

Wood River Region Airport Site Selection and Feasibility Study

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Friedman Memorial Airport Authority*

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Foreword

The Wood River Region Airport Site Selection and Feasibility Study is one of several steps that the Friedman Memorial Airport Authority (FMAA) has completed, or will complete in the upcoming years, as part of the goal of resolving long-term safety and reliability problems at the Friedman Memorial Airport (FMA), located in Hailey, Idaho.

The *Wood River Region Airport Site Selection and Feasibility Study*, an outgrowth of the *2004 Airport Master Plan Update*, was designed to explore potential sites for a new airport which will not only resolve the long-standing safety and reliability issues at FMA, but will also serve the aviation needs of the Wood River Region for decades to come. The Study also identifies a preferred site for a new airport and presents a conceptual-level financial feasibility analysis for the new airport. Finally, a major goal of the Study was to engage the many stakeholders affected by the decisions, in meaningful public-participation forums, as the Study evolved.

Below is a sequence of past and planned airport improvement and planning efforts related to this Study and the implementation of a plan to replace the FMA:

- *1990 Airport Site Selection Study*
- *1994 Airport Master Plan Update*
- *2002 Airport Layout Plan Update*
- *2004 Airport Master Plan Update*
- *2006 Wood River Region Airport Site Selection and Feasibility Study*
- 2006 New Airport Master Plan – Phase 1
- 2006-2009 Environmental Impact Statement (to comply with the National Environmental Policy Act - NEPA)
- 2009 New Airport Master Plan – Phase 2
- New airport engineering and architectural design
- New airport phased construction (four years after engineering and design)

This Airport Site Selection and Feasibility Study document consists of six chapters addressing the following topics:

Chapter 1 – Purpose for the Project

Chapter 2 – Site Selection Process

Chapter 3 – Regional Aviation Demand and Long-Term Facility Needs

Chapter 4 – Identification and Initial Screening of Alternate Airport Sites

Chapter 5 – Analysis of Finalist Sites

Chapter 6 – Financial Feasibility Analysis and Conceptual Funding Plan

In general, the study used forecasts of aviation demand developed from data through year 2002, as presented in the 2004 Master Plan Study, to identify the minimum facility requirements for an airport at a new site. The primary minimum requirements for a new airport which guided the study are: compliance with all applicable Federal Aviation Administration (FAA) design and safety standards; ability to provide reliable all-weather service via an Instrument Landing System (ILS); be able to accommodate current known aviation demand as well as offer the flexibility to accommodate future demands as they arise, for decades. The study identified 16 potential sites within a reasonable, by industry standards, geographic proximity to the primary service area. A number of critical evaluation criteria were applied to the initial candidate sites in order to screen the list to a preferred short list for more detailed evaluation. Three candidate sites, one in Blaine County, one in Lincoln County, and one in Camas County, were selected for detailed, comparative evaluation. In addition to the involvement of an Airport Site Selection Advisory Committee in the screening and selection process, the FMAA Board sought and received substantial input from the interested public. This public input, along with technical documentation, was used by the FMAA Board in arriving at a preferred location for a new airport, which is a site located along State Highway (SH) 75 in southern Blaine County (Site 10). Chapters 4 and 5 describe the screening and selection process. Once a preferred alternative site was established, it was subjected to a concept-level financial feasibility analysis. This analysis is presented in Chapter 6.

The next major step in the process of constructing a replacement airport will be the preparation of an EIS in accordance with NEPA requirements. Preparation for this study is in progress. The actual study effort is expected to begin in Spring 2007. While this study will be completed under the direction of the FAA, significant opportunity for public input will be available during the initial project scoping process.

The FMAA wishes to thank those who contributed their personal time to help shape the study process, either as part of the Study Advisory Committee, through public comment or in other ways. While this document was not expected to be a formal document prepared in accordance with NEPA, it is expected that much of the research, data, and documentation from this study will be useful in the upcoming EIS preparation process which will conform with NEPA policies.

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Wood River Region Airport Site Selection And Feasibility Study

Chapter 1 / **Purpose for the Project**

Purpose for the Project

FMA, located in Hailey, Idaho, serves the Wood River region of South Central Idaho and the Sun Valley Resort area located eleven miles to the north near Ketchum, Idaho. The Airport currently does not comply with critical FAA safety standards and is severely space constrained, occupying only 220 acres. The Airport is situated in close proximity to extensive residential and commercial development as well as several schools. Severe mountainous terrain exists in close proximity to the Airport on the east, west and north sides. This terrain prevents the installation of conventional navigational aids typically required of a commercial service airport to insure reliability and safe access in adverse weather conditions.

All known alternatives required to correct noncompliant conditions at the Airport are extremely costly, intrude into residential areas, and if implemented provide no benefit to reliability and safe operation in either good or adverse weather. As a result it is considered necessary, by elected and appointed officials in Blaine County, to replace the Airport at a physical location where the following primary goals can be achieved:

- Provide an airport compliant with FAA design and safety standards commensurate with current use (currently C-III).
- Provide an airport capable of serving known (currently C-III) and future aviation demands (greater than C-III) for the region.
- Provide an airport compliant with FAA standards to secure the economic benefits associated with continuation of air carrier service and other aviation operations for a community and region whose economy is tourism-based.
- Provide a reliable and safe airport with access to all users in adverse weather via a minimum of a Category I instrument approach system (CAT I ILS).
- Provide adequate land area to accommodate future demands and provide flexibility to meet the needs of the volatile aviation industry (minimum of 1200 acres).
- Provide reasonable access from the airport to communities in the Wood River Region.
- Minimize the time needed to access Wood River Region communities from other airports.
- Provide minimum impact to existing human habitat and environment while giving due consideration to possible environmental and cultural effects.

This chapter addresses:

- Fundamental problems with FMA
- History of long-term planning efforts
- Purpose of conducting airport site selection study

The FMAA initiated this *Site Selection and Feasibility Study* to identify and determine the feasibility of a new airport site to serve the Wood River Region and surrounding areas that conforms to FAA safety standards. It will focus on whether or not such an airport site could safely service existing users and grow to accommodate future demands.

FMA is a commercial service airport presently located in the city of Hailey in the Wood River Valley. The airport site is surrounded by mountainous terrain on the north, east, and west sides. FMA has many significant design deficiencies, prompting this study to evaluate the potential for a new airport site at an alternate location.

FMA's identified deficiencies include the following:

- Airfield does not meet current FAA Design and Safety Standards for aircraft serving this airport.
 - Runway to taxiway separations are deficient.
 - Separation between runway and SH 75 is deficient.
 - Inadequate Runway Safety Area (RSA) length and width.
 - Inadequate Runway Object Free Area (OFA).
 - Snow equipment storage hangars are substandard.
- Runway length is not adequate to support air service by most regional jets.
- Significant reliability problems exist due to surrounding mountainous terrain.
 - High approach minimums result in large numbers of diversions.
 - Reliability issues cannot be solved at the current site.
- Airport operations are conducted "head-to-head," with arrivals from the south and departures to the south, severely limiting airfield capacity.
- Demand from airlines continues to increase for more and larger aircraft.

A major expansion undertaken in an effort to resolve these deficiencies at the current site would significantly impact the surrounding community and would have substantial environmental consequences. Moreover, expansion would not resolve several critical intrinsic issues at the current site, such as geographic constraints.

1.1 HISTORY OF LONG-TERM PLANNING EFFORTS

Many studies have been undertaken to evaluate the limitations of FMA at its present site along with the potential need for a replacement or supplementary airport. The following sections summarize the findings of these previous studies. Significant events and long-term planning efforts have included:

- 1976 Grant Application
- 1983-1985 Airport Master Plan
- 1990 Airport Feasibility Study
- 1994 Master Plan Update
- 2004 Master Plan Update

1.1.1 1976 Grant Application

The 1976 grant application for FAA funding was prepared to complete the initial paving for the runway at FMA. Even at that time, the site limitations were well understood. The grant application included the following text:

Since the narrow width of the valley and the high mountains surrounding the Hailey Airport limit its present or future use by large transport aircraft, it is planned to develop another landing strip south of Bellevue ... which will be needed within the next 10-to-15 years.

1.1.2 1983-1985 Airport Master Plan

The *1983-1985 Airport Master Plan* raised many issues considered in this planning effort, including the alternative of developing a new airport site, which the plan indicates would have to be located well beyond the Wood River Valley. It also discussed C-III design standards and the enormous cost and impracticability of significantly improving the dimensional deficiencies of the existing site. It recommended acquiring SH 75 right-of-way for the airport by relocating the highway onto the abandoned Union Pacific railroad grade.

1.1.3 1990 Airport Feasibility Study

The *1990 Airport Feasibility Study* was initiated in response to federal requirements to reduce the number of safety deviations to improve aviation service to the Wood River Valley and minimize aircraft noise. The study noted that because of the restricted land area available for airport development, few modification options to bring the airport into compliance with FAA standards were possible.

The study concluded that the final decision on whether FMA should be improved or rebuilt at another location rests with the FMAA and the residents of Blaine County. The study also determined that the site with the fewest environmental concerns was located on the Moonstone Ranch property in Blaine County, east of the Camas/Blaine county line.

The FMAA decided to remain at the current site for the foreseeable future (which was undefined). At the time, there was little federal money available for a new airport as Denver International Airport was under construction. They also thought that the airport owner and operator could limit the type and size of aircraft operating at the airport to ensure compliance with FAA Design and Safety Standards. They later found that this is contrary to FAA policy.

1.1.4 1994 Master Plan Update

The *1994 Master Plan Update* was initiated to develop a long-range airport improvement plan that would satisfy FAA safety concerns regarding air carrier aircraft operations at the airport. The study recognized the importance of the airport and the limitations of the present location in the preamble:

The Friedman Memorial Airport is critical to the success of our resort economy, yet it has an enormous impact on the adjacent community. The goals of this Master Plan are to eliminate as many of the safety deviations as possible while not expanding the impact on the adjacent community. We seek the highest quality and safest airport possible within the physical limits imposed by the geography and the human use of adjacent lands. As pressure for use reaches the physical limits of the facility, we need to look for alternatives away from the valley cities rather than expansion at the present site.

The study noted that in 1990, FMA was reclassified "to an Airport Design Group (ADG) III, Category B (i.e. approach speeds of 91 to 121 knots) to restrict heavier and faster aircraft from using the airport and to reduce the frequency of the deviations from FAA dimensional criteria. This classification allows aircraft, such as the DeHavilland Dash-8, British Aerospace-146, and Falcon 50 to use the facility. It restricts such aircraft as the B-737 or Fokker F-100. The reclassification reduces, but does not alleviate the existing deficiencies."

The study recommended improvements to accommodate an Airport Reference Code (ARC) B-III aircraft (which are the same as ADG III, Category B aircraft), based on the characteristics of the Dash 8-200 and the BAe 146 aircraft. The study noted that its efforts, "will also include formally reclassifying the airport for use by a certain aircraft from a specific airplane design group and with a specific approach speed category." The *1994 Master Plan* did not address design standards needed to accommodate the existing frequent ARC C-II and D-II private jet aircraft operations.

The FMAA concurred with the *1994 Master Plan* recommendations to implement the safety projects that would eliminate and/or reduce as many FAA design standard deficiencies as possible for the ARC B-III aircraft. These projects include some that have yet to be completed or have recently been completed; they include:

- The relocation of the Sun Valley Aviation facilities from the northeast side of the airport to the southwest side
- Removal of buildings and pavement from the northeast side of the airport
- Partial relocation of remaining Taxiway A on the east side of the airport

After the *1994 Master Plan* was completed, the FAA was of the opinion that FMA is non-compliant with the Airport's Grant Assurances, however no formal action was taken to make a finding of non-compliance. It is a violation of Interstate Commerce Laws for an airport to restrict activity based upon aircraft approach speed, wing-span, or design group. Therefore, actions or policies that restrict and/or attempt to control activity at an airport based upon these criteria are not allowed. This inability to restrict activity based upon ARC or design group has resulted in significant increases in the number of approach Category C and D (e.g., Gulfstream V and Global Express) aircraft operating at the airport.

1.1.5 2004 Master Plan Update

The *2004 Master Plan Update* was initiated in response to the FAA's planning policy, which dictates that the FMAA resolve issues related to ARC C-III compliance (C-III aircraft were now operating at the airport, but the airfield was ARC B-III). Significant numbers of approach Category C and D business jet aircraft operate at the Airport as well as airline service by approach Category C aircraft, with the recent addition of Bombardier Q400 service (a derivative of the Dash 8 aircraft) by Horizon Air. FAA policy requires that the Airport resolve C-III compliance issues at the facility.

The primary focus of the *2004 Master Plan Update* was to identify and evaluate airport development alternatives that remedy the design standard deviations associated with existing aviation demand, accommodate future aviation-related demand, respond to airport and community needs, and maximize revenue-generating opportunities, while remaining a good neighbor to the surrounding communities. Alternative improvement plans were evaluated using safety, operational, environmental, economic and other criteria, and public input. The process of developing alternatives was iterative; it resulted in substantial coordination among the FMAA, airport management, the FAA, and the general public.

A series of alternative plans were developed. They depicted improvements required to meet safety standards associated with existing aircraft operations and improvements recommended to meet the projected demand at the airport. Some facility improvements could be accomplished at the airport; however, badly needed safety improvements would require major reconfiguration of the airfield and/or building areas. The alternate reconfigurations would require the airport to expand beyond its current property boundaries.

Following a presentation and evaluation of the alternative plan concepts, it became apparent to FMAA that substantial improvements at the existing site were required to meet ARC C-III standards defined by the existing critical aircraft operations (Q400 aircraft), which the airport was required by the FAA to accept. Implementation of the basic limited required improvements would be costly (initially estimated at \$30-40 million), would have significant adverse impacts on the community, and would not offer any long-term solutions to several critical issues.

Major phases in new airport development

Phase 1

- New Airport Site Selection and Feasibility Study
- Future Function of FMA

Phase 2

- Environmental Impact Statement
- Airport Master Plan and Conceptual Design

Phase 3

- Permitting Processes
- Engineering and Architectural Design of Recommended Facilities

Phase 4

- Construction

The FMAA concluded that the alternatives were not socially and environmentally acceptable. Improvements would not resolve all issues related to safety (terrain obstructions) and air service reliability at this site.

After receipt of written public comments, a public information workshop, a public hearing, and their own analysis, the FMAA elected to proceed with the evaluation of a new airport site to meet current and future demand for aviation services and to meet FAA safety requirements.

Chapter 2 / **Site Selection Process**

Site Selection Process

2.1 STAKEHOLDER INVOLVEMENT

Stakeholder involvement was a significant element of this planning process. The involvement process included a 25-member Site Selection Advisory Committee, public information workshops, presentations at FMAA meetings, project documents available in public places, direct presentations by FMAA and staff members to government entities and special interest groups, and the development of a web page to provide easy access to information and to give and receive public input. It is the firm belief of the FMAA that thorough and detailed dissemination of information with ample opportunity for public input is critical to the success of planning processes. Following are detailed discussions of the stakeholder involvement process.

This chapter addresses:

- Stakeholder Involvement
- Site Selection Process
- Feasibility Analysis
- Evaluation Criteria

2.1.1 Airport Site Selection Advisory Committee

An Airport Site Selection Advisory Committee comprised of representatives of 25 stakeholder groups was assembled to actively participate in the new airport site selection and feasibility process. **Table 2-1** lists the stakeholder groups represented on the committee. The Advisory Committee members were chosen by their respective bodies based on their interest in and knowledge of airport issues in the Wood River Region. Potential stakeholders were sent invitations requesting that they select primary and alternate members for their representation in the event the primary could not attend.

Table 2-1 Site Selection Advisory Committee

- | | |
|---|--|
| • Bellevue Chamber of Commerce | • Horizon Air |
| • Blaine County | • Idaho Department of Transportation-Division of Aeronautics |
| • Blaine County Pilot's Association | • Idaho Department of Fish and Game |
| • Camas County | • Lincoln County |
| • Camas County Chamber of Commerce | • FAR Part 135 Operators |
| • Camas County Economic Development Committee | • Power Engineers |
| • City of Bellevue | • Sawtooth Board of Realtors |
| • Carey City Council | • Shoshone-Bannock Tribes |
| • City of Fairfield | • SkyWest Airlines |
| • City of Hailey | • Sun Valley Aviation |
| • City of Ketchum | • Sun Valley Company |
| • City of Sun Valley | • Sun Valley/Ketchum Chamber of Commerce |
| • Hailey Chamber of Commerce | |

Advisory Committee members participated in defining the site selection and feasibility process and evaluating criteria used in the process. The committee met at regular intervals throughout the 18-month study.

The responsibilities established for the Advisory Committee also included evaluating candidate sites based on the criteria developed and recommending an alternate airport site to the FMAA.

2.1.2 Public Information Workshops

The *Wood River Site Selection and Feasibility Study* public information process incorporated informational workshops that provided one-on-one contact with the public and a mechanism for educating people on the process and technical airport issues. The workshops were advertised in advance in the local media. At the workshops, stations were set up to provide information on the site selection process. Several workshops, each about two hours long, were completed.

2.1.3 Friedman Memorial Airport Authority (FMAA)

The FMAA generally met on the first Tuesday of every month. The agenda for FMAA meetings varied considerably, based on issues facing airport owners and staff, but during the study process, the FMAA devoted significant time to discussion of the study. To this end, the consultant team gave presentations on the activities and recommendations of the Advisory Committee and the status of the technical analyses. In addition, each FMAA meeting reserved time for public input and commentary.

The FMAA carefully considered the recommendations of the Advisory Committee, additional public input, and their own discussion in arriving at decisions about the future of the airport.

2.1.4 Additional Public Information Opportunities

Because this was a major decision for the citizens of the Wood River Region, the FMAA incorporated other methods for sharing information about the study. In addition to Advisory Committee and FMAA meetings, which were open to the public, and public information workshops, the airport's Web site, www.friedmanairport.com, provided information about the study process. Working papers on the progress of the study were also available for viewing. Finally, a public hearing was held near the end of the study; this was a formal method for registering public opinion regarding the study.

2.2 SITE SELECTION PROCESS

The process evolved in response to stakeholder and public input. The process, as initially defined and then enhanced by the Advisory Committee, addressed the technical aspects of physical site analysis and the social and economic parameters that impact stakeholders. The initial screening of candidate sites evaluated physical and environmental parameters. Social and economic factors are then considered on the sites with the fewest physical and environmental issues.

Physical and environmental criteria determined which sites were eliminated. From there, site evaluation progressed to include the more subjective criteria associated with social and economic issues. While the former benefited from empirical data that made analysis and ranking relatively straightforward, the latter evoked relative opinions that varied 180 degrees, depending on the goals, values, and aspirations of the diverse stakeholders represented on the Advisory Committee. For this reason, it is believed that the social and economic issues associated with such a study will be widely debated.

The approach began with a comprehensive list of 16 candidate sites in the region (see **Exhibit 2-1**). The mapping of candidate sites is based solely on the presence of a land area of adequate size (minimum of 600 acres), shape, and topography to construct a basic C-III airport. Flaw criteria were applied to determine which sites were physically suitable to support the development of an airport. One such initial factor was whether the approach surfaces are clear of obstructions. Once the flaw criteria were applied, the site evaluations evolved into a more refined analyses requiring further input from the Advisory Committee, including relative scoring and ranking of the sites based on social and economic criteria. The Advisory Committee is supported in their work by consultant team presentations of data relevant to the various criteria.

The Advisory Committee produced a ranking of the three finalist candidate sites and a recommended preferred site. The scoring that determined this ranking combined technical, social, and economic criteria. The final ranking also included Advisory Committee commentary as to relative pros and cons to be considered by the FMAA in making the final decision.

2.3 FEASIBILITY ANALYSIS

The long-term aviation needs of the Wood River Region are an important aspect of this study. In determining whether a new airport can fulfill these needs, several distinct tasks were undertaken. These tasks include evaluation of the following:

- Management and ownership considerations
- Financial and capital considerations
- Evaluation of existing and preferred alternate site
- Implementation strategy

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2.3.1 Management Considerations

This task examines the financial feasibility of constructing a new airport to serve the long-term aviation needs of the Wood River Region. It also includes an examination of continued investments in FMA until such time as the new airport is completed. The centerpiece of this element of the *Wood River Region Airport Site Selection and Feasibility Study* is a conceptual funding plan, which outlines the sources of funding for the capital investment in public infrastructure needed to make a new airport a reality.

Included in this analysis are forecasts of anticipated operating revenues and expenditures the FMAA may expect over the next ten year period for the FMA as well as for the initial years of operation of the new airport. A ten year capital improvement program (CIP) is also provided to establish the general framework and guidance for financing the planning, design and construction of the new airport while at the same time meeting anticipated capital improvement and operational needs of FMA during construction of the new airport.

2.3.2 Financial and Capital Considerations

This task includes an overview of the capital financing methods available under the various ownership options. These include:

- Airport improvement program (entitlement and discretionary)
- Passenger facility charges
- Bonding (revenue, general obligation, and special facility)
- Private funding
- State funding
- Sale of current FMA airport land
- Other sources

Policy information on the various funding sources are provided, and a likely funding scenario is developed for the recommended airport site. This task also includes development of the estimated value of the land at the current FMA site and assumptions regarding the use of the proceeds of a potential sale of those lands.

Considerations of lands gifted to the owner for the purpose of an airport is required prior to any federal obligations. Regulatory limits established by AIP grant assurances are discussed with the FAA and documented to define key assumptions.

This task also includes an overview of cost factors associated with management and operation of a new airport. The intent of this review is to assess staffing needs and cost of operations to be considered by the future airport ownership structure.

2.3.3 Comparative Evaluation of Existing and Preferred Alternate Site

Ultimately, two choices face the FMAA. They can decide to continue efforts to meet current and future demand at the existing location, or they can decide to construct a new airport at a location that is better suited to accommodate current and future air travel demand. They will need to make a comparative evaluation of both options. The successful implementation of either option requires the support of the public, stakeholders, airport owners, and the FAA. To gain this support, the basis and justification of the FMAA's decision must be presented in a concise manner. Key factors that will be considered include:

Overview of existing airport site

- Requirements to comply with ARC C-III standards
- Direct and indirect impact overview
- Air service implications
- Capital investment
- Management

Overview of alternative airport site

- Initial site development
- Direct and indirect impact
- Air service
- Capital investment
- Management overview

Selection of Preferred Alternative

Based on the analysis of the two primary alternatives, the FMAA will determine the preferred alternative site and will begin detailed implementation planning. This decision process occurred following a public hearing during which the comparative evaluation process is presented.

2.3.4 Implementation Strategy

The implementation strategy for the preferred alternative will include a project timeline for master planning, environmental assessment, and design and construction. Lessons learned from the *Wood River Site Selection and Feasibility Study* will be documented and discussed with the stakeholder groups and incorporated into the implementation plan.

Construction phasing will be further defined in terms of initial facility requirements and order of development. A description of the attributes of the initial facility needs for a functional airport at the recommended site will be defined.

2.4 EVALUATION CRITERIA

The evaluation criteria developed for use in this study are divided into two categories: initial screening (flaw) criteria and thorough evaluation criteria. The two groups of evaluation criteria are described in the following sections.

2.4.1 Initial Screening Criteria

One of the first steps in the *Wood River Region Airport Site Selection Study* is the evaluation of 16 candidate airport sites. This step reduced the 16 candidate sites to three. Those sites that move forward from this initial screening were subject to a more thorough evaluation.

For this first screening process, the consultant team prepared materials and analyses and presented them to the Advisory Committee and FMAA to review and evaluate. Following is the list of criteria used in this stage of the study:

- Land area
- Clear airspace
- Department of transportation 4(f) lands
- Wetlands
- Special status species
- Land use compatibility

2.4.2 Thorough Evaluation Criteria

The criteria used in the thorough evaluation of the final sites were developed in discussions with the stakeholders. The criteria fall into four major categories: physical, environmental, social, and economic.

Physical Criteria

- Availability of adequate, physically suitable land area – a minimum area of 600 acres or approximately one-half mile by two-and-a-half miles – a larger area is preferable.
- Terrain and topographic compatibility
 - Federal Aviation Regulations Part 77, Objects Affecting Navigable Airspace
 - Precision Instrument Approach constraints
- Weather-related constraints
 - Prevailing winds
 - Visibility
 - Seasonal temperature extremes
 - Icing conditions
 - Precipitation (primarily snow)
- Proximity to ground transportation system
 - Existing primary and secondary corridors
 - Adequacy of primary and secondary corridors
 - Ability to improve access to corridors

- Physical site conditions
 - Soils and geologic suitability
 - Water supply, physical availability, wastewater disposal feasibility
 - Access to existing utilities (e.g., power and telephone)
 - Presence of hazardous materials
 - Construction materials – on site availability

Environmental Criteria

- Wetlands
- Isolated (springs)
- Perennial stream
- Intermittent stream (seasonal)
- Quality and function (low to high)
- Water resources
- Floodplains
 - Water quality (surface and subsurface)
 - Wild and Scenic Rivers
 - Water rights availability
- Land uses
 - Nature conservancies
 - Local, state, and national park lands
 - Bike and pedestrian paths and trails
 - Prime farmlands
 - DOT Section 4(f), publicly owned parks, recreation areas, wildlife refuges
- Biotic communities (flora and fauna)
 - Wildlife (migration corridors, species habitat, critical breeding grounds)
 - Waterfowl
 - Fisheries
- Migratory species (potential wildlife attractants, bird strike hazards, threatened or endangered species)
- Other resources
 - Historic
 - Cultural (including native tribe interests)
 - Archaeological
 - Architecture
 - Mineral
 - Air quality
- Compatibility with local planning initiatives
 - Land use

Social Criteria

- Operational and safety considerations
 - To aircraft occupants
 - To existing population
- Geographic proximity
 - To population center – existing
 - To population center – future
 - To primary demand center – existing
 - To primary demand center – future
 - Relative time travel to above
- Surrounding land use compatibility
 - Developed – residential
 - Developed – commercial and light industrial
 - Undeveloped, open – ability to manage affected land area (zoned)
- Viability of site acquisition
 - Multiple ownership (private)
 - Single ownership (private)
 - Single ownership (public)
 - Mixed ownership (public and private) – encumbrances (i.e., DOT Section 4(f))
 - Relative cost
- Impacts
 - Light emissions
 - Visual
 - Noise
 - Surface transportation system capacity
- Air service
 - Capable of meeting immediate needs
 - Opportunity limited by site
 - Site offers unlimited opportunity
 - Relative significance and impact of above

Economic Criteria

- Facility costs (airside)
 - Capital needs
 - Operation and maintenance
 - Revenue sources
- Facility costs (landside)
 - Capital needs (public)
 - Capital needs (private)
 - Revenue sources
- Compatibility with comprehensive plans
 - Regional growth stimulus factor
 - Business opportunity creation factor
 - Job opportunity creation factor

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Wood River Region Airport Site Selection And Feasibility Study

Chapter 3 / **Regional Aviation Demand and Long-Term Facility Needs**

Regional Aviation Demand and Long-Term Facility Needs

This chapter of the *Wood River Region Airport Site Selection and Feasibility Study* reviews projections of future aviation demand for the region, presents air service issues, and evaluates long-term facility needs. Projections of aviation activity at FMA were developed in the *2004 Airport Master Plan Update* and serve as the basis for determining future aviation demand in the region. FMA's facility requirements were also developed in the *Master Plan Update* for the projected aviation activity; they serve as the basis for the facility requirements associated with a new airport.

The quantity and type of aviation facilities required at a relocated airport site are influenced by the existing airport's future role after the new airport becomes operational. Assuming the existing airport closes, all activity would presumably relocate to the new site. Likewise, if FMA were to remain open as a general aviation (GA) airport, only a portion of those facilities would be needed at a new site. This analysis assumes that all commercial and cargo activity will relocate to the new airport. A scenario-based analysis was used to explore potential GA requirements at a new site given the unknown future status and role of the existing site.

Three scenarios regarding the use of FMA have been developed and evaluated. These scenarios include complete closure of FMA, re-configuration to accommodate its use by small (ARC B-1) aircraft only, or continued use in some capacity approximating its current configuration. Each of these scenarios will have an impact on the type and quantity of GA activity anticipated at the new airport.

Despite the scenario evaluations described above, the likelihood that FMA will be retained as an airport once a new airport is established is, at best, uncertain. First, corporate aircraft demands at FMA would continue to stretch the airport's design parameters and instrument approach capabilities. Second, the airport's elevation severely limits the ability to reduce FMA's size, particularly the runway length needed for even the smallest aircraft operators. Other factors include: the Town of Hailey's willingness, or lack thereof, to retain FMA as an airport, land interests, the mechanics of funding FMA's operating and maintenance costs without airline or FAA support, and the competing influences associated with the development of a nearby airport with improved facilities.

This chapter addresses:

- *2004 Master Plan Update* Projections of Aviation Demand
- Air Service Issues and Strategic Analysis
- Critical Aircraft
- Facility Requirements

3.1 2004 MASTER PLAN UPDATE PROJECTIONS OF AVIATION DEMAND

The *2004 Master Plan Update*'s forecast analysis was based on methodologies that take into account historical aviation trends at the airport and other socioeconomic trends related to the Wood River Valley. National projections of aviation activity developed by the FAA were also reviewed within the context of this forecast analysis. The following sections summarize the key aviation demand components projected in the *2004 Master Plan Update*. They can be used to provide a rough approximation of the sizing and facility requirements for a new airport. Key demand indicators include:

- Commercial passenger enplanements
- Aircraft operations
- Based aircraft

These projections have also been reviewed in relation to recent socioeconomic trends in the region. Regional demographic and economic indicator data have been obtained and reviewed. The data, presented in **Appendix A**, indicate continued strong population and economic growth in Blaine County and the surrounding areas. Therefore, the *2004 Master Plan Update* projections accepted by the FMAA and the FAA indicating increased levels of aviation demand still appear to be reasonable and valid.

3.1.1 Commercial Passenger Enplanements

This section presents a summary of the *2004 Master Plan Update* projections of commercial passenger enplanements, or passenger boardings, at the airport. It is important to understand the local air service market and the factors that influence enplanements. Airport enplanements are a function of a variety of factors including population, the local economy, the availability of alternative transportation options, including other airports, and the level, quality, and cost of air service. Accordingly, the *2004 Master Plan Update* evaluated enplanements from several perspectives with special emphasis on local and regional factors that impact enplanements.

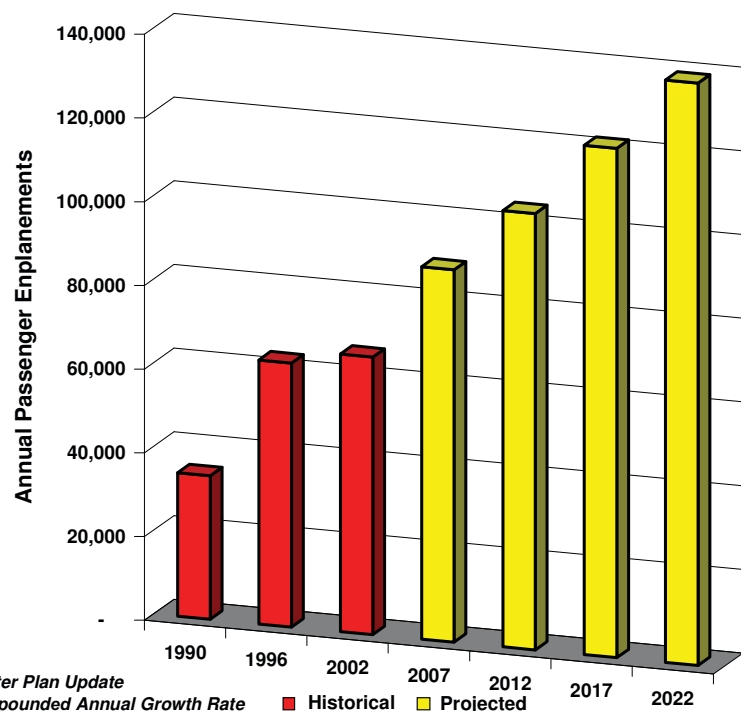
The recommended passenger enplanement projections from the *2004 Master Plan Update* recognize that historical fluctuations in passenger demand at the airport are the direct result of the air service available in the community. Furthermore, the recommended projection methodology recognizes the community-led marketing efforts to improve air service to Hailey, and it places strong emphasis on the early success of that program and its long-term viability. Enplanement predictions also incorporate, to some degree, market limitations associated with or resulting from existing airfield constraints.

The *2004 Master Plan Update* notes that FMA enplanements increased at a 5.6 percent compounded annual growth rate between 1990 and 2002. This compares with an average annual increase in the US enplanements of 4.0 percent. It is projected that FMA will continue its role as a spoke airport, primarily serving origin and destination passengers. The preferred demand scenario assumes that a market share roughly representing the historic average will continue into the future.

Passenger enplanements are projected to increase from 66,292 in 2002 to approximately 139,141 in 2022. This increase represents a compounded annual growth rate of 3.8 percent, which is not unreasonable given the historic (1990-2002) growth rate of 5.6 percent and recent air service improvements that show early promise in increasing passenger activity at the airport. Table 3-1 depicts the enplanement projections.

Table 3-1 Commercial Passenger Enplanement Projections

| Year | Annual Enplanements |
|--------------------|---------------------|
| <i>Historical</i> | |
| 1990 | 34,286 |
| 1991 | 40,878 |
| 1992 | 50,496 |
| 1993 | 55,200 |
| 1994 | 63,004 |
| 1995 | 64,731 |
| 1996 | 63,071 |
| 1997 | 60,939 |
| 1998 | 61,430 |
| 1999 | 68,303 |
| 2000 | 70,189 |
| 2001 | 59,073 |
| 2002 | 66,292 |
| <i>Projected</i> | |
| 2007 | 88,979 |
| 2012 | 104,285 |
| 2022 | 139,141 |
| *CAGR 2002-2022 | 3.78% |



Contingency Demand Scenario

For long-range strategic planning purposes, a contingency passenger demand scenario, which estimates additional future passenger demand based on the leakage analysis and air service initiatives, was also defined in the *2004 Master Plan Update*. The demand-capacity and facility requirements analysis incorporated both the preferred 2022 projection of approximately 139,000 annual enplanements and a contingency demand scenario of 200,000 annual enplanements. Strategic planning for certain airport facilities – such as the terminal area – based on the latter number was undertaken because of the uncertainty inherent in projections and the fact that initial impacts of new service initiatives appeared promising – they still do in 2003.

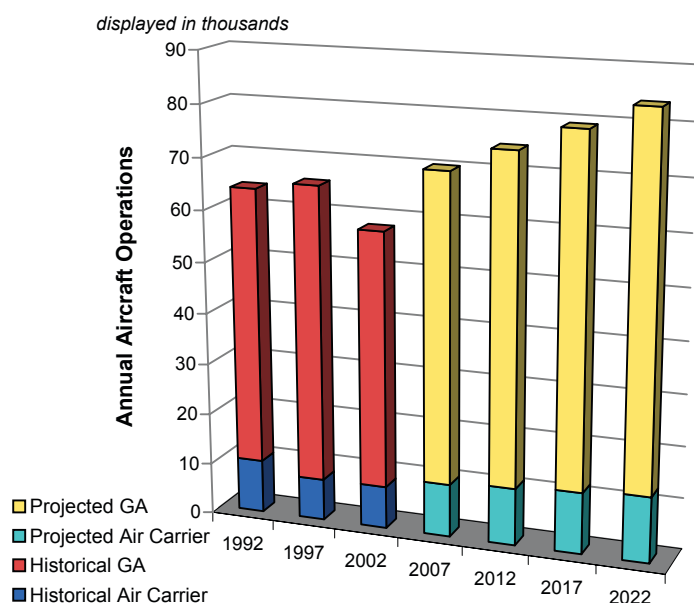
Actual 2003 commercial passenger enplanement count totaled 73,883 and is running about 10 percent ahead of the *2004 Master Plan Update* projections.

3.1.2 Aircraft Operations

This section presents a summary of the aircraft operations projections from the *2004 Master Plan Update*. Projections of aircraft operations were prepared for both air carrier (AC) and GA activity. Due to expected increases in average aircraft size, the number of AC operations is not projected to increase as rapidly as the number of passenger enplanements. Air carrier operations are projected to increase from 8,232 operations in 2002 to 12,799 operations in 2022.

GA operations were also projected in the *2004 Master Plan Update*. This activity is projected to increase from 49,615 operations in 2002 to 70,976 in 2022. **Table 3-2** depicts the historical and projected number of aircraft operations.

Table 3-2 Aircraft Operations Projections



Source: 2004 Master Plan Update.

*Note CAGR = Compounded Annual Growth Rate

3.1.3 Based Aircraft Fleet Mix

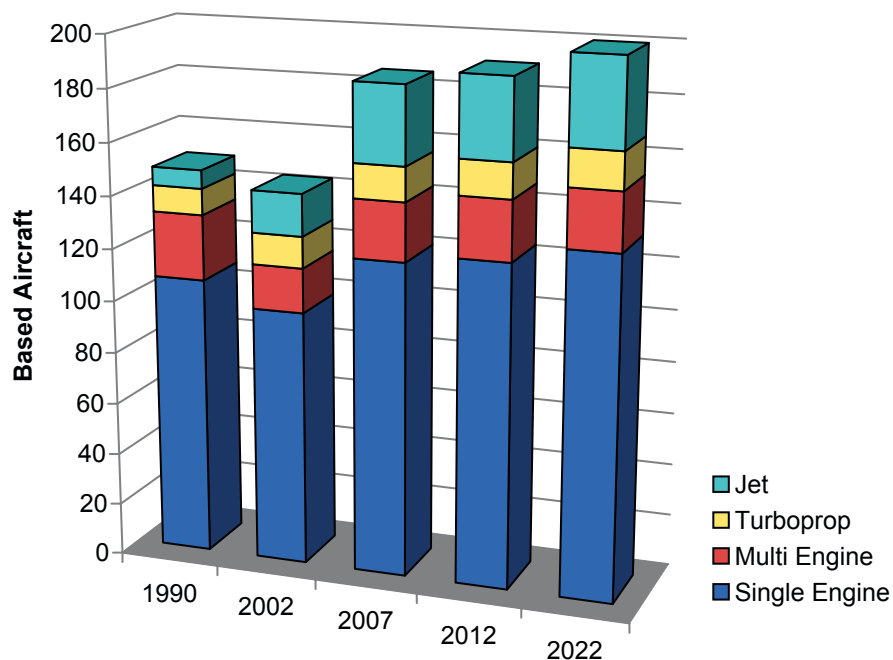
This section presents a summary of the based aircraft fleet mix projections from the *2004 Master Plan Update*. The number of aircraft based at FMA has decreased slightly from 149 in 1990 to 143 in 2002. This decrease is mainly attributed to the lack of GA facilities available at the airport. Other growth-limiting factors include that very little hangar construction has been completed, the size of the average aircraft at the airport has increased, and little usable land is available. The current hangars at the airport have all been leased for some time; therefore, an unmet level of demand is assumed to exist.

Airport records indicate that in 2002, approximately 69 percent of the airport's based aircraft were single-engine piston, 12 percent were multi-engine, 8 percent were turboprop, and 11 percent were jets. Projections of a future GA fleet mix at the airport were derived by reviewing national FAA projections that compare trends in aircraft types to historical trends in based-aircraft fleet mixes at airports. In order to project the future based-aircraft fleet mix, it was assumed that the airport would continue to have a strong presence of single-engine aircraft, but that the presence of multi-engine and jet aircraft would increase. By 2022, the fleet mix composition is assumed to be 65 percent single engine, 11 percent multi-engine, seven percent turboprop, and 17 percent jet aircraft. **Table 3-3** depicts these based aircraft projections.

Table 3-3 Based Aircraft Projections

| Year | Single Engine | % | Multi Engine | % | Turboprop | % | Jet | % | Total |
|-------------------------|---------------|----|--------------|----|--------------|---|--------------|-----|--------------|
| Historical | | | | | | | | | |
| 1990 | 107 | 72 | 25 | 17 | 10 | 7 | 7 | 5% | 149 |
| 2002 | 98 | 69 | 17 | 12 | 12 | 8 | 16 | 11% | 143 |
| Projected | | | | | | | | | |
| 2007 | 121 | 65 | 22 | 12 | 13 | 7 | 30 | 16% | 186 |
| 2012 | 124 | 65 | 23 | 12 | 13 | 7 | 31 | 16% | 191 |
| 2022 | 131 | 65 | 22 | 11 | 14 | 7 | 34 | 17% | 201 |
| CAGR (2002-2022) | 1.45% | | 1.32% | | 0.80% | | 3.87% | | 1.72% |

Source: 2004 Master Plan Update



3.2 AIR SERVICE ISSUES AND STRATEGIC ANALYSIS

This section examines changes occurring in the airline industry and the impacts they may have on commercial service for the Wood River Region.

It is well known that FMA's current location presents challenges for the community and for commercial air service providers. It is important to understand how the relocation of the airport could affect commercial air service in the region. However, it is equally important to understand how the trends and dynamics of the airline industry are determining the presence of commercial air service in smaller communities with tourism-based economies. Background data and statistics to supplement the discussion in the following sections are presented in **Appendix A**.

3.2.1 Post September 11, 2001 Airline Industry Trends

Following September 11, 2001, airline passenger traffic dramatically decreased requiring commercial airlines to reduce the capacity in the market. Not surprisingly, airline ticket prices fell and the six legacy airlines suffered financial losses that continue today. United Airlines, Northwest Airlines, Delta Air Lines, and US Airways are either in, close to, or recently out of bankruptcy. The other two legacy carriers, American Airlines and Continental Airlines, are struggling to attain profitability.

In the process of cutting capacity, the major airlines pulled smaller aircraft out of smaller cities to fill in for aircraft that had been parked or moved to larger markets. This redistribution of aircraft hit small communities hard and many lost service. The major airlines expanded their agreements with the regional airlines like Mesa Airlines and SkyWest Airlines and handed off routes that could be flown with regional jets. This transition spurred a new wave of orders for 37-, 50-, and 70-seat regional jets with delivery dates that extend well into the future.

Prior to September 11, the airlines began to shed smaller turboprop aircraft and the "drop the prop" movement accelerated as the airline industry responded to the post September 11, 2001 environment. The financial plight of the commercial airline industry, the growth of low-fare carriers and regional jet fleets, and the reduction in smaller turboprop aircraft will continue to impact air service in small communities.

3.2.2 Regional Airline Fleets

In the future, FMA will continue service by regional airlines like SkyWest Airlines and Horizon Air. The names and numbers of regional airlines serving the local market may change, but there will be regional airlines that operate aircraft designed to serve smaller markets. In this regard, it is instructive to consider the fleet plans of some of the regional carriers serving the Northwest. Both Horizon Air and SkyWest Airlines have reduced and plan to continue to reduce the number of turboprop aircraft (30- and 37-seat) in their fleets. The smaller turboprop aircraft have been replaced with larger, mostly jet, aircraft (50- and 70-seat).

Nationwide, the trend away from smaller, turboprop aircraft is dramatic; a total of 2,026 aircraft that are suitable to serve smaller markets are on order or optioned between the years of 2004 and 2016 in the US. Of these, only 15 are turboprop aircraft. The move toward larger aircraft and jet aircraft does not bode well for many smaller cities in the Northwest. Depending on the destinations served, the Wood River market can support larger aircraft with additional seats, but the current airport cannot provide an unconstrained operating environment for regional jets. In short, the physical constraints of the current airport limit the use of regional jets and for the foreseeable future, regional jets will continue to be the dominate aircraft type used by regional airlines to serve small markets.

3.2.3 Airline Economics

Several factors regarding aircraft type and size affect the economics of air service. All communities want reasonably priced tickets for commercial air service. While turboprop aircraft are less expensive on shorter flights, larger jet aircraft that could be accommodated at a new airport are more cost effective for airlines on longer flights. For this reason, longer flights undertaken with relatively larger aircraft are usually cheaper than short flights using small aircraft.

Generally, markets that can support larger aircraft have lower airfares. Airports that can reliably and safely serve aircraft are also cost effective for ACs and travelers. Diversions and cancellations are in no one's best interest. Decisions that change the cost basis of operating in the Sun Valley area will affect the business plan for Horizon Air and other carriers.

In addition, airport location is a contributing factor in airline economies. Convenient airports tend to retain passengers who might otherwise choose an alternative airport.

3.2.4 Drive Distance Between Airports and Destination Ski Areas

From a competitive standpoint, the distance between the local airport and the Sun Valley Company (SVC) property is important. The current airport location is a 20-30 minute drive from SVC. The consultant collected sample data on 19 destination ski areas and the airports that serve them. The shortest drive time is 20 minutes between Aspen's airport and Snowmass, and the longest drive time is 114 minutes between Denver International Airport and Breckenridge. Of the 19 ski destinations sampled, 13 have a drive time of less than 65 minutes. It is worth noting that the airports at Aspen, Jackson Hole, Gunnison, and Vail have operational issues that constrain aircraft operations.

3.2.5 Service Possibilities Associated with an Unconstrained Airport

How might air service change if the airport were relocated to a site that allowed for unconstrained aircraft operations? Based on the service patterns of other small communities in the Northwest, it is reasonable to think that the Wood River market could support daily service to airline hubs at Salt Lake City, Denver, and Seattle. Also, the flight length between the unconstrained airport and larger population centers like Oakland, Los Angeles, Phoenix, Minneapolis, and Dallas, would accommodate supplemental seasonal service with regional jets or larger aircraft. In addition, an unconstrained airport would provide the possibility of random charter service with multiple types of larger aircraft.

3.3 CRITICAL AIRCRAFT

The 2004 Master Plan Update defined the critical design standards and aircraft for FMA based on the following characteristics:

| Table 3-4 Aircraft Critical Design Standards | | |
|--|--------------------|---|
| Characteristic | Critical Aircraft | |
| Aircraft Weight | G-V/Global Express | 95,000 Dual Wheel (DW) |
| Approach Speed | Various | Approach Category C - Less than 141 knots |
| Wingspan | Q400/ERJ 190 | ADG III - Less than 95 feet |
| Tail Height | ERJ 190 | Less than 33.7 feet |
| Airport Reference Code | Various | C-III |
| Source: 2004 Master Plan Update | | |

However, there is a demand for business jets such as Boeing 737s and 757s that are in excess of FMA's weight limit of 95,000 pounds for dual wheel aircraft. There may also, as previously mentioned, be opportunities for supplemental seasonal commercial service with regional jets or larger aircraft, and an unconstrained airport would provide the possibility of random charter service with multiple types of larger aircraft.

Therefore, a new airport for the region should be able to accommodate typical narrow-body aircraft such as the Boeing 737 and Airbus A320-type aircraft. The Boeing 757, which has a wingspan of 125 feet and is a design group IV aircraft, is also a possibility for occasional charter service, given its prevalence in many of the nation's charter operators' fleets.

The runway lengths needed for these types of narrow body aircraft are around 8,500 feet.

3.4 FACILITY REQUIREMENTS

Facility requirements associated with a new airport have been strategically defined with several reasonable scenarios in mind. This will allow a plan to accommodate various “futures” and define a range of facilities that may be required. The following demand components can be used to provide a rough approximation of the sizing and facility requirements associated with a new airport:

- Commercial passenger enplanements
- Aircraft operations
- Based aircraft

As noted earlier, the future use of FMA will impact the type and quantity of demand relocated to a new airport. This analysis assumes that all commercial and cargo activity will be relocated to the new airport and the future use of FMA will most significantly impact the type and quantity of GA activity. Three distinct scenarios regarding the use of FMA have been developed. These scenarios are:

- Demand scenario 1: New airport built to replace current one, and FMA closes completely
- Demand scenario 2: New airport built to accommodate commercial service and large GA planes. FMA is re-configured to accommodate use only by small (ARC B-1) aircraft under 12,500 pounds
- Demand scenario 3: New airport built to accommodate primarily commercial service. FMA is used near its current configuration for GA activity

Each of these scenarios will have an impact on the type and quantity of GA activity anticipated at a new airport. The scenarios will help determine land, siting, and facility requirements.

3.4.1 Demand Scenario 1

This demand scenario assumes a new airport is built to replace FMA and FMA closes completely. Long-term demands associated with this scenario include:

- Passenger enplanements could grow from 75,000 to 200,000 annually
- Aircraft operations could grow from 55,000 to 90,000 annually
- Based aircraft could grow from 140 to 200
- Critical aircraft: typical narrow bodies such as the 737/A320 (ARC C-III)

Table 3-5 depicts the facility land requirements for the three different scenarios. Details about each scenario are described in the following sections.

| Table 3-5 Facility Land Requirements Comparison | | | | |
|--|----------|----------|------------------|-------------|
| | Airfield | Terminal | General Aviation | Total Acres |
| Scenario 1 | 440 | 40 | 200 | 680 |
| Scenario 2 | 440 | 40 | 80 | 560 |
| Scenario 3 | 440 | 54 | 50 | 544 |
| <i>Source: Mead & Hunt, Inc.</i> | | | | |

3.4.2 Demand Scenario 2

This demand scenario assumes a new airport is built to accommodate commercial service and large GA planes. It is assumed FMA is re-configured to accommodate use only by smaller and slower (ARC B-1) aircraft under 12,500 pounds. The long-term demands associated with this scenario include:

- Passenger enplanements could grow from 75,000 to 200,000 annually
- Aircraft operations:
 - 30,000 to 40,000 annually at new airport
 - 30,000 to 40,000 annually at FMA
- Based aircraft numbers could be 100 to 150
- Critical aircraft: typical narrow-bodies such as the 737/A320 (ARC C-III)

3.4.3 Demand Scenario 3

This demand scenario assumes a new airport is built to accommodate primarily commercial service. The use of FMA continues at or near its current configuration (to accommodate C-III aircraft) for GA activity only. The long-term demands associated with this scenario include:

- Passenger enplanements could grow from 75,000 to 200,000 annually
- Aircraft operations:
 - 10,000 to 15,000 annually at new airport
 - 45,000 to 70,000 annually at FMA
- Based aircraft numbers could grow from 100 to 150 at new airport
- Critical aircraft: typical narrow bodies such as the 737/A320 (ARC C-III) at new airport

3.4.4 Summary of Demand Scenarios and Facility Requirements

As is shown in the preceding sections, the demand scenario actually has very little impact on the size of the “box” or envelope of space required for a new airport. In all cases there is demand at the new airport for an 8,500-foot runway and typical narrow-body aircraft such as the B-737 or Airbus A-320 aircraft and therefore a rough land requirement of 2.5 miles by 0.5 miles. The demand scenario more substantially impacts the number of GA facilities required on a replacement or supplementary airport.

A minimum area of approximately 2.5 miles by 0.5 miles is required with a development area of between 550 and 680 acres depending upon the demand scenario.

Wood River Region Airport Site Selection And Feasibility Study

Chapter 4 / **Identification and Initial Screening of Alternate Airport Sites**

Identification and Initial Screening of Alternate Airport Sites

This chapter describes and documents the process used to identify and screen potential alternate airport sites. One aspect of the process utilized past planning efforts (notably the *1990 Site Selection Study*) for the initial identification of potential sites. The process also provided a fresh look by reviewing other alternatives available in Blaine County, and expanded the study area into Lincoln and Camas counties. Key to this element of the project was the use of select criteria to screen the site. The criteria used in the initial screening process were not intended to be exhaustive; rather, they were intended to represent major engineering and environmental factors considered fundamental to siting a new airport. The intent of the process at this stage of the planning effort was to reduce the number of sites to those with a higher probability of success. These final sites are then subjected to a more thorough analysis using an expanded list of criteria (documented in the next chapter).

The screening process consisted of a planning team analysis of available documentation relating to the screening criteria, and discussion and coordination between the planning team, the Site Selection Advisory Committee, the FMAA, and the general public. Meetings and workshops were held over several months to discuss and to define the criteria used to identify and screen the candidate sites and to determine what sites would move onward from the initial screening to the thorough evaluation phase.

The screening criteria and the process for screening the candidate sites were presented to the FMAA on July 13, 2004. Following discussion, the FMAA accepted the criteria for application to the screening process. The screening criteria and process was in turn presented to and discussed with the Advisory Committee on July 27, 2004. A public workshop was held on August 4, 2004 to review the study process and screening criteria with interested citizens.

This chapter is organized into the following sections:

- Siting criteria and identification of candidate sites
- Development of screening criteria
- Flaw analysis for candidate sites
- Advisory Committee flaw analysis
- Public input on initial screening of sites
- FMAA decision process

This chapter addresses:

- Siting Criteria and Identification of Candidate Sites
- Development of Screening Criteria
- Flaw Analysis for Candidate Sites
- Advisory Committee Flaw Analysis
- Public Input on Initial Screening of Sites
- FMAA Initial Screening Decision Process

4.1 SITING CRITERIA AND IDENTIFICATION OF CANDIDATE SITES

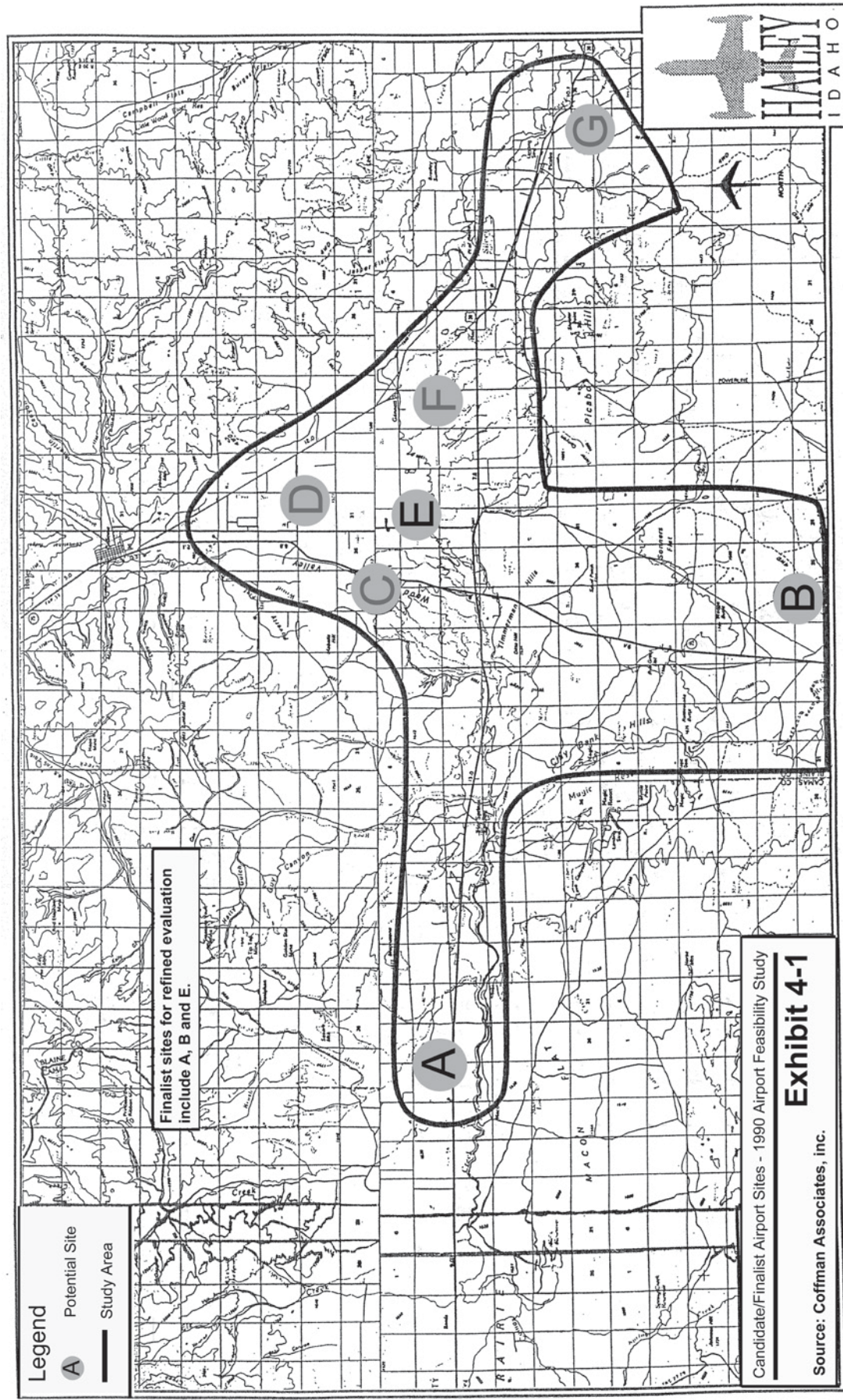
Candidate alternative airport sites were identified using a process, which consisted of several steps. The study area was initially limited to a drive time of approximately 60 minutes for airport users, which is generally considered throughout the industry as an acceptable distance to travel to an airport. However, it should be noted that at the FMAA meeting on July 13, 2004, the FMAA removed the 60 minute limitation as a “fatal flaw” criteria so as not to limit the geographical study area. Travel distance from existing population centers, particularly in the north end of Blaine County, was one of the areas of concern brought forth by several Advisory Committee members during the July 27, 2004 meeting.

Historically, the hub of economic activity in the Wood River Region has been the Sun Valley Resort and the communities of Sun Valley and Ketchum. These cities and the resort continue to be a major economic presence and will continue to exert a strong influence on the Blaine County economy. However, the region's economy is clearly diversifying and cities to the south of Sun Valley and Ketchum, such as Hailey and Bellevue, are growing and contain increasing numbers of airport users. Economic activity and urban growth is also occurring in the neighboring communities of Carey, Shoshone, and Fairfield. This is significant because a major project such as siting a new airport must be done to serve the future needs of the public and not merely be a reflection of the influences of the past and present. Nonetheless, the initial sites identified for screening are generally within an hour drive time of the combined air service market area of Hailey, Ketchum, and Sun Valley.

As part of the siting process, the finalist sites from the *1990 Site Selection Study* were included in the initial list of candidate sites (see **Exhibit 4-1**). Additionally, a template was developed based on the minimum land requirements to support new airport facilities. The minimum land requirement is considered 600 acres, configured in a rectangular area approximately one-half mile wide and two and one-half miles long. This airport template is based on providing adequate area for the following major components:

- One primary runway measuring 8,500 feet in length supported by one full-length parallel taxiway and connecting taxiways; standard safety and clearance setbacks from all runways, taxiways and precision navigation facilities in accordance with current C-III airport design standards, including RSA and runway protection zones (RSZ)
- Aircraft parking aprons and access taxiways;
- Airport building area for terminal facilities, fire and emergency vehicles and equipment, and maintenance equipment storage and other support facilities adjacent to the parallel taxiway; and
- Suitable area for lease to GA uses such as Fixed Base Operations (FBO) and private hangars.

Sites with less than 600 acres were not considered suitable. Available area larger than the minimum was considered to be an attribute to that particular site as it offered greater potential to accommodate future growth.

Exhibit 4-1 Candidate and Finalist Site Locations – 1990 Study

The Planning Team placed a template based on the basic parameters shown on **Exhibit 4-1**, onto a US Geological Survey (USGS) map with an emphasis on finding sites with minimum topographic relief. The template was oriented in a general east-west or northwest-southeast direction. This orientation was a result of observed and reported prevailing wind patterns¹.

The process of placing the template on a USGS map to identify candidate sites for a new airport was done by several planners and engineers in a group setting. This process identified 16 candidate sites within a reasonable distance to the current service area (see **Exhibit 2-1**). This process was also described and the results displayed publicly at the July 27, 2004 Advisory Committee meeting, at the August 4, 2004 Public Information Workshop and on other occasions over several months in 2004. Significant time and opportunity for input into this element of the process was provided.

In studies such as this, many possibilities for specific airport sites exist if all permutations are considered for each site location. At this stage of the study, many sites could be and were appropriately thought of as areas from which a more specific site could be defined or selected. As the process moved forward, sites became more refined.

4.2 DEVELOPMENT OF SCREENING CRITERIA

Initial screening criteria were selected to reduce the number of airport sites by eliminating those that did not meet the following principle parameters:

- Basic physical needs of a new airport;
- May violate environmental and FAA regulations; and
- May greatly compromise natural or urban environments.

A conflict with an individual criterion was considered to be a flaw. Criteria were cumulatively evaluated to determine which sites possessed the fewest flaws and to help decision makers understand the physical suitability of one specific location or area relative to other locations. In a feasibility study of this type, it is understood and generally accepted that decisions are made based on developing enough information to assure a high probability of success. As the process moves forward more data are collected to allow refinement as the list of candidate sites narrows with the goal of selecting the sites that appear most viable. This approach is subject to continued criticism by those who may disagree with the relative importance of the evaluation criteria. The next element of the study, the thorough evaluation, takes sites remaining following the initial screening and subjects them to more critical evaluation by application of more detailed technical analysis and inclusion of a more comprehensive list of socioeconomic criteria.

¹Wind analysis from an existing weather station near Fairfield supports this preliminary assumption. Additional wind data is being gathered and analyzed in the vicinity of other potential sites.

At an Advisory Committee meeting held on July 27, 2004, draft criteria provided by the Planning Team were presented for comment and discussion. The purpose of the meeting was to discuss and receive committee comment on proposed site evaluation criteria and their application to candidate sites. The Planning Team also presented the initial inventory of candidate sites based on land area criteria only. In attendance, in addition to the Advisory Committee, were members of the public, FMA staff, and Planning Team representatives. As a result of that meeting, the original list of screening criteria was refined to reflect comments and suggestions. The refined criteria were presented to the FMAA at their regular meeting on August 3, 2004. A public information workshop was held on August 4, 2004 to provide the public an opportunity to comment on the screening criteria and the initial 16 sites.

It was originally envisioned that the Planning Team would rank the 16 sites based on the initial screening criteria established. The rationale behind this approach was a result of the technical nature of the criteria established. This approach was modified to allow the Advisory Committee members to directly conduct the scoring during the initial screening. The best sites, those with the fewest flaws associated with the initial screening criteria, would then move forward for detailed analysis and future comparative scoring based on an expanded list of parameters. It was understood from the outset of the study that no perfect site exists in the Wood River Region for a new airport – all sites have some flaws.

As expected, there was a diversity of opinion among the various stakeholder representatives as to the relative merit of individual criteria used in the initial screening. Initial screening was accomplished primarily based on compatibility with airport siting criteria, e.g., airspace and compatibility with national environmental policies. Some stakeholder representatives maintained the position that geographic proximity and economic implications were the only relevant criteria to evaluate and compare a site.

At the end of the analysis, environmental analysis is expected which will evaluate socioeconomic implications of the sites in greater detail than permitted by the Scope of the Study. An environmental assessment or impact statement will need to be prepared prior to any major development program being undertaken at either the existing airport or a new.

The following six categories were established from the initial site screening criteria. The subject headings were intentionally broad to permit the committee members some flexibility in how they viewed each category with respect to their individual stakeholder interests.

- Land area
- Clear airspace
- DOT 4(f) Lands
- Wetlands
- Special status species
- Land use compatibility

These criteria were considered to be of significant as they related to four primary areas of concern:

1. Physical suitability for aircraft operations.
2. Conformance with national environmental policies.
3. Critical wildlife habitat and existing human population.
4. Local land use policy.

4.3 FLAW ANALYSIS FOR CANDIDATE SITES

Initial evaluation criteria are discussed below to provide insight into the basis for the analyses results presented in Chapter 5, *Analysis of Finalist Airport Sites*. The first two criteria include a discussion of the criteria's application to the individual sites, while the remaining four present information for each site.

Screening Criteria 1: Land Area

Using information provided by the Planning Team, Advisory Committee members determined if there was a flaw in the amount of land needed for the airport, now and in the future. The sites proposed for initial screening were described both visually during a flyover of the Wood Valley Region and also by comparing the airport template with topographic mapping. Because the initial candidate sites were selected to meet the minimum land requirement, none of the 16 sites were considered significantly flawed on this basis.

However, a site's flexibility to accommodate very long-term needs (50-years) is largely established by the total amount of additional land available beyond the minimum. Some locations clearly have more long-term growth ability than others.

The airfield template that was overlaid on USGS maps was shifted and refined as necessary to provide (in order of priority): clear and approach departure corridors, the flattest possible terrain surface for construction purposes, and maximum developable area within the physical constraints defining a site's approximate boundary.

The sites were further refined, to the maximum extent practical, as additional information was obtained (e.g., runway alignment and building development patterns were modified slightly to avoid floodplains). The ability to construct a runway with minimum grading is a benefit. Severe topographic changes must be minimized as runway gradient standards are limiting compared to typical road design standards (i.e., maximum gradient of 1.5 percent further restricted to a maximum 0.8 percent for the first 2,000 feet of each runway end). A short discussion of each site follows below:

- **Site 1, Flying Hat Ranch** – Runway alignment in particular is fixed to a very narrow margin to provide the clearest approach from the southwest. This alignment is a slight rotation to the northeast-southwest from the current runway alignment. Building area is constrained to the north and west end of the future alignment.

- **Site 2, Diamond Dragon Ranch** – Site constraints restrict the runway's orientation to northeast-southwest. Some flexibility exists to shift the site north or south within one-half mile should other constraints impede development.
- **Sites 3, 4, 5 Triangle Area** – This area is large and flexible enough to accommodate one best location that can accommodate growth.
- **Site 6** – The site's boundaries are established south of US Highway (USH) 20 near Picabo. The northwest-southeast alignment is largely dictated by terrain west, north, and east. Otherwise the site offers substantial flexibility to adapt to development constraints and growth. The irregular site topography may impose some constructability constraints.
- **Site 7** – This area encompasses the area south of Queens Crown (near Carey) between Silver Creek and USH 26/93. The site is fairly flat topographically, offering reasonable flexibility to adapt to site constraints and respond to growth. The most likely runway orientation is northwest-southeast to avoid terrain and also to reduce the impact of overflights near Craters of the Moon.
- **Site 8, Mid Lava** – Site 8 would offer a high degree of flexibility and growth potential that, when combined with Site 9, encompasses the entire area between SH 75 and USH 26/93 in the southern portion of Blaine County. Site 8 is differentiated from 9 and 10 only by the apparent presence of alluvial soils; however these deposits may be minor in extent. The site area is large enough to offer substantial flexibility.
- **Site 9, South Blaine County** – Site 9 encompasses the entire area between SH 75 and USH 26/93 in southern Blaine County that is dominated by a lava surface type. Site 9 has limited topographic constraints but those that exist dictate an easterly-westerly orientation.
- **Site 10, Sonners Flat** – The runway orientation is limited to northwest-southeast and the eastern part of the site to allow aircraft approaches between the buttes defining the southeast portion of the site. Site 10 is limited for long-term growth by topographic features to the east and west.
- **Sites 11 and 14** – A large expanse of potentially suitable airport land exists between Magic Reservoir and Fairfield, south of USH 20 and the Big Wood River. No substantial constraints exist although the area consists of generally uneven, rolling terrain, and lava rock. Sites will generally lie in an east-west orientation.
- **Sites 12, 13, and 15** – Various potential sites are possible between Magic Reservoir and Fairfield north of Highway 20. Runway alignments are generally restricted to east-west orientation due to high terrain to the north, but the large area offers substantial flexibility for siting an airport that can accommodate growth. Site 12 is the most restricted for future expansion as the valley narrows at its eastern end.
- **Site 16** – This site is constrained by high terrain north, west, and south, limiting the runway alignment to northwest-southeast. Site topography is the most extreme of all sites and high terrain in the immediate vicinity would restrict airport development to a narrowly defined area that is slightly larger than the airport template used to locate potential sites.

Screening Criteria 2: Clear Airspace

The clear airspace criterion addressed a site's ability to provide proper arrival and departure corridors between the airport and the enroute flight environment. Approach protection surfaces, defined under the US Code of Federal Regulations (CFR), Part 77, were used to identify obstructions surrounding the airport and establish a method of protecting the surrounding airspace. Any physical penetration of these clearance surfaces normally requires a procedure modification, or a restriction (minimum ceiling or visibility) to ensure visual identification and avoidance of obstacles.

Mountainous terrain in the vicinity of FMA restricts instrument approaches to comparatively high visibility and cloud ceiling requirements, or minimums. As a result, the community routinely experiences AC diversions to Twin Falls, primarily during the winter travel season. These mountains, in combination with operational practices, restrict airborne traffic resulting in head-to-head operations and reduced airport capacity. Both the FAA and the airlines have indicated that a future site should correct this situation.

The FAA and the user airlines highly recommend the new airport site be provided with at least one precision approach (horizontally and vertically guided) with standard approach minimums (200-foot ceiling and ½ mile forward visibility). On this basis, the initial screening considered a site flawed if any one of the following conditions could be identified:

- Terrain obstructions in the departure path would result in head-to-head operations; and/or
- Terrain obstructions in the approach or missed approach path would result in greater than standard precision approach minimums.

As part of this initial review, a runway orientation was established within the boundaries of each site offering the best opportunity for a clear arrival and departure path. Departure, approach, and missed-approach procedures were considered for each site. It was considered a flaw if either one of the approach surfaces had terrain penetrations (see **Exhibit 4-2**). Terrain penetrations are highlighted in red.

Many of the sites were eliminated during the initial screening process when even the best alignment could not provide at least one standard precision approach or would result in head-on operations. The remaining sites each pass the airspace clearance requirements for a new airport.

Ideally, the airspace in both directions should be sufficiently clear to allow for a standard precision approach. Even with clear approaches and departure paths, terrain may still influence a site's operating patterns or flight tracks. Runway gradient, or slope, is also considered for each site. Runways are usually not perfectly flat; however, since maximum gradients are 1.5 percent or less, a site with minimum topographic relief is preferable.

- **Site 1, Flying Hat Ranch** – Southeast departures are clear along the extended runway centerline. Excessive climb gradient for northwest departures restrict departures to southeast with head-to-head operations dominating. Precision approach area is clear to the southeast; however, high terrain in the missed-approach area northwest results in higher than standard approach minimums. A precision approach is not possible from the northwest due to this high terrain. The site is flawed for two reasons: head-to-head operations and the inability to obtain standard precision approach minimums.
- **Site 2, Diamond Dragon Ranch** – The site is flawed for three reasons: 1) high terrain to the south would restrict departures to north-only resulting in head-to-head operations, 2) instrument departures to the north would require a climb gradient of over 400 feet per nautical mile (500 FT/NM is the maximum) to clear terrain even with a turn, and 3) precision instrument minimums are not possible in either direction due to high terrain north and south.
- **Sites 3, 4, 5, The Triangle Area** – The ideal location within this large area is the triangle's southeast corner (Site 5) with a northwest-southeast alignment allowing approaches over the Picabo-US 20 corridor. That location would be largely unrestricted, other than a conflict with the Picabo Airport, which is located east of this site. Additional sites can be located along a corridor extending to the northwest with the same alignment, with approach and departure restrictions and potentially head-to-head operations due to terrain.
- **Site 6, South of Picabo** – The initial screening does not rule out a precision approach from the northwest with standard minimums since high terrain in the approach area was limited to the transitional zones offset from the extended centerline. However, a precision approach from the preferred direction, southeast, could be ruled out since high terrain in the missed-approach area would increase approach minimums well above precision standard. Picabo airstrip is also located in this approach northwest of this location. The site passes the initial screening, although a more thorough review may ultimately reveal a flaw in this category.
- **Site 7, South of Carey** – Site 7 passed the initial screening although northwest departures require a more detailed review to ensure a departure procedure can be developed that avoids steep climb gradients and potential head-to-head operations.
- **Site 8, Mid Lava** – An airport can be located on this site with clear approaches and departures for both east and west directions.
- **Site 9, South Blaine County** – An airport can be located on this site with clear approaches and departures for both east and west directions.
- **Site 10, Sonners Flat** – An airport can be located on this site with clear approaches from the southeast and no apparent departure restrictions. Orientation of the runway at this location is limited to northwest-southeast as shown.
- **Sites 11 and 14, South of Camas Creek** – An airport can be located between Magic Reservoir and SH 46 with clear approaches and departures in each direction. Site 11 must be located a significant distance west of Magic Reservoir to clear high terrain to the east of the reservoir.
- **Sites 12, 13, and 15, North of Camas Creek** – Close-in high terrain east and north of Site 12 requires climb gradient restrictions for Site 12. Sites 13 and 15 each pass the criteria with clear approaches and departures in both the east and west directions.

- **Site 16** – Northwest instrument departures would require a minimum climb gradient of about 400 FT/NM to clear high terrain, potentially resulting in a significant volume of head-to-head operations. However, the initial screening does not rule out the possibility of a precision approach from the southeast with approach minimums at or near standard. The site passed initial screening, although a more thorough analysis may ultimately reveal a flaw in this category.

Screening Criteria 3: Department of Transportation 4(f) Lands

The provision of the Department of Transportation (DOT) Act (re-codified as Title 49, section 303(c) of the US CFR), provides that the Secretary of Transportation will not approve any project that requires the use of publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance or land from a historic site of national, state, or local significance, unless there is no feasible and prudent alternative and implementation of the project includes all possible planning to minimize harm resulting from the use.

It is difficult to build an airport in an area where its development will not cause adverse impacts to DOT 4(f) lands. This includes both direct impacts (land acquisition) and indirect impacts such as associated development of surrounding land and noise from aircraft overflights. Like all environmental issues, avoidance of impacts was the goal of this phase of identifying alternate airport sites or modifying an existing one.

An inventory of known sites that would potentially be considered Section 4(f) lands was compiled. This inventory includes National Parks and monuments, management areas, conservancies, public parks and trails. This information was provided by the Idaho Department of Fish and Game Data Conservation Center, the Nature Conservancy, Wood River Land Trust, the University of Idaho, the Idaho Bureau of Land Management (BLM), and the State Historic Preservation Office (SHPO).

Because use of these lands requires demonstration that there is no feasible or prudent alternative, the initial screening considered a site substantially flawed under this category if its development would require acquisition of Section 4(f) property or its proximity to such a property would result in a potentially adverse impact to it. See **Exhibit 4-3** for a map of alternative sites and 4(f) lands.

Screening Criteria 4: Wetlands

In identifying alternative airport sites, it is important to avoid as much as possible environmental impacts, including wetlands. Wetlands serve as critical habitat for a wide variety of plants and animals. Section 404 of the Federal Clean Water Act prohibits a person from discharging or placing dredged or fill materials into wetlands without a permit. If a project, such as an airport, would impact wetlands, it must be demonstrated that effort was taken to avoid and minimize impacts to wetlands before a construction permit can be obtained.

In addition to the adverse impacts to wetlands associated with airport development, wetlands attract waterfowl and other wildlife which are undesirable from an aviation safety perspective because they increase the hazard of animal, especially bird, collisions with aircraft.

National Wetland Inventory (NWI) maps developed by the US Fish and Wildlife Service were used to document wetlands in the study area. NWI maps show the location and type of wetlands. The information is derived from interpreting aerial photographs and other inventory techniques, not on-site field reconnaissance. These data represent the best regionally comparable data set for assessing potential wetland impacts over large areas. The quality of the wetland, type and other factors, including receiving waters, are considered in a more detailed analysis of a limited number of finalist sites. See **Exhibit 4-4** for a map of alternative sites and wetlands.

In reviewing the wetland maps relative to the candidate sites, the following factors indicated if a site has substantial flaws:

- The presence of a substantial amount of identified wetlands within the site area, and
- Sites near large wetland and open water areas.

Screening Criteria 5: Special Status Species

The study area contains significant amounts of undeveloped land with many biologically diverse ecosystems. Airport siting considers the sensitivity to global and regional ecological needs. The Endangered Species Act requires demonstration that a federal project will not jeopardize the existence of any federally listed species, or result in the destruction of, or adversely modify, critical habitat.

In addition to currently federally listed species, there are other species (such as the sage grouse) with declining populations, primarily due to habitat fragmentation and destruction.

Selection of an airport site includes consideration of wintering areas, migratory corridors and flyways. These activities are generally not considered compatible with airports and may result in altering these natural patterns. See **Exhibit 4-5** for a map of alternative site and sensitive species areas.

Known occurrences of special species (including threatened, endangered, special status or candidate species) within the study area, the location of ecological communities, wildlife migration corridors, and winter ranges were obtained from the Idaho Department of Fish and Game. The State manages the repository for both federal and state data. These data were supplemented by local Department staff in the City of Jerome. The information reflects surveys and reported sightings. However, it does not contain total coverage of the study area and therefore does not provide a complete picture of the status of special species.

Screening Criteria 6: Land Use Compatibility

It is important that land in the vicinity of an airport be compatible with airport operations so that adverse environmental, social and economic impacts can be avoided or minimized. The compatibility of an airport with existing land uses is usually associated with safety issues, airport noise impacts, disruption of communities, relocations and induced socioeconomic impacts.

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Wildlife attractants near or on airports are another aspect of this criterion which the FAA considers in the expansion or development of an airport. Wildlife can have adverse impacts on aircraft operations. The FAA provides guidance on certain land uses which have the potential to attract wildlife.

Much data were collected to rank the wildlife groups commonly involved in damaging aircraft strikes. Deer and birds such as vultures and waterfowl including geese, ducks and cormorants and pelicans, cranes, and eagles rank the highest. Therefore, sites within or in close proximity to wildlife migration corridors, winter ranges, wetlands and other water bodies, including rivers, are considered flawed under this initial screening criteria. In reviewing land use maps relative to the candidate sites, the following factors indicated if a site has substantial flaws:

- Close proximity to substantial urban development and human occupancy,
- Close proximity to wildlife migration corridors, winter ranges, wetlands, and other water bodies, and
- Adjacent to, or in direct conflict with, defined or known floodplains.

See **Exhibit 4-6** for a map of land uses and alternative sites.

4.4 ADVISORY COMMITTEE FLAW ANALYSIS

On October 26, 2004, the refined screening criteria were discussed and accepted at an Advisory Committee meeting. It was decided at this meeting, contrary to the approach initially conceived in the Scope of Work, the Advisory Committee, not the Planning Team, would determine if a site is flawed regarding a specific criterion. The role of the Planning Team shifted to providing information and facilitating the process for this exercise. Committee members also brought their own knowledge and experiences to bear on evaluating the candidate sites. The Consultant Team reviewed each of the criteria and provided each committee member with an initial screening ballot, example shown at right.

Advisory Committee members were asked to indicate on this ballot if they believed a site was flawed under the individual criterion, understanding that no site is without flaws. The number of flaws for each was tallied for all members voting. The purpose was to identify which sites appeared to have the fewest flaws. The results of the input were tabulated during the meeting and presented before meeting's end.

| Wood River Region | |
|--|--------------------------|
| Airport Site Selection and Feasibility Study | |
| Initial Screening of Candidate Sites | |
| Criteria 2 Airspace | |
| Site no./Flaw? (Check box for yes) | |
| 1 | <input type="checkbox"/> |
| 2 | <input type="checkbox"/> |
| 3 | <input type="checkbox"/> |
| 4 | <input type="checkbox"/> |
| 5 | <input type="checkbox"/> |
| 6 | <input type="checkbox"/> |
| 7 | <input type="checkbox"/> |
| 8 | <input type="checkbox"/> |
| 9 | <input type="checkbox"/> |
| 10 | <input type="checkbox"/> |
| 11 | <input type="checkbox"/> |
| 12 | <input type="checkbox"/> |
| 13 | <input type="checkbox"/> |
| 14 | <input type="checkbox"/> |
| 15 | <input type="checkbox"/> |
| 16 | <input type="checkbox"/> |

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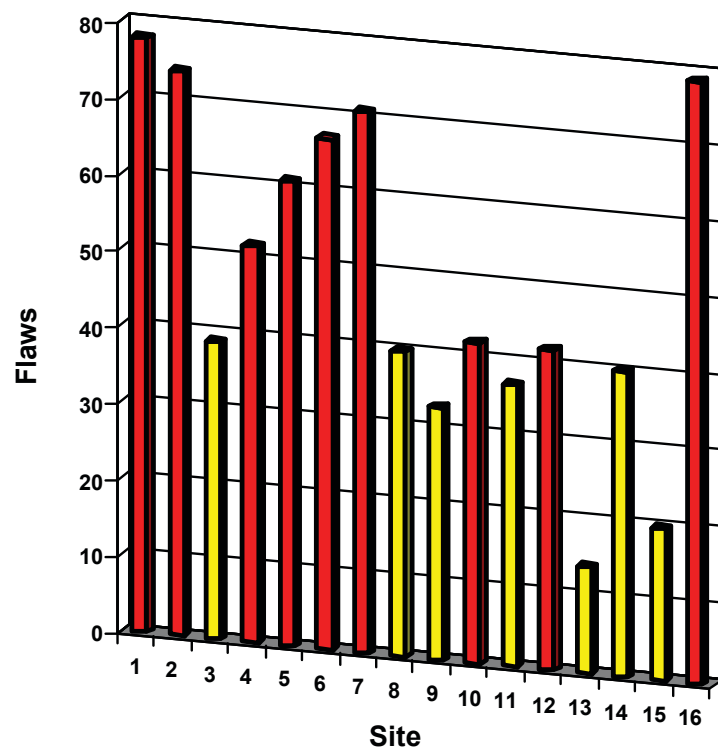
Based solely on the flaw analysis, the seven sites with fewest flaws were 3, 8, 9, 11, 13, 14 and 15 (shown in **Graph 4-1** below). The numerical results are shown below in **Table 4-1**.

Table 4-1 Individual Site Flaw Totals

| Site | Land Area | Clear Airspace | DOT 4(f) | Wet-lands | Special Species | Compatible Land Use | Total Flaws | Rank |
|------|-----------|----------------|----------|-----------|-----------------|---------------------|-------------|------|
| 1 | 16 | 17 | 11 | 15 | 4 | 15 | 78 | 15 |
| 2 | 11 | 18 | 9 | 18 | 4 | 14 | 74 | 14 |
| 3 | 8 | 16 | 4 | 1 | 1 | 9 | 39 | 5 |
| 4 | 5 | 5 | 12 | 17 | 4 | 9 | 52 | 10 |
| 5 | 7 | 3 | 18 | 17 | 5 | 11 | 61 | 11 |
| 6 | 12 | 9 | 13 | 6 | 15 | 12 | 67 | 12 |
| 7 | 11 | 8 | 14 | 6 | 15 | 17 | 71 | 13 |
| 8 | 5 | 4 | 3 | 1 | 15 | 12 | 40 | 6/7 |
| 9 | 4 | 1 | 1 | 1 | 15 | 11 | 33 | 3 |
| 10 | 8 | 6 | 1 | 1 | 13 | 13 | 42 | 8/9 |
| 11 | 2 | 3 | 4 | 1 | 17 | 10 | 37 | 4 |
| 12 | 1 | 10 | 2 | 12 | 5 | 12 | 42 | 8/9 |
| 13 | 2 | 1 | 2 | 2 | 2 | 5 | 14 | 1 |
| 14 | 4 | 3 | 9 | 10 | 6 | 8 | 40 | 6/7 |
| 15 | 4 | 1 | 5 | 3 | 1 | 6 | 20 | 2 |
| 16 | 14 | 16 | 10 | 9 | 15 | 15 | 79 | 16 |

Source: Mead & Hunt, Inc., 2005

Graph 4-1 Total initial flaws by site



The committee members were also poled individually as to their three preferred sites based on the criteria. The three sites receiving the most support were sites 13, 10, and 3, respectively. Following additional discussion, the committee elected to continue the discussion of the preferred finalist sites to a follow up meeting which was scheduled for November 16, 2004. This date allowed for additional public comment to be received at a public information workshop scheduled for November 3, 2004.

Following the public information workshop, an Advisory Committee held another meeting on November 16, 2004. The purpose of this meeting was to develop a short list of candidate sites to be recommended to the FMAA to advance for further analysis. The Planning Team reviewed public responses, and airline and air service and travel distance issues. The committee thoroughly discussed the 16 candidate sites and individual members and the public voiced their opinions as to what sites should be considered and not considered for further evaluation. It is worth noting that a large number of citizens from the Bellevue Triangle area were present at the meeting and received strong opposition to relocating the airport to the Triangle area. When asked during the meeting if any Advisory Committee members objected to developing a short list nobody raised a hand.

Several approaches were used to identify the sites to be recommended to the FMAA. Members voted on the one site they would like to be advanced. The Committee was poled to determine if there was unanimous agreement to remove any sites from consideration. In the end, the Committee concurred that one specific site and two areas should move forward. The ultimate recommendation was to include an optimum site selected by the Planning Team in the vicinity of Sites 8 and 9, Site 10, and in the vicinity of Sites 12 and 13.

4.5 NATIVE AMERICAN CONSULTATION

This site selection study is federally funded and, as such, constitutes a Federal undertaking. In accordance with Section 106 of the National Historic Preservation Act of 1966 (NHPA) and implementing regulations 36 CFR Part 800 the FAA has sought to identify federally recognized Native American tribes with an interest in the study areas and initiated consultation with those tribes that have demonstrated an interest. The FAA has developed specific policy and procedures for consultation with federally recognized Native American tribes. The policy describes the federal government's legal and political relationship with federally recognized tribes. The procedures outline the FAA's responsibility to conduct government-to-government consultation and to honor tribal treaty rights.

The FAA has identified four federally recognized tribes with interests within the study area and provided written and verbal information about the study to initiate consultation. The tribes include the Shoshone-Bannock Tribes of the Fort Hall Reservation, the Shoshone-Paiute Tribes of the Duck Valley Reservation, the Shoshone Tribe of the Wind River Reservation, and the Northwestern Band of the Shoshone Tribe.

Consultation was initiated with the Shoshone-Bannock Tribes of the Fort Hall Reservation in a letter sent by the FAA on May 18, 2004 and by subsequent verbal conversations. Representatives of the Shoshone-Bannock Tribes of the Fort Hall Reservations also were invited to participate on the Advisory Committee. Based upon discussions with the Idaho SHPO, FAA identified and initiated consultation on this study with three other tribes: Shoshone-Paiute Tribes of the Duck Valley Reservation, Shoshone Tribe of the Wood River Reservation, and the Northwestern Band of the Shoshone Tribe in letters sent September 24, 2004. The FAA followed each of these letters with telephone conversations to confirm receipt of the letter and elicit if the tribe had interests in the study area. See **Appendix B** for copies of these letters.

To date, the Shoshone-Bannock Tribes have expressed an interest in the study area and have requested additional information from the FAA related to the study. Consultation between the FAA and the identified federally recognized tribes related to this study is ongoing under Section 106 and FAA procedures. Consultation will also continue throughout the National Environmental Policy Act (NEPA) process, if applicable.

The FMA and Mead & Hunt have provided on-going coordination efforts with the Shoshone-Bannock Tribes of the Fort Hall Reservation by providing information related to the site selection study, as requested.

4.6 PUBLIC INPUT ON INITIAL SCREENING OF SITES

The flaw analysis using the agreed-upon criteria in Section 4.4 was not the only tool used to determine which sites advanced in the evaluation process. Additional public, FMAA and Advisory Committee meetings moved the initial screening process forward to a conclusion.

A FMAA meeting was held November 2, 2004. The Planning Team presented the results of the October 26, 2004 Advisory Committee meeting. The Planning Team also expressed the importance of participation by the Shoshone-Bannock Tribe and their concerns about historic hunting areas and their access rights to public lands. It was indicated that Tribe representatives would attend the public workshop the next day.

A public information workshop was held November 3, 2004 to hear the concerns of citizens in the region. Over 100 citizens attended. The purpose of this workshop was to take comment regarding finalist candidate sites and recommend for consideration by the Advisory Committee and the FMAA the sites to be advanced for further analysis. Input was also taken regarding the site selection process. Comments were submitted on forms provided via e-mail and letters. Citizens expressed concerns about airport location, noise, and environmental impacts on places such as Silver Creek. Concerns about airport siting and Blaine County Comprehensive Plan and zoning ordinance incompatibility were raised.

After the workshop, a site selection process update meeting was requested at a ranch in the Bellevue Triangle (concerning candidate sites 3, 4, and 5) in order to clarify information from the workshop. This meeting took place on November 7, 2004. A presentation was given by a FMAA member and the Airport Manager. Approximately 76 people attended and dozens of written and verbal comments were received and taken into consideration in the *Site Selection Study*.

