None	No
Hazelton	Hazelton Municipal	6/24 - Fee Simple	Yes
Kamiah	Kamiah Municipal	None	No
Kooskia	Kooskia Municipal	None	Not Available
Payette	Payette Municipal	13/31 - Fee Simple	Partial
Porthill	Eckhart International	None	No
Priest River	Priest River Muni.	1/19 - Fee Simple	Partial
Rockford	Rockford Municipal	None	Not Available
Stanley	Stanley	None	No
Yellow Pine	Johnson Creek	None	No

Figure 5-36: Airport Performance – Percent of Airports Controlling all Runway End RPZs (cont.)

Associated City	*Airport Name*	*RPZ Control Method*	*Airports Controlling all Runway End RPZs*
Basic Service			
Bancroft	Bancroft Municipal	None	Not Available
Carey	Carey	None	Not Available
Coeur D'Alene	Brooks SPB	None	Not Available
Donnelly	Donald D Coski Memorial	None	Not Available
Dubois	Dubois Muni.	None	No
Elk City	Elk City	None	Not Available
Fairfield	Camas County	None	Not Available
Glenns Ferry	Glenns Ferry Municipal	8/26 - Ownership	Partial
Howe	Howe Municipal	None	No
Leadore	Leadore	None	Not Available
Lewiston	Snake River SPB	None	Not Available
Mackay	Mackay	None	Not Available
Malad City	Malad City	None	No
Midvale	Lee Williams Memorial	None	Not Available
Mud Lake	Mud Lake/W Jefferson Cnty	None	Not Available
Murphy	Murphy	None	Not Available
Oakley	Oakley Municipal	None	Not Available

Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: March 2009

Figure 5-37: System Performance - Percent of Airports Controlling all Runway End RPZs



Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: March 2009

Percent of Airports That Support Life Flight Activities

Current Performance	Target Performance
69% of All Airports	Monitor

Emergency and specialized medical care is often not available in the remote areas of Idaho, making the transport of patients, physicians, and medical supplies imperative. Medical emergency aircraft, or air ambulances, carry modern medical equipment and professional medical staff in order to care for all types of emergencies en-route to a hospital, reducing travel time.

During the inventory effort, airport managers were asked if their airports support emergency medical evacuation or air ambulance transport on a daily, weekly, monthly, seasonal, or occasional basis. Figure 5-38 presents all study airports and their responses. Figure 5-39 shows the percentage of each airport role category that supports life flight activities. Statewide, 69 percent of IASP airports provide some type of medical evacuation/air ambulance activity. Commercial Service airports report the most frequent level of activity with a combined 86 percent of flights being a weekly or daily occurrence. No targets have been established for this benchmark; however, ITD should continue to monitor the system performance as conditions change.

Figure 5-38: Airport Performance – Airports that Support Life Flight Activities

Associated City	*Airport Name*	*Airports Supporting Life Flight Activities*	*Frequency of Activity*
Commercial Service			
Boise	Boise Air Terminal/Gowen Field	Yes	Weekly
Hailey	Friedman Memorial Airport	Yes	Weekly
Idaho Falls	Idaho Falls Regional	Yes	Weekly
Lewiston	Lewiston-Nez Perce County	Yes	Daily
Pocatello	Pocatello Regional	Yes	Occasionally
Pullman	Pullman-Moscow Regional	Yes	Weekly
Twin Falls	Joslin Field - Magic Valley Regional	Yes	Weekly
Regional Business			
American Falls	American Falls	Yes	Occasionally
Blackfoot	McCarley Field	Yes	Monthly
Bonners Ferry	Boundary County	Yes	Weekly
Caldwell	Caldwell Industrial	Yes	Weekly
Challis	Challis Airport	Yes	Monthly
Coeur D'Alene	Coeur D'Alene - Pappy Boyington Field	Yes	Weekly
Driggs	Driggs-Reed Memorial	Yes	Monthly
Gooding	Gooding Municipal	Yes	Monthly
Grangeville	Idaho County	Yes	Monthly
Jerome	Jerome County	Yes	Monthly
McCall	McCall Municipal	Yes	Daily
Mountain Home	Mountain Home Municipal	Yes	Monthly
Nampa	Nampa Municipal	Yes	Occasionally
Rexburg	Rexburg-Madison County	Yes	Weekly
Rigby	Rigby-Jefferson	No	Never
Salmon	Lemhi County	Yes	Weekly
Sandpoint	Sandpoint	Yes	Monthly
Community Business			
Arco	Arco-Butte County	Yes	Monthly
Buhl	Buhl Municipal	Yes	Occasionally
Burley	Burley Municipal	Yes	Weekly
Cascade	Cascade	Yes	Monthly

Figure 5-38: Airport Performance – Airports That Support Life Flight Activities (cont.)

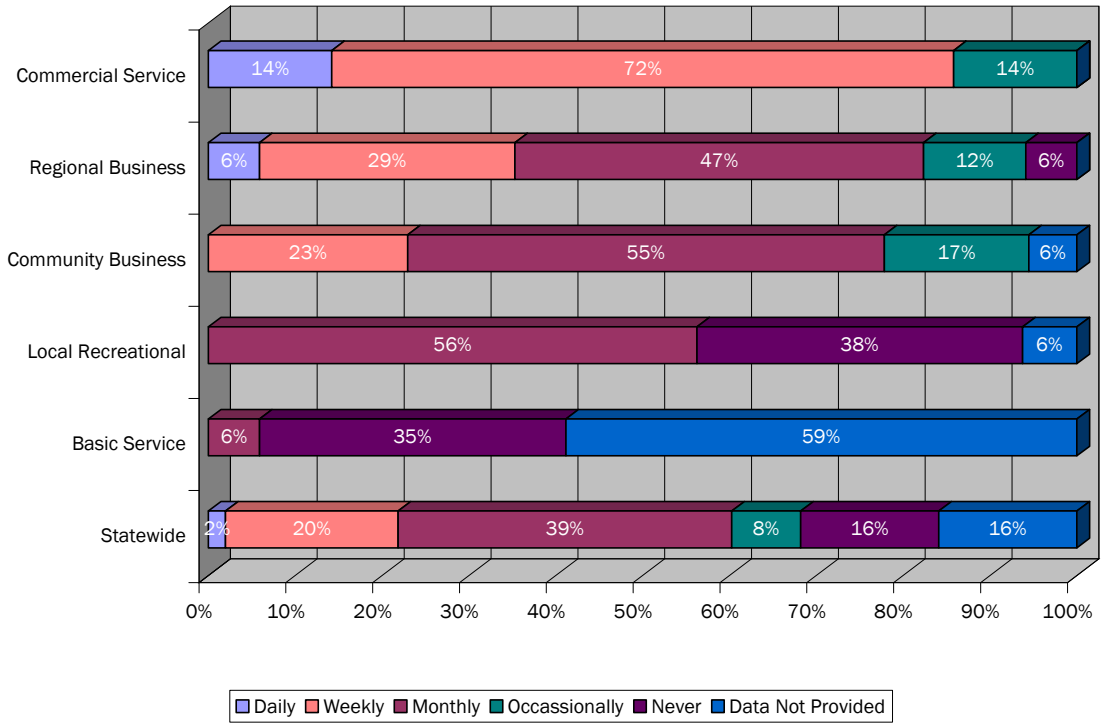
Associated City	*Airport Name*	*Airports Supporting Life Flight Activities*	*Frequency of Activity*
Cottonwood	Cottonwood Municipal	Yes	Weekly
Council	Council Municipal	Yes	Occasionally
Downey	Downey/Hyde Memorial	Yes	Occasionally
Homedale	Homedale Municipal	Yes	Monthly
Kellogg	Shoshone County	Yes	Monthly
Nez Perce	Nez Perce Municipal	Yes	Monthly
Orofino	Orofino Municipal	Yes	Weekly
Paris	Bear Lake County	Yes	Monthly
Parma	Parma	Yes	Monthly
Preston	Preston	Yes	Monthly
Soda Springs	Allen H Tigert	Yes	Monthly
St. Anthony	Stanford Field	Yes	Monthly
St. Maries	St. Maries Municipal	Yes	Weekly
Weiser	Weiser Municipal	Yes	Weekly
Local Recreational			
Aberdeen	Aberdeen Municipal	Yes	Monthly
Big Creek	Big Creek	Yes	Monthly
Coolin	Cavanaugh Bay	Yes	Monthly
Craigmont	Craigmont Municipal	No	Never
Emmett	Emmett Municipal	No	Never
Galena	Smiley Creek	Yes	Monthly
Garden Valley	Garden Valley	No	Never
Hazelton	Hazelton Municipal	No	Never
Kamiah	Kamiah Municipal	No	Never
Kooskia	Kooskia Municipal	Yes	Monthly
Payette	Payette Municipal	No	Never
Porthill	Eckhart International	Data Not Provided	Unknown
Priest River	Priest River Muni.	Yes	Monthly
Rockford	Rockford Municipal	Yes	Monthly
Stanley	Stanley	Yes	Monthly
Yellow Pine	Johnson Creek	Yes	Monthly
Basic Service			
Bancroft	Bancroft Municipal	No	Never
Carey	Carey	Data Not Provided	Unknown
Coeur D'Alene	Brooks SPB	No	Never
Donnelly	Donald D Coski Memorial	Data Not Provided	Unknown
Dubois	Dubois Municipal	No	Never
Elk City	Elk City	No	Never
Fairfield	Camas County	Data Not Provided	Unknown
Glenns Ferry	Glenns Ferry Municipal	Data Not Provided	Unknown
Howe	Howe Municipal	No	Never
Leadore	Leadore	Data Not Provided	Unknown
Lewiston	Snake River SPB	No	Never

Figure 5-38: Airport Performance – Airports That Support Life Flight Activities (cont.)

