



Friedman Memorial Airport Authority

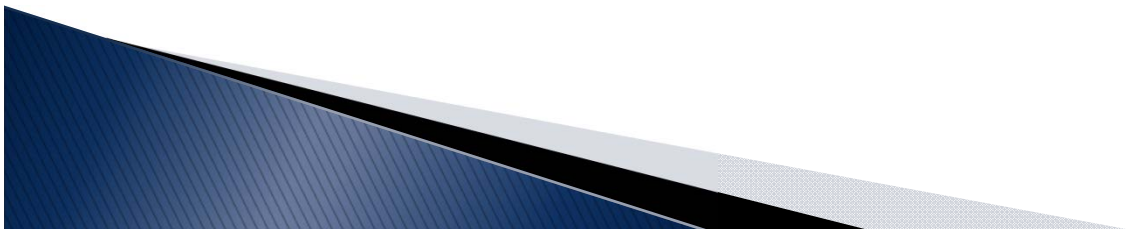
Regular Board Meeting

March 7, 2017



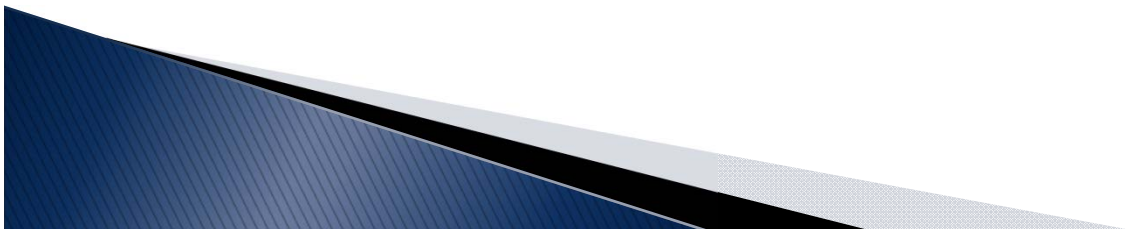


Approve Agenda



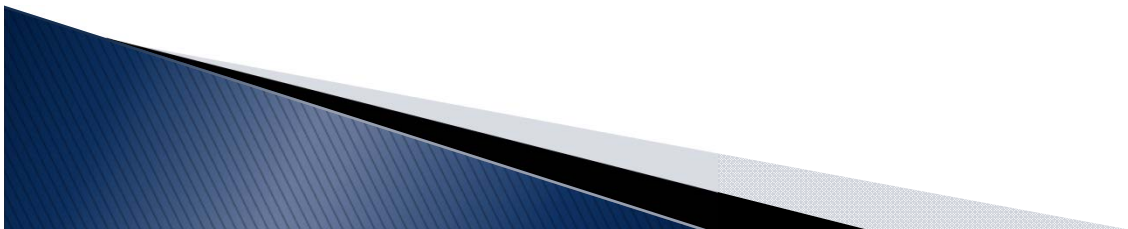


Public Comment





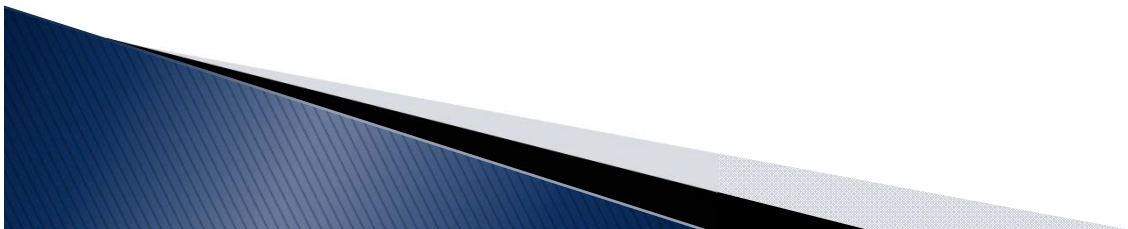
Election of Officers





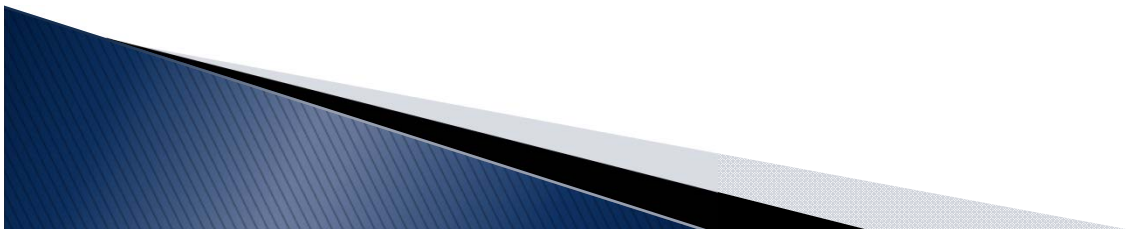
Approval of Meeting Minutes

January 31, 2017 Regular Meeting





Reports



Reports

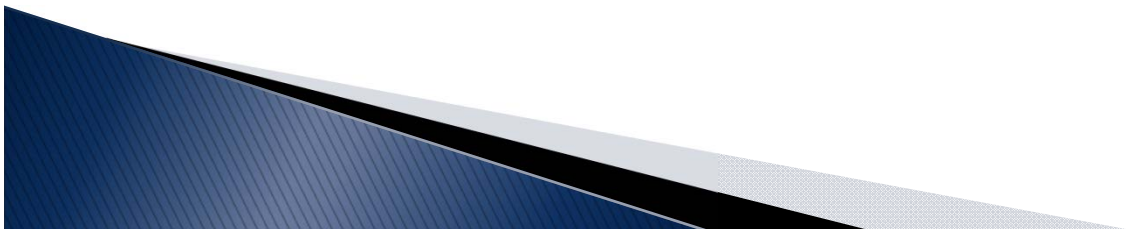
- ▶ Chairman Report
 - ▶ Blaine County Report
 - ▶ City of Hailey Report
-

- ▶ Airport Manager Report
- ▶ Communications Director Report (Centerlyne)
- ▶ Fly Sun Valley Alliance Report



Airport Manager Report

March 7, 2017

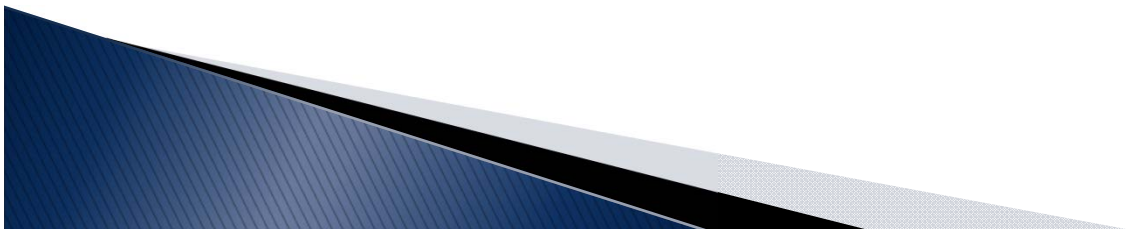


Concessions Update



FAA Meeting Recap

- ▶ February 16th
- ▶ ADO staff
 - Steve Engebrecht – Project Manager
 - William “Chuck” Garrison – New ADO Manager
- ▶ Agenda
 - Tour
 - RPZ
 - ATCT
 - SRE
 - CIP review



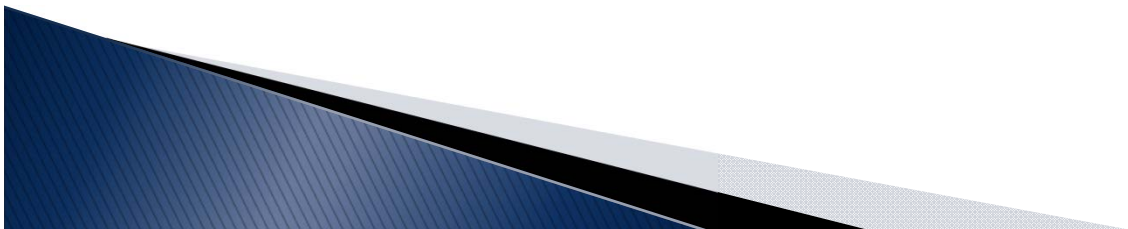
Winter Ops Update...



Winter Ops Update...



- ▶ Audit – passed with “flying” colors!
- ▶ SUN new designation 2017
“Special Winter Operations Airport”
(SWOA)
- ▶ 49 US Airports



Winter Ops Update...



- ▶ Risk Matrix – 10 criteria
 - Incident history
 - Friction testing
 - Vertical Guidance
 - High Terrain
 - Field Elevation
 - Runway centerline lights
 - Runway Grooving
 - Runway length
 - Runway Width



Winter Ops Update...

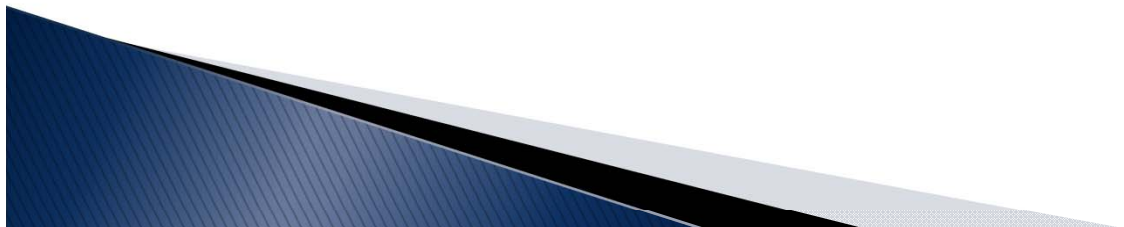


- ▶ SUN 9/49
- ▶ Other airports (top 20)
 - Regional – Jackson Hole (WY), Cody/Yellowstone (WY), Elko (NV), Aspen (CO), Lewiston (ID), Twin Falls (ID)
 - National – La Guardia (NY), Chicago–Midway (IL), Detroit (MI)



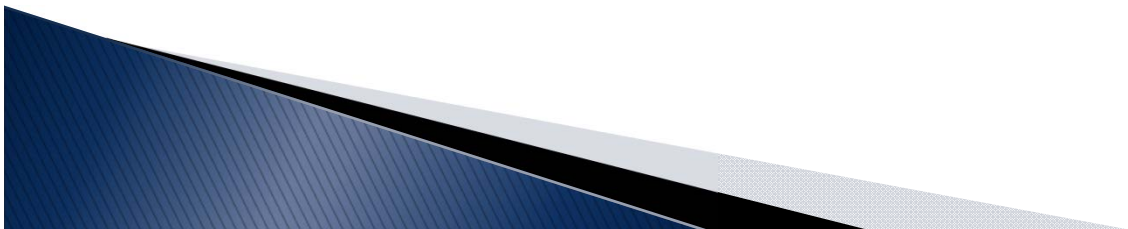
Virtual Tower Update

AIR TRAFFIC MANAGEMENT



FAA NW Mtn. Airports Conference

- ▶ March 20–22, 2017
- ▶ FAA Meeting
 - Randy Fiertz, Regional Airports Division Manager
 - Steve Englebrecht – Project Manager
 - Chuck Garrison – New ADO Manager
- ▶ Continuation of Feb. 16th airport meeting issues discussion



Other happenings...

