

# CHAPTER ONE: SYSTEM GOALS AND PERFORMANCE MEASUREMENTS

## INTRODUCTION

The Idaho Transportation Department (ITD) Division of Aeronautics (or ITD Aeronautics) recognizes the significance of utilizing a proactive approach to analyze its aviation system. A proactive approach ensures aviation's role in the statewide transportation system is effective, recognized, and supported. This approach includes identifying the current and future demands of the system and developing a plan for meeting the needs. This update to the Idaho Airport System Plan (IASP or IASP Update) documents aviation industry changes, trends, and issues; includes a plan for the future development of the airport system; and ultimately, positions the airports throughout the state and the system as a whole to successfully respond to future demands, needs, and challenges. In conjunction with the IASP, the Airport Economic Impact Analysis (AEIA) is being prepared to demonstrate the significant value of Idaho's airports and why continued investment using the recommendations from the IASP Update are critical to the system's continued economic vitality.

In addition to providing ITD with the knowledge necessary to effectively manage the statewide airport system, the IASP Update informs federal aviation efforts, such as the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems (NPIAS) and the FAA's annual airport capital improvement program (ACIP) fund allocation. Airports that are included in the NPIAS – those airports deemed by the FAA to be critical to the national aviation system – are eligible for federal grants for eligible airport projects through the airport improvement program (AIP). The IASP Update provides recommendations as to which Idaho airports should be included in the NPIAS and identifies funding needs to support an effective statewide airport system.

The IASP Update is ITD's "flight plan" for the development of the public-use airport system in Idaho. The plan is developed as a top down analysis that identifies policy, funding, and priority recommendations to be implemented from the bottom up. IASP Update analyses are conducted at a high level for the entire system and for individual airports. The findings and recommendations of the IASP Update can be used to inform local airport planning and development through consideration during the development of individual airport master plans and capital improvement plans. The IASP Update identifies major facility and service improvements, but will not necessarily prescribe them to any individual airport. Instead, through the local airport planning process, individual Idaho airports must consider their ability and desire to undertake facility development and service enhancements per the recommendations of the IASP.

At the end of the IASP Update, a plan will be delivered to ITD that serves as a guide for the continued development of Idaho's airport system to meet current and future user needs. To assist in this, anticipated demand, system adequacy, and development alternatives are assessed. Stakeholder involvement is used to validate the analyses and the final recommendations and plans to support statewide acceptance at the end of the study. At the conclusion of the IASP and AEIA Updates, a collection of tools will be delivered to ITD Aeronautics that can help communicate the economic benefits of each individual airport included in the study, and aviation as a whole in Idaho, including the total economic impacts of aviation throughout the state.

In addition to helping ITD plan for and develop the statewide airport system, the IASP serves as the link between aviation and other modes in Idaho, as well as a way to link Idaho's airports to the rest of the nation and the world. The IASP and AEIA are meaningful elements of ITD Aeronautics' overall program. The most recent updates to these two studies were completed in 2010 with a completely new approach and framework based on ITD's 2004 "Transportation Vision" plan. The 2010 studies incorporated new performance measures, a policy evaluation, an updated economic impact study, and development of airport compatible land use guidelines into a traditional

system plan. Transportation officials and airport partners throughout the state have used the 2010 studies' findings and recommendations more than any other planning document previously developed by the ITD Aeronautics, highlighting the relationship between recent airport improvements and accomplishments with investments in aviation throughout the state. Using the momentum and success of the 2010 effort, ITD Aeronautics has initiated updates to both studies to reexamine the information and analyze aviation-related changes that have occurred at the local, state, and federal levels since 2010. These updates are crucial in maintaining the system, monitoring performance, and continuing to validate investment in Idaho's airport system.

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## PLAN COMPONENTS AND PROCESS

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There are two separate analyses in this update process: the IASP and the AEIA.

