

CHAPTER TWO: INVENTORY

INTRODUCTION

The purpose of the inventory effort is to identify current facilities and conditions at Idaho system airports. The inventory process and the data collected will provide a solid foundation to understanding the existing system's conditions. Further, much of the data collected will be used for subsequent analysis, evaluations, and recommendations throughout the study process. The data collected will also serve as a valuable resource to the Idaho Transportation Department's (ITD) Division of Aeronautics by providing updated data relative to system.

This chapter presents an overview of the 2008 Idaho Airport System Plan (IASP) inventory effort.

INVENTORY PROCESS

Seventy five (75) Idaho airports have been selected for inclusion in the 2008 Idaho Airport System Plan study. Information in this chapter was collected through the *Airport Inventory and Data Survey* by means of on-site visits, interviews, and mailings. On-site visits were conducted at 43 airports in June and July 2008. Data for the remaining 32 airports was collected via mailings and telephone interviews during the same time period. The *Airport Inventory and Data Survey* is a nine page questionnaire with seven specific sections detailing various airport services, facilities, and activities. Airport managers, Fixed Base Operator (FBO) representatives, airport tenants, sponsor representatives, airport board members, and ITD Aeronautics staff all participated in providing data. Information on the survey was verified and supplemented through the on-site interviews, telephone interviews, and secondary sources including:

- Federal Aviation Administration (FAA) Form 5010, Airport Master Record
- FAA Airport/Facilities Directory
- AirNav.com
- Idaho Division of Aeronautics Website – Idaho Airports Facilities Directory
- Airport Master Plans
- Airport Layout Plans (ALP)
- Idaho Division of Aeronautics Data
- 1998 Economic Impact of Idaho Airports Study

Data was obtained for all 43 visited airports. On-site visits were not conducted for the seven commercial service airports. However, the response rate for these airports was 100 percent. For the 25 general aviation airports that were mailed surveys and did not have an on-site visit, the response rate was 72 percent. The data collected in the returned surveys and during the on-site inspections was reviewed and entered into a central database for future reference. Beginning on page 2-19, figures in tabular form detailing existing facilities, approach and navigational aids, lighting and visual aids, available airport planning documentation, and aircraft activity and based aircraft counts are included. The figures are grouped by commercial service airports and general aviation airports and presented in alphabetical order per grouping.

EXISTING SYSTEM

According to the FAA 5010 Database, the current Idaho airport system consists of 268 airports. Of this number, 119 airports are listed as public-use airports while 149 are listed as private-use. The IASP is limited to public-use airports only. Out of the 119 public-use airports in Idaho, 75 have been selected for inclusion into the IASP based on a variety of factors including eligibility for federal funding, state-ownership, and activity levels. This includes seven commercial service airports and 68 general aviation airports. It is worth noting that the 1989 IASP included 128 public-use airports. Further, many of the remaining public-use airports that are not included in the IASP are included in the Idaho Airstrip Network (IAN). The IAN was adopted in July 2005 and provides guidance to those airports included in it.

FAA National Plan of Integrated Airport Systems (NPIAS) Airports

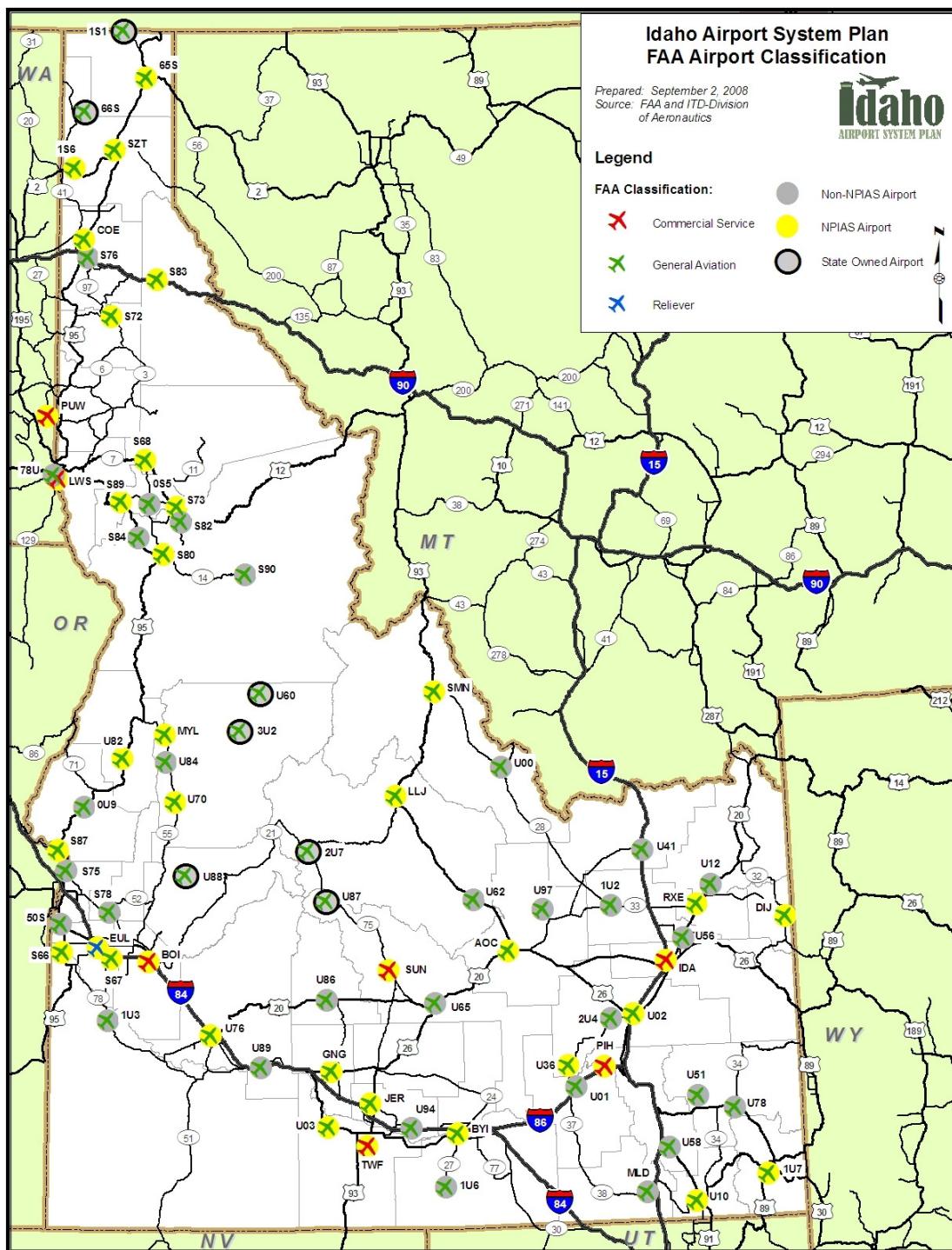
In essence, the NPIAS is the FAA's version of a nationwide airport system plan whereby airports that are significant to the national air transportation system are identified. The NPIAS is maintained on a continual basis. It is also required to be published every two years and a report provided to Congress. The NPIAS includes a plan for the type and cost of eligible airport development that the Secretary of Transportation, "...considers necessary to provide a safe, efficient, and integrated system of public use airports adequate to anticipate and meet the needs of civil aeronautics, to meet the national defense requirements of the Secretary of Defense, and to meet identified needs of United States Postal Service." For airports to receive federal Airport Improvement Program (AIP) funding, they must be included in the NPIAS.

