



August 20, 2015

Rick Baird, Airport Manager

Friedman Memorial Airport

1616 Airport Circle

Hailey, ID 83333

Dear Rick,

The busy summer and the large conference we host in July have highlighted the real need our airport has to recapture lost aircraft parking due to the FAA mandated reconfigurations of our taxiways, terminal, air carrier parking areas and General Aviation parking areas. We note that a number of aircraft during the conference had to relocate to other airports due to the lack of overnight parking. If we are to continue to efficiently host conferences and manage peak holiday days we need to recapture the lost space due to the reconfiguration.

Atlantic Aviation believes Alternative 1 and 3 should be rejected as both alternatives negatively impact the current operations area and will move operations closer to residential areas. Atlantic Aviation believes our community would not support either of these alternatives.

While Alternative 4 has desirable operational features and would provide for future demand, Atlantic Aviation does not support Alternative 4 as this alternative could be perceived by the community as an expansion of the airport since it is designed for future demand.

In conclusion, Atlantic Aviation picks Alternative 2 as our choice. Alternative 2 will provide the needed space to recapture lost aircraft parking due to the recent reconfiguration of the airfield. Alternative 2 also has many desirable operations features. Atlantic Aviation feels Alternative 2 could be supported by the authority and the community as it is not an expansion of the airport but a recapture of space lost due to the re-configuration.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael T. Rasch".

Michael T. Rasch, General Manager

ATLANTIC

ATLANTIC AVIATION SERVICES ▲ 208 788 9511 ▲ BOX 1085 ▲ HAILEY, ID 83333
MAILING ADDRESS ▲ 2230 AVIATION DR ▲ HAILEY, ID 83333

April Dieter

From: Harry Griffith <harry@sunvalleyeconomy.org>
Sent: Tuesday, September 08, 2015 9:18 AM
To: Jacob Greenberg
Cc: Doug Brown; Rick Baird
Subject: INPUT FOR MEETING - FMAA Comp Plan

I want to go on record that I have read and support the Airport Master Plan Chapter D as written. The framework it provides to guide airport activities over the next 5+ years is appropriate for our economic situation and growth aspirations. It also provides an acceptable framework for balancing public safety and health with the needs of the majority of Blaine Co citizens.

Please feel free to share my support with the FMAA board as appropriate.

Harry Griffith
Executive Director, Sun Valley Economic Development

www.SunValleyEconomy.org

9/8/2015

Larry Schoen, Jacob Greenberg, Angenie McCleary, Rick Baird

I have read and fully support the Airport Master Plan Chapter D. Many of us have worked for years on the boards of WREP, Sustain Blaine and currently SVED on two important goals for restoring our economic vitality in the Wood River Valley; getting hotels here and insuring air access. The Master Plan as written allows us to make significant progress on these goals and meet the needs of our community and citizens.

Steve Mils

April Dieter

From: Paul Kenny <paul@kenny-bogue.com>
Sent: Tuesday, September 08, 2015 11:19 AM
To: Rick Baird
Subject: FW: SEPT 8th AIRPORT PUBLIC COMMENTS

Rick,

I want to go on record that I have read and support the Airport Master Plan Chapter D as written. The framework it provides to guide airport activities over the next 5+ years is appropriate for our economic situation and growth aspirations. It also provides an acceptable framework for balancing public safety and health with the needs of the majority of Blaine Co citizens. Please feel free to share my support with the FMAA board as appropriate.

Thanks,

Paul Kenny

Paul Kenny, CCIM
Broker
Paul Kenny & Matt Bogue Commercial
(208) 726-1918 *17 - office
(208) 720-3125 - cell
(208) 726-1990 - fax
paul@kenny-bogue.com
www.kenny-bogue.com



April Dieter

From: Donald Benson <bensod@cox.net>
Sent: Wednesday, September 02, 2015 5:40 PM
To: fafairfax@aol.com; ssmcb@hotmail.com; Lawrence Schoen; Angenie McCleary; fritz.haemmerle@haileycityhall.org; donidaho@cox.net; Jacob Greenberg
Cc: Craig Wolfrom
Subject: Friedman has outlived its location!