### IDAHO AIRPORT SYSTEM PLAN (IASP)

The purpose of the IASP is to collectively assess the conditions and needs of the publicly-owned, public-use airports throughout the state and to identify the system's capability to meet current and future demand. This includes examining current state and federal standards, policies, procedures, and trends to aid ITD Aeronautics in successfully developing and planning for the state's airport system as a whole. To support this, forecasts of aviation demand are developed and used to identify future system improvements to ensure that Idaho's airport system provides adequate services to residents, businesses, and visitors.

### AIRPORT ECONOMIC IMPACT ANALYSIS (AEIA)

The AEIA evaluates the on-airport and other spin-off or multiplier impacts of airports throughout Idaho. Economic impacts are quantified for each individual airport included in the study and for the system as a whole. The AEIA results are used to communicate the benefits of airports and validate the continued public investment in Idaho's airport system.

The IASP and AEIA are documented separately, as each is considered to be a unique part of the overall system plan update process. Each element has its own focus and analysis, ultimately resulting in two separate, yet complementary, sets of deliverables and products.

The updates for the IASP and the AEIA ran concurrently and followed industry-accepted approaches, specifically the guidance provided in FAA Advisory Circular 150/5070-7, *The Airport System Planning Process*.

The general steps for the IASP Update are outlined below:

- System goals and performance measures were established to identify information that was requested during the inventory data collection.
- Data collection for both the IASP and the AEIA was conducted jointly. Upon completion of the initial data collection effort, initial estimates of economic impact are developed.
- Aviation issues and trends are assessed at the local, regional, and state levels to evaluate how each might impact the system or individual airports in the future.
- Airports are analyzed and categorized by their role in the overall system, considering the services and facilities each airport provides.
- Aviation forecasts are developed to ascertain future systemwide demand, and based on a comparison of current and forecasted demand to airports' services and facilities, the adequacy of the system is determined.
- For the IASP, system requirements are identified to ensure Idaho's airports are able to meet existing and projected demand.

- A series of alternative development options are examined, taking into consideration environmental issues and requirements. Additionally, an analysis of intermodal connectivity and access needs for Idaho's airports is included.
- Based on these analyses, a recommended airport system is identified to provide the best plan for developing Idaho's airport system, concluding with a series of policy and program recommendations.
- A final implementation plan is prepared, identifying system priorities and providing justification for the plan's recommendations and future actions.

As noted, the AEIA is conducted concurrently but has its own unique steps in the process to determine the economic benefits of the airports and the statewide system.

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## PROJECT ADVISORY COMMITTEE (PAC)

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Public involvement in the process to update both the IASP and AEIA is incredibly important. A dynamic stakeholder engagement process is essential to the development of analyses and final products that reflect and address the considerations of those who use or are dependent on aviation in Idaho. This process gains consensus and assists ITD as the study recommendations are ready for implementation.

To provide guidance to and develop continuous consensus in the IASP and AEIA, a PAC was established consisting of representatives from the following:

- Airports
- Other state modal representatives
- State economic and tourism development partners
- Metropolitan planning organization (MPO) staff
- Idaho Airport Managers Association (IAMA) representatives
- Members of the Idaho aviation community

Meetings were held throughout the study process to discuss system goals, performance measures (PMs), and performance indicators (PIs); gain input on issues affecting Idaho's aviation system; validate the approach to assessing economic impacts and the general results; discuss airport classifications, roles, issues, and trends; quantify current system performance and future targets; and provide recommendations for the system.

In addition to coordinating with PAC membership, the study team conducted outreach to a wider audience to gather input into both studies' updates. This outreach consisted of stakeholder interviews to collect relevant data, identify system issues and trends, and generate interest in the study and meetings with modal managers within ITD. These stakeholders represent a range of groups who understand, use, or depend on Idaho's airport system.

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## SYSTEM PERFORMANCE ANALYSIS

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A safe, efficient, and thriving airport system is a vital part of local, regional, and statewide economic and transportation infrastructures. The IASP Update is designed to support sustained investment in the system to allow it to continue this role. An important initial step in positioning this plan for success is the identification of the goals, PMs, and PIs for the system. ITD staff provided input on the system goals, PMs, and PIs early in the update process. These were also discussed with PAC members in an August 2018 PAC meeting and distributed for comment.