Of the 75 airports included in the IASP, 38 are NPIAS airports. Entry into the NPIAS is established by specific entry criteria and procedures. NPIAS airports are categorized by the type and level of service they provide to a community. These services levels include:

Commercial Service Airports – Defined as airports which enplane over 2,500 or more passengers annually and receive scheduled passenger service. These are further subdivided into primary or non-primary categories. Primary commercial service airports enplane more than 10,000 passengers annually while non-primary airports enplane between 2,500 and 10,000 passengers annually.

General Aviation Airports – General aviation airports include all other airports that are not commercial service airports. General aviation airports can be assigned a "reliever" status. Reliever airports are defined as those airports designated by the FAA as having the function of relieving congestion at a commercial service airport and providing more general aviation access to the overall community.

Seven airports are designated as commercial service airports in Idaho. This includes Boise Air Terminal, Friedman Memorial, Idaho Falls Regional, Lewiston-Nez Perce County, Pocatello Regional, Pullman-Moscow Regional, and Joslin Field-Magic Valley Regional. The 31 remaining NPIAS airports are general aviation airports. Caldwell Industrial Airport is the only designated general aviation "reliever" airport in the state of Idaho. **Figure 2-1** depicts the FAA NPIAS airports in the Idaho airport system.

Figure 2-1: IASP Airports by FAA Airport Classification


Non-NPIAS Airports

The remaining 37 study airports are not included in the NPIAS. This includes seven state-owned airports. Funding and support for these airports typically comes from local and/or state sources. While not included in the NPIAS, these airports have been included in the IASP because of their importance and contribution to their local community and to the overall Idaho airport system. The remoteness of many locations throughout Idaho and the vast recreational opportunities offered throughout the state are also contributing factors in the inclusion of many of the non-NPIAS airports. This is especially true for airstrips identified in the Idaho Airstrip Network.

[Idaho Airstrip Network \(IAN\)](#)

As described in the Idaho Division of Aeronautics 2005 Idaho Airstrip Network Action Plan, the network includes airstrips that have turf and dirt surfaces, and limited facilities which vary in their level of development. All IAN airstrips permit public access. Further, the primary uses of these airstrips include access to recreation opportunities such as rafting; hunting and fishing; fire protection; the accommodating 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. The network also includes the connected nearby (portal) communities which provide aviation enterprises and support services that facilitate access to and functioning of the IAN.

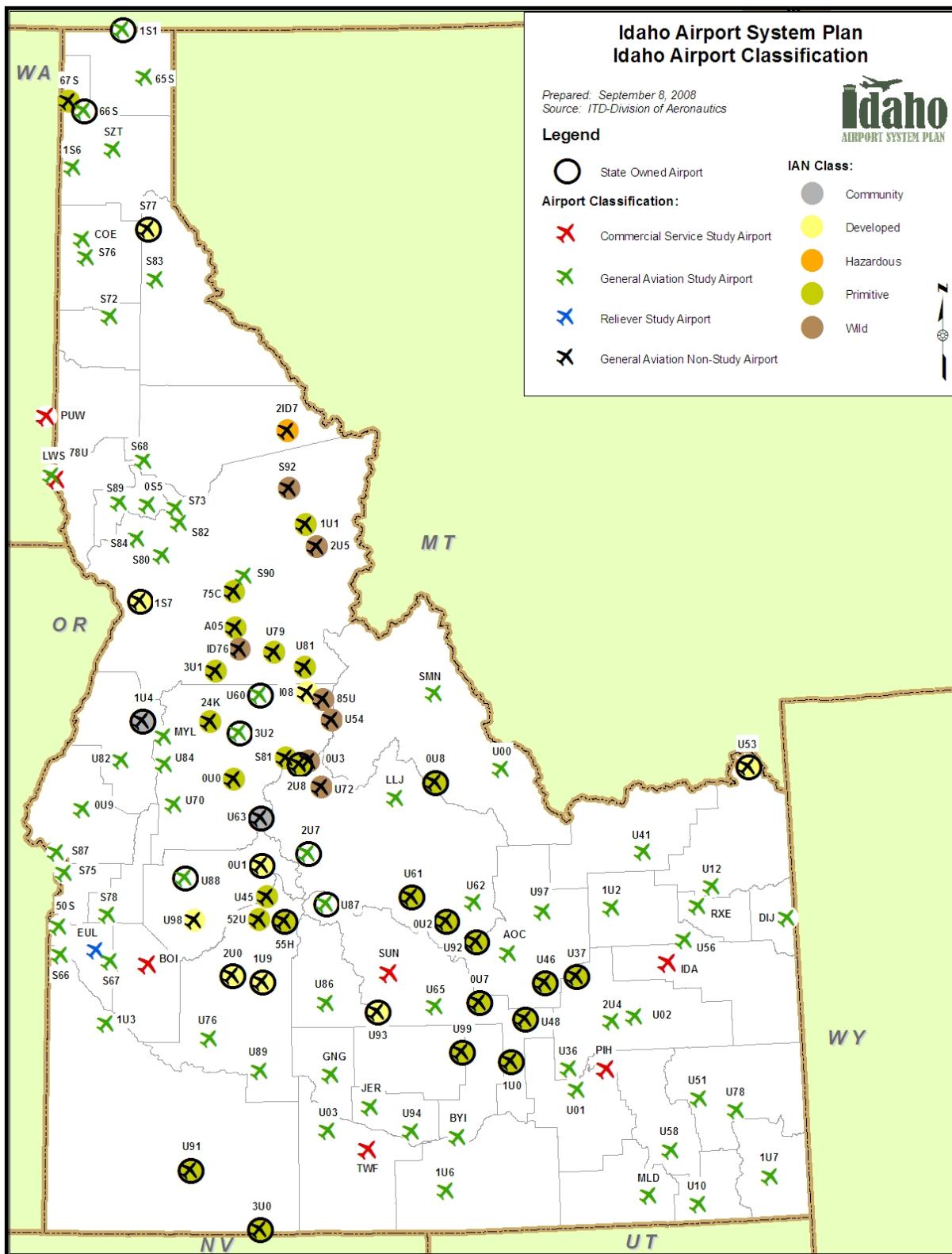
While the IAN is important to the overall Idaho airport system, the inclusion of all IAN airports was not deemed necessary as part of the IASP. Twelve IAN airports are included in IASP. These airports are: Big Creek, Cavanaugh Bay, Smiley Creek, Garden Valley, Eckhart International (Porthill), Stanley, Johnson Creek, Carey, Donald D. Coski Memorial (Donnelly), Elk City, Howe Municipal, and Kooskia Municipal. IAN airports are also classified into roles. Of these 12, Big Creek and Johnson Creek are classified "Developed." The remaining 10 are classified "Community." Developed and Community IAN designations are defined as follows:

Developed - Airstrips with basic navigational aids that also provide additional services for user convenience and comfort, such as restrooms or camping facilities. These airports generally have road access and are near various attractions. They are also typically located in areas of high use and interest, often in remote settings but may be accessed by improved roads. These facilities provide access to destination camping with basic services.

Community - Airstrips which may have additional navigation aids, and which might include radio service, and additional services generally associated with proximity to communities or other attractions. They may have some limited aviation services available. They are located in proximity to a community, accessed by full service roads, and surrounded by or close to some development. These facilities are community oriented with basic services.

Figure 2-2 depicts the IASP airport system.

Figure 2-2: The Idaho Airport System



AIRSIDE FACILITIES

This section summarizes the inventory of major airside facilities for the system airports including runways, navigational aids, and instrument approach capabilities. **Figure 2-7** on page 2-19, summarizes this information in tabular format as well as additional information such as NPIAS role, specific runway data (orientation, length, width, and lighting), taxiways, and where applicable, FAA Airport Reference Code (ARC) designation.

Runways

Of the 75 IASP airports, 12 have multiple runways. There are no Idaho system airports with more than two runways. Two of the seven commercial service airports do not have a secondary runway; Pullman-Moscow and Friedman Memorial Airport. There are six general aviation airports with a secondary runway; Burley Municipal, Coeur d'Alene-Pappy Boyington Field, Bear Lake County, Leadore, Preston, and Allen H. Tigert (Soda Springs). In addition, Brooks Seaplane Base in Coeur d'Alene, publicizes a secondary runway. However, it should be noted that both runways at Brooks Seaplane Base are water runways.