- ▶ SAAC Rotation – May 18th
- ▶ Steve – Security Conference – End of March
- ▶ ARFF Training



Atlantic Aviation Hangar



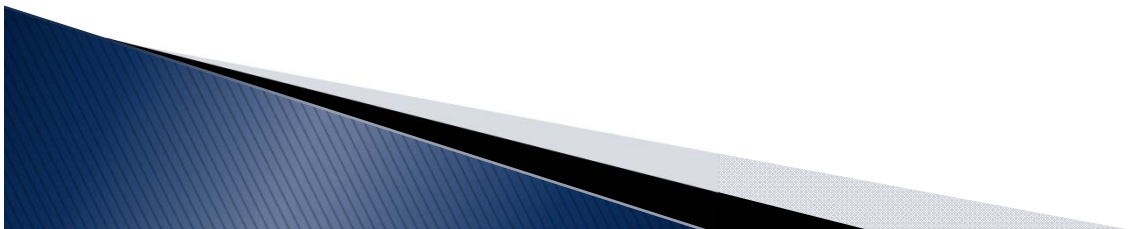
Runway Pavement Maintenance

- ▶ June 5–7, 2017 (weather permitting...)



“On the Horizon” – Next Meeting

- ▶ FAA Conference Update
- ▶ Master Plan???
- ▶ Air Service Update
- ▶ Air Carrier Apron Parking/Lot Update
- ▶ Noise modeling scenarios



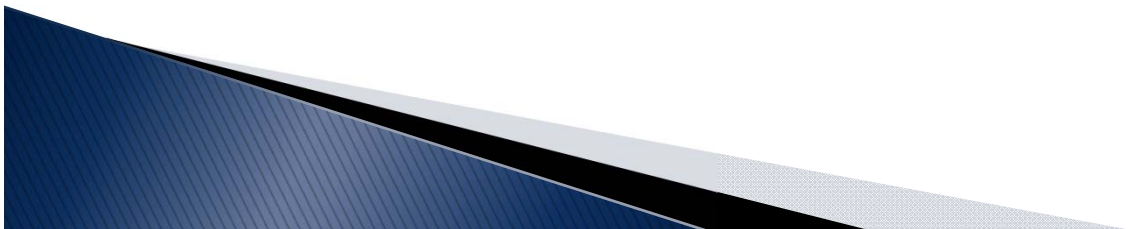
Reports

- ▶ ~~Chairman Report~~
- ▶ ~~Blaine County Report~~
- ▶ ~~City of Hailey Report~~
- ▶ ~~Airport Manager Report~~
- ▶ Communications Director Report (Centerlyne)
- ▶ Fly Sun Valley Alliance Report



CENTERLYNE

WEB & GRAPHIC DESIGN + SOCIAL MEDIA MARKETING + SEO



Reports

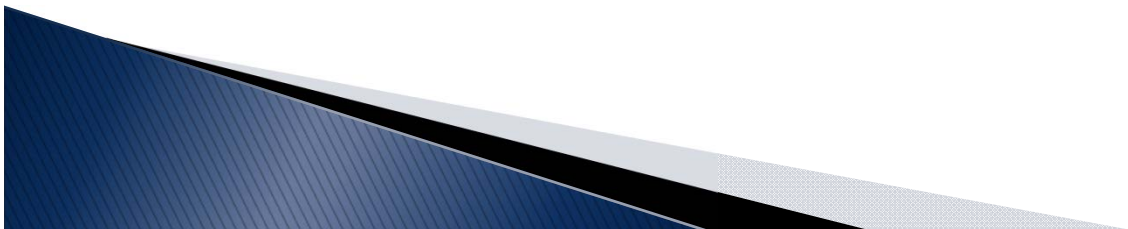
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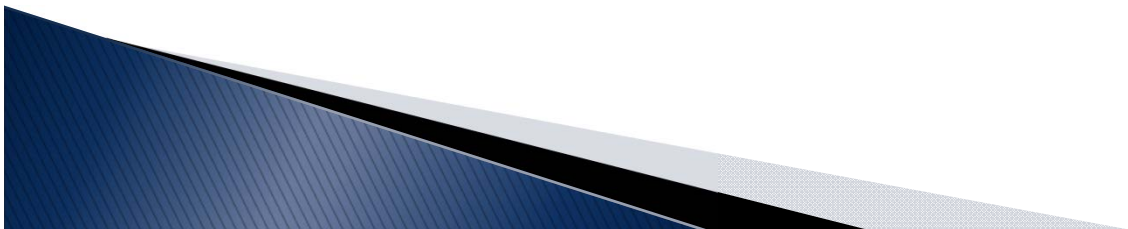


Airport Staff Brief Questions

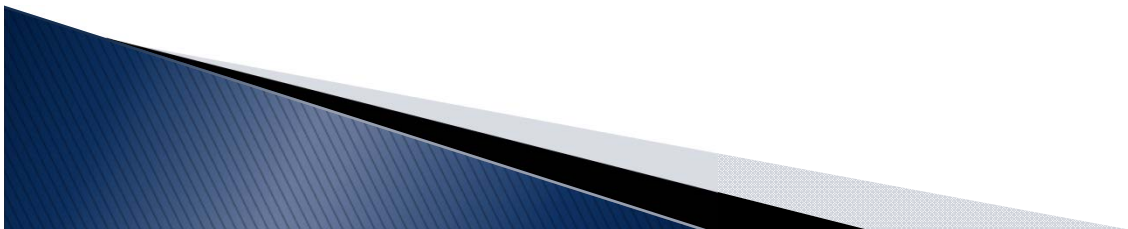




Old Business

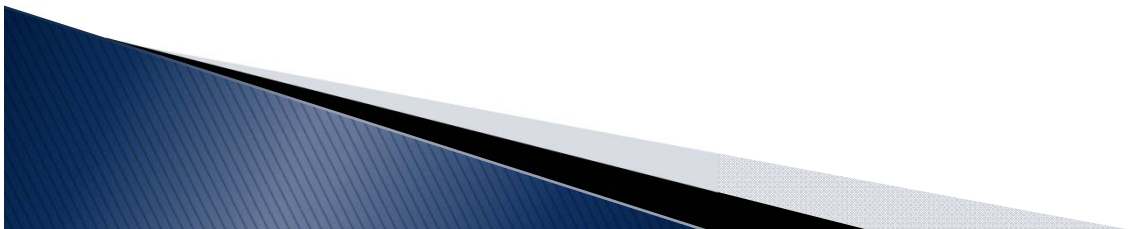


Airport Committee(s) Updates



Voluntary Noise Abatement Program Review Committee (VNAC)

- ▶ Committee Public Outreach Meetings Complete
 - Hailey – Thursday, January 12, 5:30 pm
 - Bellevue – Tuesday, January 19, 5:30 pm
 - Ketchum – Thursday, February 2, 5:30 pm
- ▶ Update and recommendations to move forward by Committee Chairman





Friedman Memorial Airport

FINDINGS AND RECOMMENDATIONS
OF THE FMA VOLUNTARY NOISE
ABATEMENT COMMITTEE

Noise Abatement Constraints



- SUN is legally required to allow 24/7 operations.
 - Only the FAA can mandate noise abatement procedures when noise monitoring confirms average noise levels above a predefined threshold.
 - SUN doesn't meet FAA minimum noise levels for mandatory noise abatement procedures.
-
- SUN, however, can adopt Voluntary Noise Abatement (VNA) procedures, and use education, peer pressure, and gentle persuasion to get pilots to comply.

Voluntary Noise Abatement Committee

- Current Voluntary Noise Abatement (VNA) Procedures adopted in April, 2007.
- On March 8, 2016 FMAA Board called for a new Voluntary Noise Abatement Committee (VNA Committee).
- Committee make-up:
 - Citizens of Hailey and Bellevue
 - Pilots, both private and commercial
 - City and county officials
 - Airport management



Sound Can be Measured Scientifically, but Noise is Highly Subjective

- Loud rock music: kids love it, parents hate it!

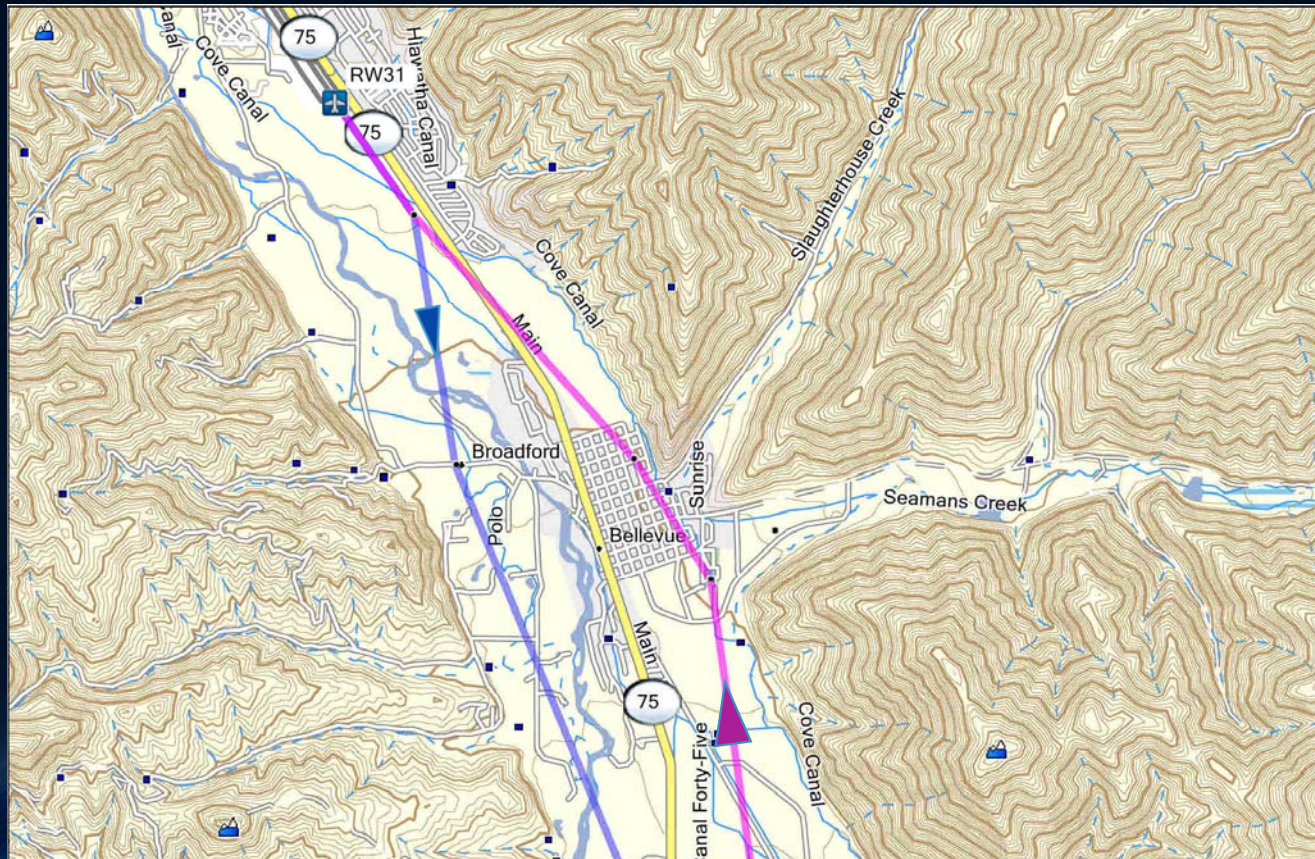


- Intermittent noise is more annoying than continuous noise.

