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Comments:

My review of the Draft Revised Forest Plan for the Custer Gallatin National Forest has shown a decided bias against access to Forest lands by general aviation aircraft. This is in direct conflict with USFS headquarters policy which recognizes general aviation as an accepted and suitable mode of transportation on Forest lands.

As stated in the draft plan (page 88) "there are no authorized airfields on the Custer Gallatin ". No other mention is made that airfields will be considered. We have been reminded at each public meeting that the Custer Gallatin is geographically extensive and varied, but apparently this great extent and diversity does not include five acres for a grass airstrip. To correct this disregard of policy, airfields, present and future, must be considered in the same context as roads and trails.

Inclusion of airfields for recreational access in the in the discussion of administrative facilities (2.4.12 Airfields, Aircraft Landing Strips ) is inappropriate. The West Yellowstone Airport is a commercial airport owned, operated, and managed by the Montana Department of Transportation. The Forest Service infrastructure at West Yellowstone does not serve a recreational purpose, nor does it provide access to Forest lands.

The conditions stated regarding special use permitting for new recreational airstrips seem to place the development of a grass airstrip in the same category as a new mine. This is an inordinate burden for a mode of transportation which has the lowest impact on the environment of any current mode. I believe this burden is designed to preclude any future airstrip development on the Custer Gallatin.

Those who access National Forest lands by means of general aviation aircraft are the same as any other Forest user. We hike, fish, camp, and enjoy the beauty of our public lands. The only difference is our mode of transportation.