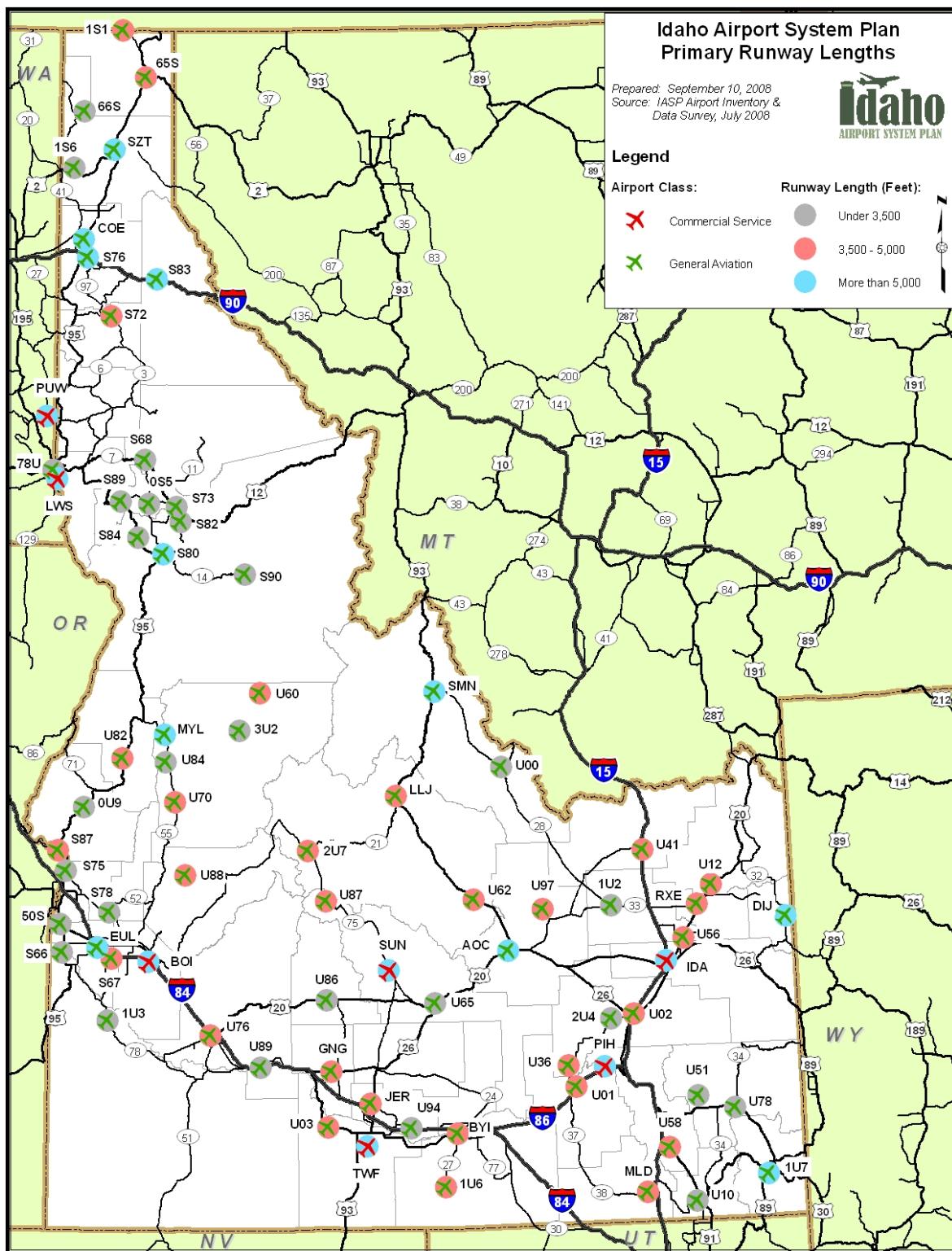
Runway length

When discussing runway length, 5,000 feet represents a significant milestone in airport and aviation planning especially at single runway airports. Many insurance providers require that insured aircraft operators only operate on runways with a length of at least 5,000 feet. This includes many life-flight/medevac fixed wing operators as well as corporate jet operators. The impact of this runway length requirement can be particularly felt at smaller, remote communities where life-flight/medevac aircraft currently cannot operate and/or airports where increased corporate jet activity is taking place.

Excluding Brooks and Snake River Seaplane Bases, there are 84 runways in the system. Runway 10L/28R at the Boise Air Terminal is the longest runway measuring 10,000 feet. Runway 15/33 at the Nez Perce Airport is the shortest runway measuring 2,400 feet.

Twenty-three runways are 5,000 feet or longer in length at 21 airports. All primary runways at the commercial service airports are longer than 5,000 feet. Three out of the five secondary runways at the commercial service airports are at least 5,000 feet. Both Idaho Falls Regional and Joslin Field-Magic Valley Regional have secondary runways with a length less than 5,000 feet. The only secondary runway at a general aviation airport greater than 5,000 feet is at Coeur d'Alene-Pappy Boyington Field.

Figure 2-3 on the following page depicts the primary runway lengths of the system airports.

Figure 2-3: Primary Runway Lengths


Runway Surface Type

Over 70 percent of runways in the system have a paved asphalt surface. All NPIAS airports included in the IASP have asphalt runway surfaces with the exception of Kamiah Municipal which has a turf runway. Additionally, five airports have a gravel runway surface, 13 have a turf runway surface, one has a turf-dirt runway surface, one has a dirt runway surface, one has an asphalt-turf runway, and three are water surfaces. There are no runways in the Idaho system with a concrete surface (Portland Cement Concrete). Data relative to the condition of the runway surfaces was not collected during the inventory process.

Navigational Aids and Instrument Approach Capabilities

Navigational Aids (NAVAIDS)

Various types of navigational aid equipment (NAVAIDS) are in use throughout the Idaho airport system. NAVAIDS provide enroute and terminal aids to pilots and include various lighting and navigational equipment. NAVAID data collected during the inventory process includes:

- ✖ Automated Weather
- ✖ Instrument approach capabilities
- ✖ Visual Glide Slope Indicators (VGSI) including Visual Approach Slope Indicators (VASI) and Precision Approach Path Indicators (PAPI)
- ✖ Runway End Identifier Light (REIL) systems
- ✖ Airport Beacons
- ✖ Approach Lighting Systems (ALS)

Following is an expanded discussion of the NAVAIDS data collected during the inventory relative to automated weather and instrument approach capabilities. Additional inventory data relative to VGSI, REIL, airport beacons, and ALS can be found in tabular format in **Figure 2-9** starting on page 2-28.

Automated Weather

Weather is a critical factor for pilots to consider. Weather is one of the primary contributing factors in general aviation aircraft accidents. The availability of on-site weather at airports is extremely valuable to pilots in providing an increased level of safety. For those airports with an instrument approach, the availability of on-site weather (altimeter setting) is required to provide the lowest approach minimums.

The most common automated weather systems in use throughout the country are Automated Weather Observing Systems (AWOS) or Automated Surface Observation Systems (ASOS). These automated weather units typically provide basic weather data including temperature, dew point, density altitude, altimeter setting, wind speed, and direction. More advanced units also provide weather data such as visibility, sky conditions, precipitation types, and thunderstorm sensing. ASOS units are units owned by the FAA and maintained by the National Weather Service. AWOS units are locally owned and maintained. Both are certified for aviation use by the FAA. While there are other types of weather reporting equipment available,

only AWOS and ASOS units are in use at IASP study airports. At those airports with Air Traffic Control Towers (ATCT), additional weather reporting capabilities are available.

Currently 18 airports have on-site automated weather including all seven commercial service airports and 11 general aviation airports. With the exception of Friedman Memorial, all commercial service airports have ASOS units. Friedman Memorial is equipped with an AWOS-3. Additionally, Boise Air Terminal, Idaho Falls Regional, Pocatello Regional, Friedman Memorial, Lewiston-Nez Perce County, and Joslin Field-Magic Valley Regional, have ATCTs. Six general aviation airports have ASOS units including Burley Municipal, Challis, Driggs-Reed Memorial, Jerome County, McCall Municipal, and Rexburg-Madison County. Five general aviation airports are equipped with AWOS-3 units including Caldwell Industrial, Coeur d'Alene-Pappy Boyington Field, Mountain Home Municipal, Lemhi County, and Sandpoint. None of the general aviation airports have ATCT facilities.