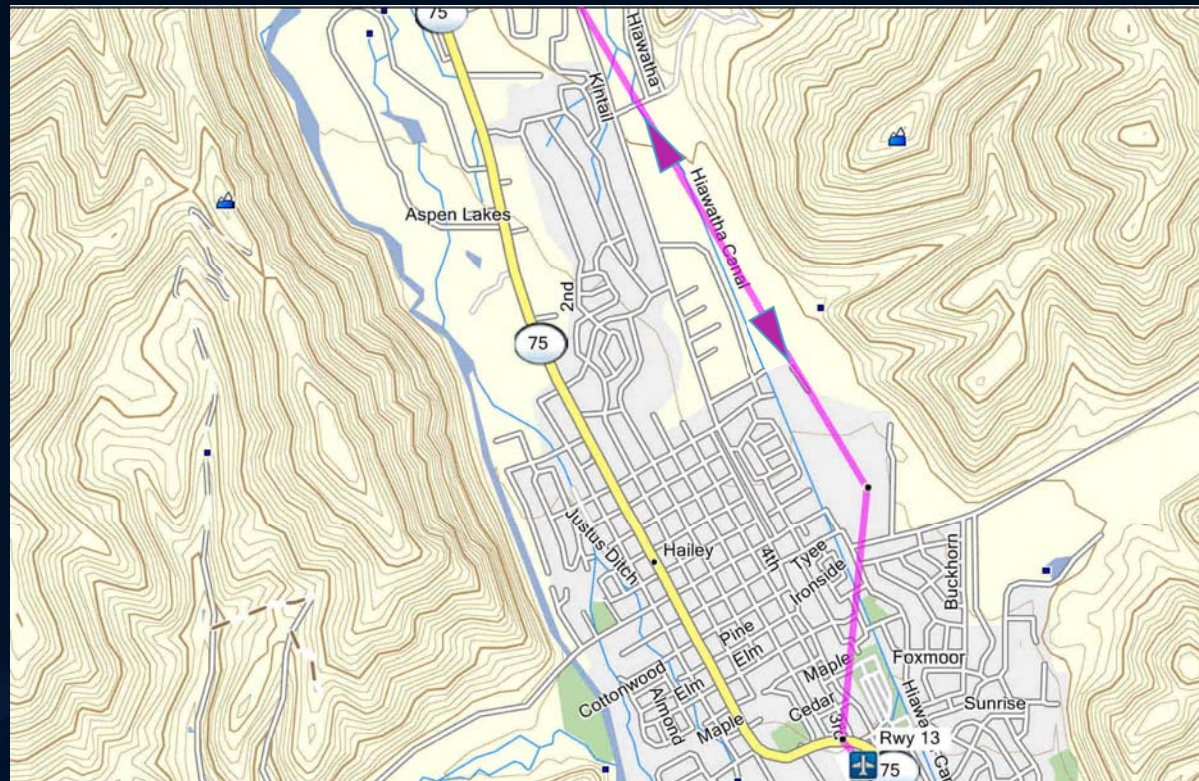
2007 Voluntary Noise Abatement Procedures

1. Pilots were asked to fly specific paths to minimize noise over residential areas.

2007 VNA Flight Paths (South)



2007 VNA Flight Paths (North)



2007 Voluntary Noise Abatement Procedures

2. Weather permitting, aircraft over 12,500 lbs. were requested to arrive from, and depart to, the south.
3. Quiet hours: 11:00 pm to 6:00 am (preferably to 7:00am) except for emergencies.
4. Pilots taking off were asked to reduce power at 500' AGL.
5. Ground operations (such as pre-takeoff preparation) were restricted to 30 minutes.
6. Aircraft were requested to fly at 7,000 MSL (about 1,700' AGL) over Bellevue

Getting Compliance

- VNA Procedures are published in print and on the iFlySun.com web site.
- Runway signs
- Meetings with local pilot groups.
- Notices to participants in special events.
- Automated pre-takeoff/pre-landing broadcasts to pilots.
- Tower instructions.
- Noise complaint hotline:
 - Notices sent to violators.
 - Follow-up calls to person making the inquiry.

VNA Committee Process

- Reviewed options
- Developed preliminary proposals and presented to FMAA Board
- Held three “town hall” presentations.

Findings

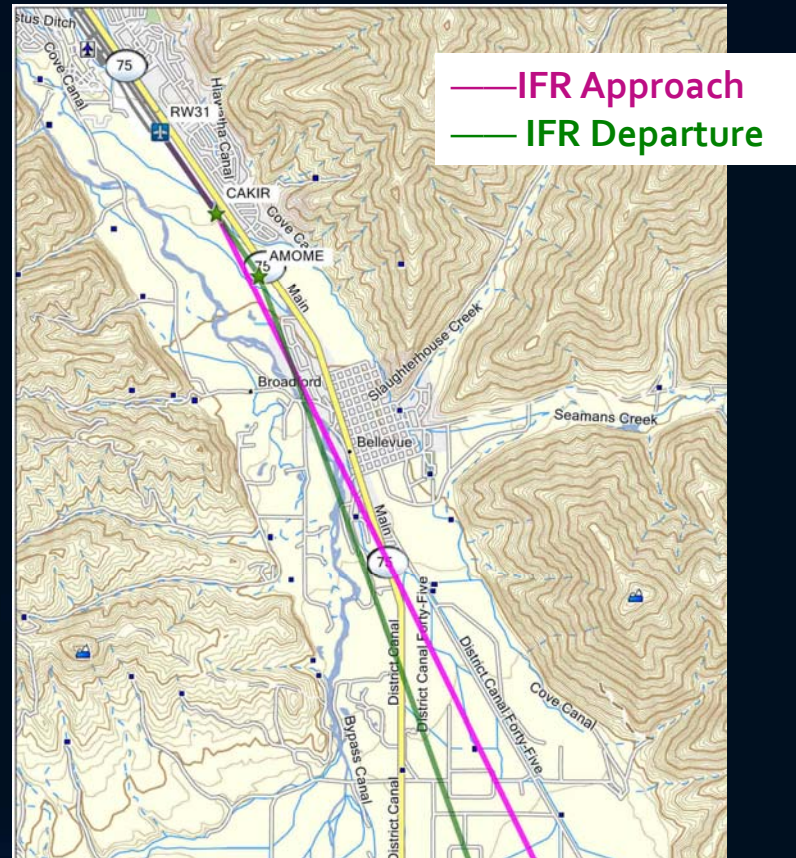
Key Committee Findings

1. Most of the VNA procedures are being followed, esp.:
 - Operating to/from the south.
 - Observing quiet hours
 - After-hours flights are typically either medical emergency flights or delayed airline flights.
2. Almost no ground noise complaints.
3. The loss of general aviation parking resulted in more operations during the Allen & Co. event

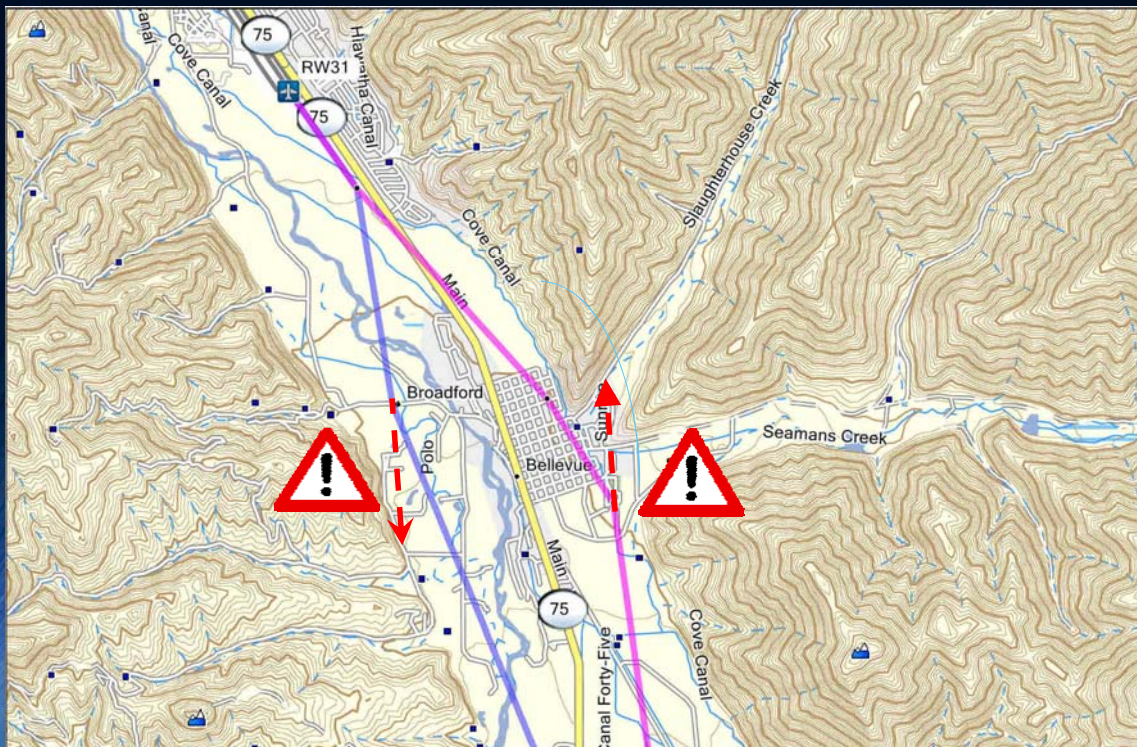
VNA Committee Findings

4. Aircraft flying IFR (Instrument Flight Rules) can't fly the preferred VNA routes.

They have to come right down the center of the valley

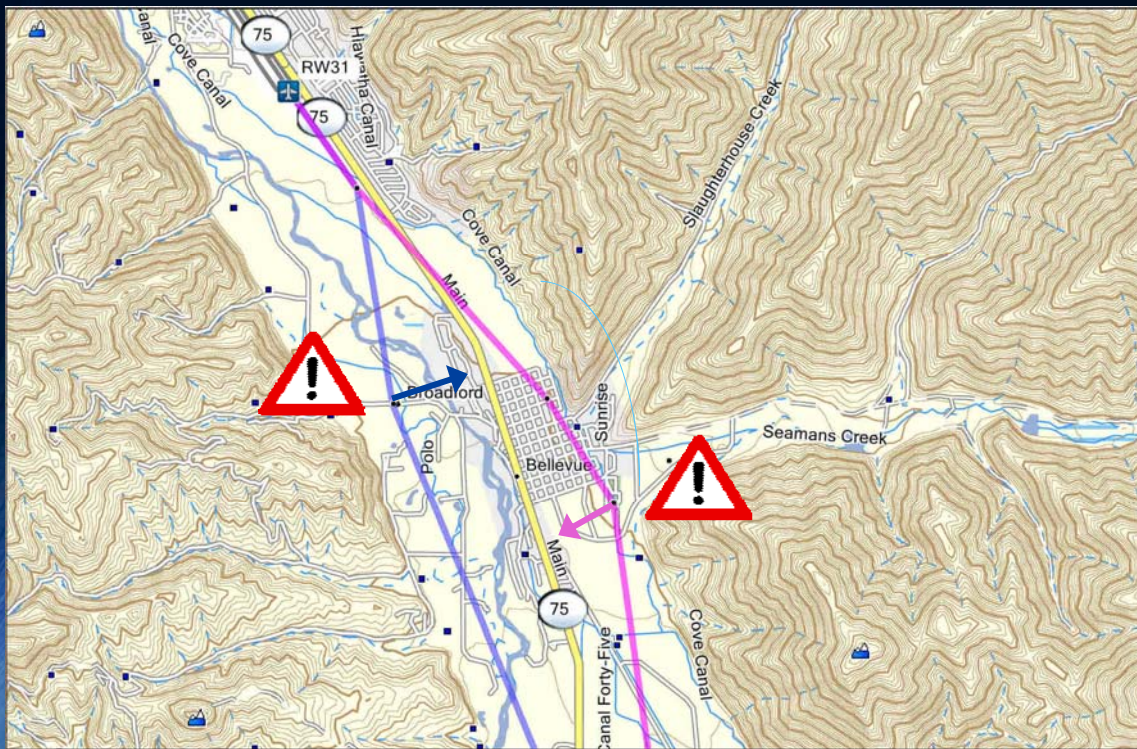


VNA Committee Findings



5. New terrain collision warning systems prevent using the published noise abatement paths!

VNA Committee Findings



Terrain collision warnings force those pilots to fly closer to the center of the valley.

