

# APPENDIX A: FUTURE FACILITY AND SERVICE OBJECTIVE COMPLIANCE

## INTRODUCTION

A variety of actions and recommendations are needed to enable the system of airports to meet target objectives that were developed as part of the Idaho Airport System Plan (IASP). Facility and service objectives for Commercial Service, Regional Business, Community Business, Local Recreational, and Basic Service airports have been established to enable the system of airports to fulfill their functional roles. In many instances, system airports have identified similar facility and service needs as part of their individual master plans and capital improvement programs and are proceeding to address many of the facility and service-related needs identified in the IASP.

This document is divided into two sections. The first section describes the airside facility objectives and the ability of each system airport to meet the objectives. The second section identifies general aviation landside facility and service objectives that should be offered at those airports.

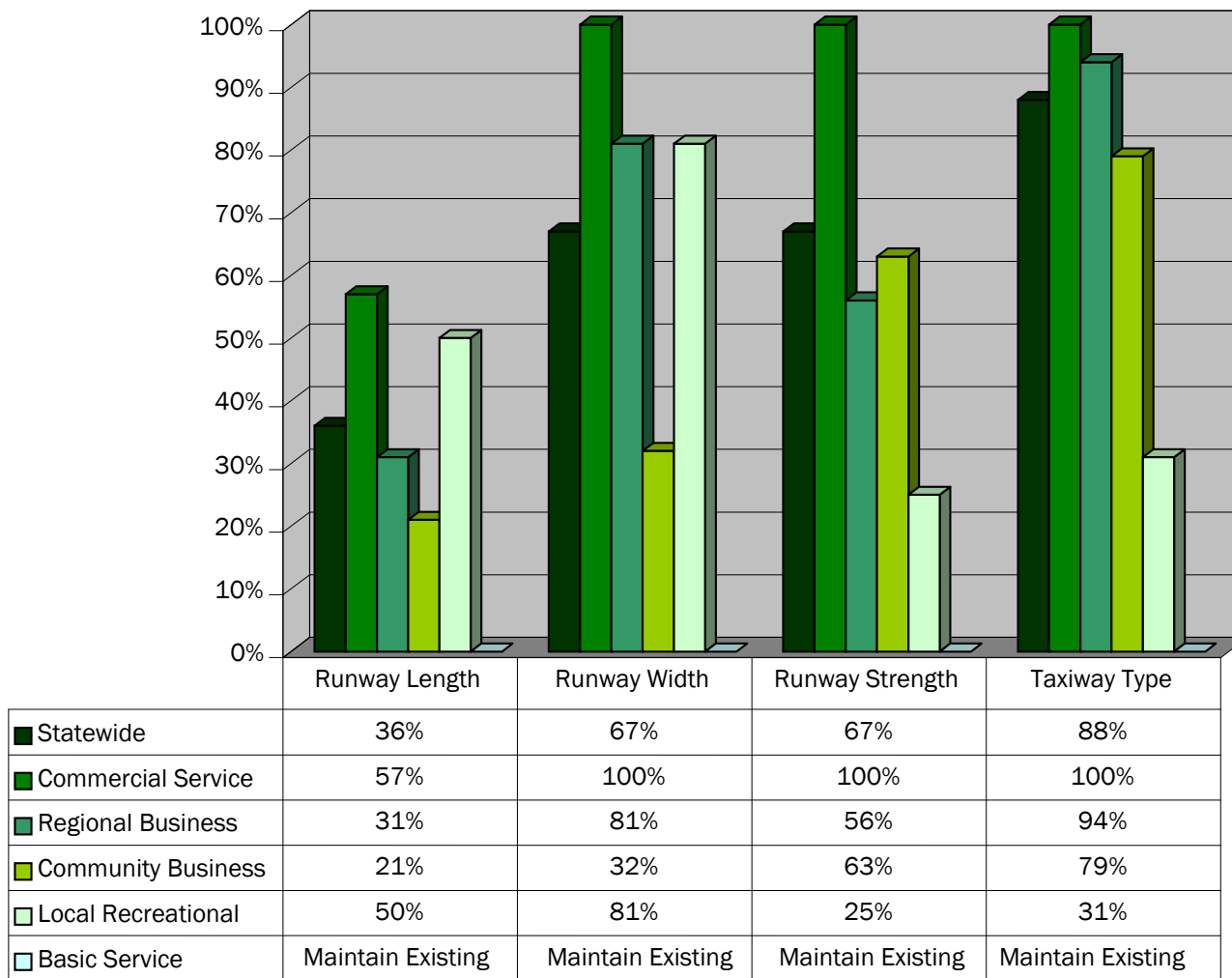
## AIRSIDE FACILITIES

Airside facilities play the most significant role in the ability of the airports to support the system needs. Airside facility objectives include the following items:

- ✈ Primary Runway Length, Width, and Strength
- ✈ Taxiway
- ✈ Instrument Approach
- ✈ Visual Aids
- ✈ Runway Lighting
- ✈ Weather Reporting Facilities

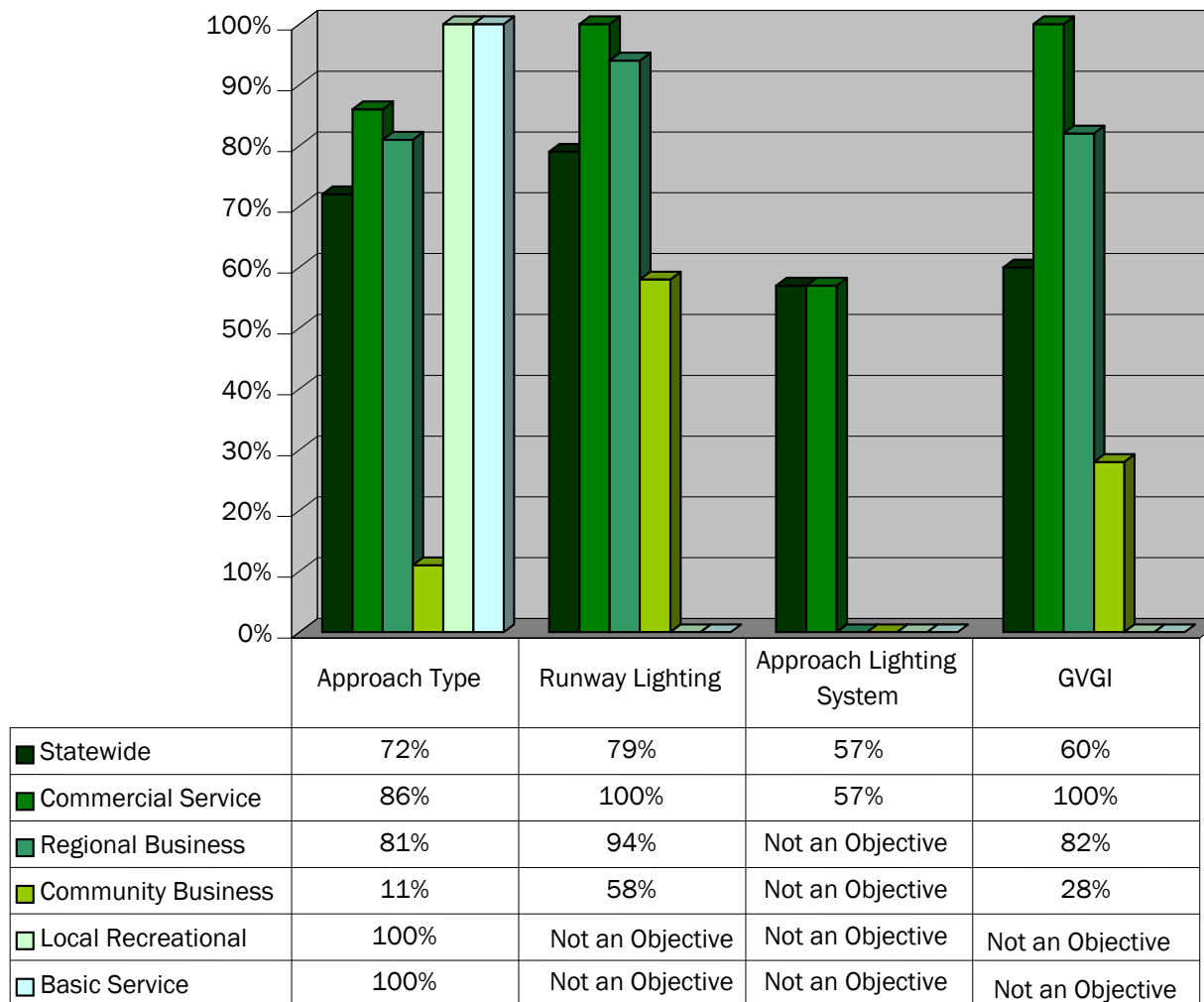
**Figures A-1** through **Figure A-3** summarize the system's compliance for each airside facility objective. Each objective is also discussed in detail on the following pages.

**Figure A-1: Airside Facility Compliance Summary 1**



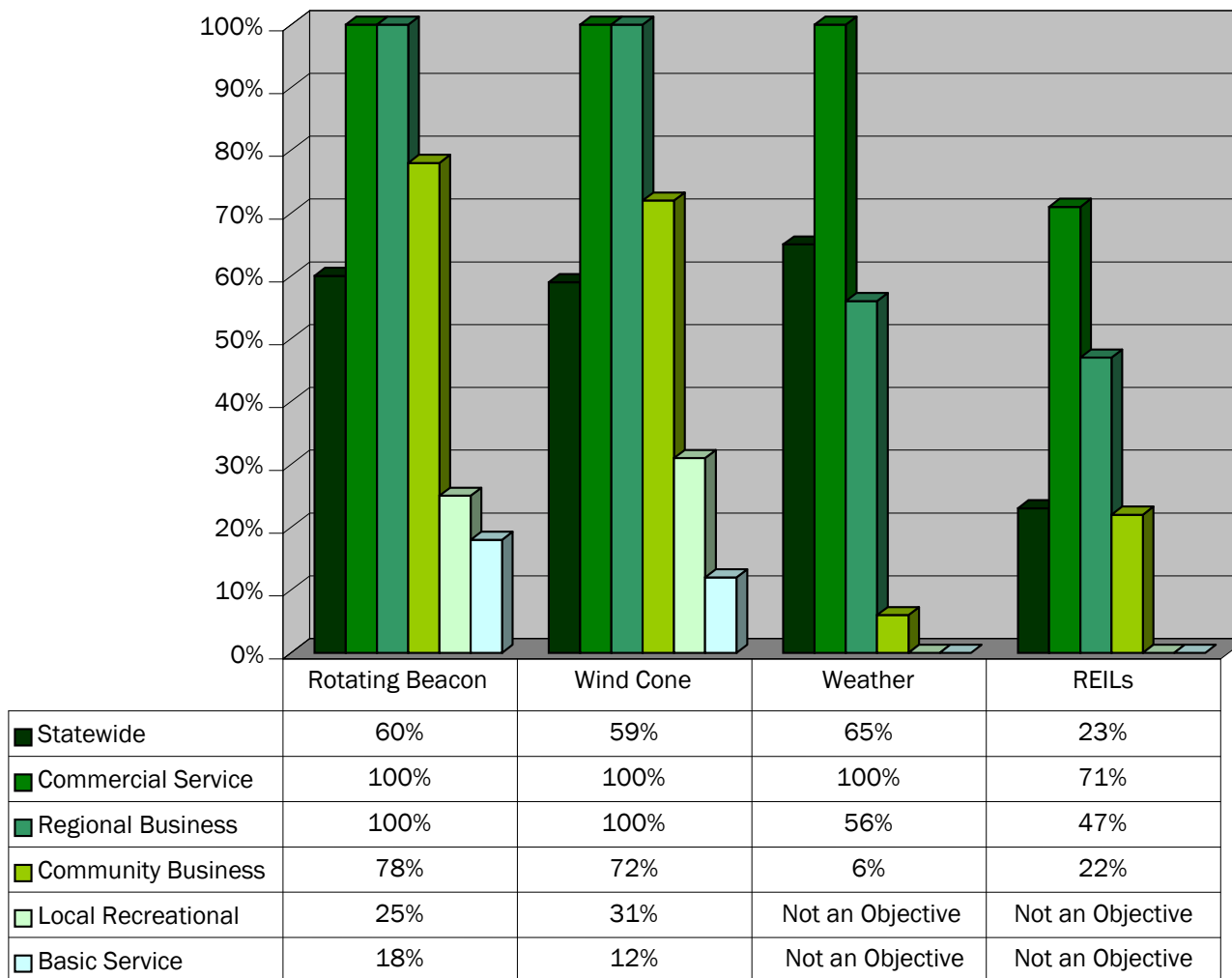
Source: Wilbur Smith Associates  
 Prepared: July 2009

**Figure A-2: Airside Facility Compliance Summary 2**



Source: Wilbur Smith Associates  
Prepared: July 2009

**Figure A-3: Airside Facility Compliance Summary 3**



Source: Wilbur Smith Associates  
 Prepared: July 2009

## Runway Length

An airport’s runway length is typically determined by the most demanding aircraft operating at the airport on a regular basis. Since the IASP is limited in scale, this analysis must rely on the “big picture” approach for Idaho’s 75 study airports. Therefore, the Federal Aviation Administration’s (FAA) Airport Design Computer Model 4.2d, ITD’s VFR Airport Design Standards and IASP’s recommended objectives for the airport roles were used to produce a minimum runway length recommendation for each airport’s primary runway.

The FAA Airport Design Computer Model’s input data include airport elevation, mean maximum, temperature of the hottest month, and the maximum difference in runway centerline elevation. The airport elevation and temperature inputs provide the model with density altitude information. This simply means that pressure altitude is adjusted for temperature. High elevations and hot days translate to lower aircraft performance and consequently the need for longer runways on takeoff.

The FAA model’s output lists possible runway lengths tied to aircraft weight, percent of the fleet in that weight category to be served, and the percent load for the large aircraft under 60,000 pounds served. An example of the FAA Airport Design Computer Model’s output is presented in **Figure A-4**.