Associated City	*Airport Name*	*Airports Supporting Life Flight Activities*	*Frequency of Activity*
Mackay	Mackay	Data Not Provided	Unknown
Malad City	Malad City	Yes	Monthly
Midvale	Lee Williams Memorial	Data Not Provided	Unknown
Mud Lake	Mud Lake/W Jefferson County	Data Not Provided	Unknown
Murphy	Murphy	Data Not Provided	Unknown
Oakley	Oakley Municipal	Data Not Provided	Unknown

Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: March 2009

Figure 5-39: System Performance – Airports That Support Life Flight Activities



Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: March 2009

Percent of Airports That Have Written GA Airport Security Procedures

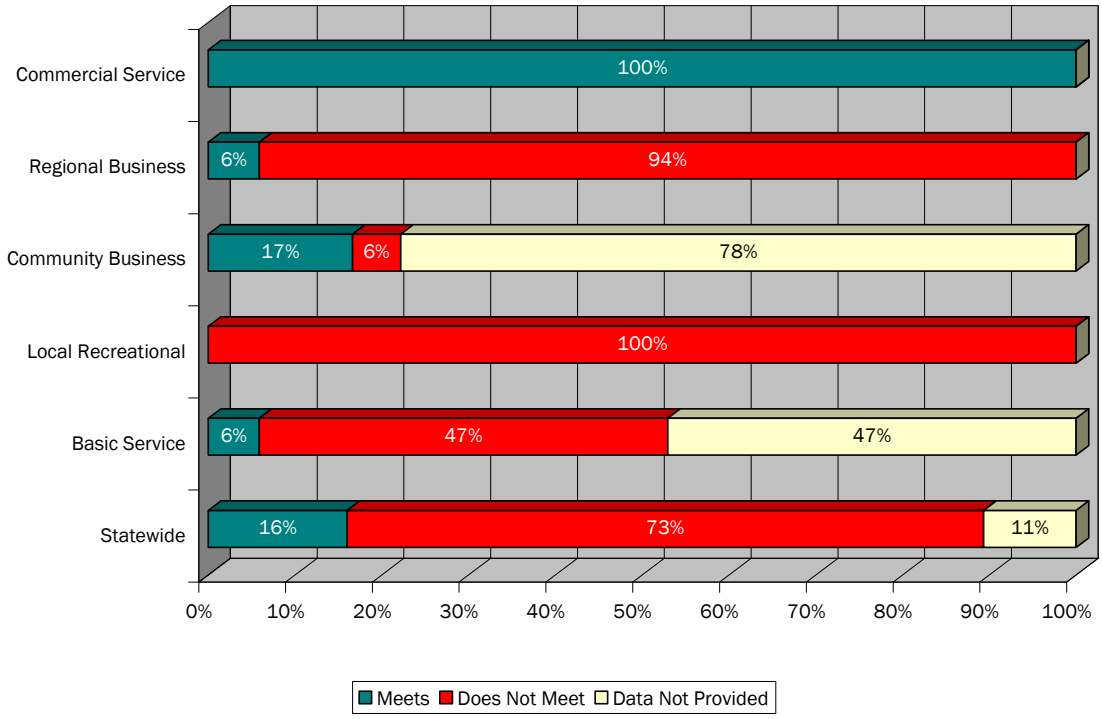
Current Performance	Target Performance
16% of All Airports	Monitor

Aviation security is among an airport's top priorities. Even at airports not served by a passenger airline, preventing unauthorized access to aircraft and airport facilities, preventing criminal activity, and ensuring the protection of airport users, employees, and the general public is crucial. However, as is the case with many types of planning documents, not every airport requires the same level of security personnel and procedures. A small recreational general aviation airport often needs only to prevent aircraft and property theft, while a large commercial airport will typically have multiple levels of security personnel and equipment. As a result, such security planning is typically done by the individual airport. Regardless of the level of security measures

employed, possession of a written security plan is important to all airports, both as a means of protecting airport users and the public, and as an additional tool to protect a community or state's investment in its airports. As shown in Figure 5-40, 16 percent of airports in Idaho have adopted written GA security procedures.

While no specific target has been developed for the future system for this benchmark, ITD should monitor the progress of additional airports that adopt written GA security procedures.

Figure 5-40: System Performance: Airports With Written GA Airport Security Procedures



Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: March 2009

Percent of Airports That Support Fire Fighting

Current Performance	Target Performance
69% of All Airports	Monitor

Aerial firefighting in Idaho is vital to the health and management of Idaho's national forests and rangeland areas, and the protection of its communities. Thus, forest and rangeland fire fighting is another emergency operation that airports in Idaho must be ready to support when the situation arises.

Figure 5-41 presents all IASP airports that noted they support aerial fire fighting operations on a daily, weekly, monthly, seasonal, or occasional basis during the inventory effort. Figure 5-42 shows the percentage of airports by role supporting such activity. There is a diverse level of activity ranging from the Basic Service airports to the Commercial Service airports with the most frequent activity occurring at the Commercial Service Airports. In addition, Figure 5-43 depicts each IASP airport and its geographic proximity to forest lands and Bureau of Land Management areas. It is important to note that Coeur D'Alene-Pappy Boyinton Field, Grangeville Idaho County, McCall Municipal, and Boise Air Terminal are designated as fire bases in Idaho. Proximity of these fire bases to forest and rangeland areas decreases response time and costs for aerial fire fighting activity. This benchmark is considered informational and ITD should continue to monitor which system airports support fire fighting activities.

Figure 5-41: Airport Performance: Airports That Support Fire Fighting

Associated City	*Airport Name*	*Supporting Fire Fighting Activities*	*Frequency of Activity*
Commercial Service			
Boise	Boise Air Terminal/Gowen Field	Yes	Monthly
Hailey	Friedman Memorial Airport	Yes	Daily
Idaho Falls	Idaho Falls Regional	Yes	Monthly
Lewiston	Lewiston-Nez Perce County	Yes	Monthly
Pocatello	Pocatello Regional	Yes	Daily
Pullman	Pullman-Moscow Regional	Yes	Monthly
Twin Falls	Joslin Field - Magic Valley Regional	Yes	Daily
Regional Business			
American Falls	American Falls	Yes	Daily
Blackfoot	McCarley Field	No	Never
Bonners Ferry	Boundary County	Yes	Daily
Caldwell	Caldwell Industrial	Yes	Monthly
Challis	Challis Airport	Yes	Daily
Coeur D'Alene	Coeur D'Alene - Pappy Boyington Field	Yes	Daily

Figure 5-41: Airport Performance: Airports That Support Fire Fighting (cont.)

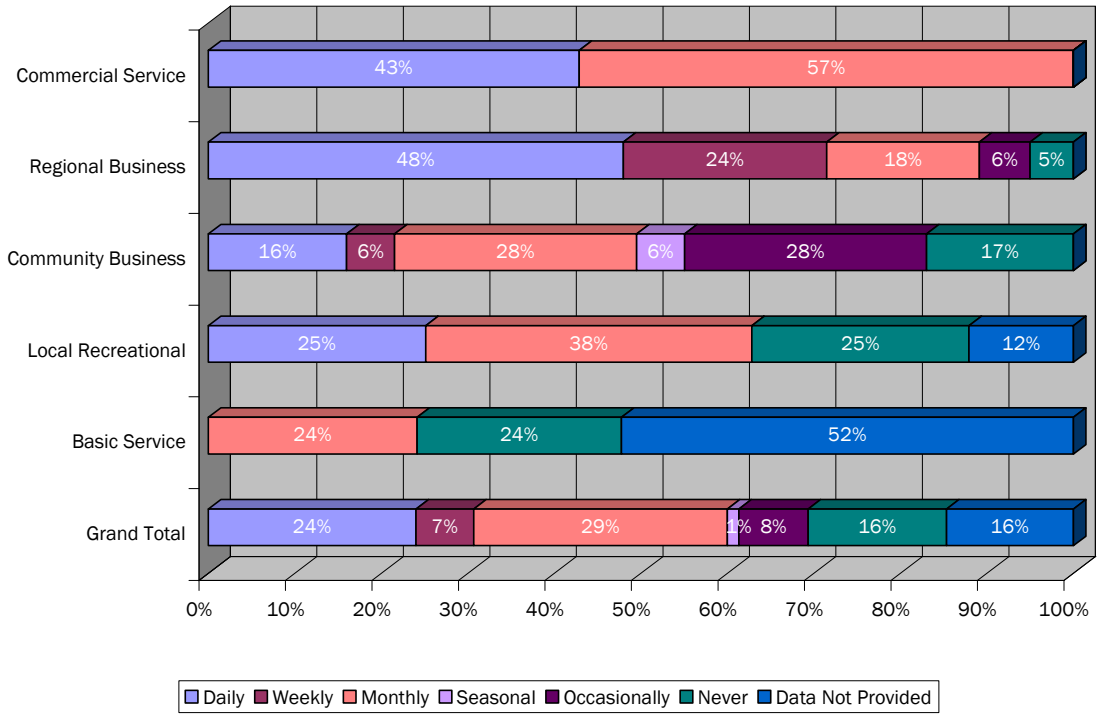
Associated City	*Airport Name*	*Supporting Fire Fighting Activities*	*Frequency of Activity*
Driggs	Driggs-Reed Memorial	Yes	Daily
Gooding	Gooding Municipal	Yes	Weekly
Grangeville	Idaho County	Yes	Daily
Jerome	Jerome County	Yes	Monthly
McCall	McCall Municipal	Yes	Daily
Mountain Home	Mountain Home Municipal	Yes	Weekly
Nampa	Nampa Municipal	Yes	Weekly
Rexburg	Rexburg-Madison County	Yes	Occasionally
Rigby	Rigby-Jefferson	Yes	Monthly
Salmon	Lemhi County	Yes	Daily
Sandpoint	Sandpoint	Yes	Weekly
Community Business			
Arco	Arco-Butte County	Yes	Seasonal
Buhl	Buhl Municipal	Yes	Occasionally
Burley	Burley Municipal	Yes	Daily
Cascade	Cascade	Yes	Daily
Cottonwood	Cottonwood Municipal	Yes	Monthly
Council	Council Municipal	Yes	Occasionally
Downey	Downey/Hyde Memorial	Yes	Occasionally
Homedale	Homedale Municipal	No	Never
Kellogg	Shoshone County	Yes	Monthly
Nez Perce	Nez Perce Municipal	Yes	Occasionally
Orofino	Orofino Municipal	Yes	Weekly
Paris	Bear Lake County	Yes	Monthly
Parma	Parma	No	Never
Preston	Preston	Yes	Monthly
Soda Springs	Allen H Tigert	Yes	Monthly
St. Anthony	Stanford Field	No	Never
St. Maries	St. Maries Municipal	Yes	Daily
Weiser	Weiser Municipal	Yes	Occasionally
Local Recreational			
Aberdeen	Aberdeen Municipal	No	Never
Big Creek	Big Creek	Yes	Monthly
Coolin	Cavanaugh Bay	Yes	Monthly
Craigmont	Craigmont Municipal	Yes	Daily
Emmett	Emmett Municipal	Yes	Monthly
Galena	Smiley Creek	Yes	Monthly
Garden Valley	Garden Valley	Yes	Daily
Hazelton	Hazelton Municipal	No	Never

Figure 5-41: Airport Performance: Airports That Support Fire Fighting (cont.)