VNA Committee Findings

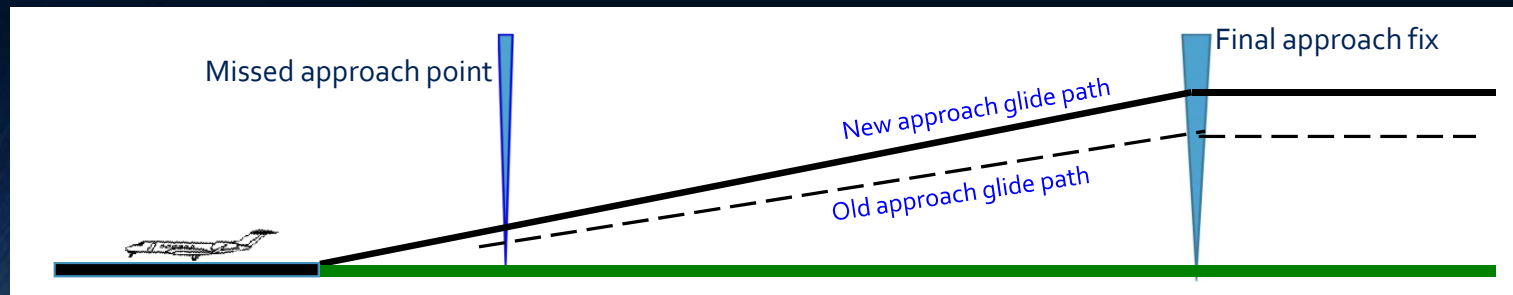
- Net result: between IFR traffic and terrain avoidance, flight traffic is concentrated closer to the center of the valley, directly over the center and west side of Bellevue.
- **Citizen complaints that aircraft were not flying as far east or west as the published VNA procedures called for were substantiated.**

VNA Committee Findings

6. Aircraft noise should be substantially lower than in 2007.
 - FAA has grounded the two noisiest classes of jet aircraft.
 - The number of operations at SUN in 2015 was 51% below the number in 2007.
7. Although all the available information suggests that airport noise is lower than in previous years, that is not the perception of some of the people living under the flight paths.
8. Data on SUN operations exists, but it is not complete or consistent.

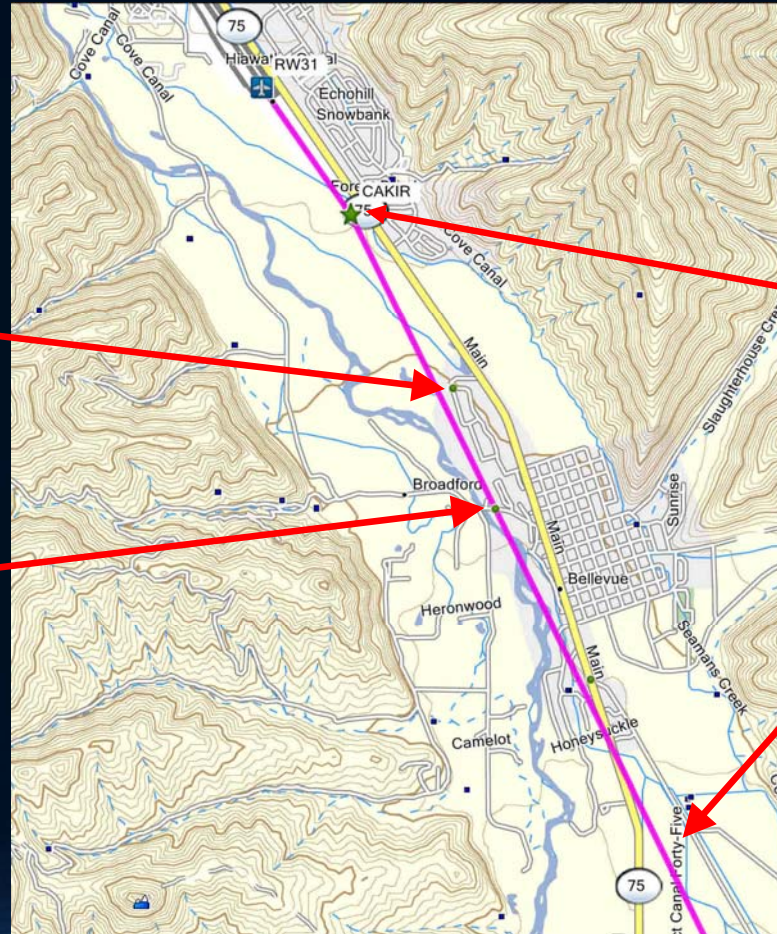
VNA Committee Findings

9. Two new GPS approaches expected to reduce noise:
- Fewer miss approaches and “second tries” to make the landing.
 - The newer approach is higher and steeper:



- Aircraft are higher at any given point above the ground
- Less power is required to sustain the glide path

RNAV-X Approach Flight Path



Kirtley-Tendoy-
Melrose streets
714' AGL (44' higher)

Broadford Rd Bridge
911' AGL (61' higher)

South Woodside
(missed approach pt.)
354' AGL (21' higher)

Gannett & Main
1,230' AGL (186' higher)

VNA Committee Findings

10. Other Options for Noise Abatement are Limited

- A blast deflector at the north end of the runway would reduce some noise in Old Hailey, but would require adding an extra 500' to the runway.
- A berm between the runway and Hwy 75 would not be effective, as the jet engines are mounted too high on the airplanes' fuselages.
- Residents do not qualify for FAA noise mitigation grants because local building codes require more insulation for weather than the FAA recommends for noise mitigation.
- Growth in Hailey and Bellevue means that there are no feasible routes to avoid residential areas.

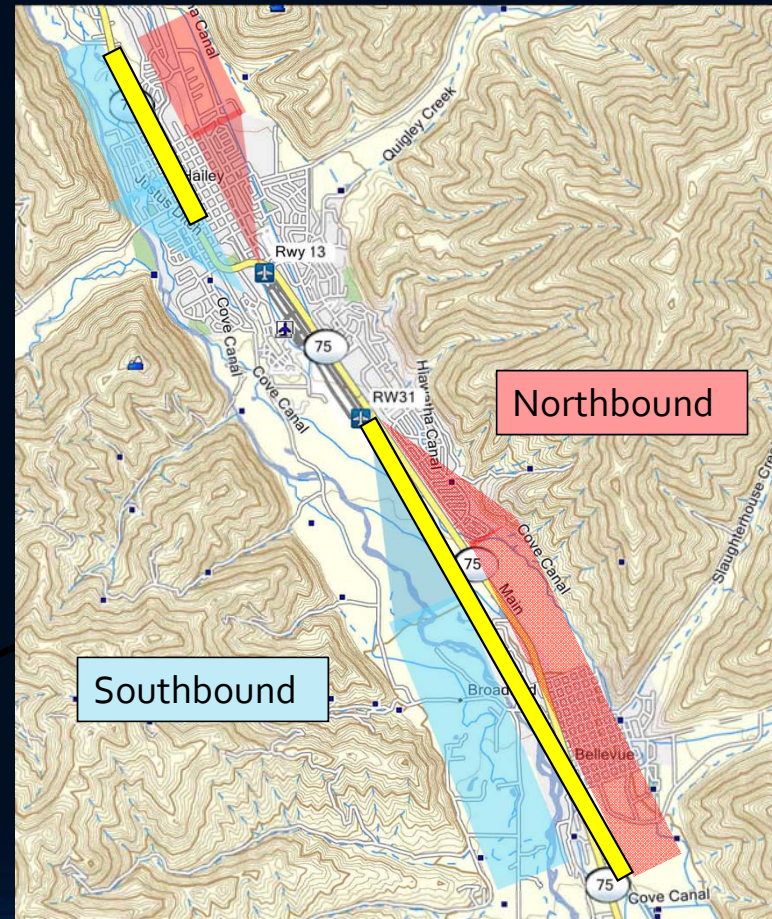
Proposals

Proposal 1: Traffic Zones

1. Define inbound and outbound zones rather than fixed routes.

Request that pilots stay as close to the sides of the valley as their operating limits safely allow.

- Route 75 would act like a highway median strip
- Resolves the terrain avoidance problem
- Avoids concentrating flight paths over any single neighborhood



Proposals

2. Make airport improvements that will reduce the number of operations, esp., lost general aviation parking area.
3. Encourage aircraft under 12,500 lb. to take off and land to the south, provided the aircraft and pilot can safely do so.
4. Request pilots to reduce propeller RPM as soon as it is safe to do so.
5. Get better data on current and projected noise levels.
6. Install ground-based ADS-B (aircraft tracking equipment) to accurately verify and respond to noise complaints.

Next Steps

- Approval (or amendment) by the FMAA Board.
- Publish final 2016 VNA procedures.
- Meet with pilot groups to communicate the changes.

Committee Members

Bellevue

Susan Bernatas, Amber Mattias

Hailey

Walt Denekas (chmn), Peter Lobb

Blaine County

Pat Buchanan, Lisa Phillips

FMAA Board

Jacob Greenberg, Fritz Haemmerle

Pilot community

Steven Garman, Michael Rasch, John Strauss,
David Wilson

Airport administration

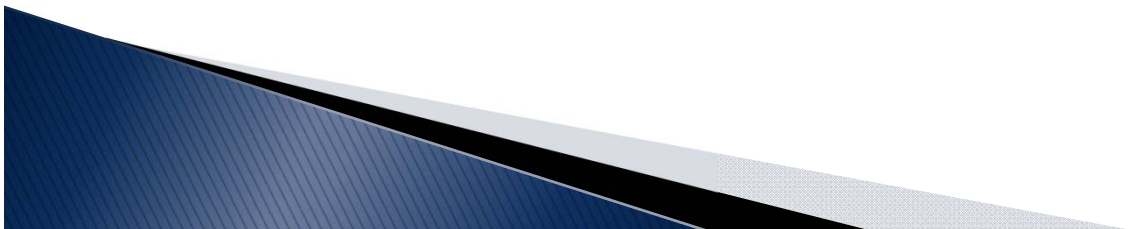
Chris Pomeroy, Lisa Emerick, Cecilia Vega,
George White, Rick Baird, Pete Kramer

- Special thanks to Susan Bernatas, Committee Secretary, who compiled the notes and conclusions from the committee meetings, and Chris Pomeroy and the pilots on the committee for their technical advice.

