CHAPTER EIGHT: IMPLEMENTATION PLAN

OVERVIEW

The Idaho Airport System Plan (IASP) has thus far outlined the current status of the state's system of airports, forecasted aviation activity growth at each airport, and assigned appropriate airport system roles. Subsequent tasks in the IASP addressed the gaps in each airport's ability to meet its role requirements and ways of remedying those deficiencies. The costs of fully developing the system were also estimated to provide information on the level of funding needed to enhance the system as identified in the IASP. Finally, policies and best practices for management of Idaho's airport system have been identified to provide specific direction for implementation.

This final chapter of the IASP outlines how the Idaho Transportation Department (ITD) Division of Aeronautics can best proceed with implementing the recommendations of this study. A review of airport funding in the U.S. and in Idaho is conducted, and projects that allow for the greatest development of the system at the lowest cost are identified. Finally, methods for protecting the state's investment in its airports are set forth.

DEVELOPMENT COSTS SUMMARY

Chapter Six of the IASP provided in-depth analysis of estimated costs associated with fully developing the state's aviation system. **Figure 8-1** summarizes these development costs (in 2009 dollars) by airport role over the 20-year planning period.

Figure 8-1: 20-Year Total Development Cost by Role

Airport Role	Estimated 20-Year Development Costs
Commercial Service	$431,207,500
Regional Business	$199,892,200
Community Business	$82,698,400
Local Recreational	$19,249,000
Basic Service	$5,787,200
Total	$738,834,300

Source: Wilbur Smith Associates and T-O Engineers Inc
Prepared: October 2009

This cost summary is not inclusive of all 75 existing airports and the projects that will be needed in Idaho through 2027. Analysis evaluated projects that are needed to fulfill IASP objectives as well as from recent CIPs, however, individual airports will likely change their CIPs over time and the specific projects will change. In addition to the potential for changing projects, the costs of the projects are likely to experience fluctuations due to fuel prices and construction cost changes. Both of these items have fluctuated, both increases and decreases, in recent years due to economic conditions in the U.S. and worldwide.

FUNDING SOURCES

Funding for airport improvement projects is an important issue when considering the future of Idaho aviation system. In order to meet user needs, airports typically rely on funding sources beyond their own revenue. The ability of individual airport sponsors to identify funding sources and to successfully obtain funding directly impacts development.

There are various sources of funding available to airports in Idaho. It is important to note that each year state funding requests exceed the available funding an average of $300,000 over the last 10 years. In general, funding for capital improvement projects (CIPs) can be secured from the following sources: federal, state, local, and/or private funds. Implementation of the recommendations presented in the IASP will require significant commitment on the part of each of these funding entities. The types of funding available for projects differs based on the type of airport and the type of project, as all airports and all projects are not eligible to receive the same funding. A brief description of each funding source is presented in the following sections.

Federal Funding Sources and VISION-100

The Federal Aviation Administration (FAA), through the Airport Improvement Plan (AIP), distributes federal funds to the nation's public airport system from the Aviation Trust Fund. The Aviation Trust Fund was originally established in 1970 and has since been amended on numerous occasions. The fund is supplied by money collected only from the users of the nation's airport system and is used to fund airport improvements. Only airports included in the National Plan of Integrated Airport Systems (NPIAS) are eligible to apply for FAA funding. Of the existing 75 study airports in Idaho 38 are included in the NPIAS and are eligible for federal funding. The IASP recommends that American Falls, Emmett, Garden Valley, and Rigby airports be considered for future inclusion in the NPIAS. These recommended NPIAS airports, if FAA accepts them, would then be eligible to receive FAA funding.

In 2008, AIP provided $3.5 billion in funding to eligible NPIAS airports in the United States. A similar level of funding was provided for 2009. In addition, the American Recovery and Reinvestment Act (ARRA) of 2009, aimed at revitalizing the U.S. economy, funded $1.1 billion for "shovel-ready" airport projects around the country in fiscal year 2009.

Figure 8-2 presents total AIP funding for all eligible U.S. airports for fiscal years 2000 through 2009.