The results of this cooperative process yielded the goals, PMs, and PIs that are used in the IASP to accurately assess the statewide system. Definitions for these three components and how they are being used in this Update are as follows:

- **Goals:** Goals are broad targets that ITD, airports, statewide aviation partners, and stakeholders strive to achieve to enhance the system's effectiveness.

- **Performance Measures:** PMs are used to provide a quantitative assessment of a specific characteristic. These aid in evaluating particular aspects of the performance of the system. PMs are those actionable aspects that ITD can theoretically influence through funding, policies, procedures, and projects.
- **Performance Indicators:** Similar to PMs, PIs also quantitatively assess the performance of the system by analyzing a specific aspect. Unlike PMs, PIs are informational or observational in nature and cannot be readily affected by ITD. Rather, they are independent of ITD funding, policies, procedures, and other actions, but are still important in telling the overall story of the system’s performance.

## SYSTEM GOALS AND PERFORMANCE MEASURES/PERFORMANCE INDICATORS

The IASP builds on the vision of the Idaho Long Range Transportation Plan by developing the following aviation-specific goals:

- Geographic Coverage
- Facility Support
- Preservation
- Transportation Support
- Safety and Security
- Economic Support

PMs and PIs have been identified for these six goals, as appropriate and determined through the collaborative process with ITD Aeronautics and the PAC. Some goals do not have PMs as the evaluation of the system’s performance in these areas is more observational with no actions likely to be implemented that could be addressed through funding, policies, procedures, or projects. Similarly, some goals do not have PIs as there are actions that can be recommended to address the performance. In addition to the PMs and PIs, additional analyses are planned for some goal categories as part of the evaluation process to provide information that can be used in decision making.

The following summarizes the goals, PMs, PIs, and additional analyses that are utilized in the IASP Update.

### Geographic Coverage

Providing adequate access or mobility throughout the state is an important goal for the state’s airport system. Accessibility or geographic coverage to an airport can be defined in terms of access from the ground and from the air, including areas of the state that are remote and may not be accessible except by air. In Idaho, many of the state’s recreational areas are supported by backcountry airports that are included in the Idaho Airstrip Network (IAN), providing linkages between larger cities and the numerous remote areas. In larger cities served by ground transportation, intermodal access is an important consideration in the evaluation of the system’s abilities to meet the access needs of the users. The FAA, through the NPIAS, established guidelines to evaluate the accessibility of airports. These guidelines, along with input provided by members of the PAC, are considered in the analysis of the geographic coverage needs for the Idaho airport system.

To evaluate the adequacy of Idaho’s airport system as it relates to its ability to provide adequate geographic coverage (also referred to as access or mobility), the following are used:

#### Performance Measures

- None

#### Performance Indicators

- Percent of population and area within a 90-minute drive time of a commercial service airport with multiple airlines or within a 60-minute drive time of a commercial service airport with a single airline
- Percent of population and area within a 30-minute drive time of any airport

**Additional Analysis**

- ➔ Percent of population and area within a 30-minute drive time of a NPIAS airport
- ➔ Percent of population and area within a 30-minute drive time of an IAN airport

**Facility Support**

Another goal of Idaho’s state airport system plan is to provide facilities that support the needs of the state and its airport customers. A good airport system should be adequately developed, providing infrastructure and facilities to meet both current and future demand. This corresponds to the Idaho Transportation Vision principle of providing flexibility and responsiveness. As discussed in a subsequent section, minimum objectives are identified according to the roles or functions that airports play in the system. Airport criteria ranging from runway length, width, and strength, to taxiways, instrument approach procedures, lighting, weather, visual aids, services, and specific facilities such as terminals, aircraft storage, and others are evaluated in determining the infrastructure and facility needs of the system. These criteria are used to determine how the system is providing facilities to support the functionality of the state’s airports.