**Figure A-4: Runway Length Analysis – Sample Airport (BOI)**

<b>AIRPORT AND RUNWAY DATA</b>	
Airport elevation . . . . .	2837 feet
Mean daily maximum temperature of the hottest month . . . . .	94.00 F.
Maximum difference in runway centerline elevation . . . . .	0 feet
Length of haul for airplanes of more than 60,000 pounds . . . . .	500 miles
Dry runways	
<b>RUNWAY LENGTHS RECOMMENDED FOR AIRPORT DESIGN</b>	
Small airplanes with approach speeds of less than 30 knots . . .	390 feet
Small airplanes with approach speeds of less than 50 knots . . .	1030 feet
Small airplanes with less than 10 passenger seats	
<b>75 percent of these small airplanes . . . . .</b>	<b>3580 feet</b>
95 percent of these small airplanes . . . . .	4420 feet
<b>100 percent of these small airplanes . . . . .</b>	<b>4910 feet</b>
Small airplanes with 10 or more passenger seats . . . . .	4960 feet
Large airplanes of 60,000 pounds or less	
<b>75 percent of these large airplanes at 60 percent useful load</b>	<b>5590 feet</b>
75 percent of these large airplanes at 90 percent useful load	8270 feet
100 percent of these large airplanes at 60 percent useful load	7170 feet
100 percent of these large airplanes at 90 percent useful load	9650 feet
<u>Airplanes of more than 60,000 pounds . . . . . Approximately 6010 feet</u>	

Source: FAA Airport Design Model 4.2d and Wilbur Smith Associates  
Prepared: July 2009

The following recommended runway lengths (by role category) should be applied to study airports that are included in the FAA's NPIAS:

- ✈ Commercial Service – 75% of large aircraft at 90% useful load
- ✈ Regional Business - 75% of large aircraft at 60% useful load
- ✈ Community Business - 95% of small aircraft
- ✈ Local Recreational - 75% of small aircraft
- ✈ Basic Service – maintain existing

Study airports that are not included in the NPIAS are recommended to meet Idaho VFR Airport Design dimensions for runway length. Runway lengths are calculated by the following formula:

$$2,000' + 1/3 \text{ elevation} = \text{Runway Length}$$

**Figure A-5** presents with the existing primary runway length and the objective length for each IASP airport. Statewide, 36 percent of the airports meet their minimum objective for recommended runway length. Fifty-seven percent of Commercial Service, 31 percent of Regional Business, 21 percent of Community Business, and 50 percent of Local Recreational airports meet their respective runway length objectives. This data is depicted graphically in **Figure A-6**.

**Figure A-5: Runway Length Compliance by Airport**

Associated City	Airport Name	Primary Runway	Primary Runway Length	Objective Length	Compliant
<b>Commercial Service: Objective - To accommodate 75% of large aircraft at 90% useful load (NPIAS)</b>					
Boise	Boise Air Terminal/Gowen Field	10L/28R	10,000	5,590	Yes
Hailey	Friedman Memorial Airport	13/31	7,550	8,600	No
Idaho Falls	Idaho Falls Regional	2/20	9,002	8,600	Yes
Lewiston	Lewiston-Nez Perce County	8/26	6,511	6,680	No
Pocatello	Pocatello Regional	3/21	9,060	8,600	Yes
Pullman	Pullman-Moscow Regional	5/23	6,730	8,600	No
Twin Falls	Joslin Field - Magic Valley Regional	7/25	8,703	8,600	Yes
<b>Regional Business: Objective - To accommodate 75% of large aircraft at 60% useful load (NPIAS)</b>					
Blackfoot	McCarley Field	1/19	4,314	6,460	No
Bonnars Ferry	Boundary County	2/20	4,000	4,940	Yes
Buhl	Buhl Municipal	9/27	3,900	5,000	No
Caldwell	Caldwell Industrial	12/30	5,500	5,590	No
Challis	Challis Airport	16/34	4,600	5,000	No
Coeur D'Alene	Coeur D'Alene - Pappy Boyington Field	5/23	7,400	4,940	Yes
Driggs	Driggs-Reed Memorial	3/21	7,302	6,360	Yes
Gooding	Gooding Municipal	7/25	4,736	6,240	No
Grangeville	Idaho County	7/25	5,101	4,890	Yes
Jerome	Jerome County	8/26	5,000	6,240	No
McCall	McCall Municipal	16/34	6,054	5,590	Yes
Mountain Home	Mountain Home Municipal	10/28	5,000	5,590	No
Nampa	Nampa Municipal	11/29	5,000	5,590	No
Rexburg	Rexburg-Madison County	17/35	4,200	5,000	No
Salmon	Lemhi County	17/35	5,150	6,070	No
Sandpoint	Sandpoint	1/19	5,501	4,940	Yes
<b>Community Business: Objective - To accommodate 95% of small aircraft (NPIAS)</b>					
American Falls*	American Falls	3/21	4,900	3,473	Yes
Arco	Arco-Butte County	6/24	6,600	6,380	Yes
Burley	Burley Municipal	2/20	4,094	5,390	No
Cascade	Cascade	12/30	4,300	4,420	No
Cottonwood*	Cottonwood Municipal	07/25	3,100	3,158	No
Council	Council Municipal	17/35	3,600	5,870	No
Downey*	Downey/Hyde Memorial	17/35	3,550	3,635	No
Homedale	Homedale Municipal	13/31	2,900	4,420	No
Kellogg	Shoshone County	7/25	5,316	6,460	No
Nez Perce*	Nez Perce Municipal	15/33	2,400	3,067	No
Orofino	Orofino Municipal	9/27	2,500	3,530	No
Paris	Bear Lake County	10/28	5,730	5,690	Yes
Parma*	Parma	12/30	2,700	2,743	No
Preston	Preston	3/21	3,457	5,670	No
Rigby*	Rigby-Jefferson	1/19	3,505	3,615	No
Soda Springs*	Allen H Tigert	13/31	2,500	3,946	No
St. Anthony*	Stanford Field	04/22	4,500	3,655	Yes
St. Maries	St. Maries Municipal	10/28	4,250	6,460	No

**Figure A-5: Runway Length Compliance by Airport (cont.)**

Associated City	Airport Name	Primary Runway	Primary Runway Length	Objective Length	Compliant
Weiser	Weiser Municipal	12/30	4,000	4,420	No
<b>Local Recreational: Objective - To accommodate 75% of small aircraft (NPIAS)</b>					
Aberdeen	Aberdeen Municipal	6/24	3,650	4,030	No
Big Creek*	Big Creek	1/19	3,550	3,914	No
Coolin*	Cavanaugh Bay	15/33	3,100	2,828	No
Craigmont	Craigmont Municipal	7/25	2,800	2,970	No
Emmett*	Emmett Municipal	10/28	3,250	2,783	Yes
Galena*	Smiley Creek	14/32	4,900	4,387	Yes
Garden Valley*	Garden Valley	10/28	3,850	3,059	Yes
Hazelton*	Hazelton Municipal	06/24	3,100	3,391	No
Kamiah	Kamiah Municipal	14/32	3,000	2,970	Yes
Kooskia*	Kooskia Municipal	14/32	1,900	2,421	No
Payette*	Payette Municipal	13/31	3,000	2,743	Yes
Porthill*	Eckhart International	15/33	3,650	2,585	Yes
Priest River	Priest River Muni.	1/19	2,950	3,090	No
Rockford*	Rockford Municipal	16/34	2,800	3,488	No
Stanley*	Stanley	17/35	4,300	4,134	Yes
Yellow Pine*	Johnson Creek	17/35	3,400	3,644	Yes
<b>Basic Service: Objective – Idaho VFR Airport Design Dimensions (Length = 2,000 feet + 1/3 airport elevation)</b>					
Bancroft*	Bancroft Municipal	7/25	3,280	---	---
Carey*	Carey	7/25	2,650	---	---
Coeur D'Alene*	Brooks SPB	11/29 (water)	15,000	---	---
Donnelly*	Donald D Coski Memorial	18/36	2,500	---	---
Dubois*	Dubois Municipal	16/34	4,600	---	---
Elk City*	Elk City	14/32	2,600	---	---
Fairfield*	Camas County	7/25	2,950	---	---
Glenns Ferry*	Glenns Ferry Municipal	08/26	3,050	---	---
Howe*	Howe Municipal	13/31	3,800	---	---
Leadore*	Leadore	11/29	3,500	---	---
Lewiston *	Snake River SPB	Non-Std (Water)	3,000	---	---
Mackay*	Mackay	12/30	4,389	---	---
Malad City*	Malad City	16/34	4,950	---	---
Midvale*	Lee Williams Memorial	08/25	2,902	---	---
Mud Lake*	Mud Lake/W Jefferson County	2/20	3,300	---	---
Murphy*	Murphy	12/30	2,500	---	---
Oakley*	Oakley Municipal	16/34	3,800	---	---

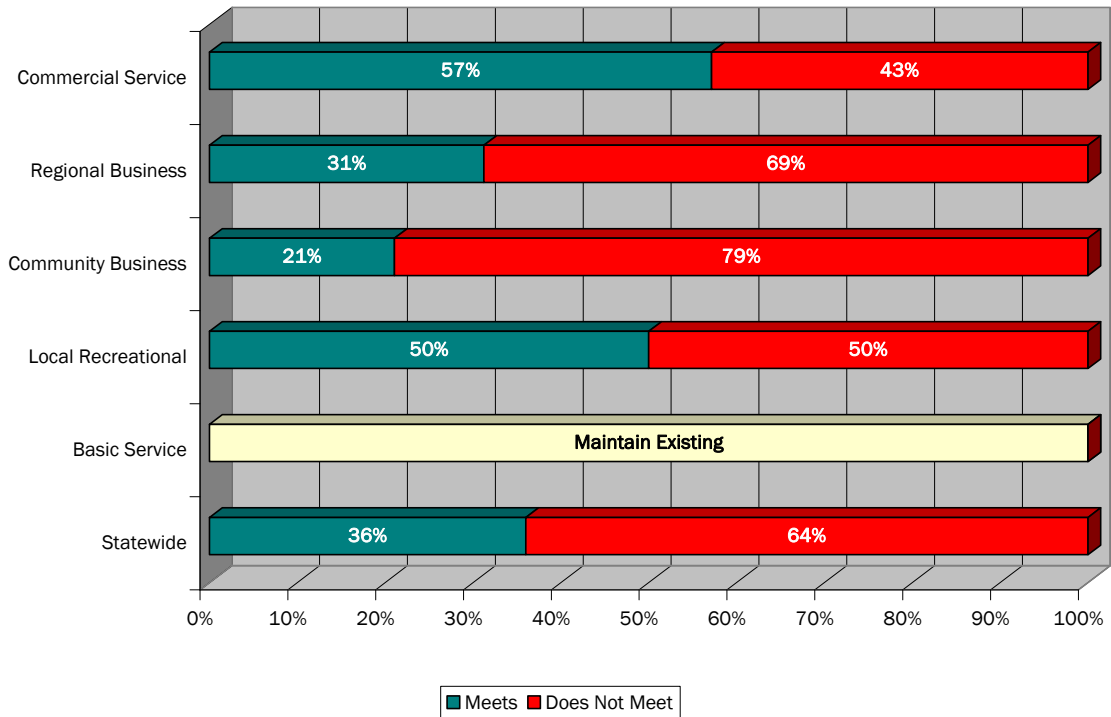
Source: FAA Airport Design Model 4.2, 2008 Airport Inventory & Data Survey, Idaho VFR Airport Design Standards, and Wilbur Smith Associates

\* Indicates Non-NPIAS airport

Prepared: July 2009



**Figure A-6: Percentage of Airports by Role Meeting Runway Length Objectives**



Source: FAA Airport Design Model 4.2, 2008 Airport Inventory & Data Survey, and Wilbur Smith Associates  
 Prepared: July 2009

### Runway Width

The IASP identified primary runway widths based on facility and service objectives for each airport by role category. Just like runway lengths, runway widths are usually determined by the design aircraft or the most demanding aircraft operating at the airport on a regular basis as defined by the FAA. Commercial Service airports accommodating a higher Airplane Design Group require at least 100 feet widths. However, Basic Service airports require much less due to the small aircraft operating at these airports.

Figure A-7 presents each airport’s respective existing and objective primary runway width. Sixty-seven percent of IASP airports meet the recommended runway width objective. By role, 100 percent of Commercial Service, 81 percent of Regional Business, 32 percent of Community Business, and 81 percent of Local Recreational airports meet their objectives for runway width. The information is depicted graphically in Figure A-8.

