

**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, November 3, 2015 at 5:30 p.m. at the old Blaine County Courthouse Meeting Room Hailey, Idaho. The proposed Agenda for the meeting is as follows:

**AGENDA  
November 3, 2015**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. APPPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
  - A. October 13, 2015 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
- 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
  - F. Employee of the 1<sup>st</sup> Quarter, 2015 – Attachment #6
  - G. Employee of the 2<sup>nd</sup> Quarter, 2015 – Attachment #7
- VI. UNFINISHED BUSINESS**
  - A. Airport Solutions
    - 1. Existing Site
      - a. Plan to Meet 2015 Congressional Safety Area Requirement
        - i. Project 3 Terminal Reconfiguration DISCUSS/DIRECT
        - ii. Project 4 Airport Operations Building DISCUSSION
        - iii. Project 6 Relocate Taxiway B/Remove Taxiway A/North Apron DISCUSSION
        - iv. Project 7 Demolish ARFF/SRE and Administration Buildings and Construct Central Bypass Taxiway DISCUSS/DIRECT
        - v. Future Projects DISCUSS/DIRECT
      - b. Retain/Improve/Develop Air Service
        - i. Fly Sun Valley Alliance Update DISCUSS/DIRECT
    - B. Master Plan Update – Attachments #8 - #10 DISCUSS/PUBLIC COMMENT/ACTION
    - C. Communication Director Selection Process ACTION
- VII. NEW BUSINESS**
  - A. Voluntary Noise Abatement Program Review DISCUSS/DIRECT/ACTION
- VIII. PUBLIC COMMENT**
- IX. EXECUTIVE SESSION – I.C. §74-206**
- X. ADJOURNMENT**

FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETINGS ARE OPEN TO ALL INTERESTED PARTIES. SHOULD YOU DESIRE TO ATTEND A BOARD MEETING AND NEED A REASONABLE ACCOMMODATION TO DO SO, PLEASE CONTACT THE AIRPORT MANAGER'S OFFICE AT LEAST ONE WEEK IN ADVANCE BY CALLING 788-4956 OR WRITING TO 1616 AIRPORT CIRCLE, HAILEY, IDAHO 83333.

**III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES**

**A. October 13, 2015 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

## V. AIRPORT STAFF BRIEF (5 Minutes Allotted)

### A. Noise Complaints:

Noise Complaints:	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
<b>LOCATION</b>					
Bellevue	10/02	11:56 pm	Unknown	Loud Jet Sound	This remains a somewhat unsolved mystery. Inquiries to the USAF have not resulted in any feedback.
Bellevue & Hailey 4 calls	10/08	11:42 pm	Unknown	Loud Jet Sound	This remains a somewhat unsolved mystery. Inquiries to the USAF have not resulted in any feedback.
Chanterelle	10/12	3:40 am	Jet	Late Arrival.	Aircraft ID'd. Vol. Noise Abatement letter sent. Caller advised.

### B. Parking Lot Update

#### The Car Park Gross/Net Revenues

Month	FY 2013 Gross	FY 2013 Net	FY 2014 Gross	FY 2014 Net	FY 2015 Gross	FY 2015 Net
September	\$22,571.00	\$11,795.17	\$31,018.14	\$20,298.33	\$29,244.01	\$17,002.37

### 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 - 2015 ATCT Traffic Operations data comparison by month. Attachment #4 is 2015 Enplanement, Deplanement and Seat Occupancy data. The following revenue and expense analysis is provided for Board information and review:

#### August 2014/2015

Total Non-Federal Revenue	August, 2015	\$299,391.28
Total Non-Federal Revenue	August, 2014	\$275,782.93
Total Non-Federal Revenue	FY '15 thru August	\$2,469,556.04
Total Non-Federal Revenue	FY '14 thru August	\$2,272,869.24
Total Non-Federal Expenses	August, 2015	\$180,497.73
Total Non-Federal Expenses	August, 2014	\$185,060.17
Total Non-Federal Expenses	FY '15 thru August	\$2,090,490.80
Total Non-Federal Expenses	FY '14 thru August	\$1,927,019.12

Net Income to include Federal Programs	FY '15 thru August	\$-5,074,092.49
Net Income to include Federal Programs	FY '14 thru August	\$-490,853.87

**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	0	0
Delta	1	2
United Express	0	0

**F. Employee of the 1<sup>st</sup> Quarter, 2015 – Attachment #6**

Mr. Jim Hicks, Atlantic Aviation – Sun Valley, was selected as the Employee of the 1<sup>st</sup> Quarter, 2015. Customer service, knowledge of the airport, responsibility, flexibility and professionalism are among the qualities considered in the selection process. Jim is a Line Manager and the primary point of contact during event and holidays. His customer service skills and ability to communicate safety needs of the airfield to customers, specifically attribute to his selection as Employee of the Quarter. It is a pleasure to have Jim a part of the Atlantic Aviation team and to announce his nomination and selection as Employee of the Quarter.

**G. Employee of the 2<sup>nd</sup> Quarter, 2015 – Attachment #7**

Mr. Dean Miller, Atlantic Aviation – Sun Valley, was selected as the Employee of the 2<sup>nd</sup> Quarter, 2015. Customer service, knowledge of the airport, responsibility, flexibility and professionalism are among the qualities considered in the selection process. Dean has been an employee for nearly 5 years and is currently a Line Shift Manager. His good nature, teamwork and great work skills attribute to his selection as Employee of the Quarter. It is a pleasure to have Dean a part of the Atlantic Aviation team and to announce his nomination and selection as Employee of the Quarter.

**VI. UNFINISHED BUSINESS**

**A. Airport Solutions**

**1. Existing Site**

**a. Plan to Meet 2015 Congressional Safety Area Requirement**

**i. Project 3 Terminal Reconfiguration**

Tenant finish-out work is ongoing. All other work is complete.

BOARD ACTION: 1. Discuss/Direct

**ii. Project 4 Airport Operations Building**

The project is complete.



BOARD ACTION: 1. Discussion

iii. **Project 6 Relocate Taxiway B/Remove Taxiway A/North Apron**

The project is complete.

BOARD ACTION: 1. Discussion

iv. **Project 7 Demolish ARFF/SRE and Administration Buildings and Construct Central Bypass Taxiway**

This project is complete, as well, finishing on time and under budget.

BOARD ACTION: 1. Discuss/Direct

v. **Future Projects**

Staff and consultants are discussing possible future projects, including the following:

- Parking lot improvements
- Airline Ticketing Office improvements
- Additional air carrier parking

The board will have an opportunity to provide input on project priorities at the meeting.

BOARD ACTION: 1. Discuss/Direct

b. **Retain/Improve/Develop Air Service**

i. **Fly Sun Valley Alliance Update**

This item is on the agenda to permit a Fly Sun Valley Alliance report if appropriate.

BOARD ACTION: 1. Discuss/Direct

**B. Master Plan Update – Attachments #8 - #10**

**PROGRESS REPORT**

Mead & Hunt has revised Master Plan Chapter D, *Existing Airport Site Alternatives*, based on direction received from the FMAA Board. A redlined version of this revised chapter is included in the November FMAA meeting packet at Attachment #8. Mead & Hunt will request Board acceptance of the revised Chapter D at the December FMAA meeting. This will allow the planning team to begin the financial feasibility analysis portion of the Master Plan.

A preliminary draft version of Master Plan Chapter E, *Siting Evaluation for Replacement Airport*, is also included in the November FMAA meeting packet at Attachment #9. Mead & Hunt will request Board comments on the preliminary draft Chapter E, at the January FMAA meeting.

All working documents developed during the planning process should be considered drafts and can be revised as appropriate, at the direction of the FMAA, up until the Final Master Plan Report is published at the end of the study process.

Written comment received since last FMAA meeting is included as Attachment #10.

BOARD ACTION: 1. Discuss/Public Comment/Action

**C. Communication Director Selection Process**

The Board appointed Communication Director Selection Committee reviewed the five proposals received and selected three of the organizations to participate in the interview process. Interviews were conducted on October 21, 2015 and the selection committee is prepared to present their recommendation to the Board for approval.

BOARD ACTION: 1. Approval of the Selections Committee's recommendation for the Airport's Communications Director.

**VII. NEW BUSINESS**

**A. Voluntary Noise Abatement Program Review**

As previously discussed, Staff would like to begin the process of convening a Voluntary Noise Abatement committee for the purpose of reviewing the program. It is our understanding that the committee will be comprised as follows:

1 Representative from the Hailey City Council  
2 At large representatives appointed by the City of Hailey  
1 Representative from the Blaine County Board of Commissioners  
2 At large representatives appointed by the Blaine County Board of Commissioners  
A representative from the FBO, Atlantic Aviation Sun Valley  
3 Representatives from the Aviation Community, nominated by the Chair and Airport Mgr.  
Airport Manager  
Airport Operations Chief  
Hailey ATCT Chief

It is Staff's intent to have this item on the December FMAA Agenda for discussion and planning. Ideally, all appointed members will be identified by the time of the meeting and scheduling can proceed.

BOARD ACTION: 1. Discuss/Direct/Action

**VIII. PUBLIC COMMENT**

**IX. EXECUTIVE SESSION - I.C. §74-206**

**X. ADJOURNMENT**

ATTACHMENT #1

**MINUTES OF A REGULAR MEETING  
OF THE  
FRIEDMAN MEMORIAL AIRPORT AUTHORITY\***

**October 13, 2015  
5:30 P.M.**

**IN ATTENDANCE:**

**BOARD MEMBERS:** Chairman – Ron Fairfax, Board – Lawrence Schoen, Fritz Haemmerle, Jacob Greenberg, Angenie McCleary, Pat Cooley  
**FRIEDMAN MEMORIAL AIRPORT STAFF:** Airport Manager – Rick Baird, 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; R/L/B – Nicholas Latham  
**AIRPORT TENANTS/PUBLIC:** FSVA – Dick Fenton; Atlantic Aviation – Mike Rasch; James Stireman, Peter Lobb, 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 5:38 p.m. by Chairman Fairfax.

**I. APPROVE AGENDA**

The agenda was approved as presented.

**II. PUBLIC COMMENT**

No public comment was made.

**III. APPROVE FMAA  
MEETING MINUTES**

**A. September 8, 2015 Regular Meeting (See Brief)**

The September 8, 2015 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

**MOTION:**

***Made by Board Member McCleary to approve the  
September 8, 2015 Friedman Memorial Airport  
Authority Regular Meeting Minutes as presented.  
Seconded by Board Member Haemmerle.***

**PASSED UNANIMOUSLY**

**IV. REPORTS**

**A. Chairman Report**

No report was given.

**B. Blaine County Report**

Board Member Greenberg reported that the Blaine County Commissioners received an email from Steven Garman commenting on the Runway Use Program item of discussion on tonight's agenda. (Minutes Attachment #1)

**C. City of Hailey Report**

Board Member Haemmerle reported that a comment regarding Chapter D of the Master Plan was received from Evan Stelma and has been distributed to the Board. (Minutes Attachment #2)

**D. Airport Manager Report**

No report was given.

**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)**

Airport Manager Baird briefed the Board that Congress has appropriated the recent Airport Improvement Program (AIP) bill.

**E. Airport Commercial Flight Interruptions (See Brief)**

**F. Employee of the 1<sup>st</sup> Quarter, 2015 (See Brief)**

Airport Manager Baird briefed the Board that this agenda item will be deferred to the November meeting due to the recipient's inability to attend tonight's meeting.

**G. Employee of the 2<sup>nd</sup> Quarter, 2015 (See Brief)**

Airport Manager Baird briefed the Board that this agenda item will be deferred to the November meeting due to the recipient's inability to attend tonight's meeting.

**VI. UNFINISHED BUSINESS**

**A. Airport Solutions**

**1. Existing Site**

**a. Plan to Meet 2015 Congressional Safety Area Requirement**

**i. Project 3 Terminal Reconfiguration (See Brief & Power Point Presentation)**

Engineer Mitchell updated the Board on the current status of Project 3 of the RSA Improvements Project.

Board Member Schoen asked why it is necessary for the revolving door to be a programmed door as it seems it will require constant maintenance and supervision to remain operational. He also asked what happens when the door is nonoperational.

Engineer Mitchell answered that a mechanical revolving door was installed to avoid the need to staff a door monitor. The door will require maintenance but it keeps the secure area secure by only revolving one way and stopping if someone were to try to enter the secure area from the unsecure side.

Airport Manager Baird added that the revolving door has a lot of safety features on it and is an economical solution to a very expensive proposition as well as a relatively inexpensive apparatus to maintain.

**ii. Project 4 Airport Operations Building (See Brief & Power Point Presentation)**

Engineer Mitchell updated the Board on the current status of Project 4 of the RSA Improvements Project.

**iii. Project 6 Relocate Taxiway B/Remove Taxiway A/North Apron (See Brief & Power Point Presentation)**

Engineer Mitchell updated the Board on the current status of Project 6 of the RSA Improvements Project.

**iv. Project 7 Demolish ARFF/SRE and Administration Buildings and Construct Central Bypass Taxiway (See Brief & Power Point Presentation)**

Engineer Mitchell updated the Board on the current status of Project 7 of the RSA Improvements Project.

**v. Future Projects (See Brief & Power Point Presentation)**

Engineer Mitchell updated the Board on the current status of the following projects of the RSA Improvements Project:

- Landscaping Improvements
- Runway Rehabilitation

Airport Manager Baird thanked the consultant team for a fantastic job done on a very difficult project as it nears completion.

**b. Retain/Improve/Develop Air Service**

**i. Fly Sun Valley Alliance Update**

Fly Sun Valley Alliance representative Dick Fenton reported on the following:

- Enplanements were strong this summer despite a decrease in the amount of flights offered from airlines.
- Booked flights for the winter season have increased by 30% compared to last year's bookings.
- FSVA will be meeting with United Airlines at the end of October to finalize the 2016 summer schedule and discuss the schedule for 2017.
- FSVA has been discussing the possibility of adding San Francisco flights in the fall with Alaska Airlines.

Chairman Fairfax asked if FSVA can measure how many passengers come to Sun Valley now because of the new direct flights from SFO and DEN.

Mr. Fenton answered that several people have commented about coming to Sun Valley for the first time or more frequently because of the new direct flights.

Board Member Greenberg asked if there has been any discussion about the wait time in SLC for connecting flights.

Mr. Fenton answered that the time delay for connecting flights in SLC is due to the absence of the afternoon flight that SkyWest did not schedule this year for weekdays.

Board Member McCleary asked if FSVA is continuing to evaluate other destinations.

Mr. Fenton answered that FSVA is continuing to evaluate market potential in Dallas, Chicago, and Portland.

Airport Manager Baird briefed the Board that the Airport's Air Service Consultant, Ron McNeill will be here during the November or December Board meeting to present a leakage analysis and market statistics to the

Board.

**B. Master Plan Update (See Brief & Power Point Presentation)**

Airport Manager Baird updated the Board on the current status of the Master Plan Update and what the next steps are in the process.

Board Member Haemmerle suggested that the Board review a redline version of Chapter D based on Board comments made during the September Board Meeting and then have a broader discussion in December about Chapter D.

The Board discussed whether the Chapter D discussion should commence at the November meeting or be deferred to the December meeting, the amount of time the public should have to review a chapter upon its release and before the next Board meeting, and the format and structure of the Board agendas.

The Board agreed to summarize their individual preferences for the alternatives in Chapter D that were expressed at last month's meeting.

Board Member Greenberg preferred tower sites #1 and #2 with possible consideration for a site on top of the terminal, commercial apron parking alternative #3, public parking on-site, and alternatives #2 and #4 for general aviation land recapture.

Board Member Schoen prefers that the tower site to be placed on top of an existing structure and if that is not possible he would prefer tower sites #1 or #2. With respect to commercial apron parking he prefers the north and west alternatives. With respect to public parking he supports a tiered parking structure with one or two additional levels with approval from Hailey Planning and Zoning as well as adjacent land acquisition. With respect to general aviation facilities he prefers alternative #4 and alternative #1 if more space is deemed necessary in the future.

Board Member McCleary commented that she agrees with Board Members Greenberg and Schoen and added that the expansion plan for the passenger terminal building within the existing Airport property should be planned for. She commented that she prefers the general aviation facilities alternative #4.

Board Member Haemmerle commented that, from what he has heard, City of Hailey citizens are against Airport expansion and stressed that language on page D34, paragraph 7 be revised to "expansion will be considered for facilities that are deemed necessary."

The Board discussed Board Member Haemmerle's suggested revision to Chapter D and did not reach a consensus about the revision.

Board Member Greenberg commented that, from what he has heard from some Hailey business owners and general public, they are supportive of recapturing space for general aviation facilities and operations. He commented that they are pragmatic in their approach about whether the Board needs to purchase land outside the existing Airport property to replace the space lost from construction projects and to ensure that the Airport has the capacity to maintain operations for the next 20 years or until the Airport is relocated.

Chairman Fairfax commented that in his dental practice, he rarely hears from Hailey citizens that they do not support expansion but that they want the Airport to survive as it helps their business; however, the Mayor probably has better feedback from Hailey citizens regarding the Airport.

Board Member Haemmerle commented that it is in the Wood River Valley's best interest to have a thriving, decent Airport; however, the City and County have an agreement that says the Airport will not be expanded unless it's necessary and the City will not depart from that agreement.

Board Member Schoen commented that debating these issues is a healthy, public process and why it is important to define the context of the word "necessary" as it will help the Board adopt a more orderly decision-making process. He commented that the County Commissioners are extremely sensitive to the safety and environmental impact aspects of improvements at the Airport and also receive and acknowledge comments from the public regarding improvements made to the existing site.

Dick Fenton commented that it would be helpful if the public could review the draft Master Plan chapters as far in advance as is reasonable.

Chairman Fairfax directed Staff to prepare a redline version of Chapter D, present it to the Board and public at the November meeting, and discuss the revisions to Chapter D at the December Board meeting.

The Board discussed the timeline for distributing, presenting, and discussing draft Chapter E of the Master Plan Update and agreed to distribute Chapter E with the November Board packet, present it at the November Board meeting, and discuss it at the January Board meeting.

Airport Manager Baird briefed the Board that the Master Plan chapters and related documents are now available and easily accessible on the Airport's website, [www.iflysun.com](http://www.iflysun.com). Website visitors will also have the ability to submit public comment through the website as well.

#### **C. Communication Director Selection Process (See Brief & Power Point Presentation)**

Airport Manager Baird briefed the Board on the current status of the Communication Director Selection Process.

The Communications Committee discussed the schedule for the interviewing process and agreed to finalize the schedule with Staff and discuss conducting a meeting before the interview process.

## **VII. NEW BUSINESS**

### **A. Runway Use Program (See Brief)**

Airport Manager Baird briefed the Board on what the Runway Use Program is and how it affects procedures for approaches to/from the north.

Board Member Haemmerle commented that he asked Chairman Fairfax to put this topic on tonight's agenda in order to investigate the Board's options regarding the development of an Involuntary Noise Abatement Program. He proposed that the Board elect a subcommittee to study the current Voluntary Noise Abatement Program and analyze alternative options for noise abatement procedures.

The Board discussed the technical aspects of the Runway Use Program as well as Board Member Haemmerle's proposal as summarized below:

- The consequences and results that would arise from implementing a Runway Use Program at the Airport in place of the Voluntary Noise Abatement Program.
- The proposed subcommittee should include general aviation representatives,

Air Traffic Control Tower operators, representatives from Atlantic Aviation, and the community.

- The subcommittee's purpose would be to research Runway Use Program options as well as noise abatement procedure options.
- The reason a Runway Use Program would increase approaches to/from the north rather than limit them.
- A pilot's ability to decide whether to land from the north or the south if safety is a factor.

Board Member Schoen commented that it is difficult to make a decision on a topic the Board has little technical knowledge about and he is frustrated that the Board was not following the agenda as outlined. He also commented that an ad hoc discussion between two board members does not advance the agenda.

Board Member Greenberg commented that it would be helpful to invite someone with technical knowledge about this topic to help the Board understand and interpret what the Runway Use Program document means. He commented that the Board must be cautious in making decisions that may have the opposite effect intended.

Board Member Haemmerle commented that he would like to understand better the technical aspects of how a mandatory noise abatement program would interfere with Airport operations.

The Board agreed to form a subcommittee to discuss the topic further and directed Staff to develop a group of candidates to serve on the subcommittee and present it at next month's Board meeting.

## **VIII. PUBLIC COMMENT**

Peter Lobb commented that it seems as though pilots mention safety in order to do as they please. Pilots need to be convinced that if they do break the rules, there are consequences. Mr. Lobb volunteered to be a community representative on the proposed subcommittee.

## **IX. ADJOURNMENT**

The October 13, 2015 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 7:50 p.m.

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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.*



## April Matlock

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**From:** Jacob Greenberg <jgreenberg@co.blaine.id.us>  
**Sent:** Tuesday, October 13, 2015 10:18 AM  
**To:** Rick Baird; April Dieter  
**Subject:** FW: FMAA Northern Approach

For the record please.

Jacob

**From:** Jacob Greenberg [mailto:jacobg53@gmail.com]  
**Sent:** Tuesday, October 13, 2015 10:16 AM  
**To:** Jacob Greenberg <jgreenberg@co.blaine.id.us>  
**Subject:** Fwd: FMAA Northern Approach

Sent from my iPad

Begin forwarded message:

**From:** Mmand <mmands@mindspring.com>  
**Date:** October 12, 2015 at 9:42:26 PM MDT  
**To:** Jacob Greenberg <jacobg53@gmail.com>  
**Subject:** Re: FMAA Northern Approach

Jacob,

Thanks for sending this. I have given it a quick review and as we talked about at Shorty's, to implement a restriction on traffic from/to the north out of Friedman will be a huge undertaking with the FAA. As you know, FAA funding it tied to complete access to the airport by all users.

In my opinion, (18,200 hrs of flight time, in multiple jets, turboprops and piston aircraft and the operator of a TBM-850 turboprop and the Chief Pilot of a Learjet 31A, and a Cessna 180, all based in SUN) this will cause problems from a safety standpoint. What a "north fly over restriction" will do, will be to encourage aircraft to land and take off over Bellevue, no matter what the winds. We'll see an increase of loss of control accidents, and now we'll have aircraft heading north toward the McCurtcher park with an additional tail wind component (ground speed) and far less control on the runway. Is this really what the citizens want?

I would be very happy to present the board my thoughts on this matter if my time permits. Sadly I cannot be at the meeting on Tuesday but please feel free to share these thoughts publicly with the FMAA board and attendees.

Thank you for sharing this with me.

Steven Garman  
(208) 720-1128  
[mmands@mindspring.com](mailto:mmands@mindspring.com)

On Oct 12, 2015, at 21:15, Jacob Greenberg <[jacobg53@gmail.com](mailto:jacobg53@gmail.com)> wrote:

Hi Steve,

I did not have a copy of the regulation as I thought. It was at my county office. The document is on page 63 of the October 13th agenda items on the airport site. I hope that helps and I would welcome your comments for tomorrow night's meeting.

Jacob Greenberg

Sent from my iPad

October 12, 2015

Friedman Memorial Airport Authority Board

Dear Commissioners,

Please let this email serve as notice that I have read the proposed Friedman Memorial Airport Masterplan Update Chapter D. My comment follows.

First off, the chapter has not been written as any of the others were previously in the draft Friedman Masterplan. No specific plan was chosen or suggested as the best for FMA going forward. An optimal choice is generally proposed and then public comment taken on that decision. To just leave the chapter dangling at what appeared to be a halfway point was very odd.

Due to the lack of any compelling data suggesting that we are out of space at the airport (the Allen and Company week when eleven jets couldn't land is not a crisis), I would urge the FMAA Board to vote against any expansion outside the fence at this time. We don't have a critical need currently. The Masterplan and FMA needs can be revisited when that time comes; however, at this point, keeping the Joint Powers Agreement intact and not stepping outside the current fence of the airport is warranted. No Action is the Alternative I urge the Board to take on this chapter.

Sincerely,

Evan Stelma, Bellevue, ID 83313

12:14 PM

10/19/15

Accrual Basis

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual Combined

### October 2014 through August 2015

Ordinary Income/Expense	Oct '14 - Aug 15	Budget	\$ Over Budget	% of Budget
<b>Income</b>				
4000-00 · AIRCARRIER				
4000-01 · Aircarrier - Lease Space	77,477.07	84,600.00	-7,122.93	91.6%
4000-02 · Aircarrier - Landing Fees	122,740.40	120,101.00	2,639.40	102.2%
4000-03 · Aircarrier - Gate Fees	1,100.00	1,200.00	-100.00	91.7%
4000-04 · Aircarrier - Utility Fees	12,332.94	7,600.00	4,732.94	162.3%
4010-06 · Aircarrier - '12 PFC App	56,731.64			
4010-07 · Aircarrier - '14 PFC App	208,870.46	250,000.00	-41,129.54	83.5%
<b>Total 4000-00 · AIRCARRIER</b>	<b>479,252.51</b>	<b>463,501.00</b>	<b>15,751.51</b>	<b>103.4%</b>
4020-00 · TERMINAL AUTO PARKING REVENUE				
4020-01 · Automobile Parking - Terminal	182,838.97	100,100.00	82,738.97	182.7%
<b>Total 4020-00 · TERMINAL AUTO PARKING REVENUE</b>	<b>182,838.97</b>	<b>100,100.00</b>	<b>82,738.97</b>	<b>182.7%</b>
4030-00 · AUTO RENTAL REVENUE				
4030-01 · Automobile Rental - Commission	410,646.49	390,000.00	20,646.49	105.3%
4030-02 · Automobile Rental - Counter	11,718.00	12,800.00	-1,082.00	91.5%
4030-03 · Automobile Rental - Auto Prkng	51,218.60	60,900.00	-9,681.40	84.1%
4030-04 · Automobile Rental - Utilities	857.34	1,000.00	-142.66	85.7%
<b>Total 4030-00 · AUTO RENTAL REVENUE</b>	<b>474,440.43</b>	<b>464,700.00</b>	<b>9,740.43</b>	<b>102.1%</b>
4040-00 · TERMINAL CONCESSION REVENUE				
4040-01 · Terminal Shops - Commission	0.00	1,200.00	-1,200.00	0.0%
4040-02 · Terminal Shops - Lease Space	1,542.38	6,120.00	-4,577.62	25.2%
4040-03 · Terminal Shops - Utility Fees	116.90	600.00	-483.10	19.5%
4040-10 · Advertising - Commission	28,988.52	33,000.00	-4,011.48	87.8%
4040-11 · Vending Machines - Commission	13,087.51	12,000.00	1,087.51	109.1%
4040-12 · Terminal ATM	131.00			
<b>Total 4040-00 · TERMINAL CONCESSION REVENUE</b>	<b>43,866.31</b>	<b>52,920.00</b>	<b>-9,053.69</b>	<b>82.9%</b>
4050-00 · FBO REVENUE				
4050-01 · FBO - Lease Space	223,288.24	231,500.00	-8,211.76	96.5%
4050-02 · FBO - Tiedown Fees	380,841.99	375,000.00	5,841.99	101.6%
4050-03 · FBO - Landing Fees - Trans.	250,958.45	345,000.00	-94,041.55	72.7%
4050-04 · FBO - Commission	17,738.13	20,000.00	-2,261.87	88.7%
4050-06 · FBO - Charter	936.38			
<b>Total 4050-00 · FBO REVENUE</b>	<b>873,763.19</b>	<b>971,500.00</b>	<b>-97,736.81</b>	<b>89.9%</b>
4060-00 · FUEL FLOWAGE REVENUE				
4060-01 · Fuel Flowage - FBO	198,665.56	200,000.00	-1,334.44	99.3%
<b>Total 4060-00 · FUEL FLOWAGE REVENUE</b>	<b>198,665.56</b>	<b>200,000.00</b>	<b>-1,334.44</b>	<b>99.3%</b>
4070-00 · TRANSIENT LANDING FEES REVENUE				

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual Combined

### October 2014 through August 2015

	Oct '14 - Aug 15	Budget	\$ Over Budget	% of Budget
4070-02 · Landing Fees - Non-Comm./Gov't	200.06	500.00	-299.94	40.0%
<b>Total 4070-00 · TRANSIENT LANDING FEES REVENUE</b>	200.06	500.00	-299.94	40.0%
4080-00 · HANGARS REVENUE				
4080-01 · Land Lease - Hangar	399,691.82	430,100.00	-30,408.18	92.9%
4080-02 · Land Lease - Hangar/Trans. Fee	1,794.60	1,000.00	794.60	179.5%
4080-03 · Land Lease - Hangar/Utilities	1,726.36	1,400.00	326.36	123.3%
4080-20 · Land Lease - Government Revenue	1,176.53	7,150.00	-5,973.47	16.5%
<b>Total 4080-00 · HANGARS REVENUE</b>	404,389.31	439,650.00	-35,260.69	92.0%
4090-00 · TIEDOWN PERMIT FEES REVENUE				
4090-01 · Tiedown Permit Fees (FMA)	9,859.23	10,000.00	-140.77	98.6%
<b>Total 4090-00 · TIEDOWN PERMIT FEES REVENUE</b>	9,859.23	10,000.00	-140.77	98.6%
4100-00 · POSTAL CARRIERS REVENUE				
4100-01 · Postal Carriers - Landing Fees	9,526.57	12,000.00	-2,473.43	79.4%
4100-02 · Postal Carriers - Tiedown	2,970.00			
<b>Total 4100-00 · POSTAL CARRIERS REVENUE</b>	12,496.57	12,000.00	496.57	104.1%
4110-00 · MISCELLANEOUS REVENUE				
4110-01 · Misc. Revenue	337.61			
4110-06 · Misc. - Security-Prox. Cards	34,380.00	27,000.00	7,380.00	127.3%
4110-09 · Miscellaneous Expense Reimburse	-458.31			
<b>Total 4110-00 · MISCELLANEOUS REVENUE</b>	34,259.30	27,000.00	7,259.30	126.9%
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	13,600.00	12,000.00	1,600.00	113.3%
4120-02 · GTSP - Trip Fee	2,900.00	3,200.00	-300.00	90.6%
<b>Total 4120-00 · GROUND TRANSP. PERMIT REVENUE</b>	16,500.00	15,200.00	1,300.00	108.6%
4400-00 · TSA				
4400-02 · Terminal Lease	5,999.07	6,545.00	-545.93	91.7%
<b>Total 4400-00 · TSA</b>	5,999.07	6,545.00	-545.93	91.7%
4510-00 · DOT/Small Community Air Service				
4510-01 · Small Community Air Service	85,147.96	200,000.00	-114,852.04	42.6%
<b>Total 4510-00 · DOT/Small Community Air Service</b>	85,147.96	200,000.00	-114,852.04	42.6%
4520-00 · INTEREST INCOME				
4520-06 · Interest Income - '12 PFC	17.94			
4520-07 · Interest Income - '14 PFC	814.73			
4600-00 · Interest Income - General	5,563.08	10,000.00	-4,436.92	55.6%

# Friedman Memorial Airport

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	Oct '14 - Aug 15	Budget	\$ Over Budget	% of Budget
<b>Total 4520-00 · INTEREST INCOME</b>	6,395.75	10,000.00	-3,604.25	64.0%
4739-00 · AIP 39 - Safety Area Proj. Imp.				
4739-01 · AIP '39 Project I	134,216.00			
<b>Total 4739-00 · AIP 39 - Safety Area Proj. Imp.</b>	134,216.00			
4740-00 · AIP 40 - Safety Area Proj. Imp.				
4740-01 · AIP '40 Project II	-84,475.00	9,375,000.00	-9,459,475.00	-0.9%
4740-00 · AIP 40 - Safety Area Proj. Imp. - Other	9,730,326.00			
<b>Total 4740-00 · AIP 40 - Safety Area Proj. Imp.</b>	9,645,851.00	9,375,000.00	270,851.00	102.9%
4741-00 · AIP 41 - Safety Area Phase III				
4741-01 · AIP '41 SA Phase III	5,810,651.63	7,500,000.00	-1,689,348.37	77.5%
<b>Total 4741-00 · AIP 41 - Safety Area Phase III</b>	5,810,651.63	7,500,000.00	-1,689,348.37	77.5%
<b>Total Income</b>	18,418,792.85	19,848,616.00	-1,429,823.15	92.8%
<b>Gross Profit</b>	18,418,792.85	19,848,616.00	-1,429,823.15	92.8%
<b>Expense</b>				
<b>EXPENDITURES</b>				
<b>"A" EXPENSES</b>				
5000-01 · Salaries - Airport Manager	143,825.00	156,900.00	-13,075.00	91.7%
5010-00 · Salaries -Contracts/Finance Adm	84,541.60	88,841.37	-4,299.77	95.2%
5010-01 · Salaries - Office Assist.	164,215.96	176,404.04	-12,188.08	93.1%
5020-00 · Salaries - ARFF/OPS Chief	84,835.80	88,841.37	-4,005.57	95.5%
5030-00 · Salaries - ARFF/OPS Specialist	305,556.60	323,743.52	-18,186.92	94.4%
5040-00 · Salaries-ASC/Sp.Prjct./Ex. Assl	65,249.74	63,740.68	1,509.06	102.4%
5050-00 · Salaries - Temp.	24,992.38	20,000.00	4,992.38	125.0%
5050-02 · Salaries - Merit Increase	0.00	22,247.13	-22,247.13	0.0%
5060-01 · Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 · Overtime - Snow Removal	14,494.89	15,000.00	-505.11	96.6%
5060-04 · OT - Security	0.00	2,500.00	-2,500.00	0.0%
5100-00 · Retirement	102,364.76	111,481.32	-9,116.56	91.8%
5110-00 · Social Security/Medicare	65,725.29	73,456.68	-7,731.39	89.5%
5120-00 · Life Insurance	1,903.61	1,500.00	403.61	126.9%
5130-00 · Medical Insurance	166,043.09	183,000.00	-16,956.91	90.7%
5160-00 · Workman's Compensation	14,400.00	15,000.00	-600.00	96.0%
<b>Total "A" EXPENSES</b>	1,238,148.72	1,344,656.11	-106,507.39	92.1%
<b>"B" EXPENDITURES</b>				
<b>"B" EXPENSES - ADMINISTRATIVE</b>				
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	6,676.77	15,000.00	-8,323.23	44.5%

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual Combined

### October 2014 through August 2015

	Oct '14 - Aug 15	Budget	\$ Over Budget	% of Budget
<b>Total 6000-00 · TRAVEL EXPENSE</b>	<b>6,676.77</b>	<b>15,000.00</b>	<b>-8,323.23</b>	<b>44.5%</b>
<b>6010-00 · SUPPLIES/EQUIPMENT EXPENSE</b>				
6010-01 · Supplies - Office	8,594.69	13,000.00	-4,405.31	66.1%
6010-03 · Supplies - Computer	5,394.29			
<b>Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE</b>	<b>13,988.98</b>	<b>13,000.00</b>	<b>988.98</b>	<b>107.6%</b>
<b>6020-00 · INSURANCE</b>				
6020-01 · Insurance - Liability	9,700.00	11,237.60	-1,537.60	86.3%
6020-02 · Insurance - Public Officials	4,867.72	4,489.10	378.62	108.4%
6020-03 · Insurance-Bldg/Unlic.Veh./Prop	46,329.00	33,962.50	12,366.50	136.4%
6020-04 · Insurance - Licensed Vehicles	6,276.00	6,659.40	-383.40	94.2%
<b>Total 6020-00 · INSURANCE</b>	<b>67,172.72</b>	<b>56,348.60</b>	<b>10,824.12</b>	<b>119.2%</b>
<b>6030-00 · UTILITIES</b>				
6030-01 · Utilities - Gas/Terminal	5,235.91	13,000.00	-7,764.09	40.3%
6030-02 · Utilities - Gas/Maintenance	4,134.80	9,500.00	-5,365.20	43.5%
6030-03 · Utilities - Elect./Runway&PAPl	5,368.37	6,700.00	-1,331.63	80.1%
6030-04 · Utilities - Elec./Office/Maint.	9,518.20	11,000.00	-1,481.80	86.5%
6030-05 · Utilities - Electric/Terminal	30,819.14	30,000.00	819.14	102.7%
6030-06 · Utilities - Telephone	14,153.51	12,000.00	2,153.51	117.9%
6030-07 · Utilities - Water	916.31	1,200.00	-283.69	76.4%
6030-08 · Utilities - Garbage Removal	8,765.52	8,500.00	265.52	103.1%
6030-09 · Utilities - Sewer	2,846.00	2,500.00	346.00	113.8%
6030-10 · Utilities - Elec./Sewer	16.17	750.00	-733.83	2.2%
6030-11 · Utilities - Electric/Tower	4,585.27	6,000.00	-1,414.73	76.4%
6030-12 · Utilities - Elec./Brdfrd.Hghl	432.55			
6030-15 · Utilities - Elec/AWOS	2,790.44	2,000.00	790.44	139.5%
6030-16 · Utilities - Elec. Wind Cone	124.40	210.00	-85.60	59.2%
6030-17 · Utilities - Elec. - Hangar	1,969.61			
6040-01 · Service Provider - Weather	0.00	2,000.00	-2,000.00	0.0%
6040-02 · Service Provider - Term. Music	855.40	1,000.00	-144.60	85.5%
6040-03 · Service Provider - Internet/ISP	4,950.00	6,500.00	-1,550.00	76.2%
6040-05 · Service Provider - ISP/Terminal	1,650.00	2,000.00	-350.00	82.5%
6040-06 · Service Provider - SSI Movement	9,850.00	12,000.00	-2,150.00	82.1%
6040-07 · Serv. Provider - Arpt Ins. Soft	0.00	3,750.00	-3,750.00	0.0%
<b>Total 6030-00 · UTILITIES</b>	<b>108,981.60</b>	<b>130,610.00</b>	<b>-21,628.40</b>	<b>83.4%</b>
<b>6050-00 · PROFESSIONAL SERVICES</b>				
6050-01 · Professional Services - Legal	38,560.70	35,000.00	3,560.70	110.2%
6050-02 · Professional Services - Audit	36,088.38	30,000.00	6,088.38	120.3%
6050-03 · Professional Services - Engineer	0.00	10,000.00	-10,000.00	0.0%
6050-04 · Professional Services - ARFF	3,000.00	2,000.00	1,000.00	150.0%
6050-05 · Professional Services - Gen.	23,113.31			
6050-07 · Professional Services - Archite	0.00	1,000.00	-1,000.00	0.0%
6050-08 · Professional Services - SecurIt	0.00	4,000.00	-4,000.00	0.0%