The following are used to evaluate facility support:

**Performance Measures**

- ➔ Percent of airports meeting all minimum objectives

**Performance Indicators**

- ➔ None

**Additional Analysis**

- ➔ None

**Preservation**

Significant investment has been made in Idaho’s airport system and preserving this investment is critically important to the system’s long-term viability. One method for preservation is to ensure land use controls are in place to compatible promote uses near airports. Planning for future airport development to preserve an airport’s long-term role in the system is also important. Proactive planning can also assist with protecting airports from encroachment by activities or land uses that are incompatible with their day-to-day operations. Having appropriate measures in place related to spill prevention and storm water pollution prevention also help to preserve the investment in airport facilities. Finally, one of the most significant investments in an airport is the pavements that comprise the airfield including runways, taxiways, and aprons. Preserving these pavements through maintaining a pavement management system which includes evaluating the pavement condition index (PCI) is a requirement of the FAA for NPIAS airports and is a key objective of ITD Aeronautics. ITD Aeronautics assists airports with the Network Pavement Management System (NPMS), a program established to determine the PCIs and develop a systemwide approach to pavement preservation projects.

The following are used to evaluate how well the airport system is performing relative to the preservation goal:

**Performance Measures**

- ➔ Percent of airports with zoning for height and land use regulations
- ➔ Percent of airports with Master Plans or Airport Layout Plans (ALPs) with narrative (within past 10 years)
- ➔ Percent of airports meeting ITD pavement condition index (PCI) standards
  - Runway (65 NPIAS, 50 non-NPIAS)
  - Taxiway (60 NPIAS, 45 non-NPIAS)
  - Apron (50 NPIAS, 40 non-NPIAS)

**Performance Indicators**

- Percent of airports that have a spill prevention control and countermeasures (SPCC) plan
- Percent of airports that have a storm water pollution prevention plan (SWPPP)

**Additional Analysis**

- None

**Transportation Support**

Airports are only one of the multiple transportation modes that provide residents and visitors with access to all areas of Idaho. Whether an airport provides access to large cities, remote communities or recreational areas, the connectivity or mobility that airports provide spans a spectrum of areas that add to quality of life for the citizens of Idaho. This connectivity is important, but also requires other forms of transportation, both public and private, such that users can leave the airport environment and conduct activities outside of the airport. The ability of airports to promote intermodal connectivity is vital for many users of the state transportation system and communities in Idaho.

Airports also serve in a transportation support role as they accommodate life flight activities, whether due to an emergency or another medical purpose. Beyond life flight, airports also provide a means of transportation support in battling ever-increasing wildfires within and outside of Idaho. These important roles relate to transportation as well as the safety of Idaho’s residents, visitors, and natural habitat.

The following are used to evaluate the system for its ability to adequately meet the transportation support goal:

**Performance Measures**

- None

**Performance Indicators**

- Percent of airports with a courtesy car and/or rental car available
- Percent of airports with public transportation available
- Percent of airports that support life flight activities
  - Emergency medical evacuation
  - Physician/medical transportation
  - Medical shipments/patient transfer
- Percent of airports that support fire fighting

**Additional Analysis**

- Percent of airports with on-demand air taxi flights serving IAN airports

**Safety and Security**

The intention of this goal is to provide a safe and secure system of airports and to identify the number of study airports that meet specific FAA and ITD objectives related to safety and security. Of critical importance to safety is the ability of pilots to land safely, requiring clear approaches free of obstructions. The FAA has established updated standards related to taxiway design to reduce runway incursions, thereby increasing the safety of operations on the ground. The FAA has also updated its guidance relative to controlling development in areas off the ends of runways defined as Runway Protection Zones (RPZs) that provide for safety of both the pilots and the people on the ground. Other areas such as keeping wildlife away from airports indicate the steps airports are taking to provide a safe operation.

To evaluate the adequacy of Idaho airport system as it relates to the safety and security goal, the following are used:

**Performance Measures**

- Percent of airports without close-in obstructions
- Percent of airports meeting current FAA taxiway design standards

**Performance Indicators**

- Percent of airports controlling (by fee or easement) all runway end Runway Protection Zones (RPZs)
- Percent of airports with Wildlife Hazard Assessments (WHAs) or Management Plans

**Additional Analysis**

- None

**Economic Support**

An important goal of an airport system is to support the economic growth and diversification of the state’s economy. Employers typically consider the existence and efficiency of air transportation facilities when expanding or developing in a given geographic area, including those that support business-class aircraft that operate at many airports. Airports are also important in Idaho to serve the significant agricultural industry through aerial application. Airports are used to serve both in-state and out-of-state aircraft, whether commercial passenger, freight, business-class, or recreational aircraft. All of these activities contribute to the state’s economy and are supported by aviation.