Associated City	*Airport Name*	*Supporting Fire Fighting Activities*	*Frequency of Activity*
Kamiah	Kamiah Municipal	Yes	Monthly
Kooskia	Kooskia Municipal	Yes	Monthly
Payette	Payette Municipal	No	Never
Porthill	Eckhart International	Data Not Provided	Unknown
Priest River	Priest River Muni.	Data Not Provided	Unknown
Rockford	Rockford Municipal	No	Never
Stanley	Stanley	Yes	Daily
Yellow Pine	Johnson Creek	Yes	Daily
Basic Service			
Bancroft	Bancroft Municipal	No	Never
Carey	Carey	Data Not Provided	Unknown
Coeur D'Alene	Brooks SPB	No	Never
Donnelly	Donald D Coski Memorial	Data Not Provided	Unknown
Dubois	Dubois Municipal	Yes	Monthly
Elk City	Elk City	Yes	Monthly
Fairfield	Camas County	Data Not Provided	Unknown
Glenns Ferry	Glenns Ferry Municipal	Data Not Provided	Unknown
Howe	Howe Municipal	No	Never
Leadore	Leadore	Data Not Provided	Unknown
Lewiston	Snake River SPB	No	Never
Mackay	Mackay	Data Not Provided	Unknown
Malad City	Malad City	Yes	Monthly
Midvale	Lee Williams Memorial	Data Not Provided	Unknown
Mud Lake	Mud Lake/W Jefferson County	Data Not Provided	Unknown
Murphy	Murphy	Data Not Provided	Unknown
Oakley	Oakley Municipal	Yes	Monthly

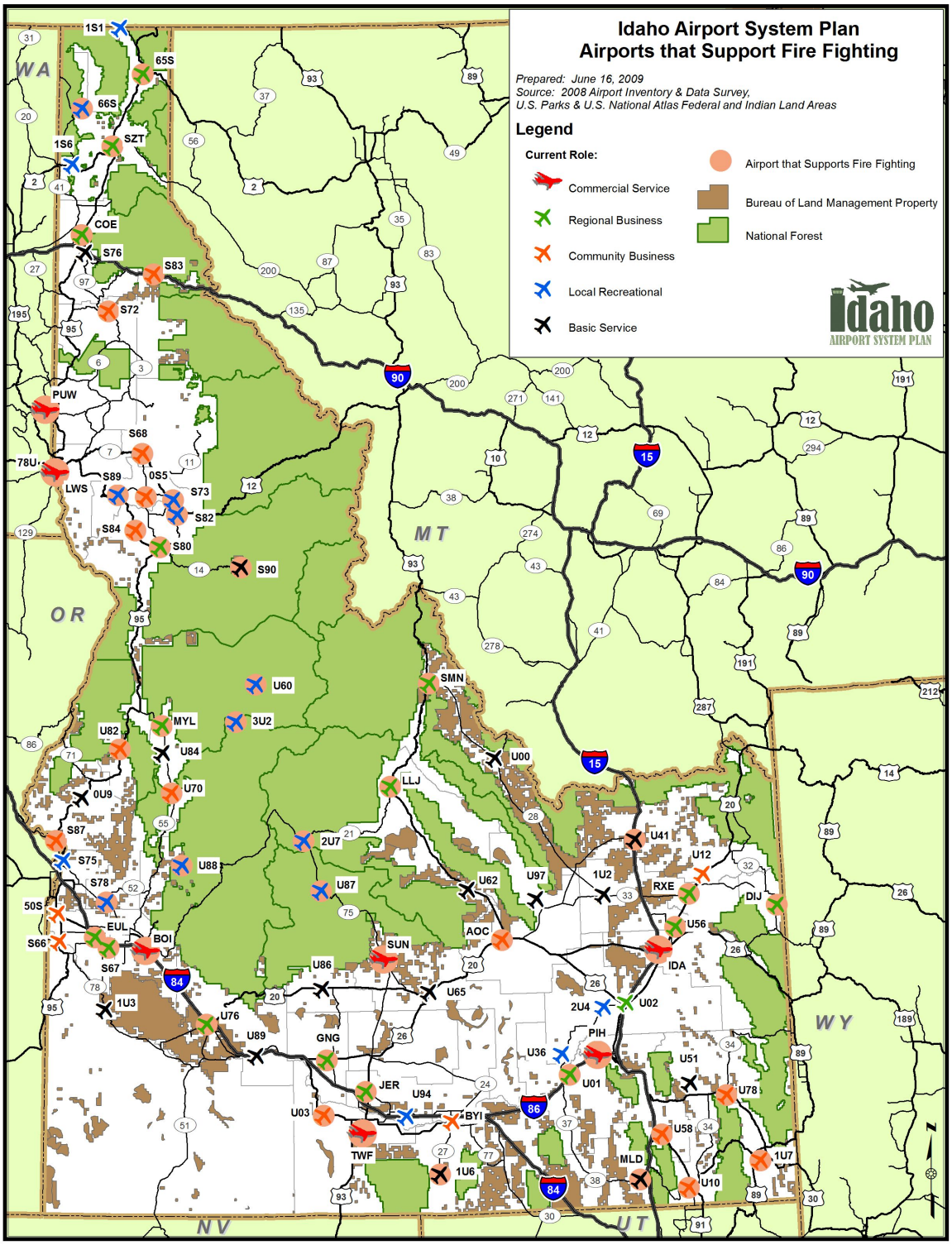
Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: March 2009

Figure 5-42: System Performance: Airports That Support Fire Fighting



Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: March 2009

Figure 5-43: Airports That Support Fire Fighting



PERFORMANCE MEASURE: ECONOMIC SUPPORT

The ability of the airport system to support the economic growth and diversification of the state's economy is another important performance measure included in the IASP. Companies and businesses usually consider the existence and efficiency of air transportation facilities when expanding or developing in a certain region.

The following benchmarks are used to evaluate the system for its ability to adequately support the state's economy:

- Percent of Population Within 30 Minutes of an Airport Capable of Meeting Business User Needs (5,000' Runway, Jet Fuel, Instrument Approach)
- Percent of Businesses With the Propensity to Use Aviation Within 30 Minutes of a System Airport
- Percent of Airports That Accommodate Aerial Application Services
- Airports Accommodating Instrument Flight Rules (IFR) Operations From Outside Idaho
- Percent of Airports With Air Cargo/Freight Activities
- Recreational Areas Served by "Portal" Airports

Percent of Population Within 30 Minutes of an Airport Capable of Meeting Business User Needs (5,000' Runway, Jet Fuel, Instrument Approach)

Current Performance	Target Performance
Area: 7%	Area: 11%
Population: 70%	Population: 79%

Corporations around the world are increasingly employing business jets and other aircraft to enhance their ability to quickly and efficiently conduct business with regional operations, clients, and suppliers. Idaho airports that can accommodate these aircraft benefit their communities through increased access by corporations with business aircraft fleets. Airports that can act as a base for such aircraft are assets to their respective communities and can be used to help attract new business as well.

Business aircraft users generally require a certain set of facilities and services for safe and convenient operations at an airport. Among these facilities are a 5,000-foot long runway, jet fuel availability, and an instrument approach. As indicated in Figure 5-44, 70 percent of Idaho's population is within 30 minutes of an airport currently meeting business user needs as defined above.

The target performance established for this benchmark is to have 79 percent of Idaho's population and 11 percent of its land area within 30 minutes of an airport capable of meeting business user needs. If all Regional Business and Community Business airports meet their facility and service objectives, coverage would increase to 79 percent of the population and 11 percent of the Idaho's area as shown in Figure 5-45, thus meeting the target.

Figure 5-44: Percent of Population Within 30 Minutes of an Airport Capable of Meeting Business User Needs (5,000 ft Runway, Jet Fuel, Instrument Approach)

