

**NOTICE OF A REGULAR MEETING
OF
THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

PLEASE TAKE NOTICE that a regular meeting of the Friedman Memorial Airport Authority shall be held Tuesday, May 3, 2016 at 5:30 p.m. at the old Blaine County Courthouse Meeting Room Hailey, Idaho. All matters shall be considered Joint Decision Matters unless otherwise noted. The proposed Agenda for the meeting is as follows:

**AGENDA
May 3, 2016**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. April 5, 2016 Regular Meeting – Attachment #1 ACTION
- IV. REPORTS**
 - A. Chairman Report DISCUSSION
 - B. Blaine County Report DISCUSSION
 - C. City of Hailey Report DISCUSSION
 - D. Airport Manager Report DISCUSSION
 - E. Communications Director Report (Centerlyne) DISCUSSION
 - F. Fly Sun Valley Alliance Report DISCUSSION
- V. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
 - A. Noise Complaints
 - B. Parking Lot Update
 - C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #2 - #4
 - D. Review Correspondence – Attachment #5
 - E. Airport Commercial Flight Interruptions
- VI. OLD BUSINESS**
 - A. Airport Solutions
 - 1. Current Projects
 - a. Plan to Meet 2015 Congressional Safety Area Requirement
 - i. Runway Safety Area Improvements Project - Update DISCUSSION
 - 2. Future Projects
 - i. Terminal Aircraft Apron Improvements – Consideration of Design Only Fee – Attachment #6 DISCUSS/PUBLIC COMMENT/ACTION
 - ii. Terminal Parking Lot Improvements - Update DISCUSSION
 - iii. Terminal Airline Ticketing Office Improvements - Update DISCUSSION
 - B. Runway 13-31 Pavement Maintenance DISCUSSION
 - C. Voluntary Noise Abatement Program Review Committee - Opportunity for the Committee to Update the FMAA on Activity DISCUSS/DIRECT/PUBLIC COMMENT
 - D. Master Plan Discussion and Consideration of Accepting Chapter E – Attachment #7 DISCUSS/DIRECT/PUBLIC COMMENT
 - E. Noise Monitoring/Modeling – What Next? DISCUSS/DIRECT/PUBLIC COMMENT
 - F. Air Quality Monitoring/Modeling – What Next? DISCUSS/DIRECT/PUBLIC COMMENT
 - G. Letters of Concern
 - 1. De-ice Material Use at FMA - Update – Attachment #8 DISCUSS/DIRECT/PUBLIC COMMENT
 - 2. Opposite Direction Traffic - Update DISCUSS/DIRECT/PUBLIC COMMENT
 - H. Discussion of Airport Manager Succession and Next Steps DISCUSS/DIRECT
- VII. NEW BUSINESS**
 - A. Consideration of Submitting AIP Grant Application AIP '42 – Terminal Aircraft Parking Apron Improvement (Design Only) – Attachment #9 DISCUSS/PUBLIC COMMENT/ACTION
 - B. Small Community Air Service Program – Update – Attachment #10 DISCUSS/DIRECT/PUBLIC COMMENT
- VIII. PUBLIC COMMENT**
- IX. EXECUTIVE SESSION – I.C. §74-206 (c) To acquire an interest in real property which is not owned by a public agency I.C. §74-206 (f) To communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated**
- X. ADJOURNMENT**

III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

A. April 5, 2016 Regular Meeting – Attachment #1

BOARD ACTION: 1. Action

IV. REPORTS

A. Chairman Report

This item is on the agenda to permit a Chairman report if appropriate.

BOARD ACTION: 1. Discussion

B. Blaine County Report

This item is on the agenda to permit a County report if appropriate.

BOARD ACTION: 1. Discussion

C. City of Hailey Report

This item is on the agenda to permit a City report if appropriate.

BOARD ACTION: 1. Discussion

D. Airport Manager Report

This item is on the agenda to permit an Airport Manager report if appropriate.

BOARD ACTION: 1. Discussion

E. Communications Director Report (Centerlyne)

This item is on the agenda to permit a Communications Director report if appropriate.

BOARD ACTION: 1. Discussion

F. Fly Sun Valley Alliance Report

This item is on the agenda to permit a report if appropriate.

BOARD ACTION: 1. Discussion

V. AIRPORT STAFF BRIEF (5 Minutes Allotted)

A. Noise Complaints:

Noise Complaints:	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
LOCATION					
Hailey	4/7	5:45 p	Single Prop	Low approach from the north.	Research indicated winds favored arrival from the north. Approach was normal and appropriate. Ops Chief spoke with caller.
Woodside	4/7	2:30 p	Single Prop	Caller felt that the aircraft turned east too quickly, not affording enough altitude over Woodside.	Airport Mgr contacted the pilot and discussed the possibility of extending takeoffs to gain more altitude before turning east and north. Caller did not require a follow up as she was confident in the airport's ability to address the matter.
Hailey	4/18	7:30 p	Single Prop	Low approach from north.	Caller feels certain that there was no wind to trigger an operation such as this. Reported winds at the airport were in fact, 10 knots, gusting to 30 knots, from the south. Ops Chief spoke with caller.
Hailey	4/20	5:44 p	Single Prop	Low approach from north.	Caller feels certain that there was no wind to trigger this operation. Reported winds were 9 knots, gusting 19 knots from the south. Ops Chief spoke with caller.

B. Parking Lot Update

The Car Park Gross/Net Revenues

Month	FY 2014 Gross	FY 2014 Net	FY 2015 Gross	FY 2015 Net	FY 2016 Gross	FY 2016 Net
March	\$29,797.00	\$18,677.60	\$33,979.00	\$25,503.99	\$37,642.00	\$23,620.37

C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data - Attachments #2 - #4

Attachment #2 is Friedman Memorial Airport Profit & Loss Budget vs. Actual. Attachment #3 is 2001 - 2016 ATCT Traffic Operations data comparison by month. Attachment #4 is 2016 Enplanement, Deplanement and Seat Occupancy data. The following revenue and expense analysis is provided for Board information and review:

February 2015/2016

Total Non-Federal Revenue	February, 2016	\$233,894.79
Total Non-Federal Revenue	February, 2015	\$186,976.24
Total Non-Federal Revenue	FY '16 thru February	\$1,291,784.90
Total Non-Federal Revenue	FY '15 thru February	\$1,019,355.53
Total Non-Federal Expenses	February, 2016	\$254,851.75
Total Non-Federal Expenses	February, 2015	\$170,295.53
Total Non-Federal Expenses	FY '16 thru February	\$1,306,484.36
Total Non-Federal Expenses	FY '15 thru February	\$1,043,771.66
Net Income to include Federal Programs	FY '16 thru February	\$-387,552.89
Net Income to include Federal Programs	FY '15 thru February	\$-2,217,137.48

D. Review Correspondence - Attachment #5

Attachment #5 is information included for Board review.

E. Airport Commercial Flight Interruptions:

<u>Airline</u>	<u>Flight Cancellations</u>	<u>Flight Diversions</u>
Horizon Air		
Delta	1	1
United Express		

VI. OLD BUSINESS

A. Airport Solutions

1. Current Projects

a. Plan to Meet 2015 Congressional Safety Area Requirement

i. Runway Safety Area Improvements Project - Update

The polycarbonate panels have been installed at the terminal, completing nearly all of the construction activities on the terminal project. The only remaining item to be resolved is humidity control in the TSA communications/server room. A change order has been issued and this work has been scheduled. Beyond these construction tasks, the only tasks remaining are as-constructed survey work, scheduled for June, and AIP '041 grant closeout, which will take place following the survey.

BOARD ACTION: 1. Discussion

2. Future Projects

i. Terminal Aircraft Apron Improvements – Consideration of Design Only Fee – Attachment #6

The fee negotiation process for this project is complete. A Record of Negotiation has been forwarded to the FAA requesting Concurrence in Award. That concurrence has not been received but is anticipated in the next few weeks. Attachment #6 is the Record of Negotiation forwarded to the FAA. The Board approved the Scope of Work for this project during their March Regular Board meeting. Staff is requesting that the Board approve the fee not to exceed \$184,545 for this project and authorize Staff and Chair to execute the appropriate Work Order once FAA Concurrence in Award has been received. Staff will also insure that appropriate Chair and Legal Counsel reviews take place once FAA Concurrence in Award has been received.

BOARD ACTION: 1. Discuss/Public Comment/Approve Fee not to exceed \$184,545 for the Terminal Apron Improvements (design only) project and Authorize Chair execution of the appropriate Work Order

ii. Terminal Parking Lot Improvements - Update

Improvements to the terminal parking lot to provide additional vehicle parking have been discussed previously. There are no updates for this meeting.

BOARD ACTION: 1. Discussion

iii. Terminal Airline Ticketing Office Improvements - Update

Work on this study and consultants have requested a meeting with the architectural committee the week of May 9.

BOARD ACTION: 1. Discussion

B. Runway 13-31 Pavement Maintenance

This project includes sealing the pavement surface and re-marking the runway. The work was originally planned for last spring, during the runway closure for Project 6. The work was delayed until this year, due to weather. The runway must be closed to complete the work, and the closure is scheduled to begin at 8:00 am on Tuesday, May 17. The runway will re-open at 5:00 pm on May 19.

BOARD ACTION: 1. Discussion

C. Voluntary Noise Abatement Program Review Committee – Opportunity for the Committee to Update the FMAA on Activity

The Voluntary Noise Abatement/Runway Use Committee met on April 4. There were 13 in attendance, 10 of whom were Committee members. The Airport Manager provided a presentation on existing approach and departure procedures, after which Mr. Peter Kirsch of Kaplan Kirsch Rockwell provided a presentation on issues involving noise abatement and Runway Use programs. The Kirsch presentation focused on Sponsor, FAA and Airport roles and legal authority related to noise programs. The following night, Mr. Kirsch answered questions for the Board.

At the request of the committee, on April 11, the pilot members requested a meeting to offer input. The meeting was requested because at least one of the pilots wasn't going to be available at the next scheduled meeting and the other two were not certain of their availability. In that meeting suggestions were offered for group consideration that were developed in an attempt to help with some of the approach and departure path interests.

The next scheduled Committee Meeting is May 10, 5:30 pm at the Manager's Office Training Room.

BOARD ACTION: 1. Discuss/Direct/Public Comment

D. Master Plan Discussion and Consideration of Accepting Chapter E – Attachment #7

PROGRESS REPORT

Based on feedback from the FMAA Board at their April meeting, an executive summary of Chapter E, *Siting Evaluation for Replacement Airport*, is being prepared and will be delivered prior to the June Board meeting. In addition, the following changes are proposed for this chapter. The Board has several options related to Chapter E. The Board could accept Chapter E pending edits discussed below and pending edits based on comments provided during the April Board meeting. The Board could also defer acceptance until the June Board meeting pending review of all edits. Chapter E is again included as Attachment #7 to make review for the Board and public easier.

Added to second paragraph on Page 64: *"In addition, development standards contained in the Wetland Overlay chapter of the Blaine County Land Use Ordinance prohibit disturbance of land within wetlands or wetlands setbacks for most types of land uses."*

Revised the third paragraph on Page 65 to read as follows: *"The Blaine County Comprehensive Plan Update is currently underway, and could potentially affect the plausibility of the replacement airport sites located in Blaine County. Provisions of the current Blaine County Land Use Ordinance are also likely to affect the plausibility of these sites. Therefore, all replacement airport sites located inside Blaine County and recommended for further consideration should be coordinated with both the Comprehensive Plan and the Land Use Ordinance, as it is critical to ensure consistent management of planning goals and policies."*

The initial portion of Chapter F, *Preliminary Financial Feasibility Analysis Tables*, will be delivered for FMAA review by Tuesday, May 10th. Once received the initial portion of Chapter F will be placed on the Airport's website, e-mailed to all Board members and an announcement of its arrival and review location will be sent out in an "On the Fly". Geoff Wheeler, Ricondo & Associates, representing the Master Plan team will present the work product during the June Regular Board meeting.

BOARD ACTION: 1. Discuss/Direct/Public Comment

E. Noise Monitoring/Modeling – What Next?

Two months ago the Board directed Staff to begin gathering information regarding noise Modeling and or Monitoring. Mr. Kirsch discussed and provided the Board incite related to the agenda item last month. Staff believes that the next step in the information gather process is to have a Consultant that actually completes modeling and or monitoring projects to provide information to the Board. That next step is scheduled for the June meeting. Staff is requesting Board confirmation that this concept is the next logical step.

BOARD ACTION: 1. Discuss/Direct/Public Comment

F. Air Quality Monitoring/Modeling – What Next?

Two months ago the Board directed Staff to begin gathering information regarding Air Quality Modeling and or Monitoring. Mr. Kirsch discussed and provided the Board incite related to the agenda item last month. Staff believes that the next step in the information gathering process is to have a Consultant that actually completes modeling and or monitoring projects provide information to the Board. That next step is scheduled for the June meeting. Staff is requesting Board confirmation that this concept is the next logical step.

BOARD ACTION: 1. Discuss/Direct/Public Comment

G. Letters of Concern

1. De-ice Material Use at FMA – Update – Attachment #8

Several letters were received by Staff and the FAA expressing concern over the use and disposal of de-icing material at the airport. In response to these concerns, research and testing has been completed to evaluate the performance of the airport's storm drainage system. A report prepared by ACS of Hailey, summarizing test results is included at Attachment #8. Staff and Dave Mitchell of T-O Engineers will present these results, along with other research completed at the meeting.

BOARD ACTION: 1. Discuss/Direct/Public Comment

2. Opposite Direction Traffic - Update

The Airport and FAA have received concerns related to opposite direction traffic and or specific to aircraft separation. Airport response to concerns have been provided to the Board however other related agency responses such as response from the FAA is not available yet to Airport Staff.

BOARD ACTION: 1. Discuss/Direct/Public Comment

H. Discussion of Airport Manager Succession and Next Steps

During the April meeting, the Board formed a committee to develop the process for the selection of a replacement Airport Manager. Since the meeting, a position announcement and description has been developed and is posted on the Airport's website. The announcement has also been distributed on a regional level to airport managers, the NWAAAE and Airport contacts that staff and the committee felt may produce a candidate that would meet the specific qualifications associated with Friedman. If this short term outreach does not produce an adequate pool of candidates, the committee is prepared to contract with a national search firm.

The committee is asking for Board discussion and direction on how to proceed with the selection process once applications have been received. The Board can anticipate discussion to include short listing of applications received, the interview process and the eventual selection of the Airport Manager.

BOARD ACTION: 1. Discuss/Direct

VII. NEW BUSINESS

A. Consideration of Submitting AIP Grant Application AIP '42 – Terminal Aircraft Parking Apron Improvement (Design Only) – Attachment #9

Included at Attachment #9 is a proposed application for federal assistance for the AIP '42 grant. This grant will cover design only of improvements to the Terminal Aircraft Parking Apron, the project discussed in previous meetings and for which the T-O Engineers Work Order is discussed above under Old Business. Application for the grant is necessary at this time, in order for the FAA to move forward with the grant process before upcoming deadlines in June. It is anticipated that, if the Board decides to move forward with this application, the grant offer would be received in late June. Design would then proceed through the winter and the project would be bid and constructed in 2017, under a separate grant. Board action requested is to approve the application and authorize Staff to sign and submit the application to FAA. Separate actions by both the City and County will be necessary to accept the grant offer.

BOARD ACTION: 1. Discuss/Public Comment/Action
Approve Submittal of the Grant Application and Direct Staff and Legal Counsel to develop and process the appropriate City and County Resolutions to support submittal of the Grant and accepting the Grant Offer at the appropriate time

C. Small Community Air Service Program – Update – Attachment #10

On March 28, 2016, the Department of Transportation (DOT) issued Order 2016-3-32 requesting proposals to participate in the Small Community Air Service Development Program (SCASDP). With the assistance of Mead & Hunt and Fly Sun Valley Alliance, Staff is prepared to submit the attached *Proposal Under the Small Community Air Service Development Program Docket #DOT-OST-2016-0037* (Attachment #10) to the DOT on April 28th. The application is a public/private partnership between the Authority, Fly Sun Valley Alliance, Sun Valley Company and Sun Valley Marketing Alliance. The proposal requests \$500,000.00 in grant funds to assist with adding a non-stop service by Alaska Airlines to Portland, Oregon.

History indicates the private-public partnership has the ability to be successful. The first SCASDP awarded resulted in securing nonstop service to the Los Angeles in 2002 and

nonstop service to Denver in 2013. Both of these routes continue to be serviced and show growth potential.

If the grant is awarded to the Authority, you can anticipate the actual grant offer to be on the agenda for approval and processing in a future Board meeting.

BOARD ACTION: 1. Discuss/Direct/Public Comment

VIII. PUBLIC COMMENT

IX. EXECUTIVE SESSION - I.C. §74-206 (c) To acquire an interest in real property which is not owned by a public agency

I.C. §74-206 (f) To communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated

X. ADJOURNMENT

**MINUTES OF A REGULAR MEETING ATTACHMENT 1
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY***

**April 5, 2016
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Ron Fairfax, Vice-Chairman – Don Keirn, Board – Lawrence Schoen, Jacob Greenberg, Angenie McCleary, Pat Cooley
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird, Emergency/Operations Chief – Peter Kramer, Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant/IT Systems Maintenance Coordinator – April Matlock
Administrative Assistant – Cecilia Vega
CONSULTANTS: T-O Engineers – Dave Mitchell; Kaplan Kirsch Rockwell – Peter Kirsch; Centerlyne – Sarah Shepard, Nancy Glick
AIRPORT TENANTS/PUBLIC: Felicity Roberts, Evan Stelma, Donna Serrano, Len Harlig, Lisa Phillips, Walt Denekas, Michelle Carter, Atlantic Aviation – Mike Rasch, Glass Cockpit Aviation – John Strauss, Nystrom International – Jim Nystrom, SVED – Doug Brown, FHR – Marc Reinemann
AIRPORT LEGAL COUNSEL: Lawson Laski Clark & Pogue, PLLC – Jim Laski
PRESS: Idaho Mountain Express – Ryan Thorne

CALL TO ORDER:

The meeting was called to order at 5:36 p.m. by Chairman Fairfax.

I. APPROVE AGENDA

The agenda was amended with the following changes:

VII. NEW BUSINESS

B. Discussion of Airport Manager Succession and Next Steps
DISCUSS/DIRECT

MOTION:

Made by Board Member Schoen to amend the agenda to include under New Business a brief discussion about Airport Manager Baird's succession. Seconded by Vice-Chairman Keirn.

PASSED UNANIMOUSLY

Board Member Schoen commented that it is imperative the Board begin the search for hiring a new Airport Manager as soon as possible as they have less than 90 days to do so.

II. PUBLIC COMMENT

Len Harlig commented that an article in the Twin Falls newspaper stated that between December and January, the Magic Valley Regional Airport received 100 diversions. He questioned if the Airport had reported this many diversions in December and January and suggested that the Board research the matter.

Carlton Green suggested that the Board consider building a restroom for the employees who manage the public parking lot ticket booth so they no longer have to use a portable toilet. He commented that he has spoken with parking lot employees about the issue and they communicated to him that they would like to have a restroom facility located by the ticket booth.

Chairman Fairfax commented that staff members from The Car Park have relayed to him that they prefer not to have a bathroom facility located next to the ticket booth.

III. APPROVE FMAA MEETING MINUTES

A. March 8, 2016 Regular Meeting (See Brief)

The March 8, 2016 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

MOTION:

Made by Board Member McCleary to approve the March 8, 2016 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Vice-Chairman Keirn.

PASSED UNANIMOUSLY

IV. REPORTS

A. Chairman Report

No report was given.

B. Blaine County Report

Board Member Greenberg reported that the Blaine County Commissioners met with Airport Manager Baird today to discuss the outcome of the Voluntary Noise Abatement Program Review Committee meeting held last night. He also thanked Kaplan Kirsch & Rockwell Attorney Peter Kirsch for attending and presenting at the committee meeting.

C. City of Halley Report

Vice-Chairman Keirn reported that he and Hailey Attorney Ned Williamson met with Mr. Kirsch and Airport Manager Baird today to also discuss the outcome of last night's committee meeting as they were unable to attend.

D. Airport Manager Report

Airport Manager Baird reported on the following:

- Airport Staff's attendance at the FAA Northwest Mountain Region Airports Conference in Seattle. He commented that Staff found the conference to be helpful in learning the FAA's current priorities and upcoming changes to the administration of grant programs.
- The FAA's presentation of an excellence award for the RSA Improvements Project to the Airport while at the conference.
- Correspondence regarding the contract tower funding program has been forwarded to Idaho's elected delegation. Airport Manager Baird will report on the Congress' decision regarding this issue next month. .
- The announcement of Airport Manager Baird's decision to retire as of June 30th of this year.

E. Communications Director Report

Communications Director Nancy Glick reported on the following:

- The completion of new photography for the interior of the passenger terminal by Kirsten Schultz Photography.
- The scheduling of Airport Tours for the Sun Valley Board of Realtors and Mountain Rides.
- The steady increase of the public's interest in the Airport's social media outreach.
- Continuation of information gathering for the reconstruction of the Airport website.

F. Fly Sun Valley Alliance Report

FSVA representative Carol Waller reported on the following:

- Finalization of flight schedules for the 2016 summer and fall seasons.
- An increase of 17% in March seat capacity compared to last year.
- Delta Airline's addition of a third flight to Salt Lake City through September.
- FSVA's goal to keep moving towards adding capacity.

Airport Manager Baird also reported that Contracts/Finance Administrator Lisa Emerick traveled with Ms. Waller to the Mead & Hunt Air Service Development Conference in Scottsdale, Arizona.

Ms. Waller reported that at the Air Service Development Conference, she and Ms. Emerick met with Alaska, United, and SkyWest Airlines and received important updates on the commercial airline industry.

V. AIRPORT STAFF BRIEF

A. Noise Complaints (See Brief)

B. Parking Lot Update (See Brief)

C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (See Brief)

D. Review Correspondence (See Brief)

Board Member Schoen commented that he has forwarded the letters sent to Idaho elected delegation regarding the contract tower funding program and Passenger Facility Charge (PFC) program to the National Association of Counties (NACo) in an effort to encourage NACo and Congress to recognize the importance of these programs.

The Board and Airport Manager Baird expressed their appreciation to Board Member Schoen for his support of the contract tower funding program and PFC program.

E. Airport Commercial Flight Interruptions (See Brief)

VI. UNFINISHED BUSINESS

A. Airport Solutions

1. Current Projects

a. Plan to Meet 2015 Congressional Safety Area Requirement

i. Runway Safety Area Improvements Project (See Brief)

Engineer Mitchell updated the Board on the current status of the RSA Improvements Project.

2. Future Projects

i. Terminal Aircraft Parking Improvements (See Brief)

Engineer Mitchell updated the Board on the current status of the Terminal Aircraft Parking Improvements project.

ii. Terminal Parking Lot Improvements (See Brief)

iii. Terminal Airline Ticketing Office Improvements (See Brief)

Engineer Mitchell updated the Board on the current status of the Terminal Airlines Ticketing Office Improvements project. He suggested that the FMAA Architectural Committee set up a meeting with Airport Manager Baird, Ruscitto Latham Blanton Architects and himself to discuss design prior to the May Board Meeting.

B. Voluntary Noise Abatement/Runway Use Program Review Committee – Opportunity for the Committee to Update the FMAA on Activity (See Brief)

Airport Manager Baird summarized what was discussed at last night's Voluntary Noise Abatement Program Review Committee meeting and briefed the Board on the outcome of the meeting.

Board Member Schoen asked Airport Manager Baird to briefly summarize what was discussed in the meeting regarding the Runway Use Program (RUP).

Airport Manager Baird commented that he and Kaplan, Kirsch & Rockwell Aviation Law Attorney Peter Kirsch described the RUP as a mechanism that is put in place for Airport's that can demonstrate to the FAA that there is a need for preferential flight paths or preferential use of a runway. He also briefed the Board on the advantages and disadvantages of a RUP and commented that receiving accurate noise complaint information from the community will help the Committee and Airport Staff find the best solution.

C. Master Plan Schedule Update (See Brief)

Airport Manager Baird briefed the Board on the status and schedule for Chapters E and F of the Master Plan Update (MPU).

Board Member McCleary asked the Board to consider whether it would be permissible to allow the Board to propose their changes/edits to Chapter E of the MPU that they intend to suggest at the May Board meeting.

Chairman Fairfax commented that it would be appropriate to propose the changes/edits to Chapter E that the Board will be discussing in May.

Board Member Schoen proposed an addition to Chapter E, page 65, Section 1.6 to include the Blaine County Land Use Ordinance as another County document that could potentially affect the plausibility of replacement airport sites. He also proposed to include Blaine County Land Use Ordinance language on page 64 regarding the reference to jurisdictional wetlands.

Vice-Chairman Keirn agreed that Blaine County Land Use Ordinances are relevant to the discussions on pages 64 and 65 of Chapter E.

Board Member Cooley suggested that an executive summary be included at the end of Chapter E to summarize the outcome of the siting evaluation that can be easily read and interpreted.

The Board agreed that the inclusion of a brief executive summary would be a welcome addition to Chapter E of the MPU.

Chairman Fairfax opened the discussion for public comment.

No public comment was made.

D. Discussion of the Pros & Cons of Noise Monitoring/Modeling (See Brief)

Kaplan, Kirsch & Rockwell Aviation Law Attorney Peter Kirsch described the differences between noise monitoring and noise modeling and briefed the Board on the advantages and disadvantages of pursuing the development of a Noise Monitoring and/or Modeling Study.

Board Member Schoen asked how a microphone can identify whether or not surrounding noise is coming from an airplane or a difference source.

Attorney Kirsch answered that the microphones used in noise monitoring are specifically engineered to distinguish between different kinds of noise and use a computer system to filter out any noise not identified as an aircraft.

Board Member McCleary asked how data obtained from noise monitoring and noise modeling can be differentiated.

Attorney Kirsch answered that noise monitoring records noise levels in decibels and also gathers information such as weather conditions and wind speed. Noise modeling will identify the type of aircraft, its flight altitude, its flight path and its flight speed. He commented that the Board will receive more detailed information from a noise modeling study as it identifies the aircraft's location which will help narrow down where the problem is occurring.

Chairman Fairfax commented that if the noise levels that are monitored do not reach 65 DNL (Day-Night Sound Level), the FAA will not provide remediation for the development of the noise studies or the modification of the Airport's flight paths.

Attorney Kirsch commented that the FAA sanctioned the methodology for noise measurement based on an average and is mainly useful to large airports as they have a higher probability for reaching 65 DNL due to increased operational activity.

Board Member McCleary asked what the cost would be to develop a noise monitoring/modeling study.

Airport Manager Baird answered that both noise monitoring and noise modeling can be fairly expensive depending on how extensive a study the Board decides to conduct. He commented that he does not believe the community would be receptive to noise modeling data without also conducting a noise monitoring study in order to verify the data from the modeling study.

Chairman Fairfax opened the discussion for public comment.

Board Member McCleary read an email sent to her from Bellevue Alderman Craig Wolfrom as requested by Mr. Wolfrom (Minutes Attachment #1).

E. Discussion of the Pros & Cons of Air Quality Monitoring/Modeling (See Brief)

Kaplan, Kirsch & Rockwell Aviation Law Attorney Peter Kirsch described the differences between air quality monitoring and air quality modeling and briefed the Board on the advantages and disadvantages of pursuing the development of an Air Quality Monitoring and/or Modeling Study.

Board Member Greenberg asked what the cost would be to develop an air quality monitoring/modeling study compared to the noise monitoring/modeling study.

Attorney Kirsch answered that a monitoring or modeling study for air quality would be slightly more expensive as the technology utilized to conduct the study is more sophisticated however the analysis of the data would be less expensive.

Board Member Cooley asked if the data retrieved from an air quality study would be incident specific.

Attorney Kirsch answered that gathering incident specific data for an air quality study is difficult due to the variability of atmospheric conditions. He commented that the quality of the data would be low unless the Board plans to gather air quality data for a couple of years or only gather data for small designated areas.

Vice-Chairman Keirn asked if the air quality monitoring equipment can differentiate the types of fuel used by different types of aircraft.

Attorney Kirsch answered that fuel types can be measured to a limited extent as the air quality monitors can only measure organic compounds in the air and the pollutants caused by aircraft fuel have the same composition despite the type of fuel used.

Board Member Schoen asked how the ability for individuals to differentiate the smell of exhaust fumes from vehicles and aircraft affect the way they perceive the level of air quality impact.

Attorney Kirsch answered that air quality experts have concluded that what an individual may smell is not necessarily the noxious component that causes air pollution. He commented that technology for monitoring smell has not yet been successfully developed into a sophisticated system. He also explained that the amount of noxious components that could affect individuals may depend on whether the aircraft is in the air or if it is running its engines on the ground.

Walt Denekas commented that he believes that the task of the Voluntary Noise Abatement Committee should be focused on the perception of noise rather than the levels or frequency of noise.

VII. NEW BUSINESS

A. Letters of Concern

- 1. De-ice Material Use at FMA (See Brief)**
- 2. Opposite Direction Traffic (See Brief)**

B. Discussion of Airport Manager Succession and Next Steps

Board Member Schoen suggested that the Board consider hiring a search firm to help locate a qualified replacement for Airport Manager Baird as it will be extremely difficult to do so.

The Board concurred with Board Member Schoen's suggestion. Chairman Fairfax suggested that the Board form a committee to manage the selection of a hiring firm. Board Member Schoen, Vice-Chairman Keirn and Chairman Fairfax volunteered to serve on the committee.

MOTION:

Made by Board Member Greenberg to create a committee, consisting of Board Member Schoen, Vice-Chairman Keirn and Chairman Fairfax, to select a search firm for hiring a new Airport Manager. Seconded by Vice-Chairman Keirn.

PASSED UNANIMOUSLY

VIII. PUBLIC COMMENT

Lisa Philips asked what criteria is considered when developers decide to build next to an airport.

Attorney Kirsch answered that land use compatibility decisions would involve the Airport and the community. If the airport is addressing noise, the local land use authority has to ensure that they don't allow any kind of development that would have a negative effect on the Airport's noise program.

IX. EXECUTIVE SESSION – I.C. §74-206 (c)(f)

MOTION:

Made by Board Member Greenberg to enter into executive session pursuant to Idaho Code §74-206 paragraph (c) to acquire an interest in real property and paragraph (f) to communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated. Seconded by Board Member.

ROLL CALL VOTE:

<i>Chairman Fairfax</i>	<i>Yes</i>
<i>Vice-Chairman Kelrn</i>	<i>Yes</i>
<i>Board Member Greenberg</i>	<i>Yes</i>
<i>Board Member Schoen</i>	<i>Yes</i>
<i>Board Member McCleary</i>	<i>Yes</i>
<i>Board Member Cooley</i>	<i>Yes</i>

PASSED UNANIMOUSLY

X. ADJOURNMENT

The April 5, 2016 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 8:48 p.m.

Lawrence Schoen, Secretary

* *Additional resources/materials that should be reviewed with these meeting minutes include but are not limited to the Friedman Memorial Airport Authority Board Packet briefing, the PowerPoint presentation prepared for this meeting and any referenced attachments.*

MINUTES ATTACHMENT #1

From: Craig Wolfrom [wolfrom.craig@gmail.com]
Sent: Tuesday, April 05, 2016 7:36 AM
To: Angenie McCleary; Ryan Thorne; Angenie McCleary
Subject: FMAA Public Comment for 4/5/2016

Greetings Ron & Angenie,

I would appreciate one of you reading this into the public record at tonight's meeting as I will not be able to attend due to my daughter's choir recital.

Thank you kindly,

-Craig Wolfrom

FMAA

First and foremost, thank you for creating the Noise Abatement Committee. I urge the FMAA to insist that this all important group begin its quest by compiling data acquired from a long term noise study using FAA certifiable type 1 decibel meters which will be in place during both peak and slack air traffic times including such events as Allen & Company placed in multiple locations within Bellevue, Hailey, and other parts of the Wood River Valley. In addition, it is incredibly important that the firm hired to conduct such a study be accepted as a neutral party; not a firm who has long term financial and contractual ties with KSUN. If this commission does not obtain real time, 2016/2017, factual data with which it can begin its work, or uses noise contour models from other airports, their findings will be controversial at best and likely be contested by a large portion of our community which could ultimately lead to the dismissal of the noise abatement commission's work.

Many thanks,

-Craig Wolfrom

Confidentiality note: This message is intended for use only by the individual or entity to which it is addressed and may contain information that is privileged, confidential, and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify me immediately at 1-208-578-3601. Thank you.

4:05 PM

04/25/16

Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '16)

October 2015 through February 2016

	Oct '15 - Feb 16	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
4000-00 · AIRCARRIER				
4000-01 · Aircarrier - Lease Space	35,217.15	84,520.44	-49,303.29	41.7%
4000-02 · Aircarrier - Landing Fees	49,605.20	150,000.00	-100,394.80	33.1%
4000-03 · Aircarrier - Gate Fees	500.00	1,200.00	-700.00	41.7%
4000-04 · Aircarrier - Utility Fees	6,451.12	16,041.00	-9,589.88	40.2%
4010-07 · Aircarrier - '14 PFC App	104,758.40	301,500.00	-196,741.60	34.7%
Total 4000-00 · AIRCARRIER	196,531.87	553,261.44	-356,729.57	35.5%
4020-00 · TERMINAL AUTO PARKING REVENUE				
4020-01 · Automobile Parking - Terminal	76,547.28	200,000.00	-123,452.72	38.3%
Total 4020-00 · TERMINAL AUTO PARKING REVENUE	76,547.28	200,000.00	-123,452.72	38.3%
4030-00 · AUTO RENTAL REVENUE				
4030-01 · Automobile Rental - Commission	183,899.24	485,000.00	-301,100.76	37.9%
4030-02 · Automobile Rental - Counter	11,144.10	25,000.00	-13,855.90	44.6%
4030-03 · Automobile Rental - Auto Prkng	35,005.80	59,285.27	-24,279.47	59.0%
4030-04 · Automobile Rental - Utilities	450.06	2,500.00	-2,049.94	18.0%
Total 4030-00 · AUTO RENTAL REVENUE	230,499.20	571,785.27	-341,286.07	40.3%
4040-00 · TERMINAL CONCESSION REVENUE				
4040-10 · Advertising - Commission	19,521.25	33,000.00	-13,478.75	59.2%
4040-11 · Vending Machines - Commission	8,712.90	15,000.00	-6,287.10	58.1%
4040-12 · Terminal ATM	91.50			
Total 4040-00 · TERMINAL CONCESSION REVENUE	28,325.65	48,000.00	-19,674.35	59.0%
4050-00 · FBO REVENUE				
4050-01 · FBO - Lease Space	90,653.70	225,189.60	-134,535.90	40.3%
4050-02 · FBO - Tiedown Fees	124,132.40	460,000.00	-335,867.60	27.0%
4050-03 · FBO - Landing Fees - Trans.	113,172.23	275,000.00	-161,827.77	41.2%
4050-04 · FBO - Commission	8,141.62	18,000.00	-9,858.38	45.2%
Total 4050-00 · FBO REVENUE	336,099.95	978,189.60	-642,089.65	34.4%
4060-00 · FUEL FLOWAGE REVENUE				
4060-01 · Fuel Flowage - FBO	87,031.50	210,000.00	-122,968.50	41.4%
Total 4060-00 · FUEL FLOWAGE REVENUE	87,031.50	210,000.00	-122,968.50	41.4%
4070-00 · TRANSIENT LANDING FEES REVENUE				
4070-02 · Landing Fees - Non-Comm./Gov't	200.06	500.00	-299.94	40.0%
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	200.06	500.00	-299.94	40.0%
4080-00 · HANGARS REVENUE				
4080-01 · Land Lease - Hangar	190,601.42	571,006.43	-380,405.01	33.4%

ATTACHMENT 6

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Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '16)
 October 2015 through February 2016

	Oct '15 - Feb 16	Budget	\$ Over Budget	% of Budget
4080-02 · Land Lease - Hangar/Trans. Fee	1,156.00	5,384.00	-4,228.00	21.5%
4080-03 · Land Lease - Hangar/Utilities	762.23	1,563.00	-800.77	48.8%
Total 4080-00 · HANGARS REVENUE	192,519.65	577,953.43	-385,433.78	33.3%
4090-00 · TIEDOWN PERMIT FEES REVENUE				
4090-01 · Tiedown Permit Fees (FMA)	8,058.00	11,649.00	-3,591.00	69.2%
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	8,058.00	11,649.00	-3,591.00	69.2%
4100-00 · POSTAL CARRIERS REVENUE				
4100-01 · Postal Carriers - Landing Fees	3,703.36	13,000.00	-9,296.64	28.5%
4100-02 · Postal Carriers - Tiedown	2,970.00			
Total 4100-00 · POSTAL CARRIERS REVENUE	6,673.36	13,000.00	-6,326.64	51.3%
4110-00 · MISCELLANEOUS REVENUE				
4110-01 · Misc. Revenue	17.25			
4110-06 · Misc. - Security-Prox. Cards	24,450.00	32,000.00	-7,550.00	76.4%
4110-09 · Miscellaneous Expense Reimburse	-505.14			
Total 4110-00 · MISCELLANEOUS REVENUE	23,962.11	32,000.00	-8,037.89	74.9%
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	13,900.00	13,500.00	400.00	103.0%
4120-02 · GTSP - Trip Fee	1,360.00	3,080.00	-1,720.00	44.2%
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	15,260.00	16,580.00	-1,320.00	92.0%
4400-00 · TSA				
4400-02 · Terminal Lease	193,826.50	40,000.00	153,826.50	484.6%
Total 4400-00 · TSA	193,826.50	40,000.00	153,826.50	484.6%
4510-00 · DOT/Small Community Air Service				
4510-01 · Small Community Air Service	0.00	150,000.00	-150,000.00	0.0%
Total 4510-00 · DOT/Small Community Air Service	0.00	150,000.00	-150,000.00	0.0%
4520-00 · INTEREST INCOME				
4520-07 · Interest Income - '14 PFC	3.33			
4600-00 · Interest Income - General	1,008.17	3,080.00	-2,071.83	32.7%
Total 4520-00 · INTEREST INCOME	1,011.50	3,080.00	-2,068.50	32.8%
4740-00 · AIP 40 - Safety Area Proj. Imp.				
4740-01 · AIP '40 Project II	0.00	25,000.00	-25,000.00	0.0%
4740-00 · AIP 40 - Safety Area Proj. Imp. - Other	-31,495.30			
Total 4740-00 · AIP 40 - Safety Area Proj. Imp.	-31,495.30	25,000.00	-56,495.30	-126.0%
4741-00 · AIP 41 - Safety Area Phase III				

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '16)

October 2015 through February 2016

	Oct '15 - Feb 16	Budget	\$ Over Budget	% of Budget
4741-01 · AIP '41 SA Phase III	860,109.65	1,500,000.00	-639,890.35	57.3%
4741-02 · TSA Office RA	0.00	210,000.00	-210,000.00	0.0%
Total 4741-00 · AIP 41 - Safety Area Phase III	860,109.65	1,710,000.00	-849,890.35	50.3%
4742-00 · AIP 42 - Project TBD	0.00	1,125,000.00	-1,125,000.00	0.0%
4742-01 · AIP '42 Project TBD	0.00	1,125,000.00	-1,125,000.00	0.0%
Total 4742-00 · AIP 42 - Project TBD	2,225,160.98	6,265,998.74	-4,040,837.76	35.5%
Total Income	2,225,160.98	6,265,998.74	-4,040,837.76	35.5%
Gross Profit				
Expense				
EXPENDITURES				
"A" EXPENSES				
5000-01 · Salaries - Airport Manager	65,374.99	156,900.00	-91,525.01	41.7%
5010-00 · Salaries -Contracts/Finance Adm	39,572.00	92,217.86	-52,645.86	42.9%
5010-01 · Salaries - Office Assist.	80,553.84	181,696.16	-101,142.32	44.3%
5020-00 · Salaries - ARFF/OPS Chief	33,228.00	92,217.86	-58,989.86	36.0%
5030-00 · Salaries - ARFF/OPS Specialist	127,559.51	319,890.40	-192,330.89	39.9%
5040-00 · Salaries-ASC/Sp.Prjct/Ex. Assl	28,867.58	65,652.90	-36,785.32	44.0%
5050-00 · Salaries - Temp.	16,271.75	25,000.00	-8,728.25	65.1%
5050-02 · Salaries - Merit Increase	0.00	36,000.00	-36,000.00	0.0%
5060-01 · Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 · Overtime - Snow Removal	29,847.96	20,000.00	9,847.96	149.2%
5060-04 · OT - Security	0.00	2,500.00	-2,500.00	0.0%
5100-00 · Retirement	48,739.03	114,290.95	-65,551.92	42.6%
5110-00 · Social Security/Medicare	29,063.18	75,307.99	-46,244.81	38.6%
5120-00 · Life Insurance	860.19	1,500.00	-639.81	57.3%
5130-00 · Medical Insurance	81,172.68	190,000.00	-108,827.32	42.7%
5180-00 · Workman's Compensation	12,436.00	15,000.00	-2,564.00	82.9%
Total "A" EXPENSES	593,546.71	1,390,174.12	-796,627.41	42.7%
"B" EXPENDITURES				
"B" EXPENSES - ADMINISTRATIVE				
6000-00 · TRAVEL EXPENSE	4,267.53	12,000.00	-7,732.47	35.6%
6000-01 · Travel	4,267.53	12,000.00	-7,732.47	35.6%
Total 6000-00 · TRAVEL EXPENSE				
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies - Office	22,318.84	13,000.00	9,318.84	171.7%
6010-03 · Supplies - Computer	2,541.68			
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	24,860.52	13,000.00	11,860.52	191.2%
6020-00 · INSURANCE				

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '16)

October 2015 through February 2016

	Oct '15 - Feb 16	Budget	\$ Over Budget	% of Budget
6020-01 - Insurance - Liability	9,700.00	11,800.00	-2,100.00	82.2%
6020-02 - Insurance - Public Officials	5,161.54	4,715.00	446.54	109.5%
6020-03 - Insurance-Bldg/Unlic. Veh./Prop	36,658.42	35,660.00	998.42	102.8%
6020-04 - Insurance - Licensed Vehicles	6,559.00	6,992.00	-433.00	93.8%
Total 6020-00 - INSURANCE	58,078.96	59,167.00	-1,088.04	98.2%
6030-00 - UTILITIES				
6030-01 - Utilities - Gas/Terminal	9,161.78	9,000.00	161.78	101.8%
6030-02 - Utilities - Gas/Maintenance	4,591.06	5,062.00	-470.94	90.7%
6030-03 - Utilities - Elect./Runway&PAPI	3,564.80	7,000.00	-3,435.20	50.9%
6030-04 - Utilities - Elec./Office/Maint.	4,414.61	15,000.00	-10,585.39	29.4%
6030-05 - Utilities - Electric/Terminal	17,742.25	34,600.00	-16,857.75	51.3%
6030-06 - Utilities - Telephone	7,110.65	12,184.46	-5,073.81	58.4%
6030-07 - Utilities - Water	346.08	798.90	-452.82	43.3%
6030-08 - Utilities - Garbage Removal	3,964.75	9,849.99	-5,885.24	40.3%
6030-09 - Utilities - Sewer	1,232.50	2,384.52	-1,152.02	51.7%
6030-11 - Utilities - Electric/Tower	2,509.31	6,000.00	-3,490.69	41.8%
6030-12 - Utilities - Elec./Brdfrd.Hghl	378.27	723.18	-344.91	52.3%
6030-15 - Utilities - Elec/AWOS	1,580.98	2,552.53	-971.55	61.9%
6030-16 - Utilities - Elec. Wind Cone	65.21	140.24	-75.03	46.5%
6030-17 - Utilities - Elec.- Hangar	27.36	210.82	-183.46	13.0%
Total 6030-00 - UTILITIES	56,689.61	105,506.64	-48,817.03	53.7%
6040-00 - SERVICE PROVIDER				
6040-01 - Service Provider - West/Flight	0.00	2,079.00	-2,079.00	0.0%
6040-02 - Service Provider - Term. Music	195.00	895.00	-700.00	21.8%
6040-03 - Service Provider - Internet/ISP	2,475.00	10,000.00	-7,525.00	24.8%
6040-05 - Service Provider - ISP/Terminal	750.00	1,800.00	-1,050.00	41.7%
6040-06 - Service Provider - SSI Movement	9,850.00	9,850.00	0.00	100.0%
Total 6040-00 - SERVICE PROVIDER	13,270.00	24,624.00	-11,354.00	53.9%
6050-00 - PROFESSIONAL SERVICES				
6050-01 - Professional Services - Legal	30,287.80	35,000.00	-4,712.20	86.5%
6050-02 - Professional Services - Audit	40,402.89	45,000.00	-4,597.11	89.8%
6050-03 - Professional Services - Engineer	1,312.50	10,000.00	-8,687.50	13.1%
6050-04 - Professional Services - ARFF	0.00	2,000.00	-2,000.00	0.0%
6050-05 - Professional Services - Gen.	6,078.75	63.75	6,015.00	9,535.3%
6050-07 - Professional Services - Archite	0.00	66,000.00	-66,000.00	0.0%
6050-08 - Professional Services - Securit	0.00	4,000.00	-4,000.00	0.0%
6050-10 - Prof. Svcs.-IT/Comp. Support	11,087.50	14,000.00	-2,912.50	79.2%
6050-12 - Prof. Serv.- Planning Air Serv.	8,288.02	15,000.00	-6,711.98	55.3%
6050-13 - Prof. Serv.-Website Des.& Maint	1,147.50	1,912.50	-765.00	60.0%
6050-15 - Prof. Serv. - Public Outreach	12,282.09	20,000.00	-7,717.91	61.4%
Total 6050-00 - PROFESSIONAL SERVICES	110,887.05	212,976.25	-102,089.20	52.1%

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '16)

October 2015 through February 2016

	Oct '15 - Feb 16	Budget	\$ Over Budget	% of Budget
6060-00 - MAINTENANCE-OFFICE EQUIPMENT				
6060-01 - Maint.-Office Equip./Gen.	0.00	10,000.00	-10,000.00	0.0%
6060-04 - Maintenance - Copier	1,173.09			
6060-05 - Maintenance - Phone	1,401.38			
Total 6060-00 - MAINTENANCE-OFFICE EQUIPMENT	2,574.47	10,000.00	-7,425.53	25.7%
6070-00 - RENT/LEASE OFFICE EQUIPMENT				
6070-01 - Rent/Lease - Office Equip./Gen	0.00	3,400.00	-3,400.00	0.0%
6070-02 - Rent/Lease - Postage Meter	312.00	1,400.00	-1,088.00	22.3%
Total 6070-00 - RENT/LEASE OFFICE EQUIPMENT	312.00	4,800.00	-4,488.00	6.5%
6080-00 - DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 - Dues/Memberships/Publications	10,604.90	13,000.00	-2,395.10	81.6%
6080-02 - Membership - Internet/Website	50.98			
6080-04 - Airport Marketing	1,250.00	20,000.00	-18,750.00	6.3%
Total 6080-00 - DUES/MEMBERSHIPS/PUBLICATIONS E	11,905.88	33,000.00	-21,094.12	36.1%
6090-00 - POSTAGE				
6090-01 - Postage/Courier Service	847.40	1,500.00	-652.60	56.5%
Total 6090-00 - POSTAGE	847.40	1,500.00	-652.60	56.5%
6100-00 - EDUCATION/TRAINING				
6100-01 - Education/Training - Admin.	2,781.00	15,000.00	-12,219.00	18.5%
6100-02 - Education/Training - OPS	2,334.30			
6100-03 - Education/Training - ARFF	65.00			
6100-07 - Education - Public Outreach	1,118.84			
Total 6100-00 - EDUCATION/TRAINING	6,299.14	15,000.00	-8,700.86	42.0%
6110-00 - CONTRACTS				
6110-01 - Contracts - General	15,777.40	42,000.00	-24,500.00	41.7%
6110-02 - Contracts - FMAA	17,500.00	58,900.00	-34,400.00	41.6%
6110-03 - Contracts - SVAFee Collection	24,500.00	5,000.00	-4,184.00	16.3%
6110-04 - Contracts - COH LEO	816.00	30,000.00	-15,140.00	49.5%
6110-05 - Contracts - Janitorial	14,860.00	13,800.00	-8,050.00	41.7%
6110-06 - Electronic Filing System	5,750.00	15,000.00	34,598.25	330.7%
6110-07 - Contracts - Snow Removal	49,598.25	30,000.00	0.00	100.0%
6110-08 - Contracts - Eccles Tree Lights	30,000.00	350.00	-350.00	0.0%
6110-09 - Contracts - Website	0.00	15,000.00	-13,834.68	7.8%
6110-10 - Online Email Server Access	1,165.32	50,000.00	-32,250.00	35.5%
6110-11 - Contracts -Security CMS	17,750.00	6,200.00	-5,990.00	3.4%
6110-13 - Contracts - FIDS	210.00	6,000.00	-5,442.77	9.3%
6110-14 - Contracts - TV	557.23	3,000.00	-3,000.00	0.0%
6110-15 - Contracts - 139 Airfield Rcord	0.00			

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '16)