Figure 8-2: U.S. Historical AIP Funding (Billions)

	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Total AIP Funding	$1.8	$3.2	$3.3	$3.4	$3.4	$3.5	$3.6	$3.3	$3.5	$3.6

Source: FAA Airports Financial Assistance Division
Prepared: October 2009

VISION-100 was signed into law in December 2003 and reauthorized the AIP program through 2007. Subsequent extensions have provided for continued funding through 2009. VISION-100 contained a number of significant changes from the AIP budget authorizations undertaken in conjunction with the development of the Aviation Trust Fund. The four main changes to the 2003 authorization were:

* Non-primary entitlement funds can be accumulated for up to four years, instead of three.
* Federal portion of the AIP eligible projects increased from 90 percent to 95 percent.
* If no airside improvement projects are needed, AIP funds can be used for items such as fuel farms, aircraft hangars, and general aviation terminals.
* Airports may choose to waive their entitlement funds, and FAA can reallocate those funds to airports in the same geographical area or state.

Commercial service airports receive entitlement funds based on the number of passengers enplaned during the prior calendar year. The minimum passenger entitlement funding for Primary Airports (those airports enplaning at least 10,000 passengers per year) is $1 million. Commercial service airports may also receive cargo entitlement funding based on the landed weight of cargo aircraft. General aviation airports included in the NPIAS are eligible for state apportionment funds and non-primary entitlement funds. State apportionment funds are allocated to states based on a formula using the size and population of the state. Those funds are distributed to airports based on FAA prioritization of projects. General aviation airports are currently eligible for up to $150,000 in non-primary entitlement funds. To obtain these funds, airports must have a 5-Year CIP with eligible projects that meet AIP justification guidelines.

General aviation and commercial service airports also compete for federal discretionary funds. These funds are awarded based on priority ratings given to each potential project by the FAA. The prioritization process makes certain that the most important and beneficial projects (as viewed by the FAA) are the first to be completed, given the availability of adequate discretionary funds. Federal funding is limited to development that is justified to meet aviation demand according to FAA guidelines. Each NPIAS airport development project, including those recommended in the IASP, will be subject to eligibility and justification requirements as part of the normal AIP funding process.

As of the writing of this document, the AIP program is due for reauthorization and will likely see changes. The future of the AIP program may include changes to federal share amounts, non-primary entitlements, set-asides, and/or passenger facility charges (PFCs).

State Funding

ITD Division of Aeronautics administers several programs for funding airport planning, construction and maintenance projects. The following is a description of each funding program:

* Idaho Airport Aid Program (IAAP) – This program assists sponsors in the preservation and acquisition of existing landing facilities in danger of being lost, aircraft landing projects, aircraft landing development, aircraft operations safety,

federal funding match, and other projects which protect prior public investment. Funding comes solely from a 7 cent per gallon tax on aviation gasoline and a 6 cent per gallon tax on jet fuel sold in the state. State funds are issued on a cost sharing grant basis as defined by federal eligibility and population as shown below:

	Population Less than 1,000	Population 1,000-5,000	Population Greater than 5,000
Non-Federally Eligible	Up to 90%	Up to 75%	Up to 50%
Non-Federally Eligible w/No Existing Airport	Up to 100%	----	----
Federally Eligible (in NPIAS)	Splits Local Share 50%	Splits Local Share 50%	Splits Local Share 50%

✈ Maintenance & Safety Supplies Program – This is a discretionary allocation program that provides funding at no charge or at a reduced fee for maintenance and safety related supplies such as runway or taxiway light bulbs, windsocks, tie down chain sets, etc.

✈ Small Projects Program – This program provides grant funding assistance of less than $2,000 for unscheduled or emergency improvements.

Figure 8-3 presents a summary of total funding for airports in Idaho over the last five years. The funding includes both federal and state funding sources for this time period.

Figure 8-3: Historical Aviation Funding In Idaho

	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008
FAA AIP Funding Amount					
Commercial Service	$ 21,649,600	$23,032,200	$14,903,500	$17,568,600	$19,713,400
General Aviation	$8,360,700	$9,472,500	$6,056,500	$12,175,600	$12,202,900
Idaho IAAP Funding Amount					
Commercial Service	$150,000	$150,000	$150,000	$ -	$ -
General Aviation	$359,100	$482,300	$444,230	$490,300	$491,000
Total	**$30,519,400**	**$33,137,000**	**$21,554,230**	**$30,234,500**	**$32,407,300**

Source: ITD Division of Aeronautics, FAA, and Wilbur Smith Associates
Prepared: October 2009

Local Funding

Local airport sponsors are responsible for costs associated with airport development projects that remain after federal and state shares have been applied. Local government funding of airport development projects is derived from the following sources:

✈ General Fund Revenues

✈ Bond Issues
✈ Airport-Generated Revenues
✈ Private Funding

General Fund Revenues

Capital development expenditures from general fund revenues have been somewhat difficult to obtain in recent years. One reason for this difficulty is the seemingly universal shortfall in local general fund revenues. Budgetary problems have created an environment where local funding is uncertain. The amount of general fund support for airport improvement projects varies by airport and is based upon the local tax base, priority of the development project, historical funding trends, and, of course, local attitudes concerning the importance of aviation.