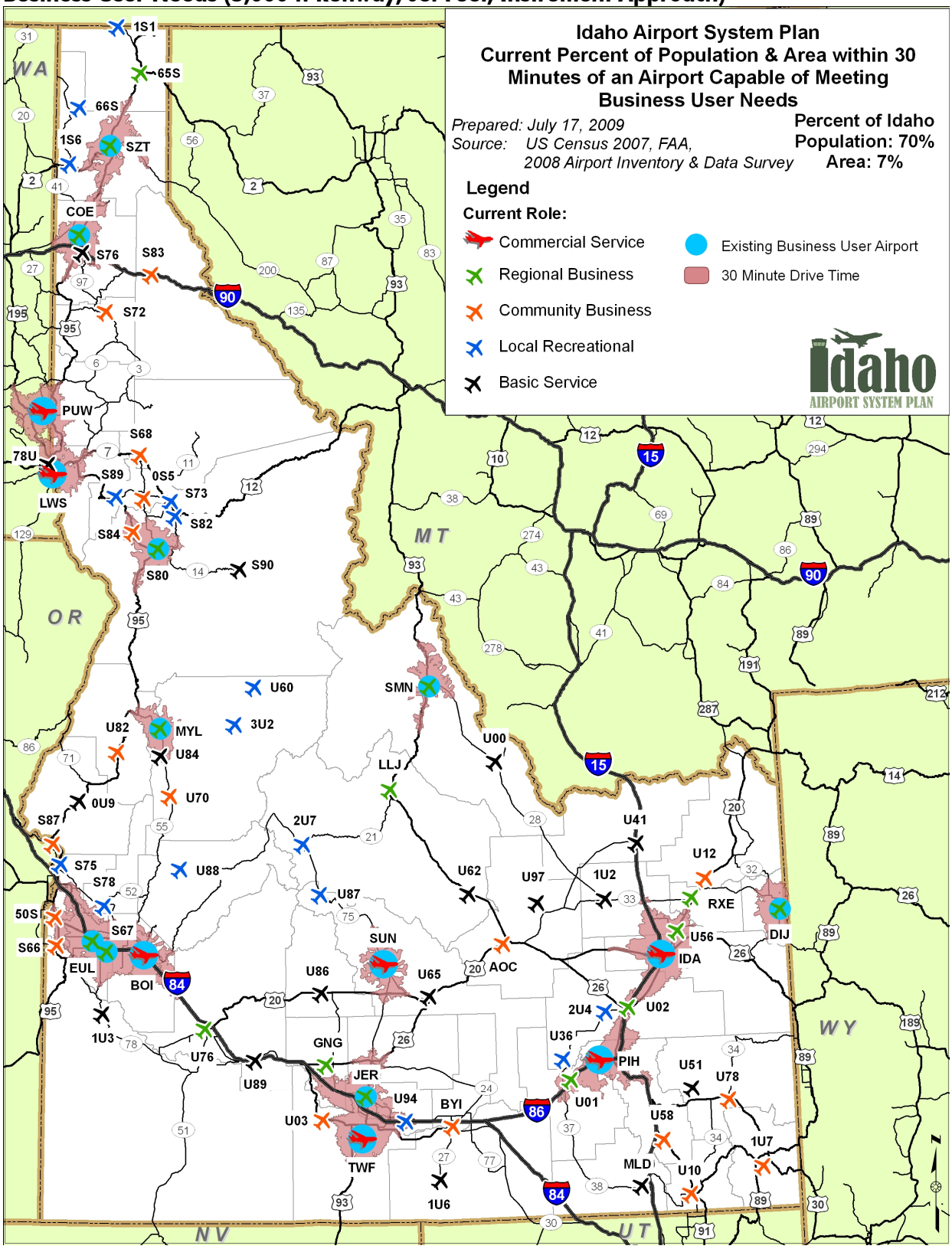
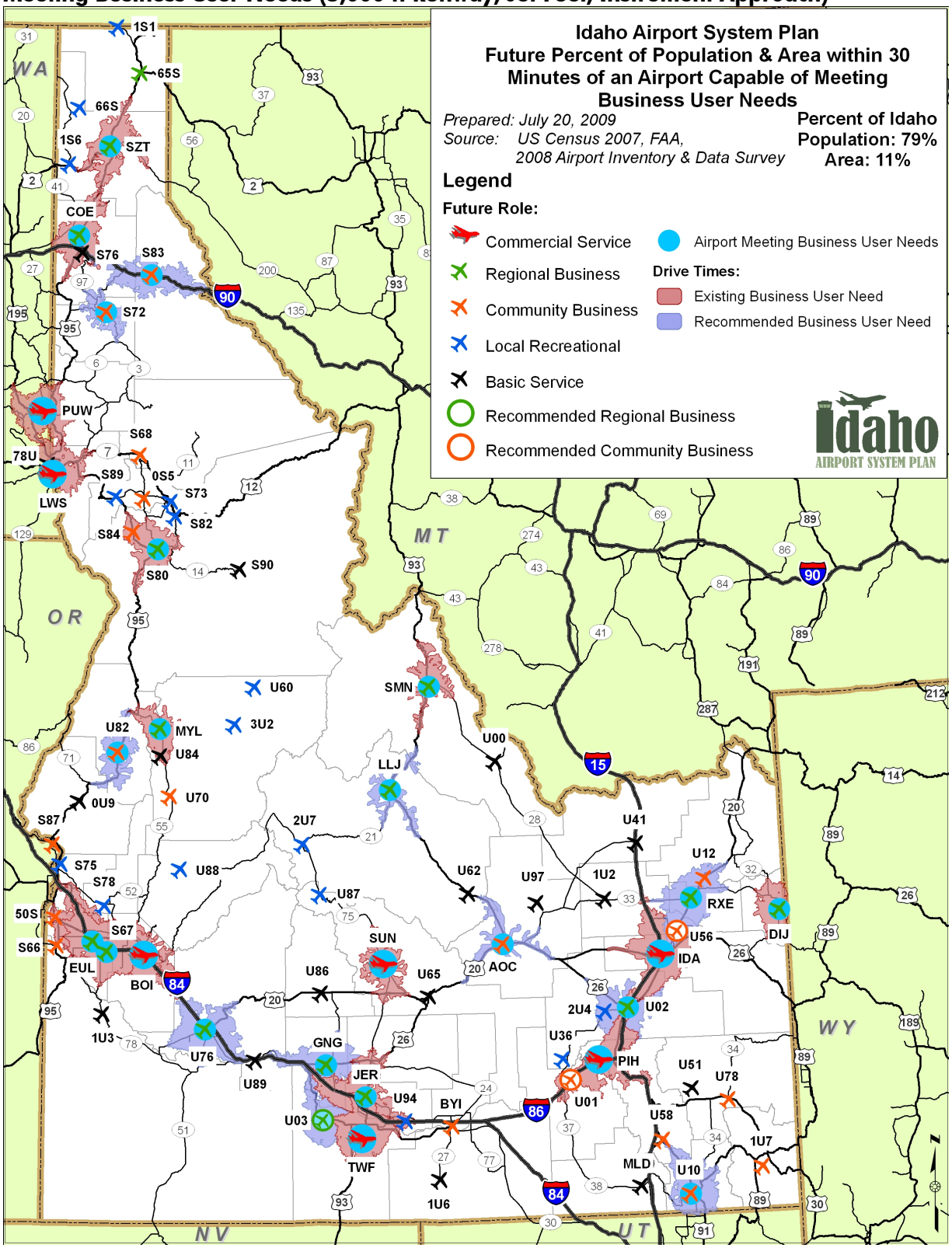


Figure 5-45: Future Percent of Population Within 30 Minutes of an Airport Capable of Meeting Business User Needs (5,000 ft Runway, Jet Fuel, Instrument Approach)



Percent of Businesses With the Propensity to Use Aviation Within 30 Minutes of a System Airport

Current Performance	Target Performance
100% of Businesses	Monitor

In order to understand the business-related demand for Idaho airports, employers or businesses within Idaho with a propensity to use aviation were identified. Information was collected from www.infoUSA.com which is a comprehensive database of over 14 million businesses within the United States. The North American Industry Classification System (NAICS) codes of businesses utilizing aviation services were identified through thousands of business surveys responses. Figure 5-46 reflects that 100 percent of businesses identified as having a likelihood of utilizing aviation are currently within 30 minutes of a study airport. The target performance established for this benchmark is for ITD to monitor the performance as conditions change.

Percent of Airports That Accommodate Aerial Application Services

Current Performance	Target Performance
47% of All Airports	Monitor

Aerial application services or agricultural spraying is a common aviation activity in Idaho, especially in the farming regions of the state. Specially equipped aircraft spray pesticides or fertilizers over designated agricultural areas as part of their business to protect their crops from pests and disease. In emergency situations, these aircraft may also be equipped to help control forest fires in Idaho.

Figure 5-47 lists those airports providing aerial application services as reported during the inventory effort. As shown in Figure 5-48, airport managers also reported the frequency of aerial application activity from daily to never. Figure 5-49 graphically depicts those airports that have aerial application services, as well as the cultivated land units in the state. Data on cultivated land units was gathered from data provided by the U.S. Department of Agriculture Farm Service Agency to a GIS clearinghouse based on a February 2008 publication. The target performance established for this benchmark is for ITD to monitor the performance as conditions change.

Figure 5-46: Percent of Businesses with the Propensity to Use Aviation Within 30 Minutes of a System Airport

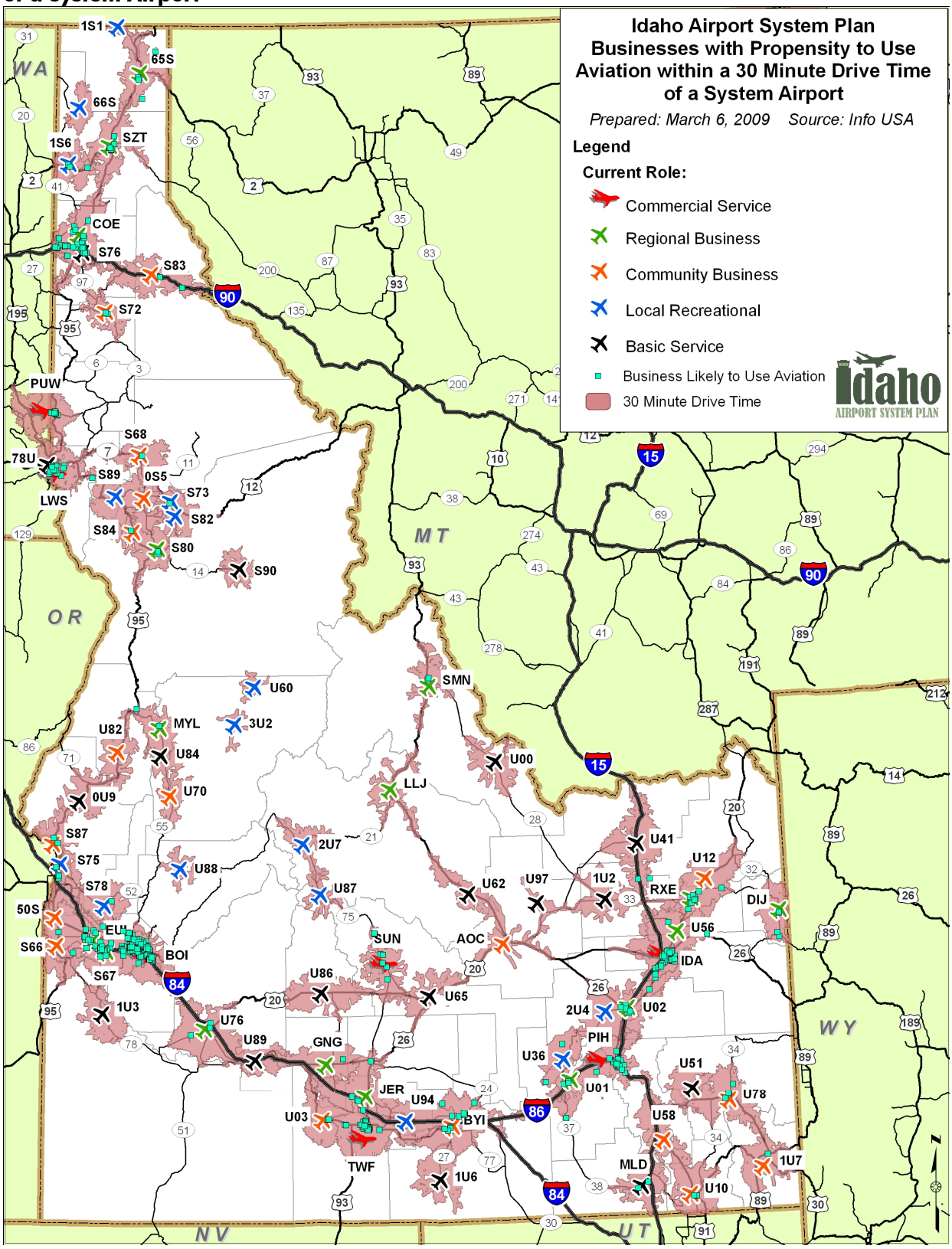


Figure 5-47: Airport Performance – Airports that Accommodate Aerial Application Services