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual Combined

### October 2014 through August 2015

	Oct '14 - Aug 15	Budget	\$ Over Budget	% of Budget
6050-10 · Prof. Svcs.-IT/Comp. Support	18,265.50	14,000.00	4,265.50	130.5%
6050-11 · Professional Services - Wildlif	0.00	1,000.00	-1,000.00	0.0%
6050-12 · Prof. Serv.- Planning Air Serv.	3,676.80	15,000.00	-11,323.20	24.5%
6050-13 · Prof. Serv.-Website Des.& Maint	361.25			
6050-15 · Prof. Serv. - Public Outreach	3,828.35	20,000.00	-16,171.65	19.1%
6050-16 · Professional Services - SCASDP	4,227.20			
<b>Total 6050-00 · PROFESSIONAL SERVICES</b>	<b>131,121.49</b>	<b>132,000.00</b>	<b>-878.51</b>	<b>99.3%</b>
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				
6060-01 · Maint.-Office Equip./Gen.	143.64	10,000.00	-9,856.36	1.4%
6060-02 · Maintenance - Computer	178.00			
6060-04 · Maintenance - Copier	3,430.31			
6060-05 · Maintenance - Phone	1,393.20			
<b>Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT</b>	<b>5,145.15</b>	<b>10,000.00</b>	<b>-4,854.85</b>	<b>51.5%</b>
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	968.00	1,400.00	-432.00	69.1%
<b>Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT</b>	<b>968.00</b>	<b>4,800.00</b>	<b>-3,832.00</b>	<b>20.2%</b>
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 · Dues/Memberships/Publications	14,267.26	15,000.00	-732.74	95.1%
6080-02 · Membership - Internet/Website	339.21			
6080-04 · Airport Marketing	4,914.37	25,000.00	-20,085.63	19.7%
6080-06 · Marketing - SCASDP	126,756.13	225,000.00	-98,243.87	56.3%
<b>Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E</b>	<b>146,276.97</b>	<b>265,000.00</b>	<b>-118,723.03</b>	<b>55.2%</b>
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	2,087.50	1,500.00	587.50	139.2%
<b>Total 6090-00 · POSTAGE</b>	<b>2,087.50</b>	<b>1,500.00</b>	<b>587.50</b>	<b>139.2%</b>
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	6,311.00	25,000.00	-18,689.00	25.2%
6100-02 · Education/Training - OPS	1,271.33			
6100-03 · Education/Training - ARFF	10,240.25			
6100-05 · Education - Neighborl Flight	8,986.90			
6100-06 · Education - Security	600.00			
6100-07 · Education - Public Outreach	2,169.31			
<b>Total 6100-00 · EDUCATION/TRAINING</b>	<b>29,578.79</b>	<b>25,000.00</b>	<b>4,578.79</b>	<b>118.3%</b>
6110-00 · CONTRACTS				
6110-01 · Contracts - General	14,806.00			
6110-02 · Contracts - FMAA	30,800.00	33,600.00	-2,800.00	91.7%
6110-03 · Contracts - SVA/Fee Collection	53,900.00	58,900.00	-5,000.00	91.5%



# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual Combined

### October 2014 through August 2015

	Oct '14 - Aug 15	Budget	\$ Over Budget	% of Budget
6110-04 · Contracts - COH LEO	2,992.00	10,000.00	-7,008.00	29.9%
6110-05 · Contracts - Janitorial	19,308.40	20,000.00	-691.60	96.5%
6110-06 · Electronic Filing System	13,800.00	13,800.00	0.00	100.0%
6110-07 · Contracts - Snow Removal	0.00	15,000.00	-15,000.00	0.0%
6110-08 · Contracts - Eccles Tree Lights	30,000.00	30,000.00	0.00	100.0%
6110-09 · Contracts - Website	480.00	350.00	130.00	137.1%
6110-10 · Online Email Server Access	2,251.29	2,500.00	-248.71	90.1%
6110-11 · Contracts -Security CMS	39,050.00	50,000.00	-10,950.00	78.1%
<b>Total 6110-00 · CONTRACTS</b>	<b>207,387.69</b>	<b>234,150.00</b>	<b>-26,762.31</b>	<b>88.6%</b>
6120-00 · PERMITS				
6120-01 · Permits - General	23.00	100.00	-77.00	23.0%
<b>Total 6120-00 · PERMITS</b>	<b>23.00</b>	<b>100.00</b>	<b>-77.00</b>	<b>23.0%</b>
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	7,735.70	6,500.00	1,235.70	119.0%
6140-00 · Bank Fees	416.20	1,000.00	-583.80	41.6%
<b>Total 6130-00 · MISCELLANEOUS EXPENSES</b>	<b>8,151.90</b>	<b>7,500.00</b>	<b>651.90</b>	<b>108.7%</b>
<b>Total "B" EXPENSES - ADMINISTRATIVE</b>	<b>727,560.56</b>	<b>895,008.60</b>	<b>-167,448.04</b>	<b>81.3%</b>
"B" EXPENSES - OPERATIONAL				
6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI				
6500-01 · Supplies/Equipment - General	1,589.76	10,000.00	-8,430.24	15.7%
6500-02 · Supplies/Equipment - Tools	2,904.97			
6500-03 · Supplies/Equipment - Clothing	1,936.14			
6500-04 · Supplies/Equipment - Janitorial	16,596.84			
6500-05 · Supplies/Equipment - Deice	25,691.75	15,000.00	10,691.75	171.3%
6500-06 · Supplies/Equipment - ARFF	4,569.18	5,000.00	-430.82	91.4%
<b>Total 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI</b>	<b>53,268.64</b>	<b>30,000.00</b>	<b>23,268.64</b>	<b>177.6%</b>
6510-00 · FUEL/LUBRICANTS				
6510-01 · Fuel/Lubricants - General	33.39	45,000.00	-44,966.61	0.1%
6510-02 · Fuel	22,389.35			
<b>Total 6510-00 · FUEL/LUBRICANTS</b>	<b>22,422.74</b>	<b>45,000.00</b>	<b>-22,577.26</b>	<b>49.8%</b>
6520-00 · VEHICLES/MAINTENANCE				
6520-01 · R/M Equipment - General	2,584.30	25,000.00	-22,415.70	10.3%
6520-02 · R/M Equip. '93 Schmidt Snow	2,800.56			
6520-08 · R/M Equip. - '96 Tiger Tractor	555.87			
6520-17 · R/M Equip. '01 Case 921 Ldr.	98.00			
6520-19 · R/M Equip. '02 Ford F-150 PU	1,511.68			
6520-20 · R/M Equip. - '02 Kodiak Blower	11,195.86			
6520-24 · R/M Equip. - '01 Ford F-250	439.71			
6520-25 · R/M Equip. - '04 Batts De-Ice	12.52			

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	Oct '14 - Aug 15	Budget	\$ Over Budget	% of Budget
6520-29 · R/M Equip.- 2010 Wausau Plow	7,713.31			
6520-30 · R/M Equip.-'05 Ford F-350	7,996.43			
6520-35 · R/M Equip. - '14 Ford Explorer	6.76			
<b>Total 6520-00 · VEHICLES/MAINTENANCE</b>	34,915.00	25,000.00	9,915.00	139.7%
<b>6530-00 · ARFF MAINTENANCE</b>				
6530-01 · ARFF Maint. General	450.33	7,000.00	-6,549.67	6.4%
6530-04 · ARFF Maint. - Radios	512.32			
6530-05 · ARFF Maint. - '03 E-One	5,494.24			
<b>Total 6530-00 · ARFF MAINTENANCE</b>	6,456.89	7,000.00	-543.11	92.2%
<b>6540-00 · REPAIRS/MAINTENANCE - BUILDING</b>				
6540-01 · R/M Bldg. - General	955.82	29,000.00	-28,044.18	3.3%
6540-02 · R/M Bldg. - Terminal	7,055.72			
6540-03 · R/M Bldg. - Shop	1,849.00			
6540-04 · R/M Bldg. - Cold Storage	4,224.88			
6540-05 · R/M Bldg. - Manager's Bldg.	239.63			
6540-07 · R/M Bldg. - Tower	2,176.78			
6540-08 · R/M Bldg. - Parking Booth	850.36			
<b>Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING</b>	17,352.19	29,000.00	-11,647.81	59.8%
<b>6550-00 · REPAIRS/MAINTENANCE - AIRSIDE</b>				
6550-01 · R/M - General	48.97	12,000.00	-11,951.03	0.4%
6550-04 · R/M - Lights	7,355.27			
6550-05 · R/M - Grounds	5,480.44			
<b>Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE</b>	12,884.68	12,000.00	884.68	107.4%
<b>6560-00 · SECURITY EXPENSE</b>				
6560-01 · Security	16,423.24	20,000.00	-3,576.76	82.1%
<b>Total 6560-00 · SECURITY EXPENSE</b>	16,423.24	20,000.00	-3,576.76	82.1%
<b>6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU</b>				
6570-01 · R/M Aeronautical Equip - NDB/DME	8,604.33	25,000.00	-16,395.67	34.4%
6570-02 · R/M Aeronautical Equip. - Tower	3,740.21			
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	16,203.00			
<b>Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU</b>	28,547.54	25,000.00	3,547.54	114.2%
<b>Total "B" EXPENSES - OPERATIONAL</b>	192,270.92	193,000.00	-729.08	99.6%
<b>Total "B" EXPENDITURES</b>	919,831.48	1,088,008.60	-168,177.12	84.5%
<b>"C" EXPENSES</b>				
7000-00 · MISC. CAPITAL EXPENDITURES				
7000-01 · Contingency	8,307.36	20,000.00	-11,692.64	41.5%
7000-03 · Landscaping	3,201.67	0.00	3,201.67	100.0%

12:14 PM

10/19/15

Accrual Basis

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual Combined

### October 2014 through August 2015

	Oct '14 - Aug 15	Budget	\$ Over Budget	% of Budget
7000-04 · Office Equip.-Telephone	1,942.80			
7000-05 · Computer Equipment/Software	19,068.93	30,000.00	-10,931.07	63.6%
7000-08 · ATC Equipment	5,945.00			
7000-24 · ARFF Radios	5,294.36			
7000-26 · Acquisition - Licensed Vehicles	0.00	0.00	0.00	0.0%
7000-34 · Security Upgrades/Equipment	0.00	16,000.00	-16,000.00	0.0%
7000-41 · Terminal Air Service Support	0.00	20,000.00	-20,000.00	0.0%
7000-42 · Runway Improvements	0.00	200,000.00	-200,000.00	0.0%
7000-43 · Parking Lot Improvements	15,382.70	500,000.00	-484,617.30	3.1%
7000-44 · Materials for Bench Fabrication	0.00	2,000.00	-2,000.00	0.0%
7000-45 · Heavy Duty Shelving	0.00	2,500.00	-2,500.00	0.0%
7000-46 · Tower Roof	0.00	4,000.00	-4,000.00	0.0%
7000-47 · New Office Improvements	4,351.11	40,000.00	-35,648.89	10.9%
7000-48 · 139 Compliance Rep. Software	0.00	3,500.00	-3,500.00	0.0%
7000-49 · Heavy Duty Air Over Hydraulic J	0.00	4,000.00	-4,000.00	0.0%
7000-50 · Welding Equipment	0.00	4,500.00	-4,500.00	0.0%
7000-51 · Impact Compressor Gun	0.00	3,500.00	-3,500.00	0.0%
<b>Total 7000-00 · MISC. CAPITAL EXPENDITURES</b>	<b>63,493.93</b>	<b>850,000.00</b>	<b>-786,506.07</b>	<b>7.5%</b>
<b>7539-00 · AIP '39 EXPENSE - Imp. ALP</b>	<b>62,218.65</b>			
7539-03 · AIP '39 -AIP/PFC	91,066.13			
7539-04 · AIP '39 RETAINER				
<b>Total 7539-00 · AIP '39 EXPENSE - Imp. ALP</b>	<b>153,284.78</b>			
<b>7540-00 · AIP '40/PFC EXPENSE - Safety Ar</b>				
7540-01 · AIP '40	112.50	9,375,000.00	-9,374,887.50	0.0%
7540-02 · AIP '40 Non-Eligible	229,941.20			
7540-03 · AIP '40 AIP/PFC	11,193,846.98			
7540-04 · AIP '40 Non Eligible - Terminal	89,562.25	990,750.00	-901,187.75	9.0%
7540-05 · AIP '40 AIP 40/PFC 14	0.00	401,000.00	-401,000.00	0.0%
7540-06 · AIP '40 Non-Eligible - OPS/Adm.	308,049.96			
7540-07 · AIP '40 RETAINER				
7540-09 · Project 5 Retainer	105,402.76			
7540-10 · AOB Retainage	-13,198.52			
7540-11 · Terminal Retainer	-457,505.71			
7540-12 · Non-Eligible OPS Retainer	-15,488.38			
7540-13 · Non-Eligible Terminal Retainer	-7,288.95			
7540-07 · AIP '40 RETAINER - Other	40,081.68			
<b>Total 7540-07 · AIP '40 RETAINER</b>	<b>-347,997.12</b>			
<b>Total 7540-00 · AIP '40/PFC EXPENSE - Safety Ar</b>	<b>11,473,515.77</b>	<b>10,766,750.00</b>	<b>706,765.77</b>	<b>106.6%</b>
<b>7541-00 · AIP 41 SA Ph. III -Runway/Term.</b>				
7541-01 · AIP '41	7,976,785.11	7,500,000.00	476,785.11	106.4%
7541-02 · AIP '41 - Non-Eligible	195,592.45			
7541-05 · Non-Eligible - TSA	74,262.00			

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10/19/15

Accrual Basis

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual Combined

### October 2014 through August 2015

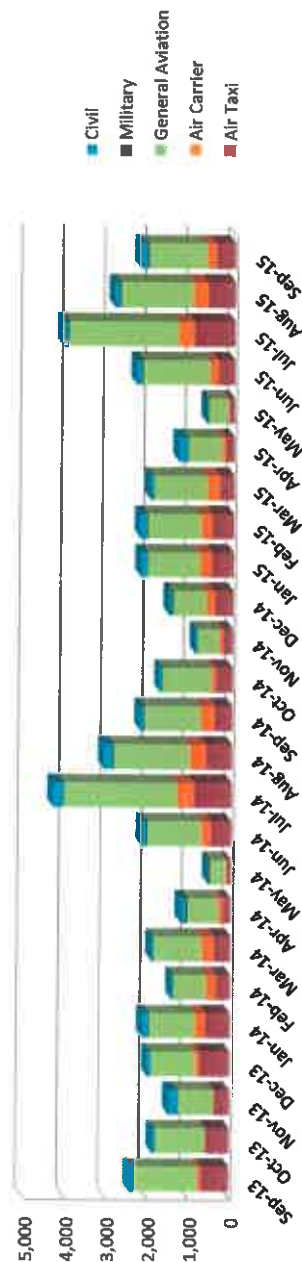
	Oct '14 - Aug 15	Budget	\$ Over Budget	% of Budget
7541-06 · Non-Eligible - Terminal	80,373.38			
7541-07 · AIP '41 RETAINER	-334,433.87			
<b>Total 7541-00 · AIP 41 SA Ph. III -Runway/Term.</b>	<b>7,992,579.07</b>	<b>7,500,000.00</b>	<b>492,579.07</b>	<b>106.6%</b>
<b>9001-00 · PFC 14-09-C-00-SUN</b>				
9001-02 · PFC '14 Acquire SRE	4,782.45	500,000.00	-495,217.55	1.0%
9001-03 · PFC '14 Master Plan	318,112.20	550,000.00	-231,887.80	57.8%
9001-04 · PFC '14 Relocate SW Taxiway By	2,298.00			
9001-05 · PFC '14 Relocate GA Apron	1,849.91			
9001-06 · PFC '14 Perimeter Fence Relocat	180.86			
9001-07 · PFC '14 RSA Grading	136,752.42			
9001-08 · PFC '14 Relocate Taxiway A & B	181,391.51			
9001-09 · PFC '14 Relocate Power to PAPI	2,042.60			
9001-10 · PFC '14 Relocate AWOS	13.58			
9001-11 · PFC '14 Relocate SRE/ARFF Bldg.	284,667.56			
9001-12 · PFC '14 Relocate Terminal Apron	33,895.90			
9001-13 · PFC '14 Relocate Cargo Apron	40,107.89			
9001-14 · PFC '14 Relocate Hangars	84,435.02			
9001-15 · PFC '14 Rehab Terminal Bldg.	525,125.54			
9001-16 · PFC '14 Relocate N. Taxiway	14,025.38			
9001-17 · PFC '14 Relocate Central Bypass	962.69			
9001-18 · PFC '14 Runway Rehabilitation	39,753.35			
9001-19 · PFC '14 Administration	4,130.00			
9001-20 · PFC '14 RETAINER	-22,189.62			
<b>9001-00 · PFC 14-09-C-00-SUN - Other</b>	<b>0.00</b>	<b>1,125,000.00</b>	<b>-1,125,000.00</b>	<b>0.0%</b>
<b>Total 9001-00 · PFC 14-09-C-00-SUN</b>	<b>1,652,317.24</b>	<b>2,175,000.00</b>	<b>-522,682.76</b>	<b>76.0%</b>
<b>Total "C" EXPENSES</b>	<b>21,335,190.79</b>	<b>21,291,750.00</b>	<b>43,440.79</b>	<b>100.2%</b>
<b>Total EXPENDITURES</b>	<b>23,493,170.99</b>	<b>23,724,414.71</b>	<b>-231,243.72</b>	<b>99.0%</b>
<b>Total Expense</b>	<b>23,493,170.99</b>	<b>23,724,414.71</b>	<b>-231,243.72</b>	<b>99.0%</b>
<b>Net Ordinary Income</b>	<b>-5,074,378.14</b>	<b>-3,875,798.71</b>	<b>-1,198,579.43</b>	<b>130.9%</b>
<b>Other Income/Expense</b>				
Other Income	285.65			
Finance Charges	285.65			
<b>Total Other Income</b>	<b>285.65</b>	<b>0.00</b>	<b>285.65</b>	<b>100.0%</b>
<b>Net Other Income</b>	<b>-5,074,092.49</b>	<b>-3,875,798.71</b>	<b>-1,198,293.78</b>	<b>130.9%</b>
<b>Net Income</b>				

Friedman Memorial Airport  
September 2015

ATCT Traffic Operations Record

Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
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
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
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
April	2,494	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
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
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
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
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
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
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	-
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	-
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	-
<b>Totals</b>	<b>50,858</b>	<b>55,897</b>	<b>44,739</b>	<b>45,032</b>	<b>43,607</b>	<b>43,002</b>	<b>50,712</b>	<b>33,836</b>	<b>31,699</b>	<b>32,350</b>	<b>30,555</b>	<b>28,269</b>	<b>32,140</b>	<b>23,307</b>	<b>20,315</b>

Operations  
2012-2015  
(Cumulative)



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

	2015	2014	% Change
Air Taxi	469	432	9%
Air Carrier	216	319	-32%
General Aviation	1,434	1,362	4%
Military	15	6	150%
Civil	158	98	61%
Total	2,292	2,237	2.46%

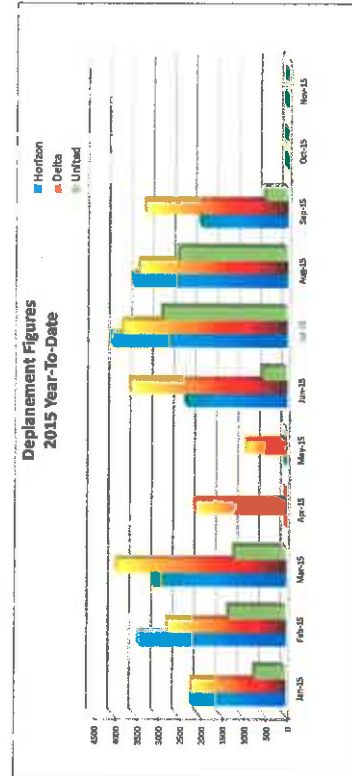
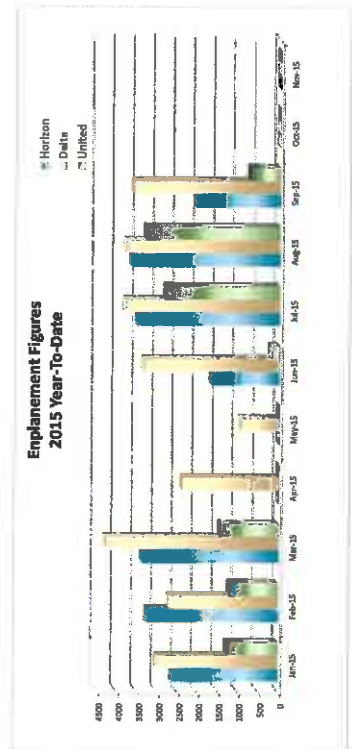
Friedman Memorial Airport  
September 2015

Month	2015 Enplanements									
	Alaska Airlines					Delta Airlines				
	Revenue	Non-	Total	Prior Year	Total %	Revenue	Non-	Total	Prior Year	Total %
Jan-15	2,562	54	2,616	3,058	-14%	2,945	51	2,996	2,585	16%
Feb-15	3,205	56	3,261	2,947	11%	2,616	87	2,703	2,311	17%
Mar-15	3,266	96	3,362	3,285	2%	4,160	104	4,264	3,394	26%
Apr-15	0	0	0	530	-100%	2,296	77	2,373	2,118	12%
May-15	0	0	0	0	0%	915	20	935	823	14%
Jun-15	1,622	39	1,661	1,503	11%	3,255	89	3,344	3,465	-3%
Jul-15	3,438	70	3,508	3,479	1%	3,694	107	3,801	4,259	-11%
Aug-15	3,602	59	3,661	3,622	1%	3,685	101	3,786	4,596	-18%
Sep-15	2,036	35	2,071	2,333	-11%	3,535	64	3,598	3,898	-8%
Totals	19,731	409	20,140	20,757	-3%	27,101	700	27,801	27,449	1%
Legend for Chart:										
Month	2015 Enplanements									
	Alaska Airlines					Delta Airlines				
	Revenue	Non-	Total	Prior Year	Total %	Revenue	Non-	Total	Prior Year	Total %
Jan-15	2,113	55	2,168	2,432	-11%	2,117	59	2,176	1,901	14%
Feb-15	3,338	52	3,390	2,631	29%	2,654	75	2,729	2,386	14%
Mar-15	2,967	99	3,066	3,031	1%	3,815	104	3,919	2,926	34%
Apr-15	0	0	0	425	-100%	2,021	71	2,092	1,867	12%
May-15	0	0	0	0	0%	899	29	928	833	11%
Jun-15	2,277	46	2,323	1,958	19%	3,543	61	3,604	3,928	-8%
Jul-15	3,986	50	4,036	3,815	6%	3,725	75	3,800	4,395	-14%
Aug-15	3,468	78	3,546	3,879	-9%	3,330	94	3,424	4,499	-24%
Sep-15	1,957	37	1,994	1,971	1%	3,224	67	3,291	3,337	-1%
Totals	20,106	417	20,523	20,142	2%	25,328	635	25,963	26,072	0%
Legend for Chart:										

Legend for Chart:

Month	2015 Enplanements									
	Alaska Airlines					Delta Airlines				
	Revenue	Non-	Total	Prior Year	Total %	Revenue	Non-	Total	Prior Year	Total %
Jan-15	2,113	55	2,168	2,432	-11%	2,117	59	2,176	1,901	14%
Feb-15	3,338	52	3,390	2,631	29%	2,654	75	2,729	2,386	14%
Mar-15	2,967	99	3,066	3,031	1%	3,815	104	3,919	2,926	34%
Apr-15	0	0	0	425	-100%	2,021	71	2,092	1,867	12%
May-15	0	0	0	0	0%	899	29	928	833	11%
Jun-15	2,277	46	2,323	1,958	19%	3,543	61	3,604	3,928	-8%
Jul-15	3,986	50	4,036	3,815	6%	3,725	75	3,800	4,395	-14%
Aug-15	3,468	78	3,546	3,879	-9%	3,330	94	3,424	4,499	-24%
Sep-15	1,957	37	1,994	1,971	1%	3,224	67	3,291	3,337	-1%
Totals	20,106	417	20,523	20,142	2%	25,328	635	25,963	26,072	0%
Legend for Chart:										

Legend for Chart:

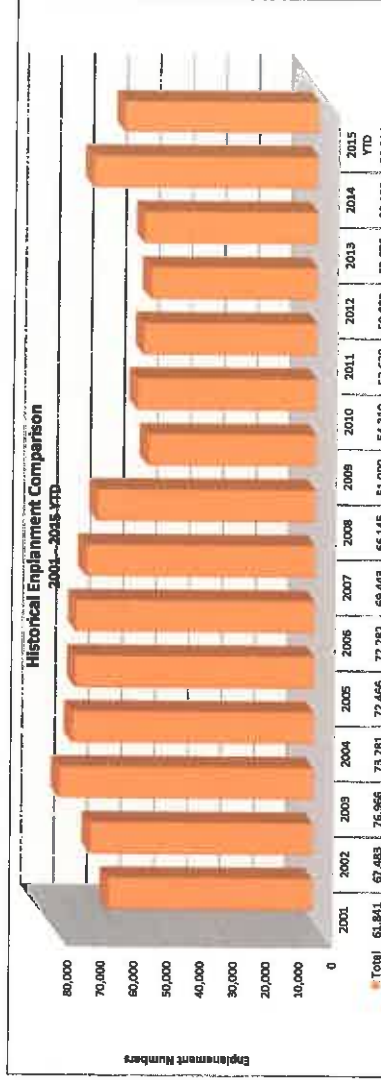
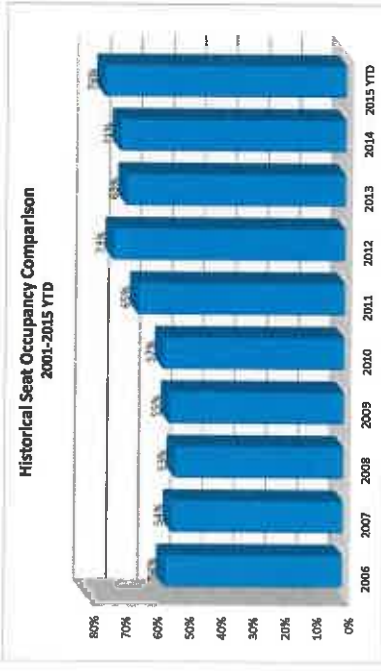




# Friedman Memorial Airport

September 2015

2015 Seat Occupancy																
Q to Q	Alaska Airlines				Delta Airlines				United Airlines				Seat Occupancy Totals			
	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	Seat Occupancy Totals Prior Year Month-to-Month Comparison
Jan-15	44	3,344	2,616	78%	56	3,864	2,996	78%	31	2,046	1,277	62%	9,254	6,889	74%	
Feb-15	55	4,180	3,261	78%	51	3,519	2,703	77%	29	1,914	1,194	62%	9,613	7,158	74%	Prior Year % Change Total Seats Occupied
Mar-15	55	4,180	3,362	80%	79	5,451	4,264	78%	33	2,178	1,437	66%	11,809	9,063	77%	17%
Apr-15	0	0	0	0%	51	3,519	2,373	67%	0	0	0	0%	3,519	2,373	67%	15%
May-15	0	0	0	0%	18	1,242	935	75%	0	0	0	0%	1,242	935	75%	-12%
Jun-15	38	2,584	1,661	64%	66	4,554	3,344	73%	12	792	203	26%	7,930	5,208	66%	14%
Jul-15	60	4,080	3,508	86%	69	4,761	3,801	80%	62	4,340	2,807	65%	13,181	10,116	77%	1%
Aug-15	60	4,080	3,661	90%	67	4,623	3,786	82%	57	3,990	3,299	83%	12,693	10,746	85%	5%
Sep-15	36	2,448	2,071	85%	60	4,140	3,599	87%	19	1,254	756	60%	7,842	6,426	82%	12%
Totals	348	24,896	20,140	81%	517	35,673	27,801	78%	243	16,514	10,973	66%	77,083	58,914	76%	-9%
Note: Total of 68 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																



**From:** Rick Baird  
**Sent:** Wednesday, September 16, 2015 3:50 PM  
**To:** Steve Guthrie  
**Cc:** April Dieter  
**Subject:** FW: Airport Alert: House Clears Gerardo Hernandez Airport Security Act for President's Signature

Hi Steve:

We should probably talk about this update as well as the IC. Thank you, Rick.

Best Regards,



**From:** Adam Snider [mailto:adam.snider@aaae.org]  
**Sent:** Wednesday, September 16, 2015 1:47 PM  
**To:** Rick Baird <Rick@flyfma.com>  
**Subject:** Airport Alert: House Clears Gerardo Hernandez Airport Security Act for President's Signature



**House Clears Gerardo Hernandez Airport Security Act for President's Signature**

**September 16, 2015**



The House passed a bill today that calls on airports to have plans for dealing with active shooters, sending the legislation to the White House for President Obama's expected signature.

The bill, the Gerardo Hernandez Airport Security Act (H.R. 720), is named after the TSA worker who was killed in a shooting at LAX in 2013. The legislation, introduced by House Transportation Security Subcommittee Chairman John Katko (R-NY), passed the House in February (see previous [Airport Alert](#)). The Senate then made minor changes before passing it in early August (see previous [Airport Alert](#)). The House vote today was on agreeing to the Senate's changes. President Obama is expected to sign the noncontroversial bill. Text of the final version of the bill is available [here](#).

The bill aims to do the following:

- Improve security incident preparedness by directing the TSA to verify that airports across the United States have incorporated procedures for responding to active shooters targeting security checkpoints into their existing incident plans;
- Direct the TSA Administrator to report, within 180 days, to the appropriate congressional committees the TSA Administrator's findings regarding the levels of preparedness at airports;
- Mandate that the TSA identify establish a mechanism by which best practices in security incident mitigation can be shared with airports across the country and would require that the agency certify to the appropriate congressional committees that all screening personnel have participated in training for active shooter scenarios;
- Require the TSA to provide an analysis to the appropriate congressional committees on how cost savings can be used to increase funding for reimbursable agreements for airport law enforcement over the next five years;
- Require the TSA Administrator to verify that high threat surface transportation hubs, as identified by the TSA Administrator, have similar active shooter training programs; and
- Require the TSA to conduct a review of the interoperable communications capabilities of the law enforcement, fire, and medical personnel responsible for responding to a security incident at airports in the United States.

On a related note, the House Homeland Security is expected to meet in the near future to mark up a separate Katko bill on airport employee screening and access control. The Airport Access Control Security Improvement Act was approved by Katko's subcommittee in July, and you can read more about the bill in our earlier [Airport Alert](#). Chairman Katko has repeatedly said that he is intent on moving this bill and a yet-to-be introduced TSA authorization bill through the House this year.

[Joel Bacon](#), Executive Vice President  
[Brad Van Dam](#), Senior Vice President  
[Gwen Basaria](#), Staff Vice President  
[Adam Snider](#), Director



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## Steve Guthrie

---

**From:** Steve Guthrie  
**Sent:** Wednesday, September 30, 2015 3:36 PM  
**To:** Rick Baird  
**Cc:** Roberta Christensen; Nick Carnes  
**Subject:** FW: Airport Alert: House Homeland Security Committee Approves Aviation Security Legislation  
**Attachments:** Steve Guthrie.vcf

Rick,

Big changes on the horizon.  
Steve



---

**From:** Colleen Chamberlain [mailto:colleen.chamberlain@aaae.org]  
**Sent:** Wednesday, September 30, 2015 3:02 PM  
**To:** Steve Guthrie  
**Subject:** Airport Alert: House Homeland Security Committee Approves Aviation Security Legislation



### House Homeland Security Committee Approves Aviation Security Legislation

September 30, 2015

Today, the House Committee on Homeland Security approved 15 bills, including a measure from

Transportation Security Subcommittee Chairman John Katko (R-NY) to address airport employee screening and access control issues.

The following bills were among those approved by the Homeland Security Committee and sent to the full House of Representatives for consideration next (the full list and more information from the committee is available [here](#)):

**H.R. 3102, the Airport Access Control Security Improvement Act of 2015:** The bill, from Chairman Katko (R-NY) and Ranking Member Kathleen Rice (D-NY), is aimed at addressing perceived vulnerabilities with airport employee screening and access control. Specifically, the bill directs TSA to develop a risk-based, intelligence driven model for the screening of employees at airports, which would take into account a number of factors, including restricting employee access points to an operational minimum.

The bill also instructs TSA to conduct a study to determine the cost and feasibility of requiring all employee access points to have secure doors with card and pin entry or biometric technology, surveillance video recording, and advance screening technologies, such as magnetometers, canines, ETD, AIT or baggage screening technology. Earlier versions of the bill basically would have required 100 percent screening of employees to be conducted by airports. Thanks to the concerted efforts of AAAE and other industry groups and with an able assist from the talented staff at the Metropolitan Washington Airports Authority, who provided Chairman Katko with a briefing and airport tour of DCA, the legislation evolved significantly from conception to the version passed by the full Committee today.

Additionally, the bill includes sections related to employee vetting and credentialing that mirror several of the recommendations made by the Aviation Security Advisory Committee Report on Airport Access Control, including a review of the disqualifying crimes, adding vetting elements to TSA's Security Threat Assessment, and creating a centralized database of individuals that have had airport badges revoked for cause. Chairman Katko introduced an amendment today to address concerns raised by Homeland Security Committee Ranking Member Bennie Thompson (D-MS) and labor groups regarding the review of disqualifying crimes, adding language to include consultation with labor groups representing aviation, ground and cabin crew workers in the review of disqualifying crimes and applicable look back periods. The amendment, which was adopted by the Committee, also creates a redress process for SIDA badge holders similar to the redress process in place today for TWIC and HAZMAT.

**H.R. 3584, the Transportation Security Administration Reform and Improvement Act of 2015:** This measure is a compilation of several previously introduced bills aimed at reforming TSA programs and streamlining transportation security regulations. The bill includes a number of requirements for the TSA, including:

- Within a year, start a pilot project "to establish a secure, automated, biometric-based system at airports to verify the identity of PreCheck passengers;"
- Expand enrollment in PreCheck by adding multiple private sector application capabilities;
- Ensure that TSA PreCheck screening lanes are open and available during peak and high-volume travel times at airports;
- By Dec. 31, 2017, "establish a secure, automated system at all large hub airports for

verifying travel and identity documents of passengers who are not members of the Administration's risk-based aviation passenger screening program, known as 'TSA PreCheck';"

- Within 90 days, "develop a process for regularly evaluating the root causes of screening errors at checkpoints across airports so that corrective measures are able to be identified;" and
- Within 270 days, conduct a "comprehensive, agency-wide efficiency review."

Several amendments were adopted today during consideration of the TSA reform legislation. Ranking Member Thompson introduced an amendment that would require TSA to immediately end the use of Managed Inclusion to increase use of expedited screening in the PreCheck lanes. The original legislation provided TSA 180 days to end the program but Thompson noted during consideration of his amendment that TSA has already begun to ramp down the program.

Several amendments were also introduced and adopted that address covert testing and the screening failures uncovered by the DHS IG, including measures to require continuous and rigorous covert testing by TSA of its systems and technology, to increase innovative technology at the checkpoint, and to require recurrent training for Transportation Screening Officers that encourages professional development.

Representative Curt Clawson (R-FL) introduced an amendment related to reimbursement of airports that invested in in-line baggage screening systems shortly after the September 11 terrorist attacks and still have not, as promised, been reimbursed by the federal government. Clawson's amendment, which was approved, seeks to require TSA to contemplate using resources saved through efficiencies to reimburse airports for EDS installation costs.

**H.R. 3144, the Partners for Aviation Security Act:** The bill requires the TSA to consult with the Aviation Security Advisory Committee before making any changes to the prohibited items list. It also calls for DHS to report on the composition and activities of the Transportation Security Oversight Board, which was established under the Aviation and Transportation Security Act.