**Figure A-7: Runway Width Compliance by Airport**

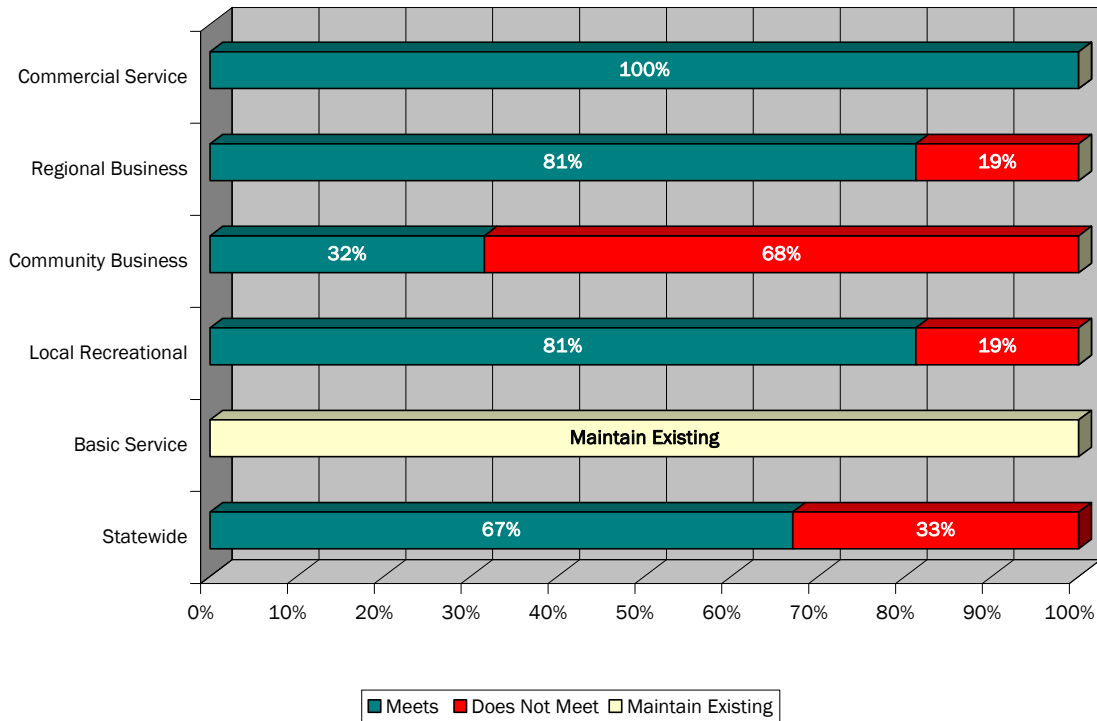
Associated City	Airport Name	Primary Runway	Primary Runway Width	Objective Width	Compliant
<b>Commercial Service - 100 ft</b>					
Boise	Boise Air Terminal/Gowen Field	10L/28R	150	100	Yes
Hailey	Friedman Memorial Airport	13/31	100	100	Yes
Idaho Falls	Idaho Falls Regional	2/20	150	100	Yes
Lewiston	Lewiston-Nez Perce County	8/26	150	100	Yes
Pocatello	Pocatello Regional	3/21	150	100	Yes
Pullman	Pullman-Moscow Regional	5/23	100	100	Yes
Twin Falls	Joslin Field - Magic Valley Regional	7/25	150	100	Yes
<b>Regional Business - 75 ft</b>					
Blackfoot	McCarley Field	1/19	75	75	Yes
Bonnars Ferry	Boundary County	2/20	75	75	Yes
Buhl	Buhl Municipal	9/27	60	75	No
Caldwell	Caldwell Industrial	12/30	100	75	Yes
Challis	Challis Airport	16/34	60	75	No
Coeur D'Alene	Coeur D'Alene - Pappy Boyington Field	5/23	100	75	Yes
Driggs	Driggs-Reed Memorial	3/21	75	75	Yes
Gooding	Gooding Municipal	7/25	75	75	Yes
Grangeville	Idaho County	7/25	75	75	Yes
Jerome	Jerome County	8/26	75	75	Yes
McCall	McCall Municipal	16/34	75	75	Yes
Mountain Home	Mountain Home Municipal	10/28	75	75	Yes
Nampa	Nampa Municipal	11/29	75	75	Yes
Salmon	Lemhi County	17/35	60	75	No
Sandpoint	Sandpoint	1/19	75	75	Yes
<b>Community Business - 75 ft for NPIAS or 50 ft for Non-NPIAS</b>					
American Falls	American Falls	3/21	50	50	Yes
Arco	Arco-Butte County	6/24	75	75	Yes
Burley	Burley Municipal	2/20	80	75	Yes
Cascade	Cascade	12/30	60	75	No
Cottonwood	Cottonwood Municipal	07/25	50	50	Yes
Council	Council Municipal	17/35	60	75	No
Downey	Downey/Hyde Memorial	17/35	50	50	Yes
Homedale	Homedale Municipal	13/31	50	75	No
Kellogg	Shoshone County	7/25	75	75	Yes
Nez Perce	Nez Perce Municipal	15/33	30	50	No
Orofino	Orofino Municipal	9/27	50	75	No
Paris	Bear Lake County	10/28	75	75	Yes
Parma	Parma	12/30	50	50	Yes
Preston	Preston	3/21	50	75	No
Rigby	Rigby-Jefferson	1/19	50	50	Yes
Soda Springs	Allen H Tigert	13/31	50	50	Yes

**Figure A-7: Runway Width Compliance by Airport (cont.)**

Associated City	Airport Name	Primary Runway	Primary Runway Width	Objective Width	Compliant
St. Anthony	Stanford Field	04/22	50	50	Yes
St. Maries	St. Maries Municipal	10/28	60	75	No
Weiser	Weiser Municipal	12/30	60	75	No
Local Recreational - 60 ft for NPIAS or 50 ft for Non-NPIAS					
Aberdeen	Aberdeen Municipal	6/24	50	60	No
Big Creek	Big Creek	1/19	110	100	Yes
Coolin	Cavanaugh Bay	15/33	120	100	Yes
Craigmont	Craigmont Municipal	7/25	50	60	No
Emmett	Emmett Municipal	10/28	50	50	Yes
Galena	Smiley Creek	14/32	150	100	Yes
Garden Valley	Garden Valley	10/28	125	100	Yes
Hazelton	Hazelton Municipal	06/24	90	50	Yes
Kamiah	Kamiah Municipal	14/32	90	60	Yes
Kooskia	Kooskia Municipal	14/32	100	50	Yes
Payette	Payette Municipal	13/31	50	50	Yes
Porthill	Eckhart International	15/33	175	100	Yes
Priest River	Priest River Muni.	1/19	48	60	No
Rockford	Rockford Municipal	16/34	50	50	Yes
Stanley	Stanley	17/35	150	100	Yes
Yellow Pine	Johnson Creek	17/35	150	100	Yes
Basic Service - Maintain Existing					
Bancroft	Bancroft Municipal	7/25	30	---	---
Carey	Carey	7/25	170	---	---
Coeur D'Alene	Brooks SPB	11/29 (Water)	2000	---	---
Donnelly	Donald D Coski Memorial	18/36	125	---	---
Dubois	Dubois Municipal	16/34	100	---	---
Elk City	Elk City	14/32	150	---	---
Fairfield	Camas County	7/25	40	---	---
Glenns Ferry	Glenns Ferry Municipal	08/26	60	---	---
Howe	Howe Municipal	13/31	40	---	---
Leadore	Leadore	11/29	140	---	---
Lewiston	Snake River SPB	N/S (Water)	150	---	---
Mackay	Mackay	12/30	60	---	---
Malad City	Malad City	16/34	60	---	---
Midvale	Lee Williams Memorial	08/25	60	---	---
Mud Lake	Mud Lake/W Jefferson County	2/20	40	---	---
Murphy	Murphy	12/30	45	---	---
Oakley	Oakley Municipal	16/34	40	---	---

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

**Figure A-8: Percentage of Airports by Role Meeting Runway Width Objectives**



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

### Runway Strength

Like other airport planning and design elements, runway strength needs are typically determined during a master planning study when detailed analysis has been conducted regarding existing and projected aircraft operation types and frequencies. For system planning purposes, runway strength is presented in general terms and is tied to the airport role. These minimum recommended runway strengths are provided for planning purposes only. The minimum pavement strength objective is 60,000 pounds single wheel loading for Commercial Service; 30,000 pounds single wheel loading for Regional Business; and 12,500 pounds single wheel loading for Community Business and Local Recreational airports. Examples of aircraft with maximum take-off weight characteristics ranging from 10,500 to 36,000 pounds are summarized in Figure A-9.

**Figure A-9: Take-Off Weights**

Aircraft	Maximum Takeoff Weight
Beech King Air E90	10,500 pounds
Beech Super King Air	12,500 pounds
Cessna Citation III	22,000 pounds
Dassault Falcon 200	30,650 pounds
Grumman Gulfstream I	36,000 pounds

Source: Wilbur Smith Associates  
 Prepared: March 2009

Pavement strength defines the ability of a runway pavement to handle recurring loads at specified weights. A runway with pavement strength of 12,500 pounds single wheel loading

can handle infrequent activity by aircraft above 12,500 pounds while frequent activity would induce premature pavement failure.

**Figure A-10** presents the list of airports by role category, their existing runway strength, and whether or not they are in compliance with this performance measure. **Figure A-11** graphically depicts that 100 percent of Commercial Service, 56 of Regional Business, 63 percent of Community Business, and 25 percent of Local Recreational airports meet or exceed their objective runway strength target. Since Basic Service airports are recommended to maintain existing pavement strengths, 67 percent of the applicable system airports meet their runway strength objective.

**Figure A-10: Runway Strength Compliance by Airport**

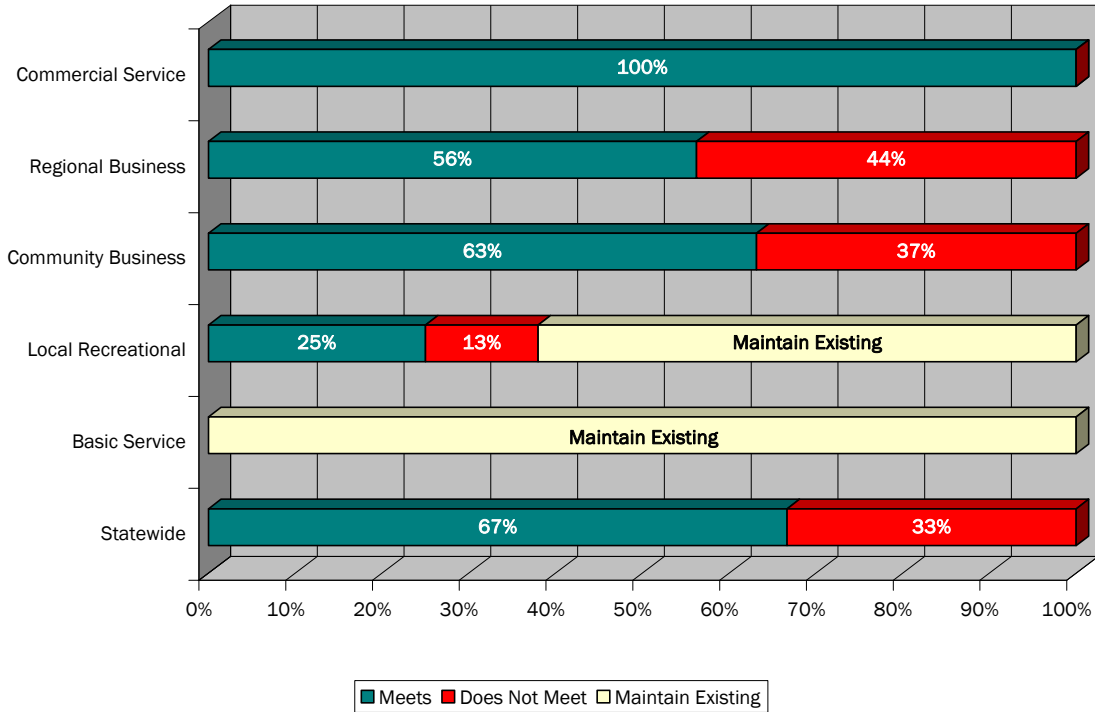
Associated City	Airport Name	Existing Runway Strength	Compliant
<b>Commercial Service: Objective – Single-Wheel Landing Gear – 60,000 lbs</b>			
Boise	Boise Air Terminal/Gowen Field	75,000	Yes
Hailey	Friedman Memorial Airport	65,000	Yes
Idaho Falls	Idaho Falls Regional	140,000	Yes
Lewiston	Lewiston-Nez Perce County	150,000	Yes
Pocatello	Pocatello Regional	100,000	Yes
Pullman	Pullman-Moscow Regional	57,000	Yes
Twin Falls	Joslin Field – Magic Valley Regional	75,000	Yes
<b>Regional Business: Objective – Single-Wheel Landing Gear – 30,000 lbs</b>			
Blackfoot	McCarley Field	12,500	No
Bonnets Ferry*	Boundary County	25,000	No
Buhl	Buhl Municipal	12,500	No
Caldwell	Caldwell Industrial	72,000	Yes
Challis	Challis Airport	30,000	Yes
Coeur D'Alene	Coeur D'Alene - Pappy Boyington Field	50,000	Yes
Driggs	Driggs-Reed Memorial	30,000	Yes
Gooding	Gooding Municipal	12,500	No
Grangeville	Idaho County	75,000	Yes
Jerome	Jerome County	12,500	No
McCall	McCall Municipal	80,000	Yes
Mountain Home	Mountain Home Municipal	42,000	Yes
Nampa*	Nampa Municipal	26,000	No
Rexburg	Rexburg-Madison County	30,000	Yes
Salmon	Lemhi County	12,500	No
Sandpoint	Sandpoint	40,000	Yes
<b>Community Business: Objective – Single-Wheel Landing Gear – 12,500lbs</b>			
American Falls*	American Falls	12,000	No
Arco	Arco-Butte County	30,000	Yes
Burley	Burley Municipal	12,500	Yes
Cascade	Cascade	12,500	Yes
Cottonwood*	Cottonwood Municipal	12,000	No
Council	Council Municipal	12,500	Yes
Downey*	Downey/Hyde Memorial	12,000	No
Homedale	Homedale Municipal	6,000	No
Kellogg	Shoshone County	14,000	Yes
Nez Perce*	Nez Perce Municipal	12,000	No
Orofino	Orofino Municipal	17,000	Yes
Paris	Bear Lake County	12,500	Yes
Parma	Parma	12,500	Yes
Preston*	Preston	12,000	No
Rigby	Rigby-Jefferson	12,500	Yes
Soda Springs*	Allen H Tigert	12,000	No

**Figure A-10: Airport Performance – Runway Strength (cont.)**

Associated City	Airport Name	Existing Runway Strength	Compliant
St. Anthony	Stanford Field	12,500	Yes
St. Maries	St. Maries Municipal	12,500	Yes
Weiser	Weiser Municipal	12,500	Yes
<b>Local Recreational: Objective - Single-Wheel Landing Gear – 12,500lbs (Paved Runways)</b>			
Aberdeen	Aberdeen Municipal	12,500	Yes
Big Creek	Big Creek	Turf	Not Applicable
Coolin	Cavanaugh Bay	Turf	Not Applicable
Craigmont	Craigmont Municipal	12,500	Yes
Emmett	Emmett Municipal	12,500	Yes
Galena	Smiley Creek	Turf	Not Applicable
Garden Valley	Garden Valley	Turf	Not Applicable
Hazelton	Hazelton Municipal	Gravel	Not Applicable
Kamiah	Kamiah Municipal	Turf	Not Applicable
Kooskia	Kooskia Municipal	Turf	Not Applicable
Payette	Payette Municipal	8,000	No
Porthill	Eckhart International	Turf	Not Applicable
Priest River	Priest River Muni.	12,500	Yes
Rockford	Rockford Municipal	10,000	No
Stanley	Stanley	Turf-Dirt	Not Applicable
Yellow Pine	Johnson Creek	Turf	Not Applicable
<b>Basic Service: Objective - Maintain Existing</b>			
Bancroft	Bancroft Municipal	Gravel	Not Applicable
Carey	Carey	Turf	Not Applicable
Coeur D'Alene	Brooks SPB	Water	Not Applicable
Donnelly	Donald D Coski Memorial	Turf	Not Applicable
Dubois	Dubois Municipal	Turf	Not Applicable
Elk City	Elk City	Turf	Not Applicable
Fairfield	Camas County	Dirt	Not Applicable
Glenns Ferry	Glenns Ferry Municipal	8,000	Not Applicable
Howe	Howe Municipal	Gravel	Not Applicable
Leadore	Leadore	Turf	Not Applicable
Lewiston	Snake River SPB	Water	Not Applicable
Mackay	Mackay	12,500	Not Applicable
Malad City	Malad City	12,000	Not Applicable
Midvale	Lee Williams Memorial	12,000	Not Applicable
Mud Lake	Mud Lake/W Jefferson County	10,000	Not Applicable
Murphy	Murphy	8,000	Not Applicable
Oakley	Oakley Municipal	Gravel	Not Applicable

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

**Figure A-11: Percentage of Airports by Role Meeting Runway Strength Objectives**



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

### Taxiway

A taxiway as specified by the FAA’s Advisory Circular 150/5300-13 is “a defined path established for the taxiing of aircraft from one part of the airport to another.”<sup>1</sup> Most common airport layouts consist of a runway connected by a full length parallel taxiway with connecting traverse taxiways. Taxiways are also utilized as access to ramp and other airport facility areas. In designing a taxiway layout for an airport, planners and engineers must take into account the various mix of traffic to determine the proper type, separation, and configuration of taxiways for greatest efficiency.