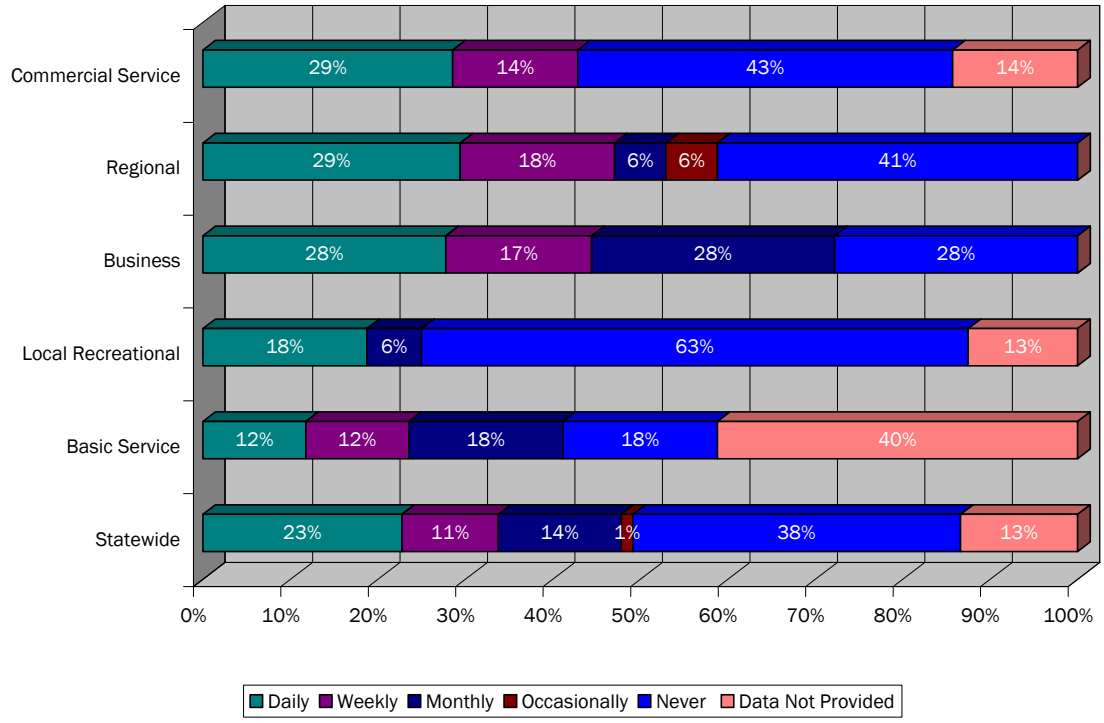
Associated City	*Airport Name*	*Airports Providing Aerial Application Services*	*Frequency of Aerial Application Services*
Commercial Service			
Boise	Boise Air Terminal/Gowen Field	No	Never
Hailey	Friedman Memorial Airport	No	Never
Idaho Falls	Idaho Falls Regional	Data Not Provided	Unknown
Lewiston	Lewiston-Nez Perce County	Yes	Weekly
Pocatello	Pocatello Regional	No	Never
Pullman	Pullman-Moscow Regional	Yes	Daily
Twin Falls	Joslin Field - Magic Valley Regional	Yes	Daily
Regional Business			
American Falls	American Falls	Yes	Daily
Blackfoot	McCarley Field	Yes	Daily
Bonners Ferry	Boundary County	Yes	Weekly
Caldwell	Caldwell Industrial	No	Never
Challis	Challis Airport	Yes	Weekly
Coeur D'Alene	Couer D'Alene - Pappy Boyington Field	No	Never
Driggs	Driggs-Reed Memorial	No	Never
Gooding	Gooding Municipal	Yes	Daily
Grangeville	Idaho County	Yes	Occasionally
Jerome	Jerome County	Yes	Daily
McCall	McCall Municipal	No	Never
Mountain Home	Mountain Home Municipal	Yes	Daily
Nampa	Nampa Municipal	No	Never
Rexburg	Rexburg-Madison County	Yes	Weekly
Rigby	Rigby-Jefferson	Yes	Monthly
Salmon	Lemhi County	No	Never
Sandpoint	Sandpoint	No	Never
Community Business			
Arco	Arco-Butte County	Yes	Weekly
Buhl	Buhl Municipal	Yes	Weekly
Burley	Burley Municipal	Yes	Daily
Cascade	Cascade	Yes	Monthly
Cottonwood	Cottonwood Municipal	Yes	Monthly
Council	Council Municipal	No	Never
Downey	Downey/Hyde Memorial	Yes	Daily
Homedale	Homedale Municipal	Yes	Weekly
Kellogg	Shoshone County	No	Never
Nez Perce	Nez Perce Municipal	Yes	Daily
Orofino	Orofino Municipal	No	Never
Paris	Bear Lake County	Yes	Monthly
Parma	Parma	No	Never
Preston	Preston	Yes	Monthly

Figure 5-47: Airport Performance – Airports that Accommodate Aerial Application Services (cont.)

Associated City	*Airport Name*	*Airports Providing Aerial Application Services*	*Frequency of Aerial Application Services*
Soda Springs	Allen H Tigert	Yes	Monthly
St. Anthony	Stanford Field	Yes	Daily
St. Maries	St. Maries Municipal	No	Never
Weiser	Weiser Municipal	Yes	Daily
Local Recreational			
Aberdeen	Aberdeen Municipal	Yes	Daily
Big Creek	Big Creek	No	Never
Coolin	Cavanaugh Bay	No	Never
Craigmont	Craigmont Municipal	Yes	Daily
Emmett	Emmett Municipal	No	Never
Galena	Smiley Creek	No	Never
Garden Valley	Garden Valley	No	Never
Hazelton	Hazelton Municipal	Yes	Daily
Kamiah	Kamiah Municipal	No	Never
Kooskia	Kooskia Municipal	Data Not Provided	Unknown
Payette	Payette Municipal	No	Never
Porthill	Eckhart International	Data Not Provided	Unknown
Priest River	Priest River Muni.	No	Never
Rockford	Rockford Municipal	Yes	Monthly
Stanley	Stanley	No	Never
Yellow Pine	Johnson Creek	No	Never
Basic Service			
Bancroft	Bancroft Municipal	Yes	Daily
Carey	Carey	Data Not Provided	Unknown
Coeur D'Alene	Brooks SPB	No	Never
Donnelly	Donald D Coski Memorial	Data Not Provided	Unknown
Dubois	Dubois Municipal	Yes	Weekly
Elk City	Elk City	No	Never
Fairfield	Camas County	Data Not Provided	Unknown
Glenns Ferry	Glenns Ferry Municipal	Yes	Weekly
Howe	Howe Municipal	Yes	Daily
Leadore	Leadore	Data Not Provided	Unknown
Lewiston	Snake River SPB	Yes	Weekly
Mackay	Mackay	Data Not Provided	Unknown
Malad City	Malad City	Yes	Monthly
Midvale	Lee Williams Memorial	Yes	Monthly
Mud Lake	Mud Lake/W Jefferson County	Data Not Provided	Unknown
Murphy	Murphy	Data Not Provided	Unknown
Oakley	Oakley Municipal	Yes	Monthly

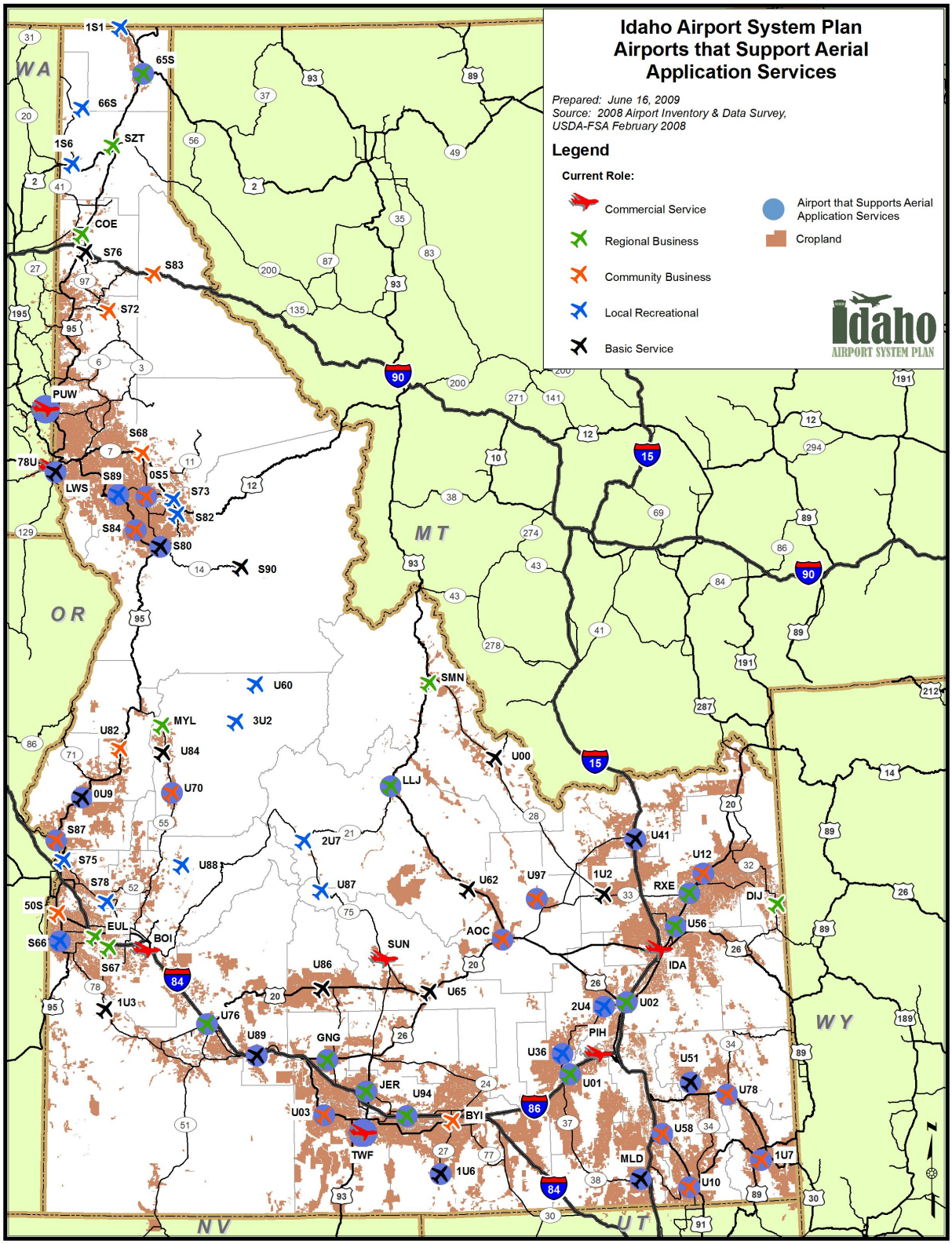
Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: March 2009

