Idaho's Transportation FUTURE:
getting there together.

Idaho Airstrip Network
Action Plan
Adopted July 20, 2005

TABLE OF CONTENTS

Introduction

Taking Action

Conclusion

A Transportation Focus Area for the Future:
The Idaho Airstrip Network (IAN) Action Plan

INTRODUCTION

Where did this Idaho Airstrip Network effort start?

Under Idaho's Transportation Vision 2004-2034 "transportation of the future must be planned, preserved, developed, operated, and maintained in a fully integrated manner." Accomplishing this requires the identification of transportation assets, needed programs, and desired policies that will help move the program from where it is today to the type of transportation system Idaho desires in its future. Transportation asset identification, program planning, and implementation will most likely occur through the collaborative efforts of partners, who are interested in particular aspects of transportation such as commercial and general aviation, road systems, bikeways, and linking cities and communities to a wide variety of economic resources located throughout the state.

Idaho's Airstrip Network is an example of one such focus area. Transportation partners who are interested in enhancing the status, condition, functionality and usefulness of this asset as a component of Idaho's integrated transportation system include outdoor recreationists, travelers, aircraft owners and pilot associations, rural communities, air charter service providers, federal land management and state governmental agencies, outfitters and guides, private property owners, forest fire prevention associations, conservation groups, and aviation foundations (e.g., J. Curtis Earl Idaho Aviation Foundation, Recreational Aviation Foundation, and The Wolf Aviation Fund). The development of this Focus Area Action Plan is the result of these diverse stakeholders, interested citizens, and professionals from The Idaho Transportation Department, Division of Aeronautics and the US Forest Service working together around a common vision.

First, symposiums around the state were held in late 2004 in Salmon, McCall, and Worley bringing together some 75 participants. This was followed by a refinement of the ideas that emerged from representatives of interested partner groups working as the Idaho Airstrip Network Steering Committee to develop this document. Next, a critique of the proposed draft Focus Area Action Plan took place at the Boise Summit held in February of 2005.

These efforts, as well as a public comment period, allowed interested groups and individuals, especially potential partners, to refine ideas, develop strategies, and propose joint actions. We feel this begins to position the inclusion of Idaho's Airstrip Network as an integral element of Idaho's Future Transportation System. The group working to keep this effort on target has been the Idaho Airstrip Network Steering Committee, a multi-stakeholder group created as a result of a resolution passed by the Idaho Transportation Board in 2003. The Committee was convened by the Idaho Division of Aeronautics.

So just what is "The Idaho Airstrip Network" focus area?

The Idaho Airstrip Network consists of airstrips, the adjacent or nearby lands and facilities, and the portal communities to which they are connected. In 2005, this network includes airstrips that have turf and dirt surfaces, and

2

limited facilities which vary in their level of development. They are held in public or private ownership, but in all cases public access for general aviation purposes is permitted. Private airstrips without public access are not included in the Network. In 2005 the predominant uses of these airstrips include: access to recreation opportunities (e.g., rafting, hunting, and fishing), fire protection, the provision for emergency services, natural resource management, recreational aviation, and the servicing of remote ranches and other economic enterprises through pickup and delivery of passengers, mail, food and other supplies. In 2005 aviation facilities and navigation aids at the airstrips are limited and the adjacent and surrounding lands support a varying level of sanitation and waste disposal facilities (e.g., outhouses, trash receptacles, and restrooms), recreational amenities (e.g., picnic areas, campsites, and campgrounds), and feature predominantly natural landscapes where human modification is limited and managed; this is especially true inside of designated wilderness areas. The connected portal communities vary from rural places like Salmon and Bonners Ferry to resort communities like McCall, all the way to cities like Boise, Lewiston, and Idaho Falls. These portal communities house a variety of aviation enterprises and support services that facilitate access to and functioning of the Network. In addition to Idaho communities, there are out-of-state portal communities such as Hamilton and Missoula, Montana; Pullman, Washington; Baker and LaGrande, Oregon; and Utah communities.

What principles guided the work of the transportation partners who deliberated on the future of Idaho's airstrip network?

The four principles contained in "Idaho's Transportation FUTURE: getting there together," guided this action plan: (1) Mobility Need, (2) Compatibility with the Environment, (3) Asset to the Community, and (4) Flexibility and Responsiveness. So this is what these principles were taken to mean when it came to the airstrip network.

- **Mobility Need** is simply the idea that mobility is the ability to move people freely in order for them to be successful in living their lives. All aspects of life from going to work, attending school, shopping, engaging in leisure and tourism activities, and operating a business are covered. In the case of Idaho's Airstrip Network, it clearly services many needs ranging from supporting outdoor recreation pursuits and tourism businesses to aiding natural resource agencies in the management of our State's natural heritage and all the way to the protection of communities from wildfire.

- **Compatibility with the Environment** is thought about in terms of Idaho's long history of balancing the use of the existing informal airstrip network with conserving natural resources like Idaho's Wilderness and Wild and Scenic Rivers. Respecting private property has always been of the utmost importance in the use of these airstrips. Continued respect for Idaho's natural and cultural heritage is envisioned because it is assumed that all actions taken as a result of this plan would conform to local, state, and federal laws and regulations.

- Being an **Asset to the Community** means the proposed outlook and actions need to insure The Idaho Airstrip Network will continue to be defined regionally by stakeholders and users that are affected by or through the use of the network. Therefore, it remains essential to have these diverse interests involved in the creation of the ideas and proposals in this action plan. Also, participants felt a responsibility to remain actively involved in the implementation of actions.

- Finally, being **Flexible and Responsive** is a guiding principle. It requires the transportation partners to think about how the airstrip network is connected to other transportation systems

and to actively consider how to foster these linkages as Idaho continues to change over time. In planning for Idaho's Airstrip Network, partners stressed the array of opportunities to connect to other modes of transportation in portal communities, at linked airports, in the backcountry (e.g., river and trail systems), and in the front country (e.g., road networks, scenic highway systems). Connections to other modes and changing modes of transportation were kept in the forefront of the dialogue.

How would an airstrip network have to perform to be a worthy part of Idaho's future transportation vision?

This was thought about in terms of seven desirable attributes outlined in Idaho's Transportation Vision for 2034. These attributes are described below in terms of how they fit in and reflect the outlooks of the partners engaged in developing this plan for Idaho's Airstrip Network.

- **Accessibility.** The Network would provide an alternative mode of access to many parts of the state, especially remote areas of Idaho. Owners (e.g., government, private land owners) of airstrips included in the Network must be willing to allow public access. However, the choice of allowing public access in the case of private landowners must continue to rest with them. This means that some airstrips are likely to remain outside the Network.