Questions and Comments

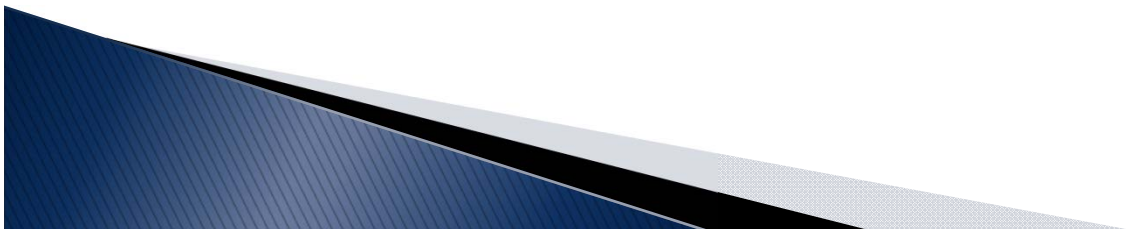


Construction and Capital Projects



RSA Improvements Project – Update

- ▶ No presentation
- ▶ AIP '041 close-out
 - Working on it. Still...



Terminal Air Carrier Apron and Parking Lot Improvements



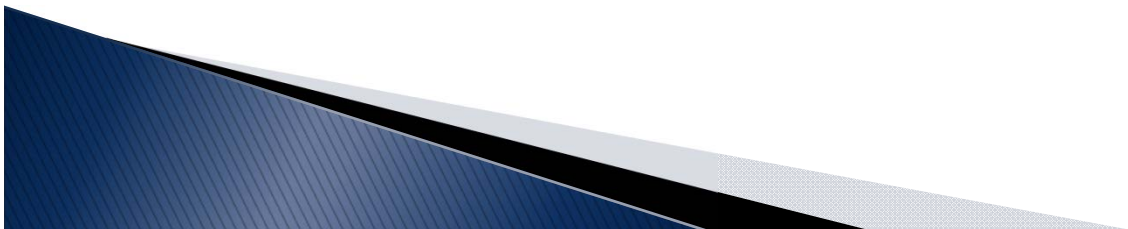
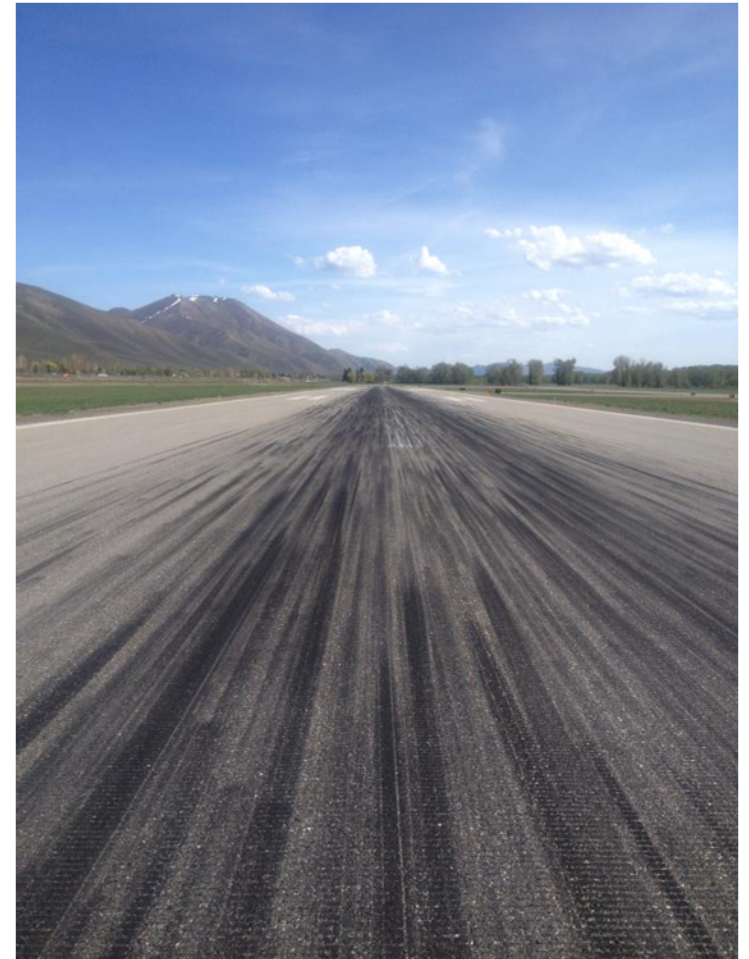
Terminal Air Carrier Apron and Parking Lot Improvements

- ▶ Design is progressing
- ▶ Parking equipment
- ▶ Budget
- ▶ Schedule/Phasing



Apron/Parking Lot Design

- ▶ Added Runway Maintenance and Taxiway B-3 to project
- ▶ Finalized layout/grading
- ▶ Landscape/wall design
- ▶ Equipment research
- ▶ Revised estimates
- ▶ Evaluated schedule



Apron / Parking Lot Equipment

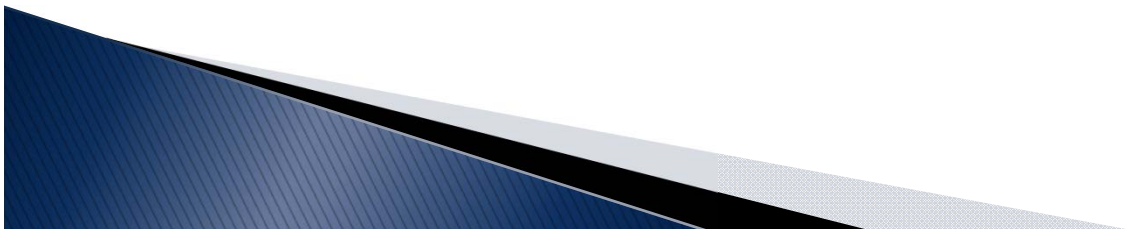
- ▶ Existing equipment is 20+ years old
- ▶ Poor condition/Recent problems
- ▶ Re-using any of the existing system is not practical, long term
- ▶ New = expensive
- ▶ Ineligible



Apron / Parking Lot Budget

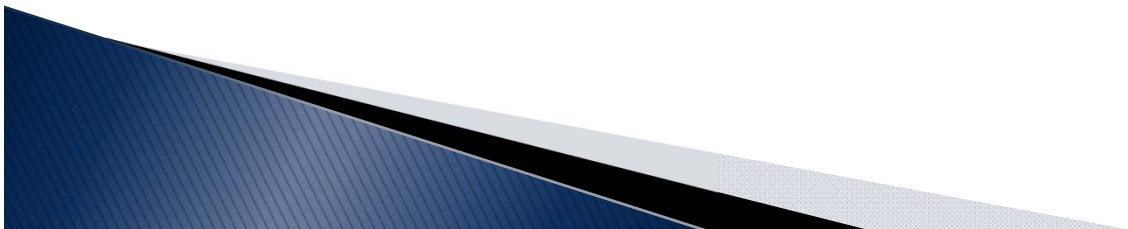
Project Budget

Item	Previous Est.	Current Est.
Apron Construction	\$1,325,000	\$1,136,000
Parking (AIP)	\$560,000	\$425,000
Runway/TW B-3	–	\$345,000
AIP TOTAL	\$1,885,000	\$1,906,000
Parking (Non-AIP)	\$560,000	\$606,000
Total	\$2,445,000	\$2,512,000
Airport Share (Non-AIP + Match)		\$725,125



Apron/Parking Lot Schedule

- ▶ Advertise: April 5 – May 5
- ▶ City of Hailey Design Review: April 10
- ▶ Phase 1 (Parking Lot): May 15 – June 16
 - Runway Maint./Taxiway B-3: June 5 – 7
- ▶ Phase 2 (Retaining wall, etc.): June 19 – Late July?
- ▶ No work: Late July – Labor Day
- ▶ Phase 3 Construction (Apron): Sep 11 – Oct 31