Comments from these two workshops show that the majority of attendees opposed an airport in the Bellevue Triangle. Attendees value the area's rural farming as well as its natural amenities, and feel as if an airport in this area would not resolve many of the problems facing the existing airport. Noise impacts were cited as a concern as were fog, high winds, bird populations, wetlands and high groundwater. Many people commented that it would be unfair to move an airport to an area where homes already exist because people did not move to the area with the expectation that an airport would be sited in the proximity of their homes. Property values would decrease, livelihoods depending on farming would be compromised and environmental quality would erode.

Comments show some support for a southern or western site. Of significance is the fact that many people commented that through the additional meetings they learned a lot about airports and this planning process (see **Appendix C** for a list of all public participation events related to the Bellevue Triangle area). It is also worth noting that changes to the County Comprehensive Plan would be needed to support a new airport.

4.7 FMAA INITIAL SCREENING DECISION PROCESS

Several issues were discussed during the December 7, 2004 FMAA meeting. These include a re-statement of the airport owners' desires regarding the ultimate resolution of the airport's problems, treatment of candidate sites in the Bellevue Triangle, and adoption of the recommendations of the Advisory Committee.

On December 7, 2004, a motion passed unanimously to clarify looking for a new airport location rather than enlarging the present location to meet FAA-mandated C-III airport requirements is preferable. This is based on several factors going back to the preamble in the 1994 Master Plan which states that the long-term solution is to build an airport away from the valley cities. Changes needed to bring FMA into C-III compliance will cause unacceptable economic, financial and social impacts. Additionally, there are intrinsic limitations at the existing site, such as geography, that cannot be overcome.

Another motion was made to remove the Bellevue Triangle area from consideration as a potential location for a new airport. After discussion, this motion was opposed unanimously. The FMAA agreed that the specific elimination of this area (sites 3, 4, and 5) was not necessary.

After hearing a presentation from the consulting team regarding the Advisory Committee's deliberations and ultimate recommendations, and public comments, the FMAA unanimously passed a motion supporting the Advisory Committee recommendations. The consulting team was directed to prepare a thorough evaluation of the following candidate airport sites and areas:

- Vicinity of Sites 8 and 9
- Site 10
- Vicinity of Sites 12 and 13

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Chapter 5 / **Analysis of Finalist Airport Sites**

Analysis of Finalist Airport Sites

This chapter contains a thorough analysis and scoring of finalist airport sites, and discusses the process by which the final recommended site was chosen. An analysis of expansion options at the existing airport site is also discussed. Under direction from the FMAA and the Advisory Committee, the Planning Team analyzed the area around sites 8 and 9, site 10 and the area around sites 12 and 13. The result was finalist sites 9, 10 and 13. Finalist site 9 closely approximates the location of candidate sites 8 and 9. Finalist site 10 is unchanged. Finalist site 13 was chosen as the best location between candidate sites 12 and 13. *These sites showed the most potential based on the initial screening criteria, were considered physically suitable for the purpose of operating an airport, and all represented a major improvement in safety and reliability as compared to the existing site.*

The thorough analysis of the finalist sites was used to decide on the best alternate airport site – a primary goal of the *Wood River Site Selection and Feasibility Study*. In the analysis, the three sites were scored from one to five (one being worst and five being best) based upon select criteria. The intent was not to score the three sites relative to a particular benchmark or ideal, rather, to compare the three sites to each other to determine how well they satisfy a comprehensive list of physical, environmental, and social and economic criteria. Scores were tallied and sites comparatively ranked. The analysis was then validated by the Advisory Committee which recommended a preferred site to the FMAA. The FMAA then decided on a final alternate airport site after further discussions and analysis. The final alternate airport site is evaluated from a financial feasibility perspective in Chapter 6.

The public participation process by which a single recommended site was chosen was an important component of the final recommended site decision. This chapter discusses who and how stakeholders were involved and the results of their input. **Appendix C** contains the public participation index for this project which can be used as a reference to obtain details on all public comments, meeting minutes, and meeting agendas from this study.

This chapter addresses:

- Thorough evaluation process
- Site scoring
- Public input
- Existing airport expansion options
- Preferred alternative site selection

5.0 CHAPTER ORGANIZATION

This chapter is organized into the following major sections:

- Thorough Evaluation of Finalist Sites
- Evaluation Criteria
- Criteria Group 1: Physical Suitability of Site
- Criteria Group 2: Environmental
- Criteria Group 3: Social and Economic
- Site Scoring
- Advisory Committee Comments and Recommendations
- Friedman Memorial Airport Authority Alternate Airport Site Selection Decision

Criteria Group sections have numerous subsections. Under each criteria group, criteria are presented with *general* background information and analysis, and if available *detailed* background information and analysis. A final summary score sheet is provided at the end of the analysis showing the scoring of each site by criteria along with the total scores for each site. When a criterion had several analytical elements, each element was scored and an average (composite score) was used in the final scoring. Comments from the Advisory Committee are summarized following the scoring summary. An analysis of environmental justice was also completed for this study. A discussion of the FMAA decision-making process on the preferred alternate airport site and an abbreviated analysis of the existing airport site are included at the end of the chapter.

5.1 THOROUGH EVALUATION OF FINALIST SITES

The goal of the thorough evaluation was to conduct a preliminary but adequate review to identify concerns in a relative context between sites for comparison purposes (subsequent studies will evaluate the many issues associated with a preferred alternate site more comprehensively). The type and detail of analysis for each criterion varied. Both qualitative and quantitative data were used. Some criteria justified analytic detail while others did not. In many cases, the scope of the project limited the analysis to only the most essential elements.

Given the variation in detail depending upon the subject matter and need, opportunities existed for both technical and non-technical groups to be involved in scoring the sites. The Planning Team scored sites using physical and environmental criteria due to their technical abilities and the relatively objective qualities of these criteria. The Advisory Committee scored sites using social and economic criteria because of the Committee's intimate knowledge of local conditions and subjective nature of these criteria. A list of the Committee members who participated in the ranking is contained in **Section 5.7**.

Advisory Committee members completed the comparative scoring of finalist sites at the April 26, 2005 Committee meeting. Committee members were given a packet in advance of the meeting containing information addressing the criteria that were presented prior Advisory Committee meetings and generally agreed to by the Committee as being important in a study of this nature. Members were given summary sheets, detailed sheets and a scoring box for all criteria, and scored the social and economic criteria.

5.2 EVALUATION CRITERIA

Criteria used in this evaluation were created and refined as the Study progressed. During this process, criteria were not eliminated but reorganized to avoid overlap and to categorize multiple criteria into compatible groups. Twenty criteria are listed under three criteria groups: Physical Suitability of Site, Environmental, and Social and Economic.

- Physical Suitability of Site (**Section 5.3**)
 - Availability of Adequate, Suitable Land Area
 - Terrain and Topographic Compatibility
 - Weather Related Constraints
 - Proximity to Ground Transportation Systems
 - Physical Site Conditions
- Environmental (**Section 5.4**)
 - Wetland
 - Water Resources
 - Land Use
 - Biotic Communities
 - Cultural Resources
- Social and Economic (**Section 5.5**)
 - Population Trends
 - Geographic Proximity
 - Land Use Compatibility
 - Direct Impacts to Human Environment
 - Viability of Site Acquisition
 - Facility Costs
 - Air Service
 - Regional Growth and Development Patterns
 - Compatibility with Regional and Local Planning Initiatives
 - Jurisdictional Responsibilities

5.3 CRITERIA GROUP 1: PHYSICAL SUITABILITY OF SITE

5.3.1 Availability of Adequate, Suitable Land Area

Background

The 16 initial sites were derived primarily on the basis of having adequate, suitable land area without obvious severe approach or topographic constraints. The availability of adequate, suitable land area was again considered during the initial screening (**Chapter 4**) which ultimately led to the selection of three finalist sites. Therefore, it can be stated that each of the finalist sites potentially has available, adequate, and suitable land from which an appropriately sized airport can be developed¹. This criterion remains an important factor from which to evaluate the sites on a comparative basis. Factors considered include the extent to which physical constraints would either limit growth or reduce flexibility to respond to changing needs over an extended period of time, whether or not aviation development must be limited to one side of the runway due to physical limitations on the other side, and the relative flatness from which an airport can be built upon.

Airfield templates were overlaid on topographic maps and shifted and refined as necessary to provide (in order of priority): clear approach and departure corridors, the flattest possible terrain surface for construction purposes, and maximum developable area within the physical constraints defining a site's approximate boundary. The sites were further refined, to the maximum extent practical, as additional information was obtained (i.e., runway alignment and building development patterns were modified slightly to avoid floodplains). The ability to construct a runway with minimum grading is a benefit. Severe topographic changes must be minimized as runway gradient standards are limiting compared to typical road design standards (i.e., maximum gradient of 1.5 percent further restricted to a maximum 0.8 percent for the first 2,000 feet of each runway end).

Analysis

Site scores are based on the feasibility of providing an appropriate layout and the flexibility to accommodate expansion. Site 9 has significant expansion constraints and can only accommodate development on one side of the airfield (see **Exhibit 5-1**). Site 10 also has expansion constraints but from sloping surface conditions (see **Exhibit 5-2**). Site 13 has some irregular surface conditions, but overall is the least constrained site (see **Exhibit 5-3**).

¹Due to the ranking on other criteria, it may become necessary in the EIS to evaluate all three sites (and possibly other options) as "prudent and feasible alternatives".

5.3.2 Terrain and Topographic Compatibility

Background

Following the development of the initial 16 sites, a preliminary runway alignment was developed providing the clearest approach and departure corridors. Many of the sites were eliminated during the initial screening process when even the best alignment could not provide at least one standard precision approach or would result in head-on operations. The remaining finalist sites each passed the airspace clearance requirements for a new airport.

Ideally, airspace in both directions should allow for a standard precision approach. Even with clear approaches and departure paths, terrain may still influence a site's operating patterns or flight tracks. Runway gradient, or slope, should also be considered for each site. Runways are usually not perfectly flat, and are typically constructed to minimize cut and fill costs.

Analysis

Topography affects each of the finalist sites. To evaluate the effects that terrain would have on aircraft operations, typical obstruction clearance surfaces were developed by applying US Terminal Instrument Procedures along the clearest possible routing. The evaluation considered a ten-mile-long approach corridor to both runway ends. Unavoidable terrain impacts, terrain constraints to runway alignment, or procedural constraints were noted. Salt Lake City Air Route Traffic Control Center, Airspace Division (Center) was also contacted to solicit input concerning each of the three sites. The Center discussed the implications of high altitude routing, navigational fix locations, RADAR coverage, and departure routing. Also, topographic mapping was reviewed to determine the existing gradient associated with a runway on each site.

Terrain influences runway alignment on Site 9, though it is the least constrained site. Terrain on Site 10 influences runway alignment, restricts approaches from the north, and affects traffic patterns. There is also a significant runway gradient. Terrain on Site 13 influences runway alignment and flight patterns.

5.3.3 Weather Related Constraints

Background

Wind and fog are the two primary weather factors addressed in this evaluation. The three sites are influenced by the same weather patterns and may have similar overall characteristics. However, mountains and site elevation alter local weather characteristics.

Generally, runways and approach procedures are oriented to allow landings and departures into a headwind, thereby enhancing aircraft climb and descent performance and reducing runway length requirements. If strong crosswinds are present, a crosswind runway may be desirable in addition to a primary runway. Likewise, dense fog and/or low cloud ceilings can cause service disruptions in the form of flight delays or cancellations. Continued operations during periods of low visibility are possible if the necessary equipment is available at the airport, the aircraft and crew are appropriately equipped, and adequate terrain clearance is provided.

Analysis

No quantitative measure was available for comparative purposes. The Planning Team has ordered monitoring equipment to collect wind data for up to one year and assessed data available from outside sources.

Fog was observed by the Planning Team and reported by and discussed with local residents familiar with the sites and the local weather conditions. Anecdotal information suggests that Sites 9 and 10 may experience dense fog more regularly than Site 13. Site 9 may offer a minor advantage over Site 10 as it is slightly lower in elevation. In contrast, Site 13 may have significant periods of strong and gusty winds and is possibly less prone to dense fog.

Comparative scores are based on the degree to which a runway orientation can be adapted to actual wind conditions. Sites 9 and 10 are restrained by low ceilings and dense fog. Site 10 runway orientation restricts wind adaptation. Site 13 is affected by low ceilings, fog, strong winds, and heavy snow. Site 10 is the most constrained site.

5.3.4 Proximity to Ground Transportation Systems

5.3.4.1 General

Background

The finalist sites are located near existing highways. Site 9 is approximately 1.5 miles east of SH 75; Site 10 is approximately 2.5 miles east of SH 75; and Site 13 is approximately one mile north of USH 20. All three sites would require construction of access roads or improvement to existing local roads to accommodate a new airport. Actual improvements required would be a function of final airfield configuration, primarily the location of the terminal relative to the closest highway access point. Anticipated traffic flow to and from the airport may have some effect on existing highway capacity or level of service (LOS). Analysis of this potential effect is included in this section.

Analysis

The comparative technical analysis used numerical information and the projected LOS for four highway segments. The segments are: (1) SH 75 south of the intersection with USH 20, (2) SH 75 north of the intersection with USH 20 to Bellevue, (3) SH 75 from Bellevue north to Hailey, and (4) USH 20 from Fairfield east to the intersection with SH 75. The effects are the same to the three segments of SH 75 from either Site 9 or 10. Sites 9 and 10 are not expected to have a quantifiable impact to USH 20. Site 13 would have an impact to USH 20 and the same as does Sites 9 and 10 to SH 75 north of the intersection with USH 20. Segments 2 and 3 of SH 75 are currently at a reduced service level and are expected to be expanded to four-lanes by the Idaho Transportation Department (ITD) within the next ten years.

General Conclusions:

- All three sites would have the same impact to Segments 2 and 3 of SH 75. These segments will require upgrading with or without an airport.
- No site in and of itself would generate a reduction in LOS below that already predicted to develop in 2025 by ITD.

Site 9 would require the improvement of an existing access road and the replacement of two bridges, totaling approximately 1.5 miles of improvements. An alternative access point at the north end of site is an option. Site 10 would require construction of a new road across BLM land, approximately 3.5 miles in length. There would be a right-of-way required from the BLM land with limited access options. Site 13 access is best, with a distance of less than one mile to travel. Multiple access options for long-term growth exist and there are no right-of-way acquisition issues.

5.3.4.2 Details**Background**

A consideration in the comparative evaluation of potential airport locations is the impact the facility may have on existing transportation systems. Currently, there are two arterial highways that may be affected by the proposed sites. USH 20 from the city of Fairfield to the junction with SH 75 is a two-lane, two-way principal arterial with a relatively low traffic volume mostly consisting of local travelers and vacationers headed for northern Blaine County or eastward toward Butte County and beyond. A large portion of this traffic joins SH 75 at the junction with USH 20 to travel north to Bellevue and Ketchum. SH 75 from the southern Blaine County line to Hailey is also a two-lane, two-way principal arterial with a relatively high traffic volume, particularly in the vicinity of Bellevue, Hailey, and north toward Ketchum. Traffic on SH 75 has a high percentage of commuters.

The comparative evaluation of impacts to transportation corridors is based on LOS, a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Level of service for a two-lane highway is quantified in **Table 5-1**.

| Table 5-1 Two-Lane Highway Level of Service | | |
|---|---|-----------------------------------|
| LOS | Percent Time-Spent-Following | Average Travel Speed (miles/hour) |
| A | ≤ 53 | > 55 |
| B | > 05-53 | > 55-05 |
| C | > 56-05 | > 05-54 |
| D | > 08-56 | > 54-04 |
| E | > 08 | ≤ 04 |
| F | Applies whenever the flow rate exceeds the segment capacity | |
| Source: Federal Highway Administration | | |

An additional consideration is the degree of difficulty or extent of improvements required at each site to provide access from the adjacent highway to the landside development at the airport. All three sites would require varying degrees of access improvements.

Analysis – Traffic

The analysis of the highway capacity started with the compilation of existing study information sponsored by the ITD. Parsons-Brinckerhoff Quade and Douglas, a consultant to ITD, provided the technical data from their *Transportation Corridor Study of SH 75* report. It contained highway capacity LOS for SH 75 from the junction with USH 20 to Bellevue and from Bellevue to Hailey for 2001 and 2025. Jacobs Civil provided the *Traffic Report Addendum* prepared for the corridor study that contained the highway capacity LOS for SH 75 from Blaine County line to the junction with USH 20. Toothman-Orton Engineering Company used the traffic information provided by ITD to perform an analysis for USH 20 from Fairfield to SH 75. A trip generation study produced by Mead & Hunt, Inc. estimated the number of trips generated by the airport at approximately 1,500 per day by 2022. It is assumed that 90 percent of the trips are between the airport and Hailey. Design Hourly Volume (DHV) was calculated using a proportional constant between the known DHV and Average Daily Traffic Count (ADT) values reported by ITD. The calculated quantity was then added to traffic volume used in each of the aforementioned reports and the LOS was determined, accounting for the increased trips due to airport operation. See Table 5-2 and Exhibit 5-4.

Table 5-2 Comparison Table of Traffic Volume and Level of Service (LOS)

| Highway Segment | 2005 ADT | 2025 ADT | 2025 ADT with Airport | Percent Increase from Airport | LOS 2005 | LOS 2025 | LOS 2025 with Airport |
|-----------------|----------|----------|-----------------------|-------------------------------|----------|----------|-----------------------|
| USH 20 | 1,880 | 2,870 | 4,220 | 47 | B | C | C |
| SH 75 | | | | | | | |
| Segment 1 | 3,570 | 6,490 | 7,840 | 21 | C | D | D |
| SH 75 | | | | | | | |
| Segment 2 | 6,380 | 12,330 | 13,680 | 11 | E | E | E |
| SH 75 | | | | | | | |
| Segment 3 | 12,970 | 25,040 | 26,390 | 5 | E | E | E |

- SH 75 Segment 1 = Southern Blaine County Line to junction USH 20
- SH 75 Segment 2 = Junction USH 20 to Bellevue
- SH 75 Segment 3 = Bellevue to Hailey

Note: Does not consider improvements to Segments 2 and 3 proposed by ITD to correct existing conditions.

Sites 9 and 10

With regard to highway capacity impacts, Sites 9 and 10 are essentially the same. Both are located east of SH 75 south of the junction with USH 20 and would have very similar effects on LOS. The existing LOS for the highway Segment 1 from the southern Blaine County line to the junction of USH 20 is C. The LOS is predicted to degrade to LOS D without the addition of airport traffic by 2025, however the airport would increase projected travel volume by 21 percent. Additional airport traffic is not predicted to further degrade this LOS.

SH 75 north of the junction with USH 20 to Bellevue, Segment 2, is currently at LOS E and would remain LOS E after airport construction is complete. The airport would increase projected traffic volume by 11 percent. ITD has announced they are working on a plan to widen SH 75 to four lanes. This project would have a substantial impact on improving the LOS as it would double the capacity of SH 75. None of the airport locations are expected to have a significant impact on future highway improvement design.

SH 75 from Bellevue to Hailey, Segment 3, would have a 5 percent increase in projected traffic volume with service level at LOS E and no further reduction in LOS.

Site 13

This location, north of USH 20 and east of Fairfield, would also contribute traffic to SH 75 north of the junction to Hailey. This location would increase projected traffic volume by 47 percent on USH 20. The impact on USH 20 appears to be substantial based on a percentage increase. However, it is not predicted to reduce the LOS of C already predicted for the year 2025 without the airport.

Analysis – Access

All three of the finalist sites require construction of, or improvement to, access roads that connect airport landside facilities to the adjacent primary transportation corridor (either USH 20 or SH 75). Each of the three sites has different requirements. The following paragraphs generally describe access requirements and options at each site. All three sites are anticipated to have acceleration-deceleration lanes at the point of connection with either USH 20 or SH 75.

Site 9

Access to Site 9 from SH 75 could be achieved by upgrading Burmah Road from SH 75 to the site. Development of airfield facilities is expected to be on the west side of the airfield. In addition, north-south roads exist west of the airfield, which connect to Burmah Road that could be improved if their locations were compatible with the future master plan facility layout. Improvements to Burmah Road would include replacement of two bridges crossing the Big Wood River. Access distance from an anticipated terminal location to SH 75 is estimated to be two miles. Site 9 could also be accessed from SH 75 north and west of the site by extending or looping the access roads along the west side of the site.

Site 10

Access to Site 10 from SH 75 would require construction of an estimated 3.5 miles of new road to the approximate terminal location. This road would cross BLM land from the point of connection with SH 75 to the airport site and require a right-of-way from the BLM. It is expected right-of-way acquisition would be a component of the site acquisition process with the BLM. The access route lies across the lava fields that dominate this location; therefore, the road is expected to be constructed entirely of imported fill materials.

Site 13

Site 13 access requirements would ultimately depend on the final facility layout. Terminal facilities can be located on either the north or south side of the primarily east-west runway orientation. Access to the south side of the airfield requires less than one mile of new road construction. The access road is not expected to require acquisition of new right-of-way as it can be placed on lands offered as a donation for the airport. Access to the north side of the airfield would require improvements to existing gravel roads, e.g., Princess Mine Road, and Baseline Road (200N). These improvements would be optional if the majority of the airfield development were to be located south of the runway. Site 13 offers the greatest flexibility and opportunity for multiple access points around the airfield. This is considered a long-term planning advantage.

5.3.5 Physical Site Conditions

5.3.5.1 General

Background

This criterion addresses the broad range of engineering and constructability issues associated with developing an airport at each site, including: water availability, water rights, utilities, earthwork and geology, soil, wastewater disposal, the availability of construction materials, etc. An airport can be physically constructed at each finalist site, however, each site presents design and construction challenges. This section is intended to establish the relative degree of difficulty associated with the physical implementation of an airport at each site.

Analysis

Reconnaissance-level techniques used for comparative assessment included: site visits, reviews of topographic maps, reviews of soil maps, communication with utility companies and regulatory agencies, reviews of comparable airports, and research of the local construction environment and specialist reports. Highlights include:

Water Supply

All three sites would require their own water supply systems. Site 13 offers the greatest potential for a reliable water supply from groundwater. High capacity wells exist in the immediate vicinity of Site 13. Site 9 is irrigated by diversion of surface water into sprinkler irrigation. Existing wells in the vicinity of Site 9 are low capacity. Water supply at Site 10 is uncertain as no wells are present in the immediate vicinity.

Site geology at this location is not favorable for a groundwater supply of significant yield. All sites would require significant ground level water storage facilities. All sites would require mitigation or transfer of an existing water right.

Wastewater – In general, the goal would be to install multiple subsurface discharge type systems that serve the use areas of the airport. Wastewater is typically generated at widely distributed locations due to the extensive paved areas.

Site 9 appears to be suitable for conventional subsurface discharge disposal type systems. Site investigations to define specific areas would be required in a future detailed planning process.

Site 10 appears to have the greatest limitations for a subsurface disposal type system as a result of bedrock depth and cemented layers. On-site investigation may identify suitable disposal areas. If suitable areas are not located, a significant multi-stage sewage treatment process may be necessary with discharge via groundwater injection or possible treatment followed by an elevated, pressurized bed system.

While having limiting soils with high clay content present, Site 13 offers the opportunity for conventional subsurface disposal. Detailed site investigation may locate areas of suitable soils. Low dosing rates are required which may also be suitable for a pressurized elevated mound type disposal system. The latter is the type of system currently proposed for a new 55 unit subdivision in the immediate vicinity.

Earthwork

Site 9 is favorable due to the presence of alluvial deposits and close proximity to proven, quality aggregate sources. Site topography is gently sloping minimizing the amount of site grading. Site 9 is significantly disturbed in several locations as a result of historic and on-going gravel extraction which would impact site grading.

Site 10 is the least favorable site due to the extensive presence of lava flows. It is expected significant and costly rock excavation would be required. Facilities may need to be constructed with and on imported structural fill material if on-site materials can not be cost effectively processed to a suitable structural fill material.

Site 13 consists of moderately rolling topography. Site facilities can be constructed using traditional cut and fill procedures. Site 13 is also favorable to construction and offers the best opportunity to balance earthwork on-site and minimize importing material. Import of suitable aggregate materials is expected since no proven sources are identified near the site.

Utilities

Utility availability is generally limited at all three sites. Adequate electric supply is readily available at Site 13. Extensive power supply upgrades are needed to serve sites 9 and 10. All three sites would require backup generator supply. Gas is readily available at Site 9. Site 10 overlies a primary gas main, which would be difficult and costly to relocate or modify. Gas is not currently available at Site 13.

5.3.5.2 Details

Background – Water Supply

Physical and legal availability and adequacy of water for both potable and non-potable uses is an important consideration. The physical source can be from either surface water or groundwater. Groundwater sources are normally preferred due to their less stringent treatment requirements and overall reliability. Both sources require the legal right to divert the water from the source and apply it to a beneficial use. An important element common to both the supply and legal diversion aspects is the volume of water required to support airport functions.

Primary water users at an airport are the passenger terminal complex, administration and support buildings, FBO complex, and the rental car services complex, which is considered to be a likely facility at the new airport. The airport water system can either be connected to a municipal system, as is the existing airport system, or operate as a separate entity with its own source, treatment, storage and distribution. Since municipal systems are remote from each site, all three alternative sites would require their own complete water systems. The systems are expected to have the same common components which are:

- Groundwater source with delivery pumps.
- Disinfection
- Ground storage for fire protection and peak flow buffering.
- Multiplex pumping facilities for system pressurization and fire flow delivery.
- Primary distribution mains to provide service to critical airport facilities and access to private development areas.

System capacity and design would be controlled by fire flow requirements determined in accordance with the International Fire Code. System component design would be accomplished in accordance with rules and regulations of the Idaho Division of Environmental Quality (IDEQ). The process and procedure for obtaining, transferring, or amending water rights to allow their use would be in conformance with legal requirements of the State of Idaho and Idaho Department of Water Resources (IDWR) policies and procedures.

Analysis – Water Supply

The initial parameter is to define expected water usage. The annual water demand establishes the source volume required and hence the water rights needed to legally divert the required volume. Based on water usage at comparable airports, a conservatively projected annual water demand is two million gallons per year (average flow = 3.8 gallons per minute or gpm) or 6.2 acre feet annually. Comparatively, this volume of water use is roughly equivalent to the annual use of 20 to 25 single family residences. Airports in and of themselves are not large volume water users. The low annual water demand does not require a high capacity water source. Source capacity would only influence the required storage in the water system, i.e., lower source volume requires greater storage.

It is expected that adequate water rights are obtainable either through acquisition of existing rights associated with the acquired parcels (Site 9 and possibly Site 13) or acquired independently and transferred to a specific site (Site 10). Sites 9 and 10 lie within the Eastern Snake River Plain Aquifer; Site 13 is within the Big Wood Groundwater Management Area (GWMA). It is recognized there is a distinct legal process to follow managed by the IDWR relating to acquisition, transfer, and conversions of existing water rights. Due to the small volume of water required this is not considered a major challenge with any of the sites.

System demand requirements were defined by comparing similar airports in similar environments and reviewing existing airport flow records. Actual metered flow data were obtained from the Yampa Valley Regional Airport, Hayden, Colorado and the Eagle County Regional Airport, Gypsum, Colorado. The data reflect that airports, as expected, are relatively low volume water users. However, due to the significant size of structures, fire flow requirements are substantial. For purposes of this study, a fire flow of 1,500 gpm for a two hour duration in conjunction with building sprinkler systems and appropriate fire retardant construction is considered acceptable. A minimum of 200,000 gallons of storage is expected in each system. A site that has the ability to deliver significant source flow is advantageous since the system storage can be reduced. Site 13 offers this option. It is reported there is a large capacity (900 gpm) well in close proximity, if not on, this site. However, sites capable of low production wells are not considered to have a serious flaw as the system primarily would operate off storage. A minimum of two wells at each site is likely simply for system redundancy.

Groundwater availability findings in the vicinity of the three sites are documented in a report titled: *Water Supply Assessment for Three Potential Airport Locations to Serve the Wood River Valley*, January 22, 2005, prepared by SPF Water Engineering, LLC of Boise, Idaho for the study team. The executive summary provides the following comparative overview of the three sites with regard to water source potential and water rights:

Site 9

The water supply potential at Site 9 is somewhat uncertain. The site overlies Snake River basalts, which can be productive. Drillers' reports from nearby wells indicate multiple fracture, rubble, and/or cinder zones could transmit water, if present. However, there are no wells in the vicinity with reported flow rates greater than 22 gpm. A test well, probably extending to approximately 700 feet in depth, should be considered to better assess water supply characteristics prior to committing to this site.

Site 10

Water supply potential at Site 10 is very uncertain. There are no wells in the immediate vicinity of Site 10 with which to gauge potential production. The Snake River basalts such as those underlying this site can be highly productive, and drillers' reports from other nearby areas indicate multiple fracture zones in the basalt that should be capable of transmitting water. If sufficient water is present, it might require pumping from a depth of more than 800 feet. A test well, potentially extending to 1,000 feet, should be drilled to determine potential production prior to committing to this site.

Site 13

This site offers the greatest potential for wells capable of production in excess of 100 gpm. Several existing wells in the vicinity of this site produce more than 100 gpm. A well at this site would likely extend to a depth of approximately 250 feet and produce water from a pumping water level of approximately 100 feet.

New water production at any of the sites would require mitigation or transfer of existing water rights. Site 13 is located in GWMA. Sites 9 and 10, while not in a GWMA, are in the Eastern Snake River Plain Aquifer upgradient of the Thousand Springs area. New appropriations in this area need mitigation to allow processing of a water right permit application.

Approximate costs (in 2005 dollars) to construct and equip a public water system well are estimated at \$100,000 for Site 13, \$275,000 for Site 10, and \$200,000 for Site 9. In summary, it is very likely that aquifers underlying Site 13 would produce a sufficient amount of water for an airport facility. The water supply potential at Site 10 is highly uncertain. The water supply potential at Site 9 is more certain than at Site 10, yet less certain than at Site 13.

Background – Wastewater

The method in which wastewater would be managed at a new site could potentially affect a site's overall feasibility. The Planning team solicited the services of Corporation for Land Planning & Engineering to research alternatives and local site conditions to comparatively evaluate the sites. While multiple alternatives exist, two wastewater management options were specifically assessed as being most applicable: subsurface discharge and groundwater recharge.

Subsurface discharge is the most basic wastewater management option and the most desirable due to its simplicity of operation. In this case, wastewater following treatment in septic tank(s) is discharged to subsurface absorption fields. The effectiveness of this option is highly dependent on the types of soils present to absorb and remove contaminants. Where suitable soil-types are not present, it may be possible to import other soil materials, and essentially, construct a suitable area for a drainage field system. Subsurface disposal systems must be approved by the South Central Health District (SCHD). As part of the alternatives evaluation, Corporation for Land Planning & Engineering contacted the SCHD regarding their experiences with subsurface discharge systems in Camas County and the viability of subsurface disposal at Site 13. SCHD personnel cautioned that soils mapping offers a general guide only and that on-site investigation is necessary. In a large area suitable soils may in fact be present.

Groundwater recharge is a possible option for Site 10 that could be year-round or could be coupled with reuse of treated wastewater for landscape irrigation during the growing season. Proposed revisions to the Idaho Wastewater Land Application Rule would add an additional class of highly treated wastewater that could be used for aquifer recharge or other uses. This method would necessitate a more sophisticated treatment system and additional monitoring, permitting, and reporting requirements. This method would only be considered if conventional type subsurface disposal system can not be utilized at Site 10.

Analysis – Wastewater

Given the relatively low volumes of wastewater anticipated, the preferred wastewater management method is subsurface discharge assuming the necessary soils are available or can be imported for disposal field construction. If groundwater recharge was selected, a substantially greater level of treatment effort would be necessary. This is only considered an option at Site 10. The following comparative assessment was offered for the three finalist sites regarding the subsurface discharge method of wastewater management.

Site 9

Fifteen percent of the site is Burch loam soil type, which is classified as not limited or very favorable for septic tank absorption fields. It is believed suitable soils are present at this site to accommodate subsurface disposal. Evaluation of maximum seasonal groundwater levels is necessary. Site 9 has favorable soil types for subsurface disposal systems. There are possible seasonal groundwater considerations.

Site 10

All of the soil types are classified as very limited for septic tanks due to the depth to bedrock, depth to cemented pan, and restricted permeability. An on-site investigation would be necessary to confirm if areas of favorable soils are in fact present. However, the site characteristics, particularly the depth to bedrock, are more restrictive than those at Sites 9 or 13, and therefore, are less likely to be conducive to successful drainfield installation. Site 10 may be a candidate for the groundwater recharge disposal technique or an engineered disposal system(s) using imported materials. Site 10 has unfavorable soil types due to bedrock depth. It would likely require importing soil to construct a subsurface disposal field.

Site 13

All of the soil types are classified as very limited due to low permeability which is a result of high clay content. SCHD confirmed that the presence of clays is the major difficulty for drainage systems near this site. An on-site investigation may reveal areas of more favorable soil types. Given the low volume of wastewater generated and significant open space available on an airport, it is likely that low application rate infiltration beds can be successful at this location. Site 13 has groundwater recharge options that would require extensive and costly pretreatment. It has unfavorable soil types due to depth to clay-type soils with low permeability which are reported to be near the surface. Favorable soil reports may be found through on-site investigation or at greater depths. On-site evaluation would be required to identify detailed soil conditions.

Background – Earthwork, Geology, and Construction Materials

Each of the finalist sites would require a certain amount of earthwork to level the sites for airport facilities. Important considerations include: the volume of rock excavation needed, the volume of excavation and embankment required, the degree to which excavation and embankment materials balance, whether fill materials must be imported, and the location of likely borrow sites, aggregates, and other construction materials.

The State of Idaho ranks fifth highest in the nation for earthquake risk, with the study area identified as a high risk by the Idaho Geologic Survey. However, no known faults, based on review of the Idaho Geologic Survey data, are present at any of the three sites. Building design would incorporate the appropriate seismic codes for the area. There are no specific seismic code guidelines for airfields.

Analysis – Earthwork, Geology, and Construction Materials

The consulting team collected and assessed topographic mapping, soils maps, contacted ITD materials personnel familiar with the area; and determined the likely location of various construction materials. The following comparative assessments were derived from order-of-magnitude calculations:

Site 9

This is the most topographically uniform site. It requires minimal rock and is in close proximity to aggregate sources.

Site 10

It requires the most rock excavation and significant earth. It is reasonably close to aggregate services.

Site 13

This site has significant topographical relief to re-grade. It does not require rock excavation. Soil excavation and embankment is required but can be done cost effectively to “balance” the site (preventing the need to haul soil to and from site). The distance to an aggregate source is greatest from this site, which increases materials hauling costs.

Background – Utilities

The types of utility services needed and order-of-magnitude service volumes were assessed to quantify the comparative level of effort required to provide adequate coverage to each of the finalist sites. Additionally, it was necessary to determine the existence of major utility arteries traversing the sites and to assess the impact of modifying this infrastructure, if necessary, to construct a new airport. Utilities assessed include: electrical power, telecommunications, and gas. Water and sewer are not included in this section since each site would require its own separate facilities.

Analysis – Electrical Power

Order-of-magnitude electrical requirements were estimated by an airport electrical engineer on the Planning’s Team based on his experience and familiarity with similarly-sized airports. By his estimation, the demand load for all on-airport facilities is estimated to be around 1,750 kilovolt amperes (kVA) with a connected load as high as 4,100 kVA. To reduce service disruptions, the ideal scenario is to supply the airport from two separate feeds originating from two separate substation sources. On-airport distribution would service the variety of loads presented by the various airport facilities and tenant-users.

Once the demand for electrical power was assessed, the Planning Team contacted Idaho Power Company (IPC) for their input. IPC considered what it would take to get power from the most logical source to the edge of each finalist site. For comparative purposes, IPC assumed that on-airport distribution of electrical power would require similar effort at each site. IPC also pointed out that, due to the remoteness of the sites from the primary sources, it is more cost effective to include backup generation on-site in lieu of two feeds from two separate sources. The Moonstone substation is the closest source to all three sites. Following a review of each of the three site locations, IPC offered the following site-specific assessments:

Site 9

This site would need expansion and upgrading of 21.0 miles of power transmission lines – 7.5 miles of overhead distribution line reconductoring, 13.5 miles of new and/or rebuilding and reconductoring of existing overhead distribution lines, a new capacitor bank for volts-amperes reactive (VAR) compensation, a new voltage regulator, and the relocation of two existing stepdown transformers. Depending on the ultimate runways orientation, the overhead electrical line running along SH 75 may also need to be relocated underground to avoid airspace conflicts. The order-of-magnitude cost for these improvements is \$2,500,000. Site 9 requires the most effort.

Site 10

Site 10 would require a significant effort. This site would need the expansion and upgrading of 13.0 miles of line – 7.5 miles of overhead distribution line reconductoring, 5.5 miles of new and/or rebuilding and reconductoring of existing overhead distribution lines, and a new capacitor bank for VAR compensation. The order-of-magnitude cost for these improvements is \$1,500,000.

Site 13

This site requires the least effort. Connections need only to be made to the supply line on USH 20. The site would need 0.5 miles of an overhead distribution line on Princess Mine Road to be placed underground and a new capacitor bank for VAR compensation. The order-of-magnitude cost for these improvements is \$160,000.

Analysis – Telecommunications

Telecommunications are essential to any modern facility. Each of the three sites is located within a different exchange area and is serviced by a different primary provider. The Planning Team contacted Qwest, who is the provider of service to the Site 9 area; however, Qwest is generally knowledgeable of the area's telecommunications infrastructure. For purposes of documentation, Site 10 is located within the Richfield Exchange, which is served by Century Telephone. Similarly, Site 13 is within the Fairfield Exchange and is served by Citizens Telephone.

Qwest assumed that a 200-pair cable would be necessary at a new airport site. This assumption is valid given that FMAA currently uses a 50-pair wire that is operating at maximum capacity even with additional cable lines servicing certain parts of the airport. Optimally, a new airport would be served with fiber optic cable, but with one exception, fiber optic cable is not widely available within the study area. Fiber optic cable is available through Qwest along USH 20 between Hailey and Boise; however, since this area is within Citizen Telephone's service boundary, they would have to approve the arrangement.

Qwest offered the following comparative observations:

Site 9

This is the only site within Quest's boundaries. Service is available, but significant upgrades are required. An existing line with limited capacity serving connections north of Shoshone would have to be reinforced all the way to Shoshone at an approximate cost of \$6 to \$7 per foot (cost of \$600,000). A cross box costing about \$200,000 would have to be installed near the airport to distribute connections. Order-of-magnitude cost to run fiber optic cable between Shoshone and Site 9 would be well over \$1 million.

Site 10

Only limited service is available in the area of the proposed site. Significant upgrade of infrastructure is required. Site 10 has greater needs than Site 9. A more in-depth evaluation is required.

Site 13

There is adequate service potential through Citizens Telephone. Fiber optic connection is also possible through Qwest with permission from Citizens Telephone. Site 13 requires minimal effort to connect to existing telephone lines. This site is most accessible to the existing fiber optic cable network.

Analysis – Gas

Intermountain Gas (IMG) was contacted to solicit their input on the three finalist airport sites. IMG provides natural gas service throughout the southern Idaho. Contact with IMG's Hailey office revealed the following:

Site 9

Site 9 requires minimal effort to connect to a gas main. IMG operates a high pressure gas main about 100 feet east of SH 75 that runs within a half-mile of Site 9. That gas line could be tapped to serve an airport.

Site 10

Site 10 requires a significant effort to relocate an extensively used, critical gas main traversing the site, while ensuring uninterrupted gas service. IMG operates a high pressure gas main running directly through Site 10 which would have to be modified or rerouted to build a new airport. Bending the line to accommodate the airport would reduce the capacity. The line is heavily used and demand is expected to increase. A complete relocation and expansion of the line is necessary. In addition,

temporary measures may be necessary to ensure uninterrupted service. This issue significantly complicates the level of coordination, construction phasing, and costs necessary to build at this site.

Site 13

Gas is currently not available at Site 13. IMG does not service the area. It would require a line expansion to service the site.

5.4 CRITERIA GROUP 2: ENVIRONMENTAL

5.4.1 Wetlands

5.4.1.1 General

Background

Wetlands perform valuable functions that increase water quality, provide habitat for fish and wildlife communities, increase floodwater storage, and enhance biological productivity. Recognizing wetlands' functions and values, several laws exist to provide protection to wetlands, including Executive Order 11990, Order DOT 5660.1A, the Rivers and Harbors Act of 1899, and the Clean Water Act. The intent of these laws is to ensure the protection, preservation and enhancement of wetlands during the planning, construction, and operation of projects to the fullest extent practicable. Activities that would result in direct or indirect impacts to jurisdictional wetlands, including dredging, filling or discharging to, require permits and mitigation to compensate for the impact. The permitting process is part of project design.

Analysis

National Wetland Inventory maps were used to document wetlands in the study area. NWI maps were developed by the US Fish and Wildlife Service and depicts the location and type of wetlands. The information is derived from interpreting aerial photographs and other inventory techniques. These data represent the best regionally comparable data set for assessing potential wetland impacts over large areas. Ultimately, the quality of the wetland, type and other factors, including receiving waters, would be evaluated in a more detailed analysis during the NEPA process at which time the impacts and means to mitigate will be identified. **Exhibits 5-5, 5-6 and 5-7** shows the NWI-mapped wetlands for each site.

Wetland data was requested from the US Army Corps of Engineers (USACE) for wetland delineations and permits issued in the study area. No additional wetland information for sites within the study area was obtained through this request.

Comparative scores are based on the relative relationship between sites to the following:

- The presence of a substantial amount of wetlands within the site area.
- Sites in close proximity to large wetland complexes and open water areas.
- Sites in proximity to riparian corridors.

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5.4.1.2 Detail

Background

NWI maps include a classification system to distinguish the types of wetlands. The wetlands on and adjacent to the three sites are classified as riverine or palustrine, with most of the riverine wetlands being intermittent drainages that are seasonally flooded and the palustrine wetlands consisting of vegetated small, shallow, permanent or intermittent (seasonally flooded) water bodies.

During the NEPA process, wetlands would be field surveyed by a qualified wetland scientist. For the current feasibility study, the evaluation considers the proximity of wetlands to grading and disturbance that would result in direct impacts. Efforts would be made during airport design to avoid impacts in accordance with the standard sequencing required by those agencies having regulation over wetlands. Standard sequencing requires avoidance, minimization and then mitigation if the impact cannot be avoided.

Filling, dredging or discharging to jurisdictional wetlands would require a permit from the USACE under Section 404 of the Clean Water Act.

Analysis

Site 9

The NWI maps show no wetlands within the airfield development area. An intermittent riverine wetland is mapped within the western edge of the building development area and clear area on the north end of the runway. A small palustrine wetland and intermittent riverine wetland are located in the southern portion of the clear area. Wetlands associated with the Richfield Canal and Big Wood River are located east and west of the proposed site, respectively. Direct wetland impacts would be limited to the intermittent drainage in the building area. Possible impacts within the clear areas at the end of the runway are minimal, as there is limited ground disturbance anticipated within the clear areas.

Site 10

NWI maps do not show any wetlands within the airfield or building development areas. A palustrine wetland is located south and east of the proposed runway which is identified on USGS maps as Somers Reservoir. An intermittent riverine drainage is located on the north end of the proposed site. Both of these wetlands are outside potential site grading limits, with the exception of minor disturbance that may be associated with lighting structures in the clear area for the north end of the runway. Therefore, wetlands impacts are considered very minimal for this site and are most probably avoidable.

Site 13

NWI maps show wetlands immediately south of the proposed building development area. These consist of intermittent riverine wetlands with a small palustrine wetland at the northern ends of the two western drainages. This site is located between Willow Creek and Fickle Creek, for which the NWI maps show mapped wetlands. These riparian wetlands would not be directly impacted, with the exception of possible minimal fill associated with lighting structures at the east end of the runway within the denoted limited disturbance and clear area trapezoid.

5.4.2 Water Resources

5.4.2.1 General

Background

The impacts to the quality and quantity of water resources need to be considered with any project. The Clean Water Act provides the authority to establish water quality standards, control discharges into surface and subsurface waters, develop waste treatment management plans and practices, and issue permits for discharges and for dredged or fill material.

In developing the evaluation criteria, it was realized that water is a component in other criteria; for example, the physical suitability of the site and facility costs are influenced by availability of water and feasibility of waste water disposal. Therefore, these elements have been incorporated into the other criteria. It is equally difficult to separate out the water resource component from the biotic communities and wetlands as the quality of the water resource impacts habitat and function. Recognizing this, the ranking for this criterion considers each site's proximity to aquifers and surface water features, considering their special designations.

Analysis

A detailed discussion of the potential issues that may occur with water resources for each of the finalist sites follows. Comparative scores are based on the relative relationship between each site to water resource features, and impacts to those resources considering their value and function.

Site 9 lies in the Snake River aquifer between the Richfield Canal and the Big Wood River. This portion of the Big Wood River is a designated impaired stream. A new access road could require improvements to the existing Burma Road structures over the Wood River, including work in the channel.

Site 10 lies in the Snake River Aquifer. No perennial streams are on or in close proximity of this site. Aquifers are deep, so shallow groundwater impacts are not considered to be an issue.

Site 13 lies in the big Wood River Groundwater Management Area; located west of Willow Creek, an impaired stream. Unnamed intermittent drainages to Camas Creek and Willow Creek flow through the property. The receiving water body, Camas Creek, is also impaired.

5.4.2.2 Detail

Background

Impacts to the water resources for each site include consideration of:

- Surface discharges and storm water runoff; preservation of existing drainage.
- Wastewater disposal capability and compatibility (included in **Section 5.3.6.2**).
- Fuel spills and waste water from aircraft washing.
- Proximity to aquifers or sensitive ecological areas.
- Aircraft and pavement deicing and anti-icing.

Water resource features, including aquifers, streams, and rivers are shown in **Exhibit 5-8**. Streams identified as 303(d) water bodies are those that the State of Idaho has classified as impaired, which means they do not meet water quality standards for their intended use. Additionally, the NWI maps were reviewed for each site.

Each site is anticipated to have similar water supply requirements. The potential water source for each is described and discussed in **Section 5.3.6.2**. For new airport site development, impacts to water quality can be minimized or avoided by design considerations, controls during construction, and other appropriate mitigation measures. Aircraft deicing has become a national concern. In the design of a new airport or for new projects at existing airports, design practices routinely incorporate measures to minimize impacts to water quality. Deicing activities can be confined to special areas with appropriate controls, and biodegradable agents can be used.

The preferred method of snow and ice removal from runways and taxiways is mechanical, and therefore the pollutant potential from deicing of airfields is minimal. Aircraft washing would be confined to areas where discharges can be controlled and properly treated. This type of facility can be combined with seasonal deicing facilities where runoff is collected and recycled. Storm water runoff from impervious surfaces would either be retained and disposed of on-site or treated in an acceptable manner and discharged off-site. Airport development provides an opportunity to collect and pretreat runoff prior to it leaving the site, which is not typically afforded by other non-point sources such as agriculture and grazing, which are the current uses of most of the finalist sites and the lands that surround all three sites.

Activities related to water resources are regulated by the US Environmental Protection Agency (EPA), USACE, and the IDEQ. New facilities at any of the sites would be subject to regulatory review during the permit application process.

Required permits may include:

- EPA – Region 10 - National Pollutant Discharge Elimination System permit (for construction over 1 acre and off-site discharges),
- State of Idaho - Water Quality Certification (State's approval of the project to be in compliance with the Clean Water Act), and
- IDWR – floodplain permit.

Additionally, sites within areas having specific management plans will also need to comply with the requirements set forth as part of those management plans.

Further study of the sites would occur during the NEPA, or formal environmental process; the level of which would be determined during NEPA document scoping and could include further investigation of water resources using existing data sources; some of which have already been identified by the Camas County Soil Conservation District.

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Analysis

Site 9

The site is located within the Snake River Plain aquifer. The site lies between the Richfield Canal and the Big Wood River. The Big Wood River in this vicinity has been classified as an impaired (303d) water body. The Big Wood River near the site is a braided riverine system. The State of Idaho has developed a watershed management plan for the western reach that includes a basin assessment, analysis to quantify pollutant sources and allocation of responsibility for reduction to improve water quality to standards. Special consideration would likely be required for any surface water modifications to the existing site for the portions draining into the Big Wood River. The impairment in this reach, according to the IDEQ, may be related more to loadings from tributaries and canals which drain agricultural and grazed lands. Site development would result in some alteration to the existing surface water drainage. Converting this site from agricultural use to an airport site may not result in a worsening of water quality impacts, although there may be limitations associated with allowable off-site discharges because of the Wood River's impaired status.

Site 10

Site 10 is also located within the Snake River Plain aquifer. There are no perennial streams in the vicinity of Site 10, although there are intermittent streams that the site crosses. Extensive rock excavation and re-grading is anticipated at this site, which would result in some alteration to the existing surface water drainage. Storm water runoff is not anticipated to adversely impact water resources due the groundwater table depth in the vicinity of this site.

Site 13

Site 13 lies within the Big Wood River Ground Water Management Area, which includes ground and surface water above Magic Reservoir. Willow Creek is located east of the site. Willow Creek and Camas Creek (located south of USH 20), into which Willow Creek flows, have recently been designated 303(d) water bodies by the state. According to the IDEQ, the major impairment for Willow Creek is temperature related. The portion of Willow Creek east of the site has a riparian zone which provides canopy cover to minimize impacts to water temperature. The creek is a major community resource and has been the subject of many studies and enhancement projects. A conservation easement exists over a portion of Willow Creek north of the proposed site which means that the area is being managed by the Idaho Department of Fish and Game (IDFG) to maintain and enhance its value and function. Intermittent drainages cross the sites that drain to both Willow and Camas Creeks. Camas Creek's major sources of impairment, according to the IDEQ are temperature and nutrient related. Typically, airports as a source provide a much lower loading of nutrients and sediment than lands in agricultural use. Depths to groundwater exceed 12 feet. Because of the value of the water resources associated with this site, it is assigned the lowest score of the three sites.

5.4.3 Land Use

5.4.3.1 General

Background

This criterion considers the current land use of each site and surrounding existing land uses. The intent is to establish information on the present land uses to determine the relative appropriateness of each of the sites for a future airport facility. The evaluation focuses on those land uses which are regulated by the federal government, with an emphasis on those lands subject to Section 4(f) of the DOT Act. Section 4(f) of the DOT Act provides that the Secretary of Transportation will not approve a project that requires the use of publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance or land from an historic site of national, state, or local significance, *unless there is no feasible and prudent alternative* and the project includes all possible planning to minimize adverse impacts resulting from the use.

Analysis

Data from several sources were obtained, including aerial photography and soil data from the US Department of Agriculture (USDA), 2000 land satellite imagery, floodplain mapping, and USGS topographic quadrangle maps. Limited field reconnaissance was also conducted in October 2004. **Exhibit 5-9** is the satellite image with pertinent land use data used as an overlay. Many of the land uses shown are parks, recreational areas, and designated management areas that likely fall under the DOT's Section 4(f) Act. As presented in the initial screening of sites, a higher level of review occurs for projects that require use and/or taking of these lands for a federal transportation project; and therefore Section 4(f) impacts are included in the detailed analysis as a subset to land use. Site scoring for this criterion is the average of the General section (which considers primarily existing land use, prime farmland, floodplain and mining claims) and Section 4(f) scores assigned in the Detail section.

Site 9

Site 9 is in agricultural land as shown in the exhibit with active pivot irrigation systems. USDA soil types show that almost the entire site is considered prime irrigated farmland. Structures, likely part of the farmstead, are located at the south end of the site, just north of the Lava Wilderness Study Area (WSA). This site is also near BLM's WSA and Area of Critical Environmental Concern (ACEC), and Historic Toll and Railroad Grade. Private roads traverse the site.

The Big Wood River floodplain is located west of the site. A new river crossing may be desirable for an access road. However, improvements to Burmah Road are more likely. No other floodplain impacts would be associated with proposed development of this site as an airport. There are active gravel pits to the west of and on the proposed site. The Ice Caves, a commercial tourist attraction leased from the State, are located approximately two miles west of the site across SH 75.

Site 10

Site 10 lies east of SH 75, with Timmerman Hills to the north, Picabo Hills to the south, and two smaller buttes to the west. It is owned and managed by the BLM, who has issued about 13,000 acres of grazing leases on and near the site which

also accommodates hunting activities. The site contains no prime farmland, according to USDA soil classifications. It is managed for occasional recreational use, including a bike trail loop that begins at Wedge Butte. There are mining claims at both the north and south end of this site.

Site 13

Site 13 is located in eastern Camas County. It is near the Camas Prairie Centennial Marsh near Highway 46 (a much larger land holding of the Camas Prairie Wildlife Management Area is located approximately 22 miles further west of Site 13) and Camas Creek Research Natural Area (RNA). It historically was in agricultural use, though portions of it may currently be lying fallow. It is immediately surrounded by agricultural use. There is low density (small acreages and farm residences) residential development north, south and west of the site. About 30 percent of the site is considered prime farmland according to soil type.

The following sections provide more detailed discussion of the potential issues that may occur with land use for each of the finalist sites. In Section 5.4.3, *Land Use Compatibility*, the compatibility of an airport to the existing and proposed land uses from a human environment perspective is evaluated.

5.4.3.2 Details

Background

Designated floodplains in the vicinity of the study sites obtained from county records are also shown on **Exhibit 5-9**. SH 75, a designated Scenic Highway, would provide access to Sites 9 and 10.

Most of the privately owned lands are in agricultural use, either as rangeland or cropland. BLM lands are managed for various purposes, including grazing and plant and animal habitat. Conversion from the current and planned use of these lands to an airport facility needs to consider impacts to the sites and their surroundings. Irrigated lands, as well as others in crop production, are discernible in **Exhibit 5-9**. Associated with this use is the presence of prime farmland, which the USDA determines based on soil types. The Farmland Protection Policy Act requires an analysis of the impacts to farmlands prior to a conversion taking place for federal actions.

Also considered is the potential for mining claims on these sites. The only known active resource processing activity on any of the sites is the extraction of aggregates for construction materials on Site 9.

Analysis – Native American Interests

Native American interests include criteria related to environmental, social, and economic criteria groups. According to federal regulations, the FAA has developed specific policy and procedures for consultation with federally recognized Native American Tribes. This policy describes the federal government's legal and political relationship with federally recognized tribes. The procedures outline the FAA's responsibility to conduct government-to-government consultation and to honor tribal treaty and other rights before taking actions that may significantly alter or affect Native American interests.

This study sought to identify known Native American interests and whenever possible address known interests at alternative sites. Information on Native American interests is understood at a very general level at this time and is not site-specific. Due to this, it is difficult to factor it in to site scoring.

Analysis – Department of Transportation Section 4(f)

Publicly owned land is considered to be a park, recreation area, wildlife or waterfowl refuge when the land has been officially designated as such or when the federal, state, or local officials having jurisdiction over the land determine that one of its major purposes or functions is for park, recreation, or refuge purposes. This includes national parks and monuments, managed areas, conservancies, public parks and trails, and historic sites. Managed areas include land protected and actively managed under an official protocol, whether it is from the State of Idaho or the federal government. Historic sites are defined as historic, architectural, archeological, and cultural resources in or eligible for inclusion in the National Register of Historic Places (National Register)².

A “use” occurs when land from a Section 4(f) site is acquired for a transportation project or when the impacts of a transportation project on a site, without acquisition of land, are so great that the purposes for which the site exists are substantially impaired (normally referred to by courts as a constructive use). Such substantial impairment would occur when the proximity impacts to Section 4(f) sites are sufficiently serious that the value of the site in terms of its prior significance and enjoyment are substantially reduced or lost. Special consideration may need to be given to determine whether Federal Aviation Regulations (FAR) Part 150 land use categories are appropriate for evaluating noise impacts on noise-sensitive Section 4(f) sites³.

An inventory of sites that would potentially be considered under Section 4(f) was compiled. This information was provided by the IDF&G Data Conservation Center, the Nature Conservancy, Wood River Land Trust, the University of Idaho, the Idaho BLM, and the Idaho SHPO.

Exhibit 5-10 shows the location of known sites to be considered under Section 4(f) in relation to the three sites. Historic sites shown include irrigation canals and railroad corridors located close to alternative sites. Under Section 304 of the NHPA of 1966 and other federal laws protecting sensitive historic sites, the location of other historic sites are not disclosed to the public. Below is a comparative analysis of potential uses under Section 4(f) for the three alternative sites under this category.

²The Idaho SHPO holds records of known historic sites that have been identified in Idaho. Many of historic sites in the state have not been identified or recorded. Efforts to identify such resources would require additional study that is beyond the scope of this project. Such studies would be conducted during the formal environmental process.

³The Idaho SHPO holds records of known historic sites that have been identified in Idaho. Many of historic sites in the state have not been identified or recorded. Efforts to identify such resources would require additional study that is beyond the scope of this project. Such studies would be conducted during the formal environmental process.

Site 9

This site is located in close proximity to land designated as the Black Butte WSA and the Lava WSA and the Tee-Maze ACEC. The BLM, the federal agency with jurisdiction over these lands, has not yet been formally requested to provide a determination of significance for the FAA to conclude as to whether Section 4(f) is applicable to these sites. For purposes of this evaluation, it is assumed that Section 4(f) would be applicable. This site is located approximately 15 miles to the east of the boundary of the Craters of the Moon National Monument. This 4(f) site may be a noise-sensitive area.

Portions of the Galena Toll Road have been determined eligible for the National Register. The Galena Toll Road generally follows the route of SH 75. Therefore, an airport access road to SH 75 may require use from this historic site.

The Oregon Short Line Railroad Grade (10BN341) is located in close proximity to Site 9. Acquisition of land containing this historic site would be considered a use under Section 4(f). Actual facilities would be located west of this historic railroad grade.

To the east, the site is bounded by an abandoned rail bed and the Richfield Canal, which is operated by American Falls. From the Section 4(f) maps, the site is immediately north of the WSA.

Site 10

An archaeological site is located on Site 10. Acquisition of land containing this historic site would be considered a use under Section 4(f). Because of its multi-use, Section 4(f) is assumed to not apply to this site although a formal determination would be made during future environmental reviews.

This site is located approximately 12.5 miles to the east of the boundary of Craters of the Moon National Monument. This 4(f) site may be a noise-sensitive area.

Portions of the Galena Toll Road have been determined eligible for the National Register. The Galena Toll Road generally follows the route of SH 75. Therefore, an airport access road to SH 75 may require use from this historic site.

Site 13

This site is located on private land. As such, its acquisition would not require the use of publicly owned lands involving park, recreational areas, wildlife, or waterfowl refuges.

This site does not contain any known historic sites. The Camas Creek RNA and the smaller Camas Prairie Centennial Marsh near Highway 46 are in the vicinity of the site. The much larger land holding of the Camas Prairie Wildlife Management Area (WMA) is located approximately 22 miles further west of Site 13 near Hill City and not shown on Exhibit 5-10 because of its distance from the site.

This site is located approximately 29 miles to the east of the boundary of Craters of the Moon National Monument. This Section 4(f) site may be a noise-sensitive area. This site's greater distance from this Section 4(f) property offers an advantage.

In **Table 5-3** is a summary of potential Section 4(f) sites in proximity to each site:

| Table 5-3 Estimated Distances from Potential DOT 4(f) Sites (miles) | | | |
|--|----------|---------|---------|
| | Site 9 | Site 10 | Site 13 |
| Archeological | 6 | on site | 15 |
| Black Butte WSA | 1 | 5.5 | 13 |
| Camas Prairie Centennial Marsh | 22 | 19.5 | 5.5 |
| Camas Prairie Wildlife Management Area | 42 | 39.5 | 20 |
| Craters of the Moon National Monument | 15 | 12.5 | 29 |
| Galena Toll Road | 1 | 1.5 | 13 |
| Lava WSA | adjacent | 7 | 18 |
| National Register Eligible Historic Railroads | on site | 4 | 0.5 |
| Tee-Maze ACEC | 3 | 8.5 | 15.5 |
| Historic Canals | adjacent | 6 | 15 |
| <i>Source: Mead & Hunt, Inc.</i> | | | |

5.4.4 Biotic Communities

5.4.4.1 General

Background

Historically, various species of fish, wildlife, and plants have become extinct due to development without concern of or knowledge of conservation. Congress passed the Threatened and Endangered Species Act in 1973 to conserve the various species that have either become so depleted in numbers that they are in danger of or threatened with extinction, and/or have aesthetic, ecological, educational, historical, recreational, and scientific value. These are identified as federally listed threatened and endangered species. The United States Fish & Wildlife Service (USF&WS) maintains this list. The Endangered Species Act requires demonstration that a federal project would not jeopardize the existence of any federally listed species or result in the destruction of or adversely modify critical habitat. Additionally, the State and BLM have classified flora and fauna to indicate their conservation concern due to declining populations from habitat degradation or depletion.

Analysis

Limited site reconnaissance, special species data from the State Data Conservation Center and information from the IDF&G and BLM were used to perform the analysis. Formal consultation with the USF&WS and more detailed field investigations would occur during the NEPA process, which would occur during a future level of study.

5.4.4.2 Detail

Background

Agriculture, grazing, introduction of exotic (non-native) plant and animal species and unnaturally intense or frequent fire have resulted in the alteration and/or fragmentation of native ecosystems. Resource agencies have identified species which are of concern and in decline, primarily due to fragmentation and destruction of habitat.

The State maintains a repository of known occurrences for state and federally listed species which was obtained and reviewed along with data from the local BLM staff in Shoshone and IDF&G staff in Jerome. These data reflect surveys and reported sightings. It also includes the wildlife migration corridors and winter ranges in the study area. Based on these data, no federally listed species have been recorded at any of the sites. The IDF&G database does not contain complete study area coverage and therefore does not provide a complete picture of the status of special species. Consultation with the USF&WS, BLM, and detailed field reconnaissance will be conducted at a later phase in the study during the NEPA process. Such studies need to be conducted during the growing season and may be seasonably dependent.

The species of primary concern in this study area is the sage grouse. Its habitat, the sage steppe, continues to be developed resulting in reduction and/or fragmentation of habitat. It is a Species of Special Concern with the state of Idaho and a Type 1 Sensitive Species with the BLM and a "Sensitive Species" with the USF&WS. Because of these concerns, the IDF&G has classified lands as shown in **Exhibit 5-11** based on their sage grouse populations and habitat for management of this resource. Sage steppe obligates include the sage and brewerhead sparrow, loggerhead shrike and pygmy rabbits which are also identified by the BLM as sensitive species. Although these species are not federally listed, the BLM has the capability to affect their conservation status through management; as such they manage sensitive species similarly to federally listed ones.

Sites 9 and 10 are located in an area with caves, some of which have been designated as Caves of Significance by the BLM, including the caves on Site 10. This designation means that the caves fall under the protection of the Federal Cave Protection Act of 1988 which requires that impacts be avoided "to the extent practicable." There are BLM sensitive species of bats, the Thompson bat, in these caves and those on Site 9.

The Wood River, Willow Creek, and Camas Creek are shown to have Species of Concern, likely the Wood River sculpin and Inland Columbia Basin redband trout. All three sites drain to these water bodies, although only Site 9 may have potential direct impacts if new structures are required across the Big Wood River for a new or improved access road.

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Analysis

Site 9

Site 9 is in private ownership and is currently in agricultural use. It is near the Big Wood River reaches, which are habitat for the Wood River Sculpin and Inland Columbia Basin redband trout, a fish species of concern. A new or reconstructed access road may require improvements to new stream crossings which may impact this stream. A BLM biologist noted that there is potential habitat for mourning milkvetch, a BLM sensitive plant, but not one that is federally listed. The site is not identified by the State as being part of a deer winter range, nor impacted by deer or elk migration corridors. Their migration corridors are shown to cross SH 75 north of the site. There are caves on the site and in proximity to it, for which the BLM has conducted some monitoring including that for the Thompson bat, a BLM sensitive species. The site is adjacent to BLM lands identified as key habitat and a potential restoration area for sage grouse habitat.

Site 10

Site 10 is owned by the BLM and the site is surrounded by BLM lands. A historic sage grouse lek site where males attract females for breeding is close to or on the site. Much of the area has been degraded by grazing and the fires have burned off much of the sagebrush. However, the male sage grouse continues to return to this lek site. The BLM has identified this site and surrounding areas as a large contiguous potential sage grouse restoration area. Pronghorn antelope were observed in the vicinity of this site during field reconnaissance, and it is located within a major deer and elk migration corridor as seen in **Exhibit 5-12**. It is also within the deer winter range. Caves on this site have been determined to be significant by the BLM and in which reside the Thompson bat. This site is considered to rank the lowest of the three sites based on impacts to biotic communities.

Site 13

The upland of Site 13 currently lies fallow as agricultural land. The sagebrush has been mostly removed and it currently does not support any significant habit. The on-site drainages are intermittent and do not provide riparian corridors to support wildlife. The BLM has noted that there is the potential for goldenweed on the site, which is a BLM sensitive plant, but is not federally listed. As the site is privately owned, it has not been classified for sage grouse management by resource agencies. It is not directly impacted by designated deer or elk winter range, although it is immediately south of winter elk range. Seasonally, it provides habitat for foraging antelope, deer and elk. The designated migration corridors for deer and elk, which cross USH 20, lie about four miles east of the site based on IDF&G data. It is scored the highest of the three sites. There is no known critical or unique habitat on this site.

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5.4.5 Cultural Resources

5.4.5.1 General

Background

Section 106 of the NHPA of 1966 and its implementing regulations (36 CFR Part 800) seek to accommodate historic preservation concerns with the needs of federal undertakings through consultation among the federal agency and other parties with an interest in the effects of the undertaking on historic, architectural, archeological, and cultural resources in or previously determined eligible for inclusion in the National Register of Historic Places (National Register). Collectively these resources are referred to as historic sites. Other federal laws and Executive Orders, which address the treatment of archaeological sites and other cultural resource issues, are outlined in DOT Order 1050.1E and FAA Order 5050.4A. FAA initiated consultation with the SHPO for this study.

Analysis

An inventory was made of recorded historic sites on or near to each alternative site. Information on historic sites was gathered from the Idaho SHPO in Boise, Idaho. The Idaho SHPO maps the location and assigns numbers for known historic sites.

Only the location of historic irrigation canals and railroad corridors eligible for inclusion in the National Register relative to alternative sites are mapped in **Exhibit 5-9**.

Due to the sensitive nature of some cultural resources, federal laws including Section 304 of the NHPA, protect historic sites. For this reason, the location of other historic sites cannot be disclosed.

Following is a summary of known historic sites in proximity to alternative sites:

- Site 9 – Galena Toll Road, Oregon Short Line Railroad Grade,
- Site 10 – Galena Toll Road, an archaeological site, and
- Site 13 – No recorded historic sites.

Site scoring was based on a review of both the total number of known historic sites (in or previously determined eligible for inclusion in the National Register) at each alternative airport site and an analysis of the relative potential for each historic site to be affected.

5.4.5.2 Detail

Background

The provisions of Section 106 of the NHPA require federal agencies to take into account the effects of their undertakings on historic sites⁴. The goal of consultation under Section 106 of the NHPA is to identify historic sites potentially affected by the undertaking, assess the effects of the undertaking, and seek ways to avoid,

⁴The Idaho SHPO holds records of known historic sites that have been identified in Idaho. Many historic sites that exist in the state have not been identified or recorded. Efforts to identify such resources on a site-specific basis would require additional detailed studies during future formal environmental reviews.

minimize, or mitigate any adverse effects to a historic site. An adverse effect to a historic site may be direct, such as physical destruction, or indirect, such as a change in the use or introduction of visual or audible elements that affect its setting.

Analysis

An undertaking can affect a historic site if the action, in this case the development of a new airport, has the potential to alter the characteristics of the property that make it eligible for inclusion in the National Register. Because the location and development for each alternative site is only conceptual, it is not possible to determine if an effect is adverse at this time.

This criteria group includes Native American interests. According to federal regulations, the FAA has developed specific policy and procedures for consultation with federally recognized Native American Tribes. This policy describes the federal government's legal and political relationship with federally recognized tribes. The procedures outline the FAA's responsibility to conduct government-to-government consultation and to honor tribal treaty and other rights before taking actions that may significantly alter or affect Native American interests. FAA initiated consultation with the SHPO for this study.

In accordance with Section 106 of the NHPA, and the implementing regulations at 36 CFR Part 800, the FAA has identified and notified four federally recognized tribes with possible interests within the site selection study area. The tribes include the Shoshone-Bannock Tribes of the Fort Hall Reservation, the Shoshone-Paiute Tribes of the Duck Valley Reservation, the Shoshone Tribe of the Wind River Reservation, and the Northwestern Band of the Shoshone Tribe.

To date, the Shoshone-Bannock Tribes have requested technical information related to the site selection study and representatives have participated as stakeholders on the Advisory Committee. The FAA and FMA have responded and have provided project related information as requested and have had discussions related to this study.

This study sought to identify known Native American interests and whenever possible address known interests at alternative sites. However, information on Native American tribal interests is understood at a very general level at this time and is not site-specific. Due to this, it is difficult to factor into site scoring.

Below is an analysis of known historic sites that may be affected at each of the alternative sites under this category. Site scoring between the three sites is based on a review of the total number of known historic sites on or in close proximity to each site and an analysis of the potential for each historic site to be affected.

Site 9

This site is located on or adjacent to portions of two historic sites. The Galena Toll Road generally follows the route of SH 75. An airport access road would intersect with SH 75 and may cause an effect to this historic site. Portions of the Oregon

Short Line Railroad Grade are located in close proximity to land that may be acquired at Site 9. Acquisition of land containing a portion of this historic site may result in an effect.

Site 10

This site is located on or adjacent to two historic sites. The Galena Toll Road generally follows the route of SH 75. An airport access road would intersect with SH 75 and may cause an effect to this historic site. An archaeological site is located on land that may be acquired at Site 10. Acquisition of land containing this historic site would be an effect.

Site 13

No known historic sites are located on or in close proximity to this site.

5.5 CRITERIA GROUP 3: SOCIAL AND ECONOMIC

The following section address social and economic issues related to three alternative airport sites. This section covers population trends, geographic proximity, land use compatibility, direct impacts to the human environment, viability of site acquisition, facility costs, air service, regional growth and development patterns, compatibility with regional and local planning initiatives, jurisdictional responsibilities, and environmental justice.

Social and economic criteria strongly influenced the final outcome of this study as they relate directly to political and financial feasibility and community desires. In a planning effort such as this that incorporates substantial public input, social and economic factors are pivotal.

5.5.1 Population Trends

5.5.1.1 General

Background

The future siting of an airport should consider the demographics of the service/study area, especially in light of any strong trends that appear to be shaping the future of the service area to be different than in the past.

Analysis

Population and housing data for the seven municipalities in the Wood River Region were obtained from the Idaho Department of Labor. From 1990 to 2000, of the seven cities in the study area, Hailey, Sun Valley, and Bellevue had the greatest increase in population growth, 62.7, 41.2, and 40.0 percent, respectively. From 2000 to 2004, Hailey and Bellevue experienced the greatest population growth at 16.7 percent and 11.7 percent. From 2004 to 2009, Hailey is still projected to have the highest rate of population growth, followed by Bellevue and Fairfield. Growth in housing units shows a similar trend. These data reflect a shift in development patterns and demographics from the northern portion of the study area to the south. This information is shown in **Table 5-4** and **Table 5-5** and graphically in **Exhibit 5-13**. County population data reflect these development trends as well. It

is significant to note that substantial development activities have taken place, or have been initiated in the past one to two years which may not be fully reflected in the tables. Blaine County and some municipalities have called for a six-month moratorium on development due to this factor.

In scoring this criterion, an important consideration was how an airport at each of the candidate sites would best be situated to serve future populations in the service area.

5.5.1.2 Detail

Background

| Table 5-4 Population and Housing Trends 1990-2009 | | | | | | | |
|--|----------|--------|-----------|--------|---------|----------|------------|
| | Bellevue | Carey* | Fairfield | Hailey | Ketchum | Shoshone | Sun Valley |
| Population Trend | | | | | | | |
| 1990 | 1,340 | 429 | 290 | 3,810 | 2,591 | 1,132 | 1,011 |
| 2000 | 1,876 | 513 | 395 | 6,200 | 3,003 | 1,398 | 1,427 |
| Change 1990 to 2000 | 40.0% | 19.5% | 36.3% | 62.7% | 15.9% | 23.4% | 41.2% |
| 2004 | 2,096 | 531 | 427 | 7,236 | 3,253 | 1,522 | 1,500 |
| Change 2000 to 2004 | 11.7% | 3.5% | 8.1% | 16.7% | 8.3% | 8.9% | 5.1% |
| 2009 | 2,357 | 555 | 472 | 8,436 | 3,555 | 1,670 | 1,593 |
| Change 2004 to 2009 | 12.5% | 4.4% | 10.5% | 16.6% | 9.3% | 9.7% | 6.2% |
| Housing Units Trend | | | | | | | |
| Change 1990 to 2000 | 39.3% | 14.1% | 24.9% | 61.3% | 19.1% | 20.0% | 8.6% |
| Change 2000 to 2004 | 14.6% | 6.7% | 11.0% | 19.7% | 10.7% | 8.9% | 8.3% |
| Change 2004 to 2009 | 14.9% | 6.5% | 11.5% | 18.9% | 11.2% | 9.2% | 8.7% |
| *Based on building permits and existing subdivisions, Carey City officials project growth in Carey between 2005 and 2010 in the range of 25% to 50%. | | | | | | | |
| Source: Idaho Department of Labor – 1990 and 2000 census data; 2009 projection by SRC, LLC. | | | | | | | |

| Table 5-5 Historic and Projected County Population | | | |
|---|--------|-------|---------|
| Year | Blaine | Camas | Lincoln |
| 1990 | 13,790 | 740 | 3,350 |
| 2002 | 20,380 | 1,040 | 4,210 |
| 2030 | 33,390 | 1,440 | 6,060 |
| CAGR* (1990-2002) | 3.30% | 2.90% | 1.90% |
| CAGR* (2002-2030) | 1.80% | 1.00% | 1.30% |
| Source: Historical Data: US Dept of Commerce | | | |
| Projections: Idaho Power | | | |
| *CAGR: compounded annual growth rate | | | |

5.5.2 Geographic Proximity

5.5.2.1 General

Background

Future growth is anticipated to shift south from the north end of the valley to Hailey and Bellevue. Growth trends also appear to be dispersing eastward to Carey and ultimately westward into Camas County. Therefore, future siting of an airport should consider these demographic trends and the distances an airport would be from population centers, as well as distance from the Sun Valley Resort.

Analysis

A map of the study area showing the airport sites relative to population centers is shown in **Exhibit 5-14**. The distance from each site to these centers is shown in **Table 5-6**.

| | Site 9 | Site 10 | Site 13 |
|----------------------|--------|---------|---------|
| Ketchum (Sun Valley) | 39 | 32 | 42 |
| Hailey | 27 | 20 | 30 |
| Bellevue | 22 | 15 | 25 |
| Carey | 31 | 24 | 34 |
| Shoshone | 18 | 24 | 44 |
| Fairfield | 39 | 32 | 12 |

Because of variability due to weather, road conditions and time of day, travel times are not included. Mileages are based on the existing roadway system. No additional roadways are anticipated for any of the sites with the exception of the access from either SH 75 or USH 20 to the actual site.

5.5.3 Land Use Compatibility

5.5.3.1 General

Background

This criterion considers the compatibility of an airport with the existing and proposed land uses for each site and its surrounding area. The intent is to evaluate the relative degree to which any of the sites may potentially conflict with the objectives of federal, regional, tribal, state and local land use plans, policies and controls for the affected areas.

Analysis

The existing land uses and those proposed for each site (based on County Comprehensive plans and zoning maps) are shown in **Exhibits 5-15, 5-16 and 5-17**, Land Use Compatibility. Communities typically adopt overlay zoning for airports to address the potential conflict between the airport operation and development of adjoining land. For this analysis, an Airport Influence Area has been developed which envelopes the area for which land use compatibility was evaluated. **Exhibits 5-18, 5-19 and 5-20** show this area for each of the three sites.

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The influence area consists of zones that are associated with varying compatibility qualities that are described in the attachment. This template was then used to identify conflicts with existing and planned land uses, including flood plains, wildlife corridors and big game wintering areas. A perimeter fence would be constructed at any of the sites for security and prevention of wildlife on the airport.

Most of the lands associated with each site are zoned agricultural. For all these locations, revisions to the current comprehensive plans would be required to include a new airport site. Revisions are controlled by the appropriate government entity, in this case Blaine, Lincoln or Camas County Board of Commissioners. Comprehensive plan revisions are a public process where public comment is solicited and considered by the local jurisdiction before revisions are adopted. This is a local decision.

5.5.3.2 Detail

Background

The Airport Influence Area consists of six zones based on safety and proximity to the runway. Basic compatibility qualities for each zone are listed below:

Zone 1: Runway Protection Zone

- Airport ownership of property encouraged
- Prohibit all new structures and residential land uses
- Avoid nonresidential uses except if very low intensity in character and confined to the sides and outer end of the area

Zone 2: Inner Approach/Departure Approach

- Prohibit residential uses except on large agricultural parcels
- Limit nonresidential uses to activities which attract few people
- Prohibit sensitive uses (e.g., schools, hospitals, bulk fuel storage, etc.)

Zone 3: Inner Turning Zone

- Limit residential uses to very low densities
- Avoid nonresidential uses having moderate or higher usage intensities
- Prohibit sensitive uses (e.g., schools, hospitals, bulk fuel storage, etc.)

Zone 4: Outer Approach/Departure Zone

- In undeveloped areas, limit residential uses to very low densities
- Limit nonresidential uses as in Zone 3
- Prohibit children's schools, large day care centers, hospitals, nursing homes

Zone 5: Sideline Zone

- This area would be on airport property

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Zone 6: Traffic Pattern Zone

- Allow residential uses
- Allow most nonresidential uses; prohibit outdoor stadiums and similar uses with high intensities
- Avoid children's schools, large day care centers, hospitals, nursing homes

Typically, airports own the lands in Zones 1 and 5 and maintain easements over Zones 2, 3, and 4 to control non-compatible uses. Maintaining compatible land use can be accomplished by the local governments through zoning, building codes, etc.

It should be noted that these zones are intended to provide guidance for land uses associated with the human environment and do not specifically address the natural resource and cultural issues (including Native American Interests) that must be considered as part of overall airport compatibility.

Native American Interests

Native American interests include criteria related to environmental, social, and economic criteria groups. According to federal regulations, the FAA has developed specific policy and procedures for consultation with federally recognized Native American Tribes. This policy describes the federal government's legal and political relationship with federally recognized tribes. The procedures outline the FAA's responsibility to conduct government-to-government consultation and to honor tribal treaty and other rights before taking actions that may significantly alter or affect Native American interests.

This study sought to identify known Native American interests and whenever possible address known interests at alternative sites. However, information on Native American interests is understood at a very general level at this time and is not site-specific. Due to this, it is difficult to factor into site scoring.

Analysis

Site 9

Site 9 is located in northern Lincoln County. The proposed site would be accessed from SH 75. The Big Wood River lies west of the site, and the Richfield Canal is located on the east. Flood plain impacts associated with the site would be limited to modifications or new river crossings for an access road from SH 75.

Deer winter range exists east and southwest of the site, with an abandoned railroad and the Big Wood River forming the winter range limits in the vicinity of this site. Currently, the lands within the site are in agricultural use, with some industrial use associated with a quarry operation. The zoning map from the *Lincoln County Comprehensive Plan* (1994) shows that the site and adjacent lands are primarily zoned agricultural, with a portion zoned commercial.

Most of the site is in private ownership. Lands in proximity to the site include those owned by the BLM; including two Wilderness Study Areas (Black Butte Wilderness Study Area west of SH 75, WSA lying south of the site), and the Tee-Maze ACEC also west of SH 75 to the south of the Black Butte WSA.

A residence lies within Zone 1, the RPZ, and is considered incompatible with an airport. Other existing and proposed land uses within the Airport Influence Area are compatible based on the airport land use planning guidelines.

Site 10

Site 10 is located in Blaine County. It is in BLM ownership and surrounded by BLM lands. It is currently leased for grazing, and lies within a large winter deer range and a big game migration corridor. From a wildlife perspective, this site is incompatible with airport use, primarily due to the potential wildlife hazards that would result and the impact to these animal populations. The Blaine County zoning maps show that the site and surrounding areas are zoned agricultural. Review of the Airport Influence Area for this site does not identify land uses that are not compatible, but these zones do not consider the cultural resource issues at this site and Native American concerns with use of federal lands for an airport.

Use of BLM lands for an airport would require the BLM to release the land for airport use, and revise their Management Plan to include an airport. Access to this site would be from SH 75 and require an access road that would cross BLM lands and also require their permission as the BLM has large land contiguous land holdings adjacent to this site.

Site 13

Site 13 is located in Camas County, just west of the Camas/Blaine County line and north of USH 20. Willow Creek is located east of the site. Access to the site would be from USH 20. There is a wildlife migration corridor which crosses USH 20 between SH 75 and just east of the proposed site. The winter elk range (from the IDF&G database) is located north of the site, extending from Highway 46 east to the Wood River.

The *Camas County Comprehensive Plan* dated June 3, 1997 states:

Camas County of the future encourages growth, but only that growth which is compatible and non-intrusive on the quality of life now enjoyed by its residents and only that growth which is ultimately good for the County.

The land is currently in agricultural use. Land use from the Camas County zoning map shows the site to be zoned agricultural, with an Agricultural/Transitional district north of the site. From the *Camas Comprehensive Plan*:

The transitional/agricultural land use is created to provide a transition between those areas in the county that are strictly agricultural and those areas that may be suitable for other types of development, yet still dependent and respectful of the agricultural uses. Protection of current agricultural activities is a priority in this land use.

The *Camas County Comprehensive Plan* identifies single family residential and appropriate agricultural and forest uses, public or semi-public facilities compatible to agricultural and residential use, including cottage industries as the type of development desirable within this transitional zone. Recently, residential development has occurred south of USH 20 in the residential zoned area (**Exhibits 5-17** and **5-23** do not show this development). Residential development also exists north and west of the site as seen on the aerials. The Airport Influence Area includes portions of these residential areas, some of which are compatible and some of which are not, such as Zone 4 which may include some low density residential on the west side of the proposed site where noise levels may not be compatible.

It is important to note that revisions to comprehensive plans would likely be required for construction of an airport at any of the three sites being studied.

5.5.4 Direct Impacts to the Human Environment

5.5.4.1 General

Background

This section evaluates the compatibility of the airport and its effects on the quality of the human environment. Analysis and information on noise, light (and glare), air and visual (aesthetics) are provided.

Analysis

Light, noise, air emissions generated from each site would be similar. However, the resulting impacts would depend on the surrounding land uses (existing and proposed). For example, if sensitive receptors, such as residential areas were projected to be exposed to incompatible noise levels, the impact may be considered worse than that same level of noise over lands, such as agricultural, which may be compatible for the same noise levels.

An analysis of the noise projected with an airport in 2022 was performed. The analysis was conducted using the Integrated Noise Model approved by the FAA, and the results are presented in the detail section and shown graphically in **Exhibits 5-21, 5-22, and 5-23**.

The noise modeling and noise exposure maps depicting the day-night sound level (DNL) contours were computed using the FAA's Integrated Noise Model Version 6.1. The Integrated Noise Model is an accepted industry tool for evaluating aircraft noise impacts in the vicinity of airports.

The Wood River region is known for having good air quality. As the area is currently meeting federal standards, a formal classification (or designation) has not been made by the IDEQ for the study area. Although air quality is not currently an issue, it is recognized that there will be some level of air quality impact associated with a new airport in the study area. Further evaluation of air quality may occur during the NEPA, or formal environmental process.

Lighting and visual impacts are more subjective. The planning, including architecture and layout of any of the sites, would be developed to blend in with the landscape. Exhibits 5-24, 5-25, and 5-26 visual impacts provide different views of an airport at each of the sites. A description of the type of lighting associated with a new airport is also included in the detail section.

5.5.4.2 Detail

Background – Noise

Noise is characterized as unwanted sound. The degree of annoyance that people suffer from aircraft noise varies among individuals and is also dependant on their activities at any given time. The concept of land use compatibility has arisen from the variation in human tolerance to aircraft noise. While it is difficult to directly measure annoyance, studies have found that sound levels can help predict how people will react to different noises. The FAA and EPA recommend the DNL for measuring noise. It quantifies the average daily acoustic energy over the period of one year. It also incorporates a nighttime (10:00 pm to 7:00 am) penalty when loud sounds are more annoying.

Studies by governmental agencies and private researchers, in particular those by US Department of Housing and Urban Development and FAA, have defined the compatibility of different land uses with varying noise levels. These studies have defined all land uses (e.g. residential, public, commercial, recreational, etc.) as compatible with DNL levels below 65 DNL. However, these are only guidelines and federal guidance explicitly states that determinations of noise compatibility and regulation of land use are purely local jurisdiction's responsibilities. It is for this reason that the Airport Influence Area graphics were developed – to help inform local communities.

Analysis – Noise

Noise exposure maps developed to depict the noise levels associated with the 20-year forecast (2022) for airport operations at each site are shown in the exhibits. Note that the 60 DNL is 5 DNL lower than the threshold the FAA has established for compatibility with residential land use. However, due to the ambient low noise levels, the 60 DNL is considered a reasonable metric for compatibility analysis for this study.

Site 9

Site 9 is located in northern Lincoln County. There is limited development in the vicinity of the airport. Five residences, three of which would need to be acquired for an airport, are located within the 60 DNL. One of the other two is located about a half-mile south of the site and the other is located north of the site, just east of SH 75 at Magic Road.

Site 10

There are no human noise-sensitive receptors (e.g. residences) in proximity to this site, and therefore no noise impacts as defined by FAA criteria.

Site 13

Site 13 is located in Camas County, just east of the Camas/Blaine County line and north of USH 20. Land use from the Camas County zoning map shows the site to be zoned agricultural, with an Agricultural and Transitional district north of the site. Based on the 2003 aerial, there are no residences within the 60 DNL.

The following information is presented to provide the reader with background information on aircraft noise and how it compares with other common noises.

General Characteristics of Aircraft Noise

Aircraft noise originates from both the engines and the airframe of an aircraft, but the engines are by far the more significant source of noise. Although propeller-driven aircraft (mostly commuter and GA) noise can be annoying, jet aircraft are the primary source of disturbing noise from an airport.

Loudness, measured in decibels (dB), is the most commonly used characteristic to describe noise. The A weighted decibel (dBA) is used in aircraft noise studies because it more closely associates sound frequencies factoring in the sensitivity of the human ear.

Some common sounds on the dBA scale are listed in **Table 5-7**. As shown in the table, the relative perceived loudness of a sound doubles for each increase of 10-dBA, although a 10-dBA change corresponds to a factor of ten in relative sound energy. Generally, sounds with differences of 2-dBA or less are not perceived to be noticeably different by most listeners.