- **Convenience and Choices.** The Network as conceived by the partners keeps as many airstrips as is possible open to the public. There is strong support and willingness by the partners to actively participate in the maintenance of airstrips that are open to the general public thus qualifying to be in the Network. Partners were also in agreement of the necessity to strategically obtain new sites for airstrips to insure adequate statewide coverage for a variety of uses. Finally, there is a desire to retain and enhance links with portal communities which are often rural and near the geographic areas serviced. It was felt this would continue to give Idaho's citizens, travelers, and other users of these areas of the state choices on using the mode of transportation they preferred or found to be most suitable.

- **Affordability.** The question of who pays to support this Network is linked to those who would benefit from its existence and operation. There are many diverse benefits identified by the partners and participants in the action plan development process. For example, some aspects of the economy like Idaho's natural resource and tourism sectors directly benefit where many others were identified as receiving only indirect benefits. Many and perhaps most citizens of the state benefit from the role this Network plays in terms of health and safety, whether it is for watershed monitoring, or providing staging areas to manage wildfire and wildlife, or for search and rescue operations for members of the general public. It also was felt that certain individuals such as river floaters, individuals owning remote property, etc. may benefit more and therefore some type of dedicated financing for airstrip use may be acceptable. But equally important, the expenditure of public funds was also seen as being equitable since the public, in a larger sense, would also gain from the existence of an Idaho Airstrip Network. Another part of the affordability equation was jobs and the opportunity to maintain existing positions or to create new ones, especially in rural Idaho. Partners felt jobs would be a real outcome of officially recognizing this Network and actively caring for it.

- **Flexibility.** Partners were conscious about maximizing the return on investment of public funds. One way they felt this occurs is by preserving the air corridors or air space associated with a system of airstrips. Preserving this and the airstrips themselves retains this public

transportation asset for the future. How these will fit into our future transportation system is not totally known at this point in time. However, just as we designated and saved road corridors and rights-of-way in the past for our highway system, using the same logic for airstrips was felt to be reasonable and prudent.

- **Safety and Security.** Just as is expected for any element of our transportation system an airstrip network needs to be safe and secure. Partners felt the way to do this is to insure a program of planned maintenance for these assets. Regular maintenance is a necessity to ensure safe public access and the continued viability of the Idaho Airstrip Network.

- **Predictability.** Partners were concerned with having predictable situations at airstrips and across the network. They also made it clear they did not want all airstrips to be the same. Rather they were interested in the maintenance of a diversity of airstrip types and settings that would continue to reflect Idaho's long heritage in this area. What was paramount to nearly all who participated in the development of this plan was having access to up-to-date information about the conditions of an airstrip prior to going to it. This desire for information not only included information about the airstrips themselves but also information about the nearby surrounding landscapes, especially recreation opportunities as well as portal communities and the support services available in them.

- **Connectivity.** Partners discussed the many ways The Idaho Airstrip Network is presently connected to other modes of transportation and how that might be improved in the future. Easy connections identified included their function as trailheads for trail systems, their linkage to portal communities and the airports and aviation and tourism services located there, as well as their linkage to the state highway system and commercial airports. Connectivity was also discussed in terms of connections to places out of state, especially airports in our surrounding and nearby states and provinces including Montana, Utah, Washington, Oregon, Wyoming, and British Columbia as well as California and Arizona from which we receive substantial numbers of users of backcountry airstrips.

TAKING ACTION

Just what strategies for the future did partners interested in this aviation transportation asset…The Idaho Airstrip Network (IAN)…suggest?

Suggested strategies fell into three broad themes:

- **Theme 1:** Preserve and enhance access,
  - *Strategy One:* Preserve aviation access within Idaho by improving the operations of The Idaho Airstrip Network and by improving and/or maintaining, as appropriate, both non-Wilderness and Wilderness airstrips to increase safety and address continued and future use.
  - *Strategy Two:* Enhance additional aviation access within Idaho by identifying the need for additional airstrips and employing an ongoing process to identify, gain access to (e.g., buy, lease, trade), and include additional public use airstrips in The Idaho Airstrip Network (IAN).

- *Strategy Three:* Design, develop, and implement a classification scheme for Idaho's airstrips in order to enhance and maintain access by having an accepted practice to guide the effective investment in aviation support facilities located at airstrips, and the management of the land conditions and setting adjacent to or nearby airstrips.

- **Theme 2:** Create an understanding and demonstrate the value of airstrips as one of Idaho's most unique transportation assets, and
    - *Strategy 4:* Market and educate communities of interest and place (e.g., aviation and non-aviation stakeholders, key actors, affected interest groups, users, towns, cities) to be aware of, and on the importance and benefits of The Idaho Airstrip Network (IAN).
    - *Strategy 5:* Promote private investments to compliment ongoing public and public/private partnership investments in The Idaho Airstrip Network that build upon Idaho's economic base, especially in rural areas.

- **Theme 3:** Improve administrative effectiveness in the maintenance and operation of the airstrip network
    - *Strategy 6:* Improve and coordinate the investment in and the administration of The Idaho Airstrip Network.
    - *Strategy 7:* Build upon existing data to design and develop an Idaho Airstrip Database for The Idaho Airstrip Network that can be used to monitor and carry on the tradition of having a diversity of functional airstrips throughout the State.

The strategies and associated actions developed by the partners for each of these themes make up the remainder of this plan. The partners intend that as these are implemented and desired performance and functionality are attained, some of these strategies and/or actions may need to be dropped, some modified, and others added as The Idaho Airstrip Network evolves into its full potential as a part of Idaho's transportation future.

So just like in all action oriented planning, the strategies and actions that follow need to be viewed as the initial steps to be taken. Continuous monitoring and evaluation would be an ongoing part of this collaboration as partners continue to jointly learn more about The Idaho Airstrip Network. This plan is seen as a living document and changes will be made to address new findings as the actions proposed are further refined and implemented.

The strategy charts that follow are organized by the three themes mentioned above and they briefly describe the proposed approach for making The Idaho Airstrip Network a reality. The first column presents the needed actions or steps in each strategy. The second column labeled "communities involved" suggests who or which partners need to be involved. The third column lays out the responsibility of each of the partners involved. The fourth column describes the outputs for a particular step. The fifth and final column estimates the likely time a step will take and whenever possible lists the date when a step is targeted for completion.

The seven proposed strategies are interrelated, and the activities and outputs of each build upon one another. Ultimately the accomplishment of the entire package results in achieving the desired outcome "The Idaho Airstrip Network." Besides the transportation asset being recognized and positioned to be maintained into the future, a unique collaborative organizational structure will be in place to steward this transportation asset.