October 2015 through February 2016

	Oct '15 - Feb 16	Budget	\$ Over Budget	% of Budget
Total 6110-00 · CONTRACTS	178,484.20	275,250.00	-96,765.80	64.8%
6120-00 · PERMITS				
6120-01 · Permits - General	23.00	100.00	-77.00	23.0%
Total 6120-00 · PERMITS	23.00	100.00	-77.00	23.0%
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	4,725.31	6,500.00	-1,774.69	72.7%
6140-00 · Bank Fees	224.00	1,000.00	-776.00	22.4%
Total 6130-00 · MISCELLANEOUS EXPENSES	4,949.31	7,500.00	-2,550.69	66.0%
Total "B" EXPENSES - ADMINISTRATIVE	473,449.07	774,423.89	-300,974.82	61.1%
"B" EXPENSES - OPERATIONAL				
6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI				
6500-01 · Supplies/Equipment - General	1,015.69	10,000.00	-8,984.31	10.2%
6500-02 · Supplies/Equipment - Tools	1,740.64			
6500-03 · Supplies/Equipment - Clothing	321.15			
6500-04 · Supplies/Equipment - Janitorial	14,111.52			
6500-05 · Supplies/Equipment - Deice	73,681.23	20,000.00	53,681.23	368.4%
6500-06 · Supplies/Equipment - ARFF	237.00	5,000.00	-4,763.00	4.7%
Total 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI	91,107.23	35,000.00	56,107.23	260.3%
6510-00 · FUEL/LUBRICANTS				
6510-01 · Fuel/Lubricants - General	360.90	35,000.00	-34,639.10	1.0%
6510-02 · Fuel	19,741.02			
6510-03 · Lubricants	874.31			
Total 6510-00 · FUEL/LUBRICANTS	20,976.23	35,000.00	-14,023.77	59.9%
6520-00 · VEHICLES/MAINTENANCE				
6520-01 · R/M Equipment - General	2,839.59	25,000.00	-22,160.41	11.4%
6520-02 · R/M Equip. '93 Schmidt Snow	4,297.32			
6520-09 · R/M Equip. - '96 Oshkosh Swp.	725.51			
6520-17 · R/M Equip. '01 Case 921 Ldr.	1,498.86			
6520-19 · R/M Equip. '02 Ford F-150 PU	1,701.06			
6520-20 · R/M Equip. - '02 Kodiak Blower	252.20			
6520-24 · R/M Equip. - '01 Ford F-250	251.36			
6520-25 · R/M Equip. - '04 Batts De-Ice	39.39			
6520-28 · R/M Equip.-Case 621 Loader	2,134.47			
6520-29 · R/M Equip.- 2010 Wausau Plow	9,502.39			
6520-30 · R/M Equip.-'05 Ford F-350	5,931.86			
6520-31 · R/M Equip. - Oshkosh Blower	320.46			
6520-34 · R/M Equip. - '12 Case 921F Load	1,274.10			
6520-35 · R/M Equip. - '14 Ford Explorer	534.62			

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '16)

October 2015 through February 2016

	Oct '15 - Feb 16	Budget	\$ Over Budget	% of Budget
Total 6520-00 · VEHICLES/MAINTENANCE	31,303.19	25,000.00	6,303.19	125.2%
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. General	0.00	7,000.00	-7,000.00	0.0%
6530-03 · ARFF Maint. - '87 Oshkosh	279.02			
6530-04 · ARFF Maint. - Radios	240.00			
6530-05 · ARFF Maint. - '03 E-One	78.63			
Total 6530-00 · ARFF MAINTENANCE	597.65	7,000.00	-6,402.35	8.5%
6540-00 · REPAIRS/MAINTENANCE - BUILDING				
6540-01 · R/M Bldg. - General	8,238.23	20,000.00	-11,761.77	41.2%
6540-02 · R/M Bldg. - Terminal	6,862.28			
6540-03 · R/M Bldg. - Shop	420.00			
6540-05 · R/M Bldg. - Manager's Bldg.	13.56			
6540-07 · R/M Bldg. - Tower	211.85			
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	15,745.92	20,000.00	-4,254.08	78.7%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	0.00	10,000.00	-10,000.00	0.0%
6550-04 · R/M - Lights	6,524.65			
6550-05 · R/M - Grounds	1,711.10			
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	8,235.75	10,000.00	-1,764.25	82.4%
6560-00 · SECURITY EXPENSE				
6560-01 · Security	5,303.21	20,000.00	-14,696.79	26.5%
Total 6560-00 · SECURITY EXPENSE	5,303.21	20,000.00	-14,696.79	26.5%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	5,148.00	25,000.00	-19,852.00	20.6%
6570-02 · R/M Aeronautical Equip. - Tower	337.29			
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	5,148.00			
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	10,633.29	25,000.00	-14,366.71	42.5%
Total "B" EXPENSES - OPERATIONAL	183,902.47	177,000.00	6,902.47	103.9%
Total "B" EXPENDITURES	657,351.54	951,423.89	-294,072.35	69.1%
"C" EXPENSES				
7000-00 · MISC. CAPITAL EXPENDITURES				
7000-01 · Contingency	0.00	20,000.00	-20,000.00	0.0%
7000-05 · Computer Equipment/Software	800.00	30,000.00	-29,200.00	2.7%
7000-14 · Retrofit Kit - Broom	0.00	4,000.00	-4,000.00	0.0%
7000-17 · Battery Jump Kit Lrg. System	0.00	2,200.00	-2,200.00	0.0%
7000-18 · Sweeper Brushes	0.00	10,000.00	-10,000.00	0.0%
7000-19 · Fork Lift	0.00	20,000.00	-20,000.00	0.0%

4:05 PM

04/25/16

Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '16)

October 2015 through February 2016

	Oct '15 - Feb '16	Budget	\$ Over Budget	% of Budget
7000-20 · Sweeper Axles (Brushes)	0.00	8,000.00	-8,000.00	0.0%
7000-21 · Truck Spreader	0.00	8,000.00	-8,000.00	0.0%
7000-22 · Airline Ticketing Office Improv	0.00	200,000.00	-200,000.00	0.0%
7000-23 · SRE (Tool Cat)	56,060.21	60,000.00	-3,939.79	93.4%
Total 7000-00 · MISC. CAPITAL EXPENDITURES	56,860.21	362,200.00	-305,339.79	15.7%
7110-00 · Small Comm. Air Service				
7110-01 · Small Comm. Air Serv.	0.00	150,000.00	-150,000.00	0.0%
Total 7110-00 · Small Comm. Air Service	0.00	150,000.00	-150,000.00	0.0%
7540-00 · AIP '40/PFC EXPENSE - Safety Ar				
7540-01 · AIP '40	0.00	26,565.00	-26,565.00	0.0%
7540-02 · AIP '40 Non-Eligible	8,198.38			
7540-03 · AIP '40 AIP/PFC	-31,495.29			
7540-04 · AIP '40 Non Eligible - Terminal	32,414.00			
7540-06 · AIP '40 Non-Eligible - OPS/Adm.	2,955.06			
Total 7540-00 · AIP '40/PFC EXPENSE - Safety Ar	12,072.15	26,565.00	-14,492.85	45.4%
7541-00 · AIP 41 SA Ph. III -Runway/Term.				
7541-01 · AIP '41	864,668.15	1,600,000.00	-735,331.85	54.0%
7541-02 · AIP '41 - Non-Eligible	33,039.47			
7541-05 · Non-Eligible - TSA	193,354.07	260,000.00	-66,645.93	74.4%
7541-06 · Non-Eligible - Terminal	63,924.06			
7541-07 · AIP '41 RETAINER	13,261.91			
7541-08 · AIP '41 RETAINER PFC	996.79			
7541-09 · AIP '41 Non-Elig Retainer	8,620.28			
Total 7541-00 · AIP 41 SA Ph. III -Runway/Term.	1,177,864.73	1,860,000.00	-682,135.27	63.3%
7542-00 · AIP '42 EXPENSE - TBD				
7542-01 · AIP '42 - Eligible	3,012.50	1,200,000.00	-1,196,987.50	0.3%
7542-00 · AIP '42 EXPENSE - TBD - Other	0.00	0.00	0.00	0.0%
Total 7542-00 · AIP '42 EXPENSE - TBD	3,012.50	1,200,000.00	-1,196,987.50	0.3%
9001-00 · PFC 14-09-C-00-SUN				
9001-02 · PFC '14 Acquire SRE	1,310.00	500,000.00	-498,690.00	0.3%
9001-03 · PFC '14 Master Plan	55,246.98	175,000.00	-119,753.02	31.6%
9001-04 · PFC '14 Relocate SW Taxi lane By	29,076.02			
9001-07 · PFC '14 RSA Grading	4,233.23			
9001-08 · PFC '14 Relocate Taxiway A & B	6,907.35			
9001-09 · PFC '14 Relocate Power to PAPI	85.20			
9001-11 · PFC '14 Relocate SRE/ARFF Bldg.	4,567.23			
9001-13 · PFC '14 Relocate Cargo Apron	1,336.76			
9001-14 · PFC '14 Relocate Hangars	3,227.56			
9001-15 · PFC '14 Rehab Terminal Bldg.	5,127.94			
9001-16 · PFC '14 Relocate N. Taxi lane	535.48			

4:05 PM

04/25/16

Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '16)
October 2015 through February 2016

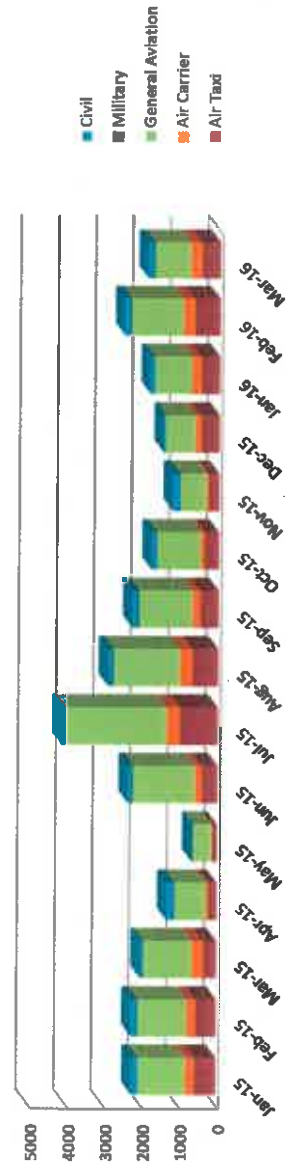
	Oct '15 - Feb 16	Budget	\$ Over Budget	% of Budget
9001-17 - PFC '14 Relocate Central Bypass	352.28			
9001-18 - PFC '14 Runway Rehabilitation	0.00	131,700.00	-131,700.00	0.0%
Total 9001-00 - PFC 14-09-C-00-SUN	112,006.03	806,700.00	-694,693.97	13.9%
Total "C" EXPENSES	1,361,815.62	4,405,465.00	-3,043,649.38	30.9%
Total EXPENDITURES	2,612,713.87	6,747,063.01	-4,134,349.14	38.7%
Total Expense	2,612,713.87	6,747,063.01	-4,134,349.14	38.7%
Net Ordinary Income	-387,552.89	-481,064.27	93,511.38	80.6%
Net Income	-387,552.89	-481,064.27	93,511.38	80.6%

Friedman Memorial Airport
March 2016

ATCT Traffic Operations Record

Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
January	3,622	3,893	3,912	2,600	3,028	2,787	4,547	2,520	2,070	2,379	2,408	2,098	2,454	2,128	2,249	1,842
February	4,027	4,498	3,073	3,122	3,789	3,597	3,548	2,857	2,244	2,647	2,117	2,205	2,612	1,417	2,268	2,533
March	4,952	5,126	3,086	4,097	3,618	2,918	4,677	3,097	2,145	2,709	1,813	1,921	2,753	1,924	2,023	1,917
April	2,484	3,649	2,213	2,840	2,462	2,047	2,581	2,113	1,724	1,735	1,604	1,513	1,509	1,210	1,337	0
May	3,905	4,184	2,654	3,282	2,729	2,134	1,579	2,293	2,280	1,891	1,533	1,693	1,852	555	668	0
June	4,787	5,039	4,737	4,438	3,674	3,656	5,181	3,334	2,503	3,019	2,898	2,761	3,203	2,164	2,387	0
July	6,359	8,796	6,117	5,910	5,424	5,931	7,398	4,704	4,551	5,005	5,004	4,810	5,345	4,345	4,159	0
August	6,479	6,917	5,513	5,707	5,722	6,087	8,196	4,570	4,488	4,705	4,326	3,823	4,644	3,114	2,932	0
September	3,871	4,636	4,162	4,124	4,609	3,760	4,311	2,696	3,376	3,128	3,359	2,396	2,403	2,237	2,292	0
October	3,879	3,656	3,426	2,936	3,570	3,339	3,103	2,134	2,145	2,012	1,886	1,658	1,874	1,760	1,789	0
November	3,082	2,698	2,599	2,749	2,260	2,912	2,892	1,670	1,901	1,309	1,114	1,325	1,475	908	1,229	0
December	3,401	2,805	3,247	3,227	2,722	3,834	2,699	1,848	2,272	1,811	2,493	2,066	2,016	1,545	1,482	0
Totals	50,858	55,897	44,739	45,032	43,607	43,002	50,712	33,836	31,699	32,350	30,555	28,269	32,140	23,307	24,815	6,292

Operations
2015-2016
(Cumulative)



ATCT Operations Change
(Current month vs. same month last year)

	2016	2015	% Change
Air Taxi	480	339	42%
Air Carrier	306	311	-1%
General Aviation	952	1,297	-27%
Military	9	2	100%
Civil	168	74	127%
Total	1,917	2,023	-5.24%

Friedman Memorial Airport
March 2016

Month	Alaska Airlines					Delta Airlines					United Airlines					Prior Year Total Enp.	Total % Change
	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change		
Jan-16	3,194	38	3,232	2,616	24%	2,285	41	2,326	2,996	-22%	1,166	31	1,197	1,277	-6%	6,889	-1.9%
Feb-16	3,348	59	3,407	3,261	4%	3,192	70	3,262	2,703	21%	1,818	32	1,850	1,194	55%	7,158	19.0%
Mar-16	2,975	73	3,048	3,362	-9%	3,929	94	4,023	4,264	-6%	1,899	23	1,922	1,437	34%	9,063	-0.8%
Totals	9,517	170	9,687	9,239	5%	9,406	205	9,611	9,963	-4%	4,863	86	4,969	3,908	27%	24,267	5.0%

Legend for Chart:

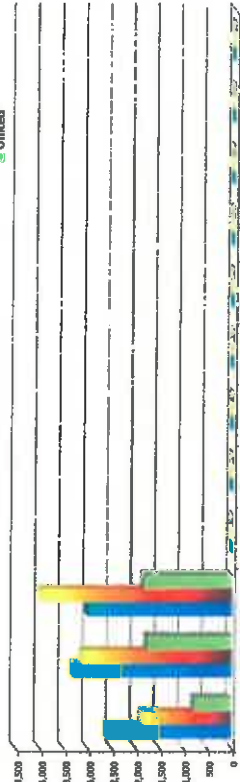
Month	Alaska Airlines					Delta Airlines					United Airlines					Prior Year Total Dep.	Total % Change
	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change		
Jan-16	2,555	34	2,589	2,168	19%	1,851	37	1,888	2,176	-13%	767	23	790	722	9%	5,066	4.0%
Feb-16	3,267	74	3,341	3,390	-1%	3,082	64	3,146	2,729	15%	1,757	30	1,787	1,319	35%	8,274	11.2%
Mar-16	2,967	66	3,033	3,066	-1%	3,924	81	4,005	3,919	2%	1,810	48	1,858	1,192	56%	8,896	8.8%
Totals	8,789	174	8,963	8,624	4%	8,857	182	9,039	8,824	2%	4,334	101	4,435	3,233	37%	22,437	8.5%

Legend for Chart:

Enplanement Figures
2016 Year-To-Date

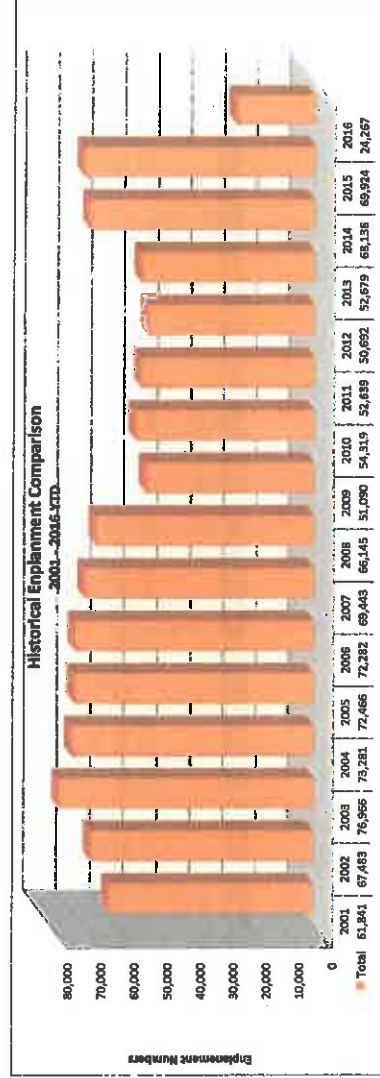
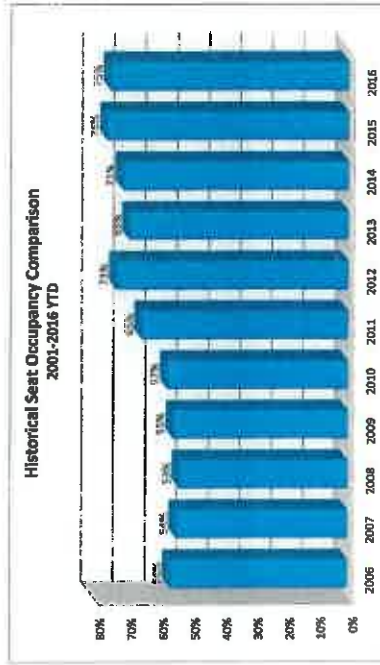


Depanement Figures
2016 Year-To-Date



Friedman Memorial Airport
March 2016

2016 Seat Occupancy																
Qtr	Allegiant Airlines					Delta Airlines					United Airlines					Seat Occupancy Totals Comparison
	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Total Seats Available	Total Seats Occupied	Total Percent Occupied	
Jan-16	60	4,560	3,232	71%	44	3,036	2,326	77%	30	1,980	1,197	60%	9,576	6,755	71%	Prior Year % Change Total Seats Occupied
Feb-16	56	4,266	3,407	80%	60	4,140	3,262	79%	38	2,508	1,850	74%	10,904	8,519	78%	
Mar-16	51	3,876	3,048	79%	80	5,520	4,023	73%	37	2,442	1,922	79%	11,838	8,983	76%	
Totals	167	12,692	9,687	76%	184	12,696	9,611	76%	105	6,930	4,969	72%	32,318	24,267	75%	Prior Year % Change Total Seats Occupied
Note: Total of 88 Seats Available on aircraft for summer months Total of 78 Seats Available on aircraft for winter months Seats are capped at 68 during some periods in the summer due to weight and balance requirements and other times of the year seats may be capped due to environmental conditions																



Rick Baird

From: Spencer Dickerson <Spencer.Dickerson@aaae.org>
Sent: Thursday, March 31, 2016 12:51 PM
To: Spencer Dickerson
Subject: Summary of Contract Tower Provisions in the House and Senate FAA reauthorization bills
Attachments: Summary of Contract Tower Provisions in 2016 FAA Reauthorization Bills.docx

TO: Airports in the FAA Contract Tower Program and ATC Contractors

With the passage of FAA reauthorization bills in the Senate Commerce Committee and House Transportation & Infrastructure Committee, attached is a summary of the contract tower provisions in both the House and Senate bills.

Overall, we are making very good progress on our priorities, thanks in large measure to all of the great work and communication that contract tower airports and ATC contractors have done with your respective House and Senate offices the past year. We still have more work to be done so stayed tuned for updates after Congress returns from their Easter recesses.

Please let me know if you have any questions or need further information.

Spencer Dickerson, C.M.
Senior Executive Vice President for Global Operations
AAAE/IAAE
601 Madison St., 4th Floor
Alexandria, VA 22314
phone 703/824-0500, ext. 130
sdickerson@aaae.org

Summary of Contract Tower Provisions in FAA Reauthorization Bills ***(House Bill – H.R. 4441 and Senate Bill – S. 2658)***

AIP Eligibility for Contract Tower Construction

House bill - lifts the cap on AIP entitlement/state apportionment funds that an airport may use to construct and/or equip a FAA contract tower

Senate bill - increases the cap on AIP entitlement/state apportionment funds that an airport may use to construct and equip contract towers from \$2 million to \$4 million.

Rules on FAA Issuing Benefit/Cost Analyses

Both House and Senate bills - except for airports in the cost-share program, the FAA is prohibited from conducting benefit/cost (b/c) analyses on airports in the FAA Contract Tower Program unless air traffic activity at a contract tower airport drops by more than 25 percent in a single year or more than 60 percent of a three year period. Cost-share contract towers will have b/c's conducted annually.

Exclusion of Costs in the Benefit/Cost Analysis

House bill - FAA can only include the following costs of the FAA to calculate contract tower b/c's: (1) FAA's controller staffing costs; (2) FAA's telecommunication costs; (3) tower equipment paid for and installed by FAA, and (4) direct travel costs for FAA personnel to maintain tower equipment owned by the FAA.

Senate bill - FAA can only include the following costs of the FAA to calculate contract tower b/c's: (1) FAA's controller staffing costs; (2) FAA's telecommunication costs; (3) relocation and replacement costs of FAA's equipment association with the tower, if paid for by the FAA, and (4) direct costs associated with establishing and updating the towers' interface with FAA's equipment, if paid for by the FAA. The bill explicitly includes a number of other costs that cannot be included in the b/c including FAA's airway facilities costs; FAA's or the local airport's depreciation costs for building and equipping towers; indirect overhead costs of the FAA; utilities and janitorial costs if by paid by the local airport; costs of new or replacement tower/equipment if paid for by the local airport, and other expenses of the FAA not directly associated with actual operation of the tower.

Margin of Error for Benefit/Cost Analysis

House bill - Ten percentage points are automatically added to all contract tower b/c's to capture the non-quantifiable benefits of operating towers. The current cap on cost share payments is 20 percent. As such, the most an airport would pay to participate in the contract tower cost-share program is 10 percent in the House bill.

Senate bill - Five percentage points are automatically added to all contract tower b/c's to capture the non-quantifiable benefits of operating towers. The current cap on cost share payments is 20 percent. As such, the most an airport would pay to participate in the contract tower cost-share program is 15 percent in the Senate bill.

Contract Tower Cost Share Payment Exemptions

House bill – no exemption

Senate bill - exempts cost-share payments for those airports in the cost share program with more than 25,000 annual passenger enplanements.

Effective timing of Cost Share Payments by Airports

House bill - if an airport is issued a new b/c that is below 1.0 and does not wish to appeal, the cost share payment for the airport goes into effect 12 months after receipt of the new b/c. If the airport decides to appeal the new b/c, there is a total of 19 months from the initial receipt of the new b/c for the appeal/review process to when the final b/c is issued and cost share payment becomes effective.

Senate bill - if an airport is issued a new b/c that is below 1.0, there is a total of 25 months from the initial receipt of the new b/c for the appeal/review process to when the final b/c is issued and cost share payment becomes effective.

ATC Corporation

House bill - The House bill creates a non-profit corporation to operate the air traffic control system. If the ATC corporation proposes to close a FAA contract tower that results in an airspace change or airspace reclassification, the bill requires the corporation to conduct a safety risk management assessment; an assessment of the impact of the proposed closure on the operation of the national airspace system; an assessment of the impact of the proposed closure on local communities, including air service, and any other safety or operational information that the Secretary of Transportation determines to be necessary to understand the safety impact of the proposed closure. The legislation also requires the corporation to develop a process to receive input from the public, impacted air traffic services users, local communities, and the airport operator of the airport where the contract tower proposed to be closed is located.

Senate bill – no ATC corporation provisions are included in the bill.

Remote Towers

House bill – allows airports to apply for a remote tower in an FAA-required remote tower pilot program (up to seven airports) and for allows airports to use AIP entitlement and state apportionment funds for remote towers.

Senate bill - requires FAA to create a new pilot program to construct and operation remote towers (up to two airports) that would include at least one airport that currently participates in the contract tower program.

Other Provisions

House bill - FAA is required to issue a b/c analysis within 90 days for airports that have applied to participate in the contract tower program as well as those currently in the contract tower cost-share program that have requested an updated b/c analysis.

Senate bill - if the FAA has not implemented a revised b/c methodology within 30 days after the enactment of the reauthorization bill, any air traffic control that had submitted an application to enter the program as of January 1, 2016, shall be automatically approved for the program if the airport has a b/c of 1.0 or greater.

Senate bill – FAA is required to respond no later than 30 days after the agency receives a formal request from an airport and ATC contractor for additional operational hours and increased staffing at contract towers.

Rick Baird

From: Carol Waller <carol@flysunvalleyalliance.com>
Sent: Tuesday, April 12, 2016 7:07 AM
To: 'Eric Seder'; Dick Fenton; 'Jack Sibbach'; 'Ron McNeill'; Rick Baird
Subject: FW: Release: Horizon Air Places Largest Aircraft Order in its History

From: Alaska Airlines Newsroom [mailto:newsroom@alaskaair.com]
Sent: Tuesday, April 12, 2016 6:13 AM
To: a b
Subject: Release: Horizon Air Places Largest Aircraft Order in its History



April 12, 2016

Contact:
Media Relations
(206) 392-5101
newsroom@alaskaair.com

Horizon Air Places Largest Aircraft Order in its History, Adding 30 Embraer E175 Regional Jets to Fleet
Inflight amenities include Wi-Fi and inflight entertainment

Portland, Oregon - Horizon Air today announced it will grow its fleet with the purchase of 30 new three-class Embraer E175 jets, which will fly exclusively for Alaska Airlines. The order, which also includes 33 options, will be delivered over three years starting next year, and is valued at \$2.8 billion at Embraer's current list price and represents the largest order since the airline was founded in 1981. The jets will supplement the Portland-based carrier's fleet of Bombardier Q400 turboprops.

Embraer's E175 will allow the carrier to fly 'long, thin routes' – destinations that are too distant for a turboprop, but currently don't have enough customer demand to fill a mainline jet. The E175 offers a comfortable cabin that boasts large overhead bins, ample cargo capacity and a forward and rear lavatory.

“The E175s position Horizon for growth beyond our current West Coast destinations while providing better customer utility in the growing Alaska Airlines network,” said Horizon Air President David Campbell. “The spacious E175 offers a passenger experience, that’s on par with much larger jets. This aircraft opens up tremendous new opportunities to fly to new places that would not have been feasible with our existing aircraft.”

Horizon plans to begin flying the jets exclusively for Alaska Airlines under a capacity purchase agreement (CPA) beginning in Spring 2017 on select longer routes originating from the Pacific Northwest. Over time, the jets will replace 15 of the airline’s leased Q400s, due for return in 2018.

Horizon Air will fly both the E175 and the Q400 for the foreseeable future. The Embraer jet is not new for Alaska customers, who may have flown on the regional aircraft in 16 markets operated by CPA partner SkyWest Airlines.

“To be chosen by Horizon to expand their fleet with the E175, is a great honor for Embraer. It recognizes the great economics that this aircraft offers,” said Paulo Cesar Silva, Embraer Commercial Aviation president and CEO. “The Alaska Airlines brand is known for its high-standards of service, having received many awards for their superior customer services, which brings us even greater responsibility to deliver a state-of-the-art product, with the best cabin for passengers in the 76-seat jet segment.”

The 76-seat E175 jet will feature 12 seats in first class, 16 in premium class and 48 in the main cabin. Onboard amenities include Wi-Fi Internet access, and Alaska Beyond Entertainment, which includes free and premium entertainment direct to customer devices and power outlets throughout the cabin. Depending on length of flight, food and beverage will include fresh meals for purchase in addition to locally-sourced craft beers and premium wines.

Embraer E175 Facts:

- Seat pitch will be 31 inches in the main cabin, 34 inches in premium class and between 36 and 38 inches in first class.
- All customers flying on the E175 will enjoy a window or aisle seat.
- The regional jet is equipped with large overhead bins.
- Maximum cruising altitude: 41,000 feet
- Typical cruising speed: 494 mph

Horizon Air is a subsidiary of Alaska Air Group, Inc. and flies to 39 cities across the United States and Canada.



Alaska Airlines, a subsidiary of Alaska Air Group (NYSE: ALK), together with its partner regional airlines, serves more than 100 cities through an expansive network in the United States, Canada, Costa Rica and Mexico. For reservations, visit www.alaskaair.com. For more news and information, visit Alaska Airlines' newsroom at www.alaskaair.com/newsroom.

###

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United States, P.O. Box 68900, Seattle, WA, 98168
maria.koenig@alaskaair.com

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From: Spencer Dickerson <Spencer.Dickerson@aaae.org>
Sent: Tuesday, April 19, 2016 11:22 AM
To: Spencer Dickerson
Subject: Update on Senate FAA Reauthorization Bill and Contract Tower Provisions

TO: Airports in the FAA Contract Tower Program and ATC Contractors

The Senate just passed the 18-month FAA Reauthorization bill by a vote of 93-5 and have good news to report on contract tower provisions included in the bill. Although not perfect, the legislation includes a number of pro-airport contract tower provisions, including:

- Increases the cap on using AIP entitlement/state apportionment funds to construct and equip contract towers from \$2 million to \$4 million.
- Except for airports in the cost-share program, the FAA is prohibited from conducting benefit/cost (b/c) analyses on airports in the FAA Contract Tower Program unless air traffic activity at a contract tower airport drops by more than 25 percent in a single year or more than 60 percent of a three year period. Cost-share contract towers will have b/c's conducted annually.
- Five (5) percentage points are automatically added to all contract tower b/c's to capture the non-quantifiable benefits of operating towers. The current cap on cost share payments is 20 percent. As such, the most an airport would pay to participate in the contract tower cost-share program if this Senate provision is adopted is 15 percent.
- The FAA can only include the following costs of the FAA to calculate contract tower b/c's: (1) FAA's controller staffing costs; (2) FAA's telecommunication costs; (3) relocation and replacement costs of FAA's equipment association with the tower, if paid for by the FAA, and (4) direct costs associated with establishing and updating the towers' interface with FAA's equipment, if paid for by the FAA. The bill explicitly includes a number of other costs that cannot be included in the b/c including FAA's airway facilities costs, FAA's or the local airport's depreciation costs for building and equipping towers, utilities and janitorial costs if by paid by the local airport, costs of new or replacement tower/equipment if paid for by the local airport, and other expenses of the FA not directly associated with actual operation of the tower.
- If an airport is issued a new b/c that is below 1.0, there is a total of 25 months from the initial receipt of the new b/c for the appeal/review process to when the final b/c is issued and cost share payment becomes effective.
- If the FAA has not implemented a revised b/c methodology within 30 days after the enactment of the reauthorization bill, any air traffic control that had submitted an application to enter the program as of January 1, 2016, shall be automatically approved for the program if the airport has a b/c of 1.0 or greater.]
- Exempts cost-share payments for those airports in the cost share program with more than 25,000 annual passenger enplanements.

- Requires FAA to respond no later than 30 days after the agency receives a formal request from an airport operator and ATC contractor for additional operational hours and increased staffing at contract towers.
- Requires FAA to create a new pilot program to construct and operate remote towers, that would include at least one airport that currently participates in the contract tower program.

Since the Senate has finished its work on the FAA bill, attention now shifts back to the House. The House Transportation and Infrastructure (T&I) Committee approved its reauthorization bill in February. But the measure, which includes T&I Chairman Bill Shuster's controversial proposal to privatize air traffic control functions, has been stalled ever since.

The fact that the Senate version of the bill has morphed into an FAA reauthorization/aviation security bill could provide a new impetus for the House to act. However, Chairman Shuster is having a difficult time convincing his colleagues in the House and Senate to go along with his controversial proposal to create a non-profit ATC corporation. His ATC plan continues to face significant opposition in the House from Democrats and Republicans on the Appropriations and Ways and Means Committees; Freedom Caucus members; and general aviation-friendly Republicans. Whether Shuster would be willing to give up the cornerstone of his "transformational" proposal in order to pass a reauthorization bill remains to be seen.

There isn't much time on the clock for lawmakers to complete action on the bill. The first deadline is coming up in just a few months. Lawmakers have until July 15 to pass a reauthorization bill or adopt another extension to avoid another partial shutdown of the FAA. If Congress buys more time by passing another short-term extension, they face a tight calendar for the remainder of the year.

We will keep you posted!

Spencer Dickerson, C.M.
 Senior Executive Vice President for Global Operations
 AAAE/IAAE
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 Alexandria, VA 22314
 phone 703/824-0500, ext. 130
sdickerson@aaae.org

Rick Baird

From: Barbara Cook <barbara.cook@aaae.org>
Sent: Tuesday, April 19, 2016 6:24 PM
To: Rick Baird
Subject: Airport Report Today, April 20, 2016



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Senate Approves 18-Month FAA Reauthorization Bill

The Senate on Tuesday approved an 18-month FAA reauthorization bill that contains a number of provisions aimed at enhancing aviation security in the aftermath of the recent terrorist attacks against the Brussels airport and the city's metro system.

The measure also proposes to increase AIP funding by \$400 million next year and streamline the PFC application and approval process.

Prior to the final vote, the Senate had stalemated over several controversial amendments. Sen. Jeff Sessions (R-Ala.) proposed an amendment that would prohibit airports from receiving AIP and other federal funds unless they have an agreement with Customs and Border Protection to install biometric entry/exit systems at their facilities.

AAAE and ACI-NA strongly opposed the Sessions amendment and worked together with airports around the country to convey that message to Capitol Hill. The Senate did not vote on the Sessions amendment before final passage of the bill.

FEATURED MEETING

AAAE ACE Security Review Course
July 25 - 29, 2016 | Alexandria, VA

Prime Partners are AAAE corporate member companies that work with the association to support the airport community.



1000 Towne Plaza
Greenville, SC 29615



1000 Towne Plaza
Greenville, SC 29615

UPCOMING EVENTS

Southeast Chapter AAAE Annual Conference and Exposition
May 1 - 3, 2016 | Greenville-Spartanburg, SC

A number of other controversial amendments weren't included in the final bill either, including a proposal by Sen. Barbara Boxer (D-Calif.) to subject cargo pilots to the same rest rules as airline passenger pilots, and an amendment by Sen. Rand Paul (R-Ky.) to expand the number of armed pilots.

Among the amendments adopted during Senate consideration of the bill are ones that would:

- increase the vetting of aviation workers and expand TSA's PreCheck program
- enhance the security of "soft" target areas in airports by doubling the number of Visual Intermodal Prevention Response teams. The provision also would allow the State Homeland Security Grant Program to fund law enforcement training to help prepare for active shooter incidents at airports and mass transit systems.
- require FAA to create an Airspace Management Advisory Committee. The group would be tasked with reviewing the agency's practices relating to "airspace that affect airport operations, airport capacity, the environment, or communities in the vicinity of airports..."
- require FAA to issue a report within a year on the safety risks related to the potential discontinuation of the contract weather observer (CWO) program. The proposal would prevent the agency from discontinuing the use of CWOs at any airport until the agency submits its report to Congress. The provision also would prevent FAA from discontinuing the program until Oct. 1, 2017, instead of stopping the program after the agency issues its report.

Since the Senate has finished its work on the FAA bill, attention now shifts back to the House. The House Transportation and Infrastructure Committee approved its reauthorization bill in February. However, the measure, which includes committee Chairman Bill Shuster's (R-Pa.) controversial proposal to privatize air traffic control functions, has been stalled ever since.

Following the Senate vote, Shuster issued a statement that said the House will consider the Senate bill but will continue "to push forward" with his own bill.

"Transformational air traffic control reform is absolutely necessary to end the unacceptable status quo at the FAA and to ensure the future of America's aviation system," he said. "I look forward to working with the Senate to complete a final bill this Congress."

FAA Bill Includes Changes To Contract Tower Program

The FAA reauthorization legislation approved by the Senate on Tuesday includes a number of FAA Contract Tower Program provisions.

Among the provisions are ones that would:

- increase the cap on using AIP entitlement/state apportionment funds to construct and equip contract towers from \$2 million to \$4 million.

88th Annual AAAE Conference & Exposition

May 15 - 18, 2016 | Houston, TX

25th Annual National Aviation

Environmental Management Conference

June 5 - 7, 2016 | Detroit, MI

AAAE Airport Geospatial Technologies Conference

June 5 - 8, 2016 | Milwaukee, WI

AAAE Airport Wildlife Management Techniques Course

June 6 - 9, 2016 | Minneapolis, MN

23rd Annual AAAE/FAA Airfield Safety, Sign Systems and Maintenance Management Workshop

June 15 - 16, 2016 | St. Louis, MO

USTDA U.S./China Aviation Summit

June 19 - 21, 2016 | Washington, DC

AAAE International Airport Emergency Preparedness Conference

June 20 - 22, 2016 | Orlando, FL

AAAE/USCTA/FAA Contract Tower Workshop

June 22 - 23, 2016 | Washington, DC

AAAE Emergency Exercise Workshop

June 23 - 24, 2016 | Orlando, FL

• prohibit FAA from conducting benefit/cost (b/c) analyses on airports in its contract tower program unless air traffic activity at a contract tower airport drops by more than 25 percent in a single year or more than 60 percent in a three-year period. Cost-share contract towers will continue to have b/c's conducted annually.

• require FAA to respond no later than 30 days after the agency receives a formal request from an airport operator and ATC contractor for additional operational hours and increased staffing at contract towers.

• require FAA to create a pilot program to construct and operate remote towers that would include at least one airport currently participating in the contract tower program.

Senate Panel Approves DOT/FAA 2017 Funding Bill

The Senate Appropriations Transportation-HUD Subcommittee has approved a fiscal year 2017 funding bill for DOT/FAA that continues funding for AIP, the agency's contract tower program, and other airport priorities.

The measure includes \$16.4 billion in total budgetary resources for FAA, \$131.6 million above the fiscal year 2016 enacted level and \$512.5 million above the request. This will provide full funding for all air traffic control personnel, including more than 14,000 air traffic controllers and more than 25,000 engineers, maintenance technicians, safety inspectors, and operational support personnel.

The bill, once again, rejects the President's request to remove large commercial airports from AIP by allowing them to raise PFCs. The bill also provides \$1 billion for FAA's NextGen program and fully funds the contract tower program.

The measure will be considered by the Senate Appropriations Committee later this week. Senate leaders have indicated they would like the full Senate to debate the DOT/FAA funding bill in the near future.

Lawmakers Question CBP Officials About Staffing



Members of a House panel questioned Customs and Border Protection (CBP) officials Tuesday about the agency's hiring process, noting the adverse impact of CBP's staffing shortfall on small airports.

Subcommittee Chair Martha McSally (R-Ariz.) stated that, "CBP is well below its congressionally mandated staffing level by more than 950 officers and 1,300 border patrol agents. Even with a recent push to hire more officers, hiring is only barely keeping up with officer attrition. We are essentially treading water."

Rep. Norma Torres (D-Calif.) said that the CBP staffing shortage is affecting small airports, pointing to Ontario International as an example. Torres said that the airport has opportunities to expand in international markets but is being held back by CBP's refusal to increase staffing at the airport.

Rick Baird

From: Barbara Cook <barbara.cook@aaae.org>
Sent: Friday, April 22, 2016 4:15 PM
To: Rick Baird
Subject: Airport Report Today, April 25, 2016



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Study Affirms Los Angeles International's Economic Role

Five Carriers Post Positive First-Quarter Financials

Birmingham Airport Awarded LEED Gold Status

United, Hawaiian Seek New Tokyo Routes

Airline Workforce Continues To Increase

Denver International Opens Rail Link To City

Digicast Automatically Tracks, Records Employee Training

DFW Opens Renovated Section Of Terminal E

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Senate Committee Advances DOT/FAA Funding Bill

The Senate Appropriations Committee last week approved a draft fiscal year 2017 funding bill for DOT/FAA, clearing the measure for possible consideration on the Senate floor in the coming weeks.

The Senate draft proposes to continue funding for AIP (\$3.35 billion), FAA's Contract Tower Program, DOT's Small Community Air Service Development Program and other airport priorities. The report accompanying the bill includes a strong rebuke of the controversial proposal from House Transportation Committee Chairman Bill Shuster (R-Pa.) to separate air traffic control functions from FAA. The bill report also includes provisions concerning contract weather observers and unmanned aircraft system research, among other things.

The House has not yet begun work on its version of the DOT/FAA spending bill.

Five Carriers Post Positive First-Quarter Financials

American, United, Southwest, Alaska and Hawaiian airlines posted strong earnings for the first quarter of this year.

FEATURED MEETING

AAAE/Northeast Chapter AAAE Hub Airports Winter Operations Conference Snow Academy
July 23 - 24, 2016 | Minneapolis, MN

Prime Partners are AAAE corporate member companies that work with the association to support the airport community.


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UPCOMING EVENTS

Southeast Chapter AAAE Annual Conference and Exposition

American said it earned a \$765 million profit, excluding special items, compared with \$1.2 billion at this time in 2015. The 2016 first quarter profit included a provision for income taxes of \$456 million.

United posted a \$313 million profit, including special items, a decline from last year at this time when the airline reported a \$508 million profit, including special items.

Southwest reported a record profit of \$567 million for the quarter compared with first quarter 2015 net income of \$451 million.

Hawaiian reported a profit of \$51.5 million for the quarter, up \$25.6 million from this time last year. Carrier President and CEO Mark Dunkerley stated, "Looking ahead, our outlook is for these positive trends to continue reinforcing our confidence that 2016 will be a great year."

Alaska Airlines recorded a record first-quarter profit, excluding special items, of \$183 million, a 23 percent increase over the first quarter of 2015.

United, Hawaiian Seek New Tokyo Routes

United and Hawaiian airlines have applied to DOT for authority to serve Tokyo's Haneda Airport under terms of a recently amended U.S.-Japan agreement that enables U.S. carriers to operate daytime flights to and from Haneda.

United sought rights to continue to provide nonstop service from San Francisco to Haneda, and to institute new daily nonstop service from Newark Liberty.

Hawaiian petitioned for rights to continue operating its Honolulu-Haneda service. The carrier also requested authority to operate a second daily route from Haneda serving Honolulu four days each week and Kona International three days each week.

Denver International Opens Rail Link To City

Denver International on April 22 formally opened the rail link that connects the airport to the downtown area. The ride to Denver's Union Station takes 40 minutes and costs \$9.

DFW Opens Renovated Section Of Terminal E

Dallas Fort Worth International has opened a newly renovated section of Terminal E, in time for the upcoming summer travel period. The latest upgrades to Terminal E include renovations to gates E11 through E17, along with the corresponding airline ticketing hall for Alaska Airlines and Delta.

The completion of phase three of the Terminal E project also coincides with the opening of an adjacent, 1,800-space parking garage that features DFW's Parking Guidance System technology.

Study Affirms Los Angeles International's Economic Role

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June 22 - 23, 2016 | Washington, DC

AAAE Emergency Exercise Workshop

June 23 - 24, 2016 | Orlando, FL

Rick Baird

From: Spencer Dickerson <Spencer.Dickerson@aaae.org>
Sent: Sunday, April 24, 2016 1:46 PM
To: Spencer Dickerson
Subject: Contract Tower Report Language in Senate THUD Approps Bill

TO: Airports in the FAA Contract Tower Program and ATC Contractors

As a follow up to our email last Thursday regarding contract tower funding in the Senate Transportation Appropriations FY '17 spending bill, below is the report language accompany the bill:

"The Committee recommendation provides \$159,000,000 for the contract tower program, including the cost-share contract towers. This total funding level is sufficient to cover all towers that will be operating during fiscal year 2017. Current law limits contributions in the contract tower cost share program at 20 percent of total costs. The Committee finds that Federal Contract Towers are a safe and efficient means to provide air traffic control services. The Committee also finds that some contact towers have insufficient staffing and hours of operations. The Committee suggests that the FAA respond within 30 days of formal request from airports or ATC contracts for additional authority to expand contract tower operational hours and staff to accommodate flight traffic outside of current tower operational hours. The Committee also suggests that the FAA accommodate needs, especially when the airport and ATC contractor are in agreement. Contract towers serve as vital public safety and economic development assets to hundreds of communities. Municipalities depend on the contract tower program to provide commercial and general aviation services, jobs and public safety, such as air ambulance services. The Committee believes future budgets must include adequate funding to prevent reduced operations and support at contract towers."

From: Spencer Dickerson
Sent: Thursday, April 21, 2016 2:05 PM
To: Spencer Dickerson
Subject: Good news on contract tower funding - Senate THUD Approps Subcommittee Update

TO: Airports in the FAA Contract Tower Program and ATC Contractors

We have good news to report on contract tower funding – today the Senate Appropriations Committee approved the DOT/FAA appropriations bill for FY 2017 that includes \$159 million in statutory bill language for the FAA contract tower program. That's the full amount of dedicated and guaranteed funding we requested that will fund all current 253 FAA contract towers, including the 16 towers in cost share program, as well as spending flexibility for FAA to hopefully add a few new start contract towers in FY '17. Below is a link to the Senate THUD appropriations subcommittee press release that highlights the contract tower funding.

Additional, the bill includes positive statutory language that will require FAA to issue benefit/cost ratios on airports in the cost share program and airports that have applied to enter the contract tower program as of January 1, 2016.

The House Appropriations Committee has yet to take action on the spending bill.

Many thanks for everyone's outreach to your Senators earlier this year! **One request** – if your Senator(s) signed the attached March 18 letter (see attachment) that was sent to the leaders of the appropriations subcommittee, or if you know your Senator sent a specific request for contact tower funding to the

subcommittee, we encourage you to send a short email to the staff of your Senator thanking them very much for supporting full and dedicated funding of the contact tower program. Thanks!

<http://www.appropriations.senate.gov/news/majority/fy2017-transportation-hud-appropriations-bill-approved-by-senate-subcommittee>

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phone 703/824-0500, ext. 130
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Rick Baird

From: Rick Baird
Sent: Tuesday, April 12, 2016 10:50 AM
To: Steve Engebrecht (steve.engebrecht@faa.gov)
Cc: Lisa Emerick (lisa@iflysun.com)
Subject: Friedman Memorial Airport (SUN) - Terminal Apron Expansion (Design Only) - Record of Negotiation
Attachments: SUN Apron Expansion SOW.PDF; Work Order 16-03 Fee.xlsx; SUN Apron Expansion IFE Form.xlsx; ICE-Terminal Apron Expansion xls.xlsx

Hi Steve:

Friedman Memorial Airport (SUN) – Terminal Apron Expansion (Design Only) Scope of Work (SOW) was approved by the Friedman Memorial Airport Authority Board during their February Regular Board meeting. That approved SOW is attached. It accurately describes the need for the project.

A proposal to complete an Independent Fee Estimate (IFE) was solicited from Reid Middleton, Inc. and the project SOW and blank fee estimate worksheet was forwarded to Reid Middleton, Inc. on March 4, 2016. The Proposal to complete the IFE was received March 8th. The proposal to complete the IFE and the fee associated with the proposal was determined reasonable and forwarded to the FAA.

Reid Middleton and the Airport briefly discussed the SOW and it was very clear that Reid Middleton had a great understanding of the project.

The T-O Engineers Proposed Fee was received March 25th and is attached to this e-mail.

The Reid Middleton IFE was received April 1st and is attached to this e-mail.

A comparison Fee/IFE spreadsheet was developed and attached to this e-mail. Airport Staff analysis and conclusions are as follows:

Task 1: T-O Engineers' proposed fee is lower than the fee determined necessary by Reid Middleton. The work effort in hours proposed by T-O Engineers to complete Task 1 is also lower than the work effort estimated by Reid Middleton. The T-O proposed fee to complete Task 1 is considered reasonable.

Task 2: T-O Engineers' proposed fee is lower than the fee determined necessary by Reid Middleton. The work effort in hours proposed by T-O Engineers to complete Task 2 is lower than the work effort estimated by Reid Middleton. The T-O proposed fee to complete Task 2 is considered reasonable.

Task 3: T-O Engineers' proposed fee is lower than the fee determined necessary by Reid Middleton. The work effort in hours proposed by T-O Engineers to complete Task 3 is higher than the work effort estimated by Reid Middleton. T-O's cost per hour to complete Task 3 is lower than the cost per hour estimated by Reid Middleton. The T-O proposed fee to complete Task 3 is considered reasonable.

Task 4: T-O Engineers' proposed fee is lower than the fee determined necessary by Reid Middleton. The work effort in hours proposed by T-O Engineers to complete Task 4 is lower than the work effort estimated by Reid Middleton. The T-O proposed fee to complete Task 4 is considered reasonable.

Task 5: T-O Engineers' proposed fee is lower than the fee determined necessary by Reid Middleton. The work effort in hours proposed by T-O Engineers to complete Task 5 is lower than the work effort estimated by Reid Middleton. The T-O proposed fee to complete Task 5 is considered reasonable.

Sub-consultant fees, Tasks 1-4: T-O Engineers' proposed sub-consultant fees are lower than the sub-consultant fees estimated by Reid Middleton. The T-O anticipated sub-consultant fees related to Tasks 1-3 are considered reasonable.

Sub-consultant fees, Task 5: T-O Engineers' proposed sub-consultant fees are lower than the sub-consultant fees estimated by Reid Middleton. The T-O anticipated sub-consultant fees related to Task 5 are considered reasonable.

Reimbursable Expenses, Tasks 1-5: T-O Engineers' anticipated reimbursable expenses are lower than the reimbursable expenses estimated by Reid Middleton. The lower T-O anticipated reimbursable expenses are considered reasonable.