**H.R. 3586, the Border and Maritime Coordination Improvement Act:** Although the legislation pertains primarily to improving maritime and border security coordination within the DHS, several amendments pertaining to aviation were adopted today. In particular, the Committee adopted an amendment to make permanent the ability of U.S. Customs and Border Protection to enter into public-private partnerships to accept donations and reimbursements for expanded services and facilities. Previously, Section 559 of the *Consolidated Appropriations Act, 2014* expanded CBP's authority on a limited basis to provide new or enhanced services on a reimbursable basis by allowing CBP to create partnerships with private sector and government entities. The Committee also adopted an amendment to make permanent the Air Cargo Advance Screening pilot program permanent.

#### **What's Next?**

The measures approved today will move next to consideration by the House of Representatives. The Senate has not yet considered these or similar bills, and it is unclear if or when they might. In the Senate, TSA-related bills typically move through the Senate Commerce

## Steve Guthrie

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**From:** Steve Guthrie  
**Sent:** Thursday, October 08, 2015 7:58 PM  
**To:** Rick Baird  
**Subject:** Fwd: Hearing Report: Chairman Katko Promises Continued Focus on Airport Employee Access Control at Hearing on TSA

Steve Guthrie  
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1616 Airport Circle  
Hailey, ID 83333  
Phone - 208-788-4957 X104/107  
Mobile - 208-720-4192  
E-mail - [steve@flyfma.com](mailto:steve@flyfma.com)

Begin forwarded message:

**From:** Adam Snider <[adam.snider@aaae.org](mailto:adam.snider@aaae.org)>  
**Date:** October 8, 2015 at 7:53:08 PM MDT  
**To:** [steve@flyfma.com](mailto:steve@flyfma.com)  
**Subject:** Hearing Report: Chairman Katko Promises Continued Focus on Airport Employee Access Control at Hearing on TSA  
**Reply-To:** [adam.snider@aaae.org](mailto:adam.snider@aaae.org)



### Chairman Katko Promises Continued Focus on Airport Employee Access Control at Hearing on TSA

October 8, 2015

The House Transportation Security Subcommittee held a hearing today on the TSA and its future that included discussions about airport employee access control and screening, perimeter security, exit lane staffing and a recent DHS Inspector General probe that found checkpoint

screening vulnerabilities. The hearing marked the second time in two weeks that TSA Administrator Peter Neffenger and DHS IG John Roth testified on Capitol Hill together.

Rep. John Katko (R-NY), chairman of the Transportation Security Subcommittee, said that he will continue to look at airport employee screening and access control issues after several high-profile smuggling cases this year. At the end of the hearing, as members were rushing to wrap up to attend a floor vote, Katko also asked Neffenger to outline, in a written statement for the hearing record, what improvements have been made in access control. The House recently passed Katko's bill addressing access control and screening, which was summarized in our earlier [Airport Alert](#), and Katko said he hopes the Senate will pass the bill quickly.

Katko also praised the TSA's rapid response to the IG report that found screeners failed to detect 67 out of 70 prohibited items in a covert test. Several times, Neffenger talked broadly about changing the culture at TSA, a theme in his testimony before a Senate Committee last week (see previous [Hearing Report](#)). In his testimony, Roth discussed how his office has been doing covert testing of TSA checkpoint screening for years, and that previous tests also raised similar alarms about screening vulnerabilities.

Rep. Bill Keating (D-MA) asked Neffenger about perimeter security at airports, an issue the congressman has been vocal about for years. Neffenger said the Aviation Security Advisory Committee (ASAC) is looking at the issue and that TSA will consider ways to focus more on perimeter security. Keating asked if TSA had a timeline for action on the issue, and Neffenger replied that the agency is working on it and that he would provide a specific timeframe to Keating at a later date.

Keating also told Neffenger that exit lanes are an important issue and that TSA should continue to fully staff them, noting that many airports have complicated jurisdictional issues that would make staffing exit lanes difficult for airports. Because the congressman's five minutes of time had run out, Neffenger did not address the issue other than to say he would reply to in writing at a later date.

Rep. Bennie Thompson (D-MS), ranking member of the Homeland Security Committee, said that TSA needs to improve screening technology as well. Neffenger said that he would like to see robust competition on the open market, mentioning how TSA is tied to several major screening equipment companies now under current contracts. Neffenger said more competition would help drive private-sector companies to be more creative and innovative with the next generation of screening equipment.

Neffenger said in his testimony that he visited approximately 15 airports in his first few months as TSA Administrator and met with airport operators. He also outlined for subcommittee members the efforts to improve checkpoint screening, including retraining agents and focusing more on quality than speed and crowd control.

#### **Additional Hearing Information**

- [Watch video of the hearing](#)
- [Opening statement of Chairman John Katko](#)
- [Written testimony of DHS IG John Roth](#)
- [Written testimony of TSA Administrator Peter Neffenger](#)



**From:** Colleen Chamberlain <colleen.chamberlain@aaae.org>  
**Sent:** Tuesday, September 29, 2015 3:44 PM  
**To:** Steve Guthrie  
**Subject:** Hearing Report: TSA Administrator Neffenger Testifies on Checkpoint Screening Effectiveness



**TSA Administrator Neffenger Testifies on Checkpoint Screening Effectiveness**

**September 29, 2015**

Today, the Senate Appropriations Subcommittee on Homeland Security held a hearing to discuss the Transportation Security Administration's (TSA) efforts to address the Department of Homeland Security Inspector General (DHS IG) general findings on checkpoint screening vulnerabilities. The DHS IG also released today a one-page public version of their report entitled [Covert Testing of the Transportation Security Administration's \(TSA\) Passenger Screening Technologies and Processes at Airport Security Checkpoints](#). In early June, the results of the covert testing were leaked to the media and revealed that TSA failed to detect 67 out of 70 attempts to introduce prohibited items into the sterile area.

TSA Administrator Peter Neffenger testified today that he was deeply troubled by the findings of the report - which came to light during his confirmation process - and that his highest priority for TSA is determining the root causes and implementing solutions to address the recent covert testing. A central theme throughout Neffenger's testimony and responses at the hearing involved implementing a culture change at TSA that ensures that the agency's focus is first and foremost on security. Neffenger stated repeatedly that the agency must focus on the basic fundamentals of security and, in doing so, adjust the measurements of success to focus on security rather than speed and wait times.

Neffenger highlighted the immediate actions already taken by the agency to address the issues uncovered by the DHS IG covert testing, including training every Transportation Security Officer, supervisor and Federal Security Director to address the specific vulnerabilities identified by the DHS IG tests, with a renewed focus on alarm resolution and security mission essentials. As of today, over 98 percent of the TSA workforce had completed training. TSA has also streamlined

standard operating procedures at the checkpoint, again with a focus on standardization of alarm resolution. Neffenger also stated that he has met with the manufacturers of checkpoint technology, particularly those responsible for Advanced Imaging Technology (which was the focus of the DHS IG report). According to Neffenger, the manufacturers are committed to resolving the software challenges related to AIT and Automated Target Resolution.

Neffenger also addressed TSA's analysis to date of the root causes of the screening failures. In his written testimony, TSA determined that "a prior focus on measures that emphasized reduced wait times and organizational efficiency powerfully influenced screening performance as well as organizational culture." According to TSA, this disproportionate focus on efficiency and speed in screening operations rather than security effectiveness created challenges across six dimensions: leadership, technology, workforce performance, the environment, operating procedures and system design. TSA's testimony today placed specific emphasis on leadership focus, environmental influences and system design.

In implementing solutions to the challenges in these six areas, Neffenger testified that solutions require a "a renewed focus on the agency's security mission, a commitment to right-sizing and resourcing TSA to effectively secure the aviation enterprise, and an industry commitment to incentivizing vetting of passengers as well as creating conditions that can decrease the volume and contents of bags presented for screening in airports." In response to a question from Ranking Member Jeanne Shaheen (D-NH) about the resources needed to implement the needed solutions, Neffenger stated that TSA is asking Congress to "hold the line" on staffing for Fiscal Year 2016, support expansion of mission essentials training and fund critical AIT software and hardware upgrades.

Neffenger also referenced collaboration and cooperation with industry partners, referencing his many visits to airports throughout the country during his short tenure to date. As a further example, he mentioned working with the Aviation Security Advisory Committee on the issue of employee screening and airport access control and the progress made to date on the ASAC's recommendations on more effective and random employee screening, reduction of access points and piloting of the FBI's Rap Back program for real-time criminal history monitoring.

In another exchange with Senator Shaheen, Neffenger addressed the TSA PreCheck program and the recent elimination of certain types of Managed Inclusion. Neffenger stated that he remains a strong proponent of a risk-based approach to security. Managed Inclusion, which provided expedited screening of non-vetted passengers, allowed greater risk into the system than TSA is willing to accept, according to Neffenger. Rather, TSA is focusing on increasing enrollment into the program to increase the number of vetted participants, through initiatives with the current sole enrollment vendor as well releasing in "the next few days and weeks" a Request for Proposal for additional third-party vendors to support enrollment into the program.

DHS Inspector General Roth also testified at today's hearing. Because the findings of the report on the covert testing are classified as secret, Roth could not discuss specifics, other than to say that his office conducted tests at eight airports of all sizes, including Category X airports and airports with private screeners, and the tests focused on the system as a whole and the totality of aviation security. He also stated that TSA's swift and immediate response is all that he hoped it would be and a significant change from an agency that, in the past, has resisted oversight.

Click [here](#) for TSA Administrator Neffenger's full written statement.



**MIKE SIMPSON**

SECOND DISTRICT, IDAHO

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**CONGRESS OF THE UNITED STATES**  
**HOUSE OF REPRESENTATIVES**  
October 16, 2015

COMMITTEE ON APPROPRIATIONS

SUBCOMMITTEES:

ENERGY AND WATER DEVELOPMENT,  
AND RELATED AGENCIES  
CHAIRMAN

INTERIOR, ENVIRONMENT,  
AND RELATED AGENCIES

TRANSPORTATION, HOUSING AND URBAN  
DEVELOPMENT, AND RELATED AGENCIES

Richard R. Baird  
1616 Airport Way  
Hailey, ID 83333-8852

Dear Richard:

Thank you for your message regarding the Federal Aviation Administration's (FAA) Contract Tower program. It was good to hear from you, and I appreciate the opportunity to respond.

As you may be aware, on September 28<sup>th</sup>, the House passed by voice vote a bill that renewed authorization for the FAA and its programs for six months. It passed the Senate the next day and was signed into law by the President.

As Congress considers a long-term reauthorization of the FAA, I appreciate hearing of your support for the FAA's Contract Tower program. I have also taken note of your concern regarding a proposal to establish a nonprofit corporation that would take over air traffic control operations from the FAA, and the affect that it may have on the Contract Tower program. Should this proposal come before me in Congress, be assured that I will keep your thoughts in mind.

Once again, thank you for taking time to contact me with your concerns. As your Representative in the United States Congress, your thoughts and opinions are important to me. I also encourage you to visit my website at [www.simpson.house.gov](http://www.simpson.house.gov) to sign up for my e-newsletter and to read more about my views on a variety of issues.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mike Simpson".

Mike Simpson  
Member of Congress

**RECEIVED**

OCT 27 2015

FRIEDMAN MEMORIAL  
AIRPORT

**Subject:**

FW: Airport Report Today, October 19, 2015

**From:** Barbara Cook [<mailto:barbara.cook@aaae.org>]

**Sent:** Friday, October 16, 2015 6:35 PM

**To:** Rick Baird <[Rick@flyfma.com](mailto:Rick@flyfma.com)>

**Subject:** Airport Report Today, October 19, 2015



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DELIVERING THE NEWS YOU NEED   AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES   OCTOBER 19, 2015

TOP STORIES IN THIS ISSUE   VOL. VI, NUMBER 81

Chicago O'Hare Opens New Runway, South ATC Tower	<b>Highlight</b> Finance, Admin Conference Slated For Jan. 10-12, 2106
Houston Hobby Celebrates New Concourse	FAA Upgrades Nicaragua's Safety Oversight Rating
Delta Posts \$1.4 Billion Quarterly Profit	Carriers Post Improved Load Factor In July
DFW Regional Economic Impact Increases	Digicast Offers ARFF Training
Lufthansa To Add Frankfurt-San Jose Route	Did You Know

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### Chicago O'Hare Opens New Runway, South ATC Tower

O'Hare International last week opened a new Runway 10R-28L and a new South Air Traffic Control Tower.

Runway 10R-28L is an east-west parallel runway located on the south airfield. It will be used primarily as an arrival runway and substantially will improve O'Hare's capacity and efficiency, according to an announcement from the Chicago Department of Aviation.

"Modernizing our airfield and improving capacity at the world's busiest airport is critical to addressing many important challenges such as reducing delays, mitigating

**HIGHLIGHT**

**FINANCE, ADMIN CONFERENCE  
SLATED FOR JAN. 10-12, 2106**

As the economy continues to gain positive momentum, airports are faced with a new set of challenges.

From the continued consolidation in the airline industry, to changing airline business models, to capacity discipline, to a fundamental lack of new competition, to the rise of the sharing economy, airports need new ways of

noise and improving the customer experience," said CDA Commissioner Ginger Evans.

Runway 10R-28L is the fifth east-west parallel runway at O'Hare and the fourth new runway component opened since 2008 as part of the O'Hare Modernization Program. The runway is 7,500 feet long and 150 feet wide and includes a 7,500-foot-long, east-west parallel taxiway north of the runway, and a 2,000-foot-long connecting taxiway to the south airfield. Construction on the \$516 million runway and taxiway system began in spring 2011.

### **Houston Hobby Celebrates New Concourse**

Houston Hobby Airport on Oct. 15 opened its new international concourse, which includes five gates, a Federal Inspection Station, Southwest Airlines ticketing hall and expanded security checkpoint.

The facility is the result of a partnership between the city of Houston and Southwest. The carrier invested \$156 million in the new concourse while the Houston Airport System agreed to lead the drive to construct a number of enabling projects, including a new 3,000-space parking garage and a roadway.

Southwest said that, by the end of 2015, it would offer nonstop daily air service to nine different destinations throughout Latin America and the Caribbean from the new concourse.

### **Delta Posts \$1.4 Billion Quarterly Profit**

Delta said it earned a \$1.4 billion profit in the third quarter, up 45 percent from the same period in 2014.



"We expect that strong performance to continue in the December quarter with operating margins of 16 percent to 18 percent and over 40 percent earnings per share growth," said Richard Anderson, the carrier's CEO.

"Our plan is for 2016 capacity growth of 0-2 percent, which we believe is the appropriate level to balance supply and demand and to ensure the momentum in our business continues," stated carrier President Ed Bastian.

### **DFW Regional Economic Impact Increases**

Dallas Fort Worth International delivers more than \$37 billion dollars in annual economic impact for the North Texas region, according to airport CEO Sean Donohue.

In addition, a new survey by the Perryman Group found that the airport supports 228,000 jobs in the area with an associated payroll of \$12.5 billion annually, a significant increase over the amount reported in a study completed two years ago.

Donohue also announced that the U.S. Patent Office has issued DFW its first-ever patent for the development of "interactive information display" technology that allows customers to use touch screens to find their way to restaurants, shops and services in the terminals.

thinking to address the challenge of meeting core airport management roles while remaining cost effective.

Join airport executives and other senior leaders from the airport finance world to discuss strategies for focusing on the present while planning for the future at the 27th Annual Airport Finance and Administration Conference, Jan. 10-12, 2016, in Marco Island, Florida.

This conference, co-sponsored by AAAE and the Southeast Chapter AAAE, is the year's only conference that focuses solely on airport finance and administration issues. The agenda features a wide range of topics related both to managing in the current environment and planning for what's just ahead.

For the fifth year, attendees will have the option of attending an Airport Finance 101 session on Sunday, Jan. 10, to learn the basics about airport finance.

The program will include 11 general sessions, and provide 17 CPE credits for CPAs, and 12 CEU credits for A.A.E.s.

For more information and to register, click [here](#).

#### **FEATURED MEETING**

**26th Annual AAAE/Southeast Chapter AAAE Airport Finance & Administration Conference,**  
January 10 - 12, 2016 | Naples, FL

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



#### **UPCOMING EVENTS**

**Subject:**



FW: Airport Report Today, October 26, 2015

**From:** Barbara Cook [<mailto:barbara.cook@aaae.org>]

**Sent:** Friday, October 23, 2015 5:42 PM

**To:** Rick Baird <[Rick@flyfma.com](mailto:Rick@flyfma.com)>

**Subject:** Airport Report Today, October 26, 2015



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DELIVERING THE NEWS YOU NEED   AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES   OCTOBER 26, 2015

TOP STORIES IN THIS ISSUE   VOL. VI, NUMBER 83

United, American, SW Post Quarterly Profits	<b>Highlight</b> Special Offer On Aviation News Today
SkyWest Orders Additional Embraer Jets	Rondinella Named John Wayne Airport Director
Los Angeles Airport Bonds Rated	TSA Offers Social Media Customer Service
Milwaukee Airport Bond Rating Affirmed	Teamsters To Vote On United Airlines Contract
Lufthansa To Add Denver-Munich Service	Digicast Offers ARFF Training
JetBlue To Expand Service To Barbados	Did You Know

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### United, American, SW Post Quarterly Profits

American, United and Southwest last week reported profits for the third quarter.

American said its \$1.9 billion profit was the highest in the company's history. During the third quarter of 2014, the company reported a \$1.2 billion profit.

Southwest reported a record third-quarter profit of \$623 million, a \$241 million increase over the same period last year.

United posted a \$1.7 billion profit compared with \$924 million during the same period last year.

### SkyWest Orders Additional Embraer Jets

#### HIGHLIGHT

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Embraer and SkyWest announced that they have signed a firm order for an additional 19 E175s jets.

The aircraft will be flown by SkyWest under a capacity purchase agreement with Delta. Delivery of the first aircraft is expected for the third-quarter of 2016. All of the aircraft will be configured in a dual-class, 76-seat layout.

### Los Angeles Airport Bonds Rated

Standard & Poor's has assigned its double A rating to Los Angeles' \$286.9 million series 2015 D and \$29.6 million series 2015 E senior-lien general airport revenue bonds issued for Los Angeles International. The outlook is stable.

Bond proceeds will help to fund the airport's \$5.8 billion capital program, which will address terminal projects, landside/infrastructure/IT projects, and airfield and apron projects.

"The ratings are based on our view of the airport's very strong competitive business profile and strong historical financial position," said credit analyst Mary Ellen Wriedt.

### Milwaukee Airport Bond Rating Affirmed

Fitch has affirmed the A plus rating on Milwaukee (Wisconsin) County's \$214 million in outstanding general airport revenue bonds. The rating outlook remains stable.

The rating reflects the airport's modest leverage, strong airline use and lease agreement that provides for sound financial performance, and limited capital needs in the near future, the firm said.

### Lufthansa To Add Denver-Munich Service

Denver International officials announced that German carrier Lufthansa will institute nonstop service between Denver and Munich, Germany, effective May 11, 2016. The flights will be operated with Airbus A330-300 equipment five times weekly.

### JetBlue To Expand Service To Barbados

JetBlue said it will expand its service to Barbados by adding a daily roundtrip flight from Fort Lauderdale. The new daily roundtrip service is set to begin in April 2016, subject to government approval.

### Rondinella Named John Wayne Airport Director

Barry Rondinella, A.A.E., has been named director of California's John Wayne Airport. He replaces Alan Murphy, who retired.

Rondinella previously served as director of operations for Los Angeles World Airports.

"John Wayne Airport serves more than 10 million passengers a year with unique passenger restrictions and noise regulations that protect communities," Board of Supervisors Chairman Todd Spitzer said. "It's essential to have an airport director whose highest priorities are to protect the community and honor the curfew. The

variety of federal agencies from AAAE's regulatory affairs staff, details on what airports across the country are up to, and information from air carriers of every size and description. Plus *Aviation News Today* provides links to a host of aviation stories of interest from publications around the world.

*Aviation News Today* also includes daily listings of classified ads — both positions open and business opportunities. Be among the first to see new job listings and potential new business for your company.

Don't miss out on this valuable news resource...email Holly Ackerman at [holly.ackerman@aaae.org](mailto:holly.ackerman@aaae.org) to sign up today.

#### FEATURED MEETING

**26th Annual AAAE/Southeast Chapter  
AAAE Airport Finance & Administration  
Conference,**  
January 10 - 12, 2016 | Naples, FL

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#### UPCOMING EVENTS

**WEBINAR: ACE Operations: Air Traffic Control and NavAids**  
October 30, 2015 | Web based,  
**31st Annual AAAE Basics of Airport Law Workshop and 2015 Legal Update**  
November 1 - 3, 2015 | Washington, DC  
**AAAE Airport Wildlife Train the Trainers Course**  
November 1 - 4, 2015 | Minneapolis, MN  
**USTDA U.S./India Aviation Summit**  
November 3 - 5, 2015 | Bengaluru, India  
**OAK ACE Security Review Course**  
November 3 - 6, 2015 | Oakland, CA  
**WEBINAR: ACE Operations: ARFF and Emergency Response**  
November 6, 2015 | Web based,  
**AAAE Unmanned Aircraft Systems (UAS) Issues and Integration**

## April Matlock

**Subject:**



FW: Airport Report Today, October 28, 2015

**From:** Barbara Cook [<mailto:barbara.cook@aaae.org>]

**Sent:** Tuesday, October 27, 2015 6:02 PM

**To:** Rick Baird <[Rick@flyfma.com](mailto:Rick@flyfma.com)>

**Subject:** Airport Report Today, October 28, 2015



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AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES

OCTOBER 28, 2015

TOP STORIES IN THIS ISSUE

VOL. VI, NUMBER 84

<a href="#">GOP Leaders In Congress Propose Two-Year Budget Deal</a>	<a href="#">FAA, Indonesia Sign Alternative Aviation Fuels Pact</a>
<a href="#">JetBlue Posts Increased Profit For Third Quarter</a>	<a href="#">DOT Prohibits E-Smoking Devices In Checked Bags</a>
<a href="#">Rep. Katko To Continue Focus On Security Issues</a>	<a href="#">In Memoriam</a>
<a href="#">Southwest To Add New Nonstops In Spring Schedule</a>	<a href="#">Digicast Offers ARFF Training</a>
<a href="#">U.S. Overseas Travel Increases In August</a>	<a href="#">Did You Know</a>

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### GOP Leaders In Congress Propose Two-Year Budget Deal

Republican leaders in Congress have released a proposed two-year budget deal that would raise discretionary spending caps imposed by sequester and increase the U.S. debt limit until 2017.

The House and Senate are expected to vote on the package in the coming days, with the goal of passing it before the debt limit is reached on Nov. 3.

If enacted into law, the proposed budget deal would clear the way for Congress to consider and approve fiscal year 2016 appropriations bills before the Dec. 11 deadline when federal funding currently is scheduled to expire. The budget deal also

**FEATURED MEETING**

**30th Annual Aviation Issues Conference**  
January 10 - 14, 2016 | Maui, HI

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



**UPCOMING EVENTS**

would extend the debt limit until March 15, 2017, taking any contentious debt ceiling debates off the table until after the 2016 presidential election.

While the budget and debt limit package has bipartisan support in the House and Senate -- and the White House has indicated its preliminary support -- its passage is far from certain. Although GOP leaders in both chambers of Congress will work hard to swiftly pass the deal, House members could push to derail the bill, and any senator could delay a Senate vote with a filibuster.

### **JetBlue Posts Increased Profit For Third Quarter**

JetBlue reported a \$198 million profit for the third quarter, an increase from last year's \$79 million.

"We continue to post strong financial results, generate healthy free cash flow, and strengthen our balance sheet," said Mark Powers, the carrier's chief financial officer.

Capacity is expected to increase between 8.5 percent and 10.5 percent in the fourth quarter and between 8.5 percent and 9.5 percent for the full year, according to a company announcement.

### **Rep. Katko To Continue Focus On Security Issues**

House Transportation Security Subcommittee Chairman John Katko (R-N.Y.) said Monday that he will continue to review issues surrounding TSA staffing of exit lanes and airport perimeter security.

Katko's remarks came during a transportation security subcommittee hearing on airport security, emergency response and communications, held in Syracuse, N.Y.

"There is an ongoing discussion between the airport community and TSA about the future of airport exit lane staffing," Katko said. "As many airports begin to adopt technological solutions, including Syracuse, I am interested in a better understanding of the effectiveness of such technologies and the benefit they provide to both TSA and airports."

"Additionally," Katko said, "airport perimeter security and employee access controls remain critical in ensuring that secure and sensitive areas of airports are only accessed by vetted and authorized individuals."

Katko urged airport officials to work with airlines, law enforcement, first responders and TSA to improve security plans.

### **Southwest To Add New Nonstops In Spring Schedule**

Southwest announced that it will add new nonstop service on 10 routes, effective with its spring 2016 schedule.

New flights are: Chicago Midway to Dayton (Ohio) and Grand Rapids and Flint (Michigan); St. Louis to Des Moines, Pittsburgh and Wichita (Kansas); Newark to Orlando and Las Vegas; Wichita to Phoenix; and Greenville-Spartanburg (South Carolina) to Atlanta.

**USTDA U.S./India Aviation Summit**  
November 3 - 5, 2015 | Bengaluru, India  
**OAK ACE Security Review Course**  
November 3 - 6, 2015 | Oakland, CA  
**WEBINAR: ACE Operations: ARFF and Emergency Response**  
November 6, 2015 | Web based,  
**AAAE Unmanned Aircraft Systems (UAS) Issues and Integration Conference**  
November 8 - 10, 2015 | Las Vegas, NV  
**AAAE 2015 C.M. Prep Webinar Series Part 9**  
November 10, 2015 | Web based,  
**Inaugural AAAE Airport Innovation Forum**  
November 12 - 13, 2015 | San Francisco, CA  
**AAAE 2015 C.M. Prep Webinar Series Part 10**  
November 12, 2015 | Web based,  
**AAAE/SC Chapter AAAE Loretta Scott, A.A.E. Accreditation/ Certification Academy**  
November 15 - 21, 2015 | Dallas, TX  
**AAAE/Ricondo & Associates Passenger Facility Charges (PFC) Workshop**  
November 17, 2015 | Naples, FL  
**AAAE/Ricondo & Associates Rates and Charges Workshop**  
November 18 - 19, 2015 | Naples, FL

**Subject:** FW: Airport Alert: Delta to Leave A4A as Air Traffic Control Debate Remains Heated

**From:** Adam Snider [<mailto:adam.snider@aaae.org>]

**Sent:** Tuesday, October 27, 2015 4:07 PM

**To:** Rick Baird <[Rick@flyfma.com](mailto:Rick@flyfma.com)>

**Subject:** Airport Alert: Delta to Leave A4A as Air Traffic Control Debate Remains Heated



### Delta to Leave A4A as Air Traffic Control Debate Remains Heated

**October 27, 2015**

As we have noted before, the debate over shifting Air Traffic Control (ATC) functions away from the FAA has been very contentious, even amongst the air carriers. Today, A4A announced that Delta Air Lines will leave the airline association, effective April 2016.

A4A President and CEO Nicholas Calio said in a press release that "the move by Delta was not unexpected as the carrier has not been aligned with other A4A members on a few key industry positions, including the need to modernize and improve the nation's air traffic control system."

In a USA Today [story](#) about the change, a Delta spokeswoman gave the following comment on behalf of the airline: "The \$5 million that Delta pays in annual dues to A4A can be better used to invest in employees and products to further enhance the Delta experience, and to support what we believe is a more efficient way of communicating in Washington on issues that are important to Delta customers and employees."

You can read the A4A press release [here](#).

[Joel Bacon](#), Executive Vice President  
[Brad Van Dam](#), Senior Vice President  
[Gwen Basaria](#), Staff Vice President  
[Adam Snider](#), Director





**Subject:** FW: Airport Alert: House Passes Two-Year Budget, Debt Limit Deal; Senate Consideration Comes Next

**From:** Adam Snider [<mailto:adam.snider@aaaee.org>]

**Sent:** Wednesday, October 28, 2015 3:32 PM

**To:** Rick Baird <[Rick@flyfma.com](mailto:Rick@flyfma.com)>

**Subject:** Airport Alert: House Passes Two-Year Budget, Debt Limit Deal; Senate Consideration Comes Next



### **House Passes Two-Year Budget, Debt Limit Deal; Senate Consideration Comes Next**

**October 28, 2015**

The House has just passed a two-year budget deal that would raise discretionary spending caps imposed by sequestration and increase the U.S. debt limit until 2017. The Senate is expected to act on the bill before the U.S. debt limit is reached on November 3.

If passed by Congress and enacted into law, the proposed budget deal would clear the way for lawmakers to consider and approve FY 2016 appropriations bills before the December 11 deadline when federal funding is currently scheduled to expire. The budget deal would also extend the debt limit until March 15, 2017, taking any contentious debt ceiling debates off the table until after the 2016 presidential election.

Senate Majority Leader Mitch McConnell (R-KY) is expected to push for quick consideration of the bill in the Senate, but the path to enactment is not entirely clear of obstacles. Kentucky's other senator, Sen. Rand Paul (R-KY), who is also running for president, has said he will filibuster the measure. A vast majority of the Senate supports the budget and debt limit deal - more than enough to pass it - but Paul could delay a final vote with a filibuster.

Just several hours before the House vote on the budget deal today, House Republicans formally nominated Rep. Paul D. Ryan (R-WI) as the party's pick to be the next Speaker of the House. The full House is scheduled to vote for a new Speaker tomorrow. Ryan won 200 of the 245 Republican votes cast today - short of the 218 needed to win on the floor - but several dozen House conservatives who voted against Ryan today are expected to side with him tomorrow in a show of Republican solidarity. Of course, nothing is certain until all the votes have been counted and the gavel comes down with Ryan having more than 218 votes.

Ryan has criticized the way the budget deal was privately negotiated by congressional leadership and the White House but has said he will support the compromise legislation.

While passage of the budget and debt limit package would save Ryan a lot of heartburn over the next several months, there are still a number of other major issues outstanding. Today the Senate passed a short-term extension of highway and transit policy through November 20, giving lawmakers roughly three weeks to work out a final long-term transportation bill. The House is scheduled to consider a six-year highway bill next week.

The House also passed a bill reauthorizing the Export-Import Bank yesterday, and additional action on the legislation could occur in the coming days or weeks as House representatives work with senators to clear a final bill that would reopen the shuttered Ex-Im Bank.

A section-by-section summary of the budget/debt limit measure is available [here](#), and there is more information in our earlier [Airport Alert](#).

[Joel Bacon](#), Executive Vice President  
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**Subject:** FW: Hearing Report: FAA Administrator Huerta Discusses UAS Integration at Senate Hearing

**From:** Adam Snider [<mailto:adam.snider@aaae.org>]

**Sent:** Wednesday, October 28, 2015 1:32 PM

**To:** Rick Baird <[Rick@flyfma.com](mailto:Rick@flyfma.com)>

**Subject:** Hearing Report: FAA Administrator Huerta Discusses UAS Integration at Senate Hearing



### **FAA Administrator Huerta Discusses UAS Integration at Senate Hearing**

**October 28, 2015**

FAA Administrator Michael Huerta testified today before a Senate Appropriations subcommittee about the safe integration of Unmanned Aircraft Systems (UAS) into the nation's airspace. Not surprisingly, the agency's new task force dealing with issues related to creating a registration system for unmanned aircraft was a prime area of discussion.

Huerta said the task force - which includes AAAE - will have its report ready by November 20, and that FAA hopes to move forward with a UAS registration system "very soon thereafter." Huerta also said that identifying UAS owners is a major problem that could be helped by a registration system. He added that a UAS registry would encourage education, help with enforcement and create a culture of accountability among UAS operators.

Responding to a question from Sen. Jack Reed (D-RI), ranking member of the Transportation, Housing and Urban Development, and Related Agencies Subcommittee, Huerta said that the task force will regularly reach out to law enforcement to ensure they are included in the discussion about a UAS registration system.

Subcommittee Chairman Sen. Susan Collins (R-ME) said in her opening statement that she is "particularly interested" in geo-fencing technology that can bar a UAS vehicle from operating near an airport or other sensitive areas.

Marty Rogers, deputy director of the Alliance for System Safety of UAS through Research Excellence, said that the issue of UAS operations near airports is a major concern to the industry. Rogers repeated the sentiment of others that it is simply a matter of when, not if, a UAS vehicle causes a major accident with a passenger plane.

Under questioning from Sen. Collins, Rogers also said that geo-fencing around airports has "tremendous promise" as a safety tool, but should not be the only layer of safety to avoid collisions.

Sen. Dianne Feinstein (D-CA) said that she did not share the optimism of Huerta and others about the many positive uses of UAS technology and improved safety. Feinstein has introduced legislation, the Consumer Drone Safety Act, that calls on the FAA to formulate safety rules for UAS operation by hobbyists for non-commercial uses, which is not addressed by a pending FAA rule addressing commercial use of UAS.

Feinstein said that she wants to provide the FAA unambiguous authority to require that certain technology be installed on unmanned vehicles to improve UAS safety, and hopes her legislation can be included in a pending FAA reauthorization bill.

Broadly, senators and witnesses alike said that the government needs to prioritize UAS safety while also making sure that innovation and technology are not stifled, which can be a difficult juggling act for regulators as UAS technology continues to advance quickly.

### **Additional Hearing Information**

You can watch video of the hearing [here](#).

Opening statements from Chairman Collins and the three witnesses are available at the links below:

- [Subcommittee Chair Susan Collins](#)
- [FAA Administrator Michael Huerta](#)
- [Alliance for System Safety of UAS through Research Excellence Deputy Director Marty Rogers](#)
- [Air Line Pilots Association President Tim Canoll](#)



[Joel Bacon](#), Executive Vice President  
[Brad Van Dam](#), Senior Vice President  
[Gwen Basaria](#), Staff Vice President  
[Adam Snider](#), Director

AMERICAN ASSOCIATION OF AERONAUTICS AND SPACE ENGINEERS  
AASAE DELIVERS SERVICE THROUGH RESEARCH



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September 3, 2015

**Nomination for Employee of the Quarter, 2015**

James H Hicks has been an employee of Atlantic Aviation – Sun Valley (Sun Valley Aviation, Inc.) since November of 1993. During that time he has distinguished himself by being our line manager. That title does not do him justice as he our main point person during our conference and holidays. At Atlantic, our line manager needs to meet all the needs of our customers. Jim is particularly good and this year he has really stepped up to the plate and worked many extra hours to cover for another line manager that could not work. This position requires a person that can communicate to our customers of the safety needs of the airfield.

Jim would be a great choice for this honor.

The management team at Atlantic recommends Jim for the honor of being employee of the quarter, 2015.

Michael T. Rasch, General Manager

**ATLANTIC**



September 3, 2015

**Nomination for Employee of the Quarter, 2015**

Maurice Dean Miller "Deano" has been an employee of Atlantic Aviation – Sun Valley (Sun Valley Aviation, Inc.) since December of 2011. Deano is a line shift supervisor since September of 2014. One of "Deano" character traits is his good nature. He always has a smile on his face. He is quick to lend a hand to anyone. He also brings a great work skillset to the airport.

With great pleasure we nominate "Deano" as our choice for an employee of the quarter.

Michael T. Rasch, General Manager

ATLANTIC

## CHAPTER D Existing Airport Site Alternatives

### CHAPTER D

## Existing Airport Site Alternatives

### 1. Introduction

~~This document is the fourth in a series of Working Papers prepared for the Master Plan Update. The preliminary alternatives presented in this Working Paper are based on the content presented in the first three Working Papers. Although this document is focused on the existing airport site, the next Working Paper (Chapter E, *Replacement Airport Site Re-Evaluation*) will focus on potential replacement airport sites. This Working Paper does not recommend specific alternatives, but rather presents options for recovering lost capacity and meeting future needs, for consideration by the Friedman Memorial Airport Authority (FMAA). Following FMAA input, a conceptual 20-year development plan for the existing Airport site will be created for inclusion in the final Master Plan document.~~

This chapter presents alternatives and recommendations for airport development and improvement at Friedman Memorial Airport (SUN) over the next 20 years. The result is a conceptual development plan that illustrates the recommended layout of future airport facilities. Several types of alternatives are considered, including alternatives that are achievable within the existing site footprint and those that involve expansion of the existing site.

These alternatives focus on accommodating air traffic control tower requirements, passenger terminal area facilities, general aviation facilities, instrument approach and departure procedures, and compliance with FAA standards. Not all existing and/or forecasted demand associated with the dual path planning thresholds identified at the end of the previous chapter can be fully accommodated at the existing site, and will be considered in Chapter E, ~~*Replacement Airport Site Re-Evaluation*~~*Siting Evaluation for Replacement Airport*.

### Key Terms

Definitions for several key terms used in 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.

**Airport Facilities Terminal Integration Laboratory (AFTIL)** – An FAA facility that can simulate potential sites in a realistic ATCT cab, using airfield siting photographs and aircraft simulations. By combining all aspects of ATCT operations in one simulation facility, a much more complete evaluation of potential ATCT sites can be accomplished.

**Remain Overnight (RON)** – Remain overnight aircraft are parked at an airport overnight, typically because they are scheduled for departure during the first few hours of the next day. If there are more RON aircraft than the number of active gates, aircraft may be double-parked if the situation allows, or parked remotely and towed to the gate for departure.

**Safety Risk Management (SRM)** – The FAA Safety Management System (SMS) requires that Safety Risk Management assessments be performed on changes to the National Airspace System (NAS) that have safety impacts. An SRM process is conducted after an initial Air Traffic Control Tower (ATCT) siting analysis. Each siting criterion is reviewed for potential hazards, and the hazards identified for each site are assessed and mitigated to an acceptable level of risk to satisfy SMS requirements.