THEME 1:   Preserve and enhance access

Strategy One: Preserve aviation access within Idaho by improving the operations of The Idaho Airstrip Network and by improving and/or maintaining, as appropriate, both non-Wilderness and Wilderness airstrips to increase safety and address continued and future use.

Needed Actions	Communities Involved (Communities are defined by ITD in their vision as actors, associations, individuals, partners, agencies who have an interest in, or concern about Idaho's transportation assets.)	Responsibility of Each Partner Involved in a Step in Carrying Out that Step (Lead, on ground workforce, provider of equipment, etc.)	Intended Output Defined as Specifically as Possible (Document, procedure or step completed, project, etc.)	Timeline or Period and Estimated Completion Date (Specific date, if possible) *Note: we are thinking three to four years out.*
Step 1 Perform initial inventory and on-site evaluation of existing conditions at all airstrips that qualify for inclusion in the network, or airstrips where a private landowner expresses an interest to be included	Joint effort including the *future oversight entity* (see Strategy 7 for more details), the Idaho Division of Aeronautics, county governments, interested members of the general public, and property owners with airstrips such as the US Forest Service, Bureau of Land Management, and private owners, as well as knowledgeable voices from key user groups	Division of Aeronautics or future managing entity as the lead agency Airstrip owners provide support, cross-checking of conditions, permission to land when necessary, and transportation to the site if available Selected user group members accompany inventory team and/or provide knowledge	Evaluation reports completed by stakeholder teams to satisfy: (1) FAA/state requirements, (2) owner needs, as well as the (3) data needs concerning the status of airstrip conditions for the Idaho Airstrip Database (see Strategy 8 for more details)	Initially it will require a visit to all airstrips to collect the baseline data and this should be completed within 24 months The on-going process should include annual visits by stakeholder teams trained in the use of the on-site evaluation process
Step 2 Determine individual airstrip operations and management needs and estimate the appropriate levels of funding to accomplish operations and maintenance tasks as well as separate costs for one-time capital improvements	Joint effort including the *future oversight entity*, the Idaho Division of Aeronautics, and property owners with airstrips, including federal agencies	Division of Aeronautics or future managing entity as the lead agency Airstrip owners provide support or co-lead for their particular airstrip Public will be encouraged to comment on plans in which it has interest	An airstrip management plan for each airstrip available in the Idaho Airstrip Database Desired conditions data for input into the Idaho Airstrip Database An audit that documents all needed regulatory processes were followed, thus addressing legal requirements	The first set of plans should be completed over an 18-24 month time period Then an established planning cycle (5 year staggered rotation) which lists when each plan to be updated or totally redone will be used

Needed Actions	Communities Involved	Partner Responsibility	Output	Time/Completion Date
Step 2 – Special Situations Where there are issues surrounding authorized conditions, such as airstrips in designated Wilderness Areas, national forests, state lands; existing airstrips proposed for closure to public use; or new airstrips entering the Network, the following sub-steps need to be followed in the development of the initial Plan and as needed thereafter:	Joint effort including the *future oversight entity*, the Idaho Division of Aeronautics, county governments, interested members of the general public, public and private property owners with airstrips, and knowledgeable voices from key user groups	The private property owner or federal, state or local agency having jurisdiction leads the effort to address the special situation Other airstrip stakeholders, the *future oversight entity,* and the Idaho Division of Aeronautics provide information and aid the lead entity in addressing the requirements of the regulatory and legal processes in which it is engaged. Lead entity promotes transparency and stakeholder inclusion	Supplemental information to add to the initial or first airstrip management plan for each airstrip in the network Related data for this topic input into the Idaho Airstrip Database An audit that documents all needed regulatory processes were followed, thus addressing legal requirements	Completed within the 18-24 month time period when the first round of plans are developed. Addressing this issue early will build trust among partners. August 2006 It is recognized that in these special situations and due to legal requirements the time to complete initial plans for these airstrips may take up to 12 additional months August 2007

Sub-step 2a - Identify former users and use levels prior to when the change in designation, land use, or ownership-occurred (hereafter, Time 1) and based on available information, characterize the amount and type of use, and the conditions of the airstrip at Time 1.

Sub-step 2b - Review documentation including photos, pilot logs, articles, etc. to triangulate Time 1 findings.

Sub-step 2c - Using the site visit completed in step 1, determine existing conditions and document changes from the Time 1 conditions. In case of proposing a new airstrip, identify potential users.

Sub-step 2d - Analyze differences between existing and desired conditions and work with owner to establish acceptable future conditions.

Sub-step 2e - When closure of an airstrip to public use is proposed, explore avenues to retain access as well as ways to mitigate the loss of public use should it occur.

Needed Actions	Communities Involved	Partner Responsibility	Output	Time/Completion Date
Step 3 Plan projects	Joint effort is including the *future oversight entity* or the Idaho Division of Aeronautics, county governments, and property owners where airstrips are located and in some cases representatives from potential funding sources.	Division of Aeronautics or future oversight entity as the lead or co-lead entity. Property owners are the other co-lead and provide financial support Future: Oversight entity may prepare annual work plan for approval by owning entities	Annual Work Plan Project list input into the Idaho Airstrip Database	Completed annually by the end of February

Needed Actions	Communities Involved	Partner Responsibility	Output	Time/Completion Date
Step 4 Acquire and assemble funding with the expectation of investment from the airstrip owner at some appropriate level	Joint effort including the *future oversight entity*, the Idaho Division of Aeronautics, county governments, property owners with airstrips, and other stakeholder groups Future: Perhaps the Idaho Aviation Foundation or some new foundation would take the lead on this to increase the financing flexibility for the network	All partners and cooperators work together to secure funding from various sources Future: Perhaps the Idaho Aviation Foundation or some new foundation takes the lead to increase financing flexibility	Grants Fee Programs Federal and/or State funding	Ongoing throughout the year
Step 5 Identify maintenance resources including equipment and its location, personnel and supplies	Joint effort including the *future oversight entity*, the Idaho Division of Aeronautics, county governments, property owners with airstrips, and key stakeholder groups	Owners or organization responsible for managing the airstrip provide support and take a position of co-leader when their airstrip is involved	Airstrip Maintenance Plans The availability of resources (e.g., supplies, personnel)	Completion dates for maintenance will vary project by project, but all activities are expected to be included in the Idaho Airstrip Database along with a brief project description of the maintenance
Step 6 Project implementation	Joint effort including the *future oversight entity* and airstrip owners or operators, such as the Idaho Division of Aeronautics, US Forest Service, Bureau of Land Management, county governments, private landowners as well as interested volunteer groups	Owners provide some financial support and take the lead or co-lead in project implementation Where appropriate the *future oversight entity* with support from contractors, volunteers, stakeholders and other government entities becomes the co-lead.	Completed project Specifications and resulting conditions input into the Idaho Airstrip Database Project completed as evidenced by changes in conditions at, or nearby the airstrip	Completion dates for project activities will vary, but all results of the activities are expected to be included in the Idaho Airstrip Database along with a brief description of what resulted
Step 7 Monitor and evaluate the success of each project and place the results in the Idaho Airstrip Database so all partners can track progress	Joint effort including the *future oversight entity*, and the Idaho Division of Aeronautics	ITD's Division of Aeronautics lead agency Other partners are expected to provide data in a timely fashion for projects in which they were involved	Annual project matrix depicting accomplishments, project modifications, as well as the reasoning for projects not accomplished and the date for which they are re-programmed	Annual process to be completed during January and posted on the web-accessible Idaho Airstrip Database