Bond Funds

Airport authorities can issue bonds without approval from the city or county. However, they must use their own revenue to repay the bonds. Airport revenue is typically used to repay these bonds.

A city or county can also operate an airport. For these airports, bond issues funding the local share of airport development projects must compete with bond issues for other types of community improvements such as schools, highways, and sewer systems. As with the general fund apportionment, bond issues supporting airport development depend greatly on the priority assigned to such projects by the local community.

Airport-Generated Revenues

It is not uncommon for revenues generated by an airport operation, in particular a general aviation airport operation, to fail to match the expense of the operation. In such cases, the airport sponsor subsidizes the operating and the capital improvement expenses of the airport.

Commercial service airports, via the collection of revenue from landing fees, space rental, auto parking, fuel sales and/or fuel flowage fees, concession fees, etc., are more likely to generate the revenue necessary for operating and capital improvement expenses.

Commercial service airports may also impose a Passenger Facility Charge (PFC) to generate revenue to pay approved capital improvement expenses. The PFC program included in the Aviation Safety and Capacity Expansion Act of 1990 requires the U.S. Department of Transportation to issue regulations for the PFC program. Those regulations allow an airport sponsor to charge a PFC up to $4.50 per enplaned passenger. The proceeds from the PFC program are used to finance eligible projects, in whole or in part, and to pay debt-service and finance expenses incurred with an approved project. PFCs can be used in combination with grant funds to complete a project and as the sponsor's share for a federal grant for an approved project. An estimated $8.1 million in PFCs were collected by Idaho airports in 2008. Those airports and their PFCs are:

✈ Joslin Field-Magic Valley Regional $4.50

✈	Pocatello Regional	$4.50
✈	Lewiston-Nez Perce County	$4.50
✈	Boise Air Terminal/Gowen Field	$4.50
✈	Friedman Memorial	$4.50
✈	Idaho Falls Regional	$4.50
✈	Pullman/Moscow Regional	$4.50

Private Funds

Items such as storage and maintenance hangars, fuel systems, and pay parking lots are not typically eligible for federal or state grant funding at public airports because they generate income for the airport. Communities sometimes work with FBOs or other local businesses to fund these types of improvements.

FUNDING NEEDS

Over the next 20 years, the approximate annual average cost to raise the level of performance of airports throughout Idaho would be at least $36.9 million. It is likely that this amount of annual funding to maintain and enhance airports in Idaho is conservative. Actual annual funding needs will almost certainly exceed this estimate. In the past, through federal and state funding streams, ITD Division of Aeronautics has generally been able to respond to grant requests from system airports. As a result of changes in both the general aviation and the commercial aviation industries, levels of federal and state funding that historically been available for airport development are shrinking. At a minimum, maintaining historic levels of state funding is vital to the Idaho airports and to ultimate success of this plan.

The IASP has identified costs that will be needed to elevate the overall performance of Idaho's aviation system and enable individual airports in the system to fulfill their assigned categories. The importance of Idaho's airports to the economies of the state, cities, and counties is undeniable. As part of the IASP, the Idaho Economic Impact Study (**Appendix B**) determined that the 75 study airports in Idaho are responsible for 23,000 jobs and $2.1 billion annually. The system must be maintained and justifiably expanded not only to meet the needs of the aviation community but also the economic objectives in the state.

NPIAS RECOMMENDATIONS

Airports included in the FAA's NPIAS are eligible to compete for project funding from the federal AIP. Currently there are 38 airports in Idaho that are included in the NPIAS. As Idaho grows and demand for aviation resources increases, the aviation system may also need to grow and expand.

The IASP recommends that the FAA consider adding the following system airports to the NPIAS:

✈	American Falls
✈	Emmett
✈	Garden Valley
✈	Rigby

As discussed in Chapter Six, these four airports currently meet the requirements set forth by the FAA for inclusion into the NPIAS based on the current and/or projected level of activity, are publicly owned, and are a minimum of 20 miles from an existing NPIAS facility.

By being included in the NPIAS, these airports will become eligible to compete for federal grants from the FAA and may be eligible for up to $150,000 in annual non-primary entitlement funding.