**Terminal Instrument Procedures (TERPS)** – Procedures for instrument flight operations to and from civil and military airports. FAA Order 8260.3B, *United States Standard for Terminal Instrument Procedures (TERPS)* contains criteria used to formulate, review, approve, and publish the procedures.

## CHAPTER D Existing Airport Site Alternatives

### 1.1. **Planning Assumptions and Goals**

Based on input received from the FMAA, stakeholders, Airport management, and the Federal Aviation Administration (FAA), several basic assumptions have been established for this chapter to direct planning for development of the existing Airport site.

#### **Assumption One: Compliance**

The Airport will be developed and operated in a manner that is consistent with local ordinances and plans, federal and state statutes, federal grant assurances, and FAA regulations.

#### **Assumption Two: Service**

The Airport will continue to accommodate commercial passenger activity with a high level of customer service, along with general aviation activity.

#### **Assumption Three: Economic Growth**

The Airport should complement and enhance on-airport and off-airport regional economic development activities in accordance with the economic growth goals of the Airport.

#### **Assumption Four: Planning Thresholds**

The dual path planning thresholds identified at the end of Chapter C represent the major needs of the Airport going forward and thus form the basis of the development alternatives.

#### **Assumption Five: Design Aircraft**

The current C-III design aircraft for Runway 13/31 will not change during the 20-year planning period.

#### **Assumption Six: Use of Existing Property**

Future development should strive to make most efficient use of land within the existing boundary.

#### **Assumption Seven: Flexibility**

Land acquisition at the existing site and airport relocation both remain options to be studied within the context of the Master Plan, in addition to finding workable solutions within the existing site boundary.

#### **Assumption Eight: Land Acquisition**

In keeping with ~~decisions made by the FMAA board~~ the January 2013 "Talking Points Moving Forward", this chapter considers elements of the 2013 *Airport Alternatives Technical Analysis*, Alternative 7, in order to determine land acquisition and other requirements related to lost capacity resulting from the recent Runway Safety Area improvements.

#### **Assumption Nine: Land Use Compatibility**

Proposed development should complement off-airport development and land uses to the maximum extent possible, to ensure the continued compatibility of the airport environs with the daily operations of the Airport, while recognizing that the Airport is an existing land use.

#### **Assumption Ten: Runway Length**

Additional runway length cannot be provided within the current Airport boundary, and the FMAA does not wish to examine extension of the runway and associated land acquisition for reasons of land use compatibility and safety.

#### **Assumption Eleven: Passenger Terminal**

Relocation of the passenger terminal area/terminal building will not be considered by this Master Plan.

#### **Assumption Twelve: State Highway 75**

The alternatives do not consider relocation of Highway 75.



## CHAPTER D Existing Airport Site Alternatives

### Assumption Thirteen: Snow Storage and Stormwater Drainage

~~The alternatives do not include design details for stormwater drainage and snow storage, which would be determined during the design stage. There is currently sufficient snow storage and stormwater drainage at the Airport, although snow removal operations are a challenge.~~ Alternatives that would add impervious surface at the Airport would have an impact on stormwater and snow storage requirements. If only the minimum required land acquisition is provided for some alternatives, there may not be sufficient space to provide conventional stormwater drainage and snow removal practices. ~~The alternatives do not include~~ This chapter assumes that design details for stormwater drainage and snow storage, which would be determined during the engineering design stage. ~~In that case, more expensive and time-consuming solutions may be required.~~

### 1.2. Planning Goals

Accompanying these assumptions are several goals that have been established for purposes of directing the plan. ~~These goals focus primarily on planning for the more immediate pressures on space and resources at the existing site. Planning for a potential replacement airport site will be discussed in Chapter E.~~ The goals listed below are consistent with the Airport's mission statement, the Blaine County Guiding Principles ~~identified in the Blaine County Airport Strategic Plan~~, and the City of Hailey's Guiding Principles.

**Goal One:** ~~Continue to p~~ Provide the Wood River Valley and the traveling public with a safe, and reliable, and friendly aviation facility that supports community needs and economic growth, and addresses community impacts.

**Goal Two:** ~~Protect the Airport's ability to survive and thrive by considering future development to a~~ Accommodate a variety of activities, ranging from small general aviation users to commercial airlines, to the extent deemed necessary and prudent by the FMAA.

**Goal Three:** Plan ~~for~~ and support-develop future infrastructure improvements that meet federal design and safety standards and are based on necessity rather than convenience.

**Goal Four:** ~~Identify solutions that m~~ Minimize environmental impacts associated with proposed development, specifically those related to:

- ~~1. Aircraft noise~~ Noise and other environmental impacts.
- ~~1-2. Safety,~~
- ~~2-3. Land use compatibility, and~~
- ~~3-4. Airport growth.~~

**Goal Five:** ~~Continue to p~~ Plan and work towards a replacement airport as the long-term solution for resolving constraints associated with the existing Airport site.

### 1.23. Alternatives Analysis Approach

With the above goals in mind, development alternatives were identified for meeting the Airport's long-term needs. Alternatives are sorted into specific facility categories that may require or benefit from improvements at the existing Airport site during the 20-year planning period, as identified in Chapter C. These facility categories include the following:

1. Air Traffic Control Tower
2. Passenger Terminal Area Facilities
  - a. Terminal Building
  - b. Commercial Apron
  - c. Automobile Parking
3. General Aviation Facilities

## CHAPTER D Existing Airport Site Alternatives

4. Instrument Approach and Departure Procedures
5. Compliance with FAA Standards

For each facility category, the following alternatives are identified. Where applicable, it is noted whether the alternative is designed to recapture facilities lost as a result of the Runway Safety Area (RSA) improvements, or to accommodate forecasted demand.

**“No Action” Alternatives.** These alternatives consider the implications of not making improvements to facilities during the planning period.

**Existing Site Footprint Alternatives.** These alternatives identify options for meeting long-term needs within the existing site footprint, in most cases at the expense of other existing facilities.

**Existing Site Expansion Alternatives.** These alternatives identify options for meeting long-term needs by expanding outside the existing Airport footprint.

Following discussion of the “no action” and existing site alternatives in this chapter, a **Replacement Airport Site Re-evaluation Siting Evaluation for Replacement Airport** will be presented in Chapter E. The re-evaluation will identify the benefits of relocating the Airport to meet long-term needs, and re-evaluate the replacement sites identified in the Environmental Impact Statement (EIS) in light of current circumstances.

*Note: Alternatives presented in this chapter assume as “existing conditions” all improvement projects that are completed, in-progress, or scheduled for implementation as of this writing. That is inclusive of the entire Runway Safety Area (RSA) and Terminal Area Improvements Project, which is reflected on the most recent update to the Airport Layout Plan (ALP) completed in 2014. The existing conditions also assume construction of the future (“ultimate”) buildings illustrated on the previous ALP.*

### 2. Air Traffic Control Tower

The recently approved Modification of Standards (MOS) related to the Airport’s Runway Object Free Area (ROFA) is conditioned on removal of the existing Air Traffic Control Tower (ATCT) located on the east side of the runway and within the ROFA, by 2023. The FAA has stated that SUN must have an ATCT in order to retain commercial passenger air service. A major goal of the Master Plan Update is to identify a future site for the ATCT that is compliant with FAA design standards and is an optimal location with relation to existing and planned future development.

The existing ATCT is currently deficient in terms of technology, cab height, and location to support the existing and future role of the Airport. Multiple sites were analyzed based on FAR Part 77 criteria, sight distance and shadowing effects, orientation and glare, and physical consideration such as infrastructure development, zoning, security, access, topography, general location, and facility construction costs. Three of the sites are recommended for further analysis. The ATCT alternatives are presented and analyzed in the following sections:

- Identification of Viable ATCT Sites
- Tier One Siting Analysis: Visibility Performance and Construction Cost
- Tier Two Siting Analysis: Other Considerations
- Next Steps: FAA Siting Process

#### 2.1. Identification of Viable ATCT Sites

The 2004 *Friedman Memorial Airport Concept and Budget (C&B) Report* identified eight potential ATCT locations, referred to by this Master Plan Update as C&B 1-8. Sites that are no longer viable due to development and airport design standard changes since 2004 are noted in **Table D1**. Three of the C&B sites ~~appear to~~ remain viable and are referred to by this Master Plan Update as Sites 1, 2, and 3 as identified in the table.

## CHAPTER D Existing Airport Site Alternatives

Two additional viable sites were selected for review and analysis, referred to by this Master Plan Update as Sites 4 and 5. The sites were selected after a review of the 2014 SUN Airport Layout Plan and recent MOS documentation. The selected sites are described in **Table D2**. The locations of all five viable ATCT sites are shown in **Figure D1**.

It is important to note that the sites identified are generalized and that the actual site could be in the general vicinity of the site shown in Figure D1. The future ATCT might also be incorporated into another existing or future structure (e.g. the passenger terminal building). It is important to note that an existing building or buildings could be torn down to provide an alternate site for the relocated ATCT. However, this analysis only considers sites that would not require the removal of existing buildings.

Table D1 2004 ATCT STUDY SITES

Site	Location	Viable	Reasoning for Viability Assessment	New Site Number
C&B 1	North of the passenger terminal building	No	Located on the relocated commercial service ramp	---
C&B 2	Adjacent to the passenger terminal building, to the south	Yes	Outside the TOFA, could be incorporated into the passenger terminal building	1
C&B 3	South of the passenger terminal building, on the site of the old Administration building.	No	Inside the TSA and TOFA for the new bypass taxiway	---
C&B 4	South of the passenger terminal approximately 600 feet, between hangars	Yes	Located on undeveloped land, and land not slated for development	2
C&B 5A	On a triangle of undeveloped land, south of the terminal and north of the T-hangars	No	Site access, located between the 25 foot and 30 foot Building Restriction Line, and inside the ROFA	---
C&B 5B	On a triangle of undeveloped land, south of the terminal and north of the T-hangars	No	Inside the ROFA	---
C&B 6	Adjacent to the future ARFF/SRE building	No	Access and incorporation into the ARFF/SRE would be challenging	---
C&B 7	Adjacent to Aviation Drive, and future GA tie-downs	Yes	Located on undeveloped land, and land not slated for development	3
C&B 8	The current ATCT site	No	Inside the ROFA	---

SOURCE: 2004 Friedman Memorial Airport Concept and Budget Report.

Table D2 ADDITIONAL VIABLE ATCT SITES

Site	Location	Justification
4	Northwest of the Commercial Apron	Direct oversight of the Commercial Apron, outside the ROFA
5 *	East of Highway 75, in the Right-of-Way	Outside the ROFA, access to the highway, away from the Missed Approach Procedure to Runway 31

SOURCE: 2014 SUN ALP

\* Site 5 would require land acquisition.

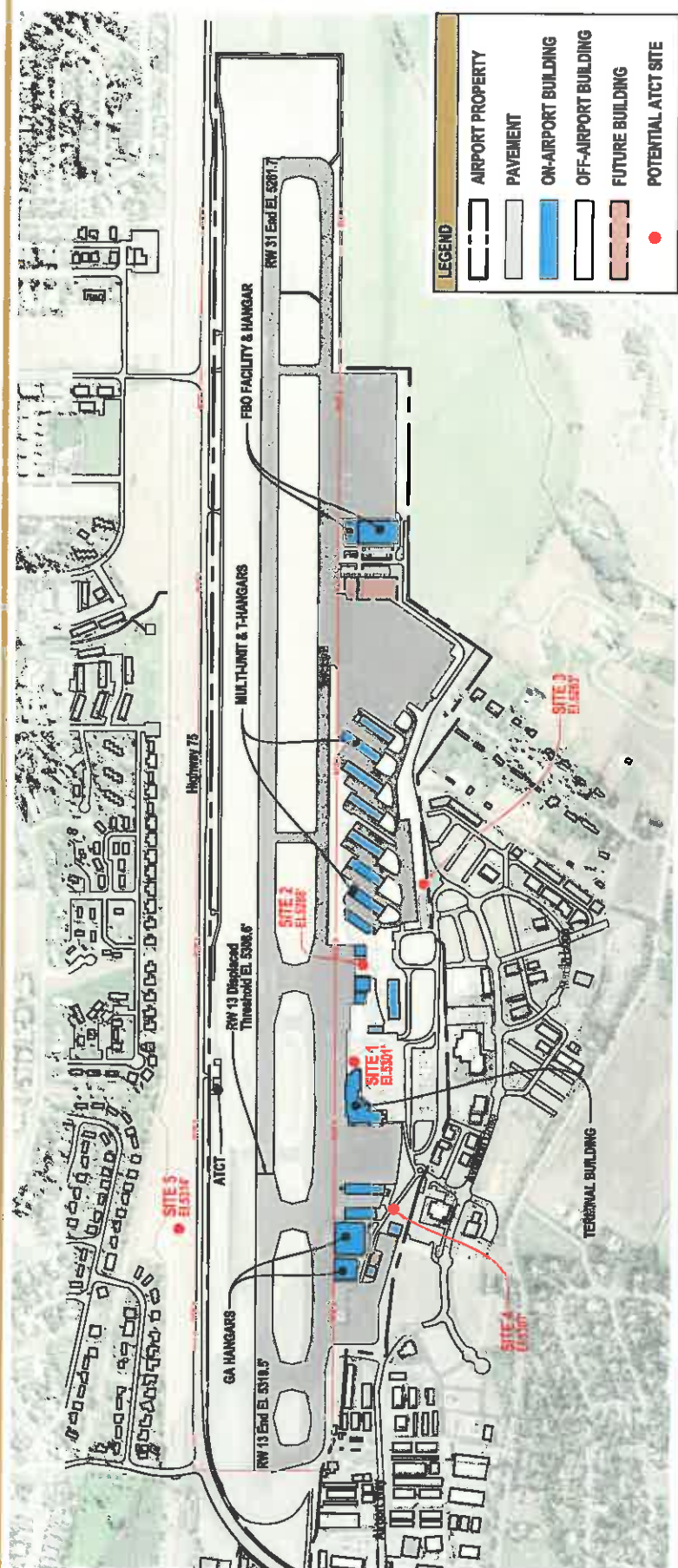


FIGURE D1 Air Traffic Control Site Options



## CHAPTER D Existing Airport Site Alternatives

### 2.2. Tier One Siting Analysis: Visibility Performance and Construction Cost

An initial screening of the sites was conducted utilizing the FAA's Air Traffic Control Visibility Analysis Tool to determine required tower heights and associated construction cost. To utilize the online Visibility Tool, a number of parameters need to be calculated for each site, including the ground elevation at site, the ground elevation at the Key Point, and the Site to the Key Point distance. A Key Point is defined as a spot on the surface of the airport that is of interest, such as runway end or taxiway intersection. For the purpose of this analysis, the Key Point for each site is either end of Runway 13/31. The Tier One Siting Analysis for the five viable ATCT sites includes the following components:

- Line of Sight (LOS) Angle of Incidence Analysis
- Object Discrimination Analysis
- Unobstructed View Analysis
- Two-Point Lateral Discrimination Analysis
- Construction Cost Estimate

#### 2.2.1. LOS Angle of Incidence Analysis

The lower an ATCT site's ground elevation, the higher the ATCT would have to be to achieve the same Line of Sight (LOS) Angle of Incidence for each runway end. For each site, the Key Point varies depending upon the ground height of the site and the ATCT height needed to achieve the ideal Angle of Incidence. The minimum threshold value of 0.80 degrees is the minimum LOS slant angle required to perform the ATCT specialists' duties, and represents the minimum LOS Angle of Incidence for observing the Key Point. The ATCT observer's eye height was determined according to Draft FAA Order 6480.4B *Airport Traffic Control Tower Siting Process*, which defines the observer's eye height as five feet above ~~cab the floor of the tower cab (i.e. control room)~~. Order 6480.4B also indicates that when siting an ATCT, 25 feet should be added from the observer's eye height to the top of the structure.

#### 2.2.2. Object Discrimination Analysis

~~In the past, ATCT-siting decisions have been significantly influenced by the upper height limits imposed by Terminal Instrument Procedures (TERPS) and controller opinions. However, the FAA had no means to quantitatively measure the improvement in air traffic controller visibility gained by changing the ATCT height and location, and there was no required minimum criterion for ATCT height. In response to this need, FAA human factors specialists and Airport Facilities Terminal Integration Laboratory (AFTIL) personnel simulated existing ATCTs to establish a performance baseline of a controller's ability to detect and identify aircraft on the airport surface at specific distances. A product of the research was the FAA Air Traffic Control Visibility Tool, which calculates an Object Discrimination Analysis evaluates controller object discrimination based on three criteria, Detection, Recognition, and Identification. The minimum passing thresholds for Detection, Recognition, and Identification these criteria are based on an FAA assessment of 195 ATCTs throughout the country. The assessment established a mean baseline for Detection, Recognition, and Identification and determined the minimum passing threshold for each criteria to be one and a half standard deviation below the mean of the 195 ATCTs. The FAA tool generates a probability percentage for each criteria/criterion, and notifies the user if determines whether the probability percentage is within the passing limits.~~

*Detection* is defined as the controller's ability to notice the presence of an object without regard to the class, type, or model; the observer knows something is present but cannot recognize or identify the object. The *Detection* criterion has a minimum passing threshold of 95.5%. *Recognition* is defined as the ability to discriminate a class of objects – such as a class of aircraft, for example, single engine general aviation aircraft – and has a minimum passing threshold of 11.5%. *Identification* is defined as the ability to specify the object – such as a Dodge Caravan or Cessna 172 – and has a minimum passing threshold of 0.91%.

## CHAPTER D Existing Airport Site Alternatives

### 2.2.3. Unobstructed View Analysis

Additional review was conducted utilizing topographic data, structural heights, and visualization tools such as Computer-Aided Design and Drafting (CADD) software. This additional review calculated the minimum air traffic controller eye height to see all movement surfaces on the Airport.

FAA Order 6480.4B and Advisory Circular 150/5300-13A, *Airport Design*, Change 1, state that an ATCT must have a clear LOS to all traffic patterns, the final approaches to all runways, all runway structural pavement, and other operational surfaces controlled by the ATCT. A clear LOS to taxiway centerlines is desirable, as operational surfaces that do not have an unobstructed LOS will be designated as non-movement areas through a Letter Of Agreement (LOA) with the Airport.

### 2.2.4. Two-Point Lateral Discrimination Analysis

A two-point lateral discrimination analysis was performed to assess whether the observer would have sufficient ability to laterally discriminate between two critical points of the airport surface operations. In the case of SUN, the two points would be two aircraft situated at the end of the runway and parallel taxiway, respectively, at the same end of the airfield. Consideration must be given to laterally separating the observer's viewing angle between the two points by 0.13 degrees (8 minutes) or greater.

### 2.2.5. Construction Cost Estimate

To estimate construction cost for each viable ATCT site, an analysis of 34 FAA Contract ATCTs was conducted utilizing the Construction Data Base maintained by the American Association of Airport Executives (AAAE) and the U.S. Contract Tower Association. The 34 ATCTs analyzed were constructed between 2003 and 2013, with an average height of 72 feet, at an average total cost of \$2.8 million, translating to a cost per vertical foot of approximately \$40,000. This cost per vertical foot was utilized to determine a construction cost estimate for each ATCT site; however it is important to note that these cost estimates do not take into account site-specific considerations.

### 2.2.6. Tier One Siting Analysis Summary

Utilizing the information derived from the analysis outlined above, an ATCT matrix was developed with key critical data inputs and results for the five viable sites, shown in **Table D3**. The table is based on the Site Comparison Chart found in FAA Order 6480.4B, Appendix B. The ATCT site selection process requires that at a minimum, three recommended operationally viable sites must be identified for further modeling and simulation.

Based on this analysis, Sites 3 and 4 may be ruled out due to their required tower heights and higher construction costs, as well as their relatively lower scores for the Visibility Performance Analysis items.

## CHAPTER D Existing Airport Site Alternatives

Table D3 TIER ONE ATCT SITING ANALYSIS

Item	1	2	3	4	5
Site Location on Airport (Lat/Long)	43° 30' 22.28" N 114° 18' 0.98" W	43° 30' 17.43" N 114° 17' 57.10" W	43° 30' 16.76" N 114° 17' 59.24" W	43° 30' 27.80" N 114° 18' 10.26" W	43° 30' 35.82" N 114° 17' 57.44" W
Site Elevation (AMSL) <sup>1</sup>	5,301 FT	5,288 FT	5,283 FT	5,307 FT	5,314 FT
<b>Tower Cab (Control Room) Floor Height (AGL)</b>	47 FT	68 FT	237 FT	118 FT	29 FT
Controller Eye Height (AGL) <sup>2</sup>	52 FT	73 FT	242 FT	123 FT	34 FT
Total Tower Height (AGL)	77 FT	98 FT	267 FT	148 FT	59 FT
Environmental Issues	None Known	None Known	None Known	None Known	None Known
ATCT Potential Impacts to Existing and Future NAVAIDS	None Known	None Known	None Known	None Known	None Known
Part 77 Impacts (Transitional Surface Penetration)	+37 FT	+53 FT	+174 FT	+78 FT	+24 FT
Construction Cost Estimate (\$65K per vertical foot)	\$5.0 Million	\$6.4 Million	\$17.4 Million	\$9.6 Million	\$3.8 Million
Access to ATCT Site	Via Parking Lot	Via New Road	Via Airport Cir.	Via Airport Access Road	Via Highway 75
Key Point	Runway 13 End	Runway 13 End	Runway 13 End	Runway 31 End	Runway 31 End
Distance	2,398 FT	2,956 FT	3,479 FT	6,113 FT	6,211 FT
Elevation (AMSL)	5,308.6 FT	5,308.6 FT	5,308.6 FT	5,261.9 FT	5,261.9 FT
<b>Visibility Performance Analysis</b>					
Object Discrimination Analysis	Pass	Pass	Pass	Pass	Pass
Detection: Threshold > 95.5%	100%	99.9%	99.9%	98.9%	98.8%
Recognition: Threshold > 11.5%	95.7%	90.7%	84.0%	33.2%	30.5%
Identification: Threshold > 0.91%	62.6%	41.7%	29.0%	3.6%	3.2%
LOS Angle of Incidence, Minimum = 0.80 degrees <sup>3</sup>	0.80 degrees	0.80 degrees	3.56 degrees	1.58 degrees	0.80 degrees
2-Point Lateral Discrimination (0.13 degrees or greater)	7 degrees (RW 13 & Parallel TW); 3 degrees (RW 31 & Parallel TW)	6 degrees (RW 13 & Parallel TW); 4 degrees (RW 31 & Parallel TW)	5 degrees (RW 13 & Parallel TW); 4 degrees (RW 31 & Parallel TW)	10 degrees (RW 13 & Parallel TW); 3 degrees (RW 31 & Parallel TW)	12 degrees (RW 13 & Parallel TW); 3 degrees (RW 31 & Parallel TW)
ATCT Orientation, Primary Operations View Direction	South/East	South/East	South/East	South	South

SOURCE: 2014 SUN ALP

NOTE: <sup>1</sup> Determined utilizing 2014 AGIS Data

<sup>2</sup> Calculated based on LOS angle of incidence analysis and/or ability to see all movement areas (runway and taxiways).

<sup>3</sup> Where angle of incidence is greater than 0.80 degrees, tower height was determined based on clear LOS to all movement areas.

## CHAPTER D Existing Airport Site Alternatives

### 2.3. Tier Two Siting Analysis: Other Considerations

~~As mentioned previously, Sites 3 and 4 were ruled out for cost and operational reasons.~~ The remaining three sites (Sites 1, 2, and 5) are analyzed further in this section based on other important siting considerations. In selecting a preferred site for an ATCT, consideration ~~should~~must be given other ~~aspects~~requirements, including required land, ATCT orientation, weather impacts, security, access, and local zoning, as described below.

#### 2.3.1. Land

According to AC 150/5300-13A, an ideal ATCT site will provide between three and seven acres of land, to meet security requirements and accommodate current and future building needs, including ~~provisions for~~ employee parking. ATCT sites on existing Airport property are preferred by the FMAA, and efficient use of available sites should be considered, including the potential for incorporating the future ATCT into existing facilities. ~~An important consideration for the relocated ATCT at SUN is whether a particular site would require land acquisition.~~ Of the three remaining sites, Site 5 is the only site that would require land acquisition. Furthermore, Site 5 is located within a public road and electrical power line right-of-way, which would complicate construction at this site.

#### 2.3.2. Orientation and Glare

Consideration should be given to direct sun glare, indirect sun glare off natural and manmade surfaces, night-time lighting glare, external light sources, and thermal distortion. Ideally the primary operational view for controllers should face north, or alternatively east, west, or south, with the orientation preference being in that order in the northern hemisphere. In areas where snow accumulates on the ground, such as SUN, a southern orientation should be avoided. All three remaining sites require a southern orientation; however this will be difficult to avoid at SUN given the predominance of takeoffs to and landings from the south.

#### 2.3.3. Weather

Utilizing weather data collected for the Master Plan Update, consideration was given to local weather phenomena that could potentially impair visibility. The required ATCT height at all three remaining sites is below the limits of the instrument approach minimums at SUN, and therefore local weather phenomena such as fog will affect total airport operations prior to affecting ATCT operations.

#### 2.3.4. Security

The FAA Safety Management System (SMS) requires that Safety Risk Management (SRM) assessments be performed on changes to the National Airspace System (NAS) that have safety impact. An SRM process will be conducted at a later planning stage in which each siting criterion will be reviewed for potential hazards. The hazards identified for each location will be assessed and mitigated to an acceptable level of risk to satisfy SMS requirements. In addition, access to the ATCT must avoid crossing areas of aircraft operations, and should avoid roads or bridges subject to closures due to high traffic volume, flash floods, snow, landslides, falling rocks or other hazards.

#### 2.3.5. Local Zoning

~~Additional criteria or restrictions include~~ ATCT development must meet local zoning ordinances and building codes, which regulating regulate building height, and setbacks, and other design elements. The Airport is within the City of Hailey Airport (A) zoning district. The City Zoning Ordinance does not set specific height or setback requirements for the Airport district. Instead, the Ordinance states that the requirements are “subject to FAA



## CHAPTER D Existing Airport Site Alternatives

regulations and 14 CFR, Chapter 1, Subchapter E, Part 77, *Objects Affecting Navigable Airspace*, as amended" (Section 5.4, District Use Matrix, page 8).

The area south of the Airport is in unincorporated Blaine County in the Residential/Agricultural (R-5) zoning district. The County Code states that the maximum building height in zone R-5 is ~~set at~~ 35 feet, with exemptions for barns, silos, and windmills. The County Code also states that the minimum front yard setback along State Highway 75 is 100 feet, 50 feet for other major roads, and 25 feet for minor roads.

Identifying the final ATCT site will require coordination ~~between-with~~ the City of Hailey and/or Blaine County to ensure that the ATCT ~~will~~ meets local codes, or that variances are obtained if necessary. Under Part 77, all three tower sites would be considered penetrations to the transitional surface. If one of these replacement tower sites were identified on the ALP, ~~a Non-Rule-Making Airport Study (NRA) would be conducted in accordance with FAA Order 7400.2, Procedures for Handling Airspace Matters and Part 77 Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) requirements, the FAA must conduct an airspace study~~ to determine whether the penetration would be allowed.

### 2.4. FAA Siting Process, Next Steps, and Conclusion

This Master Plan does not include the entire FAA siting process, but rather provides a preliminary assessment of potential alternative ATCT sites. Based on the analysis above, the ATCT site alternatives that are most feasible and acceptable to the FMAA are Sites 1 and 2. These sites should be carried forward into the FAA ATCT siting process as described below.

~~Because the Master Plan does not include the entire FAA siting process, the alternatives for a future ATCT site that appear to be most feasible and acceptable to FMAA should be carried forward into the FAA ATCT siting process as described above.~~ The next step in the siting process is to conduct an SRM assessment for the preferred ATCT site in compliance with the FAA SMS Manual. The SRM process ensures that safety-related changes are documented; hazards are identified; risks are assessed and analyzed; medium and high risks are tracked to resolution; high risks are mitigated to an acceptable level; medium risks are mitigated if possible; the effectiveness of the risk mitigation strategies are assessed; and the performance of the change is monitored throughout its lifecycle. At least two trips to the FAA Airport Facilities Terminal Integration Laboratory (AFTIL) are required for each ATCT siting study. The first trip utilizes the AFTIL modeling and simulation capabilities for initial siting. At a minimum, three preferred sites should be identified for analysis on the first trip. The second trip to AFTIL is meant for cab size mock-up and equipment layout, mullion evaluation (a mullion is a vertical element that forms a division between units of a window; placement can affect visibility from the tower), site recommendation, and validation. If the Airport Sponsor attends the trips to the AFTIL, a staff member from the FAA Airports District Office (ADO) is encouraged to attend as well.

## CHAPTER D Existing Airport Site Alternatives

### 3. Passenger Terminal Area Facilities

The following sections present “No Action,” Existing Site Footprint, and Existing Site Expansion Alternatives for the following passenger terminal area facilities:

- Terminal Building
- Commercial Apron
- Automobile Parking

#### 3.1. “No Action” Alternative

~~With the potential for constrained growth in air service, t~~The Airport could become less desirable for passengers if ~~the Airport took no action is taken~~ to meet ~~forecasted increased~~ demand ~~as functional issues develop over the next 20 years~~. ~~The Airport could risk increased p~~Passengers ~~leakage to may choose~~ other airports in the region if ~~it~~ SUN cannot provide a sufficiently positive passenger experience. It could also become difficult to secure new commercial service if the terminal area cannot accommodate additional aircraft ~~for boarding parking~~. The No-Action Alternatives for individual passenger terminal area facilities are described in more detail below.

##### 3.1.1. Terminal Building

If no further action were taken to improve the terminal building in the future, it would continue to function but passenger convenience ~~is likely to would~~ suffer, with ~~longer wait times and~~ congestion beginning around forecast year 2024. ~~Towards the end of the planning period and beyond~~Beyond 2024, increased passenger leakage could occur, especially if the terminal building cannot comfortably accommodate ~~the required number of peak hour~~ passenger ~~needs in the secure holdroom during the peak hour~~.

The previous chapter discussed the functionality of the terminal post-2015 expansion in the context of the four main terminal components: secure holdroom, security screening check point, baggage claim, and ticketing. The latter three components are expected to reach capacity around ~~the mid-point of the 20-year forecast period~~forecast year 2024, while the secure holdroom would be very close to reaching capacity by 2034 if forecasted enplanements materialize. Additionally, a significant unforeseen change in the future commercial fleet mix and flight schedule could strain the terminal building overall sooner than expected.

##### **Positive Qualities of this Alternative**

- Existing terminal building provides sufficient space to accommodate the current air service schedule, with some instances of congestion and delay depending on flight schedules.
- No construction cost or disruption to facilities or operations.

##### **Negative Qualities of this Alternative**

- Limited flexibility to accommodate expanding commercial service or changes in flight schedules.
- Space and wait times would become increasingly strained over time, leading to negative effects on the passenger experience and possible leakage to other airports.

## CHAPTER D Existing Airport Site Alternatives

### 3.1.2. Commercial Apron

The commercial apron can currently accommodate three regional commercial aircraft, and is at capacity during peak seasons during remain overnight (RON) operations. A “no action” approach would limit future capacity to near-current levels, with towing and staggered departures providing limited ability to expand air service options for residents and visitors. The “no action” approach also limits aircraft parking options in unusual situations, such as if four commercial aircraft had to be accommodated at the same time due to mechanical issues.

If no action were taken to provide additional commercial apron, the Airport’s ability to flexibly accommodate growing air service and potential larger aircraft would be jeopardized. Towing commercial aircraft to the general aviation aprons for RON operations would be an option, as would staggering departures to properly accommodate the aircraft on the apron and passengers in the secure holdroom. These options would not be as efficient as providing a larger apron near the terminal building.

#### **Commercial Apron Alternative 1—No Action**

The existing commercial apron capacity is illustrated in **Figure D2**. The existing apron allows for three aircraft boarding positions.

#### **Positive Qualities of this Alternative**

- Sufficient aircraft parking is provided to accommodate the current air service schedule as of June 2015.
- No construction cost or disruption to facilities/operations.

#### **Negative Qualities of this Alternative**

- Limited flexibility to accommodate additional service or changes in flight schedules.

### 3.1.3. Automobile Parking

Parking availability for both passenger vehicles and rental cars is currently strained. If no action were taken to create additional passenger parking, passenger parking capacity is expected to become increasingly strained within the next five to ten years. Rental car companies could experience the same increasing constraints, especially with competing demand for passenger parking. The paved area south of the two passenger parking lots is currently used for rental car parking; however, the area was recently reduced by nearly half to provide a foundation for the airport operations building and an access road for Airport vehicles. Automobile parking is typically an important part of the passenger experience. Over time, limited parking space would hurt the passenger experience and cause passengers to use another airport.

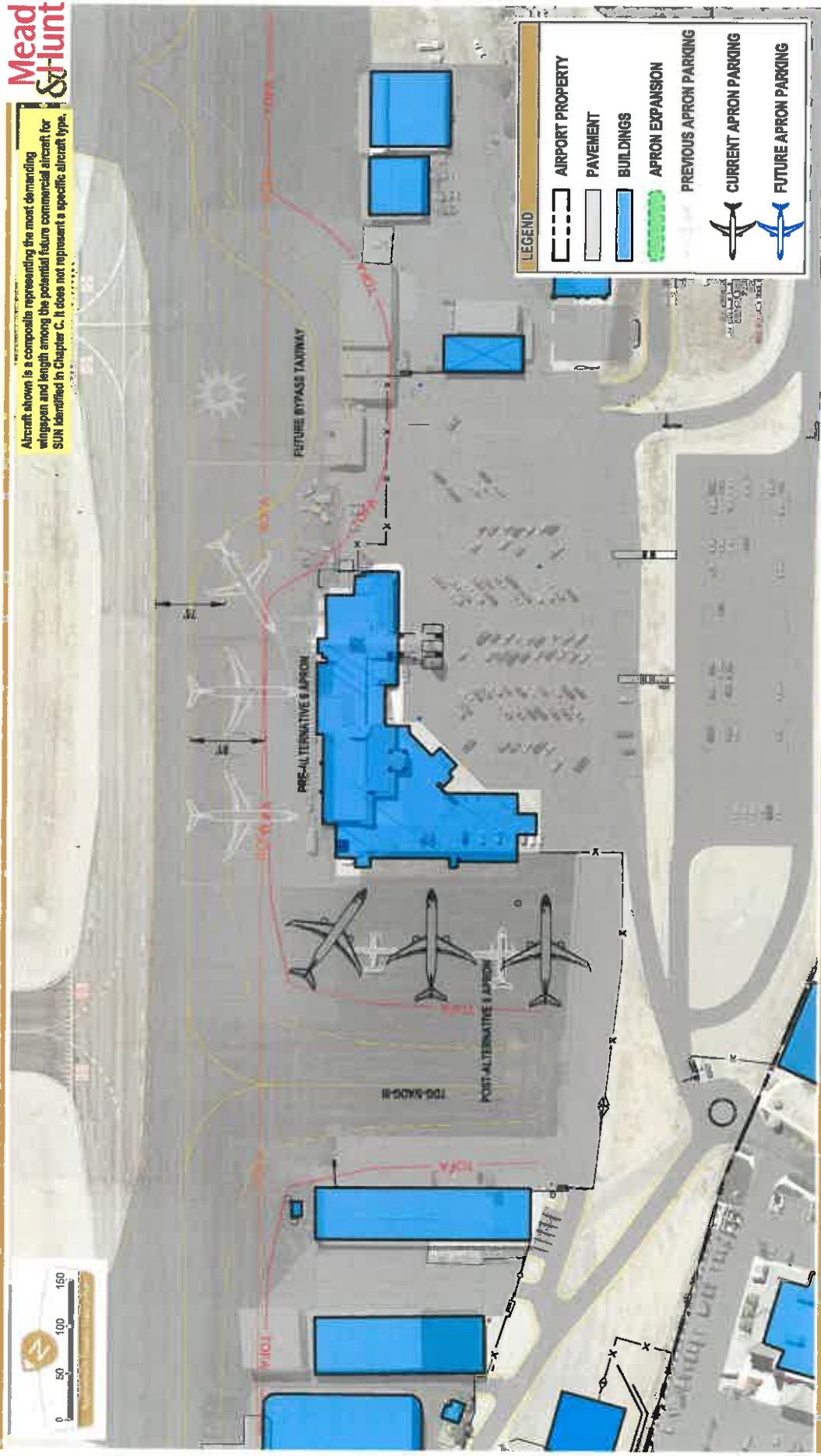
#### **Positive Qualities of this Alternative**

- Current parking facilities provide sufficient vehicle parking to accommodate existing demand the majority of the time.
- No construction cost or disruption to facilities/operations.

#### **Negative Qualities of this Alternative**

- Visitor and rental car parking would become increasingly strained over time, leading to negative effects on the passenger experience and possible leakage to other airports.

Aircraft shown is a composite representing the most demanding wingspan and length among the potential future commercial aircraft for SUN identified in Chapter C. It does not represent a specific aircraft type.