Strategy Two: Enhance additional aviation access within Idaho by identifying the need for additional airstrips and employing an ongoing process to identify, gain access to (e.g., buy, lease, trade), and include additional public use airstrips in The Idaho Airstrip Network (IAN).

Needed Actions	Communities Involved (Communities are defined by ITD in their vision as actors, associations, individuals, partners, agencies who have an interest in, or concern about Idaho's transportation assets.)	Responsibility of Each Partner Involved in a Step in Carrying Out that Step (Lead, on ground workforce, provider of equipment, etc.)	Intended Output Defined as Specifically as Possible (Document, procedure or step completed, project, etc.)	Timeline or Period and Estimated Completion Date (Specific date, if possible) *Note: we are thinking three to four years out.*
Step 1 Using the evaluations of the entire system of airstrips contained in the Idaho Airstrip Database identify areas of Idaho that lack, or have numerous airstrips in close proximity to one another	A team of stakeholders (8-10) including Idaho Outfitters and Guides Association, Air Taxi operators, federal land management agencies, state and county agencies, interested aviation foundations, as well as possible opponents such as Idaho Fish and Game, Idaho Conservation Organizations, etc. and the unit (e.g., University of Idaho's National Institute for Advanced Transportation and Technology Idaho Transportation Department -Division of Aeronautics, US Forest Service, universities, the *future oversight entity*) responsible for the maintenance, and management of the Idaho Airstrip Database	The oversight entity of the Idaho Airstrip Database assumes a co-lead position with an individual of the organization that is tasked by the *future oversight entity* or the Idaho Division of Aeronautics to coordinate the analysis of data for an Advisory Team of Stakeholders The stakeholder team serves in an advisory capacity	Mapped results of spatial and non-spatial analysis of data in the Idaho Airstrip Database Reports documenting potential situations for further analysis	After the Idaho Airstrip Database Round One is completed, approximately 1 month would be needed to complete this task November 2007
Step 2 Identify potential airstrips for consolidation, re-classification, and/or re-programming. Simultaneously, identify geographic areas of the state that lack public access airstrips	Same as above	Same as above	Same as above	Same as above

Needed Actions	Communities Involved	Partner Responsibility	Output	Time/Completion Date
Step 3 Determine ownership of airstrips that are candidates for possible consolidation, re-classification, and/or re-programming. Simultaneously, identify the land ownership of areas within the state that lack public access airstrips	The oversight entity of the Idaho Airstrip Database and their analyst	The oversight entity of the Idaho Airstrip Database and their analyst do this task or the task is outsourced to a student intern, consultant, university research program, etc.	Deed, title, etc. documenting legal ownership or use Ownership designation input into the spatial data portion of the Idaho Airstrip Database Mapped results of spatial analysis based on data in the Idaho Airstrip Database	Depends on the number of identified areas that need to be researched for purposes of identifying ownership Approximately 2-4 months April, 2008
Step 4 Determine availability of property and evaluate acquisition possibilities	The *future oversight entity* or the Idaho Division of Aeronautics in conjunction with county governments and ultimately the landowners	The *future oversight entity* or the Idaho Division of Aeronautics takes the lead Other partners provide necessary information to determine if the property is available for acquisition	Contacts with selected owners and written documents showing an owners willingness to develop, lease, permit public use of an airstrip on their land, or a willingness to sell or trade their land which is strategically located and suitable for an airstrip	October 2008
Step 5 Develop an Airstrip Acquisition Plan that identifies land areas to acquire for airstrips to deal with unmet needs, or address identified opportunities to expand or diversify the Idaho Airstrip Network	The *future oversight entity* or the Idaho Division of Aeronautics in conjunction a stakeholder advisory team	The *future oversight entity* or the Idaho Division of Aeronautics take lead Outsource to a transportation planning intern, consultant, or use agency staff to draft the plan The stakeholder team serves in an advisory capacity	An airstrip acquisition plan that includes a prioritization of the most important parcels of land throughout the state to acquire for future airstrip development	January 2009
Step 6 As part of the Airstrip Acquisition Planning Process identify and begin to interact with possible funding sources and commence acquisition	The *future oversight entity* or the Idaho Division of Aeronautics in conjunction with a stakeholder advisory team that begins conversations concerning funding with Idaho Aviation Foundation and other foundations, The Idaho Congressional Delegation & State Legislature	Identify a foundation, such as the Idaho Aviation Foundation or an Association of stakeholders to take the lead The *future oversight entity* or the Idaho Division of Aeronautics provide defensible data	Investment funds attracted Access (e.g., outright purchase, trade, easement for public aviation access) to parcels of land identified in the plan and suitable for airstrips are beginning to be acquired	Initiated in late 2008 and evolves as potential parcels with the highest likelihood for acquisition emerge throughout the planning process 2009-10 obtain additional public airstrip access in accordance with the plan

Strategy Three: Design, develop, and implement a classification scheme for Idaho's airstrips in order to enhance and maintain access by having an accepted practice to guide the effective investment in aviation support facilities located at airstrips, and the management of the land conditions and setting adjacent to or nearby airstrips.