Total Fee, All Tasks: The T-O Engineers' proposed fee and work effort are both lower than the effort estimated by Reid Middleton. The T-O proposed work effort in personnel hours is less than the Reid Middleton estimated work effort and the total T-O proposed fee is 35% less than the fee estimated by Reid Middleton. The cost per hour of work proposed by T-O is lower than the cost per hour estimated by Reid Middleton. The quality of T-O work based on past experience is exceptional. FMA has determined that the work effort proposed by T-O Engineers to complete the project described in the Friedman Memorial Airport – Terminal Apron Expansion (Design Only) Scope of Work is necessary and the associated cost proposed by T-O Engineers is reasonable. The Friedman Memorial Airport Authority therefore requests that the FAA find the T-O effort and proposed cost reasonable and concur with award of the work to T-O Engineers. The fee associated with all tasks is \$184,545.

Best Regards,



[illegible]

Fee Summary - T-O Engineers

Tasks 1-4, Lump Sum

1. Personnel Costs

Classification	Title	Hours	Rate/Hour	Cost
Prin	Principal	168	\$195.00	\$32,760.00
PM	Project Manager	85	\$140.00	\$11,900.00
SP	Senior Planner	0	\$130.00	\$0.00
CM	Construction Manager/Specifier	92	\$120.00	\$11,040.00
SV	Surveyor	0	\$130.00	\$0.00
DE	Design Engineer	44	\$120.00	\$5,280.00
EIT	Engineer-In-Training	628	\$85.00	\$53,380.00
EIT (OT)	Engineer-In-Training (Overtime)	0	\$111.00	\$0.00
Insp	Inspector	264	\$95.00	\$25,080.00
Insp (OT)	Inspector (Overtime)	0	\$124.00	\$0.00
Adm.	Administrative Assistant	2	\$65.00	\$130.00
Totals:		1283		\$139,570.00

2. Subconsultant Fees

Structural		\$15,000.00
Electrical		\$2,000.00
Survey		\$2,000.00
Mark-up	0.0%	\$0.00
Subtotal, Subconsultant Fees:		\$19,000.00

3. Reimbursable Expenses

Description	Number	Unit Cost	Cost
Vehicle Travel (Per Mile)	1,500	\$0.60	\$900.00
Airline Travel (Per Trip)	0	\$1,200.00	\$0.00
Rental Vehicles - (Per Day, Incl. fuel)	0	\$120.00	\$0.00
Lodging (Per Night)	4	\$120.00	\$480.00
Meals (Day Trips - Lump Sum)	1	\$200.00	\$200.00
Per Diem (On Site Personnel - Per Day)	0	\$0.00	\$0.00
Document Reproduction (Lump Sum)	1	\$500.00	\$500.00
Telephone, Fax, Postage, Misc. (Lump Sum)	1	\$250.00	\$250.00
Subtotal, Reimbursable Expenses			\$2,330.00

TOTAL FEE TASKS 1-4 (1+2+3)

\$160,900.00

Task 5, Time and Materials

4. Personnel Costs

Classification	Title	Hours	Rate/Hour	Cost
Prin	Principal	31	\$195.00	\$6,045.00
PM	Project Manager	0	\$140.00	\$0.00
SP	Senior Planner	0	\$130.00	\$0.00
CM	Construction Manager/Specifier	30	\$120.00	\$3,600.00
SV	Surveyor	0	\$130.00	\$0.00
DE	Design Engineer	0	\$120.00	\$0.00
EIT	Engineer-In-Training	52	\$85.00	\$4,420.00
EIT (OT)	Engineer-In-Training (Overtime)	0	\$111.00	\$0.00
Insp	Inspector	48	\$95.00	\$4,560.00
Insp (OT)	Inspector (Overtime)	0	\$124.00	\$0.00
Adm.	Administrative Assistant	0	\$65.00	\$0.00
Totals:		161		\$18,625.00

5. Subconsultant Fees

Geotechnical Engineering		\$5,000.00
Mark-up	0.0%	\$0.00
Subtotal, Subconsultant Fees:		\$5,000.00

6. Reimbursable Expenses

Description	Number	Unit Cost	Cost
Vehicle Travel (Per Mile)	0	\$0.00	\$0.00
Rental Vehicles - (Per Month, incl. fuel)	0	\$0.00	\$0.00
Lodging (Per Night)	0	\$0.00	\$0.00
Meals (Day Trips - Lump Sum)	0	\$0.00	\$0.00
Per Diem (On Site Personnel - Per Day)	0	\$0.00	\$0.00
Document Reproduction (Lump Sum)	1	\$10.00	\$10.00
Telephone, Fax, Postage, Misc. (Lump Sum)	1	\$10.00	\$10.00
Subtotal, Reimbursable Expenses			\$20.00

TOTAL FEE TASK 5 (4+5+6)

\$72,645.00

Fee Summary Reid Middleton

Tasks 1-4, Lump Sum

April 6, 2016

1. Personnel Costs

Classification	Title	Hours	Rate/Hour	Cost
Prin	Principal	108	\$235.00	\$25,380.00
PM	Project Manager	96	\$155.00	\$14,880.00
SP	Senior Planner	202	\$135.00	\$27,270.00
CM	Construction Manager/Specifier	72	\$135.00	\$9,720.00
SV	Surveyor	4	\$125.00	\$500.00
DE	Design Engineer	126	\$120.00	\$15,120.00
EIT	Engineer-In-Training	584	\$105.00	\$61,320.00
EIT (OT)	Engineer-In-Training (Overtime)	366	\$105.00	\$38,430.00
Insp	Inspector	0	\$0.00	\$0.00
Insp (OT)	Inspector (Overtime)	0	\$0.00	\$0.00
Adm.	Administrative Assistant	44	\$100.00	\$4,400.00
Totals:		1682		\$187,020.00

2. Subconsultant Fees

Structural		\$11,280.00
Electrical		\$10,520.00
Survey		\$11,800.00
Mark-up	10.0%	\$2,308.00
Subtotal, Subconsultant Fees:		\$35,908.00

3. Reimbursable Expenses

Description	Number	Unit Cost	Cost
Vehicle Travel (Per Mile)	300	\$0.54	\$162.00
Airline Travel (Per Trip)	0	\$0.00	\$0.00
Rental Vehicles - (Per Day, Incl. fuel)	0	\$0.00	\$0.00
Lodging (Per Night)	0	\$0.00	\$0.00
Meals (Day Trips - Lump Sum)	1	\$26.00	\$26.00
Per Diem (On Site Personnel - Per Day)	0	\$0.00	\$0.00
Document Reproduction (Lump Sum)	1	\$500.00	\$500.00
Telephone, Fax, Postage, Misc. (Lump Sum)	1	\$500.00	\$500.00
Subtotal, Reimbursable Expenses			\$1,188.00

TOTAL FEE TASKS 1-4 (1+2+3)

\$234,116.00

Task 5, Time and Materials

4. Personnel Costs

Classification	Title	Hours	Rate/Hour	Cost
Prin	Principal	4	\$235.00	\$940.00
PM	Project Manager	48	\$155.00	\$7,440.00
SP	Senior Planner	20	\$135.00	\$2,700.00
CM	Construction Manager/Specifier	0	\$135.00	\$0.00
SV	Surveyor	0	\$125.00	\$0.00
DE	Design Engineer	82	\$120.00	\$9,840.00
EIT	Engineer-In-Training	120	\$105.00	\$12,600.00
EIT (OT)	Engineer-In-Training (Overtime)	0	\$105.00	\$0.00
Insp	Inspector	0	\$0.00	\$0.00
Insp (OT)	Inspector (Overtime)	0	\$0.00	\$0.00
Adm.	Administrative Assistant	22	\$100.00	\$2,200.00
Totals:		296		\$35,720.00

5. Subconsultant Fees

Geotechnical Engineering		\$10,000.00
Mark-up	10.0%	\$1,000.00
Subtotal, Subconsultant Fees:		\$11,000.00

6. Reimbursable Expenses

Description	Number	Unit Cost	Cost
Vehicle Travel (Per Mile)	2,100	\$0.54	\$1,134.00
Rental Vehicles - (Per Month, incl. fuel)	0	\$0.00	\$0.00
Lodging (Per Night)	0	\$0.00	\$0.00
Meals (Day Trips - Lump Sum)	7	\$26.00	\$182.00
Per Diem (On Site Personnel - Per Day)	0	\$0.00	\$0.00
Document Reproduction (Lump Sum)	1	\$2,000.00	\$2,000.00
Telephone, Fax, Postage, Misc. (Lump Sum)	1	\$1,000.00	\$1,000.00
Subtotal, Reimbursable Expenses			\$4,316.00

TOTAL FEE TASK 5 (4+5+6)

\$51,036.00

TOTAL FEE ALL TASKS:

\$241,781.00

\$296,152.00

1. Introduction

In accordance with the Master Plan's "dual path" approach, the purpose of this chapter is to document and re-evaluate (as needed) sites that have been previously identified as potential replacement sites for the Friedman Memorial Airport (SUN) once the Airport outgrows its current footprint. To this end, this chapter first summarizes the 2006 Feasibility Study and then the 2008 Environmental Impact Statement (EIS) Phase I Planning Study. Based on the 2008 EIS Phase I Planning Study, three sites (4, 10a, and 12) were identified to be carried forward into the EIS process for further evaluation. All replacement airport sites identified by these two studies are included and summarized herein to ensure nothing is inadvertently overlooked in the future. Please note that the scope of work for this effort does not include the identification of additional replacement airport sites.

The majority of the evaluation criteria identified by previous planning efforts were reviewed and determined to still be sufficient to evaluate the alternatives. Four of the more "technical" screening criteria are re-visited/updated by this chapter in an effort to ensure current industry/local conditions and planning/design standards are reflected in any future alternatives evaluation. These four screening criteria are:

- Ability to Meet Updated Airport Facility Requirements (as presented in this Master Plan)
- Ability to Prove Sponsorship/Location within Blaine County
- Expansion Opportunity
- Ability to Meet CAT I Approach Capabilities

Two of these four screening criteria (sponsorship and CAT I Approach capabilities) are updated herein to document the additional work done by the Sponsor and FAA subsequent to the completion of the 2008 EIS Phase I Planning Study. The ability to meet updated airport facility requirements and the continued ability to provide for expansion opportunities were also updated and validated to ensure all the alternatives continue to meet ongoing planning efforts and current conditions. This process resulted in the survival of only two sites (10a and 12) as opposed to the three sites identified by the 2008 EIS Phase I Planning Study. Site 4 was eliminated due to the inability to provide for a Category I Approach and Missed Approach (200-foot ceiling and ½-mile visibility), which was based on an additional analysis conducted by the FAA subsequent to the completion of the 2008 EIS Phase I Planning Study.

The final section of this chapter presents a potential alternative outcome based on a set of "other considerations/possibilities," including (1) the likely inability to successfully develop a replacement airport on Bureau of Land Management (BLM) property, (2) the possibility of proceeding with a site that is only able to provide for a Category I Approach and Missed Approach (with a higher than 200-foot ceiling and ½-mile visibility), and (3) the potential to make Site 17 a viable site. Based on this optional evaluation scenario, Site 12 is the most viable site, followed by Site 17 (if it can be adjusted to achieve a "full" Category I Approach), Site 4 (if higher Category I Approach ceilings/minimums are acceptable to the FAA), and then Site 5 (if only one CAT I Approach is acceptable and it has high ceiling/minimums).

Key Terms

Definitions for several key terms used throughout this chapter are provided below. A Glossary will accompany the finalized Master Plan and will provide definitions for technical terminology and acronyms used in the document.

Bureau of Land Management (BLM) – Consists of an agency within the United States Department of the Interior that administers more than 247.3 million acres of public lands in the United States, which constitutes one-eighth of the landmass of the country.

Category I Approach Instrument Landing System (CAT I ILS) – Precision instrument approach and landing with a typical decision height no lower than 200 feet and with a visibility of no less than ½ mile.¹

Category C Aircraft Operations – Refers to Aircraft Approach Category (AAC) C operations, which is a grouping of aircraft based on a reference landing speed of 121 to 141 knots, if specified, or 1.3 times the stall speed at the maximum certificated landing weight.

Category D Aircraft Operations – Refers to Aircraft Approach Category (AAC) D operations, which is a grouping of aircraft based on a reference landing speed of 141 to 166 knots, if specified, or 1.3 times the stall speed at the maximum certificated landing weight.

Environmental Impact Statement (EIS) – An EIS is a document that provides a discussion of the significant environmental impacts which would occur as a result of a proposed project, and informs decision-makers and the public of the reasonable alternatives which would avoid or minimize adverse impacts. Public participation and consultation with other Federal, state, and local agencies is a cornerstone of the EIS process.

Fixed Base Operator (FBO) – A business located on the Airport that provides services such as hangar space, fuel, flight training, repair, and maintenance to airport users.

General Aviation (GA) – Generally, those United States-registered civil aircraft, which operate for private and noncommercial purposes and whose operations are not governed by Parts 119, 121, 125, or 135 of the *Federal Aviation Regulations*. General aviation aircraft range from small single-engine propeller aircraft to large turbojet private aircraft.

Instrument Landing System (ILS) – An electronic system installed at some airports, which helps guide pilots to runways for landing during periods of limited visibility or adverse weather.

¹ Other ILS CAT approaches such as CAT II and III are also described in Section 1.1.2.3, *Identification of Facility Requirements*. CAT I analysis was primarily used in this write-up.

National Environmental Policy Act of 1969 (NEPA) – The original legislation establishing the environmental review process for proposed Federal actions.

NAVAIDs (Navigational Aids) – Any facility used by an aircraft for navigation.

United States Geological Survey (USGS) – is a scientific agency of the United States government. The scientists of the USGS study the landscape of the United States, its natural resources, and the natural hazards that threaten it.

1.1 History of Replacement Airport Site Analyses

Over the years, SUN has undertaken significant steps to maintain a safe and efficient aviation facility. However, the significant limitations at the current airport site are clear, and their impact has been fully studied and documented in numerous analyses conducted over many years (starting in 1976). The findings of these analyses make it clear that the long-term viability of the existing airport site is questionable; therefore, the next step is always to identify future possible replacement sites, for such time it is deemed necessary to relocate the Airport. Replacement airport sites were first studied in the 1983 Airport Master Plan, and then more recently looked at by the 2004 Master Plan Update, 2006 Feasibility Study, and the Environmental Impact Study (EIS) Phase I Plan of Study (2008).

The following two Studies contain the most recent documentation of potential replacement sites for SUN and are summarized below:

- Feasibility Study (2006)
- EIS Phase I Plan of Study (2008)

1.1.1 Review/Summary of Feasibility Study (2006)

The 2004 FMA Master Plan Update was initiated to identify and evaluate potential options to address the ARC C-III compliance issues resulting from the increase in unscheduled Category (CAT) C and D operations, as well as scheduled airline service using CAT C aircraft. A series of alternatives were developed to address safety standards for existing operations and necessary facility improvements to accommodate forecast demand. While some of the improvements were possible within the existing property boundary, most of the options required significant expansion at the existing site.

Recognizing the impracticality of addressing safety standards and needed facility improvements at the existing site, the Friedman Memorial Airport Authority (FMAA) initiated the 2006 Feasibility Study to identify a suitable site for a replacement airport that would address safety standards and facility requirements for existing and future demand levels. The 2006 Feasibility Study identified a study area boundary, the required size of a replacement airport, a description of possible sites, as well as, the screening and evaluation of alternatives and financial feasibility analysis. The criteria used for selecting other viable sites for the alternate airport included geographic proximity to the current airport, Instrument Landing System (ILS) service capability in all weather conditions, ability to meet FAA safety and

design standards, and the ability to accommodate current and future aircraft operations.

Study Area Boundary

The study area for the 2006 Feasibility Study was initially defined to include the area that was within a 60-minute drive time of the Airport users. The basis for the 60-minute drive time limit was identified as a generally accepted industry standard for travel time to an airport.

The center of activity in the Wood River Region had historically been the Sun Valley Resort. Therefore, the initial 60-minute drive time identified for the 2006 Feasibility Study was based upon the assumption that the majority of the Airport users were located in Sun Valley. However, while the resort and the communities of Sun Valley and Ketchum continue to have a significant impact on the Blaine County economy, development to the south in cities such as Hailey, Bellevue, and Carey represent a shift in growth patterns from historic norms.

As a result, the 2006 Feasibility Study recognized the fact that the siting of the replacement airport must consider: (1) the impact of the potential demand associated with new development in the southern portion of Blaine County, as well as (2) the long established demand driven by Sun Valley. Therefore, the sites considered in the screening were all within a 60-minute drive time of Hailey and Sun Valley.

Replacement Airport Size/Desired Footprint

The 2006 Feasibility Study utilized a template based on approximately 600 acres, configured to encompass the following:

- One 8,500-foot primary runway
- One full-length parallel taxiway with connecting taxiways
- Associated safety areas, protection zones, and clearance setbacks as required for ARC C-III airport design standards
- Aircraft parking aprons with access taxiways
- Areas for terminal facilities, ARFF equipment and storage, maintenance equipment storage, and additional support facilities
- Areas for GA uses including an FBO and/or private hangars

The template was placed over top the United States Geological Survey (USGS) maps and oriented to minimize topography impacts, while considering observed and prevailing winds. At the end of the process, 16 candidate sites were identified for inclusion in the site selection analysis.

Overview of Sites Identified in Site Selection Study

As mentioned above, candidate sites were selected by placing a 600-acre template on USGS mapping to evaluate the sites ability to accommodate the proposed facilities. The following is a brief location description of each of the 16 sites.

- Site 1 – Flying Hat Ranch located between the cities of Hailey and Bellevue along Idaho State Highway 75
- Site 2 – Diamond Dragon Ranch located northwest of the intersection of U.S. 20 and State Highway 75, and south of the Baseline Road alignment
- Site 3 – Located adjacent to Pero Road in the northern portion of the area created by State Highway 75 on the west, U.S. 20 on the south, and Gannett Picabo Road/State Route 23 on the east, known locally as The Triangle
- Site 4 – Also located in The Triangle, Site 4 is situated north of the U.S. 20 alignment between Schoessler Lane and Price Lane
- Site 5 – Also located in The Triangle, Site 5 is in the southeast corner, north of the U.S. 20 Alignment near the intersection of U.S. 20 and Pumpkin Center Road
- Site 6 – Located to the south of U.S. 20 between Picabo Desert Road and Cutoff Road
- Site 7 – Queens Crown, located north of the U.S. 26/93 alignment near the intersection with Cutoff Road
- Site 8 – Mid Lava, located along the border of Blaine and Lincoln counties, between State Highway 75 and U.S. 26/93
- Site 9 – Located along the northern border of Lincoln County east of State Highway 75
- Site 10 – Sonners Flat is also located in the southern portion of Blaine County, east of State Highway 75 and north-northeast of Wedge Butte
- Site 11 – Magic Reservoir, located south of the U.S. 20 alignment, west of Magic Reservoir in the area where Cottonwoods Road and Macon Flat Road intersect
- Site 12 – Located along the border of Blaine and Camas counties, north of the U.S. 20 Alignment and east of County Line Road
- Site 13 – Located in Camas County, Site 13 is north of the U.S. 20 Alignment, in the area of Princess Mine Road
- Site 14 – Also located in Camas County, Site 14 is located south of the U.S. 20 Alignment and East of SR 46; in the area of Bahr Ranch Road
- Site 15 – Located on the north side of U.S. 20; in the area of Rands Road

- Site 16 – Located north of U.S. 20 off Camp Creek Road near the historic mining town of Doniphan

The 16 potential sites identified by the study are illustrated on **Exhibit 1.1-1**.²

Review of Site Selection Criteria used in the Study

The 16 potential sites identified by the 2006 Feasibility Study were analyzed using two levels of screening criteria and ranked according to compliance with the suggested evaluation criteria. Initial screening was based on six criteria that consisted of land area, clear airspace, department of transportation 4(f) lands, wetlands, special status species, and land use compatibility. The Study's Advisory Committee scored each of the 16 specific sites based on these six specific criteria. Three sites were carried forward from the initial screening and were referred to as preferred sites 9, 10, and 13.

The three preferred sites selected, were then ranked based on a secondary set of criteria grouped into three separate categories. The criteria included:

PHYSICAL SUITABILITY OF THE SITE

- Availability of adequate, suitable land area
- Terrain and topographic compatibility
- Weather-related constraints
- Proximity to ground transportation systems
- Physical site conditions

ENVIRONMENTAL SUITABILITY OF THE SITE

- Wetlands
- Water Resources
- Land Use
- Biotic Communities
- Cultural Resources

SOCIAL AND ECONOMIC SUITABILITY OF THE SITE

- Population Trends
- Geographic Proximity
- Land Use Compatibility
- Direct Impacts to Human Environments

² Sites 10a and 17 were not brought forth as alternative sites until the EIS Phase 1 Plan of Study (2008). These sites will be discussed and evaluated in more detail later in the chapter.

- Viability of Site Acquisition
- Facility Costs
- Air Service
- Regional Growth and Development Patterns
- Compatibility with Regional and Local Planning Initiatives
- Jurisdictional Responsibilities

The final three sites were evaluated based on the above secondary criteria, and each was given a score from 1-5 (5 being the best). The highest scoring site was Site 9, followed closely by Site 13. Site 10, based on the scoring of alternative sites ranked the least desirable.

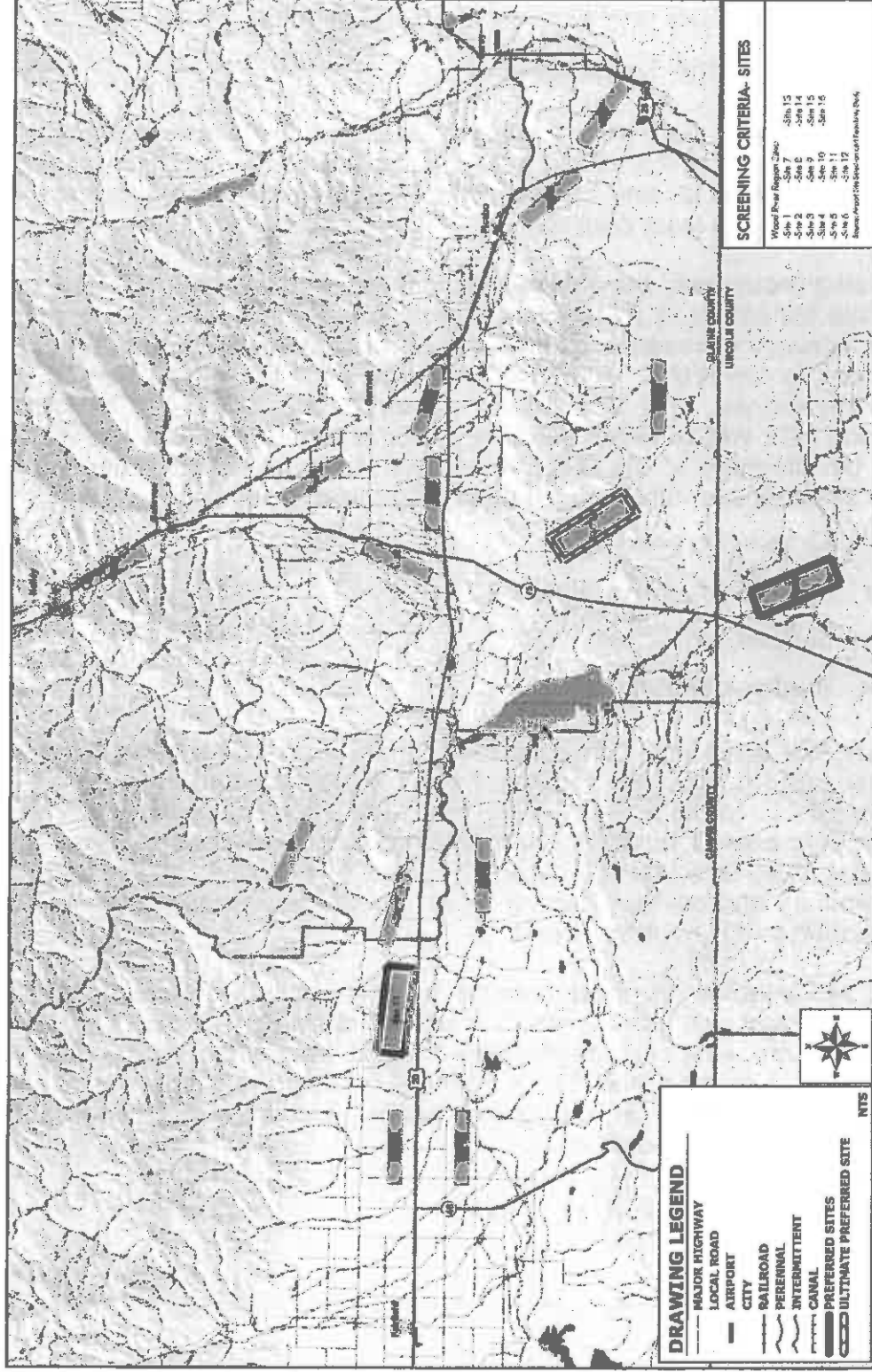
Utilizing input from the Advisory Committee and public, the FMAA decided not to pursue expansion at the present Airport site and put additional expansion on hold. The Advisory Committee also determined unanimously that site 9 was the best to present to the FMAA. After the FMAA reviewed the three finalists, they voted on two resolutions. The first was to remove Site 13 from the list of finalists. The second vote was to select the area on, or around, Site 10 as the preferred area for the development of the FMRA (Friedman Memorial Replacement Airport). Site 10 was selected over Site 9 based upon the following key factors:

- Geographic proximity
- Proximity to State Highway 75
- Political Jurisdiction
- Implementation

The Board of County Commissioners viewed Site 10 as being representative of a larger geographic area ranging from the Timmerman Hills, south along State Highway 75, to the Blaine County line. The 2006 Feasibility Study points out that while it appeared that the FMAA selected a site possessing lesser feasibility than others, the selection of Site 10 actually included recognition of additional community and political factors, which would theoretically allow for the successful relocation of the existing Airport.

The site selected as most suitable by the Friedman Memorial Airport Authority (FMAA) Board was Site 10, which is located in southern Blaine County, just north of Wedge Butte, east of State Highway 75, and west of the Picabo Hills. After site 10 was chosen as most suitable, a financial feasibility analysis was conducted, which consisted of costs for building a new airport, and projected revenues and expenses expected from its operations.

Exhibit 1.1-1
FEASIBILITY STUDY (2006) - ALTERNATIVE SITES



Source: Landrum & Brown Analysis, 2014

The 2006 Feasibility Study served as a catalyst for the FAA to embark on an EIS for a Replacement Airport for Friedman Memorial Airport. The 16 potential sites, identified by the 2006 Feasibility Study, were taken into account and further developed as part of the 2008 EIS Phase I Plan of Study. Seven of the 16 sites were carried forward into the 2008 EIS Phase I Plan of Study with minimal or no change to their configuration or previously identified location. The remaining 9 sites (of the 16) were also carried forward into the 2008 EIS Phase I Plan of Study, however all 9 of these sites either had their location adjusted, were reconfigured to accommodate a crosswind runway³, or both (to improve site viability).

Of the seven sites carried forward into the EIS Phase I Plan of Study (2008) with minimal or no change to their configuration or previously identified location, one was the existing SUN site. The remaining six sites (of the seven) included:

- Site 3: North Central Triangle
- Site 4: U.S. 20/Southwest Triangle
- Site 5: U.S. 20/Southeast Triangle
- Site 13: U.S. 20/East Camas County
- Site 14: State Route 46 South of U.S. 20
- Site 15: State Route 46 & U.S. 20

The remaining nine sites carried forward into the EIS Phase I Plan Study (2008) (that either had their location adjusted, were reconfigured to accommodate a crosswind runway, or both), included:

- Site 2: Diamond Dragon Ranch Vicinity
- Site 6: Southeast of Picabo/U.S. 20
- Site 7: U.S. 26/93, South of Carey
- Site 8: Mid-Lava
- Site 9: State Highway 75/North Lincoln County
- Site 10: Sonners Flat
- Site 11: Camas Prairie
- Site 12: U.S. 20/West Blaine County
- Site 16: Camp Creek Road

³ It is not always possible to achieve the design objective to orient primary runways to provide the 95 percent crosswind component coverage recommended in AC 150/5300-13, Airport Design. In cases where this cannot be done, the FAA recommends a crosswind runway be provided. Therefore, in cases (i.e. alternative sites) where adequate wind coverage could not be met with one runway, a crosswind runway was provided.

1.1.2 Review/Summary of EIS Phase I Plan of Study (2008)

Following the 2006 Feasibility Study, an EIS Phase I Plan of Study was completed and served as a planning tool for preparation of the upcoming EIS. The EIS Phase I Plan of Study included documentation of reviews and associated findings related to the following:

- Determination of the guiding parameters for pre-planning analyses, including study area identification, facility requirements for new airport sites, identification of 2006 Feasibility Study sites carried forward and possible additional sites and any refinements required of the sites being carried forward.
- Evaluation of all identified sites; the evaluation of alternative replacement sites for the Friedman Memorial Replacement Airport (FMRA) focused on the assessment of each identified site from an aviation related perspective, leaving the analysis of environmental issues to be assessed in FAA's Draft EIS (2011), which was ultimately terminated by the FAA.

Guiding Parameters of Analysis for EIS Phase I Plan of Study

Prior to identifying and analyzing possible replacement airport sites, a set of guiding parameters (e.g. assumptions) were established to help direct the pre-planning efforts and identification of alternatives to be carried forward into the EIS. These guiding parameters are presented below:

- Be compliant with FAA design and safety standards commensurate with current use (currently C-III) and future aviation demands for the region,
- Provide reliable and safe access to all users in adverse weather via a minimum of a 200-foot ceiling and one-half mile visibility CAT I ILS,
- Provide for appropriate approach and departure protection and capability,
- Provide for the continuation of air carrier service and other aviation operations for the region,
- Provide adequate land area to accommodate future demands and provide the flexibility to meet the needs of the volatile aviation industry,
- Provide access to communities in the Wood River Region,
- Minimize impact to the environment, and
- Assume existing SUN will close; the existing and replacement airport will not be operational at the same time.

Identification of the Initial Project Study Area

The study area for the 2008 EIS Phase I Plan of Study covers a broad area and was identified so that potential impacts resulting from the potential development of any alternative could be adequately assessed in subsequent analyses. The Initial Project Study Area, shown in **Exhibit 1.1-2**, covered approximately 1,960 square miles in South Central Idaho. The study area boundary is roughly defined by squaring off an area bounded by the following towns and roads:

- Highway 46 to the West;
- The town of Ketchum, Idaho to the North;
- The town of Carey, Idaho to the East; and
- The town of Shoshone, Idaho to the South.

The primary criterion for determining the size of the initial area of investigation was to include the existing SUN site; areas affected by approach and departure routes to and from the existing airport; those portions of Blaine, Camas, and Lincoln counties, where potential airport sites were previously reviewed (as part of the 2006 Feasibility Study); and finally, areas where additional potential alternative sites might be identified.

Identification of Facility Requirements

Facility/airside layouts and boundaries for the alternate airport site were selected based on a combination of SUN's current allocation of space, existing facility dimensions, and land use at existing airports of comparable size and market potential, and calculations and analyses derived from future air traffic forecasts for the region. Common templates, or size of areas, were identified for the site area, runway length, terminal area, FBO area, GA area, approach and navigational aids, and ground access routes. The following text explores the individual aspects of the Airport's facilities, as well as how each area's requirements were reached.

**Exhibit 1.1-2
INITIAL SITE AREA**



Source: Landrum & Brown Analysis, 2015

RUNWAY LENGTH

Based on the Runway Length Analysis presented in the 2008 EIS Phase I Plan of Study, an 8,500-foot primary runway length was required to meet the needs of the majority of the forecast aircraft fleet mix (at that time). This included the Airport's existing and future critical/design aircraft, the De Havilland Dash 8-Q400 (existing conditions) and Airbus 319/320 (in the future).

The purpose of the 2008 EIS Phase I Plan of Study runway length analysis was to determine an adequate length for the replacement airport's primary and crosswind runways. Runway length requirements were identified for several aircraft groups (narrow body air carriers, turbo props, and regional jets) forecast to operate at the airport through 2021. Examples of aircraft that were expected to provide air service in the future included the B737, A319, A320, CRJ, ERJ, and Dash 8 Q400.

The runway length requirements were calculated using charts published in the aircraft manufacturers' aircraft performance manuals. Requirements were calculated by taking into consideration the airport elevation above mean sea level (MSL), hot day temperature, and the performance characteristics and operating weight of aircraft forecast to be serving the airport. The operating weight of an aircraft is dependent on the amount of fuel needed to reach the destination, the amount of payload (passengers, baggage, and cargo) and operating empty weight (OEW). Both the amount of fuel required to complete the flight, and the payload are variable quantities that can fluctuate depending on destination and season, among other factors.

Airport elevation was consistently listed as 5,500 feet above MSL for all runway length calculations due to the current airport elevation. However, this elevation is generally conservative, since most of the alternate sites were placed in a location approximately 500 feet below this height. The average temperature on a hot day (81° F.) is a measure of the typical warmest temperature average during the year. A hot day reference temperature is the safest option to choose when determining runway length since it accounts for days when longer than usual take off distances would be necessary.

Four destinations of varying stage lengths were picked as potential markets for the future airport based on the airlines that serviced Friedman Memorial Airport, and airlines expressing interest in providing future air service (according to airline surveys conducted by Landrum & Brown) at the time. These destination airports serve as hubs for major airlines and include Los Angeles International Airport, Denver International Airport, Minneapolis-St. Paul International Airport, and Chicago O'Hare International Airport. The range flown between the new airport and these locations obviously varies in distance, with Denver being the closest airport (484 nm) and O'Hare being the farthest (1,165 nm). The maximum ranges of each aircraft expected to provide air service greatly exceed the stage lengths between the four destinations mentioned above. Consequently, the fuel necessary to travel these distances would be less than the maximum fuel capacity each aircraft can hold, allowing the fuel takeoff weight to be reduced, which is part of the total takeoff weight of the aircraft. This in turn reduces the length of runway required

for takeoff. Commercial air service providers typically attempt to use the least amount of fuel necessary to operate a flight to maintain efficiency, but enough to allow a safe and complete flight. These weight reductions allow for an overall decrease in the runway takeoff length requirements.

Payload weight accounts for a significant portion of the total takeoff weight since it takes into consideration passengers, baggage, and cargo the aircraft carries. For this runway length analysis, 225-pounds per passenger weight was assumed when calculating passenger load into the analysis. Aircraft hauling cargo, in addition to their usual load, was assumed unlikely based on existing forecasts and practices at the time.

If full payload and fuel weight were used for the SUN runway length calculations for all the proposed aircraft, then runway takeoff lengths required for a number of the aircraft types would be above typical runway lengths at comparable airports. Therefore, several payload and fuel weight scenarios were considered in the runway length analysis revealing a consistent runway length of 8,500 feet average for the primary runway for the new airport.

The runway length analysis for a crosswind runway resulted in a length of 6,800 feet. According to FAA recommendations, "100% of the recommended runway length determined for the lower crosswind capable airplane using the primary runway" should be used as a standard for determining the crosswind runway length. In reference to the FAA Advisory Circular 150/5325-4B *Runway Length Requirements for Airport Design*, the Dash 8 Q400 represents the "lower crosswind capable airplane" in this analysis, and requires 6,800 feet for runway takeoff length at maximum takeoff weight. The crosswind runway may also potentially serve as the premier runway for general aircraft operations. If this function occurs frequently, then the runway length may be constructed at a lesser length than indicated in the analysis since the crosswind would be maintained ultimately for the purpose of general aircraft operations rather than commercial aircraft operations.

The takeoff runway length recommendation for a primary runway at the Friedman Memorial Replacement Airport primarily based on projected aircraft use, average hot day temperatures, and average airfield elevations is 8,500 feet long, and the suggested crosswind runway length is 6,800 feet long.

SITE ACREAGE

As previously mentioned, the 2006 Feasibility Study focused on the identification and selection of sites having a minimum of 600 acres of land. The conceptual layout of the replacement airport that was used to identify potential sites and required acreage only encompassed land area for a single 8,500-foot long runway. Along with the runway, it also included the land associated with the RPZ off each runway end and additional acreage off the sides of the runway to provide space for aviation-related development.

Subsequent to the 2008 EIS Phase I Plan of Study site evaluation process, the need to consider providing a crosswind runway at several of the sites reviewed in the 2006 Feasibility Study (including the sponsor's proposed site) was identified. This need could not be accommodated within the general parameters of the property envelope that was identified in the 2006 Feasibility Study, and therefore resulted in the need to review and redefine what the property envelope for the replacement airport site would be.

It should be noted that a single acreage value for application to all sites was not considered realistic. Rather, each site was reviewed, taking into consideration area required for major airport facilities, and incorporating area to ensure long-range accommodation of demand. Also, to the extent possible, the property boundary was identified using existing property limits, physical features, and roadways, attempting to avoid the creation of irregular property remnants. The property area definition was based on breaking the Airport up into major components and defining the area that would be required for each component. These major components consisted of the airfield and associated safety areas, protection zones, and object free areas, the terminal area, and supporting uses typically accommodated within the terminal, and GA and FBO area. The basis for defining these required areas are presented in the following sections.

TERMINAL AREA ENVELOPE

Aside from the airfield, a central element of the proposed future airport was the passenger terminal complex, and the various uses and facilities that support the day-to-day operation and function of the terminal.

In defining the acreage requirements that should be reserved for terminal area facilities and operations, it is necessary to consider not only the needs on the day of facility commissioning, but also, to understand that the new airport will serve the needs of the Wood River Region for decades to come. This foresight ensures additional acreage procurement for accommodating the incremental expansion of facilities over the life of the facility.

To develop the terminal area envelope estimate, a benchmarking process involving an array of comparable airport terminal areas was employed. A series of commercial service airports were identified having enplaned passenger levels ranging from approximately 80,000 annually to at least one airport with approximately 570,000 annually enplaned passengers. The majority of airports considered had passenger levels between 100,000 to 250,000 annually. In evaluating the Airports for inclusion in the benchmarking process, consideration was given to obtaining a sampling of airports located in the western U.S., along with facilities serving resort destinations, as is the case with SUN.

For purposes of defining the terminal area, the following features were incorporated: the area occupied by the commercial passenger building, the terminal aircraft parking ramp, terminal circulation roadways, public parking areas, rental car ready return parking areas, and rental car service areas, to the extent that they were in proximity to the terminal.

Based on these considerations, the following airports were identified and their respective terminal area acreages were calculated for the purposes of the benchmarking process (see **Table 1.1-1**). As depicted in the table, terminal area acreage results from benchmarking comparable airports revealed an average of approximately 30 acres. Therefore, a relatively conservative land mass of 50 acres was applied as the terminal area template size for all proposed airport site locations.

Table 1.1-1
TERMINAL AREA ENVELOPE - BENCHMARK ANALYSIS

AIRPORT/COMMUNITY	ENPLANED PASSENGERS	TERMINAL AREA ACREAGE
Northwest Arkansas Regional Airport – Bentonville, AR (XNA)	567,341	59.43
Billings Logan Int'l Airport – Billings, MT (BIL)	403,645	39.71
Gallatin Field – Bozeman, MT (BZN)	318,115	27.75
Asheville Regional Airport – Asheville, NC (AVL)	289,550	42.12
Missoula International Airport – Missoula, MT (MSO)	276,170	35.29
Jackson Hole Airport – Jackson, WY (JAC)	274,031	21.76
Rapid City Regional Airport – Rapid City, SD (RAP)	226,323	36.20
Eagle County Regional Airport – Vail/Eagle Co. (EGE)	217,039	30.10
Roberts Field – Redmond, OR (RDM)	205,930	47.54
Aspen-Pitkin County – Aspen, CO (ASE)	201,642	8.0
Monterey Peninsula Airport – Monterey, CA (MRY)	200,091	15.49
Glacier Park Int'l Airport – Kalispell, MT (GPI)	175,157	27.56
Grand Junction Regional – Grand Junction, CO (GJT)	159,509	24.74
Bellingham Int'l Airport – Bellingham, WA (BLI)	135,129	17.09
Yampa Valley Airport – Steamboat Springs, CO (HDN)	131,448	24.90
Durango-La Plata County Airport – Durango, CO (DRO)	113,516	22.80
AVERAGE	243,415	30.03

Source: Landrum & Brown, June 2008

FIXED-BASE OPERATOR (FBO) AND GENERAL AVIATION (GA) ENVELOPE

FBO and GA airport facilities are other functions that need to be accounted for when planning the FMRA site. The FBO and GA aviation sector includes corporate hangars and buildings, flight schools and training, recreational and sport aircraft storage facilities, apron areas outside the terminal apron area, private hangar and building space, and automobile parking areas for these facilities. The same considerations that were applied when determining the terminal acreage (in terms of meeting future needs, as opposed to accommodating only current demand) also pertain to the FBO and GA area envelope.

The benchmarking process that was utilized to determine the approximate size for the terminal acreage template was also applied as a method for establishing the FBO and GA area template size. FBO and GA acreages were measured from the same airports identified for the terminal area benchmarking. **Table 1.1-2** displays the FBO and GA acreage amounts calculated for the selected airports and displays the Airports' average acreage amount.

Table 1.1-2
FBO AND GA ENVELOPE - BENCHMARK ANALYSIS

AIRPORT/COMMUNITY	ENPLANED PASSENGERS	FBO/GA ACREAGE
Northwest Arkansas Regional Airport - Bentonville, AR (XNA)	567,341	51.23
Billings Logan Int'l Airport - Billings, MT (BIL)	403,645	131.55
Gallatin Field - Bozeman, MT (BZN)	318,115	87.16
Asheville Regional Airport - Asheville, NC (AVL)	289,550	47.65
Missoula International Airport - Missoula, MT (MSO)	276,170	84.09
Jackson Hole Airport - Jackson, WY (JAC)	274,031	26.22
Rapid City Regional Airport - Rapid City, SD (RAP)	226,323	64.26
Eagle County Regional Airport - Vall/Eagle Co. (EGE)	217,039	33.82
Roberts Field - Redmond, OR (RDM)	205,930	72.76
Aspen-Pitkin County - Aspen, CO (ASE)	201,642	40.17
Monterey Peninsula Airport - Monterey, CA (MRY)	200,091	127.96
Glacier Park Int'l Airport - Kalispell, MT (GPI)	175,157	48.15
Grand Junction Regional - Grand Junction, CO (GJT)	159,509	80.55
Bellingham Int'l Airport - Bellingham, WA (BLI)	135,129	43.41
Yampa Valley Airport - Steamboat Springs, CO (HDN)	131,448	11.24
Durango-La Plata County Airport - Durango, CO (DRO)	113,516	39.25
Friedman Memorial Airport (SUN)	70,057	36.76
AVERAGE	243,415	60.36

Source: Landrum & Brown, June 2008

Based on the benchmarked airport measurements shown on Table 1.1-2, the average size for FBO and GA areas at airports comparable to SUN is approximately 60 acres. As a means of providing extra flexibility to this average, a template size of 75 acres was placed on the alternate airport sites to represent the FBO and GA area for initial planning purposes. Also, in defining the acreage for each of the sites, additional acreage adjacent to the runway system was incorporated into the property envelope to ensure the availability of land for development of expanded facilities in the future.

APPROACHES AND NAVIGATIONAL AIDS

In addition to providing area for the airfield and aviation-related-development, the 2008 EIS Phase I Plan of Study analysis also considered the extent to which approach capability should be enhanced and the range of navigational aids that should be incorporated into the development of a replacement airport. At the time the 2008 EIS Phase I Plan of Study was being done, the definition of approach capability and the navigational aids needed to support these approaches were in a state of fluctuation because the FAA was moving towards a satellite-based system, in lieu of ground-based navigation aids; this continues to be the case. While all indications continue to support that the agency is intending to move entirely to a satellite-based air navigation system, the timing of full implementation of this process will be heavily dependent upon federal funding and congressional appropriations. Potential still exists for the FAA to complete their conversion from land-based navigational aid (NAVAID) to satellite-based aid by the time a potential replacement airport commences operations. However, to address any possible delays, the analysis considered the fact that development of future approaches could require either the purchase of new navigational equipment or the relocation of existing systems that presently serve the current airport.

While the Airport is currently conducting an independent study to identify potential incremental improvements to decision height to decrease the minimums as much as possible, the fact remains that one of the key limitations that have significantly impacted SUN is the high minimum descent altitude associated with the approaches to the current runway. The Minimum Descent Altitude is defined as "the lowest altitude specified in an instrument approach procedure, expressed in feet above MSL, to which descent is authorized on final approach or during circle to land maneuvering until the pilot sees the required visual referenced for the runway of intended landing."

At the time of the 2008 EIS Phase I Planning Study, the lowest minimum descent altitude was 1,000 feet above the airfield elevation with three miles horizontal visibility. This capability is only available if the aircrew has special authorization and training, and the aircraft is specially equipped, which most are not. For those that cannot obtain special authorization, the minimum descent altitude increases to 1,800 feet above the airfield elevation. As a result, approximately 22 percent of commercial flights and an unknown number of GA flights were diverted to airports in the surrounding region, rather than being able to land at SUN during winter months. To ensure the reliability of the Airport and its capability to accommodate operational activity not only during fair weather conditions, but also in periods when visibility has been reduced below VFR conditions, the Airport must be equipped with a suite of basic navigation aids and provided with approaches that allow for instrument operational capability.

During the 2006 Feasibility Study, the issue of flight completion reliability contributed to the determination that the future replacement airport needed to be capable of accommodating at least one CAT I ILS. The CAT I system would be required to accommodate operations when cloud ceilings are no lower than 200 feet above the airfield elevation and visibility is not less than one-half mile. This

capability is a major improvement over current conditions and is relatively consistent with other commercial service airports of similar size. It was further decided that sites would also be evaluated for their ability to provide added instrument approach capability should the demand ever dictate. Providing at least one CAT I approach was identified as a minimum threshold criteria in the site evaluation process. Based on detailed discussions with the FAA, the ability to accommodate more than one CAT I or to accommodate a CAT II capability was factored into the assessment of site flexibility and expansion capability. The three categories of instrument landing minimums are defined below as are the three variations on CAT III minima:

- **Category I** - Decision Height (DH) 200 feet and Runway Visual Range (RVR) 2,400 feet;
- **Category II** - DH 100 feet and RVR 1,200 feet;
- **Category IIIa** - No DH or DH below 100 feet and RVR not less than 700 feet;
- **Category IIIb** - No DH or DH below 50 feet and RVR less than 700 feet, but not less than 150 feet;
- **Category IIIc** - No DH and no RVR limitation.

It should be noted that for both CAT II and III, special authorization and aircraft equipment is required before the procedure can be utilized.

Assuming the development of a CAT I approach capability, certain navigational aids must be incorporated into the design of the replacement airport and provisions made for their deployment. A CAT I approach will require the installation of a full ILS (assumes current ground-based system reliance) consisting of a localizer antenna, glide slope antennae, an approach light system, and two electronic marker beacons located along the final approach. The two beacons are typically located off airport due to the distance the marker beacons need to be from the runway landing threshold. Land area to accommodate the localizer, glide slope, and approach light system have been incorporated into the overall land area requirements already discussed. Land acquisition for the marker beacons would be minimal and the location of this property entirely dependent upon the site selected.

In addition to the equipment comprising the ILS for the approach, there could also be the need to acquire and site an additional land-based navigation aid to meet the need for missed approaches. Discussions with representatives of the FAA Air Route Traffic Control Center (ARTCC) indicated that they anticipate the use of GPS technology to identify a navigation fix that would be used as a basis for specifying a missed approach procedure for the selected site. Should this not occur, it would be necessary to consider the installation of some other ground-based system. This might consist of relocating the existing Non-Directional Beacon (NDB) that currently serves SUN (located immediately south of Site 4), the acquisition of a new NDB (if the systems remain available), or the acquisition and installation of a Very High Frequency Omni-Directional Range Station with Distance Measuring Equipment (VOR/DME).

Development of a CAT II approach capability would trigger the need for several enhancements to the systems required to support the lower approach minimums. As noted, the evaluation of sites does consider the possibility to accommodate either multiple CAT I capabilities and/or a CAT II capability as a part of the analysis of flexibility and expansion capability. A CAT II approach would require installation of an additional marker beacon along with a significant upgrade to the approach lighting system from a Medium-Intensity Approach Lighting System with runway alignment indicator lights (MALSR) to a standard 2,400-foot high-intensity Approach Lighting System with Sequenced Flashers (ALSF-2), installation of Touchdown Zone (TDZ) lighting, and runway centerline lights.

A further improvement noted by the FAA Northwest Region representatives and representatives of the FAA Salt Lake ARTCC is the installation of an Airport Surveillance Radar (ASR) to assist in handling short-range air traffic in close proximity (60 miles or less) to future airport and terminal area. The potential for the location of an ASR in conjunction with the replacement airport was incorporated into the assessment of the individual alternative airport sites.

Finally, while technically not an approach aid, it is anticipated that the future airport will be served by an ATCT, as is the case with the existing Airport. Whether this facility will be an FAA or a contract tower will be determined at that time. Regardless, the future airport will include this facility and capability. The space requirement for this facility is assumed in the land area requirements of the terminal area previously noted.