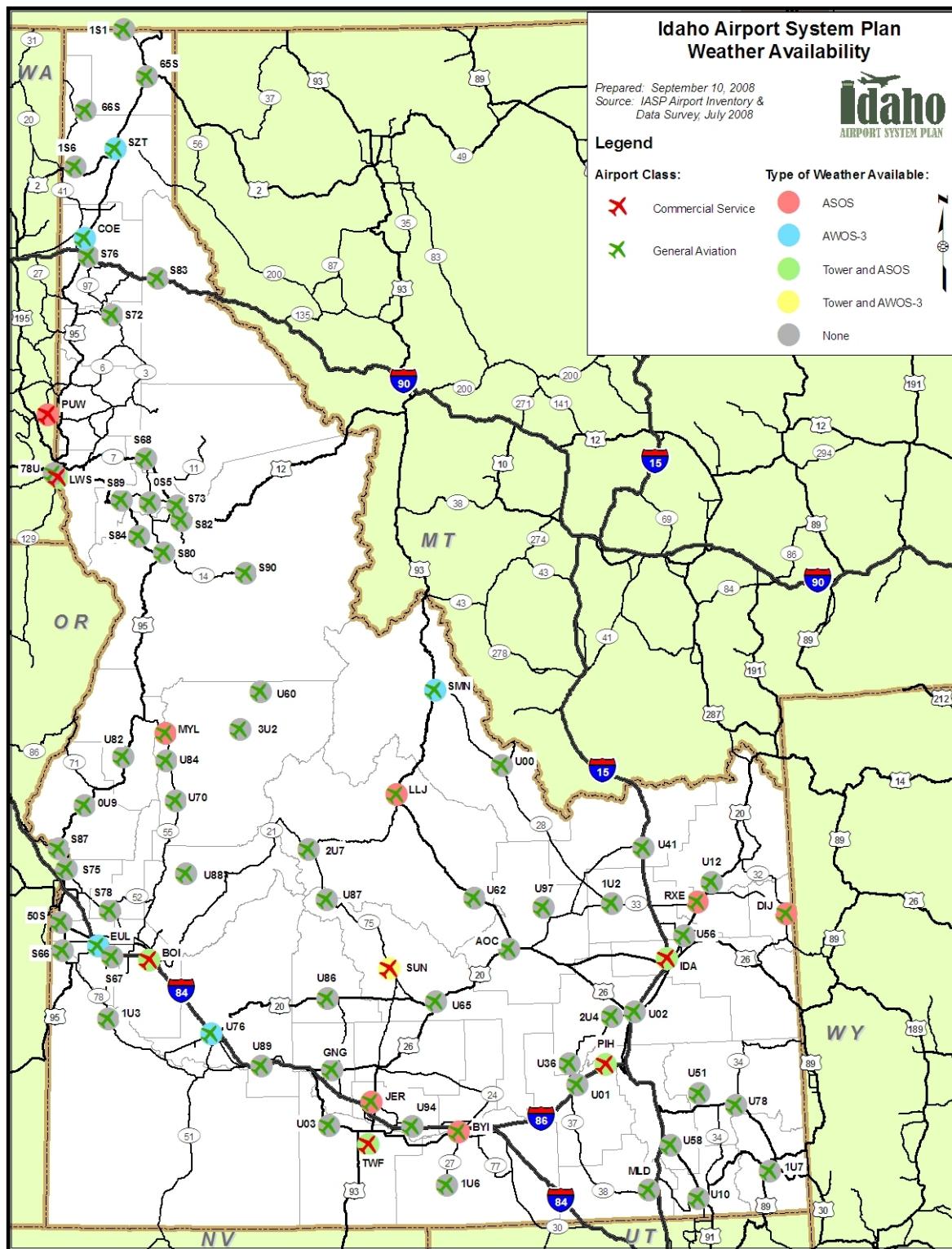
Figure 2-4 depicts the availability of weather at the system airports.

Instrument Approach Capabilities

Airport safety and capacity are greatly enhanced at airports where instrument approach procedures (IAP) are available during times of inclement weather. As the sky ceiling and visibility around an airport decreases, electronic guidance provided by specialized equipment to aircraft (also equipped with specialized equipment) allows pilots to safely operate and land in weather where visibility is restricted. Additionally, the availability of instrument approach capabilities at an airport increases capacity by allowing continued use of the airport by aircraft equipped to fly instrument procedures because they can still land at the airport while aircraft which can only fly during visual conditions cannot.

The instrument approach capabilities of an airport are typically broken into three categories; precision, non-precision, and visual. Precision instrument approach procedures provide very accurate electronic lateral (side-to-side) and vertical guidance to aircraft. Non-precision instrument approach procedures also provide electronic guidance to aircraft but the accuracy is less refined and is mainly limited to lateral guidance only. The type and accuracy of an instrument approach is highly dependant upon the airspace obstructions in the vicinity of the airport. Runways with no instrument approach capabilities are considered visual runways. Airports with published instrument approach procedures are known as Instrument Flight Rules (IFR) airports while airports with no published instrument approach procedures are considered Visual Flight Rules (VFR) airports.

While other precision approach systems are used throughout the country, the most common type of precision approach in use today is the Instrument Landing System (ILS). Non-precision approach capabilities have been greatly increased by the evolution of satellite technology, specifically Global Positioning System (GPS). The FAA has recently developed new approach procedures known as Localizer, or Lateral, Performance with Vertical Guidance (LPV). This new capability utilizes the Wide Area Augmentation System (WAAS). While not considered a precision approach, LPV provides vertical guidance to aircraft to "near precision" accuracy.

Figure 2-4: Available Weather


Instrument approach procedures are developed by the FAA. Because no ground based equipment is necessary to fly most GPS approaches, the FAA can now develop approach procedures at airports where it was previously not economically feasible. Combined with evolving technology, more and more aircraft are able to safely operate in more airport environments.

Currently, 22 system airports have instrument approach procedures. This includes all seven commercial service airports and 15 general aviation airports. There are five commercial service airports and one general aviation airport with precision (ILS) approach capabilities. The two commercial service airports that do not have precision capabilities are Friedman Memorial and Pullman-Moscow. Coeur d'Alene-Pappy Boyington Field is the only general aviation airport to have a precision, ILS instrument approach. All non-precision instrument approach capabilities at the system airports include GPS (including LPV), Very High Frequency Omni-Directional Range (VOR), Localizer, and Non-Directional Beacon (NDB) approaches. Non-precision instrument capabilities are also available at commercial service airports with precision instrument approaches. **Figure 2-5** depicts the instrument approach capabilities of the system airports. In addition, **Figures 2-8 and 2-9** on pages 2-22 and 2-28 summarize various NAVAIDS and instrument approach capabilities of the system airports in tabular form.