Needed Actions	Communities Involved (Communities are defined by ITD in their vision as actors, associations, individuals, partners, agencies who have an interest in, or concern about Idaho's transportation assets.)	Responsibility of Each Partner Involved in a Step in Carrying Out that Step (Lead, on ground workforce, provider of equipment, etc.)	Intended Output Defined as Specifically as Possible (Document, procedure or step completed, project, etc.)	Timeline or Period and Estimated Completion Date (Specific date, if possible) *Note: we are thinking three to four years out.*
Step 1 Design an airstrip classification scheme that recognizes the diversity of airstrips that exist in Idaho and the diversity that is desired for the future	A team of stakeholders (8-10) made up of members from the *future oversight entity*, the Idaho Division of Aeronautics, property owners (both public and private landowners or managers) with airstrips, and knowledgeable voices from key user groups, as well as groups that may oppose airstrips and the general public	The team leader is a person from the *future oversight entity* or the US Forest Service and they perform all tasks and/or may work in conjunction with a consultant, student intern, etc. The stakeholder team serves in an advisory capacity	A classification scheme that takes into account the physical, financial, and functional characteristics of an airstrip itself, and the existing and acceptable setting characteristics (e.g., physical, social, recreational, and managerial setting attributes) of the land areas adjacent to and nearby the airstrip. The scheme is envisioned to be a spectrum that reflects levels of human change to the landscape and amount of risk associated with using the airstrip for aviation purposes.	Approximately 3-6 months to develop. Completed August 2005-January 2006
Step 2 Field test the airstrip classification scheme and finalize a set of procedures to: (1) apply it, (2) record the filed data collected in the Idaho Airstrip Database, and (3) to produce map and numerical outputs for planning and management purposes	Same as above	Pairs of the original team do the field work A person from the *future oversight entity* or the Idaho Division of Aeronautics schedules and coordinates field work and works in conjunction with the entire team to refine the application methodology and the classification scheme	A field tested classification scheme that works, is relatively easy to apply and one that allows the classes and details about features and existing developments to be mapped using GPS coordinates taken in the field Data for input into the Idaho Airstrip Database	Field tested at approximately 10 airstrips reflecting the diversity across Idaho over a 3 month period. February 2006-May 2006

Needed Actions	Communities Involved	Partner Responsibility	Output	Time/Completion Date
Step 3 Finalization of the Idaho Airstrip Classification Scheme with special attention to identifying the appropriate levels of development and change acceptable for each airstrip class or category	A team of stakeholders (8-10) made up of members from the *future oversight entity*, the Idaho Division of Aeronautics, property owners (both public and private landowners or managers) with airstrips, and knowledgeable voices from key user groups, as well as groups who may oppose airstrips and the general public	The team leader is a person from the *future oversight entity* the Idaho Division of Aeronautics, or the US Forest Service and they perform all tasks and/or may work in conjunction with a consultant, student intern, part-time staff person, etc. The stakeholder team serves in an advisory capacity	Final version of the Idaho Airstrip Classification Scheme with supporting manuals in which are provided set-by-step procedures for applying the classification scheme and entering the data into the Idaho Airstrip Database	June 1, 2006
Step 4 Conduct a training session for volunteers who will apply the Airstrip Classification Scheme	Interested individuals and parties who are likely to be stakeholders, but landowners will also be encouraged to attend	A person from the *future oversight entity* or the Idaho Division of Aeronautics schedules, coordinates and delivers the training	Trained persons with knowledge about and experience in applying the classification system	Mid-June, 2006
Step 5 Application of the Idaho Airstrip Classification Scheme to all airstrips in the Idaho Airstrip Network	Teams of stakeholders and volunteers who have gone through the standard training	A person from the *future oversight entity* or the Idaho Division of Aeronautics schedules, and coordinates the effort to classify all airstrips in the Idaho Airstrip Network The stakeholder team serves in an advisory capacity	Nearly all airstrips in the system classified Field data in a format ready for entry into the Idaho Airstrip Database	Initial application July 2006-October 2006
Step 6 Computerization of all field data and standard outputs for each airstrip accessible electronically from the Idaho Airstrip Database	A person from the *future oversight entity* or the Idaho Division of Aeronautics, or a consultant, student intern, etc.	A person from *the future oversight entity* or the Idaho Division of Aeronautics performs all tasks or they may outsource to a consultant, university, etc.	Defensible data (i.e. accurate, complete, timely) and an airstrip classification scheme to use in future management and planning efforts	January 2007
Step 7 Utilize the Airstrip Classification Scheme to identify airstrips where additional improvements are appropriate and needed to deal with existing adverse or less than acceptable conditions	Same as above	A person from the *future oversight entity* or the Idaho Division of Aeronautics coordinates the sharing the output with a Task Force of certified volunteers, who collected the initial data for the purpose of cross-checking	Needed airstrip investment opportunities that reflect acceptable changes for a particular airstrip categorized in terms of potential airstrip investments and in terms of potential investments on lands nearby airstrips	April 2007

THEME 2: Create an understanding and demonstrate the value of airstrips as one of Idaho's unique transportation assets

Strategy 4: Market and educate communities of interest and place (e.g., aviation and non-aviation stakeholders, key actors, affected interest groups, users, towns, cities) to be aware of, and on the importance and benefits of The Idaho Airstrip Network (IAN).

Needed Actions	Communities Involved (Communities are defined by ITD in their vision as actors, associations, individuals, partners, agencies who have an interest in, or concern about Idaho's transportation assets.)	Responsibility of Each Partner Involved in a Step in Carrying Out that Step (Lead, on ground workforce, provider of equipment, etc.)	Intended Output Defined as Specifically as Possible (Document, procedure or step completed, project, etc.)	Timeline or Period and Estimated Completion Date (Specific date, if possible) *Note: we are thinking three to four years out.*
Step 1 Conduct a stakeholder analysis to identify key entities affected either positively or negatively and (1) type of baseline knowledge they initially have of The Idaho Airstrip Network (IAN), (2) define their positions on the Idaho Airstrip Network, and (3) their level of influence	A team of stakeholders (8-10) made up of members from the *future oversight entity* or the Idaho Division of Aeronautics, and other interested stakeholders such as the Air Taxi operators, The Idaho Outfitters and Guides Association, federal, state, & local agencies, interested aviation foundations, as well as possible opponents such as Idaho environmental organizations, outdoor recreation groups, etc.	The team is led by a person from the *future oversight entity* or the Idaho Division of Aeronautics performs all tasks and/or may work in conjunction with a marketing consultant, student intern, part-time staff, etc. The stakeholder team serves in an advisory capacity	A matrix containing a listing of all entities or parties with an interest in Idaho's Airstrip Network , next column-their type of knowledge about the network, next column-their stance on the network, and the next column-the team's perception of their level of influence in terms of accomplishing tasks simply rated as high, moderate or low	August 2005.
Step 2 For categories of stakeholders (e.g., type of involvement, level of baseline knowledge of IAN) create a target-specific education and marketing program that is relevant and effective. Categories of stakeholders should be defined with the purposes of target-specific education and marketing in mind.	Same as above	Same as above	A Marketing and Education Plan that includes at least a finite list of target groups of stakeholders, especially non-aviation stakeholders that lend themselves to common marketing tactics and messages	End of September, 2005