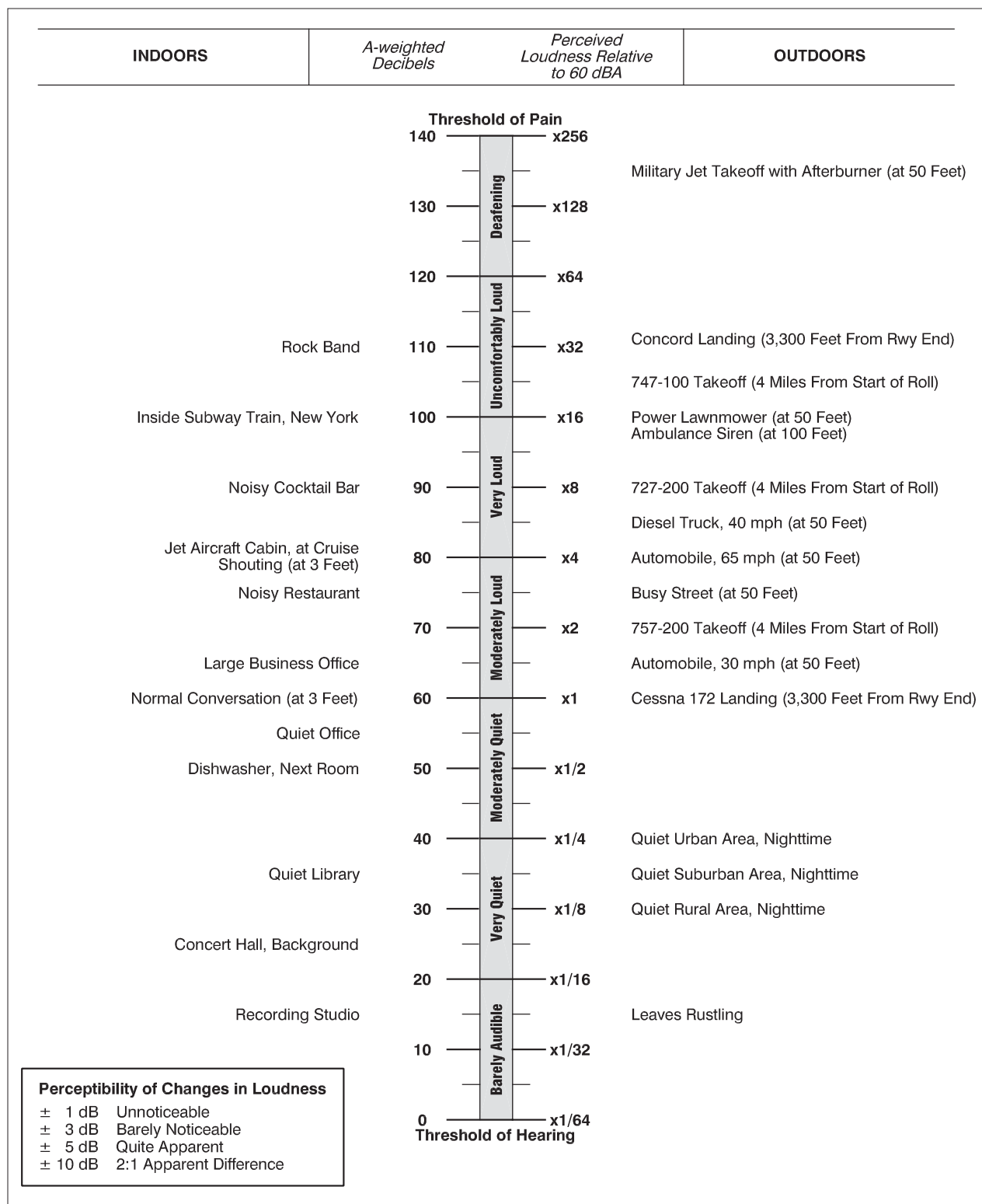
Table 5-7 Common Sounds on the A-Weighted Decibel Scale

| Sound | Sound level (dBA) | Relative loudness (approximate) | Relative sound energy |
|--|-------------------|---------------------------------|-----------------------|
| Rock music, with amplifier | 120 | 64 | 1,000,000 |
| Thunder, snowmobile (operator) | 110 | 32 | 100,000 |
| Boiler shop, power mower | 100 | 16 | 10,000 |
| Orchestral crescendo at 25 feet, noisy kitchen | 90 | 8 | 1,000 |
| Busy street | 80 | 4 | 100 |
| Interior of department store | 70 | 2 | 10 |
| Ordinary conversation, three feet away | 60 | 1 | 1 |
| Quiet automobiles at low speed | 50 | 1/2 | 0.1 |
| Average office | 40 | 1/4 | 0.01 |
| City residence | 30 | 1/8 | 0.001 |
| Quiet country residence | 20 | 1/16 | 0.0001 |
| Rustle of leaves | 10 | 1/32 | 0.00001 |
| Threshold of hearing | 0 | 1/64 | 0.000001 |

Source: US Department of Housing and Urban Development, Aircraft Noise Impact – Planning Guidelines for Local Agencies, 1972.

A noise event produced by a jet aircraft flyover is usually characterized by a buildup to a peak noise level as the aircraft approaches, and then a decrease in the noise level through a series of lesser peaks or pulses after the aircraft passes and the noise recedes.

Figure 5-1 Average Sound Levels



Background – Airport Lighting

The major sources of light emissions at an airport are the terminal building, runway lights, ramps, and parking. Where possible, lights would be directed downward so no direct light shines up to the sky. Many lights would be shielded to reduce their visibility from off-site. The specific lights listed in **Table 5-8** would be in use at a new airport site:

| Table 5-8 Airport Lighting | |
|--|---|
| Airport Rotating Beacon | An alternating white and green light used to identify the presence of a civil airport. Beacon lights are operated continuously from dusk to dawn and may be operated during periods of low visibility. |
| Approach Lighting* | Aids pilots transitioning from instrument to visual flight during landing. Approach lighting systems extend outward into the approach area beginning at the runway threshold for a distance of approximately one-half mile. |
| Pavement Edge and Centerline Lighting* | Used to identify usable runway and taxiway pavement at night or during periods of reduced visibility. The runway would be equipped with high intensity runway lights and centerline lights. Runway edge lights are white or alternating white and yellow at the stop ends. Likewise, runway centerline lights are white or red depending on the distance to the stop end of the runway. The runway ends would be identified by dual lens green/red lights. The taxiway edges would be identified by blue medium intensity taxiway lights. |
| Miscellaneous Airfield Lighting | Various sensors and signs located on the airfield would be illuminated by one or more 60 to 120 Watt bulbs. If necessary, signs and lights would be backlit or shielded to reduce the effect on pilot and controller night vision, avoid distractions, and to reduce glare. |
| Aircraft and Vehicle Lights | Other lights may also be visible on clear nights. In particular, any maintenance operations would typically include the use of lighted vehicles with rotating yellow beacons. Likewise, aircraft operating at night use a combination of steady-burning navigation lights, red rotating beacons, white flashing strobe lights, and white head lamps. Nighttime aircraft operations occur far less frequently than daytime ones. |
| Non-aeronautical Lights | These consist primarily of floodlights associated with aircraft parking aprons, vehicle parking areas, gate access/perimeter fence lighting, and access roadway street lamps. Although floodlighting would be shielded to reduce controller and pilot distraction and glare, the light intensity is fixed. Therefore, on clear nights, these floodlights in particular may create a visible glow that is visible for some distance. |
| <i>*Note: The brightness level of these lights is selectable depending on weather conditions present</i> | |

Analysis – Airport Lighting

There would be light impacts at any of the sites. All three sites are in undeveloped areas with few lights. Those sites which are in closer proximity to light sensitive receptors, including residential areas, such as Site 13, and areas where light pollution is undesirable, such as WSAs (Site 9) would be less desirable from a lighting perspective. Mitigation measures would be taken to minimize these impacts at any of the sites.

Background – Visual Impacts

The visual impacts of an airport are subjective and depend largely on the point of reference. Visual impacts exhibits are intended to show via simulation the visual impact of an airport at the three sites.

The FAA offers the following guidance on evaluation of visual impacts in its Order 1050.1E, *Environmental Impacts: Policies and Procedure*:

Visual, or aesthetic, impacts are inherently more difficult to define because of the subjectivity involved. Aesthetic impacts deal more broadly with the extent that the development contrasts with the existing environment and whether the jurisdictional agency considers this contrast objectionable. Public involvement and consultation with appropriate federal, state, and local agencies and tribes may help determine the extent of these impacts. The visual sight of aircraft, aircraft contrails, or aircraft lights at night, particularly at a distance that is not normally intrusive, should not be assumed to constitute an adverse impact. The art and science of analyzing visual impacts is continuously improving and the responsible FAA official should consider, based on scoping or other public involvement, the degree to which available tools should be used to more objectively analyze subjective responses to proposed visual changes.

The impact discussion would normally include appropriate presentation of the application of design, art, architecture, and landscape architecture in mitigating adverse visual and other impacts and encouraging enhancement of the environment.

There are visual analysis tools that federal agencies such as the US Forest Service and BLM use to evaluate project effects. These tools could be used in future studies during the formal environmental (NEPA) process to evaluate visual impacts in greater detail. It is premature and beyond this feasibility study scope to apply these visual analytical tools; however the renderings provide good information for the community.

The siting and the design of the facilities will be sensitive to climate, topography, and lighting of the surrounding environment. Design, color and building materials would likely be compatible with the surrounding environment.

Analysis – Visual Impacts*Site 9*

SH 75 is a designated scenic highway. However, airport development should be a sufficient distance from SH 75 to minimize visual impacts as shown in the graphic.

Site 10

Site 10 is located in Blaine County. It is currently in BLM ownership and is surrounded by BLM lands. The site could be located sufficiently away from SH 75, a scenic highway, to minimize adverse impacts associated with this designation. The natural terrain also provides a visual barrier between SH 75 and the proposed airport site.

Site 13

This visual impact of an airport at this location would diminish the aesthetic value of the natural landscape and scenic quality of that landscape from both south of USH 20 looking north and from the residential development that exists north of the site. There are a number of residences near this site which could be affected by aircraft operations.

Background – Air Quality

The Clean Air Act established National Ambient Air Quality Standards (NAAQS) for six pollutants, which are termed criteria pollutants. These include carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide. The EPA, who oversees the Clean Air Act, requires each state to develop and adopt a plan, called a State Implementation Plan, to achieve the NAAQS for each pollutant within a specified timeframe.

The study region has a very high quality of air. No air quality standards violations have been identified in the area as confirmed by the Idaho Department of Environmental Quality's local Air Quality Science Officer. As the area is currently meeting federal standards, a formal classification (or designation) has not been made by the IDEQ for the study area. As such, its classification is unclassified and there has been no need for a State Implementation Plan to have been developed for this area.

Analysis – Air Quality

There would be temporary emissions associated with airport construction. Associated with airport operation are emissions from aircraft and vehicles, including ground transportation equipment. These emissions could include ozone, carbon monoxide, and particulates. In recent years, there have been considerable advances in minimizing these emissions. The new airport would likely incorporate these technologies into its design.

The emissions generated from each site would be similar. No air quality analysis was conducted as part of this feasibility study. It is recognized that there would be air quality impacts associated with a new airport. During future formal environmental reviews, analyses such as an air emissions inventory may be conducted to evaluate the impacts.

5.5.5 Viability of Site Acquisition

5.5.5.1 General

Background

The relative ease or difficulty with which adequate acreage for an airport site can be obtained is a consideration as it will impact both the implementation timeline and project cost. Site acquisition requirements will vary if the land is public or private. Of the finalist sites; two, 9 and 13, are primarily on privately owned land; while Site 10 is entirely on public land administered by the BLM (see **Exhibits 5-27, 5-28, and 5-29**).

Analysis

The airfield templates used in evaluation of Section 5.5.3 criteria were also used to identify land requirements from specific ownership types. Discussions were held on several instances with BLM representatives to define procedural requirements and areas of specific interest or concern to the BLM. Site 9 as originally proposed is, as is Site 10, entirely within BLM administered lands. In part as a result of coordination with the BLM, Site 9's location was moved from the BLM land in Blaine County to the south primarily onto privately owned land in Lincoln County. While not impossible, it must be recognized it will be time consuming and difficult to obtain lands from the BLM. A significant consideration to the process is treaty rights granted to the Shoshone-Bannock Tribe in the Fort Bridger Treaty of 1868.

Sites 9 and 13 lie mostly on private property. A portion of Site 9 will encroach onto BLM lands. A majority of Site 13 lands have been publicly offered as a donation toward the project by the current owner. Land donations have the advantage of expediting the implementation process and can be considered a portion of the local matching funding requirement for capital improvements.

In scoring sites, consideration was given to perceived length of the acquisition process; opposition by other agencies, or sovereign entities; implications to schedule; and possible costs.

5.5.5.2 Details

Background

Acquisition of private land for a federally funded project is accomplished in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (PL 91-646 as amended) and the Regulations of the Office of the Secretary of Transportation, 49 CFR Part 24. Acquisition of public land administered by the BLM is accomplished in accordance with 43 CFR 2640. Public lands administered by the BLM can be conveyed to a qualified applicant by grant in accordance with 14 CFR 154.3.

In an acquisition of private land the time period can vary significantly dependant on the willingness of the seller(s) and is frequently associated with the offered price. The methodology and process used to establish a purchase price is based on appraisals and follows the PL91-646 procedures. Ultimately a public body can acquire private land through their right of eminent domain provided it is demonstrated to

be justified. Private property can also be accepted as a donation to a project. The latter action greatly expedites the process and has the added advantage of being a component of local share contribution to the project.

Acquisition of public land from the BLM must also follow a structured process. The process can be expected to take considerable time, several years, depending on the size and nature of the acquisition. The acquiring party is responsible for reimbursement of administration and technical staff costs incurred in the process, which while difficult to estimate, can be expected to be several hundred thousand dollars. If approved the actual land title transfer to the sponsoring public entity is at no cost. Land dispersals by the BLM favor perimeter or isolated holdings in lieu of parcels contained in the midst of large contiguous tracts.

Analysis

Site 9

Site 9 is located primarily on privately owned lands surrounded by BLM administered lands. The majority of facility components can be sited on private land; however, the north end of the runway and its associated RSA, protection zone, and approach lighting will lie on BLM administered lands. It is also likely that an airfield perimeter emergency access road will need to be located partially on BLM lands. Due to the proximity of the site to other BLM lands it is expected that there will be significant BLM participation in the acquisition process. Acquisition of BLM land in this case is not expected to be as difficult or complex as Site 10 since the lands in question are at the perimeter of a large Federal land holding.

Private ownership primarily resides with three entities and is roughly distributed as follows: owner A-840 Ac.; owner B-320 Ac.; owner C-129 Ac.; and incidental ownership both private and public on 69 acres. While it has been reported that several owners may be willing to sell property for the intended purpose; no documentation of this intent is available. Land value is expected to be commensurate with existing agricultural use activities. Some parcels are currently in use as aggregate sources.

Site 10

Site 10 is located entirely within a large contiguous holding of lands administered by the BLM. It is contrary to current policy identified in the BLM's 2003 Amended Land use and Tenure Plan which encourages retention of large parcels within contiguous lands. However, the BLM is scheduled to develop a new resource management plan starting in fiscal year 2006, taking three to five years to complete. This plan could consider and evaluate an airfield at this location.

The BLM also must conform to its Indian Trust responsibilities for unoccupied lands, which includes coordination with the Shoshone-Bannock and Shoshone-Piaute Tribes primarily. Tribal rights are of importance pursuant to the Fort Bridger Treaty of 1868, which granted the right to hunt, fish, and gather on public lands.

Additionally, other state and federal agencies are expected to take an active interest in any proposals impacting contiguous land such as Site 10. IDF&G has expressed concern with this site relative to sage grouse habitat; deer and elk migration; and winter big game range.

Acquisition of Site 10 lands is expected to be a lengthy and difficult process with opposition from State and Federal agencies; the Shoshone-Bannock tribes; and environmental groups interested in sage grouse habitat protection and restoration.

Site 13

Site 13 is located almost entirely on private land under single ownership. A small portion of the westerly extremity of the airfield may encroach on lands believed to be owned by the State of Idaho. In addition, a portion of the eastern RPZ and possibly approach lighting may extend onto private land under a different ownership. No acquisition of federally administered land is required at this location. The donation of land simplifies and expedites one critical element associated with developing a new airport. Providing the donation is made with no contingencies which grant any exclusive rights, the market value of the land donation can be considered a component of the local match required with the FAA grants-in-aid program. Land includes access to USH 20.

5.5.6 Facility Costs

5.5.6.1 General

Background

This document includes cost estimates developed at a planning level of detail for major construction elements of a new airport at each of the three finalist sites. It is worth noting that detailed engineering and design, which does not occur at this early planning stage, would yield more detailed cost estimates. However, for this study the cost estimates provide a reasonable basis for comparison among the sites. Costs are reflective of local conditions based on general knowledge of the individual sites and prior experience with construction of airfield improvements in the area. Cost estimates include those that would be the responsibility of the airport owner (public facilities) as well as those that would be developed privately.

Analysis

Costs estimates were developed for the following airport construction elements using 2005 dollars: site preparation; airfield; terminal complex (including parking); airport traffic control tower; navigational aids; infrastructure; support facilities (e.g., firefighting); and aircraft parking aprons. Many of the above items are eligible for Airport Improvement Program (AIP) grant funding. Additional capital investment is required for airport projects that are not eligible for grant funding, including components such as a FBO complex, rental car service facilities, and aircraft storage hangars. These facilities are typically paid for by the users, with the most significant investment coming from private aircraft owners. Costs of these privately-funded facilities are expected to be the same for each site, may be in the range of \$60 to \$80 million, and are estimated conservatively.

Comparative capital costs for the three finalist sites (\$ million, 2005 cost basis) are summarized below: The cost of land is not included.

| | <u>Site 9</u> | <u>Site 10</u> | <u>Site 13</u> |
|--------------------|----------------|----------------|----------------|
| Public Facilities | \$76.5 | \$84.1 | \$69.1 |
| Private Facilities | <u>\$76.5</u> | <u>\$76.5</u> | <u>\$76.5</u> |
| Total | \$153.0 | \$160.6 | \$145.6 |

5.5.6.2 Details

Background

Cost analysis components are configured to separate costs common to all sites such as the runway and parallel taxiway complex and terminal facilities. Cost variations from site to site are primarily related to site conditions and access to, or availability of, infrastructure components such as power supply. The following section identifies the components contained within each of the eight primary airport elements and comments on the relevant differences between the sites affecting costs:

- Site preparation
- Airfield (runway, taxiways, etc.)
- Terminal complex (access road, terminal building, auto parking)
- Airport traffic control tower
- Navigational aids (including precision approach system)
- Infrastructure (sewer, water, electric)
- Support facilities (such as aircraft rescue and firefighting (ARFF))
- Aircraft parking aprons

At this level in the planning study, no distinction is made between initial development and the potential phasing of facilities over time. Further evaluation of phasing of improvements over time will be completed during development of an implementation strategy once this study is done.

Airport Funding

Airport development, much like highway development, is supported through user fees. In the case of airports, user fees include an airline ticket tax, a freight waybill tax, an international departure fee, and taxes on GA and jet fuel. These fees are deposited in the Aviation Trust Fund. The FAA administers the AIP, which was created by the Airport and Airway Improvement Act of 1982, as amended. The current AIP program, referred to as *Vision 100*, provides significant funding for projects that qualify. Vision 100 currently provides for grants-in-aid to cover up to 95 percent of project funding. Prior to the current program, funding maximum was typically 90 percent. Therefore, the information in this document assumes the more conservative 90 percent funding scenario, with the remaining coming from local sources.

Local funding for FMA capital improvements typically comes from two sources: revenue from airport operations and a passenger facility charge (currently \$4.50) that is collected on each departing passenger.

The following is a generalized list of the major airport facilities and the possible percent of costs covered by AIP grants-in-aid. Those qualifying would use monies from the Aviation Trust Fund.

- Land – up to 90 percent
- Site preparation – up to 90 percent
- Airfield – up to 90 percent (this includes taxiways serving the private hangar areas)
- Terminal building – depends on space utilization for revenue-generating space in the terminal (which does not qualify); but 80-90 percent is typical
- Public auto parking – zero if the lot produces revenue (which is typical)
- Airport traffic control tower – up to 100 percent if paid for using FAA Facility and Equipment Fund
- Navigational aids – up to 100 percent if paid for using FAA Facility and Equipment Fund
- Infrastructure – up to 90 percent
- Support facilities – up to 90 percent
- FBO and Aircraft storage hangars – private investment

Analysis

The cost breakdown for the public facilities at each of the candidate sites is included in **Table 5-9a** with private costs included in **Table 5-9b** on the following pages.

5.5.7 Air Service

5.5.7.1 General Background

This section provides information on commercial air service as it relates to the current airport and the three alternate sites being studied. The location of an airport relative to the local population and the destination points within the community is an important consideration for commercial air service.

In addition to the convenience of the airport, there are other considerations related to the location of the local airport that bear on commercial air service. For example, an airport must be reliable. Most air travelers are sensitive to disruptions of travel plans and tend to avoid airports and airlines that have a reputation of flight delays and or cancellations. Likewise, airport locations that unduly restrict airline operations and aircraft are less desirable places for airlines to conduct business. In short, the location of the airport will affect the airport's use by air travelers and the airlines ability to efficiently, reliably, and profitably conduct business in the market.

Table 5-9a Public Facility Costs (continued on page 5-81)

| | Site 9 | Site 10 | Site 13 |
|-------------------------------------|------------------------------------|------------------------------------|--|
| Site Preparation | \$8,750,000 | \$17,500,000 | \$5,937,500 |
| Safety Grading | | | |
| Excavation and Embankment | | | Excavation and embankment reduced |
| Rock Excavation | Minimum rock excavation required | Maximum rock excavation required | No rock excavation required |
| Storm Water Management | Storm water management cost higher | Storm water management cost higher | |
| | | | |
| Airfield | \$20,689,000 | \$20,689,000 | \$21,072,000 |
| Runway | | | |
| Parallel, Connecting Taxiways | | | Additional cost for longer distance to haul aggregates |
| Aircraft Hold and Deicing Bays | | | |
| Airfield Lighting and Signage | | | |
| Airfield Maintenance Road | | | |
| | | | |
| Air Carrier Terminal Complex | \$10,659,000 | \$10,659,000 | \$10,659,000 |
| Air Carrier Apron | Same for all sites | Same for all sites | Same for all sites |
| Airline Terminal Building | | | |
| Terminal Roadways | | | |
| Auto Parking – Non-Revenue | | | |
| Sewer | | | |
| Auto Parking – Revenue (Non-AIP) | | | |
| | | | |
| Air Traffic Control Tower | \$5,000,000 | \$5,000,000 | \$5,000,000 |
| | Same for all sites | Same for all sites | Same for all sites |
| | | | |
| Navigational Aids | \$2,850,000 | \$2,850,000 | \$2,850,000 |
| Approach Lighting Systems | Same for all sites | Same for all sites | Same for all sites |
| Airport Beacon | | | |
| Glide Slope and Localizer | | | |
| Weather Monitoring Sensors | | | |

Table 5-9a Public Facility Costs (continued from page 5-80)

| | Site 9 | Site 10 | Site 13 |
|--|--|--|---|
| Infrastructure | \$12,125,000 | \$10,938,000 | \$7,138,000 |
| Fencing, Gates | | | |
| Airfield Facility Access Road | Big Wood River Bridge required | | |
| Airport Access Road | Access Road cost lowest | Access Road cost highest | Access Road cost less than Site 10 but more than Site 9 |
| Water | Diversion Dam and Cottonwood Slough modifications required | | |
| Power | Power line extension cost highest | Power line extension cost less than Site 9 but more than Site 13 | |
| Gas | | | |
| Telephone | Telephone cost higher than Site 13 | Telephone cost higher than Site 13 | Telephone cost lowest |
| Relocate Existing Gas Line | | | |
| Miscellaneous | | | |
| | | | |
| Airport Support Facilities | \$3,288,000 | \$3,288,000 | \$3,288,000 |
| Airport Administrative Offices | Same for all sites | Same for all sites | Same for all sites |
| ARFF Building and Equipment | | | |
| Maintenance Equipment Shop | | | |
| Snow Removal Equipment Shelter | | | |
| | | | |
| Aircraft Parking Aprons | \$13,163,000 | \$13,163,000 | \$13,163,000 |
| Large Aircraft Parking Aprons | Same for all sites | Same for all sites | Same for all sites |
| Small Aircraft Parking Aprons | | | |
| Apron Lights | | | |
| Fire Attack Facilities | | | |
| Hangar Access Taxiways, Large | | | |
| Total Cost of Public Facilities | \$76,524,000 | \$84,087,000 | \$69,108,000 |
| Source: Toothman-Orton Engineering Company and Mead & Hunt, 2005 | | | |

| Table 5-9b Private Facility Costs | | | |
|--|-------------------------------------|-------------------------------------|-------------------------------------|
| | Site 9 | Site 10 | Site 13 |
| Rental Car Lots/Facility | \$1,000,000 to \$2,000,000 | \$1,000,000 to \$2,000,000 | \$1,000,000 to \$2,000,000 |
| | Same for all sites | Same for all sites | Same for all sites |
| FBO Complex | \$4,000,000 to \$10,000,000 | \$4,000,000 to \$10,000,000 | \$4,000,000 to \$10,000,000 |
| Office and Hangars | Same for all sites | Same for all sites | Same for all sites |
| Aircraft Parking Aprons | | | |
| Auto Parking and Infrastructure | | | |
| Aircraft Hangar Facilities | \$55,000,000 to \$68,000,000 | \$55,000,000 to \$68,000,000 | \$55,000,000 to \$68,000,000 |
| Corporate Hangars | Same for all sites | Same for all sites | Same for all sites |
| Medium Size Hangars | | | |
| Small Conventional Hangars | | | |
| T-Hangars | | | |
| *Total Cost of Private Facilities | \$60,000,000 to \$80,000,000 | \$60,000,000 to \$80,000,000 | \$60,000,000 to \$80,000,000 |
| Source: Toothman-Orton Engineering Company and Mead & Hunt, 2005 | | | |
| *Although a range of \$60 million to \$80 million is presented, \$76.5 million was used in the summary as this figure was determined reasonable for planning purposes. | | | |

Analysis

The analysis provided addresses the following topics in the context of commercial air service and the possible relocation of FMA:

- Passenger convenience and potential diversion of the passenger market base to the airports at Boise or Twin Falls;
- Mix of inbound and outbound passengers related to airport location;
- Reliability of the airport and diverted passengers;
- Existing Air Service;
- Future airline service related to regional airline fleets; and the
- Subsidy associated with core service.

These topics are couched in the regional competitive environment.

5.5.7.2 Details

Background

Currently, commercial air service exists between FMA and the airports at Seattle and Salt Lake City. Year around service is provided by Horizon Air and SkyWest Airlines respectively. Supplemental, seasonal service to and from Oakland and Los Angeles is provided by Horizon Air. In general, the success of commercial air service is dependent on the market generating enough passengers at a ticket price high enough to cover airline costs plus generate a profit. However, in some cases recreation markets like Jackson Hole, Vail and Steamboat Springs with moderate population bases and seasonal activity, often underwrite air service through a minimum revenue guarantee (MRG) that supports the overall economic interests of the community.

The location of an airport relative to the local population and the destination points within the community is an important factor for commercial air service. This is especially true of smaller airports that do not offer the array of flights and lower ticket prices found at larger airports. What the smaller local airports have to offer the customer is convenience. If it is a reasonable drive to a larger competing airport, some share of the air travel population will make the trip to take advantage of service options and lower ticket prices not available at the smaller airport. Most often airports like FMA are in competition for passengers with larger airports like Boise Air Terminal. For the continued success of these smaller airports, they must provide a sufficient stream of passengers to its airlines to keep them profitable.

An airport must also be reliable. Most air travelers are sensitive to disruptions of travel plans and tend to avoid airports and airlines that have a reputation of flight delays and or cancellations. Likewise, airport locations that unduly restrict airline operations and aircraft are less desirable places for airlines to do business. In short, the location of the airport will affect the airport's use by air travelers and the airlines ability to efficiently, reliably, and profitability conduct business in the market.

In most cases the location of an airport relative to commercial air service is not a completely objective decision. Each air service market is, to some extent, unique, which tends to foster the consideration of more subjective information in considering airport locations.

Analysis – Passenger Convenience

From an airline customer service viewpoint, the best situation is to locate airports as close to the population as possible. This is especially true of smaller airports like FMA where there is an option to drive to a larger more distant airport like Boise Airport. There are a number of subjective factors that influence how far people will drive to access commercial air service at a competing airport. It is not possible to craft a formula that will tell us how much of the existing passenger base will drive to Boise to catch flights if FMA is relocated from its present site to a site further away.

Depending on the situation, the factors that typically influence people to use a competing airport rather than the local airport include:

- Travel time and difficulty (winter weather, terrain) to the competing airport.
- Reliability of service (cancelled and diverted flights) at each airport.
- Jet versus turboprop offerings.
- Ticket prices at the local and competing airport.
- Destinations offered and flight frequency at the two airports.

Some competitive advantages exist for Boise Air Terminal over FMA. Accordingly, the people that are currently using the local airport are foregoing the advantages of the larger airport for the travel convenience to the local airport.

Because travel time is an advantage of FMA over Boise, it is important to consider the added distance from FMA to either Site 9, 10, or 13. These three sites are 26, 17, and 29 miles, respectively, further south than the existing airport at Hailey. Currently, it is estimated that the drive time from Ketchum to FMA is 25 minutes and parking, check-in, and clearing security require 1 hour for a total elapsed time of 1 hour and 25 minutes.

At the most distant alternative airport site 13, the estimated drive time from Ketchum is estimated at 1 hour and 7 minutes plus 1 hour for parking, check-in, and security clearance for a total elapsed time of 2 hours and 7 minutes or 42 minutes longer than from the current airport.

The drive from Ketchum to Boise Airport is approximately 153 miles (113 miles two-lane highway, 40 miles interstate) or 170 miles (84 miles two-lane highway, 85 miles interstate). Elapsed time is estimated to be 3 hours drive time and 1 hour and 30 minutes for parking, check-in, and security clearance totaling 4 hours and 30 minutes. Today, using Boise Air Terminal instead of the local airport adds another 3 hours and 5 minutes to the total trip time. The estimated total elapsed travel time to Boise Airport beyond Site 13, the most distant alternate site, is an additional 2 hours and 23 minutes.

Analysis – Mix of Inbound and Outbound Passengers

To evaluate the potential loss of passenger traffic associated with the relocation of the airport, it is important to understand the travelers that are currently using FMA. **Table 5-10** provides perspective on the share of travelers that originate travel at FMA as opposed to those travelers that start their travel from some other locations. If there is a risk of losing some of the passenger base, it would most likely be Wood River Region originating passengers, in particular local leisure passengers that are more airfare sensitive than business travelers. However, the fare disparity with Boise Airport is not a new issue. Overall, two-thirds of the people that use the current airport are inbound from some other city. These are visitors or second homeowners. Only approximately one-third of the total passenger traffic starts their trip at FMA.

Table 5-10 Top 10 Domestic Air Service Markets

| Rank | Market | % of total | Passengers | Passengers per day each way | % Originating Sun Valley |
|------|--------------------|--------------|----------------|-----------------------------|--------------------------|
| 1 | Seattle, WA | 16.5 | 22,270 | 30.4 | 27.0 |
| 2 | Los Angeles, CA | 14.3 | 19,340 | 26.4 | 29.7 |
| 3 | Salt Lake City, UT | 6.5 | 8,780 | 12.0 | 43.1 |
| 4 | San Francisco, CA | 5.6 | 7,610 | 10.4 | 38.9 |
| 5 | Oakland, CA | 4.4 | 5,900 | 8.1 | 18.5 |
| 6 | Orange County, CA | 4.1 | 5,530 | 7.6 | 24.6 |
| 7 | New York, NY(JFK) | 3.5 | 4,700 | 6.4 | 33.2 |
| 8 | San Diego, CA | 3.3 | 4,530 | 6.2 | 36.6 |
| 9 | Newark, NJ | 2.6 | 3,480 | 4.8 | 21.3 |
| 10 | Boston, MA | 2.2 | 2,990 | 4.1 | 39.5 |
| | Total | 100.0 | 135,300 | 184.8 | 34.1 |

Source: Data Base Products, Inc. - year ended September 30, 2004

Further, the majority of the passengers originating at Hailey are now making the decision to use FMA in spite of the competitive advantages (lower airfares, greater frequency, more non-stop destinations, and jet service) enjoyed by Boise. These travelers are less fare sensitive and more convenience oriented. Most likely, the travelers that now make the drive to Boise do so to access cheaper tickets. These people are diverting to Boise now and are not part of FMA's current passenger base. Inbound passengers, the bulk of the total passenger base, are unlikely to rent a car in Boise and make a three hour drive to reach their ultimate destination when the drive from the furthest alternate Site 13, to Ketchum is 67 minutes.

Local airport users (one-third outbound and two-thirds inbound) are doing so for convenience, and the three alternate sites, even with the added mileage, are significantly more convenient than driving to/from Boise. Based upon this logic, it is doubtful that a significant number of passengers that now use FMA will opt to use service via Boise Airport rather than use the local airport at an alternate site.

Analysis – Airport Reliability

Drive time is only one aspect of travel time. Flight diversions and cancellations, due to weather-related operational constraints at the current airport, impact airline passengers and increase travel time too.

Table 5-11 is an estimate of the SkyWest Airlines and Horizon Air passengers that were diverted to Twin Falls or Salt Lake City during the 2003/2004 ski season from FMA.

| Table 5-11 Diverted O&D passengers – 2003/2004 Ski Season | | | |
|--|-------------------------|--------------------|---------------|
| Month | SkyWest Airlines | Horizon Air | Total |
| November | 1,260 | 469 | 1,729 |
| December | 2,635 | 1878 | 4,513 |
| January | 2,521 | 1,999 | 4,520 |
| February | 2,461 | 1,838 | 4,299 |
| March | 119 | 183 | 302 |
| Total | 8,996 | 6,367 | 15,363 |
| <i>Sources: SkyWest Airlines and Horizon Air</i> | | | |

In calendar year 2003 and 2004, November to March accounted for 40 percent of the total passenger traffic at FMA. For the 2003-2004 ski season, during these five months, the airport accommodated 53,742 (origin and destination) passengers not including diverted passengers. Of the total passengers, 15,363 or 22 percent were diverted to Twin Falls or Salt Lake City due to weather conditions at FMA. As would be expected, the bulk of this traffic is inbound visitors coming to the area to take advantage of the winter recreation opportunities. Typically, these inbound visitors are sensitive to two things, lost luggage (e.g. ski gear) and lost recreation time. It is logical to expect that diverting this number of visitors is impacting repeat customers to the area.

In general, flight cancellations and diversions are high on every air traveler's list of most hated flight experiences. If possible, air travelers avoid them at all costs. An excellent example of this dynamic is San Francisco International Airport. Many air travelers know that it is not a good idea to plan to connect at San Francisco International Airport during the winter months. Winter weather causes the cancellation of many flights and the airport has gained the reputation of being unreliable during the winter. As a result, people take great pains not to include San Francisco as part of their route.

An airport must have a reputation of reliability or a share of the traveling public will avoid using that airport. With regard to FMA's reputation, it is certain that there are a large number of local travelers and repeat visitors to the area that currently steer away from using the airport in the winter months. As a result, Boise Air Terminal and Twin Falls Magic Valley Regional Airport currently benefit from the unreliable nature of flights in and out of FMA during the winter. Improved airport reliability would capture some share of these lost passengers.

Analysis – Existing Air Service

FMA, and the regional economy are not only at a competitive disadvantage because of diversions and cancellations, the airport has operational limitations (jet service, destinations, and seats) that other peer resort communities do not have. For comparison, the communities of Aspen, Vail, Steamboat Springs, Jackson Hole, and Telluride were selected. The distance of the alternate sites 9, 10, and 13 from Sun Valley lodging compares well with drive distances at Vail, Steamboat Springs and Telluride/Montrose. With regard to just drive distance, Aspen and Jackson Hole have more favorable airport locations. **Table 5-12** provides information related to air service in these communities and the Wood River Region.

| Table 5-12 Air Service Comparison | | | | | | | |
|---|--------------------|---------------|----------------|-------|-------------------------|---------------------|---|
| Airport | Departures per day | | | | Available seats per day | Distance to lodging | Nonstop destinations |
| | Turbo-props | Regional jets | Main-line jets | Total | | | |
| Sun Valley | 11 | 0 | 0 | 11 | 450 | 14 | LAX/OAK/SEA/SLC |
| Aspen | 3 | 13 | 0 | 16 | 1,241 | 7 | DEN/LAX/MEM/MSP/PHX |
| Jackson Hole | 6 | 0 | 6 | 12 | 1,035 | 14 | ATL/CVG/DEN/MSP/ORD/SLC |
| Steamboat Springs | 3 | 2 | 7 | 12 | 1,261 | 28 | ATL/CVG/DFW/DEN/EWR/IAH/MSP/ORD/SLC |
| Telluride | 8 | 0 | 0 | 8 | 182 | 5 | DEN/PHX |
| Montrose | 6 | 2 | 2 | 10 | 558 | 70* | DFW/DEN/EWR/IAH/LAX/ORD |
| Vail | 3 | 1 | 11 | 15 | 2,008 | 36 | ATL/CLT/CVG/DFW/DEN/EWR/IAH/LAX/LGA/MIA/MSP/ORD/PHL |
| Source: Official Airline Guide - January 2005 | | | | | | | |
| *Includes crossing 9,000 foot pass. | | | | | | | |

All of the comparison communities have significant air service advantages over Sun Valley and the Wood River Region. Most important, the competing communities have the option of accessing distant markets with a variety of jet aircraft. Both Aspen and FMA are limited to a select few aircraft options because of the operational constraints (e.g. runway length and terrain obstructions) of these two airfields. Others like Jackson Hole and Vail have operating limitations, but they are less restrictive than Aspen and FMA. With regard to drive time from the airport and lodging, the range is from 5 miles at Telluride to 70 miles at Montrose. However, all of Telluride's jet service uses the airport at Montrose. Alternate sites 9, 10, and 13 are 40, 31, and 43 miles respectively from lodging in Ketchum.

Analysis – Future Air Service

At present, the aircraft that are in use by airlines in the western United States that have the capability to service FMA are as follows in **Table 5-13** (page 5-88).

Table 5-13 Aircraft Operating in Western US

| Aircraft | Airline | Type | Seats |
|-----------------|-------------------------------------|-----------|-------|
| Avro RJ 85 | NW/Mesaba | Jet | 69 |
| BAe-146 200/300 | United/Air Wisconsin | Jet | 86 |
| CRJ-700 | United/Skywest, Delta, America West | Jet | 70 |
| FRJ-328-110 | United/Air Wisconsin | Turboprop | 32 |
| B-1900 | Great Lakes, NW/Big Sky, Mesa | Turboprop | 19 |
| EMB-120 | United/Skywest, Great Lakes | Turboprop | 30 |
| Dash 8 Q200 | United/Air Wisconsin, Mesa | Turboprop | 37 |
| Dash 8 Q400 | Horizon | Turboprop | 70 |

During the 1990s, two major changes took place in the regional airline industry that effect future airline service in markets like Hailey/Ketchum. First, with few exceptions, regional carriers that had previously operated as independent carriers were either acquired or became “contract” partners with one of the six major airlines. This change allowed the major airline to control most aspects of the regional carriers including the markets they serve. Second, the regional airline industry began to acquire hundreds of regional jet aircraft. In general, these new jets have higher seating capacities and are designed to fly longer stage lengths than their turboprop predecessors.

These two changes are important for smaller markets like Sun Valley and the Wood River Region because: (1) it effectively reduced the number of airline service providers, and (2) the change in the complexion of the regional airline fleets from turboprops to regional jets is reducing the number of aircraft that can efficiently serve scores of smaller communities. In short, there are fewer air service providers for smaller markets and the regional jets are not suitable for many smaller markets. The following table of future aircraft orders/options provides insight into the future of the regional airline fleet (see Table 5-14).

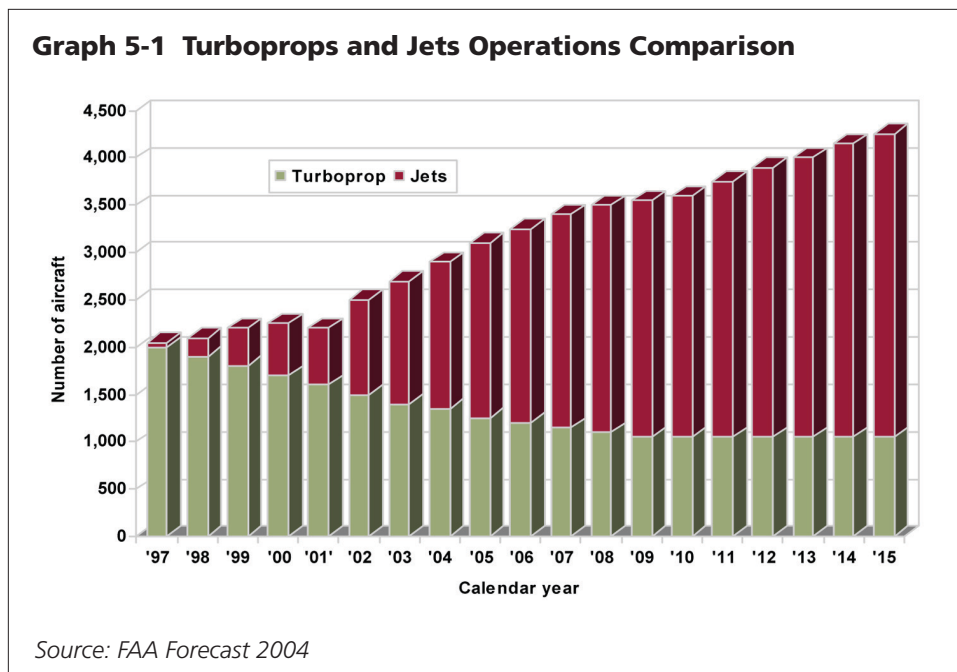
Table 5-14 Aircraft Orders and Options 2004-2006

| Aircraft type | Power | Seats | Options | Order | Total |
|--------------------------|-------|--------|--------------|------------|--------------|
| Canadair CRJ 100/200/440 | Jet | 50 | 569 | 125 | 694 |
| Canadair CRJ 700 | Jet | 70 | 315 | 70 | 385 |
| Canadair CRJ 705/900 | Jet | 90 | 10 | 23 | 33 |
| DHC-8-Q400 | Turbo | 68-78 | 15 | - | 15 |
| Embraer Legacy 135 | Jet | 37 | 25 | 17 | 42 |
| Embraer ERJ 140 | Jet | 44 | 20 | 20 | 40 |
| Embraer ERJ 145 | Jet | 50 | 326 | 118 | 444 |
| Embraer 170 | Jet | 70-78 | 87 | 86 | 173 |
| Embraer 190 | Jet | 98-108 | 100 | 100 | 200 |
| Total | | | 1,467 | 559 | 2,026 |

Source: Data Base Products, Inc. – year ended September 30, 2004

The message derived from this table is that the airlines are not ordering turboprop aircraft. Also, the airlines are ordering jets with higher seating capacities that are too large to serve many smaller markets. Specific to FMA, the only aircraft on this list that can operate at that airfield are the Canadair CRJ 700 and the DHC-8-Q400.

With regard to future airline fleets in the long-term, **Graph 5-1** effectively shows that the aircraft fleet operated by regional carriers is moving from turboprops to jets.



The fleet plans of the Northwest's regional carriers, SkyWest Airlines and Horizon Air, mirror the trend away from smaller turboprop aircraft. SkyWest Airlines is phasing out the Embraer 120 aircraft. Flying to and from Salt Lake City, this aircraft accommodates 70 percent of the total passenger traffic that use FMA. Horizon Air continues to reduce the number of smaller (37 seats) DHC-8-200 aircraft in its fleet in favor of the larger (70 seats) DHC-8-Q400 and CRJ-700 aircraft. Horizon Air now operates one trip daily to Seattle with the DHC-8-Q400. However, Horizon Air's management has indicated that their CRJ-700 aircraft cannot operate at FMA's current airfield.

The changing composition of the regional airline industry's fleet is a very real challenge for future commercial air service at FMA. The current airfield cannot accommodate most of the aircraft that will be used by regional carriers to serve similar markets. If the regional airline fleet trends continue and there is no resolution to some of the aircraft operating limitations at the current airfield, the Wood River Region's options for continued core air service into the future (four to eight years) will be significantly limited.

Table 5-15 provides information on specific flights to/from FMA. Of most importance are the core service flights, Salt Lake City and Seattle. With regard to the performance of SkyWest Airlines and Horizon Air, SkyWest Airlines' average load factor for Embraer 120 operations in similar size communities is 57.5 percent, and the corresponding load factor for Horizon Air is 70.7 percent. Typically, a load factor around 47.0 to 50.0 percent is the breakeven point for turboprop operations. Naturally, the breakeven varies with operating costs and ticket prices, but both airlines are profitable in Sun Valley.

| Table 5-15 Onboard passengers | | | | |
|---|-------|----------------|-------------|-------------|
| Origin and Destination | Trips | Passengers | Load factor | % Local |
| SUN-LAX | 384 | 12,784 | 47.6 | Seasonal |
| SUN-OAK | 142 | 4,751 | 47.9 | Seasonal |
| SUN-SEA | 641 | 26,485 | 59.0 | 76.9 |
| SUN-SLC | 5,598 | 95,121 | 56.7 | 9.2 |
| Total | | 139,141 | | 40.5 |
| <i>Source: Data Base Products, Inc. – year ended September 30, 2004</i> | | | | |
| <i>Note: Locals include all passengers traveling between Sun Valley and the destination shown whether they traveled on the nonstop flight or on other connecting flights.</i> | | | | |

If traffic were to decline to the point that aircraft loads were below breakeven, service reduction and or community support, perhaps in the form of an MRG, to cover the shortfall might be required. Currently, there is no subsidy being paid to Horizon Air or SkyWest Airlines and no MRG agreements for any route except the seasonal Oakland to FMA route. On that route, the Sun Valley Co. announced in the Spring of 2006 that they did not have to make any MRG payments for the 2005-2006 winter season, even though an MRG agreement was in place. That said, if traffic were to decline to the point that aircraft loads were below break even, service reductions and or community support to cover a shortfall in profits might be required in the future.

5.5.8 Regional Growth and Development Patterns

5.5.8.1 General

Background

The information presented in this section is intended to frame discussions as to what effects, possible benefits and/or new opportunities the construction of a new airport might bring to the areas surrounding each of the candidate sites. The outcome of this analysis is dependant on individual perspective of a fundamental question; namely, is an airport's principle function that of a core transportation link or should it also be viewed as an economic engine that can be a major contributor to new growth stimulus.

It should be universally accepted that an airport provides growth and development options and opportunities to the community(s) served. However, that growth and development is speculative and contingent on many factors that are difficult to document and beyond the scope of this study. It also comes with some degree of

disruption and adverse impacts, as documented in other criteria. It is expected that the stakeholders in this effort will exhibit different views on the trade-off between economic opportunity and impacts that come along with it.

Analysis

The three sites offer distinct advantages or disadvantages depending on one's perspective. All three sites serve the function of a critical transportation link. It can be argued that, in general, the site closest to the primary population areas, Site 10, offers the greatest proximity advantage⁵. The analysis in this section should primarily evaluate the relative opportunities that may or may not be associated with each proposed location. Information contained in the detailed analysis is intended to clarify what stimulus airports of similar configuration and function have created by comparative example and also to address typical on-airport land use functions.

5.5.8.2 Details

Background

Numerous economic studies performed over the years demonstrate that airports offer significant economic benefit to their service area. A study completed for the State of Idaho in 1998 titled *The Economic Impact of Airports* concluded that the FMA is responsible for a payroll of \$22.5 million and a total economic output of \$90.6 million. This represents the cumulative effect of direct spending plus secondary, or induced spending. Much of this cumulative economic benefit occurs at the final destination of the traveler which is critical in this consideration, as that final destination is historically the Sun Valley Resort Area and its environs (including Hailey and Bellevue). In the absence of a new, major recreational draw in the service area, this situation is expected to remain dominant regardless of which of the three locations is being discussed.

The questions then become what economic significance does an airport operation in-and-of itself bring to an area. It is important to understand that while an airport encompasses a significant land area, the uses to which that land can be put are limited by FAA policy. Airport lands can only be used for aviation related purposes. The FAA typically interprets this to mean airport property is for those activities (e.g., aircraft services, hangars) which must be located in proximity to the airfield operational surfaces or needed for the airport owner to be financially self-sufficient. The primary activities that now occur at FMA and will occur at a new airport will be related to the operation of the airport (e.g., AC operations, terminal operations to include security, rental car activities, FBO activities, flight schools, air charter operations, air freight activity, and aircraft storage).

Predictable economic activity on the airport is directly linked to the number of aircraft operations and the amount of AC activity passing through the airport. Other economic activity that may result from relocation of an existing or creation of a new aviation activity to a new airport location is more speculative and contingent on many factors that are difficult to document. It is important to recognize that all

⁵Although a range of \$60 million to \$80 million is presented, \$76.5 million was used in the summary as this figure was determined reasonable for planning purposes.

revenues generated through the operational function of the airport (such as auto parking and landing fees) remain on the airport for purposes of operation and maintenance and capital improvement. Airport operations of themselves do not generate a revenue stream off-airport.

As part of this discussion, it could be argued that an airport could potentially stimulate greater growth to Lincoln County if it were located on Site 9, Camas County if it were located on Site 13, and would be less of a factor in stimulating economic growth in adjacent communities if the airport were located in Site 10.

Analysis

It is informative to review comparative examples to the extent practicable. While not identical, two situations have a degree of similarity to the Wood River proposal. The Yampa Valley Regional Airport (YVRA) located near Hayden, Colorado and the Eagle County Regional Airport (ECRA) located near Gypsum, Colorado were originally small GA airports that have been significantly expanded in the last 20 years to accommodate air service to the Steamboat Springs, Colorado resort area and the Vail/Aspen/Summitt County, Colorado resort areas, respectively. These two airports are somewhat distant from their primary service areas and are located in relatively rural areas; particularly in the case of YVRA near Hayden, Colorado which is a historical mining and agricultural based economy. Aerial photos of these airports are shown in the **Exhibits 5-30** and **5-31**.

Yampa Valley Regional Airport, Hayden, Colorado

The Yampa Valley Regional Airport (YVRA) located at the outskirts of Hayden, Colorado, provides primary air service, along with Denver International Airport (DIA) approximately 170 miles away, to the Steamboat Springs Ski Resort at Steamboat Springs, Colorado. The airport is approximately 25 miles from the ski resort with a travel time of 40 to 45 minutes along two lane, US Highway 40. The reported 2000 population of Hayden, Colorado was 1,634. The airport is owned by Routt County, Colorado. YVRA hosts five major airlines (American, Continental, Delta, Northwest and United) during the ski season (mid-December through March) with direct service from Atlanta, Chicago, Dallas/Fort Worth, Houston, Newark, Minneapolis, Salt Lake City and Denver). Commuter service is provided year round to Denver by United Express. (Note: Information from Routt County Website). The airfield is located at an elevation of approximately 6,600 feet. Basic airport facilities include Runway 10-28, 10,000 x 150 feet with high intensity edge lighting; medium intensity approach lighting system with sequenced flashers; runway end identifier lights; precision instrument approach and control tower facility.

The YVRA functions mainly as a transportation hub. The airport had approximately, 90,000 passenger enplanements per year primarily going to Steamboat Springs, Colorado. Conversations in 2005 with the Airport Manager, Jim Parker, reveal that economic development and landside facilities have been "slow in coming." Parker reports that prospects are improving as they have a new GA area development plan

and are working on hangar construction. It is believed that there is potential for industrial expansion around the airport. There are discussions of a new hotel in proximity to the airport. The airport has been annexed by the City of Hayden with city water and sewer extended to the airport with assistance from State Energy Impact Assistance grants. Parker reports the town of Hayden sees the airport as a "benefit." The city draws approximately \$260,000 per year in sales tax revenues off services at the airport, 10 percent of which is returned to the airport.

There is limited GA activity at the airport, reported with only two based aircraft. The majority of GA activity is transient. The majority of local GA activity occurs at the Steamboat Springs Airport/Bob Adams Field (Runway 14-32, 4,452 x 100 feet)) where there are reported to be 63 based aircraft, all single- or twin-engine. Terrain and airfield site conditions severely limit this airport's capabilities.

A report titled *The Economic Impact of Airport in Colorado, 2003* identified that YVRA generated a total economic impact of \$183 million. The study further identified that total AC visitors (passengers visiting the area) spent \$627 per trip. Multiplied by 96,258 visitors this produces a figure of approximately \$62 million in total visitor spending. By contrast, the Steamboat Springs Municipal Airport was reported to generate \$7.5 million in total economic activity.

Eagle County Regional Airport, Gypsum, Colorado

The Eagle County Regional Airport, located between the cities of Gypsum and Eagle along Interstate 70, serves multiple destination resorts including Vail, Beaver Creek, Aspen and a number of others in Summit County, Colorado. Travel distance from the airport to Aspen is reported by the Airport Manager, Ovid Seifers, to be 78 miles taking approximately 1 hour and 20 minutes. Seifers estimates approximately 15 percent of the passengers go to Aspen while Vail is approximately 36 miles and an "easy" 45 minute travel time. The November 22, 2004 flight schedule identifies the airport is served during the ski season by six airlines (American, Continental, Delta, Northwest, United, and US Airways). Destination cities include: Dallas, Chicago, New York, Los Angeles, Miami, Denver, Atlanta, Newark, Minneapolis, Philadelphia, Charlotte, and Houston. The airport encompasses roughly 640 acres and is at an elevation of 6,535 feet mean sea level (MSL). Terrain restrictions of up to 6,000 feet are within 3.5 miles of the runway running from the southwest through to the north. The constrained configuration requires ACs to use primarily the Boeing 757 aircraft for performance reasons.

Basic airfield facilities include Runway 7-25, 8,000 x 150 feet, parallel taxiway, terminal, aircraft parking aprons, medium intensity approach lighting system, a control tower, and other typical ancillary facilities. Seifers indicated major improvements are planned for 2005 to include a 1,000 foot runway extension and improved radar systems to improve reliability. One FBO serves the airfield.

In addition to scheduled air service which totaled 193,000 enplanements in 2004, there is significant GA jet aircraft activity. Aircraft include Boeing Business Jet, occasional 727's, private 757's, Global express, and a large number of Gulfstreams to include the G-V. The aircraft parking ramp is at capacity during

Thanksgiving through March. There are a reported 103 based aircraft, of which 24 are jet airplanes. Aircraft operations average 108 per day, of which 12 percent are commercial.

The airport manager reports no significant development on the airport other than that associated with AC and FBO activities. Three corporate hangars of roughly 36,000 square feet are present. Some off-airport development has taken place in close proximity; namely, upscale developments, both condominium and single family, associated with new golf courses and second homes. One development is as close as 1.5 to 2.0 miles from the Runway 25 threshold.

The Town of Gypsum considers the airport a benefit and has annexed it. A big reason is the generation of approximately \$550,000 per year, roughly one half of the city budget, in sales tax revenue from airport activities. The town has to do little in return as the airport primarily is self-contained. The cities and counties provide minimal off-hours ARFF support.

The Economic Impact of Airports in Colorado, 2003 concluded that the Eagle County Regional Airport generated \$316 million in total economic activity. It also identified \$75 million in annual visitor spending resulting from the airport.

On-Airport Jobs

FMA recently identified 130 jobs associated with their operations. Jobs are categorized as follows: AC Related – 37; Airport Management/Operations – 11; FBO – 35; Car Rental – 20; Transportation Security Administration – 17; Air Traffic Control – 5; Concessions – 5. It is expected in this case that the majority of on-site job positions will be filled by the current employees of the airport; however, it is also expected that additional jobs (± 20 percent) will be created among these sectors at a new airport.

Airports are significant economic factors in state and local economies, as identified in the Idaho and Colorado economic impact studies of 1998 and 2003. Airports do not, however, appear to offer any guarantee of direct benefit as a result of new on-airport job creation. Jobs on-site are primarily associated with the conduct of airfield operations and provision of services. Ancillary and induced development is possible, but it is contingent on many factors, such as market absorption and land use regulations, that are difficult to document at this point in time.

Opportunities are created, however, which otherwise might not have arisen, e.g., convenience stores and service facilities. These activities are driven by the private sector initiative and controlled by the local governing authority. The three finalists sites offer a choice, the selection of which will vary in large part as to an individuals or a stakeholders viewpoint on the priority of providing opportunity for economic growth versus preservation of the status quo.

Site 9

This site has a limited land envelope, but private land is available near the site. Significant BLM holdings are in close proximity. Possible location or relocation of airport employees or others in the workforce to Shoshone area could take place. This site is not expected to place a significant demand on local government and services due to secondary growth spurred by the airport.

Site 10

Site 10 has limited opportunities due to surrounding BLM lands. At this location an airport's sole function would be a transportation hub. No significant indirect impact to local government and services would be anticipated.

Site 13

This site is surrounded by private land. Proximity to Soldier Mountain Ski area offers possible incentive to improve or expand an airport. As with Eagle County, there is the potential stimulus for upscale, second home development. Secondary growth opportunity may place greatest demand on local government services.

5.5.9 Compatibility with Regional and Local Planning Initiatives**5.5.9.1 General****Background**

The potential economic impacts of an airport need to be considered in the context of local and regional planning initiatives. Due to the limited supply of affordable housing in the north valley and other factors, the south valley has experienced strong residential and commercial growth. Commuter traffic and congestion along SH 75 have increased substantially in recent years. Community plans must adapt to these changing infrastructure needs, but must also respond to the fiscal implications associated with the growing commercial and residential development. Each of the communities must also decide what type of growth to encourage and how to preserve the natural and rural characteristics defining the area's quality of life.

Analysis

Local, regional, and state planning organizations were contacted and copies of their comprehensive plans were obtained. The comprehensive plans generally encourage: reasonable business/industry growth that does not increase the cost burden on existing communities, industry diversification, quality of life retention, natural/rural character preservation, and environmental protection. A review of state and private organizations revealed a variety of funding and loan sources, as well as technical and administrative resources potentially available for economic development. Each of the municipalities would ultimately have a strong role in guiding the growth that a new airport site may potentially provide.

5.5.9.2 Details**Background**

Quality of life issues must be balanced with the standard of living for the region. Historically, the study area, south central Idaho, has had an agricultural, tourism and mining economic base. Mining is in decline and agriculture is facing the increased

pressures from development. Tourism remains an important industry for the area. Reliable and safe air service is a necessary component to the continued viability of tourism in the area and to meet the travel requirement of residents.

In recent years, particularly in Blaine County, real estate development and construction of high end residential and second homes has resulted in an upsurge of property values. Available housing for the workforce is in demand, but limited affordable housing in the Wood River Region has resulted in increased commutes from Carey, Fairfield, Shoshone and further south.

The three counties' comprehensive plans' goals include preserving the rural/natural character and promoting a diversified economy, the use of such lands which place less demand on the county and its resources. These plans generally identify the economic development goals that include evaluation of the future impacts of a project, including the analysis of the benefits/costs of services resulting from a development.

The question is what type of economic engine will a new airport be? That answer is dependent on how the community and region wish to control or promote the growth opportunities that a new site could provide.

Analysis

- *Blaine County Comprehensive Plan (11-94) and Zoning Regulations (Ordinance 77-5)* – Plan includes an Airport Service System section which recognizes the ongoing studies and projects at the Airport, including the consideration of a new airport in the future. Draft plan update addresses re-use of the FMA site for other uses.
- *Lincoln County Comprehensive Plan and Land Use Map (2003-last change)* – Significant focus on land exchanges and the need to protect private land rights and to assess impacts to economic stability, local customs, culture, historic land use, and public access. Changes to water rights are considered to be contrary to historical use. An airport in Lincoln County would likely alter water use by conversion from seasonal to year around use, although probably in a net beneficial way because the airport is a low volume consumer of water. However, possible secondary development stimulated by an airport's presence could have greater impact. Specific review relative to plan objectives would be necessary. A new airport can be expected to aid in the plan's goals to promote tourism in the County and to increase employment opportunities and tax base.
- *Camas County Comprehensive Plan and Zoning Ordinance (1997)* – Requires managed growth with minimal impacts to the environment and agricultural productivity. Development costs should be absorbed by developers and not by county residents and taxpayers. Camas County is particularly affected by residential "spill over" from the Sun Valley area, the benefits of which may not be large enough to offset the additional service and transportation costs. The County is proposing to update this plan in the near future according to the Planning and Zoning Administrator. An airport is currently not consistent with existing plan goals.

- *Idaho Department of Commerce* – The state relies heavily on local assessments for development initiatives and does not have a regulatory role. Once a development direction has been decided locally, the Department of Commerce may be a resource for grant and loan funds and to find additional funding sources. Recent initiatives in the statehouse have placed a high priority on rural economic development stimuli. Grant funds are available to support such efforts on a competitive basis.
- *Region IV Development Association* – A not-for-profit corporation to encourage development and diversification in South-Central Idaho, can assist with planning, implementing, and developing community facilities. The association operates or has involvement with several funding programs including: Economic Development Administration planning grant, Idaho Community Development Block Grant Program, Idaho Rural Community Block Grant Program, Gem Implementation Grant Program, Economic Development Administration Title IX Long Term Economic Deterioration Grants, and state Gem community planning and revitalization program.
- *Camas County Economic Development Corporation* – this entity has a generalized goal of funding economic development programs within Camas County. This organization is expanding and may provide guidance and support for development with Camas County at some point in the future, but at this point, works closely with the Region IV Development Association to establish economic development priorities and funding sources.
- *Citizens for Smart Growth* – primarily a watchdog group whose focus is preserving the natural and rural character of Blaine County. They have a strategic plan that generally conforms to the stated goals of the three county comprehensive plans. Though possibly limited at this time, the organization has a technical staff that can potentially serve as a resource during the various study components associated with new airport development or airport reconfiguration.

These plans emphasize that economic development must be compatible with the overall objectives of maintaining a rural character and protecting the quality of life currently enjoyed in the Wood River Region. Comprehensive plans and zoning ordinances provide the mechanism for jurisdictions to control and effectively manage growth. For any of these sites, decisions to revise the comprehensive plans would need to be made by local officials. These revisions include a public involvement component. Revision to the comprehensive plan would likely be required for a new airport at any of the three finalist sites.

Site 9

There is immediate proximity to BLM lands, conflict with land use policies unknown at this time. This site has limited adjacent private land but enough available for aviation support and other commercial type uses. It is a relatively remote location now subject to light industrial type activities, e.g. gravel extraction operations.

Site 10

It is surrounded by BLM lands. This site conflicts with existing BLM land use plans. There is no non-aviation related activity opportunities in the immediate vicinity expected since it is all public land. The airport itself would serve primarily as a transportation hub.

Site 13

This site is surrounded by private land which provides opportunity for development and has the maximum secondary development potential and flexibility of the three sites. An airport does not conform to the established rural life style and environment. This would need to be addressed in an update to the comprehensive plan.

5.5.10 Jurisdictional Responsibilities**5.5.10.1 General****Background**

This criterion considers the issues associated with a new airport with respect to certain jurisdictional responsibilities. Specifically, this criterion addresses issues related to ownership and operation of an airport, as well as the provision of certain critical functions such as emergency response.

Analysis – Airport Ownership and Operation

Idaho law allows municipalities and counties to combine efforts for a particular purpose, such as owning and operating an airport. A multi-jurisdictional “joint powers agreement” is the mechanism for allowing that to take place. A joint powers agreement allows taxes to be levied if the owners decide to do that. It is common for a greater degree of fiscal responsibility to go with the governmental entity that has the greatest resources. In this case, that could mean Blaine County could potentially be a part of the ownership/operation of a new airport, even if it were physically located in Lincoln or Camas counties. On the other hand, certain responsibilities, such as zoning, must be controlled by the jurisdiction that currently has that power.

Analysis – Emergency Response Capabilities

For providing emergency response at an airport, ARFF would be contained on-site and funded by Federal grants (for equipment) and from airport revenues (for operations). Emergency medical response, however, would likely come from a combination of on- and off-site resources. Due to the locations of the three sites being studied, additional investment may be necessary.

5.5.10.2 Details**Background**

Issues related to ownership and operations of an airport are summarized previously and expanded upon in the following analysis section. The intent at this time is to present the most fundamental information on that subject. The subsequent feasibility analysis element of this study will probe deeper into the issue. It should be noted that any airport owner accepting Federal grants-in-aid would be bound by the assurances tied to the grant.

For the issue of emergency response, the following analysis provides details related to ARFF, as well as emergency medical response.

Analysis – Airport Ownership and Operation

Idaho counties and cities are authorized to purchase, lease, condemn, or otherwise, take over and hold lands not exceeding 1,280 acres in area for the purchase of constructing airports, Idaho Code §21-401. In addition to authorizing the acquisition of lands necessary for an airport, this statute authorizes counties and cities to do all things necessary for the operation and management of an airport. Any combination of two or more local jurisdictions (counties or cities) may share in the cost of construction and maintenance of an airport, may authorize tax levies and may enter into agreements for the purpose of the construction and maintenance of an airport and for the division of the costs of construction and maintenance (Idaho Code §21-403 through §21-406).

Title 21 of the Idaho Code provides counties and cities with the power to acquire property for an airport and to operate and maintain that airport individually or through cooperative agreement. Idaho Code §67-2328 provides the details regarding those items which must be included in an agreement for the joint exercise of powers. Under this section, appropriate action by ordinance or resolution of the participating public agencies is necessary before such an agreement becomes effective. The agreement must specify at least the following items:

1. The duration of the agreement.
2. The precise organization, composition and nature of the separate entity together with the powers that the counties and/or the cities delegate to it.
3. The purpose or purposes of the agreement.
4. The manner of financing the cooperative undertaking and of establishing and maintaining a budget.
5. The methods to be employed in accomplishing the partial or complete termination of the agreement and for disposing of property at that time.

In short, the methodology necessary to establish a public entity composed of two contiguous local units of government to purchase, operate and maintain an airport is the same methodology that was utilized to form the FMAA. The Joint Powers Agreement between Blaine County and the City of Hailey, which formed the FMAA, was authorized by these sections of the Idaho Code.

Analysis – Aircraft Rescue and Firefighting

The CFR Part 139 dictates the requirements for ARFF at commercial service airports. The level of response and equipment is categorized as an index. FMA is currently rated an Index A airport, although it has equipment that would allow it to meet Index B. This is based on Federal requirements based on the size of the largest aircraft using the airport on a regular basis (defined as five or more commercial flights). A new airport will require equipment and personnel rated for Index B at a minimum (aircraft at least 90 feet in length but less than 126 feet in length, such as the Dash 8 Q-400). Due to market potential for mainline carriers, a new airport should be capable of upgrading to meet Index C requirements if necessary (aircraft at least 126 feet but less than 159 feet, such as a Boeing 737 narrow body). Upgrading

to an Index C facility would require an additional bay in the ARFF building, and an additional 1500-gallon rapid response vehicle. Additional staff would be required to handle the additional equipment and overall workload.

At a new airport, the ARFF operation would likely become an established fire protection agency with its own jurisdiction.

Analysis – Emergency Medical Response

First response at FMA, meeting criteria set forth in CFR Part 139, is currently provided by the Hailey Fire Department and Wood River Fire and Rescue.

At a new airport site, transport time/distance will likely necessitate the full time presence of at least one ambulance on-site. A second ambulance may be prudent to serve as a backup. This operation will require additional personnel to staff it. It is reasonable to assume that all personnel be trained to at least EMT-Basic, if not advanced. Due to the proximity of St. Luke's Wood River Hospital, it may also be planned to have paramedics on-site. The airport would also need to meet state of Idaho and insurance licensing criteria in order to be Transport-Certified.

Analysis – General Staffing

If additional staff were required for ARFF or emergency medical response purposes, it is likely that they would be cross-trained to serve the airport security function. This practice is common for an airport of this size. Therefore, the additional staffing expenses may be mostly related to training.

New mutual aid/automatic aid relationships would have to be explored and established. The jurisdictional environments and inter-agency working relationships have evolved significantly over the past 10 years, indicating optimism for success in this area.

Site 9

It is located entirely within Lincoln County. Therefore, the County could own or enter into a joint powers agreement with Blaine County. This would be a Lincoln County decision.

Site 10

It lies in Blaine County. No intergovernmental agreements are necessary.

Site 13

It is located entirely within Camas County. Therefore, the County could own or enter into a joint powers agreement with Blaine County. This would be a Camas County decision.

5.5.11 Environmental Justice

Background

Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* became effective in 1994. The intent of the Order, as stated in the Order: “is to ensure that Federal departments and agencies identify and address disproportionately high and adverse human health or environmental effects of their policies, programs and activities on minority populations and low-income populations.” The US DOT, Council on Environmental Quality, US EPA and FAA are the oversight agencies to ensure that federal aviation transportation policies, programs and activities do not result in a disproportionate high or adverse environmental impact to these populations.

Environmental Justice is defined by the US EPA as:

... the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. EPA has this goal for all communities and persons across this Nation. It will be achieved when everyone enjoys the same degree of protection from environmental and health hazards and equal access to the decision-making process to have a healthy environment in which to live, learn, and work.

DOT Order 5610.2, *Environmental Justice*, finalized in 1997, was developed to establish procedures for DOT decision making to comply with EO 12898. In this DOT Order, definitions and clarifications are provided. Low-income is defined to be a person whose median household income is at or below the Department of Health and Human Services poverty guidelines. Minority means a person who is Black, Hispanic, Asian American, American Indian and Alaskan Native. Low-Income populations mean any readily identifiable group of low-income persons who live in geographic proximity – including geographically dispersed/transient persons such as migrant workers. Minority populations are defined as any readily identifiable groups of minority persons who live in geographic proximity – including as circumstances warrant migratory workers and Native Americans. The intent of the Order was not to establish a new regulatory process but to ensure that the NEPA process incorporated the intent of EO 12898 by including in the environmental impacts evaluation a determination if either of these population segments (low income or minority) would be impacted disproportionately.

Airports can have both positive and negative impacts on the communities in which they are located. Though most everyone in a community enjoys the benefits of air service, people living next to an airport may feel the brunt of the negative impacts. These residents can expect increased automobile traffic, noise, air pollution, light emissions and various other impacts to the natural environment. Environmental justice addresses the disproportionate burden a segment of the population must shoulder.

Environmental justice concerns may arise in two ways: 1) a facility with community impacts, such as airport, is sited in a location that affects a certain segment of the population more heavily than another, and/or 2) a specific segment of the population migrates near an existing facility with community impacts. In regions where environmental justice is an issue, it is often unclear which dynamic is occurring, keeping in mind they both may be happening.

As has been shown in this chapter, numerous physical, environmental, social and economic variables influence the location of a new airport. Airport siting can also be political. If there is well organized and well funded opposition to a specific site, this site will likely not be developed. However, where no or very little opposition exists, community decision makers will often assume community approval. Unfortunately, some neighborhoods (commonly poor, disadvantaged, and politically disenfranchised) may be opposed to a particular site, but not have the ability, knowledge or resources to influence local decision makers.

There are other reasons, aside from socio-political reasons why a facility such as an airport may be sited in a location that affects a segment of the population disproportionately. Land prices are a significant expense for a new airport. Inexpensive land is often found in low-income or minority neighborhoods. Financially then, it would make sense to acquire affordable land for an airport.

Airport facilities may also be sited in areas with like uses, such as industry. Industrial land is often on the outskirts of urban areas. From a land use perspective it would then make sense to site an airport in this area. But again those people with low incomes may also be living in the vicinity of these uses because of the land prices. The airport would add to negative externalities already being experienced by the residents of this neighborhood or could require a disproportionate share of low-income or minority population relocations. Adding negative environmental impacts from a facility to an already affected community is often politically easier than siting a similar facility in a community where noise, light, and air quality impacts are not issues.

Analysis

At this phase of the study, 2000 census data were reviewed to determine the composition of the population in the vicinity of the three proposed sites. Year 2000 US Census data were collected on income, housing and race in the communities in the Wood River Valley. The purpose of this analysis is two fold: 1) to assess who might be impacted by the alternative sites, and 2) to provide a baseline for communities to evaluate future demographic changes near the airport. This will help determine if environmental justice issues are present at a specific alternative airport site or arising next to the airport. It may help answer future questions of causality. For example: Is the airport directly responsible for disproportionate impacts on a segment of the population because it was sited near an existing population, or indirectly as a segment of the population relocated towards the airport? In the latter, unjust land use/development policies may be the root cause of the injustice rather than the airport. Data are analyzed at two scales, county and census tract; tracts being the smallest division for which Census data is available in the project area.

County Scale

Site 9 is located in Lincoln County, Site 10 in Blaine County, and Site 13 in Camas County. Blaine County is the most populated of the three counties with 18,991 residents. Camas has 991 and Lincoln 4,044 residents. Lincoln and Camas counties contain a higher percent of people 65 years of age and older (13.1 percent and 13.0 percent respectively) than does Blaine County (7.8 percent). All three counties have approximately the same percentage of children less than five years of age. Blaine County's County populations under five for Blaine, Camas and Lincoln are 5.9 percent, 4.3 percent, and 7.5 percent, respectively.

White is the dominant race in the three-county region. The Hispanic or Latino race has the next highest representation with 10.7, 5.5, and 13.4 percent for Blaine, Camas, and Lincoln counties respectively. For Blaine County, African American or Black, American Indian and Alaskan Natives, Asian, and Native American and other Pacific Islanders, account as individual categories for 0.1 to 0.7 percent of the total population. For Camas and Lincoln County the percent is between 0.0 and 1.2.

Blaine County has the highest number of housing units – 12,186. Camas County has 601 and Lincoln County has 1,651. Blaine County also has the highest median value home price at \$288,800, when compared to Camas's price of \$86,400, and Lincoln's price of \$75,700.

Blaine County has the highest percent of high school graduates and college graduates (90.2 and 43.1 percent respectively) and Lincoln County has the lowest (77.4 and 13 percent respectively).

The US Census Bureau identifies poverty thresholds. In 2000, for a four-person family unit with two children under the age of 18, this threshold was \$17,463. Blaine County has the highest median household income (\$50,496), median family income (\$60,037), and per capita income (\$31,346) out of the three counties in this analysis. This county also has the smallest percentage of families living below the poverty level (4.9 percent). Lincoln County has the lowest median household income (\$32,484), median family income (\$36,792), and per capita income (\$14,257). This county also has the highest percentage of families living below the poverty level (10.8 percent). Camas County's median has a household income of \$34,167, median family income of \$40,156, and per capita income of \$19,550. The percentage of families living in poverty is approximately 7.0 percent. **Table 5-16** summarizes these data.

Table 5-16 County Incomes and Family Poverty Levels

| | Blaine County | Camas County | Lincoln County |
|--------------------------------|---------------|--------------|----------------|
| Median Household Income | \$50,496 | \$34,167 | \$32,484 |
| Median Family Income | \$60,037 | \$40,156 | \$36,792 |
| Per Capita Income | \$31,346 | \$19,550 | \$14,257 |
| Percent of Families in Poverty | 4.9 | 7 | 10.8 |

Source: 2000 US Census

US Census Tract Scale

Site 9 in Lincoln County is on the border between two census tracts (950100-Group 2 and 950100-Group 1). Numbers are averaged for these tracts for comparison purposes with other Census Tracts containing alternative airport sites and referred to as Census Tract 9501. Site 10 in Blaine County is in Census Tract 960100-Group 2 (9601), and Site 13 in Camas County is in Census Tract 970100-Group 1 (9701).

Census Tract 9501 has the lowest median household income, median family income and per capita income of the three sites. It also has the greatest number of people and families below the poverty level among the Census Tract areas. Census Tract 9701 has the highest median household income, median family income, and per capita income of the three sites. Census Tract 9701 has the lowest number of individuals and families living below the poverty level of the three Census Tract areas. Census Tract 9601 has neither the lowest of highest income numbers.

Summary

Comparing 2000 US Census County and Census Tract data, the area around Site 9, which is in Lincoln County, shows to have the lowest income and highest minority population with the most diversity of the three sites. However, the census data reviewed indicate that there is a small percentage of residents in all three counties with incomes below the poverty level and minority populations. None of the areas are well populated and further study may be required to determine the composition of the affected populations at each site. At this preliminary level of study, it cannot be concluded that a particular population, for which environmental justice is applicable, is affected disproportionately at any of the locations. During the NEPA process, when a greater level of study is undertaken to evaluate the impacts of a new airport site, it can be determined if any of these sites result in a disproportionate impacts to a low-income and/or minority populations.

5.6 SITE SCORING

Using the thorough analysis, the Planning Team scored the Physical and Environmental criteria and the Airport Advisory Committee scored the Social and Economic Criteria. The Planning Team scored only the Physical and Environmental Criteria because it was determined these could be more objectively scored.

At the April 26, 2005 and May 24, 2005

Airport Advisory Committee meetings, data on the thorough analysis of the finalist sites were presented and discussed. During the May 24, 2005 Advisory Committee meeting, the relative scoring of the finalist sites was conducted using the thorough analysis above, and a site was recommended to the FMAA. This was a significant meeting in that the participation rate was high (18 of the 25 members were present and actively participated).

Important Note: Sites are not scored relative to a benchmark or ideal location. Rather, the sites were compared to each other and scored on a scale ranging from worst to best.

The scoring system used by both the Planning Team (when scoring the Physical and Environmental criteria) and the Advisory Committee (when scoring the Social and Economic criteria) to perform the thorough evaluation of the alternate airport sites consists of assigning a relative score to each of the three alternate airport sites on a scoring sheet. This recognizes the fact that all three sites are generally considered suitable for the purpose of operating an airport, but that some scored better than others based on review of particular criterion. After each individual criterion was scored, the scores were summed and the sites ranked based on their total score. See **Table 5-17** for a summary of alternative airport site scores by the Advisory Committee.

Table 5-17 Scoring of Alternate Sites Based on Thorough Analysis – Summary

| Criteria | Site 9 | Site 10 | Site 13 |
|--|-------------|-------------|-------------|
| <i><u>Physical Suitability of Site</u></i> | | | |
| Availability of Adequate, Suitable Land Area | 2 | 3 | 4 |
| Terrain and Topographic Compatibility | 4 | 1 | 3 |
| Weather Related Constraints | 3 | 2 | 3 |
| Proximity to Ground Transportation Systems | 3 | 2 | 4 |
| Physical Site Conditions | 3 | 2 | 3 |
| <i>Subtotal Physical Criteria</i> | <i>15</i> | <i>10</i> | <i>17</i> |
| <i><u>Environmental</u></i> | | | |
| Wetlands | 3 | 5 | 3 |
| Water Resources | 3 | 4 | 2 |
| Land Use | 3 | 2 | 4 |
| Biotic Communities | 2 | 1 | 3 |
| Cultural Resources | 3 | 1 | 4 |
| <i>Subtotal Environmental Criteria</i> | <i>14</i> | <i>13</i> | <i>16</i> |
| <i><u>Social and Economic</u></i> | | | |
| Population Trends | 2.2 | 2.3 | 1.7 |
| Geographic Proximity | 2.4 | 2.6 | 1.8 |
| Land Use Compatibility | 2.5 | 1.5 | 1.9 |
| Direct Impacts to Human Environment | 2.7 | 2.7 | 1.5 |
| Viability of Site Acquisition | 2.8 | 1.3 | 2.8 |
| Facility Costs | 2.3 | 1.4 | 2.5 |
| Air Service | 2.0 | 2.0 | 1.7 |
| Regional Growth and Development Patterns | 2.3 | 1.9 | 2.0 |
| Compatibility with Regional/Local Planning | 2.3 | 2.0 | 1.5 |
| Jurisdictional Responsibilities | 2.0 | 2.5 | 1.6 |
| <i>Subtotal Social and Economic Criteria</i> | <i>23.6</i> | <i>20.2</i> | <i>19.0</i> |
| Total All Criteria | 52.6 | 43.2 | 52.0 |

Sources: Wood River Region Airport Site Selection and Feasibility Study Advisory Committee (social and economic criteria) and Planning Team (physical and environmental criteria)

The numeric results of the relative scoring indicate that sites 9 and 13 were relatively even based on all of the 20 evaluation criteria, with Site 10 scoring below those two. Site 13 scored better with regard to physical and environmental criteria while Site 9 scored stronger in the social and economic criteria areas. After the numeric results were tabulated during the meeting they were displayed for all to see.

5.7 ADVISORY COMMITTEE COMMENTS AND RECOMMENDATIONS

The scoring sheets filled out by Committee members included an opportunity to comment on the scoring and the relative comparison of the three finalist sites. These comments, as well as the scores provided significant input in the FMAA's decision-making process. The following Advisory Committee members (in alphabetic order) provided comments on the sites below. A written summary of their site scores is also included.



2005 Site Selection Advisory Committee Meeting

Bellevue Chamber of Commerce, Shaun Mahoney (alt. Justin Brooks).
Neither person was in attendance.

City of Bellevue, Eric Allen (alt. Tom Blanchard)
Mr. Allen scored Site 10 the highest and Site 9 the lowest. No comments were offered.

Blaine County Commissioners, Sarah Michael (alt. Len Harlig)
Ms. Michael scored Site 9 the highest and Site 13 the lowest. She comments, "I favor Site 9 for a number of reasons: It is along our north-south Hwy 75 corridor, connecting Twin [Falls] to our Valley which is a major commerce and workforce corridor; it is slightly closer to Sun Valley; it doesn't suffer the leakage effect to Boise; the county (residents) are supportive of a location in Lincoln Co. or next door."

Blaine County Pilot's Association, Preston Ziegler (alt. Tim Jeneson)
Neither person was in attendance.

Camas County, Bill Davis (alt. Ron Chapman)
Mr. Davis scored Site 10 the highest and Site 13 the lowest. He writes, "Comp Plan change is not a given in Camas and would have to be voted on by the people. Environmental study may be of a big concern because of proximity of Willow Creek which is a 303(d) listed stream. Flash Flood in the area is also a concern. Highway improvements are not going to be as fast as on Highway 75."

Camas County Chamber of Commerce, Edward Reagan (alt. Dan Olmstead)

Mr. Olmstead scored Site 13 the highest and Site 9 the lowest. He says, "It might be useful to have comparative numbers for the existing site for each of the criteria."

Camas County Econ. Dev. Committee, Reed Stewart (alt. Jerry Young)

Mr. Stewart gave Site 13 the highest score and Site 10 the lowest score. No written comments were given.

Carey City Council, Robert Simpson (alt. Craig Adamson)

Neither person was in attendance.

City of Fairfield, David Hanks (alt. Scott Marolf)

Neither person was in attendance.

FAR Part 135 Operators, Steven Garman (alt. Jack Northcott)

Mr. Garman scored Site 10 the highest and Site 13 the lowest. He comments, "I am very uncomfortable with site 9 and 10 because of weather. The consultants have not generated good data there. Site 13 is not endorsed by the host county, and it is too far away. We need to include present site and its C-3 compliance before final recommendation is generated. Also the committee was given only a 50% say in the selection. The consultants were completely different than the [Site Selection Committee]. My thought was the consultants were just facilitators; this didn't end up being the case. Thanks!"

Hailey Chamber of Commerce, Jim Spinelli (alt. Bud Bolan)

Mr. Bolan scored Site 13 the highest and Site 9 and 10 identically for all criteria. No comments were given.

City of Hailey, Susan McBryant (alt. Martha Burke)

Ms. McBryant scored Site 10 the highest and Site 13 the lowest. She says, "I would consider working with Lincoln Co., however it would be easier with Blaine Co. alone. Of all the sites, I think the Lincoln site [Site 9] will face the least resistance from the governments involved – the tribes will probably react most with sites 10 and 13. Where ever this opt. site is, we need to work with Roger and our local transportation committees to be proactive in providing shuttle service and as part of a region-wide transportation master plan."

Horizon Air, Ken Stevens

He was not in attendance.

Idaho Fish & Game, Roger Olson (alt. Mike McDonald)

Neither person was in attendance.

Idaho Dept. of Transportation Div. of Aeronautics, Rodger Sorensen (alt. Bob Humphrey)

Mr. Sorensen scored Site 9 the highest and Site 13 the lowest. No written comments were given.

City of Ketchum, Randall C. Hall (alt. Dick Fenton)

Mr. Fenton scored Site 9 the highest and Site 13 the lowest. Dick Fenton representing both the City of Ketchum and Sun Valley/Ketchum Chamber of Commerce has identical scores and comments for both parties.

Lincoln County, Rusty Parker (alt. Patty Nance)

Mr. Parker scored sites 10 and 13 relatively evenly. Site 9 received the highest relative score and Site 10 received the lowest score. He says, "Lincoln County [Site 9] would be my first choice, however that may change when cost to taxpayers and ability to raise funds for initial costs [are considered]."

Power Engineers, Frank Halverson (alt. Barry Neiwert)

Mr. Neiwert scored Site 10 the highest and Site 13 the lowest. He writes, "The balance of inconvenience of time to access the airport and the cost of travel versus increased reliability is a very thin line when it comes to sustaining businesses in this valley that have significant travel requirements. We must find ways to support those businesses in order to keep them here."

Sawtooth Board of Realtors, Alan Reynolds (alt. Bob Dittmer)

Mr. Reynolds scored Site 13 the highest and Site 10 the lowest. He writes, "Camas doesn't want the intrusion. [Sites] 9 and 10 are close to [Highway] 75 (hopefully improved), [Site] 10 is cursed by the Indians. If [Site] 10 is truly un-acquirable, flush it, [Site] 9 by default. How to get the money? Friedman is a very good B-III airport. During the FAA mandate, keep the B-III designation and live in harmony. Or take the FAA empire builders out and eliminate them!"

Shoshone Bannock Tribes, Carolyn Smith (alt. Lee-Juan Tyler)

Ms. Smith scored Site 9 better than Site 10 and 13 for all criteria except for Geographic Proximity, where Site 9 and 13 both scored 3. Site 10 received the lowest score of 1 for all criteria. She says that, "Site 10 will not be considered by the Shoshone Bannock Tribes because of Federal lands involved. Formal Government to Government consultation needs [to] be achieved with the Federal Agencies involved including the FAA. [Sites 9, 10, and 13] are within the Aboriginal and inherent lands of the Shoshone Bannock Tribes."

Skywest Airlines, Leo Sperry

He was not in attendance.

Sun Valley/Ketchum Chamber of Commerce, Maurice Charlat (alt. Dick Fenton)

Mr. Fenton rated Site 9 the highest and Site 13 the lowest. For the Air Service criteria, he scored all three sites as a 1. He notes that, Site "9 is the best of the 3 sites but is a poor choice without a funding mechanism in place for MRGs to assure adequate commercial air service. In addition, without having thoroughly analyzed all the options at Friedman and without having analyzed the sites north of Timmerman Hill, we have no intelligent basis for comparison."

City of Sun Valley, Susan Cutter (alt. Lud Renick)

Ms. Cutter scored Site 9 the highest and Site 13 the lowest. She comments, "I totally support site #9!"

Sun Valley Aviation, Mike Rasch (alt. Wayne Werner)

Mr. Rasch scored Site 9 the highest and Site 13 the lowest. He comments, "None of these sites succeed in Geographic Proximity. Site 9 proximity to Hwy 75 makes that site better than Site 13 for that particular criterion. I consider the lack of weather data (fog) a serious flaw in the evaluation of Site 9 in comparison to other sites 10 and 13."

Sun Valley Company, Wally Huffman (alt. Jack Sibbach)

Mr. Huffman scored Site 9 the highest and Site 13 the lowest, Site 9 scoring much higher than the other sites. He gave a score of 1 to Site 13 for all criteria, and the score of 1 to all criteria save Geographic Proximity, to Site 10. He writes, "All sites 1-16 are fatally flawed in some way. Sites 9, 10 and 13 are fatally flawed economically. Site 13 is fatally flawed socially. The existing site is flawed politically. Any site is a compromise. All existing, 13, 9 should be compared to each other exhaustively in the process to follow."

Considerable discussion followed the scoring. Issues of concern voiced during the discussion included:

- Travel distance from the existing airport and the resort community north of the existing airport; Site 10 being the closest of the three options, and Site 13 the most distant.
- Jurisdictional and management considerations and concerns with Sites 9 and 13 being located in Lincoln and Camas counties respectively; only Site 10 is in Blaine County.
- Shoshone-Bannock Tribe and Idaho IDF&G opposition to Site 10 based on treaty rights, big game migration corridors, and sage grouse habitat; Sites 9 and 13 are primarily on private lands.
- Recognition that while Site 10 was located on public land administered by the BLM and that public land can be granted for airport use, that the process could be lengthy and complex; private lands might be easier to acquire favoring Site 9 and 10.
- Preference for access to the SH 75 corridor rather than the US 20 corridor to Site 13; Sites 9 and 10 are located east of SH 75.
- Lack of economic impact information and impacts to AC operations at all three site; issue requires additional analysis in the opinion of several members.
- Strong, organized opposition to Site 13 in Camas County.

In general, it was recognized that all sites had advantages and disadvantages but that in looking at all issues collectively, Site 9 offered the best overall compromise. The Advisory Committee collectively agreed to submit Site 9 as the preferred site for FMAA consideration at their June 7, 2005 regular meeting. There were no objections voiced for the record by any of the Advisory Committee members on proceeding with this recommendation. The Advisory Committee members recommended that Site 9 be presented to the FMAA as the best alternate site for further study. (The FMAA evaluation process did not proceed as quickly as envisioned. The evaluation process is discussed in following sections and documented in **Appendices E-L**.)