Figure 5-48: System Performance – Airports that Accommodate Aerial Application Services



Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: March 2009

Figure 5-49: Airports that Accommodate Aerial Application Services



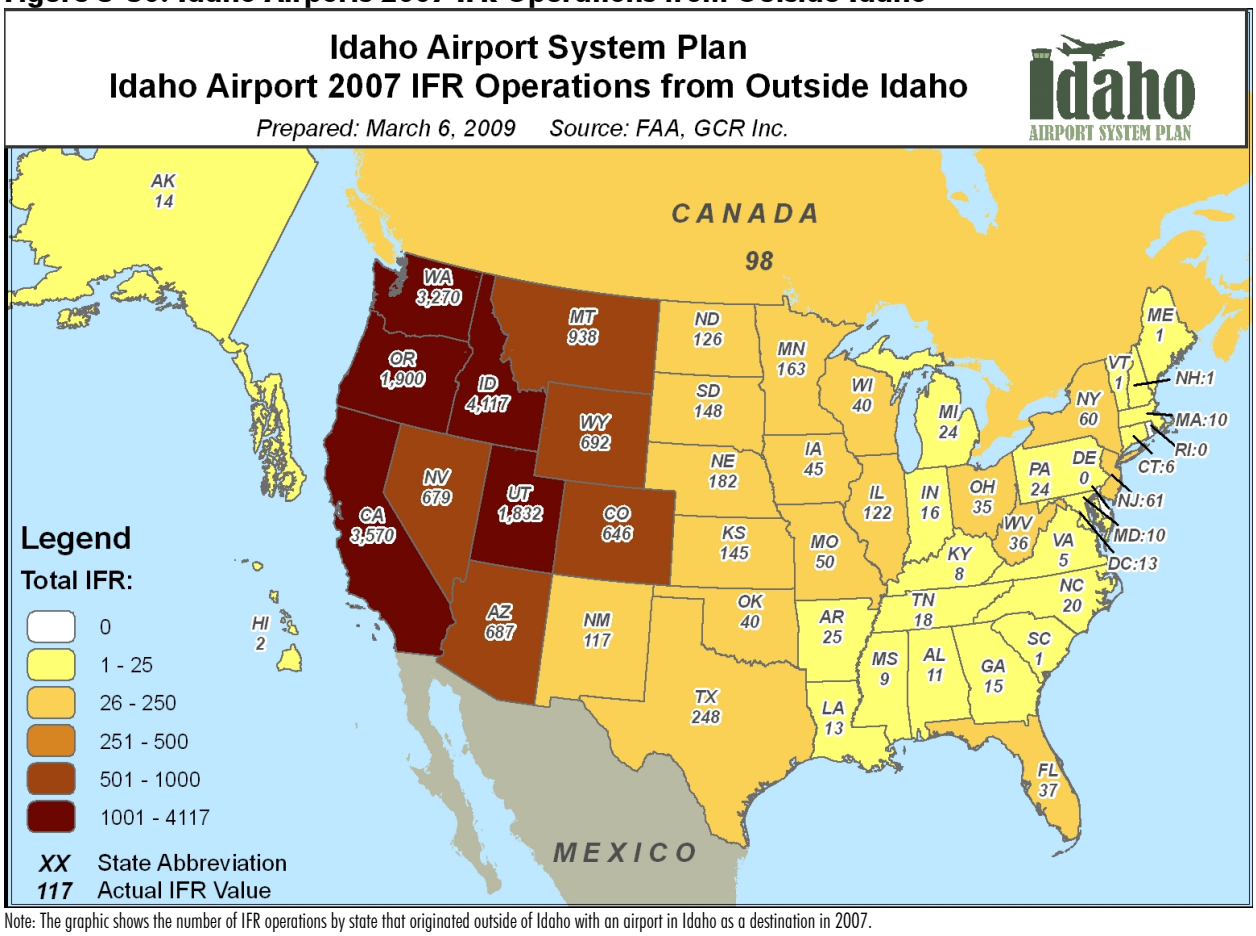
Airports Accommodating Instrument Flight Rules (IFR) Operations From Outside Idaho

Current Performance	Target Performance
45% of All Airports	Monitor

To identify airports in Idaho that provide the greatest contribution to the national air transportation system, as well as airports serving many of the business-related operations, IFR flight plan data for calendar year 2007 was reviewed. Specifically, the number of IFR arrivals conducted by aircraft originating outside the state of Idaho to each of the system airports was compiled.

The majority of IFR operations in Idaho, particularly those originating outside Idaho, are attributable to airline, air cargo and general aviation business aircraft activity. Figure 5-50 identifies the number of IFR operations by state that originated outside of Idaho with an airport in Idaho as a destination in 2007. As would be expected, states in the surrounding western United States had the highest number of originations, as it is possible for a wider range of aircraft to travel non-stop from these states to Idaho. Figure 5-51 illustrates the number of IFR arrivals that occurred at each system airport during 2007. Boise Air Terminal/Gowen Field, Friedman Memorial, Coeur D'Alene - Pappy Boyington Field, Idaho Falls Regional, and Joslin Field-Magic Valley Regional airports received the highest number of IFR arrivals from outside the state. All five of these airports have the facilities and services available to accommodate all classes of general aviation business class aircraft and are located in close proximity to many business and tourism destinations. Additionally, with the exception of Coeur D'Alene - Pappy Boyington Field, all of these airports serve commercial airlines and account for significant IFR traffic. The number of IFR arrivals during 2007 ranged from over 6,500 at Boise Air Terminal/Gowen Field to none at several general aviation airports. Figure 5-52 identifies the total number of IFR arrivals at each system airport that originated from outside Idaho. Additionally the five most common states that IFR flights originated from are depicted. The target performance established for this benchmark is for ITD to monitor the performance as conditions change.

Figure 5-50: Idaho Airports 2007 IFR Operations from Outside Idaho



Note: The graphic shows the number of IFR operations by state that originated outside of Idaho with an airport in Idaho as a destination in 2007.