**FIGURE D2 Passenger Terminal Area - No-Action Alternative**

### 3.2. Existing Site Footprint Alternatives

#### 3.2.1. Terminal Building

The terminal improvements built for the Runway Safety Area (RSA) projects was designed to allow for modest growth through the 20-year planning period. It was also designed within a budget that encompassed more than just terminal expansion and renovation and, as such, limited what could be achieved. The current terminal layout can support three peak hour flights and would be strained at four peak hour flights. Terminal expansion would likely be required above four peak hour flights.

The terminal building expansion/renovation options presented in this section offer a means to accommodate forecast growth and peak demand tied to the unique character of operations at SUN.

Relocating the terminal building and associated facilities is not feasible within the existing Airport boundary. Therefore, the only option for improving the long-term function of the terminal building is to further expand the current building and maximize the utilization of available space.

Options for additional expansion of the terminal building footprint or renovation within existing space constraints are illustrated in **Figure D3**. As individual separate projects, they allow flexibility to enhance one or more terminal building components depending on need. Options for terminal building expansion are listed below based on space category; options affecting more than one category are duplicated.

- **Ticketing/Outbound Baggage**
  - Convert existing lounge to future airline ticketing office (ATO) ticketing/check-in
  - Convert existing baggage make-up areas (i.e. baggage handling and organizing areas located directly behind the ticket counters) to ATO space
  - Construct covered outbound baggage make-up area on east side of building
- **Public Waiting/Queuing**
  - Convert existing lounge to future ATO ticketing/check-in
- **Security Screening Checkpoint**
  - Expand security screening checkpoint (SSCP) on east side of building – construct second security lane
- **Secure Holdroom**
  - Convert existing baggage claim to secured holdroom
  - Expand secured holdroom to the east
- **Baggage Claim**
  - Expand baggage claim hall and rental car space off west end of building
- **Rental Car**
  - Expand baggage claim hall and rental car space off west end of building

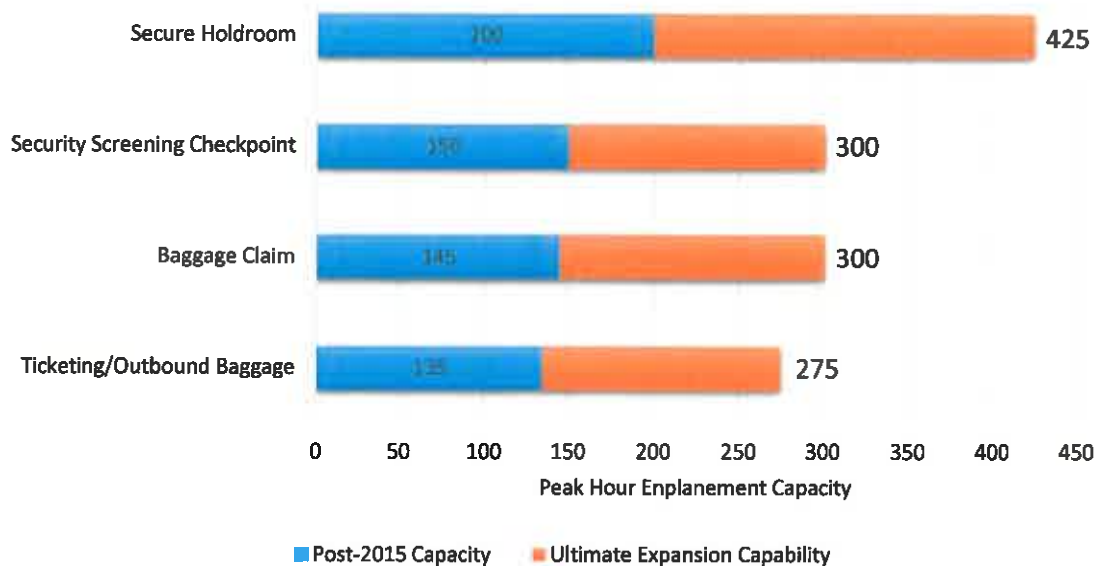




## CHAPTER D Existing Airport Site Alternatives

Approximate terminal building capacity increases resulting from the expansion/renovation options shown in **Figure D3** are presented by functional component in **Chart D1**. As shown in this chart, the expansion/renovation options are expected to provide adequate capacity throughout the 20-year planning period.

Chart D3 **ADDITIONAL TERMINAL BUILDING COMPONENT CAPACITY**



SOURCE: Mead & Hunt analysis.

Development of additional ATO space, covered outbound baggage make-up space, a second security screening lane, and expanded secured holdroom on the east side would accommodate a more mature flight schedule built around both the early morning and evening peaks in which flights are scheduled on the shoulders of the peak hour. This larger population would have to clear pre-departure processing (i.e., ticketing and security screening), to enter the secure holdroom, the only available space to house a larger population, until their flights depart. Commercial apron capacity limits the number of departures within the peak hour, and therefore apron expansion will likely be required prior to building expansion.

## CHAPTER D Existing Airport Site Alternatives

### 3.2.2. Commercial Apron

Two long-term alternatives for commercial apron expansion have been identified within the existing airport boundary. Commercial Apron Alternatives 2-1 and 3-2 are illustrated in Figures D4 and D5.

**Commercial Apron Alternative 2-1 – Expand Apron West and Add South Staging Area.** This alternative involves expanding the apron west to accommodate one additional aircraft and creating a staging area at the south end of the terminal area where two RON aircraft could be stored. A tug would be used to tow the commercial aircraft to and from the staging area. This would allow for more efficient use of the available terminal parking positions, as RON aircraft would not be towed back to the terminal until a short time prior to boarding. However, three hangars located immediately west of the proposed staging area may need to be removed and/or relocated to provide adequate maneuvering space and wingtip clearance for staging aircraft.

Expansion of the apron to the west would impact the existing circular access road arrangement. Under this alternative, traffic could be rerouted in a loop pattern around the existing long-term parking area with both entry and exit via Airport Circle on the south side of the long-term lot.

#### **Positive Qualities of this Alternative**

- Adds a fourth aircraft parking position adjacent to the terminal building.
- Defines a potential aircraft staging area near the terminal building.
- With its six aircraft parking positions, this alternative meets all peak aircraft parking scenarios defined in Table C10 of the Facility Requirements chapter, with the exception of the Long-term Peak Scenario #2 (seven aircraft parking positions).

#### **Negative Qualities of this Alternative**

- Impacts to circular access road and temporary delays/disruption to traffic flow during construction.
- May require removal and/or relocation of three GA hangars.
- Potential loss of automobile parking

**Commercial Apron Alternative 3-2 – Expand Apron North and West.** This alternative includes apron expansion to the west similar to that shown for Commercial Apron Alternative 2-1, in order to accommodate one additional aircraft parking position. It would also include apron expansion to the north to accommodate up to three more parking positions. Expansion to the north would require removal of the two general aviation hangars immediately north of the existing apron. The north parking positions would likely be only RON positions; however, ~~study could be given to the~~ identification of safe walkway access to allow ground boarding of passengers could be studied.

Expansion of the apron to the west would impact the existing circular access road arrangement. This alternative could use the same traffic pattern described under Commercial Apron Alternative 2-1.

#### **Positive Qualities of this Alternative**

- Adds a fourth aircraft parking position near the terminal building, as well as three parking positions immediately to the north.
- With its seven parking positions, this alternative fully meets all peak aircraft parking scenarios defined in Table C10 of the Facility Requirements chapter.

#### **Negative Qualities of this Alternative**

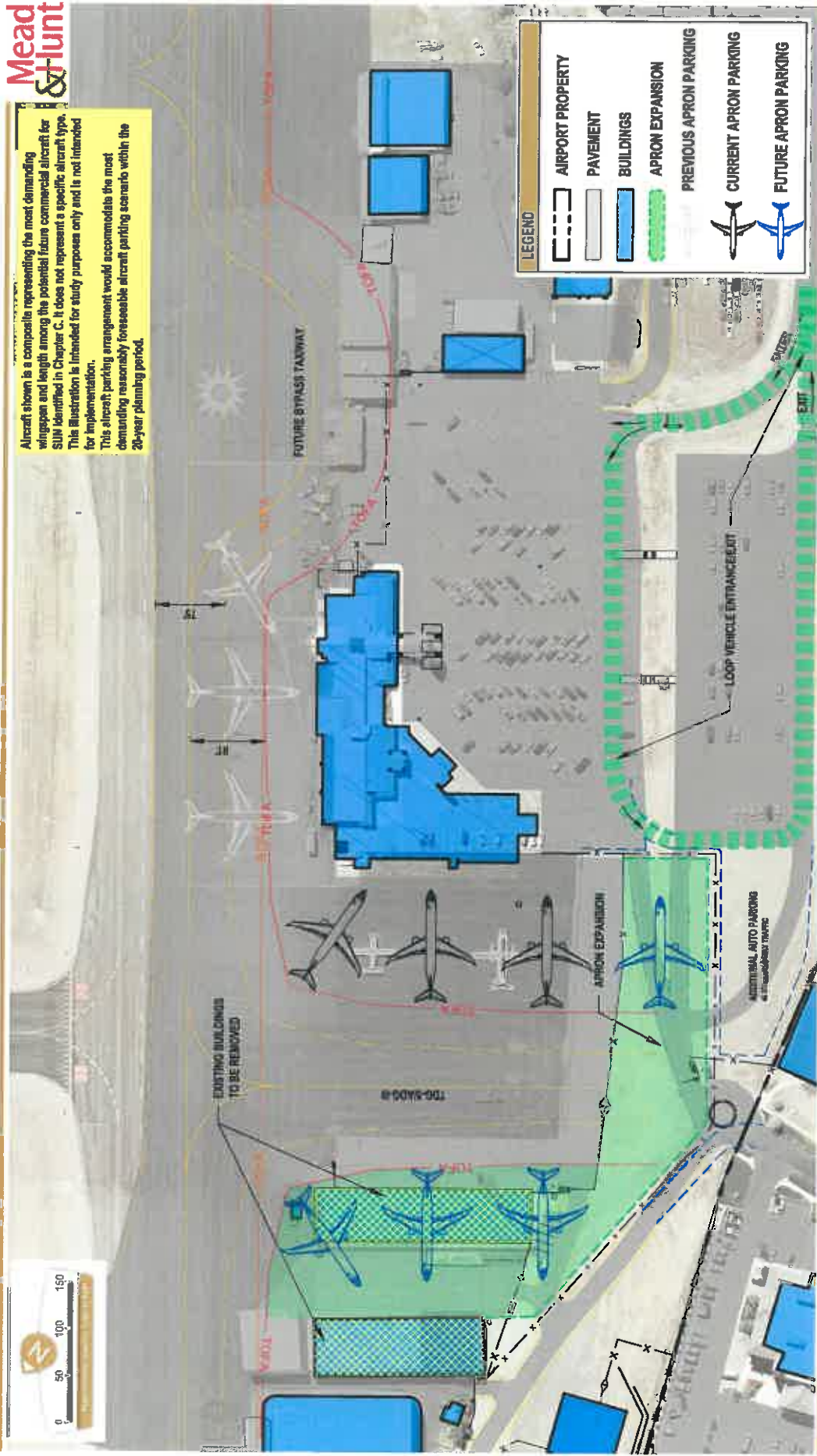
- Requires removal and/or relocation of two GA hangars.
- Impacts to circular access road and temporary delays/disruption to traffic flow during construction.
- Potential loss of automobile parking





Aircraft shown is a composite representing the most demanding wingspan and length among the potential future commercial aircraft for SJM identified in Chapter C. It does not represent a specific aircraft type. This illustration is intended for study purposes only and is not intended for implementation.

This aircraft parking arrangement would accommodate the most demanding reasonably foreseeable aircraft parking scenario within the 20-year planning period.



**FIGURE D5 Alternative 2 – Expand Apron North and West**

## CHAPTER D Existing Airport Site Alternatives

### 3.2.3. Automobile Parking

Automobile parking expansion options are limited within the existing Airport boundary. Two alternatives have been identified for meeting future parking needs within the existing boundary. The Automobile Parking Alternatives are shown in **Figure D6** (Alternative 3 is described in a subsequent section).

**Automobile Parking Alternative 1.** Construct a ~~single-deck~~ parking structure over existing long-term parking ~~and/or the rental car staging area.~~ The parking structure could be either a single- or multi-deck structure. This alternative would increase available parking without the need to acquire land. However, it would also be expensive, would limit future options for other use of that land, and could block views to the west from the terminal building. ~~Future expansion of the baggage claim hall to the west will make this a good long-term location for rental car parking, freeing up rental car space in the surface lot near the terminal for passenger parking. The structure should be built to support a third level. A cover over the second level would add cost, but would allow a higher fare charge and ultimately save future costs for adding a third level.~~

~~This single deck structure alternative would add approximately 121 spaces, which would meet 32% of projected 20-year increase in summer parking space demand. Adding a future third level to the parking structure would meet a total of 64% of projected demand.~~

#### **Positive Qualities of this Alternative**

- Provides a long-term parking solution on existing Airport property.
- Eliminates the need to acquire land for parking or convert other facilities to parking.
- Potential to charge higher parking fare for covered parking.

#### **Negative Qualities of this Alternative**

- High cost of construction.
- Potential visual impacts to view from terminal building.

**Automobile Parking Alternative 2.** Convert existing rental car staging area to visitor parking. This would add approximately 107 passenger parking spaces, which would meet 28% of projected 20-year increase in demand. However, rental car staging activities would need to be relocated off-Airport under this alternative.

#### **Positive Qualities of this Alternative**

- Provides a parking solution on existing Airport property.
- Eliminates the need to acquire land for parking.
- Relatively lower cost of construction to pave existing gravel lot.

#### **Negative Qualities of this Alternative**

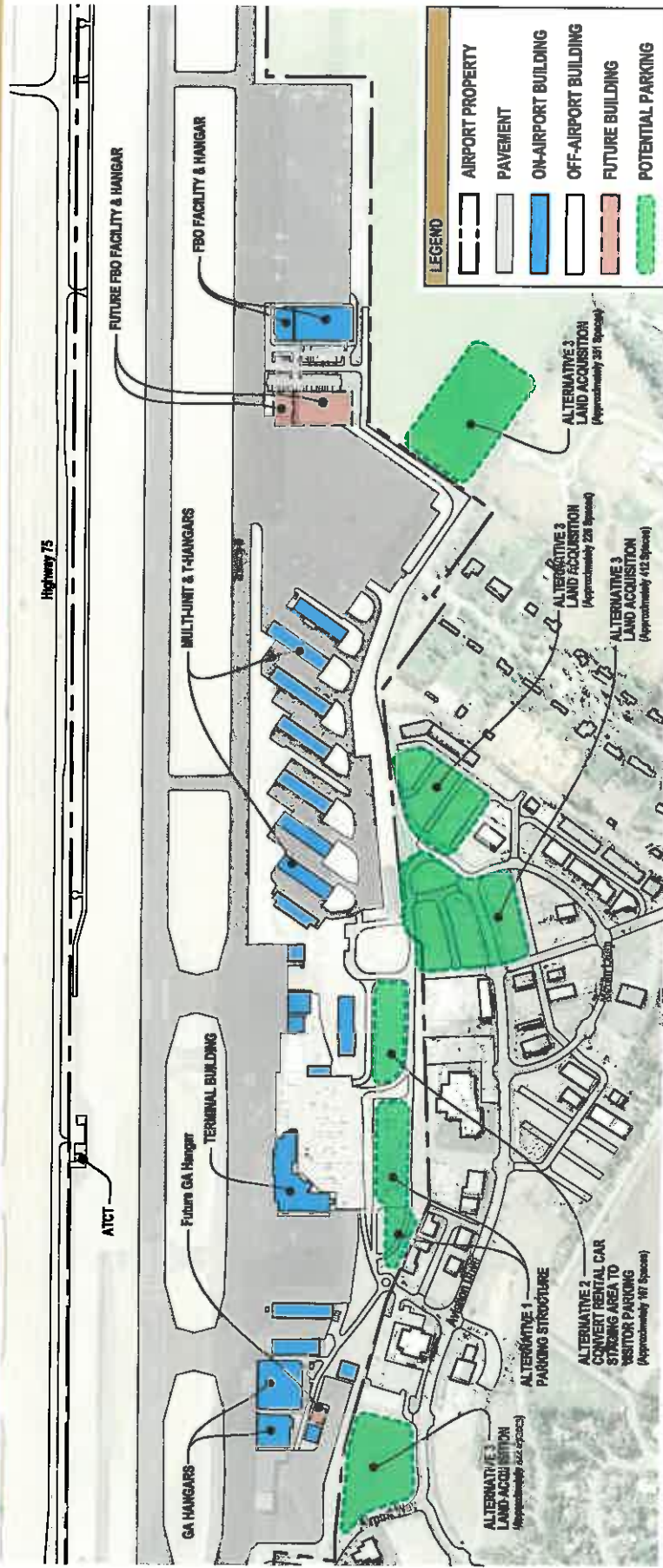
- Requires relocation of rental car staging.
- Would meet a smaller percentage of forecasted demand than Alternative 1.

### 3.3. Existing Site Expansion Alternatives

#### 3.3.1. Terminal Building

Assuming that the terminal building will remain in its existing location throughout the 20-year planning period, there are no expansion options that would make logical use of acquired land, as it is not close enough to the Airport boundary. Therefore, no alternatives were developed for expansion of the terminal building in conjunction with land acquisition. However, expansion of the existing terminal building may displace automobile parking that would need to be replaced elsewhere.





NOTE: This illustration is intended for study purposes only and is not intended for implementation.

FIGURE D6 Automobile Parking Alternatives

## CHAPTER D Existing Airport Site Alternatives

### 3.3.2. Commercial Apron

Commercial apron alternatives discussed in Section 3.2.2 are possible within the existing airport property and provide sufficient space for additional commercial aircraft parking without the need to consider land acquisition. Thus, no alternatives were developed for expansion of the commercial apron in conjunction with land acquisition. However, expansion of the existing commercial apron may displace automobile parking, ground access, and hangars that would need to be replaced elsewhere.

### 3.3.3. Automobile Parking

**Automobile Parking Alternative 3.** This alternative would involve acquiring adjacent land for parking space. Several possibilities are illustrated in Figure D6. The area west of the FBO and general aviation aprons is well-suited for expanding vehicle parking; land acquisition for parking west of the terminal area was also considered, as shown in the figure. The distance of potential parking areas from the terminal building may be inconvenient for passengers, but would not inconvenience passengers or rental car companies to the same degree as an overall parking shortage ~~such as that which would occur associated~~ with the No Action alternative. Depending on distance, a shuttle between the parking area and the terminal could be incorporated to improve passenger convenience. Alternatively, the Airport could arrange for shuttle service to offsite parking. The Airport could consider partnering with a private company to provide the offsite parking or leasing land for the purpose. The number of additional parking spaces that could be created via land acquisition options identified in Figure D6 ranges from 222 to 412 spaces, which would meet 59% to 109% of projected 20-year demand for additional parking.

#### **Positive Qualities of this Alternative**

- Provides a long-term parking solution.
- Depending on the land acquired, could meet a significant percentage of forecasted demand.

#### **Negative Qualities of this Alternative**

- Requires land acquisition.
- Distance of some options from the terminal building could inconvenience passengers and rental car companies.

### 3.4. Passenger Terminal Area Alternatives: Conclusions

Based on the preceding analysis and input from the FMAA, the following are depicted as future options on the 20-year Conceptual Development Plan presented at the end of this chapter:

- The long-term terminal building expansion/renovation concept, as proposed in Section 3.2.1 and shown in Figure D3. This concept could be achieved without significant impacts on surrounding uses; however, any automobile parking displaced by this concept would need to be replaced elsewhere.
- The long-term commercial aircraft parking apron Alternative 2, Expand Apron North and West, as proposed in Section 3.2.2 and shown in Figure D5. Based on feedback from the FMAA, this concept is preferable to towing aircraft to remote staging locations as proposed by Alternative 2. Any general aviation hangars, automobile parking, and/or access roads displaced by this alternative would need to be replaced elsewhere.
- The potential parking structure locations identified in Section 3.2.3, as well as the surface lot expansion options within the Airport West business park. The financial feasibility of these parking options will be considered in a subsequent chapter of the Master Plan. The FMAA desires to control of all future parking facilities, primarily to retain any potential increases in this important revenue stream.

The following conclusions regarding future terminal-area improvements were identified by the preceding analysis:

## CHAPTER D Existing Airport Site Alternatives

- It appears that the terminal building could be expanded in areas adjacent to the existing building without significant impacts on surrounding uses.
- The commercial aircraft parking apron could be expanded to the west to accommodate one additional aircraft for ground boarding passengers. However, the on-Airport roadway system would need to be reconfigured. All other options for additional aircraft parking would only be utilized for RON aircraft that would need to be tugged into and out of passenger loading positions adjacent to the terminal building.
- Significant increases in the number of passenger automobile parking spaces would require the construction of a multilevel parking structure, land acquisition and/or shuttles to remote sites.

### 4. General Aviation Facilities

Based on the general aviation (GA) apron analysis in Chapter C, an estimated 150,000 square feet of GA apron space would be required to recapture what was lost as a result of the RSA improvements. An additional 225,000 square feet would be required over and above that to meet forecasted 20-year demand. Projected apron space needs are related to the peak event operations forecasts presented in Chapter B. The ratio of jet operations to total annual operations at SUN is increasing and expected to continue increasing. In addition, jet operations conduct approximately 90% of peak event GA and air taxi operations. Jets typically require more space than other aircraft, and many GA and air taxi jet aircraft operators at SUN are expected to transition to larger jet aircraft such as the Bombardier Global Express 7000 (104' wingspan) during the 20-year planning period. The increasing average GA aircraft size translates into greater apron space needs over time, and this trend was accounted for in the apron space estimates.

There is currently approximately 198,950 square feet of GA hangar space at the Airport. The Airport experienced a net loss in GA hangar space of 14,500 square feet as a result of the RSA improvements. Assuming that necessary hangar space per based aircraft remains constant, the Airport will need an additional 78,700 square feet of GA hangar space over and above the 14,500 square feet lost to meet 20-year forecast demand.

The following sections present "No Action", Existing Site Footprint, and Existing Site Expansion Alternatives for GA apron and hangar space.

#### 4.1. "No Action" Alternative

If no action were taken to improve GA facilities, an increasing shortage of hangars and parking apron is expected based on forecasted demand. Due to the recent loss of apron resulting from the RSA improvements, when there is not sufficient space available to store aircraft during peak events, pilots are likely to drop off passengers, fly another airport to park the aircraft, and then fly back at a later date to pick up the passengers. This creates additional operations and, noise, and other environmental impacts over areas north and south of the Airport, which is likely to increase if no action were taken. The Airport would also lose potential revenue generated from additional GA apron space. Space constraints could also increase the risk of accidents and provide insufficient space for maintenance and other services.

Construction of no new GA hangars would cause the Airport to lose potential hangar lease revenue and be unable to meet future demand.

##### **Positive Qualities of this Alternative**

- No construction cost or disruption to facilities or operations.

##### **Negative Qualities of this Alternative**

- Existing peak time GA apron and hangar space shortages will increase over time.
- Continued space constraints will lead to increased passenger drop-offs and resulting aircraft operations, noise, and environmental impacts north and south of the Airport during peak times.

## CHAPTER D Existing Airport Site Alternatives

### 4.2. Existing Site Footprint Alternatives

Construction of new GA facilities within the existing Airport boundary would have to take place at the expense of other facilities. There are a few future hangars identified on the most recent Airport Layout Plan (ALP) accessible from the air cargo/Bureau of Land Management (BLM) apron north of the terminal area. Beyond these facilities identified on the ALP, if more hangars were constructed, it would occur at the expense of GA apron or some other facility. Conversely, if more GA apron were constructed, it would necessarily be at the expense of hangars or other facilities.

### 4.3. Existing Site Expansion Alternatives

Four development alternatives for GA facilities that would be possible with land acquisition are described below. The alternatives could be phased, if desired. The GA Facilities Alternatives are illustrated in **Figures D7, D8, D9, and D10**.

**GA Facilities Alternative 1 – Recapture (West).** Construct GA facilities sufficient to recapture those removed for the 2015 Runway Safety Area improvements and Commercial Apron Alternative 2. These facilities would include a 30,000 SF hangar development area, a new GA automobile parking area that could also be used for rental car storage/staging, and 150,000 SF of additional GA apron. The facilities would be located west of the existing FBO area and GA aprons. ~~The FBO provides a valet service for its customers; expanded valet service could be coordinated with the FBO in place of constructing additional GA automobile parking.~~

#### **Positive Qualities of this Alternative**

- Provides the opportunity to regain the facilities and space lost due to the RSA improvements.
- Limits the amount of land acquired by focusing only on replacement of removed facilities.
- Concentrates development close to the FBO building and other GA facilities.

#### **Negative Qualities of this Alternative**

- Requires land acquisition.
- Moves Airport activity closer to residential areas.
- Impacts current landowner's pivot irrigation system.

**GA Facilities Alternative 2 – Recapture (South).** Construct GA facilities sufficient to recapture those removed for the 2015 Runway Safety Area improvements and Commercial Apron Alternative 2. Similarly to Alternative 1, these facilities would include a 30,000 SF hangar development area, a new GA automobile parking area that could also be used for rental car storage/staging, and 150,000 SF of additional apron. The facilities would be located south of the existing south GA apron. Again, expanded FBO valet service could be coordinated in place of constructing additional automobile parking.

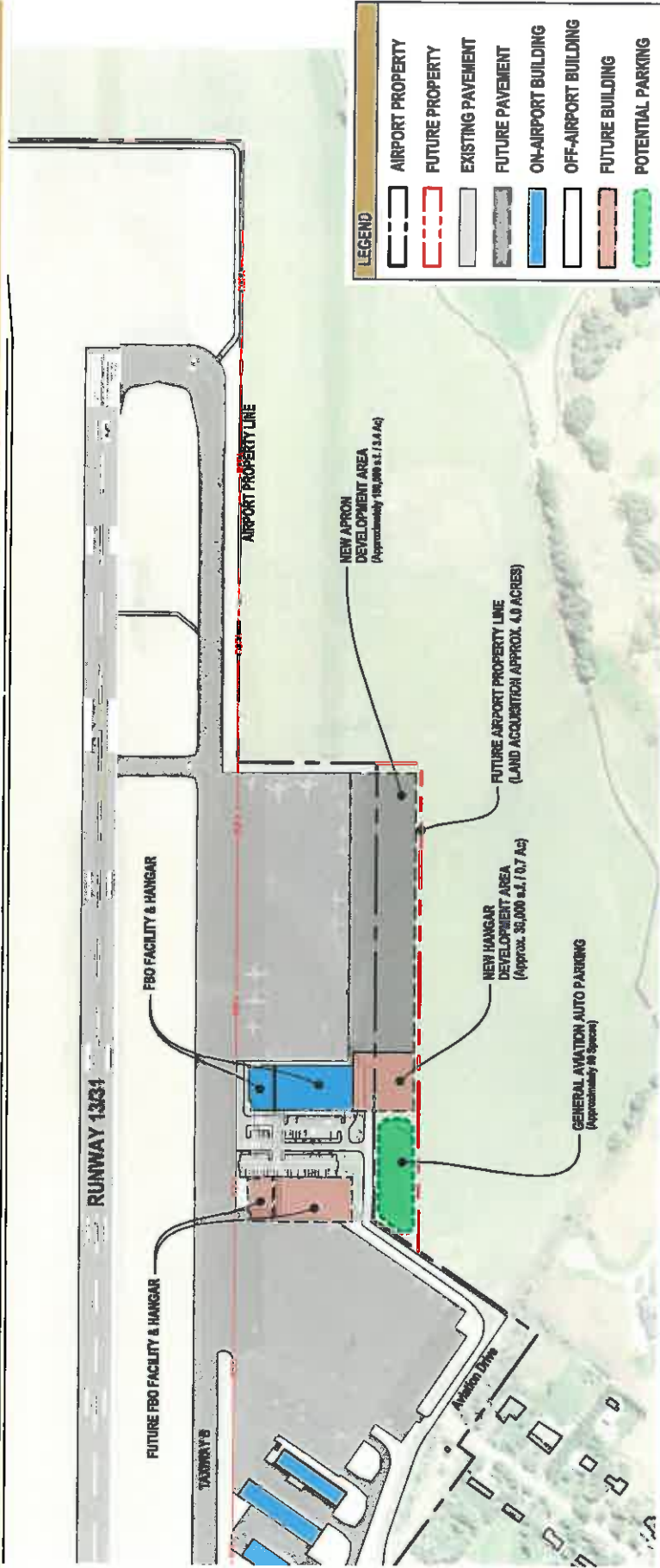
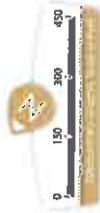
#### **Positive Qualities of this Alternative**

- Provides the opportunity to regain the facilities and space lost due to the RSA improvements.
- Limits the amount of land acquired by focusing only on replacement of removed facilities.
- Does not impact current landowner's pivot irrigation system.
- Extends GA facilities to the south without extending into the Runway 31 approach/departure area.

#### **Negative Qualities of this Alternative**

- Requires land acquisition.
- Development is located farther from GA facilities to the north than Alternative 1.

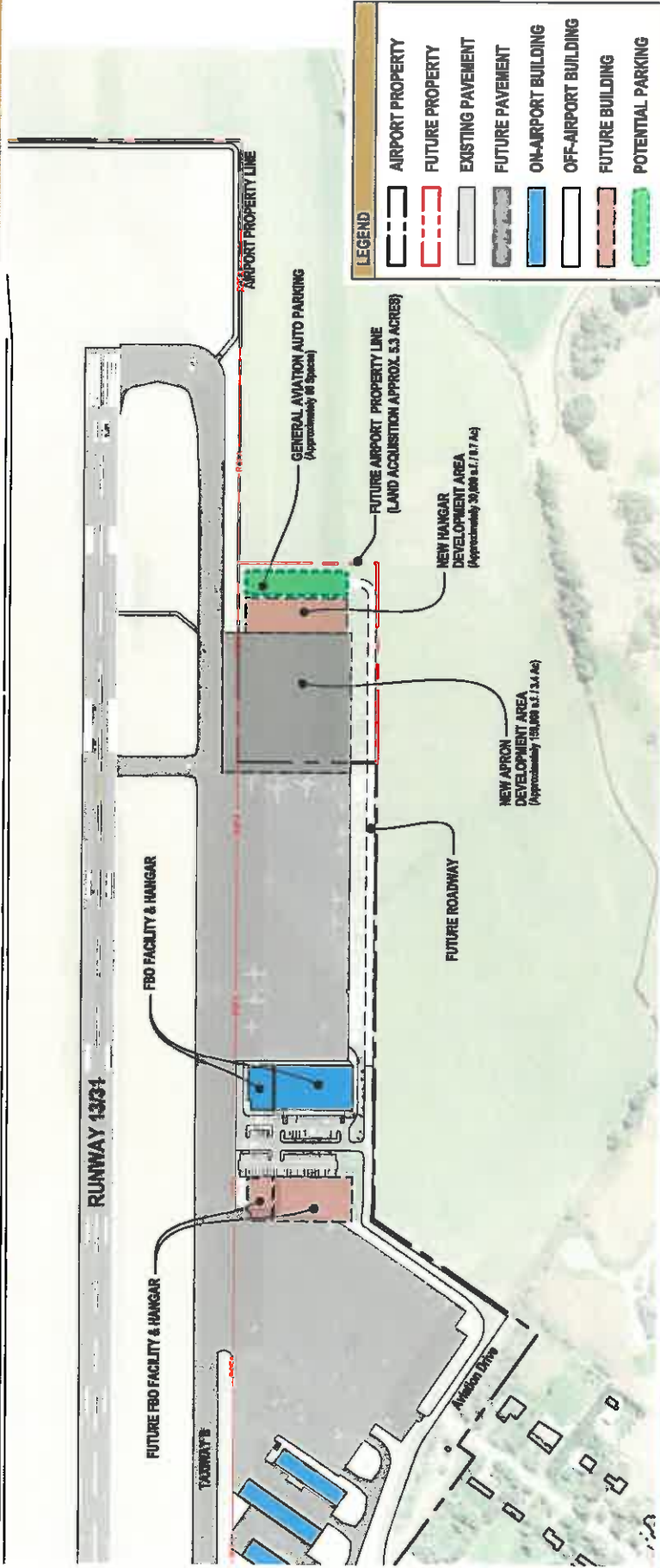




NOTE: This illustration is intended for study purposes only and is not intended for implementation.

FIGURE D7 General Aviation Alternative 1 - Recapture (West)





NOTE: This illustration is intended for study purposes only and is not intended for implementation.

FIGURE D8 General Aviation Alternative 2 - Recapture (South)

## CHAPTER D Existing Airport Site Alternatives

**GA Facilities Alternative 3 – Forecast Demand.** Construct GA facilities west of the FBO and GA aprons sufficient to meet 20-year forecast demand for GA apron and apron space. This alternative would add a total of 400,000 SF of apron space, along with a 100,000 SF hangar development area and GA automobile parking.

**Positive Qualities of this Alternative**

- Meets 20-year forecast demand for GA hangars and apron, which would significantly reduce congestion during peak events.
- Concentrates development close to the FBO building and other GA facilities.

**Negative Qualities of this Alternative**

- Requires land acquisition.
- Moves Airport activity closer to residential areas.
- Impacts current landowner's pivot irrigation system.

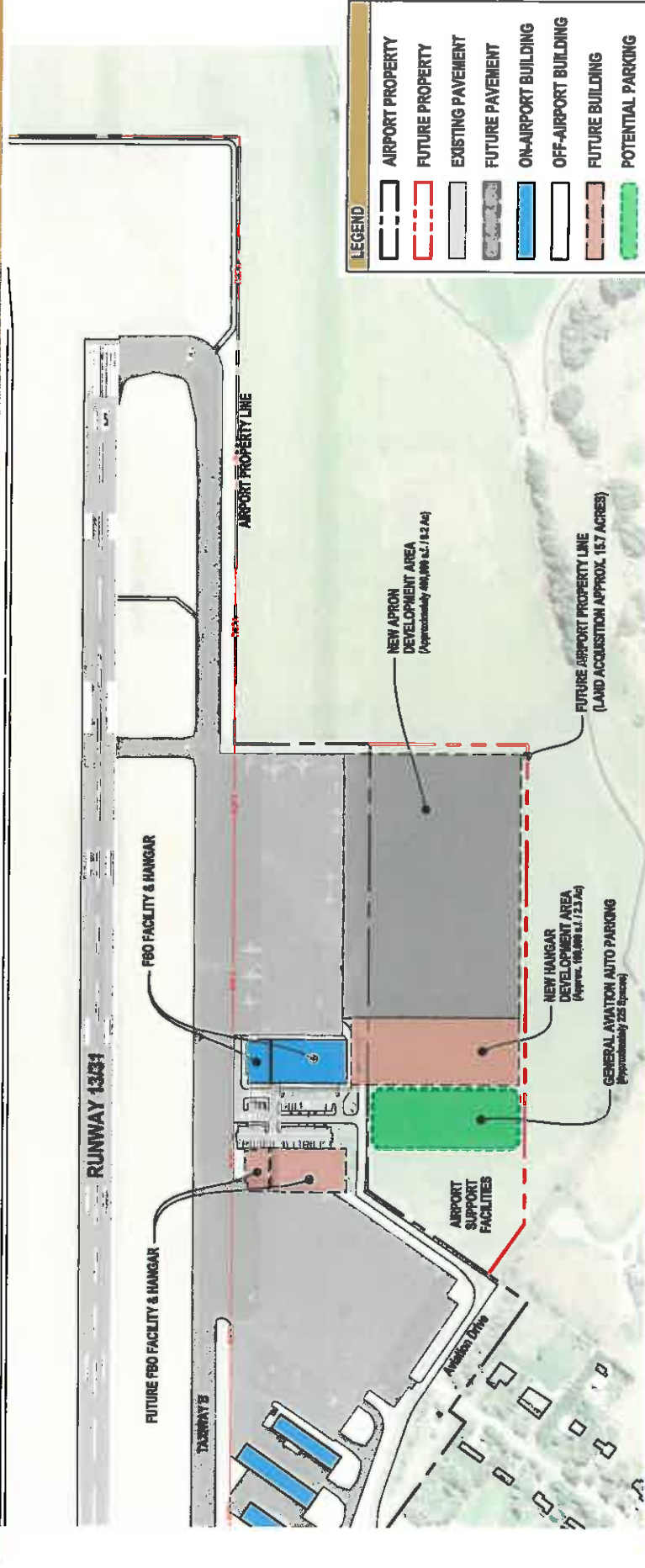
**GA Facilities Alternative 4 – Maximum South Development.** Construct GA facilities south of the existing south GA apron. The facilities would extend as far south as possible, without affecting the Runway 31 approach/departure area. Alternative 4 would provide 310,000 SF of additional apron space and a 60,000 SF hangar development area, which would more than replace facilities removed due to the RSA improvements, but would fall short of meeting 20-year forecast demand.

**Positive Qualities of this Alternative**

- Meets approximately 83% of 20-year forecast demand for GA apron, significantly reducing congestion during peak events.
- Meets approximately 65% of 20-year forecast demand for GA hangars.
- Does not impact current landowner's pivot irrigation system.