5.8 FMAA ALTERNATE AIRPORT SITE SELECTION DECISION

The FMAA realized that a successful study requires considerable opportunity for the public and interested parties to seek information and voice their opinion(s). The FMAA also recognized that a decision of this magnitude with significant implications should not be rushed or treated lightly. As a result, considerable time transpired and many additional events occurred between the May 24, 2005 Airport Advisory Committee recommendation and the actual FMAA decision on October 26, 2005. During this period, additional public outreach opportunities outside the purview of the Advisory Committee were provided concerning the three finalist sites by the FMAA, airport management and Planning Team members. Significant amounts of additional data were collected and evaluated on the finalist sites by involved parties in order to ensure a comprehensive and balanced evaluation of the issues. Important events leading up to the final alternate airport site selection decision by the FMAA follow in this section in brief. (See **Appendix C** for an index of all public participation events and correspondences associated with this project⁶. A key is provided to help interpret the information.) The major items the FMAA considered, which are discussed in this section, include:

- Site Selection Advisory Committee Process
- Public Education/Involvement Process
- FMA Expansion Options
- General FMAA Discussions and Decision
- Decision Process and Implementation

5.8.1 Site Selection Advisory Committee Process

The Site Selection Advisory Committee's evaluation and recommendation of a single site for further analysis was accomplished at the May 24, 2005 meeting. This Committee was instrumental in refining alternate airport sites for FMAA consideration from sixteen to three sites, and providing a relative scoring of those three sites. The Advisory

The Advisory Committee with its diverse set of stakeholders provided many perspectives for the FMAA to consider

Committee with its diverse set of stakeholders provided many perspectives for the FMAA to consider. After the May 24, 2005 meeting, the Advisory Committee, as it was configured, was dissolved by the FMAA. The FMAA believed that the Committee had performed a valuable service, had fulfilled their expectations and therefore agreed that the Advisory Committee would no longer need to continue to meet as a body. The FMAA did acknowledge there may be a continued need for committee or partial committee participation in future study steps. This continuing opportunity was documented in correspondence to each individual committee member. A copy of this correspondence dated June 13, 2005 is included as **Appendix D**.

⁶For a detailed record of public comment/communication, please reference the index and request desired information from the FMAA.

5.8.2 Public Education and Involvement Process

Presentations and meetings were conducted with Blaine County, Camas County, Lincoln County, and other interested groups in the spring and summer of 2005. On May 23, 2005 a presentation to the Hailey City Council took place to update them on the study process. It was held prior to the Hailey City Council meeting. The purpose of this presentation was to engage and receive input from the Council on airport development issues. Principal topics discussed were 1) the need for the site selection study, 2) C-III compliance issues, 3) alternative site analysis, 4) and subsequent steps, e.g. EIS process. On August 11, 2005 a Town Hall meeting was held in the City of Hailey which included airport relocation as well as other City issues of importance. One alternative for providing a C-III compliant airfield at the current location was presented at this meeting. During this meeting, citizens were given the opportunity to voice their opinions about the existing airport and alternate airport sites. Display boards on hand helped inform and guide the discussion. This meeting was not exclusively dedicated to discussion of the airport, but rather encompassed many City of Hailey issues.

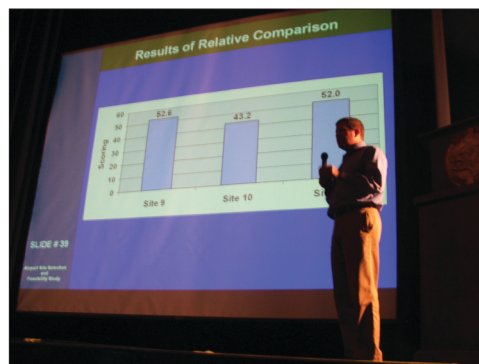
A Town Hall meeting was held in Fairfield (Camas County) August 24, 2005 to discuss the alternate sites with a focus on finalist Site 13. Eighty-four people attended the meeting and 31 people spoke at the meeting. Seventy percent attending registered in opposition of the location of Site 13. The percent of speakers registering in opposition to the location of Site 13 was 60 percent. A Town Hall Meeting was also held in Shoshone (Lincoln County) September 13, 2005.

Five informal discussions at coffee houses in Blaine, Camas and Lincoln counties were held from 7 am to 8 am in March, April, and May of 2005. Any topic was open for discussion, including airport relocation. The Airport Manager and the Chair of the FMAA and other FMAA members were present at these “coffee talks” and engaged the public one-on-one with these issues.

The site selection study was also a subject of discussion at each regularly scheduled meeting of the FMAA. Study meetings were routinely scheduled and meeting agendas approved at these meetings. The study team provided routine reports on monthly activities and work in progress. Public comment was normally taken as a part of these briefings. See **Appendix E** for an example of a typical meeting discussion (July 7, 2005).

A formal public hearing took place on September 28, 2005 for purposes of informing the public on the regulatory issues the airport was operating within (both FAA rules and local policies), presenting more exhaustive and detailed options for expanding the existing airport to C-III compliant status, and updating the public on the *Wood River Site Selection Study* (see **Appendix F** for the meeting agenda). Nearly 300 citizens, the FMAA, Airport Manager, Airport Engineer, Airport Attorney, and Planning Consultant attended the hearing and presented information. The hearing lasted approximately three hours and was reported by local and Boise news outlets.

The presentation touched on the policy related to the expansion of the existing airport and the site selection study, illustrated for the public and FMAA expansion alternatives of the existing site (see Section 5.8.3 for detailed discussion), and summarized the year-and-a-half planning process. FMAA members then asked airport staff and consultants questions related to the presentation.



Public Hearing September 28, 2005

Written comments were submitted by members of the public at the meeting. Many sample letters were read to the audience as examples of the concerns sent by residents. The issue of removing homes to make way for airport infrastructure was expressed, as was the safety and reliability of the airport given limitations from the terrain. Environmental and community issues related to alternate airport Site 13 in the Camas Prairie area were articulated to the FMAA.

After the presentation, a large portion of the hearing was devoted to the public being allowed to ask questions of the FMAA members, airport staff, and the Planning Team with direct responses given. Several people also spoke in support of expanding the existing airport. But, the majority of the 33 residents gave testimony in support of the planning process and in support of the effort to find a new airport site in the Wood River Region though there was disagreement about which of the finalist sites was best. Most attendees related concerns about the possible impacts of expanding the existing airport on the community of Hailey. Concerns were also raised about the financial impact of an airport sited further from urban and resort areas and the environmentally sensitive areas around Site 13. The complete transcript of this Public Hearing is included as **Appendix G**.

5.8.3 Friedman Memorial Airport Expansion Options

The issue of expansion of the existing airport at its present location received considerable analysis during the preceding FMA Airport Master Plan Update process, which concluded in 2004. It should also be noted that this issue was also evaluated during preceding planning studies completed in the early 1990s. The 1994 plan stated that expansion would not occur at the current FMA location. The 2004 study identified that developing a C-III compliant airport at the existing site required significant community disruption and impact, came at a very high cost, and did not resolve several fundamental flaws associated with the airport site, e.g., terrain. However, the concept of expansion of the existing airport remained a controversial issue throughout the site selection process. The information in this section was included in the September 28, 2005 public hearing to address concerns and questions related to the existing site. The desire to retain the existing airport location was driven by a strongly expressed concern that a more remote airport location would adversely affect ACs and the resort community economy. Yet, expansion in the current site has significant land use implications.

A clear understanding of expanding FMA at its current site to meet C-III demand was considered integral to the overall site selection process by the FMAA. The study team was tasked with developing all physical expansion options and their associated costs. Options were developed for expansion of the existing airport site, which were presented to the community at the September 28, 2005 public hearing. Public hearing presentation slides are included in **Appendix H**. A summary of the expansion options presented and the outcome of the deliberation on expanding the existing site follow in the section below.

East Expansion – The east expansion option would retain airport infrastructure and Taxiway B alignment but would move the runway east 150 feet. It calls for relocating Highway 75 east 150 feet and acquiring 88 homes and 46 acres of Flying Hat Ranch.

Option A – Impacts would be limited to east and south of the airfield. Extending the runway and taxiway 1,000 feet, making the total runway length 8,500 feet, would require the acquisition of six additional businesses and 18 additional acres of Flying Hat Ranch. The public cost of this option is estimated to be \$130 million.

Option B – This option would shift aircraft noise impacts to the east thereby increasing noise levels around some residences. This noise would likely be greater than existing Highway 75, which would have to be relocated to the west side of the airfield to Broadford Road. The relocation of the road would require the acquisition of a right-of-way along Broadford Road, the acquisition of 26 homes and 256 acres of Flying Hat Ranch. This option eliminates the need to acquire 88 homes required by Option A. Expanding the runway and taxiway 1,000 feet would require the acquisition of an additional three acres of Flying Hat Ranch. The public cost of this option is estimated to be \$114 million.

West Expansion – This option would retain the east property limit of the airport, which eliminated the impact to Highway 75 and private property to the east of the Highway. It would require the relocation of parallel taxiway 150 feet to the east, the removal or relocation of west side airport support facilities, the demolition of existing infrastructure, the acquisition of 195 acres of Flying Hat Ranch, the construction of a new runway and parallel taxiway, the reconstruction of airport infrastructure, and the closure of the airfield for approximately three years. Adding 1,000 feet of runway and taxiway to this option bringing the total length of up 8,500 feet would require the acquisition of an additional 19 acres of Flying Hat Ranch. This option basically requires demolition of the current airfield and construction of a new C-III airfield in its place. The public cost of this option is estimated to be \$99 million.

South Expansion – This option would realign the runway. It would require the acquisition of 472 acres of Flying Hat Ranch and 17 acres south of Flying Hat Ranch. A new runway and two parallel taxiways would be needed. Two parallel taxiways are considered necessary with this option in order to provide a functional airfield for ground movements. There would be minimal impact to the existing airfield and airfield closures or restrictions would be intermittent. This option would maximize the

use of open space to the south and minimize impacts to property east and west of the airport. Extending the runways and taxiway 1,000 feet to 8,500 feet would require the acquisition of an additional 20 acres south of Flying Hat Ranch and potentially more dwellings. The public cost of this option is estimated to be \$132 million.

The presentation at the public hearing reiterated that no improvement option regardless of capital investment would mitigate or alleviate fundamental flaws associated with the site such as severe terrain, lack of all weather approach procedures, and incompatible land use near the airport.

In summary, Hailey residents would be greatly impacted by any expansion option. Home relocations would be needed in any east expansion. A west expansion would require a lengthy closure of the airport and substantial impacts to airport facilities. A southern expansion would require substantial land acquisition. The costs of expansion options are estimated to be similar to building a new airport. Public costs for expansion options range from \$99 to \$132 million, while the public costs of building a new airport range from \$79 to \$98 million. Given the analysis above and the information summarized in **Appendix G**, and in consideration of the fact that viable options for a new airport do exist, expanding the airport beyond its current boundaries is not the airport owners' or the community's preference.

5.8.4 FMAA Board Discussions and Decision

Considering the analysis in Section 5.8.3 as well as public input, a formal decision by the FMAA was made not to pursue expanding the existing airport site as a way to accommodate current and projected demands. This decision was made at the October 4, 2005 FMAA Meeting (see **Appendix I**). The FMAA also directed the planning team to focus financial analysis (including a detailed analysis of operating and maintenance costs) on the preferred alternate airport site once it was established.

Also, at the October 4, 2005 meeting the FMAA reaffirmed by unanimous vote their commitment to the following portion of the Preamble to the *1994 Master Plan*:

...as pressure for use reaches the physical limits of the facility, we need to look for alternatives away from the valley cities rather than at the present site.

The decision not to expand the airport was based upon numerous facts. Larger and faster C-III aircraft are landing at FMA than what the airport was originally designed to handle. These aircraft are arriving in greater numbers each year. The FAA will not allow FMA to continue accepting C-III aircraft unless FMA progresses forward with a plan to be C-III compliant with FAA design requirements. FMA is not compliant with RSA or OFA dimensions, runway to parallel taxiway separation, and RPZ area. It is compliant with the object free zone length, but not width (**Appendix G**, slide 16).

FMA cannot refuse landing rights to any classification of aircraft, and if sufficient number of aircraft operations in a higher than C-III classification take place, FMA would be required to expand to meet those standards. Aviation demands drive airport facility compliance requirements, which drive expansion. Though the potential demands for air service in the valley have no limit, the existing airport site does have limits.

Compliance cannot be accomplished without expanding the airport; and the expansion alternatives come with significant physical, social and economical impacts. Despite significant capital investment, the airport would remain physically constrained by the mountainous terrain and urban development with sensitive land uses nearby (see **Appendix H**, slide 15). Safety is a concern at the existing site, as there are numerous non-compatible land uses in close proximity to the airport (**Appendix G**, slide 15). Every attempt was made to define physically feasible options to expand FMA at the existing site (see **Appendix G** slides 19-31) to comply with C-III standards. Because of this decision, a comparative evaluation between the existing site and the final alternate site did not take place. The existing airport was deemed non-viable. Therefore the final recommended alternate site resulting from the study is the site for a new airport to serve the Wood River Region.

On October 19, 2005, members of the FMAA performed an on-site inspection of the three finalist sites. The Authority was joined by the Airport Manager, the senior engineer on the planning team as well as members of the public, the press, and legal council. See **Appendix J** for a complete list of attendees.

The study team pointed out to the FMAA and others in attendance that while all three sites (9, 10 and 13) were considered acceptable, each site had its own unique personality and individual advantages and disadvantages. The minutes of this special FMAA meeting are included in **Appendix J**.

On October 21, 2005, the Airport Manager, the FMAA Chair, and a senior member of the Consultant Team traveled to Seattle to meet with FAA Northwest Mountain Region representatives to discuss the *Wood River Region Airport Site Selection and Feasibility Study*. The FAA was updated on the progress of the project, following which the FAA representatives asked the Airport Manager and Consultant team member questions, and commented on the study.



October 19, 2005 on-Site Inspection

The FMAA met at a special FMAA meeting October 26, 2005 (See **Appendix K**). The goal of the meeting was to vote on a preferred alternate site from the three finalist sites, after considering the Advisory Committee recommendation, public hearing input and other public comments received, and additional data. At this meeting, a motion was made by FMAA Member Harlig to remove Site 13 from the three final candidate sites for consideration as a preferred alternative site. The reasons given by Harlig as well as FMAA Members McBryant, Bowman, and Chair Burke are as follows:

- Site 13 is not along SH 75.
- Advisory Committee scoring of economic and social criteria did not favor Site 13.
- An airport is not welcome in the area by neighboring residents.
- Bussing to Twin Falls would involve additional wasted travel time because of the distance from Site 13 to SH 75.
- Camas County represents economic competition.
- It is the least viable politically.
- There is a preference to keep an airport in Blaine County.

The motion passed with FMAA Member Fairfax in opposition. He gave several reasons for his support of Site 13 at the meeting which follow:

- The runway is not constrained (wind less of a problem).
- The approaches are not over a desolate area.
- The site is grassland not lava rock.
- The site has greater economic viability because it is further from Twin Falls airport (a competitor).
- Second homeowners in Camas County represent flying consumers.

FMAA Member Harlig then moved to select Site 10 as the preferred alternative site to recommend to the FAA for subsequent study. Harlig read aloud the "Findings of Fact" synopsis (see below) in support of his recommendation. He also commented that Site 10 resided within Blaine County, it is supported by Blaine County Commissioners and the Blaine County business community, its access road could be exclusively used for airport use, it is adjacent to SH 75, and no private property would be involved in land acquisition. This motion was seconded by FMAA Member McBryant. The motion passed 4 to 1 with FMAA Member Fairfax in opposition. In his opposition, he mentioned complications to Site 10 that include Native American Treaty Rights, that Site 10 is the most difficult site on which to construct an airport, it overlies a gas main, and it is difficult for GA to use due to wind, hills and darkness in the surrounding area. In response to this opposing comment, Board members acknowledged the attributes at Site 10 (especially proximity and minimal effect on the human environment) were deciding factors and it was acknowledged that any new airport site would have potential environmental impacts. With that vote, the Friedman Memorial FMAA chose Site 10 to be recommended as the preferred airport site (See **Appendix K** for meeting minutes).

In deciding on Site 10 during the special FMAA meeting, the FMAA made findings of fact. These facts support and justify the decision to pursue siting an airport in the area of Site 10. These facts are:

FINDINGS OF FACT

1. FMA is currently close to complying with federally regulated B-III airport design standards, but is still not at the full required standard. This B-III standard was identified in the 1994 Airport Master Plan, approved by the FMAA, and accepted by the FAA. Since 1994, \$16 million has been spent to reach this B-III classification.
2. FAA regulations, policy, and assurances prevent FMA from denying landing rights to larger and faster aircraft, i.e., C-III and above. These FAA regulations require FMA to accept such higher-than-airport-classification aircraft, even if the airport design classification is only B-III.
3. Both AC and private C-III aircraft are landing frequently at FMA. The number of C-III aircraft operations at FMA substantially exceeds the limited number of arrivals and departures allowed by the FAA at B-III airports.
4. The FAA requires airports serving this higher number of C-III aircraft to comply with C-III safety standards. FAA has told FMA it must become C-III compliant. Becoming C-III compliant at the City of Hailey location requires: expanding present FMA boundaries for runway and taxiway separations and acquiring additional property to meet required safety and object free zones. Additional land is also required to accommodate parking, waiting, and operational space for larger aircraft.
5. FAA's requirement for C-III standards may be achieved by enlarging the present location or moving to a new location. The Airport owners (Blaine County and the City of Hailey, Idaho) have continuously said on behalf of their residents, since 1990, that if the present FMA footprint cannot meet future aviation requirements an alternative site shall be found. Additionally, the area surrounding the Airport, in both neighborhood and city land use density and population, has increased substantially since 1990, making a FMA expansion more costly than building a new airport elsewhere, and more devastating to homes and businesses of local residents; and would mean that further expansion in the future will be even more devastating and costly.
6. Thorough studies by professional consultants and engineers approved by FAA have factually demonstrated what physical impacts will be imposed on surrounding cities and residents and what fiscal costs are involved in expanding the present FMA. Enlargement of the present FMA will provide no protection against further enlargement for the next classification of aircraft. The recent requirement to expand for C-III classification at FMA's B-III Airport is proof of this reality. Finally, no expansion of the present FMA reduces the mountain terrain encroachments or weather and altitude limitations at the present site.
7. A Site Selection Committee, self-appointed by 25 Stakeholder Agencies or Groups invited by the FMAA to participate in selecting and recommending an alternative site for a new airport, held 10 meetings over a year period, culminating in a recommendation of three finalists sites (Sites 9, 10, and 13). Of the three, Site 9 received the most Committee support, and a recommendation of the three sites, including the preferred site, was sent to the FMAA.

8. The FMAA held a special Public Hearing on September 28, 2005, attended by about 300 people, and took public comment (verbal as well as written) on the present FMA location and on future alternative sites. The information and slide presentation for the Public Hearing was posted on the FMA website prior to the Public Hearing. This Special Public Hearing was the culmination of more than two years of FMAA monthly and special meetings and 12 months of public Site Selection Committee meetings and public workshops on airport relocation issues. Additionally, the FMAA has received and stored years of correspondence and communications from the public on airport relocation issues.
9. The Blaine County Board of Commissioners has provided correspondence to the FMAA, indicating their preference for a new airport site to be located in the Highway 75 corridor located as close as is reasonable to the population centers of Blaine County, consistent with safety and reliability, and located within Blaine County's land use jurisdiction if possible. Many business leaders in the Blaine County community have expressed similar preferences.

5.8.5 Site 10 Reasoning

The FMAA faced a challenging task in reaching a decision on a preferred alternate airport location. This issue was a major focus in Blaine County and Camas County communities in 2005. Attention to the process also heightened in Lincoln County during the spring and summer of 2005. A substantial number of individuals, business people and organizations weighed in with their comments about each site. The FMAA considered this public input and technical information presented by the study team. While cursory review of only technical information may lead one to the conclusion that the FMAA selected the least feasible site, this is far from the case. All sites were considered suitable for the purposes of developing a functional airport that meets all safety and design standards and has improved all-weather capabilities, though each site had advantages and disadvantages. Recognizing this fact, the FMAA included additional political factors in their decision that would lead to a successful airport relocation. Key factors in the decision became geographic proximity, a preference for a location along SH 75 and significantly, a location in Blaine County which has an experienced and willing airport sponsor. The public process was instrumental in leading the FMAA to focus on these three critical parameters as keys to ultimate project implementation success.

5.8.5.1 Geographic Proximity

Siting of the airport in as close proximity as possible to the existing airport and the Sun Valley Resort was a focal point of the business community. The FMAA and study team received multiple correspondences from individuals and business groups relating the importance of this issue and the significance of proximity to the success of the local economy. The importance of close-as-possible proximity was also echoed by the current ACs, Horizon Air and Sky West Airlines, see **Appendix L** for AC correspondences.) Both carriers expressed concern with leakage to Boise from a location along US Hwy 20 (Site 13) cutting into their already tenuous profitability. Sites 9 and 13, while considered acceptable, are located at the outer limits of the travel distance the carriers thought acceptable. Site 10 is clearly within the travel distance/time stated as desirable.

5.8.5.2 Proximity to SH 75

The preference for a site located adjacent to SH 75 became apparent as the study progressed. Representatives of both sponsors (City of Hailey and Blaine County) expressed this preference verbally and in correspondence on more than one occasion during the process. SH 75 is the major north-south economic development corridor between Twin Falls, Shoshone and the Wood River Valley. Additionally, SH 75 is slated for major improvements by the Idaho DOT during the next 10 years. Sites 9 and 10 are located along this corridor while Site 13 is located west of SH 75 along US 20. Also, a number of individuals highlighted the hazard with big game crossing US 20 between Site 13 and SH 75 and the dangers they pose to increased traffic that would result from an airport.

5.8.5.3 Political Jurisdiction

Political jurisdictions became an important consideration in the siting decision. Citizens from both Camas County (Site 13) and Lincoln County (Site 9) asked during public meetings what authority Blaine County and/or the FAA have to site an airport in another community or county. The answer was, no authority. Barring regional agreements, cities cannot influence land use policy in other cities, (only states have this level of control if they so choose to exercise it). In the case of Sites 9 and 13, the land use decisions required to legally construct an airport reside with the County Commissioners of Lincoln and Camas counties respectively. While this response may have offered some comfort to local residents, it also raised a concern as to the feasibility of the intergovernmental cooperation required to successfully execute the projections for Sites 9 and 13. The feasibility of the intergovernmental cooperation was not a concern evidenced for Site 10 being entirely in Blaine County. This concern appeared legitimate as evidenced by the comments provided by representatives of Camas and Lincoln counties during the May 24, 2005 meeting at which comparative scoring was completed (see **Section 5.7**).

Camas County initially embraced the idea of an airport located in the eastern portion of the county. The county commissioners drafted a letter to the FMAA requesting inclusion in the study area. Time proved that this request was not made with the benefit of public input. As the process moved forward, it became apparent that there was significant, well organized opposition to the concept of an airport at Site 13.

The organization "Preserve the Camas Prairie," spoke for the opposition. This organization submitted several significant critical reviews on many aspects of the study process and the technical analysis of the individual site parameters. Copies of these submittals are a part of the source comment record. They presented a significant hurdle to developing an airport on Site 13 and could be expected to offer significant resistance to local land use decisions that supported an airport on Site 13. Several public meetings in Camas County identified that while many supported the concept, a majority of county residents were skeptical if not opposed to the proposal. Camas County Commissioner, Bill Davis' comment at the May 24, 2005 meeting, "Comprehensive land use plan change is not a given in Camas..." certainly raised a flag of caution.

Lincoln County (Site 9), on the other hand, initially expressed little interest in an airport south of the Blaine County-Lincoln County line. As the process moved forward, Rusty Parker, a Lincoln County Commissioner and Site Selection Advisory Committee member, attended the December 7, 2004 FMAA meeting and expressed strong interest in the new airport being located in Lincoln County. The current Site 9 location was a result of that expression of strong interest. While Lincoln County remains interested in the airport, opposition has surfaced as well as concern over the financial commitment to construction and operational costs expressed. Mr. Parker noted this in his comments at the May 24, 2005 committee meeting, "Lincoln County (Site 9) would be my first choice, however, that may change when cost to taxpayers and ability to raise funds for initial costs are considered." This was again an indication that the FMAA (or the Sponsors) would not be in control of a project with major ramifications to Blaine County and the Wood River Valley.

5.8.5.4 Implementation

The FMAA recognized that Site 10, like all other sites, presents challenges for constructability as was discussed in the thorough evaluation. Water acquisition, waste water disposal, earthwork and a gas main will make engineering more difficult than other sites. Conversely, there will be much fewer impacts to wetlands, water resources and farmland in Site 10 if Sites 9 or 13 were to have been chosen. Site 10 scored well on several critical socio-economic criteria as well. Though clearly Site 10 scored the lowest in the scoring of finalist sites it offered the opportunity to develop a consensus and create a coalition of support that is critical in successfully relocating FMA. Though Site 13 appeared to be the easiest physical site on which to build an airport (potential environmental issues set aside), the majority of the individuals on the Site Selection Committee ranked Site 13 the lowest in the important social and economic categories.

Evaluation of scoring by several key individuals during the May 24, 2005 Advisory Committee meeting substantiated this view with regard to the social and economic issues. Comments of note follow:

- Eric Allen, City of Bellevue – Scored Site 10 highest
- Steve Garman, Highly respected corporate pilot – Scored Site 10 highest
- Susan McBryant, Mayor, City of Hailey – Scored site 10 highest, and stated it would be easier to work with Blaine County alone
- Frank Halverson, Power Engineers (large employer in Hailey) – Scored Site 10 the highest

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Wood River Region Airport Site Selection And Feasibility Study

Chapter 6 / **Financial Feasibility Analysis and Conceptual Funding Plan**

Financial Feasibility Analysis and Conceptual Funding Plan

This chapter examines the financial feasibility of constructing a new airport to serve the long-term aviation needs of the Wood River Region. It also includes an examination of continued investments in FMA until such time as the new airport is completed. The centerpiece of this element of the *Wood River Region Airport Site Selection and Feasibility Study* is a conceptual funding plan, which outlines the sources of funding for the capital investment in public infrastructure needed to make a new airport a reality.

Included in this analysis are forecasts of anticipated operating revenues and expenditures the FMAA may expect over the next ten year period for the FMA as well as for the initial years of operation of the new airport. A ten year CIP is also provided to establish the general framework and guidance for financing the planning, design and construction of the new airport while at the same time meeting anticipated capital improvement and operational needs of FMA during construction of the new airport.

The techniques utilized in this analysis are consistent with industry practices for similar studies in connection with evaluating the feasibility of large-scale airport CIPs. While it is believed that the approach and assumptions are reasonable, it should be recognized that some assumptions regarding future trends and events may not materialize. Achievement of the proposed CIP and the operating results is dependent upon the occurrence and variation of future events.

This analysis is built upon the following:

- Consideration of the FMA's existing financial structure, airline and major tenant agreements, as well as the airport's historical financial performance.
- A schedule for the planning and construction of the new airport with an anticipated occupancy date of 2015, and the first full year of operation in 2016.
- The *2004 Friedman Memorial Airport Master Plan Update* enplaned passenger forecast for determining anticipated FAA AIP entitlements funds and Passenger Facility Charge (PFC) revenues that may accrue to the FMAA during this period. The enplaned passenger forecast assumes a CAGR of approximately 3.8 percent through 2022.
- Identification of potential capital funding sources, such as the AIP and PFC programs. Eligibility and receipt of AIP discretionary funds were also estimated while options for funding the required local share of project costs are also addressed.
- A funding plan for the airport CIP assuming sources of financing from AIP entitlement and discretionary funds, PFC revenues, the Airport's Operating and Capital Reserve Fund, State of Idaho grants-in-aid, and sale of existing Airport land. With the exception of operating revenues, all funds are in current dollars to match the CIP.

This chapter addresses:

- Airport CIP
- Sources of Funding and Conceptual Funding Plan
- Historical and Ten Year Projected Airport Revenues
- Historical and Ten Year Projected Operating Expenses
- Projected Operating Revenue, Initial Five Years of New Airport Operation
- Overall Financial Feasibility and Cash Flow Analysis

- Examination of historic operating revenues, all funds are in current 2006 dollars to match the proposed CIP.
- Projections of revenues, expenses, and net cash flows from the operation of the Airport for the period of FY2007-2015 based on historic financial activity of the Airport, consumer price index (CPI) changes during the past eight years and airport management input on future trends. To match the current dollars of the CIP, operating revenues are also stated in net present value terms. Net Present Value (NPV) is a valuation method based on discounted cash flows. NPV is calculated by discounting of a series of future cash flows to determine their current value.
- Benchmarking of airport facilities and key financial elements against peer airports.
- Projections of revenues, expenses, and net cash flows from the operation of the new airport for the period of FY2016-2020 to provide a conceptual understanding of the costs of operating a new airport during its initial five years of operation.

This chapter, which presents the results of this feasibility analysis, is organized as follows:

- Airport Capital Improvement Program
- Sources of Funding and Conceptual Funding Plan
- Historic and Ten Year Projected Airport Operating Revenues
- Historic and Ten Year Projected Airport Operating Expenses
- Projected Operating Revenues for the Initial Five Years of Operation of the New Airport
- Projected Operating Expenses for the Initial Five Years of Operation of the New Airport

6.1 AIRPORT CAPITAL IMPROVEMENT PROGRAM

Table 6-1 presents the proposed FY2007-2015 CIP for FMA and is based upon the assumption that continued investment is necessary at the current airport site while the FMAA undertakes the requisite environmental studies as well as project planning, design and construction activities for the new airport. Cost estimates presented in this plan were developed utilizing 2006 dollars and were derived in part from the *2004 Friedman Memorial Airport Master Plan Update* and the Development Cost Estimates presented in Chapter 5 of this study. These estimates are based on a planning level of detail and while appropriate for planning purposes, actual project costs will likely vary from these estimates once project design and engineering estimates are developed and construction bids received. The cost data also include project contingency allowances, typical at this stage of planning, as well as design and construction management costs. Each project included in this plan was analyzed for AIP and PFC funding eligibility and a preliminary funding scenario was developed for each project indicating the source of funding including FAA, State of Idaho, local and private funding sources.

Table 6-1 Airport Capital Improvement Program (CIP)

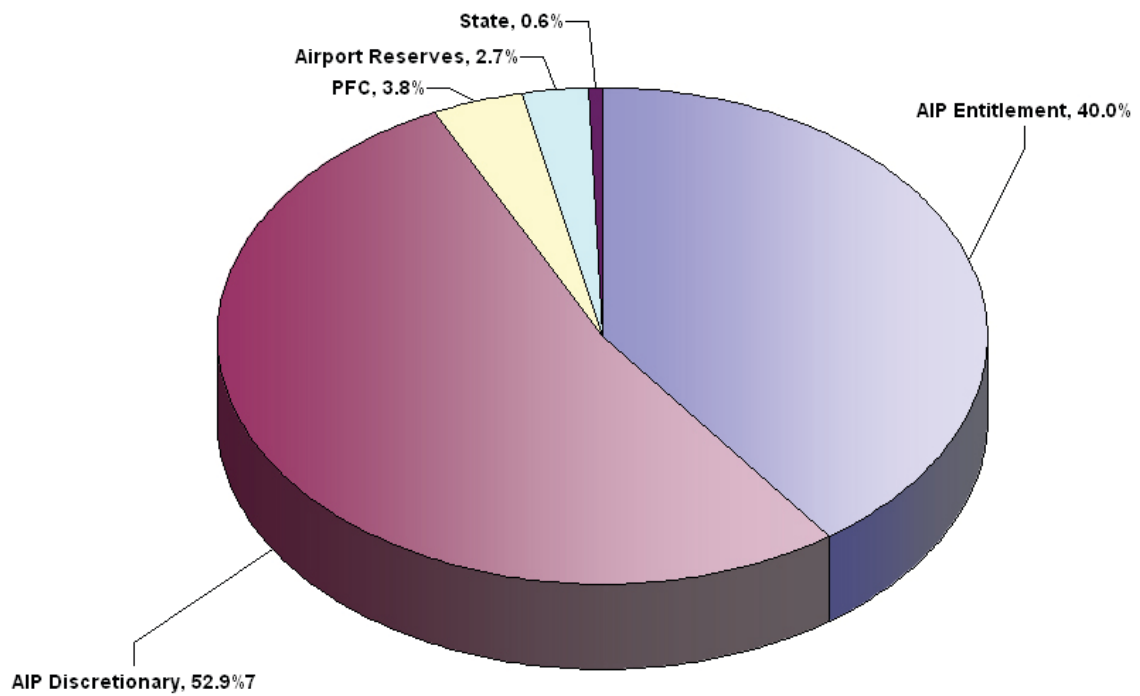
| PROJECT | TOTAL COST | FAA ELIGIBLE SHARE | FAA ELIGIBLE LOCAL SHARE | NON-FAA ELIGIBLE LOCAL SHARE |
|--|-----------------------|-----------------------------------|---|---|
| FISCAL YEAR 2007: | | | | |
| a. Environmental Impact Statement | \$ 2,100,000 | \$ 1,995,000 | \$ 105,000 | |
| b. Replace Runway 13-31 Porous Friction Course | 3,690,000 | 3,505,500 | 184,500 | |
| | <u>\$ 5,790,000</u> | <u>\$ 5,500,500</u> | <u>\$ 289,500</u> | <u>\$ -</u> |
| FISCAL YEAR 2008: | | | | |
| a. Acquire Snow Removal Equipment | \$ 721,000 | \$ 648,900 | 72,100 | |
| b. Snow Removal Equipment Facility Ph. I | 390,000 | 351,000 | 39,000 | |
| | <u>\$ 1,111,000</u> | <u>\$ 999,900</u> | <u>\$ 111,100</u> | <u>\$ -</u> |
| FISCAL YEAR 2009: | | | | |
| a. Replacement Airport Master Plan/Pre-Engineering | \$ 833,000 | \$ 749,700 | 83,300 | |
| b. Snow Removal Equipment Facility Ph. 2 | 278,000 | 250,200 | 27,800 | |
| | <u>\$ 1,111,000</u> | <u>\$ 999,900</u> | <u>\$ 111,100</u> | <u>\$ -</u> |
| FISCAL YEAR 2010: | | | | |
| a. Parallel Taxiway Relocation | \$ 2,000,000 | \$ 1,800,000 | 200,000 | |
| | <u>\$ 2,000,000</u> | <u>\$ 1,800,000</u> | <u>\$ 200,000</u> | <u>\$ -</u> |
| FISCAL YEAR 2011: | | | | |
| a. Design Replacement Airport (Ph. I) | \$ 1,850,625 | \$ 1,665,563 | \$ 185,063 | |
| | <u>\$ 1,850,625</u> | <u>\$ 1,665,563</u> | <u>\$ 185,063</u> | <u>\$ -</u> |
| FISCAL YEAR 2012: | | | | |
| a. Design Replacement Airport (Ph. II) | \$ 1,847,755 | \$ 1,662,980 | \$ 184,776 | |
| b. Construct Replacement Airport (Ph. I) | 15,869,063 | 14,282,156 | 1,586,906 | |
| | <u>\$ 17,716,818</u> | <u>\$ 15,945,136</u> | <u>\$ 1,771,682</u> | <u>\$ -</u> |
| FISCAL YEAR 2013: | | | | |
| a. Design Replacement Airport (Ph. III) | \$ 1,428,700 | \$ 1,285,830 | \$ 142,870 | |
| b. Construct Replacement Airport (Ph. I) | 15,869,063 | 14,282,156 | 1,586,906 | |
| c. Construct Replacement Airport (Ph. II) | 10,475,898 | 9,138,559 | 1,337,340 | |
| | <u>\$ 27,773,661</u> | <u>\$ 24,706,545</u> | <u>\$ 3,067,116</u> | <u>\$ -</u> |
| FISCAL YEAR 2014: | | | | |
| a. Construct Replacement Airport (Ph. II) | \$ 10,475,898 | \$ 9,138,559 | \$ 1,337,340 | |
| b. Construct Replacement Airport (Ph. III) | 13,286,650 | 11,867,235 | 1,419,415 | |
| c. Rental Car Makeup/Drop Off Lots/Service Ctr. | 783,647 | | | \$ 783,647 |
| d. Terminal Building Auto Parking | 900,000 | | | 900,000 |
| | <u>\$ 25,446,195</u> | <u>\$ 21,005,794</u> | <u>\$ 2,756,755</u> | <u>\$ 1,683,647</u> |
| FISCAL YEAR 2015: | | | | |
| a. Construct Replacement Airport (Ph. II) | \$ 10,475,898 | \$ 9,138,559 | \$ 1,337,340 | |
| b. Construct Replacement Airport (Ph. III) | 13,286,650 | 11,867,235 | 1,419,415 | |
| c. Rental Car Makeup/Drop Off Lots/Service Ctr. | 783,647 | | | \$ 783,647 |
| | <u>\$ 24,546,195</u> | <u>\$ 21,005,794</u> | <u>\$ 2,756,755</u> | <u>\$ 783,647</u> |
| Total Capital Improvement Program (FY2007-FY2015) | | | | |
| | \$ 107,345,493 | \$ 93,629,130 | \$ 11,249,070 | \$ 2,467,293 |
| Existing Airport Portion of CIP (FY2007-FY2010) | \$ 10,012,000 | \$ 9,300,300 | \$ 711,700 | \$ - |
| New Airport Portion of CIP (FY2011-FY2015) | 97,333,493 | 84,328,830 | 10,537,370 | 2,467,293 |

Sources: Friedman Memorial Airport Board; Toothman-Orton Engineering Company; Mead & Hunt, 2006.

Notes: All costs based on 2006 values.

Airport CIP reflects public infrastructure investment - additional private investments required for FBO and private aircraft storage hangars.

Graph 6-1 Funding Sources Existing Airport (FY2007-2010)



Graph 6-2 Funding Sources New Airport (FY2011-2015)

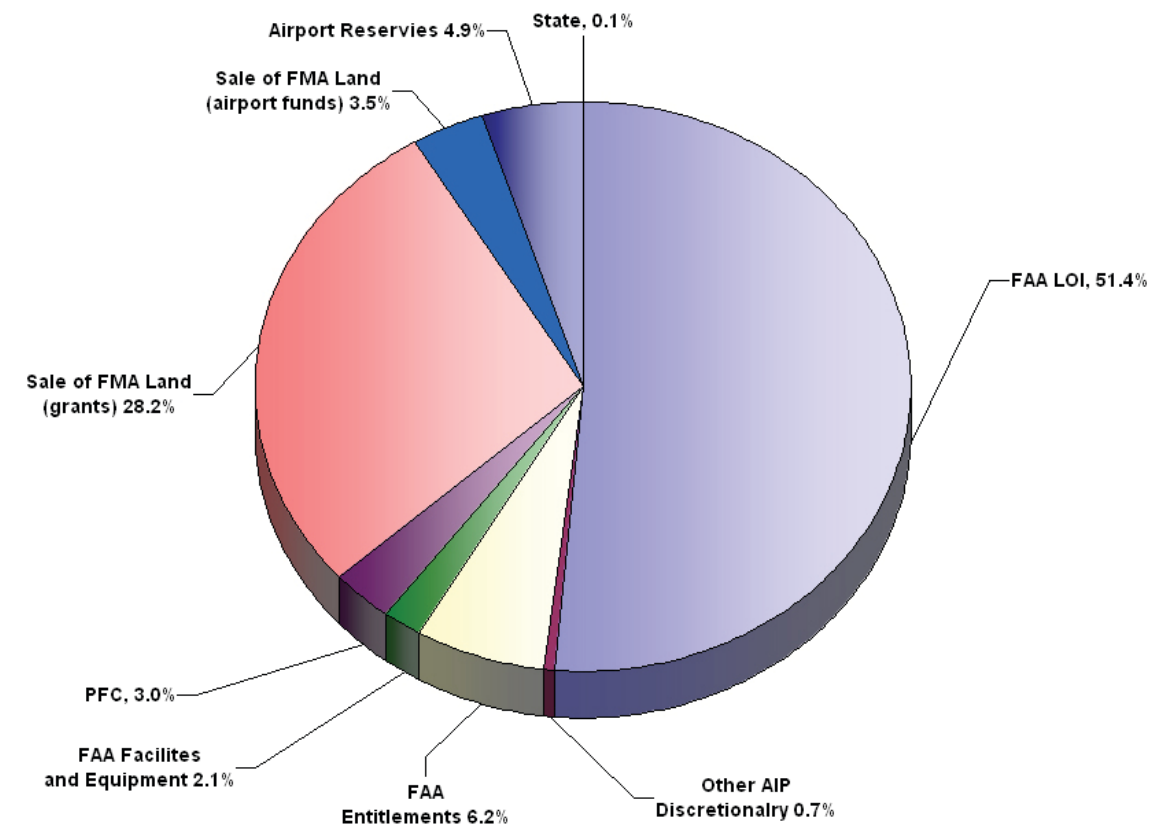


Table 6-2 Conceptual Funding Plan for Airport CIP

| Funding Source | Contribution | | |
|--|---------------------|-----------------------|----------|
| | Subtotal | Total | % |
| Funding Sources (FY2007-FY2010) | | | |
| AIP Entitlement | \$ 4,000,000 | | 40.0% |
| AIP Discretionary | 5,300,500 | | 52.9% |
| Passenger Facility Charge | 377,200 | | 3.8% |
| Airport Reserves (local match) | 274,500 | | 2.7% |
| State of Idaho (\$15K per year) | 60,000 | | 0.6% |
| Subtotal Funds (FY2007-FY2010) | | \$ 10,012,200 | 100.0% |
| Funding Sources (FY2011-FY2016) | | | |
| FAA Letter of Intent (\$10M per year for 5 years) | \$ 50,000,000 | | 51.4% |
| Other AIP Discretionary | 665,563 | | 0.7% |
| FAA Entitlement (\$1M per year) | 6,000,000 | | 6.2% |
| FAA Facilities & Equipment Program -- Navajids | 2,000,000 | | 2.1% |
| Passenger Facility Charge (2011-2015) | 2,880,708 | | 3.0% |
| Sale of FMA Property (purchased with grants) ^{1/} | 27,448,000 | | 28.2% |
| Sale of Airport Property (airport-owned) ^{1/} | 3,450,000 | | 3.5% |
| Local Funds | 4,814,023 | | 4.9% |
| State of Idaho (\$15K per year) | 75,000 | | 0.1% |
| Subtotal Funds (FY2011-FY2015) | | \$ 97,333,293 | 100.0% |
| Total Funds (FY2007-FY2016) | | \$ 107,345,493 | |
| Funding Analysis FY2007-FY2010: | | | |
| CIP Cost ^{2/} | | \$ 10,012,000 | |
| Anticipated Funds | | \$ 10,012,200 | |
| Funding Gap (Surplus) | | \$ (200) | |
| Funding Analysis FY2011-FY2015: | | | |
| CIP Cost ^{2/} | | \$ 97,333,493 | |
| Anticipated Funds | | \$ 97,333,293 | |
| Funding Gap (add previous surplus) | | \$ (0) | |

Sources: Friedman Memorial Airport Authority, Toothman-Orton Engineering Company, Mead & Hunt, and the Federal Aviation Administration, 2006.

Notes: ^{1/} Sale of FMA property does not include the original Friedman parcel.

^{2/} See Table 6-1

For Airport CIP

The CIP covers FY2007-2015 and represents the cost of those elements dedicated to public infrastructure improvements which is estimated to be \$107 million, with approximately \$105 million of this amount eligible for Federal grant funding (typically at 80-90 percent Federal participation). Approximately \$2.5 million will be required from the FMAA and/or the private sector to provide automobile parking for the AC terminal area and facilities to serve rental car concessionaires since these amenities are not eligible for Federal grant funding. Finally, it is estimated that \$36.0 million will be required from private sources for the construction of private aircraft hangar and FBO facilities to meet forecasted demand for private aircraft storage during the initial years of operation of the new airport. For purposes of this analysis, it is projected that all large turbine aircraft based at FMA will relocate to the new airport while only 60 percent of smaller GA aircraft will relocate.

Of the \$107 million total CIP, approximately \$10 million is devoted to investments at the existing airport, such as rehabilitation of the existing runway surface as well as completion of planning and environmental studies for the new airport project. The remaining \$97 million (FY2011-2015) is dedicated to the phased design and construction of the new airport. Projects recommended during FY2007-2010 include the acquisition of snow removal equipment and upgrades to the airfield that will, at a minimum, be necessary to continue operations at the existing airport while the new facility is being constructed. It is also noteworthy that subsequent to FY2009, no additional capital projects are programmed for the existing airport, other than miscellaneous expenditures accounted for in the FMAA's annual operating budget¹.

6.2 SOURCES OF FUNDING AND CONCEPTUAL FUNDING PLAN

Table 6-2 presents the conceptual funding plan for the public infrastructure associated with the Airport's CIP based on the descriptions of the proposed capital improvement projects, the phasing of these projects and their associated costs. As previously noted, facilities such as a FBO and private aircraft storage hangars are slated to be financed by corporations or individuals interested in those facilities. The charts on the next page indicate the source of funds for the CIP FY2007-2015 (see Table 6-2 for detailed funding source information).

¹The majority of the current hangar leases will have expired when the new airport is predicted to become operational; however, there are several leases that extend beyond this predicted date or have options for renewal which if executed will extend the lease term beyond the predicted date. These leases may have a residual value if terminated early and an associated cost. This value is subject to numerous undefined variables, not the least of which is the timing for a new airport. This value will ultimately be established through a future negotiation process at the time actual events can be defined. Due to the indeterminate nature of this process no cost has been included in this analysis for the value of these few leases.

It is assumed this CIP will be accomplished through a combination of the following funding sources:

- Federal AIP Grants
- PFC Revenues
- FAA Facilities & Equipment Program
- Airport Operating and Capital Reserves
- Sale of Existing Airport Property
- State of Idaho, DOT

Table 6-3 Projected Airport Entitlement Funds and PFC Revenue

| Fiscal Year | Projected Enplanements ^{1/} | Entitlement Funds | Passenger Facility Charges ^{2/ 3/} |
|--|--------------------------------------|--------------------|---|
| 2007 | 88,979 | 1,000,000 | |
| 2008 | 92,040 | 1,000,000 | 363,650 |
| 2009 | 95,101 | 1,000,000 | 375,744 |
| 2010 | 98,162 | 1,000,000 | 387,838 |
| 2011 | 101,223 | 1,000,000 | 399,932 |
| 2012 | 104,284 | 1,000,000 | 412,026 |
| 2013 | 107,770 | 1,000,000 | 425,799 |
| 2014 | 111,256 | 1,000,000 | 439,572 |
| 2015 | 114,742 | 1,000,000 | 453,346 |
| Total Entitlement and PFC Revenue | | \$9,000,000 | \$3,257,908 |

Source: Mead & Hunt, February 2006.

Notes: ^{1/}PFC calculations assume 90 percent of enplanements are eligible for PFC collection.

Projected enplanements from 2004 FMA Master Plan Update.

^{2/}Assumes a net collection of \$4.39 per eligible enplaned passenger.

^{3/}2005 PFC Application committed through approximately 2007.

A total of \$10.0 million in AIP, PFC revenues, State of Idaho grants, and Airport Capital and Operating Reserves are expected to be available to fund the initial four years of this CIP. These same sources of revenue, along with funding from the FAA's Facilities and Equipment program, proceeds from the sale of existing airport land and AIP discretionary funding through the FAA Letter of Intent (LOI) or similar funding program, will be the sources of funds utilized to construct the new airport facility.

It is significant to note that this conceptual funding plan does not assume any use of local tax dollars. Federal grant monies come from fees imposed on users of the national air transportation system through airline ticket taxes, aircraft fuel taxes, etc.

6.2.1 Federal Airport Improvement Program Grants

Federal grants for the FY2007-2015 FMAA CIP are available through the FAA AIP. The current AIP legislation provides both entitlement funds (based on annual enplaned passenger levels) and discretionary funds for eligible projects undertaken by an airport sponsor. Projects eligible for FAA AIP funding were defined based upon guidelines contained in FAA Order 5100.38A, *Airport Improvement Handbook*. As a general rule, only those airport projects that are related to non-revenue producing facilities, such as airfield construction, public use areas of a terminal, and land acquisition, are eligible for federal funding. Under most circumstances, projects that qualify for AIP funding are eligible for up to 90 percent of total project costs although the most recently enacted FAA Authorization legislation increased federal participation to 95 percent. While it is possible that future federal funding cycles may continue at this expanded level, the maximum level of federal participation for this CIP beyond FY2007 is conservatively assumed to be 90 percent. Through the AIP, each primary airport is apportioned no less than \$500,000 per year. Based on recent (1999-2006) and projected annual enplanement levels at the Airport, it is assumed the Airport's federal entitlements for the period FY2007-2016 will be \$1.0 million per year as presented in **Table 6-3**, with a total of \$10.0 million in AIP entitlement funds pledged for use in the program.

Table 6-4 (page 6-9), lists each project component for the new airport, including a determination of expected federal funding participation and corresponding non-federal share. For purposes of this analysis, it is assumed the space allocation ratio for the new AC terminal complex will be 80 percent federal and 20 percent local.

AIP discretionary funds are required during the initial four years of the program to complete the EIS, Runway 13-31 Pavement Rehabilitation Project and parallel Taxiway relocation. Total anticipated AIP discretionary funds for these projects are estimated to be \$7.3 million. Given the importance of these projects, in terms of improved safety and enhancing the capacity of the National Air Transportation System, it is expected that the likelihood of receiving the required level of discretionary funding for this work to be very high.

In order for the CIP associated with construction of the new airport to be successful, it will be necessary for the FMAA to apply for, and FAA to award, a LOI, a typical mechanism for funding this type of project. The LOI is required to accomplish construction of the new airport in an efficient and timely manner and represents a commitment by the FAA to pay a certain amount of AIP funds to an airport sponsor over a number of years in order to fund a major airport CIP. The majority of resources allocated through a LOI are from the AIP discretionary fund and as indicated on **Table 6-2**, a \$50 million LOI, payable in five annual installments of \$10.0 million per year, for completion of the new airport. Discussions with the FAA indicate that this is a reasonable level of funding to assume for this project.

Table 6-4 Replacement Airport (Site 10) Design & Construction Costs

| Facility/Item | Total Cost | FAA % | FAA Cost | Non-Federal Share |
|--|----------------------|-------|----------------------|----------------------|
| Federally Eligible: | | | | |
| <i>Phase I</i> | | | | |
| Site Preparation | \$ 17,275,000 | 90.0% | \$ 15,547,500 | \$ 1,727,500 |
| Infrastructure | 4,312,500 | 90.0% | 3,881,250 | 431,250 |
| Infrastructure(Uilities) | 4,250,000 | 90.0% | 3,825,000 | 425,000 |
| Construction Subtotal | \$ 25,837,500 | | \$ 23,253,750 | \$ 2,583,750 |
| Design Engineering | 1,850,625 | 90.0% | 1,665,563 | 185,063 |
| Construction Engineering/Observation | 3,316,875 | 90.0% | 2,985,188 | 331,688 |
| Construction Contingency & Administration | 2,583,750 | 90.0% | 2,325,375 | 258,375 |
| Subtotal Phase I | \$ 33,588,750 | | \$ 30,229,875 | \$ 3,358,875 |
| <i>Phase II</i> | | | | |
| Airfield | 16,304,000 | 90.0% | 14,673,600 | 1,630,400 |
| Infrastructure | 600,000 | 90.0% | 540,000 | 60,000 |
| Air Carrier Terminal Complex | 8,692,500 | 80.0% | 6,954,000 | 1,738,500 |
| Construction Subtotal | \$ 25,596,500 | | \$ 22,167,600 | \$ 3,428,900 |
| Design Engineering | 1,847,755 | 90.0% | 1,662,980 | 184,776 |
| Construction Engineering/Observation | 3,271,545 | 90.0% | 2,944,391 | 327,155 |
| Construction Contingency & Administration | 2,559,650 | 90.0% | 2,303,685 | 255,965 |
| Subtotal Phase II | \$ 33,275,450 | | \$ 29,078,655 | \$ 4,196,795 |
| <i>Phase III</i> | | | | |
| Air Carrier Terminal Complex | 1,815,000 | 80.0% | 1,452,000 | 363,000 |
| Airfield | 285,000 | 90.0% | 256,500 | 28,500 |
| Air Traffic Control Tower | 4,000,000 | 90.0% | 3,600,000 | 400,000 |
| Navigational Aids | 2,280,000 | 90.0% | 2,052,000 | 228,000 |
| Airport Support Facilities | 2,630,000 | 90.0% | 2,367,000 | 263,000 |
| Aircraft Parking Aprons | 10,530,000 | 90.0% | 9,477,000 | 1,053,000 |
| Construction Subtotal | \$ 21,540,000 | | \$ 19,204,500 | \$ 2,335,500 |
| Design Engineering | 1,428,700 | 90.0% | 1,285,830 | 142,870 |
| Construction Engineering/Observation | 2,879,300 | 90.0% | 2,591,370 | 287,930 |
| Construction Contingency & Administration | 2,154,000 | 90.0% | 1,938,600 | 215,400 |
| Subtotal Phase III | \$ 28,002,000 | | \$ 25,020,300 | \$ 2,981,700 |
| Total Federally Eligible | \$ 94,866,200 | | \$ 84,328,830 | \$ 10,537,370 |
| Non-Federally Eligible: | | | | |
| Parking & Rental Car Facilities | \$ 2,100,000 | | | \$ 2,100,000 |
| Construction Administration Engineering, Contingency | 367,293 | | | 367,293 |
| Total Non-Federally Eligible | \$ 2,467,293 | | | \$ 2,467,293 |
| Total Project Cost | \$ 97,333,493 | | \$ 84,328,830 | \$ 13,004,663 |

Source: Toothman-Orton Engineering Company and Mead & Hunt, January 2006

6.2.2 FAA Facilities & Equipment Program

The FAA provides funding for acquisition and installation of aircraft navigational aids through its Facilities and Equipment Program including instrument landing systems, weather monitoring systems, and approach lighting systems. It is anticipated that a full instrument landing system (localizer, glide slope, and approach lighting system), an automated weather observation system, and runway visual range (RVR), will be provided for the new airport. Therefore, it is proposed that 100 percent funding for the acquisition and installation of these systems be obtained through the federal Facilities and Equipment Program.

6.2.3 Passenger Facility Charges

In order to provide the required local matching share for AIP grants, the FMAA has the capability to levy an Airport PFC. PFC revenue collection is authorized under the enabling legislation included in the Aviation Safety and Capacity Expansion Act of 1990 and Part 158 of the Federal Aviation Regulations, the Passenger Facility Charge Program (14 CFR, Part 158).

PFCs are collected for enplaning passengers at the Airport and these funds are used to finance all or a portion of capital improvements that are identified by the Airport and approved by the FAA. To be eligible for PFC funding, a project must preserve or enhance safety, security, or capacity of the national air transportation system, reduce or mitigate noise from an airport, or provide opportunities for enhanced competition between or among ACs.

The Airport received FAA approval for the collection of PFC revenue in 1992. Since that time, the Airport has completed three PFC applications and implemented all of the projects contained in the first two applications. The Airport is currently collecting a \$4.50 PFC for reimbursement of local funds dedicated to previous AIP projects as identified in the Airport's 2005 PFC application and are obligated until approximately January 2008. For purposes of this analysis, it is assumed the FMAA will continue to collect a \$4.50 PFC over the entire planning period and that the funds collected will continue to be used to implement eligible Airport improvement projects through FY2015².

As shown in **Table 6-5** (page 6-11), it is expected that \$3.25 million in PFC revenues will be collected at the Airport from FY2008-2015. As noted in **Table 6-2**, Local Funds are slated for use for the balance of this capital development program.

²Discussions in the airport industry indicate a high probability that PFCs may be authorized at an increased amount; perhaps six to seven dollars. If this were to occur, the Airport would take advantage of it and PFC revenues would increase from the amount projected.

Table 6-5 Capital Improvement Program Funding Analysis

| Year | Total Cost Airport CIP | FAA Eligible Share | FAA Entitlements | Anticipated FAA Discretionary | Planned Letter of Intent ^{1/} | FAA Facilities & Equipment | State Funds | Funds from Land Sale | Local Funds ^{2/} | PFC Funding | PFC Allocation |
|-------------------------|---------------------------|-----------------------|---------------------|-------------------------------------|---|----------------------------------|------------------|-------------------------|------------------------------|---------------------|---------------------|
| 2007 | \$ 5,790,000 | \$ 5,500,500 | \$ 1,000,000 | \$ 4,500,500 | | | \$15,000 | | 274,500 | | |
| 2008 | 1,111,000 | 999,900 | 1,000,000 | | | | 15,000 | | | 363,650 | \$ 96,100 |
| 2009 | 1,111,000 | 999,900 | 1,000,000 | | | | 15,000 | | | 375,744 | 96,100 |
| 2010 | 2,000,000 | 1,800,000 | 1,000,000 | 800,000 | | | 15,000 | | | 387,838 | 185,000 |
| Subtotal FY07-10 | \$ 10,012,000 | \$ 9,300,300 | \$ 4,000,000 | \$ 5,300,500 | | | \$ 60,000 | \$ | 274,500 | \$ 1,127,232 | \$ 377,200 |
| 2011 | 1,850,625 | 1,665,563 | 1,000,000 | 665,563 | \$ 10,000,000 | | 15,000 | | 400,000 | 399,932 | 170,063 |
| 2012 | 17,716,818 | 15,945,136 | 1,000,000 | | 10,000,000 | | 15,000 | \$ 10,000,000 | 600,000 | 412,026 | 412,026 |
| 2013 | 27,773,661 | 24,706,545 | 1,000,000 | | 10,000,000 | | 15,000 | \$ 10,000,000 | 800,000 | 425,799 | 425,799 |
| 2014 | 25,446,195 | 21,005,794 | 1,000,000 | | 10,000,000 | 2,000,000 | 15,000 | \$ 10,900,000 | 900,000 | 439,572 | 439,572 |
| 2015 | 24,546,195 | 21,005,794 | 1,000,000 | | 10,000,000 | | 15,000 | | 1,000,000 | 453,346 | 453,346 |
| 2016 | | | 1,000,000 | | | | | | 1,114,023 | | 979,902 |
| Subtotal FY11-15 | \$ 97,333,493 | \$ 84,328,830 | \$ 6,000,000 | \$ 665,563 | \$ 50,000,000 | \$ 2,000,000 | \$ 75,000 | \$ 30,900,000 | \$ 4,814,023 | \$ 2,130,676 | \$ 2,880,708 |
| Totals | \$107,345,493 | \$93,629,130 | \$10,000,000 | \$5,966,063 | \$50,000,000 | \$2,000,000 | \$135,000 | \$30,900,000 | \$5,088,523 | \$3,257,908 | \$3,257,908 |

Source: Mead & Hunt, April 2006

Note: ^{1/}Or similar programNote: ^{2/}Local funds include the airport capital and operating reserve fund, and may include other airport services.

6.2.4 Sale of Existing Airport Property

The sale of approximately 109 acres of land at the existing airport site holds the potential to generate \$30.9 million in net revenue for use in construction of the program. It is assumed that the FMAA will sell the existing property prior to the start of construction of the new airport, using the monies for the project. Since federal funds were utilized to acquire portions of the existing site, the FMAA is required to invest the proceeds from the sale of land to offset the cost of the new airport. Details of the disposition of existing airport property are as follows:

- Total Airport Property. 211.07 Acres
- Original Friedman Grant (Reverts to Friedman Trust). 102.10 Acres
- Land Acquired Exclusively with FMAA Funds 14.70 Acres³
- Land Acquired with a Combination of FAA 94.33 Acres
Grant and Airport Funds

Based on land values estimated by local developers and real estate professionals, the per-acre value of the property to be released is assumed to be \$283,000. Collectively, it is assumed that this property sale will generate approximately \$30.9 million for use in constructing the new airport.

6.2.5 State of Idaho Department of Transportation Grants

Historically, the State of Idaho has provided as much as \$15,000 per year to the FMAA for capital improvement projects. It is recommended that the FMAA approach the State to obtain a commitment of \$15,000 per year for this nine-year period.

6.2.6 Local Funds

The Airport currently maintains an Operating and Capital Reserves Fund in which it maintains reserve of net operating revenue to be used to fund local share requirements of Airport projects or unexpected operating expenses as required. For purposes of this analysis, it was assumed that the unrestricted portion of this fund (with a net present value of approximately \$2.1 million) would be used to fund a portion of the local share of AIP and PFC eligible projects and total project costs of those projects ineligible for AIP and PFC funding.

³11.58 of the 14.7 acres would be sold by the FMAA

6.2.7 Private Funding Sources

It is anticipated that certain types of development, such as the FBO and private aircraft storage hangars, will be funded solely from private funding sources. Historically, conventional and T-hangar development projects at the Airport have been implemented by private individuals or businesses funding the construction of hangar facilities on lands leased to those parties by the FMAA. It is expected that this practice will continue in order to establish such facilities at the new airport. To this end, 43,000 square feet of T-hangar storage space and 180,000 square feet of conventional hangar space are projected to be constructed with the use \$26 million in private funding. In addition, ten acres of property at the new airport site will be dedicated to a new FBO complex for office and hangars, aircraft parking aprons, and auto parking and infrastructure at a total cost of \$10.4 million. Again, the FBO would be privately financed. Discussions with key players in this segment of the air transportation business indicate that it is reasonable to assume private financing for these facilities.

6.3 HISTORICAL AND TEN YEAR PROJECTED AIRPORT REVENUES

Table 6-6 (page 6-14) depicts the Airport's historical revenues from FY1997-2006. As shown in this table, the major sources of non-airline revenue during this period include automobile rental revenue, FBO Revenue, fuel flowage revenue and hangar rental revenue. These areas of Airport revenue account for \$1,153,550, or approximately 72 percent of total budgeted Airport revenue in FY2006. The remaining non-airline revenue sources are anticipated to generate \$259,750 in budgeted revenue, or 16.2 percent while the ACs serving Friedman Municipal Airport will provide \$188,000 in rents, fees, and charges (excluding PFC revenue) or 11.8 percent of airport revenue for this period. FY1997-2005 and budgeted revenues for FY2006 are presented in this table.

Estimates of the Airport's future revenues (**Table 6-7**, page 6-16), were developed based on historical trends from FY1997-2006, the terms of the Airport's Use Agreement with signatory airlines as well as an analysis of the potential growth in revenues from non-airline Airport Operations.

Revenue at the Airport consists of both rents and fees generated through the operating cycle of the Airport and non-operating revenue generated through such sources as investment income and other non-aviation related rentals and fees. For purposes of this analysis, Airport revenues have been classified as airline revenue and non-airline revenue, with projections made by major source of revenue within each of the following classifications:

6.3.1 AC Revenue

The Airport's airline use agreement, executed in June 1992 and amended annually thereafter, is a compensatory agreement whereby carriers desiring to operate at the Airport are charged for the use of the airfield and terminal facilities on a straight unit cost basis. More specifically, carriers pay for use of facilities based on a unit

Table 6-6 Historical Airport Operating Revenues, FY1997-2006

| | Actual 1997 | Actual fy1998 | Actual fy1999 | Actual fy2000 | Actual fy2001 | Actual fy2002 | Actual fy2003 | Actual fy2004 | Actual fy2005 | Budget fy2006 | 97-06 CAGR ^{1/} |
|--------------------------------------|--------------------|------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-----------------------------|
| Air Carrier Revenue | \$129,136 | \$126,436 | \$133,990 | \$141,721 | \$136,346 | \$148,353 | \$169,434 | \$172,163 | \$241,051 | \$188,000 | 4.3% |
| Terminal Auto Parking Revenue | 36,051 | 37,129 | 54,144 | 77,008 | 76,841 | 99,398 | 111,141 | 115,197 | 116,892 | 128,000 | 15.1% |
| Automobile Rental Revenue | 250,519 | 251,379 | 260,953 | 308,550 | 281,139 | 307,660 | 315,668 | 332,838 | 365,013 | 337,050 | 3.4% |
| Transient Landing Fees | 1,846 | 614 | 27 | 0 | 0 | 319 | 5,406 | 7,588 | 3,028 | 5,000 | 11.7% |
| Terminal Concessions Revenue | 27,594 | 31,549 | 32,427 | 30,469 | 30,599 | 31,620 | 40,532 | 41,572 | 42,019 | 46,700 | 6.0% |
| FBO Revenue ^{2/} | 100,713 | 109,169 | 129,011 | 146,988 | 146,433 | 148,630 | 339,726 | 391,664 | 489,781 | 408,500 | 16.8% |
| Fuel Flowage Revenue | 104,119 | 124,474 | 148,460 | 174,499 | 179,917 | 178,677 | 204,580 | 202,199 | 208,689 | 204,000 | 7.8% |
| Hangar Revenue | 146,629 | 171,242 | 192,408 | 172,673 | 200,517 | 186,589 | 184,492 | 184,605 | 199,073 | 204,000 | 3.7% |
| Miscellaneous Revenue | 3,326 | -2,182 | 8,309 | 1,188 | 8,977 | 6,296 | 15,825 | 18,667 | 29,282 | 20,000 | 22.1% |
| Postal Carriers Revenue | 5,088 | 6,191 | 6,234 | 6,608 | 7,005 | 5,875 | 7,601 | 8,360 | 7,737 | 9,350 | 7.0% |
| Ground Transportation Permit Revenue | 4,991 | 6,000 | 5,944 | 6,972 | 4,650 | 6,273 | 7,028 | 8,197 | 6,900 | 9,200 | 7.0% |
| ATCT Revenue | 342,750 | 59,545 | | | | | | | | | |
| Tiedown Permit Revenue | 18,258 | 18,983 | 17,316 | 18,094 | 17,229 | 17,738 | 18,494 | 20,121 | 24,200 | 22,000 | 2.1% |
| Interest Income | 38,402 | 43,040 | 26,755 | 51,973 | 50,928 | 29,767 | 23,330 | 19,430 | 24,591 | 19,500 | -7.3% |
| Total Revenue | \$1,209,422 | \$983,569 | \$1,015,977 | \$1,136,743 | \$1,140,581 | \$1,167,195 | \$1,443,256 | \$1,522,601 | \$1,758,256 | \$1,601,300 | |

Source: Mead & Hunt, February 2006.

Note: ^{1/}CAGR = Compounded Annual Growth Rate^{2/} FBO revenue includes transient parking fees, landing fees

rate (i.e., \$25 per square foot of terminal space) that is established annually by the FMAA. Presently, the FMAA collects rents and fees from ACs for leased space in its terminal building consisting of ticket counters and office areas, gate fees, and utility fees as well as an airfield landing fee.

Total AC revenue for FY2006 is budgeted to be \$188,000. Forecasts of future AC revenue are based on projected net cost allocated to the signatory airlines each fiscal year in order to maintain a balanced budget throughout the planning period. As shown in **Table 6-7**, AC revenue for scheduled airline activity at the Airport is projected to increase from \$188,000 in FY2006 to \$573,820 in FY2015, representing a CAGR of approximately 13.2 percent. While this rate of growth is greater than the historical 10 year rate (1997-2006) of 4.3 percent, it is important to note that the current airline cost per enplaned passenger ratios for the Airport are significantly below peer airports in the region as established in the 2004 FMA Benchmarking Survey. As such, even with a 13.2 percent CAGR, airlines operating at the Airport in 2016 will be paying \$5.00 per enplaned passenger to the FMAA, which is slightly higher than the amount currently paid by carriers at peer airports. One factor to consider related to increased airline rents, is the need in FY2015 to add airport staff (Personnel Expenditures) in anticipation of the opening of the new airport.

6.3.2 Terminal Auto Parking Revenue

Public parking facility revenues represent the FMAA's share of fees collected for short and long-term parking fees at the Airport. Under a contractual agreement (currently with Car Park), the FMAA receives a percentage of total parking revenue received at the Airport from AC passengers utilizing these facilities. Airport parking revenues from the parking concession have increased from \$36,000 in FY1997 to \$128,000 in FY2006 (budgeted). Future projections of public parking revenue at the Airport were developed based on estimates of future passenger activity and the ten year historical trend for the Airport. As shown in **Table 6-7**, (page 6-15), public parking revenue at the Airport is projected to increase from \$128,000 in FY2006 to \$255,873 in FY2015 representing a CAGR of 8.0 percent which is half the historical growth rate for this revenue source.

6.3.3 Rental Auto Concession Revenue

Rental auto concession revenue at the Airport includes all fees associated with rental auto agencies operating at the Airport including terminal area counter space, percentage of sales fees, utilities and ready and return and service and storage area parking spaces. Rental auto concession revenues have increased from \$250,519 in FY1997 to \$337,000 in FY2006 (budgeted). Projections of future rental auto concession revenues at the Airport were developed based on projected passenger activity levels and historical trends. As shown in **Table 6-7**, rental auto concession revenue is projected to increase from \$337,000 in FY2006 to \$447,519 FY2015, representing a CAGR of approximately 3.2 percent.

Table 6-7 Forecast of Airport Operating Revenues, FY2006-2015

| Budget Item | Budget | | Projected | | | | | | | CAGR ^{1/} | |
|---|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-------------|
| | fy2006 | fy2007 | fy2008 | fy2009 | fy2010 | fy2011 | fy2012 | fy2013 | fy2014 | fy2015 | 2006-2015 |
| Airport Operating Revenues: | | | | | | | | | | | |
| Air Carrier Revenue | \$188,000 | \$212,816 | \$240,908 | \$272,708 | \$308,705 | \$349,454 | \$395,582 | \$447,799 | \$506,908 | \$573,820 | 13.2% |
| Terminal Auto Parking Revenue | 128,000 | 138,240 | 149,299 | 161,243 | 174,143 | 188,074 | 203,120 | 219,370 | 236,919 | 255,873 | 8.0% |
| Automobile Rental Revenue | 337,050 | 347,836 | 358,966 | 370,463 | 382,308 | 394,542 | 407,167 | 420,196 | 433,643 | 447,519 | 3.2% |
| Transient Landing Fees | 5,000 | 5,500 | 6,050 | 6,655 | 7,321 | 8,053 | 8,858 | 9,744 | 10,718 | 11,790 | 10.0% |
| Terminal Concessions Revenue | 46,700 | 49,502 | 52,472 | 55,620 | 58,958 | 62,495 | 66,245 | 70,220 | 74,433 | 78,889 | 6.0% |
| FBO Revenue ^{2/} | 408,500 | 441,180 | 476,474 | 514,592 | 555,760 | 600,221 | 648,238 | 700,097 | 756,105 | 816,593 | 8.0% |
| Fuel Flowage Revenue | 204,000 | 219,912 | 237,065 | 255,556 | 275,490 | 296,978 | 320,142 | 345,113 | 372,032 | 401,050 | 7.8% |
| Hangar Revenue | 204,000 | 224,400 | 246,840 | 271,524 | 298,676 | 328,544 | 361,398 | 397,538 | 437,292 | 481,021 | 10.0% |
| Miscellaneous Revenue | 20,000 | 20,640 | 21,300 | 21,982 | 22,686 | 23,411 | 24,161 | 24,934 | 25,732 | 26,555 | 3.2% |
| Postal Carriers Revenue | 9,350 | 10,005 | 10,705 | 11,454 | 12,256 | 13,114 | 14,032 | 15,014 | 16,065 | 17,190 | 7.0% |
| Ground Transportation Permit Revenue | 9,200 | 9,844 | 10,533 | 11,270 | 12,059 | 12,903 | 13,807 | 14,773 | 15,807 | 16,914 | 7.0% |
| ATCT Revenue | - | - | - | - | - | - | - | - | - | - | - |
| Tiedown Permit Revenue | 22,000 | 22,704 | 23,431 | 24,180 | 24,954 | 25,753 | 26,577 | 27,427 | 28,305 | 29,211 | 3.2% |
| Interest Income | 19,500 | 19,880 | 20,288 | 20,694 | 21,107 | 21,530 | 21,960 | 22,399 | 22,847 | 23,304 | 2.0% |
| Total Airport Operating Revenues | \$1,601,300 | \$1,722,468 | \$1,854,332 | \$1,997,932 | \$2,154,421 | \$2,325,071 | \$2,511,286 | \$2,714,624 | \$2,936,806 | \$3,179,739 | 7.9% |

Source: Mead & Hunt, April 2006.

^{1/}CAGR=Compounded Annual Growth Rate^{2/}FBO revenue includes transient parking fees, landing fees

6.3.4 FBO Revenue

FBO Revenue consists of rent on leased space for property and facilities owned and developed by the FMAA, a percentage of the tiedown fees for transient aircraft, transient landing fees, and a Commission fee paid by the current FBO. This category of revenue has increased from \$100,713 in FY1997 to \$408,500 in FY2006 (budgeted). Projections of future FBO revenue at the Airport were developed based on projected activity levels and historical trends. As shown in Table 6-7, FBO revenue is projected to increase from \$408,500 in FY2006 to \$816,593 FY2015, representing a CAGR of approximately 8.0 percent. This CAGR is more conservative than the historical level of growth of 17 percent due to the fact that all available and developable property for FBO facilities has been maximized at FMA. Moreover, it is highly unlikely that additional investments in facilities will be made by the private sector in the near term given the very constrained amortization period for such investments and given construction of the new airport. Nonetheless, a CAGR of 8.0 percent is attainable given the strength of the local market and its existing ability to support GA activities.

6.3.5 Fuel Flowage Revenue

The FMAA currently receives \$0.08 per gallon for all 100LL fuel and \$0.10 per gallon for all Jet A fuel sold at the Airport. This source of revenue has increased from \$104,119 in FY1997 to \$204,000 in FY2006 (budgeted) representing an increase of 7.8 percent per year during this ten year period. For purposes of projecting future anticipated revenues from the sale of fuel, this rate was applied throughout the forecast period of FY2007-2015 yielding \$401,050 in revenue to the FMAA by FY2015. Again, given the strength and growth in GA activity in recent years, it is expected for this annual rate of growth to continue for the foreseeable future.

6.3.6 Hangar Revenue

Revenue from the lease of FMAA owned hangar space has witnessed a growth rate of 3.2 percent per year between 1997 and 2006 increasing from \$146,600 to \$204,000 during this period. Many of these agreements will be renegotiated in the coming years; therefore, it is reasonable to apply a growth rate during the forecast period to reflect rents more in line with current market rates (a conservative 10 percent growth rate is used for this analysis) to yield revenues of \$481,021 by the year FY2015.

6.3.7 Summary of Airport Revenue

As shown in Table 6-7, total revenues at FMA are projected to increase from \$1,601,300 in FY2006 to \$3,179,739 in FY2015. This represents a CAGR of approximately 7.9 percent. Projections of future revenues were developed by examining the factors that impact major elements of Airport revenue as described above. Actual levels of future revenue at the Airport may differ from these projections. Examples of some factors that could impact future levels of Airport revenue include changes in the level of passenger activity at the Airport, the entry of another airline or a downturn in the economic activity of the region.

In considering these data, it is clear that the FMAA has benefited from a very strong growth trend in GA activity over the past ten years as revenue from FBO, fuel, hangar, and land rents currently comprise approximately 35 percent of the Airport's revenue base. Moving forward, it will be important for the FMAA to continue to reap the benefits of GA activity in the Greater Wood River Region while at the same time boost revenue receipts from its airline partners comparable to peer airports in this region.

6.4 HISTORICAL AND TEN YEAR PROJECTED OPERATING EXPENSES

The Airport's historical operating expenses for FY1997 through FY2006 are presented in **Table 6-8** (page 6-19), while projected operating expenses (FY2007-2015) are presented in **Table 6-9** (page 6-20). As shown in this table, Personnel Expenses (inclusive of salaries and employee benefits) have consistently represented the largest category of Airport expense over these years. In FY2006, Personnel Expenses account for approximately \$861,903 or approximately 54 percent of total operating expenses for the Airport. The next largest components of total Airport operating expenses in FY2006 were Utilities (\$89,750), Professional Services - Administrative (\$80,000), Contracts Labor - Administrative (\$74,800), and Insurance (\$73,704).

Estimates of the Airport's future operating expenses were developed based on a review of historical trends, the FMAA's actual expenditures for the period FY1997-2005 and budgeted expenses for FY2006. For purposes of this analysis, expenses at the Airport are examined in the following classifications:

- Personnel Expenditures
- Administrative Expenses
- Operational Expenses
- Miscellaneous Capital Expenses
- Summary of Projected Total Airport Expense

These operating expense categories represent all Airport expenses associated with day-to-day operations. Each expense category, and the assumptions used to project expenses for each, is discussed in the following sections.

6.4.1 Personnel Expenditures

This category of expenditures represents personnel expenses for Airport management, administrative, Aircraft Rescue & Firefighting (ARFF), operations, and maintenance employee salaries, wages, overtime, retirement, social security and medicare, life insurance, medical insurance, state unemployment insurance, and worker's compensation. Between FY1997 and FY2006, these costs increased from \$354,451 to \$861,903. As shown in **Table 6-9** (page 6-18), future salaries and labor expenses at the Airport are projected to increase from FY2006 levels to \$1,876,409 in FY2015. This factors a compounded annual increase of approximately 7.0 percent, plus an increase in overall airport staff by three positions (one in FY2009 and two in FY2015) to assist with operation of the existing airport and preparation for the new airport operation. These staffing levels are below those for peer airports, but are considered reasonable by airport management.

Table 6-8 Historical Airport Operating Expenses, FY1997-2006

| | Actual 1997 | Actual fy1998 | Actual fy1999 | Actual fy2000 | Actual fy2001 | Actual fy2002 | Actual fy2003 | Actual fy2004 | Actual fy2005 | Budget fy2006 | 97-06 10-year CAGR |
|---|------------------|------------------|------------------|------------------|------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------------|
| Personnel Expenditures | \$354,451 | \$388,737 | \$450,305 | \$485,541 | \$527,094 | \$575,903 | \$619,789 | \$727,208 | \$779,514 | \$861,903 | 10.4% |
| Administrative Expenses | | | | | | | | | | | |
| Travel Expenditures - Administrative | \$7,528 | \$8,985 | \$8,968 | \$3,562 | \$8,304 | \$2,557 | \$4,226 | \$3,724 | \$11,310 | \$13,000 | 6.3% |
| Supplies/Equipment - Administrative | 8,510 | 9,766 | 10,043 | 8,862 | 9,780 | 7,485 | 12,516 | 14,954 | 17,540 | 13,000 | 4.8% |
| Insurance - Administrative | 24,715 | 26,720 | 25,353 | 23,456 | 25,507 | 33,714 | 43,853 | 64,133 | 77,743 | 73,704 | 12.9% |
| Utilities - Administrative | 34,120 | 39,265 | 45,388 | 41,519 | 49,862 | 56,743 | 53,824 | 62,536 | 68,430 | 89,750 | 11.3% |
| Professional Services - Administrative | 47,736 | 61,484 | 75,661 | 48,811 | 48,878 | 73,786 | 39,959 | 66,319 | 58,043 | 80,000 | 5.9% |
| Maintenance - Office Equipment (Admin) | 3,144 | 4,908 | 5,351 | 6,640 | 3,002 | 3,475 | 7,652 | 9,531 | 9,578 | 15,000 | 19.0% |
| Rent/Lease Equipment - Administrative | 864 | 669 | 1,786 | 1,376 | 1,691 | 1,029 | 1,824 | 1,308 | 1,542 | 2,000 | 9.8% |
| Dues/Membership/Publications | 6,404 | 7,230 | 8,682 | 8,469 | 10,092 | 13,711 | 12,412 | 12,504 | 8,050 | 17,000 | 11.5% |
| Postage - Administrative | 2,568 | 3,006 | 3,052 | 2,750 | 2,944 | 1,898 | 2,829 | 3,296 | 4,234 | 5,000 | 7.7% |
| Education/Training - Administrative | 9,694 | 12,796 | 14,959 | 8,394 | 26,594 | 18,732 | 32,673 | 28,777 | 15,728 | 30,000 | 13.4% |
| Contracts Labor - Administrative | 12,065 | 11,600 | 12,000 | 18,000 | 30,075 | 76,058 | 188,907 | 67,080 | 60,899 | 74,800 | 22.5% |
| Miscellaneous - Administrative | 6,979 | 27,472 | 10,254 | 8,769 | 6,433 | 4,573 | 10,205 | 19,401 | 9,247 | 14,000 | 8.0% |
| Total Administrative Expenses | \$164,328 | \$213,900 | \$221,517 | \$180,610 | \$223,162 | \$293,759 | \$410,920 | \$353,563 | \$342,344 | \$427,254 | 11.2% |
| Operational Expenses | | | | | | | | | | | |
| Supplies/Equipment - ARFF/Operations | \$10,761 | \$9,288 | \$13,755 | \$12,462 | \$12,455 | \$11,913 | \$18,740 | \$21,996 | \$44,199 | \$38,000 | 15.0% |
| Fuel/Lubricants | 12,542 | 8,713 | 9,832 | 10,286 | 9,674 | 12,322 | 10,416 | 15,715 | 16,542 | 20,000 | 5.3% |
| Vehicles/Maintenance | 18,426 | 14,384 | 17,341 | 19,995 | 15,941 | 20,015 | 16,646 | 21,524 | 18,212 | 23,000 | 2.5% |
| ARFF Maintenance | 710 | 6,791 | 2,864 | 1,174 | 446 | 2,840 | 803 | 2,044 | 2,117 | 5,000 | 24.2% |
| Repairs/Maintenance - Building | 14,918 | 9,305 | 10,472 | 11,954 | 8,765 | 10,954 | 18,318 | 17,161 | 13,635 | 20,000 | 3.3% |
| Repairs/Maintenance - Airside | 64,657 | 12,123 | 12,359 | 13,096 | 12,006 | 8,440 | 24,944 | 20,815 | 17,375 | 25,000 | -10.0% |
| Repairs/Maintenance - Aeronautical Equip. | 4,196 | 7,579 | 8,100 | 5,534 | 8,119 | 13,182 | 7,165 | 8,293 | 11,784 | 12,000 | 12.4% |
| Security | 3,237 | 3,641 | 1,445 | 3,846 | 3,880 | 27,186 | 5,484 | 12,787 | 20,351 | 25,000 | 25.5% |
| Total Operational Expenses | \$129,447 | \$71,823 | \$76,169 | \$78,347 | \$71,286 | \$106,853 | \$102,516 | \$120,335 | \$144,215 | \$168,000 | 2.9% |
| Miscellaneous Capital Expenses | \$6,239 | \$8,001 | \$19,990 | \$12,028 | \$5,117 | \$3,350 | \$33,110 | \$7,861 | \$5,969 | \$58,000 | |
| ATCT | \$327,114 | \$53,268 | \$26,677 | \$28,450 | \$30,213 | \$26,400 | \$6,600 | \$155 | \$0 | \$0 | |
| Total Airport Operating Expenses | \$981,579 | \$735,729 | \$794,657 | \$784,975 | \$856,873 | \$1,006,265 | \$1,172,935 | \$1,209,122 | \$1,272,042 | \$1,515,157 | |
| Net Income | \$227,843 | \$247,841 | \$221,320 | \$351,768 | \$283,708 | \$160,930 | \$270,321 | \$313,478 | \$486,214 | \$86,143 | |
| Total Airline Revenues | \$129,136 | \$126,436 | \$133,990 | \$141,721 | \$136,346 | \$148,353 | \$169,434 | \$172,163 | \$241,051 | \$188,000 | |
| Enplanements | 60,939 | 61,430 | 68,303 | 71,611 | 59,253 | 64,515 | 73,883 | 70,191 | 68,209 | 71,270 | |
| Cost Per Enplaned Passenger | \$2.12 | \$2.06 | \$1.96 | \$1.98 | \$2.30 | \$2.30 | \$2.29 | \$2.45 | \$3.53 | \$2.64 | |

Source: Mead & Hunt, April 2006.

Table 6-9 Forecasting of Airport Operating Expenses, FY2007-2015

| Budget Item | Budget | | | | | Projected | | | | | CAGR ^{2/} | | |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--|--|
| | fy2006 | fy2007 | fy2008 | fy2009 | fy2010 | fy2011 | fy2012 | fy2013 | fy2014 | fy2015 | 2006-2015 | | |
| Personnel Expenditures ^{1/} | \$861,903 | \$922,236 | \$986,793 | \$1,133,868 | \$1,213,239 | \$1,298,166 | \$1,389,037 | \$1,486,270 | \$1,590,309 | \$1,876,409 | 7.0% | | |
| Administrative Expenses | | | | | | | | | | | | | |
| Travel Expenditures - Administrative | \$13,000 | \$13,390 | \$13,792 | \$14,205 | \$14,632 | \$15,071 | \$15,523 | \$15,988 | \$16,468 | \$21,962 | 3.0% | | |
| Supplies/Equipment - Administrative | 13,000 | 13,390 | 13,792 | 14,205 | 14,632 | 15,071 | 15,523 | 15,988 | 16,468 | 16,962 | 3.0% | | |
| Insurance - Administrative | 73,704 | 79,600 | 85,968 | 92,846 | 100,273 | 108,295 | 116,959 | 126,316 | 136,421 | 147,335 | 8.0% | | |
| Utilities - Administrative | 89,750 | 93,340 | 97,074 | 100,957 | 104,995 | 109,195 | 113,562 | 118,105 | 122,829 | 127,742 | 4.0% | | |
| Professional Services - Administrative | 80,000 | 83,200 | 86,528 | 89,969 | 93,589 | 97,332 | 101,226 | 105,275 | 109,486 | 113,965 | 4.0% | | |
| Maintenance - Office Equipment (Admin) | 15,000 | 15,600 | 16,224 | 16,873 | 17,548 | 18,250 | 18,980 | 19,739 | 20,529 | 21,350 | 4.0% | | |
| Rent/Lease Equipment - Administrative | 2,000 | 2,080 | 2,163 | 2,250 | 2,340 | 2,433 | 2,531 | 2,632 | 2,737 | 2,847 | 4.0% | | |
| Dues/Membership/Publications | 17,000 | 17,510 | 18,035 | 18,576 | 19,134 | 19,708 | 20,299 | 20,908 | 21,535 | 22,181 | 3.0% | | |
| Postage - Administrative | 5,000 | 5,150 | 5,305 | 5,464 | 5,628 | 5,796 | 5,970 | 6,149 | 6,334 | 6,524 | 3.0% | | |
| Education/Training - Administrative | 30,000 | 30,900 | 31,827 | 32,782 | 33,765 | 34,778 | 35,822 | 36,896 | 38,003 | 44,143 | 3.0% | | |
| Contracts Labor - Administrative | 74,800 | 77,044 | 79,355 | 81,736 | 84,188 | 86,714 | 89,315 | 91,995 | 94,754 | 97,597 | 3.0% | | |
| Miscellaneous - Administrative | 14,000 | 14,420 | 14,853 | 15,298 | 15,757 | 16,230 | 16,717 | 17,218 | 17,735 | 18,267 | 3.0% | | |
| Total Administrative Expenses | \$427,254 | \$445,624 | \$464,915 | \$485,181 | \$506,479 | \$528,872 | \$552,425 | \$577,209 | \$603,298 | \$640,774 | | | |
| Operational Expenses | | | | | | | | | | | | | |
| Supplies/Equipment - ARFF/Operations | \$38,000 | \$39,520 | \$41,101 | \$42,745 | \$44,455 | \$46,233 | \$48,082 | \$50,005 | \$52,006 | \$54,086 | 4.0% | | |
| Fuel/Lubricants | 20,000 | 20,800 | 21,632 | 22,497 | 23,397 | 24,333 | 25,306 | 26,319 | 27,371 | 28,466 | 4.0% | | |
| Vehicles/Maintenance | 23,000 | 23,690 | 24,401 | 25,133 | 25,887 | 26,663 | 27,463 | 28,287 | 29,136 | 30,010 | 3.0% | | |
| ARFF Maintenance | 5,000 | 5,275 | 5,565 | 5,871 | 6,194 | 6,535 | 6,894 | 7,273 | 7,673 | 8,095 | 5.5% | | |
| Repairs/Maintenance - Building | 20,000 | 20,600 | 21,218 | 21,855 | 22,510 | 23,185 | 23,881 | 24,597 | 25,335 | 26,095 | 3.0% | | |
| Repairs/Maintenance - Airside | 25,000 | 25,750 | 26,523 | 27,318 | 28,138 | 28,982 | 29,851 | 30,747 | 31,669 | 32,619 | 3.0% | | |
| Repairs/Maintenance - Aeronautical Equip. Security | 12,000 | 12,360 | 12,731 | 13,113 | 13,506 | 13,911 | 14,329 | 14,758 | 15,201 | 15,657 | 3.0% | | |
| | 25,000 | 25,750 | 26,523 | 27,318 | 28,138 | 28,982 | 29,851 | 30,747 | 31,669 | 32,619 | 3.0% | | |
| Total Operational Expenses | \$168,000 | \$173,745 | \$179,692 | \$185,850 | \$192,224 | \$198,824 | \$205,658 | \$212,734 | \$220,061 | \$227,649 | | | |
| Miscellaneous Capital Expenses | \$58,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | | | |
| Airport Traffic Control Tower | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | | |
| Total Airport Operating Expenses | \$1,515,157 | \$1,591,606 | \$1,681,400 | \$1,854,899 | \$1,961,943 | \$2,075,862 | \$2,197,121 | \$2,326,213 | \$2,463,669 | \$2,794,832 | | | |

Source: Mead & Hunt, April 2006.