Dear Friedman Airport Authority Board Members,

I'm sure that you all have read the attached "Other View" that appeared in the Idaho Mountain Express on September 2, 2015. The City of Bellevue's Alderman Wolfrom has written a most concise and timely description of the current state of affairs at our local airport.

His views echo my thoughts perfectly and that is why I chose to "piggyback" his excellent piece.

It is well past the time to stop attempting to continually "upgrade" this outmoded, dangerous facility and instead concentrate on replacing and relocating Friedman with a safe, user friendly airport that can accommodate all types of aircraft in various weather conditions.

Please know that I fully subscribe to Mr. Wolfrom's thoughts and encourage each and every one of you to give serious consideration to the points that he has set forth.

While having lunch today in downtown Hailey I observed (once again) the absolutely ludicrous event of a plane approaching the airport directly over the heart of the city of Hailey.

It is time to do something other than "putting lipstick on this pig" and start thinking of a viable alternative to this outmoded facility that is located in a densely populated urban setting.

One other observation, hopefully all of you have ample umbrella insurance to cover your liability when an errant airplane crashes into Hailey Elementary School or any number of Hailey's residences and businesses.

Sincerely,

Donald H. Benson
800 Riverside Dr,
Bellevue, Id. 83313

OTHER VIEWS

Friedman has outlived its location

By CRAIG WOLFRUM

A has become evident during Friedman Memorial Airport's Master Plan on the previous expansion at the current location, expansion at the current location. Because of this, I think it is important to consider the way the Wood River Valley has grown around this airport.

When Friedman was officially opened in 1966, just minutes south of a green identity surrounded by agricultural fields—Haley was a city proud event just to the north. The location was possible agricultural about the road 100's when urban development really began to take off.

While the Wood River Valley has changed with ever increasing development and population, so too has the size and frequency of aircraft. Yet the airport's location has

Craig Wolfrum is a Willamette resident and member of the Willamette City Council.

not been shared the same way. Consider that Friedman Memorial Airport is becoming closed to open for urban neighborhoods that will nearly all of Woodville Boulevard new flat and extensions of the remaining farm land being proposed to adjacent cities. This airport location has served its purpose—the airport has been built— it is now for wood, has we many building towers regarding fulfilling the long term needs for commercial and general aviation, not to mention the negative impacts on the residents of Haley and Beavon.

The Airport Authority board is proposed by six publicly elected officials: three from the city of Haley and one from Willamette County commissioners, plus the appointed member. If you agree that it is time for the Airport Authority to face the reality that the current location has served its purpose and is no longer sustainable, that its expansion is too small, you are too many and their public use affects our population, it is that that

you attend the next low Airport Authority public hearings and voice your opinion. The airport's new master plan is outlining ways for the airport to expand beyond its current capacity needs to increase both commercial and general aviation flights—without expanding over the airport board will attempt to locate its current location.

Now is the time to tell the Airport Authority's elected officials that you want the direction of your public airport moved toward relocation, for there is space in a new, more open, rural location. We need to grow into plan and better to a much larger, more efficient, and safer facility—not in our airport's current location, which will never meet the long term needs of this ever growing valley.

Please attend the Sept. 2 meeting in the Old Elmer County Courthouse, 1000 East, at 6:30 pm. If you cannot attend, please write to the Airport Authority board and voice your opinion.

RAMSAY SOLUTIONS INC.

September 8, 2015

Blaine County Commissioners
219 1st Avenue South
Hailey, ID 83333

RE: Sun Valley Economic Development

Commissioners:

Furthering steps to fulfill the Airport Master Plan is a great initiative in reducing the filtration of capital into our economy set in place by (municipal and regional) policy along with the 'unpublished fear' to evolve as a community. Each and every step forward - bettering air service - is solid momentum to create a sustainable and competitive business environment in our community.