ADDITIONAL RECOMMENDATIONS/CONTINUOUS PLANNING

The final section of this report identifies steps for evaluating progress of the system and providing sustainable planning. ITD Division of Aeronautics should plan to revisit the findings from the IASP at regular intervals. Monitoring performance over time will identify gaps and assist in developing strategies to meet the ongoing needs of the aviation system. As the system is monitored, further refinement to airport categories, as assigned in this plan, may be warranted.

Related System Recommendations

Through the use of performance measures and benchmarks, the Idaho airport system has been evaluated and it is estimated that at least $738.8 million will be needed over the next 20 years to meet the needs of the IASP and airport specific CIPs. With the evaluation complete and outside influences considered, there are several system related recommendations that should be considered. The following system recommendations work in concert with the goals of the IASP and support the responsibilities of ITD Division of Aeronautics:

- ✈ One of the benchmarks within the Geographic Coverage performance measure evaluated the coverage provided by commercial service airports. Analysis evaluated the six commercial airports in Idaho and Pullman-Moscow Regional in Washington. These seven airports provide connectivity to the rest of the United States and beyond for thousands of Idahoans. Their role in the system is very important from both an economic and quality of life standpoint. Prior to and during the writing of the IASP, several studies have been prepared to evaluate the Friedman Memorial Airport and its viability at its current location. It is recommended that ITD Division of Aeronautics support the need for a replacement commercial service airport in the Wood River Region where Friedman Memorial Airport is located.

- ✈ As noted in Chapter Five, the population and employment of Valley County, located north of Boise, is expected to experience some of the fastest growth through the 2030 forecast period. It is recommended that a detailed study regarding airports in that part of Idaho be conducted to evaluate the need for enhanced regional airport in this region. A regional study for the airports in the area could provide guidance and recommendations for accommodating the future growth in this region by evaluating in greater detail the ability of the McCall, Cascade, Donnelly, and proposed new private Payette Landing Airpark to meet the requirements of a regional airport.

✈ During the system evaluation process of the IASP, it was determined that some of the data collected as part of the IASP inventory effort related to several of the benchmarks that fall under the Preservation and Safety & Security performance measures did not provide sufficient detail to make recommendations. It is recommended that the Division of Aeronautics try to gather better data on these benchmarks to enable airport specific recommendations to be made as well as to provide for a baseline the next time the IASP is updated. Detailed data that should be gathered relates to the following benchmarks:
  o Percent of airports with compatible land use zoning adopted
  o Percent of airports that have a spill prevention control and countermeasures (SPCC) program
  o Percent of airports that have a storm water pollution prevention plan (SWPPP)
  o Percent of airports with height zoning
  o Percent of airports that have written GA airport security procedures

✈ Another portion of the system evaluation process evaluated those airports that are supporting life flight (air ambulance) and fire fighting activities. The evaluation process analyzed those airports that currently support these two types of activities, however, it did not evaluate the types of facilities and services that life flight and fire fighting operators require or would like to have present at an airport. To take the goals of the IASP one step further, it is recommended that the Division of Aeronautics reach out to life flight and fire fighting operators in Idaho to determine if there are airports that could be used if they had the appropriate facilities and services in place. By taking this additional step, the Division of Aeronautics would be proactive in working to ensure that these quality of life services are adequately serving the needs of Idahoans where possible.

✈ Communication between pilots, air traffic control, and flight service stations are critical to the efficient movement of aircraft and to the safety of those in the air and on the ground. This update to the IASP did not evaluate the availability of communication at all airports in Idaho, however, it is recommended to be included during the next update to the IASP to ensure all airports have the ability to provide communications between aircraft, air traffic control, and flight service stations. Specifically, it is recommended that a remote communications outlet (RCO) be installed in Northern Idaho that would serve Sandpoint, Bonners Ferry, and Porthill International airports. Due to the location of these three airports along with numerous private airports, aircraft arriving at or departing from these airports are limited in their communications to the Seattle Air Route Traffic Control Center (ARTCC) or flight service station (FSS) below 7,000 feet mean sea level (msl). The results of this lack of communication in Northern Idaho include delayed air traffic and potentially unsafe situations as pilots try to navigate without the ability to "talk" until they reach an altitude of 7,000 feet msl.

✈ An important component of the IASP is the inclusion of key pieces of data in the comprehensive Airports System Manager (ASM) database. This system would allow the Division of Aeronautics to track comprehensive data related to the planning and evaluation of its aviation facilities. Further, project funding, and Capital Improvement Plan (CIP) information could all included in the ASM database. All information from the 12-page inventory forms completed through the on-site

inventory process has been uploaded into ASM. Much of this information is presented in Chapter Two of the IASP and was used to perform the system performance analysis presented in Chapter Five.