Note: ^{1/} Additional staff position(s) assumed in years 2009 and 2015^{2/} CAGR= Compounded Annual Growth Rate

6.4.2 Administrative Expenses

Administrative expenses consist of a myriad of sub-accounts including travel, supplies and equipment, insurance, utilities, professional services (i.e. legal, accounting, auditing, etc), and miscellaneous expenses. This category of expenses fluctuated significantly between the years of FY1997-2006 due to litigation expenses and revenue. Given the data anomalies these expenses created, they have been deleted from the historical model to provide a more consistent CAGR. Between FY1997 and FY2006 (budgeted), overall administrative expenses increased from \$164,328 to \$522,254 representing an average annual increase of approximately 13.7 percent. The growth in these expenditures during this period is derived from significant increases in utility charges, insurance premiums, and the Contracts-Labor account. Most significant was the increase in the Contracts-Labor line item in FY2001 because of additional security requirements imposed upon the FMAA by the Transportation Security Administration (TSA). It is expected that future Administrative Expenses will moderate, yielding growth rates more consistent with the CPI and industry trends mostly in the two-four percent per year range with the exception insurance, which should continue to outpace inflationary rates at 8.0 percent per year.

6.4.3 Operational Expenses

The Airport's Operational Expenses reflect the delivery of public safety services, building and grounds maintenance, security, and vehicle fuel and maintenance for the Airport. Between FY1997 and FY2004, resources dedicated to these functions remained relatively flat; however, during FY2005 and FY2006, increased demands for repairs and maintenance of aeronautical equipment, security, and cost escalations for fuel and lubricants resulted in the ten year CAGR increasing to approximately 3.0 percent. As the result of these changes, overall Operational Expenses increased from approximately \$130,000 in FY1997 to \$168,000 in FY2006 (budgeted). As shown in **Table 6-7**, Operational Expenses are projected to increase from \$168,000 in FY2006 to \$227,649 in FY2015 with most expenditure line items increasing at a rate of 3.0 percent per year with the exception of Supplies and Equipment, ARFF and Operations, and Fuel and Lubricants, which should grow at 4.0 percent per year and ARFF maintenance which is slated to increase annually by 5.5 percent due to age of the equipment and corresponding increase in annual maintenance costs.

6.4.4 Miscellaneous Capital Expenses

Throughout its operation of the Airport, the FMAA has funded Miscellaneous Capital Expenses through its annual Operating Budget. These expenses have historically included vehicle acquisition, local matching funding for FAA grants, snow blades, computer equipment, radios, maintenance equipment, major non-AIP airfield and building repairs, and lighting upgrades. This annual allocation has averaged approximately \$25,000 per year between FY1997 and FY2006. Based on discussions with Airport management, it is reasonable to assume that the FMAA will be required to address miscellaneous capital expenses of \$50,000 per year during the next ten years.

6.4.5 Summary of Projected Total Airport Operating Expenses

As shown in Table 6-9 (page 6-20), total Airport operating expenses for FMA are projected to increase from \$1,515,157 in FY2006 to \$2,794,832 in FY2015. This represents a CAGR of approximately 5.0 percent. These projections of future expenditures were developed by examining historical trends and factors that may impact major elements of Airport expenditures as described above.

6.4.6 Analysis and Conclusions

Given the sound financial results from the operation of FMA, it is clear that the FMAA and staff have been diligent in seeking to enhance the revenue base of this facility while at the same time being prudent in its approach to operating this facility despite significant structural changes to its expenses created by new federal mandates for security.

Table 6-10 presents a summary of historical airport operating revenues and expenses and net income. It also presents an analysis of the airline's cost of conducting business at the Airport. Table 6-11 presents similar information for FY2015.

Table 6-10 Historical Airport Net Income, FY1997-FY2006

| | Actual 1997 | Actual fy1998 | Actual fy1999 | Actual fy2000 | Actual fy2001 | Actual fy2002 | Actual fy2003 | Actual fy2004 | Actual fy2005 | Budget fy2006 |
|-----------------------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Net Income | \$ 227,843 | \$ 247,841 | \$ 221,320 | \$ 351,768 | \$ 283,708 | \$ 160,930 | \$ 270,321 | \$ 313,478 | \$ 486,214 | \$ 86,143 |
| Total Airline Revenues | \$ 129,136 | \$ 126,436 | \$ 133,990 | \$ 141,721 | \$ 136,346 | \$ 148,353 | \$ 169,434 | \$ 172,163 | \$ 241,051 | \$ 188,000 |
| Enplanements | 60,939 | 61,430 | 68,303 | 71,611 | 59,253 | 64,515 | 73,883 | 70,191 | 68,209 | 71,270 |
| Cost Per Enplaned Passenger | \$ 2.12 | \$ 2.06 | \$ 1.96 | \$ 1.98 | \$ 2.30 | \$ 2.30 | \$ 2.29 | \$ 2.45 | \$ 3.53 | \$ 2.64 |

Source: Mead & Hunt, April 2006.

Table 6-11 Forecast of Net Income, FY2006-2015

| Budget Item | Budget fy2006 | Projected | | | | | | | | | Total |
|---|------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| | | fy2007 | fy2008 | fy2009 | fy2010 | fy2011 | fy2012 | fy2013 | fy2014 | fy2015 | |
| Operating revenue | \$1,601,300 | \$1,722,468 | \$1,854,332 | \$1,997,932 | \$2,154,421 | \$2,325,071 | \$2,511,286 | \$2,714,624 | \$2,936,806 | \$3,179,739 | |
| Operating expenses | \$1,515,157 | \$1,591,606 | \$1,681,400 | \$1,854,899 | \$1,961,943 | \$2,075,862 | \$2,197,121 | \$2,326,213 | \$2,463,669 | \$2,794,832 | |
| Net Income | \$ 86,143 | \$ 130,863 | \$ 172,931 | \$ 143,034 | \$ 192,479 | \$ 249,208 | \$ 314,165 | \$ 388,411 | \$ 473,137 | \$ 384,907 | \$ 2,535,277 |
| (Present Value of Net Income) ^{1/} | 86,143 | 127,068 | 163,074 | 130,876 | 170,921 | 215,067 | 262,956 | 315,778 | 373,305 | 294,838 | \$ 2,140,026 |
| Total Airline Revenues | \$ 188,000 | \$ 212,816 | \$ 240,908 | \$ 272,708 | \$ 308,705 | \$ 349,454 | \$ 395,582 | \$ 447,799 | \$ 506,908 | \$ 573,820 | |
| Enplanements | 71,270 | 88,979 | 92,040 | 95,101 | 98,162 | 101,223 | 104,284 | 107,770 | 111,256 | 114,742 | |
| Cost Per Enplaned Passenger | \$ 2.64 | \$ 2.39 | \$ 2.62 | \$ 2.87 | \$ 3.14 | \$ 3.45 | \$ 3.79 | \$ 4.16 | \$ 4.56 | \$ 5.00 | |

Source: Mead & Hunt, April 2006.

Note: ^{1/} Net present value assumes a 3% discount rate.

The analysis of projected revenues and expenses indicate that the airlines cost of operating at the Airport will increase from \$2.64 in FY2006 (budget) to \$5.00 in FY2015. This figure, which equates to a present value of approximately \$3.50, is considered on the low side of the industry.

6.5 PROJECTED OPERATING REVENUE, INITIAL 5 YEARS OF NEW AIRPORT OPERATION

Table 6-12 (page 6-24) provides a preliminary forecast of anticipated revenues the FMAA may expect during the initial five years of operation of the new airport (FY2016-2020). In evaluating potential results for generation of revenue at the new facility, it is important to underscore the fact that the preliminary nature of assumptions for aviation activity at the new airport naturally inhibits accuracy at this time. Therefore, it is recommended that the FMAA refine these estimates as the planning and design of the new facility progresses in order to capture a more accurate assessment of the ability of the new airport to generate revenue and make the facility as self-sufficient as possible.

For purposes of this analysis, it is assumed that the current airport is not retaining its full base of passengers as evidenced by cancelled flights, diversions and passenger re-bookings to nearby competing airports. It is further assumed that when the new airport is opened, the operational restrictions which create these passenger diversions will be eliminated and the airport's passenger base will grow beyond the *2004 Master Plan Update* forecast of 3.8 percent per year. In order to temper this unconstrained growth trend and rely on a more conservative approach, the revenue forecasts presented herein reflect only those passengers known to be diverted during winter operations (November-March). The volume of diverted enplaned passengers is based upon AC data which revealed that 7,682 passenger boardings were diverted to neighboring airports during the four month period of November 2003-March 2004. It is assumed that the growth in diverted passengers will mirror the overall growth in enplaned passengers for FMA during 2004-2016 (3.8 percent per year) yielding a total volume of diverted passengers in 2016 of 12,018; therefore, in the first year of operation of the new airport total enplaned passengers are expected to be 133,732. It is possible that the new airport could exceed this level of passenger activity in its first year of operation through the attraction of additional passengers currently avoiding the use of SUN throughout the year because of operational constraints.

Establishment of a revised passenger forecast reflecting a more unconstrained environment is important as a number of revenue categories can be factored by per passenger revenue generating capacity. Just as the airline industry evaluates cost per enplaned passengers to assess how affordable and efficient an airport operates, so does an airport operator consider these types of benchmarks for forecasting revenue per enplaned passenger for parking revenue, concession fees, and rental car concessions. Accordingly, FY2016 Terminal Auto Parking and Terminal Shops Revenue are derived by calculating revenue and enplanement for 2015 and applying this factor to the "unconstrained" passenger forecast estimate for FY2016. Upon establishment of this base revenue in FY2016, the historical CAGR is applied for the remainder of the period for these revenue categories. Likewise, the estimate for rental car revenue for FY2016 is attained by establishing a base-year calculation determined by revenue and deplaned passenger and applying historical CAGR for

Table 6-12 Forecast of Airport Operating Expenses and Revenues, FY2016-2020

| Budget Item | fy2016 | fy2017 | fy2018 | fy2019 | fy2020 | CAGR ^{1/} 2016-2020 |
|---|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------------------|
| Airport Operating Revenues: | | | | | | |
| Air Carrier Revenue | 768,773 | 799,524 | 879,476 | 967,424 | 1,064,166 | 4.0% |
| Terminal Auto Parking Revenue | 289,464 | 312,621 | 337,631 | 364,641 | 393,813 | 8.0% |
| Automobile Rental Revenue | 506,270 | 522,471 | 539,190 | 556,444 | 574,250 | 3.2% |
| Transient Landing Fees | 12,969 | 14,266 | 15,692 | 17,261 | 18,987 | 10.0% |
| Terminal Concessions Revenue | 89,257 | 94,612 | 100,289 | 106,306 | 112,684 | 6.0% |
| FBO Revenue | 881,921 | 952,475 | 1,028,672 | 1,110,966 | 1,199,844 | 8.0% |
| Fuel Flowage Revenue | 432,332 | 466,054 | 502,407 | 541,594 | 583,839 | 7.8% |
| Hangar Revenue | 298,820 | 307,785 | 317,018 | 326,529 | 336,325 | 3.0% |
| Miscellaneous Revenue | 27,405 | 28,282 | 29,187 | 30,121 | 31,085 | 3.2% |
| Postal Carriers Revenue | 18,393 | 19,680 | 21,058 | 22,532 | 24,109 | 7.0% |
| Ground Transportation Permit Revenue | 20,812 | 22,269 | 23,828 | 25,496 | 27,281 | 7.0% |
| Tiedown Permit Revenue | 30,145 | 31,110 | 32,105 | 33,133 | 34,193 | 3.2% |
| Interest Income | 23,770 | 24,246 | 24,731 | 25,225 | 25,730 | 2.0% |
| Total Airport Operating Revenues | \$3,400,332 | \$3,595,394 | \$3,851,284 | \$4,127,673 | \$4,426,306 | |
| Personnel Expenditures | | | | | | |
| | 2,007,758 | 2,255,356 | 2,413,231 | 2,582,158 | 2,762,909 | 7.0% |
| Administrative Expenses | | | | | | |
| Travel Expenditures - Administrative | \$22,621 | \$23,300 | \$23,999 | \$24,718 | \$25,460 | 3.0% |
| Supplies/Equipment - Administrative | 17,471 | 17,995 | 18,535 | 19,091 | 19,664 | 3.0% |
| Insurance - Administrative | 159,121 | 171,851 | 185,599 | 200,447 | 216,483 | 8.0% |
| Utilities - Administrative | 215,285 | 223,896 | 232,852 | 242,166 | 251,853 | 4.0% |
| Professional Services - Administrative | 118,420 | 123,156 | 128,083 | 133,206 | 138,534 | 4.0% |
| Maintenance - Office Equipment (Admin) | 22,204 | 23,092 | 24,015 | 24,976 | 25,975 | 4.0% |
| Rent/Lease Equipment - Administrative | 2,960 | 3,079 | 3,202 | 3,330 | 3,463 | 4.0% |
| Dues/Membership/Publications | 22,847 | 23,532 | 24,238 | 24,965 | 25,714 | 3.0% |
| Postage - Administrative | 6,720 | 6,921 | 7,129 | 7,343 | 7,563 | 3.0% |
| Education/Training - Administrative | 45,467 | 46,832 | 48,236 | 49,684 | 51,174 | 3.0% |
| Contracts Labor - Administrative | 79,737 | 82,129 | 84,593 | 87,131 | 89,744 | 3.0% |
| Contracts Labor - Janitorial | 37,648 | 38,777 | 39,940 | 41,139 | 42,373 | 3.0% |
| Miscellaneous - Administrative | 18,815 | 19,379 | 19,961 | 20,559 | 21,176 | 3.0% |
| Total Administrative Expenses | \$769,315 | \$803,939 | \$840,382 | \$878,755 | \$919,177 | |
| Operational Expenses | | | | | | |
| Supplies/Equipment - ARFF/Operations | \$ 56,249 | \$ 58,499 | \$ 60,839 | \$ 63,273 | \$ 65,804 | 4.0% |
| Fuel/Lubricants | 29,605 | 30,789 | 32,021 | 33,301 | 34,634 | 4.0% |
| Vehicles/Maintenance | 30,910 | 31,837 | 32,793 | 33,776 | 34,790 | 3.0% |
| ARFF Maintenance | 8,541 | 9,010 | 9,506 | 10,029 | 10,580 | 5.5% |
| Repairs/Maintenance - Building | 27,000 | 101,810 | 104,864 | 108,010 | 111,251 | 3.0% |
| Repairs/Maintenance - Airside | 34,000 | 40,120 | 41,324 | 42,563 | 43,840 | 3.0% |
| Repairs/Maintenance - Aeronautical Equip. | - | - | - | - | - | 3.0% |
| Security | 33,598 | 34,606 | 35,644 | 36,713 | 37,815 | 3.0% |
| Total Operational Expenses | \$219,903 | \$306,672 | \$316,990 | \$327,666 | \$338,713 | |
| Miscellaneous Capital Expenses | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | |
| Airport Traffic Control Tower | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Total Airport Operating Expenses | \$3,046,976 | \$3,415,968 | \$3,620,604 | \$3,838,579 | \$4,070,798 | |
| Net Income | \$353,356 | \$179,427 | \$230,680 | \$289,094 | \$355,507 | |
| Total Airline Revenues | \$768,773 | \$799,524 | \$879,476 | \$967,424 | \$1,064,166 | |
| Enplanements | 129,806 | 145,309 | 161,269 | 177,703 | 194,630 | |
| Cost Per Enplaned Passenger | \$5.92 | \$5.50 | \$5.45 | \$5.44 | \$5.47 | |

Source: Mead & Hunt, April 2006.

Note: ^{1/} CAGR = Compounded Annual Growth Rate

the balance of the analysis. Finally, Ground Transportation Permit Revenue is forecast to increase during the first year of operation of the new airport by 15 percent over 2015 in anticipation of greater demand for such bus and van service to and from the new airport. Beyond the initial year of operation, this category of revenue is expected to grow at its historical CAGR of 7.0 percent.

Based upon discussions with airport management and considering overall market conditions, it was determined that revenue derived from fueling activities, GA services, ground rent, interest income, and cargo operations should continue to grow at their respective historical CAGRs. This conclusion is based upon the fact that GA and FBO facilities at the new airport will be commensurate with existing facilities and should therefore continue to generate revenues on par with the existing infrastructure provided by the FMAA. Hangar Revenue is estimated based upon 210,000 square feet of hangars being available at a ground lease rate of one dollar per-square-foot (2006 dollars). This rental rate equates to \$1.34 per square feet in 2016 dollars. Such a rate is appropriate to consider in order to reflect the cost of private and FBO investment in new facilities and corresponding potential decrease on overall hangar revenue.

As indicated in **Table 6-12** (page 6-24), the FMAA can expect \$3.4 million in operating revenue for the first full year of operation of the new airport with AC revenue comprising 24 percent of this total (\$5.92 per enplaned passenger), non-airline terminal revenue generating 30 percent, and GA and fueling activities to generate 44 percent of the airport's revenue. The mix of airline to GA revenue should continue as programmed in 2017 until such time as more GA facilities are brought on-line and other non-airline type of revenue generating facilities (i.e. gas and convenience mart at the entrance to the Airport) are developed.

6.6 PROJECTED OPERATING EXPENSES, INITIAL 5 YEARS OF NEW AIRPORT OPERATION

Projected Operating Expenses for the initial five years of operation of the new airport are also presented in Table 12. Overall expenditures during the initial year of operation (FY2016) are forecasted to be \$3.05 million, including continuation of the Miscellaneous Capital Expense allocation of \$50,000 per year by the FMAA, with overall expenses growing to \$4.07 million by FY2020.

In considering the appropriate forecasting techniques to use when extrapolating expenditures during this period, the Study Team assumed that the majority of expense categories would continue to grow at historical CAGR; however, Personnel Expenditures, Travel Expenditures-Administrative, Utilities-Administrative, Education and Training-Administrative, Contracts Labor-Administrative, Contracts Labor-Janitorial, Repairs and Maintenance-Building are expected to exceed historical growth trends.

Personnel Expenditures

In terms of Personnel Expenditures, an additional operations position is proposed to be added in FY2017 to assist with the growing operation. In FY2006, the cost per position is \$47,534 per year inclusive of benefits. This current year cost was factored to 2017 levels by applying a seven percent CAGR per year and applying this increase throughout the initial period of operation of the new airport.

Travel Expenditures-Administrative and Education and Training-Administrative

For the Administrative accounts, the sum of \$5,000, factored to 2015 dollars, was added beginning in FY2015. \$5,000 (in 2015 dollars) was added in FY2015 while \$10,000 (in 2017 dollars) was added in FY2017 in both accounts to reflect the additional training and travel costs required for the additional positions added for the operation of the new airport.

Utilities-Administrative (estimates)

The Administrative account was built upon a percentage breakout of utility costs for the existing airport. Pursuant to the FMAA's FY2006 budget, 10 percent of utility costs are dedicated for operating the airfield, 53 percent are for terminal building (aggregating telephone, water, garbage, sewer, gas and terminal, and electrical and terminal), 12.5 percent is for maintenance of NAVAIDs, and 24.5 percent is dedicated to the remaining aspects of airport operations. The FY2015 Utilities line item was broken down by these percentages and a cost per square foot for the existing airfield as well as cost per square foot of existing terminal was developed and applied to square footage estimates for new airfield (1.7 million square feet) and terminal (45,000 square feet). A 15 percent credit was applied to all rates assuming efficiency gains from the use of more modern energy efficient systems. For the 2017-2020 period, the historical CAGR was applied to the 2016 base year. It is assumed that aeronautical equipment installed at the new airport will be maintained by the FAA and that the FMAA will no longer pay for the maintenance and upkeep of these systems.

Contracts Labor-Administrative

Pursuant to the FY2006 budget, 13.4 percent of the Contracts Labor Administrative account is dedicated for janitorial services. Accordingly, a cost per square foot rate for janitorial services in FY2015 was calculated at \$0.853 and applied to the new 45,000 square foot building. Thereafter, the historical CAGR was applied throughout period 2016-2020.

Contracts Labor-Janitorial, and Repairs and Maintenance-Building

FY2016 is held constant with 2015 recognizing usual and customary warranty period for all new building systems. In FY2017, the study team obtained FY2006 service contract data from a comparable non-hub airport that has four escalators and two elevators and inflated this amount to FY2017 and added this amount to the \$27,000 from FY2016 and the historical CAGR was applied for the balance of the period.

6.7 OVERALL FINANCIAL FEASIBILITY AND CASH FLOW ANALYSIS

This section presents a discussion of the feasibility of implementing the CIP for a new airport; and provides a view of anticipated cash flow from airport operations while the CIP is being implemented as well as for the initial years of operation of a new airport.

6.7.1 Feasibility of Capital Improvement Program

The CIP for the period FY2007 through FY2015 includes continued investments in the existing airport; and environmental, planning, design and construction activities associated with a new airport. The improvements associated with a new airport include those public infrastructure facilities necessary for a fully functional AC airport to serve the aviation needs of the Wood River Region, and is sized appropriate for the anticipated demands. Some additional capacity is factored in for facilities such as passenger terminal building, as this is a reasonable industry practice.

Overall, the Conceptual Funding Plan for the \$107 million CIP indicates that implementation of the project is feasible. This analysis has attempted to be conservative, meaning cost estimates are considered on the high side while revenue estimates are considered on the low side. Strong support for this project is shown by the FAA, via anticipated grants-in-aid from the AIP. Further, the current Airport owners have demonstrated their support for the project by pledging capital reserves and other local monies (such as PFC) to the project. It is worth noting that the funding plan as presented herein does not include any local taxpayer monies to support it. It is further acknowledged that economic support for continuation of commercial air service, which has been a successful program in the Valley recently, is possible to continue in the future. This is believed to be true regardless of the airport location; and is ultimately the one area where local economic support may be necessary.

In order to achieve this program, it is essential that the FMAA obtain fair market value for the 109 acres of property available for its disposal at the existing airport site, close on the sale of this property prior to the start of construction of the new airport, and use these funds for construction of the new airport.

6.7.2 Analysis of Operating Revenues and Expenses

The analysis of operating revenues and expenses for the existing and new airport was accomplished to get a sense of the changing operating needs, and the ability of the airport to maintain self-sufficiency. It is also intended to estimate the effect, over time, on tenants (including airlines) cost to operate at the airport.

This section summarizes financial operating projected cash flow during the FY2007-2015 and FY2017-2022 period. The purpose of presenting these cash flow analyses is to demonstrate the Airport's capability to generate sufficient revenues to cover operating expenses during these periods and be in a position to implement construction of the new airport as recommended in the CIP.

In **Table 6-11** (page 6-22), projected Airport expenses are subtracted from projected Airport revenues on an annual basis through 2016 to estimate the Airport's net revenue in each of those years. As presented, the FMAA can generally expect to generate positive cash flow and net income commensurate with historical financial performance. During this period, airline costs per enplaned passenger are projected to increase from \$2.64 in FY2006 to \$5.92 in FY2016 (present value of \$5.92 in FY2016 is approximately \$4.50 in current dollars, assuming a 3 percent factor). As previously noted, the Airport's current airline cost per enplaned passenger is significantly below other peer airports in the region (\$2.26 vs. average of \$5.03); therefore, the FMAA should be in a position to negotiate airline rates and charges more consistent with industry standards; however, the ability to do so may be limited based upon the current financial condition of the airline industry.

Table 6-12 (page 6-28), provides a very conceptual forecast for anticipated costs and revenues associated with operation of the new airport. It will be essential for the FMAA and staff to continually update this forecast as planning and design of the new airport progress in order to enhance its accuracy and relevancy..

Based on very broad and general assumptions relative to operations at peer airports, it is plausible to assume that the FMAA can expect to generate \$3.4 million in revenues during the initial year of operation of the new airport growing to \$4.4 million in FY2020. Expenses are expected to be \$3.0 million during year one of the new airport (2016) and are forecasted to increase to \$4.1 million in FY2020. Airline cost per enplaned passenger is projected to decrease from \$5.92 in FY2016 to \$5.47 in FY2020, within industry standards for reasonableness.

6.7.3 Alternate Project Funding Methods

This analysis presents a rational and logical case that building a new airport in the Wood River Region appears to be financially feasible. One must be cautious because certain assumptions may not materialize. As a result, alternate approaches to funding the project are explored below to demonstrate the project remains feasible under additional scenarios.

First, it should be generally understood that if funds do not materialize as assumed in this analysis, project construction can be phased to some degree, match available funds. Subsequent new airport master planning will address the phasing issues in more detail.

Alternate funding sources, which are not included in this feasibility analysis, can also be used to generate additional revenues in support of project implementation. These funding sources include:

- Airport debt financing
- Special facility charges
- Increased PFC revenues
- Additional FAA discretionary funds

Airport debt

The May 1994 Joint Powers Agreement entered into between Blaine County and the City of Hailey for the operation of FMA specifically prohibits the FMAA from “borrowing money and incurring indebtedness, not exceeding the budget revenues and expenses for the then-current fiscal year of the Authority....” It is unknown if the agreement and its conditions will remain in effect at a new airport.

Based on this analysis, it is not anticipated that Airport debt would need to be issued to support the project. However, if some of the principle assumptions used in this analysis were to change dramatically, it is feasible to use bonds to support the project. Revenues from PFCs would be used to repay the bonds. This is a typical funding mechanism that many airports throughout the country use. In order to use such a funding mechanism; however, the future airport owner would need to seek an amendment to the above referenced agreement (or establish a different agreement) to authorize the issuance of debt backed exclusively by future PFC revenue collections.

Special facility charges

The FMAA should consider establishing a Customer Facility Charge to fund rental car facilities at the new airport. This type of funding instrument is typical for similar size airports.

Increased PFC revenues

This analysis conservatively assumes that the current PFC limit of \$4.50 will continue through the financial period. Discussions within the FAA and throughout the industry indicate that an increase in the maximum amount collected per enplaned passenger may occur in the next several years. Current numbers being discussed are on the order of \$6-\$9, or a 33-100 percent increase. If this happens, the Airport should take full advantage of it by amending its PFC application for the higher amount, resulting in more collected PFC revenues.

Additional FAA discretionary funds

Since this project is considered by the FMAA and the FAA as a safety project first and foremost, it may be possible to achieve higher levels of Federal funding than the \$50 million LOI which forms the basis of this analysis. The FAA contribution used on this analysis is considered by the FAA to be a reasonable assumption for conceptual planning purposes. Such funding is at the discretion of the FAA.

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Wood River Region Airport Site Selection And Feasibility Study

Appendix A / **Aviation Demands and Facilities**

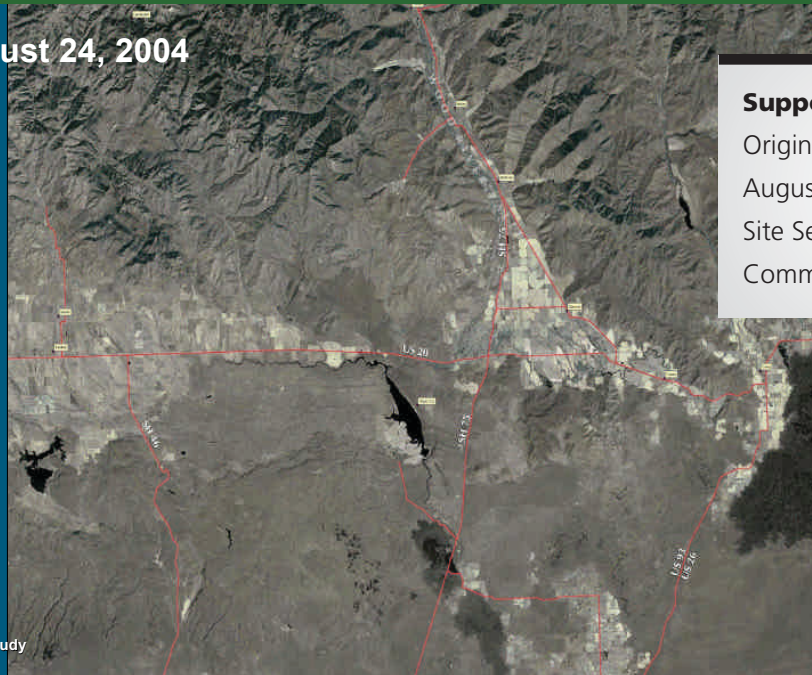
Aviation demands and facilities

Aviation Demands and Facilities

August 24, 2004

Supporting Materials

Originally presented at the
August 24, 2004
Site Selection Advisory
Committee Meeting



Wood River Region
Airport Site Selection/Feasibility Study

Presentation Outline

- Regional demographic trends
- Airline/air service issues
- Aviation demand scenarios
- Airport facility requirements

Wood River Region
Airport Site Selection/Feasibility Study

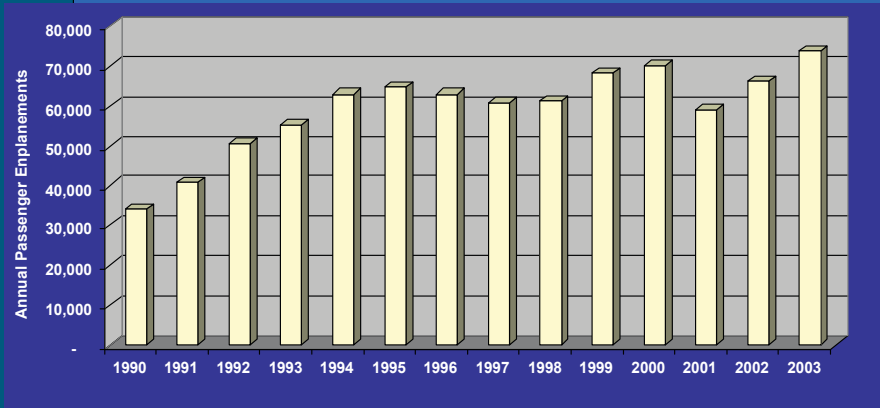
Regional Demographic Trends

- 2004 Master Plan Update/Demographic Trends
 - Historical Information
 - County wide demographic trends
 - 20-year MPU activity projections
- Local Trends

Wood River Region
Airport Site Selection/Feasibility Study

Historical Information - Passengers

6.1% Compounded Annual Growth Rate



39% of Wood River Region passengers
"leak" to Boise and Twin Falls

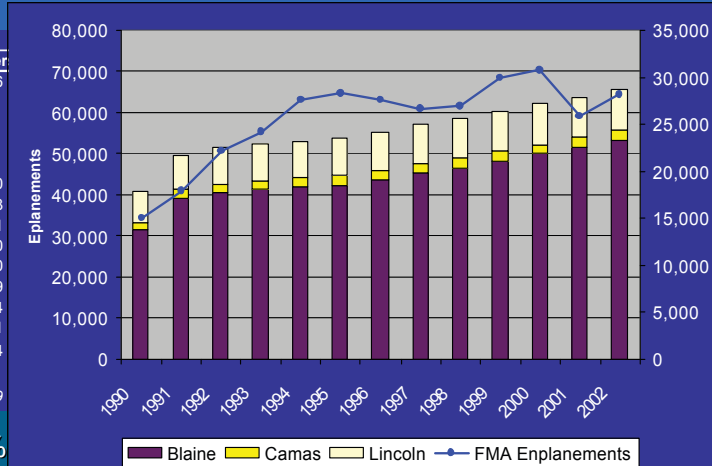
Wood River Region
Airport Site Selection/Feasibility Study

Historical Information - Passengers

Correlation: FMA Enplanements and Population

| Year | Population | | |
|---------|------------|------------|----------|
| | Enpl | Population | Enpl/Per |
| 1990 | 34,286 | 14,530 | 2.36 |
| 1991 | 40,878 | | |
| 1992 | 50,496 | | |
| 1993 | 55,200 | | |
| 1994 | 63,004 | | |
| 1995 | 64,731 | 18,001 | 3.60 |
| 1996 | 63,071 | 18,660 | 3.38 |
| 1997 | 60,939 | 19,004 | 3.21 |
| 1998 | 61,430 | 19,212 | 3.20 |
| 1999 | 68,303 | 19,529 | 3.50 |
| 2000 | 70,189 | 20,111 | 3.49 |
| 2001 | 59,073 | 20,791 | 2.84 |
| 2002 | 64,515 | 21,415 | 3.01 |
| 2003 | 73,883 | 22,152 | 3.34 |
| Average | | | 3.19 |

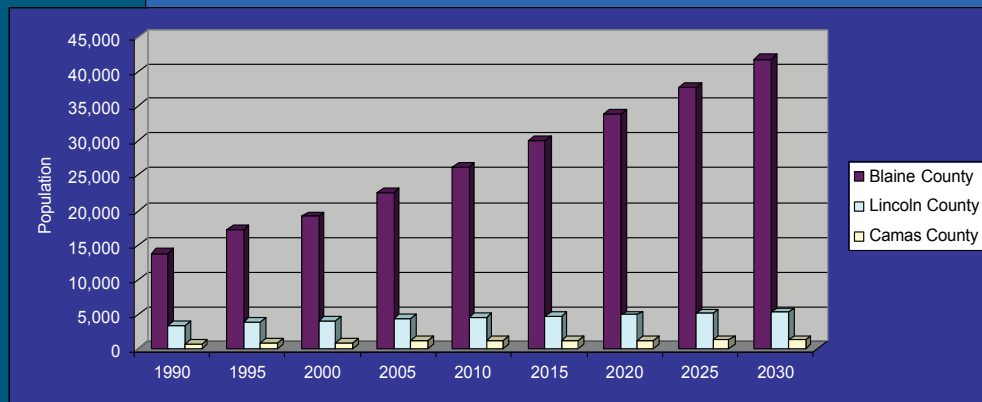
CAGR 6.1% 3.3% 42%



Wood River Region
Airport Site Selection/Feasibility Study

Regional Demographic Trends

Historical & Projected Population

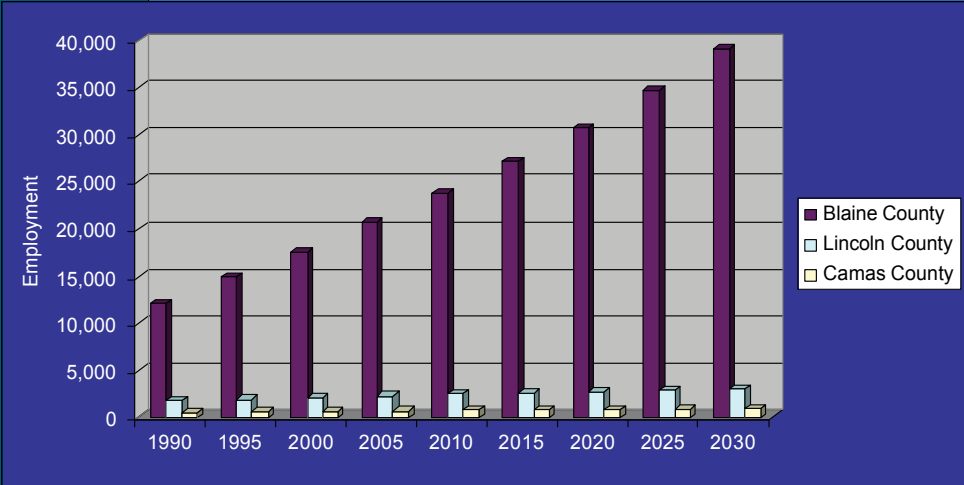


Source: Historical Data: US Dept of Commerce;
Projections: Woods & Poole Economics

Wood River Region
Airport Site Selection/Feasibility Study

Regional Demographic Trends

Historical & Projected Employment

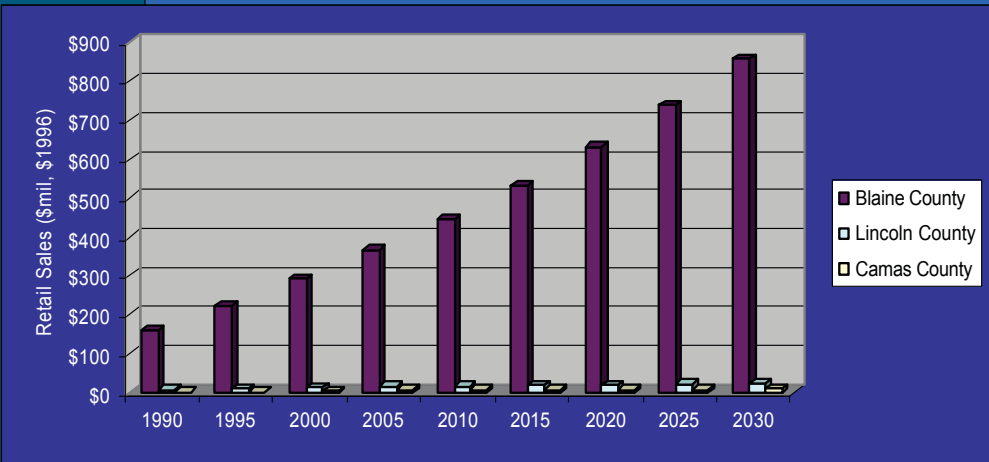


Source: Historical Data: US Dept of Commerce;
Projections: Woods & Poole Economics

Wood River Region
Airport Site Selection/Feasibility Study

Regional Demographic Trends

Historical & Projected Retail Sales



Source: Historical Data: US Dept of Commerce;
Projections: Woods & Poole Economics

Wood River Region
Airport Site Selection/Feasibility Study

Regional Demographic Trends

Historic and Projected Population & Retail Sales (rates)

| Year | Population (000) | | | Retail Sales (\$M, \$1996) | | |
|-------------|------------------|-------|---------|----------------------------|--------|---------|
| | Blaine | Camas | Lincoln | Blaine | Camas | Lincoln |
| 1990 | 13.79 | 0.74 | 3.35 | \$160.97 | \$0.92 | \$5.68 |
| 2002 | 20.38 | 1.04 | 4.21 | \$320.85 | \$5.24 | \$14.41 |
| 2030 | 41.88 | 1.28 | 5.31 | \$858.23 | \$8.41 | \$23.75 |
| CAGR | | | | | | |
| (1990-2002) | 3.31% | 2.86% | 1.92% | 5.92% | 15.61% | 8.07% |
| (2002-2030) | 2.61% | 0.75% | 0.84% | 3.58% | 1.70% | 1.80% |

Source: Historical Data: US Dept of Commerce;
Projections: Woods & Poole Economics

Growth in population and economic activity is projected to remain very strong, with Blaine County outpacing that projected for the surrounding counties of Camas and Lincoln

Wood River Region
Airport Site Selection/Feasibility Study

Local Trends – Housing Units (history)

| City | 1990 | 2000 | % Change |
|--------------|--------------|--------------|-------------|
| Bellevue | 525 | 717 | 37 % |
| Carey | NA | 187 | NA |
| Fairfield | 192 | 225 | 17 % |
| Hailey | 1,480 | 2,493 | 68 % |
| Ketchum | 2,439 | 2,947 | 21 % |
| Shoshone | 563 | 615 | 9 % |
| Sun Valley | 2,051 | 2,339 | 14 % |
| Total | 7,250 | 9,523 | 31 % |

Source: 1990 and 2000 U.S. Census

Wood River Region
Airport Site Selection/Feasibility Study

Local Trends – Population Change

From 1990 to 2002, by ZIP Code

| Zip Code | City Associated with Zip Code | Population | | | | CAGR 1990-2002 |
|----------|----------------------------------|------------|------|--------|------|-------------------|
| | | 1990 | % | 2002 | % | |
| 83333 | Hailey | 6,389 | 29% | 10,509 | 35% | 4.23% |
| 83313 | Bellevue | 2,260 | 10% | 3,350 | 11% | 3.33% |
| 83340 | Ketchum | 4,071 | 19% | 5,116 | 17% | 1.92% |
| 83327 | Fairfield | 686 | 3% | 982 | 3% | 3.03% |
| 83352 | Shoshone | 2,088 | 10% | 2,694 | 9% | 2.15% |
| 83349 | Richfield | 775 | 4% | 896 | 3% | 1.22% |
| 83320 | Carey | 832 | 4% | 1,028 | 3% | 1.78% |
| 83251 | Mackay | 1,186 | 5% | 1,281 | 4% | 0.64% |
| 83314 | Bliss | 754 | 3% | 935 | 3% | 1.81% |
| 83278 | Stanley | 472 | 2% | 552 | 2% | 1.31% |
| 83226 | Challis | 2,455 | 11% | 2,507 | 8% | 0.17% |
| | | 21,968 | 100% | 29,850 | 100% | |

Hailey, Bellevue and Fairfield had the fastest growing ZIP code populations from 1990 to 2002.

Wood River Region
Airport Site Selection/Feasibility Study

Local Trends – Recent Issues

- Assessed value of Blaine County property (change since June 2004, Source Wood River Journal)
 - Old Hailey: 25%
 - Woodside: 10-40%
 - Old Bellevue: 20%
 - Sunrise/Bellevue: 20%
 - Chantrelle/Belleview: 20%
 - River Meadows: 10-50%
 - Carey: 10-30%
 - Sun Valley subdivisions: 10-50%
- Recent new retail/housing development in Hailey

Wood River Region
Airport Site Selection/Feasibility Study

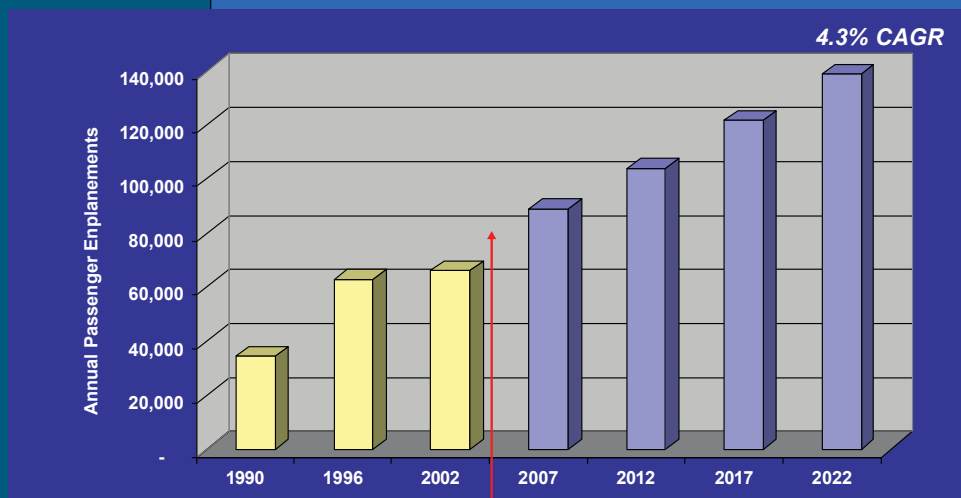
Local Trends – Recent Issues

- Sun Valley Resort Master Plan
 - Vision for 2,749 additional residential units
- Future development in Fairfield/Soldier Mountain
- Growth in Carey – over 500 new residential units in the planning process

Wood River Region
Airport Site Selection/Feasibility Study

2004 Airport Master Plan Update 20-Year Demand Projections

Passenger Enplanements

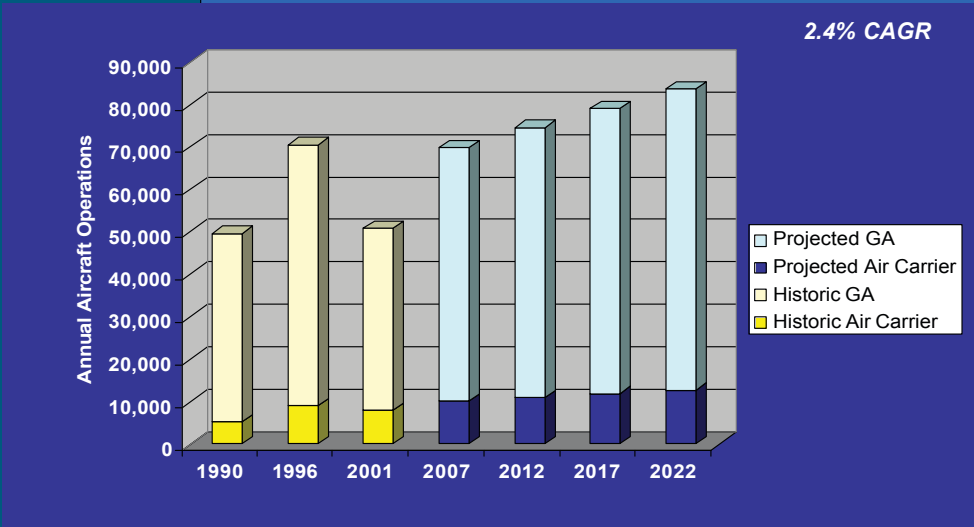


*2003 passenger count 10%
ahead of projections*

Wood River Region
Airport Site Selection/Feasibility Study

2004 Master Plan Update 20-Year Demand Projections

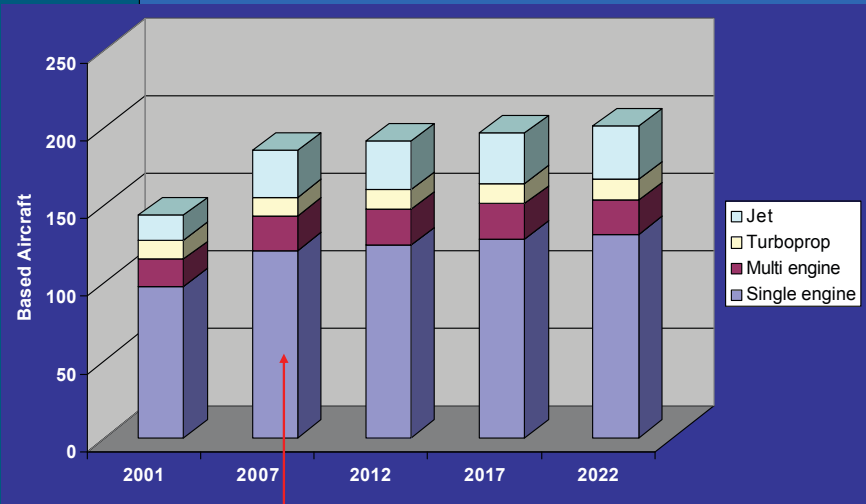
Aircraft Operations



Wood River Region
Airport Site Selection/Feasibility Study

2004 Master Plan Update 20-Year Demand Projections

Based Aircraft



Significant "pent-up" demand will not be met at FMA

Wood River Region
Airport Site Selection/Feasibility Study

Air Service Agenda

- Trends since September 11, 2001
- Regional airline fleets
- Aircraft orders and options
- Aircraft economics
- Air service opportunities and threats

Wood River Region
Airport Site Selection/Feasibility Study

Trends Since September 11, 2001

- Restructuring and downsizing of legacy carriers
- Rapid growth of low-cost carriers
- Phenomenal growth of regional carriers
- Growth of regional jets
- Reduction in turboprop fleets, “drop the prop”

Wood River Region
Airport Site Selection/Feasibility Study

Regional Airline Fleets



- Horizon Air
 - Dash 8 400 (70 seats) - 17
 - Dash 8 200 (36 seats) - reduced to 28
- SkyWest Airlines
 - EMB 120 (30 seats) - 91 in 2001, 74 in 2004
- Mesaba (Big Sky)
 - Metro III (19 seats) - 16 in 2002, 10 in 2004

Airlines in the Northwest are reducing turboprop fleets

Wood River Region
Airport Site Selection/Feasibility Study

Regional Aircraft Orders and Options

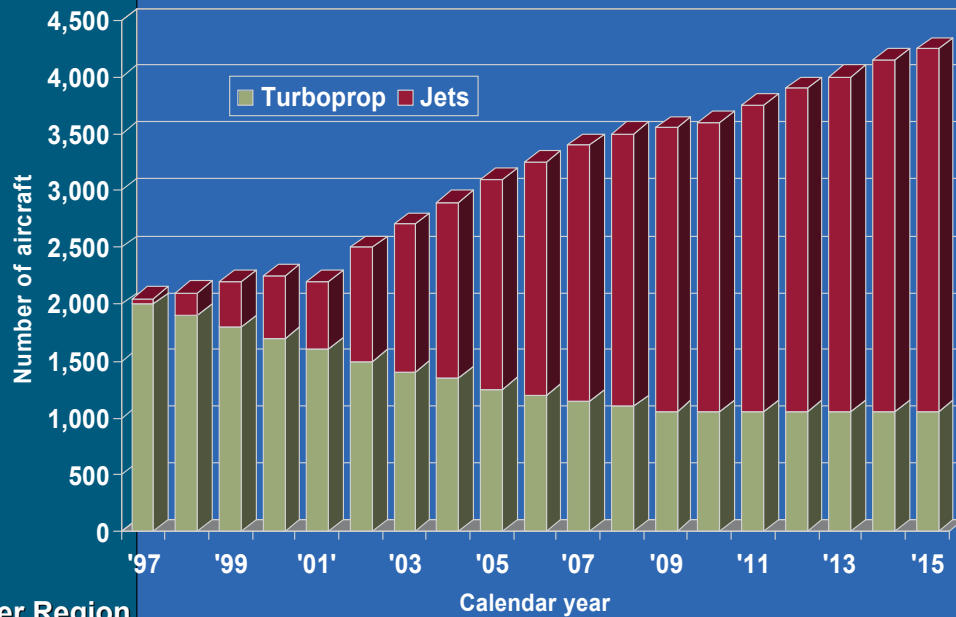


| U.S. Airline Regional Aircraft Orders / Options 2004 - 2016 | | | | | |
|---|-------|--------|--------------|------------|--------------|
| Aircraft type | Power | Seats | Option | Order | Total |
| Canadair CRJ 100/200/440 | Jet | 50 | 569 | 125 | 694 |
| Canadair CRJ 701 | Jet | 70 | 315 | 70 | 385 |
| Canadair CRJ 705/900 | Jet | 90 | 10 | 23 | 33 |
| DHC-8-400 | Turbo | 68-78 | 15 | - | 15 |
| Embraer Legacy 135 | Jet | 37 | 25 | 17 | 42 |
| Embraer ERJ 140 | Jet | 44 | 20 | 20 | 40 |
| Embraer ERJ 145 | Jet | 50 | 326 | 118 | 444 |
| Embraer 170 | Jet | 70-78 | 87 | 86 | 173 |
| Embraer 190 | Jet | 98-108 | 100 | 100 | 200 |
| Total | | | 1,467 | 559 | 2,026 |

Airlines are not purchasing turboprop aircraft with lower seating capacity

Wood River Region
Airport Site Selection/Feasibility Study

U.S. Regionals/Commuters Fleet by Aircraft Type



Wood River Region
Airport Site Selection/Feasibility Study

Aircraft Economics



| Aircraft Type | Seats | Stage Length | Cost/Seat Mile |
|---------------|-------|--------------|----------------|
| Beech 1900 | 19 | 200 | 27¢ |
| Dash 8 Q200 | 37 | 250 | 21¢ |
| Dash 8 Q400 | 70 | 350 | 10.5¢ |
| CRJ 200 | 50 | 500 | 11¢ |
| B-737 300 | 130 | 1000 | 8¢ |

** Airlines can offer lower airfares in markets that support jet service*

** Every aircraft has an optimum stage length*

Wood River Region
Airport Site Selection/Feasibility Study

Miles to Ski Resorts

Restricted Airports

Many mountain airports with short drive distances are operationally restricted

| Airport | Ski area | Closest lodging accommodations | Distance in miles | Drive time in minutes |
|--------------------|-----------------|--------------------------------|-------------------|-----------------------|
| Aspen, CO | Snowmass | Snowmass Village | 7 | 20 |
| Jackson, WY | Jackson Hole | Teton Village | 14 | 24 |
| Kalispell, MT | Big Mountain | Whitefish | 20 | 46 |
| Salt Lake City, UT | Snowbird | Sandy | 25 | 25 |
| Hayden, CO | Steamboat | Steamboat Springs | 28 | 36 |
| Gunnison, CO | Crested Butte | Mt. Crested Butte | 31 | 58 |
| Salt Lake City, UT | Alta | Alta | 32 | 56 |
| Vail, CO | Vail | Vail Village | 36 | 37 |
| Salt Lake City, UT | Park City | Park City | 37 | 45 |
| Vail, CO | Beaver Creek | Avon | 37 | 45 |
| Durango, CO | Purgatory | Durango | 42 | 57 |
| Bozeman, MT | Big Sky | Big Sky | 44 | 65 |
| Reno, NV | Squaw Valley | Olympic Valley | 47 | 55 |
| Reno, NV | S Lake Tahoe | South Lake Tahoe | 55 | 71 |
| Montrose, CO | Telluride | Telluride | 70 | 114 |
| Denver, CO | Copper Mountain | Copper Mountain | 75 | 105 |
| Denver, CO | Winter Park | Winter Park | 94 | 110 |
| Denver, CO | Keystone | Keystone | 98 | 90 |
| Denver, CO | Breckenridge | Breckenridge | 105 | 114 |

Wood River Region
Airport Site Selection/Feasibility Study

Route Maps – Pasco and Missoula



Wood River Region
Airport Site Selection/Feasibility Study

Hub Options – Unrestricted Airport

- *Unrestricted access opens up the possibility of year-around service to DEN*
- *Large aircraft seasonal charter service would be an option*
- *The stage length to multiple large population centers fits well for regional jets*



Wood River Region
Airport Site Selection/Feasibility Study

Key Points – Air Service/New Airport

- Post Sept. 11 restructuring of legacy carriers reduces emphasis on smaller markets
- Turboprop aircraft are being phased out
- Regional airline fleet plans and new aircraft orders favor markets that can be served with regional jets
- Jet service can provide more competitive airfares
- Typical airport-to-ski area drive time, in the West, is 20-65 minutes
- Air service follows demand for service
- Unrestricted airport access opens up service options to multiple hubs

Wood River Region
Airport Site Selection/Feasibility Study

Aviation Demand Scenarios

Strategic approach:

- Define multiple, reasonable scenarios
- Develop plan to accommodate various “futures”

Key demand components:

- Commercial passenger enplanements
- Aircraft operations
- Based and critical aircraft

Wood River Region
Airport Site Selection/Feasibility Study

Passenger Enplanements

Factors effecting demand

- Demographic trends (e.g., population)
- Economic activity
- Beds in the market (unique to resort location)
- Airline seats in the market
- Air service options
- Airline ticket pricing
- Service reliability
- Adequate/unrestricted airport facilities

Wood River Region
Airport Site Selection/Feasibility Study

Passenger Enplanements

Community issues

- Existing airport cannot accommodate existing and future demand
- Airport location means different things to different people
 - SVC (close proximity to resort, competitive)
 - Private jet operators (convenience to final destination)
 - Airlines (reliability, profitability, flexibility)
 - Hailey/Bellevue residents (physical impacts, safety)
 - Visitors (reliability, cost, access from multiple hubs, options, amenities)

Wood River Region
Airport Site Selection/Feasibility Study

Demand Scenario One

New airport built to replace FMA

- Passenger enplanements could grow long-term from 75,000 to 200,000 annually
- Aircraft operations could grow long-term from 55,000 to 90,000 annually
- Based aircraft could grow long-term from 140 to 200
- Critical aircraft typical narrow-body (737/A320)

Wood River Region
Airport Site Selection/Feasibility Study

Demand Scenario Two

New airport to accommodate commercial service and large general aviation planes (small GA to remain at FMA)

- Passenger enplanements could grow long-term from 75,000 to 200,000 annually
- Aircraft operations:
 - 30,000 to 40,000 annually at new airport
 - 30,000 to 40,000 annually at FMA
- Based aircraft could be in the 100 to 150 range
- Critical aircraft typical narrow-body (737/A320)

Wood River Region
Airport Site Selection/Feasibility Study

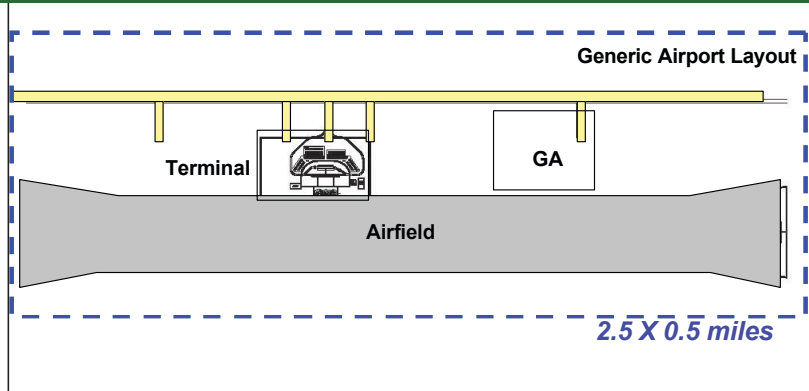
Demand Scenario Three

New airport built to accommodate relocated commercial and cargo activity

- Passenger enplanements could grow long-term from 75,000 to 200,000 annually
- Aircraft operations
 - 10,000 to 15,000 annually at new airport
 - 45,000 to 70,000 annually at FMA
- Based aircraft could be in the 100 to 250 range
- Critical aircraft typical narrow-body (737/A320)
- *Practical issues make this scenario difficult*

Wood River Region
Airport Site Selection/Feasibility Study

Scenario Comparison



Demand Scenario Facility Land Requirements Comparison

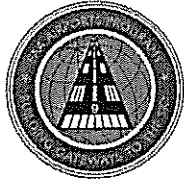
| | Airfield | Terminal | GA | Total Acres |
|-------------------|----------|----------|-----|-------------|
| Scenario 1 | 440 | 40 | 200 | 680 |
| Scenario 2 | 440 | 40 | 80 | 560 |
| Scenario 3 | 440 | 54 | 50 | 544 |

Wood River Region
Airport Site Selection/Feasibility Study

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Wood River Region Airport Site Selection And Feasibility Study

Appendix B / **Native American Consultation Letters**



U.S. Department
of Transportation
**Federal Aviation
Administration**

**Seattle Airports District
Office**
1601 Lind Avenue, S.W.,
Suite 250
Renton, Washington 98055-
4056

May 18, 2004

Ms. Carolyn Smith
Shoshone Bannock Tribe
P.O. Box 306
Fort Hall, Idaho 83203

Dear Ms. Smith:

The Federal Aviation Administration (FAA) in accordance with Section 106 of the National Historic Preservation Act of 1966 and implementing regulations 36 CFR Part 800 would like to invite you to participate in the Airport Site Selection/Feasibility Study, sponsored by the Friedman Memorial Airport Authority

The initial meeting is scheduled for Tuesday, May 25, 2004 at 5:50 p.m. at the Old Blaine County Courthouse meeting room. An Agenda, Suggested Group Rules and Roles and Responsibilities have been developed and are enclosed for your use and review.

Your participation in this process is very important. If you have any questions, please feel free to give me a call at (425) 227-2653. You may also contact Mr. Rick Baird, Airport Manager, Friedman Memorial Airport at (208) 788-9003 or Ms. Mary Ann Mix, Chairman, Friedman Memorial Airport Authority at (208) 788-5500 regarding this study.

Sincerely,

Cayla Morgan
Environmental Specialist
Seattle Airports District Office

Cc: Rick Baird, Friedman Memorial Airport
Mary Ann Mix, Friedman Memorial Airport



U.S. Department
of Transportation
**Federal Aviation
Administration**



Idaho, Oregon,
Washington

**Airports Division
Northwest Mountain Region
Seattle Airports District Office**
1601 Lind Avenue, S. W., Suite 250
Renton, Washington 98055-4056

September 24, 2004

Mr. Larry Honena
Executive Director
Northwestern Band of the Shoshone Tribe
427 N. Main Street, Suite 101
Pocatello, Idaho 83201

Dear Mr. Honena:

The Federal Aviation Administration (FAA) in accordance with Section 106 of the National Historic Preservation Act of 1966 and implementing regulations 36 CFR Part 800 would like to notify you of an Airport Site Selection/Feasibility Study, which is being conducted by the Friedman Memorial Airport Authority (FMAA) in Hailey, Idaho. The study area includes portions of Blaine County, Camas County, and Lincoln County, Idaho.

FAA's role in this project is as the administrator of funding programs that allow airports, such as Friedman Memorial Airport, to complete planning studies and make airport improvements. The object of this Airport Site Selection/Feasibility Study is to consider numerous alternatives to allow for future improvements for safe air travel in the Wood River Region. The alternatives under consideration include the construction of a new airport site in the Wood River Valley north or south of Hailey or expanding the existing airport location (see attached exhibit showing a list of candidate sites). FAA provided grant funding directly to the FMAA, which, in turn, hired a consultant team to conduct this study. For this project, Mead & Hunt, Inc., is the project planner and is assisting with Section 106 coordination.

As an initial step, Mead & Hunt is helping the FAA gather information related to known historic and cultural resources within the study area. The FAA hopes to identify areas that are likely to contain resources that may be eligible for listing in the National Register of Historic Places. Information obtained from these studies will assist with selecting a site that will have minimal effects on historic and cultural properties.

The FAA would be pleased to receive comments regarding this project or information you wish to share pertaining to historic and cultural properties in the project area. If you have any questions, please call at (425) 227-2653.

Sincerely,

Cayla D. Morgan
Environmental Specialist
Seattle Airports District Office

Cc: Don Larson, FAA
Rick Baird, Friedman Memorial Airport
Mary Ann Mix, Friedman Memorial Airport
Tom Schnetzer, Mead & Hunt



U.S. Department
of Transportation
**Federal Aviation
Administration**



**Airports Division
Northwest Mountain Region
Seattle Airports District Office**
1601 Lind Avenue, S. W., Suite 250
Renton, Washington 98055-4056

September 24, 2004

Mr. Vernon Hill, Chairperson
Shoshone Tribe of the Wind River Reservation
Business Committee
P.O. Box 538
Fort Washakie, WY 82514

Dear Mr. Hill:

The Federal Aviation Administration (FAA) in accordance with Section 106 of the National Historic Preservation Act of 1966 and implementing regulations 36 CFR Part 800 would like to notify you of an Airport Site Selection/Feasibility Study, which is being conducted by the Friedman Memorial Airport Authority (FMAA) in Hailey, Idaho. The study area includes portions of Blaine County, Camas County, and Lincoln County, Idaho.

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The FAA would be pleased to receive comments regarding this project or information you wish to share pertaining to historic and cultural properties in the project area. If you have any questions, please call at (425) 227-2653.

Sincerely,

Cayla D. Morgan
Environmental Specialist
Seattle Airports District Office

Cc: Don Larson, FAA
Rick Baird, Friedman Memorial Airport
Mary Ann Mix, Friedman Memorial Airport
Tom Schnetzer, Mead & Hunt



U.S. Department
of Transportation
Federal Aviation
Administration



Airports Division
Northwest Mountain Region
Seattle Airports District Office
1601 Lind Avenue, S. W., Suite 250
Renton, Washington 98055-4056

September 24, 2004

Terry Gibson, Chairperson
Shoshone-Paiute Tribes of the Duck Valley Reservation
Shoshone Paiute Business Council
P.O. Box 219
Owyhee, NV 89832

Dear Mr. Gibson:

The Federal Aviation Administration (FAA) in accordance with Section 106 of the National Historic Preservation Act of 1966 and implementing regulations 36 CFR Part 800 would like to notify you of an Airport Site Selection/Feasibility Study, which is being conducted by the Friedman Memorial Airport Authority (FMAA) in Hailey, Idaho. The study area includes portions of Blaine County, Camas County, and Lincoln County, Idaho.

FAA's role in this project is as the administrator of funding programs that allow airports, such as Friedman Memorial Airport, to complete planning studies and make airport improvements. The object of this Airport Site Selection/Feasibility Study is to consider numerous alternatives to allow for future improvements for safe air travel in the Wood River Region. The alternatives under consideration include the construction of a new airport site in the Wood River Valley north or south of Hailey or expanding the existing airport location (see attached exhibit showing a list of candidate sites). FAA provided grant funding directly to the FMAA, which, in turn, hired a consultant team to conduct this study. For this project, Mead & Hunt, Inc., is the project planner and is assisting with Section 106 coordination.

As an initial step, Mead & Hunt is helping the FAA gather information related to known historic and cultural resources within the study area. The FAA hopes to identify areas that are likely to contain resources that may be eligible for listing in the National Register of Historic Places. Information obtained from these studies will assist with selecting a site that will have minimal effects on historic and cultural properties.

The FAA would be pleased to receive comments regarding this project or information you wish to share pertaining to historic and cultural properties in the project area. If you have any questions, please call at (425) 227-2653.

Sincerely,

Cayla D. Morgan
Environmental Specialist
Seattle Airports District Office

Cc: Don Larson, FAA
Rick Baird, Friedman Memorial Airport
Mary Ann Mix, Friedman Memorial Airport
Tom Schnetzer, Mead & Hunt

Wood River Region Airport Site Selection And Feasibility Study

Appendix C / **Wood River Site Selection
and Feasibility Study Public
Participation Index**

**FRIEDMAN MEMORIAL AIRPORT
AIRPORT SITE SELECTION AND FEASIBILITY STUDIES
PUBLIC PARTICIPATION DOCUMENTATION
DOCUMENT IDENTIFIERS**

Notes

1. Document ID Prefixes:

AA = Airport Authority
AC = Advisory Committee
K = Kiosks
LN = Legal Notice
MI = Miscellaneous
PH = Public Hearing
PR = Press Release
PW = Public Workshop
SP = Stakeholder Presentation
WP = Web Page

2. Document Types:

AL = Attendance List
BB = Board Brief (Airport Authority)
CT = Contract Related
DL = Dates and Locations
LT = Letter
MA = Meeting Agenda
MAR = Meeting Agenda, Revised
MM = Meeting Minutes/Results
MMR = Meeting Minutes/Results, Revised
PB = Published (Legal Notice/Press Release)
PC = Public Comment
PM = Presentation Materials
RQ = Request (Legal Notice/Press Release)

FRIEDMAN MEMORIAL AIRPORT - AIRPORT SITE SELECTION AND FEASIBILITY STUDIES
PUBLIC PARTICIPATION DOCUMENTATION
DOCUMENT LOG

| Document ID | Document Type | Advisory Committee Meeting # | Prepared By | Date | # of Pages Copied | Description |
|-------------|---------------|------------------------------|-------------------------------|-----------|-------------------|--|
| MI-1 | LT | NA | Gene Dallago | 28-Feb-03 | 1 | Letter thanking Rick Baird for participating in Feb 19 '03 Talk of the Valley radio show |
| AA-1 | BB | NA | Mead & Hunt | 21-Apr-03 | 4 | Attachment #9, Master Plan Update (Revised Draft Chapter 3: Demand/Capacity and Facility Requirements Analysis) |
| AA-2 | BB | NA | FMA Staff | 6-May-03 | 2 | Board Brief Outline, 5/6/03 Meeting, Master Plan Update (long-range airport facility requirements) |
| AA-3 | MA | NA | FMA Staff | 6-May-03 | 1 | 5/6/03 Airport Authority Meeting Agenda |
| AA-4 | MM | NA | FMA Staff | 6-May-03 | 4 | 5/6/03 Airport Authority Meeting Minutes, Master Plan Update (Review of Chapter 3: Demand/Capacity and Facility Requirements) |
| LN-1 | RQ | NA | FMA Staff | 12-Jun-03 | 3 | Legal Notice Request re: July 1, 2003 Airport Authority Meeting |
| LN-2 | PB | NA | Wood River Journal | 18-Jun-03 | 1 | Published Legal Notice re: July 1, 2003 Airport Authority Meeting |
| LN-3 | PB | NA | Wood River Journal | 25-Jun-03 | 1 | Published Legal Notice re: July 1, 2003 Airport Authority Meeting |
| AA-5 | BB | NA | FMA Staff | 1-Jul-03 | 1 | Board Brief Outline, 7/1/03 Meeting, Master Plan Update (Intro to Chapter 4: Alternative Plan Concepts) |
| AA-6 | MA | NA | FMA Staff | 1-Jul-03 | 1 | 7/1/03 Airport Authority Meeting Agenda |
| AA-7 | MM | NA | FMA Staff | 1-Jul-03 | 4 | 7/1/03 Airport Authority Meeting Minutes, Master Plan Update (Chapter 4: Alternative Plan Concepts to be presented at 8/12/03 meeting) |
| LN-4 | RQ | NA | FMA Staff | 3-Jul-03 | 4 | Legal Notice Request re: August 12, 2003 Airport Authority Meeting |
| LN-5 | PB | NA | Wood River Journal | 30-Jul-03 | 1 | Published Legal Notice re: August 12, 2003 Airport Authority Meeting |
| LN-6 | RQ | NA | FMA Staff | 4-Aug-04 | 3 | Legal Notice Request re: September 4, 2003 Airport Authority Meeting |
| AA-8 | BB | NA | Mead & Hunt | 12-Aug-03 | 2 | Attachment #8, Master Plan Update (Public Presentation of Alternative Plan Concepts) |
| AA-9 | BB | NA | FMA Staff | 12-Aug-03 | 1 | Board Brief Outline, 8/12/03 Meeting, Master Plan Update (Chapter 4: Alternative Plan Concepts) |
| AA-10 | MA | NA | FMA Staff | 12-Aug-03 | 1 | 8/12/03 Airport Authority Meeting Agenda |
| AA-11 | MM | NA | FMA Staff | 12-Aug-03 | 5 | 8/12/03 Airport Authority Meeting Minutes, Master Plan Update (Review of Chapter 4: Alternative Plan Concepts, discussion related to need for consideration of relocating airport) |
| LN-7 | PB | NA | Wood River Journal | 13-Aug-03 | 1 | Published Legal Notice re: September 4, 2003 Airport Authority Meeting |
| PW-1 | AL | NA | Mead & Hunt | 26-Aug-03 | 1 | Aug 26 '03 Public Information Workshop Sign-in Sheet |
| PW-2 | PC | NA | Various | 26-Aug-03 | 5 | Public Comment from Aug 26 '03 Public Information Workshop |
| LN-8 | PB | NA | Wood River Journal | 27-Aug-03 | 1 | Published Legal Notice re: September 4, 2003 Airport Authority Meeting |
| LN-9 | RQ | NA | FMA Staff | 28-Aug-03 | 3 | Legal Notice Request re: September 24, 2003 Public Hearing, Master Plan Update Alternative Plan Concepts |
| AA-12 | BB | NA | FMA Staff | 4-Sep-03 | 1 | Board Brief Outline, 9/4/03 Meeting, Master Plan Update (public workshop scheduled for Aug 26 '03, public hearing scheduled for Sep 24 '03) |
| AA-13 | MA | NA | FMA Staff | 4-Sep-03 | 1 | 9/4/03 Airport Authority Meeting Agenda |
| AA-14 | MM | NA | Toothman-Orton Mead & Hunt | 4-Sep-03 | 1 | Attachment #1, Master Plan Update (Consulting Team Recommendations: "Build New Airport" is best long-term alternative, begin site selection process) |
| AA-15 | MM | NA | FMA Staff | 4-Sep-03 | 5 | 9/4/03 Airport Authority Meeting Minutes, Master Plan Update (Consulting team recommends the Board consider researching alternative airport sites) |
| LN-10 | PB | NA | Wood River Journal | 10-Sep-03 | 1 | Published Legal Notice re: September 24, 2003 Public Hearing, Master Plan Update Alternative Plan Concepts |
| LN-11 | PB | NA | Wood River Journal | 17-Sep-03 | 1 | Published Legal Notice re: September 24, 2003 Public Hearing, Master Plan Update Alternative Plan Concepts |
| PH-1 | PC | NA | Various | 24-Sep-03 | 33 | Public Comment from Sep 24 '03 Master Plan Update Public Hearing |
| PH-2 | PC | NA | Mead & Hunt | 2-Oct-03 | 1 | Memo providing summary of written public comments from Sep 24 '03 Master Plan Update Public Hearing |

FRIEDMAN MEMORIAL AIRPORT - AIRPORT SITE SELECTION AND FEASIBILITY STUDIES
PUBLIC PARTICIPATION DOCUMENTATION
DOCUMENT LOG

| Document ID | Document Type | Advisory Committee Meeting # | Prepared By | Date | # of Pages Copied | Description |
|-------------|---------------|------------------------------|----------------------------|-----------|-------------------|--|
| MI-2 | LT | NA | C.L. "Butch" Otter | 6-Oct-03 | 1 | Letter thanking Mary Ann Mix for stopping by to discuss FAA's apparent changes to policy re: large aircraft |
| MI-3 | LT | NA | Mary Ann Mix | 7-Oct-03 | 1 | Letter thanking Congressman Otter for discussing new FAA policy on aircraft weight limits |
| MI-4 | LT | NA | Mary Ann Mix | 7-Oct-03 | 1 | Letter thanking Congressman Simpson for discussing new FAA policy on aircraft weight limits |
| AA-16 | BB | NA | FMA Staff | 7-Oct-03 | 1 | Board Brief Outline, 10/7/03 Meeting, Master Plan Update (Chapter 4: Alternative Plan Concepts, Recommendations/Public Workshop/Public Hearing) |
| AA-17 | MA | NA | FMA Staff | 7-Oct-03 | 1 | 10/7/03 Airport Authority Meeting Agenda |
| AA-18 | MM | NA | FMA Staff | 7-Oct-03 | 5 | 10/7/03 Airport Authority Meeting Minutes, Master Plan Update (Board passed motion to accept consultant's recommendation to pursue an alternative airport location) |
| MI-5 | PC | NA | Wally Huffman | 20-Oct-03 | 2 | Response to Authority's determination that relocation of the airport is the preferred planning alternative |
| MI-6 | PC | NA | J. Orin Edson | 27-Oct-03 | 1 | As a principal of the Friedman Hangar Partnership, J. Orin Edson comments on Authority's study of airport relocation |
| AA-19 | BB | NA | Mead & Hunt | 28-Oct-03 | 1 | Attachment #6, Master Plan Update (agenda for FAA/Project Coordination Meeting, FAA Airports District Office, Seattle, WA) |
| AA-20 | BB | NA | Mead & Hunt | 28-Oct-03 | 3 | Attachment #7, Master Plan Update (Key Milestones presented at FAA/Project Coordination Mtg, FAA Airports District Office, Seattle, WA) |
| AA-21 | BB | NA | Mead & Hunt | 28-Oct-03 | 2 | Attachment #8, Master Plan Update (memo documenting discussion at FAA Airports District Office in Seattle, WA on 10/28/03) |
| AA-22 | BB | NA | FMA Staff | 4-Nov-03 | 1 | Board Brief Outline, 11/4/03 Meeting, Master Plan Update (10/28/03 mtg with Northwest Mountain Region FAA personnel) |
| AA-23 | MA | NA | FMA Staff | 4-Nov-03 | 1 | 11/4/03 Airport Authority Meeting Agenda |
| AA-24 | MM | NA | FMA Staff | 4-Nov-03 | 5 | 11/4/03 Airport Authority Meeting Minutes, Master Plan Update (Board passed motion to begin process of developing scope of work for financial and site feasibility studies) |
| MI-7 | PC | NA | Various | 10-Oct-03 | 35 | Public Comment generated by Ron Reese |
| SP-1 | DL | NA | FMA Staff | 20-Nov-03 | 1 | FMA Master Plan Update Summary Presentations: List of Stakeholders and presentation dates |
| SP-2 | PM | NA | FMA Staff | 20-Nov-03 | 4 | FMA Master Plan Update Summary Presentations: example PowerPoint presentation, 11/20/03, Hailey Rotary |
| AA-25 | BB | NA | FMA Staff | 2-Dec-03 | 2 | Board Brief Outline, 12/2/03 Meeting, Master Plan Update (Scope of Work outline for site/financial feasibility study) |
| AA-26 | PM | NA | FMA Staff | 2-Dec-03 | 5 | 12/2/03 Airport Authority Meeting PowerPoint Presentation: New Airport Recommendation, Interim Improvements, Next Steps |
| AA-27 | PC | NA | Save Friedman Airport | 2-Dec-03 | 2 | Attachment #2, memo outlining concerns of the Save Friedman Airport citizens group |
| AA-28 | MA | NA | FMA Staff | 2-Dec-03 | 1 | 12/2/03 Airport Authority Meeting Agenda |
| AA-29 | MM | NA | FMA Staff | 2-Dec-03 | 5 | 12/2/03 Airport Authority Meeting Minutes, Master Plan Update (discussion re: Site/Financial Feasibility Study Scope of Work, formation of advisory group, and "Save Friedman Airport" citizens group) |
| AA-30 | BB | NA | FMA Staff | 6-Jan-04 | 1 | Board Brief Outline, 1/6/04 Meeting, Master Plan Update (Master Plan Team working on final Master Plan chapters) |
| AA-31 | MA | NA | FMA Staff | 6-Jan-04 | 1 | 1/6/04 Airport Authority Meeting Agenda |
| AA-32 | MM | NA | FMA Staff | 6-Jan-04 | 4 | 1/6/04 Airport Authority Meeting Minutes, New Airport Site Selection and Feasibility Studies (Advisory Committee update) |
| LN-12 | RQ | NA | FMA Staff | 15-Jan-04 | 4 | Legal Notice Request re: February 10, 2004 Airport Authority Meeting |
| AA-33 | CT | NA | FMA Staff | 19-Jan-04 | 1 | Attachment #7, FY '04 Project Schedule (Preliminary list of Friedman Memorial Airport contracts anticipated to be in place by Sep 30 '04) |
| AA-34 | CT | NA | Toothman-Orton Mead & Hunt | 4-Feb-04 | 32 | Attachment #9, New Airport Site Selection and Feasibility Studies (Draft Scope of Consultant Services, 2/4/04) |
| LN-13 | PB | NA | Wood River Journal | 21-Jan-04 | 1 | Published Legal Notice re: February 10, 2004 Airport Authority Meeting |
| LN-14 | PB | NA | Wood River Journal | 28-Jan-04 | 1 | Published Legal Notice re: February 10, 2004 Airport Authority Meeting |
| AC-1 | BB | NA | FMA Staff | 27-Jan-04 | 1 | Attachment #10, New Airport Site Selection and Feasibility Studies (list of organizations invited to participate in the Advisory Committee) |

FRIEDMAN MEMORIAL AIRPORT - AIRPORT SITE SELECTION AND FEASIBILITY STUDIES
PUBLIC PARTICIPATION DOCUMENTATION
DOCUMENT LOG

| Document ID | Document Type | Advisory Committee Meeting # | Prepared By | Date | # of Pages Copied | Description |
|-------------|---------------|------------------------------|---------------------------------|-----------|-------------------|---|
| AC-2 | BB | NA | FMA Staff | 22-Jan-04 | 1 | Attachment #11, New Airport Site Selection and Feasibility Studies (example letter inviting participation in the Advisory Committee) |
| AA-35 | BB | NA | FMA Staff | 10-Feb-04 | 3 | Board Brief Outline, 2/10/04 Meeting, Master Plan Update (Progress on documents), New Airport Site Selection & Feasibility Studies (scope of work and steps towards forming advisory committee) |
| AA-36 | MA | NA | FMA Staff | 10-Feb-04 | 1 | 2/10/04 Airport Authority Meeting Agenda |
| AA-37 | MM | NA | FMA Staff | 10-Feb-04 | 5 | 2/10/04 Airport Authority Meeting Minutes, New Airport Site Selection & Feasibility Studies (Advisory Committee nominations, Scope of Work Finalized) |
| AA-38 | BB | NA | Mead & Hunt | 18-Feb-04 | 6 | Attachment #7, Master Plan Update (Final Draft, Chapter 4: Alternative Plan Concepts) |
| AC-3 | CT | NA | FMA Staff | 20-Feb-04 | 2 | Request for Proposals for Advisory Committee Meetings facilitator |
| AC-4 | LT | NA | FMA Staff | 22-Jan-04 | 3 | Letter and mailing list inviting participation in Advisory Committee |
| AA-39 | CT | NA | FMA Staff | 22-Feb-04 | 1 | Request for Independent Estimate for professional services, letter from FMA to Leigh Fisher Associates |
| AC-5 | BB | NA | FMA Staff | 2-Mar-04 | 1 | Attachment #14, New Airport Site Selection & Feasibility Studies (list of nominated Advisory Committee members) |
| AA-40 | BB | NA | FMA Staff | 2-Mar-04 | 1 | Board Brief Outline, 3/2/04 Meeting, Master Plan Update (Alternative Plan Concepts, Alternative Cost Estimates, Draft Airport Layout Plan, Draft Capital Improvement Plan), New Airport Site Selection & Feasibility Studies (scope of work forwarded to FAA, independent cost estimates inquiries, steps towards forming advisory committee) |
| AA-41 | MA | NA | FMA Staff | 2-Mar-04 | 1 | 3/2/04 Airport Authority Meeting Agenda |
| AA-42 | MM | NA | FMA Staff | 2-Mar-04 | 4 | 3/2/04 Airport Authority Meeting Minutes, New Airport Site Selection & Feasibility Studies (1st Advisory Committee mtg scheduled for 5/25/04) |
| AA-43 | CT | NA | Federal Aviation Administration | 3-Mar-04 | 2 | FAA review comments on draft Scope of Consultant Services for the New Airport Site Selection and Feasibility Studies |
| AA-44 | CT | NA | Leigh Fisher Associates | 5-Mar-04 | 1 | Proposal for providing independent cost estimate for New Airport Site Selection and Feasibility Studies |
| MI-8 | MM | NA | BCATAG | 10-Mar-04 | 2 | 3/10/04 Blaine County Air Transportation Advisory Group Meeting Minutes, Discussion of Site Selection Advisory Committee nominations |
| AA-45 | CT | NA | Toothman-Orton Mead & Hunt | 23-Mar-04 | 34 | New Airport Site Selection and Feasibility Studies, Final Scope of Consultant Services, 3/23/04 |
| AA-46 | BB | NA | Mead & Hunt | 23-Mar-04 | 8 | Attachment #9, Master Plan Update (Draft, Chapter 6: Environmental Overview) |
| AA-47 | BB | NA | Mead & Hunt | 29-Mar-04 | 5 | Attachment #8, Master Plan Update (Draft, Chapter 5: Capital Improvement Plan) |
| AA-48 | BB | NA | FMA Staff | 6-Apr-04 | 2 | Board Brief Outline, 4/6/04 Meeting, Master Plan Update (Chap 5: Capital Improvement Plan, Chap 6: Environmental Overview), New Airport Site Selection & Feasibility Studies (KMP Planning selected as meeting facilitator, progress on independent estimate, prime and alternate Advisory Committee candidates) |
| AA-49 | MA | NA | FMA Staff | 6-Apr-04 | 1 | 4/6/04 Airport Authority Meeting Agenda |
| AA-50 | MM | NA | FMA Staff | 6-Apr-04 | 4 | 4/6/04 Airport Authority Meeting Minutes, New Airport Site Selection & Feasibility Studies (mtg facilitator chosen) |
| AA-51 | CT | NA | Leigh Fisher Associates | 30-Apr-04 | 3 | Summary of independent cost estimate for New Airport Site Selection and Feasibility Studies |
| AC-6 | BB | 1 | FMA Staff | 4-May-04 | 1 | Attachment #9, New Airport Site Selection and Feasibility Studies (Draft Letter inviting Advisory Committee members to 1st meeting) |
| AC-7 | BB | 1 | FMA Staff | 4-May-04 | 1 | Attachment #8, New Airport Site Selection and Feasibility Studies (Draft agenda for 1st Advisory Committee meeting) |
| AA-52 | BB | NA | Mead & Hunt | 4-May-04 | 13 | Attachment #9, Master Plan Update (Draft, Master Plan Update Executive Summary) |
| AA-53 | BB | NA | FMA Staff | 4-May-04 | 1 | Board Brief Outline, 5/4/04 Meeting, Master Plan Update (Draft Executive Summary, Final Review Draft Master Plan Update), New Airport Site Selection & Feasibility Studies (Formalize Advisory Committee) |
| AA-54 | PM | NA | FMA Staff | 4-May-04 | 1 | 5/4/04 Airport Authority Meeting PowerPoint Presentation: CIP Highlights-New Airport |
| AA-55 | MA | NA | FMA Staff | 4-May-04 | 1 | 5/4/04 Airport Authority Meeting Agenda |
| AA-56 | MM | NA | FMA Staff | 4-May-04 | 7 | 5/4/04 Airport Authority Meeting Minutes, New Airport Site Selection & Feasibility Studies (discussion of Advisory Committee configuration) |

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| Document ID | Document Type | Advisory Committee Meeting # | Prepared By | Date | # of Pages Copied | Description |
|-------------|---------------|------------------------------|---------------------------------|-----------|-------------------|---|
| LN-15 | RQ | NA | FMA Staff | 10-May-04 | 4 | Legal Notice Request re: June 8, 2004 Airport Authority Meeting |
| AC-8 | LT | 1 | FMA Staff | 11-May-04 | 1 | Letter inviting Advisory Committee member to 5/25/04 committee meeting |
| AA-57 | CT | NA | Toothman-Orton Mead & Hunt | 14-May-04 | 5 | Man-hour and cost proposal for tasks defined in Final Scope of Consultant Services, New Airport Site Selection and Feasibility Studies |
| PR-1 | RQ | 1 | FMA Staff | 20-May-04 | 7 | Press Release Request re: May 25, 2004 Site Selection Advisory Committee Meeting |
| AC-9 | MA | 1 | KMP Planning | 25-May-04 | 1 | Advisory Committee Meeting #1: Meeting Agenda |
| AC-10 | PM | 1 | KMP Planning | 12-May-04 | 2 | Advisory Committee Meeting #1: Roles and Responsibilities, Suggested Ground Rules |
| AC-11 | PM | 1 | KMP Planning | 24-May-04 | 1 | Advisory Committee Meeting #1: Overview of Study Steps & Schedule |
| AC-12 | PM | 1 | KMP Planning | 25-May-04 | 3 | Advisory Committee Meeting #1: PowerPoint presentation |
| AC-13 | PC | 1 | KMP Planning | 25-May-04 | 1 | Advisory Committee Meeting #1: Comment Form #1 |
| AC-14 | MM | 1 | KMP Planning | 25-May-04 | 3 | Advisory Committee Meeting #1: Meeting Results |
| AA-58 | CT | NA | FMA Staff | 28-May-04 | 5 | New Airport Site Selection and Feasibility Studies: Selection of Consultant, Record of Negotiation, Reasonableness of Cost Determination |
| AA-59 | BB | NA | Mead & Hunt | 8-Jun-04 | 13 | Attachment #12, Master Plan Update (Revised Draft, Master Plan Update Executive Summary) |
| AA-60 | BB | NA | FMA Staff | 8-Jun-04 | 1 | Board Brief Outline, 6/8/04 Meeting, Master Plan Update (Revised Draft Executive Summary), New Airport Site Selection & Feasibility Studies (Advisory Committee update, contract Record of Negotiation) |
| AA-61 | MA | NA | FMA Staff | 8-Jun-04 | 1 | 6/8/04 Airport Authority Meeting Agenda |
| AA-62 | MAR | NA | FMA Staff | 8-Jun-04 | 1 | 6/8/04 Airport Authority Revised Meeting Agenda |
| AA-63 | MM | NA | FMA Staff | 8-Jun-04 | 7 | 6/8/04 Airport Authority Meeting Minutes, New Airport Site Selection & Feasibility Studies (discussion of Twin Falls County and Jerome County participation as "part of public" not "stakeholders") |
| AA-64 | CT | NA | Blaine County Recorder | 4-Mar-04 | 2 | Recorded document accepting FAA grant for New Airport Site Selection & Feasibility Studies |
| SP-3 | PM | NA | FMA Staff | 14-Jun-04 | 5 | FMA Master Plan Update Summary Presentations: example PowerPoint presentation, 6/14/04, Hailey City Council |
| AC-15 | LT | 2 | FMA Staff | 16-Jun-04 | 1 | Letter to Advisory Committee members regarding 6/22/04 committee meeting #2 |
| LN-16 | RQ | NA | FMA Staff | 17-Jun-04 | 3 | Legal Notice Request re: July 13, 2004 Airport Authority Meeting |
| LN-17 | PB | NA | Wood River Journal | 16-Jun-04 | 1 | Published Legal Notice re: July 13, 2004 Airport Authority Meeting |
| AA-65 | LT | NA | Federal Aviation Administration | 21-Jun-04 | 1 | FAA review comments on Record of Negotiation and Reasonableness of Cost Determination for New Airport Site Selection & Feasibility Studies |
| AA-66 | LT | NA | Federal Aviation Administration | 23-Jun-04 | 6 | FAA grant offer for New Airport Site Selection & Feasibility Studies |
| AC-16 | MA | 2 | KMP Planning | 22-Jun-04 | 1 | Advisory Committee Meeting #2: Meeting Agenda |
| AC-17 | PM | 2 | KMP Planning | 7-Jun-04 | 1 | Advisory Committee Mtg #2: Revised Overview of Study Steps & Schedule |
| AC-18 | PM | 2 | FMA Staff | 16-Jun-04 | 9 | Advisory Committee Mtg #2: Contact information for committee members, FMA board and staff, and consultants |
| AC-19 | PM | 2 | FMA Staff | 22-Jun-04 | 9 | Advisory Committee Meeting #2: PowerPoint presentation |
| AC-20 | MM | 2 | KMP Planning | 22-Jun-04 | 4 | Advisory Committee Meeting #2: Meeting Results |
| AC-21 | LT | 2 | KMP Planning | 28-Jun-04 | 1 | Advisory Committee Meeting #2: Suggestions for preparing more detailed meeting results |
| LN-18 | PB | NA | Wood River Journal | 30-Jun-04 | 1 | Published Legal Notice re: July 13, 2004 Airport Authority Meeting |
| AA-67 | BB | NA | FMA Staff | 13-Jul-04 | 3 | Board Brief Outline, 7/13/04 Meeting, Master Plan Update (Final Draft Master Plan to be forwarded to FAA), New Airport Site Selection & Feasibility Studies (FAA grant offer to fund the study) |