AVIATION SERVICES AND LANDSIDE FACILITIES

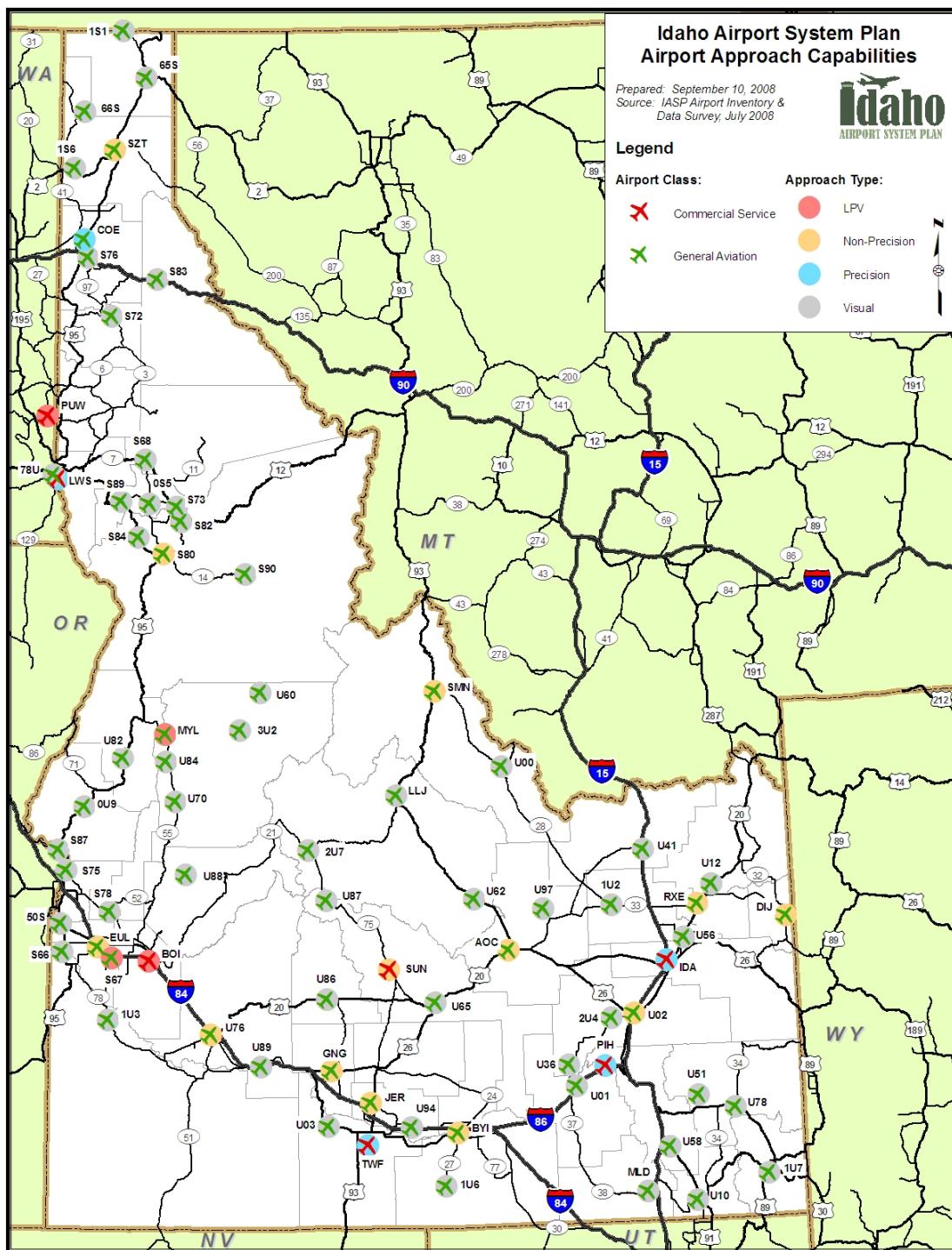
This section highlights general aviation services and landside facilities available at system airports including fuel services, general aviation terminal facilities, and general aviation aircraft hangars.

Fuel Services

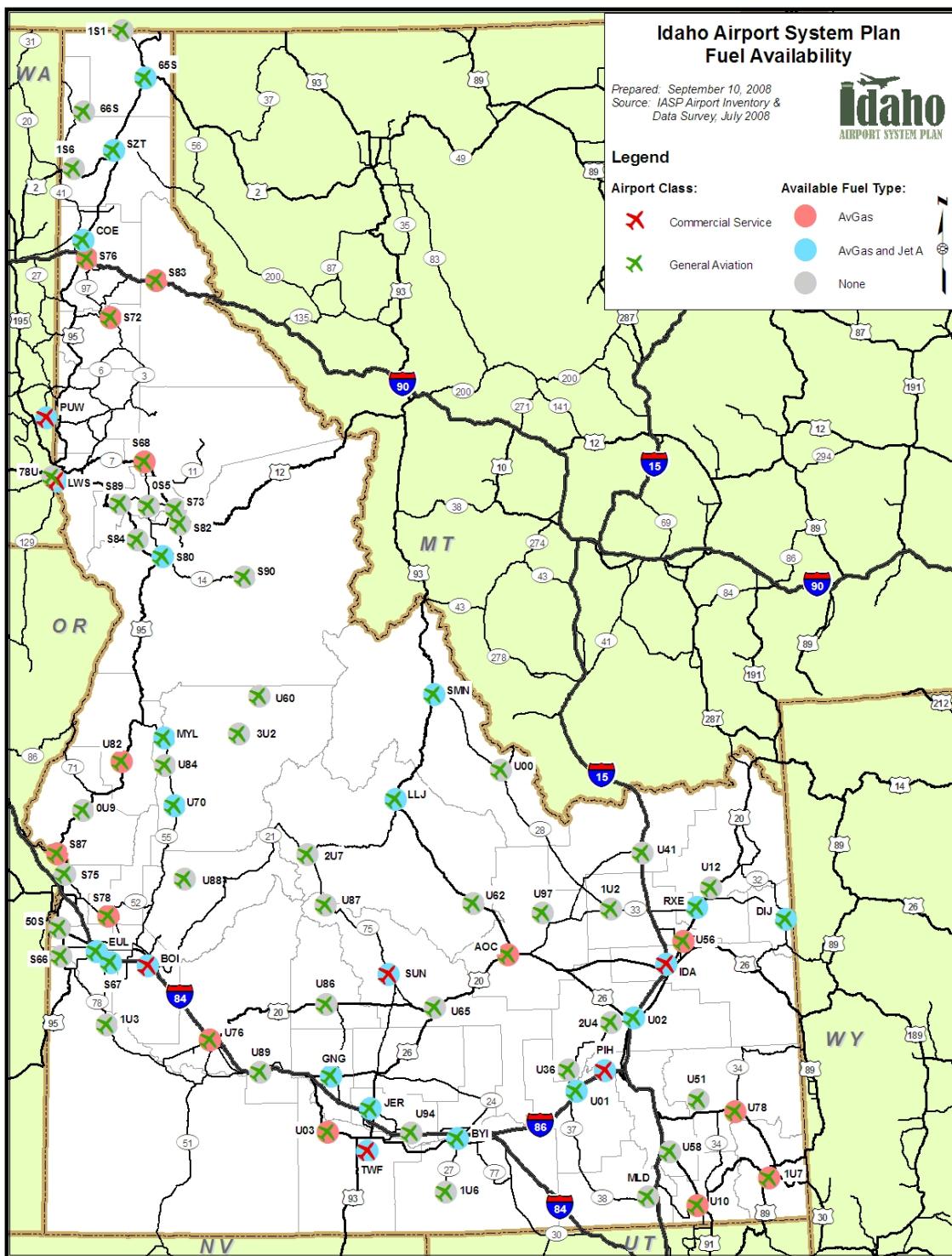
The availability of fuel is a basic service provided by many, but not all, airports. Fuel sales are important, and sometimes the only revenue source. Primary fuel for aviation activities includes 100LL (AvGas) and Jet A. The majority of piston engine aircraft in the general aviation fleet use AvGas while the larger turbo-prop and jet aircraft exclusively use Jet A. Some specially certified aircraft can also use automotive gas (MoGas), but such use is rare.