GROUND ACCESS ROUTES

An airport access roadway is an essential requirement, because it connects the proposed airport facilities to the nearest primary highway at each airport site. In determining the optimum placement for ground access roads at the future airport locations, a key objective was to develop a roadway with the shortest distance possible between the Airport facilities and the nearest highway. The purpose of aiming toward this goal was multi-faceted and ultimately structured towards the following:

- Minimizing environmental impacts
- Reducing the need for additional land acquisition
- Reducing the cost of development

Roadway placement varied between two options: one being retention and usage of existing roadway(s) near the site, and the other being newly constructed routes. Placement of access roads on current roadways was an appealing option in addressing two out of the three criteria, because it allowed for reduced development costs (new roadway versus modifying current roadway) and minimization of environmental impacts. However, direct, newly developed routes persisted as the prevailing option because these roadways generally were the shortest distance attainable between the proposed facilities and the closest

highway. The lengths of new roadways often ranged between one to two miles long for most proposed sites.

Evaluation of all Identified Sites - Summary

A total of 18 sites were identified in the EIS Phase I Plan of Study (2008), including Site 1, known as the existing Airport site (see **Exhibit 1.1-3**). Fifteen of the eighteen sites (all sites but Sites 1, 10A and 17) were from the 2006 Feasibility Study (nine of the fifteen were modified as part of the EIS Phase I Plan of Study), and the remaining two sites (10A and 17) were developed as part of EIS Phase I Plan of Study (2008) and considered new.

Three alternatives were defined for Site 1, the existing Airport, which allowed for redevelopment of the site to accommodate proper FAA design standards, as well as, future Airport expansion. However, an alternative layout/configuration could not be found that would also address the concern of service reliability during the winter months. After many conversations with the FAA (at the time), it was determined that Site 1 would not be able to achieve significantly lower minimums either through new/upcoming technologies or by reconfiguration (as the surrounding topography would not allow for it). This limitation eliminated the three alternatives for the existing Airport site; therefore, Site 1 was not analyzed further. It should be noted that the Airport is currently conducting an independent study to identify potential incremental improvements to decision height to decrease the minimums as much as possible since replacing the airport is not currently a possibility. However, the decision height cannot be lowered enough to achieve a 200-foot ceiling with ½-mile visibility minimums.

In addition, Site 16 was also eliminated early on in the screening process due to multiple fatal flaws (i.e. the inability to provide for CAT I missed approach capability for northwesterly arrivals or to accommodate a CAT I approach to the southeast, and significant drive times (ranging from 77 minutes to 155 minutes) to Sun Valley/Ketchum, Hailey, Bellevue, Shoshone, Carey, and Twin Falls) – and therefore, was not further analyzed.

With the elimination of Site 1 and 16, the remaining 16 sites were evaluated in further detail (as part of the 2008 EIS Phase I Plan of Study) and analyzed using specific screening criteria. These 16 sites are depicted, along with brief site descriptions, on **Exhibits 1.1-4 through 1.1-19**.

Three levels of screening were used to narrow down the list of potential replacement sites to the most viable options. A total of 14 evaluation criteria were developed for use in assessing sites. These fourteen criteria and the stage in which they were applied are listed below:

TIER ONE EVALUATION: FATALLY FLAWED SITES

1. Category I Approach\Missed Approach Capability for the Primary Runway;
2. 60-minute maximum drive time from Ketchum, Hailey, Bellevue, and Carey

With the use of the Tier One fatal flaw criteria, eight alternate airport sites were identified as lacking one or both of these vital factors. A site was eliminated if it failed either of the two criteria – the site did not have to fail both criteria for it to be “fatally flawed.” Eight sites (2, 3, 7, 8, 11, 14, 15, and 16) were identified as unsuitable for the replacement airport.

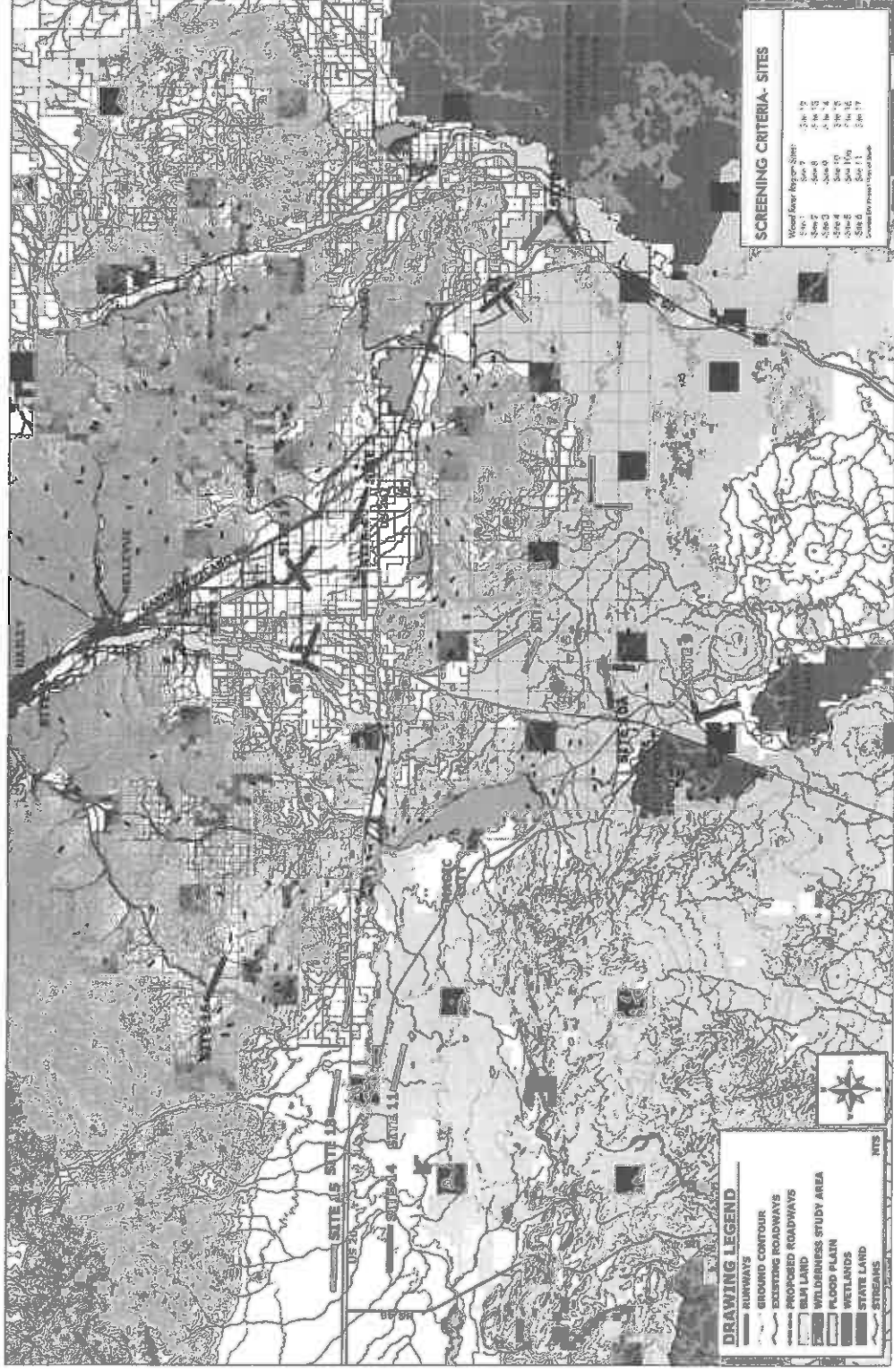
TIER TWO EVALUATION: EVALUATION OF NON-FATALLY FLAWED ALTERNATIVE AIRPORT SITES

3. Safety Considerations;
4. Topography of the Site;
5. Landside Expansion Capability;
6. Airside Expansion Capability;
7. Site Development Factors;
8. Conformity with Local, State, and Federal Land Use Regulatory Requirements;
9. Sponsorship;
10. Property Ownership Considerations;
11. Proximity to Demand;
12. Accessibility to Regional Roadways

The Tier Two analysis of the remaining nine sites (4, 5, 6, 9, 10, 10A, 12, 13, and 17) was conducted to evaluate the sites on additional criteria. Unlike Tier One criteria, the Tier Two criteria were not considered fatal flaw criteria. Tier Two criteria evaluated the constructability, expandability, and accessibility of the sites, as well as the sponsorship, and conformity with local, State, and Federal land use regulatory requirements. Safety was addressed relative to the location of the various sites to known wetlands, which are attractants for animals of concern to aircraft operators (such as waterfowl and large mammals). Wetlands were also of concern in terms of constructability, however, the Tier Two analysis did not evaluate the environmental impacts associated with siting an airport on or near wetlands; that analysis was to be done during the environmental analysis of the sites that move forward in the EIS process.

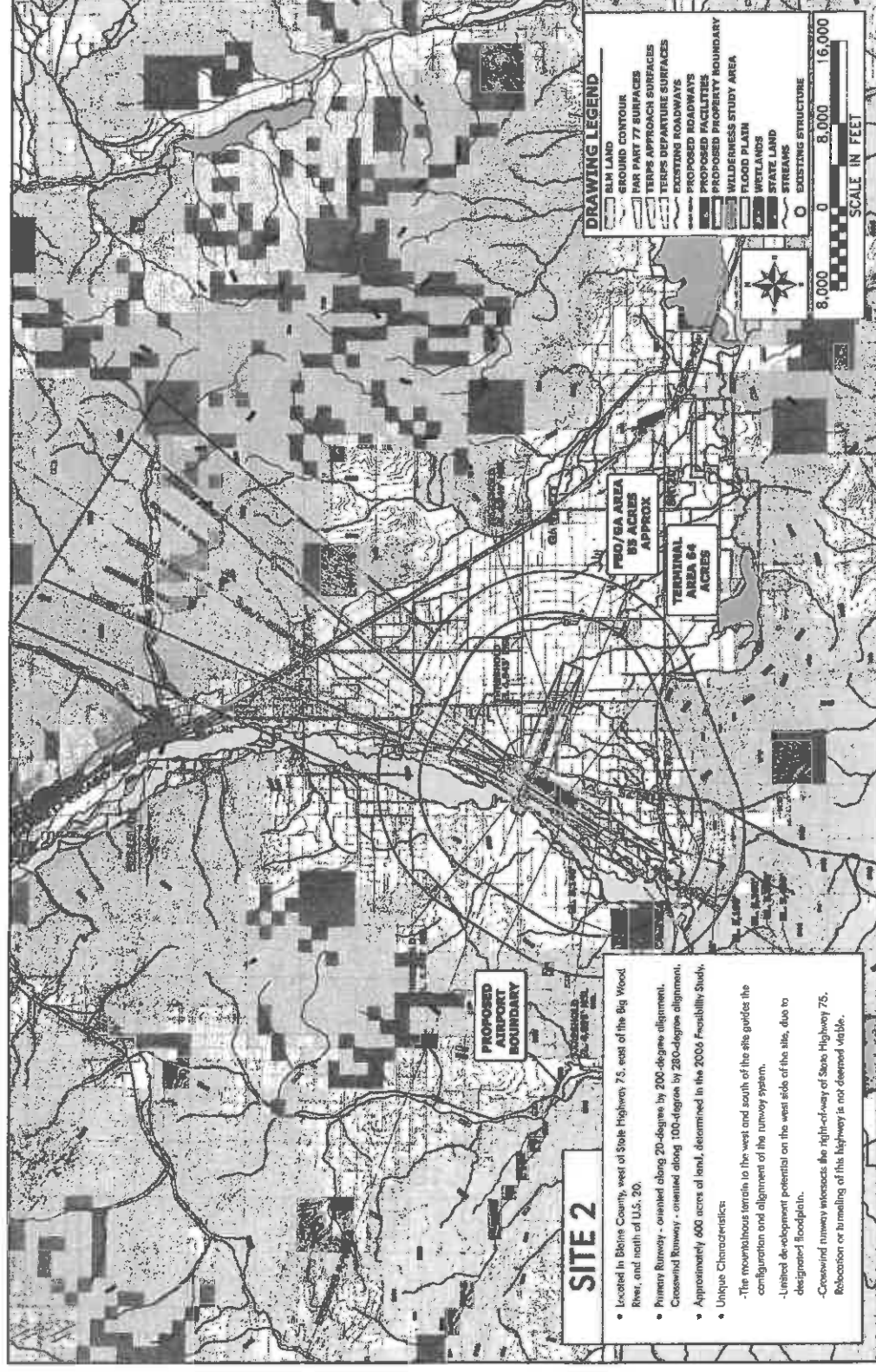
Several of the above criteria were comprised of multiple sub-criteria, or components, that were considered. For example, under Site Development Factors, seven individual sub-criteria were combined to arrive at an overall site rating score ranging between 0 (worst) to 5 (best) for that individual evaluation criteria.

Exhibit 1.1-3
EIS PHASE I PLAN OF STUDY (2008) – NEW REPLACEMENT AIRPORT SITES



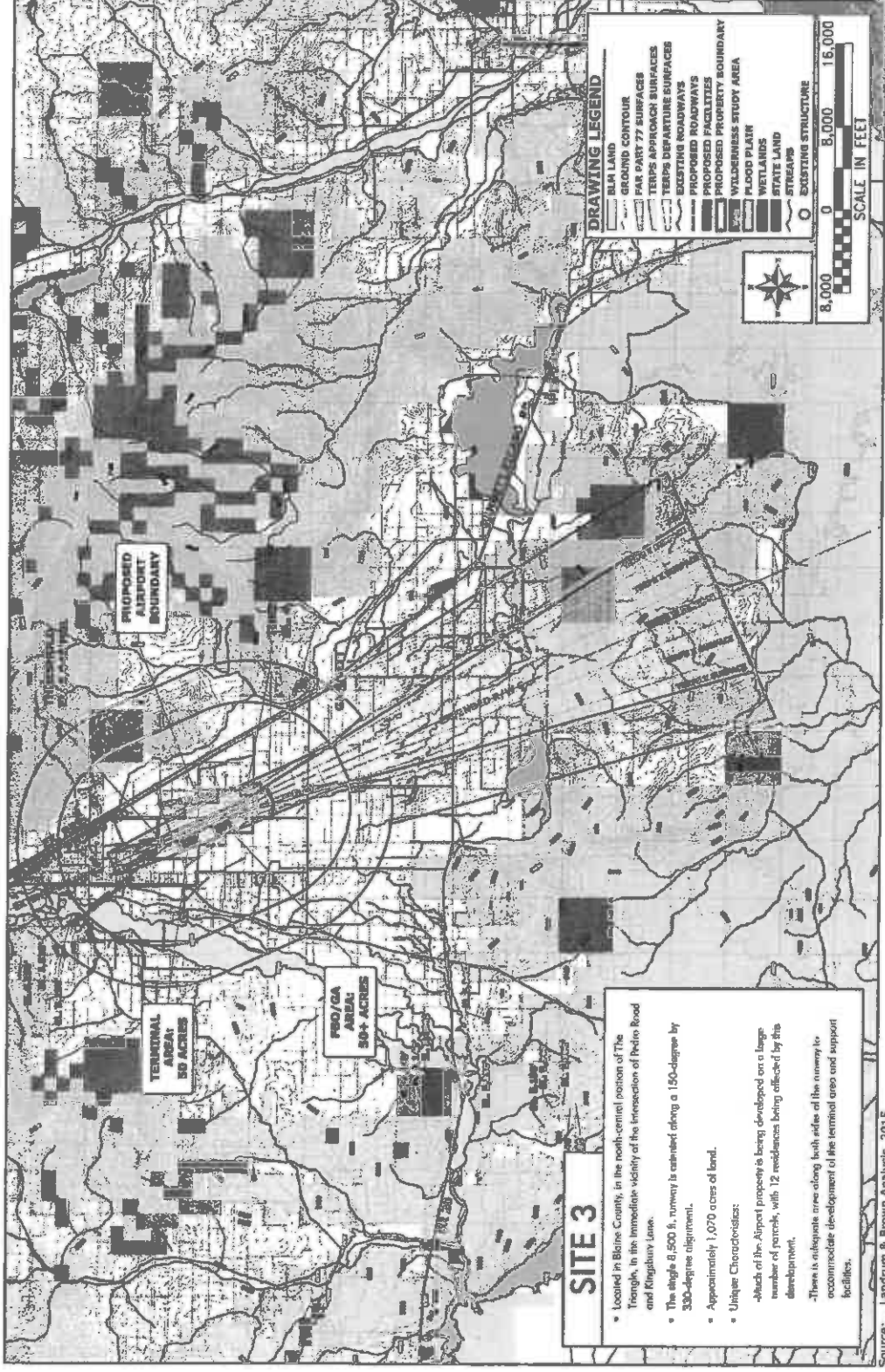
Source: Landrum & Brown Analysis, 2015

Exhibit 1.1-4
ALTERNATIVE SITE 2



Source: Landrum & Brown Analysis, 2015

Exhibit 1.1-5
ALTERNATIVE SITE 3



Source: Landrum & Brown Analysis, 2015

Exhibit 1.1-6
ALTERNATIVE SITE 4

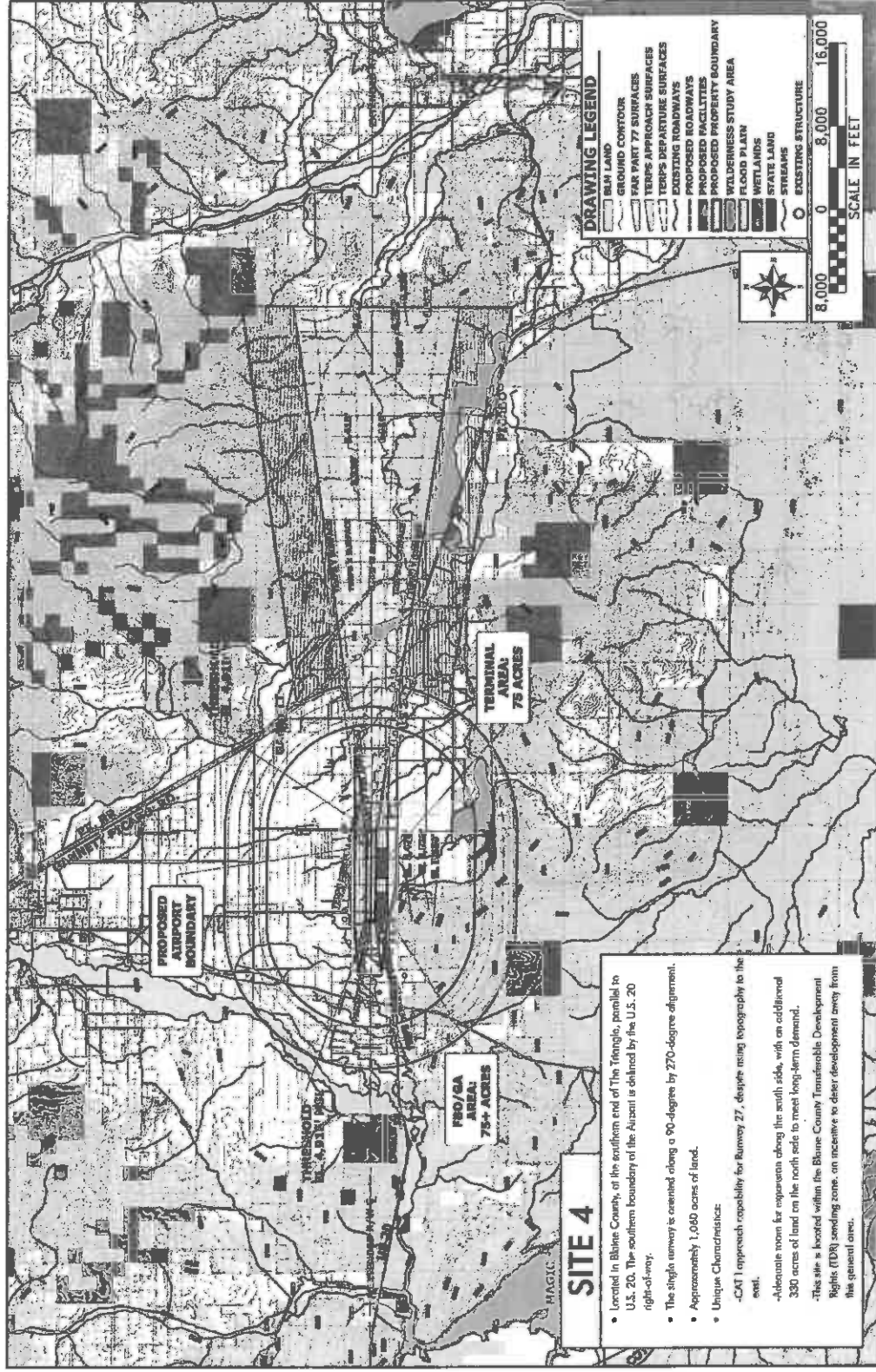


Exhibit 1.1-7
ALTERNATIVE SITE 5

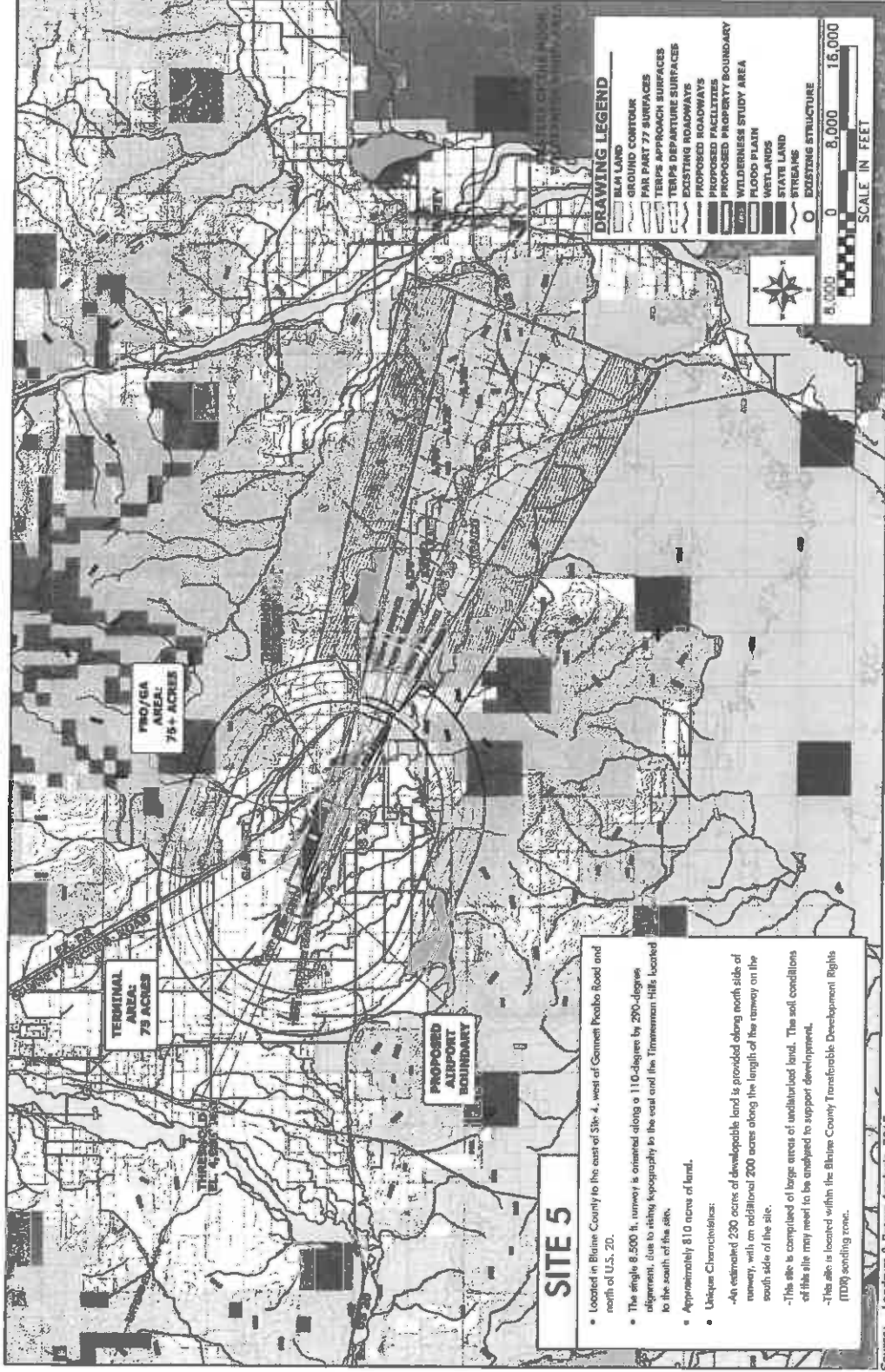


Exhibit 1.1-8
ALTERNATIVE SITE 6

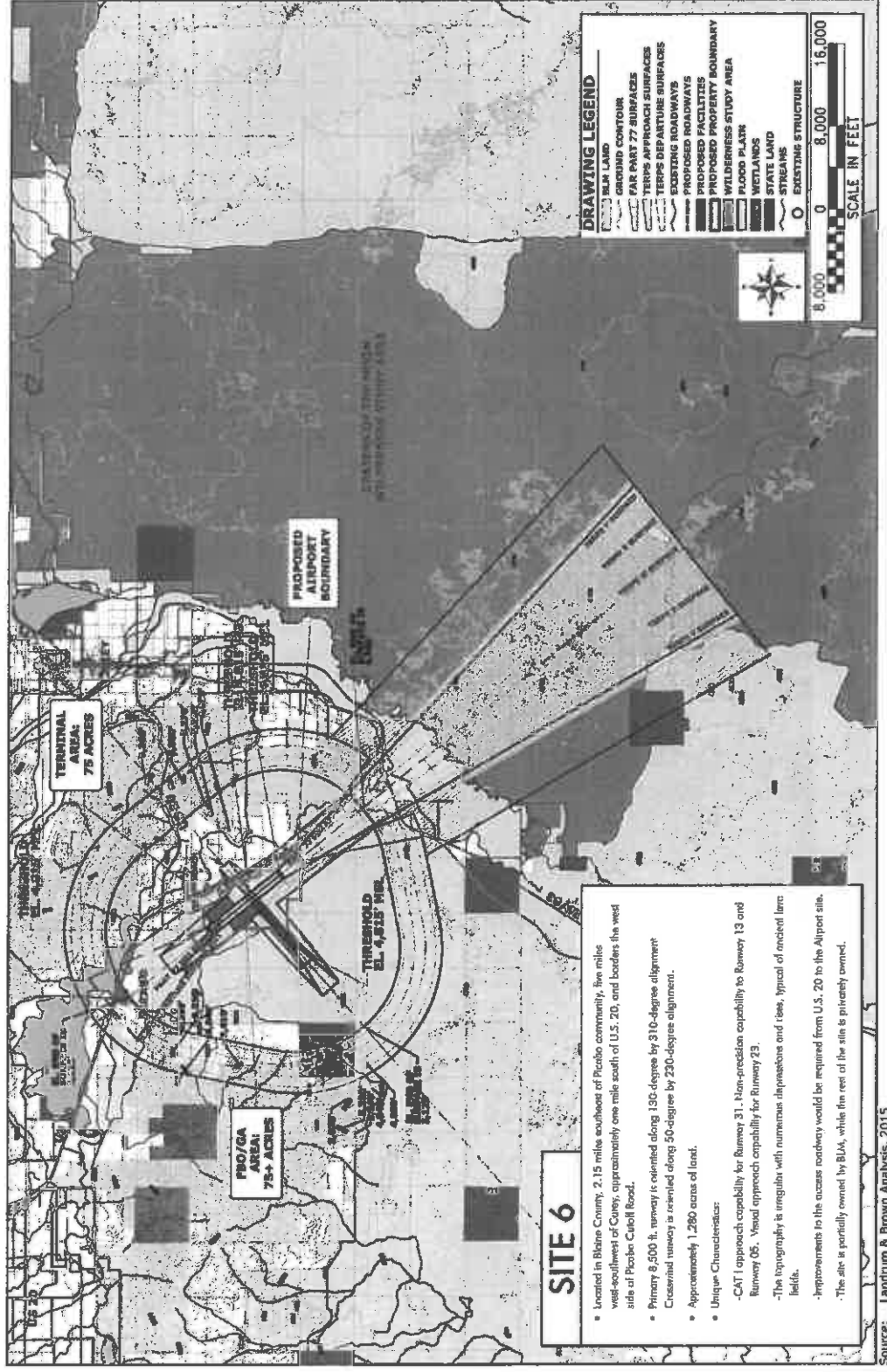
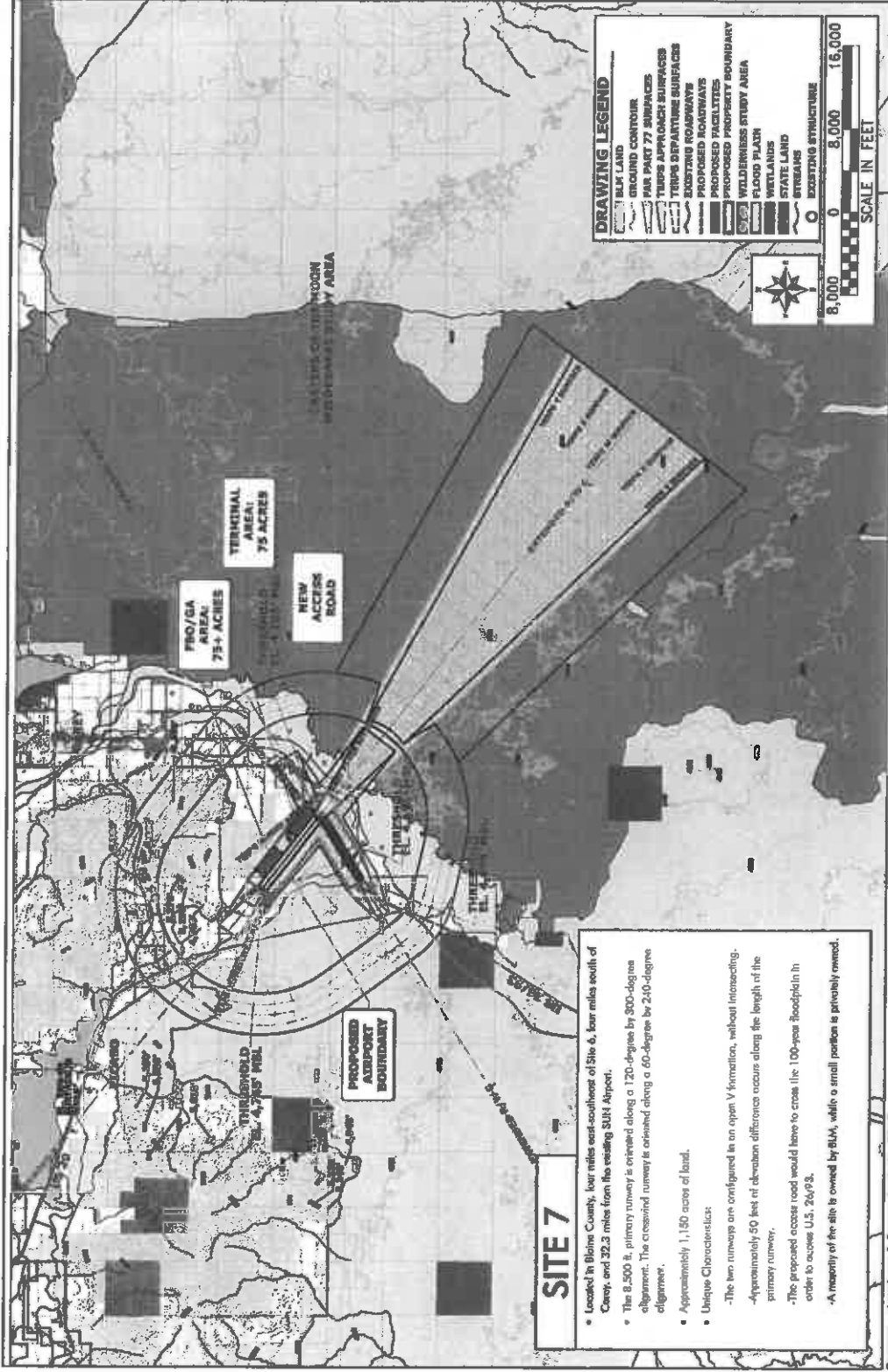
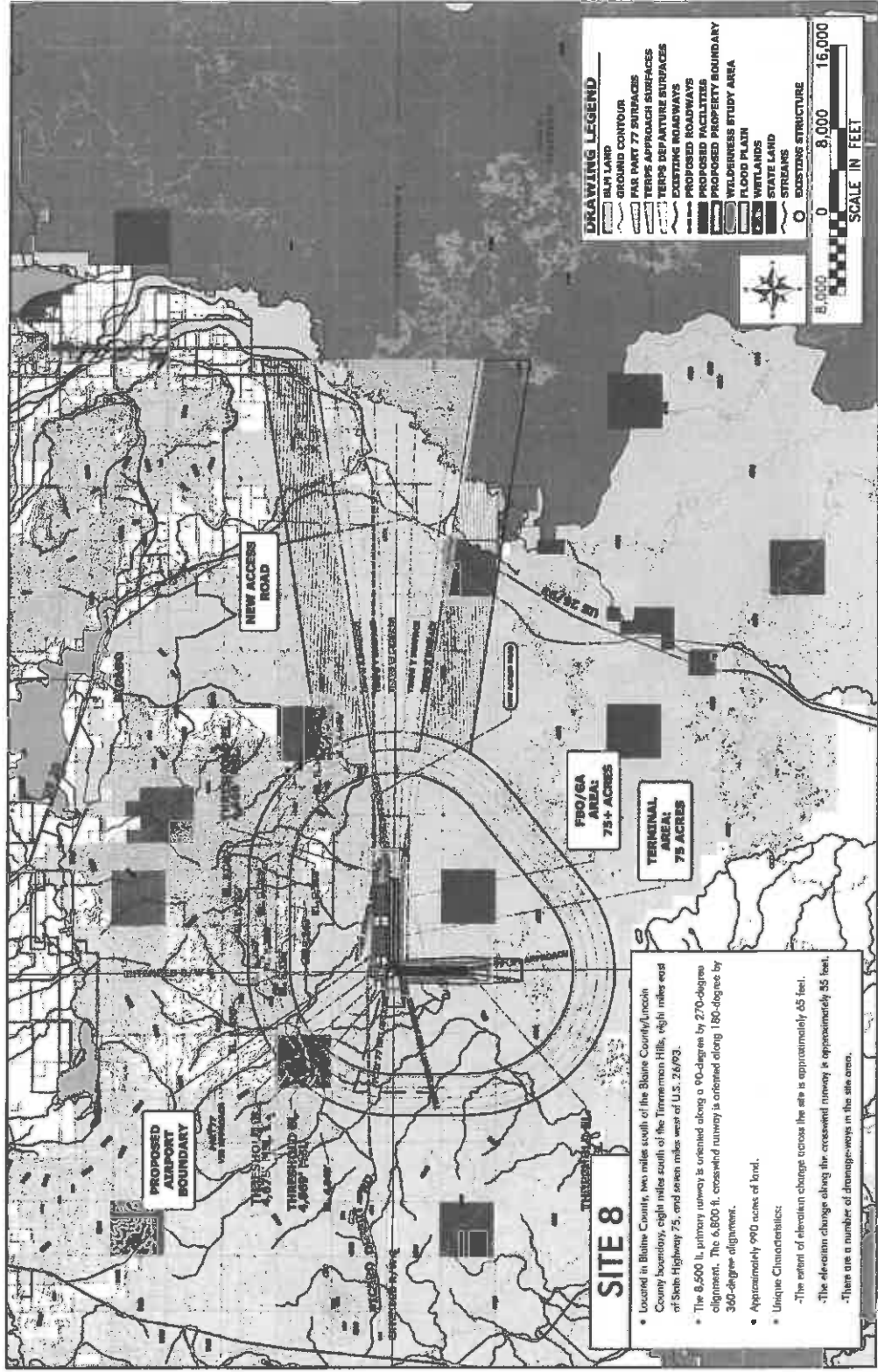


Exhibit 1.1-9
ALTERNATIVE SITE 7



Source: Landrum & Brown Analysis, 2015

**Exhibit 1.1-10
ALTERNATIVE SITE 8**



Source: Landrum & Brown Analysis, 2015

Exhibit 1.1-11
ALTERNATIVE SITE 9

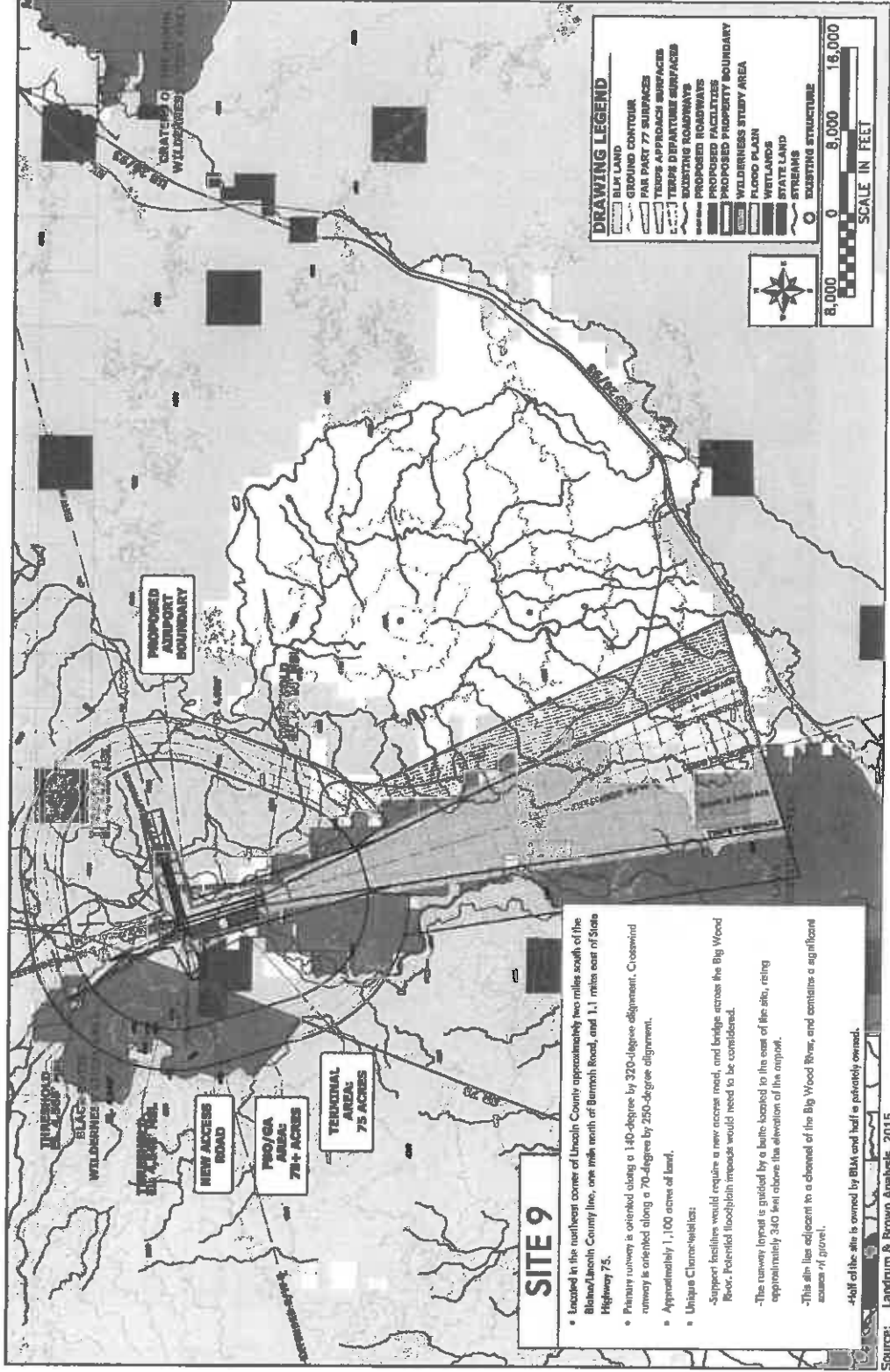


Exhibit 1.1-12
ALTERNATIVE SITE 10

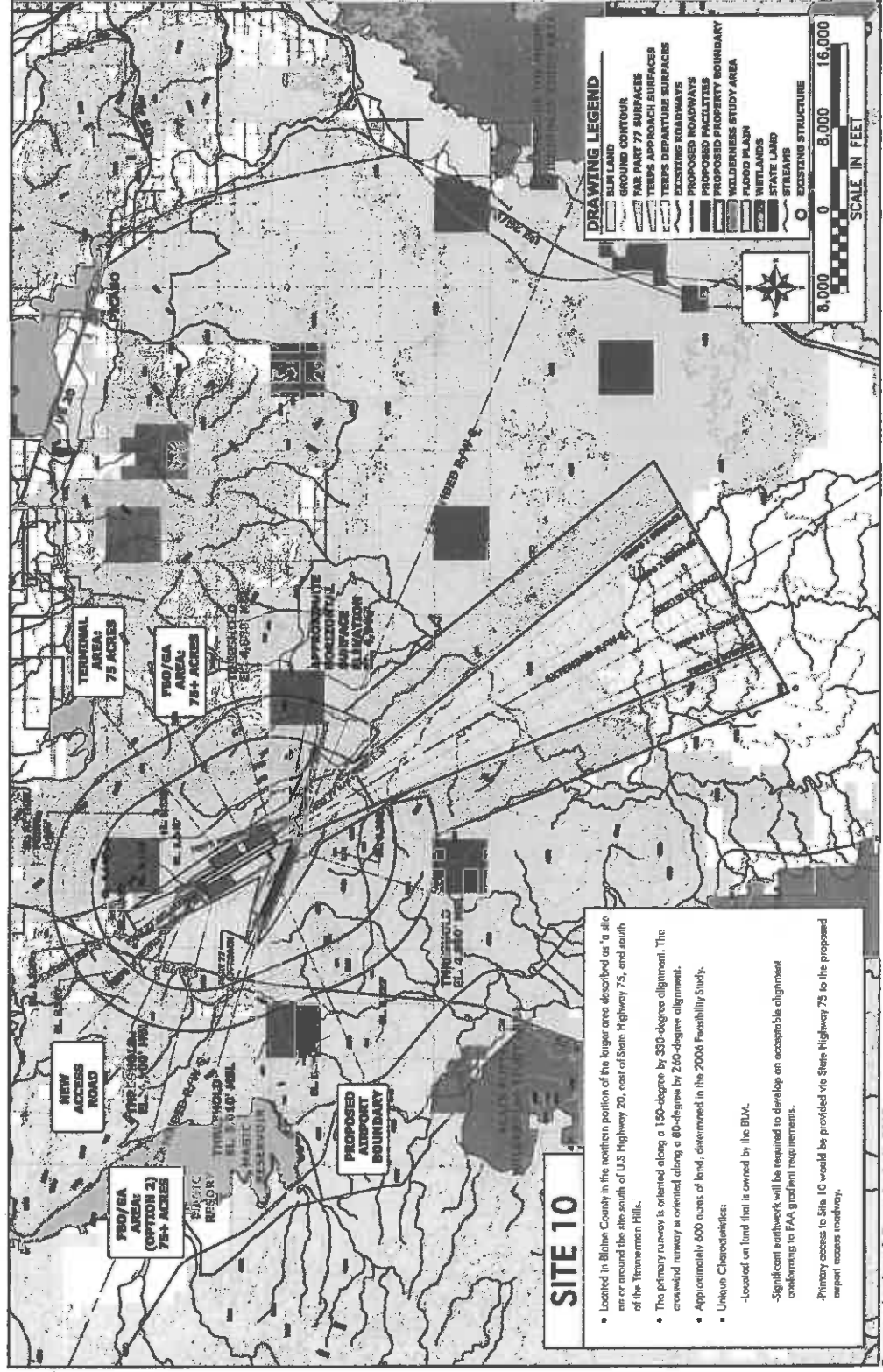
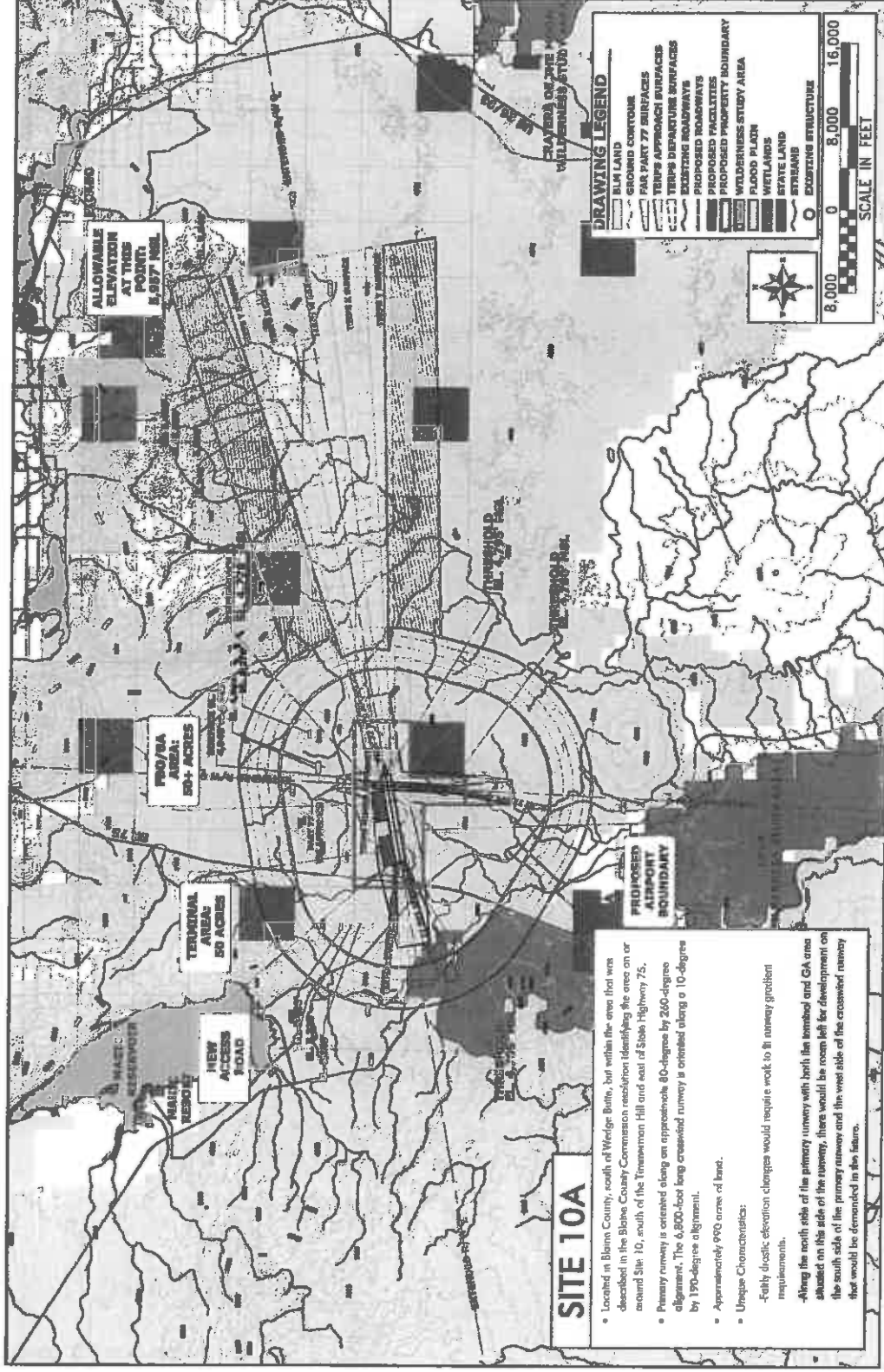
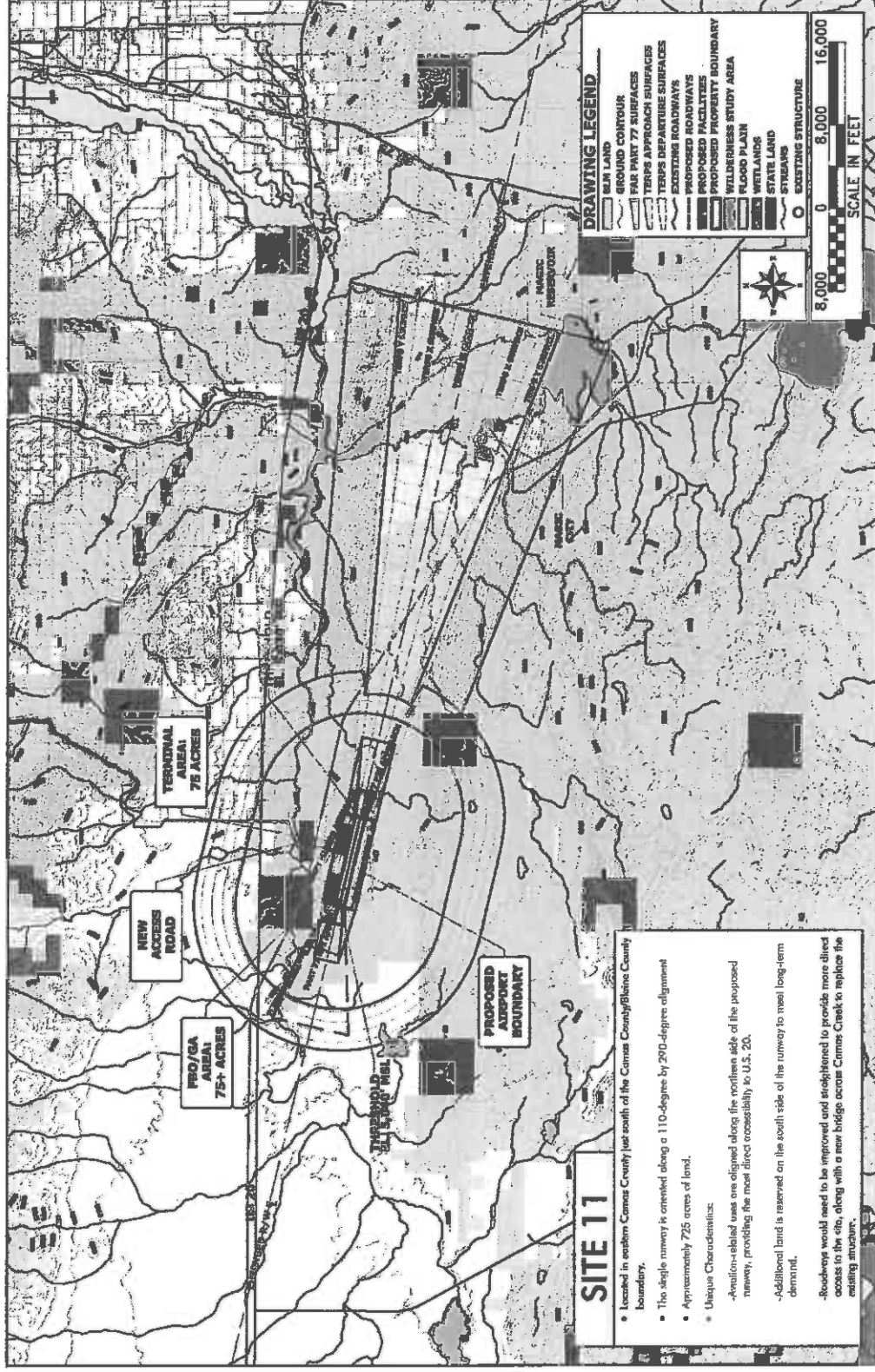