**Figure A-12** lists all IASP airports with their respective taxiway to their primary runway as well as the recommended taxiway type for each airport role category. It should be noted that it is not an objective for airports with unpaved runways to have a taxiway. **Figure A-13** graphically summarizes the taxiway objective compliance by airport role. Excluding Basic Service airports, 88 percent of the applicable airports meet their taxiway objective. Those include 100 percent of Commercial Service, 94 percent of Regional Business, 79 percent of Community Business, and 31 percent of Local Recreational airports.

<sup>1</sup> FAA Advisory Circular 150/5300-13 Change 13, Airport Design



**Figure A-12: Taxiway Compliance by Airport**

Associated City	Airport Name	Existing Taxiway	Compliant
<b>Commercial Service: Objective - Full Parallel</b>			
Boise	Boise Air Terminal/Gowen Field	Full Parallel	Yes
Hailey*	Friedman Memorial Airport	Full Parallel	Yes
Idaho Falls	Idaho Falls Regional	Full Parallel	Yes
Lewiston*	Lewiston-Nez Perce County	Full Parallel	Yes
Pocatello	Pocatello Regional	Full Parallel	Yes
Pullman	Pullman-Moscow Regional	Full Parallel	Yes
Twin Falls	Joslin Field - Magic Valley Regional	Full Parallel	Yes
<b>Regional Business: Objective - Full or Partial Parallel</b>			
Blackfoot	McCarley Field	Full Parallel	Yes
Bonnars Ferry	Boundary County	Full Parallel	Yes
Buhl	Buhl Municipal	Full Parallel	Yes
Caldwell	Caldwell Industrial	Full Parallel	Yes
Challis	Challis Airport	Partial Parallel	Yes
Coeur D'Alene	Coeur D'Alene - Pappy Boyington Field	Full Parallel	Yes
Driggs	Driggs-Reed Memorial	Full Parallel	Yes
Gooding	Gooding Municipal	Full Parallel	Yes
Grangeville	Idaho County	Full Parallel	Yes
Jerome	Jerome County	Full Parallel	Yes
McCall	McCall Municipal	Full Parallel	Yes
Mountain Home	Mountain Home Municipal	Full Parallel	Yes
Nampa	Nampa Municipal	Full Parallel	Yes
Rexburg*	Rexburg-Madison County	Full Parallel	Yes
Salmon	Lemhi County	Full Parallel	Yes
Sandpoint	Sandpoint	Full Parallel	Yes
<b>Community Business: Objective - Partial Parallel, Connectors, Turnarounds</b>			
American Falls	American Falls	Partial Parallel	Yes
Arco	Arco-Butte County	Full Parallel	Yes
Burley	Burley Municipal	Partial Parallel	Yes
Cascade	Cascade	Partial Parallel	Yes
Cottonwood	Cottonwood Municipal	Turnaround	Yes
Council	Council Municipal	Turnaround	Yes
Downey	Downey/Hyde Memorial	None	No
Homedale*	Homedale Municipal	Partial Parallel	Yes
Kellogg	Shoshone County	Full Parallel	Yes
Nez Perce	Nez Perce Municipal	Turnaround	Yes
Orofino	Orofino Municipal	Full Parallel	Yes
Paris	Bear Lake County	None	No
Parma	Parma	Partial Parallel	Yes
Preston	Preston	None	No
Rigby	Rigby-Jefferson	Partial Parallel	Yes
Soda Springs	Allen H Tigert	None	No
St. Anthony	Stanford Field	Turnaround	Yes
St. Maries	St. Maries Municipal	Full Parallel	Yes

**Figure A-12: Taxiway Compliance by Airport (cont.)**

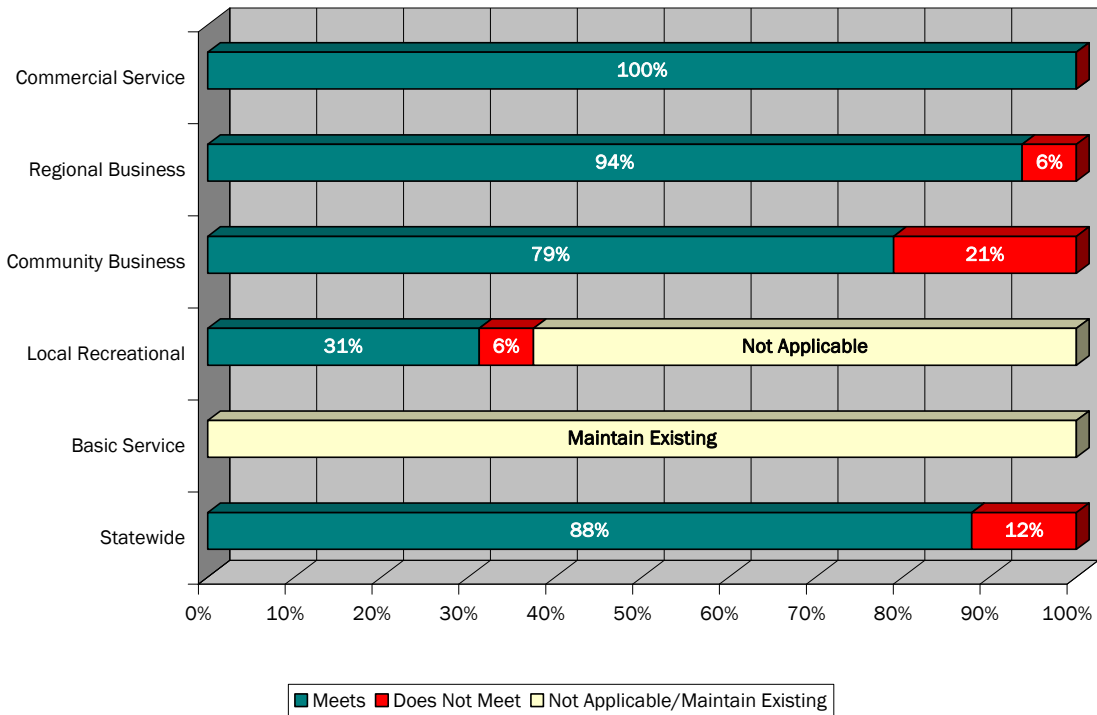
Associated City	Airport Name	Existing Taxiway	Compliant
Weiser	Weiser Municipal	Full Parallel	Yes
<b>Local Recreational: Objective - Turnarounds</b>			
Aberdeen	Aberdeen Municipal	Turnaround	Yes
Big Creek	Big Creek	None	Not Applicable
Coolin	Cavanaugh Bay	None	Not Applicable
Craigmont	Craigmont Municipal	Partial Parallel	Yes
Emmett	Emmett Municipal	Partial Parallel	Yes
Galena	Smiley Creek	None	Not Applicable
Garden Valley	Garden Valley	None	Not Applicable
Hazelton	Hazelton Municipal	Partial Parallel	Not Applicable
Kamiah	Kamiah Municipal	Full Parallel	Not Applicable
Kooskia	Kooskia Municipal	None	Not Applicable
Payette	Payette Municipal	Full Parallel	Yes
Porthill	Eckhart International	None	Not Applicable
Priest River	Priest River Municipal	Partial Parallel	Yes
Rockford	Rockford Municipal	None	No
Stanley	Stanley	None	Not Applicable
Yellow Pine	Johnson Creek	None	Not Applicable
<b>Basic Service: Objective - Maintain Existing</b>			
Bancroft	Bancroft Municipal	None	---
Carey	Carey	None	---
Coeur D'Alene	Brooks SPB	Water Runway	---
Donnelly	Donald D Coski Memorial	None	---
Dubois	Dubois Municipal	None	---
Elk City	Elk City	None	---
Fairfield	Camas County	None	---
Glenns Ferry	Glenns Ferry Municipal	Partial Parallel	---
Howe	Howe Municipal	None	---
Leadore	Leadore	None	---
Lewiston	Snake River SPB	Water Runway	---
Mackay	Mackay	None	---
Malad City	Malad City	Partial Parallel	---
Midvale	Lee Williams Memorial	None	---
Mud Lake	Mud Lake/W Jefferson County	None	---
Murphy	Murphy	None	---
Oakley	Oakley Municipal	None	---

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

Prepared: March 2009

Note: \*The configuration of the taxiway system at these airports allows them to meet their objective for this performance measure

**Figure A-13: Percentage of Airports by Role Meeting Taxiway Objectives**



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

### Instrument Approach

An instrument approach procedure allows pilots to safely land aircraft in adverse weather. Approaches are classified as precision, near-precision, or non-precision depending on whether vertical guidance is provided and the equipment in place. Precision approaches provide both horizontal and vertical guidance via Instrument Landing System (ILS) equipment. Near-precision approaches provide both horizontal and vertical guidance similar to a precision approach, however, it utilizes the Wide Area Augmentation System (WAAS) and minima are not as low as those provided by an ILS. Non-precision approaches only provide horizontal guidance.

Airports were evaluated based on the most demanding approach type available and published. The following approach objectives were developed for IASP airport by role category:

- ✈ Commercial Service- Precision Approach/LPV
- ✈ Regional Business- Non-Precision Approach (Near-Precision Desired)
- ✈ Community Business- Non-Precision Approach
- ✈ Local Recreational- Visual Approach (Non-Precision Desired)
- ✈ Basic Service—Visual Approach

Figure A-14 lists the Idaho airports by role and notes the presence of an instrument approach. Seventy-two percent of the State’s applicable airports meet their instrument approach objective. Eighty-Six percent of Commercial Service, 81 percent of Regional Business, 11 percent of Community Business, and 100 percent of both Local Recreational and Basic

Service airports are in full compliance with this performance measure. This information is depicted in **Figure A-15**.

**Figure A-14: Approach Type Compliance by Airport**

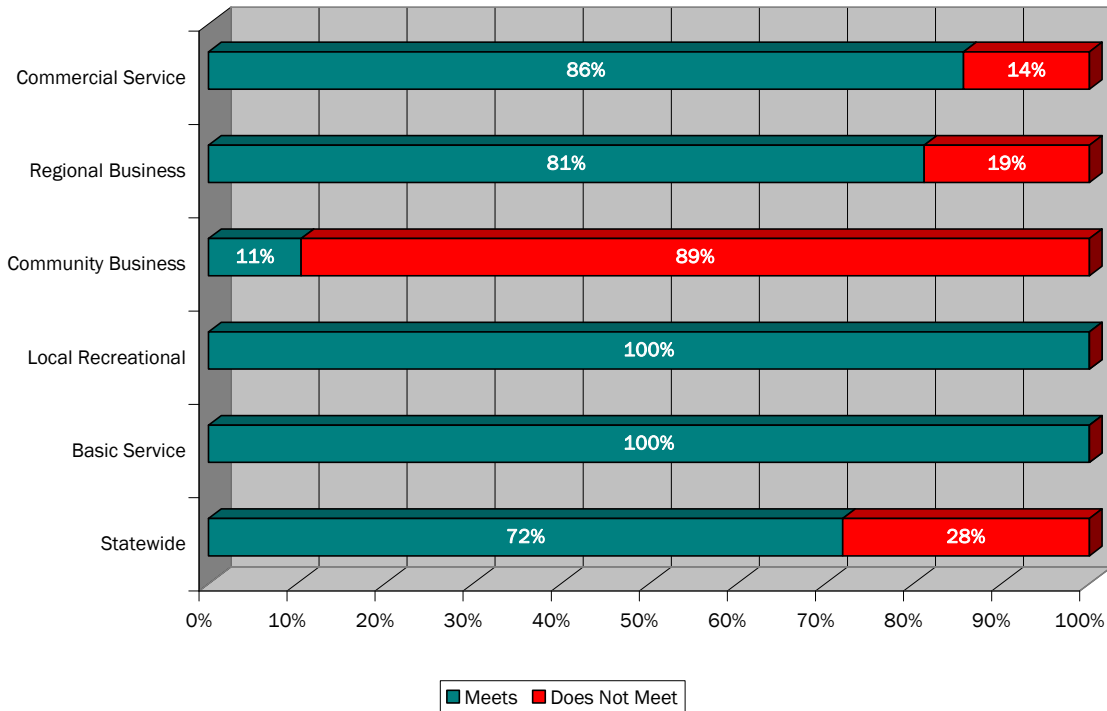
Associated City	Airport Name	Existing Approach	Compliant
<b>Commercial Service: Objective - Precision/LPV</b>			
Boise	Boise Air Terminal/Gowen Field	Precision	Yes
Hailey	Friedman Memorial Airport	Non-precision	No
Idaho Falls	Idaho Falls Regional	Precision	Yes
Lewiston	Lewiston-Nez Perce County	Precision	Yes
Pocatello	Pocatello Regional	Precision	Yes
Pullman	Pullman-Moscow Regional	Near-precision	Yes
Twin Falls	Joslin Field - Magic Valley Regional	Precision	Yes
<b>Regional Business: Objective - Non-precision (Near precision desired)</b>			
Blackfoot	McCarley Field	Non-precision	Yes
Bonnars Ferry	Boundary County	Visual	No
Buhl	Buhl Municipal	Visual	No
Caldwell	Caldwell Industrial	Near-precision	Yes
Challis	Challis Airport	Visual	No
Coeur D'Alene	Coeur D'Alene - Pappy Boyington Field	Near-precision	Yes
Driggs	Driggs-Reed Memorial	Non-precision	Yes
Gooding	Gooding Municipal	Near-precision	Yes
Grangeville	Idaho County	Non-precision	Yes
Jerome	Jerome County	Near-precision	Yes
McCall	McCall Municipal	Non-precision	Yes
Mountain Home	Mountain Home Municipal	Non-precision	Yes
Nampa	Nampa Municipal	Near-precision	Yes
Rexburg	Rexburg-Madison County	Non-precision	Yes
Salmon	Lemhi County	Non-precision	Yes
Sandpoint	Sandpoint	Non-precision	Yes
<b>Community Business: Objective - Non-precision</b>			
American Falls	American Falls	Visual	No
Arco	Arco-Butte County	Non-precision	Yes
Burley	Burley Municipal	Non-Precision	Yes
Cascade	Cascade	Visual	No
Cottonwood	Cottonwood Municipal	Visual	No
Council	Council Municipal	Visual	No
Downey	Downey/Hyde Memorial	Visual	No
Homedale	Homedale Municipal	Visual	No
Kellogg	Shoshone County	Visual	No