This goal category also enables ITD to determine if airport facilities at each system airport are adequately matched to the economic characteristics of the market area the airport serves, as well as supports the overall statewide economy.

The following are used in the IASP to evaluate the goal of the system adequately supporting the state’s economy:

**Performance Measures**

- Percent of population and land area within a 30-minute drive time of an airport capable of meeting business user needs (5,000’ runway, jet fuel, instrument approach)
- Percent of airports that accommodate aerial application services

**Performance Indicators**

- Percent of airports accommodating Instrument Flight Rules (IFR) operations from outside Idaho
- Percent of airports with air cargo/freight activities including small operators

**Additional Analysis**

- Percent of businesses with the propensity to use aviation within a 30-minute drive time of a system airport
- Percent of population and land area within a 30-minute drive time of an airport with precision or non-precision approach
- Recreational areas served by “Portal” airports

**Table 1** provides a summary of all the goals, PMs, PIs, and additional analyses that are conducted throughout this update.

Table 1: IASP Goals, Performance Measures, Performance Indicators, and Additional Analyses

Goal	PMs, PIs, and Additional Analysis	
Geographic Coverage	PMs	None
	PIs	<ul style="list-style-type: none"> <li>• Percent of population and area within a 90-minute drive time of a commercial service airport with multiple airlines or within a 60-minute drive time of a commercial service airport with a single airline</li> <li>• Percent of population and area within a 30-minute drive time of any airport</li> </ul>
	Additional Analysis	<ul style="list-style-type: none"> <li>• Percent of population and area within a 30-minute drive time of a NPIAS airport</li> <li>• Percent of population and area within a 30-minute drive time of an IAN airport</li> </ul>
Facility Support	PMs	<ul style="list-style-type: none"> <li>• Percent of airports meeting all minimum objectives</li> </ul>
	PIs	None
	Additional Analysis	None
Preservation	PMs	<ul style="list-style-type: none"> <li>• Percent of airports with land use zoning including height restrictions</li> <li>• Percent of airports with Master Plans or ALPs with narrative (within past 10 years)</li> <li>• Percent of airports meeting ITD PCI standards               <ul style="list-style-type: none"> <li>○ Runway (65 NPIAS, 50 non-NPIAS)</li> <li>○ Taxiway (60 NPIAS, 45 non-NPIAS)</li> <li>○ Apron (50 NPIAS, 40 non-NPIAS)</li> </ul> </li> </ul>
	PIs	<ul style="list-style-type: none"> <li>• Percent of airports that have a spill prevention control and countermeasures (SPCC) program</li> <li>• Percent of airports that have a storm water pollution prevention plan (SWPPP)</li> </ul>
	Additional Analysis	None
Transportation Support	PMs	None
	PIs	<ul style="list-style-type: none"> <li>• Percent of airports with a courtesy car and/or rental car available</li> <li>• Percent of airports with public transportation available</li> <li>• Percent of airports that support life flight activities               <ul style="list-style-type: none"> <li>○ Emergency medical evacuation</li> <li>○ Physician/medical transportation</li> <li>○ Medical shipments/patient transfer</li> </ul> </li> <li>• Percent of airports that support fire fighting</li> </ul>
	Additional Analysis	<ul style="list-style-type: none"> <li>• Percent of airports with on-demand air taxi flights serving IAN airports</li> </ul>