Figure 5-51: Idaho Airport 2007 IFR Arrivals

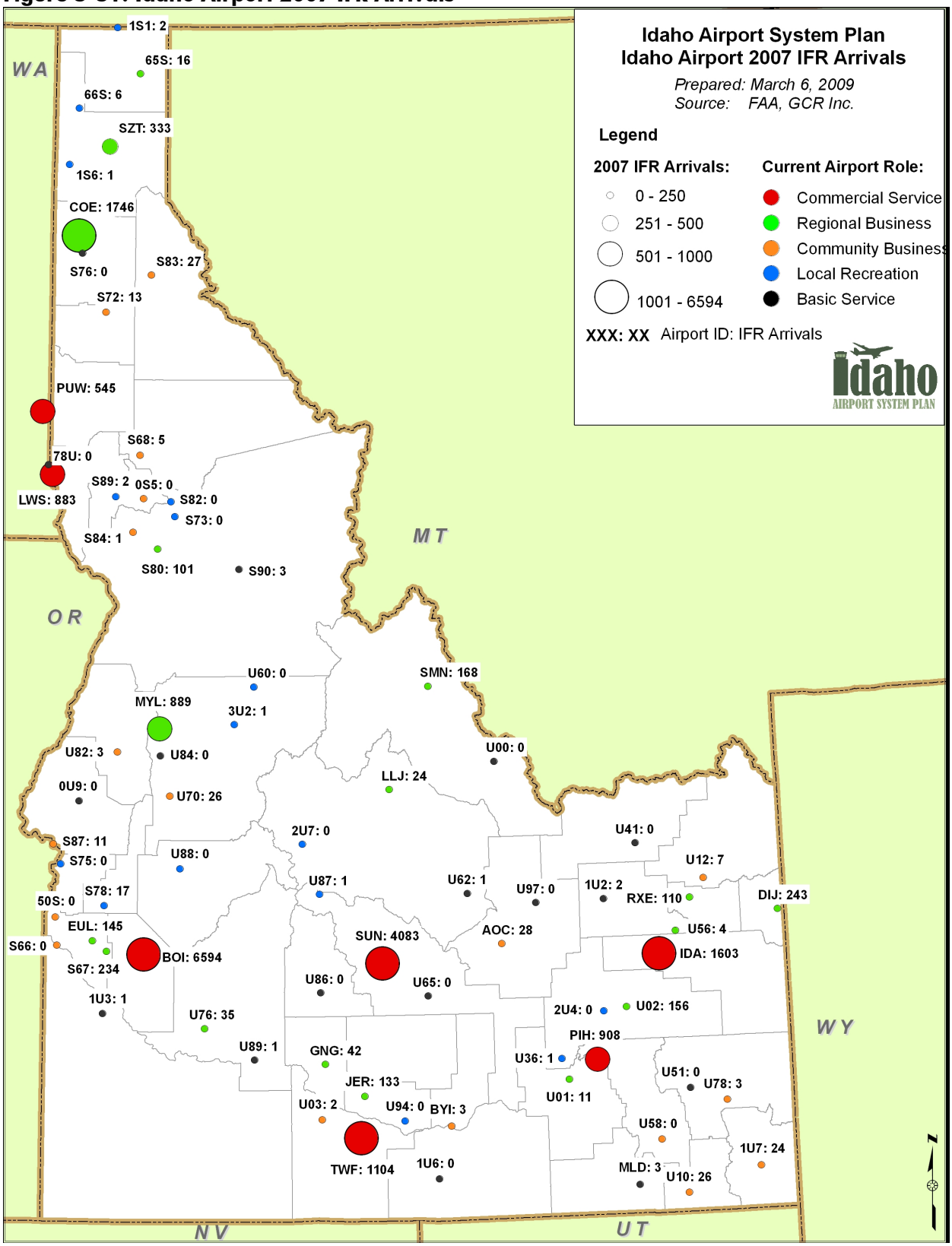


Figure 5-52: IFR Arrivals Originating Outside Idaho

Associated City	Airport Name	Classification	Total IFR Arrivals from outside Idaho	Top Five Origin States for IFR Arrivals (State Abbreviation - IFR Arrivals)				
Boise	Boise Air Terminal/Gowen Field	Commercial Service	5257	CA-1012	WA-993	OR-748	UT-636	MT-310
Hailey	Friedman Memeorial Airport	Commercial Service	3614	CA-1455	WA-656	UT-261	OR-232	CO-154
Coeur D'Alene	Coeur D'Alene - Pappy Boyington Field	Regional Business	1431	WA-407	OR-275	CA-262	MT-107	AZ-77
Idaho Falls	Idaho Falls Regional	Commercial Service	1188	UT-338	CA-129	CO-104	WA-85	OR-75
Twin Falls	Joslin Field - Magic Valley Regional	Commercial Service	862	CA-186	WA-120	UT-116	OR-63	CO-62
Lewiston	Lewiston-Nez Perce County	Commercial Service	696	WA-369	OR-133	MT-81	CA-22	AZ-18
Pocatello	Pocatello Regional	Commercial Service	649	UT-173	WY-153	CA-59	MT-40	WA-39
McCall	McCall Municipal	Regional Business	556	CA-167	WA-104	OR-92	UT-49	AZ-45
Pullman	Pullman-Moscow Regional	Commercial Service	443	WA-207	OR-58	CA-35	MT-30	TX-25
Sandpoint	Sandpoint	Regional Business	287	WA-131	CA-33	OR-30	MT-22	UT-16
Driggs	Driggs-Reed Memorial	Regional Business	219	CA-40	UT-37	CO-21	WY-18	WA-13
Nampa	Nampa Municipal	Regional Business	195	WA-47	CA-35	OR-31	UT-25	MT-17
Blackfoot	McCarley Field	Regional Business	111	MT-26	AZ-18	CA-18	OR-10	CO-8
Caldwell	Caldwell Industrial	Regional Business	111	OR-24	CA-19	WA-18	UT-14	CO-6
Jerome	Jerome County	Regional Business	108	CA-35	UT-19	CO-12	NV-10	AZ-8
Salmon	Lemhi County	Regional Business	102	MT-34	OR-16	WA-11	CO-10	CA-7
Rexburg	Rexburg-Madison County	Regional Business	87	UT-36	CA-22	WA-5	MT-4	NV-4
Grangeville	Idaho County	Regional Business	55	WA-14	MT-11	CA-10	OR-10	CO-4
Gooding	Gooding Municipal	Regional Business	27	WA-10	CA-8	AZ-1	CO-1	AZ-1
Kellogg	Shoshone County	Community Business	26	OR-19	WA-3	CA-2	ND-1	UT-1
Mountain Home	Mountain Home Municipal	Regional Business	22	WA-6	MT-5	OR-4	UT-2	AZ-1
Cascade	Cascade	Community Business	22	OR-12	CA-2	MT-2	WA-2	WY-2
Paris	Bear Lake County	Community Business	22	UT-7	CO-4	AZ-3	CA-2	WA-2
Challis	Challis Airport	Regional Business	17	WA-5	CA-3	CO-3	UT-2	WY-2

Figure 5-52: IFR Arrivals Originating Outside Idaho (cont.)

Associated City	*Airport Name*	*Classification*	*Total IFR Arrivals from outside Idaho*	*Top Five Origin States for IFR Arrivals (State Abbreviation - IFR Arrivals)*				
Bonners Ferry	Boundary County	Regional Business	14	MT-5	MO-4	WA-2	CA-1	OR-1
Preston	Preston	Community Business	12	MT-8	WA-2	CO-1	OR-1	
Emmett	Emmett Municipal	Local Recreational	10	UT-8	NV-1	OR-1		
American Falls	American Falls	Regional Business	10	NV-3	MT-2	OR-2	AZ-1	CA-1
Arco	Arco-Butte County	Community Business	9	CO-3	CA-2	KS-1	OR-1	UT-1
St. Maries	St. Maries Municipal	Community Business	9	WA-5	CA-2	OR-2		
Weiser	Weiser Municipal	Community Business	7	WA-5	OR-2			
Coolin	Cavanaugh Bay	Local Recreational	6	WA-4	UT-1	OR-1		
St. Anthony	Stanford Field	Community Business	4	UT-4				
Orofino	Orofino Municipal	Community Business	3	WA-1	CA-1	CO-1		
Rigby	Rigby-Jefferson	Regional Business	3	NV-1	OR-1	UT-1		
Elk City	Elk City	Basic Service	3	OR-2	UT-1			
Burley	Burley Municipal	Community Business	2	AZ-1	UT-1			
Porthill	Eckhart International	Local Recreational	2	CAN-2				
Mud Lake	Mud Lake/W Jefferson Cnty	Basic Service	2	UT-1	WY-1			
Craigmont	Craigmont Municipal	Local Recreational	2	OR-2				
Malad City	Malad City	Basic Service	1	WY-1				
Council	Council Municipal	Community Business	1	MT-1				
Buhl	Buhl Municipal	Community Business	1	CO-1				
Priest River	Priest River Municipal	Local Recreational	1	WA-1				
Murphy	Murphy	Basic Service	1	WA-1				
Yellow Pine	Johnson Creek	Local Recreational	1	OR-1				
Cottonwood	Cottonwood Municipal	Community Business	1	WA-1				
Aberdeen	Aberdeen Municipal	Local Recreational	1	UT-1				
Galena	Smiley Creek	Local Recreational	1	OR-1				

Source: FAA, GCR Inc., and Wilbur Smith Associates
Prepared: March 2009

Percent of Airports With Air Cargo/Freight Activities

Current Performance	Target Performance
27% of All Airports	Monitor

Airports with scheduled and/or charter air cargo flights are an economic resource to communities and regions within Idaho. Although providing this service is not a system plan objective for any airport, this type of activity is still recognized as having significant economic value. Airports that currently report supporting air cargo activity are depicted in Figure 5-53. As shown in Figure 5-54, 27 percent of the IASP airports report some type of air cargo activity with the largest role category being Commercial Service airports at 86 percent.

The four types of air cargo carriers include integrated express carriers, all-cargo operators, commercial air carriers, and ad hoc cargo operators. Integrated express carriers such as United Parcel Service (UPS) and Federal Express (FedEx) operate a scheduled fleet of aircraft, trucks, and couriers offering door-to-door service. All-cargo operators such as Atlas Air Cargo and Gemini offer wide-body jet service from one major airport to another. Commercial air carriers such as United and Delta are scheduled passenger airlines that move cargo in the bellies of their aircraft. Lastly, ad hoc cargo operators such as Grand Aire or Air Cargo Masters offer unscheduled air charter operations in the transporting goods between cities.

In addition to the information gathered during the inventory effort, airline cargo traffic was evaluated to determine the scheduled cargo operators in Idaho. The following operators are involved with air cargo/freight activities in Idaho at the indicated cities:

- Ameriflight (United Parcel Service Feeder)
  - Serving Boise, Idaho Falls, Lewiston, Pocatello, Twin Falls
- Empire Airways (Federal Express Feeder)
  - Serving Idaho Falls, Lewiston
- Federal Express
  - Serving Boise
- United Parcel Service
  - Serving Boise
- Worldwide Flight Express (Federal Express Feeder)
  - Serving Boise, Coeur D' Alene, Idaho Falls, Lewiston, Pocatello, Twin Falls

It is also important to understand where cargo is flown once it leaves Idaho. Scheduled air cargo traffic is flown through Casper, Memphis, Sacramento, Salt Lake City, Seattle, and Spokane. Only flights from Boise utilize wide-body jet aircraft due to most of the state's cargo traffic activity is transported through Boise. ITD should continue to monitor which airports support air cargo operations and the types of operations they support.