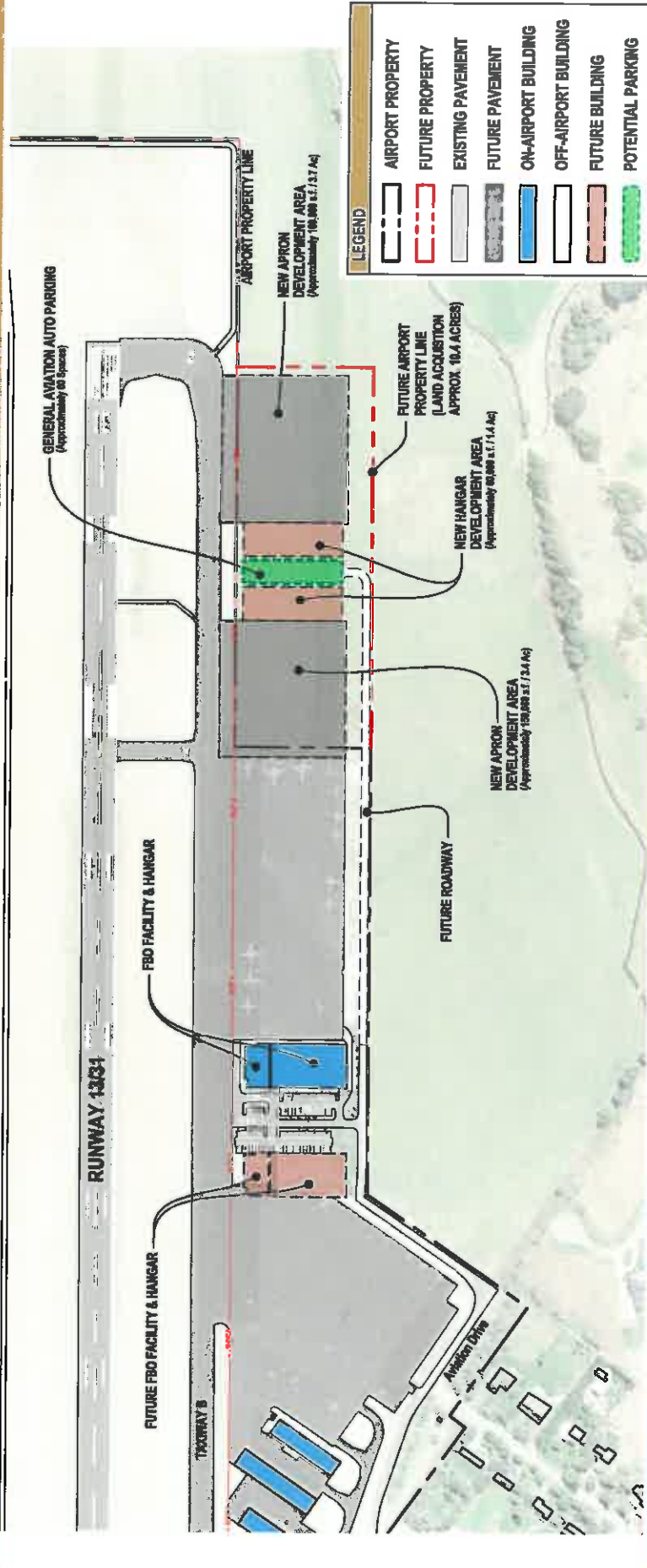
**Negative Qualities of this Alternative**

- Requires land acquisition.
- Development is located farther from GA facilities to the north than Alternative 3.



NOTE: This illustration is intended for study purposes only and is not intended for implementation.

FIGURE D3 General Aviation Alternative 3 - Forecast Demand



NOTE: This illustration is intended for study purposes only and is not intended for implementation.

FIGURE D10 General Aviation Alternative 4 - Maximum South Development

## CHAPTER D Existing Airport Site Alternatives

### 4.4. General Aviation Alternatives: Conclusions

Table D4 summarizes the positive and negative qualities of the GA Facilities Alternatives.

Table D4 GA ALTERNATIVES COMPARISON MATRIX

Qualities	GA No Action Alternative	GA Alternative 1	GA Alternative 2	GA Alternative 3	GA Alternative 4
Recaptures facilities and space lost due to RSA improvements?	No	Yes	Yes	Yes	Yes
Meets 20-year forecast demand for GA hangars and apron?	No	No	No	Yes	No
Requires land acquisition?	No	Yes	Yes	Yes	Yes
Impacts current landowner's pivot irrigation system?	No	Yes	No	Yes	No
Distance from FBO building and other existing GA facilities	N/A	Closer	Farther	Closer	Farther
<u>Distance from residential areas</u>	<u>No change</u>	<u>Closer</u>	<u>No change</u>	<u>Closer</u>	<u>No change</u>

SOURCE: Mead & Hunt, Inc.

The following conclusions regarding future GA improvements were identified by the preceding analysis::

- Land acquisition will be required if additional GA hangars and/or aircraft parking area is to be accommodated.
- The primary consideration regarding provision of space for new GA facilities revolves around replacing hangars and aircraft parking that was lost as a result of the RSA improvements.
- Secondarily, it is also important to consider replacing hangars lost as a result of other Master Plan alternatives, such as the hangars displaced by the preferred commercial aircraft parking apron concept.
- Finally, the Airport should consider the potential for reserving space for additional GA facilities to allow the Airport to better accommodate forecast demand.

Based on the preceding analysis and input from the FMAA, GA Facilities Alternative 4, Maximum South Development, will be depicted on the 20-year Conceptual Development Plan at the end of this chapter. This alternative was selected because it is more compatible with neighboring land uses and has more desirable features from an operational standpoint, when compared to Alternatives 1 and 3. This concept could be implemented in phases to 1) replace capacity lost as a result of the RSA improvements, 2) replace capacity lost as a result of other Master Plan alternatives, and 3) accommodate increased demand.

### 5. Instrument Approach and Departure Procedures

Currently being developed under separate study, to be included in the final Master Plan



## CHAPTER D Existing Airport Site Alternatives

### 6. Compliance with FAA Standards

FAA protection and separation standards will be met through six FAA Modifications of Standards (MOSs) recently approved by FAA. The MOSs stipulated specific airfield improvements while imposing restrictions on aircraft types and operating procedures. The stipulations essentially limit use of the Airport to aircraft less than 95,000 pounds gross weight, and with wingspans less than 100 feet (unless an FAA-approved operational procedure is put into place to mitigate impacts related to wingspans greater than 100 feet). The MOSs are described in detail in Chapters A and C.

#### 6.1. "No Action" Alternative

If one or more of the MOSs were invalidated and the Airport took no action, the Airport would be at risk of closing temporarily until the MOS(s) could be met. It is unlikely that the MOS(s) could be met in such an event, as they were approved because the Airport could not meet those standards within its boundary and surrounding physical constraints. The expected consequence of taking no action following invalidated MOSs would be that the runway would be unable to accommodate the current and potential future regional commercial service aircraft identified in the Chapter C. To remain open, use of the Airport could be restricted to much smaller aircraft whose design standards could be fully met within the current Airport boundary.

##### **Positive Qualities of this Alternative**

- The Airport could potentially remain operational long-term (albeit restricted to smaller aircraft) without funding large-scale and expensive construction projects necessary to meet standard(s).
- Avoids public controversy if major airport expansion was needed to meet standard(s).

##### **Negative Qualities of this Alternative**

- Risk of Airport closure or restriction of Airport to smaller aircraft.

#### 6.2. Existing Site Footprint Alternatives

If one or more MOSs were invalidated, fully meeting design standards could require removal and/or relocation of a number of facilities, depending on the MOS in question. However, there is insufficient space within the boundary to relocate these facilities. The 2013 *Airport Alternatives Technical Analysis* concluded that many standards cannot be met within the existing site footprint without unacceptable consequences. For each MOS, it is stated below whether the standard could technically be met within the existing site boundary, even if it requires removal of other facilities.

- **MOS 1 – Runway Centerline to Parallel Taxiway Centerline.** To meet this standard, Taxiway B would need to be shifted an additional 80 feet to the west. This standard could not be met within the existing boundary and would require land acquisition as well as removal and/or relocation of hangars, the terminal building, the FBO, and aircraft parking.
- **MOS 2 – Parallel Taxiway Object Free Area (TOFA) Width.** To meet this standard, the TOFA would need to be 26 feet wider than allowed under the MOS. This standard could not be met within the existing boundary and would require land acquisition. Portions of facilities west of Taxiway B within the TOFA would need to be removed and/or relocated including automobile parking, aircraft parking, and hangars.
- **MOS 3 – Runway Object Free Area (ROFA) Width.** MOS 3 allows several structures to remain in the ROFA, including State Highway 75, perimeter fence, and off-Airport buildings. Meeting the standard would require removal and/or relocation of the objects allowed within the ROFA by the MOS. This standard could not be met within the existing boundary because land would need to be acquired in order to move the perimeter fence outside of the ROFA and acquire the off-Airport buildings/land in question.

## CHAPTER D Existing Airport Site Alternatives

- **MOS 4 – Runway Safety Area (RSA) Grading.** MOS 4 allows the existing RSA transverse grades of 0% to 1%, while the standard is 1.5% to 3%. RSA grading standards are designed to prevent water accumulation. According to the MOS, the existing RSA drains extremely well, with no accumulation of surface water. Re-grading of the RSA would not require removal of any airport buildings or facilities. However, it would require closure of the runway for an extended period of time. Meeting the RSA transverse grade requirement is estimated to cost \$5,000,000.
- **MOS 5 – Runway Centerline to Aircraft Parking Area.** To meet this standard, existing aircraft parking areas would need to be shifted to the west by 100 feet. This standard could be met within the existing boundary, but would require removal of a significant amount of aircraft parking that would be within the separation area.
- **MOS 8 – Taxiway Width.** MOS 8 allows a parallel taxiway width of 50 feet plus 10 foot paved shoulders, while the standard width is 75 feet with taxiway edge safety margin of 15 feet. This standard could be met within the existing boundary, but may require shifting Taxiway B to the west to prevent aircraft wingtip penetration of the RSA. However, it would require removal and/or relocation of facilities affected by widening and/or shifting of the taxiway.

**Table D5** summarizes which design standards could technically be met within the existing site footprint, in the event that one or more of the MOSs were invalidated.

Table D5 **EXISTING SITE FOOTPRINT MOS ALTERNATIVES COMPARISON MATRIX**

Modification of Standard	Could be Met Within Existing Boundary?
MOS 1	No
MOS 2	No
MOS 3	No
MOS 4	Yes
MOS 5	Yes
MOS 8	Yes

SOURCE: Mead & Hunt, Inc.

### 6.3. Existing Site Expansion Alternatives

It would be possible to fully meet design standards at the existing Airport site if land acquisition were considered. However, some standards would require removal of Airport buildings. It is important to note that shifting airside and landside facilities either to the east or west as part of meeting a single standard could affect the necessary steps for meeting other standards if other MOSs were also invalidated. The 2013 *Airport Alternatives Technical Analysis* documents community opposition to relocation of Highway 75 and any operational changes that would result in impacts to off-Airport land uses.

- **MOS 1 – Runway Centerline to Parallel Taxiway Centerline.** With site expansion, this standard could be met by shifting Taxiway B the required additional distance to the west. This would require shift to the west of facilities including hangars, the FBO, and aprons to construct the shifted taxiway and maintain proper separation. Land could be acquired on the west side of the Airport to relocate facilities displaced by the shift of Taxiway B.
- **MOS 2 – Parallel Taxiway Object Free Area (TOFA) Width.** Similar to MOS 1, alternatives for meeting the standard TOFA width using land acquisition would consist of shifting facilities to the west and making use of acquired land to accommodate displaced facilities.
- **MOS 3 – Runway Object Free Area (ROFA) Width.** Removal of the structures currently allowed in the ROFA by the MOS would be dependent upon land acquisition. Expansion of the boundary would allow

## CHAPTER D Existing Airport Site Alternatives

additional space to relocate the perimeter fence and to acquire the off airport buildings/land within the ROFA.

- **MOS 4 – Runway Safety Area (RSA) Grading.** Re-grading of the existing RSA could be accomplished within the existing boundary and would not require land acquisition.
- **MOS 5 – Runway Centerline to Aircraft Parking Area.** Meeting this standard could technically be accomplished within the existing boundary. However, it would not be ideal due to the need to remove aircraft parking. Acquiring land would provide space to relocate the lost facilities.
- **MOS 8 – Taxiway Width.** This standard could be met within the existing boundary, but may require shifting Taxiway B to the west to prevent aircraft wingtip penetration of the RSA. Alternatively, a taxiway that meets standards could be constructed on the east side, which could require land acquisition.

### 6.4. FAA Standard Compliance Alternatives: Conclusions

By definition, if any of the existing MOS could be easily resolved at the existing Airport site, no “modification” would have been necessary or granted by the FAA. Therefore, the loss of approval for continued use of a “modification” will have significant financial, operational, and/or physical Airport footprint impacts.

## 7. Alternatives Summary

As at many land-challenged airports like SUN, there are likely to be tradeoffs regarding on-Airport land use and decisions about potential land acquisition. Previous FMAA planning and engineering decisions have guided the preparation of this chapter. Thus, no significant runway improvement projects have been analyzed, nor have significant land acquisition alternatives have been introduced for projects that might be deemed conveniences and not necessities. This analysis recognizes that ~~the existing Airport boundary is essentially set and that~~ expansion will only be considered for facilities that are deemed necessary ~~to allow the Airport to operate efficiently by the FMAA.~~

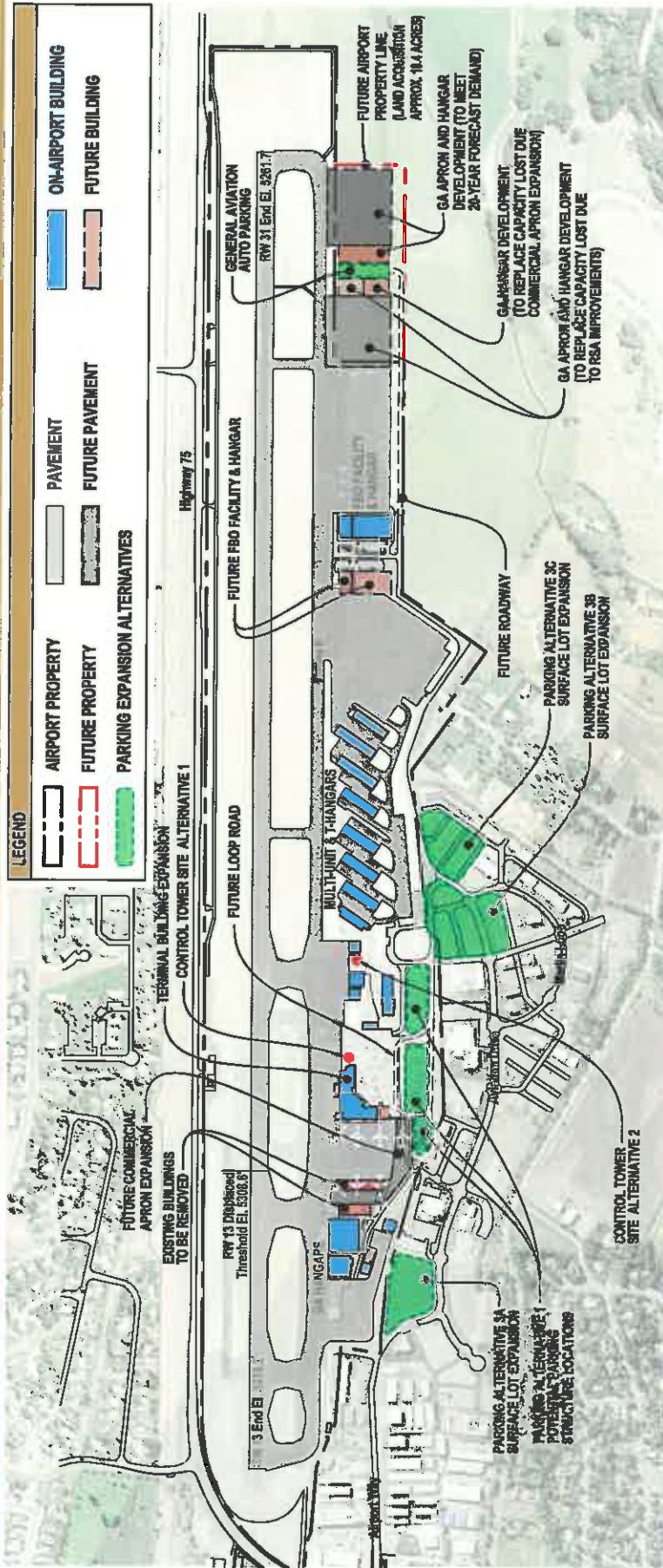
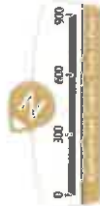
As demands from commercial passenger service and general aviation operators increase, Friedman Memorial Airport is expected to cease functioning efficiently at some point in the future. This will likely be the result of a combination of factors and not just one factor that triggers the need to relocate the Wood River Valley’s primary aviation facility to a new site. The next chapter of this “dual path” Master Plan focuses on a re-evaluation of potential replacement airport sites.

## 8. Recommended Alternatives and Conceptual Development Plan

The 20-year Conceptual Development Plan presented in Figure D11 depicts those alternatives deemed most feasible and acceptable to the FMAA for meeting future facility needs, as described in this chapter. Financial and phasing considerations for these concepts will be evaluated in a subsequent chapter of this Master Plan.

**TBD following Airport Staff and FMAA Board input**





NOTE: This illustration is intended for study purposes only and is not intended for implementation.

FIGURE D11 Conceptual Development Plan

## 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.<sup>1</sup>

**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.

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<sup>1</sup> 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**.<sup>2</sup>

### **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, which 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

#### ENVIROMENTAL 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

<sup>2</sup> 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.

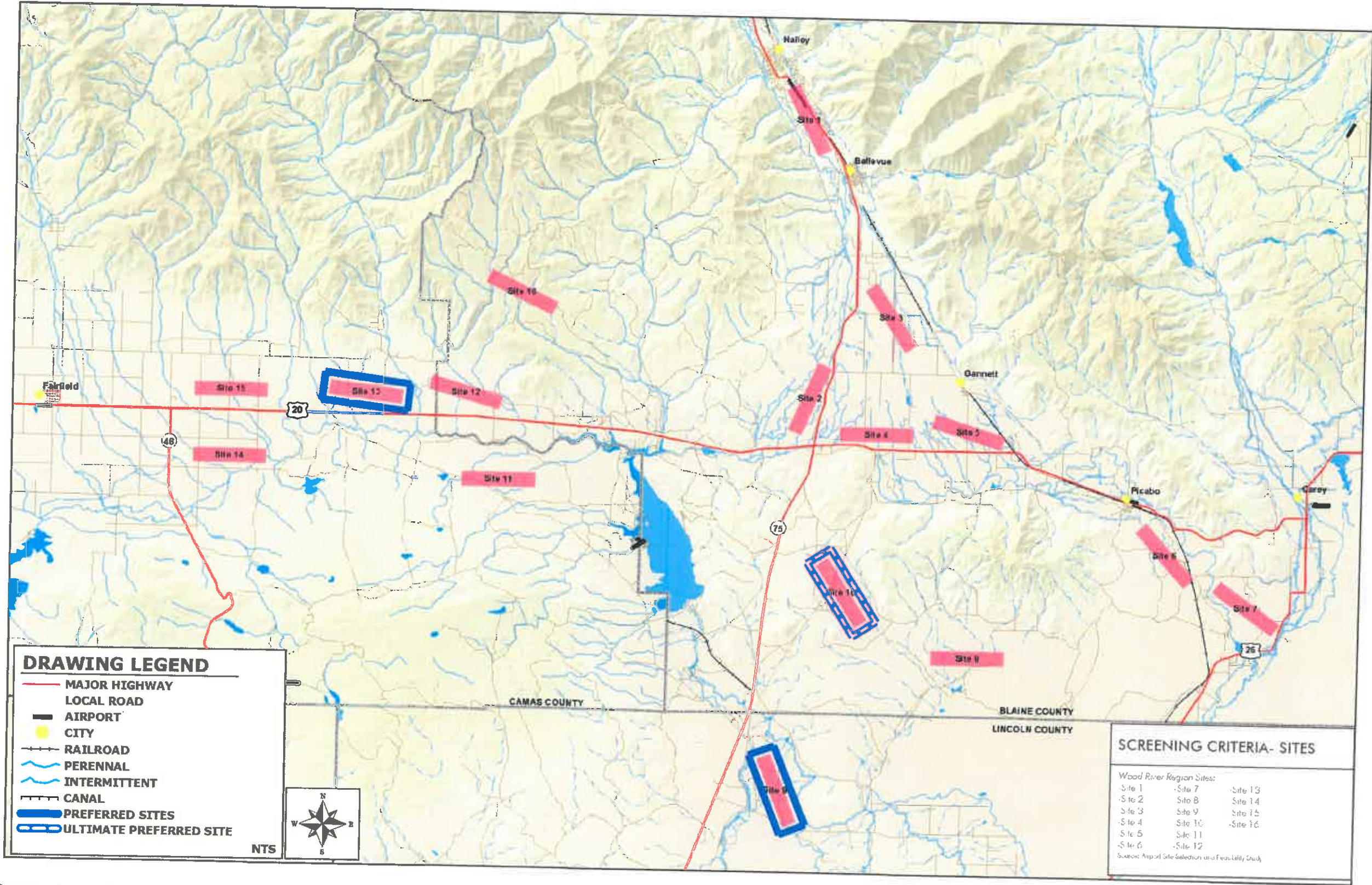
Utilizing input from the Advisory Committee and public, the FMAA decided not to pursue expansion at the present Airport site and put additional expansion on hold. The Advisory Committee also determined unanimously that site 9 was the best to present to the FMAA. After the FMAA reviewed the three finalists, 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 runway<sup>3</sup>, 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

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<sup>3</sup> 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:

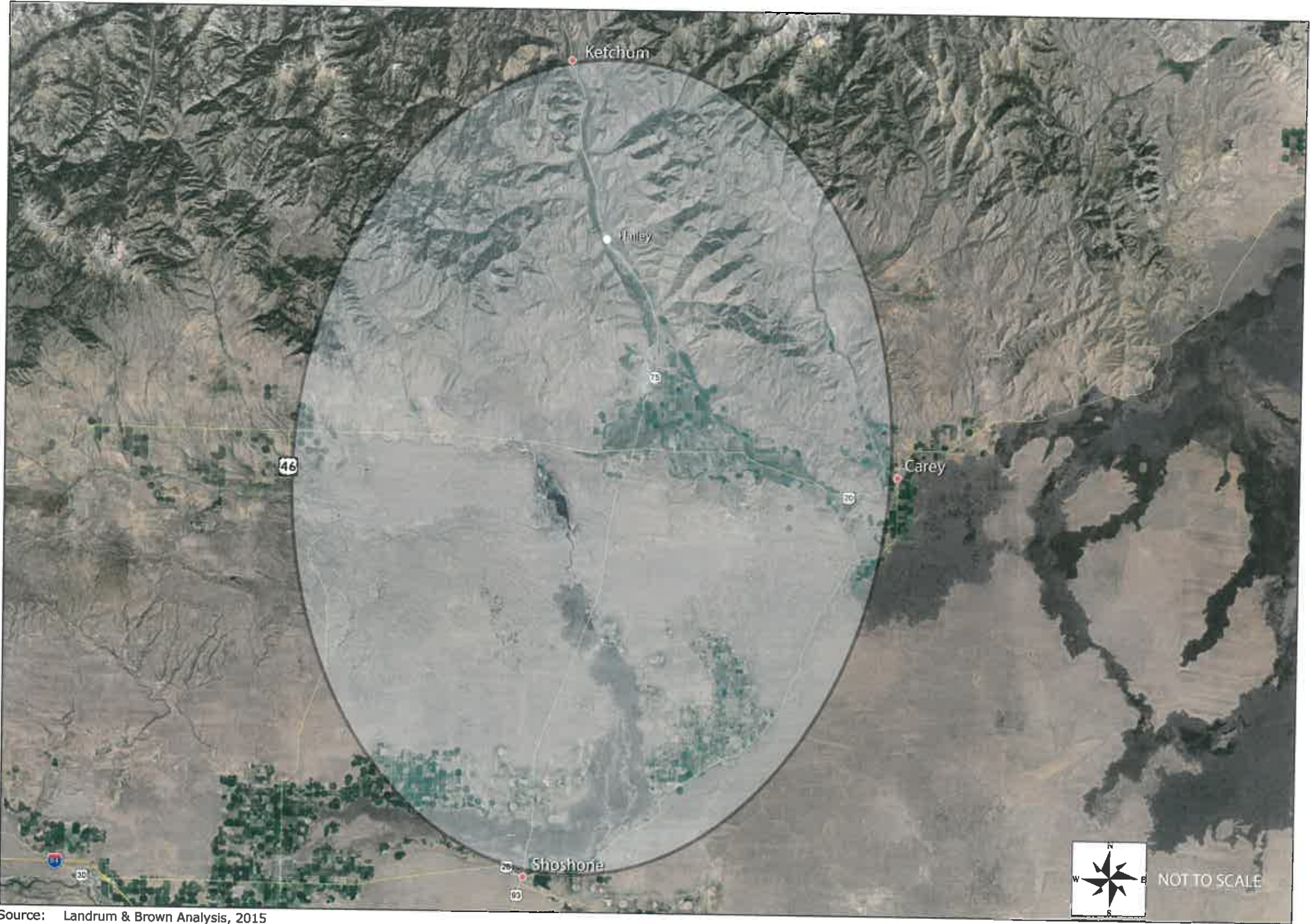
- Highway 46 to the West;
- The town of Ketchum, Idaho to the North;
- The town of Carey, Idaho to the East; and
- The town of Shoshone, Idaho to the South.

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 forecasted 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) forecasted 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 forecasted 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**

<b>AIRPORT/COMMUNITY</b>	<b>ENPLANED PASSENGERS</b>	<b>TERMINAL AREA ACREAGE</b>
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
<b>AVERAGE</b>	<b>243,415</b>	<b>30.03</b>

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 which 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**

<b>AIRPORT/COMMUNITY</b>	<b>ENPLANED PASSENGERS</b>	<b>FBO/GA ACREAGE</b>
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 – Vail/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
<b>AVERAGE</b>	<b>243,415</b>	<b>60.36</b>

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 the 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**

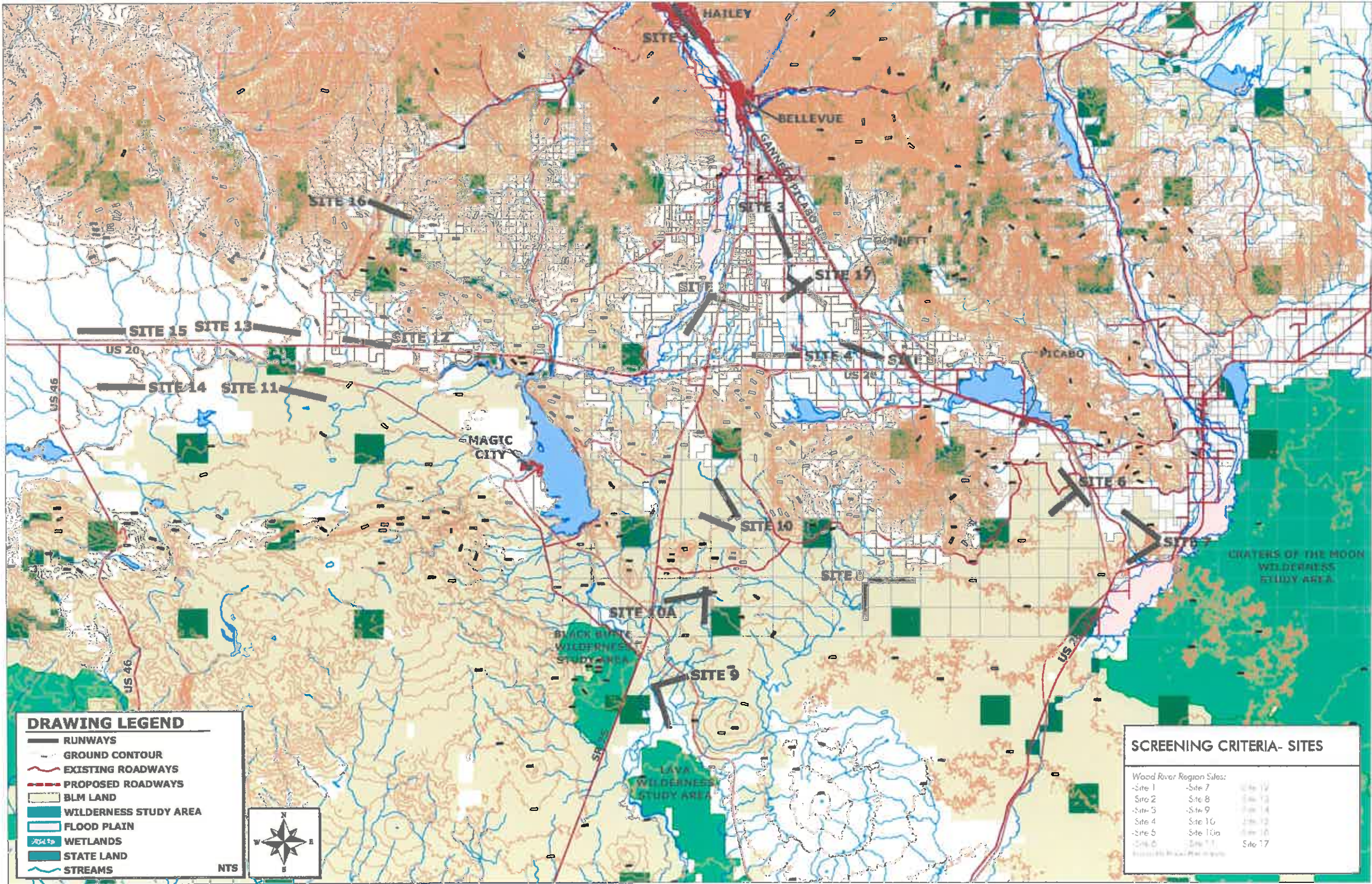
3. Safety Considerations;
4. Topography of the Site;
5. Landside Expansion Capability;
6. Airside Expansion Capability;
7. Site Development Factors;
8. Conformity with Local, State, and Federal Land Use Regulatory Requirements;
9. Sponsorship;
10. Property Ownership Considerations;
11. Proximity to Demand;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



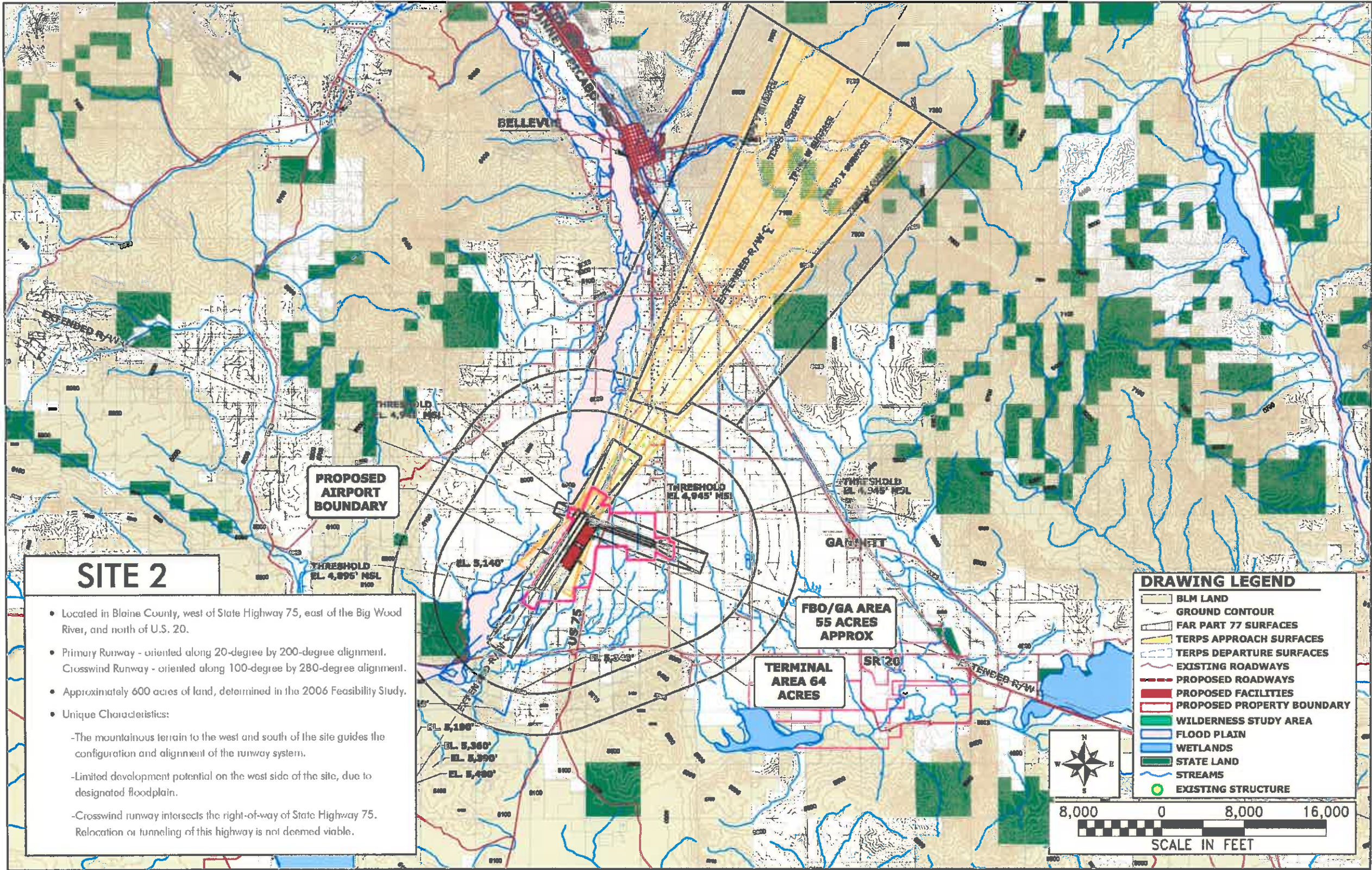
Exhibit 1.1-3  
EIS PHASE I PLAN OF STUDY (2008) – NEW REPLACEMENT AIRPORT SITES



Source: Landrum & Brown Analysis, 2015



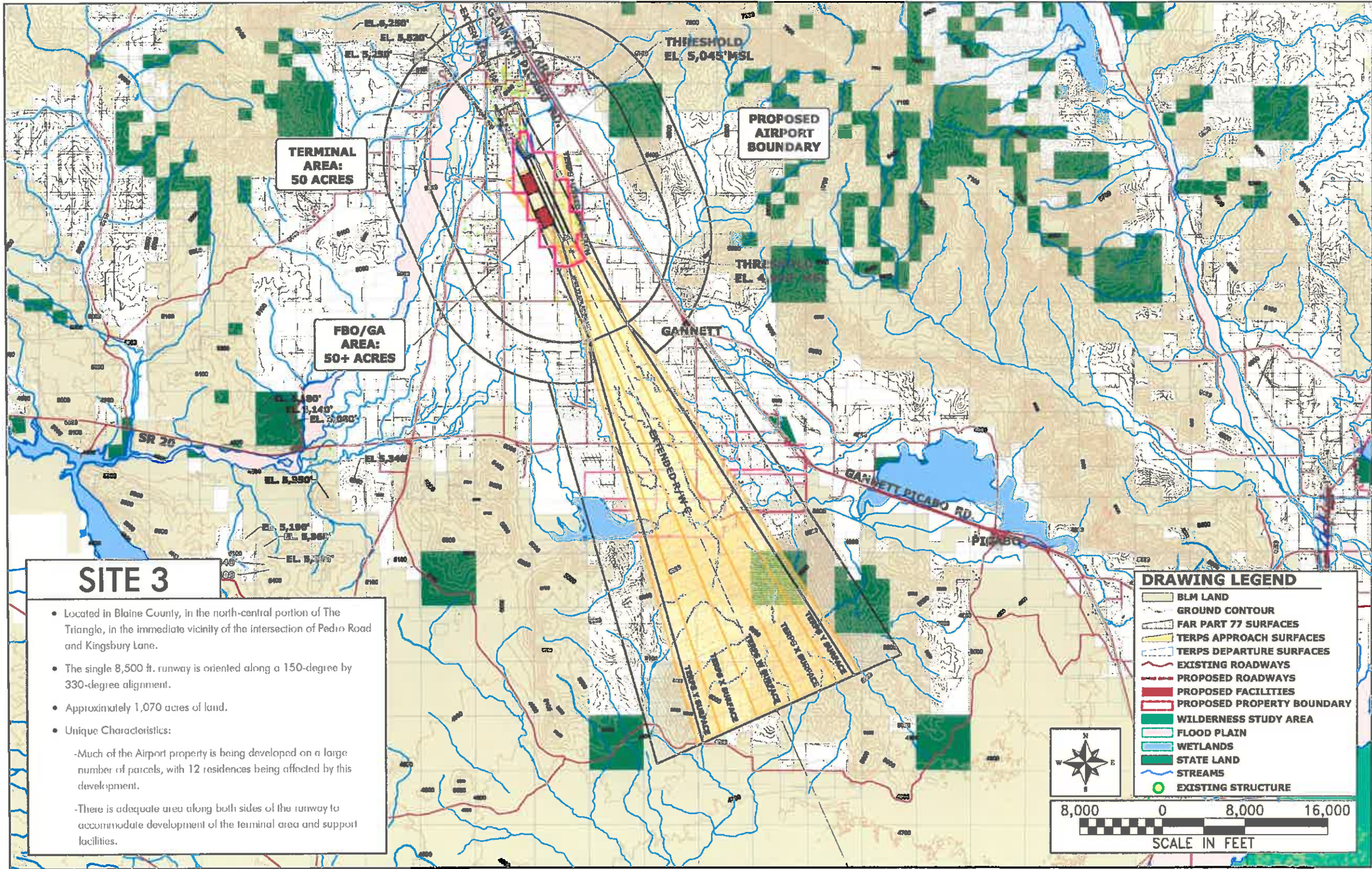
Exhibit 1.1-4  
ALTERNATIVE SITE 2



Source: Landrum & Brown Analysis, 2015



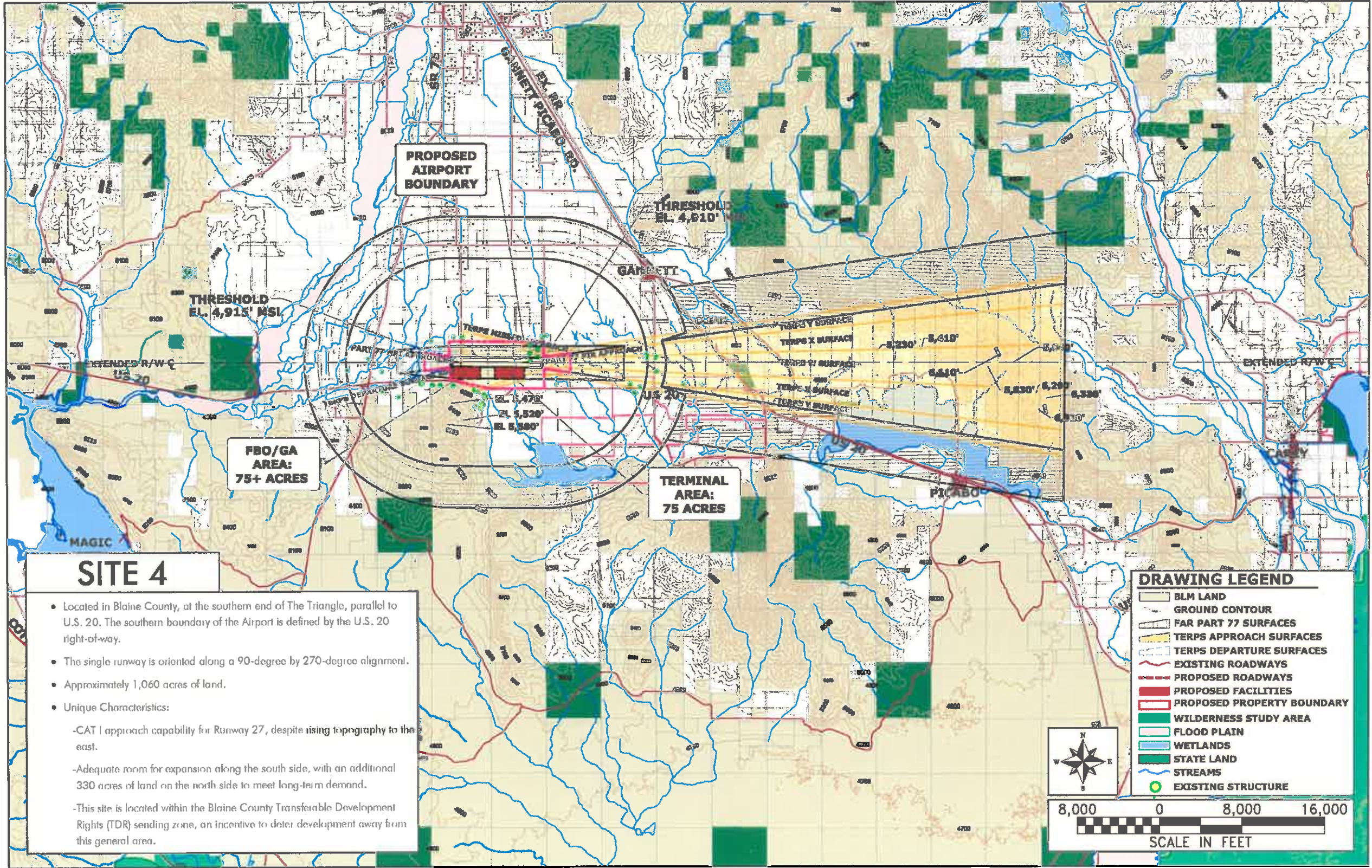
Exhibit 1.1-5  
ALTERNATIVE SITE 3



Source: Landrum & Brown Analysis, 2015



Exhibit 1.1-6  
ALTERNATIVE SITE 4



Source: Landrum & Brown Analysis, 2015



**SITE 5**

- Located in Blaine County to the east of Site 4, west of Gannett Picabo Road and north of U.S. 20.
- The single 8,500 ft. runway is oriented along a 110-degree by 290-degree alignment, due to rising topography to the east and the Timmerman Hills located to the south of the site.
- Approximately 810 acres of land.
- Unique Characteristics:
  - An estimated 230 acres of developable land is provided along north side of runway, with an additional 200 acres along the length of the runway on the south side of the site.
  - This site is comprised of large areas of undisturbed land. The soil conditions of this site may need to be analyzed to support development.
  - This site is located within the Blaine County Transferable Development Rights (TDR) sending zone.