Currently 38 airports provide fuel. Of these, 24 provide both AvGas and Jet A, including the seven commercial service airports. The remaining 14 general aviation airports provide AvGas only.

Figure 2-6 depicts the fuel services available at system airports.

Figure 2-5: Instrument Approach Capabilities of the System Airports


Note: Instrument approach capabilities shown are the most demanding available at each airport. There are several instances where an airport has different approach capabilities, i.e., precision and non-precision approaches to its runway.

Figure 2-6: Fuel Availability at the IASP System Airports


General Aviation Terminal Facilities

Along with fuel, a basic amenity provided at some general aviation airports is a terminal building/facility. Such a facility is useful to pilots in that they typically provide a telephone, restroom, rest/sleep area, and flight planning facilities. At minimum, the facility should include a restroom, phone, and flight planning area. Many times a pilot lounge is sufficient to provide these basic services. At airports with a Fixed Base Operator (FBO), the FBO provides such facilities; however, access may be limited to certain hours. All commercial service airports are assumed to have such facilities, even if provided by an FBO.

Of the 68 general aviation system airports, 26 currently have a general aviation terminal/facility.

Aircraft Hangars

During the inventory process, 19 airports reported having an official hangar waiting list. Of these 19 airports, five were commercial service airports with the remaining being 14 general aviation airports. Other airports that had no waiting list simply responded that there is always someone interested in building hangars. Those airports with demand for hangars indicated that box hangars are in the highest demand, closely followed by the demand for t-hangars.

The data collection efforts and interviews with airports revealed that there is demand for additional hangar space at several airports. The revenue from hangar leases also represents an important income source for many airports. Many airports made the point that if they could find the funding and provide the necessary infrastructure, including water, sewer, electricity, and taxilanes, new hangars could be built and would soon be occupied.

AVIATION ACTIVITY AND BASED AIRCRAFT

The following sections provide a summary of the aviation activity and based aircraft counts for study airports. Activity data was collected from various sources including the *Airport Inventory and Data Survey*, FAA 5010 Master Record data, and interviews with the airports. The majority of Idaho's system airports do not have an Air Traffic Control Tower (ATCT) to positively count aircraft operations. An operation is defined as either a take-off or a landing. As such, the activity counts at these "uncontrolled" airports are, at best, educated guesses. Based aircraft counts can be more accurate; however, even this data can also be less than certain. Furthermore, there was not a consistent timeline by which to compare historical information provided. In other words, the most recent activity data for some smaller general aviation airports was 2006, with others being more recent. The purpose of the following sections is to demonstrate the trends of activity and based aircraft in the system.

Based Aircraft

The airport with the greatest number of based aircraft in the Idaho system is Caldwell Industrial Airport (EUL) with 535 based aircraft reported. In contrast, there are 10 general aviation study airports that reported no based aircraft.

- Thirty-eight general aviation airports reported less than 10 based aircraft.
- Seventeen general aviation airports reported more than ten but less than 50 based aircraft.
- Nine general aviation and three commercial service airports reported more than 50 but less than 100 based aircraft.
- Eight airports reported more than 100 based aircraft, four general aviation and four commercial service airports.

Aviation Activity - Operations Counts

The busiest airport in the Idaho airport system is Boise Air Terminal with 184,023 annual operations. The least active airport was Snake River Seaplane Base with 10 annual operations reported.

- Forty-five general aviation airports reported less than 10,000 annual operations.
- Fifteen general aviation airports reported between 10,000 and 25,000 annual operations.
- Ten airports reported between 25,001 and 50,000 annual operations. Five are commercial service and five are general aviation airports.
- Friedman Memorial is the only airport to report having between 50,001 and 100,000 annual operations.
- Four airports reported more than 100,000 annual operations. This includes one commercial service airport (Boise Air Terminal) and three general aviation airports; Caldwell Industrial, Coeur d'Alene-Pappy Boyington Field, and Nampa Municipal. Boise is a towered facility and the remaining three are non-towered facilities.

General Activity Observations

Data collected in the *Airport Inventory and Data Survey* and during interviews with the airports, revealed a wide variety of aviation activities throughout the state.