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|-------------|---------------|------------------------------|----------------|-----------|-------------------|--|
| AA-68 | MA | NA | FMA Staff | 13-Jul-04 | 1 | 7/13/04 Airport Authority Meeting Agenda |
| AA-69 | MM | NA | FMA Staff | 13-Jul-04 | 5 | 7/13/04 Airport Authority Meeting Minutes, New Airport Site Selection & Feasibility Studies (development of Site Evaluation Criteria) |
| AC-22 | LT | 3 | KMP Planning | 28-Jun-04 | 1 | Advisory Committee Meeting #3: Letter accompanying meeting presentation materials |
| AC-23 | PM | 3 | Toothman-Orton | 25-Jun-04 | 1 | Aircraft size comparison sheet |
| AC-24 | PM | 3 | Toothman-Orton | 19-Jul-04 | 3 | Draft Site Evaluation Criteria |
| AC-25 | PM | 3 | Toothman-Orton | 19-Jul-04 | 1 | Draft Fatal Flaw Evaluation Criteria |
| AC-26 | PM | 3 | Mead & Hunt | 19-Jul-04 | 2 | Memo presenting process to evaluate candidate sites |
| AC-27 | MA | 3 | KMP Planning | 27-Jul-04 | 1 | Advisory Committee Meeting #3: Meeting Agenda |
| AC-28 | PC | 3 | KMP Planning | 9-Jul-04 | 1 | Advisory Committee Meeting #3: Public Comment Form |
| AC-29 | MM | 3 | KMP Planning | 27-Jul-04 | 6 | Advisory Committee Meeting #3: Meeting Results |
| AA-70 | BB | NA | FMA Staff | 3-Aug-04 | 2 | Board Brief Outline, 8/3/04 Meeting, Master Plan Update (Final Technical Report completed), New Airport Site Selection & Feasibility Studies (initial site inventory, site selection criteria) |
| AA-71 | MA | NA | FMA Staff | 3-Aug-04 | 1 | 8/3/04 Airport Authority Meeting Agenda |
| AA-72 | MM | NA | FMA Staff | 3-Aug-04 | 6 | 8/3/04 Airport Authority Meeting Minutes, New Airport Site Selection & Feasibility Studies (site evaluation criteria, sites to be evaluated) |
| PR-2 | RQ | NA | FMA Staff | 4-Aug-04 | 1 | Press Release Request re: August 4, 2004 Public Information Workshop |
| PW-3 | AL | NA | Mead & Hunt | 4-Aug-04 | 1 | Aug 4 '04 Public Information Workshop #1 Sign-in Sheet |
| PW-4 | PM | NA | Mead & Hunt | 4-Aug-04 | 6 | Aug 4 '04 Public Information Workshop #1 Presentation Posters |
| PW-5 | PC | NA | Various | 4-Aug-04 | 3 | Public Comment from Aug 4 '04 Public Information Workshop #1 |
| AC-30 | PM | 4 | Mead & Hunt | 16-Aug-04 | 1 | Initial Site Inventory Map |
| LN-19 | RQ | NA | FMA Staff | 16-Aug-04 | 4 | Legal Notice Request re: September 8, 2004 Airport Authority Meeting |
| AC-31 | MA | 4 | KMP Planning | 24-Aug-04 | 1 | Advisory Committee Meeting #4: Meeting Agenda |
| AC-32 | PC | 4 | KMP Planning | 13-Aug-04 | 1 | Advisory Committee Meeting #4: Public Comment Form |
| AC-33 | PM | 4 | Mead & Hunt | 24-Aug-04 | 32 | Advisory Committee Meeting #4: PowerPoint Presentation |
| AC-34 | MM | 4 | KMP Planning | 24-Aug-04 | 3 | Advisory Committee Meeting #4: Meeting Results |
| AC-35 | AL | 4 | FMA Staff | 27-Aug-04 | 4 | Revised list of Site Selection Advisory Committee members |
| LN-20 | PB | NA | FMA Staff | 1-Sep-04 | 1 | Published Legal Notice re: September 8, 2004 Airport Authority Meeting |
| AA-73 | BB | NA | FMA Staff | 8-Sep-04 | 2 | Board Brief Outline, 9/8/04 Meeting, New Airport Site Selection & Feasibility Studies (upcoming advisory committee mtg and public workshop) |
| AA-74 | MA | NA | FMA Staff | 8-Sep-04 | 1 | 9/8/04 Airport Authority Meeting Agenda |
| AA-75 | MM | NA | FMA Staff | 8-Sep-04 | 4 | 9/8/04 Airport Authority Meeting Minutes, New Airport Site Selection & Feasibility Studies (site evaluation process) |
| AA-76 | BB | NA | FMA Staff | 5-Oct-04 | 1 | Board Brief Outline, 10/5/04 Meeting, New Airport Site Selection & Feasibility Studies (meetings with Shoshone-Bannock Tribes) |
| AA-77 | MA | NA | FMA Staff | 5-Oct-04 | 1 | 10/5/04 Airport Authority Meeting Agenda |
| AA-78 | MM | NA | FMA Staff | 5-Oct-04 | 4 | 10/5/04 Airport Authority Meeting Minutes, New Airport Site Selection & Feasibility Studies (public workshop rescheduled from Nov 11 to Nov 3) |
| MI-10 | MM | NA | BCATAG | 13-Oct-04 | 2 | 10/13/04 Blaine County Air Transportation Advisory Group Meeting Minutes, Discussion with SkyWest Airlines |

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|-------------|---------------|------------------------------|-------------------------|-----------|-------------------|---|
| AC-35 | MA | 5 | KMP Planning | 26-Oct-04 | 1 | Advisory Committee Meeting #5: Meeting Agenda |
| AC-36 | PC | 5 | KMP Planning | 26-Oct-04 | 1 | Advisory Committee Meeting #5: Public Comment Form |
| AC-37 | PM | 5 | Mead & Hunt | 26-Oct-04 | 12 | Advisory Committee Meeting #5: Initial Screening Criteria 11x14 maps |
| AC-38 | PM | 5 | Mead & Hunt | 26-Oct-04 | 10 | Advisory Committee Meeting #5: Information on initial screening of candidate airport sites. |
| AC-39 | MM | 5 | KMP Planning | 26-Oct-04 | 6 | Advisory Committee Meeting #5: Meeting Results |
| AA-79 | BB | NA | FMA Staff | 2-Nov-04 | 1 | Board Brief Outline, 11/2/04 Meeting, New Airport Site Selection & Feasibility Studies (Shoshone-Bannock Tribes meeting, Advisory Committee Meeting, Public Workshop scheduled) |
| AA-80 | MA | NA | FMA Staff | 2-Nov-04 | 1 | 11/2/04 Airport Authority Meeting Agenda |
| AA-81 | AL | NA | FMA Staff | 2-Nov-04 | 2 | 11/2/04 Airport Authority Meeting Attendance Register |
| AA-82 | PM | NA | FMA Staff | 2-Nov-04 | 2 | 11/2/04 Airport Authority Meeting PowerPoint Presentation, New Airport Site Selection & Feasibility Studies (Advisory Committee Site Rankings) |
| AA-83 | MM | NA | FMA Staff | 2-Nov-04 | 5 | 11/2/04 Airport Authority Meeting Minutes, New Airport Site Selection & Feasibility Studies (discussion of Shoshone-Bannock Tribe participation) |
| PW-6 | AL | NA | Mead & Hunt | 3-Nov-04 | 5 | Nov 3 '04 Public Information Workshop #2 Sign-in Sheet |
| PW-7 | PC | NA | Various | 3-Nov-04 | 22 | Public Comment from Nov 3 '04 Public Information Workshop #2 |
| SP-4 | PC | NA | Various | 7-Nov-04 | 28 | Sign-in Sheet and Public Comment from Nov 7 '04 Bellevue Triangle Resident Meeting |
| AC-40 | LT | 6 | Camas County Commission | 12-Nov-04 | 1 | Letter stating Bill Davis' top 3 sites (Sites 13, 9, 11) due to inability to attend Advisory Committee Meeting #6 |
| MI-9 | PC | NA | Various | 15-Nov-04 | 44 | Public Comment received Nov 1 '04 - Nov 17 '04 |
| AC-41 | MA | 6 | KMP Planning | 16-Nov-04 | 1 | Advisory Committee Meeting #6: Meeting Agenda |
| AC-42 | PC | 6 | KMP Planning | 16-Nov-04 | 1 | Advisory Committee Meeting #6: Public Comment Form |
| AC-43 | PM | 6 | Mead & Hunt | 16-Nov-04 | 1 | Advisory Committee Meeting #6: Airport Distances and Drive Times |
| AC-44 | MM | 6 | KMP Planning | 16-Nov-04 | 5 | Advisory Committee Meeting #6: Meeting Results |
| AC-45 | LT | 6 | Mead & Hunt | 17-Nov-04 | 5 | Memo from Tom Schnetzer to Rick Baird and the FAA, project progress report for the Airport Site Selection & Feasibility Studies |
| MI-11 | PC | NA | Various | 17-Nov-04 | 8 | Public Comment received Nov 17 '04 - Nov 30 '04 |
| MI-12 | LT | NA | Horizon Air | 30-Nov-04 | 2 | Letter from Horizon Air to Mary Ann Mix re: airport site selection |
| AA-84 | BB | NA | FMA Staff | 7-Dec-04 | 2 | Board Brief Outline, 12/7/04 Meeting, New Airport Site Selection & Feasibility Studies (project update and seeking guidance from Board re: sites to receive continued study) |
| AA-85 | MA | NA | FMA Staff | 7-Dec-04 | 1 | 12/7/04 Airport Authority Meeting Agenda |
| AA-86 | AL | NA | FMA Staff | 7-Dec-04 | 5 | 12/7/04 Airport Authority Meeting Attendance Register |
| AA-87 | MM | NA | FMA Staff | 7-Dec-04 | 6 | 12/7/04 Airport Authority Meeting Minutes, New Airport Site Selection & Feasibility Studies (offer of donated land near Site 13; project progress report; multiple public comments; passed board motions: eliminate "Site 1" from site selection process; focus on Sites 8,9,10,12,13; expand 6-category list of critical screening components) |
| MI-13 | LT | NA | Toothman-Orton | 29-Dec-04 | 2 | Letter from T-O to BLM requesting additional written comment |
| AA-88 | LT | NA | Mead & Hunt | 4-Jan-05 | 4 | Memo to Friedman Memorial Airport and Federal Aviation Administration, Project Progress Report for the Site Selection & Feasibility Study |
| AA-89 | BB | NA | FMA Staff | 4-Jan-05 | 1 | Board Brief Outline, 1/4/05 Meeting, New Airport Site Selection & Feasibility Studies (Interactions with BLM re: constructing an airport on public lands) |
| AA-90 | MA | NA | FMA Staff | 4-Jan-05 | 1 | 1/4/05 Airport Authority Meeting Agenda |

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|-------------|---------------|------------------------------|----------------------------------|-----------|-------------------|---|
| AA-91 | MAR | NA | FMA Staff | 4-Jan-05 | 1 | 1/4/05 Airport Authority Revised Meeting Agenda |
| AA-92 | AL | NA | FMA Staff | 4-Jan-05 | 2 | 1/4/05 Airport Authority Meeting Attendance Register |
| AA-93 | PM | NA | Bureau of Land Management | 4-Jan-05 | 16 | 1/4/05 Airport Authority Meeting, Presentation documents from BLM re: Use of BLM Lands |
| AA-94 | PM | NA | Bureau of Land Management | 4-Jan-05 | 3 | 1/4/05 Airport Authority Meeting, BLM PowerPoint Presentation re: Airport Relocation to BLM Lands |
| AA-95 | MM | NA | FMA Staff | 4-Jan-05 | 7 | 1/4/05 Airport Authority Meeting Minutes, New Airport Site Selection & Feasibility Studies (BLM presentation; Larry Schoen proposed the Board consider a site 12.7 miles south of Hwy 75/Hwy 20 intersection; Board directed consultants to include the site as part of the area in and around Sites 8/9) |
| SP-5 | PC | NA | Various | 10-Jan-05 | 106 | Public Comment generated from Jan 10 '05 Public Information Meeting in Camas County |
| AC-46 | MA | 7 | KMP Planning | 25-Jan-05 | 1 | Advisory Committee Meeting #7: Meeting Agenda |
| AC-47 | PC | 7 | KMP Planning | 25-Jan-05 | 1 | Advisory Committee Meeting #7: Public Comment Form |
| AC-48 | PM | 7 | Mead & Hunt | 25-Jan-05 | 3 | Advisory Committee Meeting #7: Process of Thorough analysis of Candidate Sites |
| AC-49 | PM | 7 | Mead & Hunt | 25-Jan-05 | 3 | Advisory Committee Meeting #7: PowerPoint Presentation Outline |
| AC-50 | PM | 7 | Mead & Hunt | 25-Jan-05 | 1 | Advisory Committee Meeting #7: Scoring Instructions for Thorough Evaluation |
| AC-51 | LT | 7 | Blaine County Commissioners | 25-Jan-05 | 2 | Advisory Committee Meeting #7: Items presented to the Airport Site Selection Committee by the Blaine County Representative |
| AC-52 | LT | 7 | Maurice Charlat | 25-Jan-05 | 2 | Advisory Committee Meeting #7: Questions posed to the FMAA from the Sun Valley/Ketchum Chamber and Visitors Bureau |
| AC-53 | PC | 7 | Various | 25-Jan-05 | 17 | Advisory Committee Meeting #7: Public Comment Submitted on Comment Form #7 |
| AC-54 | MM | 7 | KMP Planning | 25-Jan-05 | 7 | Advisory Committee Meeting #7: Meeting Results |
| WB-1 | LT | NA | Mead & Hunt | 27-Jan-05 | 1 | Email detailing changes made to information posted on the Friedman Memorial Airport/Wood River Site Selection Study Web Page |
| MI-14 | LT | NA | Blaine County Commissioners | 31-Jan-05 | 1 | Letter from Blaine County Commissioners to City of Hailey and FMAA re: assurance to commitment to the Airport Master Plan |
| MI-15 | LT | NA | Federal Aviation Administration | 18-Feb-05 | 11 | Letter from FAA to FMAA providing answers to questions asked in a Feb 4 '05 letter from FMAA to FAA |
| AC-55 | PM | 8 | KMP Planning | 18-Feb-05 | 1 | Revised Study Steps, Meetings and Schedule |
| MI-16 | LT | NA | Horizon Air | 21-Feb-05 | 3 | Letter from Horizon Air to FMAA answering questions asked in a Feb 10 '05 letter from FMAA to Horizon Air |
| MI-17 | LT | NA | Mead & Hunt | 22-Feb-05 | 1 | Meeting Memorandum documenting key points of a meeting between various stakeholders and SkyWest Airlines |
| MI-18 | LT | NA | SkyWest Airlines | 28-Feb-05 | 3 | Letter from SkyWest Airlines to FMAA answering questions asked in a Feb 10 '05 letter from FMAA to SkyWest |
| MI-19 | PC | NA | Marshall Ralph | 1-Mar-05 | 3 | Letter from Marshall Ralph (Camas Cty resident) to Dirk Kempthorne re: FMAA conducting a 3 county study |
| MI-20 | PC | NA | Preserve the Camas Prairie | 1-Mar-05 | 3 | Letter from Preserve the Camas Prairie to FMAA re: issues that concern the group |
| MI-21 | PC | NA | Camas County Schools | 8-Mar-05 | 1 | Letter from Camas County Schools Superintendent to Bud Bolan re: Camas County students performance |
| MI-22 | LT | NA | Federal Aviation Administration | 11-Mar-05 | 3 | Letter from FAA to Rick Baird re: Runway Safety Areas and approach and departure procedure issues |
| MI-23 | LT | NA | Bureau of Land Management | 11-Mar-05 | 3 | Letter from BLM to Toothman-Orton answering questions asked in a Dec 29 '04 letter from T-O to the BLM |
| MI-24 | PC | NA | Joe Adamski | 11-Jan-05 | 4 | Letter from Camas County resident Joe Adamski to FAA re: Site Selection Study Process |
| MI-25 | PC | NA | Senator Clint Stennett | 21-Jan-05 | 1 | Letter from Senator Clint Stennett to Bill Davis, Camas County Commissioner, re: allowing time for public discussion and debate |
| MI-26 | PC | NA | Preserve the Camas Prairie | 24-Jan-05 | 3 | Letter from Preserve the Camas Prairie to FMAA and Site Selection Committee re: issues with Site Selection Study Process |
| MI-27 | PC | NA | Camas Soil Conservation District | 25-Jan-05 | 2 | Letter from Camas Soil Conservation District to FMA re: natural resource concerns and list of available studies for Sites 12 and 13 |

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|-------------|---------------|------------------------------|---------------------------------|-----------|-------------------|--|
| MI-28 | PC | NA | Shoshone-Bannock Tribes | 26-Jan-05 | 4 | Letter from the Shoshone-Bannock Tribes to FMA and FMAA re: proposed sites for a new airport |
| MI-29 | LT | NA | Federal Aviation Administration | 28-Jan-05 | 2 | Letter from FAA to Joe Adamski providing responses to Mr. Adamski's January 11, 2005 letter |
| MI-30 | PC | NA | Aircraft Owners & Pilots Asscn | 1-Feb-05 | 1 | Letter from Aircraft Owners and Pilots Association to FMAA stating existing airport works well for its primary users |
| AA-96 | BB | NA | FMA Staff | 1-Feb-05 | 2 | Board Brief Outline, 2/1/05 Meeting, New Airport Site Selection & Feasibility Studies (intense study of 3 areas, Camas County presentation, recent correspondence) |
| AA-97 | MA | NA | FMA Staff | 1-Feb-05 | 1 | 2/1/05 Airport Authority Meeting Agenda |
| AA-98 | AL | NA | FMA Staff | 1-Feb-05 | 1 | 2/1/05 Airport Authority Meeting Attendance Register |
| AA-99 | MM | NA | FMA Staff | 1-Feb-05 | 12 | 2/1/05 Airport Authority Meeting Minutes, New Airport Site Selection & Feasibility Studies (Jan 10 Camas County presentation; revised Advisory Committee meeting schedule; Jan 19 presentation to Blaine County; seek answers from the FAA; conduct a meeting with the airlines) |
| AA-100 | LT | NA | Friedman Mem Airport Authority | 4-Feb-05 | 5 | Letter from FMAA to FAA requesting response to questions posed by FMAA and Site Selection Advisory Committee |
| AA-101 | LT | NA | Friedman Mem Airport Authority | 10-Feb-05 | 3 | Letter from FMAA to SkyWest Airlines requesting input re: issues related to the Airport Site Selection and Feasibility Study |
| AA-102 | LT | NA | Friedman Mem Airport Authority | 10-Feb-05 | 3 | Letter from FMAA to Horizon Air requesting input re: issues related to the Airport Site Selection and Feasibility Study |
| MI-31 | PC | NA | Diana McClure | 15-Feb-05 | 2 | Letter from Camas County resident Diana McClure to Idaho Fish and Gamre re: wildlife concerns and Site 13 |
| AC-56 | MA | 8 | KMP Planning | 22-Feb-05 | 1 | Advisory Committee Meeting #8: Meeting Agenda |
| AC-57 | PC | 8 | KMP Planning | 22-Feb-05 | 1 | Advisory Committee Meeting #8: Public Comment Form |
| AC-58 | PM | 8 | FMA Staff | 22-Feb-05 | 4 | Advisory Committee Meeting #8: Study Fact Sheet, Questions/Answers |
| AC-59 | PM | 8 | Mead & Hunt | 22-Feb-05 | 19 | Advisory Committee Meeting #8: PowerPoint presentation regarding Potential Impacts of Airport Relocation on Commercial Air Service |
| AC-60 | MM | 8 | KMP Planning | 22-Feb-05 | 5 | Advisory Committee Meeting #8: Meeting Results |
| MI-32 | LT | NA | Preserve the Camas Prairie | 1-Mar-05 | 40 | Camas County Comprehensive Plan (Attachment to Mar 1 '05 letter from Preserve the Camas Prairie to FMAA) |
| AA-103 | BB | NA | FMA Staff | 1-Mar-05 | 2 | Board Brief Outline, 3/1/05 Meeting, New Airport Site Selection & Feasibility Studies (request input from FAA, meeting with air carriers, Lincoln County presentation, public comment, Sho-Ban Tribes comment) |
| AA-104 | MA | NA | FMA Staff | 1-Mar-05 | 1 | 3/1/05 Airport Authority Meeting Agenda |
| AA-105 | AL | NA | FMA Staff | 1-Mar-05 | 3 | 3/1/05 Airport Authority Meeting Attendance Register |
| AA-106 | PM | NA | FMA Staff | 1-Mar-05 | 4 | 3/1/05 Airport Authority Meeting, FMA Staff PowerPoint Presentation, New Airport Site Selection & Feasibility Studies Updates |
| AA-107 | MM | NA | FMA Staff | 1-Mar-05 | 8 | 3/1/05 Airport Authority Meeting Minutes, New Airport Site Selection & Feasibility Studies (letters received from FAA, Horizon Air, and SkyWest; discussion re: proposed site near Timmerman Hill) |
| AA-108 | LT | NA | Friedman Mem Airport Authority | 11-Mar-05 | 5 | Letter from FMAA to SV/K Chamber & Visitors Bureau providing responses to questions posed during 1/25/05 Advisory Committee Meeting |
| AA-109 | LT | NA | Friedman Mem Airport Authority | 11-Mar-05 | 4 | Letter from FMAA to Blaine County Board of Commissioners providing responses to questions posed during 1/25/05 Advisory Committee Meeting |
| AA-110 | LT | NA | FMA Staff | 14-Mar-05 | 7 | Letter from FMA Staff to FMAA providing input regarding recent correspondence from FAA, Horizon Air, and SkyWest Airlines |
| AC-61 | MA | 9 | KMP Planning | 22-Mar-05 | 1 | Advisory Committee Meeting #9: Meeting Agenda |
| AC-62 | PC | 9 | KMP Planning | 22-Mar-05 | 1 | Advisory Committee Meeting #9: Public Comment Form |
| AC-63 | PM | 9 | Mead & Hunt | 22-Mar-05 | 5 | Advisory Committee Meeting #9: Thorough Evaluation Information Packet and Scoring Instructions |
| AC-64 | PM | 9 | Mead & Hunt | Mar-05 | 88 | Advisory Committee Meeting #9: Thorough Evaluation Information Packet, Sections 1.0 (Physical Suitability of Site), 2.0 (Environmental) and 3.0 (Social and Economic) |
| AC-65 | PM | 9 | Mead & Hunt. T. O Engr. | Mar-05 | 6 | Advisory Committee Meeting #9: Thorough Evaluation Information Packet, Sections 4.2 (Facility Costs) |

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PUBLIC PARTICIPATION DOCUMENTATION
DOCUMENT LOG

| Document ID | Document Type | Advisory Committee Meeting # | Prepared By | Date | # of Pages Copied | Description |
|-------------|---------------|------------------------------|--|-----------|-------------------|--|
| AC-66 | PM | 9 | Mead & Hunt. T-O Engr. | Mar-05 | 11 | Advisory Committee Meeting #9: Thorough Evaluation Information Packet, Sections 4.3 (Air Service) |
| AC-67 | MM | 9 | KMP Planning | 22-Mar-05 | 8 | Advisory Committee Meeting #9: Meeting Results |
| LN-21 | LT | NA | Blaine County Commissioner's Assistant | 23-Mar-05 | 1 | Email from Blaine County Commissioner's Assistant to FMA Staff regarding adding FMAA meetings to the Community Calendar |
| MI-33 | LT | NA | SkyWest Airlines | 28-Mar-05 | 2 | Letter from SkyWest to FMAA Board re: SkyWest's vies of potential relocation of FMA |
| MI-34 | LT | NA | Horizon Air | 4-Apr-05 | 1 | Letter from Horizon Air to FMAA Board re: Horizon's position about the expansion or relocation of FMA |
| MI-35 | LT | NA | Mead & Hunt | 12-Apr-05 | 3 | Letter from Mead & Hunt to FMAA Board re: SkyWest Airlines and Horizon Air Correspondence |
| AA-111 | BB | NA | FMA Staff | 12-Apr-05 | 1 | Board Brief Outline, 4/12/05 Meeting, New Airport Site Selection & Feasibility Studies (coffee house discussions, consider continued study of a site in the Triangle) |
| AA-112 | MA | NA | FMA Staff | 12-Apr-05 | 1 | 4/12/05 Airport Authority Meeting Agenda |
| AA-113 | MA | NA | FMA Staff | 12-Apr-05 | 2 | 4/12/05 Airport Authority Meeting Agenda, Revised |
| AA-114 | AL | NA | FMA Staff | 12-Apr-05 | 3 | 4/12/05 Airport Authority Meeting Attendance Register |
| AA-115 | PM | NA | FMA Staff | 12-Apr-05 | 8 | 4/12/05 Airport Authority Meeting, FMA Staff PowerPoint Presentation, FAA NW Mtn Region Airport Conference Trip Report, New Airport Site Selection & Feasibility Studies Updates |
| AA-116 | MM | NA | FMA Staff | 12-Apr-05 | 11 | 4/12/05 Airport Authority Meeting Minutes, New Airport Site Selection & Feasibility Studies (discussion of options to expand at current site; motion passed to instruct the Advisory Committee to review sites in the Triangle) |
| MI-36 | PC | NA | Camas County Commissioners | 13-Apr-05 | 1 | Letter from Camas County Commissioners published in Camas Courier: phone survey of registered voters re: locating an airport in Camas County |
| MI-37 | LT | NA | Bureau of Land Management | 14-Apr-05 | 2 | BLM Briefing Paper prior to April 27-28 Congressional Visit; Relocated Site #9, would require less BLM land acquisition |
| AC-68 | LT | 10 | FMA Staff | 18-Apr-05 | 1 | Letter from FMA re: cancellation of April 26, 2005 Site Selection Advisory Committee Meeting |
| MI-38 | LT | NA | Bureau of Land Management | 18-Apr-05 | 26 | Letter from BLM to T-O Engineering re: Site 9 relocated to Lincoln County location, primarily on private land; copies of Wilderness Studies provided |
| MI-39 | PC | NA | Marshall Ralph | 19-Apr-05 | 2 | Letter from Marshall Ralph (Camas Cty resident) to FMAA Board re: requested quality assurance in the site evaluation process |
| MI-40 | PC | NA | Dan Kenney | 21-Apr-05 | 1 | Letter from Dan Kenney (Camas Cty resident) to Idaho Mountain Express re: planning and zoning restrictions on Site #13 |
| MI-41 | PC | NA | Various | 29-Apr-05 | 14 | Petition expressing concerns with the airport site selection process |
| MI-42 | PC | NA | Gibson, Dunn & Crutcher, LLP | 30-Apr-05 | 21 | Letter from law firm representing Preserve the Camas Prairie to FMAA Board re: elimination of Site 13 from site selection process |
| MI-43 | PC | NA | Ed Simon, Ketchum Mayor | 3-May-05 | 2 | Letter from City of Ketchum Mayor Ed Simon to FMAA Board re: evaluating options for expanding or relocating the airport |
| AA-117 | BB | NA | FMA Staff | 3-May-05 | 3 | Board Brief Outline, 5/3/05 Meeting, New Airport Site Selection & Feasibility Studies (clarification of April 12 motion re: Triangle area site) |
| AA-118 | MA | NA | FMA Staff | 3-May-05 | 1 | 5/3/05 Airport Authority Meeting Agenda |
| AA-119 | MAR | NA | FMA Staff | 3-May-05 | 1 | 5/3/05 Airport Authority Meeting Agenda, Revised |
| AA-120 | AL | NA | FMA Staff | 3-May-05 | 5 | 5/3/05 Airport Authority Meeting Attendance Register |
| AA-121 | PM | NA | FMA Staff | 3-May-05 | 8 | 5/3/05 Airport Authority Meeting, FMA Staff PowerPoint Presentation (FAA NW Mtn Region Airport Conference Trip Report, New Airport Site Selection & Feasibility Studies Updates) |
| AA-122 | MM | NA | FMA Staff | 3-May-05 | 13 | 5/3/05 Airport Authority Meeting Minutes, New Airport Site Selection & Feasibility Studies (public comment re: site selection; motion passed to stop analysis of existing site; motion passed to not request review of Triangle site; consultants to prepare a MRG fact sheet) |
| AA-123 | LT | NA | City of Hailey | 24-Feb-05 | 1 | Letter from City of Hailey to FMAA re: City upholding premise that the airport will not be expanded beyond its current fenced boundary |
| MI-44 | LT | NA | Jeff Anderton | 4-May-05 | 1 | Letter from Jeff Anderton (Blaine County resident) re: positions stated at meetings are a matter of public record |

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DOCUMENT LOG

| Document ID | Document Type | Advisory Committee Meeting # | Prepared By | Date | # of Pages Copied | Description |
|-------------|---------------|------------------------------|--------------------------------|-----------|-------------------|--|
| MI-45 | LT | NA | Toothman-Orton | 24-Mar-05 | 5 | Letter from Toothman-Orton to BLM re: revised Site 9 location |
| MI-46 | PC | NA | Various | 12-Apr-05 | 11 | Petition from Blaine County residents opposed to any future expansion of existing airport |
| AC-69 | PM | 10 | KMP Planning | 12-May-05 | 1 | Advisory Committee Meeting #10: Revised Study Steps, Meetings & Schedule |
| AC-70 | PM | 10 | Mead & Hunt | 16-May-05 | 3 | Advisory Committee Meeting #10: FMAA Board Direction to the Consultant Team and Advisory Committee |
| MI-47 | PC | NA | Preserve the Camas Prairie | 16-May-05 | 10 | Letter from "Preserve the Camas Prairie" to Advisory Committee members re: opposition to relocating FMA into Camas County |
| MI-48 | LT | NA | Hailey City Council | 17-May-05 | 2 | Letter from Hailey City Council to Rick Baird posing questions to consultants about the NEPA process |
| SP-6 | MA | NA | City of Hailey | 23-May-05 | 1 | Hailey City Council Meeting Agenda; workshop with Friedman Memorial Airport Consultants |
| AC-71 | MA | 10 | KMP Planning | 24-May-05 | 1 | Advisory Committee Meeting #10: Meeting Agenda |
| AC-72 | PM | 10 | Various | 24-May-05 | 22 | Advisory Committee Meeting #10: Scoring of Alternate Sites Based on Thorough Analysis |
| AC-73 | MM | 10 | KMP Planning | 24-May-05 | 6 | Advisory Committee Meeting #10: Meeting Results |
| MI-49 | PC | NA | Kay Billington | June-05 | 2 | Letter from Kay Billington (Lincoln County resident) opposed to relocating the airport to Site 9 |
| MI-50 | LT | NA | Mead & Hunt | 1-Jun-05 | 3 | Memo from Mead & Hunt to FMAA Board and the community re: basic information on Minimum Revenue Guarantees (MRGs) |
| MI-51 | PC | NA | Preserve the Camas Prairie | 7-Jun-05 | 4 | Letter from "Preserve the Camas Prairie" to FMAA board re: opposition to relocating FMA into Camas County |
| MI-52 | PC | NA | Retailers Association | 17-May-05 | 1 | Letter from Ketchum/Sun Valley Retailers Association to Blaine County Commissioners re: economical impact of a new airport site |
| MI-53 | PC | NA | Wood River Lodging Assocn | 20-May-05 | 1 | Letter from Wood River Lodging Association to Blaine County Commissioners re: impact of a new airport site on tourism |
| MI-54 | PC | NA | Tracy & Connie Sorensen | 6-Jun-05 | 1 | Letter from Tracy and Connie Sorensen to Rick Baird requesting notification of all meetings regarding proposed Site 9 |
| AA-124 | LT | NA | Barry Luboviski | 7-Jun-05 | 2 | Letter from Barry Luboviski to FMAA Board re: constitutionality of using public funds for Minimum Revenue Guarantees |
| AA-125 | BB | NA | FMA Staff | 7-Jun-05 | 1 | Board Brief Outline, 6/7/05 Meeting, New Airport Site Selection & Feasibility Studies (Advisory Committee site scoring; MRG discussion) |
| AA-126 | MA | NA | FMA Staff | 7-Jun-05 | 1 | 6/7/05 Airport Authority Meeting Agenda |
| AA-127 | MAR | NA | FMA Staff | 7-Jun-05 | 1 | 6/7/05 Airport Authority Meeting Agenda, Revised |
| AA-128 | AL | NA | FMA Staff | 7-Jun-05 | 3 | 6/7/05 Airport Authority Meeting Attendance Register |
| AA-129 | PM | NA | FMA Staff | 7-Jun-05 | 3 | 6/7/05 Airport Authority Meeting, FMA Staff PowerPoint Presentation (FMAA special meeting scheduled for 6/21/05, Site Scoring) |
| AA-130 | MM | NA | FMA Staff | 7-Jun-05 | 8 | 6/7/05 Airport Authority Meeting Minutes, New Airport Site Selection & Feasibility Studies (public comment re: site selection; motion passed to cancel June 28 Advisory Committee meeting; FMAA special meeting scheduled for 6/21/05) |
| AA-131 | PM | NA | Mead & Hunt | March-05 | 40 | Draft Wood River Region Airport Site Selection and Feasibility Study Report: Chapters 1 -3 and Appendix A |
| MI-55 | PC | NA | K/SV Restaurant Association | 8-Jun-05 | 1 | Letter from Ketchum/Sun Valley Restaurant Association to Blaine County Commissioners re: economical impact of a new airport site |
| AC-74 | LT | NA | Friedman Mem Airport Authority | 13-Jun-05 | 2 | Letter from FMAA to members of Site Selection Advisory Committee re: disbanding Advisory Committee |
| MI-56 | PC | NA | Maurice Charlat | 16-Jun-05 | 3 | Comments from Maurice Charlat to Sun Valley/Ketchum Chamber Board of Directors re: disbanded Airport Site Selection Committee |
| MI-57 | PC | NA | Bud Andrew | 20-Jun-05 | 1 | Results of a survey of 356 Lincoln County residents; 293 favor and 63 oppose locating an airport in Lincoln County |
| MI-58 | LT | NA | FAA & Toothman-Orton | 22-Jun-05 | 2 | Emails between Toothman-Orton and FAA re: socioeconomic impacts as a required part of the EIS environmental analysis |
| MI-59 | LT | NA | FAA & FMA Staff | 23-Jun-05 | 2 | Emails between Rick Baird and FAA re: continuing actions to meet C-III standards at the existing airport |
| MI-60 | LT | NA | FAA & FMA Staff | 28-Jun-05 | 2 | Emails between Rick Baird and FAA re: priority for discretionary funding to meet safety requirements |
| AC-75 | LT | NA | SV/K Chamber | 30-Jun-05 | 2 | Letter from SV/K Chamber & Visitors Bureau to FMAA asking FMAA board to reinstate the Site Selection Advisory Committee |

FRIEDMAN MEMORIAL AIRPORT - AIRPORT SITE SELECTION AND FEASIBILITY STUDIES
PUBLIC PARTICIPATION DOCUMENTATION
DOCUMENT LOG

| Document ID | Document Type | Advisory Committee Meeting # | Prepared By | Date | # of Pages Copied | Description |
|-------------|---------------|------------------------------|-------------------------------------|-----------|-------------------|--|
| AA-132 | PM | NA | Mead & Hunt | July-05 | 22 | Draft Wood River Region Airport Site Selection and Feasibility Study Report: Chapter 4 |
| MI-61 | PC | NA | Marshall Ralph | 7-Jul-05 | 1 | Note from Marshall Ralph to FMAA board re: Camas County survey showing majority opposition to Site 13 |
| MI-62 | PC | NA | City of Sun Valley | 7-Jul-05 | 2 | Letter from Jon Thorson to FMAA Board re: City of Sun Valley representation on FMAA; costs and economic impacts of airport relocation |
| AA-133 | BB | NA | FMA Staff | 7-Jul-05 | 2 | Board Brief Outline, 7/7/05 Meeting, New Airport Site Selection & Feasibility Studies (reschedule cancelled 6/21/05 FMAA special meeting) |
| AA-134 | MAR | NA | FMA Staff | 7-Jul-05 | 1 | 7/7/05 Airport Authority Meeting Agenda, Revised |
| AA-135 | AL | NA | FMA Staff | 7-Jul-05 | 4 | 7/7/05 Airport Authority Meeting Attendance Register |
| AA-136 | PM | NA | FMA Staff | 7-Jul-05 | 1 | 7/7/05 Airport Authority Meeting, FMA Staff PowerPoint Presentation (FMAA special meeting to be rescheduled) |
| AA-137 | MM | NA | FMA Staff | 7-Jul-05 | 8 | 7/7/05 Airport Authority Meeting Minutes, New Airport Site Selection & Feasibility Studies (public comment re: site selection; FMAA special meeting rescheduled for Sep 28) |
| MI-63 | PC | NA | Preserve the Camas Prairie | 8-Jul-05 | 1 | Email from Dave Konrad to Rick Baird re: airport site selection process |
| MI-64 | LT | NA | FMA Staff | 11-Jul-05 | 2 | Email from Rick Baird to Dave Konrad, responding to Dave's 7/8/05 email |
| MI-65 | PC | NA | Marshall Ralph | 12-Jul-05 | 3 | Letter from Marshall Ralph to FMAA Board providing responses to representations from Fairfield Mayor David Hanks |
| MI-66 | PC | NA | Susan Cutter | 18-Jul-05 | 2 | Email from Susan Cutter providing comments re: planned Sun Valley Company expansion and dependable air service |
| AA-138 | LT | NA | FMA Staff | 20-Jul-05 | 1 | Letter from Rick Baird to Camas County Commissioners re: researching option of pursuing relocation of FMA to Camas County |
| AA-139 | LT | NA | FMA Staff | 20-Jul-05 | 1 | Letter from Rick Baird to Lincoln County Commissioners re: requesting that Lincoln County interested parties attend Sep 28 special meeting |
| PR-3 | PC | NA | Sun Valley Company | 26-Jul-05 | 2 | Letter from Wally Huffman to FMAA, Blaine County Commissioners, and newspapers providing responses to press release authorized by FMAA on July 25 '05 |
| PR-4 | PB | NA | FMAA, Blaine County, City of Hailey | 27-Jul-05 | 7 | Press Release from FMAA, Blaine County Commissioners, and Hailey City Council and Mayor, published July 27 '05 |
| PH-3 | MA | NA | Toothman-Orton | 28-Jul-05 | 2 | Initial thoughts on an agenda for the Sep 28 '05 public hearing |
| MI-67 | PC | NA | Hailey Chamber of Commerce | August-05 | 3 | Results of Hailey Chamber Polls |
| MI-68 | PC | NA | Blaine County Commissioners | 1-Aug-05 | 1 | Letter from Blaine County Commissioners to FMAA re: airport fully within Blaine County borders |
| AA-140 | BB | NA | FMA Staff | 2-Aug-05 | 1 | Board Brief Outline, 8/2/05 Meeting, New Airport Site Selection & Feasibility Studies (agenda for Sep 28 special meeting; "next steps" of Site Selection Process) |
| AA-141 | MA | NA | FMA Staff | 2-Aug-05 | 1 | 8/2/05 Airport Authority Meeting Agenda |
| AA-142 | MAR | NA | FMA Staff | 2-Aug-05 | 1 | 8/2/05 Airport Authority Meeting Agenda, Revised |
| AA-143 | AL | NA | FMA Staff | 2-Aug-05 | 2 | 8/2/05 Airport Authority Meeting Attendance Register |
| AA-144 | PM | NA | FMA Staff | 2-Aug-05 | 1 | 8/2/05 Airport Authority Meeting, FMA Staff PowerPoint Presentation (agenda for Sep 28 meeting; "next steps" of Site Selection Process) |
| AA-145 | MM | NA | FMA Staff | 2-Aug-05 | 5 | 8/2/05 Airport Authority Meeting Minutes, New Airport Site Selection & Feasibility Studies (agenda for Sep 28 meeting; appropriate to discuss Friedman Grant with Hailey City Council) |
| PR-5 | PB | NA | Friedman Mem Airport Authority | 12-Aug-05 | 2 | Friedman Memorial Airport Authority Press Release, published Aug 12 '05 |
| MI-69 | PC | NA | City of Bellevue | 16-Aug-05 | 2 | Letter from City of Bellevue to FMAA re: airport relocation discussion |
| MI-70 | PC | NA | Preserve the Camas Prairie | 17-Aug-05 | 2 | Newsletter from Preserve the Camas Prairie re: airport relocation study |
| MI-71 | PC | NA | Shelley Braatz | 18-Aug-05 | 2 | Letter from Shelley Braatz to SunValleyonline.com and Idaho Mountain Express re: progression of airport relocation process |
| MI-72 | LT | NA | Federal Aviation Administration | 19-Aug-05 | 1 | Letter from FAA to FMA re: consultation with the Native American tribes |

FRIEDMAN MEMORIAL AIRPORT - AIRPORT SITE SELECTION AND FEASIBILITY STUDIES
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DOCUMENT LOG

| Document ID | Document Type | Advisory Committee Meeting # | Prepared By | Date | # of Pages Copied | Description |
|-------------|---------------|------------------------------|--------------------------------|-----------|-------------------|--|
| PH-4 | MAR | NA | Toothman-Orton | 23-Aug-05 | 2 | Revised agenda for the Sep 28 '05 public hearing |
| PH-5 | PC | NA | George Martin | 25-Aug-05 | 3 | Public comment from George Martin in response to Aug 24 '05 public hearing in Fairfield; opposed to locating airport to Camas County |
| MI-73 | PC | NA | Various | Sep-05 | 21 | Petition supporting the efforts of the FMAA in identifying and developing a new, suitable airport site |
| MI-74 | PC | NA | Sun Valley On-line.com | 1-Sep-05 | 2 | Poll results regarding airport relocation, expanding existing airport, and important issues for relocation |
| PH-6 | AL | NA | Preserve the Camas Prairie | 2-Sep-05 | 7 | Attendance list and poll results from Aug 24 '05 Fairfield Town Hall meeting (69.7% of sign-ins opposed to locating airport in Camas County) |
| AA-146 | BB | NA | FMA Staff | 6-Sep-05 | 1 | Board Brief Outline, 9/6/05 Meeting, New Airport Site Selection & Feasibility Studies (preparations for Sep 28 meeting; economic study data collection is in progress; Aug 24 Fairfield Public Hearing; invite to Sep 13 meeting in Shoshone) |
| AA-147 | MA | NA | FMA Staff | 6-Sep-05 | 1 | 9/6/05 Airport Authority Meeting Agenda |
| AA-148 | MAR | NA | FMA Staff | 6-Sep-05 | 1 | 9/6/05 Airport Authority Meeting Agenda, Revised |
| AA-149 | AL | NA | FMA Staff | 6-Sep-05 | 1 | 9/6/05 Airport Authority Meeting Attendance Register |
| AA-150 | PM | NA | FMA Staff | 6-Sep-05 | 1 | 9/6/05 Airport Authority Meeting, FMA Staff PowerPoint Presentation (Aug 24 Fairfield Public Hearing; Hailey Town Meeting; Sep 13 Lincoln County meeting; Sep 28 FMAA Special Meeting) |
| AA-151 | MM | NA | FMA Staff | 6-Sep-05 | 7 | 9/6/05 Airport Authority Meeting Minutes, New Airport Site Selection & Feasibility Studies (Hailey Town Meeting review; courtroom recorder for Sep 28 meeting; format for Sep 28 meeting; discussion re: alternatives for current FMA site; preferred alternate site will not be chosen on Sep 28) |
| SP-7 | PM | NA | Toothman-Orton | 6-Sep-05 | 3 | Presentation Materials supplied by Toothman-Orton for the Aug 11 '05 City of Hailey Town Hall Meeting |
| PH-7 | MAR | NA | Toothman-Orton | 13-Sep-05 | 3 | Revised agenda for the Sep 28 '05 public hearing |
| PH-8 | LT | NA | Friedman Mem Airport Authority | 15-Sep-05 | 1 | Example letter inviting Advisory Committee members to Sep 28 '05 Public Hearing |
| PR-6 | LT | NA | Gibson, Dunn & Crutcher, LLP | 19-Sep-05 | 2 | Letter from Gibson, Dunn & Crutcher, LLP to FMAA requesting copies of all public records relating to July 27 '05 and Aug 12 '05 press releases |
| MI-75 | PC | NA | Pepin Corso-Harris | 21-Sep-05 | 1 | Email from Pepin Corso-Harris to Rick Baird re: FedEx services with airport relocation |
| MI-76 | PC | NA | Lincoln County Commissioners | 23-Sep-05 | 1 | Letter from Lincoln County Commissioners to FMAA Board requesting that Site 9 be chosen for further study as a possible airport site |
| PR-7 | LT | NA | Barry Lubovski | 27-Sep-05 | 1 | Letter from Barry Lubovski to Gibson, Dunn & Crutcher, LLP responding to request for copies of all public records relating to July 27 '05 and Aug 12 '05 press releases |
| MI-77 | PC | NA | Pam Rheinschild | 28-Sep-05 | 1 | Letter from Pam Rheinschild, The Real Estate Center, to FMAA Board re: transfer and renegotiation of hangar ground leases |
| PH-9 | LT | NA | FMA Staff | 23-Sep-05 | 1 | Email inviting Advisory Committee members, press, and members of the public to Sep 28 '05 Public Hearing |
| PH-10 | MAR | NA | FMA Staff | 28-Sep-05 | 2 | Final revised agenda for the Sep 28 '05 Public Hearing |
| PH-11 | AL | NA | FMA Staff | 28-Sep-05 | 27 | 9/28/05 Public Hearing, Attendance Register |
| PH-12 | PM | NA | FMA Staff | 28-Sep-05 | 46 | 9/28/05 Public Hearing, PowerPoint Presentation |
| PH-13 | PC | NA | Various | 28-Sep-05 | 31 | 9/28/05 Public Hearing, questions submitted by those attending public hearing |
| PH-14 | PC | NA | Various | 28-Sep-05 | 17 | Public Comment from Sep 28 '05 Public Hearing |
| PH-15 | PC | NA | Sun Valley Reporters | 28-Sep-05 | 45 | Transcript of Sep 28 '05 Public Hearing (video and audio versions available at FMA office for check-out) |
| AA-152 | BB | NA | FMA Staff | 4-Oct-05 | 2 | Board Brief Outline, 10/4/05 Meeting, New Airport Site Selection & Feasibility Studies (review of Sep 28 special meeting/public hearing; remaining study steps) |
| AA-153 | MA | NA | FMA Staff | 4-Oct-05 | 1 | 10/4/05 Airport Authority Meeting Agenda |
| AA-154 | AL | NA | FMA Staff | 4-Oct-05 | 2 | 10/4/05 Airport Authority Meeting Attendance Register |

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|-------------|---------------|------------------------------|--------------------------------|-----------|-------------------|---|
| AA-155 | PM | NA | FMA Staff | 4-Oct-05 | 4 | 10/4/05 Airport Authority Meeting, FMA Staff PowerPoint Presentation (FMAA to select an option for existing site to compare to preferred alternate site; comply with or change preamble?) |
| AA-156 | MM | NA | FMA Staff | 4-Oct-05 | | 10/4/05 Airport Authority Meeting Minutes, New Airport Site Selection & Feasibility Studies () |
| AA-157 | LT | NA | FMA Staff | 5-Oct-05 | 7 | Letter from Rick Baird to FMAA board members re: materials for review in preparation for Oct 19 site visits; some graphics included |
| MI-78 | PC | NA | Preserve the Camas Prairie | 21-Oct-05 | 3 | Letter from Preserve the Camas Prairie to SunValleyonline.com: dismayed at assertion that residents of Fairfield have welcomed a new airport |
| AC-76 | LT | NA | Friedman Mem Airport Authority | 21-Oct-05 | 1 | Letter from FMAA inviting former Site Selection Advisory Committee members and others to the FMAA Oct 26 '05 special meeting |
| SP-8 | DL | NA | Various | 24-Oct-05 | 1 | New Airport Site Selection Presentations: List of documented Stakeholder Presentations and presentation dates |
| | | | | | | |

Wood River Region Airport Site Selection And Feasibility Study

**Appendix D / June 13, 2005 Letter to Airport Site
Selection Advisory Committee Member**



FRIEDMAN MEMORIAL AIRPORT

P.O. BOX 929 HAILEY, IDAHO 83333 • 208.788.4956 • FAX 208.788.9852 • friedmanairport.com

June 13, 2005

Dear Wood River Region Airport Site Selection Advisory Committee Member:

The FMAA Board would like to thank you for your service and the personal time you have committed to date, as a member of the Wood River Region Airport Site Selection Study Advisory Committee. We appreciate the input you have provided as a representative of your respective stakeholder body. It was recognized very early in the process and acknowledged by the committee members, that a unanimous consensus on any recommendation to the FMAA Board would be unlikely. You each individually have worked diligently to arrive at a collective consensus and recommendation for a preferred airport location, which the FMAA Board will consider strongly in future deliberations. The path to a final decision remains long and arduous; elements of this study remain to be completed and significant future studies must yet be conducted prior to the FMAA Board and the Airport Owner's arrival at a final solution for long term aviation needs of the Wood River Region. Extensive study along with further environmental and socio-economic impact analysis is necessary prior to an ultimate final decision, regardless of whether the airport is relocated or not.

It is the FMAA Board of Commissioners' opinion that the Advisory Committee has achieved its primary goal; that being to develop a collective opinion regarding the relative merits of alternative locations to the current Friedman Memorial Airport. The Authority Board is seeing indications and believes that at this time, the interest of many participants will wane as the subject matter or relevance to their stakeholder body diminishes. Conversely, it is expected that some individuals' interests will intensify with future subject matter or following final selection of a preferred alternative, should it have a perceived impact to their particular stakeholder group. The Board does anticipate convening a smaller group in an advisory capacity at a later date to discuss and provide input with regard to future and more specific site selection process milestones. The on-going process will continue to remain public and your continued participation as a stakeholder representative or as an interested individual is welcomed and desired. You will be notified of all forthcoming scheduled events. A revised study schedule will be sent to you once it is finalized by the FMAA Board. This is expected to occur at our July 7, 2005 meeting.

As discussed at our regular meeting on June 7, 2005 and widely reported, it was the Board's intent to conduct a special meeting of the Board on June 21, 2005 for the singular purpose of discussing the Advisory Committee's recommendation and other subject matter pertinent to the site selection study. Upon further consideration, the Board and Airport Staff realized that the effective management of a number of high-priority events scheduled at the Airport in June and early July will fully occupy Airport Staff and prevent effective Airport Staff and Consultant Team's collaborative capabilities. These tasks include, but are not limited to, significant scheduled aviation activities, the onset of passenger terminal improvement construction, meetings and coordination with FAA regarding improved instrument approach procedures, required AIP Grant close outs and final design and bidding of a high priority runway safety area

od River Region Site Selection Advisory Committee Member

June 13, 2005

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improvement project scheduled to begin this fall. Our first and highest priority as a Board and Staff is to assure successful and safe operation of the Airport. These important issues are immediate and take precedence over long-range planning efforts in progress. As a result, the FMAA Board will not hold the June 21 meeting and will re-schedule this meeting and discussion at the July 7, 2005 FMAA monthly Board meeting. The Special Board meeting will occur no earlier than the last week in July. You will be provided notification once that meeting date is finalized.

Again, we wish to thank you for your participation to date and hope that we can call on you or will receive your input respective to those areas of special interest for you and or your stakeholder group.

Sincerely,



Martha Burke, Chairman
Friedman Memorial Airport Authority Board

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Wood River Region Airport Site Selection And Feasibility Study

**Appendix E / July 7, 2005 Friedman Memorial Airport
Authority Board Meeting Minutes**

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

**July 7, 2005
4:30 P.M.**

ATTENDANCE:

BOARD MEMBERS: Chair – Martha Burke, Vice Chair – Susan McBryant, Treasurer/Secretary – Tom Bowman, Board – Leonard Harlig and Ron Fairfax;
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird, Emergency Services/Airfield Operation Chief – Pete Kramer; Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Office Assistant – Alysia Heyer;
AIRPORT LEGAL COUNSEL: Luboviski, Wygle and Fallowfield – Barry Luboviski;
CONSULTANTS: Toothman-Orton Engineering Co. – Chuck Sundby;
AIRPORT TENANTS/PUBLIC: Bud Andrew, Susan Cutter, Pepin Corso-Harris, Mary Ann Mix, Bernice Krahn, Frank Halverson, Jon Thorson, Karma Fitzgerald, Maurice Charlat, Bob Rodman, Jim Latta, Carol Waller, Marshall Ralph, Bert Redfern, Lawrence Schoen, Barbara Acker, David Hanks, Hugh Poonce, Scott Marolf, Wes Fields, Steve Wilson, Rick Davis, Don Keirn, Eileen Rodman, Terry Parnell, Gene Dallago, Wayne Marolf, Paul Kettleband, Dick Fenton
PRESS: Pat Murphy—Mountain Express, Kathleen Turner—Wood River Journal, Gary Stivers—Sun Valley Online

CALL TO ORDER:

The meeting was called to order at 4:30 p.m. by Chair Martha Burke.

I. APPROVE AGENDA

The Agenda was approved with the following changes:

II. V. OATH OF OFFICE

III. II. FY '05 '06 BUDGET/RATES AND CHARGES

IV. III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

IV. AIRPORT STAFF BRIEF

- A. Noise Complaints
- B. Parking Lot Update
- C. Statement of Revenue & Expense, ATCT Traffic Operations Count and Enplanement Data
- D. Review Correspondence
- E. ~~Transponder Landing System Update~~
- F. ~~Summer Aviation Activities at FMA~~
- G. ~~AIP '25/27~~
 - 1. ~~AIP '27 AWOS~~
 - 2. ~~AIP '25/27 Obstruction Removal and Associated Pavement Repair~~

V. VI. PUBLIC COMMENT (10 Minutes Allotted)

VII. AIRPORT STAFF BRIEF

E. Transponder Landing System Update

F. Summer Aviation Activities at FMA

G. AIP '25/27

1. AIP '27 AWOS

2. AIP '25/27 Obstruction Removal and Associated Pavement Repair

VIII. OLD BUSINESS

IX. NEW BUSINESS

X. EXECUTIVE SESSION – I. C. §67-2345(1)(f)

XI. ADJOURNMENT

II. FY '06 BUDGET/RATES AND CHARGES

(See Brief and PowerPoint Presentation)

The Airport Manager and Board discussed concerns that the Airport is significantly undercharging for some services and has an opportunity to revise Rates and Charges more accurately. A rate increase was proposed for FY '06 and during the next 12 months Staff would be categorizing aircraft by sizes and rating charges accordingly. If Staff completes work on this subject early, then the Rates and Charges may be on the Board's Agenda sooner than Budget time next year.

1A26

MOTION:

Made by Board Member Harlig to adopt the FY '06 Rates and Charges/Budget as proposed and publish them for the August 2, 2005 FMAA Board Meeting. Seconded by Board Member McBryant.

PASSED UNANIMOUSLY

III. APPROVE MEETING MINUTES OF:

The June 7, 2005 Friedman Memorial Airport Authority Regular Meeting with the following changes:

Page 4, IV. OLD BUSINESS, A. AIP '29 Wood River Region New Airport Site Selection & Feasibility Studies (See Brief and PowerPoint Presentation)

Consultant Sundby stated the goal of the Consultants is to have graphics developed for comparison of the preferred alternative site to C-III compliant alternatives at the existing Airport.

1A270

MOTION:

Made by Board Member Harlig to approve the June 7, 2005 Regular Meeting Minutes as amended. Seconded by Board Member Fairfax. Board Member Bowman abstained.

MOTION PASSED

IV. AIRPORT STAFF BRIEF

A. Noise Complaints (See Brief)

B. Parking Lot Update (See Brief)

C. Statement of Revenue & Expense and ATCT Traffic Operations Count and Enplanement Data (See Brief)

D. Review Correspondence (See Brief and PowerPoint Presentation)

Board Member Fairfax and Airport Manager discussed VFR (Visual Flight Restriction) activities during the first week of July 2005.

(Airport Staff Brief items E., F., and G. continued below.)

V. OATH OF OFFICE

City/County Board Member Appointee

Board Member Bowman was given the Oath of Office by Hailey Mayor McBryant.

Board Discussion:

Board Member Harlig suggested Public Comment be conducted for ten minutes for subjects that are not on the Agenda, and allow more Public Comment within the AIP '29 Wood River Region New Airport Site Selection & Feasibility Studies section.

Board Member McBryant noted the Hailey City Council was in full attendance for the noticed meeting.

VI. PUBLIC COMMENT

Wes Fields of Camas County (80-year resident) stated he is a retired rancher and would like to see the airport location approved in Camas County.

VII. AIRPORT STAFF BRIEF

E. Transponder Landing System Update (See Brief and PowerPoint Presentation)

F. Summer Aviation Activities at FMA (See Brief and PowerPoint Presentation)

Chair Burke, Board Member Harlig and Airport Manager discussed September 2005 activities and how operations and security would be handled.

The Board, Airport Manager and Operations Manager addressed noise-complaint expectancies.

Dick Fenton inquired about the Naples Airport decision.

The Airport Manager indicated, in the case City of Naples Airport Authority v. Federal Aviation Administration, the City of Naples Airport Authority believed they had won the court decision. The Airport Manager also noted the decision does not automatically allow other communities to implement a Stage 2 aircraft ban, however, that route could be pursued. He added that FAR 161 Noise Studies were costly and did not guarantee FAA acceptance.

G. AIP '25/27 (See Brief and PowerPoint Presentation)

1. AIP '27 AWOS

2. AIP '25/27 Obstruction Removal and Associated Pavement Repair

VIII. OLD BUSINESS

A. AIP '29 Wood River Region New Airport

Site Selection & Feasibility Studies (See Brief and PowerPoint Presentation)

Board Member Fairfax and Chair Burke addressed the June 30, 2004 [sic] letter that the Board had received from the Sun Valley/Ketchum Chamber of Commerce. Chair Burke read sections of the letter forwarded to the SSAC dated June 13, 2005 to clarify Board action that had occurred during the June 7, 2005 FMAA Board Meeting.

The Board further discussed the decisions regarding the SSAC at the June 7, 2005 FMAA Regular Meeting.

Public Comment with regard to AIP '29 Wood River Region New Airport Site Selection & Feasibility Studies noted:

David Hanks, a resident of Camas County, Mayor of Fairfield, and business owner in Camas County, stated positive discussions regarding Site 13 have occurred at City of Fairfield Council Meetings and that it has been looked upon as one of the most viable economic generators presented to Fairfield (other than the commuter population boom). Mr. Hanks further reported that the Fairfield Chamber of Commerce members have endorsed the continued pursuit of locating an airport at Site 13; that there have been complaints by Camas County residents for the lack of community/educational meetings to address Site 13; and about the localized group with the "big shot lawyers" to sway the FMAA Board and SSAC's vote away from Site 13. He then requested the Board delay the Special Meeting to the end of September in order for the Camas County community to work towards a greater sense of consensus regarding Site 13.

Jim Latta, from the Sun Valley/Ketchum Chamber, stated he was not on the SSAC and had not seen the June 13, 2005 letter, however, his perception was the Board had no more use for the SSAC. He also claimed the Sun Valley/Ketchum Chamber believed the SSAC helps maintain the integrity of the Site Selection Process.

Rob Cronin, a Hailey business owner and Fairfield property owner, stated the airfield in Hailey is dangerous and requested consideration of Site 13.

Hugh Koonce, a lifetime Fairfield resident and adjacent landowner to Site 13, believes an airport located there would be the best thing that could happen to Camas County.

Frank Halverson, an SSAC member, stated his perception was that the SSAC was "fired." He requested the SSAC be involved to look at the remaining items for discussion on the SSAC agenda dated October 2004.

Dick Fenton reported at the (1) March 22, 2005 SSAC Meeting next steps for the April 25, 2005 meeting were to look at funding and financial issues, however, the April meeting was postponed; (2) the May 24, 2005 SSAC next steps indicated for the June meeting to discuss financial feasibility analysis, but the June meeting was cancelled; and (3) the study steps for the SSAC included a comparative analysis for the existing Airport to the preferred alternative site and a subsequent discussion with the SSAC for implementation strategies schedule and finance. He also suggested the SSAC be included in discussions about what would become of the current Airport site and concluded with a wish that the process would remain open.

11/4/2004

Bernice Krahn, of Camas County, stated she does not want Site 13 chosen for an airport.

Maurice Charlat stated that Steven Hart of SkyWest had sent out an email revealing disappointment that the SSAC was disbanded.

Bert Redfern, a Hailey resident, inquired if the overlay graphics for the existing Airport site to meet C-III Compliance were still in the works.

Consultant Sundby stated that the Consultants intended to make those graphics available at the Special Meeting.

Stephanie Marvel, a Hailey resident, announced her opposition to expanding the existing Airport site and thought the issue had been settled years ago.

Steve Wilson stated he is the owner of the largest private business in Camas County and he supports an airport at Site 13.

Paul Kettleband, Sr., lives within a mile of Site 13, and he wanted to be on record for his support of an airport located there.

Bud Bolan, a property owner in Hailey and Camas County, agreed with the stance of not expanding the existing Airport site. He has faith in the Board, and the SSAC, and that the process would be appropriately pursued. He also requested if the SSAC was to continue, then there should be equal representation from Lincoln County, Camas County and Blaine County (Sun Valley/Ketchum, Hailey, and Bellevue).

Marshall Ralph, worked closely with the Preserve the Camas Prairie's submittals to the Board, and because of the involvement with the "big shot lawyers" he had acquired significant knowledge from them. Mr. Ralph submitted a handwritten comment (Attachment #1) to the Board.

Wayne Marolf, of Camas County, announced his support of an airport at Site 13 and believes it would be the best thing to happen to Camas County.

Larry Schoen, who resides adjacent to Highway 20, requested an outline or direction on how the Site Selection Process would proceed in addition to an Agenda at the Special Meeting.

Carol Waller, Sun Valley/Ketchum Chamber, agreed with Mr. Schoen and inquired about the scope of work left.

Scott Marolf, a resident of Fairfield and on the Fairfield City Council, agreed with Mayor Hank's statements. He also asked that a decision on the airport location be postponed to allow time to get feedback from Camas County residents.

Board Member Bowman asked if there was a plan for how public input would be collected for Camas County residents.

David Hanks stated the Fairfield City Council would approach the County Commissioners to conduct public hearings to present information that has been gathered through the SSAC process in order to gauge Camas County resident interest.

163719

Board Member Harlig asked if there could be more than one site proposed to the FAA for the EIS/NEPA process.

Consultant Sundby stated he believed there was a high degree of flexibility and that more than one site can be considered in an EIS process, this is a principle part of the EIS scoping process, however, it would make the process more complicated.

Barbara Acker asked if the FAA could dismiss all researched sites.

Consultant Sundby stated it was possible that all the sites could fail as a result of information developed in the EIS/NEPA process.

Pepin Corso-Harris, a resident south of Bellevue, stated that safety, reliability, functionality, having the least impact on quality of life, and room for expansion are needed at an airport site, and the existing Airport does not meet these standards.

Chair Burke addressed the concern of communities not having the time to present the Airport Site Selection Process results and possibilities.

Board Member McBryant suggested Lincoln County and Camas County conduct public meetings to report community consensus to the Board. She also suggested that the Special Meeting date be rescheduled for mid-September (instead of August) and for Staff to draw up a format to identify the next steps at the end of each meeting, and meetings to remain facilitated to allow public commentary.

The Airport Manager, Consultant Sundby and the Board discussed rescheduling the Special Meeting. After taking into account the time-sensitive safety-related projects that fully occupy the current time of Staff and Consultants, the 9/11 Commemorative Event scheduled for the second week in September, and schedule availability for the FMAA, Consultants, and Staff the earliest available date was September 28.

The Special Meeting was rescheduled for Wednesday, September 28, 2005 at 6:00 p.m. and the location will be determined based on venue availability.

Board Member McBryant reiterated the suggestion to have a "posted agenda" and asked for other suggestions to be submitted to the Staff before the August 2, 2005 FMAA Board Meeting.

Board Member Bowman and Chair Burke discussed a "road map" be created to help convey the next steps of the process to the public, and to allow the "road map" to have the flexibility to change month to month.

Legal Counsel Lubovski agreed with the decision to allow time for Lincoln and Camas Counties' Commissioners to poll their residents.

B. AIP '31 Improve Terminal Building (Phase 2) (See Brief and PowerPoint)

C. AIP '30 Runway 13-31 Safety Area Improvements (See Brief and PowerPoint)

Board Member McBryant requested Staff publicize the official 17 consecutive dates of Airport closure (that are to occur next summer) due to community activities already in the works.

Board Member Bowman asked what the benefits of the new storm drain would be.

Consultant Sundby stated the current style of drainage, grassy swales and dry wells, needed to be graded due to the safety area widening; by grading the drainages the water storage capacity is lost and the water would spill over onto adjacent taxiways.

Consultant Sundby stated the Airport would need to acquire a Runway Protection Zone (RPZ), which requires an easement of 21.75 acres when the runway extension is completed.

Board Member Harlig and Consultant Sundby discussed the timeline of acquiring the easement. Board Member Harlig asked why the easement was not negotiated first. Consultant Sundby responded the FAA expects the extension and acquisition of the easement to occur concurrently and that the RPZ easement should be acquired by August 1, 2006.

D. Tower Hours of Operation

The Airport Manager stated that information was insufficient to address the subject at this time and would be placed on the August Agenda.

IX. NEW BUSINESS

A. Landing System Possibilities (See Brief and PowerPoint)

The Airport Manager introduced Terry Parnell, FAA Manager Northwest Mountain Region of the Seattle Flight Procedures Office, who was to present to help explain the different landing system possibilities at Friedman Memorial Airport (FMA). (See Acronym Guide Attachment # 2)

The Airport Manager and Mr. Parnell stated the FAA was currently developing a landing procedure for the Airport (expected to be in use Fall 2005).

Board Member Harlig, Mr. Parnell and Consultant Sundby discussed the timeline for an LDA (Localizer Type Directional Aid) approach system for next year.

Dick Fenton inquired if vertical guidance was also characteristic of the WAAS (Wide Area Augmentation System), as the TLS (Transponder Landing System), and what was the vertical guidance benefit.

Mr. Parnell stated vertical guidance presents the pilot a glide slope to follow and lower minimums. He also noted that trees near the Airport would interfere with the approach clear airspace requirements.

Discussion continued between Public, Staff and Board regarding the different approaches and meeting clear zone and virtual area requirements at FMA.

Mr. Parnell stated he would like to be notified as soon as possible of any decisions regarding landing systems in order for the FAA office to review planning.

Legal Counsel Lubovski mentioned land use complications could not be determined until the system is modeled and that the FAA would not model a landing system until the Board made a decision.

Board Member McBryant asked if the FAA was equipped to help locate funding for the new landing system and acquiring necessary land to meet requirements.

Mr. Parnell stated he believed the Administrator implied reasonable monies would be available.

The Board and Mr. Parnell discussed the technical difficulties of the LDA system and the TLS.

Chair Burke inquired if the TLS system were implemented, then what would happen if the approval applicant using the TLS system were to no longer operate at FMA.

Mr. Parnell stated the technology would still be there, however, a new applicant would have to come forward. He also stated that the FAA was neutral to all landing systems.

Dick Fenton requested the Board listen to ANPC's (Advanced Navigation and Positioning Corporation) concerns on what type of landing system was implemented at the Airport.

Board Member Harlig asked that the PowerPoint slides on Landing System Possibilities be supplied to the Board before a decision was to be made.

**X. EXECUTIVE SESSION –
I.C. §67-2345(1)(f)**

MOTION:

Board Member Harlig moved to enter into Executive Session - §67-2345(1)(f). Seconded by Board Member McBryant.

ROLL CALL VOTE:

| | |
|-------------------------------------|-------------------|
| <i>Board Member McBryant</i> | <i>Yes</i> |
| <i>Board Member Bowman</i> | <i>Yes</i> |
| <i>Board Member Harlig</i> | <i>Yes</i> |
| <i>Board Member Fairfax</i> | <i>Yes</i> |
| <i>Board Chair Burke</i> | <i>Yes</i> |

PASSED UNANIMOUSLY

MOTION:

Board Member McBryant moved to end Executive Session - §67-2345(1)(f). Seconded by Board Member Harlig.

PASSED UNANIMOUSLY

XI. ADJOURNMENT

MOTION:

Board Member Harlig moved to adjourn the Regular Board Meeting. Seconded by Board Member Bowman.

PASSED UNANIMOUSLY

The July 7, 2005 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 9:45 p.m.

Tom Bowman, 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.

Wood River Region Airport Site Selection And Feasibility Study

Appendix F / September 28, 2005
Public Hearing Agenda

**NOTICE OF A SPECIAL MEETING AND A PUBLIC HEARING
OF
THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

PLEASE TAKE NOTICE that a special meeting and a public hearing of the Friedman Memorial Airport Authority shall be held Wednesday, September 28, 2005 at 6:00 p.m., at the Community Campus Auditorium, 1050 Fox Acres Road, Hailey, Idaho. The proposed agenda for the meeting is as follows:

**AGENDA
September 28, 2005**

I. ALTERNATIVE SITE ANALYSIS AND SELECTION

- A. Overview
 - 1. Study Purpose and Preamble
 - 2. FAA Standards
 - 3. FMAA Options
- B. Analysis of Existing Site
 - 1. Existing Airfield Issues
 - Operational Area
 - Compliance with Design Standards
 - Airspace Considerations
 - Local Environment
 - Relative Location
 - 2. Options to Comply with C-III Standards
 - Expand to the East
 - Option A
 - Option B
 - Expand to the West
 - Expand to the South
 - 3. Comparative Costs
 - 4. Summary
- C. Analysis of Alternate Airport Sites
 - 1. Study Area Review/Finalist Sites
 - 2. Comparative Scoring Process Review
 - 3. Comparative Scoring Results
 - 4. Site Study Advisory Committee Recommendation
 - 5. Comparative Cost of Alternates
 - 6. Summary
- D. FMAA Questions/Discussion
- E. Public Questions
- F. Public Comment (May Require Additional Hearing?)
- G. Board Guidance to Study Team For The Purpose of Comparative Analysis of Existing Site to Alternate Site (This May Not Occur Until A Later Date Depending on Item F or Board Desires.)
 - Select the Preferred Alternative for C-III at Existing Site for Additional Analysis. (Expand East, West or South?)
 - Select the Preferred Alternate Site for Comparison to the Existing Site Alternative. (Site 9, 10, or 13?)

II. OUTLINE OF REMAINING STUDY STEPS

A. Financial Feasibility Analysis *

Task Elements: "

- Comparison of 20 Year Capital Costs (Public Facilities) at Existing and Alternate Sites (Defined in Step G Above).
- Comparison of O&M Costs at Existing and Alternate Sites
- Funding Scenarios for Existing and Alternate Sites
- Potential Changes in Airline Rates and Charges at Existing and Alternate sites

*The Board indicated, as has been their established position, that they may want to establish a committee of interested individuals to participate in these discussions. Meetings would likely occur the day of the regular FMAA Board Meeting date in order for the participants to provide immediate input to the Board.

B. Selection of Preferred Alternative;

C-III Airfield at Existing Site or at an Alternate Location.

C. Implementation Plan For Alternative Selected in Step B Above.

D. Submittal of Final Study Report to FAA for Final Review and Acceptance.

E. Final Report Acceptance by FMAA Board Following FAA Comment.

F. Public Comment

III. FUTURE MEETINGS AND SCHEDULE

Subsequent FMAA Board meetings will discuss and define target goals for future study steps and additional public meetings and/or hearings.

Wood River Region Airport Site Selection And Feasibility Study

Appendix G / **September 28, 2005 Special
Public Hearing Transcript**

Special Meeting and Public Hearing of the
Friedman Memorial Airport Authority

Wednesday, September 28, 2005

6:20 p.m.

Note: Video + audio of "Special
Meeting and Public Hearing"
are available for check-out
at the FMA office.

APPEARANCES

Board Members:

Martha Burke, Chairperson

Len Harlig

Susan McBryant

Tom Bowman

Ron Fairfax

Also appearing:

Rick Baird, Airport Manager

Chuck Sundby, Airport Engineer

Tom Schnetzer, Consultant

Barry Luboviski, Airport attorney

| Page 1 | Page 3 |
|--|--|
| <p>1 MS. BURKE: Thank you all very much for being 2 here. We appreciate your attendance. At this time I'd 3 like to welcome you to this special meeting of the 4 Friedman Memorial Airport Authority. I'm taking a 5 minute now to introduce the Board: Len Harlig; Susan 6 McBryant, who is also the mayor of the City of Hailey; 7 Tom Bowman, County Commissioner; and Ron Fairfax, who is 8 the independent member of our board. I'm Martha Burke. 9 I'm currently the chair.</p> <p>10 At this time I would like you to please make 11 sure your cell phones are off, and if you did not get a 12 chance to pick up a question card, please do so when we 13 do our break. Those are the way -- the question cards 14 will be the means by which we'll begin to answer your 15 questions. So if you would, fill those out, turn them 16 in at the back of the room at the break, and we'll take 17 about a 10- or 15-minute break so we can correlate the 18 cards and make sure we get as many answered as possible.</p> <p>19 Maybe I will call this meeting to order.</p> <p>20 This is a special meeting of the Friedman 21 Memorial Airport Authority. It has been noticed as a 22 public hearing, as well. It is September 28th, 2005. 23 I'd like to start by reviewing the agenda with you.</p> <p>24 We're going to begin with a presentation from 25 our study team. We will look at the process overview</p> | <p>1 airport manager, Mr. Rick Baird.</p> <p>2 MR. BAIRD: Thank you, Board and audience. 3 It's always a pleasure to make one of these 4 presentations. I'm going to be the first presenter, and 5 I'm simply going to review briefly how we come to be 6 here tonight, and I'm going to start by talking about 7 the preamble to the 1994 Master Plan document.</p> <p>8 The preamble to the 1994 preamble -- 9 correction -- Master Plan document is the guiding 10 principle for the master planning update process that 11 took place in 2004. It's also the guiding principle for 12 the site study that we're currently in the process of 13 completing.</p> <p>14 The preamble on the screen is a sentence from 15 that preamble. In case somebody in the back of the room 16 can't read it, it says "As pressure for use reaches the 17 physical limits of the facility, we need to look for 18 alternatives away from the valley cities rather than at 19 the present site."</p> <p>20 This document, as I said, was adopted by the 21 Friedman Memorial Airport Authority. The planning 22 process that completed the '94 Master Plan actually was 23 began by the Blaine County Airport Commission, which was 24 an 11-member board that had representation on it from 25 one end of the valley to the other. It's also a</p> |
| Page 2 | Page 4 |
| <p>1 very briefly. We are going to look at the existing 2 airfield as it sits today and then examine options at 3 the existing site.</p> <p>4 Following that, we will have a presentation 5 of the alternative airport site evaluation, then a 6 break, and again, make sure your cards are turned in, 7 and then we will begin the discussion part of our 8 agenda.</p> <p>9 The Board will be asked -- be able to ask 10 questions first, and then those cards, public questions, 11 and then we will take public comment. If you decided 12 that you wish to speak and you did not check your name 13 off as you signed in, there will be a sign-up again at 14 the back of the room. So we can do that.</p> <p>15 Please remember that the comments are three 16 minutes, and we will have a card to let you know. A 17 yellow card will identify that your time is drawing to a 18 close, red means you're done, and if it goes too long, 19 we're just going to turn off the mic. Seriously. And 20 if we have time after the public comment and people wish 21 to speak again, they will be allotted three minutes. 22 Please don't feel you have to take all of your three 23 minutes if you don't want to. And three minutes are not 24 transferable.</p> <p>25 At this moment I'd like to introduce the</p> | <p>1 document that's -- this preamble is also a guiding 2 principle that has been adopted by the owners, Blaine 3 County and the City of Hailey, and that is 4 institutionalized in the Joint Powers Agreement, which 5 is the document that is used to manage the Friedman 6 Memorial Airport.</p> <p>7 There is several segments of the sentence 8 that have a direct bearing on the planning process that 9 is currently underway. The first is pressure for use, 10 the second, physical limits of the facility, and the 11 third segment is look for alternatives away from the 12 valley cities, and I'm going to talk about those three 13 segments for just a moment.</p> <p>14 Pressure for use. The 1994 Master Plan 15 defined B-III configuration as the future configuration 16 of the Friedman Memorial Airport Authority. That 17 document was adopted by the community based on the 18 belief that the document established the ultimate limits 19 of the airport.</p> <p>20 Since 1994 the Friedman Memorial Airport 21 Authority has completed multiple projects moving toward 22 B-III standards at the airfield, and in fact, the last 23 major part of that project is underway at the airport 24 today as we speak. The approximate cost of moving to 25 B-III standards is \$16 million.</p> |

| | |
|---|---|
| <p style="text-align: right;">Page 5</p> <p>1 Pressure for use. From 2000 to present the</p> <p>2 airport has seen significant demand or use by C-III</p> <p>3 aircraft, and this slide shows a couple of the typical</p> <p>4 C-III aircraft that use the airport. I think it's very</p> <p>5 important to point out that the community had no ability</p> <p>6 to limit this demand. In fact, the aircraft on your</p> <p>7 right, the Q400, or the Dash 8 Q400, which is the</p> <p>8 aircraft that Horizon Air flies into the airfield, no</p> <p>9 one from the FAA, no one from Horizon called up the</p> <p>10 airport or the Authority and said, We have this new</p> <p>11 aircraft, Is it okay if we come here? They made the</p> <p>12 decision that it was coming to this airport without the</p> <p>13 approval, consent of, or anything similar of the</p> <p>14 community.</p> <p>15 2001 to present, additional defined demand.</p> <p>16 The demand is for large C-III and C-IV aircraft, such as</p> <p>17 Airbus 319, Boeing 737s, Boeing 757s. We routinely</p> <p>18 receive calls from operators of these large aircraft</p> <p>19 wanting to use the airport. The community has no</p> <p>20 ability to limit this demand.</p> <p>21 FAA policy with regard to some of these</p> <p>22 issues is important to discuss at this time. "The</p> <p>23 Friedman Memorial Airport Authority cannot use its B-III</p> <p>24 design to prevent C-III or larger aircraft from using</p> <p>25 the airfield."</p> | <p style="text-align: right;">Page 7</p> <p>1 would do exactly what we could or as much as we can to</p> <p>2 be as safe as possible within the fence, but the</p> <p>3 Friedman Memorial Airport Authority and FAA agreed to</p> <p>4 study new airport locations, and since 2004 till</p> <p>5 present, the site selection and feasibility study has</p> <p>6 been underway.</p> <p>7 We're really at a crossroads. The Authority,</p> <p>8 the Friedman Memorial Airport Authority, has options,</p> <p>9 and I'm sure that that's what many of you here are here</p> <p>10 tonight to comment on. They could consider a preamble</p> <p>11 change and expand the existing site. If the Authority</p> <p>12 chose to head in that direction, there would also have</p> <p>13 to be a policy change made by the two owners, the City</p> <p>14 of Hailey and Blaine County.</p> <p>15 Or, the Authority could comply with the</p> <p>16 preamble that was adopted in 1994 and has been this</p> <p>17 valley's policy, guiding principle, whatever you would</p> <p>18 like to coin it, for over ten years and proceed with a</p> <p>19 new airport. If that's the direction that the Authority</p> <p>20 chooses to proceed with, it's a lengthy process. If the</p> <p>21 moon and the stars and everything lined up perfectly,</p> <p>22 you couldn't open a new facility for probably seven to</p> <p>23 ten years, and if that's that the direction that the</p> <p>24 Authority chooses to go, there is multiple complex</p> <p>25 issues to consider not only in this study, but also as</p> |
| <p style="text-align: right;">Page 6</p> <p>1 Notice that condition is underlined.</p> <p>2 "The Friedman Memorial Airport Authority</p> <p>3 shall plan for and ultimately provide a C-III compliant</p> <p>4 airfield." "The Friedman Memorial Airport Authority</p> <p>5 shall be required to accommodate demand."</p> <p>6 And I think the last bullet is key. The</p> <p>7 decision of how to achieve standards at the existing</p> <p>8 site or elsewhere lies with the Friedman Memorial</p> <p>9 Airport Authority, or in other words, it lies with the</p> <p>10 community.</p> <p>11 Physical limits. This Power Point slide is a</p> <p>12 picture of the airport. The purple line is basically</p> <p>13 the fence. This depicts the 230 acres that the two</p> <p>14 owners, Blaine County and the City of Hailey, own. In</p> <p>15 this process of looking for a new site, we're looking</p> <p>16 for a minimum, a minimum, of 640 acres, twice the size</p> <p>17 of the property that you see that's encompassed in the</p> <p>18 purple.</p> <p>19 During the 2004 master planning update</p> <p>20 process -- and again, many times in this site selection</p> <p>21 process it has become very apparent, very evident that</p> <p>22 C-III compliance cannot be achieved within the fence of</p> <p>23 the existing facility.</p> <p>24 Alternatives away from the valley cities.</p> <p>25 The 2004 Master Plan conclusion was very clear. We</p> | <p style="text-align: right;">Page 8</p> <p>1 we continue moving in that direction.</p> <p>2 I'm now going to turn the Power Point</p> <p>3 presentation over to Chuck Sundby. Chuck Sundby has</p> <p>4 been the airport's engineer since 1994. He, in fact, is</p> <p>5 the principal planning engineer that implemented</p> <p>6 the 2000 -- correction -- the 1994 Master Plan, and</p> <p>7 those of you who are familiar with the airport, I think</p> <p>8 we certainly consider Chuck as part of our community.</p> <p>9 (Applause.)</p> <p>10 MR. SUNDBY: Thank you, Rick.</p> <p>11 As Rick has outlined to you, you presented</p> <p>12 the synopsis of the policy established through many</p> <p>13 prior planning studies that have guided our study</p> <p>14 efforts. These also identify the increasing demand by</p> <p>15 larger and faster aircraft that are driving the equation</p> <p>16 at this point in time, and he's outlined policy that the</p> <p>17 FAA has put on the table for us to look at.</p> <p>18 My task as the airport engineer is to present</p> <p>19 to the Authority and to the body what sort of options</p> <p>20 are available to comply with the C-III current</p> <p>21 requirements for the existing use at the airfield.</p> <p>22 Before I talk about options, I want to</p> <p>23 highlight those several aspects of the existing site</p> <p>24 that I think are very important to keep in mind as</p> <p>25 people think about alternatives and where the future may</p> |

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| <p style="text-align: right;">Page 9</p> <p>1 lie.</p> <p>2 This is a general location map. I think</p> <p>3 everyone obviously knows where the airport is, but one</p> <p>4 of the features I wanted to point out here is the</p> <p>5 proximity to communities and then also the fact that the</p> <p>6 topographic terrain features are sort of funnel-shaped</p> <p>7 here with aircraft pretty much one way in and one way</p> <p>8 out, but they enter into the throat of the funnel which</p> <p>9 moves into the terrain.</p> <p>10 Terrain is a significant issue at this</p> <p>11 airfield. It impacts the ability to get approaches or</p> <p>12 not get approaches, which in turn impacts the</p> <p>13 reliability. The FAA in their recent studies about</p> <p>14 various approach alternatives likened this to flying</p> <p>15 into a box canyon. I think you can see that with this</p> <p>16 photo.</p> <p>17 This is an aerial, a higher elevation aerial,</p> <p>18 and the point of looking at this photo is just the</p> <p>19 amount of terrain that encompasses the airport and the</p> <p>20 narrow valley that the site lies in, and what this</p> <p>21 translates into in FAA parameters from an airspace</p> <p>22 standpoint is there is a certain amount of airspace that</p> <p>23 is desirable to be cleared.</p> <p>24 At this particular site, all of the area here</p> <p>25 that's outlined in the orangish-rust color is identified</p> | <p style="text-align: right;">Page 11</p> <p>1 minor exception here does not comply with any of these</p> <p>2 standards. The standards for moving from B-III to C-III</p> <p>3 would be very simple. The aircraft get bigger, they get</p> <p>4 faster, and with faster aircraft, the separations and</p> <p>5 the lengths of all of these very important safety</p> <p>6 surfaces increases and expands, as well.</p> <p>7 What can we do to meet the standards?</p> <p>8 I'll start talking about the various options</p> <p>9 we've looked at. The basic tenets behind these options</p> <p>10 are to address those safety standards issues that I just</p> <p>11 outlined in the preceding table. We also have to</p> <p>12 consider, though, that any options are going to be for</p> <p>13 the long-term and they have to be a functionally viable</p> <p>14 alternative. The airport has to work not only in the</p> <p>15 runway/taxiway system, but also the support facilities.</p> <p>16 The options we looked at here are basically a</p> <p>17 7,500-foot and then potentially a 1,000-foot extension</p> <p>18 that would take it to 8,500 feet. The 7,500-foot</p> <p>19 dimension here was developed out of the 2004 Master Plan</p> <p>20 and is primarily to accommodate the regional jet fleet</p> <p>21 that is in operation today and that is foreseen. The</p> <p>22 8,500 feet would be comparable to what we've looked at</p> <p>23 as the optimum length at an alternative airport site,</p> <p>24 which would likely be needed to meet future demand.</p> <p>25 We came up with four options. Two of these</p> |
| <p style="text-align: right;">Page 10</p> <p>1 significant terrain penetrations, and these terrain</p> <p>2 penetrations are the mountains, and they're hundreds of</p> <p>3 feet high in many instances. And I'm not saying this is</p> <p>4 the only airport that has this. Many mountainous</p> <p>5 airports do have this same sort of parameter, but as</p> <p>6 aircraft get bigger and faster, the terrain encompassed</p> <p>7 in here is very narrow and it's restricted further.</p> <p>8 This becomes problematic. It will always be there.</p> <p>9 The other aspect to consider is that in the</p> <p>10 bottom of this box canyon there's a substantial amount</p> <p>11 of residential and business development all around, and</p> <p>12 in the approaches around the airport, that will continue</p> <p>13 to be there for sure and will be potentially increased</p> <p>14 over time as the communities tend to grow.</p> <p>15 From a standards standpoint, Rick identified</p> <p>16 a number of aircraft that are driving the equation.</p> <p>17 This is the existing or the primary important criteria</p> <p>18 that we're looking at and trying to alleviate.</p> <p>19 Present C-III safety standards: Runway</p> <p>20 safety area, runway object-free area, runway</p> <p>21 obstacle-free zone, runway parallel taxiway with</p> <p>22 separation only protection zone.</p> <p>23 When we build a template to look at a new</p> <p>24 footprint for an airport at this site, we're looking at</p> <p>25 correcting the fact that this airfield with the one</p> | <p style="text-align: right;">Page 12</p> <p>1 options entail expansion to the east. There's two</p> <p>2 alternatives there that I'll talk about. There's also</p> <p>3 an expansion to the west and then an expansion to the</p> <p>4 south.</p> <p>5 I'll mention, and we'll see this when the</p> <p>6 slides come out, both of these expansions to the east</p> <p>7 and to the west have some shift to the south associated</p> <p>8 with them.</p> <p>9 Before I talk about each of these options, I</p> <p>10 want to use a slide to point out that in this particular</p> <p>11 case, we looked at the shifting to the east. This is</p> <p>12 just the area required to meet C-III compliance to</p> <p>13 correct all of those nos that were in that table and</p> <p>14 basically, looking at retaining the Taxiway B alignment,</p> <p>15 shifting the airfield to the east, you relocate Highway</p> <p>16 75, a significant impact to existing residences, and</p> <p>17 you'd be looking at approximately 46 acres of Flying Hat</p> <p>18 Ranch acquisition. Cost for this is roughly \$116</p> <p>19 million, largely driven by land acquisition, as you</p> <p>20 would expect looking at the effort there. The key here,</p> <p>21 though, is to meet and serve the demand that's coming</p> <p>22 into this airfield for the long-term future. This is</p> <p>23 not operationally feasible because there's not enough</p> <p>24 area in here in terms of service to accommodate the</p> <p>25 needs for air side activities. The options we will look</p> |

1 at includes a functionally feasible airport, so there
2 will be land acquisition associated to accommodate
3 long-term.