**DRAWING LEGEND**

- BLM LAND
- GROUND CONTOUR
- FAR PART 77 SURFACES
- TERPS APPROACH SURFACES
- TERPS DEPARTURE SURFACES
- EXISTING ROADWAYS
- PROPOSED ROADWAYS
- PROPOSED FACILITIES
- PROPOSED PROPERTY BOUNDARY
- WILDERNESS STUDY AREA
- FLOOD PLAIN
- WETLANDS
- STATE LAND
- STREAMS
- EXISTING STRUCTURE

8,000 0 8,000 16,000  
SCALE IN FEET

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**SITE 6**

- Located in Blaine County, 2.15 miles southeast of Picabo community, five miles west-southwest of Carey, approximately one mile south of U.S. 20, and borders the west side of Picabo Cutoff Road.
- Primary 8,500 ft. runway is oriented along 130-degree by 310-degree alignment. Crosswind runway is oriented along 50-degree by 230-degree alignment.
- Approximately 1,280 acres of land.
- Unique Characteristics:
  - CAT I approach capability for Runway 31. Non-precision capability to Runway 13 and Runway 05. Visual approach capability for Runway 23.
  - The topography is irregular with numerous depressions and rises, typical of ancient lava fields.
  - Improvements to the access roadway would be required from U.S. 20 to the Airport site.
  - The site is partially owned by BLM, while the rest of the site is privately owned.

**DRAWING LEGEND**

[Yellow Box]	BLM LAND
[Black Line]	GROUND CONTOUR
[Thick Black Line]	FAR PART 77 SURFACES
[Orange Line]	TERPS APPROACH SURFACES
[Blue Dashed Line]	TERPS DEPARTURE SURFACES
[Red Dashed Line]	EXISTING ROADWAYS
[Red Solid Line]	PROPOSED ROADWAYS
[Pink Solid Line]	PROPOSED FACILITIES
[Pink Solid Line]	PROPOSED PROPERTY BOUNDARY
[Green Solid Area]	WILDERNESS STUDY AREA
[Light Blue Solid Area]	FLOOD PLAIN
[Dark Blue Solid Area]	WETLANDS
[Green Solid Area]	STATE LAND
[Blue Wavy Line]	STREAMS
[Green Circle]	EXISTING STRUCTURE