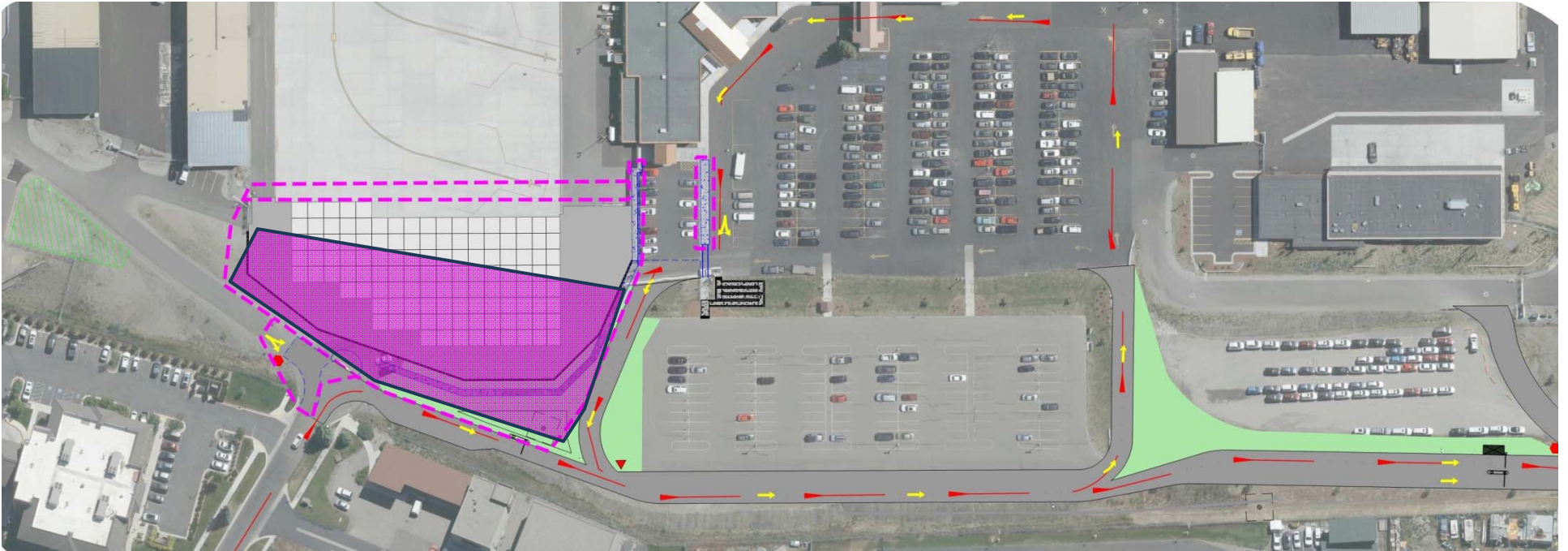
Apron/Parking Lot Schedule

- ▶ Phase 1
- ▶ Mid May – Mid June
- ▶ Runway/Taxiway B-3 June 5–7



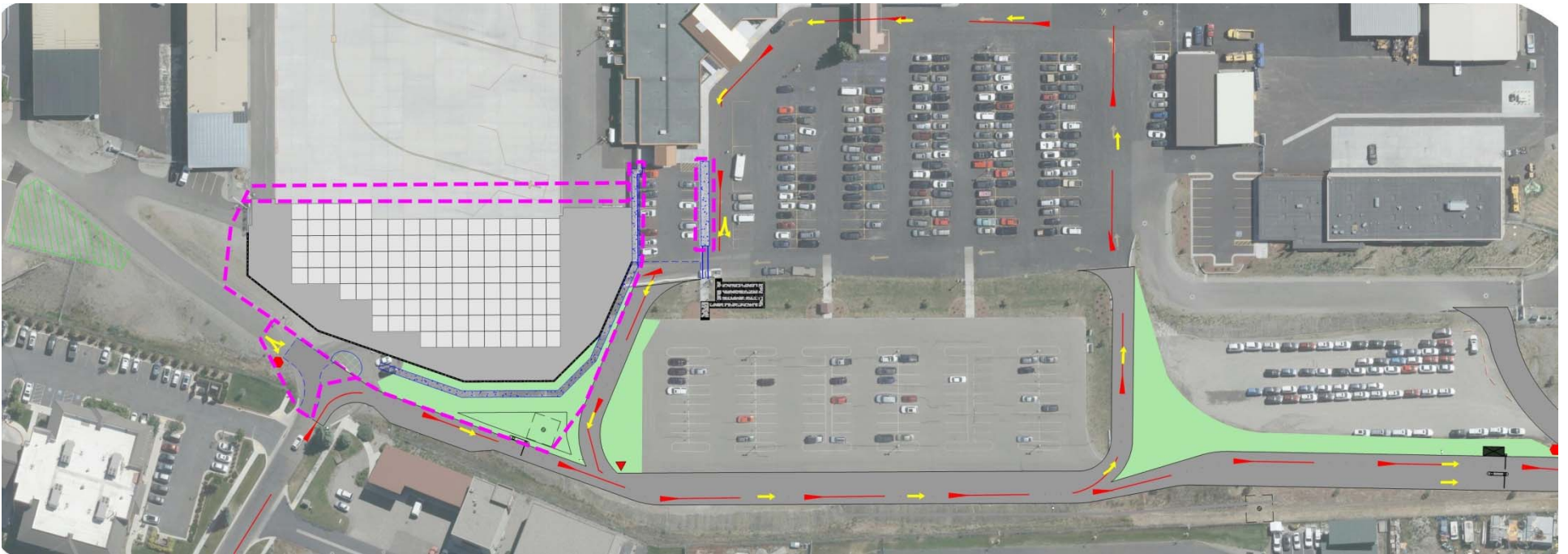
Apron/Parking Lot Schedule

- ▶ Phase 2
- ▶ Mid June – Late July?



Apron/Parking Lot Schedule

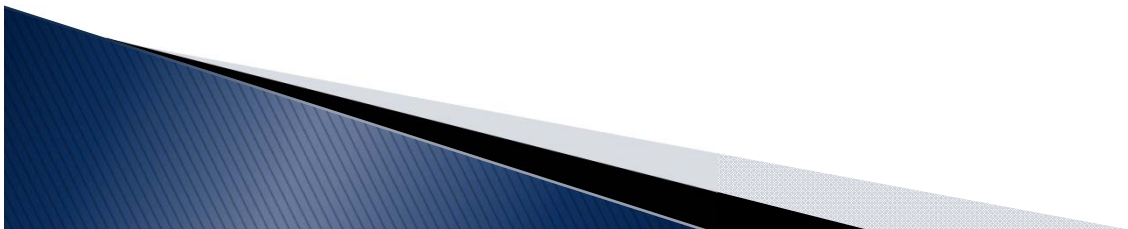
- ▶ Phase 3
- ▶ After Labor Day – October 31



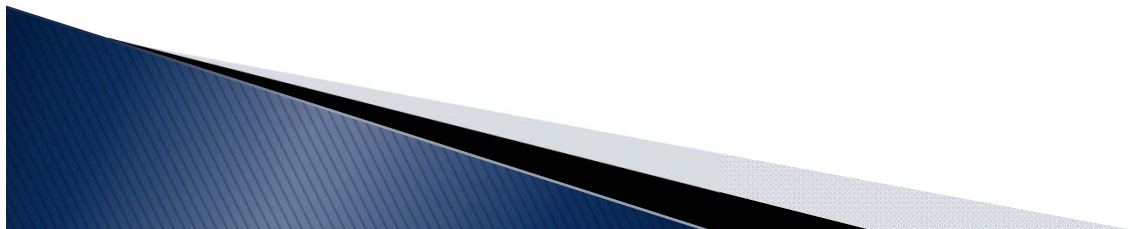
Terminal Air Carrier Apron and Parking Lot Improvements

Next Steps

- ▶ Finish design
- ▶ Submit to City of Hailey for Design Review
- ▶ Go to bid
- ▶ Grant application

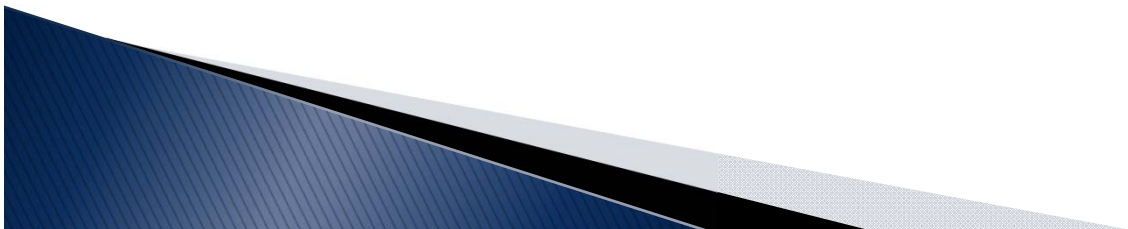


Airport Planning Projects

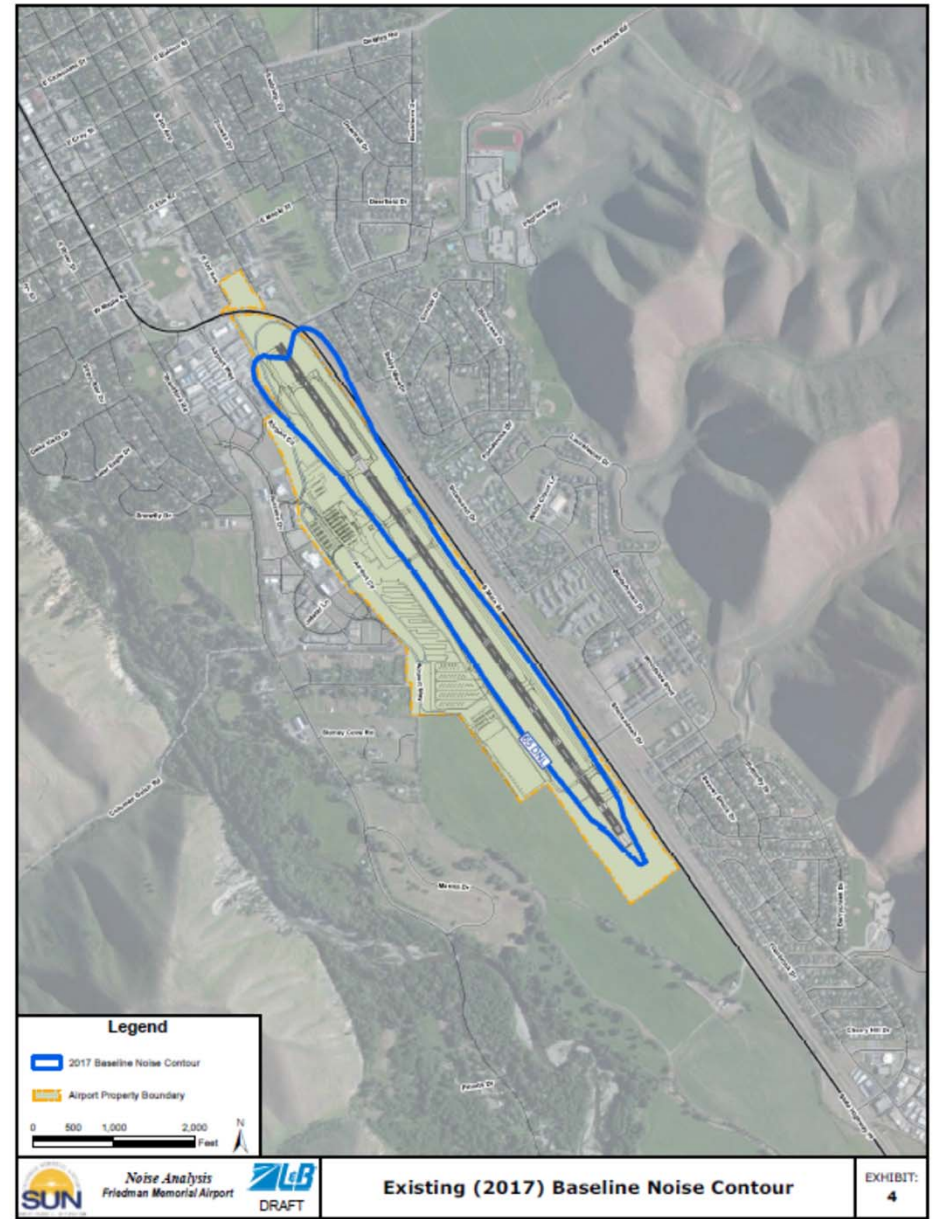
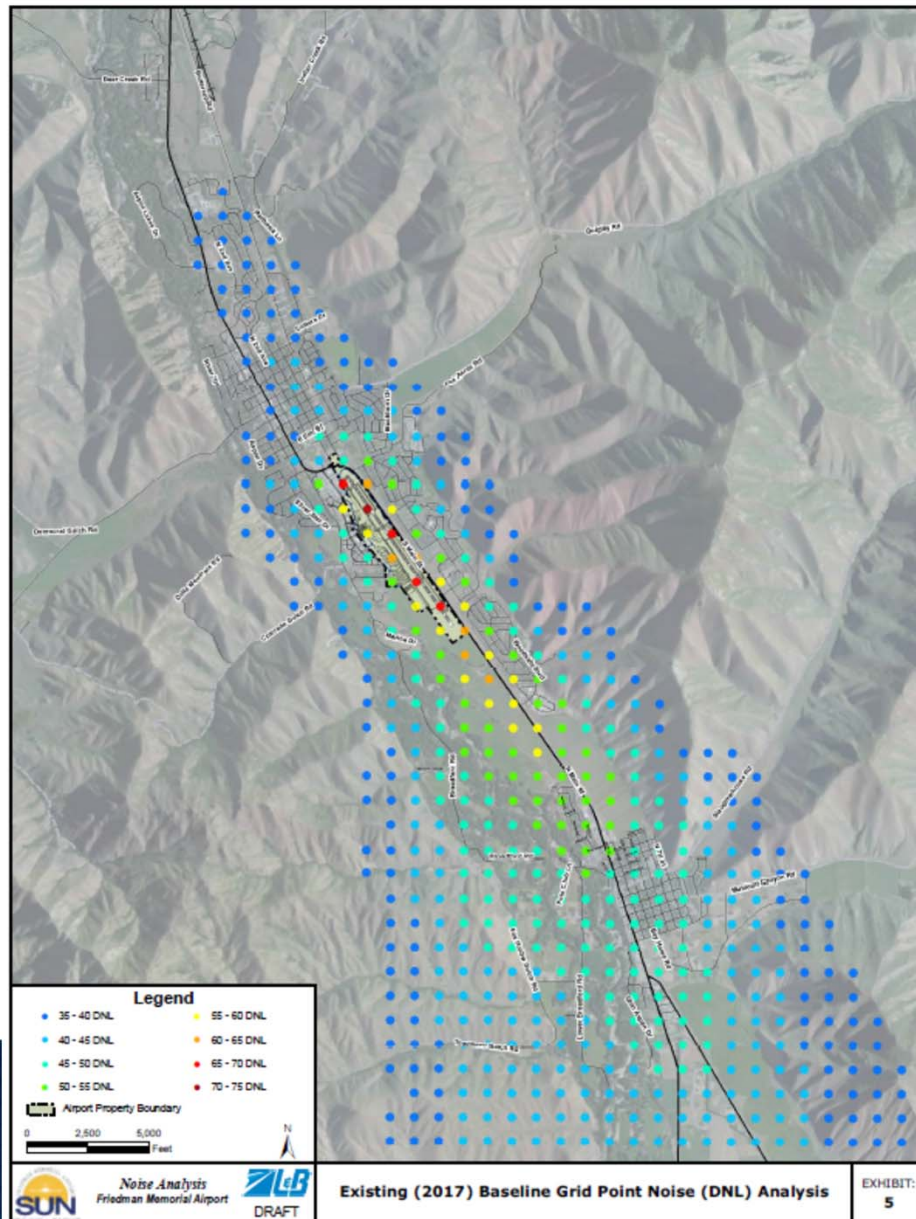