4 The first option that we addressed was the
5 one expansion to the east, exclusively to the east. The
6 basic principle behind this is to retain the airfield
7 infrastructure that's been in existence and been
8 recently upgraded, the taxiways, et cetera, retain that,
9 keep this alignment, extend the taxiway, and then shift
10 the airfield for proper separations and the other safety
11 surfaces that were controlling and then move it,
12 resulting in a move of Highway 75. The main features of
13 this are to relocate Highway 75 150 feet to the east.
14 That would involve acquisition of roughly 88 homes here,
15 primarily, and here, 190 acres of Flying Hat Ranch,
16 construction of a new runway and extension, taxiway, and
17 probably airfield closure of about eight months.

18 Now, what we're not saying in that eight
19 months is a project like this would take significantly
20 longer than eight months. This would be a
21 multiple-phase project, and the construction would go on
22 here for several years, but by the time you got to just
23 the airfield, you'd probably close the airfield for one
24 construction season and build the runway and taxiway.

25 This next slide just shows what the

1 1,000-foot extension would look like. If you made a
2 decision to stay here, you'd need to be planning for
3 this. This entails some additional acquisition and road
4 relocations, businesses in the south end of Woodside,
5 and an additional 18 acres of Flying Hat Ranch.

6 The next option we looked at sort of spreads
7 the impact between the east side of the airfield and the
8 west side of the airfield. This would reroute Highway
9 75 onto Broadford Road, across Flying Hat Ranch onto
10 Broadford Road and bring it into this intersection. The
11 runway would still move to the west -- or to the east,
12 so the runway would effectively be closer to Woodside,
13 but it would remove the need to acquire and relocate all
14 of the houses along this particular -- on the east side.

15 So the major components are the relocation of
16 Highway 75 and Broadford Road, and you'd end up with
17 instead of the approximately 60-foot right-of-way that
18 exists there, you'd have a 150-foot right-of-way through
19 this area. There's roughly 26 homes or buildings along
20 there that would need to be acquired or would be
21 impacted, and then you have a significant expansion of
22 the area north of this road on Flying Hat Ranch.

23 This would be the extension.

24 And then this slide is the north half. We
25 just put a slide together that shows the comparative

1 impact or comparative routing of the two alternatives
2 for the highway, and this is the westerly route and, of
3 course, the current Highway 75 route.

4 An advantage to doing this from an
5 engineering standpoint is you could build a significant
6 portion of that road without closing Highway 75 over
7 here, so there would be less impact on traffic flow
8 north to south in that option.

9 And this is the southern half of it to show
10 the routing across and the impact here.

11 The next option and principle we looked at
12 was expansion to the west, and the principle behind this
13 is that you would retain the existing east property line
14 and not impact Highway 75. You would shift the burden
15 of impact onto the existing airfield.

16 What this effectively does is you need to
17 basically rebuild the entire airfield. In order to do
18 that, you first have to demolish the existing airfield.
19 So you have to tear down one airfield for the most part
20 and then shift the taxiway over to where the existing
21 hangars, et cetera are, construct a new facility. This
22 essentially would shut down the airfield for we think
23 probably three years, because you're just basically
24 rebuilding a whole new airport on top of the existing
25 one. If we did a 1,000-foot extension, we'd have to

1 acquire a little bit more of Flying Hat Ranch.

2 The next option we looked at was expansion to
3 the south, and the focus of this option was to simply
4 minimize the impacts to the greatest degree to the
5 airfield, to the area east and the area west, and then
6 maximize the use of the existing open ground to Flying
7 Hat Ranch. Now, obviously, this shifts all the
8 additional impacts to the south.

9 We can align the runway a little bit
10 differently here to take a little more advantage of the
11 valley, but it also creates some problems with
12 approaches this way.

13 The extension...

14 This is basically -- you'd be acquiring in
15 this case all of the Flying Hat Ranch on the west side
16 of the highway. There's some additional land
17 acquisition that would be necessary south of the Flying
18 Hat Ranch, and I didn't mention that this particular
19 configuration shows two parallel taxiways.

20 In discussing how this would operate with
21 Rick, it became clear that since the main hangar and
22 terminal facilities are located north that you'd have to
23 have a double taxiway scenario to get aircraft to flow
24 properly on this kind of an alignment. The extension
25 would shift further to the south, and then it would

1 start to get into dwelling impacts here in the north
2 part of Bellevue.
3 This is a blow-up of the extended area
4 showing -- this is runway safety area and runway
5 protection zone, portions of those surfaces that were in
6 that table.

7 These are our cost estimates. We use the
8 8,500 feet for this because then this provides us with a
9 comparable cost to alternate sites. This is public cost
10 only, and the land acquisition is the real driving
11 factor in all of these costs, as you would expect.

12 The public costs that were estimated for the
13 alternate sites that are being considered range between
14 79 million and 98 million, so these -- it is effectively
15 more expensive to create C-III at the existing airfield
16 than it is at a new site.

17 The additional 1,000 feet that I talked about
18 here, 7,500 versus 8,500, that additional 1,000 feet is
19 a minor cost involved here. It's almost inconsequential
20 when you look at these numbers, so the length doesn't
21 drive the equation.

22 When you think about those numbers, you have
23 to go back and think about the existing site. You have
24 to think about its location, terrain. Remember the
25 airspace issues. If you have an opportunity to clean up

1 the airspace issues, you do so. You can spend whatever
2 you want here and you don't change the airspace. Same
3 with the existing land uses adjacent to the airport. No
4 matter what you spend at this site, you don't change the
5 land use, adjacent land use issues.

6 Where are we in the process?

7 Our task was to develop some alternatives for
8 correcting the C-III deficiencies. We've presented
9 those. There's a need now to select one of those
10 options for comparison and further in-depth analysis to
11 an alternate site.

12 At this point in time I'll turn the remainder
13 of the presentation over to Tom Schnetzer, and he'll
14 talk about the process of alternate site identification.

15 (Applause.)

16 MR. SCHNETZER: Thank you, Chuck.

17 I'm going to spend a little time recapping
18 what's taken place over the last approximately
19 year-and-a-half since we've engaged in the process of
20 going through a study that is really two studies. It's
21 a site selection study and it's a feasibility study, as
22 well.

23 We largely completed the site selection
24 portion of the study this past spring, and I'll get into
25 details of what we went through and also the direction

1 that we're waiting for from the Board, and so we've
2 accomplished a lot as far as that's concerned. There
3 still is a significant effort to come related to
4 comparative analysis of the financial feasibility of
5 whatever the Board's preferred expansion scenario is at
6 the existing site both in terms of capital costs and
7 operating costs and the capital and operating costs of
8 developing a new airport.

9 Again, just to go back to the sites and areas
10 that have been the focus of significant study, Site 10
11 is a fairly distinct site due to the terrain in that
12 area south of the blinking yellow light.

13 Site 13 and Site 9 are represented with a
14 rough (inaudible) orientation, as well as sort of an
15 oval, indicating that these were more generalized areas
16 that we were instructed to look at.

17 And what's typical in a process like this is
18 as you go through and collect more information, you tend
19 to refine that location. That's exactly what happened
20 in the case of this study.

21 We worked very closely with the advisory
22 committee that the Board assembled for the study. It is
23 made up of 25 representatives, a very broad section of
24 state voter groups. We had very good attendance during
25 the meetings, and what we did over the course of this

1 past winter and spring, and even leading up to that with
2 getting down to a short list of three sites, we worked
3 with them on developing criteria that are going to be
4 used to compare the sites among each other to see which
5 is the best one, and we also worked with them on the
6 actual analysis that took place on criteria ranging from
7 physical aspects of a new airport site, issues related
8 to constructability, the site of an airport, operation
9 of an airport, having clear airspace, things of that
10 nature.

11 Environmental issues. We honed in on what we
12 felt based on our experience were the significant
13 environmental issues that would factor into whether you
14 can actually get an airport built or not, and then,
15 again, based on a lot of input from the committee, as
16 well as public input, we spent a lot of time looking at
17 issues related to the social and economic impact of
18 siting an airport away from the valley.

19 As part of the process, we met on almost a
20 monthly basis with the advisory committee. We also had
21 a significant amount of meetings with community groups,
22 and we also conducted public workshops to allow people
23 to come in to see our work, comment on it, provide
24 comment on both the technical aspects of the work, as
25 well as the process that we were going through. So we

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| <p style="text-align: right;">Page 21</p> <p>1 kept that very open throughout the process.</p> <p>2 The result of that work is that the advisory</p> <p>3 committee got together and made a recommendation of what</p> <p>4 they consider the top alternate site. This bar chart</p> <p>5 shows the scoring that resulted from what again was a</p> <p>6 comparative analysis of the three sites against each</p> <p>7 other based on a list of 20 different criteria; again,</p> <p>8 physical, environmental, social, and economic criteria.</p> <p>9 As you can see, Sites 9 and 13 are considered</p> <p>10 to be very comparable in terms of how the advisory</p> <p>11 committee and the consultant team viewed them against</p> <p>12 the criteria we had. Site 10 lagged behind a little</p> <p>13 bit.</p> <p>14 This is a map depicting again the latest</p> <p>15 configuration of how we saw an airfield developing</p> <p>16 around Site 9, which is in Lincoln County, and that was</p> <p>17 the single recommendation that came out of the advisory</p> <p>18 committee and which we presented to the airport board</p> <p>19 shortly thereafter.</p> <p>20 So we are in the process. There's a few</p> <p>21 decisions to be made and there's a little more work to</p> <p>22 be done. The airport board has been deliberating and is</p> <p>23 very much enthusiastic about having a public hearing</p> <p>24 like this to hear what the views are from the community</p> <p>25 in terms of selecting -- sorry about that -- selecting</p> | <p style="text-align: right;">Page 23</p> <p>1 That expansion is fairly significant. It will have a</p> <p>2 fairly substantial impact on the folks that live around</p> <p>3 the airport and even beyond that, and again, the</p> <p>4 airspace conflicts that exist now will remain. There</p> <p>5 was nothing in that plan to address the airspace</p> <p>6 conflicts.</p> <p>7 Second point, alternate sites do exist. So</p> <p>8 far, we believe the site selection process has been</p> <p>9 successful, because it's identified that there are other</p> <p>10 options out there. That was one of the things we were</p> <p>11 tasked with doing. We found options that worked and</p> <p>12 functioned as an airport, and they can offer reliable,</p> <p>13 safe air service to the region.</p> <p>14 The advisory committee came together in April</p> <p>15 with the recommendation of a single site for the Board</p> <p>16 to consider, and that was Site 9. Clearly, implementing</p> <p>17 any of these options, whether it's the existing airport</p> <p>18 or whether you're making a new airport, it will entail</p> <p>19 significant costs. There are just a host of</p> <p>20 complexities associated with it, and there's a fairly</p> <p>21 long timeline in order to phase the improvements.</p> <p>22 The last point is something that the</p> <p>23 community really needs to take part in, and we've been</p> <p>24 talking about this since the very beginning, and that is</p> <p>25 that any decisions that are made really need to be done</p> |
| <p style="text-align: right;">Page 22</p> <p>1 the top alternate site of the three that have been</p> <p>2 evaluated. The Airport Authority also needs to look at</p> <p>3 the options that the airport's engineer has presented</p> <p>4 for various scenarios of expanding the site at its</p> <p>5 existing location in order to accommodate future demand.</p> <p>6 Once we have that information, again, we'll go into the</p> <p>7 financial feasibility analysis where we will compare the</p> <p>8 top alternate site, the new airport against an expanded</p> <p>9 airport at the existing site, primarily in terms of the</p> <p>10 financing, the funding on the capital side, as well as</p> <p>11 various things that could affect the financing on the</p> <p>12 operating side, as well.</p> <p>13 And finally, once we're down to a single</p> <p>14 scenario in terms of what the airport board and the</p> <p>15 owners would like to do in terms of moving forward with</p> <p>16 implementing either a new airport development strategy</p> <p>17 or a continuous improvement of the existing airport,</p> <p>18 we'll develop an implementation plan that will map out</p> <p>19 the various steps they need to take in order to see that</p> <p>20 happen.</p> <p>21 A quick recap, we're coming to a close here</p> <p>22 in terms of our prepared remarks, clearly, if the</p> <p>23 airport is going to stay where it's at, you saw the</p> <p>24 various options that Chuck Sundby had outlined,</p> <p>25 something will need to be done to the existing site.</p> | <p style="text-align: right;">Page 24</p> <p>1 in the context of looking far into the future. Whatever</p> <p>2 path the community decides to go in terms of how we're</p> <p>3 going to continue accommodating aviation demand, we need</p> <p>4 to do it with the thought of, you know, the long-term</p> <p>5 trends in the community and what makes sense to support</p> <p>6 that.</p> <p>7 Thank you, and I'm going to turn it back over</p> <p>8 to Martha, I believe, to...</p> <p>9 I think we're going to take a little break</p> <p>10 and then come back and address some questions from the</p> <p>11 Board members, and then we'll take a look at the</p> <p>12 questions that are written down on the 3 by 5 cards and</p> <p>13 we'll also have (inaudible)...</p> <p>14 Thank you.</p> <p>15 (Applause.)</p> <p>16 (Recess.)</p> <p>17</p> <p>18 (Audio resumes at page 28, line 16)</p> <p>19 MS. BURKE: I want to make it really clear</p> <p>20 tonight that we are not going to make the ultimate</p> <p>21 decision tonight. You are here as part of the public</p> <p>22 process. You are here as the public hearing. One of</p> <p>23 the things I requested that we do as a board is to walk</p> <p>24 on the sites and so, you know, we're not prepared to do</p> <p>25 that. I don't have the right shoes on today.</p> |

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| <p style="text-align: right;">Page 25</p> <p>1 So let's start with the questions and --</p> <p>2 AUDIENCE MEMBER: Can we extinguish those</p> <p>3 lights? I feel like I'm being interrogated.</p> <p>4 MS. BURKE: I don't know.</p> <p>5 (Pause in the proceedings while lights are</p> <p>6 extinguished.)</p> <p>7 MS. BURKE: Okay. Here is a kickoff</p> <p>8 question.</p> <p>9 The first one, "Who pays for expansion"</p> <p>10 and/or -- I guess "here and at the alternative site,"</p> <p>11 who will be paying for that, and the related question,</p> <p>12 "Does the FAA place any financial limitations on</p> <p>13 building airports, particularly as it relates to the</p> <p>14 purchase and relocation of homes?"</p> <p>15 And then following that, "I have read that</p> <p>16 the FAA will fund 90 percent of the new airport, but</p> <p>17 don't they only fund 90 percent of a few things? How</p> <p>18 much do you believe the FAA will fund, and what's the</p> <p>19 total?"</p> <p>20 Okay. Who wants money stuff?</p> <p>21 MR. BAIRD: There has been a public cost that</p> <p>22 has been identified and affixed to each of the options</p> <p>23 to remain at the existing site and to each of the three</p> <p>24 final sites. That public cost is eligible for federal</p> <p>25 funding, and notice I said "eligible."</p> | <p style="text-align: right;">Page 27</p> <p>1 identified tonight. Hopefully, they'll be compared with</p> <p>2 public sector costs.</p> <p>3 MR. LUBOVISKI: Also, I think that you should</p> <p>4 understand that if the airport is moved, there's roughly</p> <p>5 100 acres of land that's been purchased with federal</p> <p>6 funds and some local funds. That land would be sold,</p> <p>7 those funds would be used in constructing a new airport,</p> <p>8 and a rough figure on those that we've viewed in looking</p> <p>9 at this is somewhere in the area of \$30 million, so</p> <p>10 there's a fairly hard turnaround.</p> <p>11 If we stay here and we have to expand, we're</p> <p>12 purchasing. If we're going someplace else, we're</p> <p>13 selling land here that would go towards that and</p> <p>14 probably cover the local share also. So there's quite a</p> <p>15 bit of different as far as funding source, depending on</p> <p>16 whether we stay here or whether we go someplace else.</p> <p>17 MR. BAIRD: And I've been remiss in my</p> <p>18 duties. This debonair gentleman on the left is our</p> <p>19 legal counsel for the airport, Barry Lubovski, and I</p> <p>20 would like to add to his comment.</p> <p>21 If the public cost for moving to a new site,</p> <p>22 for example, was \$90 million and you went to the FAA</p> <p>23 today and said, We want to build the airport next year</p> <p>24 and we need \$90 million to build that facility, it's</p> <p>25 highly unlikely that you're going to be able to get</p> |
| <p style="text-align: right;">Page 26</p> <p>1 The eligibility rate today is 95/5; in other</p> <p>2 words, 95 percent federal and 5 percent local. However,</p> <p>3 when you talk about projects of this size, you're</p> <p>4 competing as a community with a finite pot of money in</p> <p>5 the Aviation Trust Fund at the national level, and it</p> <p>6 depends on what the final financial plan is, what the</p> <p>7 local contribution may or may not be, how successful</p> <p>8 that financial plan will be.</p> <p>9 So the basic rule, the project is eligible,</p> <p>10 it's 95 percent federal, 5 percent local. Whether or</p> <p>11 not we could achieve those huge amounts of money is</p> <p>12 still yet to be decided or yet to be determined.</p> <p>13 AUDIENCE MEMBER: Would you define what the</p> <p>14 public airport...(inaudible)</p> <p>15 MR. BAIRD: Public sector or public costs are</p> <p>16 those projects or those activities at the airport that</p> <p>17 are public in nature, that everybody uses; for example,</p> <p>18 the runway, taxiways, aprons, the majority part of the</p> <p>19 terminal, or those parts of the terminal that are the</p> <p>20 public's area to move about. Those are public sector</p> <p>21 costs.</p> <p>22 When you hear us talk about private costs,</p> <p>23 private costs would be, for example, hangars, rental car</p> <p>24 activities, other privately owned businesses that set on</p> <p>25 airport land at the airport. Those costs were not</p> | <p style="text-align: right;">Page 28</p> <p>1 \$90 million that quick competing for the same pot of</p> <p>2 money or finite pot of money at the national level.</p> <p>3 However, if you take into consideration the</p> <p>4 100 acres of property at the existing site that one</p> <p>5 might dispose of and apply the proceeds of that cost</p> <p>6 towards that facility, if, in fact, it's \$30 million and</p> <p>7 now you're approaching the FAA for a funding mechanism</p> <p>8 that appears to be 40 to 50 million over a four- or</p> <p>9 five-year period of time, that is doable. In our</p> <p>10 presentations to the Board, we often show airport</p> <p>11 improvement projects at other airports that are as high</p> <p>12 as 30 to 40 million for a single project at a single</p> <p>13 airport.</p> <p>14 Another item that has to be considered is</p> <p>15 that 100 acres that was acquired on the airport that's</p> <p>16 not part of the Friedman grant, some of that was</p> <p>17 acquired with airport money but not federal money, so</p> <p>18 the revenue from that, from that land could be</p> <p>19 considered public participation in the process, and it</p> <p>20 will demonstrate even a greater level of local</p> <p>21 participation in the project to the FAA.</p> <p>22 MS. BURKE: Next, "What will the FAA allow</p> <p>23 Friedman field to do for the next ten years until a new</p> <p>24 airport is completed?" FAA policy, what can we do?</p> <p>25 MR. BAIRD: The 2004 Master Plan update is a</p> |

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1 plan that was accepted, adopted, whatever word you want
 2 to use, by the community, and that document says,
 3 basically, that we're going to look for alternatives
 4 away from the existing site. However, that document
 5 acknowledges the importance of the airport to the
 6 economy of this entire area, and therefore, the Board
 7 chose to ensure that they move as close to FAA standards
 8 at the existing site while the decision is made or while
 9 the process to look at a new site moves forward. We're,
 10 in fact, putting a \$60 million investment into the
 11 existing facility in the next four or five years while
 12 we're studying the process.

13 MS. BURKE: This is kind of a reasking of the
 14 same question, "There's several of us who don't
 15 understand why we can't land C-III aircraft at the
 16 current site."

17 MR. BAIRD: The FAA process is very simple.
 18 It's cumbersome, and some of it doesn't make sense, but
 19 to understand their process, you first of all have to
 20 review how they perceive their job and where they
 21 perceive that they get their direction from.

22 Sometimes it sounds cliché-ish to say that
 23 when they comment that their policy comes from the
 24 Constitution of the United States. It sounds like a
 25 cliché, but it's not.

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1 When the founding fathers developed the
 2 Constitution, there was big fear that there would be
 3 commerce manipulation between the 13 colonies and the 13
 4 states, and the Constitution has significant
 5 anti-commerce obstruction language.

6 The FAA perceives its responsibility as
 7 protection of FAA investment, aviation investment and
 8 aviation infrastructure, and so they view any attempt by
 9 a community to implement an access restriction as an
 10 attack on aviation investment and infrastructure. And
 11 the first time you take federal dollars, you also accept
 12 federal strings, and in their mind, you meet demand, you
 13 accommodate the size of airplanes that plan to use the
 14 airfield in the future.

15 MS. BURKE: "If we do not comply with safety
 16 standards for C-III, what is the future of commercial
 17 air service at the current site?"

18 MR. BAIRD: A certain amount of the
 19 commercial service activity that we are fortunate to
 20 have at the airfield is provided by an aircraft that is
 21 a C-III aircraft. It's the aircraft that's flown by
 22 Horizon. It's very important to the community. It's
 23 the nonstop to Seattle, the nonstop to Oakland, the
 24 nonstop to Los Angeles, and my understanding, the
 25 nonstop to Portland in the future.

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1 The FAA allows that operation to exist on the
 2 airport today because they're requiring us as a staff to
 3 provide or take measures which they call equal measures
 4 of safety. In this particular case, we tell the FAA
 5 that when the Q400, which is the aircraft that I'm
 6 talking about, is operating on the airfield, we will
 7 sterilize the taxiway that's adjacent to the runway. In
 8 other words, there will be no other aircraft on that
 9 taxiway while the Q400 is either landing or taking off,
 10 therefore providing a more standard protected space for
 11 that aircraft to operate.

12 As the airfield continues to get busier, it
 13 is less likely that we can provide that service. The
 14 FAA has made it very clear that we are one ground
 15 incident away from having them reevaluate that operation
 16 of the existing site. They've also made it clear that
 17 each element of additional air service by aircraft above
 18 design will be evaluated on a case by case basis and
 19 there is no guarantee that they'll approve continued use
 20 in the future.

21 MS. BURKE: Okay. "Reliability is an issue
 22 for the existing airport during winter weather. Those
 23 Sites 9 and 13 appear to have low ground fog during the
 24 winter. How much of a negative factor would the fog be
 25 with the reliability of flight operations at either

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1 site?"

2 MR. BAIRD: Each of the alternative sites
 3 offers the possibility for unobstructed instrument
 4 approaches to the airfield. In other words, the
 5 capability for an aircraft operator to fly to minimums
 6 that are very low exist because there's very few
 7 airspace denigrations.

8 Now, we would be foolish to say that we
 9 believe that in every case where the ground fog or other
 10 similar climatic activities are taking place that
 11 aircraft could get low enough to get to the runway, but
 12 we do believe that the minimums will be low enough that
 13 even in the fog that they will routinely be able to get
 14 to the airport. In other words, more reliable in all
 15 weather capable -- all weather scenarios.

16 However, once we get to the point where there
 17 is a preferred alternative selected, we do plan on
 18 putting weather instrumentation on the site, primarily
 19 for the purpose of conducting wind, for a year -- wind
 20 data for a year, and we're going to try to identify
 21 through that process more specific data about weather
 22 conditions that exist at the possible sites.

23 MS. BURKE: Len, are you paying attention?
 24 This one might be for you.
 25 "What authority does the FMAA have in

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1 locating an airport outside of Blaine County?"

2 MR. HARLIG: None whatsoever. The land use

3 applications in every county are determined by their

4 governing board, so the most that we would be able to do

5 is to recommend a site, and then it would be the

6 responsibility of the governing board in that community

7 to decide whether they wanted to have an airport or not.

8 The only county that we have any jurisdiction over is

9 Blaine County, and that would be our Blaine County

10 Commissioners.

11 MS. BURKE: "What is the future of the air

12 traffic over the city of Hailey if the airport stays?"

13 I guess that means numbers.

14 MR. BAIRD: I think this question is probably

15 talking about the runway, one way in and one way out, or

16 the efforts that the airport makes to prohibit

17 departures to the north and arrivals to the north over

18 the city of Hailey.

19 If the decision is made to stay and to

20 achieve full compliance at the existing site, our future

21 is clear: More and larger airplanes. I think that each

22 of the air traffic controllers that work at our contract

23 facility would tell you, the bigger the aircraft, the

24 more traffic we get, the less likely -- the less

25 likelihood of them being able to safely de-conflict

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1 traffic if they're flying at each other like they do

2 today.

3 So I think if the decision is made to stay,

4 there will come a point in our future where routinely

5 aircraft take off to the north, depending on wind

6 conditions, or routinely they come in over the -- from

7 the south over the city of Hailey

8 MS. BURKE: "Will the expansion of Friedman

9 Airport eliminate the need for planes to divert or turn

10 around in inclement weather?"

11 MR. BAIRD: That's an interesting question,

12 and I think the answer to that is that depending on how

13 reliable that existing or that alternate facility might

14 be, there's always going to be diversions. I mean, even

15 Boise, Salt Lake City, they have diversions in certain

16 weather conditions. And I think they're always going to

17 be there, but I think that depending on the siting and

18 depending on the additional information that we gain in

19 the next couple of years, a new site will provide

20 reliability where those diversions are acceptable and

21 they're not as high as they are today in the existing

22 facility.

23 MS. BURKE: "Why aren't minimum revenue

24 guarantees" -- "Why aren't minimum revenue guaranteed

25 funding mechanisms being addressed?"

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1 Who wants that?

2 MR. LUBOVISKI: We have looked at general

3 configurations, but the problem is that we're talking

4 about things that are ten years out with an industry

5 with a planned horizon right now anywhere from five days

6 to six months or a year. As you know, our major

7 carriers right now are in Chapter 11 bankruptcy, so it's

8 very difficult for us to put together any kind of

9 meaningful numbers about something that's going to

10 happen in ten years when we really can't get much

11 information from the carriers that tells us anything for

12 a year out.

13 So at some stage in there there's no question

14 that we're going to do a great deal of study, but at

15 this time, any numbers that we come up with would just

16 be absolute conjecture and really of no value.

17 MS. BURKE: "Why should Hailey have so much

18 power and authority about where the new airport should

19 be once the airport moves out of Hailey? Why shouldn't

20 the entire county have this authority?"

21 MS. McBRYANT: The City of Hailey is

22 gainfully interested in the relocation of the airport

23 if, in fact, that occurs because the underlying land has

24 been held and in fact was originally deeded to the City

25 of Hailey. So it's an asset of our city that would be

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1 given away and sold to fund a new airport somewhere

2 else. Obviously, we want to have an active role in

3 determining the use and appropriation of those funds

4 that are the asset of the City of Hailey.

5 MS. BURKE: Thank you.

6 "Are portions of the Flying Hat Ranch

7 currently under the threat of condemnation?"

8 I think our attorney gets that one.

9 MR. LUBOVISKI: No.

10 MS. BURKE: The answer was no.

11 "As it exists today, how much money will the

12 County lose if the airport is moved out of this county?"

13 Tom maybe, or...

14 MR. BOWMAN: Martha, at this time the airport

15 is self-sufficient. It doesn't take nor give any tax

16 funds or user funds to any entity. So if I'm answering

17 the question as I think it's asked, there will be no net

18 loss.

19 MS. BURKE: Thanks. And the airport is

20 self-sustaining as we speak. No public lending, no tax

21 dollars go to support it. It operates on its own.

22 I think if there are any taxable properties

23 on the airport, they would be the hangars or things like

24 that. But the City doesn't have any part of that.

25 Perhaps the County does. I'm not sure.

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| <p>1 MR. BOWMAN: Well, yes, there's certain</p> <p>2 taxable properties on that airport, but we can all</p> <p>3 assume that they will be substituted by other properties</p> <p>4 in the future, so still there would be no loss.</p> <p>5 MR. BAIRD: I'm going to give this to you,</p> <p>6 but I just want to add to that question that Tom talked</p> <p>7 about.</p> <p>8 There's a public part of the airport and</p> <p>9 there's a private part of the airport. The public part</p> <p>10 is not taxable. Therefore, the County draws no revenue</p> <p>11 off that land or activity. However, the private part is</p> <p>12 assessed appropriately under the State of Idaho and</p> <p>13 other legal documents.</p> <p>14 If you look at the cost that we forecasted</p> <p>15 for an airport, say \$160 million, \$170 million, 90</p> <p>16 million of it public, that means that there's 70 or</p> <p>17 80 million of property that could be taxed by the</p> <p>18 County. If that airport moves out of the county, of</p> <p>19 course, Blaine couldn't tax it. It would be the other</p> <p>20 county that would have the ability to assess that</p> <p>21 particular property.</p> <p>22 And one other thing, we are a self-sufficient</p> <p>23 airport. We operate based on operational funds and</p> <p>24 airport improvement program funds, but there's some</p> <p>25 pilots in the audience, and I think it's fair to say</p> | <p>1 the three final sites, and they're in the process of</p> <p>2 reviewing them, so that's detailed information on items</p> <p>3 or issues that can affect approaches, and we have</p> <p>4 knocked all of those sites out for having the ability to</p> <p>5 fly, to have precision approaches at the lowest minimums</p> <p>6 flown for the sites. That's one of the major criteria</p> <p>7 for selecting the sites.</p> <p>8 MS. BURKE: "Considering the very shaky</p> <p>9 economic state of the U.S. airlines, what assurances can</p> <p>10 FMA provide that we will not be spending millions for a</p> <p>11 new airport that will have even less service than we do</p> <p>12 today at Friedman?"</p> <p>13 MR. BAIRD: There is no assurances. However,</p> <p>14 if you remember the presentation that just took place,</p> <p>15 we have choice. We achieve compliance with the existing</p> <p>16 facility or we achieve compliance at a new location more</p> <p>17 away from the site. The cost is significant in each of</p> <p>18 those alternatives, so it doesn't make much difference</p> <p>19 whether we stay or we go. How the airline industry</p> <p>20 adjudicates itself, reassesses itself, whatever word you</p> <p>21 want to use, in the next few years is going to have an</p> <p>22 impact on either alternative that the community selects.</p> <p>23 MS. BURKE: This is kind of more a comment, I</p> <p>24 think, than a question.</p> <p>25 "There are three considerations that have not</p> |
| Page 38 | Page 40 |
| <p>1 that since the Aviation Trust Fund is funded by fuel</p> <p>2 tax, ticket tax, they might disagree with whether or not</p> <p>3 there's any tax money that's involved in the operation</p> <p>4 of the airport. However, there is no property tax</p> <p>5 revenue that's generated by the County that goes to</p> <p>6 operation of the airport.</p> <p>7 MS. BURKE: Thank you. Please explain --</p> <p>8 It sounds like we have 50 or 60 more, so</p> <p>9 we're going to do some more and then...</p> <p>10 No, that's pretty well worked over.</p> <p>11 "Has a comparative study been made of</p> <p>12 estimated FAA and IFR minimums for instrument approaches</p> <p>13 for both expanding the existing airport (inaudible) or</p> <p>14 moving the airport site at 9, 10, or 13?</p> <p>15 MR. BAIRD: I think the answer to that</p> <p>16 question, if I understand it, is no, there has not been</p> <p>17 a study completed in detail of the approach</p> <p>18 possibilities of Sites 9, 10, and 13. However, we have</p> <p>19 studied extensively whether or not there are airspace</p> <p>20 problems of a general nature at all three of the sites,</p> <p>21 and the answer is that we can get standard instrument</p> <p>22 landing system approaches to both ends of the runways at</p> <p>23 all three sites.</p> <p>24 MR. SUNDBY: As part of the site selection</p> <p>25 study, we have submitted to the FAA airspace packets for</p> | <p>1 been" -- I guess "have not been included in the</p> <p>2 Authority's presentation. One, The highway could be</p> <p>3 lowered and covered in its present location and the</p> <p>4 Woodside houses would not have to be purchased; two,</p> <p>5 Will the power lines along Woodside have to be</p> <p>6 relocated; and three, Have long-term costs of fuel and</p> <p>7 personal time loss been considered in cost comparisons</p> <p>8 of the three alternative sites that's achieved?"</p> <p>9 MR. BAIRD: I'm going to turn this over to</p> <p>10 the engineer. I mean, the first part of that question</p> <p>11 is we haven't considered tunneling the highway,</p> <p>12 including the protected airspace over the top of that,</p> <p>13 and I think that they can tell you why it has not been</p> <p>14 considered.</p> <p>15 MR. SUNDBY: Tom's firm has recently</p> <p>16 completed a tunneling project which was two sections of</p> <p>17 tunnel 885 feet long, two lanes in each tunnel, and the</p> <p>18 cost for that 885 feet was about \$13 million. Tunnels</p> <p>19 are frequently used to cross safety areas and short</p> <p>20 stretches. In this particular case, the tunnel would</p> <p>21 have to be 10,000 feet long. That would translate into</p> <p>22 in excess of \$100 million to do a tunnel project. So</p> <p>23 the cost is simply prohibitive with that kind of</p> <p>24 approach.</p> <p>25 The second question related to the power</p> |

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| <p style="text-align: right;">Page 41</p> <p>1 lines. The options of moving to the east shift the 2 runway to the east, and there are surfaces that are 3 adjacent to a runway that need to be clear of 4 obstructions. At present, a large truck traveling on 5 the highway is an obstruction, technically, to the 6 existing runways, so I think I'm on pretty safe ground 7 saying that the power lines that are along the east edge 8 of the highway would be an obstruction and would 9 probably need to be removed and relocated underground or 10 relocated somewhere.</p> <p>11 The last question here was, Have long-term 12 costs of fuel and personal time loss been considered in 13 cost comparisons of the three alternative sites to 14 Friedman?</p> <p>15 Certainly not at this point in time. We're 16 getting to the options, and then we're going to be 17 developing cost comparative information in the 18 forthcoming months.</p> <p>19 MS. BURKE: "Can we be guaranteed that 20 Friedman Memorial Airport will be closed if a new 21 airport will be constructed at either site, or will it 22 compete with the new airport?"</p> <p>23 MS. McBRYANT: If a new airport is built, the 24 FAA has indicated that they would not give financial 25 support to two airports in such proximity of each other,</p> | <p style="text-align: right;">Page 43</p> <p>1 longer be worth what they were."</p> <p>2 MR. LUBOVISKI: We haven't talked about 3 litigation. Obviously, we have put in costs of 4 purchasing that property in condemnation actions, which 5 is a type of litigation.</p> <p>6 MS. BURKE: A lot of these questions now 7 begin to repeat the previous ones. We'll continue to go 8 through them and try and cull out some more if we have 9 time to go through them.</p> <p>10 At this time we have letters that were 11 submitted to the Board prior to this hearing, and we'd 12 like to read the names of those persons submitting the 13 letters, and Mr. Harlig will give you a brief synopsis 14 of what is in them, and then we'll go to public comment.</p> <p>15 MR. HARLIG: Thank you. Can you hear me? I 16 can't hear myself.</p> <p>17 There are a lot of questions that would be -- 18 that would require the rest of the evening to answer. 19 We're going to keep all these questions and go through 20 them, and we will develop responses for them at some 21 point if we haven't already and we will make those 22 available at a later point.</p> <p>23 These were the correspondence that were -- 24 correspondence that have been received since the last 25 airport meeting.</p> |
| <p style="text-align: right;">Page 42</p> <p>1 so that would mean that continued operation of the 2 airport in Hailey would be at a much lesser level or 3 degree.</p> <p>4 The City of Hailey has been asked if they 5 wanted to contemplate that topic at this point in time, 6 and they have elected -- the elected officials have 7 chosen not to, and the reason is because we have 8 recently updated our comprehensive plan, and in that 9 comprehensive plan we have addressed the airport and we 10 have stated that we will continue to utilize that part 11 of our community as an airport unless or until it is 12 relocated, at which point in time a variety of mixed 13 uses for that property will be considered.</p> <p>14 That comment allows the entire range of 15 considerations to be considered, which would include 16 some limited ongoing airport use, but I would like to 17 reiterate that the City Council was unanimous in their 18 decision that they did not want to address that until it 19 was a topic that needed to be addressed.</p> <p>20 MS. BURKE: "Has the Board considered the 21 cost of litigation by property owners whose property 22 values will be diminished by expanding the current 23 location into their backyard or of the massive change of 24 values on Broadford Road if million dollar properties 25 now front a busy Highway 75? Clearly they will no</p> | <p style="text-align: right;">Page 44</p> <p>1 A letter from Gibson, Dunn & Crutcher, and 2 basically, it's for freedom of information on how the 3 airport and the ten easy pieces puzzle were generated 4 and how they were paid for.</p> <p>5 And I'm going to read these fairly quickly. 6 Some of these were very eloquent and some of them were 7 very emotional, and I'm sorry that we can't give you the 8 full flavor of them, but we have them on file and you 9 can come and read them, if you like.</p> <p>10 This is a letter from Dan and Cathy Neumann 11 of Hailey, who live in the area that would be affected 12 by the removal of homes, and obviously, they are not in 13 favor of that.</p> <p>14 This is a letter from Bud Andrew, who lives 15 in Shoshone, who speaks for himself and not for the 16 City, but he has been a pilot and he is concerned that 17 folks are ignoring the limitations of the terrain around 18 this airport, it's dangerous, and he thinks it's a 19 mistake to continue using it.</p> <p>20 (Applause.)</p> <p>21 The letter from South Cove Ventures. The 22 letter is written by the owner of the property in the 23 vicinity of Moonstone and who also has a hangar on the 24 airfield, and he would like the area in Moonstone to be 25 considered and he would like the hangars to be entered</p> |

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|---|---|
| <p style="text-align: right;">Page 45</p> <p>1 into new negotiations for the remainder of the time 2 here.</p> <p>3 There's a letter from the Lincoln County 4 Commissioners basically saying that they hope that an 5 in-depth study of environmental conditions would help 6 identify the impacts and also the advantages that would 7 enable the citizens of Lincoln County to make an 8 informed decision.</p> <p>9 We have a very eloquent letter from Marshall 10 Ralph from Fairfield, and it's 29 photos and two maps, 11 as well as a very eloquent letter about why the Camas 12 Prairie should not be considered as the site for an 13 airport.</p> <p>14 We have 21 pages of petitions signed by 243 15 people, and basically, they say that they're committed 16 to the relocation of Friedman Airport from its present 17 location to another more suitable location.</p> <p>18 (Applause.)</p> <p>19 We have a letter from Susan Cutter, who 20 points out that not everyone in the north valley is 21 opposed to a new airport and there are very good reasons 22 for seeking out a more reliable and a safer airport in 23 another location.</p> <p>24 (Applause.)</p> <p>25 We have a letter from Pam Rheinschild, I</p> | <p style="text-align: right;">Page 47</p> <p>1 well as for other reasons.</p> <p>2 We have a letter that was addressed 3 originally to Jerry Nance, the County Commissioner in 4 Lincoln County, from Kay Billington, and Miss Billington 5 asked a series of questions for the County Commissioners 6 in Lincoln County, some of which Rick and I tried to 7 answer in Camas County -- excuse me -- in Lincoln County 8 when we went to visit there.</p> <p>9 And finally, there is a letter from the same 10 firm that I read the first time, Gibson, Dunn & 11 Crutcher, this time identifying themselves as the 12 representatives of the Preserve at Camas County, and 13 they are violently objecting to having tonight's special 14 meeting changed so that a decision would be made tonight 15 on an airport selection site.</p> <p>16 We have been clear from the beginning that 17 this was not the case. We don't know how they got this 18 information or what it's about, but those are the items 19 that have come in to us since the last meeting.</p> <p>20 MS. BURKE: I think the plan now is to call 21 four or five names, have you come up to the microphones 22 on either side, please address your comments here. We 23 want to make sure that everyone feels comfortable to 24 speak their mind but we don't have any dissension in the 25 ranks. So if you don't happen to agree with the</p> |
| <p style="text-align: right;">Page 46</p> <p>1 think it is, basically asking for the airport to 2 consider starting negotiations for the existing hangar 3 owners on the airport.</p> <p>4 There is a letter from Henry Blake and Janine 5 Upway, who live in Lincoln County, and they are opposed 6 to having an airport in Lincoln County. They're 7 concerned about the cost impacts, as well as the 8 infrastructure impacts.</p> <p>9 There's a letter from Jill Ryason, who lives 10 in the Broadford area and thinks that the idea of 11 expanding to a C-III standard in this location is 12 ludicrous.</p> <p>13 (Applause.)</p> <p>14 We appreciate the applause, but it does slow 15 things down a little, so maybe you just want to hold 16 your applause till the end.</p> <p>17 I have a message from Milt Adam, who had some 18 questions, some of which have been answered, others will 19 be in the future, but he is supportive of the idea of 20 the south rebuilding of the airport in its general area.</p> <p>21 We have an anonymous letter from someone who 22 lives in Hailey who says, yes, move the airport.</p> <p>23 There's one from Rick McIntyre, who lives in 24 the Deerfield area, and basically, he's saying that the 25 airport needs to move for quality of life issues, as</p> | <p style="text-align: right;">Page 48</p> <p>1 speaker, please be courteous. This is important that 2 everyone be heard.</p> <p>3 So we're going to start now. Remember, three 4 minutes. Somewhere there's a timer. Oh, right here in 5 front. Okay. And I'm so sorry if I don't pronounce 6 your names properly, because some of you, or all of you, 7 are doctors, because your writing is so terrible I can't 8 read it.</p> <p>9 Is this who I think it is? Larry Schoen, you 10 get to come forward. Anna Matthews maybe on Chestnut in 11 Hailey. Rick Silvia maybe on Glenbrook in Hailey. And 12 Dick Fenton, not on Glenbrook. And following Dick will 13 be Wally Huffman and Carol Walt. Come on up.</p> <p>14 Larry, do you want to start?</p> <p>15 ① LARRY SCHOEN: Thank you very much.</p> <p>16 MS. BURKE: Would you be kind enough for the 17 record to as you begin speaking give us your name, just 18 in case I mutilated it?</p> <p>19 LARRY SCHOEN: Absolutely. I was just going 20 to stop myself.</p> <p>21 My name is Larry Schoen. I want to thank all 22 of you for the excellent record you're making tonight 23 and having this meeting to educate us and to take our 24 comments and answer our questions.</p> <p>25 Despite the fact that you've already ruled</p> |

1 that there will not be expansion at the present site, I
2 think this whole process is very important. It's
3 impossible for me in a short statement to capture the
4 essence of the impacts on people's lives that will occur
5 from the decision that you make on this very important
6 issue.

7 I've kept an open mind throughout the
8 process, as you know, I've been very engaged with it,
9 and have been -- based on everything I've heard and
10 read, the evidence has convinced me that you should
11 elect to relocate the airport to a single other site.

12 It is clear that the sacrifices in the
13 dislocation, safety, and noise, and as we've seen
14 tonight quite clearly now, cost make the present site
15 simply unacceptable. I was quite shocked to see the
16 alternative of Highway 75 going down Broadford Road.

17 There is really only one clear option, and
18 that is along the Highway 75 corridor. For all the
19 reasons I've stated previously, all of the
20 infrastructure is there between Twin Falls, Lincoln
21 County, and Blaine County, including labor force, et
22 cetera. Camas is simply too distant and lacking in all
23 of these. There would be also from a Camas site
24 enormous impacts for wildlife along the Highway 20
25 corridor and in the Croy Canyon to Fairfield corridor.

1 I support Site 9, but urge you to continue
2 your contacts with the landowners and ease their fears
3 on what this process would entail, and I say that, which
4 would apply to any site, if you ultimately find Site 9
5 unacceptable, to have close and good contact with
6 landowners who would be most impacted. No one wants to
7 be impacted negatively by this, and so we have to make a
8 choice that has the least amount of negative impacts in
9 that way.

10 If Site 9 proves to be unacceptable, I'd also
11 like to remind you, and as I say, I've been very
12 engaged, everybody that I've spoken to in five counties
13 say, Well, if all else fails, why don't we have a
14 regional airport? So there's always that as a final,
15 always.

16 I've heard no evidence of detrimental impact
17 from relocation of the airport. In fact, I think
18 there's a greater likelihood of a greater influx of
19 people should a larger capacity airport occur, which is
20 sure to happen, but I mean one outside the present site.

21 And I'm also thinking about the wonderful
22 variety of new uses that will occur. We heard Mayor
23 McBryant speak about the new Hailey comprehensive plan.
24 Think of what this existing site could afford to our
25 whole valley.

1 Thank you very much.

2 (Applause.)

3 (2) RICK SILVIA: Hi. I'm one of the 88 houses
4 along Glenbrook that will probably be taken out from the
5 plan to move to the east.

6 MR. HARLIG: Would you give your name for the
7 record.

8 RICK SILVIA: My name is Rick Silvia, and I'm
9 against having the airport here. For one, it's
10 presently unsafe, got a lot of problems with just the
11 way the valley is set up, the corridor of the valley and
12 the way that the winds move and the way the airplanes
13 land. I see them land in my backyard all the time and I
14 wonder when one's going to come and veer off this way or
15 veer off that way and we're going to have a big problem.

16 Obviously, landing bigger planes, more of
17 them is going to be more of a problem, and inevitably,
18 it is going to be a problem, no matter how safe you try
19 to be. It's much safer to relocate the airport.

20 As far as the people who will be relocated,
21 there's 88 houses in Woodside, okay? A lot of people
22 have worked really hard for these homes and stuff. You
23 talk about giving them fair market value. What is fair
24 market value? Are we still going to get the same price
25 that the guy two blocks over is selling the Woodside

1 home for, or are we going to get what we're given, okay?

2 Are we also going to get the same interest
3 rates that we got now on new homes? We know that it's
4 really hard to get a new home in the Wood River Valley
5 for anybody that's not of great, great, you know, income
6 viability, okay?

7 I think it would be really bad to just extend
8 this airport and make it bigger. I don't think from the
9 public -- from looking around at the faces and the claps
10 that we got on certain comments that certain people
11 said, it's pretty obvious that the community doesn't
12 want this airport to expand. No matter whether they
13 live on the west side, the south side, or the east side,
14 the general public input that you're getting here when
15 people clap and everything when these comments are made
16 to move the airport is pretty much what the residents of
17 this community want, and I believe as tax-paying
18 citizens of this community that every one of us are that
19 we ought to have a say of where this airport goes on
20 these terms rather than what a few people think that
21 they should have their jet plane closer to the ski
22 resort. I don't think that's fair.

23 (Applause.)

24 Are my two minutes up? I didn't have
25 anything wrote up. This is just coming off the top of

1 my head, okay? I just got off of work. I just took a
2 shower and came here. I haven't even ate, okay?
3 This is what the common -- I mean, this is
4 what the common people want that live there and live in
5 Hailey, okay? We don't want the bigger airport. We
6 don't want that here.

7 That's my three minutes.

8 MS. BURKE: Thank you very much.

9 (Applause.)

10 MS. BURKE: Anna, did you wish to speak? Are
11 you here somewhere?

12 No, thank you? Okay.

13 ③ WALLY HUFFMAN: I'm Wally Huffman. I'm the
14 manager of Sun Valley Resort, and I'd like to set the
15 record straight right off the bat.

16 Never have I or the Sun Valley Company Resort
17 ever suggested or would we ever support moving 88 homes
18 in Woodside, or any lesser number of homes in Woodside,
19 no matter whether or not we needed to move the airport
20 or not. I just want to make that clear.

21 Secondly, I'd like to make it clear that a
22 lot of the local media have represented what they think
23 my points of view are. In some cases, they've locked on
24 a pretty accurate view. In most cases, they've
25 misrepresented it or slanted it.

1 I want to make it clear to everybody in this
2 room and in the valley that I'm available for comment by
3 phone. I'm perfectly able to stick my own foot in my
4 own mouth. I don't need the local papers to help me do
5 that. And I'm available to talk to you and give you the
6 straight scoop about what I think and feel about the
7 airport.

8 Clearly, I've been very critical of the
9 process because I felt that the process isn't
10 representative. However, I don't have any issue, and
11 haven't had from the start, with the goals and
12 objectives of what's going on here. I support that
13 process.

14 At the very beginning I said I can support
15 relocation of the airport and the resort could stand
16 relocation of the airport, as long as we could find a
17 site that was going to sustain itself and sustain our
18 ability to operate as a resort.

19 Now, having said that, I'm pretty sure that
20 we're going to go through a four- or five-year period,
21 no matter what happens in this meeting or subsequent
22 meetings, where a lot of analysis, financial, social and
23 economic, environmental analysis is going to occur. So
24 what I'm really concerned about is what happens during
25 that interim period.

1 I want the airport commission to know that I
2 am disappointed that the relocation committee was
3 disbanded. I'm available to you for whatever input that
4 you'd like to have from me, and perhaps for some input
5 you wouldn't like to have from me, about how this might
6 affect the needs of the resort community, and I need to
7 have you completely committed to working in partnership
8 with the resort for the next four- or five-year period
9 as we sort this very complex issue out to help me and
10 the resort continue to provide destination service from
11 our market areas so that in the interim we improve, not
12 disprove, our current airport service, and two, so that
13 when we do move the airport, we actually end up with
14 something to move to a new location.

15 So thank you very much.

16 (Applause.)

17 MS. BURKE: Thank you.

18 ④ DICK FENTON: Hi, guys. Me again. I
19 appreciate the work you guys are doing. I realize --

20 MS. BURKE: Would you give your name, please.

21 DICK FENTON: Certainly. Dick Fenton.

22 This is a very complex issue. It's one
23 that's going to be with us for an extended period with
24 multiple studies that will follow on. I would urge you
25 to the extent you're able to to set aside the politics

1 of this decision-making process and focus on obtaining
2 as much factual information in as truthful a fashion as
3 we can so that we can make an informed decision about
4 what is in the best near-term and long-term interests of
5 the community.

6 I'm concerned that the option being given the
7 most press and the option -- the only option considered
8 in the Master Plan was the move to the east, which to me
9 seems more inflammatory than realistic. I would
10 categorize the Broadford Road option as being
11 inflammatory and not realistic. If there is any option
12 at the airport, and I'm talking about from a technical
13 standpoint, not a political standpoint, it has to be
14 moved to the west.

15 I think we ought to have an opportunity to
16 review the costs on assumptions. Mr. Eccles might be
17 quite pleased if his land is worth 300 an acre. I don't
18 believe it's worth 300 an acre. I think it can be
19 accomplished in appreciably less than three years. I
20 don't see any reason, but I'd be happy to hear the
21 rationale why it can't be phased over a four- or
22 five-year time frame with a maximum closure the same
23 eight months as it would be to move to the east.

24 This is not in support of that being the
25 ultimate decision, it's in support of having a factual,

1 rational basis upon which to compare it to a more
 2 distant site.
 3 If we move to the more distant site, we can't
 4 lose sight of the fact that both our air carriers have
 5 weighed in with serious reservations about their ability
 6 to continue to serve Sun Valley. If we lose all or
 7 two-thirds or three-quarters of our existing service,
 8 we're going to have to have minimum revenue guarantees
 9 to fund replacement service, and at some juncture, we're
 10 going to have to come back and evaluate if there's a
 11 site in the Triangle that's feasible. We chose to
 12 eliminate that prior to studying it, prior to getting
 13 the airlines' input. At some point we're going to have
 14 to come back and figure out what's the best solution
 15 here, what's the best solution in the Triangle, what's
 16 the best solution out of the valley, compare the three,
 17 and then make the political decision.

18 Thank you.

19 (Applause.)

20 MS. BURKE: Remember, if you have not signed
 21 up and you wish to speak, please go to the back of the
 22 room, sign up, and we'll let you speak.

23 Okay. Carol?

24 (5) CAROL WALLER: Hi, I'm Carol Waller. I'm
 25 here tonight for the Sun Valley-Ketchum Chamber and

1 Visitors Bureau, and I have to tell you that I've
 2 watched the process. I actually made a smart decision
 3 and had a board member serve on the Site Selection
 4 Committee with me, but there has been a lot of work
 5 done, and I guess I'm really sad that it's become an
 6 inflamed north-south valley issue. I mean, it is an
 7 emotional issue, and I have to tell you, I work for the
 8 Sun Valley-Ketchum Chamber, but I live in Hailey, and
 9 believe it or not, I moved closer to the airport
 10 two years ago on purpose.

11 But regardless, I think what I want to say
 12 tonight to the audience and to the Board is that the
 13 Chamber membership who are representing the business
 14 community, it's important to the economics of the entire
 15 valley.

16 The airport is a main economic artery, but in
 17 no case have we articulated a position that it has to be
 18 expanded at its current location. I just have to tell
 19 you that the concern, and I think it was reiterated by
 20 Wally and Dick and others tonight, is that we don't lose
 21 our service, that we find a location that works.

22 Thank you.

23 MS. BURKE: Thank you, Carol.

24 (Applause.)

25 MS. BURKE: I'm going to call some more

1 names, if you would come at least close to the front.

2 Richard...

3 Oh, dear. You're on South Fork. Wiggan?

4 Or no. Wiethorn. Thanks. Wiethorn.

5 Jim Latta, Faith Conrad, David Hanks, Hugh
 6 Koonce, and it looks like Trent Christian.

7 Make sure you give us your name, because I
 8 sure have a question...

9 (6) RICHARD WIETHORN: I'm Richard Wiethorn, and
 10 I'm glad to have an opportunity to share with you here.

11 I've lived in the Wood River Valley since
 12 '74, and I just came here from work.

13 It seems like the airport and the expansion
 14 of the airport has been an issue for quite a few years,
 15 and I'm frankly fairly amazed at the vision and the
 16 accuracy of the (inaudible) comp plan for the airport,
 17 for the Friedman Memorial Airport.

18 It seems like this is an issue about vision,
 19 vision for growth, vision for the valley, vision for
 20 quality of life and how that will be affected, and
 21 whether, you know, an expansion of the existing site,
 22 expansion at a different site, an alternative site, and
 23 I guess that's what this process is about.

24 It seems like there is a lot of fear, a lot
 25 of fear about change, a lot of fear about impact. I

1 agree that, you know, the process needs to address
 2 these, all these issues and put to rest those fears as
 3 much as possible.

4 I'm reminded that when I first lived in
 5 Ketchum when I moved to this area that there were whole
 6 blocks with no houses on them whatsoever and that there
 7 were dirt roads and huge potholes, and yet the road goes
 8 on and we've ended up where we are right now.

9 I have always been concerned about the
 10 medical infrastructure in the valley to handle an
 11 accident in Hailey or Bellevue. God forbid a GV landed
 12 on the middle school. And that's an issue with the
 13 growth and the expansion. I mean, if we expand to a
 14 C-III category airport and the potential for growth, how
 15 is the valley going to be able to handle that? I've
 16 seen, you know, the plane land on the highway and I've
 17 seen the plane land in the park, so I know accidents do
 18 happen.

19 I think this process is working, and I'd be
 20 glad to be able to put my two cents in, so thank you all
 21 for what you're doing.

22 MS. BURKE: Thank you very much.

23 (7) JIM LATTA: Jim Latta. I'm a county
 24 resident. A couple very short things.

25 I would be concerned that it moves out of the

1 county. I just worry that as an economic driver here in
2 Blaine County, I worry that if it moves out of the
3 county, then we have less control over it, sort of like
4 taxation without representation. So somehow I think we
5 ought to figure out a site or a regional airport or
6 something that the county residents have a little bit
7 more of a say if it moves someplace else.

8 Part of that concern would be that the
9 decision would be made that would affect Blaine County
10 more than other counties, and I'm concerned that we may
11 end up for paying for most of the airport.

12 Now, Rick answered the question that FAA said
13 they'd pay for 95 percent of it, but my understanding is
14 we have something in writing from the FAA that we can
15 only expect to get 50 to 65 percent of the airport paid
16 by the FAA, and at some point I sort of worry about the
17 numbers, how do we pay for all this, which site it is.
18 I'm just concerned about how we as the residents here
19 are going to pay for that.

20 Thank you.

21 (Applause.)

22 ⑧ DICK CONRAD: I'm Dick Conrad. I'm one of
23 the directors of the Preserve of Camas Prairie, and I
24 want to comment tonight for our 130 members, our
25 coalition, and for residents still in Camas County who

1 have not participated so far in this process. We hope
2 to -- our group is growing, so we hope they continue on
3 some of this.

4 I'd like initially here to assist Len for
5 just a minute. I think Mr. Harlig made a comment about
6 Gibson, Dunn & Crutcher in that last letter that was
7 submitted. I think that had to do, Len, with item G on
8 this revised agenda.

9 My comment here, you know, we in Camas
10 certainly understand the plight of the people in Hailey
11 and the Bellevue area. You do not want the additional
12 adverse intrusion by an expanded airport. This adverse
13 intrusion, however, is compounded immensely with the
14 proposal to relocate an expanded airport into our
15 community.

16 Now, the Board has taken the advocating
17 position to relocate over expansion due to the concerns
18 and public outcry of the citizens in the immediate area
19 surrounding the current site. Likewise, we expect the
20 Board to take the same position with the concerns of the
21 community in eastern Camas at the immediate areas
22 surrounding the proposed alternate site.

23 We also know that the Board intends to avoid
24 further study or EIS recommendations in the Triangle
25 area due to community unacceptance, and that has been

1 well-documented. Our area in eastern Camas is similar
2 in size and use to the Triangle, and we have also
3 demonstrated an overwhelming level of community
4 unacceptance.

5 We feel the Board has a duty and obligation
6 to dispense an equal and impartial judgment, ruling the
7 same treatment for the eastern Camas community as they
8 have ruled for the Triangle. A simple and previously
9 demonstrated example --

10 MS. BURKE: Thanks. Your three minutes are
11 up.

12 DICK CONRAD: Thank you.

13 ⑨ DAVID HANKS: Thank you. My name is David
14 Hanks. I am mayor of the city of Fairfield.

15 First of all, I would like to thank the Board
16 for coming over to our Fairfield city town hall meeting
17 on August 24th and for educating and bringing ideas and
18 comments to our constituents.

19 I would like to read a letter that was sent
20 to our Camas County Board of Commissioners based on a
21 town hall meeting, as well as a survey which was taken
22 of our water and sewer users in the city of Fairfield.
23 It reads: "Dear Sirs, At our last City Council meeting
24 held September 15th, 2005, it was motioned and approved
25 by the Council to send to you the results of the survey

1 conducted by the City regarding the continuing studies
2 for Airport Site 13. We as a Council feel that in order
3 to represent our constituents on this matter, we needed
4 to conduct this survey for their response. The survey
5 was sent to 208 water and sewer users within the city
6 limits. The results are as follows: 53 surveys out of
7 208 were returned, or 25 percent return; 34, or
8 64 percent, of those returns said yes to pursuing the
9 studies needed for an airport located on Site 13; 19, or
10 36 percent, of those returns said no to pursuing the
11 studies needed for an airport located on Site 13.

12 "Because of the low number of responses to
13 our survey, the Council does not feel they can give a
14 conclusive recommendation for or against this issue at
15 this time. The Council and myself strongly feel that in
16 order for an airport to work in Camas County, the
17 current Friedman Memorial Airport would need to be
18 completely shut down to all air traffic that could
19 compete for revenue, including landing fees, hangars,
20 etc.

21 "During the town hall meeting called for the
22 benefit of the Fairfield City Council that was held on
23 the 24th of August, the majority of the verbal comments
24 from the Fairfield city residents and business owners
25 were of a positive nature. Many comments from the

1 group, including the Council, have been around a need to
2 have more information about the airport, environmental
3 concerns, economic impacts, both positive and negative,
4 and many other things that can, as we understand it,
5 only be answered during and after the EIS study.

6 "The Council and I understand the tremendous
7 decision that you have if you choose to make in the next
8 few days with your recommendation to the FMA to proceed
9 with the EIS study or not. We hope that by passing this
10 information along gathered through the city process, it
11 will help you make a good and representative decision
12 not only for the city of Fairfield, but also for Camas
13 County.

14 "To conclude, there are still many questions
15 that need to be answered and further details that need
16 to be explained to our constituents. I would ask that
17 before you make any no vote on any site that you would
18 reopen direct discussions with those boards concerned
19 and help work out the issue of unanswered questions
20 through direct workshops or other means. I believe this
21 will help all of the (inaudible) on the Board to make a
22 more clear decision."

23 Thank you for your time.

24 MS. BURKE: Thank you.

25 (Applause.)

1 (10) HUGH KOONCE: Good evening. My name is Hugh
2 Koonce. I'm a longtime resident of Camas County. I
3 live on the east end, and I'd like to say that I'm
4 friends to most of these people who are against the
5 airport. However, I'm going to disagree with them. I
6 am in favor of it.

7 Thank you.

8 MS. BURKE: Is Trent Gunnison...

9 Does he wish to speak? His address is on
10 Creekside.

11 Change your mind? Okay.

12 Kristina with a Basque name that I don't
13 think I can even get close to.

14 Thank you.

15 Bill Puchner. Pass?

16 Okay. Wade Black and Michael Roush. Is that
17 Roush? Maybe it's not Roush. Yes.

18 (11) KRISTINA GUERRICABEITIA: My name is
19 Kristina Guerricabeitia. I pretty much grew up in this
20 valley, and I plan to continue to live here for as long
21 as I can. The majority of my family lives here, and all
22 of us will be affected by this decision.

23 The most important thing I think about the
24 expansion of the airport is that it's dangerous. Two
25 incidents come to mind. The first one is the plane that

1 flew into two homes in northern Woodside. Luckily,
2 nobody was hurt in that incident. However, there was a
3 plane carrying news members that flew in to cover a
4 tragedy that occurred here, and they became a tragedy
5 themselves because their plane on takeoff flew into the
6 mountain in southern Woodside.

7 I think by expanding the airport into the
8 Woodside east, west, or south, you're just opening the
9 opportunity for more tragedy. Also, I think by asking
10 families to relocate in this valley is not a feasible
11 solution given the cost of homes.

12 Thank you for listening, and I vote to have
13 the airport moved outside of the valley. Thanks.

14 MS. BURKE: Thank you.

15 Michael Roush? Pass?

16 Wade Black?

17 (12) WADE BLACK: Good evening. I want to thank
18 you all for the presentation that you've done. I think
19 this whole process has been fantastic.

20 My name is Wade Black, and I'm owner of Sun
21 Valley Aviation. I would like to state that, you know,
22 we just opened a brand new facility at the airport with
23 the Authority's help, and we made a tremendous
24 investment into that facility. We're a believer in the
25 airport as it stands. We would -- we ask that full

1 consideration be given to the existing site before the
2 alternative sites are looked at.

3 One of the things that hasn't really been
4 looked at is the economic impact that the movement of
5 the airport can have to a community like this. As you
6 might know, our customers are the private aviation
7 customers that come into the valley. They provide a
8 tremendous economic impact to the valley as a whole,
9 provide a lot of jobs, and property values -- I mean,
10 the success of the valley depends a lot on the visitors
11 that come in here. The airport provides a tremendous
12 convenience to them. If an alternative site -- or if
13 the airport is decided to relocate to an alternative
14 site and that airport is not convenient, those customers
15 or that economic base is going to go somewhere else. I
16 think that that is something that, you know, this board
17 should really consider and be willing to look at
18 further. And if it is in the best interests of all the
19 community that we need to do that, then, I mean, that is
20 the best decision, but make sure that -- please do a
21 detailed study of making sure that everybody in this
22 community benefits as a whole. Thank you.

23 MS. BURKE: Thank you

24 (Applause.)

25 MS. BURKE: Is there a Dalton Green maybe?

1 Carlton Green? And then Roger Cohen and then Shelley
2 Braatz.
3 (13) CARLTON GREEN: My name is Carlton Green, and
4 I'm a pilot here in the Wood River Valley, a member and
5 president of the Blaine County Pilots Association, and I
6 would like to address this issue from a pilot's
7 standpoint and talk a little bit about our organization.

8 First of all, the demographics of our
9 organization is about 120 pilots located here in the
10 Wood River Valley with roots in the Valley going back
11 25 years or so. Our average age is about 60 years old,
12 and so some of them aren't too worried about this as an
13 issue for them, but generally speaking, these are all
14 pilots who fly in and out of this valley and have great
15 knowledge of this.

16 I would mention that we are all the tenants
17 of the airport right now and a part of the economic
18 engine that is paying for this airport and using it. I
19 would also point out that none of us are flying C-III
20 aircraft into this airport, so if this airport closes
21 because of the C-III aircraft, it won't be our doing.
22 It wasn't anything the pilots did here to make this
23 happen.

24 Our membership has been rather quiet about
25 this whole issue. We don't tend to get too excited

1 about stuff, unless it directly affects us, which this
2 in the long-term would, but the only really negative
3 response that I have heard from our membership, and I
4 will take this opportunity to admonish the Board, is the
5 use of the safety issue, and specifically the
6 implication both in writing and verbally and some of the
7 presentations, of airplanes flying into buildings. It's
8 not hard to conjure up what image is trying to be used
9 here, and as a pilot, I resent that, and as an
10 organization and group, we resent that implication.
11 This is a group of pilots who are members of this
12 community, and first and foremost we're concerned about
13 our safety and the safety of the public in general. So
14 a document that shows the location of a hospital in
15 relationship to the airport is irrelevant, as it would
16 be irrelevant in any other city or town that has an
17 airport, be it Burley or Los Angeles.

18 And finally, I would like to say that we
19 would like to work with the Board as it exists or its
20 next generation of leadership to see that the airport as
21 it's existing in this location is available to pilots
22 like ourselves who don't have C-III aircraft but could
23 land on much shorter runways and have much simpler in
24 and out access to the valley for our types of aircraft.

25 So I would hope that the Board would consider

1 that and also consider that its future generation of the
2 Board will be faced with the issue, both the City of
3 Hailey and other members, of what the future of this
4 airport will be and how we can accommodate small general
5 aviation aircraft.

6 I believe my time is up.

7 MS. BURKE: Thank you very much.

8 (14) ROGER COHEN: Good evening, Madam Chairman,
9 Board members, my name is Roger Cohen, and I'm vice
10 president of the Aircraft Owners and Pilots Association,
11 and on behalf of our 406,000 members nationwide,
12 including 3,000 here in Utah, I want to thank you for
13 this opportunity to be here tonight.

14 MR. HARLIG: Check your map.

15 ROGER COHEN: It's been a long evening.
16 Excuse me.

17 The Board and this entire community should be
18 praised for making the future of this airport the number
19 one issue here since it underscores the important role
20 that aviation plays not only here, but in thousands of
21 U.S. communities. I want to commend you for being so
22 thorough in your review and deliberations on this
23 critical issue.

24 As we communicated to you in our letter of
25 February 2nd and reiterating the very eloquent comments

1 of the Blaine Pilots Association, Carlton Green here, we
2 believe that the airport in its current location and
3 configuration works well for general aviation and there
4 appears to be no need to relocate the airport for the
5 foreseeable future.

6 While I am here this evening representing the
7 world's largest general aviation association, please
8 indulge me just for a moment to share with you a
9 different perspective, one that I have some personal
10 experience in as the airline industry representative for
11 the better part of 30 years where I've had a first front
12 row seat to see airport siting issues and controversies
13 nationwide from whether to build a new airport in
14 southern Illinois or keep the Lambert Field or the
15 biblical long search for a new airport in San Diego or
16 the closing of Stapleton and the opening of Denver
17 International or the national battle to expand O'Hare or
18 build a third Chicago area airport. Those are bigger
19 airports, bigger communities. Yours involves many of
20 the same issues: Jurisdictional, environmental issues,
21 cost of a new airport, who pays and who would use it.

22 If there has been one common theme and one
23 Achilles' heel throughout all those in all those
24 communities, it's that they may have failed to keep
25 themselves flexible, foreclosing options in light of

1 changing technology in aviation, in terms of marketplace
2 conditions, and unforeseen changes in the ground rules.

3 For example, for you all to foreclose a
4 future at the existing airport based primarily on the
5 FAA's airport design criteria we believe is a mistake,
6 particularly when those standards are currently under
7 review even as we speak, and we hope the airport has
8 submitted comments to the FAA about those.

9 We'd urge you to look at new developments,
10 such as WAAS and improved avionics. What would be the
11 impact both short- and long-term of \$60 or higher oil
12 prices? Today 75 percent of the nation's airline
13 capacity is in Chapter 11 bankruptcy. Will there still
14 be airports that want to serve a new airport,
15 particularly when carriers express an unwillingness to
16 add an hour or so more to the trip time to destinations
17 here?

18 In conclusion, I would just ask you again to
19 continue your study and at the same time spend equal
20 time investigating less costly, less disruptive
21 approaches, and to continue to maximize the safety,
22 utility of the existing airport at the existing
23 location. We look forward to working with you in doing
24 so.

25 MS. BURKE: Thank you very much.

1 (Applause.)

2 MS. BURKE: Shelley Braatz, did you wish to
3 speak, and Gary Coats, if you want to get ready and
4 still wish to speak...

5 (15) SHELLY BRAATZ: I'm Shelley Braatz. I live
6 in Hailey, and I am for moving the airport out of
7 Hailey. I started a petition and collected the 242
8 names that you have copies of, and I will continue to
9 take this around and hopefully get more signatures on
10 it.

11 I've lived here for 11 years, and since I've
12 lived here I've only seen this community populate and
13 appreciate. I believe by moving the airport, it's going
14 to continue to populate and appreciate.

15 I don't think it's going to be a huge
16 economic impact on the airport. I think it's going to
17 bring more people here, it's going to provide more
18 opportunities for businesses to start out where the new
19 airport may be located, and I think it would be a
20 positive thing for this community, for the airport to
21 move.

22 I hope that you and the committee will
23 continue your hard work to protect our community as it
24 is and why we all want to live here. We have clean air,
25 we have safe streets, we have a wonderful place to live,

1 and by enlarging this airport and bringing larger,
2 louder, more polluted aircraft in here, it's going to
3 really impact this community, more than it already does.

4 That's it.

5 MS. BURKE: Thank you.

6 (Applause.)

7 (16) GARY COATS: My name is Gary Coats. I'm the
8 general manager of Marketron International, who employs
9 over a hundred people here in the valley and located in
10 Hailey.

11 Due to the unsafe conditions and inconsistent
12 flight schedules experienced at Friedman Airport,
13 Marketron faces financial and employee hardships that
14 should not be present. We subsidize and employ travel
15 to alternative airports in order to stop employee safety
16 concerns and to meet critical travel deadlines. We also
17 pay to have clients transported from alternative
18 airports due to the inconsistent scheduling.

19 More than 50 of our employees at Marketron
20 are required to travel every day, and 30 of those
21 employees are required to travel up to 80 percent of
22 their scheduled time. I'm extremely appreciative that
23 the safety and operational challenges are being
24 addressed by this Authority. However, I'm concerned and
25 compelled to address at least one of the proposed

1 solutions on behalf of my employees and my company.

2 Displacing people from their homes when other
3 viable options are available is completely unacceptable.
4 Any community or local government that would allow this
5 to happen is not a place I consider viable to operate a
6 business concerned about employee worklife, balance, and
7 quality. It is difficult enough to operate a business
8 where transportation inadequacies, not just the airport,
9 but also with parking and public ground transportation,
10 create hardships on employees and businesses, but it is
11 outrageous to think a community would submit to the
12 pressure of self-interest entities and displace people
13 from their homes. I, for one, do not want to be a part
14 of a community that would allow such an egregious act.

15 Thank you for the time and privilege to be
16 heard.

17 (Applause.)

18 MS. BURKE: Thank you.

19 I'm looking at I think Mark Fricke, on
20 Broadford Highlands? Mark? Pam Rheinschild? Cheryl
21 Bennett, and Kristen something.

22 Mark, are you here?

23 Okay. How about Pam?

24 (17) PAM RHEINSCHILD: Good evening. Pam
25 Rheinschild, 20-year resident and corporate pilot for

1 Sun Valley Air.
 2 Much of the criteria that Rick so eloquently
 3 pointed out in the Master Plan speaks to the FAA
 4 requirements and regulations, and if the FAA is likely
 5 the significant source of the future expansion or
 6 relocation dollars, as the case may be, for C-III
 7 compliance, why have we not heard from them? Why are
 8 they not present here this evening? I don't know if
 9 they've been in earlier meetings, but the feedback I've
 10 had from our members who are on the Site Selection
 11 Committee is they haven't been a big presence. And why
 12 hasn't the public had any input or feedback from the
 13 FAA?

14 I urge the Board to maybe give us a little
 15 bit better feedback on their visibility and their voice
 16 in this process, particularly if they're the one that
 17 are going to be asked to write a substantial check, and
 18 I wanted to applaud the AOPA members and the vice
 19 president for being here and encourage the Board to
 20 utilize those resources if they're available to you in
 21 some of your decision-making processes.

22 Thank you very much.

23 MS. BURKE: Is Cheryl Bennett here?

24 **(18)** CHERYL BENNETT: My name is Cheryl Bennett,
 25 and I live nine-and-a-half miles east of Fairfield,

1 which the airport is slated to be -- if it were chosen
 2 at Site 13 would be at ten miles, and my family and I
 3 are adamantly opposed to the airport moving to the
 4 location.

5 I moved there for a reason. I was born and
 6 raised in rural Idaho, and we were planning on having
 7 children, and we purposefully moved out of Woodside to
 8 go to a smaller community that was rural, quiet,
 9 pristine. And I'm not an expert, I'm not a pilot, and I
 10 don't think you have to be an expert or pilot to see if
 11 you look at a map what the Camas Prairie has to offer
 12 with the waterways.

13 I think there's a lot of environmental issues
 14 that are not being addressed for that site. I don't
 15 think -- if you drive by, you see dead animals. That's
 16 a route for migration for elk and deer, and we see it
 17 every day. And also, the weather over there is much
 18 more severe. I've lived in both places, and the wind
 19 and the blowing snow is much different over there than
 20 it is here in this community because of the protected
 21 valleys here.

22 The one thing is the site committee that was
 23 formed, I think out of all those people on the
 24 committee, out of the 20, maybe one of those people
 25 could have maybe had some input on what it would have if

1 you lived next to it. Bill Davis lives about six miles
 2 away, and so for all of those people on the Board, you
 3 cannot quantify what that means to a family that would
 4 live less than a mile from the airport.

5 And I have small children. My children
 6 appreciate wildlife and the beauty that we have out
 7 there. As an example, we went for a ride one night and
 8 we saw badgers and some sandhill cranes, and my young
 9 son, who was six years old, after talking about the
 10 color of the sky, said, Mom, this is one of my best
 11 nights ever.

12 So how do you quantify that, what that would
 13 take away from us if that airport were to move in there?
 14 And I'm very emotional about it because it impacts me
 15 directly, and unless you're impacted directly, you don't
 16 have an emotion that we have.

17 At the Fairfield meeting there were some
 18 people that said that we were selfish, that we don't
 19 want it. Well, yeah, I am selfish, because I know what
 20 I have, and I'd rather be selfish for that than selfish
 21 for what I might get out of an airport.

22 And there was a comment that Len Harlig had
 23 said that it's not La Guardia. I think it's actually
 24 worse than La Guardia, because a two-mile airport in
 25 something as pristine as Camas has much more impact than

1 it would in Chicago.

2 And the last comment he made, he said by the
 3 time the studies were done, they'd know the size of our
 4 underwear. Well, if anybody's looked in a pair of
 5 underwear lately, sometimes it's not so pleasant, a
 6 little stinky, and it's hard to get rid of sometimes,
 7 and that's how I feel about the airport moving to Site
 8 13. Thank you.

9 MS. BURKE: Thank you. Kristin Van...
 10 Help me.

11 **(19)** KRISTIN VAN ALSTINE: My name is Kristen
 12 Van Alstine, and I am a Hailey resident for eight years,
 13 and why are we all here in this valley, all of us, north
 14 of Hailey, south of Hailey, Fairfield, whatever?
 15 Because we love the mountains, right? That's why we're
 16 here, and we want to be here. So what happens is,
 17 unfortunately, Hailey, the majority of Hailey -- nobody
 18 mentioned Bellevue yet and Woodside -- those are all
 19 working class people. They are actually serving this
 20 resort. So what's going to happen in the life of those
 21 people? Expanding this airport is going to definitely
 22 have a destruction. I mean, it will damage the
 23 environment in Hailey and Bellevue. And it's not only
 24 the noise. It's the pollution, it's the dust, it's
 25 everything.

1 There is a school in front of -- north of the
2 airport, there are two gas stations, and as we see
3 realistically, there is no airspace. So why we don't
4 take it for real here and be thinking about the future,
5 because after ten years, who knows how big planes --
6 there will be bigger planes. So then what are we going
7 to do, (inaudible) and relocate the whole valley so we
8 can support the resort? I mean, I don't know.

9 I want to ask all those people, we're talking
10 about convenience of 30 minutes here to drive to the new
11 location. Is that worth it comparing to the everyday
12 life of all those people living in this valley serving
13 this resort? Thirty minutes of convenience? Why don't
14 we get real and just start working on it?

15 (Applause.)

16 MS. BURKE: Is Dr. Stearns here, and would he
17 still like to speak, and Pepin Corso-Harris, and Martin
18 Copeland, perhaps?

19 Martin?

20 (20) MARTIN KAPLAN: Hi. Thanks for the
21 opportunity to speak. My name is Martin Kaplan. I'm
22 kind of one of the constituency that I don't think
23 you've heard from this evening. I'm an architect. I am
24 a 41-year constant commuter to this valley. I'm a
25 14-year property owner and part-time resident of this

1 valley. I live in Ketchum.

2 We talked about social and economic issues
3 tonight. I think the social issues behind your decision
4 are incredibly complex and they're difficult to define
5 and find a solution to. However, I'm more concerned
6 about the catch-22 that I see happening revolving around
7 the economic issues.

8 In Seattle I sit on the Seattle Planning
9 Commission and I deal with issues regarding
10 comprehensive planning every day, and it's a very
11 difficult responsibility when you have to mesh the
12 economic and financial and social issues together, and I
13 applaud you for trying to do that.

14 However, the thing that really concerns me --
15 two things -- one, I just don't understand as one who
16 has commuted here for a very long time and been diverted
17 to Twin many times, let's face it, it's a pain in the
18 ass. We need to spend over \$100 million to relocate an
19 airport so I can save 30 minutes from a flight that
20 might go to Twin? I think Twin works pretty well right
21 now for those of us that take the risk to commute in and
22 out of Hailey. It's a lot of money to spend.

23 The second thing that I have a deeper concern
24 about is the economic impact of moving the airport and
25 certainly moving it south down towards the ice caves.

1 It brings up the question of who's going to travel into
2 that airport and who's going to live here on a part-time
3 basis like I do now? I have scores of friends that live
4 here full-time, those that travel like me that live here
5 part-time and many that come here to vacation, and in
6 my, you know, canvassing and discussion of this for over
7 a year, which doesn't have any more clarity in it than
8 Miss Burke's letter to the paper a few months ago and
9 Mr. Huffman's response, I mean, we're all talking about
10 emotional issues here, and so far, I haven't read any
11 statistics that back up either side, but I know one
12 thing: In talking to a lot of people, given the choice
13 of computing from Moonstone to their homes part-time or
14 vacationing here, they'll choose other mountain villages
15 to live in, and what I'm concerned about is that many of
16 these, many of which I know will leave the valley and
17 the economic engine behind construction and other issues
18 associated with that will also leave the valley and
19 we'll all be able to buy homes for half of what they are
20 right now, and I think that ought to be part of your
21 deliberations.

22 Thank you very much. I appreciate it.

23 MS. BURKE: Thank you very much.

24 Is Pepin Corso-Harris here?

25 (21) PEPIN CORSO-HARRIS: Hello. Pepin

1 Corso-Harris, 27-year resident of the county.

2 First, I'd like to remind the Board that this
3 is not Chicago, this is not Denver, and I'm not sure why
4 the AOPA vice president tried to make a comparison.
5 This is Hailey, Idaho where we know our neighbors and
6 it's a heck of a lot harder to condemn somebody's
7 property because of it.

8 I think that all of the expansion plans are
9 flawed because they overlook basic factors that are
10 unchangeable. First of all, the runway is surrounded on
11 three sides by a town. The runway altitude is
12 5,315 feet, and hot temperatures can functionally equate
13 to much higher altitudes. The valley floor is a
14 mile-and-a-quarter wide with encroaching mountains on
15 both sides of that valley. The FMA aptly named it The
16 Airport at the Bottom of a Box and determined that if it
17 wasn't for the fact that it's already where it is,
18 nobody would seriously consider creating a new airport
19 there.

20 The top priorities of owners of an airport
21 are to keep the people in the air and the people on the
22 ground safe. This becomes harder to do at a high
23 altitude, mountainous airport with airspace that shrinks
24 and becomes marginally functional as the airplanes using
25 it become bigger and faster.

1 Looking at the National Transportation Safety
2 Board's Web site reports on aircraft crashes in this
3 area, I found three causes or factors that were
4 repeatedly used for our area: One, rapidly rising
5 terrain. That's how they say mountains; high density
6 altitude, which is the phenomenon where heat and
7 altitude combine to decrease an aircraft's ability to go
8 up and zaps engine power, and that can sometimes be very
9 important with some of these problems we've had; and
10 wind and weather factors.

11 Some of the old timers in this room will
12 remember some of these incidences:

13 1983, Canada Air exec struck Red Devil at
14 6,250 feet. That's just behind Buttercup Subdivision.
15 Killed two people on board. Mountain terrain, poor
16 visibility;

17 1987, Cessna crashed shortly after takeoff to
18 the south flying into the mountain range on the east.
19 The young lady talked about it. There were two
20 reporters on board. All were killed. Harder to climb,
21 less power. It was high density altitude, mountain
22 terrain were responsible;

23 1996, another Cessna took off heading north,
24 ended up going into Quigley Canyon, stalled and killed
25 two passengers. Mountain terrain, too much weight, and

1 couldn't make it over the mountain;

2 2003, Cessna lining up for coming in for
3 south landing hit Lookout Mountain. Mountain terrain,
4 high winds.

5 Basically, the whole object of this is a
6 study in the fact that I didn't get to the part where we
7 talk about the crashes that actually happened in Hailey;
8 Woodside, Della View Subdivision --

9 MS. BURKE: Pepin, thank you.

10 PEPIN CORSO-HARRIS: Okay. There's no place
11 for people to go if they've got a problem in a plane in
12 this airport.

13 MS. BURKE: Thank you. Is Dr. Stearn still
14 here?

15 Okay. Ed Cutter? Rick Davis?

16 Rick Davis is declining. Is Ed Cutter still
17 here? Pass? Keith Roark? And Susie Torres Susa? Do
18 you wish to speak?

19 (22) KEITH ROARK: Thank you for the opportunity
20 to speak, and I also want to express both my gratitude
21 and admiration for the job that this board has done.

22 As you probably know, over the course of the
23 last 28 years, I've been involved directly in the
24 operations at Friedman and have been a close observer
25 since my time as airport attorney, mayor of the city of

1 Hailey, Blaine County prosecuting attorney.

2 I think something that you folks perhaps have
3 not yet been able to impress upon the general public is
4 the role that the FAA is playing in this entire
5 decision-making process. They drive the process. As I
6 understand it, we don't have a choice. C-III
7 compatibility is mandated.

8 We have for years, certainly during the
9 28 years that I have been directly involved in the
10 airport, we've taken the devil's dollar, and the devil
11 is back now collecting, and what the devil is telling us
12 is that we have to comply with the C-III regulations.
13 That means that there will either be an expansion of the
14 current airport or there will be an alternative airport.

15 It seems to me, having heard all of the
16 comments tonight, and some of them very interesting -- I
17 respect the views of Dick Fenton and Wally Huffman, as
18 well as the Pilots Association, but if we expand on any
19 of the four options that I have studied, it would appear
20 that we're going to pay more, we're going to visit far
21 more severe impacts on the people of the city of Hailey,
22 and we're going to end up with an airport that's not
23 nearly as functional as an alternative site would
24 provide. That's simply unacceptable.

25 In all due respect to Mr. Black, I understand

1 the problems of Sun Valley Aviation, but as a practical
2 matter, what has happened here is that most of the
3 aircraft in the C-III category are not public carriers.
4 They aren't bringing in lots of passengers. In many
5 cases, they're bringing in a single passenger or two
6 passengers. They have been for the last 15 years
7 rattling Hailey people out of bed, chasing Hailey people
8 indoors because you literally can't carry on a
9 conversation outside.

10 With the safety issues, with the growth of
11 the airport and the fact that growth begets growth, it
12 seems to me that this Authority is doing exactly what it
13 should do; that is, rejecting the notion of expanding
14 this airport any further, moving it to a site where it
15 can be expanded not just tomorrow but ten years from
16 tomorrow and 20 years from then.

17 I congratulate you on your work. I disagree
18 with Dick Fenton. Politics has everything to do with
19 this decision. Politics involves safety, politics
20 involves convenience, politics involves adverse impact.
21 It's a political decision, and thank you for your
22 attention to the politics of this issue.

23 (23) SUSIE TORRES SUSA: My name is Susie Torres
24 Susa, and I've lived in the valley for 25 years, and
25 it's nice to finally meet you here.

1 We have a school in Woodside being built as
2 we speak. How is a large airport going to affect this
3 community and our children environmentally with more
4 noise and more air pollution? We have airplanes as we
5 speak that are deafening, and they even take off late at
6 night and called a pay fine, and I suppose if they own
7 an airplane, they can afford those fines, but if the
8 noise (inaudible) you sleep, can you imagine what a
9 larger airport would do?

10 I've been here in Woodside since 1982.
11 Tragically, I have seen airplane crashes on the mountain
12 in Woodside before houses were put up. Can you imagine
13 the danger of having a large airplane going through all
14 the time?

15 I would like to see us recognize the needs of
16 the workers, the elderly, the homemakers' rights, as
17 they are the ones who have kept this valley, this town
18 afloat. They deserve the right to have affordable homes
19 and a clean and safe environment for themselves and for
20 their children. And I say this to everyone: Start
21 going to City meetings.