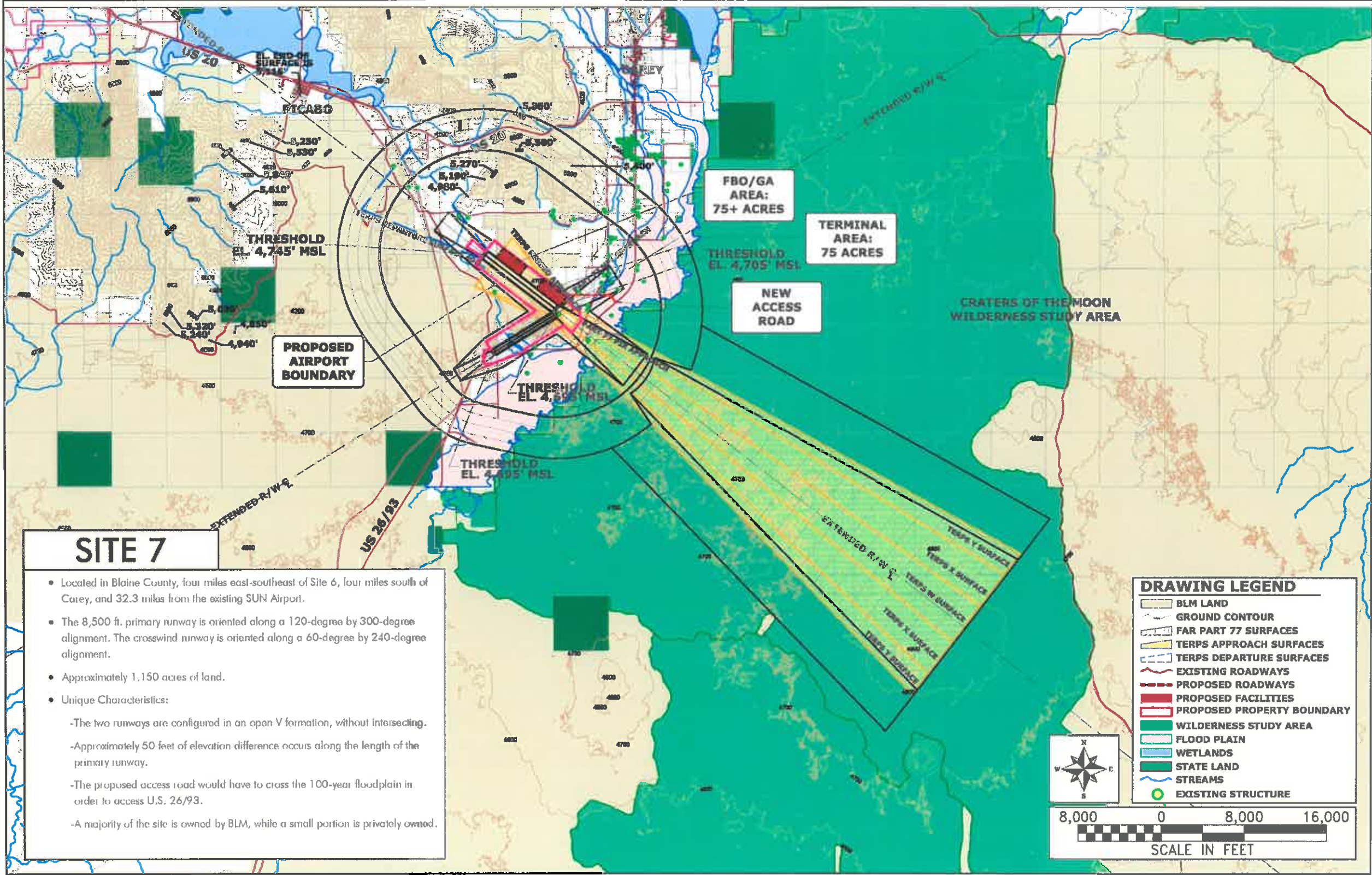
**SCALE IN FEET**

8,000 0 8,000 16,000

Source: Landrum & Brown Analysis, 2015



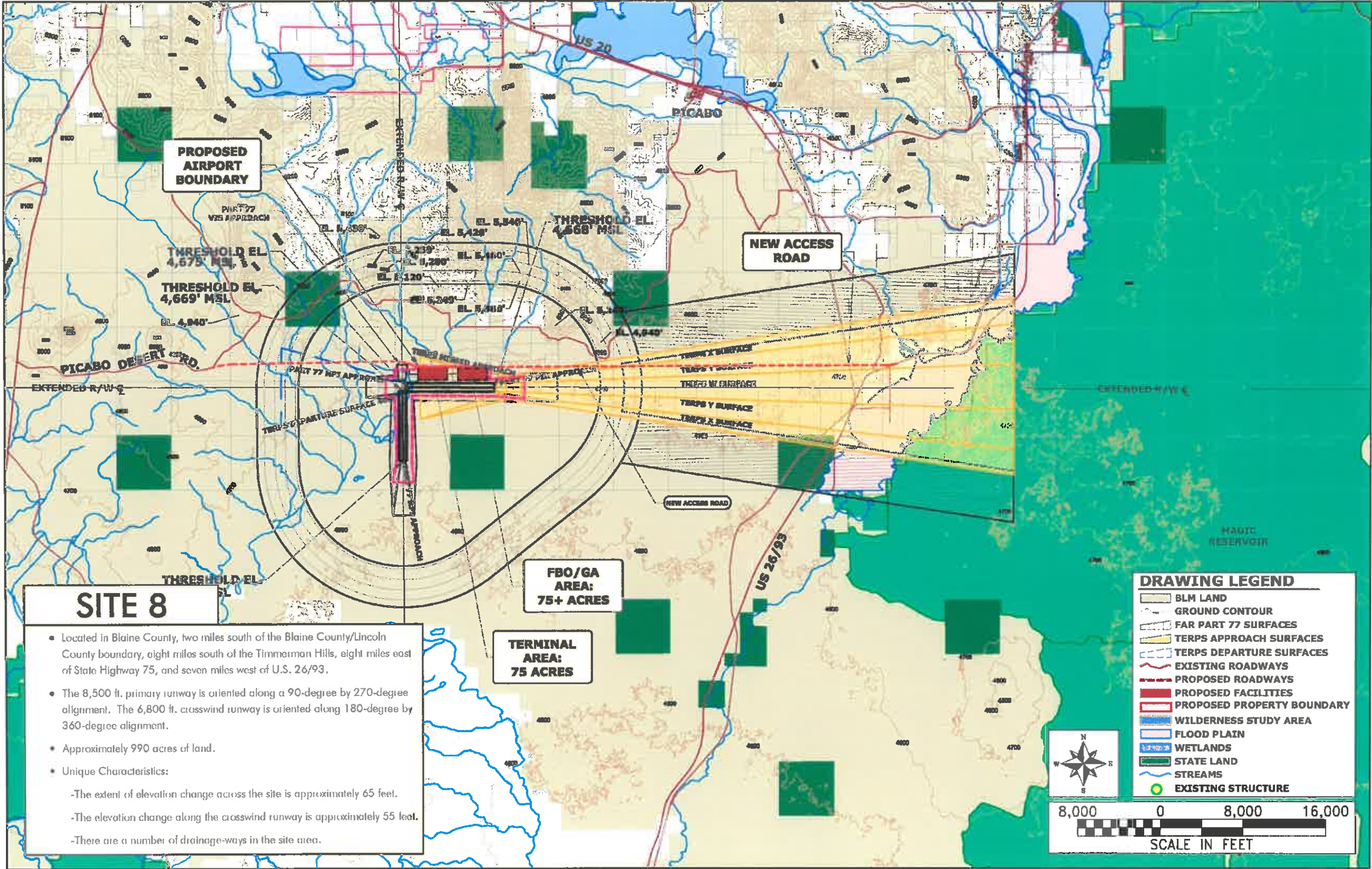
Exhibit 1.1-9  
ALTERNATIVE SITE 7



Source: Landrum & Brown Analysis, 2015



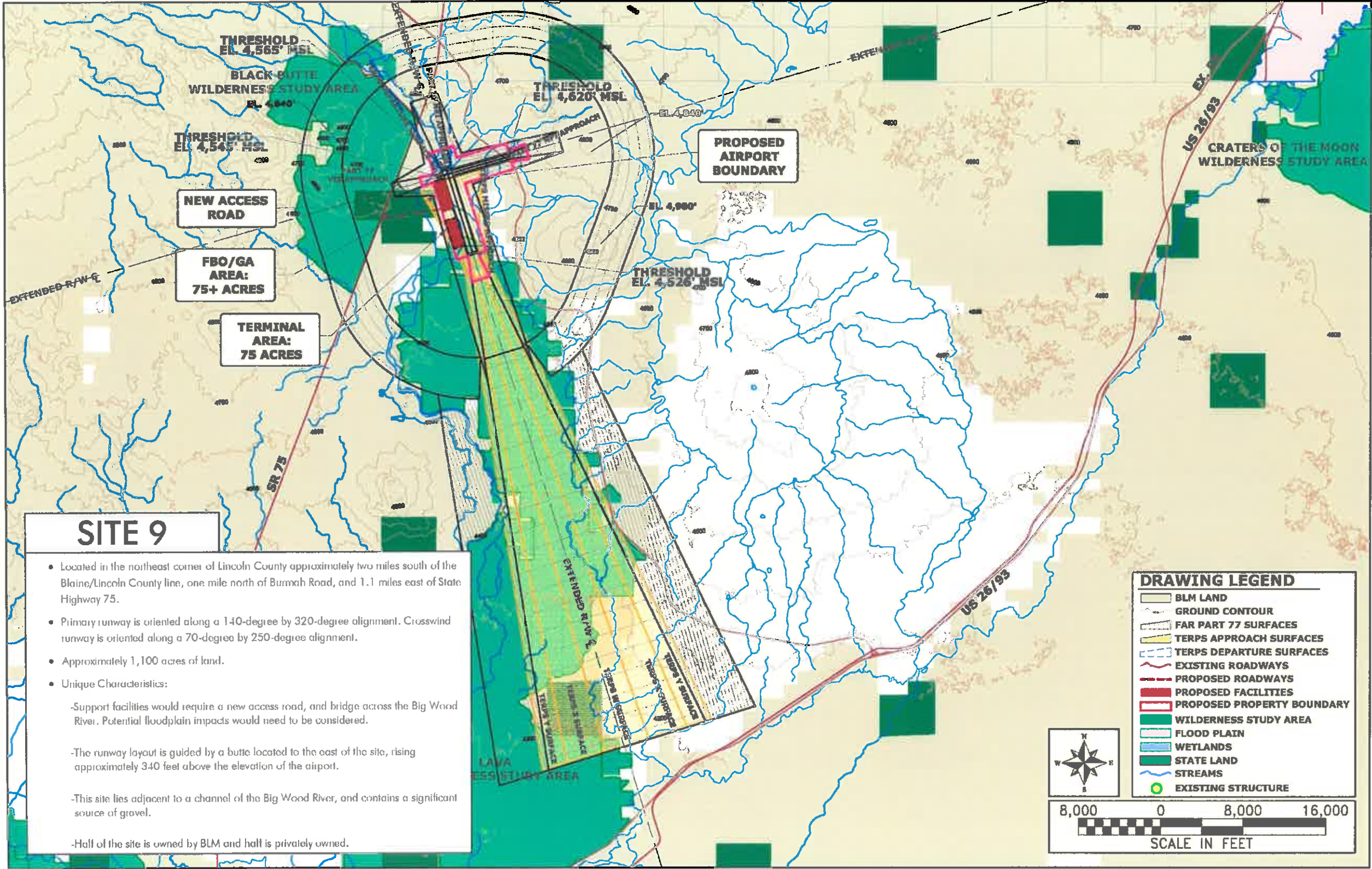
Exhibit 1.1-10  
ALTERNATIVE SITE 8



Source: Landrum & Brown Analysis, 2015



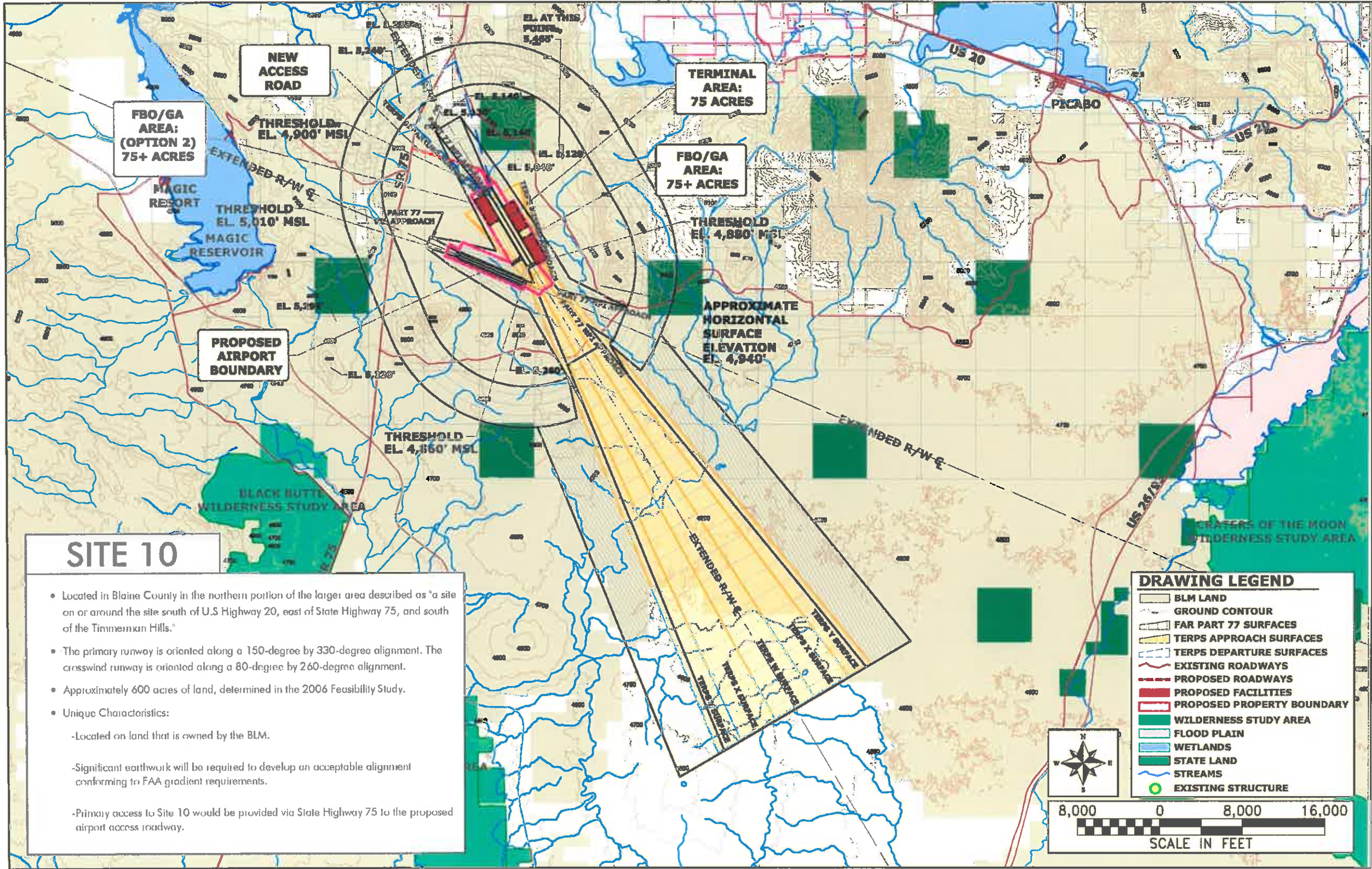
Exhibit 1.1-11  
ALTERNATIVE SITE 9



Source: Landrum & Brown Analysis, 2015



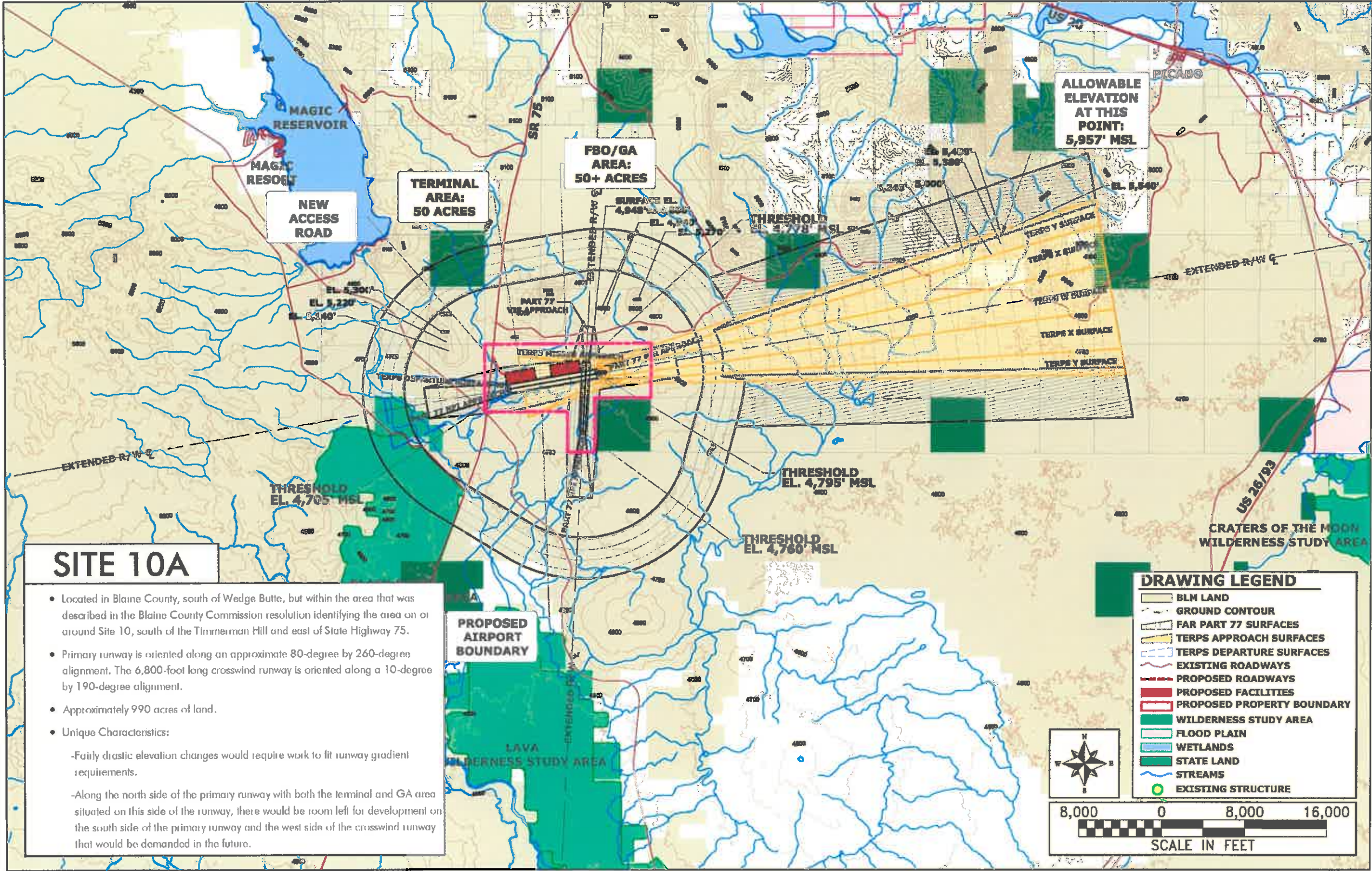
Exhibit 1.1-12  
ALTERNATIVE SITE 10



Source: Landrum & Brown Analysis, 2015



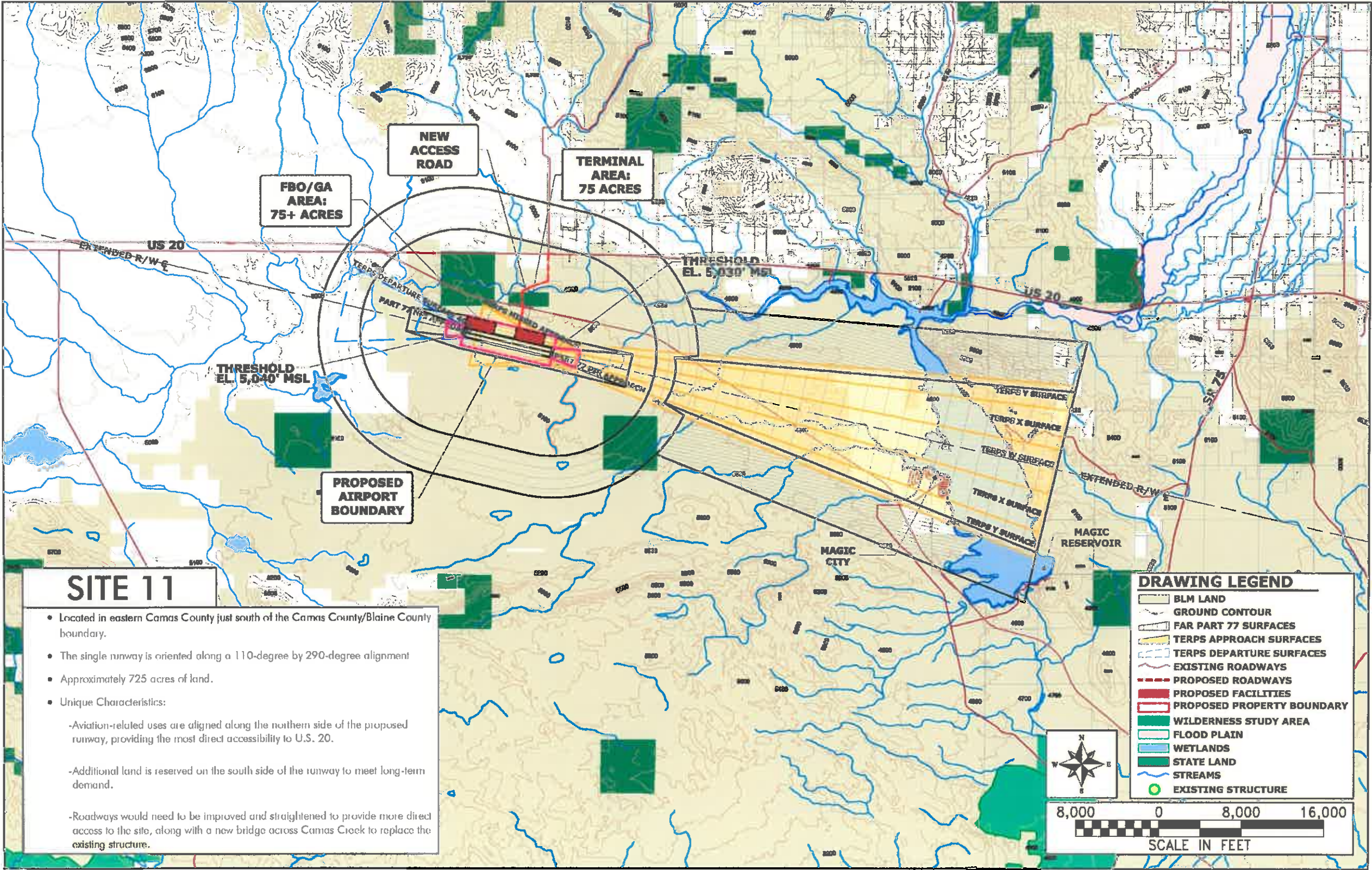
Exhibit 1.1-13  
ALTERNATIVE SITE 10A



Source: Landrum & Brown Analysis, 2015



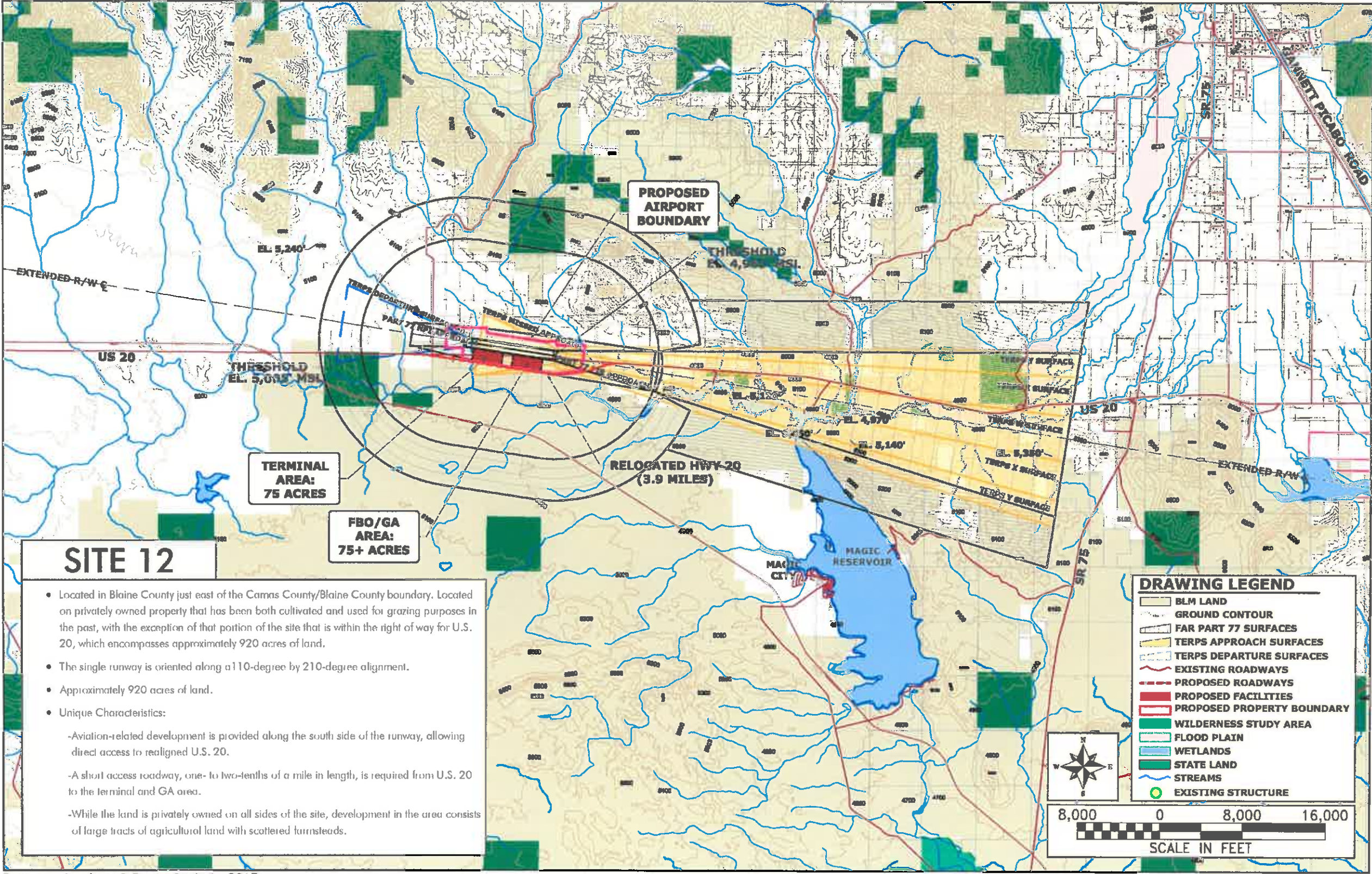
Exhibit 1.1-14  
ALTERNATIVE SITE 11



Source: Landrum & Brown Analysis, 2015



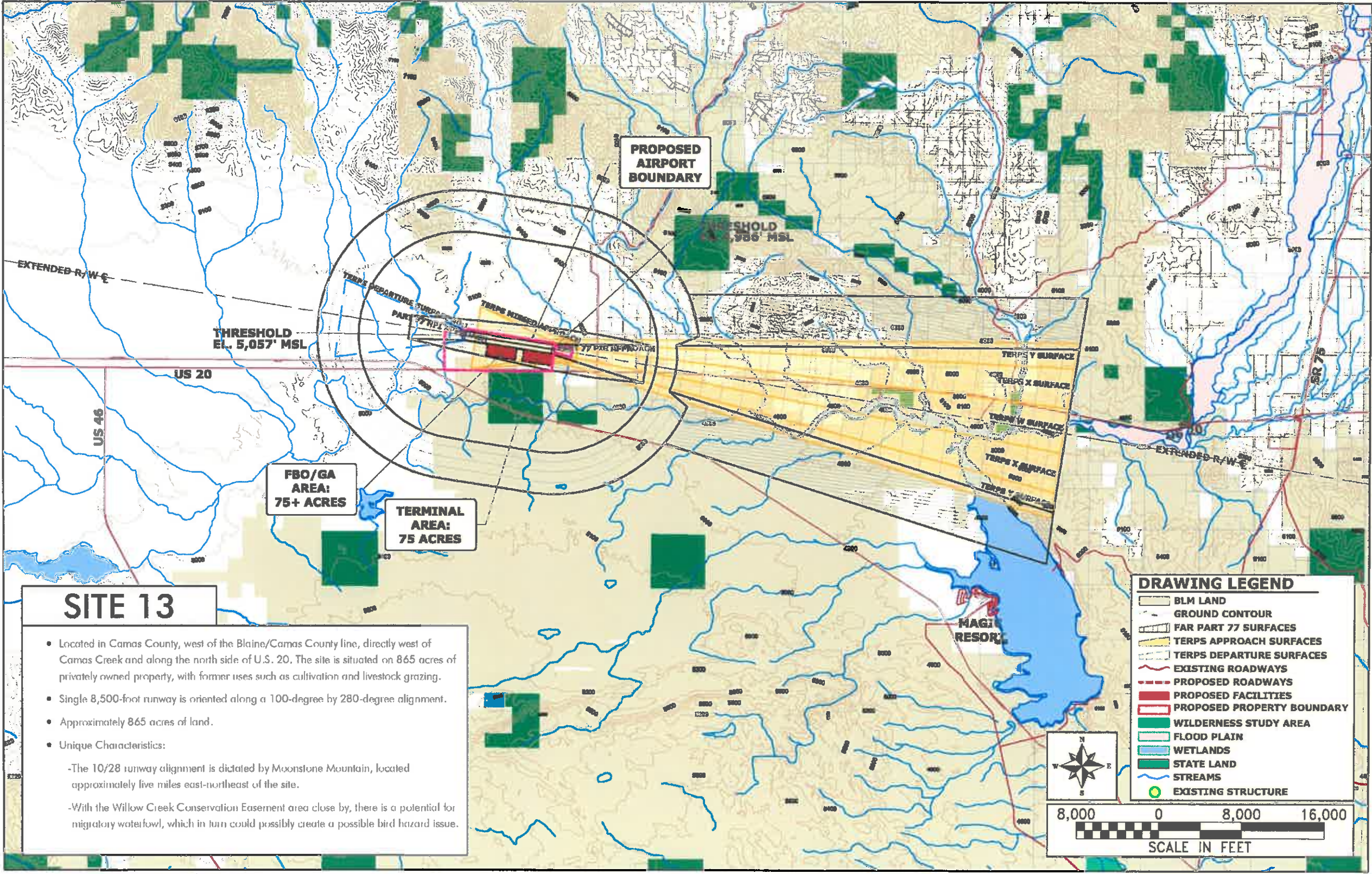
Exhibit 1.1-15  
ALTERNATIVE SITE 12



Source: Landrum & Brown Analysis, 2015



Exhibit 1.1-16  
ALTERNATIVE SITE 13



Source: Landrum & Brown Analysis, 2015



Exhibit 1.1-17  
ALTERNATIVE SITE 14

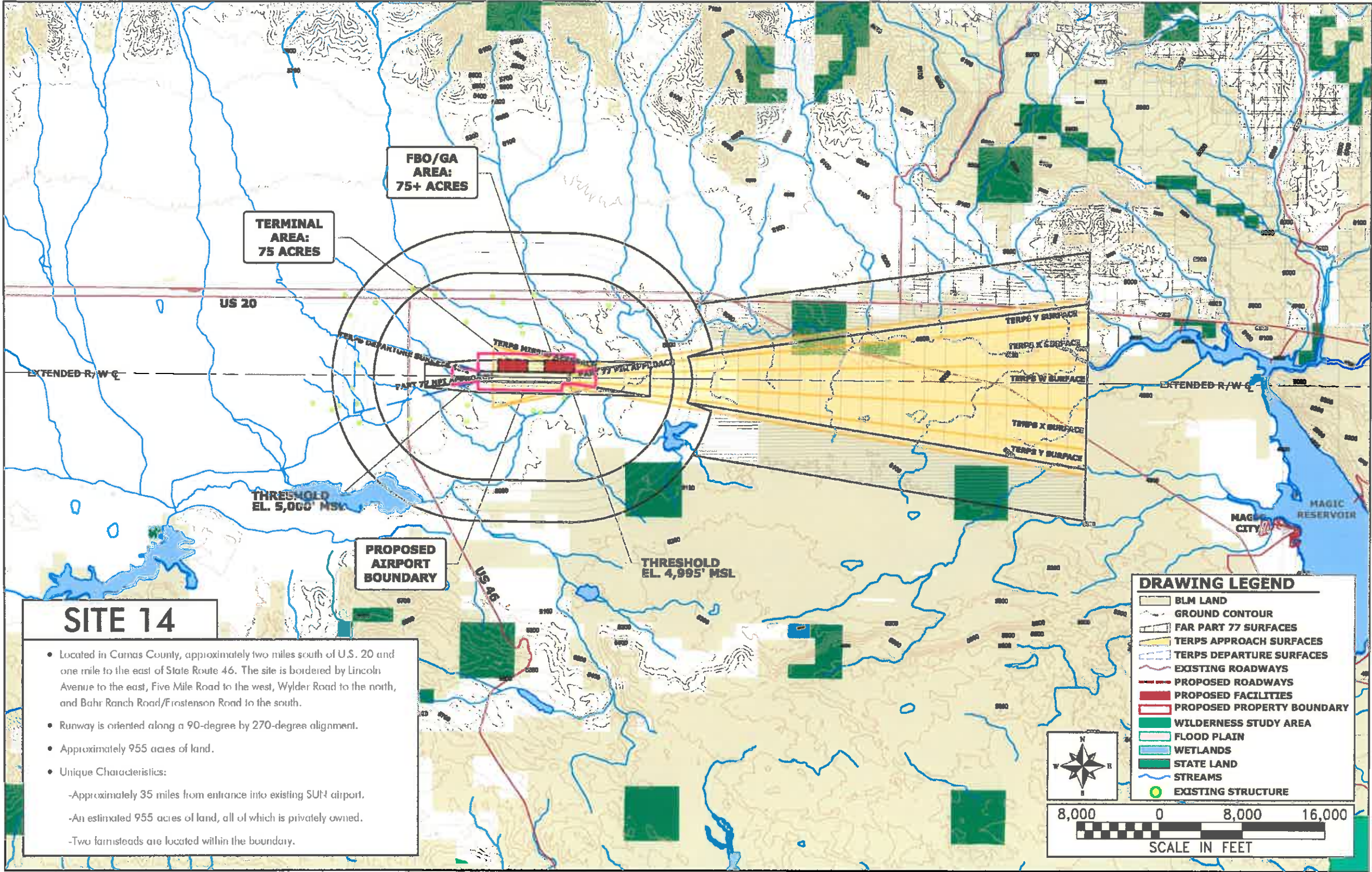




Exhibit 1.1-18  
ALTERNATIVE SITE 15

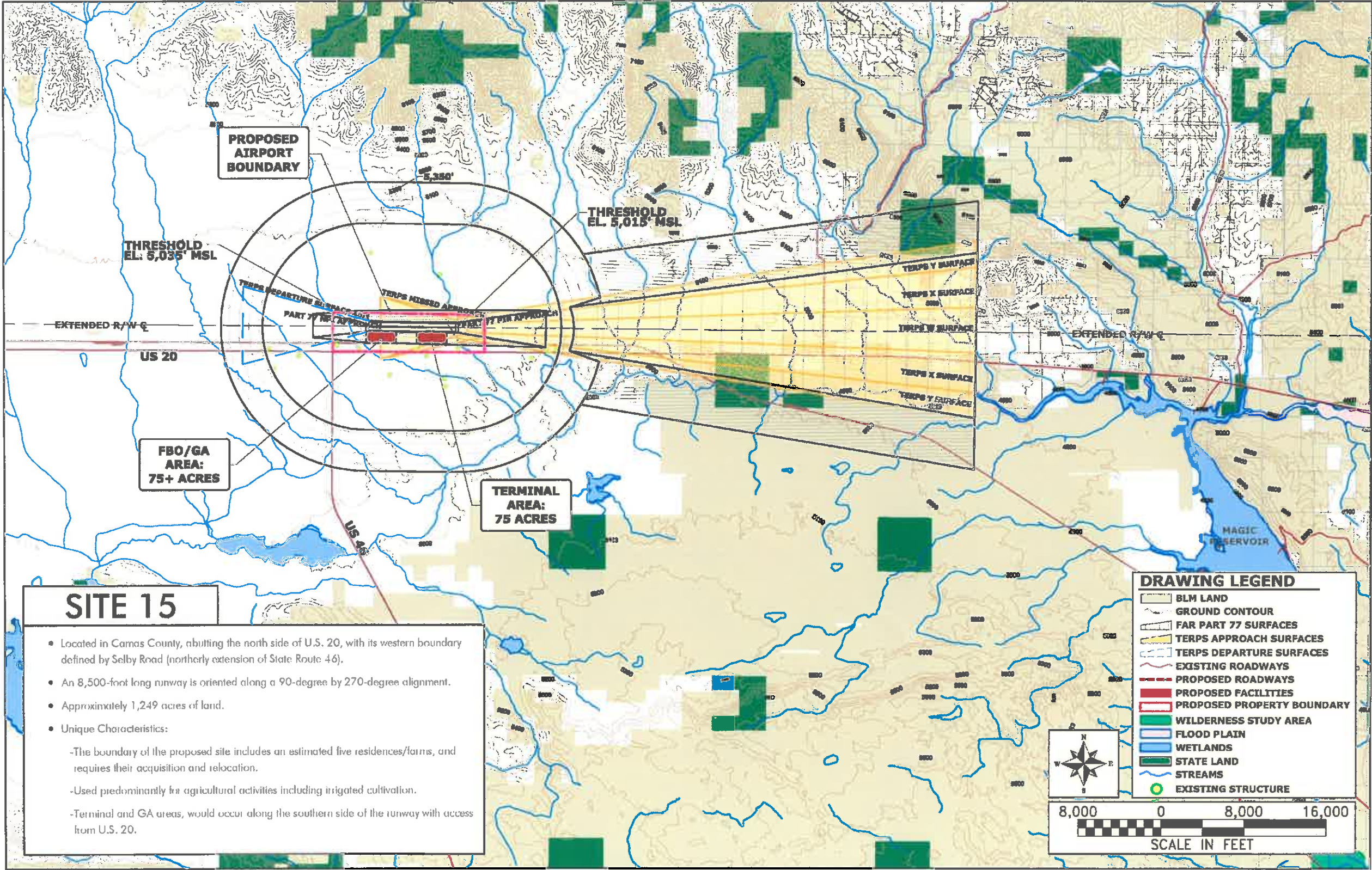
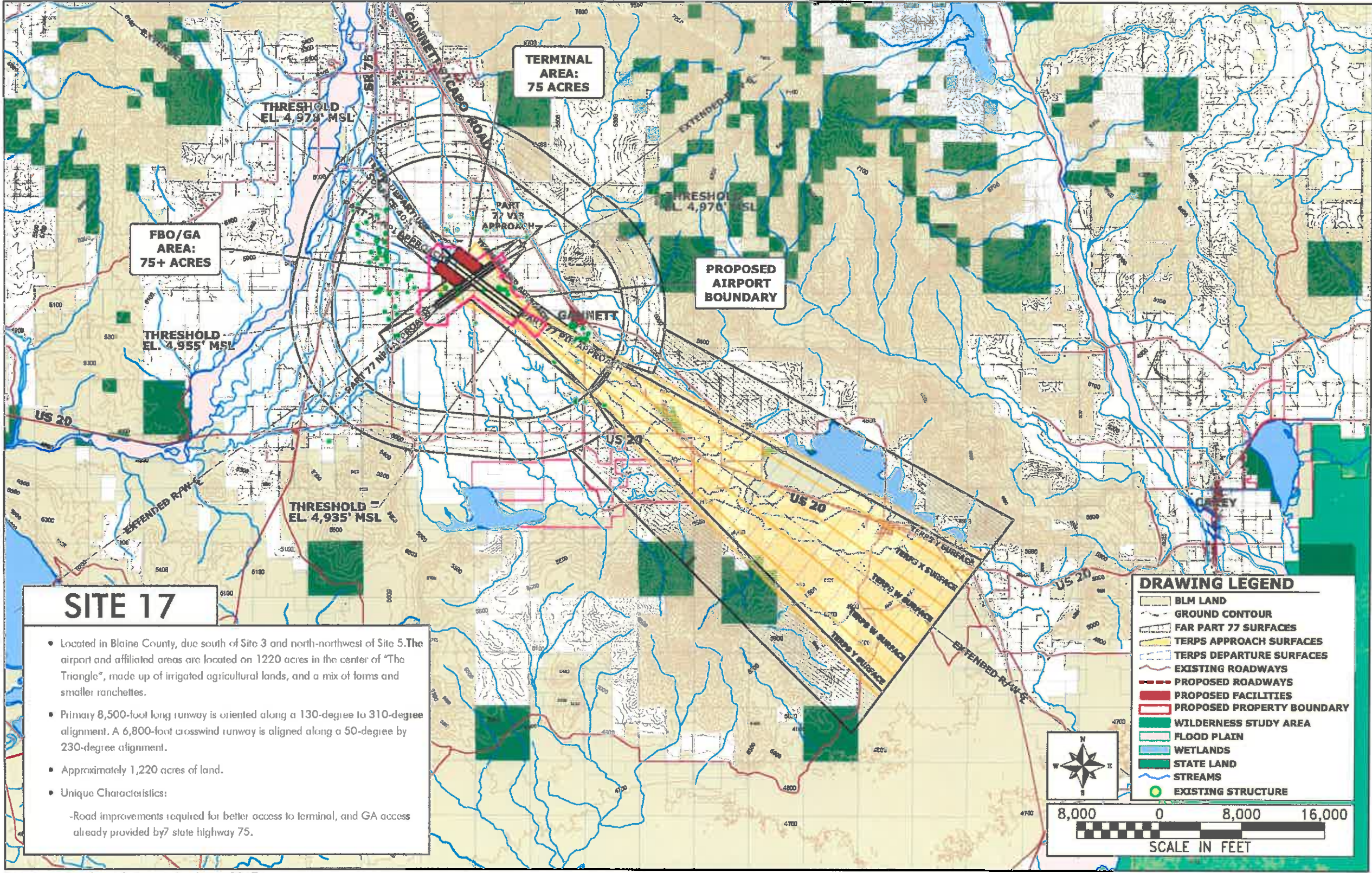




Exhibit 1.1-19  
ALTERNATIVE SITE 17



Source: Landrum & Brown Analysis, 2015



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

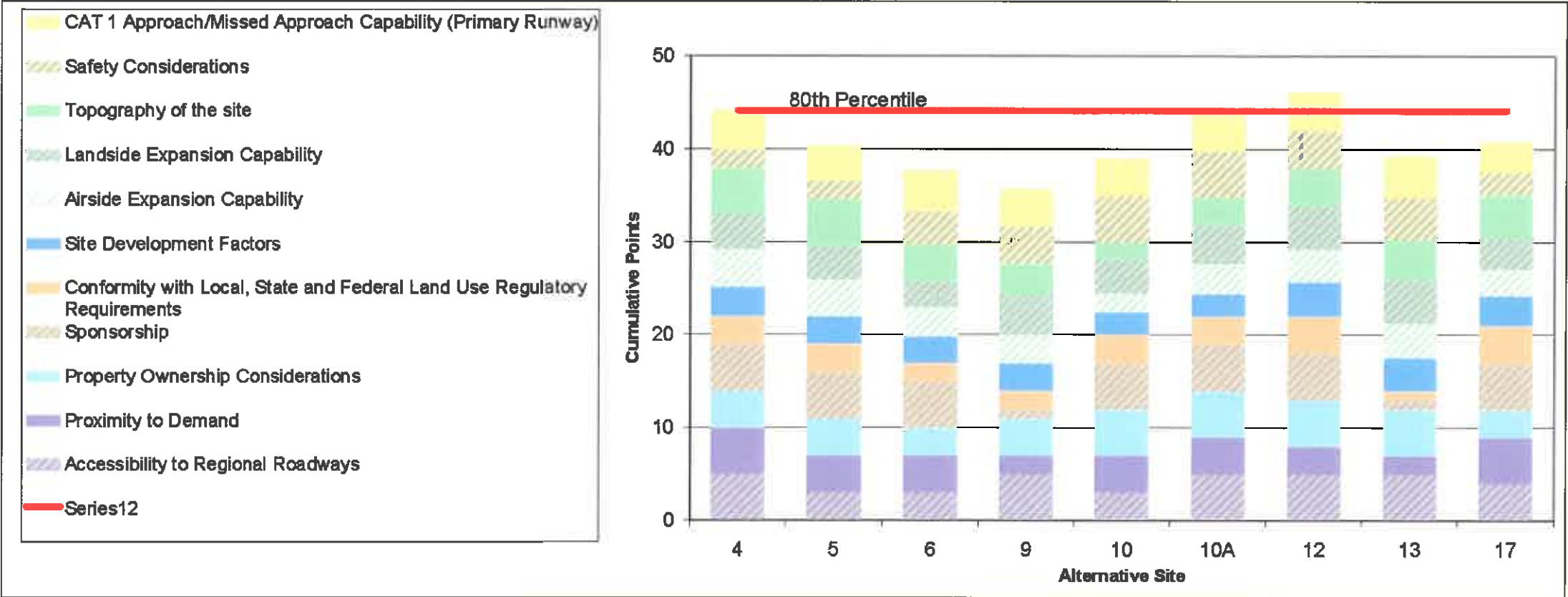
Upon completion of the Tier Two evaluation of sites, three replacement airport sites were identified for further consideration (Sites 4, 10A, and 12). Discussions were held with representatives from the contractor providing air traffic control services at the existing airport, as well as with representatives 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
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
Safety Considerations	2.0	2.0	3.5	4.0	5.0	5.0	4.0	4.5	2.5
Topography of the site	5.0	5.0	4.0	3.3	1.8	3.0	4.0	4.3	4.7
Landside Expansion Capability	3.8	3.6	2.8	4.4	3.8	4.1	4.8	4.7	3.3
Airside Expansion Capability	4.1	4.0	3.2	3.0	2.0	3.3	3.5	3.8	2.9
Site Development Factors	3.1	3.0	2.9	3.0	2.4	2.4	3.7	3.6	3.3
Conformity with Local, State and Federal Land Use Regulatory Re	3.0	3.0	2.0	2.0	3.0	3.0	4.0	1.0	4.0
Sponsorship	5.0	5.0	5.0	1.0	5.0	5.0	5.0	1.0	5.0
Property Ownership Considerations	4.0	4.0	3.0	4.0	5.0	5.0	5.0	5.0	3.0
Proximity to Demand	5.0	4.0	4.0	2.0	4.0	4.0	3.0	2.0	5.0
Accessibility to Regional Roadways	5.0	3.0	3.0	5.0	3.0	5.0	5.0	5.0	4.0
Total	44.2	40.3	37.7	35.7	39.0	44.3	46.2	39.2	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.

\*\*\*\*\*

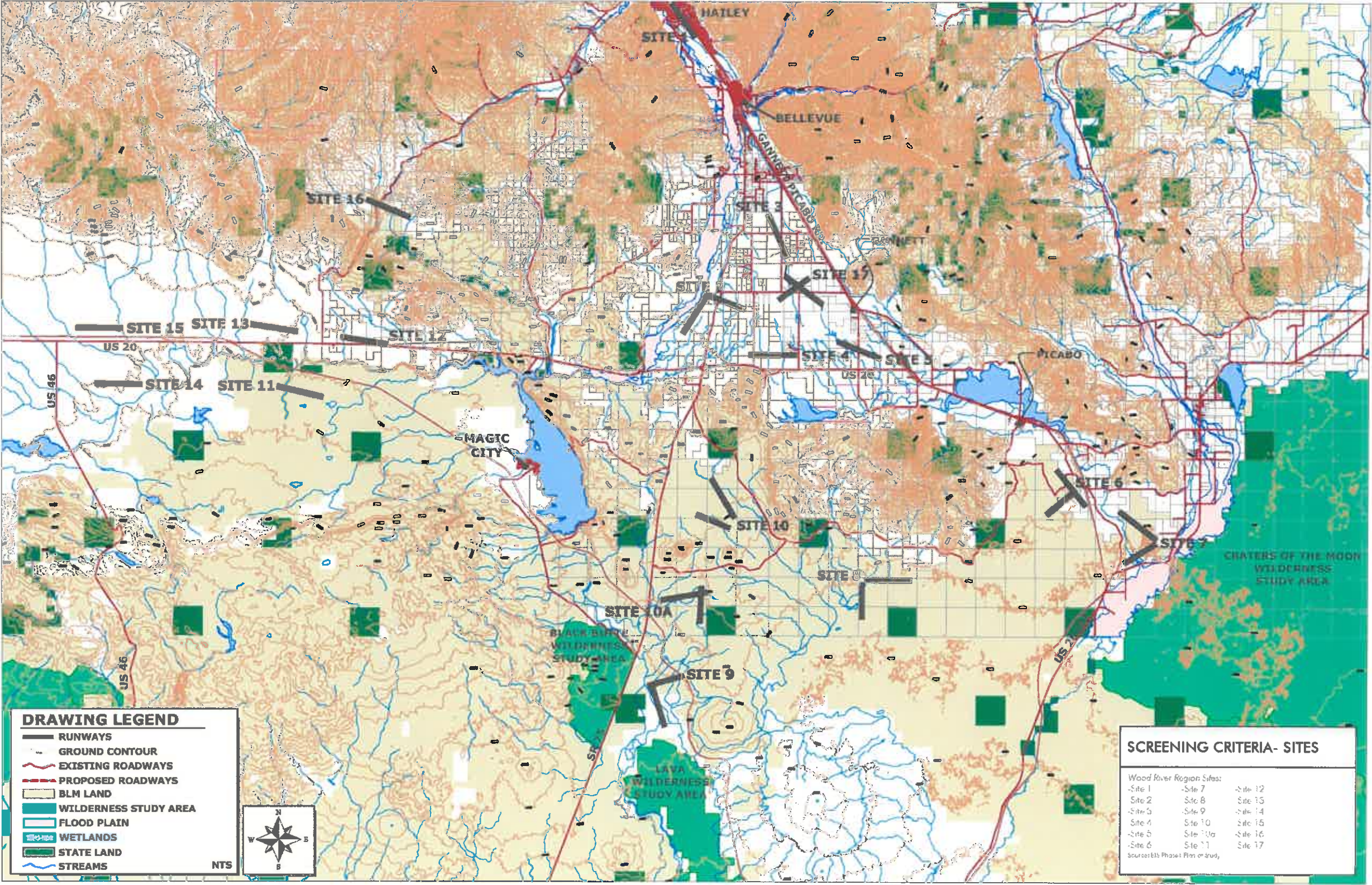
Elements of and knowledge acquired during the EIS Phase I Plan of Study was incorporated into formal draft EIS chapters. However, due to cost and wild life issues, the FAA eventually terminated the EIS.

## **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 Panning 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 Panning 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 Panning 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 Panning 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 Panning 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 Panning 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 Panning 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 Panning 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 Panning 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 Panning 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 Panning 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 Panning 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 Panning 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. It is however, 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 forecasted 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**

<b>REPLACEMENT AIRPORT REQUIRED (PHYSICAL) FACILITIES</b>	
<b>FACILITY DESCRIPTION</b>	<b>SQUARE FEET</b>
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**).

### **1.3.1 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).

### **1.3.2 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**

<b>Alternative Site</b>	<b>Ability to Meet Design Standards, Criteria, and Orders</b>	<b>Located within Blaine County</b>	<b>Ability to Accommodate Future Demand</b>	<b>Ability to Meet Category I Approach (no minimums specified)</b>	<b>Ability to Meet Category I Approach and Missed Approach (200-foot ceiling and ½-mile visibility)</b>	<b>Reasonable Alternative</b>
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.

### 1.3.3 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)
<b>Site 10a</b>	<b>7</b>	<b>200</b>	<b>1/2</b>	<b>25</b>	<b>250</b>	<b>1</b>
<b>Site 12</b>	<b>27</b>	<b>200</b>	<b>1/2</b>	<b>9</b>	<b>618</b>	<b>1 5/8</b>
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.

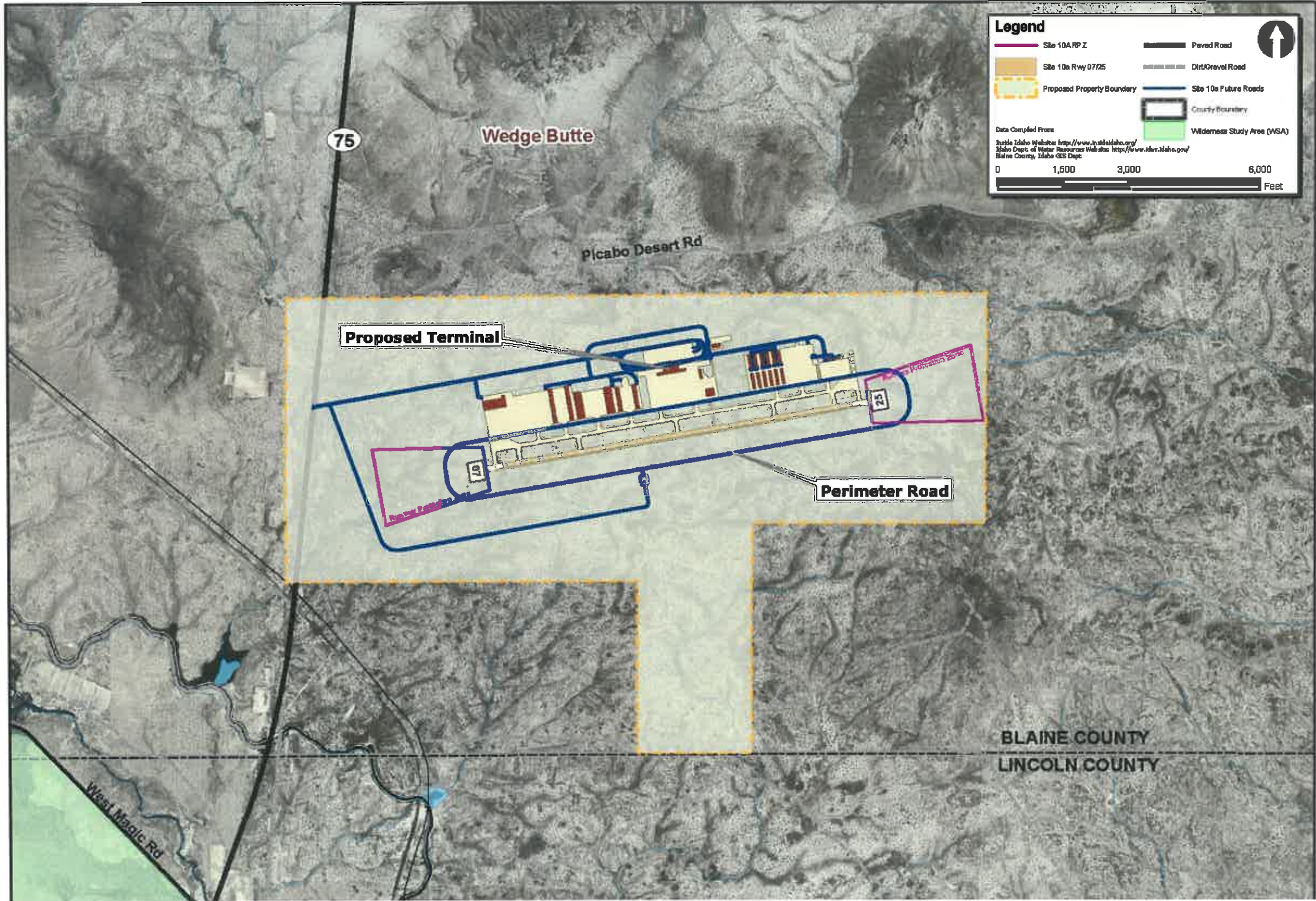
Following the 2008 EIS Phase I Planning Study and during the course of the EIS analysis (which was eventually terminated), a weather station was placed to the immediate east of Site 10a to gather detailed information relative to wind direction, velocity, ceiling, and visibility. The FAA collected data 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 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 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.

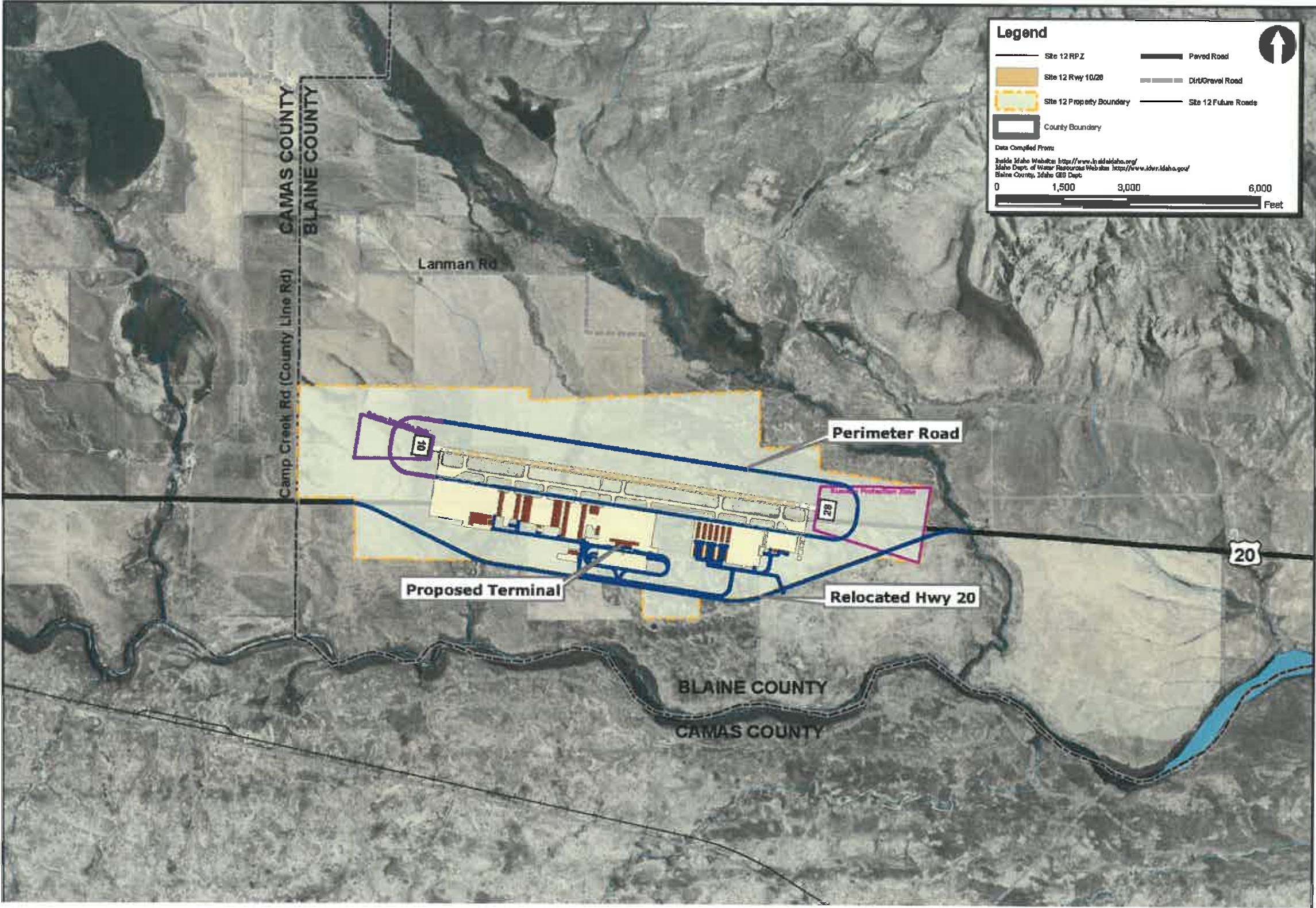
The conceptual airport layout plan for an airport at Site 12 proposes aviation-related development along the south side of the runway, allowing direct access to realigned U.S. 20. In addition, the planning conceptually identified two points of access from U.S. 20. The first would be located near the 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.

Exhibit 1.4-2  
SITE 12-DETAILED LAYOUT



Source: Landrum & Brown Analysis, 2010.

## 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 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 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. Given this inevitability, it is recommended that a new evaluation criteria 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**.

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% 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 and 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.

Of the four remaining sites, only Site 12 is able to meet and pass all evaluation criteria. 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.

**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)	Ability to Meet Category I Approach and Missed Approach (200-foot ceiling and ½-mile visibility)	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 I approach (no minimums specified), but not Full CAT I approach; if it's decided that a CAT I approach (no minimums specified) is acceptable then Sites 4 and 5 could be feasible. However, the CAT I minimums that can be achieved are very high and there are still possible environmental issues.
4. 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.

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).



To: FMAA Board of Directors

Marc McFarland, Mead and Hunt

The public was told we could make comments this month on MP Chapter D, a Chapter that has not yet been fully written. We were also told that no discussion of Chapter D, or its content, would occur in October. And yet, without that information, we are told we can make comments on what is supposed to ultimately delineate the options addressing alternatives at the existing location of FMA, a critical Chapter for all of South valley! Baffling procedure to say the least!

Because I do not favor expansion, in any manner, and fear expansion(s) may well be included in the MP as an option going forward, I submit the following data to refute expansion.

FAA's Jason Pitts, in 2009, confirms that 'feasibility of technological improvements at the existing airport do not exist'. Donna Taylor, recently retired from the FAA, came to these same conclusions, addressing FMA's location surrounded by precipitous terrain. So many more studies, endless reports, time and resources have been poured into FMA when economics, beside reliability and safety, all point to relocation.

If economics were the over-riding issue (as many would have you believe), one should look at the Landrum and Brown and TranSystems, report that concludes relocation less than 30 minutes away would add over *\$30M new revenue annually* and create 500 new jobs. <http://www.flysvra.com/progress/studies.html>). How could such positive results be ignored? Could it be a matter of disregarding the many for the convenience of a few?

In April of this year, a petition was put on line. That petition quickly garnered over 200 signatures of residences who oppose expansion, realizing their day-to-day lives would be forever changed. Don't ignore these people. Don't dismiss their valid concerns. Don't put aside the JPA but instead enforce the honorable, sensible intent of those originators.

We have reached that point where no expansion but relocation, and only relocation, should be pursued, especially now that 2005 RSA mandates have been met.

Mead and Hunt engineer stated, at the end of the September FMAA meeting, don't put anything in the Master Plan that you don't plan to do. Please, heed his advice. If economics, but more importantly the safety of South valley residents really matters, options for expansion should not be included in the Master Plan.

Donna Serrano

321 Melrose, Bellevue

[djserrano@cox.net](mailto:djserrano@cox.net)

## April Matlock

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**Subject:** FW: Public Comment on Airport Impacts to Hailey

**From:** Heather Dawson [<mailto:heather.dawson@haileycityhall.org>]

**Sent:** Thursday, October 22, 2015 8:20 AM

**To:** [jgreenberg@co.blaine.id.us](mailto:jgreenberg@co.blaine.id.us); Angenie McCleary ([AMcCleary@co.blaine.id.us](mailto:AMcCleary@co.blaine.id.us)) <[AMcCleary@co.blaine.id.us](mailto:AMcCleary@co.blaine.id.us)>; Lawrence Schoen <[lschoen@co.blaine.id.us](mailto:lschoen@co.blaine.id.us)>; [fafairfax@aol.com](mailto:fafairfax@aol.com); pat cooley <[pat.cooley@haileycityhall.org](mailto:pat.cooley@haileycityhall.org)>; Don Keirn ([doniidaho@cox.net](mailto:doniidaho@cox.net)) <[doniidaho@cox.net](mailto:doniidaho@cox.net)>

**Cc:** April Matlock <[April@flyfma.com](mailto:April@flyfma.com)>; Rick Baird <[Rick@flyfma.com](mailto:Rick@flyfma.com)>; Haemmerle Fritz ([fxh@haemlaw.com](mailto:fxh@haemlaw.com)) <[fxh@haemlaw.com](mailto:fxh@haemlaw.com)>

**Subject:** Public Comment on Airport Impacts to Hailey

Friedman Memorial Airport Authority Board and Staff,

Please consider the correspondence below, received by Mayor Haemmerle. He and Svea Grover wish to share it with you.

Heather Dawson  
Hailey City Administrator

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**From:** Svea Grover [<mailto:svearae@msn.com>]

**Sent:** Tuesday, October 20, 2015 9:03 PM

**To:** Heather Dawson

**Subject:** please forward to Mayor Haemmerle

Dear Mayor Haemmerle,

I just wanted to say **thank you** for continuing to advocate for the those of us who ultimately want to see the airport moved out of our neighborhoods. I know the opposition is fierce to even considering a move, but I appreciate you continually fighting for what you know is right and for what many of your constituents were and still are passionate about!

As a homeowner right in Foxmoor, we were of course aware that we purchased a home that would have some aircraft noise for some years to come. That was 10 + years ago however, when all talk was about moving the airport - soon! Now we are victims of expansions, larger planes and a higher frequency of air traffic noise and air pollution. The interests of our North Valley seem to have taken all precedent over those of us who are directly and daily affected.

Things I'm concerned about these days:

I'm very worried about the frequent smell of jet fuel in the air in my yard/vegetable garden - what are the long term effects of this on my families' health? Has there been any kind of air quality study recently? Jet fuel can be smelled very often at Hailey Elem. as well - exposure of 300+ children daily! I would very much like to know if studies have been done and how we can access them and if not - WHY Not? I'm also concerned about the value of my house declining as we continue to allow more flights to land at this ill equipped airport. Some days the time that jets spend idling on the tarmac seems endless - conversations have to stop, things rattle in

the cupboards at takeoff. Of course the potential of an actual catastrophic plane crash is high on my list of worries as well!

We of course enjoy the convenience of this local airport at times too - when flights are running and with the new limited schedules, when we can make it work. My husband travels constantly and moving the airport would be an inconvenience in our world for sure. However, the health, safety and noise concerns by far surpass those inconveniences. I understand the concerns of the businesses to our north, but it seems to me that there are other ski resort areas doing just fine with an airport 45 or so minutes away....if you have a good product, I think they will come.

Sorry, this truly was meant to be more of a thank you. Please keep fighting to have this airport moved.

Warm regards,

Svea Grover

911 Eastridge Dr. Hailey