Noise Modeling

- ▶ Baseline complete



Noise Modeling



Comparison of Sound

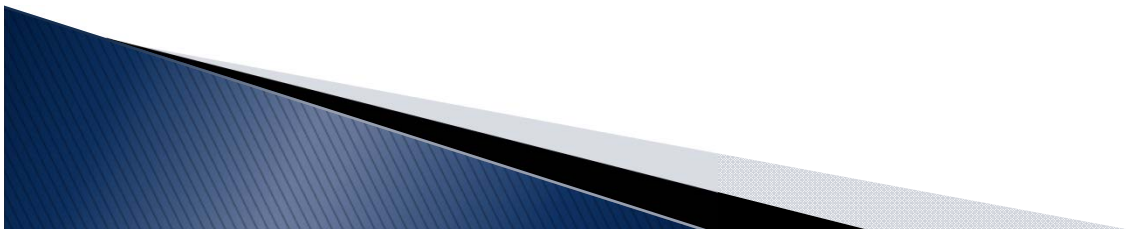
COMMON OUTDOOR SOUND LEVELS	NOISE LEVEL dB (A)	COMMON INDOOR SOUND LEVELS
B-747-200 Takeoff*	110	Rock Band
Gas Lawn Mower at 3 ft. Diesel Truck at 150 ft. DC-9-30 Takeoff*	100	Inside Subway Train
Noisy Urban Daytime B-757 Takeoff *	90	Food Blender at 3 ft.
Commercial Area	80	Garbage Disposal at 3 ft. Shouting at 3 ft.
Quiet Urban Daytime	70	Vacuum Cleaner at 10 ft. Normal Speech at 3 ft.
Quiet Urban Nighttime Quiet Suburban Nighttime	60	Large Business Office Dishwasher Next Room
Quiet Rural Nighttime	50	Small Theatre, Large Conference Room (Background)
	40	Library Bedroom at Night Concert Hall (Background)
	30	Broadcast & Recording Studio
	20	
Threshold of Hearing	10	
	0	

* As measured along the takeoff path 2 miles from the overflight end of the runway.



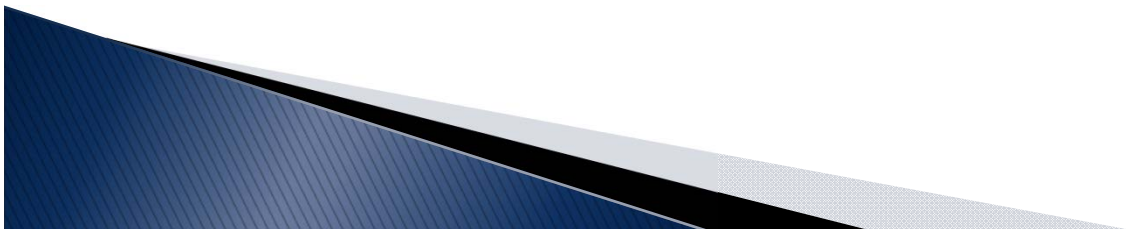
Noise Modeling

- ▶ Next Steps
- ▶ 2 additional scenarios
 - Committee Chairman update



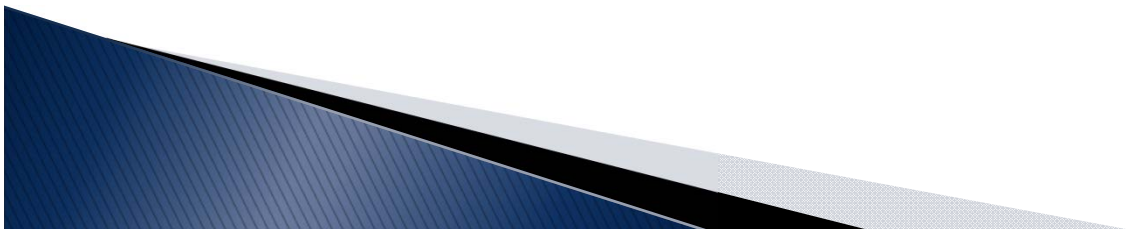
Master Plan – Update

- ▶ Airport Layout Plan (ALP) drawing set
- ▶ Draft narrative report
- ▶ Delivered on Feb. 14th
- ▶ Direction on approval/forward to FAA



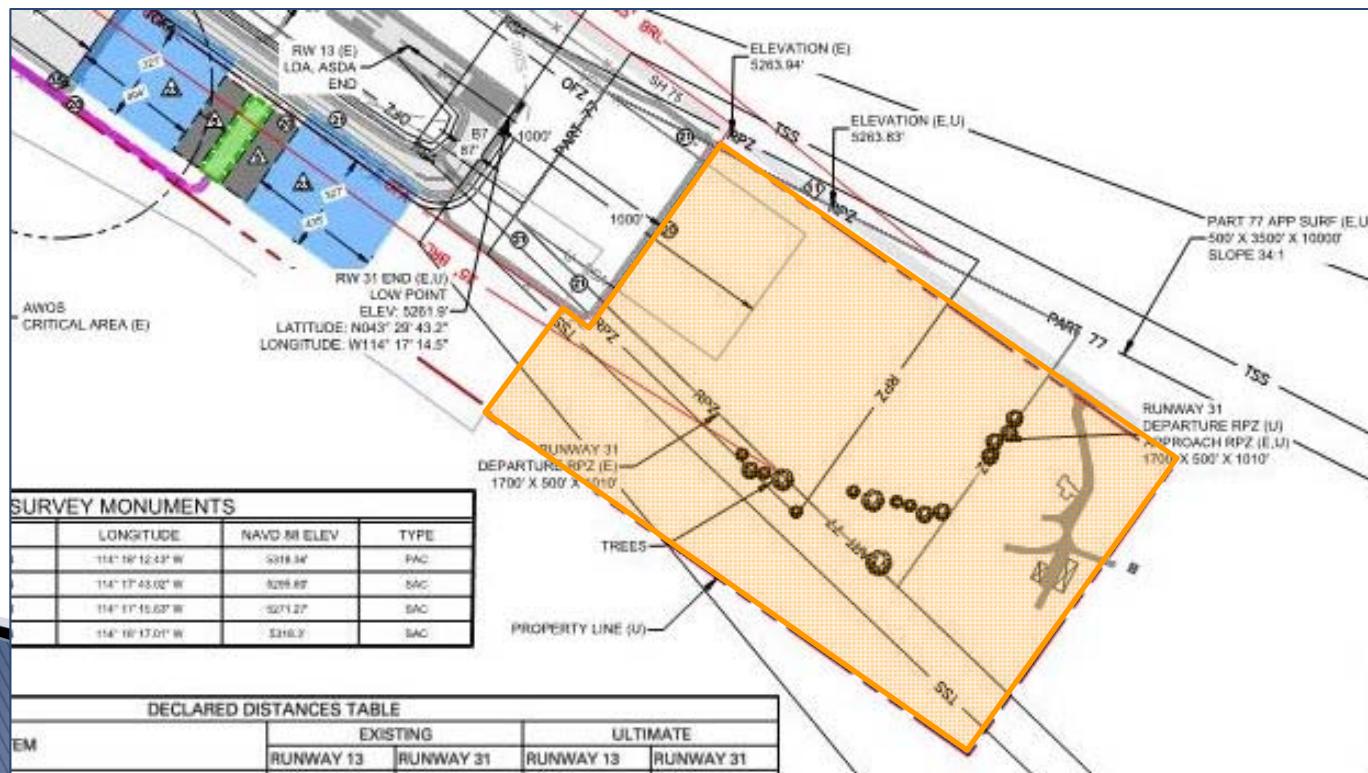


New Business



Environmental Assessment – Land Acquisition for RPZ/Approach and Departure Protection

- ▶ Airport Layout Plan identified land proposed for acquisition in the Runway 31 approach
 - Obstruction removal
 - Runway Protection Zone control



Environmental Assessment – Land Acquisition for RPZ/Approach and Departure Protection

- ▶ RPZ
- ▶ CFR Part 77 Approach Surface
- ▶ FAA Departure Surface
- ▶ TERPS 20:1 Visual
- ▶ 62.5:1 OEI

AURELIA THREE DEPARTURE(RNAV)

SL-6239 (FAA)

FRIEDMAN MEMORIAL (SUN)
HAILEY, IDAHO

TOP ALTITUDE:
PRESN AND REAPS TRANSITIONS: 10000;
SOLDE TRANSITION: ASSIGNED BY ATC

GND CON
121.7
HAILEY TOWER ★
125.6
SALT LAKE CENTER
118.05 363.0
UNICOM 122.95

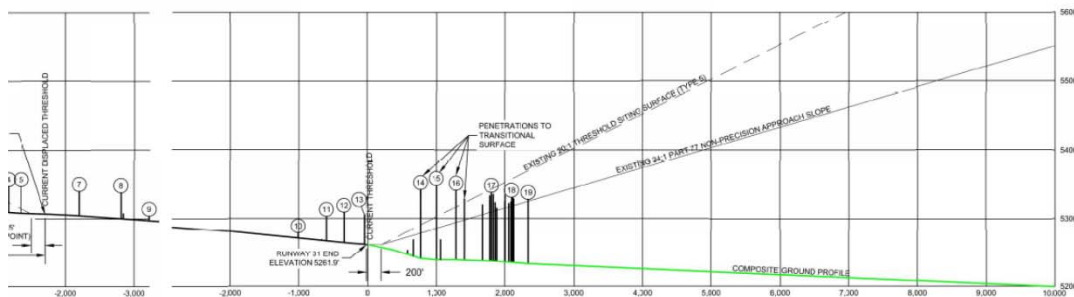
TAKEOFF OBSTACLE NOTES:

Rwy 13: Fence abeam DER, 398' right of centerline, 6' AGL/5262' MSL.
Bushes beginning 24' from DER, 447' left of centerline, up to 4' AGL/5275' MSL.
Vehicle on road 200' from DER, 373' left of centerline, up to 17' AGL/5279' MSL.
Vehicle on road, multiple poles and trees beginning 234' from DER, 373' left of centerline, up to 5309' MSL.
Tree 765' from DER, 698' right of centerline, 87' AGL/5341' MSL.
Trees beginning 1006' from DER, 595' right of centerline, up to 100' AGL/5349' MSL.
Trees beginning 1233' from DER, 459' right of centerline, up to 93' AGL/5344' MSL.
Trees beginning 1408' from DER, 424' right of centerline, up to 5325' MSL.
Trees beginning 1656' from DER, 116' right of centerline, up to 88' AGL/5339' MSL.
Transmission tower 2079' from DER, 509' left of centerline, 66' AGL/5317' MSL.
Trees 2104' from DER, 77' left of centerline, up to 75' AGL/5318' MSL.
Trees 2351' from DER, 2' right of centerline, up to 91' AGL/5334' MSL.