**Figure A-14: Approach Type Compliance by Airport (cont.)**

Associated City	Airport Name	Existing Approach	Compliant
Nez Perce	Nez Perce Municipal	Visual	No
Orofino	Orofino Municipal	Visual	No
Paris	Bear Lake County	Visual	No
Parma	Parma	Visual	No
Preston	Preston	Visual	No
Rigby	Rigby-Jefferson	Visual	No
Soda Springs	Allen H Tigert	Visual	No
St. Anthony	Stanford Field	Visual	No
St. Maries	St. Maries Municipal	Visual	No
Weiser	Weiser Municipal	Non-Precision	Yes
Local Recreational: Objective - Visual (Non-precision desired)			
Aberdeen	Aberdeen Municipal	Visual	Yes
Big Creek	Big Creek	Visual	Yes
Coolin	Cavanaugh Bay	Visual	Yes
Craigmont	Craigmont Municipal	Visual	Yes
Emmett	Emmett Municipal	Visual	Yes
Galena	Smiley Creek	Visual	Yes
Garden Valley	Garden Valley	Visual	Yes
Hazelton	Hazelton Municipal	Visual	Yes
Kamiah	Kamiah Municipal	Visual	Yes
Kooskia	Kooskia Municipal	Visual	Yes
Payette	Payette Municipal	Visual	Yes
Porthill	Eckhart International	Visual	Yes
Priest River	Priest River Muni.	Visual	Yes
Rockford	Rockford Municipal	Visual	Yes
Stanley	Stanley	Visual	Yes
Yellow Pine	Johnson Creek	Visual	Yes
Basic Service: Objective - Visual			
Bancroft	Bancroft Municipal	Visual	Yes
Carey	Carey	Visual	Yes
Coeur D'Alene	Brooks SPB	Visual	Yes
Donnelly	Donald D Coski Memorial	Visual	Yes
Dubois	Dubois Muni.	Visual	Yes
Elk City	Elk City	Visual	Yes
Fairfield	Camas County	Visual	Yes
Glenns Ferry	Glenns Ferry Municipal	Visual	Yes
Howe	Howe Municipal	Visual	Yes
Leadore	Leadore	Visual	Yes
Lewiston	Snake River SPB	Visual	Yes
Mackay	Mackay	Visual	Yes
Malad City	Malad City	Visual	Yes
Midvale	Lee Williams Memorial	Visual	Yes
Mud Lake	Mud Lake/W Jefferson County	Visual	Yes
Murphy	Murphy	Visual	Yes
Oakley	Oakley Municipal	Visual	Yes

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

Figure A-15: Percentage of Airports by Role Meeting Approach Type Objectives



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

### Visual Aids

Various visual aids provide navigational assistance to aircraft arriving and departing Idaho’s airports. Further, visual aids provide support to non-precision and precision approach aids. Visual aids required at Idaho airports include rotating beacons, wind indicators, segmented circles, Runway End Identifier Lights (REIL), Visual Glide Slope Indicators (VGSI) and Approach Lighting Systems (ALS).

Figure A-16 shows which airports currently meet their objectives for visual aids. Notably, if an airport does not meet all of its visual aid objectives it is recognized as not meeting the system goal in totality. Those airports with a precision approach should also have an ALS, and this is also noted in Figure A-16. As shown in Figure A-17, 19 percent of all system airports currently meet the visual aids objective. By role, 57 percent of Commercial Service, 44 percent of Regional Business, 21 percent of Community Business, 12 percent of Local Recreational, and 100 percent of Basic Service airports meet all of their visual aid goals.

**Figure A-16: Visual Aid Compliance by Airport**

Associated City	Airport Name	Rotating Beacon	Wind Cone	REILs	VGSI	ALS	Full Compliance
Commercial Service: Objective - Rotating Beacon, Lighted Wind Cone, REILs, VGSI, ALS							
Boise	Boise Air Terminal/Gowen Field	Yes	Yes	Yes	Yes	Yes	Yes
Hailey	Friedman Memorial Airport	Yes	Yes	No	Yes	No	No
Idaho Falls	Idaho Falls Regional	Yes	Yes	Yes	Yes	Yes	Yes
Lewiston	Lewiston-Nez Perce County	Yes	Yes	Yes	Yes	Yes	Yes
Pocatello	Pocatello Regional	Yes	Yes	Yes	Yes	Yes	Yes
Pullman	Pullman-Moscow Regional	Yes	Yes	Yes	Yes	No	No
Twin Falls	Joslin Field - Magic Valley Regional	Yes	Yes	Yes	Yes	Yes	Yes
Regional Business: Objective - Rotating Beacon, Lighted Wind Cone, REILs, VGSI, ALS as required							
Blackfoot	McCarley Field	Yes	Yes	No	Yes	---	No
Bonnars Ferry	Boundary County	Yes	Yes	No	Yes	---	No
Buhl	Buhl Municipal	Yes	Yes	No	No	---	No
Caldwell	Caldwell Industrial	Yes	Yes	No	Yes	---	No
Challis	Challis Airport	Yes	Yes	No	Yes	---	No
Coeur D'Alene	Coeur D'Alene - Pappy Boyington Field	Yes	Yes	Yes	Yes	Yes	Yes
Driggs	Driggs-Reed Memorial	Yes	Yes	Yes	Yes	---	Yes
Gooding	Gooding Municipal	Yes	Yes	No	No	---	No
Grangeville	Idaho County	Yes	Yes	Yes	No	---	No
Jerome	Jerome County	Yes	Yes	No	Yes	---	No
McCall	McCall Municipal	Yes	Yes	Yes	Yes	---	Yes
Mountain Home	Mountain Home Municipal	Yes	Yes	Yes	Yes	---	Yes
Nampa	Nampa Municipal	Yes	Yes	No	Yes	---	No
Rexburg	Rexburg-Madison County	Yes	Yes	Yes	Yes	---	Yes
Salmon	Lemhi County	Yes	Yes	Yes	Yes	---	Yes
Sandpoint	Sandpoint	Yes	Yes	Yes	Yes	---	Yes

**Figure A-16: Visual Aid Compliance by Airport (cont.)**

Associated City	Airport Name	Rotating Beacon	Wind Cone	REILs	VGSI	ALS	Full Compliance
<b>Community Business: Objective - Rotating Beacon, Wind Cone, REILs, VGSI</b>							
American Falls	American Falls	Yes	Yes	No	Yes	---	No
Arco	Arco-Butte County	Yes	Yes	Yes	Yes	---	Yes
Burley	Burley Municipal	Yes	Yes	Yes	Yes	---	Yes
Cascade	Cascade	Yes	Yes	No	No	---	No
Cottonwood	Cottonwood Municipal	Yes	Yes	No	Yes	---	No
Council	Council Municipal	Yes	Yes	No	No	---	No
Downey*	Downey/Hyde Memorial	---	---	---	---	---	No
Homedale	Homedale Municipal	No	No	No	No	---	No
Kellogg	Shoshone County	Yes	Yes	No	No	---	No
Nez Perce*	Nez Perce Municipal	---	---	---	---	---	No
Orofino*	Orofino Municipal	No	No	No	No	---	No
Paris	Bear Lake County	Yes	Yes	No	No	---	No
Parma*	Parma	---	---	---	---	---	No
Preston	Preston	Yes	Yes	No	No	---	No
Rigby	Rigby-Jefferson	Yes	Yes	No	No	---	No
Soda Springs*	Allen H Tigert	---	---	---	---	---	No
St. Anthony	Stanford Field	Yes	Yes	No	No	---	No
St. Maries	St. Maries Municipal	Yes	Yes	Yes	Yes	---	Yes
Weiser	Weiser Municipal	Yes	Yes	Yes	Yes	---	Yes
<b>Local Recreational: Objective - Rotating Beacon, Wind Cone</b>							
Aberdeen	Aberdeen Municipal	Yes	Yes	---	---	---	Yes
Big Creek	Big Creek	No	Yes	---	---	---	No
Coolin	Cavanaugh Bay	No	Yes	---	---	---	No
Craigmont	Craigmont Municipal	Yes	Yes	---	---	---	Yes
Emmett	Emmett Municipal	Yes	Yes	---	---	---	Yes
Galena	Smiley Creek	No	Yes	---	---	---	No
Garden Valley	Garden Valley	No	Yes	---	---	---	No
Hazelton	Hazelton Municipal	No	Yes	---	---	---	No



Figure A-16: Visual Aid Compliance by Airport, cont.

Associated City	Airport Name	Rotating Beacon	Wind Cone	REILs	VGSI	ALS	Full Compliance
Kamiah	Kamiah Municipal	Yes	Yes	---	---	---	Yes
Kooskia	Kooskia Municipal	No	Yes	---	---	---	No
Payette	Payette Municipal	Yes	Yes	---	---	---	Yes
Porthill	Eckhart International	No	Yes	---	---	---	No
Priest River	Priest River Muni.	Yes	Yes	---	---	---	Yes
Rockford	Rockford Municipal	No	Yes	---	---	---	No
Stanley	Stanley	No	Yes	---	---	---	No
Yellow Pine	Johnson Creek	No	Yes	---	---	---	No
Basic Service: Objective – Wind Cone; Rotating Beacon as required							
Bancroft	Bancroft Municipal	---	Yes	---	---	---	Yes
Carey	Carey	---	Yes	---	---	---	Yes
Coeur D'Alene	Brooks SPB	---	Yes	---	---	---	Yes
Donnelly	Donald D Coski Memorial	---	Yes	---	---	---	Yes
Dubois	Dubois Municipal	---	Yes	---	---	---	Yes
Elk City	Elk City	---	Yes	---	---	---	Yes
Fairfield	Camas County	---	Yes	---	---	---	Yes
Glenns Ferry	Glenns Ferry Municipal	Yes	Yes	---	---	---	Yes
Howe	Howe Municipal	---	Yes	---	---	---	Yes
Leadore	Leadore	---	Yes	---	---	---	Yes
Lewiston	Snake River SPB	---	Yes	---	---	---	Yes
Mackay	Mackay	---	Yes	---	---	---	Yes
Malad City	Malad City	Yes	Yes	---	---	---	Yes
Midvale	Lee Williams Memorial	---	Yes	---	---	---	Yes
Mud Lake	Mud Lake/W Jefferson County	Yes	Yes	---	---	---	Yes
Murphy	Murphy	---	Yes	---	---	---	Yes
Oakley	Oakley Municipal	---	Yes	---	---	---	Yes

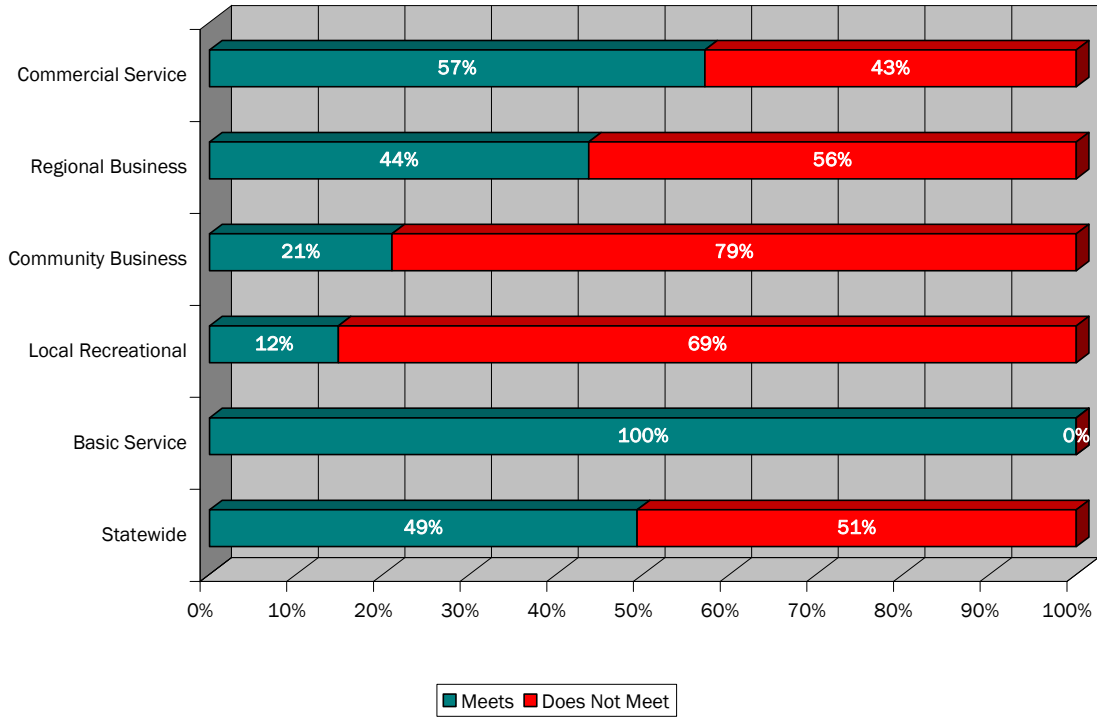
Source: 2008 Airport Inventory & Data Survey and Wilbur Smith Associates

Prepared: March 2009

--- Denotes non-objective items

\*Since these airports have no runway lighting systems, there is no need for a lighted wind cone, rotating beacon, REILs, and VGSI

Figure A-17: Percentage of Airports by Role Meeting Visual Aid Objectives



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

### Runway Lighting

Runway lights are used to outline the edges of runways during periods of darkness or restricted visibility conditions. These light systems are classified according to the intensity or brightness they are capable of producing: High Intensity Runway Lights (HIRL), Medium Intensity Runway Lights (MIRL), Low Intensity Runway Lights (LIRL), and reflectors.