Goal	PMs, Pls, and Additional Analysis	
Safety and Security	PMs	<ul style="list-style-type: none"> <li>• Percent of airports without close-in obstructions</li> <li>• Percent of airports meeting current FAA taxiway design standards</li> </ul>
	Pls	<ul style="list-style-type: none"> <li>• Percent of airports controlling (by fee or easement) all runway end Runway Protection Zones (RPZs)</li> <li>• Percent of airports with Wildlife Hazard Assessments (WHAs) or Management Plans</li> </ul>
	Additional Analysis	None
Economic Support	PMs	<ul style="list-style-type: none"> <li>• Percent of population and land area within a 30-minute drive time of an airport capable of meeting business user needs (5,000' runway, jet fuel, instrument approach)</li> <li>• Percent of airports that accommodate aerial application services</li> </ul>
	Pls	<ul style="list-style-type: none"> <li>• Percent of airports accommodating IFR operations from outside Idaho</li> <li>• Percent of airports with air cargo/freight activities including small operators</li> </ul>
	Additional Analysis	<ul style="list-style-type: none"> <li>• Percent of businesses with the propensity to use aviation within a 30-minute drive of a system airport</li> <li>• Percent of population and land area within a 30-minute drive time of an airport with a precision or non-precision approach</li> <li>• Recreational areas served by "Portal" airports</li> </ul>

## EVALUATION OF ITD AERONAUTICS' RESPONSE TO THE POLICY RECOMMENDATIONS FROM THE 2010 IASP

To provide background and input into the IASP Update, the 2010 IASP findings and policy recommendations were revisited. The 2010 IASP included a series of policy recommendations to help guide decision-making with regards to Idaho's airport system. These recommendations were developed to make certain that any airport development contributed to the long-term goals of the IASP and to provide a foundation for decision-making with respect to the system of airports. **Table 2** summarizes the policy recommendations from the 2010 IASP by goal category.

Table 2: 2010 IASP Policy Recommendations

Policy Recommendation from 2010 IASP	2010 IASP Goals						Other Policy Issues
	Geographic Coverage	Facility Support	Preservation	Transportation	Safety and Security	Economic Support	
1. Promote compatible land use near airports through use of and education related to the Idaho Airport Land Use Guidelines, and evaluate land use legislation to address evolving issues.	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>			Transportation Vision Principle
2. Maintain adequate access to public-use commercial service and general aviation airports for all of Idaho.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3. Continue to promote the importance of backcountry airports to Idahoans quality of life and economic growth.		<input type="checkbox"/>	<input type="checkbox"/>				Transportation Vision Principle
4. Promote the economic and social value of airports, both commercial service and general aviation.	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
5. Advocate for the promotion of environmentally-friendly actions through the adoption and implementation of SWPPPs and SPCC plans.	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	Transportation Vision Principle
6. Support efforts to work internally with other ITD divisions and groups to promote aviation planning efforts.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	Transportation Vision Principle
7. Evaluate and seek changes to plans and facilities to respond to new technology and aircraft fleets to accommodate future air transportation system needs.	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>			New and emerging technology
8. Improve remote communications and weather reporting capabilities in rural areas such as Northern and Central Idaho to fill voids in the state's system coverage.			<input type="checkbox"/>	<input type="checkbox"/>			
9. Consider expanding IDAPA 39.04.06, which provides guidance on through-the-fence operations on state-owned airports, to non-NPIAS airports, as well as working with the FAA on possible beneficial through-the-fence operations at NPIAS airports.	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>		
10. Evaluate ways to improve the priority system to provide for more accountability and reappraise	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>		Funding

Policy Recommendation from 2010 IASP	2010 IASP Goals						Other Policy Issues
	Geographic Coverage	Facility Support	Preservation	Transportation	Safety and Security	Economic Support	
the funding distribution process to allow for more flexibility as the need arises.							
11. Promote and encourage in-state commercial air service development.	✈	□	□	✈	□	✈	
12. Coordinate and maintain Continuous Airport System Planning activities.	✈	✈	✈	✈	✈	✈	
13. Work to financially support the goals of the IASP.	✈	✈	✈	✈	✈	✈	

At the onset of this update, ITD Aeronautics provided a self-assessment of their progress on each policy recommendation from the 2010 IASP. Below is a summary of ITD Aeronautics’ progress, evaluated as either absent, minimal, adequate, or exceptional, and a brief notation of specific actions related to each policy recommendation.