Exhibit 1.1-13
ALTERNATIVE SITE 10A



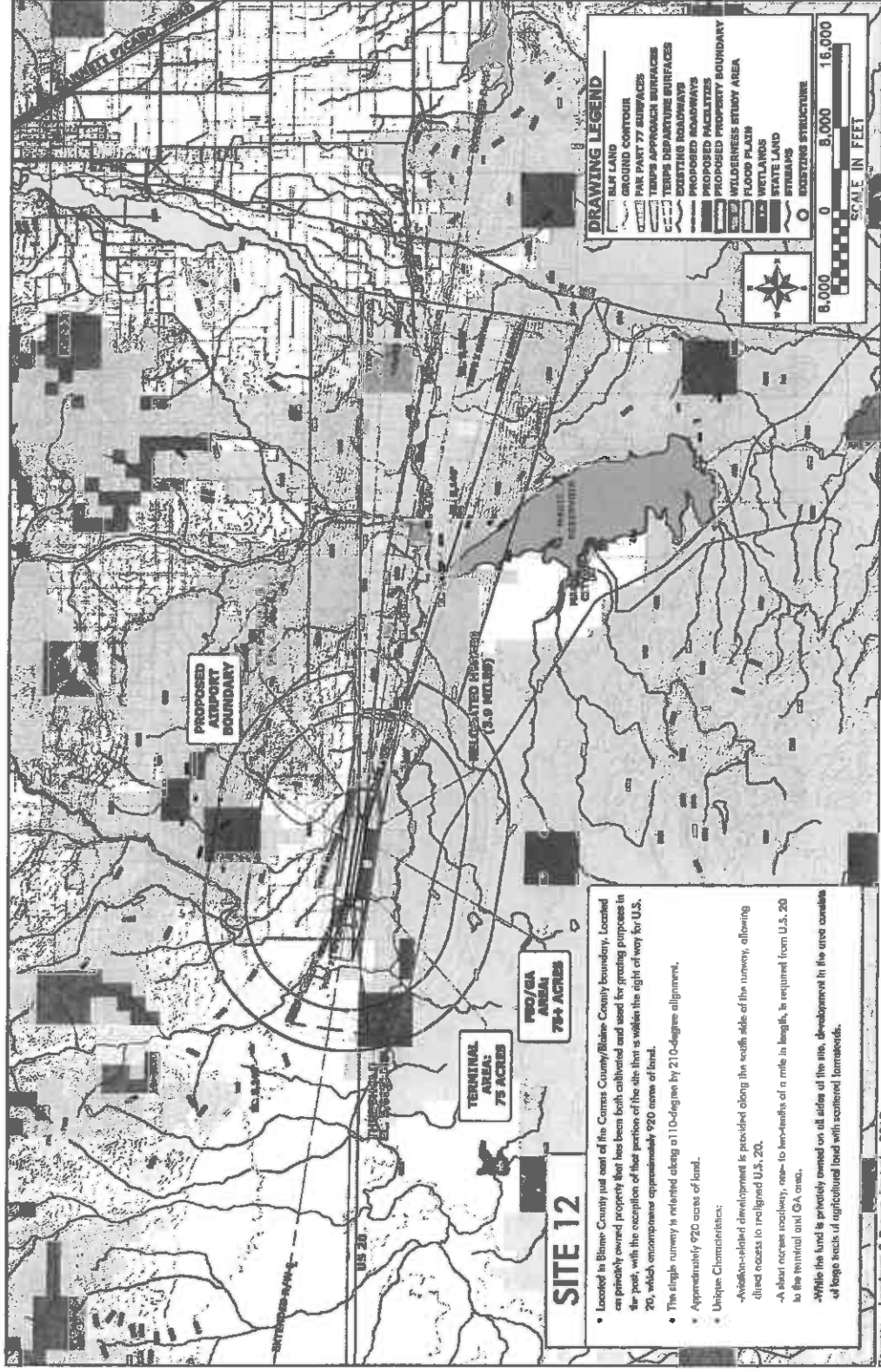
Source: Landrum & Brown Analysis, 2015

Exhibit 1.1-14
ALTERNATIVE SITE 11



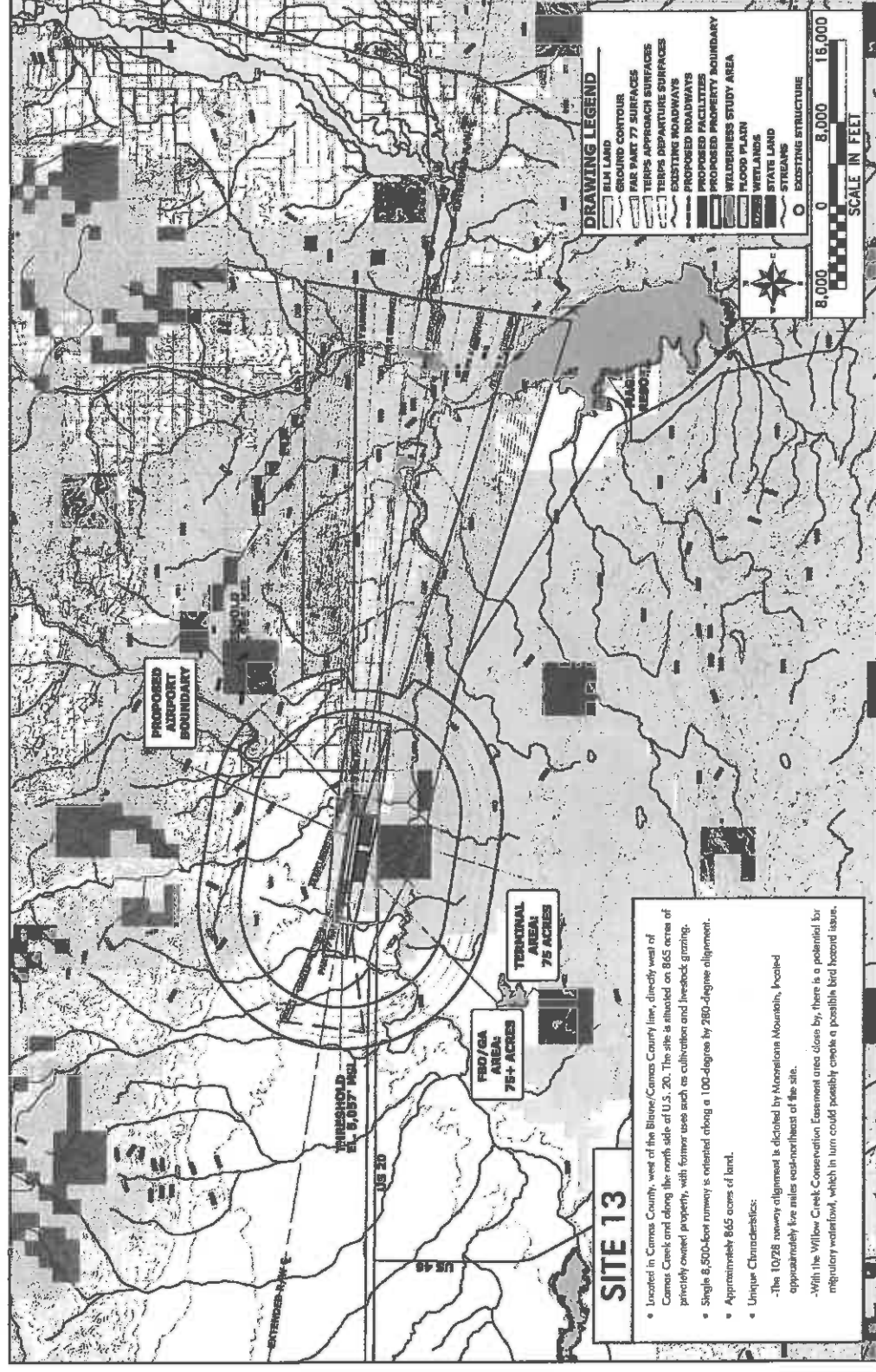
Source: Landrum & Brown Analysis, 2015

Exhibit 1.1-15
ALTERNATIVE SITE 12



- Located in Blaine County just east of the Conners County/Blaine County boundary. Located on privately owned property that has been both authorized and used for grazing purposes in the past, with the exception of that portion of the site that is within the right of way for U.S. 20, which encompasses approximately 920 acres of land.
- The flight runway is oriented along a 110-degree by 210-degree alignment.
- Approximately 920 acres of land.
- Unique Characteristics:
 - Aviation-related development is provided along the south side of the runway, allowing direct access to reconfigured U.S. 20.
 - A short access roadway, one-to two-thirds of a mile in length, is required from U.S. 20 to the terminal and GA area.
 - While the land is privately owned on all sides of the site, development in the area enables a large sector of agricultural land with scattered farmsteads.

**Exhibit 1.1-16
ALTERNATIVE SITE 13**



Source: Landrum & Brown Analysis, 2015

Exhibit 1.1-17
ALTERNATIVE SITE 14

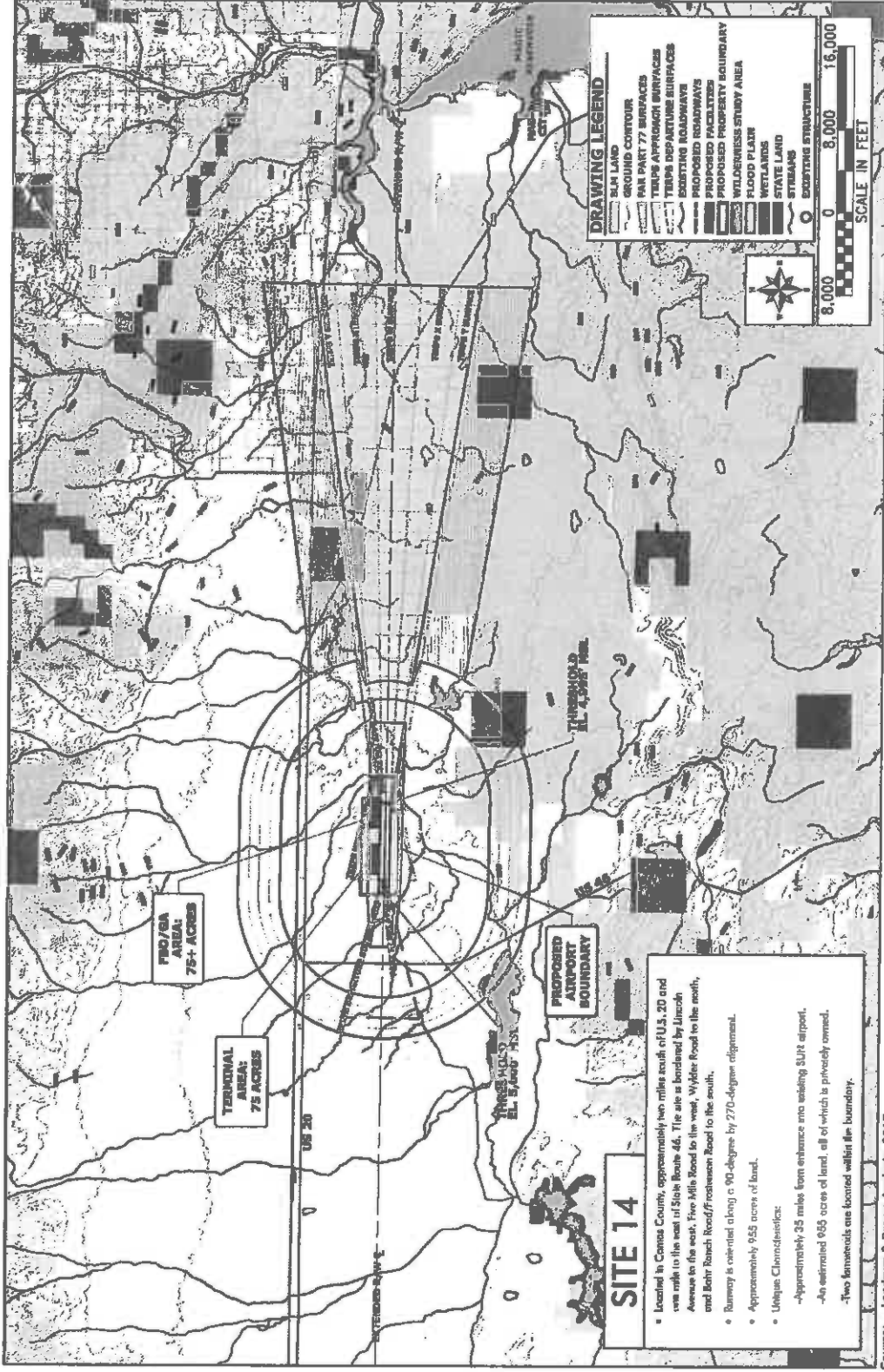
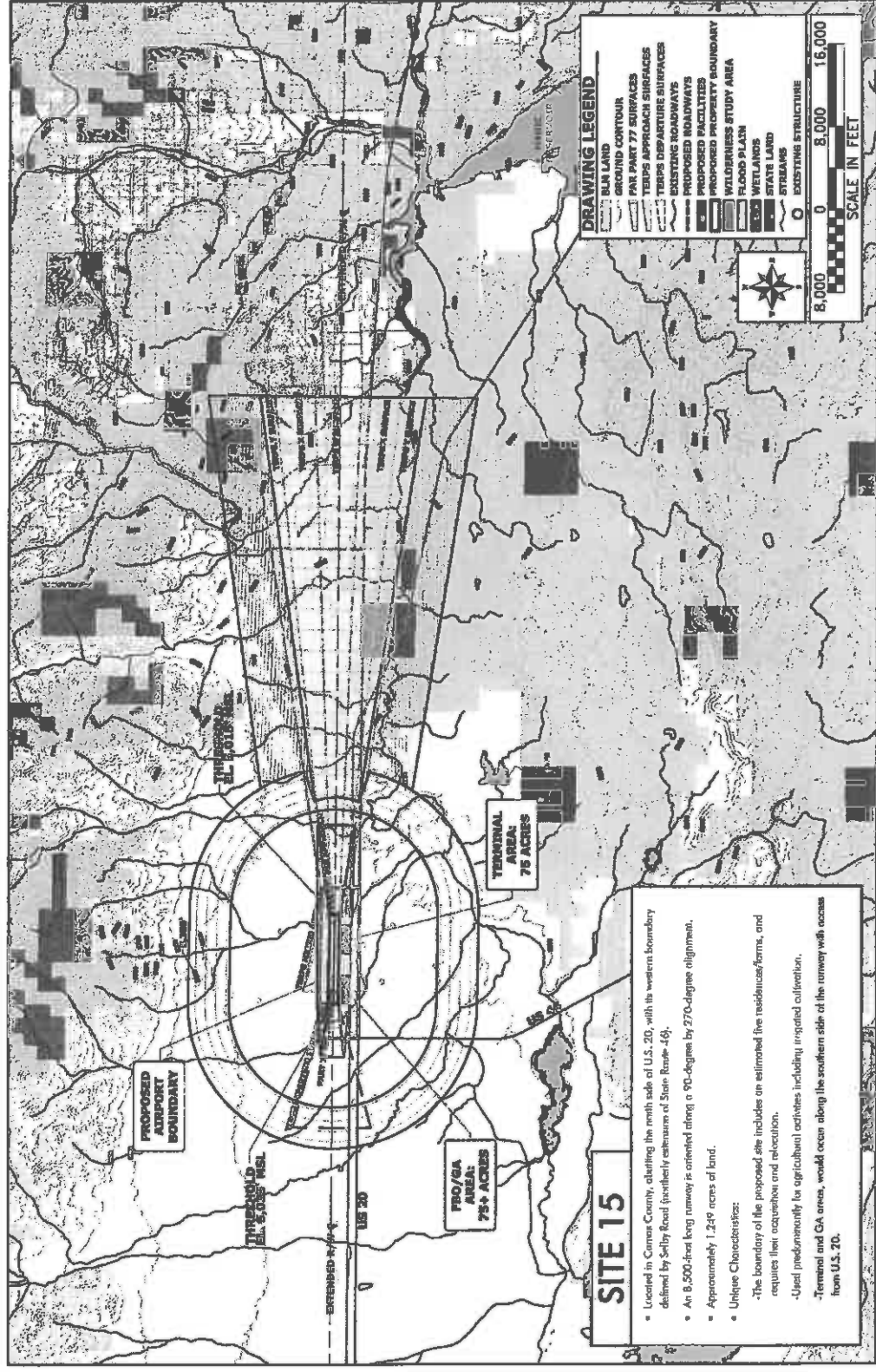
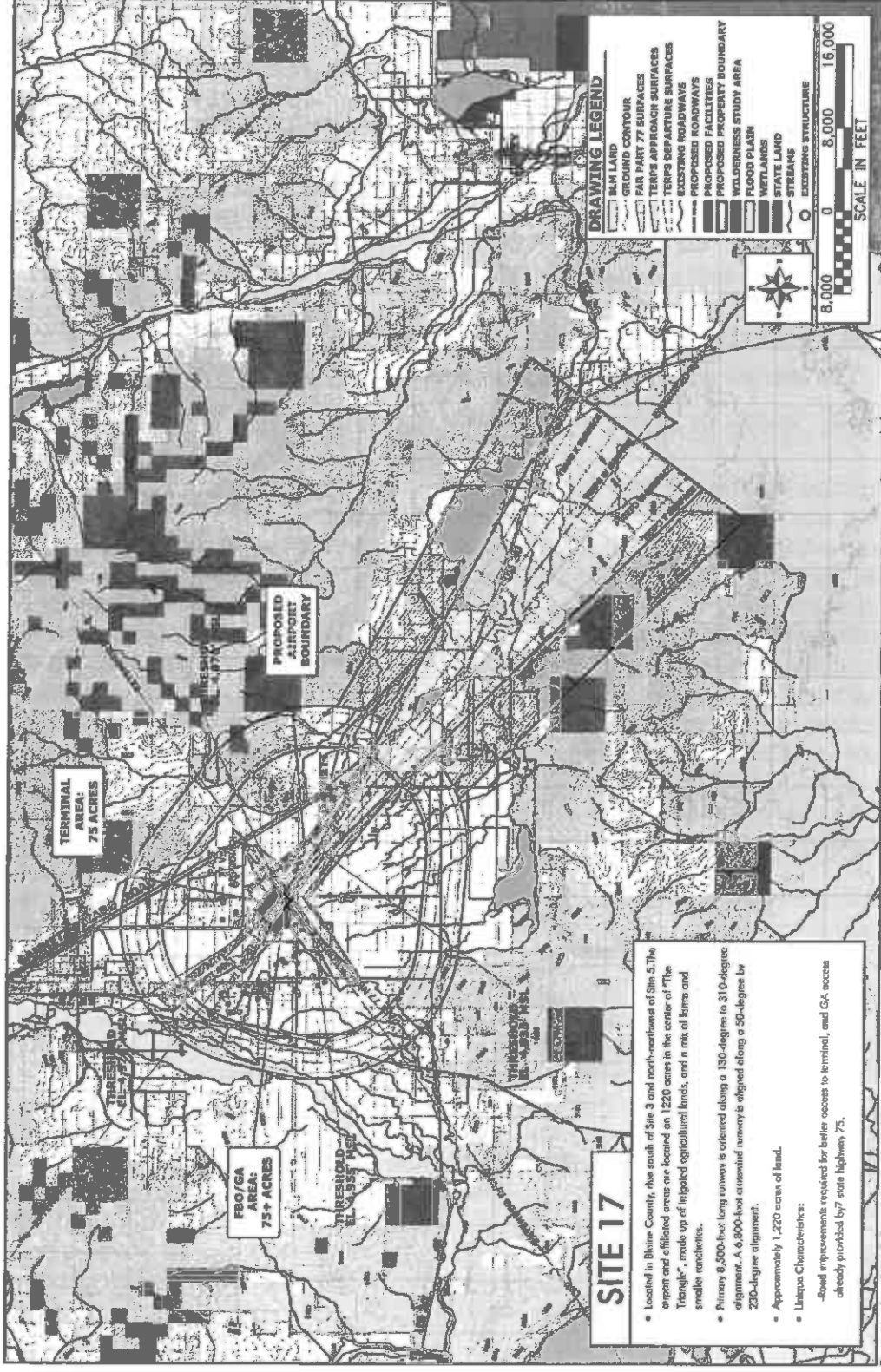


Exhibit 1.1-18
ALTERNATIVE SITE 15



Source: Landrum & Brown Analysis, 2015

Exhibit 1.1-19
ALTERNATIVE SITE 17



A summary of the Tier Two site evaluation rankings for the nine sites discussed above is presented in **Exhibit 1.1-20**. All of the sites analyzed in Tier Two scored between 35 and 47 points, with six of the nine sites scoring between 35 and 41 points. For reference, a perfect score in all categories would have yielded a total score of 55 points. Sites 6 and 9 scored the lowest with 37.7 and 35.7 points respectively. Four sites (5, 10, 13, and 17) ranked between 39 and 41. Three sites rated above 44 points, including: Site 4, Site 10A, and Site 12. For a site to be carried forward to the next level of analysis (Tier Three), it was decided that the site had to have a score of or above the 80th percentile or 44.2 points. Sites 4, 10A, and 12 ranked superior as compared to any of the other Tier Two sites and met or exceeded the 80th percentile threshold. Therefore, due to their ranking, sites 4, 10A, and 12 were selected for further evaluation (Tier Three) to identify which, if any, would not be able to support additional or enhanced instrument approach capabilities in the future.

TIER THREE EVALUATION: REFINED AIRSPACE AND APPROACH CAPABILITY

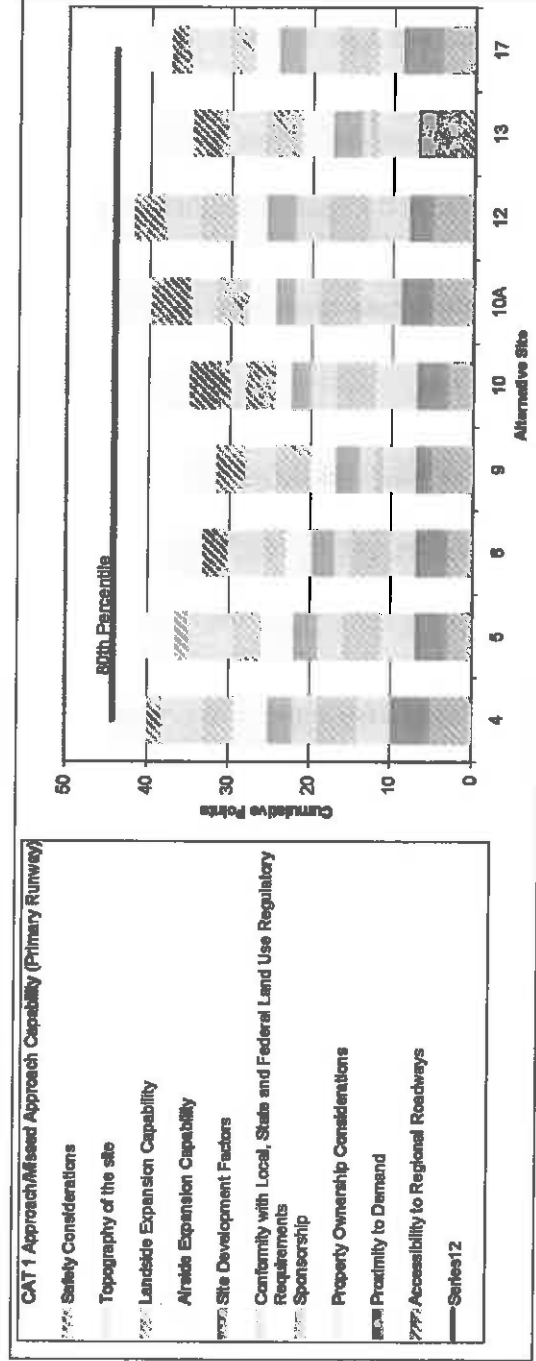
13. Ability to accommodate multiple Category I approaches; and
14. Ability to accommodate one or more Category II approaches

Upon completion of the Tier Two evaluation of sites, three replacement airport sites were identified for further consideration (Sites 4, 10A, and 12). Discussions were held with representatives from the contractor providing air traffic control services at the existing airport, as well as with representatives of the FAA's Northwest Mountain Region, including the Planning division, Flight Standards, Airspace, Facilities Groups, and the Salt Lake Air Route Traffic Control Center. During these discussions, questions arose relative to the ability of various sites to accommodate multiple CAT I approaches and the ability to meet CAT II approach criteria. The premise of the comments maintained that, while meeting the minimum threshold criteria of providing a single CAT I approach was reasonable, the flexibility of a site to provide for expanded approach capabilities should also be considered as a comparative tool to further differentiate and define those sites possessing the best possible flexibility and capability.

As the FAA moves toward a satellite-based air navigation system, employing GPS supplemented by Wide Area Augmentation System (WAAS) and Local Area Augmentation System (LAAS), the need for ground-based Localizers, Glide Slope Antennas, and Inner, Middle, and Outer Marker beacons (as elements of instrument landing systems) will be phased out. This will significantly reduce the cost to the FAA and airport sponsors when developing multiple instrument approach capabilities and make it easier for airports to implement multiple instrument approaches in a much more cost-effective manner. Since the FMRA is intended to serve the region well into the future, it is clear that during the life span of the airport, the FAA will fully implement their satellite-based systems. The results will be the ability of an airport to deploy multiple instrument approaches at a significant reduction in cost to the sponsor and the agency. Thus, while full achievement and implementation of this intended goal is still in the future, evaluating alternative sites from the perspective of having the ability and flexibility to accommodate this capability is a prudent and reasonable action.

Exhibit 1.1-20
TIER TWO SITE EVALUATION RANKINGS

Category	Alternative Site											
	4	5	6	9	10	10A	12	13	17	17	17	17
CAT 1 Approach/Missed Approach Capability (Primary Runway)	4.2	3.7	4.4	4.0	4.0	4.4	4.2	4.4	3.2	3.2	3.2	3.2
Safety Considerations	2.0	2.0	3.5	4.0	5.0	5.0	4.0	4.5	2.5	2.5	2.5	2.5
Topography of the site	5.0	5.0	4.0	3.3	1.8	3.0	4.0	4.3	4.7	4.7	4.7	4.7
Landside Expansion Capability	3.8	3.6	2.8	4.4	3.8	4.1	4.8	4.7	3.3	3.3	3.3	3.3
Altside Expansion Capability	4.1	4.0	3.2	3.0	2.0	3.3	3.5	3.8	2.9	2.9	2.9	2.9
Site Development Factors	3.3	3.8	2.9	3.8	2.4	2.4	3.7	3.8	3.3	3.3	3.3	3.3
Conformity with Local, State and Federal Land Use Regulatory Requirements	3.0	3.0	2.0	2.0	3.0	3.0	4.0	1.0	4.0	4.0	4.0	4.0
Sponsorship	5.0	5.0	5.0	1.0	5.0	5.0	5.0	1.0	5.0	5.0	5.0	5.0
Property Ownership Considerations	4.0	4.0	3.0	4.0	5.0	5.0	5.0	5.0	3.0	3.0	3.0	3.0
Proximity to Demand	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Accessibility to Regional Roadways	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Total	44.2	40.3	37.7	35.7	39.0	44.3	46.2	39.2	40.8	40.8	40.8	40.8



Source: Landrum & Brown Analysis, 2008

With this in mind, it was determined, based on the input from an array of FAA divisions, which upon completion of the second tier evaluation's initial short listing of sites, a third and final tier of evaluation of those short-listed sites would be undertaken. The third tier addressed each short-listed site's ability to accommodate multiple CAT I approaches/missed approaches, and then assessed the ability of the short-listed sites to also accommodate a CAT II approach and missed approach should such capability ever be necessary. For clarity, the minimums associated with these two categories are listed below:

- CATEGORY I - DH 200 feet and RVR or horizontal visibility; 2,400 feet
- CATEGORY II - DH at 100 feet and RVR of 1,200 feet

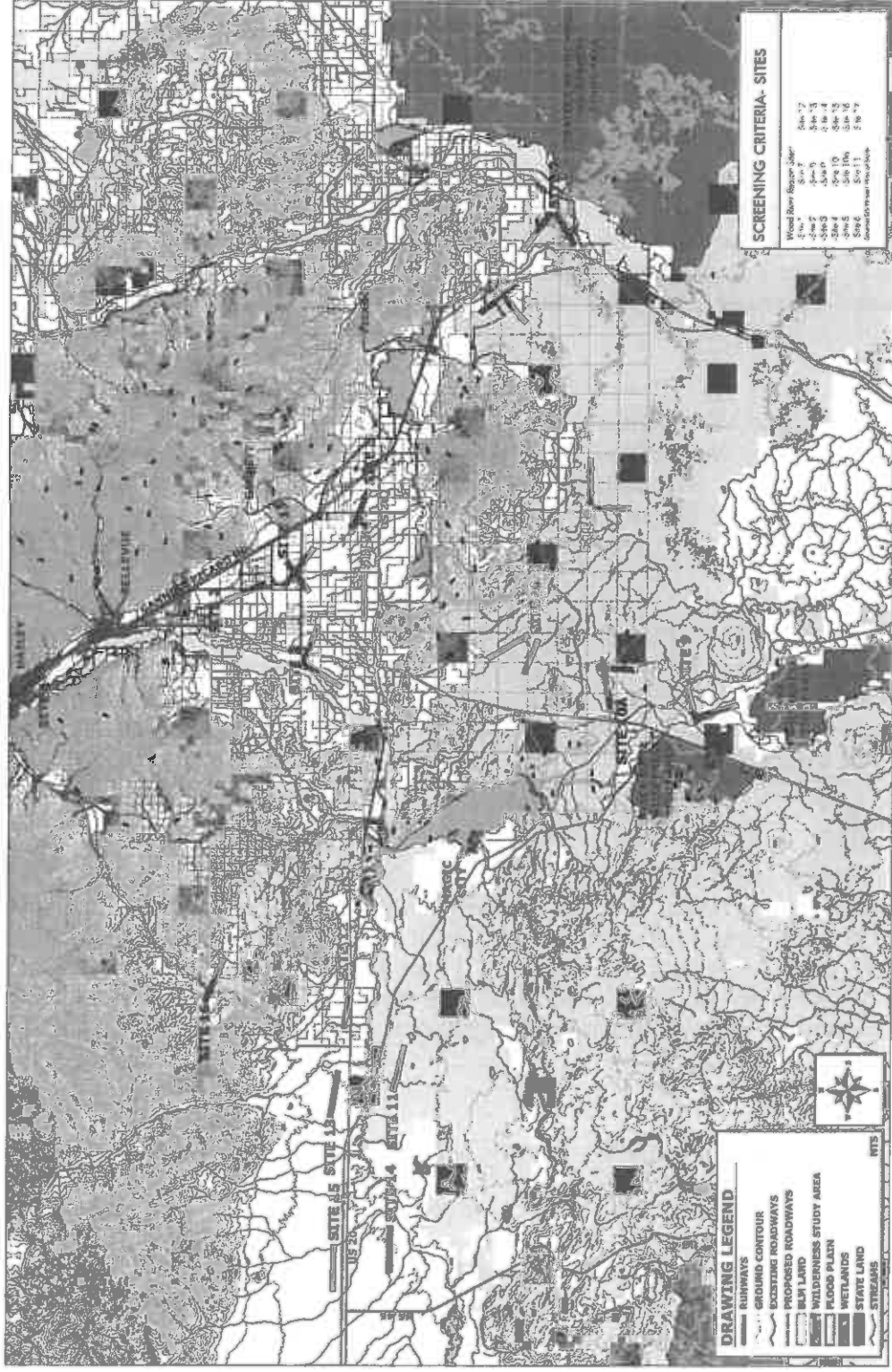
The analysis of additional instrument approach capabilities was intended to provide a final, more refined level of detail to determine the attributes and constraints of the three sites carried forward from the Tier Two evaluation. If a site was found to have significantly less flexibility and capability to respond to future technological changes than others, that finding was used to prevent a site from moving forward in the EIS process. Ultimately, all three sites (4, 10A, and 12) survived this evaluation process and were identified to be carried forward into the EIS process for further evaluation.

Elements of and knowledge acquired during the EIS Phase I Plan of Study was incorporated into formal draft EIS chapters. However, due to cost and wild life issues, the FAA eventually terminated the EIS.

1.2 Alternative Replacement Airport Sites

Seventeen potential replacement Airport sites were identified by previous planning studies/efforts and have been summarized in the previous sections. The 17 sites are presented again on **Exhibit 1.2-1** for reference. These 17 sites include Site 16, which was eliminated from further evaluation in the EIS Phase I Plan of Study (2008). For the purposes of this Study, and presentation of potential alternative replacement airport sites, Site 16 has been added back into the range of alternatives to ensure nothing is inadvertently overlooked in the future. No additional sites were identified, added, or evaluated as part of this effort. The 17 sites will be evaluated on a pass/fail basis using the screening criteria presented in the next section. The following is a description of Sites 2 through 17.

Exhibit 1.2-1
EIS PHASE I PLAN OF STUDY (2008) – NEW REPLACEMENT AIRPORT SITES



Source: Landrum & Brown Analysis, 2014

Site 2

Site 2 is located in Blaine County near the Bellevue Triangle, which encompasses the area west of State Highway 75, east of the Big Wood River, and north of U.S. 20. The *2006 Feasibility Study* originally identified Site 2. The independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study moved the site north to adjust for topography south of the proposed location and to factor in the potential need to provide for a crosswind runway.

Site 3

Site 3 is located in Blaine County in the north-central portion of the Bellevue Triangle, which encompasses the area west of State Highway 75, east of the Big Wood River, and north of U.S. 20. The *2006 Feasibility Study* originally identified Site 3. The independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study did not modify the site.

Site 4

Site 4 is located in Blaine County at the southern end of the Bellevue Triangle parallel to and immediately north of U.S. 20. The *2006 Feasibility Study* originally identified Site 4. The independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study did not modify the site.

Site 5

Site 5 is located in Blaine County to the east of Site 4 (in the southeastern portion of the Bellevue Triangle), west of Gannett Picabo Road, and north of U.S. 20. The *2006 Feasibility Study* originally identified Site 5. The independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study did not modify the site.

Site 6

Site 6 is located in Blaine County approximately 2 miles to the southeast of the community of Picabo, 5 miles west-southwest of Carey, approximately 1 mile south of U.S. 20, and abuts the west side of Picabo Cutoff Road. The *2006 Feasibility Study* originally identified Site 6. However, the independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study modified the site to incorporate a crosswind runway alignment.

Site 7

Site 7 is located in Blaine County approximately 4 miles east-southeast of Site 6 and 4 miles south of Carey, Idaho. U.S. 26/93 is located a short distance to the east of the site and turns to form a portion of the southern boundary for the site. The *2006 Feasibility Study* originally identified Site 7. The independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study moved the site to incorporate a crosswind runway.

Site 8

Site 8 is located in Blaine County 2 miles north of the Blaine County/Lincoln County boundary, approximately 8 miles south of the Timmerman Hills, 8 miles east of State Highway 75, and 7 miles west of U.S. 26/93. The *2006 Feasibility Study* originally identified Site 8. However, the independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study modified the site in an attempt to achieve a CAT-I approach.

Site 9

Site 9 is located in the northeast corner of Lincoln County approximately 2 miles south of the Blaine/Lincoln County line, 1 mile north of Burmah Road, and approximately 1 mile east of State Highway 75. The site lies adjacent to a channel of the Big Wood River and was originally identified by the *2006 Feasibility Study*. However, the independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study modified the site to address the potential need for a crosswind runway.

Site 10

Site 10 is located in Blaine County approximately 2 miles to the east of State Highway 75 and approximately 2 miles to the north-northeast of Wedge Butte. The site is situated between Wedge Butte to the south and the Timmerman Hills to the north. The *2006 Feasibility Study* originally identified the site. However, the independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study modified the site to address the potential need for a crosswind runway.

Site 10a

Site 10a is a modification of Site 10 and was not part of the original *2006 Feasibility Study*. As this is a modification of Site 10, this site is referred to as Site 10a. Site 10a is situated approximately 2 miles south-southeast of Wedge Butte and 1 mile east of State Highway 75 in Blaine County.

Site 11

Site 11 is located in eastern Camas County just south of the Camas County/Blaine County boundary. The independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study adjusted the location of Site 11 from the locale identified in the *2006 Feasibility Study*. Originally located approximately 2 miles south of Moonstone Mountain, the proposed site was shifted west approximately 2.5 miles to a location 2 miles due south of the County Line Road/U.S. 20 intersection to take advantage of an existing road and bridge over Camas Creek.

Site 12

Site 12 is located in western Blaine County just east of the Camas County/Blaine County boundary. The independent review of potential replacement airport sites conducted in the 2008 EIS Phase I Planning Study adjusted the location of Site 12 from that originally identified in the *2006 Feasibility Study* to address the potential impact that Moonstone Mountain had on the viability of runway approach capabilities. Originally located approximately 0.5 mile north of U.S. 20, the proposed site was shifted south requiring realignment of U.S. 20. The site was also shifted east to keep the entire airport site and its associated RPZs within Blaine County.

Site 13

Site 13 is located in Camas County west of the Blaine/Camas County line, immediately west of Camas Creek and along the north side of U.S. 20 in Camas County. No substantial changes in location or configuration occurred to the original site, identified in the *2006 Feasibility Study*.

Site 14

Originally identified by the *2006 Feasibility Study*, Site 14 is located in Camas County, approximately 2 miles south of U.S. 20 and 1 mile to the east of State Highway 46. The site is bordered by Lincoln Avenue to the east, Five Mile Road to the west, Wylder Road to the north, and Bahr Ranch Road/Frostenson Road to the south. The independent review of potential sites conducted in the 2008 EIS Phase I Planning Study did not modify the site.

Site 15

Originally identified by the *2006 Feasibility Study*, Site 15 is located 2 miles north of Site 14. Site 15 is located in Camas County, abutting the north side of U.S. 20, with its western boundary defined by Selby Road (northerly extension of State Highway 46). The independent review of potential sites conducted in the 2008 EIS Phase I Planning Study did not modify the site.

Site 16

The *2006 Feasibility Study* originally identified Site 16. However, the independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study modified the site to incorporate the need for a crosswind runway. The site is located in Blaine County north of Site 12 along Camp Creek Road and approximately 8 miles from U.S. 20.

Site 17

Site 17 is a new site, not previously identified in the *2006 Feasibility Study*. The site is situated due south of Site 3 and north-northwest of Site 5 in the center of the Bellevue Triangle in Blaine County.

1.3 Identify Screening Criteria

The majority of the evaluation criteria identified by previous planning efforts and presented in preceding sections were reviewed and determined sufficient to evaluate the range of alternatives, therefore they will not be rehashed in this section. However, four of the more "technical" screening criteria were re-visited/updated in an effort to ensure current industry/local conditions and planning/design standards were reflected in the alternatives evaluation. These four screening criteria are defined below and used to re-evaluate each of the 18 alternatives.

- Ability to Meet Updated Airport Facility Requirements (as presented in this Master Plan)
- Ability to Prove Sponsorship/Location within Blaine County
- Expansion Opportunity
- Ability to Meet CAT I Approach Capabilities

These four screening criteria also reflect the three primary considerations that continue to drive the purpose/need for a new replacement airport and relate directly to the operation and viability of a new replacement Airport; these include:

- Provide an airport that conforms to FAA airport design standards, criteria, and orders (i.e. has a feasible location) and viable sponsor.
- Ensure the reliability of an airport serving the Wood River Region by providing approach capability that will allow operations during periods of reduced visibility. At a minimum, provide an approach capability allowing for operations down to a ceiling of 200 feet above airport elevation and one-half mile visibility.
- Ensure the ability of the Airport to accommodate growth in operational demand and in demand for new and expanded facilities.

1.3.1 Ability to Meet Updated Airport Facility Requirements

The newly drafted capacity and facility requirements presented in *Chapter C, Capacity Analysis & Facility Requirements* (completed for this Master Plan Update), were compared to all 17 replacement airport sites to ensure industry planning and design standards were still being successfully realized by the alternatives. If a specific future facility requirement was not provided by the 2015 Draft MPU, but was required for new replacement airport site, then the facility requirements developed for the EIS Phase I Plan of Study (2008) were located, verified and/or updated if needed, and then used for the purposes of this task. The following functional areas were reviewed and results are presented below:

- Airside Facility Requirements
- Landside Facility Requirements (including Support Facility Requirements)

Airside Facility Requirements

Airside facility requirements developed for the current draft Master Plan examined a multitude of physical facilities and improvements needed to safely and efficiently accommodate projected demand, including airfield dimensional criteria, approaches, NAVAIDs, lighting, and safety surfaces. Pavement strength and condition were also assessed in the facility requirements; however, do not affect the layout of the airfield at the replacement airport sites. However, it is expected that pavement strengths meet and/or exceed anticipated critical aircraft types in order to meet future demand.

AIRFIELD DIMENSIONAL CRITERIA

As part of this Master Plan Update, airfield dimensional criteria, including runway length, airfield design standards, and taxiway system standards were examined to determine whether existing facilities met current and future demands. As part of this analysis, it was determined that the airport reference code is ARC C-III. However, although portions of the existing airfield do not meet C-III requirements, it is recommended that all replacement airport site alternatives be designed to handle C-III standards. In addition, runway length was analyzed utilizing 60, 70, and 80 percent useful load factors in *Chapter C, Capacity Analysis & Facility Requirements*. The analysis determined that most, if not all, commercial aircraft currently departing from SUN take weight penalties and any future change in commercial service at SUN that incorporates larger passenger service aircraft would result in the need for additional runway length. In anticipation of replacing regional jets such as the CRJ700, larger potential replacement aircraft such as the CRJ900 and E170/175 series aircraft would also require longer runway lengths. It should be noted that the EIS Phase I Plan of Study (2008) also conducted runway length requirements from an alternative replacement siting perspective and determined new primary runway length requirements for replacement sites. Based on that Study, if full payload and fuel weight were used for the SUN runway length calculations for all the proposed aircraft, then runway takeoff lengths required for a number of the aircraft types would be above typical runway lengths at comparable airports. Therefore, several payload and fuel weight scenarios were considered in the runway length analysis and revealed a consistent runway length of 8,500 feet (on average) for the primary runway of a new airport. For alternatives with a crosswind runway, the runway length required for the crosswind runway was 6,800 feet. For the purpose of this analysis, 8,500 feet for primary runways will continue to be assumed for the 17 replacement sites. While a secondary runway was not deemed necessary (for the existing site) under the *Chapter C, Capacity Analysis & Facility Requirements*, to meet the 20-year operations forecast for the planning period, some of the replacement airport sites will require a secondary 6,800-foot crosswind runway to meet wind coverage requirements and make the alternative feasible.

Airfield design standards required for future demand at SUN were determined to comply with RDC C-III-5000, meaning all replacement sites being considered will be designed to comply with corresponding FAA standards located in AC 150/5300-13A. This includes parking and operational safety separations, safety area and zone dimensions, and runway widths. All taxiways at SUN replacement sites will also need to comply with taxiway standards ADG III and TDG 5, as presented in *Chapter C, Capacity Analysis & Facility Requirements*.

INSTRUMENT APPROACHES, NAVAIDS, AND AIRFIELD LIGHTING

A study to improve the existing Airport's limited instrument approach procedures, NAVAID equipment and capabilities, and airfield lighting is currently underway.

It is recommended that the new replacement airport sites continue to include an instrument approach procedure for (at least) the primary runway end, capable of handling CAT I operations (200-foot ceiling and ½-mile visibility) if possible. At such time that a new replacement airport is required, and if an environmentally acceptable site cannot be identified that can accommodate a CAT I approach with 200-foot ceiling and ½-mile visibility minimums, then an environmentally acceptable site should be selected with the highest CAT I approach minimums possible. In addition, all replacement airport sites should be capable of accommodating all FAA required equipment and lighting associated with the approach minimums, including all other necessary NAVAIDs, communication facilities, and weather surveillance facilities (deemed necessary by the FAA) should also be accommodated.

FAR PART 77 AND THRESHOLD SITING SURFACES

Based on FAA design guidelines, any existing or proposed, manmade or natural structures affecting the takeoff and landing operations at an airport should be analyzed using FAR Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*. Therefore, a FAR Part 77 analysis of the new replacement airport sites was conducted as part of the alternatives development process in the previous planning study (2008 EIS Phase I Plan of Study) – so that each alternative was configured in the most efficient and safest manner possible (at that time). Following the analysis of the alternatives, the FAA then conducted a more in depth FAR Part 77 analysis, as well as, an analysis of the Threshold Siting Surfaces at each replacement site. These results are presented in Section 1.3.4 – Ability to Meet CAT I Approach Capabilities.

APRON AREA

Chapter C, Capacity Analysis & Facility Requirements determined the existing Airport's passenger apron area will require expansion and a maximum of seven aircraft parking positions will be needed in the long-term planning period during peak operations. An apron of this size should also be accommodated by the replacement airport sites; including additional room for possible post-planning period expansion.

Landside Facility Requirements

Landside facility requirements developed for the current draft Master Plan include analyses of terminal facilities, aprons, access roads, and support facilities that affect the airside facilities, however, do not fall within the aircraft movement area of the airfield. *Chapter C, Capacity Analysis & Facility Requirements* determined the landside requirements necessary to meet existing and future demand at SUN. These requirements are presented below and reviewed in light of the 17 identified replacement airport sites.

PASSENGER TERMINAL FACILITIES

The current passenger terminal building at SUN is currently undergoing an expansion plan that allows for an overall terminal expansion of 34,150 square feet. Renovations to the terminal facilities include baggage make-up areas, security, hold rooms, concessions, baggage claim, rental car counters, terminal parking lot, and apron work such as grading, paving, lighting, and GSE parking. The renovations associated with the terminal expansion are expected to be sufficient throughout the planning period; however, all components will experience congestion during the peak hour in the later part of the planning period, if forecast passenger levels materialize. Passenger terminal area size was examined for the replacement sites in the previous EIS Phase I Plan of Study (2008) and found that 50 acres would be sufficient for future demand at the replacement sites, with ample room for future expansion if needed. The 50 acres estimate includes the area occupied by the commercial passenger building, the terminal aircraft parking ramp, terminal circulation roadways, public parking areas, rental car ready return parking areas, and rental car service areas. This assumption meets and exceeds the requirements laid out in *Chapter C, Capacity Analysis & Facility Requirements*.

ACCESS ROADS

Chapter C, Capacity Analysis & Facility Requirements explains that the current road system that connects to the existing Airport is sufficient throughout the planning period. Ample space for a road system that offers safe and efficient travel to and from the replacement airport sites was also considered in the previous study and continues to be an adequate future benchmark.

SUPPORT FACILITIES

Proposed renovations to the existing Airport, outlined by the current Draft Master Plan suggest some alternatives with a net loss of general aviation facilities such as hangars and tie-down space. As a result, it is important that the replacement airport sites offer ample space for general aviation facilities. An approximate 25% increase in based aircraft is expected to take place over the planning period, as well as, an estimated 300 general aviation peak day (of the year) operations (90% of those being jets). In order to meet the 20-year general aviation forecast demand, an additional 400,000 SF of apron space is needed, along with 100,000 SF of hangar area and landside parking adjacent to these hangars. This reflects the expansion plans for the current Airport in *Chapter D, Existing Airport Site Alternatives* as Alternative 3. This is the only alternative that meets 100% of the

20-year general aviation forecast demand and is recommended if an alternative Airport site is selected, offering ample space for expansion.