Figure A-18 lists the IASP airports by role with the status of their existing runway lighting. According to Figure A-19, 79 percent of the State airports satisfy their runway lighting objective. This includes 100 percent of Commercial Service, 94 percent of Regional Business, and 56 percent of Community Business airports. Local Recreational and Basic Service airports should maintain existing runway lighting systems.

**Figure A-18: Runway Lighting Compliance by Airport**

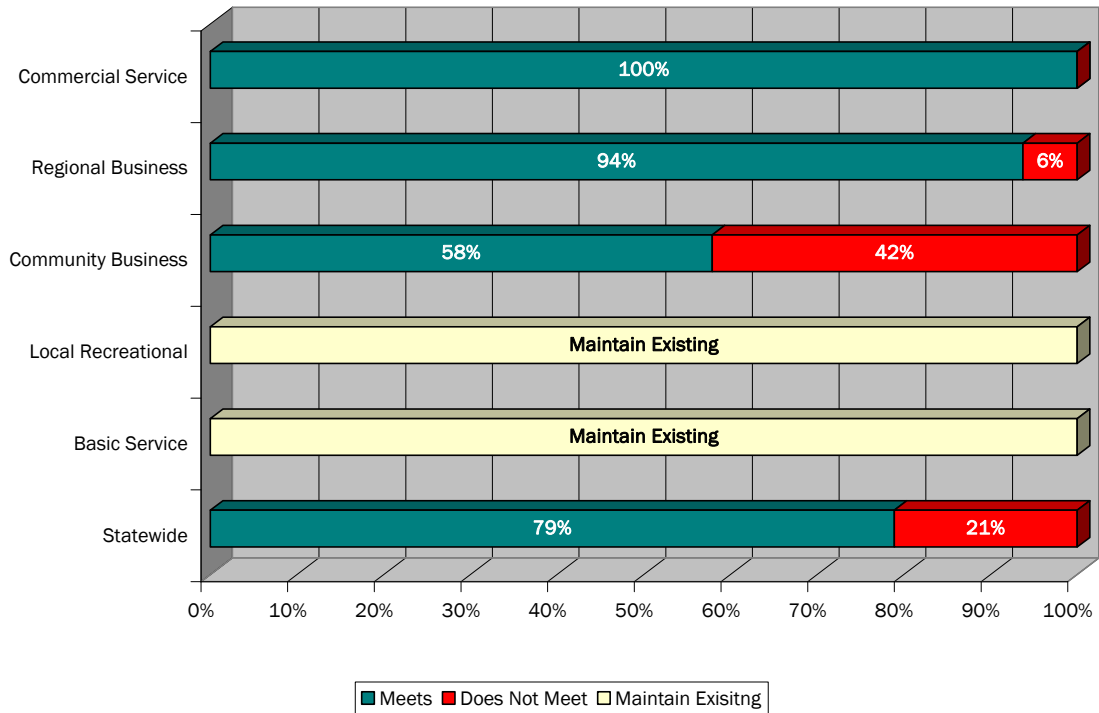
Associated City	Airport Name	Existing Runway Lighting	Compliant
<b>Commercial Service: Objective – MIRL (HIRL desired)</b>			
Boise	Boise Air Terminal/Gowen Field	HIRL	Yes
Hailey	Friedman Memorial Airport	HIRL	Yes
Idaho Falls	Idaho Falls Regional	HIRL	Yes
Lewiston	Lewiston-Nez Perce County	HIRL	Yes
Pocatello	Pocatello Regional	HIRL	Yes
Pullman	Pullman-Moscow Regional	HIRL	Yes
Twin Falls	Joslin Field - Magic Valley Regional	HIRL	Yes
<b>Regional Business: Objective – MIRL (HIRL as required)</b>			
Blackfoot	McCarley Field	MIRL	Yes
Bonnars Ferry	Boundary County	MIRL	Yes
Buhl	Buhl Municipal	LIRL	No
Caldwell	Caldwell Industrial	MIRL	Yes
Challis	Challis Airport	MIRL	Yes
Coeur D'Alene	Coeur D'Alene - Pappy Boyington Field*	HIRL	Yes
Driggs	Driggs-Reed Memorial	MIRL	Yes
Gooding	Gooding Municipal	MIRL	Yes
Grangeville	Idaho County	MIRL	Yes
Jerome	Jerome County	MIRL	Yes
McCall	McCall Municipal	MIRL	Yes
Mountain Home	Mountain Home Municipal	MIRL	Yes
Nampa	Nampa Municipal	MIRL	Yes
Rexburg	Rexburg-Madison County	MIRL	Yes
Salmon	Lemhi County	MIRL	Yes
Sandpoint	Sandpoint	MIRL	Yes
<b>Community Business: Objective - MIRL</b>			
American Falls	American Falls	MIRL	Yes
Arco	Arco-Butte County	MIRL	Yes
Burley	Burley Municipal	MIRL	Yes
Cascade	Cascade	MIRL	Yes
Cottonwood	Cottonwood Municipal	MIRL	Yes
Council	Council Municipal	MIRL	Yes
Downey	Downey/Hyde Memorial	None	No
Homedale	Homedale Municipal	LIRL	No
Kellogg	Shoshone County	MIRL	Yes
Nez Perce	Nez Perce Municipal	None	No
Orofino	Orofino Municipal	MIRL	Yes
Paris	Bear Lake County	MIRL	Yes
Parma	Parma	Reflectors	No
Preston	Preston	Non-Standard	No
Rigby	Rigby-Jefferson	LIRL	No

**Figure A-18: Runway Lighting Compliance by Airport (cont.)**

Associated City	Airport Name	Existing Runway Lighting	Compliant
Soda Springs	Allen H Tigert	LIRL	No
St. Anthony	Stanford Field	MIRL	Yes
St. Maries	St. Maries Municipal	MIRL	Yes
Weiser	Weiser Municipal	MIRL	Yes
<b>Local Recreational: Objective - Maintain Existing</b>			
Aberdeen	Aberdeen Municipal	MIRL	---
Big Creek	Big Creek	None	---
Coolin	Cavanaugh Bay	None	---
Craigmont	Craigmont Municipal	MIRL	---
Emmett	Emmett Municipal	MIRL	---
Galena	Smiley Creek	None	---
Garden Valley	Garden Valley	None	---
Hazelton	Hazelton Municipal	None	---
Kamiah	Kamiah Municipal	LIRL	---
Kooskia	Kooskia Municipal	None	---
Payette	Payette Municipal	LIRL	---
Porthill	Eckhart International	None	---
Priest River	Priest River Muni.	LIRL	---
Rockford	Rockford Municipal	None	---
Stanley	Stanley	None	---
Yellow Pine	Johnson Creek	None	---
<b>Basic Service: Objective – Maintain Existing</b>			
Bancroft	Bancroft Municipal	None	---
Carey	Carey	None	---
Coeur D'Alene	Brooks SPB	Water Runway	---
Donnelly	Donald D Coski Memorial	None	---
Dubois	Dubois Municipal	None	---
Elk City	Elk City	None	---
Fairfield	Camas County	None	---
Glenns Ferry	Glenns Ferry Municipal	MIRL	---
Howe	Howe Municipal	None	---
Leadore	Leadore	LIRL	---
Lewiston	Snake River SPB	Water Runway	---
Mackay	Mackay	None	---
Malad City	Malad City	MIRL	---
Midvale	Lee Williams Memorial	None	---
Mud Lake	Mud Lake/W Jefferson County	LIRL	---
Murphy	Murphy	None	---
Oakley	Oakley Municipal	None	---

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

Figure A-19: Percentage of Airports by Role Meeting Runway Lighting Objectives



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

### Weather Reporting Facilities

Widespread on-site weather reporting is important to the accessibility of an airport system in that it removes uncertainty among pilots about weather conditions at and near airports equipped with such systems. The availability of such systems across the airport system prevents pilots from having to guess local weather conditions from observations taken at distant airports.

These systems typically collect weather observations on an hourly basis and transmit those readings to pilots via radio communications. Often, these systems also communicate with the National Weather Service offices to provide local weather conditions to the general public. In addition to weather conditions reported by the Air Traffic Control Tower (ATCT), Automated Weather Observation System (AWOS) and Automated Surface Observing System (ASOS) are the two most common weather reporting facilities that provide pilots with such weather information as cloud coverage, visibility, wind speed, temperature, and altimeter setting. Additionally, on-site weather allows for instrument approaches and lower instrument approach minima.

Figure A-20 shows the airports equipped with weather reporting in Idaho. Statewide, 65 percent of the applicable airports meet the target objective. 100 percent of Commercial Service, 56 percent of Regional Business, and 6 percent of Community Business have an AWOS or ASOS station. It is important to note that any airport with an instrument approach should also have an on-site weather reporting facility. This information is graphically depicted in Figure A-21.

**Figure A-20: Weather Reporting Compliance by Airport**

Associated City	Airport Name	Existing Weather Reporting	Compliant
<b>Commercial Service: Objective - ATCT/AWOS/ASOS</b>			
Boise	Boise Air Terminal/Gowen Field	ASOS	Yes
Hailey	Friedman Memorial Airport	AWOS	Yes
Idaho Falls	Idaho Falls Regional	ASOS	Yes
Lewiston	Lewiston-Nez Perce County	ASOS	Yes
Pocatello	Pocatello Regional	ASOS	Yes
Pullman	Pullman-Moscow Regional	ASOS	Yes
Twin Falls	Joslin Field - Magic Valley Regional	ASOS	Yes
<b>Regional Business: Objective –AWOS/ ASOS</b>			
Blackfoot	McCarley Field	None	No
Bonnars Ferry	Boundary County	None	No
Buhl	Buhl Municipal	None	No
Caldwell	Caldwell Industrial	AWOS	Yes
Challis	Challis Airport	ASOS	Yes
Coeur D'Alene	Coeur D'Alene - Pappy Boyington Field	AWOS	Yes
Driggs	Driggs-Reed Memorial	ASOS	Yes
Gooding	Gooding Municipal	None	No
Grangeville	Idaho County	None	No
Jerome	Jerome County	ASOS	Yes
McCall	McCall Municipal	ASOS	Yes
Mountain Home	Mountain Home Municipal	AWOS	Yes
Nampa	Nampa Municipal	None	No
Rexburg	Rexburg-Madison County	ASOS	Yes
Salmon	Lemhi County	AWOS	Yes
Sandpoint	Sandpoint	AWOS	Yes
<b>Community Business: Objective – AWOS/ASOS</b>			
American Falls	American Falls	None	No
Arco	Arco-Butte County	None	No
Burley	Burley Municipal	ASOS	Yes
Cascade	Cascade	None	No
Cottonwood	Cottonwood Municipal	None	No
Council	Council Municipal	None	No
Downey	Downey/Hyde Memorial	None	No
Homedale	Homedale Municipal	None	No
Kellogg	Shoshone County	None	No
Nez Perce	Nez Perce Municipal	None	No
Orofino	Orofino Municipal	None	No
Paris	Bear Lake County	None	No
Parma	Parma	None	No

**Figure A-20: Weather Reporting Compliance by Airport (cont.)**

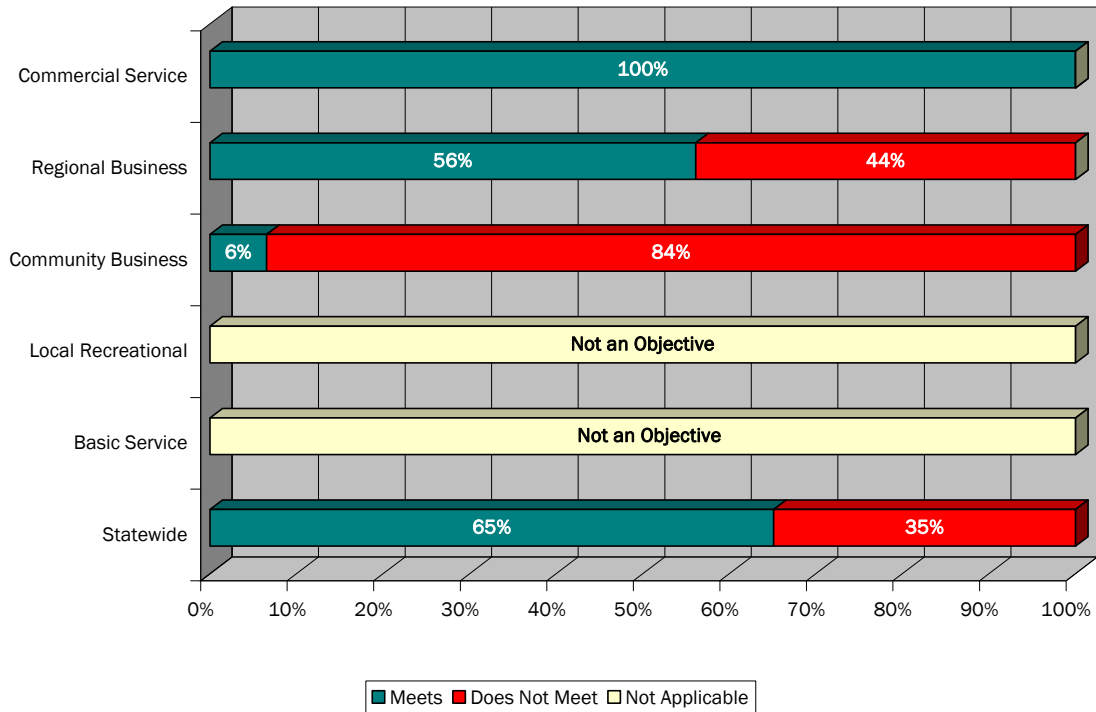
Associated City	Airport Name	Existing Weather Reporting	Compliant
Preston	Preston	None	No
Rigby	Rigby-Jefferson	None	No
Soda Springs	Allen H Tigert	None	No
St. Anthony	Stanford Field	None	No
St. Maries	St. Maries Municipal	None	No
Weiser	Weiser Municipal	None	No
Local Recreational: Objective - AWOS/ASOS as required			
Aberdeen	Aberdeen Municipal	None	---
Big Creek	Big Creek	None	---
Coolin	Cavanaugh Bay	None	---
Craigmont	Craigmont Municipal	None	---
Emmett	Emmett Municipal	None	---
Galena	Smiley Creek	None	---
Garden Valley	Garden Valley	None	---
Hazelton	Hazelton Municipal	None	---
Kamiah	Kamiah Municipal	None	---
Kooskia	Kooskia Municipal	None	---
Payette	Payette Municipal	None	---
Porthill	Eckhart International	None	---
Priest River	Priest River Muni.	None	---
Rockford	Rockford Municipal	None	---
Stanley	Stanley	None	---
Yellow Pine	Johnson Creek	None	---
Basic Service: Objective – Not an Objective			
Bancroft	Bancroft Municipal	None	---
Carey	Carey	None	---
Coeur D'Alene	Brooks SPB	None	---
Donnelly	Donald D Coski Memorial	None	---
Dubois	Dubois Municipal	None	---
Elk City	Elk City	None	---
Fairfield	Camas County	None	---
Glenns Ferry	Glenns Ferry Municipal	None	---
Howe	Howe Municipal	None	---
Leadore	Leadore	None	---
Lewiston	Snake River SPB	None	---
Mackay	Mackay	None	---
Malad City	Malad City	None	---
Midvale	Lee Williams Memorial	None	---
Mud Lake	Mud Lake/W Jefferson County	None	---
Murphy	Murphy	None	---
Oakley	Oakley Municipal	None	---