Most Sincerely,



Carter H. Ramsay, President
Ramsay Solutions, Inc.

April Dieter

From: Doug Brown <dougbrownsv@gmail.com>
Sent: Tuesday, September 08, 2015 10:16 AM
To: Angenie McCleary; Lawrence Schoen; Jacob Greenberg; Rick Baird; Derek Voss; Don Keirn
Cc: dougbrownsv@gmail.com
Subject: Airport Master Plan Comment

Commissioners:

After attending several FMAA meetings talking about the Master Plan, and studying it in depth, it is clear to me that it is important to stay the course on upgrading airport facilities so as to have an efficient and user friendly airport while the FAA looks into longer term location and funding issues. The federal government and airport user fees will fund any tune-ups, not the local public. Having adequate and safe parking for aircraft and users as the air traffic grows over the next few years the current airport is in use is essential.

Blocking any of the initiatives in the Master Plan will likely create perceptions that we are not a business friendly valley and could impact the pace of the current climb out of the local Depression.

Doug Brown

SVED Deputy Director

Outreach, Membership, Events

My name is Doug Brown and I am with SVED. Harry Griffith could not be here tonight.

Thank you for having another opportunity at PUBLIC Comment on the important Master Plan review.

Authority Members:

Our business membership includes the largest employers in the valley. We are in constant contact with them on issues important to business. I assure you AIR SERVICE, AIRPORT OPERATIONS, LODGING, and GOVERNMENT DECISIONS AFFECTING BUSINESS are the key topics of concern. They want us to speak up at public meetings so they don't have to.

They don't want to be MASTER PLAN wonks.

As representatives of our members' best interest we have studied the MASTER PLAN and conclude that diminishing the effect of CHAPTER D would not be in our business members' best interest.

SVED has continually demonstrated the vital economic importance of our Airport and Air Service.

Why would we risk our future economy by not having our valley wide airport be prepared for increased visitor and business travel during the years we are waiting for the FAA process to:

- 1) Find a suitable location
- 2) Figure out how much it will cost
- 3) Determine who pays how much
- 4) Design it
- 5) Build it
- 6) Construct it

History in our valley demonstrates this is a lengthy process. Playing political gamesmanship with our economy is NOT in our valley's self-interest. Those who play the "inside the fence game" stand to jeopardize our airport keeping up with short-

term demand and thus hurting our economy. If we need more aircraft parking, more travelor parking, a control tower site, then let's do what we need to do. This is simply a plan to be ready for needed growth.

Taking care of business on growing airport needs does not diminish the fact that at some time in the future we need a larger facility in a different location.

Our local economy is finally on an upward trajectory, but nowhere near where it was before the Depression hit. We cannot take this for granted and no way should this board take steps to hinder the economy's forward progress.

For too many years we have sent "unfriendly" messages to those who can invest in our economy. We need to send a positive message that we have an airport that meets the needs of the near future while we prepare for a new location.

Please consider the needs of the entire community as you deliberate on these important steps. Air Service and Airport capacity are vital for our economy. Please keep your eye on the big picture.

Thank you for listening

Doug Brown, SVED, dougbrownsv@gmail.com

April Dieter

From: Baird Gourlay <BGourlay@ketchumidaho.org>
Sent: Tuesday, September 08, 2015 10:30 AM
To: Angenie McCleary; Lawrence Schoen; Jacob Greenberg
Cc: Harry Griffith
Subject: Chapter D

Good Morning Honorable's,

I have a council meeting tonight so I can't make the FMAA meeting tonight.

I just want to make sure that you know, as Ketchum's representative that we support the Airport Master Plan Chapter D as written.

It has a good framework for health and Safety needs, balanced with the needs of a thriving community.