Air cargo areas are currently sufficient, following the recent apron expansion completion. The new apron now offers nearly 53,000 square feet of apron area for cargo aircraft. This area can also accommodate additional general aviation and GSE parking when needed. This size would be sufficient for replacement sites, as well (throughout the planning period).

Maintenance facilities expansions are also planned, offering a multi-use 14,000 square-foot space for equipment storage and maintenance, ARFF, and other support facility needs and storage. This facility is expected to be sufficient throughout the planning period and the sizing should be used when planning for maintenance facilities at the replacement sites.

Facility Requirements Summary

At such time that a new replacement airport is required, the aforementioned airside, landside, and support facility requirements should be taken into account during planning. A summary, shown in **Table 1.3-1**, is provided below that lists all physical facility components recommended for a replacement airport and approximate "opening day" square footages/units.

Table 1.3-1
REPLACEMENT AIRPORT- FACILITY REQUIREMENTS

REPLACEMENT AIRPORT REQUIRED (PHYSICAL) FACILITIES	
FACILITY DESCRIPTION	SQUARE FEET
Terminal/Concourse	21,000
Air Traffic Control Tower (ATCT)	13,000
Fuel Farm	12,000
Fixed Business Operations (FBO) Facilities/Area	102,000
Corporate General Aviation - Medium Size Hangars	8,000 each
Corporate General Aviation - Large Size Hangars	32,000 each
Snow/Maintenance/ARFF/Airport Ops Facilities/Area	32,000
Tie Down Apron (large enough for 60 tie downs)	-
Rental Car Maintenance with Fueling Station Facility/Area	42,000
T-Hangars (multi-unit; approx. 14 units)	21,000 each
Condo Hangars (multi-unit; approx. 10 units)	4,000 each
U.S.F.S./BLM (Bureau of Land Management) Operations	5,000 each
Self Service Fueling Area	2,000
Cargo Facilities/Area	7,000
Aeronautical Development Expansion Area	750,000

Source: Landrum & Brown, June 2015.

All 17-replacement airport sites are capable of accommodating the facility requirements set forth in *Chapter C, Capacity Analysis & Facility Requirements* of this current Draft Master Plan Update and all FAA standards set forth in AC 5300-13a. Based on this re-evaluation of airport facility requirements, all 17 sites will move onto the next level of screening (see **Table 1.3-2**).

1.3.2 Ability to Prove Sponsorship/Location within Blaine County

A joint-partnership between the City of Hailey and Blaine County currently provides sponsorship to the existing SUN Airport; providing financial and organizational capacity to construct projects, operate, and manage the Airport. However, several of the alternative replacement Airport sites are not located within Blaine County so the current joint-partnership would not apply to those sites. Therefore, shortly after the EIS Phase I Plan of Study (2008) was completed, it was determined that a practical sponsor for each Airport site must be established and must have the financial and organizational capability to construct, operate, and manage the Airport on that site for the site to be considered feasible. As a result, formal letters were requested on behalf of any governing bodies wishing to sponsor an Airport alternative site. In some cases, there was no response. Letters that were received at that time, either (1) indicated no interest in or financial capability to sponsor an airport, or (2) indicated an interest in sponsoring an airport, but no proof of financial capability to build, own, and operate an airport was provided. None of the counties or cities contacted Blaine County indicating an interest in participating in a joint or regional sponsorship. Therefore, it was determined at that time that the FMAA/Blaine County partnership was the only viable sponsor for a replacement airport to SUN.

Based on this information, if no governing body could be identified to provide sponsorship for an Airport alternative site, then the site was eliminated and not analyzed further. Therefore, five sites (9, 11, 13, 14, and 15) in the Counties of Lincoln and Camas were eliminated from further study (see Table 1.3-1).

1.3.3 Expansion Opportunity

As the ability to accommodate growing demand decreases at the existing Airport site, it drives home the importance of considering and providing for expansion opportunities when looking at Airport alternative sites. The Wood River Valley is continuing to grow with both residents and tourists and with that growth comes increased aircraft activity and demand for airport facilities. The ability to accommodate not only existing demand but also future long-term demand is critical for any Airport alternative site. There is no point in building an Airport in a different location that has no room for expansion.

It has been determined that all twelve remaining new replacement airport sites have adequate land available to accommodate future expansion opportunities when the time comes (see Table 1.3-1).

Table 1.3-2
SUMMARY OF NEW REPLACEMENT AIRPORT SITE ALTERNATIVES

Alternative Site	Ability to Meet Design Standards, Criteria, and Orders	Located within Blaine County	Ability to Accommodate Future Demand	Ability to Meet Category I Approach (no minimums specified)	Ability to Meet Category I Approach and Missed Approach (200-foot ceiling and 1/2-mile visibility)	Reasonable Alternative
Site 2	Pass	Pass	Pass	Fail	NA	Fail
Site 3	Pass	Pass	Pass	Fail	NA	Fail
Site 4	Pass	Pass	Pass	Pass	Fail	Fail
Site 5	Pass	Pass	Pass	Pass	Fail	Fail
Site 6	Pass	Pass	Pass	Pass	Fail	Fail
Site 7	Pass	Pass	Pass	Pass	Fail	Fail
Site 8	Pass	Pass	Pass	Pass	Fail	Fail
Site 9	Pass	Fail	NA	NA	NA	Fail
Site 10	Pass	Pass	Pass	Pass	Fail	Fail
Site 10a	Pass	Pass	Pass	Pass	Pass	Pass
Site 11	Pass	Fail	NA	NA	NA	Fail
Site 12	Pass	Pass	Pass	Pass	Pass	Pass
Site 13	Pass	Fail	NA	NA	NA	Fail
Site 14	Pass	Fail	NA	NA	NA	Fail
Site 15	Pass	Fail	NA	NA	NA	Fail
Site 16	Pass	Pass	Pass	Fail	NA	Fail
Site 17	Pass	Pass	Pass	Fail	NA	Fail

Notes:

NA – Site was not evaluated for the screening criteria because it “failed” a previous screening criteria.
Source: Landrum & Brown, 2015.

1.3.4 Ability to Meet CAT I Approach Capabilities

Air service reliability continues to be one of the primary factors in the need for an airport to replace SUN. "Air service reliability" applies to both commercial aviation and all facets of GA; both segments of the aviation community need to be able to reasonably access the Airport during periods of reduced visibility. The current Airport experiences substantial periods, particularly during winter months, when the Airport is closed due to the high operational minimums required by the surrounding topography. According to the FMAA, the capability to accommodate a CAT I approach (no minimums specified) is deemed a necessity to ensure a reasonable level of operational reliability for a replacement commercial service airport. According to the FAA, the capability to accommodate a "full" CAT I approach, which includes a 200-foot ceiling and ½-mile visibility and the associated missed approach procedure, is deemed a necessity to ensure a reasonable level of operational reliability for a replacement commercial service airport. Therefore, this section evaluates each of the remaining sites to determine if they are capable of providing for a CAT I approach (no minimums specified) and a full CAT I (200-foot ceiling and ½-mile visibility and the associated missed approach procedure). Table 1.3-1 summarizes this evaluation.

Based on the evaluation, of the twelve remaining sites, only sites 4, 5, 6, 7, 8, 10, 10a, 12, and 17 have runways capable of providing some form of a CAT I approach (albeit, maybe not a 200-foot ceiling and ½-mile visibility), as illustrated in **Table 1.3-3**. Sites 2, 3, and 16 are the only three sites (of the twelve) that could not provide at least one CAT I approach regardless of the ceiling or visibility minimums; therefore, these three sites were eliminated from further consideration. The nine remaining sites were then evaluated to determine if they could meet the "full" CAT I minimums of a 200-foot ceiling and ½-mile visibility; Sites 10a and 12 are the only two replacement airport alternatives that could provide 200-foot ceiling with ½-mile visibility minimums.

Table 1.3-3
AIRPORT ALTERNATIVE SITES - CAT I CAPABILITIES

CAT I Capabilities						
Site #	Primary Runway End			Secondary Runway End		
	Runway End	Ceiling (ft)	Visibility (miles)	Runway End	Ceiling (ft)	Visibility (miles)
Site 10a	7	200	1/2	25	250	1
Site 12	27	200	1/2	9	618	1 5/8
Site 6	13	247	1	31	1511	3
Site 7	11	250	3/4	29	250	1
Site 8	8	250	1	26	250	1
Site 10	32	250	1	14	N/A	N/A
Site 17	29	418	7/8	11	N/A	N/A
Site 4	26	493	1 1/4	8	1,148	3
Site 5	8	1,440	3	26	N/A	N/A

Notes: N/A- The Site cannot accommodate a CAT I approach

Sites in green indicate they meet the full CAT I approach minimums (with 200-foot ceiling and ½-mile visibility)

Source: Landrum & Brown, 2015.

1.4 Summary – Based on Category I Approach and Missed Approach with a 200-foot Ceiling and ½-mile Visibility

The EIS Phase I Plan of Study (2008) identified Sites 4, 10A, and 12 to be carried forward into the EIS process for further evaluation. However, based on additional analysis conducted by the FAA Flight Procedures Office (FPO) shortly following the completion of the 2008 EIS Phase I Plan of Study, it was determined that Site 4's Runway 8 would actually have a 1,148-foot ceiling and 3-mile visibility and Runway 26 would have 493-foot ceiling and a 1¼-mile visibility. Therefore, only Sites 10A and 12 ended up having full CAT I approach capability. As a result, of the 17 new replacement airport sites, only sites 10a and 12:

1. have the ability to meet design standards, criteria and orders,
2. are capable of having a viable sponsor,
3. have the ability to accommodate future demand, and
4. provide for a Category I approach and missed approach with a 200-foot ceiling and ½-mile visibility.

As previously mentioned, these four criteria closely mirror/reflect the three primary considerations that continually drive the purpose/need identified by every replacement airport siting study done for SUN; these considerations include:

- Provide an airport that conforms to FAA airport design standards, criteria, and orders (i.e. has a feasible location) and viable sponsor.
- Ensure the reliability of an airport serving the Wood River Region by providing approach capability that will allow operations during periods of reduced visibility. At a minimum, provide an approach capability allowing for operations down to a ceiling of 200 feet above airport elevation and one-half mile visibility.
- Ensure the ability of the Airport to accommodate growth in operational demand and in demand for new and expanded facilities.

The following is a summary description of Replacement Airport Sites 10a and 12.

SITE 10A

Site 10a, depicted in **Exhibit 1.4-1**, consists of a southerly shift and realignment of Site 10, from the 2006 *Feasibility Study*, moving the airport from the north side of Wedge Butte to the south side of the butte. However, it remains within the geographic area described in the Blaine County Commission resolution identifying the Sponsor's Proposed Airport site in the area on or around Site 10, south of the Timmerman Hills, and east of State Highway 75. This is a modification of the Sonners Flat site referenced as Site 10 in the Site Selection and Feasibility Study. Therefore, it is referred to as Site 10a. Site 10a takes advantage of the large expanse of high mountain desert that lies between the Blaine County/Lincoln County boundary to the south and Wedge Butte and the Timmerman Hills to the north.

The center of Site 10a is approximately 2 miles south-southeast of Wedge Butte and 1.5 miles east of State Highway 75. The site encompasses an estimated

1,532 acres of land, all of which is under the management of the BLM. Access to the site is via State Highway 75 and a proposed new access road that would extend approximately 1.5 miles east from State Highway 75 to the terminal development area. Given the identified location of Site 10a, the airport would be approximately 22 miles from the entrance into SUN.

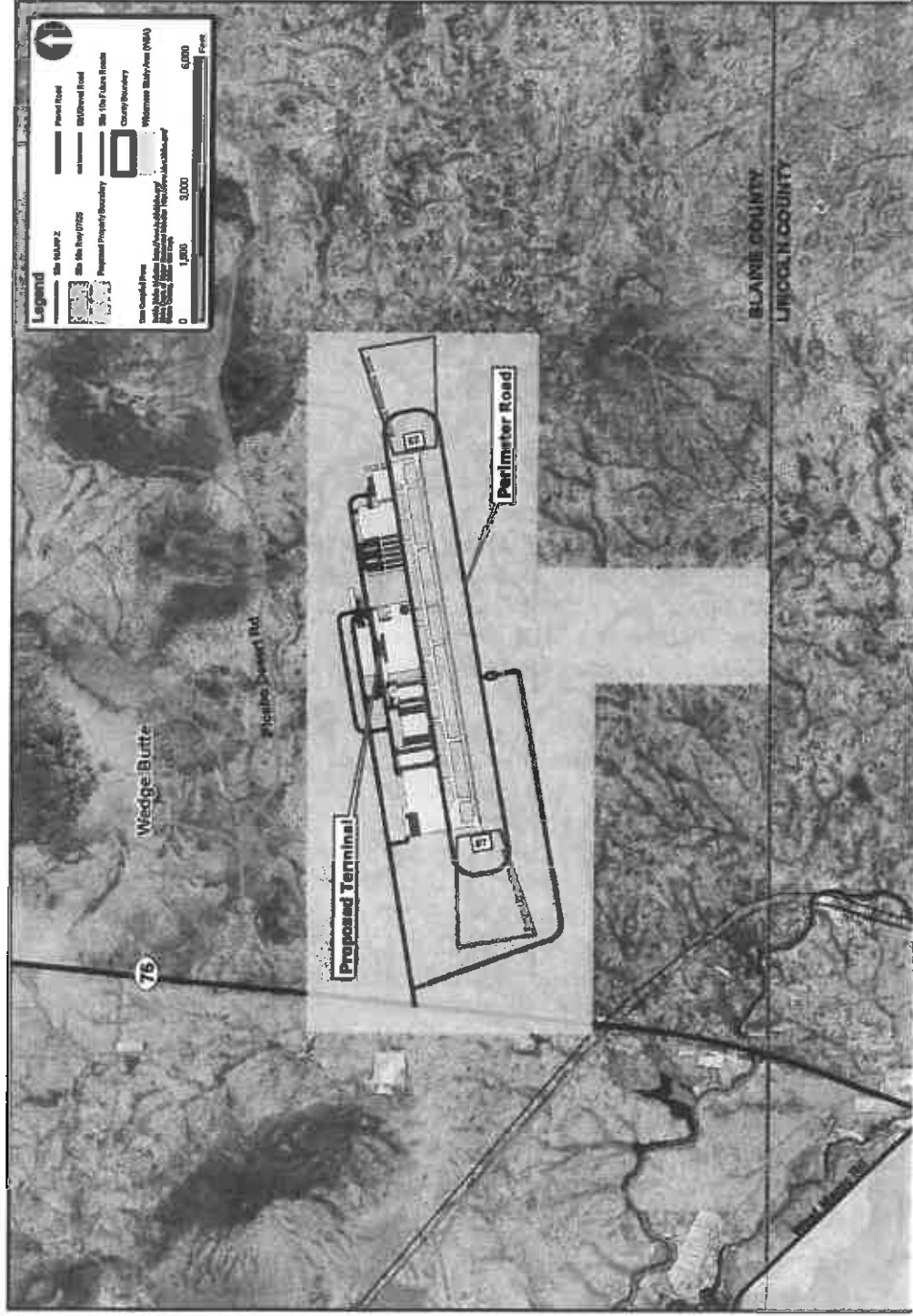
The initial layout of the site considered the results of a limited wind-monitoring program conducted during the *2006 Feasibility Study*. The wind monitoring equipment was located near the Blaine County/Lincoln County boundary, east of State Highway 75, and southwest of the general vicinity of Site 10a. The results of this preliminary effort suggested that winds in the general vicinity of the site could necessitate the need for a crosswind runway to conform to FAA's recommended wind coverage criteria.

Following the 2008 EIS Phase I Planning Study and during the course of the EIS analysis (which was eventually terminated), a weather station was placed to the immediate east of Site 10a to gather detailed information relative to wind direction, velocity, ceiling, and visibility. The FAA collected data for 20 months from November 2008 through June 2010. Based on this data, the FAA determined that a crosswind runway was not necessary at Site 10a. Given this determination, the alignment of the runway shifted approximately 2,300 feet to the east to better conform to the site topography. The layout of the site also considered the elevation of several buttes in areas around the proposed site as it related to the development of approaches to both runway ends. Based on these factors, the runway was aligned along an approximate 070-degree by 250-degree orientation. In addition, the weather station verified that the airport would remain operational 98.1 percent of the time with a CAT-I instrument approach system. As previously described, CAT-I approaches can be accommodated to both ends of the runway at Site 10a. Although, only Runway 7 could achieve a CAT-I approach with a 200-foot ceiling and ½-mile visibility. The weather data also suggests that if an airport is located at Site 10a **without a CAT-I instrument approach system**, it is possible that the Site will only remain operational 84.5 percent of the time. In comparison, the existing site remains operational 95.3 percent of the time based on VFR conditions.

The aviation development area for Site 10a is along the north side of the runway along with the terminal, GA area, and most of the airport support uses. The ATCT would likely be situated on the southern side of the runway. In addition, land would be reserved on the south side of the runway alignment, within the defined airport property boundary, to accommodate future demand that might occur well into the future when the area on the north side of the runway is built out.

Site 10a slopes from the north-northeast to the south-southwest towards the Big Wood River. Within the limits of the site, the extent of change in elevation is approximately 100 feet, taking into consideration the 1,000-foot Runway Safety Areas (RSAs) off each runway end. The construction of the runway would have to address longitudinal grade requirements contained in FAA guidance. This would necessitate cutting and moving material (earth). Over the course of the 8,500-foot long Runway 7/25, the existing land elevations range from 4,830 feet Mean Sea Level (MSL) at the east runway end to 4,755 feet MSL at the west end of the runway.

Exhibit 1.4-1
SITE 10A-DETAILED LAYOUT



Source: Landrum & Brown Analysis, 2010.

SITE 12

Site 12, depicted in **Exhibit 1.4-2**, is located in western Blaine County just east of the Camas County/Blaine County boundary. Site 12 is located approximately 26 miles from the existing SUN. Following the 2008 EIS Phase I Planning Study and during the course of the EIS analysis (which was eventually terminated), the Site 12 proposed airport configuration was modified slightly from that proposed by the *2006 Feasibility Study*. The airport location in the *2006 Feasibility Study* was further to the north and slightly west of the airport configuration that the subsequently identified. Shifting the airport south and east within the general limits of Site 12, addressed a key flaw, the inability to accommodate instrument approaches that had limited the original Site 12 concept. With the refinement of the concept, there was the need to incorporate an approximate 2-mile realignment of U.S. 20 into the development of the airport site and the associated utilities and facilities that extend along the relocated roadway.

Site 12 is located on private property owned by five different parties. The site has been both cultivated and used for grazing purposes in the past, with the exception of a portion that is within the right of way for U.S. 20. As configured, Site 12 encompasses approximately 1,296 acres of land; including land required for the relocation of U.S. 20 and the associated realigned rights of way around the southern boundary of the proposed airport site.

Using 20 years of historic wind direction and velocity information from an Agrimet weather station located immediately west of Fairfield, it was determined that a single east-west runway would meet FAA wind coverage criteria. Site 12 and its associated runway are oriented along an estimated 090-degree/270-degree alignment. Additionally, following the 2008 EIS Phase I Planning Study, the FAA placed a weather station near the vicinity of Site 12 to gather detailed information relative to wind direction, velocity, ceiling, and visibility. The FAA collected data for 20 months from November 2008 through June 2010. The data confirmed that a crosswind runway was not necessary nor warranted at Site 12. In addition, the weather station verified that the airport would remain operational 93.6 percent of the time with a CAT-I instrument approach system. As previously described, CAT-I approaches can be accommodated to both ends of the runway at Site 12. Although, only Runway 9 could achieve a CAT-I approach with a 200-foot ceiling and ½-mile visibility. The weather data also suggests that if an airport is located at Site 12 **without a CAT-I instrument approach system**, it is possible that the Site will only remain operational 78.6 percent of the time. In comparison, the existing site remains operational 95.3 percent of the time based only on VFR conditions. Given the weather conditions recorded for Site 12 by the FAA's 20-month sampling, it is recommended that when warranted (i.e. when the sponsor is ready to replace the existing airport), additional analysis be conducted to verify weather conditions and evaluate operational reliability.

The land area beyond the runway end to the east is generally level, with rising topography only occurring to the north of the site and in the area east of the Magic Reservoir (approximately 3.6 nautical miles from the runway end). West of the site, the land is level with the extended centerline not impacting rising topography for at least 9 nautical miles from the western end of the runway.

The conceptual airport layout plan for an airport at Site 12 proposes aviation-related development along the south side of the runway, allowing direct access to realigned U.S. 20. In addition, the planning conceptually identified two points of access from U.S. 20. The first would be located near the eastern end of the site and would provide access into the FBO and GA areas. The second would consist of a short access roadway, one- to two-tenths of a mile in length from U.S. 20 to the terminal area. The two roadways would connect and all would be contained within the airport boundary. Land was reserved, within the proposed airport property boundary, on the north side of the runway to meet long-term growth. The long-term growth is beyond which could be accommodated along the southern side of the runway. The conceptual layout provides access to property on the north side of the airport either by a roadway off U.S. 20, or by a short access road extending from County Line Road on the western end of the airport site to the property development north of the runway alignment.

The natural elevation along the alignment of the proposed runway ranges between 5,005 feet MSL on the western end to a high of 4,965 feet MSL at the east end. The general topography of the site falls from north-northwest to south-southeast.

1.5 Summary of Alternative Evaluation Considerations

The summary presented in Section 1.4 is based on information available from previous planning efforts and the update of four specific criteria: (1) ability to meet design standards, criteria and orders, (2) capable of having a viable sponsor, (3) ability to accommodate future demand, and (4) providing for Category I approach and missed approach capability with a 200-foot ceiling and ½-mile visibility. While this is a thorough and defensible approach resulting in a solid conclusion, this summary (i.e. Section 1.5) of Alternative Evaluation Considerations explores the possibility of a different overall result based on altering screening criteria/assumptions that could influence future evaluations of potential replacement airport sites. The screening criteria/assumptions that are being challenged in this summary include the following:

- It is unlikely that any site located on land controlled by the Bureau of Land Management (BLM) will survive an environmental impact/analysis process due to the associated regulatory process.
- Accepting a replacement airport site that provides for better minimums than the existing SUN (but not a "full" Category I Approach and Missed Approach) is better than the existing situation.
- Site 17's runway orientation could be rotated slightly to achieve "full" Category I approach and missed approach capability.

The aforementioned criteria/assumptions are described below.

Due to the Bureau of Land Management (BLM) regulatory process, it is unlikely that any new replacement airport site located on BLM land would be environmentally approved and implemented. Current BLM and U.S Forest Service land use plans target the conservation of Sage-Grouse habitats by restricting economic development across 165 million acres in the American West⁴. The level of development permitted within the various Sage-Grouse Habitat Management designations is a key factor in understanding the practicability of developing each replacement airport site, while recognizing these designations/restrictions could change in the future. The majority of the replacement airport sites located in the study area falls within a Sage-Grouse Habitat Management Area. Based on the current understanding of conservation areas, it would be considered unreasonable to develop airport facilities on BLM land. Given this information, it is recommended that a new evaluation criterion be added to the screening process: BLM Land vs. Non-BLM Land. Based on this new criteria, if any or a portion of a new replacement airport site is located on BLM land it will "fail" to move forward in the screening process. Of the 17 sites, eight are located on BLM land (Sites 6, 7, 8, 9, 10, 10a, 11, and 16) so they would be eliminated from further consideration. The alternative evaluation/screening summary has been revised to reflect this new criterion and is presented in **Table 1.5-1**.

⁴ BLM Sage-Grouse Habitat Conservation Program:
http://www.blm.gov/wo/st/en/prog/more/sage_grouse_home2.html

It would be preferable to build a new replacement airport with the ability to accommodate an instrument approach procedure for the primary runway end, capable of CAT I operations (200-foot ceiling and ½-mile visibility). If a replacement airport site could be identified that was capable of providing a CAT I approach with higher visibility minimums, and was an excellent candidate site in all other regards, the FMAA might want to consider the site(s). Especially if the site(s) had, an overall better ceiling/visibility and was operationally safer than the existing location. Of course, the FAA would have to agree to the justification as well, since federal funds would be required to develop the replacement airport. If this viewpoint is given merit, the evaluation process would require that an alternative not only "fail" the Category I Approach criteria (either the "no minimums specified" or "full"), but would also have to exhibit another fatal flaw or fail another screening criteria to be eliminated as a potential replacement airport site.

As previously mentioned, during an additional analysis conducted by the FAA FPO shortly following the completion of the 2008 EIS Phase I Plan of Study, it was determined that Site 17's runway orientation could possibly be rotated approximately 5-degrees to achieve "full" CAT I capability. The other sites analyzed by the FAA FPO (Sites 4, 5, 6, 7, 8, 10, 10a, and 12) would not benefit from a similar adjustment.

Table 1.5-1 presents a summary of this alternative evaluation/screening scenario. A site "Fails" to be a "Reasonable Alternative" if it "fails" more than one evaluation criteria; it earns a "Fail/Pass" if it only "fails" one evaluation criteria.

Reading from left to right on the evaluation summary, Sites 2 through 17 (including 10a) all meet FAA design standards, criteria, and orders, and have the ability to accommodate future demand. Sites 9, 11, 13, 14, and 15 do not have a sponsor; therefore, are eliminated from further consideration. Eight of the sites are located on BLM land (Sites 6, 7, 8, 9, 10, 10a, 11, and 16) and could be eliminated from further consideration.

This leaves six sites remaining; Sites 2, 3, 4, 5, 12, and 17. Sites 2 and 3 cannot provide for at least one CAT I approach regardless of the ceiling or visibility minimums; therefore, these two sites could be eliminated from further consideration.

**Table 1.5-1
ALTERNATIVE SUMMARY - NEW REPLACEMENT AIRPORT SITE ALTERNATIVES**

Alternative Site	Ability to Meet Design Standards, Criteria, and Orders	Ability to Accommodate Future Demand	Located within Blaine County	Located on Private Property (no BLM Land Required)	Ability to Meet Category I Approach (no minimums specified) ⁵	Ability to Meet Category I Approach and Missed Approach (200-foot ceiling and ½-mile visibility) ⁵	Reasonable Alternative
Site 2	Pass	Pass	Pass	Pass	Fail	Fail	Fail
Site 3	Pass	Pass	Pass	Pass	Fail	Fail	Fail
Site 4	Pass	Pass	Pass	Pass	Pass	Fail	Fail/Pass
Site 5	Pass	Pass	Pass	Pass	Pass	Fail	Fail/Pass
Site 6	Pass	Pass	Pass	Fail	Pass	Fail	Fail
Site 7	Pass	Pass	Pass	Fail	Pass	Fail	Fail
Site 8	Pass	Pass	Pass	Fail	Pass	Fail	Fail
Site 9	Pass	Pass	Fail	Fail	Fail	Fail	Fail
Site 10	Pass	Pass	Pass	Fail	Pass	Fail	Fail
Site 10a	Pass	Pass	Pass	Fail	Pass	Pass	Fail
Site 11	Pass	Pass	Fail	Fail	Fail	Fail	Fail
Site 12	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Site 13	Pass	Pass	Fail	Pass	Fail	Fail	Fail
Site 14	Pass	Pass	Fail	Pass	Fail	Fail	Fail
Site 15	Pass	Pass	Fail	Pass	Fail	Fail	Fail
Site 16	Pass	Pass	Pass	Fail	Fail	Fail	Fail
Site 17	Pass	Pass	Pass	Pass	Pass	Fail/Pass	Fail/Pass

Notes:

1. Site Fails as a "Reasonable Alternative" if it Fails more than one category. Site earns a Fail/Pass if it only Fails one category.
2. Sites 2 through 17 (including 10a) all meet design standards, criteria, and orders, and have the ability to accommodate future demand.
3. Sites 4 and 5 can achieve a CAT 1 approach (no minimums specified), but not Full CAT 1 approach; if it's decided that a CAT 1 approach (no minimums specified) is acceptable then Sites 4 and 5 could be feasible. However, the CAT 1 minimums that can be achieved are very high and there are still possible environmental issues. Based on the FAA's FPO review of Site 17, following the completion of the 2008 EIS Phase I Planning Study, it might be possible to rotate the proposed runway alignment by 5 degrees and achieve a "full" Category I Approach and Missed Approach (200-foot ceiling and ½-mile visibility). This is not true for the other sites.
4. Criterion refers to a site's ability to meet airspace requirements. The percentage of time a site is in VFR/IFR weather conditions is not a factor of this comparative evaluation. Evaluating site "reliability" (i.e. percentage of time the potential replacement airport would be operational) can only be compared to Sites 4, 10a, and 12 because of data availability. If deemed appropriate, additional weather data could be collected to expand the evaluation of potential replacement airport sites.
- 5.

Of the four remaining sites (4, 5, 12 and 17), only Site 12 is able to meet and pass all evaluation criteria.⁵ Sites 4, 5, and 17 each only failed the "full" Category I Approach criteria. However, Site 4 has very high ceiling/minimums for a Category I Approach and cannot be easily adjusted to improve the situation. Site 5 can only have one CAT I capable approach on the Runway 8 approach end and it cannot be adjusted to achieve "full" CAT I minimums.

In addition, a substantial portion of Sites 4 and 5 are located in jurisdictional wetlands. The Clean Water Action, Section 404 (b) (1) Guidelines limits the US Army Corp of Engineers to permitting the least environmentally damaging practicable alternative to accomplish the project purpose. Therefore, because it is likely there are other sites that would accomplish the need and do not impact the wetlands, or have minor impacts to wetlands, it would be extremely difficult to obtain a permit to impact the wetlands on Sites 4 and 5.

Since the FAA FPO determined that Site 17 might be able to be rotated by approximately 5-degrees to make it a feasible alternative, it is recommended that at the time the Airport sponsor chooses to further investigate the possibility of replacing the existing Airport, Site 17 should be fully vetted with the FAA FPO. The FAA FPO can use their modeling tools to determine if there is a modification that could be made to the Site (based on current wind data) that would make the Site a viable alternative.

Based on this optional evaluation scenario, Site 12 is the most viable, followed by Site 17 (if it can be adjusted to achieve a "full" Category I Approach), Site 4 (if higher Category I Approach ceilings/minimums are acceptable to the FAA), and then Site 5 (if only one CAT I Approach is acceptable and it has high ceiling/minimums).

⁵ Following the 2008 EIS Phase I Planning Study, the FAA placed a weather station near the vicinity of Site 4, 10a, and 12 to gather detailed information relative to wind direction, velocity, ceiling, and visibility. The FAA collected data for 20 months from November 2008 through June 2010. The weather data suggests that an airport located at Sites 4, 10a, or 12, **without a CAT-I instrument approach system**, may not be as reliable as the existing site (i.e. the new airport may require flight diversions more often than currently required by the existing site). Given the weather conditions recorded for Sites 4, 10a, and 12 by the FAA's 20-month sampling, it is recommended that when warranted (i.e. when the sponsor is ready to replace the existing airport), additional analysis be conducted to verify that the weather conditions at these sites allow for improved reliability over the existing site. New and additional/updated weather information will be required for any sites that show promise as a replacement airport site.

1.6 Evaluation Criteria Limitations

Based on the extensive analysis and evaluation criteria used to assess potential replacement airport sites over the past 15 years by both the FMAA and FAA, one thing is clear: there is no easy solution and/or perfect site for a replacement airport. Moreover, the evaluation criteria used to assess the potential replacement airport sites have their own challenges and will likely continue to evolve as existing conditions change.

There are currently several challenges with the replacement airport sites located within the Bellevue Triangle and the associated evaluation criteria. These challenges include impacts to the Silver Creek Preserve. The Silver Creek Preserve is owned by the Nature Conservancy and is part of the Silver Creek watershed. This creek is within the same drainage basin as Site 4 and would need further environmental review and potential mitigation if this site were deemed a favorable site in the future. In addition, it is important to note that future analyses of alternative Airport sites located within the triangle should also consider the Blaine County Comprehensive Plan's goals and policies, including policies regarding urban development and correlated environmental factors.

The Blaine County Comprehensive Plan Update is currently underway, and could potentially affect the plausibility of the replacement airport sites located in Blaine County. Therefore, all replacement airport sites located inside Blaine County and recommended for further consideration should be coordinated with the Comprehensive Plan, as it is critical to ensure consistent management of planning goals and policies.

Finally, the Sage-Grouse issues associated with publicly owned land located outside the Bellevue Triangle should also be monitored. As of right now, the Sage-Grouse is no longer a candidate for listing under the Endangered Species Act because its habitat (called Sagebrush Focal Areas) is protected (i.e. Airports are not considered an acceptable development within these areas). However, time could change the delineation of these sensitive habitat areas. Therefore, a completely different set of circumstances could exist in the future that may, or may not, allow for some replacement airport sites "to work."

As time passes and replacement airport discussions continue, it will be important to encourage future studies to not only "understand" previously identified alternatives and the extensive analysis performed for each potential airport site, but also to build upon that knowledge based on current local conditions. Changing/evolving local conditions will warrant a fresh look at the replacement airport sites.

**ASSESSMENT AND COMPLIANCE SERVICES**

P.O. Box 3271, Hailey, ID 83333 Ph: (208) 788-1900 Fax: (208) 788-1900

**Summary of Water and Soil Sampling for Propylene Glycol at the
Friedman Memorial Airport, Hailey, Idaho**

As requested, Assessment & Compliance Services (ACS) has performed water and soil sampling for propylene glycol at the Friedman Memorial Airport, Hailey, Idaho. This brief report documents ACS's activities in regards to this project.

Background

Jane Rosen of ACS was requested to take water and soil samples to determine the percentage of propylene glycol present in the drainage water and soil in the drainage swale area. The airport uses a propylene glycol antifreeze in the de-icing fluid used on airplanes prior to take-off. The fluid is sprayed on airplanes near the northwest end of the paved airport apron. Drainage flows into drains in the area and is directed through underground concrete piping into a 1,500 gallon concrete tank. Drains further south on the apron flow through underground concrete piping to a grassy drainage swale located at the south end of the airport. This swale is divided into two sections, separated by an approximately one foot high berm; therefore, when drainage ponding in the first section exceeds the one foot high separation berm, it would overflow into the second section. Each of the two sections of this swale has two dry well drains. Drainage enters at the north end of the swale at a main drainage release area; two additional, smaller drain release areas direct drainage flow from smaller surficial areas to the northeast and northwest.

ACS discussed proposed sampling and sample locations with Mr. Dave Mitchell, T-O Engineers. After research and discussion with the laboratory (Analytical Laboratories, Inc.) and T-O Engineers, it was determined that two water samples would be taken in the tank at the northwest end of the airport. One sample would be taken of the liquid contents; after stirring the contents in the tank a second sample would be taken. Although propylene glycol is completely miscible with water, stirring the tank contents would help determine whether the percentage of propylene glycol is consistent throughout the tank. If liquid is present in any of the drywells at the south end of the airport, an additional water sample would be taken. A soil sample was proposed at the drainage outfall area of the drainage swale located at the south end of the airport. Water and soil samples will be analyzed for propylene glycol via EPA Method 8015.

Description of Field Work

On 3/30/16, Jane Rosen, ACS was escorted by Greg Beaver and Nick Carnes, Friedman Memorial Airport Operations, to take samples. Mr. Beaver and Mr. Carnes removed the manhole cover from the northern chamber of the collection tank near the northwest end of the airport. Jane Rosen used a clean, polypropylene baler, hung by a string to retrieve a water sample from the tank (the top water level was approximately 10' below ground surface). The water (appearing yellow/orange in color) was poured into two 40 ml sample containers provided by the laboratory, labeled and placed in a cooler with ice. An extendable stick was then used to stir the contents of the tank and a second water sample was taken after the contents were stirred. The liquid for this sample appeared the same as the first and was placed into two 40 ml sample containers provided by the laboratory, labeled and placed in a cooler with ice.

We then drove to the south end of the airport to take samples at the southern drainage swale. The drywells were observed and the 3 southern-most drywells appeared completely dry. The north drywell, however, did have liquid in it. The baler was cleaned and placed into the drywell and a third water sample was collected. It was poured into two 40 ml sample containers provided by the laboratory, labeled and placed in a cooler with ice.

The main drainage release area was then observed at the north end of the drainage swale. The soil in front of the release area was muddy and actually had a couple of inches of puddled water in some areas. A soil sample was taken a couple feet in front of the center of the main drainage release area, placed in two laboratory-provided containers, labeled and placed in a cooler with ice.

All samples were placed in laboratory-provided containers specific for the type of analysis being conducted. Laboratory instructions were adhered to; sampling equipment was washed before and between samples. The soil samples were packed in laboratory provided containers and immediately placed in a cooler with ice to maintain the temperature recommended by the laboratory. On 3/30/16, the samples were sealed in the cooler with ice and delivered to Analytical Laboratories, Boise, Idaho for analysis via Go-For-It Express. Standard turnaround time (approx. 2 weeks) was requested. Please refer to the enclosed sample transmittal form which provides a description of the samples and analyses requested.

Lab Analysis Results

The results of the laboratory analyses were e-mailed to ACS on 4/14/16 (see enclosed). The results of the analyses are summarized in the following table:

Sample	Propylene Glycol	Minimum Detection Limit (MDL)	Approximate Weight %
1. Tank Pre-Mix- NW end airport	144,000 mg/L	10000 mg/L	14.4
2. Tank Post Mix- NW end airport	174,000 mg/L	10000 mg/L	17.4
3. N Most Drywell- S end airport	94.3 mg/L	25 mg/L	.0094
4. Soil- @ drain outfall S end airport	<40 mg/kg	40 mg/kg	N/A

The results show that there is approximately 14-17 % propylene glycol in the water captured in the drainage tank at the northwest end of the airport, detectible but very little (approx. 0.01%) propylene glycol in the water in the drywell at the south end of the airport and no detectable amount of propylene glycol in the soil sample taken below the main drain outfall at the south end of the airport.

Encl.: Property Maps, Photographs, Chain of Custody, Analytical Laboratory Reports



Manhole covers accessing drainage tank where de-icing fluid drainage flows



View inside tank prior to sampling



Sample 1 in baler used to take sample



Sample 1 placed in two 40 ml laboratory vials



Vials labeled and place immediately into cooler with ice



Stirring contents of tank



Sample 2 in baler; appears similar to Sample 1



Drainage swale at S end of airport; 3 southern drywells appeared dry



Northern most drywell in drainage swale; liquid is present



Sample 3 in baler; liquid appeared whitish/opaque



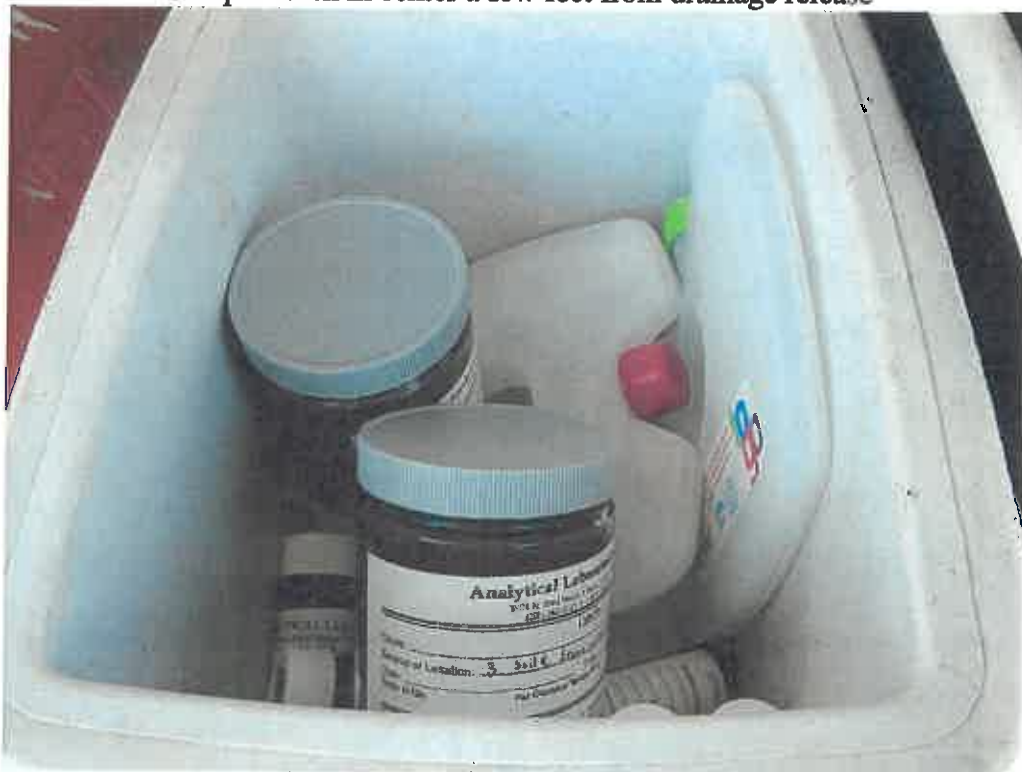
View of north end of drainage swale; main drainage release area visible in center; two smaller release pipes at each side



Closer view of main drainage release area



Another view of main drainage release area; drainage was flowing at time of sampling.
Sample taken in center a few feet from drainage release



View of soils samples in cooler with ice



Another view of drainage swale area



Drainage Swale at South End of Airport- Google Earth Photo (2014)

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Analytical Laboratories, Inc.

200 N. 25th Street
Boise, Idaho 83705
Phone (208) 342-3313

Test Report Form - 4-7-2016 (4/16) v04
www.analytical-labs.com
This test report is the property of Analytical Laboratories, Inc.

Laboratory Analysis Report

Sample Number: 1472007

ATTN: JANE ROSEN
ASSISTANT COMPLIANCE MGR.
PCL 8026 3771
1001 FINEST
HASELY, ID 83333

Collected By: J. ROSEN
Submitted By: GILFER

Source of Sample:

LEWISIAN MEMORIAL AIRPORT AT TANK FWL-MIX MW
AIRPORT (ORANGE-YELLOW WATER)

Time of Collection: 10:25
Date of Collection: 3-10-2016
Date Received: 3-31-2016
Report Date: 4-7-2016

Lab Temp: Temp Read on Lab
Cylind 12109 was performed by Analytical Labs (1)

Phone:
PWS Name:

Test Requested	ATL	Analysis Results	Units	MDL	Method	Date Completed	Analyst
Propylene Glycol		144 (ug)	ug/l	10000	EPA 821.5	4-7-2016	ATL

Use of this report is limited to the test results only.
This report is not valid for any other use.
For more information, contact the laboratory.

Page 1 of 1

I hereby certify that the above information is true and correct.
Signature: _____
Name: _____



Analytical Laboratories, Inc.

1844 N. 77th Street
Bloomington, IL 61701
Phone (309) 342-9919

This Report Prepared: 4/14/16 3:40:01 AM
http://www.analytical-labs.com
This report is the property of Analytical Laboratories, Inc.

Laboratory Analysis Report

Sample Number: 161216

Attn: JANE ROSEN
ASSESSMENT & COMPLIANCE SERV
PO BOX 3271
510 ELM ST
BLOOMING, IL 61701

Collected By: J ROSEN
Submitted By: DOTTIE

Source of Sample:
FRIEDMAN MEMORIAL AIRPORT AT TANK POST-MIX
NW AIRPORT GEORGE YELLOW (WATER)

Time of Collection: 10:30
Date of Collection: 3/30/2016
Date Received: 3/30/2016
Report Date: 4/7/2016

Field Test: Tang Road water
Method used: performed by Analytical Labs (AL)

PHONE:
FWS Name:

Test Requested	MCCL	Analysis Result	Units	MDL	Method	Date Completed	Analyst
Phosphate (Glycol)		0.79 (mg/L)	mg/L	0.001	EPA 8015	4/5/2016	ATI

MDL - Method Detection Limit
MDL - Method Detection Limit
MDL - Method Detection Limit

Page 1 of 1

There is no need to check this box if the sample is for processing only.
If you have any questions, please contact us at any time.
We will be happy to help you with your analysis.

James H. H. H.



Analytical Laboratories, Inc.

1903 N. 7th Street
Beverly Hills, CA 90210
Phone (310) 442-5500

Date Report Printed: 4/14/2016 9:45:45 AM
http://www.analytical-labs.com
Please refer to this website for RSL listed

Laboratory Analysis Report

Sample Number: 161269

ANALYST: JANE ROSEN
ASSESSMENT & COMPLIANCE SLES
PO BOX 1271
FIRE CLAY
HARVEY, TX 77533

Collected By: T ROSEN
Submitted By: GUNTER

Source of Sample:

FREDMAN MEMORIAL AIRPORT AT NORTH DRY WELL
5 END AIRPORT'S AIRPORT WHITE OPAQUE WATER

Time of Collection: 12:55
Date of Collection: 3/30/2016
Date Received: 3/31/2016
Report Date: 4/7/2016

Field Test: Deep Reading Lab
Date of Testing was performed by: Analyst Labs on 4/14/16


PWS#:

PWS Name:

Test Requested	MCL	Analysis Result	Date	MDA	Method	Date Completed	Analyst
Perchlorate (Cl) (ul)		95.7	mg/L	25	1PA 2015	4/6/2016	AT1

M.L. - Always wear your seat belt.
M.L. - Always wear your seat belt.
M.L. - Always wear your seat belt.

Page 1 of 1


I have reviewed this report and I certify that the data is accurate and the results are correct.
Signature: Jane Rosen
Date: 4/14/2016



Date: August 19, 2015
 To: Mr. [redacted]
 From: [redacted]

Sample Number: 14-2810

Collected By: J ROSEN
Submitted By: GFI-112

Some of Samples:

FRIEDMAN MEMORIAL AIRPORT 1/4 MILE AT CHAIN
OUTFALL 1/2 MILE END OF AIRPORT (SOIL)

Year of Collection: 21 10
Date of Collection: 3-20-2016
Date Received: 3-24-2016
Report Date: 4-7-2016

FW54:
FW54 Name:

Cellulose was performed by Anshel Lipp, CATH.

Test Requested	MCL	Analytic Range	Units	MCL	Method	Date Completed	Analyst
Propylene Glycol	0.005	0.005	mg/L	0	FFA 1019	4/2/2018	ATB

1991. *Journal of the American Veterinary Medical Association* 150: 1511-1512.

Thank you for contacting me for the information I have been able to provide. I have no questions about the report at this time. I will contact you again if I have any questions. Thank you for your help.

James Holden

ATTACHMENT 9OMB Number: 4040-0004
Expiration Date: 06/31/2016**Application for Federal Assistance SF-424**

* 1. Type of Submission <input type="checkbox"/> Preapplication <input type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application		* 2. Type of Application <input type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision		* If Revision, select appropriate letter(s): - Select One - * Other (Specify)	
* 3. Date Received:		4. Application Identifier:			
5a. Federal Entity Identifier:			* 5b. Federal Award Identifier:		
State Use Only:					
6. Date Received by State:			7. State Application Identifier:		
8. APPLICANT INFORMATION:					
* a. Legal Name: Friedman Memorial Airport					
* b. Employer/Taxpayer Identification Number (EIN/TIN): 82-0474066			* c. Organizational DUNS: 15599 3603		
d. Address:					
* Street1: 1616 Airport Way Street 2: P.O. Box 929 * City: Hailey County: Blaine County * State: Idaho Province: Country: USA * Zip/ Postal Code: 83333					
e. Organizational Unit:					
Department Name: Friedman Memorial Airport			Division Name: N/A		
f. Name and contact information of person to be contacted on matters involving this application:					
Prefix: Mr. Middle Name: Ray * Last Name: Baird Suffix:					
First Name: Richard					
Title: Airport Manager					
Organizational Affiliation: N/A					
* Telephone Number: (208) 788-9003			Fax Number: (208) 788-9852		
* Email: rick@flyfma.com					

Application for Federal Assistance SF-424

***9. Type of Applicant 1: Select Applicant Type:**

B. County Government

Type of Applicant 2: Select Applicant Type:

C. City or Township Government

Type of Applicant 3: Select Applicant Type:

- Select One -

*** Other (specify):**

*** 10. Name of Federal Agency:**

Federal Aviation Administration (FAA)

11. Catalog of Federal Domestic Assistance Number:

20.106

CFDA Title:

Airport Improvement Program

***12. Funding Opportunity Number:** N/A

Title: N/A

13. Competition Identification Number: N/A

Title: N/A

14. Areas Affected by Project (Cities, Counties, States, etc.):

City of Hailey, City of Bellevue, City of Ketchum and Sun Valley, Blaine County, State of Idaho

*** 15. Descriptive Title of Applicant's Project:**

Terminal Aircraft Parking Improvements (Design Only)

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424**16. Congressional Districts Of:**

*a. Applicant: ID-002

*b. Program/Project: ID-002

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

*a. Start Date: 07/01/2016

*b. End Date: 06/01/2017

18. Estimated Funding (\$):

*a. Federal	180,000.00
*b. Applicant	20,000.00
*c. State	
*d. Local	
*e. Other	
*f. Program Income	
*g. TOTAL	200,000.00

***19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on _____
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☒ c. Program is not covered by E.O. 12372

***20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation on next page.)**

☐ Yes ☒ No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: Mr.

*First Name: Richard

Middle Name: Ray

*Last Name: Baird

Suffix:

*Title: Airport Manager

*Telephone Number: (208) 788-9003

Fax Number: (208) 788-9852

* Email: rick@flyfma.com

*Signature of Authorized Representative:

*Date Signed:

Application for Federal Assistance SF-424

*Applicant Federal Debt Delinquency Explanation

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

INSTRUCTIONS FOR THE SF-424

Public reporting burden for this collection of information is estimated to average 60 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0043), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

This is a standard form (including the continuation sheet) required for use as a cover sheet for submission of preapplications and applications and related information under discretionary programs. Some of the items are required and some are optional at the discretion of the applicant or the Federal agency (agency). Required items are identified with an asterisk on the form and are specified in the instructions below. In addition to the instructions provided below, applicants must consult agency instructions to determine specific requirements.