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

Prepared: March 2009

--- Denotes non-objective item

**Figure A-21: Percentage of Airports by Role Meeting Weather Reporting Facility Objectives**



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

## LANDSIDE FACILITIES AND SERVICES

Landside facilities and services contribute significantly to the development of an airport and its visual appeal. Hangar storage and apron parking are key elements in determining the number of aircraft that can be accommodated at the airport. A fixed base operator (FBO), which provides various services like fuel and maintenance, as well as rental cars and auto parking, play a vital role at the airport by attracting general aviation users and facilitating their passage. Landside facility and service objectives described in the subsequent pages include the following:

- ✈ Facilities
  - Terminal
  - Hangar Spaces
  - Apron Spaces
  - Auto Parking
- ✈ Services
  - Phone
  - Restroom
  - FBO
  - Maintenance Facilities
  - Fuel
  - Ground Transportation



## Facilities

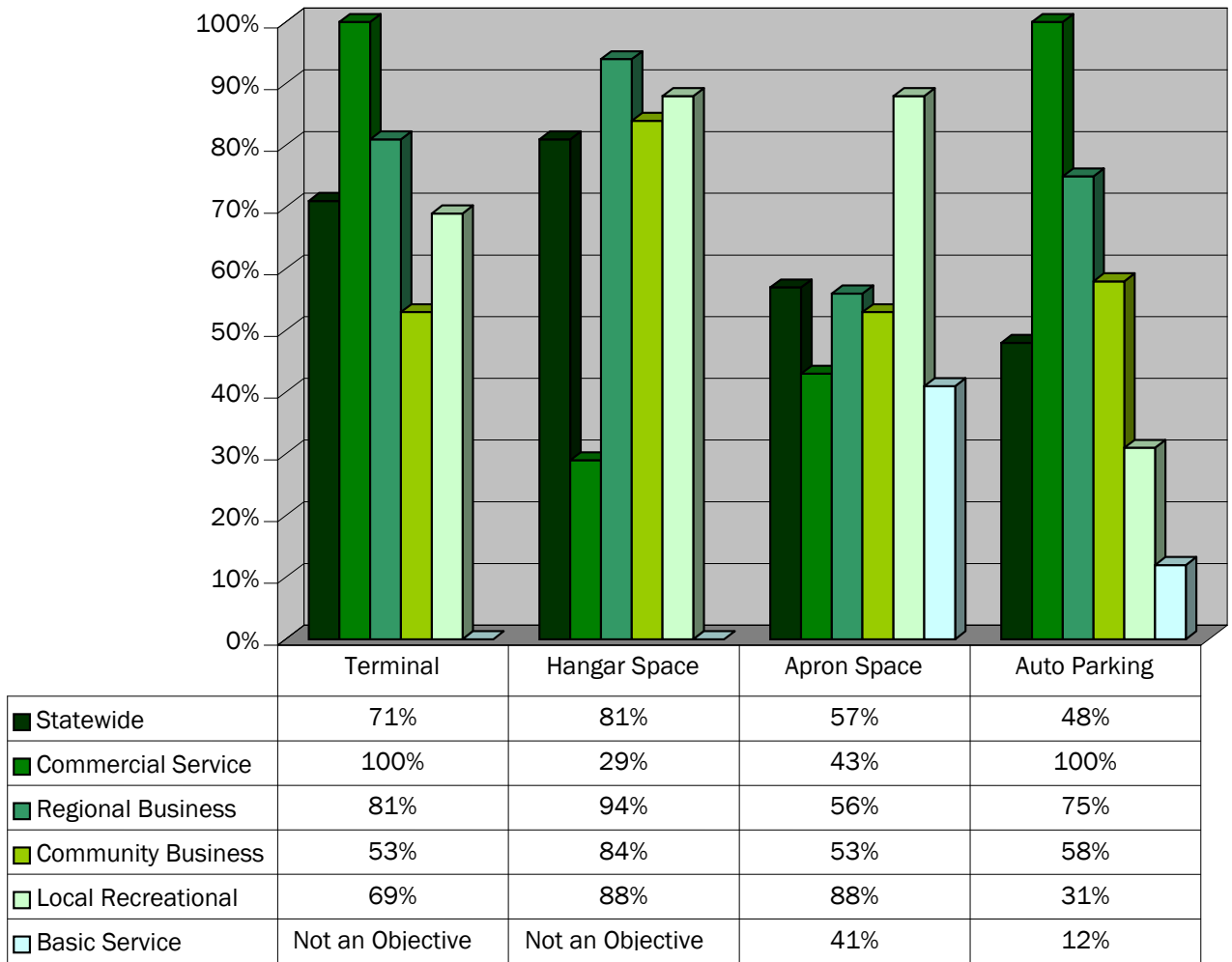
Landside facilities are important infrastructure elements of an airport and vital economic catalysts for both the airport and its community. A general aviation or commuter terminal building is typically seen as both an airport's and community's "welcome center" when airport users arrive. General aviation terminals serve different roles depending on the complexity of the airport. At many airports, the terminal may house the FBO, a pilots' lounge, a weather information area, showers, and an observation area.

Similarly, the need to provide covered storage for based aircraft varies by airport, climate, aircraft cost, security, and other considerations. Nationally, there continues to be a trend for owners of general aviation aircraft to seek covered storage. Until recently, hangar development did not qualify for federal grants and the need for hangar development often lagged behind the airport's ability to provide such facilities.

In addition to providing covered storage for based aircraft there is the need to ensure adequate apron space for storing local and transient aircraft that cannot be housed in hangars. Regardless of how an individual reaches an airport, there is an inherent need for auto parking whether it is for employees of aviation businesses to park their personal vehicles, aircraft owners that wish to park their car before taking their aircraft for a flight, or visitors and business users arriving via aircraft that will rent a car or utilize a courtesy car to go into town. As a result of the events on September 11, 2001, new security guidelines for commercial and general aviation airports have resulted in restricted auto parking in aircraft movement areas. Airports should therefore plan to provide auto parking in designated areas away from hangars and other areas of aircraft movement.

**Figure A-22** illustrates the percentages of airports by role that meets each system landside facility objective. **Figure A-23** indicates individual compliance of landside objectives by airport.

**Figure A-22: Percentage of Airports by Role Meeting Landside Facilities Objectives**



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

**Figure A-23: Landside Facilities Compliance by Airport**

Associated City	Airport Name	Terminal	Individual Compliance				Full Compliance
			Hangar Spaces	Apron Spaces	Auto Parking		
Commercial Service: Objective - Terminal with Public Restrooms; Hangar Spaces for 80% of Based and 25% Transient Aircraft; Apron Spaces for 20% Based Fleet and 50% Transient; Auto Parking							
Boise	Boise Air Terminal/Gowen Field	Yes	No	No	Yes	No	
Hailey	Friedman Memorial Airport	Yes	No	Yes	Yes	No	
Idaho Falls	Idaho Falls Regional	Yes	Yes	No	Yes	No	
Lewiston	Lewiston-Nez Perce County	Yes	Yes	No	Yes	No	
Pocatello	Pocatello Regional	Yes	No	No	Yes	No	
Pullman	Pullman-Moscow Regional	Yes	No	Yes	Yes	No	
Twin Falls	Joslin Field - Magic Valley Regional	Yes	No	Yes	Yes	No	
Regional Business: Objective - Terminal with Public Restrooms; Hangar Spaces for 60% of Based and 25% Transient Aircraft; Apron Spaces for 40% Based Fleet and 50% Transient; Auto Parking							
Blackfoot	McCarley Field	Yes	Yes	Yes	Yes	Yes	
Bonnars Ferry	Boundary County	Yes	Yes	No	Yes	No	
Buhl	Buhl Municipal	Yes	Yes	No	Yes	No	
Caldwell	Caldwell Industrial	Yes	Yes	No	Yes	No	
Challis	Challis Airport	No	No	Yes	No	No	
Coeur D'Alene	Coeur D'Alene - Pappy Boyington Field	Yes	Yes	No	Yes	No	
Driggs	Driggs-Reed Memorial	Yes	Yes	No	Yes	No	
Gooding	Gooding Municipal	Yes	Yes	No	Yes	No	
Grangeville	Idaho County	Yes	Yes	Yes	No	No	
Jerome	Jerome County	Yes	Yes	Yes	Yes	Yes	
McCall	McCall Municipal	Yes	Yes	Yes	No	No	
Mountain Home	Mountain Home Municipal	Yes	Yes	Yes	Yes	Yes	
Nampa	Nampa Municipal	Yes	Yes	No	Yes	No	
Rexburg	Rexburg-Madison County	Yes	Yes	Yes	Yes	Yes	
Salmon	Lemhi County	No	Yes	Yes	No	No	
Sandpoint	Sandpoint	Yes	Yes	Yes	Yes	Yes	
Community Business: Objective - Terminal with Public Restrooms; Hangar Spaces for 60% of Based Aircraft; Apron Spaces for 40% of Based Aircraft and 50% Transient Aircraft; Auto Parking							
American Falls	American Falls	Yes	Yes	No	Yes	No	
Arco	Arco-Butte County	Yes	Yes	No	Yes	No	
Burley	Burley Municipal	Yes	Yes	Yes	No	No	
Cascade	Cascade	Yes	Yes	Yes	Yes	Yes	
Cottonwood	Cottonwood Municipal	No	Yes	Yes	Yes	No	
Council	Council Municipal	No	Yes	Yes	No	No	
Downey	Downey/Hyde Memorial	No	Yes	Yes	No	No	
Homedale	Homedale Municipal	No	Yes	No	No	No	
Kellogg	Shoshone County	Yes	Yes	No	Yes	No	
Nez Perce	Nez Perce Municipal	No	No	Yes	No	No	
Orofino	Orofino Municipal	Yes	Yes	No	Yes	No	
Paris	Bear Lake County	Yes	Yes	Yes	No	No	
Parma	Parma	No	Yes	Yes	No	No	
Preston	Preston	Yes	Yes	Yes	Yes	Yes	

**Figure A-23: Landside Facilities Compliance by Airport (cont.)**

Associated City	Airport Name	Terminal	Individual Compliance				Full Compliance
			Hangar Spaces	Apron Spaces	Auto Parking		
Rigby	Rigby-Jefferson	No	Yes	No	Yes	No	
Soda Springs	Allen H Tigert	No	Yes	Yes	Yes	No	
St. Anthony	Stanford Field	No	No	No	No	No	
St. Maries	St. Maries Municipal	Yes	Yes	No	Yes	No	
Weiser	Weiser Municipal	Yes	No	No	Yes	No	
Local Recreational: Objective - Facility with Public Restroom, Hangar Spaces for 50% Based Aircraft; Apron Spaces for 50% Based Aircraft and 50% of Transient Aircraft; Auto Parking							
Aberdeen	Aberdeen Municipal	No	Yes	No	No	No	
Big Creek	Big Creek	Yes	Yes	Yes	No	No	
Coolin	Cavanaugh Bay	Yes	Yes	Yes	Yes	Yes	
Craigmont	Craigmont Municipal	No	Yes	No	Yes	No	
Emmett	Emmett Municipal	Yes	Yes	Yes	Yes	Yes	
Galena	Smiley Creek	Yes	Yes	Yes	No	No	
Garden Valley	Garden Valley	Yes	No	Yes	No	No	
Hazelton	Hazelton Municipal	No	Yes	Yes	No	No	
Kamiah	Kamiah Municipal	Yes	Yes	Yes	No	No	
Kooskia	Kooskia Municipal	No	Yes	Yes	No	No	
Payette	Payette Municipal	Yes	Yes	Yes	No	No	
Porthill	Eckhart International	Yes	Yes	Yes	No	No	
Priest River	Priest River Muni.	Yes	Yes	Yes	Yes	Yes	
Rockford	Rockford Municipal	No	Yes	Yes	Yes	No	
Stanley	Stanley	Yes	No	Yes	No	No	
Yellow Pine	Johnson Creek	Yes	Yes	Yes	No	No	
Basic Service: Objective - Apron Spaces for 100% Based Aircraft and 50% of Transient Aircraft; Auto Parking							
Bancroft	Bancroft Municipal	---	---	No	No	No	
Carey	Carey	---	---	No	No	No	
Coeur D'Alene	Brooks SPB	---	---	No	Yes	No	
Donnelly	Donald D Coski Memorial	---	---	No	No	No	
Dubois	Dubois Municipal	---	---	Yes	No	No	
Elk City	Elk City	---	---	Yes	No	No	
Fairfield	Camas County	---	---	No	No	No	
Glenns Ferry	Glenns Ferry Municipal	---	---	Yes	No	No	
Howe	Howe Municipal	---	---	Yes	No	No	
Leadore	Leadore	---	---	No	No	No	
Lewiston	Snake River SPB	---	---	Yes	Yes	Yes	
Mackay	Mackay	---	---	No	No	No	
Malad City	Malad City	---	---	Yes	No	No	
Midvale	Lee Williams Memorial	---	---	Yes	No	No	
Mud Lake	Mud Lake/W Jefferson County	---	---	No	No	No	
Murphy	Murphy	---	---	No	No	No	
Oakley	Oakley Municipal	---	---	No	No	No	