Baird Gourlay

208 720 4769

bgourlay@ketchumidaho.org



April Dieter

From: Rick LeFaivre <rlefaivre@gmail.com>
Sent: Tuesday, September 08, 2015 10:51 AM
To: Jacob Greenberg
Cc: Rick Baird; Harry Griffith; Doug Brown
Subject: Input for Airport Master Plan Discussions

Importance: High

Jacob, I would like to add my support for staying the course with the Airport Master Plan Chapter D as written. As you know, I am heavily involved with growing our business base in the Wood River Valley to create more of a year-round economy for our region. This has included the formation of a business incubator for new startups (the *Ketchum Innovation Center*); the launch of the *Sun Valley Band of Angels and Mentors* to mentor local companies and, as appropriate, raise investment capital to grow them (more than \$1M raised to-date); and a focus on moving companies here that has brought several new companies and associated jobs to the region.

I can say that without question all of this requires a robust local airport for business travelers, not to mention the tourism benefits of outstanding air service. I think that the improvements to the existing airport have been outstanding, and the new flights definitely make it easier to locate businesses here. Personally I wish that the runway could be extended to deal with the tail-wind takeoff problem, but I know that that is a difficult discussion to have. Nevertheless, anything that can be done to improve our local air service is a winner for both our year-round and tourism economies, and I support the plan to continue to make the airport better.

Thank you for your consideration.

Best Regards,

Rick LeFaivre
Chair, Ketchum Innovation Center
Chair, Sun Valley Band of Angels and Mentors
Board Member, Sun Valley Economic Development
Board Member, Sun Valley Institute for Resilience
Board Member, Wild Gift

Rick,

These are my thoughts on Chapter D:

My assumption of what the planning team wants as a response; is that we need to ask ourselves that if the activity projections in Chapter B and the Facilities required in Chapter C do in fact happen, how do we best plan for this scenario? The Master Plan, when finished, will show how we can plan for these needs, a timetable for the needed facilities and how we can pay for them. As these projections and facilities needs might fold out over the 20 year planning period we will have a road map of how to accommodate these needs if the FMAA board still chooses to accommodate these needs. The FMAA board will always ultimately make all decisions regarding the implementation of improvement project proposals.

Tower:

The need is there, no action is not an alternative. I would like to see the site for the tower be studied in the area of site 1 and site 2, with the other sites the control tower needs to be too high and too costly because of their difficult vision area (site 3, site 4) or are off airport (site 5).

Commercial Apron:

If in fact our projection of commercial enplanements happens and the need for 6-7 overnight aircraft happens; I believe we should try to accommodate them. The Valley is trying hard to get and keep our economy going and air service is a vital part of this. I think towing from the South is not a safe or efficient operation. I would like to see the apron North of the terminal expanded, this would mean the loss of several revenue producing hangars that should be accommodated elsewhere.

Terminal:

The expansion outlined by the Team is sufficient for our needs and should be carried through the Master Plan as written.

Passenger Parking:

If the projections turn out to be correct and we could use double our present parking over the next 20 years, I think we should look at parking closest to the terminal. Covered parking on site if possible and cost effective, and acquisition of land near the terminal if needed. Parking is a significant revenue source for all airports and we need to be a self funding airport. Onsite parking reduces congestion and traffic on streets around the airport and Hailey.

GA Parking and Hangars:

The need to replace lost parking and hangar space lost from the RSA project is real. We have parking of GA aircraft that is unacceptable, difficult, and extremely safety sensitive during space constrained events and weekends. Without adequate parking for overnight aircraft we increase air traffic, noise, and we lose significant revenues. Our JPA also says we should not lose transient parking, and we have. I believe we must not only accommodate the lost space due to the RSA project (alternative 2) but we should at least consider alternative 4 to regain lost space and hangars due to the master plan commercial apron expansion, and to accommodate some of the projected growth in GA traffic and facilities needs.

Ron Fairfax
Chair - FMAA