Needed Actions	Communities Involved	Partner Responsibility	Output	Time/Completion Date
Step 3 Develop a graphic that depicts how major stakeholders are connected and associated, or independent of one another	A team of stakeholders (8-10) made up of members from the *future oversight entity* or the Idaho Division of Aeronautics, and other interested stakeholders	The team is led by a person from the *future oversight entity* or the Idaho Division of Aeronautics performs all tasks and/or may work in conjunction with a marketing consultant, student intern, etc. The stakeholder team serves in an advisory capacity	A graphic of the relationships between and among stakeholder categories and perhaps sub-categories.	End of September 2005
Step 4 Develop an education program within the plan for each specific stakeholder category. For example, an education program for pilots using the IAN would include messages on such items as flight safety, courtesies to non-aviator users, etc., while the education program for communities nearby airstrips would include messages on such items as the economic benefits of the airstrip, importance for safety (Life Flight), etc.	Same as above	Same as above	An education program for each stakeholder category, which is relevant to them based on its background, other baseline data about it, and its links and ways of using the IAN. Each education plan will include a list of desired outcomes for that category (what are we trying to teach them) curriculum, the identification of instructors, and some basic training aides.	End of April 2006
Step 5 Develop a marketing program for each specific stakeholder category using the same target-specific approach used for the education program creation that includes for each stakeholder category at least the (1) delivery or communication methods (e.g., mass media, direct mail, face-to-face road show)	Same as above	Same as above	A marketing program for each stakeholder category that is relevant to them. Each marketing program will consist of a list of (1) desired outcomes (what are we trying to communicate to each group), (2) a marketing calendar detailing each marketing activity, the delivery method proposed, and (3) an associated timeline for interactions to take place.	End of April 2006

Needed Actions	Communities Involved	Partner Responsibility	Output	Time/Completion Date
Step 6 Develop messages, materials, and measures of success necessary to carry out the proposed education and marketing programs. When doing this, take care to think about it in terms of the proposed delivery methods identified and suggested in the plan.	A team of stakeholders (8-10) made up of members from the *future oversight entity* or the Idaho Division of Aeronautics, and other interested stakeholders	The team led by a person from the *future oversight entity* or the Idaho Division of Aeronautics performs all tasks and/or may work in conjunction with a marketing consultant, student marketing intern, etc. The stakeholder team serves in an advisory capacity	Messages and communication programs for each selected delivery method, for example different materials for mass media versus a Road Show. Materials developed at a level of detail so that individuals with a limited amount of training can use them with each of the targeted stakeholder categories identified in the plan in accordance with the proposed calendar of events. It is envisioned that specific media pieces will be included, and that commonly used branding techniques would be integrated into the approach and its delivery.	End of May 2006
Step 7 Deliver the education and marketing messages to the defined stakeholder categories via the identified communication methods as defined in the plan. Also evaluate whether or not the messages are changing opinions and behaviors toward Idaho Airstrip Network sponsored activities and efforts.	Same as above	Same as above	Increased awareness by the targeted stakeholder categories of the activities and efforts associated with the Idaho Airstrip Network and an understanding of their value to users of the airstrips, nearby communities, and the state and federal agencies. Evaluation data documenting the level of success with each stakeholder category	Begin campaign in June of 2006 and based on ongoing evaluations that accompany the programming adjust and continue implementation. A major review and plan update should occur every 2-3 years.

Strategy 5: Promote private investments to compliment ongoing public and public/private partnership investments in The Idaho Airstrip Network that build upon Idaho's economic base, especially in rural areas.

Needed Actions	Communities Involved (Communities are defined by ITD in their vision as actors, associations, individuals, partners, agencies who have an interest in, or concern about Idaho's transportation assets.)	Responsibility of Each Partner Involved in a Step in Carrying Out that Step (Lead, on ground workforce, provider of equipment, etc.)	Intended Output Defined as Specifically as Possible (Document, procedure or step completed, project, etc.)	Timeline or Period and Estimated Completion Date (Specific date, if possible) *Note: we are thinking three to four years out.*
Step 1 Solicit ideas for investment projects (e.g., business expansions, new businesses, new products, packaging of products and services, etc.) from stakeholders in portal communities that would improve the marketability and competitiveness of services to air travelers who use Idaho's Airstrip Network	A team of stakeholders (8-10) made up of members from the *future oversight entity* or the Idaho Department of Labor and Commerce, and other interested stakeholders such as Chambers of Commerce, county governments, Regional Travel Committees, the Idaho Outfitters and Guides Association, Idaho Gem Communities, Air Taxi operators, local economic development agencies, and interested aviation foundations.	The team is led by a person from the *future oversight entity,* the Idaho Department of Labor and Commerce, or an economic development agency and coordinates all tasks and/or may work in conjunction with a marketing consultant, student marketing intern, etc. The stakeholder team serves in an advisory capacity	Identification of investment opportunities in hospitality and tourism services/products, ground transportation services, natural resources, agriculture, and other Idaho Aviation Airstrip related businesses	March 2006
Step 2 Conduct a feasibility analysis for investment opportunities that show promise (see examples of types of investment projects listed in Step 1)	Upon request an Idaho Department of Labor and Commerce professional provides assistance and advice to a private entrepreneur who also may contract and pay for a feasibility study	A private entrepreneur leads the effort and pays most of the costs Commerce and Labor plays a supportive role Others partners (e.g., Idaho Rural Partnership, IOGA) provide support and assist wherever possible	Feasibility Study and when appropriate a business plan (e.g., product refinement, market analysis, marketing and advertising ideas, costs) for a proposed venture	On-going