**1. Promote compatible land use near airports through use of and education related to the Idaho Airport Land Use Guidelines, and evaluate land use legislation to address evolving issues.**

*Exceptional*

- ➔ ITD Aeronautics has promoted the passage of revisions (2014) to current laws and regulations to strengthen the ability of the state to assist cities and counties enact effective local land use legislation:
  - Revised Laws – Land Use for Airports
  - Revised Rules, Airports – Hazard Definition
- ➔ ITD Aeronautics has also revised and rewritten the Land Use Guidebook to teach and help implement effective ordinances. ITD Aeronautics has talked to numerous groups and municipalities to help them understand the value of strong land use controls.

**2. Maintain adequate access to public-use commercial service and general aviation airports for all of Idaho.**

*Adequate*

- ➔ ITD Aeronautics has made strides to maintain adequate access and this has been a continuing work item. Topics relating to adequate access that have been addressed include contract towers, continuing grants, the ongoing Lewiston-Nez Perce County Airport (LWS) vs. Pullman-Moscow Regional Airport (PUW) issue, and relocation of Rexburg-Madison County (RXE) and Burley Municipal (BYI) airports.

**3. Continue to promote the importance of backcountry airports to Idahoans quality of life and economic growth.**

*Exceptional*

- ITD Aeronautics has organized regular IAN meetings, United States Forest Service (USFS) cooperative airport maintenance plans with ITD Aeronautics, and combined airport inspections with USFS.
- ITD Aeronautics has incorporated, as policy, the Idaho Transportation Board (ITB) hearing, and policy statement on the Big Creek Four Airports to keep them open and for public-use.
- ITD Aeronautics organized a Big Creek Four Working Group.
- ITD Aeronautics added a new airport at Reed Ranch.
- ITD Aeronautics added a new airport at Wapshilla.
- ITD Aeronautics is in the process of adding a new airport at Cougar Ranch.
- ITD Aeronautics increased the aircraft registration fee to \$0.03 per pound of gross weight to invest in state backcountry airports and pilot safety programs.
  - Revised Laws – Increased Revenue from Aircraft Registration
  - Revised Laws – Eliminated Pilot Registration

**4. Promote the economic and social value of airports, both commercial service and general aviation.**

*Adequate*

- ITD Aeronautics distributed reports and brochures to Idaho Legislators on at least two occasions and presented at legislative meetings and hearings on the value of airports.
- ITD Aeronautics discussed the value of airports with legislators, airports, and city and county officials at numerous professional meetings.
- ITD Aeronautics developed a new flight safety initiative in 2014 to reduce aircraft accidents.
- ITD Aeronautics created a new performance measure relating to airport PCI ratings on a statewide basis. ITD Aeronautics subsequently revised the methodology to more closely match its Network Pavement Maintenance System measures and data.
- ITD Aeronautics proposed and supported numerous changes to Idaho Code and Administrative Rules to improve the administration and financing for Idaho airports. These included:
  - Revised Laws – Designation of Airports
  - Revised Laws – Review of Pre-Applications
  - Revised Laws – Land Use for Airports
  - Revised Laws – Increase Revenue from Aircraft Registration
  - Revised Laws – Eliminated Pilot Registration
  - Revised Laws – Exempt Parts Tax for Repairs
  - Revised Rules, Airspace – Guyed Towers
  - Revised Rules, Airspace – Marking Met Towers
  - Revised Rules, Airports – Hazard Definition

5. **Advocate for the promotion of environmentally friendly actions through the adoption and implementation of SWPPPs and SPCC plans.**

*Minimal*

- ITD Aeronautics has shown support for this policy. However, the State of Idaho has signed an agreement with the Environmental Protection Agency (EPA) to take over enforcement.