Item	Entry
1.	Type of Submission: (Required) Select one type of submission in accordance with agency instructions. <ul style="list-style-type: none"> • Preapplication • Application • Changed/Corrected Application – If requested by the agency, check if this submission is to change or correct a previously submitted application. Unless requested by the agency, applicants may not use this to submit changes after the closing date.
2.	Type of Application: (Required) Select one type of application in accordance with agency instructions. <ul style="list-style-type: none"> • New – An application that is being submitted to an agency for the first time. • Continuation - An extension for an additional funding/budget period for a project with a projected completion date. This can include renewals. • Revision - Any change in the Federal Government's financial obligation or contingent liability from an existing obligation. If a revision, enter the appropriate letter(s). More than one may be selected. If "Other" is selected, please specify in text box provided. <ul style="list-style-type: none"> A. Increase Award B. Decrease Award C. Increase Duration D. Decrease Duration E. Other (specify)
3.	Date Received: Leave this field blank. This date will be assigned by the Federal agency.
4.	Applicant Identifier: Enter the entity identifier assigned by the Federal agency, if any, or applicant's control number, if applicable.
5a.	Federal Entity Identifier: Enter the number assigned to your organization by the Federal Agency, if any.
5b.	Federal Award Identifier: For new applications leave blank. For a continuation or revision to an existing award, enter the previously assigned Federal award identifier number. If a changed/corrected application, enter the Federal Identifier in accordance with agency instructions.
6.	Date Received by State: Leave this field blank. This date will be assigned by the State, if applicable.
7.	State Application Identifier: Leave this field blank. This identifier will be assigned by the State, if applicable.
8.	Applicant Information: Enter the following in accordance with agency instructions: <ol style="list-style-type: none"> Legal Name: (Required) Enter the legal name of applicant that will undertake the assistance activity. This is the name that the organization has registered with the Central Contractor Registry. Information on registering with CCR may be obtained by visiting the Grants.gov website. Employer/Taxpayer Number (EIN/TIN): (Required): Enter the Employer or Taxpayer Identification Number (EIN or TIN) as assigned by the Internal Revenue Service. If your organization is not in the US, enter 44-4444444. Organizational DUNS: (Required) Enter the organization's DUNS or DUNS+4 number received from Dun and Bradstreet. Information on obtaining a DUNS number may be obtained by visiting the Grants.gov website. Address: Enter the complete address as follows: Street address (Line 1 required), City (Required), County, State (Required, if country is US), Province, Country (Required), Zip/Postal Code (Required, if country is US). Organizational Unit: Enter the name of the primary organizational unit (and department or division, if applicable) that will undertake the assistance activity, if applicable. Name and contact information of person to be contacted on matters involving this application: Enter the name (First and last name required), organizational affiliation (if affiliated with an organization other than the applicant organization), telephone number (Required), fax number, and email address (Required) of the person to contact on matters related to this application.
9.	Type of Applicant: (Required) Select up to three applicant type(s) in accordance with agency instructions: <ol style="list-style-type: none"> State Government County Government City or Township Government Special District Government Regional Organization U.S. Territory or Possession Independent School District Public/State Controlled Institution of Higher Education Indian/Native American Tribal Government (Federally Recognized) Indian/Native American Tribal Government (Other than Federally Recognized) Indian/Native American Tribally Designated Organization Public/Indian Housing Authority Nonprofit with 501C3 IRS Status (Other than Institution of Higher Education) Nonprofit without 501C3 IRS Status (Other than Institution of Higher Education) Private Institution of Higher Education Individual For-Profit Organization (Other than Small Business) Small Business Hispanic-serving Institution

Item	Entry
	T. Historically Black Colleges and Universities (HBCUs) U. Tribally Controlled Colleges and Universities (TCCUs) V. Alaska Native and Native Hawaiian Serving Institutions W. Non-domestic (non-US) Entity X. Other (specify)
10.	Name Of Federal Agency: (Required) Enter the name of the Federal agency from which assistance is being requested with this application.
11.	Catalog Of Federal Domestic Assistance Number/Title: Enter the Catalog of Federal Domestic Assistance number and title of the program under which assistance is requested, as found in the program announcement, if applicable.
12.	Funding Opportunity Number/Title: Enter the Funding Opportunity Number and title of the opportunity under which assistance is requested, as found in the program announcement.
13.	Competition Identification Number/Title: Enter the Competition Identification Number and title of the competition under which assistance is requested, if applicable.
14.	Areas Affected By Project: List the areas or entities using the categories (e.g., cities, counties, states, etc.) specified in agency instructions. Use the continuation sheet to enter additional areas, if needed.
15.	Descriptive Title of Applicant's Project: (Required) Enter a brief descriptive title of the project. If appropriate, attach a map showing project location (e.g., construction or real property projects). For preapplications, attach a summary description of the project.
16.	Congressional Districts Of: (Required) 16a. Enter the applicant's Congressional District, and 16b. Enter all District(s) affected by the program or project. Enter in the format: 2 characters State Abbreviation – 3 characters District Number, e.g., CA-005 for California 5 th district, CA-012 for California 12 th district, and NC-103 for North Carolina's 103 rd district. <ul style="list-style-type: none"> • If all congressional districts in a state are affected, enter "all" for the district number, e.g., MD-all for all congressional districts in Maryland. • If nationwide, i.e. all districts within all states are affected, enter US-all. • If the program/project is outside the US, enter 00-000.
17.	Proposed Project Start and End Dates: (Required) Enter the proposed start date and end date of the project.
18.	Estimated Funding: (Required) Enter the amount requested or to be contributed during the first funding/budget period by each contributor. Value of in-kind contributions should be included on appropriate lines, as applicable. If the action will result in a dollar change to an existing award, indicate only the amount of the change. For decreases, enclose the amounts in parentheses.
19.	Is Application Subject to Review by State Under Executive Order 12372 Process? Applicants should contact the State Single Point of Contact (SPOC) for Federal Executive Order 12372 to determine whether the application is subject to the State intergovernmental review process. Select the appropriate box. If "a." is selected, enter the date the application was submitted to the State.
20.	Is the Applicant Delinquent on any Federal Debt? (Required) Select the appropriate box. This question applies to the applicant organization, not the person who signs as the authorized representative. Categories of debt include delinquent audit disallowances, loans and taxes. If yes, include an explanation on the continuation sheet.
21.	Authorized Representative: (Required) To be signed and dated by the authorized representative of the applicant organization. Enter the name (First and last name required), title (Required), telephone number (Required), fax number, and email address (Required) of the person authorized to sign for the applicant. A copy of the governing body's authorization for you to sign this application as the official representative must be on file in the applicant's office. (Certain Federal agencies may require that this authorization be submitted as part of the application.)



Application for Federal Assistance (Development Projects)

PART II – PROJECT APPROVAL INFORMATION

SECTION A	
Item 1. Does this assistance request require State, local, regional, or other priority rating? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Name of Governing Body: Priority:
Item 2. Does this assistance request require State, or local advisory, educational or health clearances? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Name of Agency or Board: (Attach Documentation)
Item 3. Does this assistance request require clearinghouse review in accordance with OMB Circular A-95? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	(Attach Comments)
Item 4. Does this assistance request require State, local, regional, or other planning approval? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Name of Approving Agency: Date:
Item 5. Is the proposal project covered by an approved comprehensive plan? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Check one: State <input checked="" type="checkbox"/> Local <input type="checkbox"/> Regional <input type="checkbox"/> Location of Plan:
Item 6. Will the assistance requested serve a Federal installation? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Name of Federal Installation: Federal Population benefiting from Project:
Item 7. Will the assistance requested be on Federal land or installation? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Name of Federal Installation: Location of Federal Land: Percent of Project: %
Item 8. Will the assistance requested have an impact or effect on the environment? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	(See instructions for additional information to be provided.)
Item 9. Will the assistance requested cause the displacement of individuals, families, businesses, or farms? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Number of: Individuals: Families: Businesses: Farms:
Item 10. Is there other related Federal assistance on this project previous, pending, or anticipated? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	(See instructions for additional information to be provided.)

PART II – SECTION C

The Sponsor hereby represents and certifies as follows:

1. Compatible Land Use – The Sponsor has taken the following actions to assure compatible usage of land adjacent to or in the vicinity of the airport:

The Friedman Memorial Airport has land use and FAR Part 77 Zoning in place.

2. Defaults – The Sponsor is not in default on any obligation to the United States or any agency of the United States Government relative to the development, operation, or maintenance of any airport, except as stated herewith:

None

3. Possible Disabilities – There are no facts or circumstances (including the existence of effective or proposed leases, use agreements or other legal instruments affecting use of the Airport or the existence of pending litigation or other legal proceedings) which in reasonable probability might make it impossible for the Sponsor to carry out and complete the Project or carry out the provisions of the Grant Assurances, either by limiting its legal or financial ability or otherwise, except as follows:

None

4. Consistency with Local Plans – The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

Project is consistent with local plans.

5. Consideration of Local Interest – It has given fair consideration to the interest of communities in or near where the project may be located.

Fair consideration was given.

6. Consultation with Users – In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport which project is proposed.

Affected parties were consulted.

7. Public Hearings – In projects involving the location of an airport, an airport runway or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

N/A

8. Air and Water Quality Standards – In projects involving airport location, a major runway extension, or runway location it will provide for the Governor of the state in which the project is located to certify in writing to the Secretary that the project will be located, designed, constructed, and operated so as to comply with applicable and air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the Secretary.

Environmental actions will be met.

PART II – SECTION C (Continued)

9. Exclusive Rights – There is no grant of an exclusive right for the conduct of any aeronautical activity at any airport owned or controlled by the Sponsor except as follows:

No exclusive right to conduct aeronautical activity has been granted at the airport.

10. Land – (a) The sponsor holds the following property interest in the following areas of land* which are to be developed or used as part of or in connection with the Airport subject to the following exceptions, encumbrances, and adverse interests, all of which areas are identified on the aforementioned property map designated as Exhibit "A":

The airport owns in fee simple the land for these projects.

The Sponsor further certifies that the above is based on a title examination by a qualified attorney or title company and that such attorney or title company has determined that the Sponsor holds the above property interests.

(b) The Sponsor will acquire within a reasonable time, but in any event prior to the start of any construction work under the Project, the following property interest in the following areas of land* on which such construction work is to be performed, all of which areas are identified on the aforementioned property map designated as Exhibit "A":

N/A

(c) The Sponsor will acquire within a reasonable time, and if feasible prior to the completion of all construction work under the Project, the following property interest in the following areas of land* which are to be developed or used as part of or in connection with the Airport as it will be upon completion of the Project, all of which areas are identified on the aforementioned property map designated as Exhibit "A"

N/A

*State the character of property interest in each area and list and identify for each all exceptions, encumbrances, and adverse interests of every kind and nature, including liens, easements, leases, etc. The separate areas of land need only be identified here by the area numbers shown on the property map.

PART III – BUDGET INFORMATION – CONSTRUCTION

SECTION A – GENERAL			
1. Federal Domestic Assistance Catalog Number: <u>20-106</u>			
2. Functional or Other Breakout: <u>Airport Improvement Program</u>			
SECTION B – CALCULATION OF FEDERAL GRANT			
Cost Classification	Use only for revisions		Total Amount Required
	Latest Approved Amount	Adjustment + or (-)	
1. Administration expense	\$	\$	\$ 15,000.00
2. Preliminary expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			185,000.00
5. Other Architectural engineering fees			
6. Project inspection fees			
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			
12. Equipment			
13. Miscellaneous			
14. Total (Lines 1 through 13)			200,000.00
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			200,000.00
17. Less: Ineligible Exclusions			
18. Add: Contingencies			
19. Total Project Amt. (Excluding Rehabilitation Grants)			200,000.00
20. Federal Share requested of Line 19			180,000.00
21. Add Rehabilitation Grants Requested (100 Percent)			
22. Total Federal grant requested (lines 20 & 21)			180,000.00
23. Grantee share			20,000.00
24. Other shares			
25. Total Project (Lines 22, 23 & 24)	\$	\$	\$ 200,000.00

SECTION C – EXCLUSIONS		
Classification	Ineligible for Participation (1)	Excluded From Contingency Provision (2)
a.	\$	\$
b.		
c.		
d.		
e.		
f.		
g. Totals	\$	\$

SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE	
27. Grantee Share	
a. Securities	\$
b. Mortgages	
c. Appropriations (By Applicant)	20,000.00
d. Bonds	
e. Tax Levies	
f. Non Cash	
g. Other (Explain)	
h. TOTAL - Grantee share	20,000.00
28. Other Shares	
a. State	
b. Other	
c. Total Other Shares	
29. TOTAL	\$ 20,000.00

SECTION E – REMARKS
<p>The following items are incorporated by reference:</p> <ul style="list-style-type: none"> -Exhibit "A" Property Map from the Friedman Memorial Airport Layout Plan Dated 2016 -Project Plans and Specifications, Date TBD -Title VI Assurances, Attached <p>No new land acquisition is involved with the upcoming project. The sponsor holds fee simple ownership over all land that is proposed to be developed or part of these projects.</p>

PART IV – PROGRAM NARRATIVE (Attach – See Instructions)

PART IV
PROGRAM NARRATIVE
(Suggested Format)

PROJECT : AIP 3-16-0016-042

AIRPORT : Friedman Memorial Airport

1. Objective:

The objectives of this project is the following improvement projects:

-Terminal Aircraft Parking Improvements (Design Only)

2. Benefits Anticipated:

There is demand to park up to four commercial service aircraft on the airport at once. The improvements to the apron will provide one additional aircraft parking spot for air carriers, meeting this demand. Additional parking will allow for aircraft to remain parked at the terminal after passenger transfer eliminating the need for staged parking or aircraft relocation. The amount of taxi ground run time will be reduced. The amount of aircraft ground equipment required to move aircraft around the airport will be reduced along with the fuel required for the additional movement. With less unnecessary aircraft movement around the airport the safety and efficiency of the airport and its operations will increase.

3. Approach: (See approved Scope of Work in Final Application)

The improvement projects outlined above will be completed through traditional design contracts. T-O Engineers, Inc. of Meridian, ID will serve as the airport's consultant to lead this effort. The reports and designs will be completed by the summer of 2017. T-O Engineers will complete the design of the apron expansion along with construction drawings including earth retaining structures, embankment, pavement, drainage design, marking, lighting signage and fencing.

4. Geographic Location:

Friedman Memorial Airport is located at the end of the City of Hailey, Idaho, adjacent to and on the west side of State Highway 75, at the center portion of Blaine County, Idaho. More specifically, the airport is located at approximately 42° 55' 16" N and 112° 52' 51" W. The airport serves the City of Hailey, Bellevue, Ketchum and Sun Valley including Blaine County and the surrounding regions of Idaho.

5. If Applicable, Provide Additional Information:

None

6. Sponsor's Representative: (include address & telephone number)

Richard Baird
Airport Manager
1616 Airport Way
P.O. Box 929
Hailey, ID 83333
(208) 788-9003

Friedman Memorial Airport
AIP Grant Application
Project Cost Breakdown

Project Cost Breakdown

Friedman Memorial Airport
Hailey, ID

Project Description: Terminal Aircraft Parking Improvements (Design Only)

Brief Item Description	Construction Cost	Engineering Cost	Admin. Cost	Total Cost	Federal Share	Non-Federal
					90%	10%
Terminal Aircraft Parking Improvements (Design Only)	\$ -	\$ 185,000	\$ 15,000	\$ 200,000	\$ 180,000	\$ 20,000
Totals:	\$ -	\$ 185,000	\$ 15,000	\$ 200,000	\$ 180,000	\$ 20,000



Grant Application Package

Opportunity Title:	Small Community Air Service Development Program
Offering Agency:	DOT - Office of Aviation Analysis
CFDA Number:	
CFDA Description:	
Opportunity Number:	DOT-OST-2016-0037
Competition ID:	DOT-OST-2016-0037
Opportunity Open Date:	03/29/2016
Opportunity Close Date:	05/02/2016
Agency Contact:	Vince Corsaro Transportation Analyst E-mail: vince.corsaro@dot.gov Phone: 202-366-1842

This opportunity is only open to organizations, applicants who are submitting grant applications on behalf of a company, state, local or tribal government, academia, or other type of organization.

Application Filing Name: Friedman Memorial Airport Authority

Select Forms to Complete

Mandatory

[Application for Federal Domestic Assistance-Short Organizational](#)

[Attachments](#)

Optional

Instructions

[Show Instructions >>](#)

This electronic grants application is intended to be used to apply for the specific Federal funding opportunity referenced here.

If the Federal funding opportunity listed is not the opportunity for which you want to apply, close this application package by clicking on the "Cancel" button at the top of this screen. You will then need to locate the correct Federal funding opportunity, download its application and then apply.

APPLICATION FOR FEDERAL DOMESTIC ASSISTANCE - Short Organizational

*** 1. NAME OF FEDERAL AGENCY:**

DOT - Office of Aviation Analysis

2. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER:

CFDA TITLE:

*** 3. DATE RECEIVED:**

Completed Upon Submission to Grants.gov

SYSTEM USE ONLY

*** 4. FUNDING OPPORTUNITY NUMBER:**

DOT-OST-2016-0037

*** TITLE:**

Small Community Air Service Development Program

5. APPLICANT INFORMATION

*** a. Legal Name:**

Friedman Memorial Airport Authority

b. Address:

*** Street1:**

1616 Airport Circle

Street2:

*** City:**

Hailey

County/Parish:

Blaine

*** State:**

ID: Idaho

Province:

*** Country:**

USA: UNITED STATES

*** Zip/Postal Code:**

83333-8852

c. Web Address:

http://

*** d. Type of Applicant: Select Applicant Type Code(s):**

D: Special District Government

Type of Applicant:

Type of Applicant:

*** Other (specify):**

*** e. Employer/Taxpayer Identification Number (EIN/TIN):**

820474066

*** f. Organizational DUNS:**

1559936030000

*** g. Congressional District of Applicant:**

ID-002

6. PROJECT INFORMATION

*** a. Project Title:**

Friedman Memorial Airport Authority's Proposal under the Small Community Air Service Development Program

*** b. Project Description:**

Friedman Memorial Airport Authority is requesting \$500,000 in federal assistance to implement a \$715,000 air service initiative. Non-airport revenue sources will fund 23 percent of the cash requirement for the proposed Strategic Plan. The project goal is to add nonstop service to Portland International Airport (PDX). Friedman Memorial Airport (SUN) serves the Wood River Valley in central Idaho including Hailey, Ketchum, and Sun Valley, home to the nation's first destination ski resort. These communities rely on tourism and are underserved and overpriced. Compared to other summer and winter resort destinations such as Aspen, Eagle/Vail, and Jackson Hole, SUN is significantly underserved with the number of available seats and nonstop destinations considerably lower than the other resort destinations putting the Sun Valley area at a serious disadvantage.

c. Proposed Project: * Start Date: 07/01/2016

* End Date: 06/30/2019

APPLICATION FOR FEDERAL DOMESTIC ASSISTANCE - Short Organizational

7. PROJECT DIRECTOR

Prefix: <input type="text"/>	* First Name: <input type="text" value="Lisa"/>	Middle Name: <input type="text"/>
* Last Name: <input type="text" value="Emerick"/>	Suffix: <input type="text"/>	
* Title: <input type="text" value="Contract/Finance Administrator"/>	* Email: <input type="text" value="lisa@flyfma.com"/>	
* Telephone Number: <input type="text" value="208-788-4956"/>	Fax Number: <input type="text" value="208-788-9852"/>	
* Street1: <input type="text" value="1616 Airport Circle"/>	Street2: <input type="text"/>	
* City: <input type="text" value="Hailey"/>	County/Parish: <input type="text" value="Blaine"/>	
* State: <input type="text" value="ID: Idaho"/>	Province: <input type="text"/>	
* Country: <input type="text" value="USA: UNITED STATES"/>	* Zip/Postal Code: <input type="text" value="83333-8852"/>	

8. PRIMARY CONTACT/GRANTS ADMINISTRATOR

<input checked="" type="checkbox"/> Same as Project Director (skip to item 9):		
Prefix: <input type="text"/>	* First Name: <input type="text" value="Lisa"/>	Middle Name: <input type="text"/>
* Last Name: <input type="text" value="Emerick"/>	Suffix: <input type="text"/>	
* Title: <input type="text" value="Contract/Finance Administrator"/>	* Email: <input type="text" value="lisa@flyfma.com"/>	
* Telephone Number: <input type="text" value="208-788-4956"/>	Fax Number: <input type="text" value="208-788-9852"/>	
* Street1: <input type="text" value="1616 Airport Circle"/>	Street2: <input type="text"/>	
* City: <input type="text" value="Hailey"/>	County/Parish: <input type="text" value="Blaine"/>	
* State: <input type="text" value="ID: Idaho"/>	Province: <input type="text"/>	
* Country: <input type="text" value="USA: UNITED STATES"/>	* Zip/Postal Code: <input type="text" value="83333-8852"/>	

APPLICATION FOR FEDERAL DOMESTIC ASSISTANCE - Short Organizational

9. * By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties (U.S. Code, Title 218, Section 1001)

** I Agree ☒

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

AUTHORIZED REPRESENTATIVE

Prefix: <input type="text"/>	* First Name: <input type="text" value="Lisa"/>	Middle Name: <input type="text"/>
* Last Name: <input type="text" value="Emerick"/>	Suffix: <input type="text"/>	
* Title: <input type="text" value="Contracts/Finance Administrator"/>	* Email: <input type="text" value="lisa@flyfma.com"/>	
* Telephone Number: <input type="text" value="208-788-4956"/>	Fax Number: <input type="text" value="208-788-9852"/>	
* Signature of Authorized Representative: <input type="text" value="Completed by Grants.gov upon submission."/>	* Date Signed: <input type="text" value="Completed by Grants.gov upon submission."/>	

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment

**APPLICATION UNDER
SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM
DOCKET DOT-OST-2016-0037**

SUMMARY INFORMATION¹

All applicants **must** submit this Summary Information schedule, as the application coversheet, a completed standard form SF424 and the full application proposal on www.grants.gov.

For your preparation convenience, this Summary Information schedule is located at <http://www.transportation.gov/policy/aviation-policy/small-community-rural-air-service/SCASDP>

A. PROVIDE THE LEGAL SPONSOR AND ITS DUN AND BRADSTREET (D&B) DATA UNIVERSAL NUMBERING SYSTEM (DUNS) NUMBER, INCLUDING +4, EMPLOYEE IDENTIFICATION NUMBER (EIN) OR TAX ID.

Legal Sponsor Name: Friedman Memorial Airport Authority

Name of Signatory Party for Legal Sponsor: Ron Fairfax, Chairman

DUNS Number: 155993603

EIN/Tax ID: 820474066

B. LIST THE NAME OF THE COMMUNITY OR CONSORTIUM OF COMMUNITIES APPLYING:

1. Sun Valley/Ketchum/Hailey, Idaho

2. _____

3. _____

4. _____

C. PROVIDE THE FULL AIRPORT NAME AND 3-LETTER IATA AIRPORT CODE FOR THE APPLICANT(S) AIRPORT(S) (ONLY PROVIDE CODES FOR THE AIRPORT(S) THAT ARE ACTUALLY SEEKING SERVICE).

1. Friedman Memorial Airport (SUN)

2. _____

3. _____

4. _____

¹ Note that the Summary Information does not count against the 20-page limit of the SCASDP application.

THE AIRPORT SEEKING SERVICE IS NOT LARGER THAN A SMALL HUB AIRPORT

☒ Under FAA Hub classifications effective on the date of service of the attached order.

☒ As of Calendar Year 1997

DOES THE AIRPORT SEEKING SERVICE HOLD AN AIRPORT OPERATING CERTIFICATE ISSUED BY THE FEDERAL AVIATION ADMINISTRATION UNDER 14 CFR PART 139? (If "No", PLEASE EXPLAIN WHETHER THE AIRPORT INTENDS TO APPLY FOR A CERTIFICATE OR WHETHER AN APPLICATION UNDER PART 139 IS PENDING.)

☒ Yes ☐ No (explain)

D. SHOW THE DRIVING DISTANCE FROM THE APPLICANT COMMUNITY TO THE NEAREST:

1. Large hub airport: Salt Lake City International Airport - 296 miles
2. Medium hub airport: Sacramento International Airport - 662 miles
3. Small hub airport: Boise Airport - 151 miles
4. Airport with jet service: Twin Falls' Magic Valley Regional Airport - 87 miles

Note: Provide the airport name and distance, in miles, for each category.

E. LIST THE 2-DIGIT CONGRESSIONAL DISTRICT CODE APPLICABLE TO THE SPONSORING ORGANIZATION, AND IF A CONSORTIUM, TO EACH PARTICIPATING COMMUNITY.

Under FAA Hub classifications effective on the date of service of the attached order.

1. ID-002

2.

3.

4.

F. APPLICANT INFORMATION: (CHECK ALL THAT APPLY)

- ☒ Not a Consortium ☐ Interstate Consortium ☐ Intrastate Consortium
- ☐ Community currently receives subsidized Essential Air Service
- ☐ Community currently receives alternative Essential Air Service
- ☒ Community (or Consortium member) previously received a Small Community Air Service Development Program Grant

If previous recipient: Provide year of grant(s): 2002/2013 ; and,
the text of the grant agreement section(s) setting forth the scope of the grant project:

2002: Stimulate year-round travel between Blaine County, ID,
and Los Angeles, CA.

2013: Revenue guarantee and associated marketing to recruit, initiate, and
support new air service from Friedman Memorial Airport to Denver International Airport.

G. PUBLIC/PRIVATE PARTNERSHIPS: (LIST ORGANIZATION NAMES)

PUBLIC	PRIVATE
1. Friedman Memorial Airport Authority	1. Fly Sun Valley Alliance
2.	2. Sun Valley Resort
3.	3. Sun Valley Marketing Alliance
4.	4.
5.	5.

H. PROJECT PROPOSAL:

1a. GRANT GOALS: (CHECK ALL THAT APPLY)

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> Launch New Carrier | <input checked="" type="checkbox"/> Secure Additional Service | <input type="checkbox"/> Upgrade Aircraft |
| <input type="checkbox"/> First Service | <input checked="" type="checkbox"/> New Route | <input type="checkbox"/> Service Restoration |
| <input type="checkbox"/> Regional Service | <input type="checkbox"/> Surface Transportation | <input type="checkbox"/> Professional Services ² |
| <input type="checkbox"/> Other (explain below) | | |
-
-

1b. GRANT GOALS: (SYNOPSIS)

Concisely describe the scope of the proposed grant project. (For example, "Revenue guarantee to recruit, initiate, and support new daily service between _____ and _____;" or "Marketing program to support existing service between _____ and _____ by _____ Airlines.")

Revenue guarantee to recruit, initiate, and support seasonal service between
Friedman Memorial Airport (SUN) and Portland International Airport (PDX).

² "Professional Services" involve a community contracting with a firm to produce a product such as a marketing plan, study, air carrier proposal, etc.

2. FINANCIAL TOOLS TO BE USED: (CHECK ALL THAT APPLY)

- ☒ **Marketing (including Advertising):** promotion of the air service to the public
- ☐ **Start-up Cost Offset:** offsetting expenses to assist an air service provider in setting up a new station and starting new service (for example, ticket counter reconfiguration)
- ☒ **Revenue Guarantee:** an agreement with an air service provider setting forth a minimum guaranteed profit margin, a portion of which is eligible for reimbursement by the community
- ☒ **Recruitment of U.S. Air Carrier:** air service development activities to recruit new air service, including expenses for airport marketers to meet with air service providers to make the case for new air service
- ☒ **Fee Waivers:** waiver of airport fees, such as landing fees, to encourage new air service; counted as in-kind contributions only
- ☐ **Ground Handling Fee:** reimbursement of expenses for passenger, cabin, and ramp (below wing) services provided by third party ground handlers
- ☐ **Travel Bank:** travel pledges, or deposited monetary funds, from participating parties for the purchase of air travel on a U.S. air carrier, with defined procedures for the subsequent use of the pledges or the deposited funds; counted as in-kind contributions only
- ☐ **Other** (explain below)
-
-

I. EXISTING LANDING AIDS AT LOCAL AIRPORT:

- | | | |
|------------------------------------|--|---|
| <input type="checkbox"/> Full ILS | <input type="checkbox"/> Outer/Middle Marker | <input checked="" type="checkbox"/> Published Instrument Approach |
| <input type="checkbox"/> Localizer | <input type="checkbox"/> Other (specify) | |

J. PROJECT COST: DO NOT ENTER TEXT IN SHADED AREA

REMINDER: LOCAL CASH CONTRIBUTIONS MAY NOT BE PROVIDED BY AN AIR CARRIER (SEE "TYPES OF CONTRIBUTIONS FOR REFERENCE).

LINE	DESCRIPTION	SUB TOTAL	TOTAL AMOUNT
1	Federal amount requested		500,000
2	State <u>cash</u> financial contribution		0
	<i>Local cash financial contribution</i>		
	3a Airport <u>cash</u> funds	34,000	
	3b Non-airport <u>cash</u> funds	160,000	
3	Total local <u>cash</u> funds (3a + 3b)		194,000
4	TOTAL CASH FUNDING (1+2+3)		694,000
	<i>In-Kind contribution</i>		
	5a Airport <u>In-Kind</u> contribution**	16,000	
	5b Other <u>In-Kind</u> contribution**	5,000	
5	TOTAL IN-KIND CONTRIBUTION (5a + 5b)		21,000
6	TOTAL PROJECT COST (4+5)		715,000

K. IN-KIND CONTRIBUTIONS**

For funds in lines 5a (Airport In-Kind contribution) and 5b (Other In-Kind contribution), please describe the source(s) of fund(s) and the value (\$) of each.

5a: Landing fee waivers and grant administration

5b: Monitoring program

L. IS THIS APPLICATION SUBJECT TO REVIEW BY AN AFFECTED STATE UNDER EXECUTIVE ORDER 12372 PROCESS?

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on (date) _____.
- ☐ b. Program is subject to E.O. 12372, but has not been selected by the State for review.
- ☒ c. Program is not covered by E.O. 12372.

M. IS THE LEAD APPLICANT OR ANY CO-APPLICANTS DELINQUENT ON ANY FEDERAL DEBT?

(IF "YES", PROVIDE EXPLANATION)

☒

No

☐

Yes (explain)

APPLICATION CHECKLIST

INCLUDED?	ITEM
<i>For Immediate Action</i>	
Y	Determine Eligibility
Y	New Grants.gov users must register with www.grants.gov . Existing Grants.gov users <i>must verify existing www.grants.gov account has not expired and the Authorized Organization Representative (AOR) is current.</i>
<i>For Submission by 5:00 PM EDT on July 22, 2015</i>	
-	Communities with active SCASDP grants: notify DOT/X50 of intent to terminate existing grant in order to be eligible for selection in FY2015
Y	Complete Application for Federal Domestic Assistance (SF424) via www.grants.gov
Y	Summary Information schedule complete and used as cover sheet (see Appendix B)
Y	Application of up to 20 one-sided pages (excluding any letters from the community or an air carrier showing support for the application), to include:
Y	<ul style="list-style-type: none"> • A description of the community's air service needs or deficiencies.
Y	<ul style="list-style-type: none"> • The driving distance, in miles, to the nearest large, medium, and small hub airports, and airport with jet service.
Y	<ul style="list-style-type: none"> • A strategic plan for meeting those needs under the Small Community Program, including a concise synopsis of the scope of the proposed grant project.
-	<ul style="list-style-type: none"> • For service to or from a specific city or market, such as New York, Chicago, Los Angeles, or Washington, D.C., for example), a list of the airports that the applicant considers part of the market.
Y	<ul style="list-style-type: none"> • A detailed description of the funding necessary for implementation of the community's project.
Y	<ul style="list-style-type: none"> • An explanation of how the proposed project differs from any previous projects for which the community received SCASDP funds (if applicable).
Y	<ul style="list-style-type: none"> • Designation of a legal sponsor responsible for administering the program.
-	<ul style="list-style-type: none"> • A motion for confidential treatment (if applicable) – see Appendix D below.



April 26, 2016

Ms. Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

**Subject: Small Community Air Service Development Program
Docket DOT-OST-2016-0037
Friedman Memorial Airport Authority, Hailey, Idaho**

Dear Ms. Chapman:

The Friedman Memorial Airport Authority's Small Community Air Service Development Program grant application is included with this letter. Friedman Memorial Airport Authority, City of Hailey, Blaine County and our private partners have proposed a Strategic Plan that will help connect the Sun Valley area to major airports in the western part of the United States, where we lack adequate service today. The lack of adequate connectivity and high airfares are major reasons why a high percentage of visitors and local passengers use other airports, with the majority driving 2.4 hours to Boise. It is also why Sun Valley is not as frequently considered a vacation destination from some of these areas.

The Strategic Plan for adding air service to another hub has the support of area governments, Fly Sun Valley Alliance and major businesses that will benefit from this service. A comprehensive marketing plan has been designed to build this important market to a sustainable passenger revenue performance level.

The Wood River Valley area including Hailey, Ketchum, and Sun Valley is a world class winter and summer destination for outdoor enthusiasts. The area is served by nearby Friedman Memorial Airport (SUN). Insofar as SUN is the nearest commercial service airport to central Idaho, it also serves as the primary commercial air access to the Sawtooth National Recreation Area and the Frank Church River of No Return Wilderness – both are world renown and heavily accessed resources.

FRIEDMAN MEMORIAL AIRPORT

TEL 208.788.4956 / 208.788.9003 • FAX 208.788.9852 • WEB www.iflysun.com

STREET 1616 Airport Circle • Hailey, ID 83333

The Friedman Memorial Airport Authority's application meets the Priority Selection Criteria outlined in the Order Soliciting Community Proposals:

1. According to the Bureau of Transportation Statistics database, SUN has an average gross roundtrip fare of \$502, 29 percent higher than the national average of \$391, forcing passengers to decide between high fare premiums for local service or long drives to other airports in the state.
2. The community is providing 30 percent (\$215,000) of the funding of the Strategic Plan in the form of cash and in-kind services; **23 percent (\$160,000) of the \$694,000 cash requirement is from non-airport revenue sources.**
3. The Friedman Memorial Airport Authority, Fly Sun Valley Alliance, Sun Valley Resort, and Sun Valley Marketing Alliance have formed a public-private partnership.
4. The DOT's assistance will provide material benefits to not only local residents but inbound visitors as well. Tourism is the economic backbone of the region and greater connectivity to the national air transportation system will create new opportunities for visitors to include Sun Valley when considering their travel plans.
5. The public-private partnership has developed a realistic timetable to achieve the goals of this proposal.

Our application also meets several of the Secondary Selection Criteria. This application has broad-based support from surrounding communities as demonstrated by our numerous support letters. The Wood River Valley community is committed and ready to support the service described in this application.

We appreciate the U.S. Department of Transportation's understanding of the critical importance of commercial air service in smaller communities and look forward to working with you as you evaluate the merits of the Friedman Memorial Airport Authority's Small Community Air Service Development Program grant application.

Sincerely,



Ron Fairfax
Chairman
Friedman Memorial Airport Authority

**PROPOSAL UNDER THE SMALL COMMUNITY
AIR SERVICE DEVELOPMENT PROGRAM
Docket #: DOT-OST-2016-0037**

**FRIEDMAN MEMORIAL AIRPORT (SUN)
HAILEY, IDAHO/SUN VALLEY, IDAHO**



Contact: Ms. Lisa Emerick, Contract/Finance Administration
Address: PO Box 929, Hailey, ID 83333
Phone: (208) 788-4956
Fax: (208) 788-9852
Email: lisa@flyfma.com

SECTION 1. PROPOSAL HIGHLIGHTS

This Small Community Air Service Development Program (SCASDP) grant application for Friedman Memorial Airport (SUN) meets the criteria of Docket DOT-OST-2016-0037. Friedman Memorial Airport Authority, the grant sponsor, is requesting \$500,000 in federal assistance to implement a \$715,000 air service initiative. The goal of this project is to initiate nonstop service by Alaska Airlines to Portland International Airport (PDX). SUN is a two-time previous grant recipient (2002 and 2013) and in both cases SCASDP funds were successfully used to initiate new, nonstop service. The proposed project's goals differ from the previous grant goals.

Airfares Higher than National Average

A significant percentage of residents and visitors to Sun Valley drive more than 150 miles to access acceptable air service at Boise Airport (BOI), a small-hub airport. Air travelers do so because of excessively high fares and lack of available air service at SUN. According to the Bureau of

Transportation Statistics (BTS) database, **SUN has an average gross roundtrip fare of \$502, 29 percent higher than the national average of \$391.** This is an excessive difference in airfares and is even higher on a market-by-market basis.

To avoid these high fares, air travelers drive to BOI or Salt Lake City International Airport, the nearest medium or large-hub airport, at an estimated 296-mile drive or 4.5 hours. Over the past 10 years, air service at SUN has declined significantly with flights declining 65 percent and seats 35 percent since 2006. This is a much higher decrease than other resort airports like Aspen putting Sun Valley at a serious disadvantage.

Community Funding

To support this air service initiative, the Airport Authority and community will fund 30 percent of the proposed \$715,000 Strategic Plan.



Non-airport revenue sources will fund 23 percent (\$160,000) of the \$694,000 cash requirement. This is a strong commitment by the local community to support nonstop PDX service.

Public-Private Partnership

Friedman Memorial Airport Authority, the Fly Sun Valley Alliance, the Sun Valley Marketing Alliance and the Sun Valley Resort have formed a public-private partnership in support of this application. Cooperatively, these organizations have a list of successful initiatives with broad support from the community.

History indicates that the public-private partnership and local businesses have the ability to successfully implement this project. In 2002, with the help of a SCASDP grant, the community enticed Horizon Air/Alaska Airlines to enter the Los Angeles market. The service was successful, and Alaska continues to serve the market over a

decade later. In 2014, the public-private partnership negotiated with United Airlines to initiate nonstop Denver service with the assistance of 2013 SCASDP funding. As shown, this partnership has been successful in past air service efforts and is dedicated to the success of this initiative.

Material Benefits

Due to the presence of Sun Valley Resort the economy of the Sun Valley/Wood River Valley is largely based on tourism. Tourism is the economic backbone of the region. In addition to the travel requirements of the tourist industry, local businesses and residents need to be connected to the national air transportation system. Multiple global companies are headquartered in the Sun Valley area. These companies among others rely heavily on air service to SUN to conduct business. In addition, many local area residents commute by air to jobs outside the area, and second homeowners need access to local air service to travel to/from residences. Improved air service at SUN will

provide material benefits to a broad segment of the traveling public, including businesses and other enterprises.

Timely Manner

The public-private partnership has a well-defined strategic plan and reasonable timetable to implement nonstop PDX service. Through recent meetings and discussions between the community and target airline, Alaska Airlines supports this grant application (reference support letter in *Appendix A*), and Alaska has been included in forming the strategic plan.

The US Department of Transportation (DOT) can be confident in the public-private partnership's ability to implement SCASDP grants. Service was initiated to Los Angeles within just a few months of grant award in 2002. Service to Denver was initiated within the first 12 months following grant award in 2013. All pieces are in place to make this another successful air service initiative.



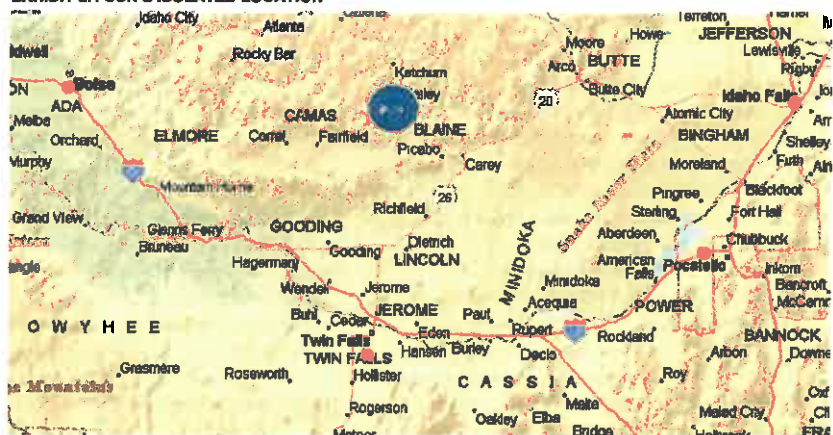
SECTION 2. AIR SERVICE ENVIRONMENT

This section provides the Sun Valley area's community profile. The Sun Valley area is a year-round, world-renowned destination for outdoor and cultural enthusiasts, with strong summer, fall and winter visitation. It is home to Sun Valley, the nation's first destination ski resort developed in 1936, and provides world-class skiing as well as numerous outdoor pursuits. This section demonstrates the community's economic dependence on commercial air service at the local airport.

Isolated Central Idaho Location

SUN is located in Halley, Idaho, 12 miles south of Ketchum/Sun Valley. The counties of Camas and Blaine, Idaho are considered SUN's primary service area. Exhibit 2.1 shows the geography of the Sun Valley area located in the Wood River Valley and encompasses a large portion of Central Idaho. The towns of Hailey and Bellevue lie 11 to 14 miles to the south of Sun Valley and are home to the majority of the residents of

EXHIBIT 2.1 SUN'S ISOLATED LOCATION



Blaine County. To the north lies the 750,000-acre Sawtooth National Recreation Area. Within a 25-mile radius is a population of 16,552, increasing to 36,231 within a 50-mile radius¹. The primary

SUN users, however, are visitors with 65 percent of SUN passengers visiting the Sun Valley area².

¹ Source: Dito MI, last Census population

² Source: Dito MI, year ended September 30, 2015

Long Drives to Competing Airports

Despite the shortage of service offered at SUN, Sun Valley area residents and tourists rely on it for commercial air service due to the long travel time to competing airports (as shown in Table 2.1).

TABLE 2.1 DISTANCE TO ALTERNATE AIRPORTS

AIRPORT	DRIVE MILES	DRIVE TIME	HUB SIZE
Sun Valley, ID (SUN)	14	.4 hr	Non
Twin Falls, ID (TWF)	87	1.6 hrs	Non
Boise, ID (BOI)	161	2.4 hrs	Small
Idaho Falls, ID (IDA)	156	2.5 hrs	Non
Pocatello, ID (PIH)	169	2.7 hrs	Non
Salt Lake City, UT (SLC)	296	4.5 hrs	Large

Sources: Microsoft MapPoint from Kelchum, ID

The 151-mile drive to BOI can take an estimated 2.4 hours to travel not considering poor winter travel conditions or congestion. Twin Falls' Magic Valley Regional Airport (TWF) to/from the Sun Valley Resort area takes around 1.6 hours to drive, irrespective of winter driving conditions. Pocatello and Idaho Falls' airports each take 2.5 plus hours to access.

While BOI offers low-fare service by airlines such as Southwest Airlines and Allegiant Air, BOI is classified as a small-hub airport and has limited service. The nearest medium or large hub airport is Salt Lake City, an estimated 296 miles distant (4.5-hour drive).

Considering drive distances, SUN is the only convenient connection for visitors and local outbound passengers to the national air transportation network. Convenient air access to this destination resort community is crucial for the health of its tourist-based economy and to local non-tourism global businesses.

Tourism - the Foundation of the Local Economy

Due to the presence of Sun Valley Resort the economy of the Sun Valley/Wood River Valley is largely based on tourism. Tourism is the economic backbone of the region. SUN provides access to all of central Idaho and is the gateway to the Sawtooth National Recreation area, Silver Creek (world-class fly fishing), Craters of the Moon National Monument, Salmon River area, and the Frank Church-River of No Return Wilderness area. Additional information on winter and summer tourism follows.

Winter Tourism

In the winter, the Sun Valley area offers world-class Alpine skiing on two mountains. World-class Nordic skiing is also offered with an official US Olympic/Paralympic training site.



The area offers ice skating, sleigh rides, snowshoeing, hot springs, snowmobiling, galleries, theatre and more. Sun Valley was rated as the #7 US Ski Resort by SKI Magazine and was in the Top 10 Ski Resorts by Men's Fitness. Signature winter events include: Holiday Winter Wonderland in December, the Sun Valley Nordic Festival in February, US National Alpine



Championships in March, and the Sun Valley Film Festival and Solfest in March.

Summer Tourism

In the summer, the Sun Valley area continues to offer unrivaled recreation. Visitors enjoy four golf courses, biking, hiking, climbing, whitewater rafting, fly fishing, horseback riding and other outdoor recreation. In addition, the Sun Valley area offers world-class arts and culture with summer performances of the Sun Valley Summer Symphony and top galleries, concerts, theatre

and other events. The Sun Valley area has been named one of the Top 10 Adventure Towns by National Geo Adventure and one of the Top 75 Resort Golf Destinations by Golf Digest.

Signature summer and fall events include:

- Sun Valley Summer Symphony
- Ride Sun Valley Bike Festival
- Sun Valley Summer Ice Show
- Sun Valley Writers Conference
- Sun Valley Arts Festival
- Sun Valley Wine Auction
- Sun Valley Harvest Festival
- Sun Valley Wellness Festival
- Wagon Days
- Trailing of the Sheep Festival

Local Global Business Presence

In addition to the travel requirements of the tourist industry, local residents need to be connected to the national air transportation system. The Sun Valley area attracts a highly skilled and well-educated labor force. There are a significant number of veteran rehabilitation facilities dependent on air service. In addition, multiple companies are headquartered in the Sun Valley area including:

- **POWER Engineers** is a global consulting, engineering firm with a world-wide client base and 33 US offices (including Portland), three international offices, and 1,700 employees (200-plus in the Sun Valley area).

- **Marketron** is a market leader in media advertising software with six US offices, 120 employees (45 in the Sun Valley area) and an active, traveling sales force.
- **Rocky Mountain Hardware** is a high-end construction hardware manufacturer with 85 employees and a traveling sales force.
- **Higher Ground** is Sun Valley's renowned Wounded Warrior program.
- **FirstLite** is a national company based in Ketchum, Idaho, that produces a complete system for sportsmen who demanded the highest quality apparel for the most extreme conditions. Their sales and executive team members travel frequently for business.

These companies, along with others and a variety of nationally-recognized organizations, rely heavily on SUN air service to conduct business. The ties between many Portland area businesses, specifically in the high-tech and outdoor industries, has led several businesses to relocate or expand operations into Portland recently (e.g., Smith Sport Optics and Icebreaker), and **SUN-PDX service would help to facilitate further growth of those businesses in the region.**

There is also significant new development in the Sun Valley area (examples are shown in the photos on the right). With regard to hotels, Sun Valley Lodge & Spa, an iconic, historic resort property, completed an extensive first-class remodel with a large spa addition. A new hotel in downtown Ketchum, the LImelight Hotel Ketchum, is a 98-room, four-star property being developed by Aspen Skiing Company. The hotel will open in fall of 2016. Another new hotel is in the process of being built, the Auberge Resort Sun Valley. The Auberge Resort will be a 90-room, five-star property, opening fall 2017.

In addition to hotel development, new recreational facilities (i.e. \$6 million indoor ice rink), restaurants and shops are being opened throughout the Wood River Valley.

Second Homeowners

Another notable element of the Sun Valley community that is directly impacted by availability of commercial air service are second homeowners. Non-Idaho property ownership in Blaine County is provided in Table 2.2.

Exhibit 2.2 provides a heat map of the designated market area for homeowners (excluding Blaine County mailing addresses). The state of Oregon is clearly a top market area for second homeowners indicating a need for additional access to the national air transportation system for this market segment.

As demonstrated in this section, SCASDP assistance will clearly provide material benefits to a broad segment of the traveling public, including businesses and other enterprises, whose access to the national air transportation system is limited.

EXHIBIT 2.2 DESIGNATED MARKET AREA OF DISTINCT BLAINE COUNTY HOMEOWNERS (ASSESSOR DATABASE)

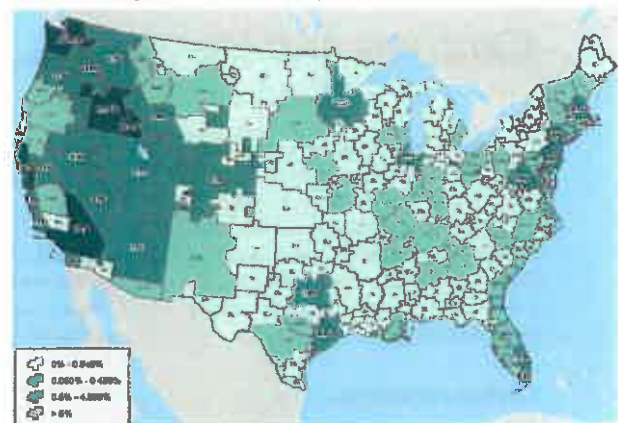


TABLE 2.2 NON-IDAHO PROPERTY OWNERSHIP IN BLAINE COUNTY

STATE	# OF PROPERTY OWNERS
California	2,299
Washington	1,354
Utah	309
New York	276
Nevada	197
Oregon	189
Florida	176
Texas	163
Illinois	107

SECTION 3. AIR SERVICE – EXISTING AND HISTORICAL

This section provides an overview of the current and historical air service at SUN. Carriers providing service, service frequency and destinations offered are included in the discussion. A summary of historical air service is also included. A description of air service development efforts concludes the section.