Needed Actions	Communities Involved	Partner Responsibility	Output	Time/Completion Date
Step 3 Identify funding opportunities	Upon request an Idaho Department of Labor and Commerce professional provides assistance and advice (e.g., about opportunities with the Federal Economic Development Administration, Federal Grant Programs) to a private entrepreneur	Private entrepreneur leads the effort Commerce and Labor plays a supportive role and points out business funding programs Others partners (e.g., Idaho Rural Partnership, IOGA, Chambers, local economic development organizations) provide support and assist wherever possible	Secured funds or a loan	On-going
Step 4 New products and services that support the Idaho Airstrip Network come on-line	Private business	Private entrepreneur leads the effort Commerce and Labor plays a supportive role and points out business marketing programs	Jobs created, existing businesses expanded, and in fewer cases new businesses created	On-going
Step 5 Three-year evaluation of the program	A team of stakeholders (8-10) made up of members from the *future oversight entity* or the Idaho Department of Labor and Commerce, and other interested stakeholders such as Chambers of Commerce, county governments, Regional Travel Committees, the Idaho Outfitters and Guides Association, Idaho Gem Communities, Air Taxi operators, local economic development agencies, and interested aviation foundations	The team is led by a person from the *future oversight entity,* the Idaho Department of Labor and Commerce, or an economic development agency and coordinates all tasks and/or may work in conjunction with a marketing consultant, student marketing intern, etc. The stakeholder team serves in an advisory capacity	Measures of effectiveness of the program are assembled, published, and submitted to the Idaho Department of Labor and Commerce	March 2009

THEME 3:   Improve administrative effectiveness in the maintenance and operation of the airstrip network

Strategy 6: Improve and coordinate the investment in and the administration of The Idaho Airstrip Network.

Needed Actions	Communities Involved (Communities are defined by ITD in their vision as actors, associations, individuals, partners, agencies who have an interest in, or concern about Idaho's transportation assets.)	Responsibility of Each Partner Involved in a Step in Carrying Out that Step (Lead, on ground workforce, provider of equipment, etc.)	Intended Output Defined as Specifically as Possible (Document, procedure or step completed, project, etc.)	Timeline or Period and Estimated Completion Date (Specific date, if possible) *Note: we are thinking three to four years out.*
Step 1 Form a Special Task Force to determine the feasibility, precise make-up, and the responsibilities (e.g., oversight, coordination, field level airstrip management, budget & financial management, public relations, citizen engagement, decision-making) of an umbrella oversight entity to administer The Idaho Airstrip Network	A team of stakeholders (15-20) made up of members from the Idaho Division of Aeronautics, USDA Forest Service, other governmental agencies (e.g., Bureau of Land Management, Idaho Department of Labor and Commerce, Idaho Department of Lands, counties), other sovereign nations (e.g., Nez Perce and Coeur d'Alene Nations) representatives of private airstrip owners, other interest-oriented stakeholders such as the Idaho Outfitters and Guides Association, Air Taxi operators, environmental and conservation organizations, etc., major user groups (e.g., like outfitters and guides, outdoor adventure clubs, floaters, wilderness users, recreational aviators), interested foundations such as the Idaho Aviation Foundation and the Wolf Aviation Fund, and representatives from portal communities.	The Special Task Force is led by a neutral facilitator identified and hired by the convening entity, the Idaho Transportation Department, Division of Aeronautics and/or other federal or state agency partners The facilitator works for the Special Task Force as opposed to the convener, but coordinates activities through the Idaho Transportation Department, Division of Aeronautics and/or other federal or state agency partners The stakeholder Task Force serves in an advisory and recommending capacity	A detailed Organizational Establishment Report that at a minimum reviews and evaluates alternative organizational structures (e.g., Fire Prevention Cooperatives, co-managed parkland such as City of Rocks, collaborative efforts between multiple local governments)and various packages of responsibilities. A recommendation for an organizational structure to move forward with to the Idaho Transportation Partners, and the Idaho Transportation Department and its Board. Mission Statement for the new entity developed	Formation: August 2005 Completed and Approved: February 2006

Needed Actions	Communities Involved	Partner Responsibility	Output	Time/Completion Date
Step 2 Implement the Special Task Force's adopted, and partner-approved and owned recommendations and identify the Administrative Team (e.g., key staff and Executive Officer, Director and Board, Administrators Designated from existing state, federal, and not-for-profit organizations)	The Special Task Force convened by the Idaho Transportation Department, Division of Aeronautics needs to continue to operate until the recommended organization is established	Prepare any needed working agreements, Memorandums Of Understanding (MOU's) and any other formal agreements. If necessary, work with the Idaho Legislature to pass an official act recognizing the entity as a quasi-public organization. If necessary, facilitate the process of setting up a not-for-profit organization Facilitate the hiring or designating of the Administrative Team within or across existing organizations	Creation of an oversight entity for Idaho's Airstrip Network. New organization established and functioning in accordance with its legal basis (e.g., charter, state law, papers of incorporation)	March 2006
Step 3 Get the new oversight entity integrated into ongoing partner processes (e.g., airstrip management planning, education & marketing plan development)	Administrative team of the newly formed organization, in conjunction with input from the Special Task Force, becomes involved in the on-going partner processes If necessary and as required by the recommendations dealing with organizational structure and functions an advisory organ (e.g., Board, Committee) is established	Administrative team assumes authority over the powers it has been given via the recommendations establishing it and in accordance with any formal legal instruments as required Special Task Force facilitates the establishment of the Administrative Team Idaho Transportation Department, Division of Aeronautics and/or other federal or state agency partners remain in a supportive role of the Task Force it/they convened	New organization integrated into on-going partner efforts Advisory mechanism established and in place leading to the shutting down of the Special Task Force	March/April 2006

Needed Actions	Communities Involved	Partner Responsibility	Output	Time/Completion Date
Step 4 Administrative Team in accordance with its operating procedures and the Mission Statement included in the Recommendations from the Organizational Establishment Report (see Step 1) develops a strategic plan for the new entity	The Administrative Team in conjunction with its advisory organ	The Administrative Team coordinates the effort and uses their required decision-making process to adopt a strategic plan and its accompanying annual work plan	Strategic Plan containing standard elements such as mission and vision statements, strategic goals, targets, measures of success, plans for annual monitoring	March-June 2006
Step 5 The Administrative Team creates a Funding Task Force to further investigate and refine funding mechanisms for the ongoing administration and management of The Idaho Airstrip Network	Transportation partners who have been involved and active throughout the organization formation process are called upon to be members. In particular, state and federal partners are included since they presently have funds invested in the Idaho Airstrip Network Administrative Team	Funding Task Force explores existing and potential funding sources for managing and maintaining The Idaho Airstrip Network and makes recommendations to the Administrative Team State and Federal airstrip managing agencies present ideas for funding sources Administrative Team coordinates the functioning of the Funding Task Force	A Task Force Report with recommendations on behalf of the transportation partners that includes a prioritized list of funding mechanisms for the Administrative Team to pursue	April/May 2006 – November 2006
Step 6 The Administrative Team monitors organizational and program effectiveness, including measures for accountability of all funds expended	The Administrative Team in conjunction with its advisory organ	The Administrative Team coordinates the creation of a system for monitoring funds, program success and the movement of the organization towards accomplishing its strategic goals Transportation partners, including owners and managers of airstrips provide the Administrative Team with needed information to complete its annual reporting and monitoring functions	Monitoring system put into place An annual monitoring report produced which includes progress toward strategic goals, the monitoring of the fund acquisition and disbursal, measures of progress in management and planning of The Idaho Airstrip Network and any associated programs, such as the Idaho Airstrip Database Initiative	Annually, 2006 and beyond available by February 1 Recognizing the 2006 annual report will cover the formation and only approximately 6 months of operations

Strategy 7: Build upon existing data to design and develop an Idaho Airstrip Database for The Idaho Airstrip Network that can be used to monitor and carry on the tradition of having a diversity of functional airstrips throughout the State.