22 Thank you.

23 MS. BURKE: Thank you very much.

24 Bruce Kettridge? Are you still here?

25 Angelina Jones? Are you still here? Bert Redfern? Jay

1 Coleman? And Robert Lowe?

2 (24) BERT REDFERN: I'm Bert Redfern. I live at
3 3121 Glenbrook. I'd like to thank you for having this
4 public hearing today.

5 I live on the wrong side of Glenbrook. I'm
6 one of the 88 homes that could possibly be relocated,
7 and I want to publicly thank the mayor, our County
8 Commissioners, the City, and the FMAA for adamantly
9 opposing any of the expansion alternatives here at
10 Friedman. None of them make any sense to me. None of
11 them seem safe to me. They will all impact Hailey
12 immensely.

13 I understand about a decade ago this process
14 happened before and got stalled, and that's tragic for
15 this community, because it's probably going to take ten
16 years to get a new airport. If the process hadn't been
17 stalled ten years ago, we might have that new airport
18 now.

19 I would like to encourage all of you to stay
20 the course, stick to your ground, push for relocation of
21 this airport somewhere else, preferably in no else's
22 backyard, not the Camas Prairie people, not the Bellevue
23 Triangle people. We don't need to relocate the problem
24 at this airport, we need to relocate the airport, and I
25 think if we do it properly, it will have fabulous

1 economic benefits, not to mention the lessening of the
2 impact for those that are living with the airport right
3 now.

4 Thank you very much. I have attended many,
5 many Airport Authority meetings. I have attended many
6 of the Site Selection Committee meetings. I'll attend
7 meetings until we break ground somewhere else, and I
8 encourage everyone in this room to stay the course and
9 also stay involved in this process.

10 Thank you.

11 (Applause.)

12 MS. BURKE: Thank you very much.

13 (25) JAY COLEMAN: Jay Coleman. I don't want to
14 repeat a lot of what other people have said, so what I
15 would say is I think this process is quickly becoming
16 abused in terms of the time, money, and energy already
17 spent.

18 You cannot be at this juncture unaware of the
19 south county's feelings about this issue expressed in
20 myriad meetings in the community selection committee and
21 other public forums. I think it's abusive in another
22 way in terms of the situation in Hailey which portends
23 the loss of 88, your figures, middle class homes, and
24 may I call them affordable housing, which this community
25 hold sacrosanct?

1 For those who remain in Hailey, it's been
2 adamantly expressed about the increased dangers of
3 living next to the airport and the quantum degradation
4 of their lifestyles.

5 If I could accomplish anything here tonight,
6 I'd like to change your mind about something, Martha,
7 Leonard. I'd like you to make a decision in this forum
8 tonight. We've gone long enough. If we leave this hall
9 tonight without a decision being made, tell one of us to
10 get lost, the pro Hailey airport people or the anti
11 Hailey expansion airport people. Do it tonight, for I
12 can take no other conclusion from the lack of a decision
13 tonight that this ball is still in the air.

14 You open yourself up to continued smoke
15 blowing and obfuscation by convenience-oriented people
16 who can not and will not take no for an answer on
17 anything. Tell one of us no, and if you can, do it
18 tonight.

19 Thank you.

20 MS. BURKE: Thank you very much.

21 (Applause.)

22 MS. BURKE: Is Robert Lowe here? Shelley
23 Coben? Are you still here? Jim Kuehn? You were here.
24 There you are. Penelope Street? And then we'll have
25 Wes Fields and Doug (inaudible). Or not.

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1 (26) SHELLEY COBEN: Good evening. I'm Shelley
 2 Coben. I have lived in both the north valley and the
 3 south valley. I am currently living on eight acres that
 4 I own out Croy Canyon. I'd like to address about three
 5 different things that I don't think have been addressed
 6 here tonight.

7 The first one is it's my understanding that
 8 FAA rules prohibit the amount of noise level that would
 9 be produced by the type of planes you said will be
 10 coming into the airport because we don't have any
 11 control over what planes will be permitted here. I'd
 12 like you to address that. Can you tell me what decibel
 13 levels are allowed for a proximity of two miles from a
 14 school and the proximity of one mile from residences?

15 MS. BURKE: Would you be kind enough to make
 16 your comment, but then don't leave, because we will
 17 probably have time to go back over some of the
 18 questions, and that clearly is --

19 SHELLEY COBEN: I just thought it would be
 20 useful for everyone to hear the answer.

21 The reason I bring that up is because I grew
 22 up under an airport. My middle school was closed, the
 23 second school I went to was closed, and my high school
 24 was closed, all due to airport noise. We have 2,000
 25 students today at schools that serve all the valley,

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1 north and south, within two miles from the airport.
 2 Three of those schools are new. If you look at the
 3 long-term perspective, within 20 years those schools,
 4 and they're just designed for this, are intended to be
 5 expanded to accommodate 4,000 students, and that doesn't
 6 even consider the thousands of residents within this
 7 same proximity.

8 Now, to address the issue of people deciding
 9 not to come here if we move the airport, people come
 10 here from all over the world. People save their whole
 11 life to come here. They come here a few times. You
 12 know, it's part of their vacation time, their trip,
 13 intending to get to their destination.

14 Before moving here, I lived in Hawaii. I
 15 flew for hours to get where I was going. As far as a
 16 hazardous trip, I was the last plane into Hurricane
 17 Uleki, so coming in here in the fog is more than
 18 inconvenient.

19 Also, my husband flies for business. He
 20 flies multiple times in a month and has many, many, many
 21 times had to bus down, canceling meetings in other
 22 states or having people sit there for hours waiting for
 23 him because of the inconvenience because this isn't
 24 really an appropriate location for an airport of its
 25 scale.

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1 My last comment is in relation to if we do
 2 move the airport -- and again, I assume that according
 3 to FAA law itself, that precludes this as a discussion
 4 but rather insists upon it -- that land could be much
 5 better used to support our economy on affordable
 6 housing. Again, while it was a resident of Hawaii, I
 7 saw the economy there that's a tourist economy
 8 disintegrate because there was no place for the
 9 employees to live.

10 MS. BURKE: Shelley, thank you for your
 11 comments. Thank you very much.

12 (Applause.)

13 (27) JIM KUEHN: Jim Kuehn, 114 Buttercup.
 14 I want to thank all of you for participating
 15 in this very, very arduous and complicated process that
 16 you're involved in.

17 Members of the Board, members of the airport
 18 committee, you have had responsibility for overseeing
 19 the safety and the well-being of all of the citizens in
 20 the south valley, as well as the north valley. You're
 21 also held with the responsibility of forward thinking,
 22 seeing and having the availability of the technologies
 23 that are at hand and implementing them here at the
 24 Friedman Memorial Airport.

25 Although there is concern at the time when

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1 they elected to purchase some property from the Eccles
 2 that a sufficient amount of ground was not purchased to
 3 head down towards the road of going into C-III
 4 compatibility nor to my knowledge was Airport West ever
 5 approached on some of their land being purchased by the
 6 airport.

7 The Commission, the Board, and the airport
 8 directors had the forward thinking, and I feel that they
 9 should have at least taken the responsibility of
 10 purchasing enough land and making the expansion safe for
 11 the community.

12 That being said, I think all of the Board,
 13 the commission, and the airport staff have got a very
 14 unique opportunity in our valley. You have an
 15 opportunity to show, especially the city of Hailey, we
 16 have the opportunity to show the valley how we can
 17 effectively do planning not only for the five separate
 18 cities that encompass this beautiful valley, but also
 19 south central Idaho.

20 Going through the process and looking at and
 21 listening to the folks that are being transferred down
 22 to Twin Falls, I'm sure all of us have been there, I
 23 have not heard any discussion about going ahead and
 24 putting in a regional airport. I have not heard a
 25 discussion with what Twin Falls airport has thought of

1 impacts of another airport north of theirs involving
2 commercial flights, how they impact that particular
3 airport. I have not heard any discussion about how the
4 Boise airport feels about having another airport coming
5 in with commercial capacity.

6 I certainly hope that every bit of technology
7 that's available to make safe landings at our Friedman
8 Memorial Airport for the next ten years is in place. If
9 it's not in place, we are actively pursuing that.

10 Those are some of my thoughts. I could go on
11 for a long time, but thank you very much for your work.
12 I think you've started down a road, and I think it's a
13 long road. There's only four lanes designated from
14 Timmerman north. I wanted to remind everybody about
15 that. So good luck. I give you my support whether I
16 agree or disagree.

17 MS. BURKE: Jim, thank you very much. Thank
18 you.

19 (Applause.)

20 MS. BURKE: Is Penelope Street still here?
21 Does she wish to speak?

22 Here she comes, running like the wind.

23 (28) WES FIELDS: I'm Wes Fields. I was born
24 80 years ago in Camas County, and I've been ranching and
25 raising hell over there ever since.

1 I think we would sure like to see the airport
2 over there. We need a little more business. Our
3 businesses are closing up and the restaurant can't stay
4 open all day. They close at 2 o'clock in the afternoon
5 because there's no business. And it would help keep the
6 community alive, and I'm sure for having the airport in
7 Camas County, and thank you people for spending all your
8 time trying to educate us dumb guys.

9 MS. BURKE: Thank you, sir. Thank you very
10 much.

11 (29) PENELOPE STREET: My name is Penelope Street,
12 and I live in Woodside right where all the big planes
13 take off and make all the noise and drop all the black
14 stuff on the ground.

15 I was born and raised here and my father was
16 raised here, and I bought my place because I wanted to
17 take care of my mother, who was very old and dying. So
18 the loss of my mother and my house right now, I'm kind
19 of stressed.

20 The airport made a lot of sense a long time
21 ago when things were really little, and, you know,
22 people liked to come here because they couldn't get
23 here. I still hear that a lot. They come here whether
24 they can -- you know, the struggle they have to go
25 through to get here is part of why they come here. I

1 don't know how to solve these problems. It's a real
2 impasse, but that you guys are all willing to volunteer
3 and work on this is really admirable. So thank you
4 and --

5 MS. BURKE: Do you want a time-out, Penelope?

6 PENELOPE STREET: I'm on time-out permanently
7 right now.

8 (Applause.)

9 MS. BURKE: Is Doug (inaudible) still here?

10 Okay. This is Nancy on Glenbrook Drive. I

11 can't even get close. Okay. Anthony Hernandez, are you
12 still here? Would you like to speak?

13 (30) ANTHONY HERNANDEZ: My name is Anthony
14 Hernandez. I live in Camas Prairie. I just want to say
15 something about the mayor of Fairfield who was here.

16 I was at that meeting, and he was only
17 talking about people in Fairfield, the city. There are
18 a lot of people that live out on the Prairie where I do,
19 who are against the airport.

20 One of the things I wanted to say was, all
21 the people who are here, while I think that the airport
22 could be expanded, it's never going to happen, and I
23 want to assure you of that. The reason I want to say
24 that is because some of these board members at our
25 meeting in Fairfield said it will never be expanded

1 here, period.

2 And the other thing I wanted to say is that
3 you said that if our commissioners would write a letter,
4 we could be taken off that list. Is that true?

5 MS. BURKE: Yes.

6 ANTHONY HERNANDEZ: Okay. That's what we're
7 working on. Thank you.

8 MS. BURKE: Thank you. Okay. We're down to
9 the -- we're four to the last. I was going to say the
10 best. Betty Grant, William Hughes, Kathy Lynn, and Jon
11 Anderson. Are they here, any of them?

12 Okay.

13 (31) BILL HUGHES: My name is Bill Hughes. I live
14 on Eureka Drive in Hailey, and also I'd like to commend
15 the Board and the Authority for their diligent efforts
16 in pursuing what we hope to be the best interests of
17 this community rather than the economic benefits of the
18 few and convenience of the few.

19 Everybody avoids the third rail in this
20 valley, which is the social stratification, and I'm not
21 going to go too deeply into that other than to say I
22 believe that health and safety of residents in Hailey
23 trumps the convenience of north valley residents who are
24 second homeowners and flying in here.

25 The gentleman who spoke about the

| | |
|---|--|
| <p style="text-align: right;">Page 101</p> <p>1 \$100 million of the new airport neglected apparently to 2 look at the land acquisition, which is always my 3 question, for expansion. It just didn't make any sense 4 to spend as much on land acquisition as virtually an 5 entire new facility in another location.</p> <p>6 I'm sympathetic to you folks. I think this 7 is the fourth meeting that I've attended. You presented 8 the evidence over and over and over. The first meeting 9 I attended, Sarah Michael, who probably wasn't 10 politically expedient, and I don't see her, and she's 11 probably lower profile, but as a Board member, County 12 Commissioner from the north valley at that first 13 meeting, she assured me that there would be no expansion 14 of the existing site.</p> <p>15 And with all due respect to Wally, I think 16 this is a case that we need to look at the glass half 17 full rather than half empty. I think the opportunities 18 of a new facility south of here, possibly on the 19 Blaine-Lincoln line, is going to offer a unique 20 opportunity to bring people from all four directions 21 here.</p> <p>22 And I also see this -- I mean, I don't 23 consider myself a visionary, but this will in and of 24 itself by the volume of traffic become a regional 25 airport for Magic Valley, and I'm not trying to name it</p> | <p style="text-align: right;">Page 103</p> <p>1 The City of Bellevue has been following the airport 2 relocation discussion closely and wants to offer several 3 observations.</p> <p>4 "We strongly support the Authority's effort 5 to identify a solution to the safety/expansion demands 6 upon the airport that does not include continued and 7 expanding impacts to the cities of Bellevue and Hailey.</p> <p>8 "The 1990 Master Plan is quite clear in its 9 preamble that any future expansion of services must take 10 place outside the land base for air operations at 11 Friedman. It also clear that FAA safety demands are not 12 issues to be dealt with through waivers of safety design 13 standards.</p> <p>14 "We are vitally aware of the role of air 15 transportation and its importance to our resort business 16 community. In that regard, we encourage the Authority 17 to outline a policy that will identify potential market 18 constraints associated with the new location in order to 19 develop a sound business plan to address these 20 constraints. That plan should include County-based 21 support for marketing and public transportation to 22 ensure a successful transition to the new site.</p> <p>23 "However, because the timing of the new 24 airport is a long range issue, possibly ten years or 25 more, the evaluation of that market climate and the</p> |
| <p style="text-align: right;">Page 102</p> <p>1 the Magic Valley Regional Airport, because I prefer Ice 2 Caves International. I think that's far superior.</p> <p>3 Mr. Coleman's comments, I concur. You need 4 to move forward, you need to get this ball rolling. 5 This needs to happen and we need to relocate the 6 airport, we need to do it now. It doesn't matter. 7 People -- you can't please all of the people all of the 8 time. It's impossible.</p> <p>9 And just briefly, I would like to thank Len 10 Hartig for his continuing contributions to this 11 community. He has an immense amount of respect from me, 12 which is very hard to obtain, particularly as a 13 politician, and I very much appreciate that you didn't 14 ride off into the sunset when you gave up your seat as 15 commissioner, Len. Thank you.</p> <p>16 (Applause.)</p> <p>17 MS. BURKE: Is Jon here? Jon?</p> <p>18 (32) JON ANDERSON: My name is Jon Anderson. I am 19 the mayor of Bellevue, Idaho, and I would like to thank 20 you all for your diligence. I know it's hard being in 21 the spotlight, good or bad, so I just want to thank you 22 for your due diligence and everything.</p> <p>23 I'm going to read you a letter into the 24 public record.</p> <p>25 "Dear Friedman Memorial Airport Authority,</p> | <p style="text-align: right;">Page 104</p> <p>1 business plan at this time is premature. We believe 2 that the existing authority should be restructured in 3 the future to include the shareholders of the new 4 airport. However, the need for restructuring for the 5 new site should not be confused with the need to 6 restructure the existing Authority. We do not agree 7 that additional partners are necessary at this time, but 8 if there is an interest in expanding the voices on the 9 Authority, we would request that the City of Bellevue be 10 included in that list of parties of interest being 11 offered a seat at the table.</p> <p>12 "In closing, we believe the Authority is on 13 the right track, and we are prepared to support your 14 efforts in any way you might identify.</p> <p>15 "Sincerely, Jon Anderson, Mayor, and the 16 Bellevue City Council."</p> <p>17 And as a private citizen, I agree with 18 everything that Keith Roark said.</p> <p>19 MS. BURKE: Thank you very much.</p> <p>20 (Applause.)</p> <p>21 MS. BURKE: Kathy? Kathy Lynn? Is there 22 anyone else?</p> <p>23 We have actually finished the list of those 24 of you who have signed up and remained faithful and 25 stayed here, so if there's anyone else who would like</p> |

1 three minutes, we will take a couple more.

2 In the back, your name and whatever.

3 (33) JIM SPINELLI: I thought I checked the right
4 box.

5 MS. BURKE: I'm sorry.

6 JIM SPINELLI: But thanks for the
7 opportunity.

8 Jim Spinelli. I'm the executive director of
9 the Hailey Chamber of Commerce, and I live in Woodside.

10 I am here on behalf of our Board of Directors
11 and our Board member, Gary Coats of Marketron. I hope
12 most of you heard him speak about his business earlier.

13 Gary and I have had several conversations
14 about the safety and reliability of travel for his
15 employees, and I would just hope that as a major
16 employer in the city of Hailey that we listen to him,
17 because I'm sure that his problem is not unique. It's
18 actually very big because he has so many employees.

19 The other thing I'd like to speak to is as a
20 member of the Site Selection Committee, I am not
21 particularly interested in what site gets chosen of the
22 three. What's a priority for me is safety and
23 reliability.

24 Thank you.

25 MS. BURKE: Thank you. Is there anyone else?

1 Okay. If you would like, we can look at the
2 questions further. Or not.

3 Wait. If you want, we'll stay around. We'll
4 dismiss you now, we'll end the meeting, but we'll be
5 here for a minute if you have further questions, and I
6 think someone had a question of Rick that I cut her off.
7 So anyway, you are excused.

8 Thank you so much for the evening.

9 (Applause.)

10 (Concluded at 9:22 p.m.)

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Wood River Region Airport Site Selection And Feasibility Study

Appendix H / Expansion Options for Friedman Memorial Airport

*Presented at September 28, 2005 Public Hearing

Exapnsion options for Friedman Memorial Airport

Existing Site

Proximity to Homes and Businesses



Supporting Materials

Originally presented at the September 28, 2005 public hearing

SLIDE # 15

Airport Site Selection
and
Feasibility Study

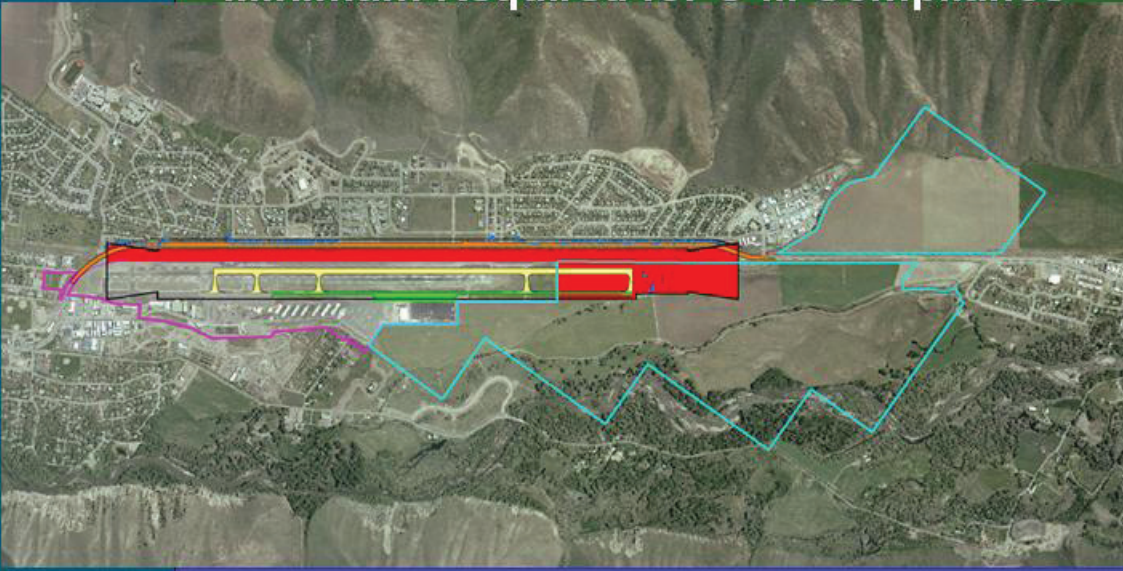
Existing Site C-III Safety Standards

| Standard | Does FMA Comply? |
|--|------------------|
| Runway Safety Area | |
| Length | No |
| Width | No |
| Runway Object Free Area | |
| Length | No |
| Width | No |
| Runway Obstacle Free Zone | |
| Length | Yes |
| Width | No |
| Runway To Parallel Taxiway Separation | |
| East | No |
| West | No |
| Runway Protection Zone | |
| Area | No |

SLIDE # 16

Airport Site Selection
and
Feasibility Study

Expand to the East Minimum Required for C-III Compliance




SLIDE # 19

Airport Site Selection and Feasibility Study

- Retain Taxiway B Alignment – Move Runway East 150'
- Relocate Highway 75 East 150', acquire 88 homes
- Acquire 46 acres of Flying Hat Ranch
- Cost \$116M, yet NOT Operationally Feasible

Expand to the East – Option A



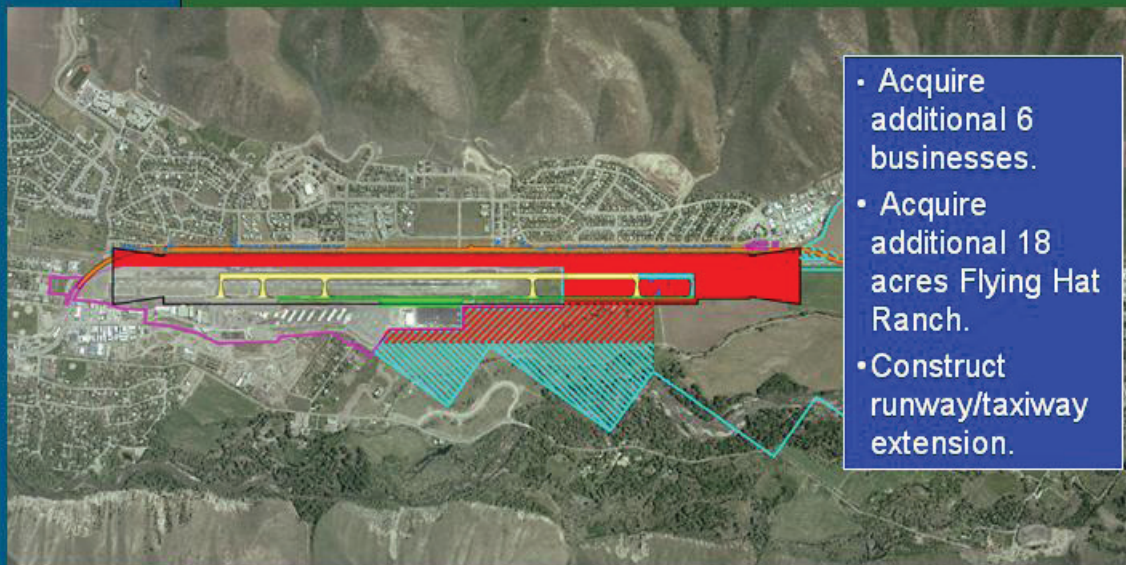
SLIDE # 20

Airport Site Selection and Feasibility Study

- Relocate Hwy 75 150' to the east.
- Acquire 88 homes, remove/relocate
- Acquire 190 acres Flying Hat Ranch for airfield.
- Construct new runway, extend taxiway.
- Airfield closure – 8 months, min.

- Retain Airport Infrastructure on West Side of Airport
- Retain Taxiway B Alignment – Move Runway East 150'
- Impact Limited to East and South of Airfield

Expand to the East – Option A



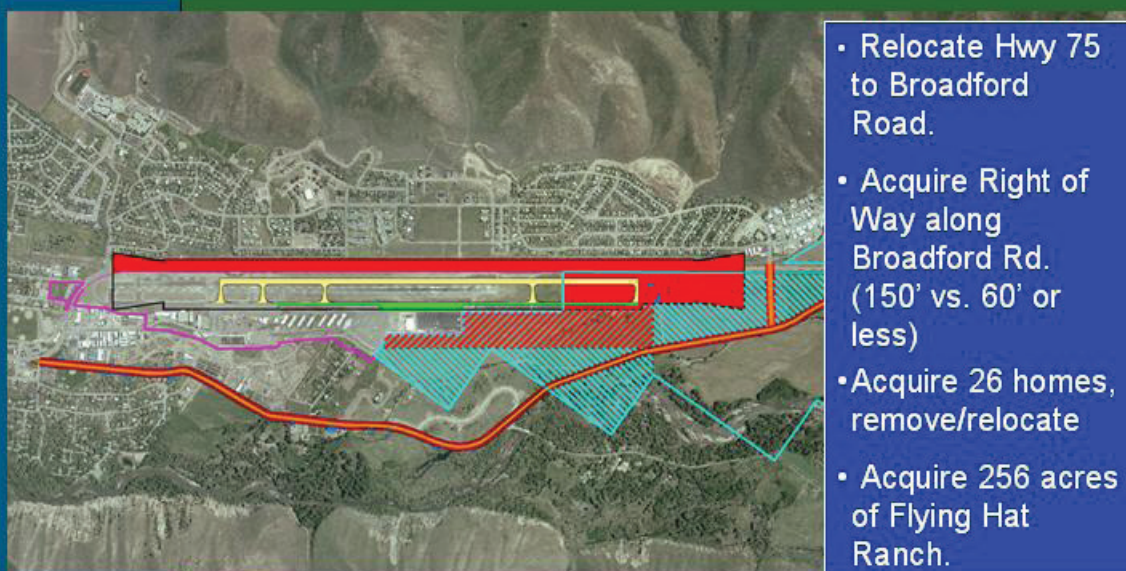
- Acquire additional 6 businesses.
- Acquire additional 18 acres Flying Hat Ranch.
- Construct runway/taxiway extension.

SLIDE # 21

Airport Site Selection
and
Feasibility Study

- Retain Airport Infrastructure on West Side of Airport
- Retain Taxiway B Alignment – Move Runway East 150'
- Impact Limited to East and South of Airfield
- Adds 1,000' to Runway (8,500')

Expand to the East – Option B

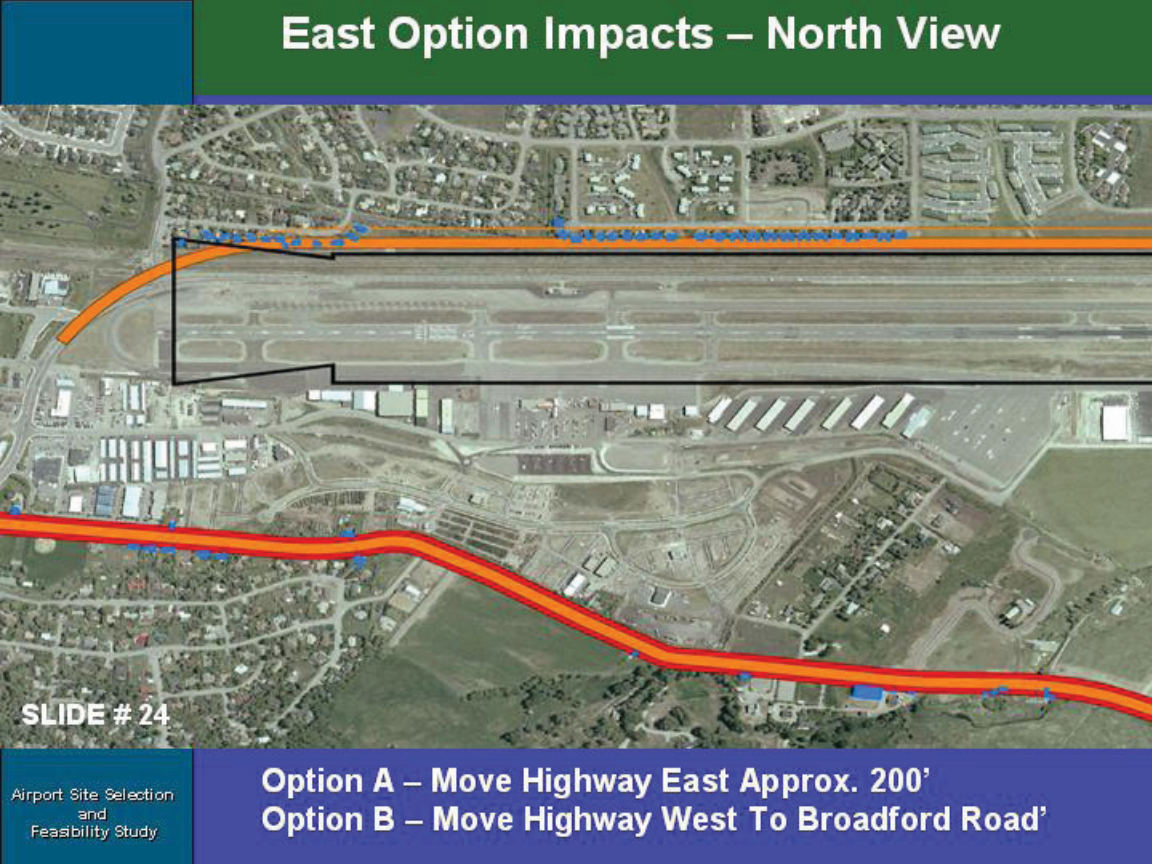
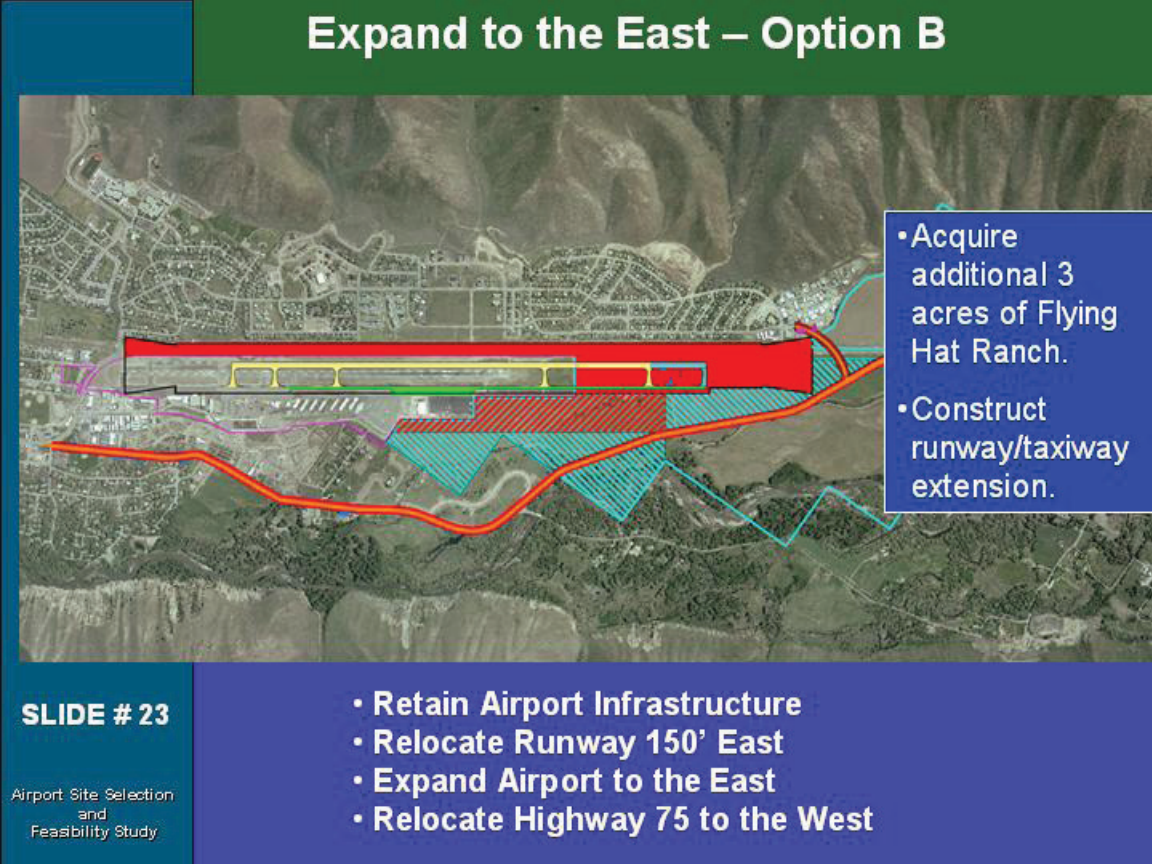


- Relocate Hwy 75 to Broadford Road.
- Acquire Right of Way along Broadford Rd. (150' vs. 60' or less)
- Acquire 26 homes, remove/relocate
- Acquire 256 acres of Flying Hat Ranch.

SLIDE # 22

Airport Site Selection
and
Feasibility Study

- Retain Airport Infrastructure
- Relocate Runway 150' East
- Reduces Impact East of Airfield, Increases Impact West



East Option Impacts – South View

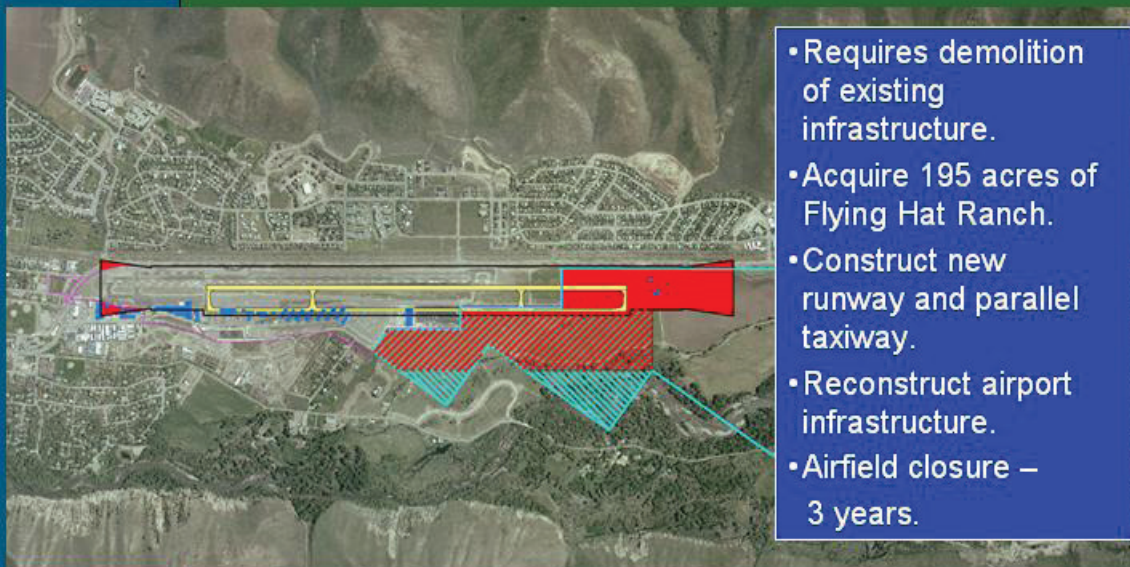


SLIDE # 25

Airport Site Selection
and
Feasibility Study

Option A – Move Highway East Approx. 200'
Option B – Move Highway West To Broadford Road'

Expand to the West



- Requires demolition of existing infrastructure.
- Acquire 195 acres of Flying Hat Ranch.
- Construct new runway and parallel taxiway.
- Reconstruct airport infrastructure.
- Airfield closure – 3 years.

SLIDE # 26

Airport Site Selection
and
Feasibility Study

- Retain East Property Limit
- Relocate Parallel Taxiway 150' to the East
- Remove/Relocate West Side Support Facilities

Expand to the West

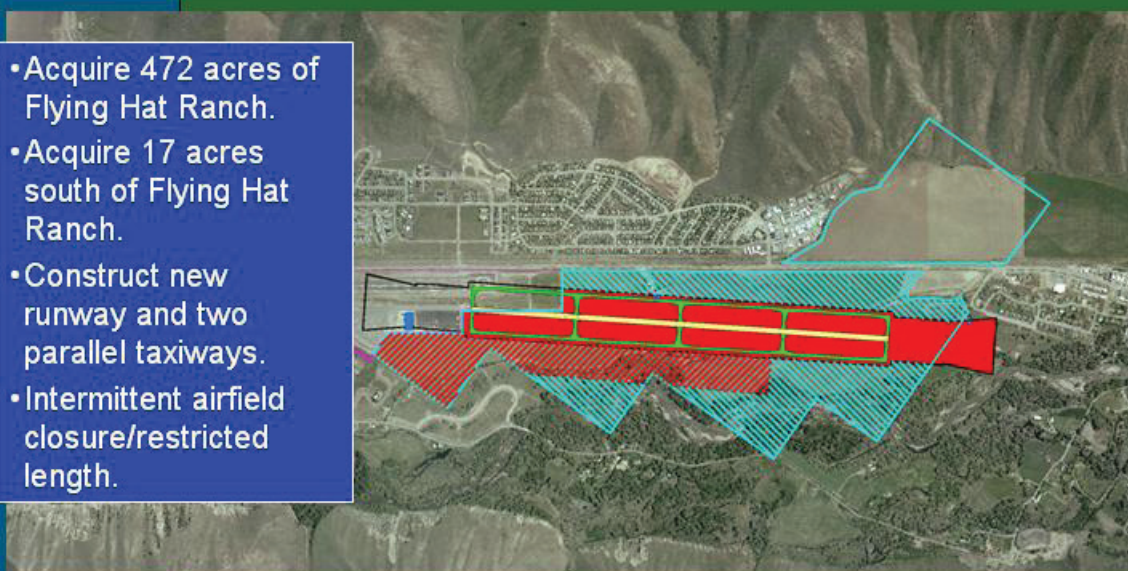


SLIDE # 27

Airport Site Selection
and
Feasibility Study

- Retain East Property Limit
- Relocate Parallel Taxiway 150' to the East
- Remove/Relocate West Side Support Facilities
- Adds 1,000' to Runway (8,500')

Expand to the South



SLIDE # 28

Airport Site Selection
and
Feasibility Study

- Minimize Impact to Existing Airfield
- Maximum Use of Open Space to the South
- Minimum Impact to Property East and West of Airport
- Adjust Runway Alignment

Expand to the South

- Acquire additional 20 acres south of Flying Hat Ranch.
- Acquire additional dwellings?
- Extend runway and parallel taxiways.

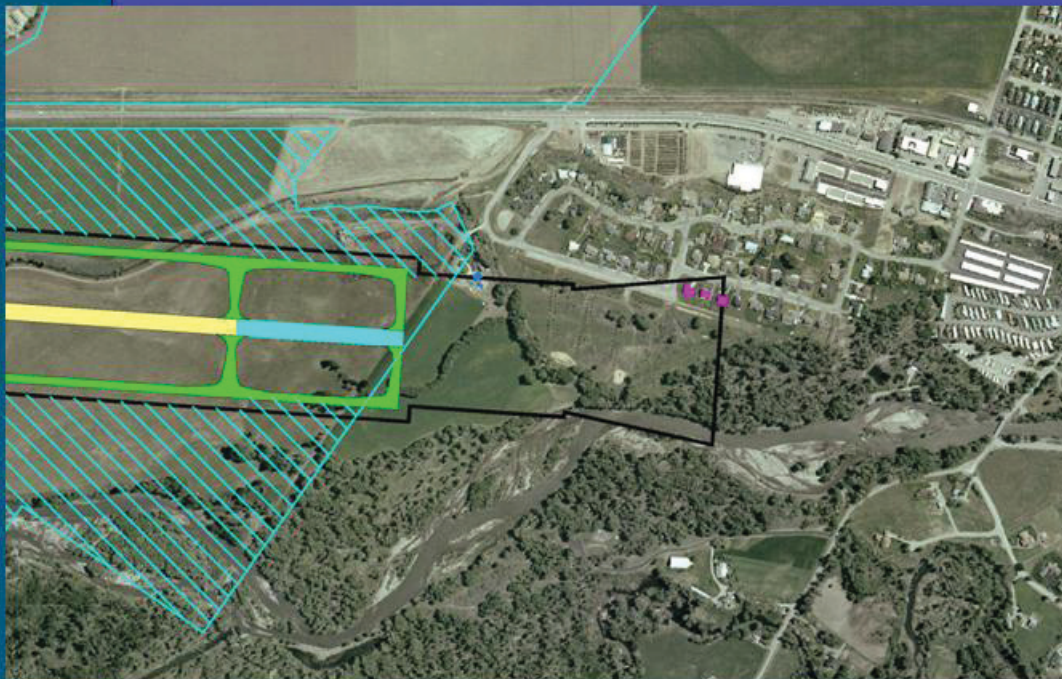


SLIDE # 29

Airport Site Selection
and
Feasibility Study

- Minimize Impact to Existing Airfield
- Maximum Use of Open Space to the South
- Minimum Impact to Property East and West of Airport
- Adjust Runway Alignment
- Adds 1,000' of Runway (8,500')

South Option - Impacts



Airport Site Selection
and
Feasibility Study

SLIDE # 30

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Wood River Region Airport Site Selection And Feasibility Study

**Appendix I / October 4, 2005 Friedman Memorial
Airport Board Meeting Minutes**

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

**October 4, 2005
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chair – Martha Burke, Vice Chair – Susan McBryant, Secretary – Tom Bowman, Board – Leonard Harlig and Ron Fairfax;
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird, Emergency Services/Airfield Operation Chief – Pete Kramer, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Office Assistants – Roberta Christensen, Alysia Heyer; Heather Gillespie;
AIRPORT LEGAL COUNSEL: Luboviski, Wygle and Fallowfield – Barry Luboviski;
CONSULTANTS: Toothman-Orton Engineering Co. – Chuck Sundby;
AIRPORT TENANTS/PUBLIC: Susan Cutter, Pepin Corso-Harris, Melidee Wright, Michael Rasch, Dave Konrad, Bert Redfern, Ken Oclassen
PRESS: Mountain Express—Pat Murphy, Sun Valley Online—Gary Stivers, Times News—Karma Fitzgerald

CALL TO ORDER:

The meeting was called to order at 5:30 p.m. by Chair Burke.

I. APPROVE AGENDA

The October 4, 2005 Agenda was approved as presented.

**II. APPROVE MEETING
MINUTES OF:**

MOTION:

*Made by Board Member McBryant to approve the April 12, 2005 Regular Meeting Minutes as presented.
Seconded by Board Member Harlig.*

PASSED UNANIMOUSLY

MOTION:

Made by Board Member Harlig to approve the September 6, 2005 Regular Meeting Minutes as presented. Seconded by Board Member Fairfax.

MOTION PASSED

(Board Member McBryant Abstained)

III. PUBLIC COMMENT

(None)

IV. AIRPORT STAFF BRIEF

A. Noise Complaints (See Brief)

B. Parking Lot Update (See Brief)

C. Statement of Revenue & Expense and ATCT Traffic Count (See Brief)

D. Review Correspondence (See Brief)

E. Transponder Landing System Update (See Brief and PowerPoint)

The Airport Manager stated the FAA had issued approach plates, including public approaches, for review and should be published October 27, 2005. He also noted a statement by the United States House of Representatives that expects an update on the TLS (Transponder Landing System) from the FAA around March of 2006. It was also mentioned that the FAA had sent Congress a request to appropriate TLS funds for GPS (Global Positioning System) technology funds and that Congress authorized shifting 10.8 million dollars to go towards GPS technology. This shift of funds authorization also left \$2,000,000 for testing and strongly directed the FAA to move forward with the TLS.

Board Member Bowman asked how the government had direction for the communication provided in quote from the September 26, 2005 letter. (Minute Attachment #1)

The Airport Manager stated that ANPC's (Advanced Navigation and Positioning Corporation) board was persuasive due to current personnel and consultants with past employment within the government and knowing how the governmental system works. He also noted that the September 26, 2005 letter was not a request of Friedman Memorial Airport, but was correspondence between Norman Y. Mineta, Department of Transportation; Christopher S. Bond, U.S. Senate and Joe Knollenberg, U.S. House of Representatives and responded to an FAA request.

F. AIP '27 AWOS (See Brief and PowerPoint)

CLH, Inc. has been waiting approximately 4 months for type acceptance on a \$2.50 toggle switch to turn the AWOS (Automated Weather Observation System) and ATIS (Automatic Terminal Information Service) from one system to the other and when the approval is received the system would be up and running.

Board Member Fairfax asked when AWOS would be broadcasting and on what frequency.

The Airport Manager reported AWOS would transmit when the Air Traffic Control Tower (ATCT) was not in operation, the ATIS would cut the ATCT's workload in half and the frequency would be published in the facility review.

V. OLD BUSINESS

A. AIP '29 Wood River Region New Airport

Site Selection & Feasibility Studies (See Brief and PowerPoint)

The Airport Manager reviewed the slides *Study Process Decision*, *Process Decision*, and *FMAA's Options* which were presented at the September 28, 2005 Special Meeting/Public Hearing.

Board Member Harlig's thoughts were to have another special meeting regarding FMA and the Site Selection Process (SSP). He recommended the Board review Sites 9, 10 and 13 and entertain new suggestions from FMAA members for sites and felt the discussion would be too large to incorporate into the regular meeting agendas.

Board Member Bowman supplied a suggestion (that he did not claim as his own) to incorporate some form of the Site Selection Advisory Committee (SSAC) where the Board would narrow the scope for the SSAC and the Board would make the final decision in a subsequent meeting. He also concluded the suggestion was prompted by assumptions that negative public perception would result if an alternative site were chosen without more public participation, despite thoughts that the SSAC and the Board would come to the same conclusion.

Board Member Fairfax felt the Board had gathered enough information to make a preliminary decision (for both current FMA and an alternative site) and stated the EIS (Environmental Impact Statement) review might refine the process.

Board Member McBryant agreed with Board Member Fairfax's comments. She thanked the Board and Staff for the success of the September 28, 2005 Special Meeting/Public Hearing. She had received numerous phone calls regarding FMA, stated it has been an enormously public issue, and that the Board will make the preliminary decision within the public forum.

Chair Burke stated she was ready to discuss the decision for a new site tonight. She did not agree with calling back the SSAC and stated the regular meetings are held in a public forum.

Legal Counsel Lubovski asked if the Board was considering another public hearing and the response from Chair Burke and Board Member Fairfax was negative.

Board Member Harlig amended his first suggestion to at least notice the decision to be made and allocate enough time to address the SSP and the relocation site alternatives.

Chair Burke requested that the Consultants be present at the meeting.

Board Member McBryant asked for clarification from Board Member Harlig, and asked if he was suggesting opening the process up again.

Board Member Harlig affirmed that he was willing to take more public comment on a limited basis prior to making a decision and noted the Board did not have to agree.

Board Member McBryant then suggested that the Board be supplied with a booklet that provides a concise description and map of each site 9, 10 and 13.

Board Members Bowman and Harlig discussed the process following the Board's future decision. The Board's recommendation would be presented to the FAA, then in accordance with NEPA (National Environmental Policy Act) and the EIS. It was discussed whether there would need to be a scope of work established for the EIS process and whether the Board's decision needed to be presented to the Blaine County Commissioners (BCC) even though the BCC had submitted a letter that stated a preference for a site located within Blaine County and close to Highway 75.

Legal Counsel Lubovski stated the Board needed to make a firm decision and to be able to propose the idea of that recommendation to the BCC before the decision goes to the FAA. Once there is a decision to move then the BCC would become more involved.

The Board and Legal Counsel Lubovski discussed issues of ownership and responsibilities once the decision to move FMA was made.

The Airport Manager indicated he did not want the discussion to jump ahead and reviewed the decisions to be made by the Board. From the SSP there have been three alternative preferred sites pinpointed: Site 9, Site 10, and Site 13. For the current site of FMA there is an expansion to the south, to the west and two options for expanding to the east. He then asked what current FMA expansion site would be compared to which preferred alternative site. He suggested technical data still remains to be presented to the Board before the Board makes a decision and that the FAA would need to review all the data that helped base the Board's decision.

Board Member Harlig disagreed with all four FMA expansion alternatives and asked whether the Board needed to do an analysis of the four expansion options at FMA since no alternative at FMA was acceptable.

The Airport Manager recommended that the Board remain as close to the original work scope as possible.

Legal Counsel Luboviski and Chair Burke discussed whether it was necessary for the Board to choose an option for FMA's current location. If monetary concerns carry weight with the FAA, then how much detail is needed and what is the process.

Consultant Sundby stated the intent of the financial analysis was to pick an alternative and factor in capital costs and O/M (Operations and Maintenance) costs. The capital costs differ and when the real estate costs are applied then the overall costs are extremely different. How a site can be financed may be the deciding factor.

Board Member Harlig recalled a couple of years back the FMAA had reviewed the FMA options to meet C-III compliance presented by the Consultants and the factors have not changed—there would be a significant impact on FMA's neighbors, FMA is still surrounded by mountains, there are concerns of more future expansions based on higher classifications, and there would still be weather problems. With these issues the Board determined FMA's options were not viable then and therefore the Board needs to comply with the 1994 Preamble and look for a new site. The options were bad during the Master Planning Process and now they are worse—does the Board need to keep discussing FMA?

Consultant Sundby stated the Board needed to include the costs for the record.

Board Member Harlig and Chair Burke agreed that discussing FMA's options were futile and discussed how to smoothly transition to the next step.

Consultant Sundby suggested a motion would be needed, documents would be prepared for the record and affirmed the Board could redirect the study. He also believed the Consultants had enough capital costs documentation for the existing site.

Board Member Fairfax suggested the FAA would not want to review all four alternatives for FMA but would rather have one to review and compare.

Consultant Sundby replied that information would be presented in a chapter or appendix within the financial feasibility section that would be presented to the FAA.

Legal Counsel Luboviski stated he was comfortable with estimates of the cost for the Eccles' property, but was not comfortable with estimates of the other sites' land costs because of the presence of gravel deposits on Site 9.

Board Member Bowman affirmed he would not support identifying one of the four options to remain at FMA but would agree with submitting the discussed chapter to the FAA for review.

The Board, Legal Counsel Luboviski, Consultant Sundby and the Airport Manager discussed the possibility of the FAA returning the four options for FMA and asking the Board to select one and issues with noticing decisions to be made. They agreed that possibility was unlikely.

Michael Rasch of SVA requested the Board complete a comparison at the existing site to a preferred alternative site.

The Board, Consultant Sundby, and Legal Counsel Luboviski discussed Mr. Rasch's concerns and determined the request is not part of the scope for the present time.

MOTION: *Made by Board Member Fairfax that the information provided by the Consultants on FMA's expansion options and in general are enough to present to the FAA and no further study on the current site needs to be done by the Consultants. Seconded by Board Member Harlig.*

PASSED UNANIMOUSLY

MOTION: *Made by Board Member McBryant for the Friedman Memorial Airport Authority to reconfirm its support of the 1994 Preamble as it is written. Seconded by Board Member Harlig.*

PASSED UNANIMOUSLY

Board Member McBryant requested that the Board discuss Sites 9, 10, and 13 at another meeting within the month of October.

The Board discussed when a meeting could be set, a venue, and adequate notice.

Board Member Bowman requested materials pertinent to the three sites for review and called for a month's time to review before the next meeting.

Board Member Fairfax requested the Board present how each of the 16 sites was selected and rationalize how 13 of the 16 sites did not make it to the finalist sites.

Board Member McBryant agreed.

The Board selected Wednesday, October 26, 2005 for a Special Meeting at 5:30 p.m. The venue would be determined in time.

The Airport Manager stated Staff would supply material on Sites 9, 10, and 13 from the February SSAC Meeting, provide the SSAC's comparative analysis results, bring all the SSAC binders and wait for requests on any other documentation.

Board Member McBryant requested that the agenda be prepared as a "Special Meeting" not a "Public Hearing."

Ken Oclassen, a corporate pilot, commented on the data provided by the Airport Manager regarding the new approaches coming available October 27, 2005 is a huge plus for pilots to have minimums of 1000' and three miles.

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Wood River Region Airport Site Selection And Feasibility Study

Appendix J / **October 19, 2005 Friedman Memorial
Airport Special Board Meeting Minutes**

**MINUTES OF A SPECIAL MEETING
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY***

**October 19, 2005
12:00 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chair – Martha Burke, Vice Chair – Susan McBryant, Secretary – Tom Bowman, Board – Leonard Harlig;
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird;
Contracts/Finance Administrator – Lisa Emerick, Administrative Assistant – Alysia Heyer;
AIRPORT LEGAL COUNSEL: Luboviski, Wygle and Fallowfield – Barry Luboviski;
CONSULTANTS: Toothman-Orton Engineering Co. – Chuck Sundby;
AIRPORT TENANTS/PUBLIC: Dennis Wright; Melidee Wright; Michael Rasch; Tara Hagen (Bureau of Land Management (BLM)); Lori Armstrong (BLM Field Manager); Mike McDonald (Idaho Fish & Game); Joe (Bus driver)
PRESS: Mountain Express—Pat Murphy and Willy Cook; Wood River Journal—Kathleen Turner; Sun Valley Online—Gary Stivers

CALL TO ORDER:

The meeting was called to order at 12:14 p.m. by Chair Burke.

I. APPROVE AGENDA

The Agenda was approved with the revision that Chair Burke would call the meeting to order at the arrival and recess at each location.

II. OLD BUSINESS

A. Airport Site Selection/Feasibility Study – Site Visit

Consultant Sundby stated Sites 13, 10 and 9 all have distinct factual characteristics:

| | <u>Site 13</u> | <u>Site 10</u> | <u>Site 9</u> |
|-----------------------|----------------|----------------|----------------|
| Ownership | Private | Public | Public/Private |
| Jurisdiction | Camas County | Blaine County | Lincoln County |
| Primary Access | USH – 20 | SH – 75 | SH – 75 |

He concluded the terrain characteristics could be viewed and optimized approaches visualized by visiting Sites 13, 10 and 9. Each individual should get a feel for the distinct features of each site and recognize that they are different with unique personalities.

Chair Burke declared the meeting recessed.

1. Depart Airport Manager's Office to Camas County – Site 13
2. Arrive at Camas County – Site 13

The meeting was called to order at 1:13 p.m. by Chair Burke at a location approximately in the middle of the proposed location of Site 13.

| | |
|-----------------------------|--|
| | Site 13 |
| Runway Orientation | 07-25 |
| Estimated Minimums | 250 feet |
| Water | Wells and ground water located 200 ft. below surface |
| Proximity | Most distant |
| Physical Constraints | Yes (Least) |
| Constructability | Least difficult |
| Infrastructure | Least difficult |
| BLM/Native American | Not applicable |
| Public Cost | Lowest |
| Weather | Fog, drifting snow |
| Airspace | Best |

Consultant Sundby stated the alignment of the runway would be situated east – west to best accommodate missed approach procedures, instrumentation would work with the terrain and that some of the rolling hills could be used to level out Site 13. He also noted that there was an independent water study done which located ground water 200 feet below the site and a few wells located around the site (one reportedly could run 900 gallons per minute). The length of Site 13 and its Runway Protection Zones (RPZ) ran from Princess Mine Road to Willow Creek.

Other items discussed by the Board, Consultant Sundby and Public were:

- Residences and subdivisions in the area
- Site 13's ability to accommodate future airport expansion
- Terrain was not a huge obstacle
- Approach and runway alignment
- Constructability (flattening of terrain and decent soil)
- Possibility of cross wind runway (optimized approach listed above)
- Acreage needed (640 acres minimum needed for each site)
- 50:1 instrument approach surface

Chair Burke declared the meeting recessed.

3. Depart Camas County – Site 13 to Blaine County – Site 10

4. Arrive at Blaine County – Site 10

The meeting was called to order at 2:11 p.m. by Chair Burke at Site 10 and noted that the Board and Public walked up to a butte at the southeast corner of the site area overlooking Site 10.

Consultant Sundby stated Site 10 began at the butte and headed north, east and west; highway 75 was five road miles to the west; the ownership was entirely Bureau of Land Management (BLM also known as Public land) with Native American Treaty Rights being an issue of concern at this site; and the terrain is more restrictive which would require higher minimums to accommodate missed approach procedures.

| | |
|-----------------------------|---------------------------------|
| | Site 10 |
| Runway Orientation | 13-31 |
| Estimated Minimums | 400 feet |
| Water | No documented wells in the area |
| Proximity | Closest |
| Physical Constraints | Yes |
| Constructability | Most difficult (Lava) |
| Infrastructure | Most difficult |
| BLM/Native American | Most objection |
| Public Cost | Highest |
| Weather | Fog, drifting snow |
| Airspace | 3 rd Best |

Other items discussed by the Board, Consultant Sundby and Public were:

- Existing high pressure natural gas pipeline (cost estimate factored in to relocate)
- Earthwork cost and complexity associated with basalt, lava and buttes
- Gravel quarry at Site 9 could be used for fill
- Runway orientation relative to wind
- Possibility of an airport location being a little further south and closer to SH-75
- Caves had not been inventoried
(BLM noted the small caves were bat habitats.)

Chair Burke declared the meeting recessed.

3. Depart Blaine County – Site 10 to Lincoln County – Site 9

4. Arrive at Lincoln County – Site 9

The meeting was called to order at 3:12 p.m. by Chair Burke.

As the Board, Public and Consultant Sundby overlooked the ranch on Site 9 they observed Site 10 was to the north. Consultant Sundby explained the ranch land was private, the land to the north and east encompassed BLM lands. He pointed out the old railroad grading to the east, the Richfield canal to the north and highway 75 to the west.

| | |
|-----------------------------|--|
| | Site 9 |
| Runway Orientation | 14-32 |
| Estimated Minimums | 250 feet |
| Water | Wells in the area |
| Proximity | Median |
| Physical Constraints | Yes |
| Constructability | Commercial gravel operations exist on site, suitable |
| Infrastructure | Median |
| BLM/Native American | Least objection |
| Public Cost | Median |
| Weather | Fog |
| Airspace | 2 nd Best |

Other items discussed by the Board, Consultant Sundby and Public were:

- BLM mentioned a Wilderness Study area to the south
- Aggregate resources a pro and con for Site 9
- Water difficult to get to due to basalt, existing wells are low volume
- Site 9 and Site 10 approaches were similar
- Infrastructure capabilities (see below)

Consultant Sundby stated Site 13 had the best capabilities to create airport support infrastructure like lodging, restaurants and other businesses that may surround the airport due to private land ownership. Site 10 had virtually no or difficult opportunities for airport support activities outside the airport boundaries due to the public land ownership. Finally, Site 9 had some opportunity for additional infrastructure due to its partial private land ownership (and closely located private lands).

Michael Rasch, of SVA, asked if any of the sites could become a regional airport.

Consultant Sundby stated all three alternative sites had the capabilities for lateral expansion. Of what was known of the three sites, Site 13 did have the capabilities; however, Sites 10 and 9 would need to be studied to make that evaluation.

5. Depart Lincoln County – Site 9 to Airport Manager's Office

Upon arrival at the Airport Manager's Office no discussion took place.

III. ADJOURNMENT

MOTION:

Chair Burke moved to adjourn the Special Board Meeting. Seconded by McBryant.

ROLL CALL VOTE:

| | |
|-------------------------------------|-------------------|
| <i>Board Member McBryant</i> | <i>Yes</i> |
| <i>Board Member Bowman</i> | <i>Yes</i> |
| <i>Board Member Harlig</i> | <i>Yes</i> |
| <i>Board Chair Burke</i> | <i>Yes</i> |

PASSED UNANIMOUSLY

The October 19, 2005 Special Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 4:11 p.m.

Tom Bowman, 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.

Wood River Region Airport Site Selection And Feasibility Study

**Appendix K / October 26, 2005 Friedman Memorial
Airport Board Special Board Meeting Minutes**

**MINUTES OF A SPECIAL MEETING
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY***

**October 26, 2005
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chair – Martha Burke, Vice Chair – Susan McBryant, Secretary – Tom Bowman, Board – Leonard Harlig and Ron Fairfax;

FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird, Emergency Services/Airfield Operation Chief – Pete Kramer; Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Office Administrator – Roberta Christensen, Administrative Assistants – Alysia Heyer, Heather Gillespie;

AIRPORT LEGAL COUNSEL: Lubovski, Wygle and Fallowfield – Barry Lubovski;

CONSULTANTS: Toothman-Orton Engineering Co. – Chuck Sundby;

AIRPORT TENANTS/PUBLIC: M.M. Charlat, Rodger Sorensen, Bill Pennock, Claude Ballard, Lawrence Schoen, Eileen Rodman, Marshall Ralph, Tom Heller, Lori Armstrong, Rusty and Carla Tews, Claudia Gaeddart, Cheryl Bennett, Jack Francis, Connie Sorenson, Dick Fenton, Marc Reinemann, Bud Bolan, Rob Cronin, Bert Redfern, Ed Reagan, Jim Spinelli, Jay Coleman, Devilan Haire, David Sealig, Bob Rodman, Kathy Lynn, Carl Bontrager, Mickey Garcia, Kay Billington, Kurtis Stutz, Bob Rice, Kleima Colter, Melidee Wright, M. A. Mix, Michael Rasch, Susan Cutter, Rusty Parker, Dustin Peak, Dave Konrad, Jon Marvel, Don Winter, Tara Hagen, Pepin Corso-Harris

PRESS: Wood River Journal – Kathleen Turner; Mountain Express – Pat Murphy and Pam Morris; Sun Valley Online – Gary Stivers; Karma Fitzgerald – Times News

CALL TO ORDER:

The meeting was called to order at 5:30 p.m. by Chair Burke.

I. APPROVE AGENDA

The Agenda was approved as presented.

II. OLD BUSINESS

A. Wood River Region New Airport Site Selection & Feasibility Studies – Alternative Site Selection (see PowerPoint)

Consultant Sundby gave a basic review of Sites 9, 10 and 13. (Details from the PowerPoint are listed below.)

| <u>Issues</u> | <u>Site 9</u> | <u>Site 10</u> | <u>Site 13</u> |
|-----------------------------|----------------|----------------|-----------------|
| Runway Orientation | 14-32 | 13-31 | 07-25 |
| Ownership | Private/BLM* | BLM | Private |
| Jurisdiction | Lincoln County | Blaine County | Camas County |
| Primary Access | SH – 75 | SH – 75 | USH – 20 |
| Proximity | -- | Closest | Most Distant |
| Physical Constraints | Yes | Yes | Yes (Least) |
| Constructability | -- | Most Difficult | -- |
| Infrastructure | -- | Most Difficult | Least Difficult |

*Bureau of Land Management (BLM)/Public

Consultant Sundby reviewed the scoring of the three alternative sites. He reported the FAA had reviewed the Site Selection Process (SSP) and concluded that the intent to select a preferred alternative site was appropriate at this time. The Financial Analysis, developing the appropriate documents for the FAA and involving the FAA in the implementation strategy and identifying next steps were in the Board's future.

Board Member Harlig inquired if there was an alternate BLM area near Site 10 that could accommodate an airport.

The Board and Consultant Sundby discussed the attributes of the area south of Site 10, which was the original Site 9, with better topographical characteristics and closer to Highway 75; the migration routes, wildlife, availability of water and rock characteristics' impact on construction were common throughout Site 10 and this area..

The Board thanked all who had been involved in the SSP.

The Board discussed eliminating one of the three alternative sites. If the majority agreed, to focus the site discussion more efficiently. Chair Burke and Board Members Bowman, McBryant and Harlig proposed Site 13 to be taken from consideration for the following reasons:

- Not along Highway 75
- SSP scoring did not favor Site 13
- Not welcome in the area by neighboring residents
- Bussing to Twin Falls would involve additional wasted travel time because of the distance from Site 13 to SH-75
- Camas County represents economic competition
- Least viable politically
- Preference to keep an airport in Blaine County

Board Member Fairfax, a General Aviation (GA) pilot, preferred Site 13's following qualities:

- Runway not constrained (wind less of a problem)
- Approach not over a desolate area
- Grassland instead of lava rock
- Economic viability
 1. Twin Falls airport is a competitor (Site 13 further from Twin Falls)
 2. Second homeowners in Camas County represent flying consumers

MOTION:

Board Member Harlig to remove Site 13 from the three candidate sites for consideration as a preferred alternative site for reasons noted by Board Members McBryant, Bowman and Chair Burke. Seconded by Board Member Bowman.

MOTION PASSED

(Board Member Fairfax opposed.)

Access roads to the new airport would be available for Airport Improvement Program (AIP) funds. It was determined the Board did not have to recommend an exact location at Site 10 and that Site 10 would be analyzed as an "area" on BLM administered lands.

Board Members Harlig, McBryant and Chair Burke pointed out the following characteristics of Site 10:

- Access road to SH – 75 exclusive use to airport (higher speed limit)
- Virtually non-productive land
- Blaine County jurisdiction
- Supported by Blaine County business owners
- Supported by Blaine County Commissioners
- Least interference on peoples' quality of life
- Safer due to surrounding low population density

Board Member Harlig noted the following limiting qualities of Site 9:

- Burmah Road access to SH – 75 had other users and subject to Lincoln County speed limits
- Productive agriculture and mining

The Airport Manager stated the BLM would study Site 10 from a slightly different perspective. They would study it as an airport in the area. If the Board suggested the "area around Site 10" for FAA evaluation, then the current airspace package on Site 10 would be sufficient, however, if the Board referred to the "southwestern area of Site 10," then the Board would need to issue further study for that particular airspace.

Board Member Harlig noted noise impacts to Site 10 were inevitable whether the airport was relocated to Site 9 or Site 10 due to the approaches.

Board Member Bowman understood Board Member Harlig's intent, however, still had some preference for Site 9. He reasoned Lincoln County had agricultural land, which was being developed; noise impacts would not be the same; and the length of the access road was unknown. He commented on the stark beauty of Site 10; however, recognized the Blaine County Commissioners and business community's request to have the airport, as close as possible, and suggested that Site 10 had his vote.

Board Member Fairfax mentioned the following regarding Site 10:

- Native American Treaty Rights
- Most difficult constructability
- Gas pipeline
- Difficult for GA to use due to wind, hills and dark emptiness
- Best political move

Consultant Sundby agreed Site 10 would be the most difficult to construct due to the lava rock terrain, elevation changes and the need to relocate a gas pipeline; however, Site 10 was gradable. If Site 9 were selected, then the easier constructability would be a trade-off for building on top of commercial gravel operations (which could be used at Site 10) and also had drainages to relocate. Both Site 9 and Site 10 would require test wells; Site 9 had wells in the area but are not high production wells and Site 10 did not have a significant production well, the test well could be as much as 900 to 2000 feet deep, if not productive then water may need to be piped in from the northwest or northeast. Consultant Sundby acknowledged that Site 10, in spite of its physical limitations, did not present any major obstacles to construction of an airport.

Board Member Harlig and Consultant Sundby discussed the airspace of the sites. Mead & Hunt's airspace analyses showed that all three sites were acceptable for an airport and had the capability for future runway expansion.

MOTION:

Board Member Harlig moved to direct Staff to further study the southwestern portion of Site 10 and to recommend the two areas within Site 10 to the FAA. Seconded by Board Member Fairfax.

Legal Counsel Lubovski, Board Member McBryant and Consultant Sundby felt the motion could be rephrased. It was suggested for the FAA to look at Site 10 as an area. For the purpose of moving the process on, a site would need to be recommended to the FAA and that once the study goes through the Environmental Impact Statement (EIS) process, then the Board could note interest in the southwestern portion of Site 10.

MOTION OPPOSED UNANIMOUSLY

MOTION:

Board Member Harlig moved to select Site 10 as the preferred alternative site recommendation to the FAA and read aloud the "Findings of Fact" synopsis in support of recommending Site 10 (Minute Attachment #1), as well as, that Site 10 resided within Blaine County jurisdiction, supported by Blaine County Commissioners and Blaine County business community, its access road could be exclusively used for airport use, adjacent to Highway 75 and no private property would be involved in land acquisition. Seconded by Board Member McBryant.

Board Member Fairfax further annotated that Site 10 was the most expensive to build on, most difficult for land acquisition, was sage grouse habitat, the most dangerous for the GA to use and that there was virtually no verbal opposition to Site 10, except his.

Board Members McBryant, Harlig and Chair Burke made the following notes: [McBryant] the "stark beauty" of Site 10 would be an enhancement for travelers; [Burke] she was optimistic about land acquisition; [McBryant] Fish & Game personnel not at the meeting; noted GA aircraft was flying over Site 10 during the October 19, 2005; the wind blew at each of the three sites on October 19, 2005; [Harlig] the Board would determine the scope of work for the EIS process and decisions after that were beyond the Board's control; and Site 10 was a central location of many surrounding and expanding communities.

Board Member Bowman noted appreciation for the work of the Staff and Consultant Team, which had helped the Board get to this point.

MOTION PASSED

(Board Member Fairfax opposed.)

MOTION:

Board Member Harlig moved to recommend that the Blaine County Commissioners reach out to the Lincoln County Commissioners to support and help plan for the impacts of the potential developments close to the airport (if needed). Seconded by Board Member Bowman.

PASSED UNANIMOUSLY

The Airport Manager indicated Staff and Consultants would begin working on the next group of deliverables for Board Review.

III. ADJOURNMENT

MOTION:

Chair Burke moved to adjourn the Regular Board Meeting. Seconded by Board Member Fairfax.

PASSED UNANIMOUSLY

The October 26, 2005 Special Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 7:55 p.m.

Tom Bowman, 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.*

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Wood River Region Airport Site Selection And Feasibility Study

Appendix L / **SkyWest Airlines and
Horizon Air Correspondence**

Horizon Air

November 30, 2004

Mary Ann Mix
Chairperson
Freedman Memorial Airport Authority
P.O. Box 929
Hailey, Idaho 83333

Fax: 208.788.9582 (Original by Mail)

Dear Ms. Mix:

Horizon Air has been an active participant in the Airport Site Selection Advisory Committee. We are pleased to participate and look forward to the next phase.

From the very beginning, our criteria for an appropriate site has been simply stated:

- All-weather airport
- Safe runway approaches from both directions
- Minimal exposure to noise and environmental concerns
- Reasonable distance from the ski area and homes of employees

Safety and service levels will continue to be our primary criteria for selection if a site. However, because economic and social conversations have started to work their way into the debate, I feel it is appropriate to clarify Horizon's position a bit more.

From an economic perspective, it is reasonable and prudent to say that any decision that changes the cost basis of operating into the Sun Valley area will affect the business plan for Horizon. This is true whether the decision is made to expand and improve the current airport location or move to another site.

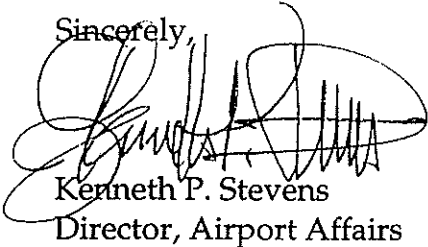
The social impact on the community is something that Horizon really has no control over. Site 3 has many attributes that, all things being equal, make it a prime site. It is the closest site to the ski area, only minor modifications would make the desired approach appropriate to both ends of the runway and it would be convenient for both passengers and employees. Our purely technical consideration of Site 3 leaves important operating questions about fog, wind, birds and noise.

At the meeting of November 16 we advocated Site 10 as our preference. This preference was based on our belief that the site meets the operational criteria that we identified as appropriate to this phase of the study.

However, we have two early concerns with this Site also. First, it is further still from the ski area and employee base and we feel this may be detrimental from both marketing and economic perspectives. Second, as we begin to go to the second phase of the program we are eager to assess the cost of an airport in such a location.

Safety, service and cost are at the core of Horizon's participation in this process. We are pleased to participate and look forward to the next phase of the study.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth P. Stevens", is written over the typed name and title. The signature is stylized with a large, looping initial "K".

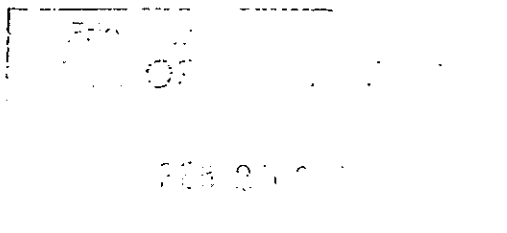
Kenneth P. Stevens
Director, Airport Affairs

RB

Horizon Air

February 21, 2005

Martha Burke
Chairman, FMAA Board
Friedman Memorial Airport
P.O. Box 929
Hailey, Idaho 83333



Dear Ms. Burke:

Thank you for your letter of February 10, 2005. The questions you ask are very good. I will answer each in turn.

1. Do you concur that an expansion at the existing location, or some form of modification to standards to allow continued C-III operations, does nothing to alleviate or resolve your first three concerns (all weather airport, safe runway approaches from both directions, minimal exposure to noise and environmental concerns)? **Answer: We have operated safely at FMA for nearly 20 years and would expect to do so with C-III operations. RNP (Required Navigation Performance - a procedure for very precisely flown approaches) capabilities are currently being developed for the Q400 and will certainly enhance our current safe operations while also improving our ability to significantly lower landing and take-off minimums.**
2. As an organization committed to "Safety and Service" what is your opinion of a Sponsor attempting to operate an airport with permanent deviations from safety standards, i.e. Runway Safety Areas? **Answer: Obviously, we would not advocate any deviation from safety standards.**
3. Based on your knowledge of airport locations relative to destination resorts or other primary market areas throughout the west, what do you consider to be a "reasonable distance" from the destination? **Answer: A reasonable distance from airport to resort would be 40 minutes, although we have no good way to test this theory.**
4. In light of routine commute time experienced by employees throughout your organization, what do you consider to be a reasonable commute time for your employees? **Answer: We have no standards for commute time. We give employees the freedom to live wherever they wish as long as they show up to work on time.**

5. What is the planning horizon associated with airline decisions in the current and foreseeable market? **Answer: We work with three planning horizons. Short term is six months. We consider a mid-term plan to be 1-2 years. Long term planning extends 2-10 years out.**
6. If the Q400 is no longer permitted to operate at FMA for any reason, what alternative aircraft does Horizon Air have available to replace the Q400? Will you be able to serve the same markets? Is Horizon Air making any contingency plans for this situation if it occurs? **Answer: If the Q400 could not operate at FMA we would not be able to continue operations at FMA with any of our other aircraft. We are not making alternative plans.**
7. If an airport were available that satisfactorily met your stated criteria, what additional marketing opportunities or destinations might that create for Horizon Air? Alaska Airlines? What aircraft might be available, or would be necessary to operate, to take advantage of these opportunities? **Answer: We do not have plans to operate to any other market from FMA other than those currently serviced. We will always entertain opportunities if an entity wishes to enter into a capacity purchase agreement. We are not aware of any interest by Alaska Airlines in providing service to an alternative airport, although they might also entertain a capacity purchase opportunity.**
8. What is the longevity of your business plan with regard to serving an individual market? Days? Months? Years? **Answer: Our longevity plan is to service a market only if it provides an adequate ROI or has other significant strategic value. No day/month/year timeline is involved.**
9. We believe you recognize that any attempt to resolve current non-compliant conditions at FMA will result in significant capital costs as well as major disruption to operations, i.e. airfield closures. Thus operating costs may in fact be higher at the existing airfield as well as at a new airfield. If a new airfield resolves the first three concerns in your letter, won't that be worthwhile enough to warrant some additional cost to operations? **Answer: The most direct answer is this – if we are not realizing an adequate return then the first three points are meaningless. We must have the first three points in place along with a profitable operation.**
10. What is the typical passenger reaction to the frequent diversions to the Twin Falls Airport? **Answer: Obviously the typical reaction is negative. This is why we are investing in RNP technology to minimize these diversions.**

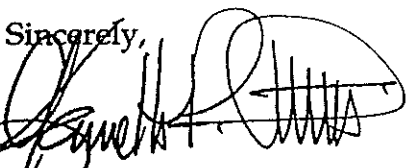
11. In your opinion, what impact might this have on the overall quality of their experience in visiting the Sun Valley area? **Answer: The answer to Question 10 answers this one also.**

12. How long will Horizon remain committed to the Q400? What conditions might cause Horizon Air to move away from this particular aircraft?
Answer: The Q400 is Horizon's growth aircraft. We are committed to this aircraft for the long term.

13. It is our understanding that the regional jets of 50 passengers capacity and less have not been very successful economically. As a result we have heard the regional jet concept is evolving to larger capacity aircraft of the 70, 90, and 100 plus seat variety. Is this correct? **Answer: This is correct, although even the 70 seat regional jet is slowly following the 50-seater in terms of economic viability; the 70-seat turboprop has significantly better economics.**

Even though some of these answers may not be what you are looking for I hope they are of some use in your evaluation. We appreciate the opportunity to respond to your letter and to participate in the Advisory Committee.

Sincerely,



Kenneth P. Stevens

Director, Airport Affairs

Cc: Andy Schneider – Senior Vice President, Customer Services
Pat Zachwieja – Vice President, Marketing and Planning

Horizon Air

April 4, 2005

Ms. Martha Burke
Chairman, FMAA Board
Friedman Memorial Airport
P.O. Box 929
Hailey, ID 83333

Dear Ms. Burke,

In light of recent media reports about expansion or relocation of Friedman Memorial Airport, I believe it is important that the Board have a clear understanding of Horizon's position on this matter.

I'll start by reiterating our recent letter to the Board: "Any decision that changes the cost basis of operating into the Sun Valley area will affect the business plan for Horizon Air. This is true whether the decision is made to expand and improve the current airport location or move to another site."

Expanding upon that statement, if Sun Valley operating costs significantly increase -- regardless of the airport's location -- our operating revenues will have to increase at an equal rate in order for service to remain economically feasible. Unfortunately the revenue side is one of the airline industry's toughest challenges and it's clear that there is a limit on how much more customers will pay before choosing an alternative airport or destination.

Horizon Air's Sun Valley business plan depends primarily on demand from inbound leisure travelers and those with second homes in the Ketchum/Sun Valley area. These customers are willing to pay a premium over Boise fares to fly into Sun Valley *because of the current airport's relatively convenient location*. Moving the airport more than 45 minutes from the Ketchum/Sun Valley area will, in our opinion, *negate this convenience and severely diminish our ability to generate traffic and average fares sufficient to fund the service*. In short, this would seriously jeopardize our ability to continue serving Sun Valley.

We look forward to continuing this dialogue at your convenience.

Sincerely,



Patrick A. Zachwieja
Vice President, Marketing & Planning

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February 28, 2005

Martha Burke
Chairman, FMAA Board
Friedman Memorial Airport
Post Office Box 929
Hailey, ID 83333

Dear Ms. Burke,

Thank you for your letter of February 28 regarding future SkyWest plans in the Wood River Valley. We appreciate your giving us an opportunity to comment and I'll do my best to address each of your questions as posed in your request.

Q1: As an organization committed to "Safety and Service", what is your opinion of a sponsor attempting to operate an airport with permanent deviations from safety standards, i.e. Runway Safety Areas?

A1: The FAA implements safety standards to ensure that airports, aircraft operators and aircraft manufacturers uphold our responsibilities to the flying public. In some cases the FAA allows exemption for certain areas of operation. To that end, any improvements made to the existing airport configuration which would enhance safety at Friedman would be welcomed by SkyWest and would allow for continued operation at Sun Valley.

Q2: What is the planning horizon associated with airline decisions in the current and foreseeable market?

A2: The nature of our relationship with both partner carriers, United and Delta, is such that our own long term planning is directly tied to their own future capacity and equipment needs. While such planning hasn't completely disappeared, their current financial difficulties are such that finite future plans are virtually impossible. As a result, the practical planning horizon for both carriers has shortened to just 12-24 months as both carriers work to return to financial health. Certainly planners here are looking at a variety of long term aircraft and fleet options for growth and turbo-prop replacement, but there is little movement in terms of actual decision-making due to the respective situations in Chicago and Atlanta. For example, SkyWest is currently in the midst of what was originally an order for 32 CRJ-700 jet aircraft. The last of those deliveries will arrive in June. While United no doubt has need for additional aircraft in 2006, they've told us no additional aircraft orders will be placed until the carrier exits bankruptcy early this fall at the earliest.

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Q3a: What is your timeframe for utilizing the Brasilia aircraft? What are your fleet plans for serving Hailey when you will no longer be using the Brasilia? Will you be able to serve the same markets?

A3a: SkyWest currently has 69 Brasilia aircraft in its fleet, many of which have leases which run well past 2012. As well, virtually no Brasilias are scheduled to leave the fleet any sooner than 2008, so any suggestion that we'll be retiring that equipment in the near future are incorrect. Having said that, we have had general discussion with both partners about their long term turbo-prop needs in hopes of laying the foundation for a replacement aircraft. Unfortunately, given the circumstances described in Question 2, neither carrier is willing or able to commit to any long term replacement plans at this time.

Fortunately, Friedman Memorial is not unique in that SkyWest serves at least two other airports which are not well suited to the other equipment we operate (the Canadair Regional Jet). As well, several Colorado mountain resorts have similar issues. Our hope is that we'll eventually be able to work with United and Delta to find a fleet of aircraft which can capably serve this group of airports once our current generation turbo-prop aircraft are retired.

Q3b: If an airport were available that satisfactorily met your stated criteria, what additional market opportunities or destinations might that create for SkyWest Airlines? What aircraft might be available, or would it be necessary to operate, to take advantage of those opportunities?

A3b: Given our affiliation with United and Delta, nonstop service to reachable hubs would likely be the only new nonstop opportunities which might exist. For United, that would include Los Angeles, San Francisco, Denver and possibly Chicago. With the closure of Delta's Dallas hub, nonstop service to Delta's remaining hubs at Cincinnati and Atlanta would likely be beyond the range of any aircraft suited for Sun Valley. It's also important to note that while these markets may be attractive, Sun Valley is unlikely to gain such service without some kind of revenue guarantee program.

Q4a: What is the longevity of your airline's business plan with regard to serving an individual market?

A4a: SkyWest has no finite timetable where market profitability is concerned. Generally speaking, SkyWest is patient when service discontinuation is involved; less so when capacity adjustments due to insufficient revenue are concerned. In broad economic terms, any market can have a temporary downturn, so we're never terribly eager to drop service, preferring instead to weather the storm in hopes service can return to profitability. Occasionally extenuating circumstances dictate an earlier withdrawal than might be desired, but even then, 60-90 days would our minimum.

Q4b: What is your position on the issue of airfield closure at FMA which could extend through an entire summer season?

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A4b: If an airfield closure at Friedman corrected the safety issues which now exist and would also provide a means for us to upgauge service to either CRJ-200 or CRJ-700 aircraft, SkyWest would support such closure. The assumption here would be that notification would be provided well in advance so that aircraft normally dedicated to the Sun Valley market could be re-allocated elsewhere during the closure period.

Q25a: What is the typical passenger reaction to the frequent diversions to the Twin Falls Airport?

A5a: SkyWest has been providing busing between Twin Falls and Sun Valley for several years. Initially, our busing arrangement met with considerable angst and frustration. Most recently, however, we receive virtually no comments or complaints regarding that service and generally sense that, while often inconvenient, our passengers appreciate the service.

Q25b: In your opinion, what impact might this have on the overall quality of their experience in visiting the Sun Valley area?

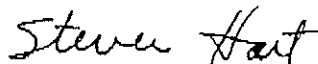
A5b: Opinion is no doubt mixed; first time visitors unfamiliar with the operation may certainly be dissatisfied with the arrangement. However, since the majority of our traffic understands the nature of our operation and recognizes that SkyWest is unique in providing an inclement-weather alternative (as opposed to simply canceling flights when weather doesn't permit operations and leaving passengers stranded as is the case elsewhere), most customers are pleased the service is offered and is available.

Q26: What is your airline's position regarding the evolution to larger capacity aircraft of the 70, 90, and 100 plus seat variety. Is this a strong long-term trend and how do you believe may it affect our market?

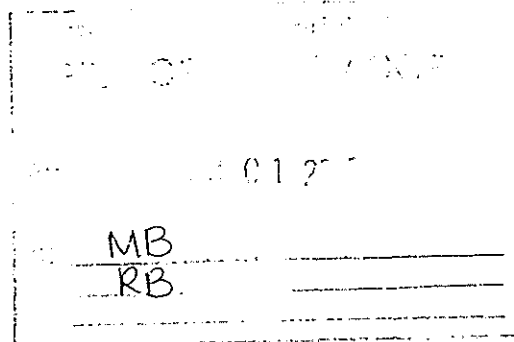
A6: There is no doubt that our industry is trending to larger equipment, particularly Regional Jet aircraft. Both of our partners have said a various points that their preference would be for us to operate an all-RJ fleet. Unfortunately, given the unique dynamics involved with several Rocky Mountain Airports (Sun Valley included), most RJ operations aren't economically feasible. It's highly likely that new-generation turbo-prop aircraft will emerge as the most efficient means of serving such markets. Unfortunately, until our partners return to profitability, any investment in such equipment may be some time away.

Hopefully this addresses your questions and concerns. Please feel free to contact me should you have any further issues to discuss.

Sincerely,



Steven Hart
Vice President-Market Development



March 28, 2005

Ms. Martha Burke
Chairman, FMAA Board
Friedman Memorial Airport
P.O. Box 929
Hailey, ID 83333

Dear Ms. Burke,

I would like to clarify Skywest's view of potential relocation of Friedman Memorial Airport both as summarized in the Mead & Hunt meeting memorandum of February 22, 2005 (attached) and as discussed in the March 22, 2003 meeting:

Memo Point #1:

The drive times from Ketchum to the 3 finalist sites, as presented by the consultants, are 55 minutes to Site 10, 61 minutes to Site 9, and 67 minutes to Site 13. It is our understanding that these drive times were presented for the original sites 9 and 13, which have now been relocated further away into adjoining counties. If the preferred site selected is approximately 1 hour, or possibly an hour and 10 or 15 minutes from Ketchum, Skywest believes there is high probability that such a location for a new airport would adversely affect passenger loads and ticket revenues, and consequently the service frequency of our existing connecting service from Salt Lake City.

If non-stop service can be provided to major markets with sufficient frequency, we believe the 1 hour or 1 hour plus drive is not ideal but may be acceptable to the traveling public.

Memo Point #2:

As stated in our meeting, subsidy for connecting service that the market is not supporting is probably not in the long range best interest of the community or Skywest because there is little likelihood of growing the market sufficiently to reduce or eliminate the subsidy.

We believe the community and Skywest, if we are the carrier, are better served by providing subsidy for non-stop service to major markets that offer reasonable prospects for growing out of the subsidy.

Memo Point #3:

As we discussed in our meeting and as we indicated in our letter of February 28, 2005, our planners are looking at a variety of long term aircraft and fleet options for Brasilia replacement, including the Q400, to possibly serve Sun Valley and several Colorado resorts with similar operating issues, and we've had general discussions with Delta and United about long term turboprop needs as our Brasilias come off lease from 2008 to past 2012. While the current financial difficulties at our partner carriers preclude long term replacement planning at this time,

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March 28, 2005

please be assured that Skywest intends in the future to aggressively pursue replacement aircraft that will be able to serve Sun Valley in compliance with the FAA's Flight Standards.

Memo Point #4:

See comments on Memo Point #1 above. It is reasonable to assume for planning purposes that the locations being considered would result in reduced demand and reduced frequency. The extent of such service reduction and the potential costs of subsidy for replacement non-stop service can not be reasonably quantified at this time.

We agree with the conclusion in your letter of March 11, 2005 to Maurice Charlat that revenue guarantees for non-stop service are a fact of life for smaller markets in today's aviation business climate. As part of your planning effort for a new airport, if you continue to pursue the more distant sites, we would encourage you to explore with your community how such subsidies might be funded.

Alternate Sites North of Timmerman Hill:

It is our understanding that a suggestion was made to reevaluate the closer in sites that had been previously eliminated. Skywest strongly urges that these sites be reconsidered. We concur with Horizon's judgment that 40 minutes is a reasonable distance from airport to resort.

Finally, Skywest also strongly believes that all options to upgrade the existing airport should be considered in the site selection process to provide a rationale basis for comparison to the alternate sites.

Thank you for your continued efforts to include Skywest in your site selection process. Please feel free to contact me should you have any questions regarding any of the above,

Sincerely,



Steven Hart
Vice President-Market Development
SkyWest Airlines