Agricultural spraying activities represent a significant segment of activity at many small general aviation airports. Additionally, the mountainous environment in Idaho requires an extensive network and associated resources of airborne wildland and forest firefighting aircraft. Boise Air Terminal is the home of the National Interagency Fire Center (NIFC). Other general aviation airports including the Idaho County Airport in Grangeville, and McCall Municipal, support major United States Forest Services (USFS) bases. USFS Single Engine Air Tanker (SEAT) and helicopter activity is also common at all system airports during the fire season.

As previously mentioned, the mountainous environment in Idaho provides for numerous recreational activities such as hunting, fishing, and rafting. Airports like Cascade, Challis,

McCall Municipal, and Lemhi County, support a significant level of Idaho backcountry aviation activity. The air taxi services provided by operators based at these airports extensively use and support many of the IAN airstrips.

Many airports throughout the system are also feeling the effects of the changes in general aviation. High fuel prices have resulted in decreased activity, particularly in the small general aviation piston fleet. While activity from the small piston fleet may be slowing, the business/corporate jet segment of general aviation continues to grow in Idaho. Following a nationwide trend, jet operators are flying to more airports. Resort communities and their airports including Coeur d'Alene-Pappy Boyington Field, Driggs-Reed Memorial, McCall Municipal, and Friedman Memorial, continue to see increased business jet demand. With this demand comes new challenges. Airports that were not previously designed or built to accommodate these larger, faster aircraft are left with the challenges of how to accommodate them. This is especially true in mountainous environments where terrain and lack of available space become significant considerations. The availability of funding to make the necessary improvements is also a challenge.

Overall, the data and anecdotal evidence collected during the inventory process indicates an airport system that supports a wide variety of aviation activity. It is apparent that all airports in the system contribute greatly to this activity.

STATE, REGIONAL AND LOCAL ISSUES

As described in the previous chapter, the IASP provides a blueprint to direct growth of Idaho's airports over the next 20 years. During the inventory process, airports were asked to note the top three issues concerning their airport, unique needs of their airport, development within the community that will lead to increased demand at their airport, or other issues that the system plan should consider. This section provides an overview of the responses.

Land Use Compatibility

The encroachment of incompatible land use around airports poses a major threat to airports today. Incompatible land uses near an airport can result in safety concerns for pilots as well as the public on the ground near the airport. Additionally, quality of life may be reduced for nearby residents. Airports were queried as to the extent of both height and land use zoning protections in place around the airports.

Of the 75 system airports, 33 responded that they currently have height restrictive zoning in place around the airport. This includes six commercial service airports and 27 general aviation airports. Most notably, the only commercial service airport that reported no current height restrictive zoning was Boise Air Terminal. Regarding land use zoning, 21 airports responded that they currently have land use zoning in place. This includes four commercial service and 17 general aviation airports. Those commercial service airports which reported no land use zoning include Idaho Falls Regional, Pocatello Regional, and Pullman-Moscow Regional.

It was observed during the airport site visits and upon additional follow-up research that many interviewees, including government staff members, did not know or fully understand such

zoning and how it relates to the airport. As a result, the information collected in the inventory will serve as a foundation for further investigation and research.

That said, concerns about residential encroachment around several airports were expressed. Many airports included incompatible land use as a top concern. Airports were specifically concerned about multi-jurisdictional challenges. In other words, while the airport owner/operator is doing their part to control incompatible uses around the airport, adjacent jurisdictions located outside airport property, but in close proximity, are not.

Through-the-Fence Activity

Relative to land use compatibility, some airports are experiencing a demand for Through-the-Fence (TTF) access. All of the TTF demand was found to be at general aviation airports and includes both commercial and residential uses. Airports where TTF demand has surfaced includes Cascade, Driggs-Reed Memorial, McCall Municipal, Payette Municipal, Sandpoint, and Weiser Municipal. These airport sponsors are becoming educated as to the impacts, both positive and negative, TTF access can have on their facilities. The FAA has specific policies regarding TTF access at NPIAS airports. At present, the FAA has adopted a firm position against any type of TTF activity with a residential element.

Availability of Land

Both commercial service and general aviation airports cited the lack of available land for future airport growth. A few airports are simply geographically limited or it is not feasible for any future growth including Friedman Memorial, Homedale, and Orofino Municipal airports. Other airports cited that the general lack of available land is preventing both airside and landside development. Runway extensions to accommodate larger business jet aircraft was cited as the primary need for additional land at Blackfoot-McCarley Field and Boundary County. The need for additional land for landside development, in particular the development of new hangars, was cited at Idaho Falls Regional, and Shoshone County airports.

Funding Availability

Several general aviation airports cited the general lack of available funding as an issue. This includes a lack of funding for capital construction projects that would result in significant facility upgrades such as runway extensions, basic utility/infrastructure enhancements, and new hangar development. In addition, the lack of funding for utilities and more basic facility maintenance and upkeep was also cited.

Funding for system airports typically comes from three primary sources; federal (FAA), state (ITD), and local sources. As previously discussed, only those airports included in the FAA's NPIAS are eligible for federal Airport Improvement Program (AIP) funding. Limited funding is a result of many factors. Both FAA AIP and ITD airport grant programs are funded through specific aviation related taxes including airline ticket (federal) and aviation fuel taxes (state). As such, the available funding from these sources is dependant upon the amount of activity and resulting taxes that are collected. If activity decreases, less money is available for airport improvement grants. In addition, there are numerous airports that compete for this funding in a given year. Locally, many times the airport also competes for limited funding with other

important local services including roads, schools, and recreation. Tight budgets and high project priorities sometimes leads to a lack of funding for airport needs. Quite simply, the needs of the airports in the national and state airport system far outweigh the available funding.

INVENTORY SUMMARY

As discussed earlier, the data collected in the inventory process will serve as a foundation for additional study elements including aviation activity forecasts, airport role analysis, facilities and service objectives, land use compatibility recommendations, and the economic impact of the system airports. The resulting database also provides a useful resource for ITD's Division of Aeronautics staff.

The 2008 IASP inventory effort confirmed that the state of Idaho boasts a diverse and active airport system. As the Idaho airport system continues to evolve, the data collected in this study process will also serve as a baseline for future study updates. Improvements to the system can be measured by comparing current conditions and facilities to progress made over the next several years. In essence, this inventory effort forms the basis of a future "report card" for system performance. As ITD Division of Aeronautics and state and local decision-makers make future funding decisions, the IASP is expected to be an integral resource.