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

Prepared: March 2009

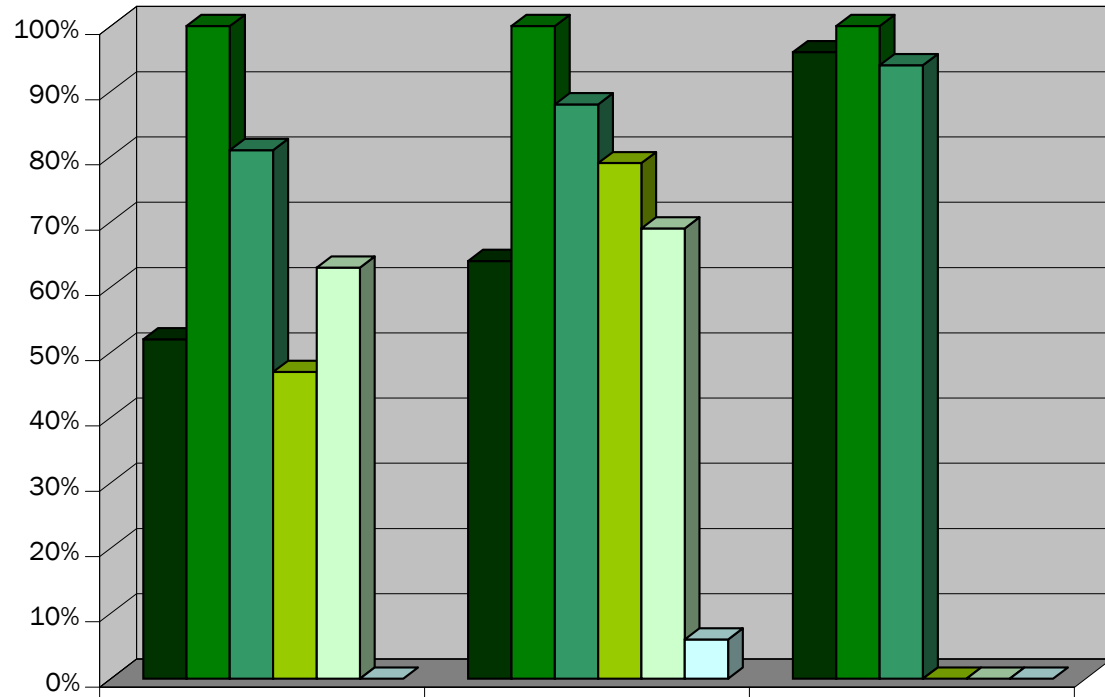
--- Denotes non-objective item

## Services

Services which are available to local pilots and tenants, as well as transient pilots, are often expected necessities while others are essential for security. Basic services that are typically welcomed at airports by pilots include local and/or emergency phone service and restrooms. The presence of an FBO, which provides aviation services such as fuel at an airport, is a service provided to both local and transient users. Often coupled with an FBO, a designated maintenance facility and/or hangar is an important service that airports can provide that is beneficial to all vested members of the aviation community. Additionally, when aircraft owners fly into an airport either for business or discretionary purposes, it is often important for them to have access to transportation services. Users may require on-site rental car services, while at other times, off-site rental car service or a courtesy/loaner car is acceptable to meet this demand. For obvious reasons, Commercial Service airports must offer the highest degree of services while Basic Service airports only require the minimal number of services due to the limited demand.

**Figure A-24** and **Figure A-25** show the percentages of airports by role that meet each system objective. **Figure A-26** shows each airport by role category and whether they meet their objectives for the Services performance measure.

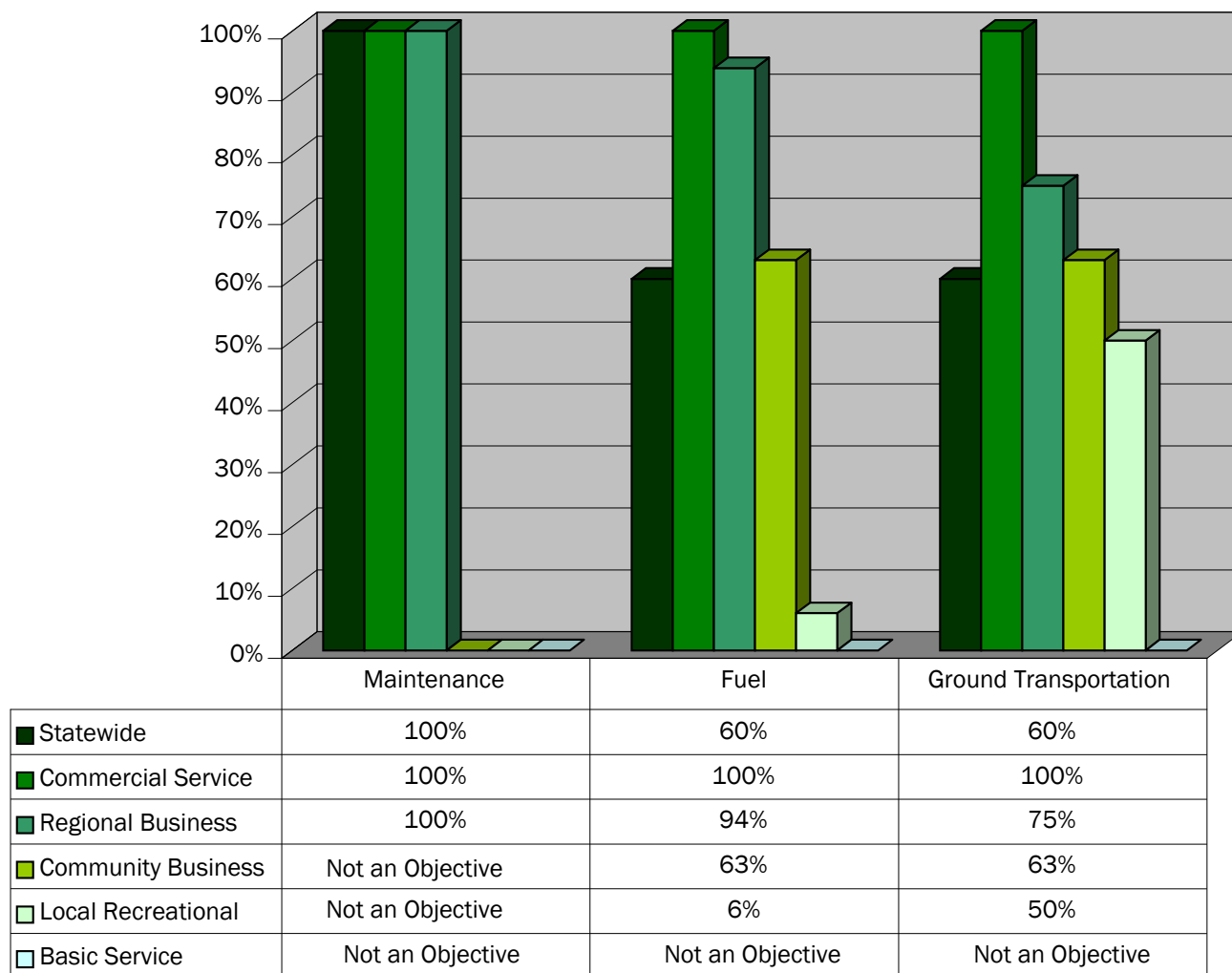
**Figure A-24: Percentage of Airports by Role Meeting Landside Services Objectives – Summary 1**



	Phone	Restroom	FBO
Statewide	52%	64%	96%
Commercial Service	100%	100%	100%
Regional Business	81%	88%	94%
Community Business	47%	79%	Not an Objective
Local Recreational	63%	69%	Not an Objective
Basic Service	0%	6%	Not an Objective

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

**Figure A-25: Percentage of Airports by Role Meeting Landside Services Objectives – Summary 2**



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

**Figure A-26: Airport Services Compliance by Airport**

Associated City	Airport Name	Phone	Restroom	FBO	Maintenance	AvGas	Jet A	Ground Transportation	Full Compliance
<b>Commercial Service: Objective - Phone, Restroom, FBO, Maintenance Facilities, AvGas and Jet A Fuel, Rental Car Access</b>									
Boise	Boise Air Terminal/Gowen Field	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Hailey	Friedman Memorial Airport	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Idaho Falls	Idaho Falls Regional	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lewiston	Lewiston-Nez Perce County	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pocatello	Pocatello Regional	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pullman	Pullman-Moscow Regional	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Twin Falls	Joslin Field - Magic Valley Regional	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>Regional Business: Objective - Phone, Restroom, FBO, Maintenance Facilities, AvGas and Jet A Fuel, Rental Car Access</b>									
Blackfoot	McCarley Field	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Bonnets Ferry	Boundary County	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Buhl	Buhl Municipal	Yes	Yes	Yes	Yes	Yes	No	No	No
Caldwell	Caldwell Industrial	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Challis	Challis Airport	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Coeur D'Alene	Coeur D'Alene - Pappy Boyington Field	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Driggs	Driggs-Reed Memorial	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Gooding	Gooding Municipal	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Grangeville	Idaho County	Yes	Yes	No	Yes	Yes	Yes	Yes	No
Jerome	Jerome County	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
McCall	McCall Municipal	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Mountain Home	Mountain Home Municipal	Yes	Yes	Yes	Yes	Yes	No	Yes	No
Nampa	Nampa Municipal	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Rexburg	Rexburg-Madison County	No	No	Yes	Yes	Yes	Yes	Yes	No
Salmon	Lemhi County	No	No	Yes	Yes	Yes	Yes	Yes	No
Sandpoint	Sandpoint	No	Yes	Yes	Yes	Yes	Yes	Yes	No
<b>Community Business: Objective - Phone, Restroom, AvGas and Jet A Fuel as Needed, Courtesy/Loaner Car</b>									
American Falls	American Falls	No	Yes	---	---	Yes	Yes	No	No
Arco	Arco-Butte County	No	Yes	---	---	Yes	No	Yes	No



**Figure A-26: Airport Services Compliance by Airport (cont.)**

Associated City	Airport Name	Phone	Restroom	FBO	Maintenance	AvGas	Jet A	Ground Transportation	Full Compliance
Burley	Burley Municipal	Yes	Yes	---	---	Yes	Yes	Yes	Yes
Cascade	Cascade	Yes	Yes	---	---	Yes	Yes	Yes	Yes
Cottonwood	Cottonwood Municipal	No	No	---	---	No	No	No	No
Council	Council Municipal	Yes	Yes	---	---	Yes	No	Yes	Yes
Downey	Downey/Hyde Memorial	No	No	---	---	No	No	No	No
Homedale	Homedale Municipal	No	No	---	---	No	No	No	No
Kellogg	Shoshone County	Yes	Yes	---	---	Yes	No	Yes	Yes
Nez Perce	Nez Perce Municipal	No	Yes	---	---	No	No	No	No
Orofino	Orofino Municipal	Yes	Yes	---	---	Yes	No	Yes	Yes
Paris	Bear Lake County	Yes	Yes	---	---	Yes	No	Yes	Yes
Parma	Parma	No	No	---	---	No	No	No	No
Preston	Preston	No	Yes	---	---	Yes	No	Yes	No
Rigby	Rigby-Jefferson	No	Yes	---	---	No	No	Yes	No
Soda Springs	Allen H Tigert	No	Yes	---	---	Yes	No	Yes	No
St. Anthony	Stanford Field	Yes	Yes	---	---	No	No	No	No
St. Maries	St. Maries Municipal	Yes	Yes	---	---	Yes	No	Yes	Yes
Weiser	Weiser Municipal	Yes	Yes	---	---	Yes	No	Yes	Yes
Local Recreational: Objective - Phone, Restroom, AvGas, Courtesy/Loaner Car									
Aberdeen	Aberdeen Municipal	No	No	---	---	No	---	Yes	No
Big Creek	Big Creek	Yes	Yes	---	---	No	---	No	No
Coolin	Cavanaugh Bay	Yes	Yes	---	---	No	---	Yes	No
Craigmont	Craigmont Municipal	No	No	---	---	No	---	No	No
Emmett	Emmett Municipal	Yes	Yes	---	---	Yes	---	Yes	Yes
Galena	Smiley Creek	Yes	Yes	---	---	No	---	Yes	No
Garden Valley	Garden Valley	Yes	Yes	---	---	No	---	Yes	No
Hazelton	Hazelton Municipal	No	No	---	---	No	---	No	No
Kamiah	Kamiah Municipal	Yes	Yes	---	---	No	---	Yes	No
Kooskia	Kooskia Municipal	No	No	---	---	No	---	No	No
Payette	Payette Municipal	Yes	Yes	---	---	No	---	Yes	No

**Figure A-26: Airport Services Compliance by Airport (cont.)**

Associated City	Airport Name	Phone	Restroom	FBO	Maintenance	AvGas	Jet A	Ground Transportation	Full Compliance
Porthill	Eckhart International	Yes	Yes	---	---	No	---	No	No
Priest River	Priest River Muni.	No	Yes	---	---	No	---	No	No
Rockford	Rockford Municipal	No	No	---	---	No	---	No	No
Stanley	Stanley	Yes	Yes	---	---	No	---	No	No
Yellow Pine	Johnson Creek	Yes	Yes	---	---	No	---	Yes	No
<b>Basic Service: Objective - Phone, Restroom</b>									
Bancroft	Bancroft Municipal	No	No	---	---	---	---	---	No
Carey	Carey	No	No	---	---	---	---	---	No
Coeur D'Alene	Brooks SPB	No	No	---	---	---	---	---	No
Donnelly	Donald D Coski Memorial	No	No	---	---	---	---	---	No
Dubois	Dubois Municipal	No	No	---	---	---	---	---	No
Elk City	Elk City	No	No	---	---	---	---	---	No
Fairfield	Camas County	No	No	---	---	---	---	---	No
Glenns Ferry	Glenns Ferry Municipal	No	No	---	---	---	---	---	No
Howe	Howe Municipal	No	No	---	---	---	---	---	No
Leadore	Leadore	No	No	---	---	---	---	---	No
Lewiston	Snake River SPB	No	No	---	---	---	---	---	No
Mackay	Mackay	No	No	---	---	---	---	---	No
Malad City	Malad City	No	Yes	---	---	---	---	---	No
Midvale	Lee Williams Memorial	No	No	---	---	---	---	---	No
Mud Lake	Mud Lake/W Jefferson County	No	No	---	---	---	---	---	No
Murphy	Murphy	No	No	---	---	---	---	---	No
Oakley	Oakley Municipal	No	No	---	---	---	---	---	No

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

Prepared: March 2009

--- Denotes non-objective item