✈ It is intended that ITD Division of Aeronautics will frequently update the database when new information is received from airports and as projects are completed. It is likely that the Division of Aeronautics will routinely request, either annually or biannually, updated information from the airports as the division tries to maintain accurate data on the existing system and its needs. The data included in the ASM database will be easily updatable for future system analysis, including evaluation of investment in the aviation system and its relationship to improved system performance.

✈ A cornerstone to the success of the IASP includes proactive land use planning. The IASP has identified several key components such as height zoning with the Division of Aeronautics can build on. It is recommended that ITD and the Division of Aeronautics continue to promote the land use initiatives identified in the IASP as well as encourage airports and communities to utilize the "Land Use Guidelines" that have been developed in concert with the IASP.

Continuous Planning

In their advisory circular on aviation system planning, the FAA recognizes the need for continuous planning as part of an effective system planning process. Continuous system planning is typically comprised of the following five elements:

✈ Surveillance
✈ Reappraisal
✈ Service and Coordination
✈ Special Studies
✈ Updates

These five continuous planning elements, as they relate to the IASP, are discussed in the following subsections.

Surveillance

Aviation is a dynamic and fluid industry, one that is constantly changing. As aviation changes, the system of airports supporting aviation demand will also continue to change. As part of the continuous planning process, surveillance is recommended as it relates to the demand components and to the facilities/services of the airports.

As part of the IASP, data on a number of demand indicators for system airports have been assembled. These include statistics on the number of aircraft based at each airport in the system and total annual aircraft takeoffs and landings at each airport. As part of the continuous planning effort, the following actions should be considered:

Activity Indicators

✈ ITD Division of Aeronautics should use the base data on total annual operations and based aircraft that have been assembled and documented from the IASP and economic impact analysis to establish an informational database. During annual airport inspections that the state conducts at each airport, updated information on total based aircraft and annual operational levels should be obtained. For consistency, collecting this updated information should occur at the same time each year.

✈ Follow-on activities for system airports on their specific operating fleets are also desirable. The future planning and development of all airports in the system is largely contingent on the specific types of aircraft operating at these airports. Ideally, ITD should work with and encourage system airports to keep an operational log that could include photographs, especially for transient (visitor) aircraft. Each airport's planning and development guidelines are determined by the most demanding/critical aircraft that operates at the airport on a regular basis. Logs of the types of aircraft operating at each airport and the frequency of their operations are important to establishing facility recommendations for all system airports. Similarly, ITD should reach out to emergency medical evacuation and air ambulance operators to determine the airports they use most. These actions are recommended as part of the continuous planning process.

Facilities/Services

✈ Airports within the Idaho system will continue to develop between the completion of this update of the IASP and the next update. System airports should be asked to provide ITD with a summary of major facility enhancements that are accomplished following the conclusion of this plan. Facilities that should be included in this reporting process include runways (new and extended), taxiway improvements (in particular how they relate to new, upgraded, or lengthened parallel taxiways), airfield lighting and approach aids, weather reporting facilities, and aircraft hangars.

✈ Specific service-related guidelines were also established in the IASP, and a process to collect and update airport-specific services should be considered. In particular, information on fueling and FBO availability and services should be updated.

The IASP has been accomplished using a performance-based approach to evaluate the state's airport system. The major output of this approach is a system "report card." This report card provides sustainability to the planning process. As part of the continuous planning effort, the system report card can be updated if the IASP is able to refresh system data and information.

Reappraisal

Airports in the system will continue to grow, and as they grow, conclusions drawn as part of this plan may need to be reevaluated. As part of its follow-on activities, ITD should contact system airports at least annually to determine any changes or potential changes to each airport's ability to meet identified facility and service objectives.

Service and Coordination

As part of the continuous planning process, there are appropriate follow-on coordination and communication activities. Some of these communications are between ITD and the system airports; some are between ITD and the FAA; while others are between the airports and ITD/FAA. Continuous planning efforts in this category may be summarized as follows:

✈ Implementation Priorities – As system airports proceed with their individual development and planning, consideration should be given to projects needed to move the system toward target objectives established in the IASP. Particular emphasis should be placed on projects needed to meet the performance measures and benchmarks especially those relating to preservation and safety performance measures.