Existing Air Service

Given the seasonal nature of the Sun Valley tourism market, commercial air service fluctuates with the demand of the season. Table 3.1 shows SUN's scheduled air service from January

through December 2015 by season. Alaska Airlines, Delta Air Lines and United Airlines provide scheduled air service at SUN with Alaska and United operating only seasonally. The winter and summer seasons have similar scheduled air service with seasonal service to Denver, Los Angeles, San Francisco and Seattle. The only service provided year round is Salt Lake City with significantly lower departures provided in the off-peak season.

All service is provided on either the 65-70 seat Canadair Regional Jet 700 (CRJ-700) aircraft or the 76-seat Bombardier Dash 8 Q400 (Q400) turboprop aircraft, largely due to operational



restrictions at SUN. Approximately 68 percent of annual seats were provided on regional jet aircraft. Air service in the market has been constrained due to the limitations on type of aircraft that can operate making new opportunities with these aircraft such as the one proposed in the Strategic Plan all the more important.

In 2016, the current scheduled air service shows significant increases in seats and flights for each season. In the winter, flights increased 10 percent, with the primary improvement for United at Denver and San Francisco. In the summer, service is anticipated to increase 20 percent with a significant increase by Delta to Salt Lake City. In the off-peak season, flights are scheduled to increase 22 percent, primarily with improvements by Delta at Salt Lake City, similar to the summer season. Even with the capacity growth in 2016, SUN service is down significantly in the past decade, as will be demonstrated in the next subsection.

TABLE 3.1 EXISTING AIR SERVICE

DESTINATION	AIRLINE	AIRCRAFT	CY 2015 - DEPARTURES		
			WINTER	SUMMER	OFF-PEAK
Denver, CO	United	CRJ-700	39	76	0
Los Angeles, CA	Alaska	Q400	99	94	0
Salt Lake City, UT	Delta	CRJ-700	276	265	195
San Francisco, CA	United	CRJ-700	94	76	0
Seattle, WA	Alaska	Q400	106	105	9
Total Departures			614	616	204
Total Seats			42,830	42,988	13,359

Sources: Dilo MI, as of April 11, 2016; outbound only.

Note: Winter = Jan/Feb/Mar/Apr; Summer = Jun/Jul/Aug/Sep; Off-Peak = Apr/May/Oct/Nov

EXHIBIT 3.1 HISTORICAL AIR SERVICE

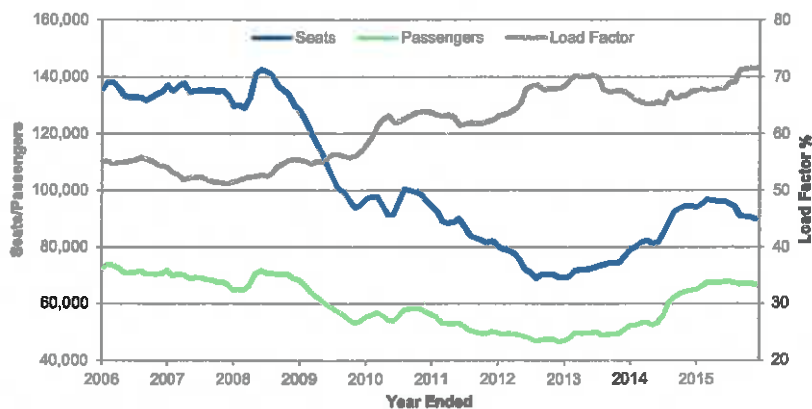


TABLE 3.2 HISTORICAL DESTINATIONS AND SERVICE PROVIDERS

NONSTOP DESTINATION	AIRLINE	SCHEDULED DEPARTURES BY CALENDAR YEAR									
		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Boise, ID	Alaska	79			42	242					
Denver, CO	United									89	115
Idaho Falls, ID	Alaska			139	145						
Los Angeles, CA	Alaska	189	191	174	102	167	198	190	202	214	193
Oakland, CA	Alaska	109	114	96							
Salt Lake City, UT	Delta	3,320	3,328	3,101	2,481	2,295	2,058	1,630	1,714	835	736
San Francisco, CA	United								20	178	170
Seattle, WA	Alaska	345	320	305	89	105	198	209	209	234	220
Total scheduled departures		4,042	3,953	3,615	2,689	2,609	2,454	2,029	2,146	1,560	1,434
Total scheduled seats		152,288	146,338	145,866	102,494	107,914	91,636	79,224	83,976	105,838	89,178
Total onboard passengers		70,504	66,655	68,732	53,709	56,993	50,109	46,627	50,967	64,624	66,537

Source: Dilo MII

Historical Air Service

Air service at SUN in the last 10 years has declined significantly; however, air service levels have been increasing over the last five years assisted by the use of airline revenue guarantee contracts supported by the local community and the SCASDP program. This subsection summarizes SUN's air service history including: destinations, traffic levels, and service providers.

As shown in Exhibit 3.1 and Table 3.2, over the last 10 years, air service declined significantly, from 152,288 annual seats on 4,042 departures in 2006 to 89,178 seats on 1,434 departures in 2015. While service was offered to five destinations in 2006, similar to 2015, the number of flights, specifically to Salt Lake City, were much higher. The 78 percent reduction in flights to Salt Lake City and other changes in air service has resulted in a 65 percent reduction in departures and 38 percent reduction in seats at SUN from 2006 to 2015. At the same time, onboard passengers decreased only 6 percent leading to much higher load factors in the market.

In recent years, SUN has experienced notable gains in air service with the addition of seasonal Denver and San Francisco service. Even with these additions, air service levels remain below previous levels with the loss of BOI and Oakland

service and reduction in annual departures to Salt Lake City and Seattle. **Declining air service has a direct impact on tourism and the local economy.**

Past Air Service Development Efforts

SUN provides local residents and businesses in the Wood River Valley with access to the national air transportation system and feeds the local tourism industry with visitors from all over the world. In recognition of the importance of air service to the region, Fly Sun Valley Alliance was formed in 2008 including SUN, members from the cities of Hailey, Ketchum, Sun Valley, Blaine County and major local businesses to increase support for air service. Members of the Alliance have worked closely with the airlines serving SUN. The Alliance has undertaken a range of activities in this regard over the last three years. These activities include:

- Submitted successful SCASDP application in 2013 for Denver service
- Conducted retention analyses using Airline Reporting Corporation (ARC) data and completed periodic published airfare monitoring
- Attended numerous headquarters meetings including Alaska Airlines (2014/2015), American Airlines (2015), Delta Air Lines

(2014) and United Airlines (2015). United also visited Sun Valley for a meeting in 2014.

- Attended industry conferences
 - ACI-NA JumpStart Air Service Development Program 2015 (met with American, Alaska, Delta and United)
 - Mead & Hunt Air Service Development Conference 2016 (met with American, Alaska, SkyWest and United)

With regard to marketing and promotional efforts, the Sun Valley Resort and Sun Valley Marketing Alliance work together on brand awareness to create demand and tactical advertising to drive sales. With a combined annual budget of more than \$3 million, the following is completed:

- **National advertising:** Focused on ski, mountain biking, golf, arts and events through print, digital, social media and email advertising.
- **Key market advertising:** Current key markets are focused on the nonstop and connecting air service markets of Seattle, Los Angeles, San Francisco, Denver and New York, as well as the drive markets of Boise and Salt Lake City, using print, digital, social media and email advertising.
- **Direct sales:** National sales force soliciting meeting, convention and group business.
- **Public relations:** Secures national and regional media coverage.



This SCASDP application will assist in these ongoing efforts and make SUN's air service development efforts more competitive by providing funding for an airline revenue guarantee.

SECTION 4. AIR SERVICE NEEDS AND DEFICIENCIES

The *Air Service Needs and Deficiencies* section identifies the issues at SUN that have stunted the growth of commercial air service to the community. This section provides a detailed analysis to demonstrate that the Sun Valley area is underserved, and the average airfares in this community are higher than other comparable communities.

Underserved Resort Destination

The Sun Valley area's visitors and residents do not have adequate commercial air service within an acceptable proximity. SUN's air service fluctuates considerably with seasonal demand and is significantly lower than other resort

destinations. A high percentage of air travelers are forced to use alternate airports, primarily BOI, a distant 150-plus miles away. The following subsections demonstrate how SUN's air service does not meet the needs of residents or visitors.

Comparison to Other Resort Destinations

Compared to other summer and winter resort destinations such as Aspen, Eagle/Vail and Jackson Hole, SUN is significantly underserved. Table 4.1 provides a comparison of air service provided at other resort communities as well as the change in air service levels over the past 10 years. With the exception of Gunnison and Mammoth Lakes, the number of flights, seats and



nonstop destinations at SUN are significantly lower than other resort airports. For example, in 2015, Aspen had 3.6 times the number of flights and seats than SUN. Jackson Hole had 4.1 times the number of seats and 2.6 times the number of flights, while Vail/Eagle had more than double the number of seats than SUN. This puts the Sun Valley Resort at a serious disadvantage. To compound the problem, over the past 10 years, SUN has suffered from the highest decline in flights and seats of any other resort airport. With a 65 percent reduction in flights and 35 percent loss in seats, only Gunnison experienced similar reductions with a 43 percent reduction in flights and 32 percent drop in seats.

Unmet Demand to Portland

Based on survey and studies performed by the Sun Valley Resort, the ninth largest Designated Market Area for Sun Valley travelers is Portland, accounting for nearly 3 percent of all travelers,

TABLE 4.1 COMPARISON OF AIR SERVICE AT RESORT AIRPORTS

RESORT	SCHEDULED CY 2015			10-YEAR % CHANGE		
	FLIGHTS	SEATS	DESTINATIONS	FLIGHTS	SEATS	DESTINATIONS
Aspen, CO (ASE)	5,147	357,452	8	2%	23%	0%
Jackson Hole, WY (JAC)	3,756	407,529	13	(9%)	5%	44%
Vail, CO (EGE)	2,015	240,228	12	(33%)	(27%)	(14%)
Montrose, CO (MTJ)	1,940	145,673	12	(28%)	33%	50%
Steamboat Springs, CO (HDN)	1,556	140,709	11	(38%)	(21%)	38%
Sun Valley, ID (SUN)	1,434	99,178	5	(65%)	(35%)	0%
Gunnison, CO (GUC)	708	50,345	5	(43%)	(32%)	150%
Mammoth Lakes, CA (MMH)	683	50,972	5	100%	100%	100%

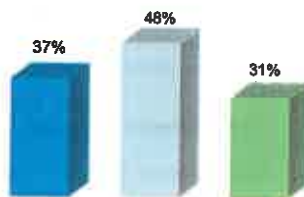
Source: Dilo MI

which is larger than the Denver local market (reference Exhibit 4.1). This demand is not being met today by air service connections through Seattle or Salt Lake City. In the first quarter of 2015, only 3.0 PDEW flew between PDX and SUN due to the limited air service available. The demand far outweighs the current passenger numbers and nonstop service to PDX would undoubtedly further increase the visitors from the Portland area.

High Diversion to Alternate Airports

SUN conducts regular reviews of ARC data to determine changes in retention at the local airport and diversion to alternate airports like BOI. The most recent ARC analysis was completed for the winter 2014/2015 season, the summer 2014 season and off-peak periods in 2014. Exhibit 4.2 shows retention by season.

EXHIBIT 4.2 SUN RETENTION BY SEASON



Winter 2014/15 Summer 2014 Off-Peak 2014

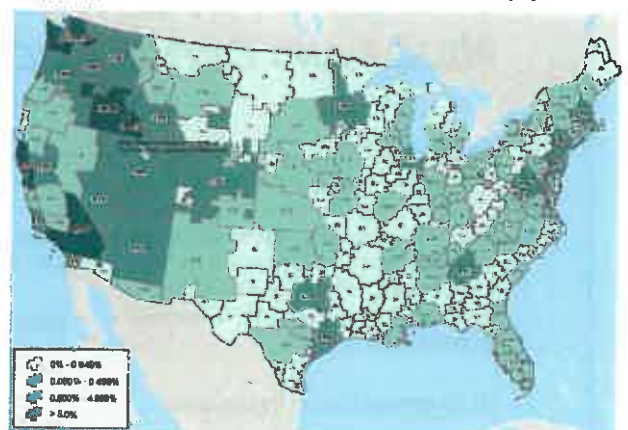
Source: ARC Data

The ARC review demonstrated that SUN has a passenger retention rate of 37 percent in the winter, 48 percent in the summer and 31 percent in off-peak periods. The estimates are conservative as Southwest Airlines and Allegiant are not included in the data and are likely major contributors of air service at the primary diverting airport, BOI.

The majority of diverting passengers choose BOI (53 percent in the winter, 45 percent in the summer and 57 percent in off-peak periods). This means that a large portion of Sun Valley residents and visitors elect to drive almost 2.5 hours to access adequate air service. Of note is that an additional 6 percent of winter travelers, 6 percent of summer travelers and 5 percent of off-peak travelers choose to drive 4.5 hours to Salt Lake City due to the lack of air service at SUN.

Clearly SUN air travelers are in need of additional options to access the national air transportation system.

EXHIBIT 4.1 DESIGNATED MARKET AREA OF SUN VALLEY VISITORS



Excessive Airfares

The Order Soliciting Community Proposals indicated that the US DOT will compare the local community's airfares to the national average airfares for all communities using the BTS database. The BTS report for calendar year 2014 (the most recent annual period available) shows that SUN is excessively high compared to the national average for all markets.

SUN has an average gross roundtrip fare of \$502, 29 percent higher than the national average of \$391. For the third quarter 2015, BTS shows SUN's airfares even more out of line at 41 percent above the US average. The following subsections provide a more detailed review of SUN's average fare based on data from Dilo MI.

10-Year Fare Comparisons

The escalation of SUN's average fares over the past 10 years is shown in Table 4.2. SUN's airfares have increased 19 percent since 2006, with average one-way domestic fares at over \$230. More notable is comparisons to SUN's primary diversionary airports, BOI and Salt Lake City. For the year ended September 30, 2015, SUN's domestic airfares averaged 32 percent higher than BOI and 26 percent higher than Salt Lake City.

At the state and national level, SUN's airfares exceed the state of Idaho by 24 percent, the Northwest region by 30 percent and the national average by 28 percent. In fact, **SUN's airfares over the last 10 years averaged as high as 40 percent more than the US domestic average (2013).**



The Strategic Plan herein would address SUN's identified air service needs and deficiencies by making air service more comparable to other resort markets, reducing diversion to alternate airports and providing more competition in the market to reduce airfares.

TABLE 4.2 AVERAGE ONE-WAY DOMESTIC FARE PAID

AIRPORT/REGION	AVERAGE DOMESTIC ONE-WAY FARE										SUN % HIGHER
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	
Sun Valley, ID (SUN)	\$165	\$182	\$183	\$180	\$181	\$185	\$205	\$253	\$227	\$231	
Boise, ID (BOI)	\$130	\$131	\$135	\$132	\$145	\$159	\$176	\$183	\$178	\$175	32%
Salt Lake City, UT (SLC)	\$145	\$150	\$150	\$139	\$159	\$172	\$183	\$189	\$190	\$184	26%
Idaho	\$142	\$141	\$144	\$141	\$152	\$164	\$181	\$191	\$186	\$186	24%
Northwest Region	\$155	\$154	\$159	\$145	\$158	\$170	\$175	\$178	\$179	\$178	30%
United States	\$147	\$147	\$157	\$143	\$157	\$170	\$176	\$181	\$185	\$180	28%

Source: Dilo MI; Calendar year except for 2015 (year ended September 30)

SECTION 5. STRATEGIC PLAN

The Strategic Plan proposed herein will achieve the community's goals and help to alleviate the air service needs and deficiencies of the Wood River Valley. This Strategic Plan section provides a detailed description of the goals of the plan, methods to achieve those goals, the detailed incentive and support plan required, self-sufficiency of the service and the funding necessary for implementation.

Public-Private Partnership

SUN is jointly owned by the City of Hailey and Blaine County, Idaho and is operated by the Friedman Memorial Airport Authority, the sponsor of this grant application. **Ron Fairfax, Chairman, Friedman Memorial Airport Authority, is the signatory party of the legal sponsor.** For the purpose of this application, Friedman Memorial Airport Authority, Fly Sun Valley Alliance, Sun Valley Resort and the Sun Valley Marketing Alliance have formed a public-private partnership (refer to support letters in *Appendix A*).

All public-private partners will be fully involved in the execution of the Strategic Plan:

- Friedman Memorial Airport Authority will execute federal grant offers, process all associated reimbursement requests, oversee grant administration and assist with local catchment area marketing outreach.
- Fly Sun Valley Alliance will manage the overall new air service plan implementation and assist with local catchment area marketing outreach.
- Sun Valley Resort and Sun Valley Marketing Alliance will develop and execute the marketing plan for the new service.

Together these partners form a team committed to improving and retaining air service at SUN. This partnership has a history of successfully implementing a 2002 and 2013 SCASDP award.



Project Goals/Proposed Air Service

The proposed service to PDX would expand the footprint for Sun Valley, opening up a major western US city that today has minimal traffic to SUN and allow for improved connecting options from the Important Pacific Northwest. **Table 5.1** provides a summary of the number of connecting markets at PDX for Alaska Airlines as well as all airlines. Alaska's hub offers connections to 43 destinations on nearly 900 weekly departures. With very limited service today from PDX to ski destinations, the additional service to SUN would be an economic boon for Sun Valley as well as for the skiers of Oregon.

TABLE 5.1 SERVICE OFFERED AT PDX

	ALASKA AIRLINES	ALL AIRLINES
Destinations	43	69
Weekly Flights	897	1,980
Weekly Seats	91,347	246,948

Source: Delta 18 July 2016

The proposed service has been discussed with Alaska, and **Alaska has provided a letter of support for this Strategic Plan** (refer to Appendix A).

Market Analysis

Similar to other services offered at SUN with the exception of Salt Lake City, it is anticipated that Alaska Airlines would serve the SUN-PDX market on a seasonal basis. The winter season is considered to be December through March and the summer season is considered June through September.

Table 5.2 provides an analysis by season to determine the load factor needed for Alaska to breakeven for the initial service. The SUN-Seattle proxy market was used for the percentage of local passengers and the local and segment fare estimates.

It is calculated that a 77 to 79 percent load factor in the winter and summer seasons would be necessary to cover the segment cost for Alaska. This is achievable by the SUN market given performance on existing service. For example, the SUN-Seattle market operated at an 82 percent load factor for the winter 2014/2015 season and an 80 percent load factor for the summer 2015 season.

Based on these estimates, **this market is anticipated to be self-sustaining in the long term**; however, as a new nonstop destination, load factors of this magnitude are likely not achievable in the first year of service mandating the use of a revenue guarantee to offset Alaska's risk.

TABLE 5.2 SUN-PDX BREAKEVEN ANALYSIS

ITEM	CALCULATION
1 Aircraft type	DH8-400
2 # of seats per flight	76
3 Segment cost per flight	\$6,536
4 # of daily roundtrips	1
Winter Operations:	
5 # of operations	58
6 # of seats	4,408
7 Winter segment cost	\$379,204
8 % of local passengers	87%
9 Average local fare - 1Q 2015	\$109
10 Average segment fare - 1Q 2015	\$108
11 Estimated passengers	3,483
12 Estimated load factor	79%
Summer Operations:	
13 # of operations	58
14 # of seats	4,408
15 Summer segment cost	\$379,204
16 % of local passengers	81%
17 Average local fare - 3Q 2015	\$112
18 Average segment fare - 3Q 2015	\$109
19 Estimated passengers	3,404
20 Estimated load factor	77%

Source: Mead & Hunt, Inc.; Dilo M; Segment cost estimated using Form 41 adjusted for manufacturers cost curve; Note: % local and average fares based on the SUN-SEA proxy market

Incentive and Support Plan

The public-private partnership is cognizant of the fact that airlines are reticent to initiate new service, regardless of the likelihood of success, without risk abatement funds. Compounding this issue is that most airline expansion is likely to be focused on high-volume origin and destination markets where the return on investment is more readily apparent than in smaller markets, such as SUN.

The public-private partnership proposes an airline incentive program that has been tested and proven to be successful in the SUN market and is of interest to airlines. To reduce an airline's breakeven period and offset the economic risk during start-up of nonstop PDX service, the public-private partnership proposes the following new service incentives:

- Revenue guarantee: reduce airline economic risk
- Marketing campaign: create improved service awareness
- Airport fee waivers: reduce airline economic risk

Revenue Guarantee

The Strategic Plan proposes to use a revenue guarantee to limit Alaska's financial risk to initiate nonstop PDX service. With limited service from PDX to ski destinations, it will take time for the market to build itself and draw travelers to the air service. To address start-up costs and mitigate the airline's risk during the ramp-up period, the Strategic Plan proposes a revenue guarantee of \$500,000 to offset the first year's estimated operating loss. This is the minimum amount of revenue guarantee that is anticipated to be required. The exact terms of the revenue guarantee agreement are subject to further discussions and negotiation.

Marketing Campaign

In this environment, marketing programs must be targeted to the unique market and designed to increase market awareness. The public-private partnership proposes a marketing program designed to increase the Sun Valley area's reputation as the nation's premiere destination resort and create new service awareness in order to make this service sustainable. The public-private partnership is committing \$170,000 annually in dedicated PDX marketing for both winter and summer seasons (Table 5.3).

The target audience is primarily potential visitors to the Sun Valley area. Sun Valley Resort and Sun Valley Marketing Alliance will use a media firm to coordinate timing and optimal placement of each element of the marketing campaign and will be responsible for oversight. The following marketing efforts will be included:

- Targeted digital and print advertising
- Targeted promotions and direct sales
- Email to geo-targeted subscribers; Other targeted email lists may include:
 - Sun Valley second homeowners
 - Alaska Airlines' frequent fliers
 - American Express PDX area premium cardholders

- Realtors, private banking, arts organizations, etc.
- Landing page on www.visitsunvalley.com; www.sunvalley.com (the call-to-action for all tactical advertising)
- Sun Valley social media promotion
- Targeted public relations outreach

The marketing campaign will address awareness in the local market but will concentrate the effort on potential visitors from PDX and connecting markets beyond PDX. This aggressive and comprehensive air service marketing campaign will ensure long-term continuation of this air service initiative.

TABLE 5.3 MARKETING BUDGET

MEDIA VEHICLE		BUDGET
Geo-Targeted Digital	Specific Media (banners, pre-roll)	\$100,000
	Sojem (banners, pre-roll)	
	Expedia/Orbitz (high impact, pre-roll)	
	OntheSnow	
	Powder	
	YouTube Video	
	Facebook Retargeting	
	FastGB (high impact, pre-roll)	
	iExplore and Travel Mindsheet	
	Nat Geo	
Print	Portland Monthly, Ski specific	\$40,000
Direct Sales	Portland Ski Show	\$5,000
Emails	Targeted e-mails to skiers, travel agents, airline frequent fliers, etc.	\$5,000
Public Relations	Press visits, media outreach efforts	\$5,000
Supporting Creative Materials	Video	\$5,000
	Photography	
	Creative development	
Local	Catchment area marketing	\$10,000
Total		\$170,000

Fee Waivers

The incentive program includes a landing fee waiver for the first 12 months of seasonal air service. The fee waiver will vary depending on the type of aircraft used and the frequency of service. The fee waiver is estimated to be \$9,000.

Strategic Plan Funding

The public-private partnership is requesting US DOT assistance in funding 70 percent, or \$500,000, of the Strategic Plan. Table 5.4 provides the Strategic Plan budget by element and sources of funding. Friedman Memorial Airport Authority and the public-private partnership will fund 30 percent of the total proposed air service program. Non-airport funding sources will provide 22 percent of the cash requirement and 23 percent of the funding for the total program including in-kind services.

TABLE 5.4 STRATEGIC PLAN BUDGET

DESCRIPTION	FUNDING SOURCE					TOTAL
	US DOT CASH	AIRPORT CASH	AIRPORT IN-KIND	NON-AIRPORT CASH	NON-AIRPORT IN-KIND	
Airline incentive program:						
Revenue guarantee	\$500,000	-	-	-	-	\$500,000
Marketing campaign	-	\$10,000	-	\$160,000	-	\$170,000
Fee waivers	-	-	\$9,000	-	-	\$9,000
Monitoring program	-	\$24,000	-	-	\$5,000	\$29,000
Grant administration	-	-	\$7,000	-	-	\$7,000
Total	\$500,000	\$34,000	\$16,000	\$160,000	\$5,000	\$715,000
Percent of total project	70%	5%	2%	22%	1%	100%
Percent of cash contribution	72%	5%	-	23%	-	100%

Project Continuation and Sustainability

The preliminary analysis indicates that after the ramp-up period, daily service to PDX will be profitable (i.e. self-sustaining). However, a rise in fuel costs or any number of factors could result in fewer passengers or less ticket revenue than anticipated. During the course of the project, the public-private partnership will track the performance of the service, and, if at the end of the first nine months of service it is not meeting expectations, the partners will evaluate the program and draw up a plan that targets the shortcomings. Depending on the specifics at the time, the public-private partners will consider appropriate support mechanisms.



Previous SCASDP Goals Successfully Achieved

Building on the community's previous air service successes, this project will alleviate the most pressing air transportation constraints facing Sun Valley. **Table 5.5** compares this application with prior SCASDP projects. This project clearly has different goals than the previous SCASDP grant projects.

The SCASDP has produced phenomenal results for Sun Valley. Each of the grant awards has led to increased service at SUN as shown in the outcome column in **Table 5.5**. This grant application is designed to continue this success and build upon previous results. The grant goal of nonstop PDX service is clearly different from the previous awards granted to SUN and is anticipated to result in a similar successful outcome. This application qualifies as a new project and meets the requirements of the SCASDP.

TABLE 5.5 SCASDP PROJECT COMPARISONS

YEAR	GOALS (PER GRANT OFFER AND AGREEMENT)	OUTCOME	STATUS
2002	Stimulate year-round travel between Blaine County, ID, and Los Angeles, CA.	Alaska Airlines/Horizon Air Los Angeles service started December 2002 (service still operating in the SUN market).	Complete/ closed out
2013	Revenue guarantee and associated marketing to recruit, initiate, and support air service from SUN to Denver International Airport.	United Airlines Denver service started July 2014 (service still operating in the SUN market).	Complete/ closed out
2016	Revenue guarantee and associated marketing to recruit, initiate, and support air service from SUN to PDX.	Pending	Pending

SECTION 6. SCHEDULE AND MONITORING

The public-private partnership has developed a realistic timetable to achieve the goals of the Strategic Plan. This section provides critical milestones to be achieved by the public-private partnership. A monitoring program is also provided to track the progress of the project.

Milestones for Timely Completion

The following milestones are proposed to track the progress of this air service initiative. The timeline is highly dependent on the date of the US DOT's grant award and the service start date.

Marketing Campaign (October 2016):

Development of the marketing campaign will be completed in September and November 2016 in order to begin the marketing campaign 60 days prior to service initiation. Development of the marketing campaign is dependent on air service announcement and start-up. It is anticipated that the marketing campaign will begin by October 2016 and continue throughout the first year of service.

Service Initiation (December 2016): The service start date is the critical date for the rest of the Strategic Plan. It is anticipated that new nonstop PDX service will begin in December 15, 2016. Air service initiation is dependent on airline route planning and availability of right-sized aircraft for the SUN market.

Revenue Guarantee Contract Completion

(November 2017): At the end of the first year of service, the revenue guarantee will be calculated based on the terms of the agreement. If the service start date changes due to airline circumstances and/or equipment availability, the revenue guarantee contract term will change accordingly.

Service Sustainability (December 2017): If service performance is below airline expectations, the public-private partnership will invest in additional marketing to help the service reach the potential passenger levels required for carrier success.

Monitoring Program

The following methods will be used to monitor performance and impact of the new service:

- **Monthly:** Review airline performance and revenue guarantee indicators (e.g., load factors by flight, enplanements, flight cancellations, passenger ramp-up, ticket revenue, cost and drawdown)
- **Monthly:** Track walk-up, business and leisure published airfares for the top 25 markets to ensure fares are competitive with competing airports (i.e., Boise). Fare issues will be communicated to incumbent airlines.
- **9 months:** Complete an overall assessment of the program to determine if additional community support is needed beyond year one.
- **Seasonally:** Review ARC data to evaluate the use of SUN by local travelers. Analyze output and communicate with airline.

APPENDIX A. LETTERS OF SUPPORT

Appendix A includes letters of support for Friedman Memorial Airport Authority's application to the US DOT for nonstop service to PDX. Support letters were submitted by **American Airlines**, public-private partners, businesses and organizations in the community. The letters of support are included on the following pages of this Appendix A and are listed as follows:

Airline

Alaska Airlines

Federal, State and Local Government

Blaine County, Board of Commissioners
City of Halley
City of Ketchum
City of Sun Valley
Idaho Congressional Delegation
Idaho Department of Commerce/Tourism
Idaho State Legislature
State of Idaho – Governor C.L. "Butch" Otter

Public-Private Partnership

Fly Sun Valley Alliance
Friedman Memorial Airport Authority
Sun Valley Marketing Alliance
Sun Valley Resort

Local Businesses and Organizations

Atlantic Aviation Services
Blaine County School District #61
Hailey Chamber of Commerce
Marketron
POWER Engineers, Inc.
Rocky Mountain Hardware
St. Luke's Wood River Medical Center
Sun Valley Economic Development
Sun Valley Board of Realtors





Brooke Chapman, Associate Director
Small Community Air Service Development Program
Office of Aviation Analysis
1200 New Jersey Ave, SE W86-307
Washington, DC 20590

April 26, 2016

Dear Ms. Chapman,

I am writing to you to voice our strong support for the 2016 application of Friedman Memorial Airport (SUN) in Hailey, Idaho, under the Small Community Air Service Development grant program.

Tourism is the lifeblood and economic driving force of the entire Wood River Valley. With its internationally known all-season resort of Sun Valley, this area plays a vital role in attracting visitors and business to the state of Idaho. Given our remote locations in Idaho, connection to the national air service transportation system is of critical importance.

A substantial portion of our resort's and community's business is derived from the west coast and the Pacific Northwest. Many groups and individuals from western Oregon are attracted to the area and all that it offers, but ultimately choose not to come because they find it difficult to get here without a direct flight. We would like to increase connectivity with a new non-stop flight twice weekly to and from Portland, Oregon.

Sun Valley Resort has for many years provided minimum revenue guarantees for airlines servicing Friedman Memorial Airport and has also dedicated a considerable portion of its marketing budget toward advertising both incoming and out-going flights. We fully intend to continue this kind of support with any new air service established.

We appreciate your urgent consideration of this grant request and encourage you to notify us if you need additional data to support this application.

Sincerely yours,

Jack Silboach
Director of Marketing and Public Relations
Sun Valley Resort

Mike Crapo
United States Senator
239 Dirksen Senate Office Bldg
Washington, D.C. 20510

James E. Risch
United States Senator
483 Russell Senate Office Building
Washington, D.C. 20510



Mike Simpson
Member of Congress
2312 Rayburn House Office Bldg.
Washington, D.C. 20515

April 27, 2016

Ms. Brooke Chapman, Associate Director
Small Community Air Service Development Director
Office of Aviation Analysis
U.S. Department of Transportation
1200 New Jersey Ave., SE W86-307
Washington, DC 20590

Dear Ms. Chapman:

We write in support of Friedman Memorial Airport Authority's grant application for a Small Community Air Service Development Grant.

The goal of the grant application is to initiate nonstop air service between Friedman Memorial Airport (SUN) and the Portland International Airport (PDX). SUN relies heavily on tourists and business travelers traveling to the Wood River Valley for leisure and business opportunities. Oftentimes, during peak travel periods, there is not sufficient air capacity especially from the Pacific Northwest. Portland is one of the only top five non-drive markets of SUN visitors with nonstop service. Portland is also an important market for potential non-tourism economic development and a number of major national companies have ties between Portland and Wood River Valley area.


SUN is a two-time previous Small Community Air Service Development Grant recipient (2002 and 2013). In cooperation with public-private partnerships and local businesses, SUN persuaded Horizon Air/Alaska Airlines to enter the Los Angeles market back in 2002. The airline still provides nonstop service to and from this area over a decade later. With assistance of the 2013 award, SUN successfully negotiated with United Airlines to initiate nonstop air service to Denver. This 2016 grant request will build on the success of the last two grant projects and help enable SUN to fulfill its objective of obtaining nonstop air service to and from Portland.

History shows SUN has the ability to successfully implement the proposed project. Friedman Memorial Airport Authority, the Fly Sun Valley Alliance, the Sun Valley Marketing Alliance, and the Sun Valley Resort have formed a public-private partnership in support of the application. These organizations have a long list of successful initiatives with broad support from the community who would like to see increased air service based upon the positive economic results from past expansions of air service from nonstop flight markets.

Thank you for your attention to this application and project that will have lasting benefits throughout the region.

Sincerely,


MIKE CRAPO
United States Senator


JAMES E. RISCH
United States Senator


MIKE SIMPSON
Member of Congress



C.L. "Butch" Otter, Governor
Megan Ronk, Director

April 25, 2016

Ms. Brooke Chapman
Associate Director
Small Community Air Service Development Program
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Ms. Chapman,

On behalf of the Idaho Department of Commerce, please accept this letter of support for the Friedman Memorial Airport grant under the Small Community Air Service Development Program that is before the US Department of Transportation. I am writing to pledge our support for new service between Portland and Sun Valley.

Portland is an important market for tourism and economic development and a number of major national companies have ties with both Portland and the Sun Valley area.

The State of Idaho and the community of Sun Valley are extremely supportive of increasing air service, and Idaho has seen positive economic results from past expansions of air service from a nonstop flight markets.

Enthusiastically Yours,

Megan Ronk
Director



C.L. "Butch" Otter, Governor
Jeffery Sayer, Director

July 23, 2013

Ms. Brooke Chapman,
Associate Director, Small Community Air Service Development Program
1200 New Jersey Avenue SE
Washington DC 20590

Dear Ms. Chapman,

On behalf of the Idaho Department of Commerce, Tourism Division, please accept this letter of support for the Friedman Memorial Airport proposal before the US Department of Transportation for a grant under the Small Community Air Service Development Program. I am writing to pledge our marketing support for new service to Denver.

As a former resident of Ketchum I am excited about the prospect of improved air service to the Wood River Valley. I have driven to Twin Falls and Boise to fly for business and pleasure and can fully appreciate the convenience and safety of having direct service to Denver. I was a sales director at the time and lost many pieces of potential business because the clients simply could not arrive in Sun Valley in one day on the available service.

Idaho markets itself internationally with Montana, Wyoming and South Dakota with Denver as a Gateway City partner through Rocky Mountain International. Sun Valley is a desired destination by international travelers where we have hosted many familiarization tours and marketplaces in the last 20 years to promote the area. New service from Denver would be a boon to this marketing effort that has been years in development but stymied due to lack of access.

Additionally Denver is a hub for the east coast and this new service would allow for us to attract business and travelers from yet untapped markets

Idaho Tourism is willing to commit marketing support of 50% of the cost of the advertising in key markets that would respond to the announcement of new service, through our cooperative advertising program. At least \$50,000 will be budgeted to support this marketing effort in print and online.

Sincerely,

Karen Ballard
Idaho Chief Tourism Officer



THE BOARD OF BLAINE COUNTY COMMISSIONERS

206 FIRST AVENUE SOUTH, SUITE 300

HAILEY, IDAHO 83333

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Jacob Greenberg, Chairman * Angenie McCleary, Vice-Chairman * Lawrence Schoen, Commissioner

April 25, 2016

Ms. Brooke Chapman, Associate Director
Small Community Air Service Development Program
Office of Aviation Analysis
1200 New Jersey Ave. SE W86-307
Washington, DC 20590

Re: SCASDP Grant Application - Friedman Memorial Airport (SUN)

Dear Ms. Chapman:

On behalf of Blaine County, Idaho, this letter will serve to enthusiastically endorse and support the SCASDP Grant Application for our airport, Friedman Memorial Airport (SUN). The Friedman Memorial Airport Authority, the Fly Sun Valley Alliance, the Sun Valley Marketing Alliance and the Sun Valley Resort have formed a public-private partnership in support of this application. Cooperatively, these organizations have a list of successful initiatives that have all enjoyed broad community support.

History documents that this public-private partnership and local businesses have the ability to successfully implement this project. In 2002, with the help of a SCASDP grant, the community successfully enticed Horizon Air/Alaska Airlines to enter the Los Angeles market with service to SUN. That service has proven to be successful and Horizon/Alaska continues to serve that market over a decade later. In 2014, the public-private partnership negotiated with United Airlines to initiate a successful nonstop Denver-SUN service with the assistance of 2013 SCASDP funding. The partnership has demonstrated success in past air service efforts and is dedicated to the success of this new initiative.

To support this air service initiative, the Airport Authority and community will fund 30% of the proposed \$715,000 Strategic Plan. Non-airport revenue sources will fund 23% (\$160,000) of the \$694,000 cash requirement. This is a strong commitment by the local community to support nonstop PDX service.

The goal of this project is to initiate nonstop service by Alaska Airlines to Portland International Airport (PDX). SUN is a two-time previous grant recipient (2002 and 2013) and in both cases SCASDP funds were successfully utilized to initiate new, nonstop service.

- SUN relies on tourism and there isn't sufficient capacity during peak travel periods, especially from the Pacific Northwest.
- PDX will offer additional important west coast and international connectivity for SUN, which includes both leisure and business travelers.
- Portland is one of the Top 5 non-drive markets of SUN visitors and second homeowners without nonstop service.
- Portland is an important market for potential non-tourism economic development with a number of major national companies having ties with the Sun Valley area.
- The community is extremely supportive of increasing air service given that past nonstop flight market service expansion has yielded positive economic results.

Again, on behalf of the Blaine County Board of Commissioners and all the citizens of Blaine County, Idaho, please accept our enthusiastic endorsement and pledge of support for the Small Community Air Service Development grant we now seek.

Respectfully,

A blue ink signature of Jacob Greenberg, written in a cursive style.

Jacob Greenberg
Chairman, Blaine County Board of Commissioners
jgreenberg@co.blaine.id.us



SUN VALLEY ECONOMIC DEVELOPMENT

4.24.16

Brooke Chapman, Associate Director

Small Community Air Service Development Program

Office of Aviation Analysis

1200 New Jersey Ave, SE W86-307

Washington, DC 20590

Dear Brooke:

Our local non-profit Sun Valley Economic Development represents over 150 of the biggest employers in Blaine County, ID which converts to 3000+ employees in a county with 20,000 people. Our focus is supporting diverse economic vitality of the region.

Air service has been the largest driver of our economy. Many location neutral-businesses here rely on air travel to the West Coast. Portland in fact is a key economic link for many businesses. Non-stop service would benefit both tourism and non-tourism business for our region. We have seen this pattern with other new non-stop service to SFO and DEN.

Expanding air service has been supported by the community and they have been rewarded with concrete results in the last three years. And thank goodness, because we suffered a 30% drop in our local GDP equivalent in the Great Recession.

The grant for PDX non-stop service will help us recover.

Doug Brown

Sun Valley Economic Development
PO Box 3893
Ketchum, ID 83340

cell 208-309-0187 www.SunValleyEconomy.org



City of **SUN VALLEY**

April 26, 2016

Mayor
Peter Hendricks

Council
Keith Saks, *President*
Michelle Griffith
Jane Conard
Brad Dufur

Ms. Brooke Chapman, Associate Director
Small Community Air Service Development Program
Office of Aviation Analysis
1200 New Jersey Avenue SE W86-307
Washington, DC 20590

Dear Ms. Chapman,

On behalf of the City of Sun Valley, I would like to express our support for the 2016 Small Community Air Service Development grant application from the Friedman Memorial Airport (SUN) in Hailey, Idaho. The Friedman Memorial Airport services the Sun Valley area and this grant would enable our community to pursue important nonstop service to/from Portland, Oregon. Portland nonstop service is a natural market for improving air service to Sun Valley and the surrounding cities in the Wood River Valley as it is one of the only top 5 non-drive markets of visitors and second homeowners for our area without nonstop service.

Sun Valley, with its numerous winter and summer activities, is a tourism mecca. Given its more remote location, visitors and second homeowners rely heavily on air travel to avail themselves of the exceptional skiing, biking, fishing, and performance and visual arts opportunities here. We expect that Portland service will improve west coast and international connectivity for these travelers to our community. Portland is also an important market for non-tourism economic development and a number of major national companies have ties between Portland and the Sun Valley area. Our community is very supportive of increasing air service and has seen positive economic results from the past expansion of air service from nonstop flight markets. We anticipate similar results with the addition of Portland nonstop service.

Your favorable consideration of this grant application would be greatly appreciated.

Sincerely,

Peter M. Hendricks
Mayor



April 25, 2016

Brooke Chapman, Associate Director
Small Community Air Service Development
Program Office of Aviation Analysis
1200 New Jersey Avenue SE
W88-307
Washington, DC 20590

Dear Ms. Chapman,

I am writing in support of the application for Friedman Memorial Airport (SUN) in Hailey, Idaho under the Small Community Air Service Development grant program for a grant to support new service between PDX and SUN for winter and summer seasons, hopefully starting as soon as December 2016.

As a mountain resort community that is dependent on tourism, the Sun Valley region is currently hampered by difficulty and lack of access for many potential travelers particularly during peak travel periods. Portland is a top-5 non-drive market for Sun Valley, yet there are currently no nonstop flights from that destination. The addition of a nonstop flight would drive additional visitation from Portland as well as connecting destinations.

As the destination marketing organization for the region, Visit Sun Valley focuses its efforts on markets where easy access is in place. Our efforts would be expanded to include Portland should a new flight come to fruition.

We hope that you will give strong consideration to this application. If successful, this new non-stop route could have a significant positive impact on the community.

A handwritten signature in black ink, appearing to read "Arlene Schieven".

Arlene Schieven | President + CMO
Visit Sun Valley P.O. Box 4934 Ketchum, ID 83340
T > 208.725.2110 | F > 208.726.4533
www.visitsunvalley.com | facebook.com/sunvalley





City of Ketchum

Brooke Chapman, Associate Director
Small Community Air Service Development Program
Office of Aviation Analysis
1200 New Jersey Ave, SE W86-307
Washington, DC 20590

April 26, 2016

Dear Ms. Chapman,

I write this letter in support of the 2016 application from Friedman Memorial Airport (SUN) in Hailey, Idaho submitted under the Small Community Air Service Development grant program. The request to provide direct air service from Sun Valley (SUN) to Portland Oregon (PDX) supports many of goals of the City of Ketchum. Specifically, the approval of this grant will help in our efforts in establishing year round sustainable jobs and more reliable air service to the area. Both employers and visitors will benefit from the service, and in turn, our local economy will be strengthened. Portland is an important market and a number of major national companies have ties between Portland and the Sun Valley area.

I fully support this application and urge the Department of Transportation to give favorable consideration.

Sincerely,

Nina Jonas, Mayor



April 26, 2016

Brooke Chapman
Associate Director
Small Community Air Service Development Program
Office of Aviation Analysis
1200 New Jersey Ave, SE W86-307
Washington, DC 20590

Re: Support for SCASDP Grant - Friedman Memorial Airport ("SUN")

Dear Ms. Chapman:

The Sun Valley Board of Realtors is an active supporter of the Friedman Memorial Airport Authority in its efforts to improve air service at SUN. We have partnered in the success of local, voter approved initiatives that help maintain existing air service and have helped to fund important new non-stop routes to SUN that are crucial to improving our local economy. We are also into our fourth year of operating Realtors for Air, whereby our 350+ members make annual mid five figure contributions directly from their individual earnings to Fly Sun Valley Alliance for its use in air service development efforts, in recognition of the importance of air service to our industry and our economy. As an involved stakeholder, we are writing now to support the airport's application for a Small Community Air Service Development Program grant to open non-stop air service between SUN and Portland, Oregon.

As a resort area where in some parts of the region over 50% of homes are owned by non-residents, the importance of multiple destination non-stop flights to SUN cannot be overstated. New service to PDX is especially important as it is one of our only top five non-drive markets that does not have non-stop air service to and from SUN. After tourism (which obviously also requires excellent local air service), the real estate industry is one of the largest components of our economy and its ability to solidify and expand its local economic impact relies on obtaining grants such as the one that is the subject of this letter. During peak periods there are not sufficient seats from the Pacific Northwest region to satisfy demand, and based on the successes we have experienced in marketing non-stop flights to and from SUN to Seattle, San Francisco and Los Angeles, we would expect non-stop service to PDX to exceed expectations very rapidly.

Thank you very much in advance for reviewing our comments; please feel free to call me should you have any questions about them. We look forward to hearing of the success of this application.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert W. Crosby".

Robert W. Crosby
Government Affairs Director



April 28, 2016

Brooke Chapman, Associate Director
Small Community Air Service Development Program
Office of Aviation Analysis
1200 New Jersey Ave, SE W86-307
Washington, DC 20590

Brooke,

I wanted to let you know that Atlantic Aviation – Sun Valley is in support of the Friedman Memorial Airport Authority's Small Community Air Service Development Program Grant to initiate nonstop air service between Friedman Memorial Airport (Sun Valley) and the Portland International Airport (PDX).

I have worked for the FBO here almost thirty years and recognize the positive impacts grants have in providing means to develop and maintain air service for this central Idaho community. They mean so much as they provide jobs, air service to the community and spin off of other local business like hotels, restaurants, and other business.

My business enjoys the extra business another route or air service brings to our community. Recently, I heard comments, about how we needed better connections to other aviation hubs. Without better connections, some business could just relocate to obtain the air service they want and need.

In our local community discussions we look at the following bullet points of why we need better service to the West Coast as follows:

- SUN relies on tourism and there isn't sufficient capacity during peak travel periods, especially from the Pacific North West.
- PDX will offer additional important west coast and international connectivity for SUN for both leisure and business travelers
- Portland is one of the only top 5 non-drive markets of SUN visitors and second homeowners without nonstop service
- Portland is also an important market for potential non-tourism economic development and a number of major national companies have ties between Portland and the Sun Valley area.
- The community is extremely supportive of increasing air service, and has seen positive economic results from the past expansion of air service from nonstop flight markets

Please consider providing this grant for this route to PDX. It is needed and I know our community and airport can make this service work.

Thank You,

Michael T. Rasch, General Manager

ATLANTIC

ATLANTIC AVIATION SERVICES • 208-788-7611 • 400 BC #1085 • HAILEY ID 83333
MAILING ADDRESS • 2230 AVIATION DR. • HAILEY ID 83333



POWER ENGINEERS, I

3940 GLENBROOK DR
PO BOX 11
HAILEY, ID 83333

PHONE 208-788-34
FAX 208-788-20

April 28, 2016

Brooke Chapman, Associate Director
Small Community Air Service Development Program
Office of Aviation Analysis
1200 New Jersey Ave, SE W86-307
Washington, DC 20590

Dear Mr. Chapman:

I am writing on behalf of Power Engineers, Inc. the largest private company employer in the Wood River Valley utilizing Sun Valley Regional Airport as our primary air service to our business. We are an engineering design and consulting service with our corporate headquarters located in Hailey and we have an office with approximately 240 employees at this location. The company has approximately 2300 employees throughout the US and offices in over 40 locations as well as several international office locations. Air travel service to key cities and the frequency and reliability of this air service to Sun Valley airport is paramount the continued success of our company.

I have been informed by Mr. Rick Baird, the manager of this airport, that you are considering providing grant money to support non-stop service from Sun Valley to the Portland, Oregon airport. This service would provide a very valuable service to our company as one of our largest offices is in the Portland area. Commercial air service is critical to the success of our company and the ability to maintain its corporate headquarters at this location. Over recent years we have continued to have a number of difficulties in getting our employees to other offices and to client locations around the county and the world. These problems seem to become increasingly more difficult with the passage of time.

I would urge you to consider providing this funding to create this valuable service for the valley and our company.

Should you have need to contact me to further discuss our concerns for this mater you may do so by calling me at 208-309-3449 (cell), 208-788-4985 (work) or e-mail me at fhalverson@powereng.com. Thank you for your assistance in this matter.

Sincerely,

Frank D. Halverson
Director and Vice President
Power Engineers, Inc.



April 25, 2016

Brooke Chapman, Associate Director
Small Community Air Service Development Program
Office of Aviation Analysis
1200 New Jersey Ave, SE W86-307
Washington, DC 20590

Dear Ms. Chapman,

I submit this letter on behalf of St. Luke's Wood River to express our full support of the Small Community Air Service Development Program Grant that FMAA is submitting in conjunction with Fly Sun Valley Alliance and the Sun Valley Company.

Our community's vitality is highly dependent on air service. In addition to strengthening our visitor base, additional air service attracts additional full time residents and non-tourism related businesses to the Valley. Reliable air service is often an important factor in recruiting and retaining highly skilled medical personnel. Adding Portland, OR would aid us greatly by opening up this market for those who wish to travel back to visit family and friends. Currently, travel within the Pacific Northwest and SUN is very limited, PDX will offer important west coast and international connectivity for residents, visitors and businesses.

As one of the largest employers in our valley, we are extremely supportive of increasing air service, and have seen positive social and economic results from the past expansion of air service from nonstop flight markets. Therefore, St. Luke's Wood River is excited about the opportunity to further support the Friedman Memorial Airport with this important grant submission.

Best regards,

A handwritten signature in black ink, appearing to read "Cody Langbehn", written over a horizontal line.

Cody Langbehn, CEO
St. Luke's Wood River