6. **Support efforts to work internally with other ITD divisions and groups to promote aviation planning efforts.**

*Adequate*

- ITD Aeronautics staff continues to work to develop a capital improvement program and grant management computer program with ITD.
- ITD Aeronautics staff has developed their own effective grant payment computer program.
- ITD Aeronautics staff is an active part of ITD’s Long Range Transportation Plan, “IDAGO.”
- ITD Aeronautics staff has updated ITD and ITD Aeronautics Board and Administrative policies.
- ITD Aeronautics staff has regularly worked with ITD staff on proposed and supported changes to Idaho Code and Administrative Rules to improve the administration and financing for Idaho airports.

7. **Evaluate and seek changes to plans and facilities to respond to new technology and aircraft fleets to accommodate future air transportation system needs.**

*Minimal*

- ITD Aeronautics completed eight small ALPs and drawing sets for community airports throughout Idaho to direct and schedule maintenance and growth.
- ITD Aeronautics has supported revised rules to enhance safety, such as:
  - Revised Rules, Airspace – Guyed Towers
  - Revised Rules, Airspace – Marking Met Towers

8. **Improve remote communications and weather reporting capabilities in rural areas such as Northern and Central Idaho to fill voids in the state’s system coverage.**

*Adequate*

- ITD Aeronautics has installed web cameras and Wi-Fi at Cavanaugh Bay, Priest Lake, Johnson Creek, and Big Creek airports to enhance communications and weather reporting capabilities.

9. **Consider expanding IDAPA 39.04.06, which provides guidance on through-the-fence operations on state-owned airports, to non-NPIAS airports, as well as working with the FAA on possible beneficial through-the-fence operations at NPIAS airports.**

*Absent*

- No movement on this policy to date.

10. **Evaluate ways to improve the priority system to provide for more accountability and reappraise the funding distribution process to allow for more flexibility as the need arises.**

*Exceptional*

- ITD Aeronautics developed and revised instructions to improve the priority system:
  - Airport Project Prioritization, Selection, and Match Rate, and Annual Program Funding and Allocation, Internal Program Guidance, 24 May 2013. (This first manual included a

new and complex method for calculating project priority and instructions for allocating funds.)

- Idaho Airport Aid Program (IAAP), Methodology for Annual Allocation of Program Funding, Version #2, Revised April 2017. (This revised edition included changes to the Priority method, expanded Allocation method, and a new Project Selection method.)
- IAAP Implementation Manual – An Internal Publication – 3rd Edition, June 2018. (This revision included updates to the priority method, a new selection method, a new allocation method, and an introduction describing the entire grant process as a basis for understanding the three methodologies.)

#### **11. Promote and encourage in-state commercial air service development.**

##### *Minimal*

- ➔ ITD Board was briefed on general airline economics and strategic planning including that Part 135 non-scheduled charter operators were recruiting to fill routes left by departing airlines.

#### **12. Coordinate and maintain Continuous Airport System Planning activities.**

##### *Adequate*

- ➔ ITD Aeronautics is updating the System Plan within less than 10 years.

#### **13. Work to financially support the goals of the IASP.**

##### *Adequate*

- ➔ ITD Aeronautics has increased IAAP funding through diligent work to maintain and track funds and recover unspent amounts. This has allowed Idaho to create reserves to add to future projects.
- ➔ ITD proposed and supported numerous changes to Idaho Code financing for Idaho airports. These included:
  - Revised Laws – Increase Revenue from Aircraft Registration
  - Revised Laws – Eliminated Pilot Registration
  - Revised Laws – Exempt Parts Tax for Repairs

The Recommendations chapter of this IASP Update reexamines these items, the progress ITD has made, and provides additional guidance on how to continue to make progress toward achieving the goals of the IASP.

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## **NEXT STEPS**

In subsequent chapters, the PMs and PIs are calculated at the statewide level based on inventory data and interviews from individual airports. This results in a statewide airport report card that reflects overall system performance and identifies adequacies, gaps, and surpluses in Idaho’s airport system. The results of these analyses provide the basis for the development of system recommendations and the ultimate implementation plan near the end of the IASP Update process. Additionally, the Recommendations chapter of this plan builds upon the recommendations of the 2010 IASP and progress implementing those recommendations, providing additional guidance on future ITD Aeronautics efforts.