✈ Security Issues – It is recommended that ITD continue the process of encouraging system airports to take appropriate security measures. The FAA, through the Transportation Security Administration (TSA), continues to examine and establish new security guidelines and requirements for the nation's commercial service and general aviation airports. As these security measures are formulated, follow-on efforts to make certain that the IASP airports are in compliance with both state and federal security guidelines may be required.

✈ Compatible Land Use – It is recommended that ITD continue to encourage airports to utilize compatible land use planning tools such as the *Idaho Airport Land Use Guidelines* to protect their airports from encroachment and incompatible land uses.

✈ Intermodal Planning – Intermodal planning emphasizes the transfer of goods and people among the modes of transportation in the most cost-effective and efficient manner possible. It also stresses a wide range of transportation options; intermodal planning should be integrated with other state and regional planning activities. As part of the continuous planning process for the IASP, coordination with intermodal facets of the state's transportation system should consider technological changes, changes in ownership or operation of intermodal transfer facilities, changes in border area practices, and changes in national and/or regional economic conditions and practices.

Special Studies

There is often a need for follow-on special studies that are desirable to address needs identified during the system planning process. As part of the continuous system planning process, the need for the following special studies has been identified:

✈ Runway Approach Obstruction Study – One of the objectives of ITD and FAA is for all airports to have clear approaches to both ends of their primary runway. To meet this objective, it is recommended that a follow-on study be conducted. Coordination and meetings with each airport and municipalities would be included as part of this follow-on study. The study would evaluate runways without clear approaches and identify potential strategies for resolving, mitigating, and

preventing obstructions. A follow-on study is needed to identify where obstructions cannot be resolved and to determine where obstructions have been mitigated through lighting.

✈ Airport Business Plans – Airports are, in many ways, like any traditional business, working to generate revenue among competition by other airports, while simultaneously working to reduce costs. Efforts to differentiate an airport from its competitors can result in higher traffic levels and higher potential revenue. Some airports in Idaho could benefit from the development of a business plan, a study designed to analyze the strengths and weaknesses of current airport business operations, and how it might best use its resources to attract new users.

✈ Passenger Demand Study – It is recommended that the previous study that evaluated the state's total demand for commercial airline travel be considered for update. While all seven of the commercial airports in Idaho can currently quantify the volume of passengers they serve, most airports cannot readily determine their unconstrained passenger demand levels. The study would also evaluate the current air service environment and determine if changes in air service may be appropriate for Idaho's commercial service airports.

✈ Pavement Management Plan (Continuous) – One of the objectives for the system plan is for all airports to have a pavement condition index (PCI) of at least 81 on their primary runways. It is a recommendation of the continuous planning process that as part of the IASP, the Airport Pavement Management Plan, which evaluates the pavement conditions, continue to be conducted on a regular basis. This will identify current pavement condition, possible maintenance or rehabilitation projects, and costs attributable to each system airport.

✈ Rates & Charges Study – To help airports in Idaho gauge financial practices and needs, it is recommended that an Idaho specific Rates & Charges Study be conducted. Airports have limited sources for operating revenues in that their revenue-producing services primarily cater to non-commercial aviation and low volumes of aircraft. By providing statewide data on items such as leases, fuel flowage, etc. airports are enabled to becoming more efficient.

Updates

As part of the continuous planning process, two types of updates are appropriate. These are updates to individual airport master plans and airport layout plans and an update to the IASP.

✈ Master Plans and Airport Layout Plans - The IASP concluded that it was desirable for all airports to have current master plans and/or airport layout plans. Depending on each airport's role, it is recommended that the airports in Idaho update their master plans or airport layout plans (ALP) according to the following schedule:
   o   Commercial Service: master plan/ALP every 10 years
   o   Regional Business: master plan/ALP every 10 years
   o   Community Business: master plan or ALP every 15 years
   o   Local Recreational: ALP every 15 years

- o   Basic Service: ALP every 15 years

- ✈ State Airport System Plan – The system plan provides ITD Division of Aeronautics with a blueprint for the development of the airport system. As the aviation industry changes and the state's socioeconomic and demographic characteristics evolve, the system plan should again be updated. It is recommended that ITD consider updating the system plan in 5-year intervals with the next update in the 2013-2014 timeframe.

SUMMARY

Airports in Idaho are critical transportation and economic resources. For communities throughout the state, airports are important economic catalysts. By responding to performance measures, benchmarks, and facility/service objectives outlined in this update to the Idaho Airport System Plan, the state will have a plan that will help guide the airports through the next 20 years.