Figure 5-53: Airport Performance – Percent of Airports with Air Cargo/Freight Activities

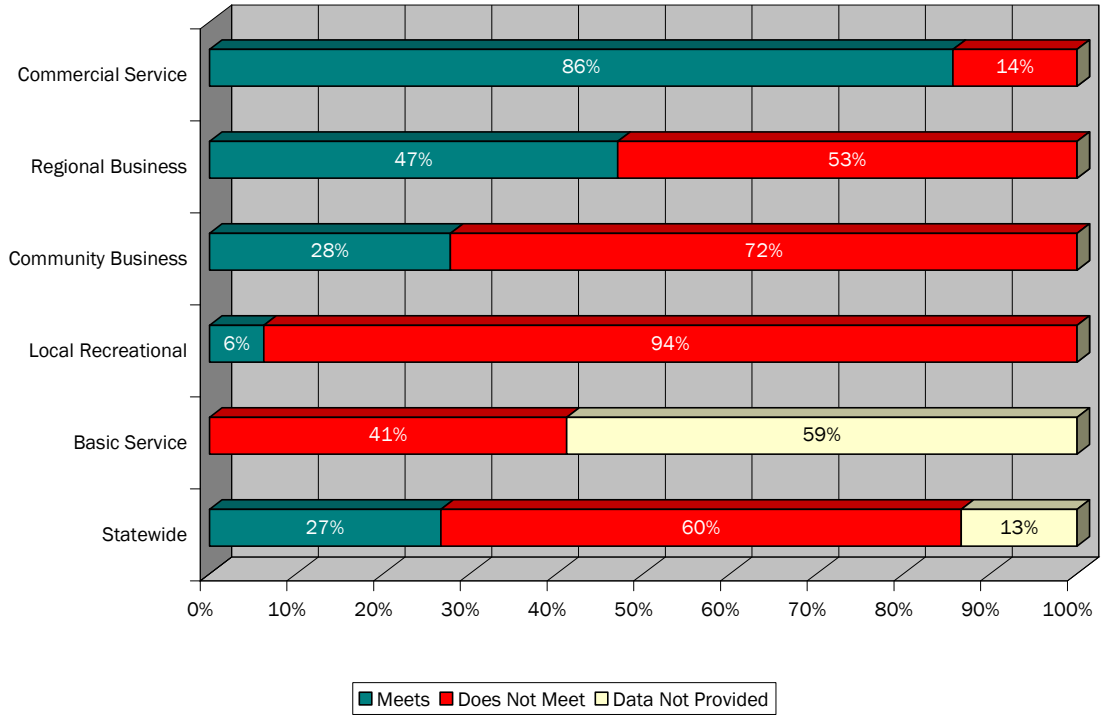
Associated City	*Airport Name*	*Airports with Air Cargo/Freight Activities*
Commercial Service		
Boise	Boise Air Terminal/Gowen Field	Yes
Hailey	Friedman Memorial Airport	Yes
Idaho Falls	Idaho Falls Regional	Yes
Lewiston	Lewiston-Nez Perce County	Yes
Pocatello	Pocatello Regional	Yes
Pullman	Pullman-Moscow Regional	No
Twin Falls	Joslin Field - Magic Valley Regional	Yes
Regional Business		
American Falls	American Falls	No
Blackfoot	McCarley Field	No
Bonners Ferry	Boundary County	Yes
Caldwell	Caldwell Industrial	No
Challis	Challis Airport	No
Coeur D'Alene	Coeur D'Alene - Pappy Boyington Field	Yes
Driggs	Driggs-Reed Memorial	No
Gooding	Gooding Municipal	No
Grangeville	Idaho County	Yes
Jerome	Jerome County	Yes
McCall	McCall Municipal	Yes
Mountain Home	Mountain Home Municipal	No
Nampa	Nampa Municipal	No
Rexburg	Rexburg-Madison County	Yes
Rigby	Rigby-Jefferson	No
Salmon	Lemhi County	Yes
Sandpoint	Sandpoint	Yes
Community Business		
Arco	Arco-Butte County	Yes
Buhl	Buhl Municipal	No
Burley	Burley Municipal	Yes
Cascade	Cascade	No
Cottonwood	Cottonwood Municipal	No
Council	Council Municipal	Yes
Downey	Downey/Hyde Memorial	No
Homedale	Homedale Municipal	No
Kellogg	Shoshone County	No
Nez Perce	Nez Perce Municipal	No
Orofino	Orofino Municipal	No
Paris	Bear Lake County	Yes
Parma	Parma	No
Preston	Preston	No

Figure 5-53: Airport Performance – Percent of Airports with Air Cargo/Freight Activities (cont.)

Associated City	*Airport Name*	*Airports with Air Cargo/Freight Activities*
Soda Springs	Allen H Tigert	No
St. Anthony	Stanford Field	No
St. Maries	St. Maries Municipal	Yes
Weiser	Weiser Municipal	No
Local Recreational		
Aberdeen	Aberdeen Municipal	No
Big Creek	Big Creek	No
Coolin	Cavanaugh Bay	No
Craigmont	Craigmont Municipal	No
Emmett	Emmett Municipal	No
Galena	Smiley Creek	No
Garden Valley	Garden Valley	No
Hazelton	Hazelton Municipal	No
Kamiah	Kamiah Municipal	Yes
Kooskia	Kooskia Municipal	No
Payette	Payette Municipal	No
Porthill	Eckhart International	No
Priest River	Priest River Muni.	No
Rockford	Rockford Municipal	No
Stanley	Stanley	No
Yellow Pine	Johnson Creek	No
Basic Service		
Bancroft	Bancroft Municipal	No
Carey	Carey	No
Coeur D'Alene	Brooks SPB	No
Donnelly	Donald D Coski Memorial	Data Not Provided
Dubois	Dubois Municipal	Data Not Provided
Elk City	Elk City	No
Fairfield	Camas County	Data Not Provided
Glenns Ferry	Glenns Ferry Municipal	No
Howe	Howe Municipal	Data Not Provided
Leadore	Leadore	Data Not Provided
Lewiston	Snake River SPB	Data Not Provided
Mackay	Mackay	Data Not Provided
Malad City	Malad City	Data Not Provided
Midvale	Lee Williams Memorial	No
Mud Lake	Mud Lake/W Jefferson County	Data Not Provided
Murphy	Murphy	Data Not Provided
Oakley	Oakley Municipal	No

Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: March 2009

Figure 5-54: System Performance – Percent of Airports with Air Cargo/Freight Activities



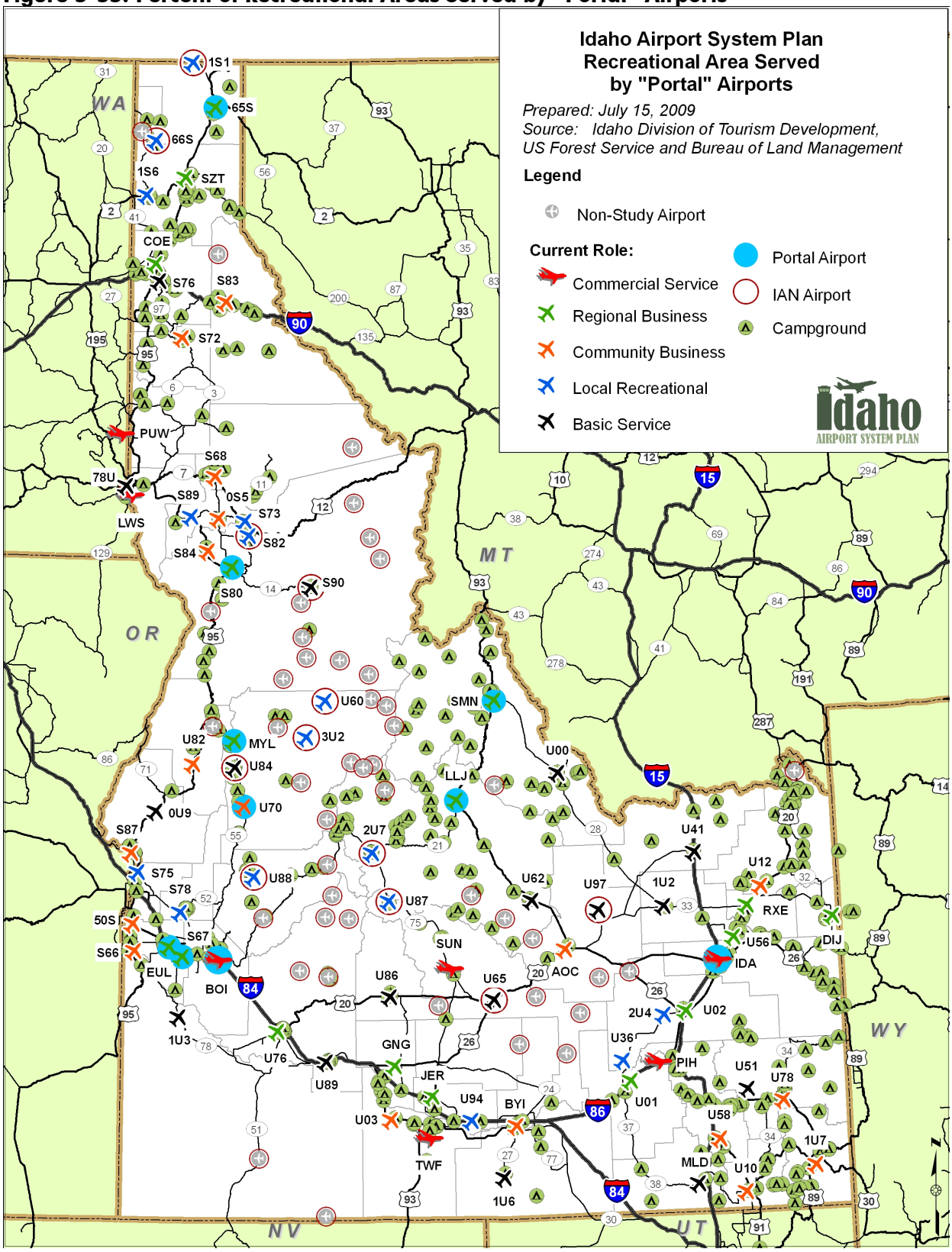
Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates
Prepared: March 2009

Recreational Areas Served by "Portal" Airports

Current Performance	Target Performance
50% of Recreational Areas are within Close Proximity to a Portal Airport	Monitor

With so much of the state inaccessible by roadway, Idaho's airports serve an essential function in providing residents and visitors access to Idaho's remote recreational areas. The term "portal" airport refers to those airports that serve as a gateway to Idaho's backcountry and recreational areas. Portal airports in Idaho include Boise Air Terminal/Gowen Field, Cascade, Caldwell Industrial, Challis, Idaho County, Lemhi County, McCall Municipal, and Nampa Municipal. Figure 5-55 shows recreational areas (defined as RV parks and developed campgrounds) with 10 nautical mile buffer zones in relation to portal airports as well as all study airports and IAN airports. It is important to note that these portal airports serve a vital role in providing connectivity between Idaho's residents and visitors to the rest of the state. The target performance established for this benchmark is for ITD to monitor the performance as conditions change.

Figure 5-55: Percent of Recreational Areas Served by "Portal" Airports



SUMMARY

Using system performance measures and benchmarks established at the onset of the IASP, this chapter provides valuable insight into the current performance of Idaho's system of public-use airports. The analyses completed in this chapter lay the ground work for establishing where the Idaho airport system is adequate or deficient. The findings from analysis completed in this chapter serve as a foundation for establishing future system and airport needs and recommendations. These are discussed in the next chapter of this report.