Needed Actions	Communities Involved (Communities are defined by ITD in their vision as actors, associations, individuals, partners, agencies who have an interest in, or concern about Idaho's transportation assets.)	Responsibility of Each Partner Involved in a Step in Carrying Out that Step (Lead, on ground workforce, provider of equipment, etc.)	Intended Output Defined as Specifically as Possible (Document, procedure or step completed, project, etc.)	Timeline or Period and Estimated Completion Date (Specific date, if possible) *Note: we are thinking three to four years out.*
Step 1 Develop a user friendly database for the Idaho Airstrip Network making sure that it is designed to function spatially and includes the necessary data elements to address processes such as airstrip classification, planning, management, maintenance, and administration.	A team of stakeholders (8-10) made up of members from the *future oversight entity*, the Idaho Division of Aeronautics, property owners (both public and private landowners or managers) with airstrips, and knowledgeable voices from key user groups	The team leader is a person from the *future oversight entity,* the Idaho Division of Aeronautics, or the US Forest Service and they perform all tasks and/or may work in conjunction with a consultant, student intern, part-time staff person, etc. The stakeholder team serves in an advisory capacity	Internet accessible electronic database organized in a fashion that makes it user friendly for accessing information, producing maps and reports, as well as analyzing data. A system where parts are only accessible by the managing entities and other components are accessible to the public	Approximately 3-6 months to develop. Completed August 2005-January 2006
Step 2 Identify data requirements for airstrip operations and maintenance, and acceptable improvements as per the classification scheme in coordination with the stakeholder team working on Strategy 3	Same as above	Same as above	List of data requirements that is agreed to by the Stakeholder Team working on Strategy 3	August 2005-May 2006
Step 3 Develop a complete and accurate listing of all existing airstrips as of January 2006 regardless of whether or not they are located on public or private lands	The Idaho Division of Aeronautics in conjunction with the stakeholder advisory team mentioned above	The Idaho Division of Aeronautics coordinates the development of the list seeking input from all partners	List of all airstrips with geo-referencing coordinates and ownership information	August 2005-May 2006

Needed Actions	Communities Involved	Partner Responsibility	Output	Time/Completion Date
Step 4 Design and build the database structure, or use a pre-existing database management structure (e.g., ARCINFO, SPSS, Microsoft Access) using guidance resulting from Steps 1 & 2 of this strategy	The Idaho Division of Aeronautics in conjunction with the new Administrative Team, and with input from the stakeholder advisory team on an as needed basis	A person from the Idaho Division of Aeronautics performs all tasks and/or may work in conjunction with a consultant, student intern, other state agency, etc.	An initial Idaho Airstrip Database system ready for inputting data	January 2006-June 2006
Step 5 Test and experiment with the use of the system to add programs, develop protocols, and test accuracy of information	The Idaho Division of Aeronautics in conjunction with the new Administrative Team, and with input from the stakeholder advisory team on an as needed basis	A person from the Idaho Division of Aeronautics performs all tasks and/or may work in conjunction with a consultant, student intern, other state agency, etc. Transportation partners, including owners and managers of airstrips provide the Idaho Division of Aeronautics with needed information to test the system Classification filed information from Strategy 3 activities is provided by the volunteer pairs collecting it	A finalized Idaho Airstrip Database system ready for inputting data	August 2006-January 2007
Step 6 Evaluate and monitor the use of the Idaho Airstrip Database system	A team of stakeholders (8-10) made up of members from the Administration Team, the Idaho Division of Aeronautics, property owners (both public and private landowners or managers) with airstrips, and knowledgeable voices from key user groups	The Administrative Team produces report in conjunction with an advisor group The stakeholder team serves in an advisory capacity	Annual report that records the amount of public use of the system to access airstrip condition information, and documents how the system is being used in management and planning for, and investing in the Idaho Airstrip Network	Annually beginning 2007

CONCLUSION

It is clear that if Idaho's rich heritage of having an airstrip network accessible to the public is to continue into the future, it is necessary for active and committed partners to create a new way to interact and finance the maintenance and operations of The Idaho Airstrip Network. This strategic plan lays out a blueprint for an innovative approach as a way to ensure that Idaho's reputation in this area of transportation moves forward and contributes to the economy of the state. Finally, the approach proposed herein assures that this unique transportation asset remains an integrated part of Idaho's overall transportation system, retains its competitive advantage within the world, and continues to reflect Idaho's long and rich aviation tradition.

This action plan shall be reviewed, updated, and brought before the Idaho Transportation Board at least once every three years after its adoption. It should be seen as a working document that will change as The Idaho Airstrip Network evolves.

In conclusion, this vision for the future of The Idaho Airstrip Network reflects the values and a commitment of the transportation partners to maintain air access to Idaho's front and backcountry and to respect Idaho's Wilderness values while promoting the stewardship of Idaho's outstanding natural and recreational resources. The Idaho Airstrip Network is a transportation asset in which all Idahoans can take pride.

Idaho Airstrip Network Steering Committee Active Participants

Keith Bumsted, J. Curtis Earl - Idaho Aviation Foundation
Bob Martin, Administrator - Idaho Transportation Department, Division of Aeronautics
Matt Moore - Idaho Transportation Department, Division of Planning
Scott Patrick - Aeronautics Advisory Board Member (Air Taxi Operator)
Dan Scott - McCall Aviation (Air Taxi Operator)
Grant Simonds, Executive Director - Idaho Outfitters and Guides Association
Pete Smit - Meetings Systems
Jerry Terlisner - Idaho Aviation Association
Larry Taylor - Idaho Aviation Association
Randy Welsh - USDA Forest Service
Carl Wilgus - Idaho Department of Labor and Commerce
Mark Young,Aeronautics Airport Maintenance Manager - Idaho Transportation Department, Division of Aeronauti

Idaho Airstrip Network
Action Plan
Adopted July 20, 2005