RUNWAY APPROACH PROFILES

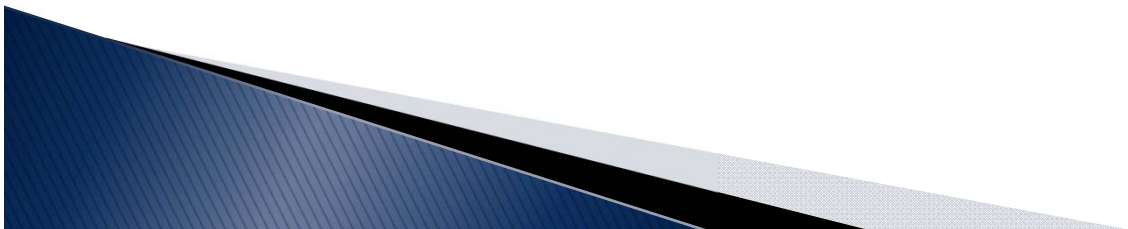
VERTICAL SCALE 1"=100'
HORIZONTAL SCALE 1"=1,000'

RUNWAY 31



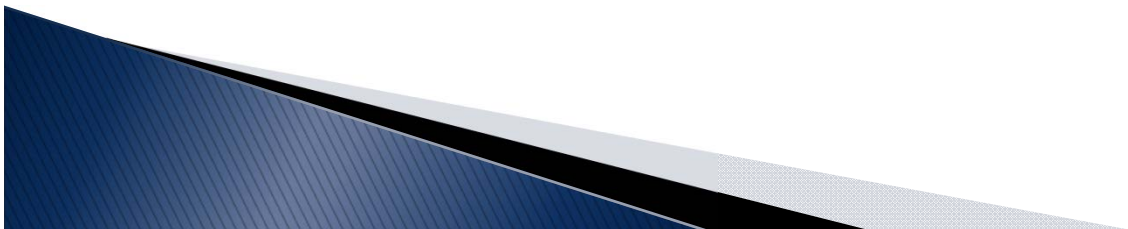
Environmental Assessment – Land Acquisition for RPZ/Approach

- ▶ Land acquisition is eligible for FAA reimbursement
 - Eligible use
 - Environmental review under National Environmental Policy Act (NEPA)
 - Appraisal according to federal rules



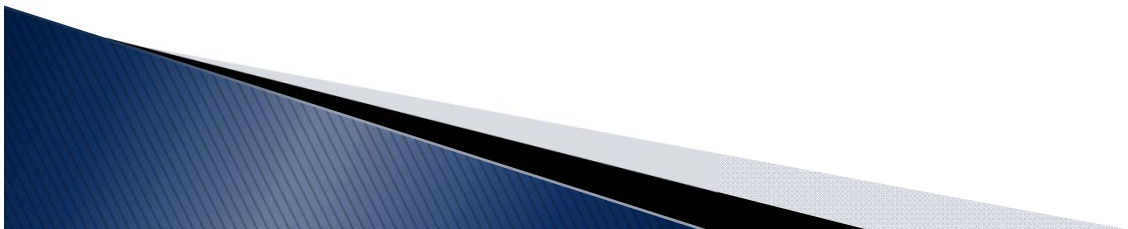
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 - Appraisal according to federal rules



Environmental Assessment – Land Acquisition for RPZ/Approach

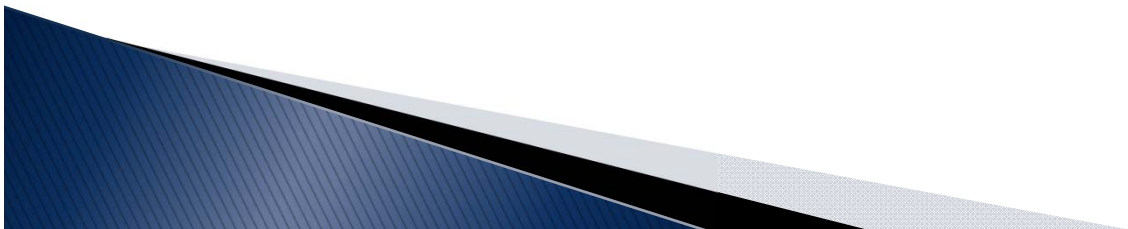
- ▶ Three levels of environmental review:
 - Categorical Exclusion (e.g., pavement maintenance)
 - Environmental Assessment (EA)
 - Environmental Impact Statement (e.g., new airport)
- ▶ EA is required in this case, as the proposed action will include:
 - Land acquisition
 - Removal of trees and root balls



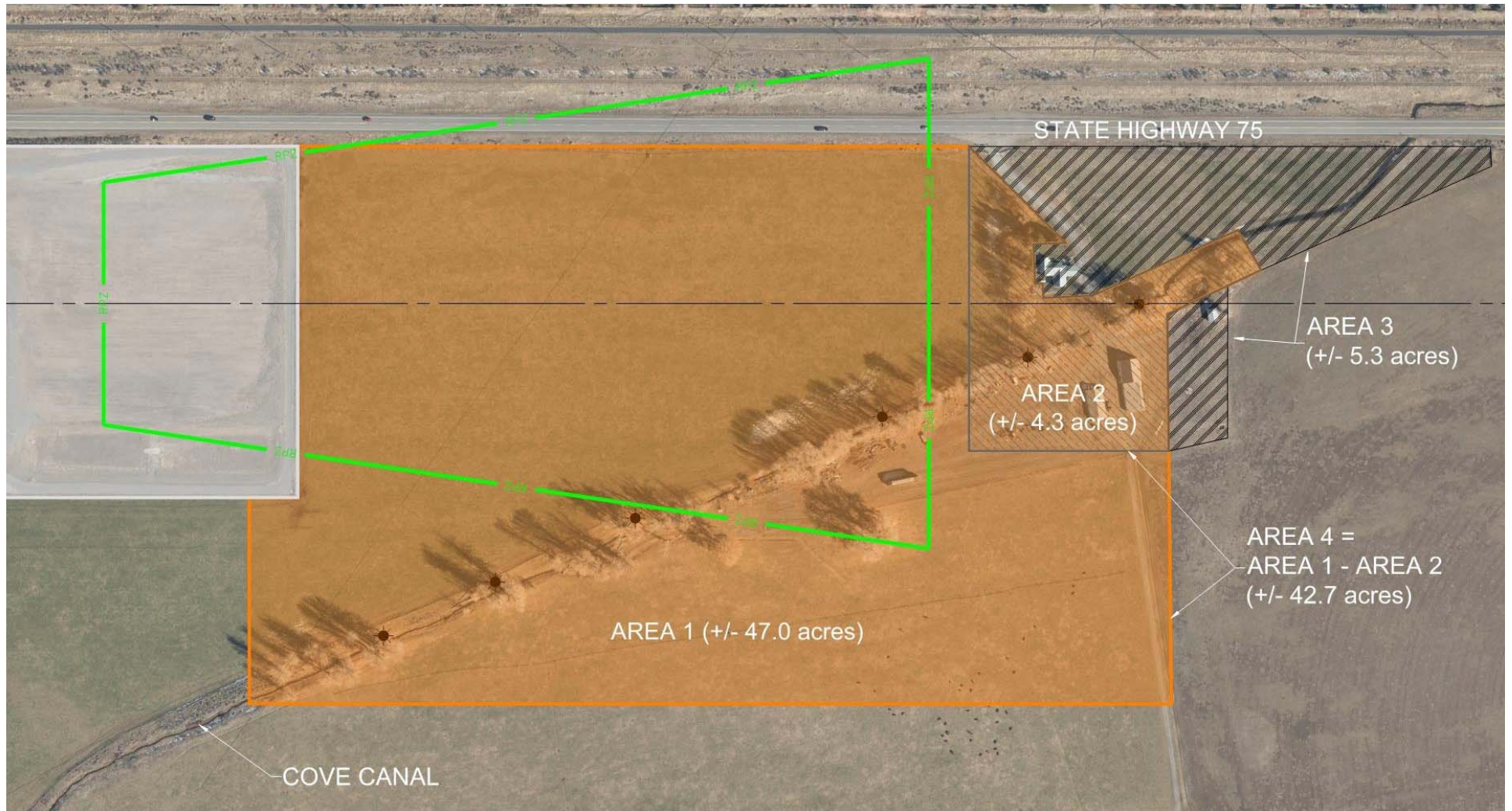
Environmental Assessment – Scope of Work

“Proposed Purpose” (Pg. A-2)

- ▶ Acquire land for RPZ/Approach protection
- ▶ Acquire land for obstruction removal and permanent maintenance
- ▶ Note: If purchased, no development or use of this land will be permitted, other than agricultural or other use compatible with approach/RPZ areas.



Environmental Assessment – Scope of Work



Environmental Assessment – Scope of Work

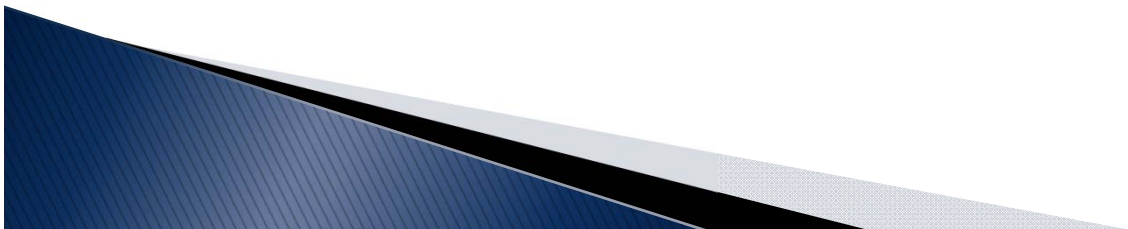
“Proposed Need” (Pg. A-2)

- ▶ FAA guidance on RPZ land use:

- Airport Owner control over RPZ land to achieve protection of people and property on the ground
- Sponsors are expected to take all possible measures to protect against, remove and mitigate incompatible land uses

- ▶ Obstructions

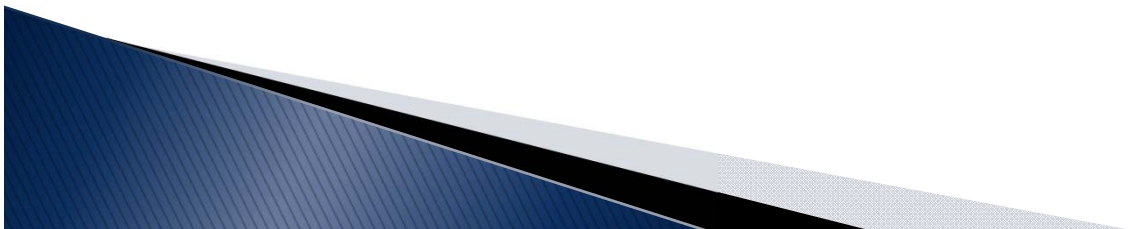
- Trees penetrate a variety of FAA regulatory surfaces



Environmental Assessment – Scope of Work

“Public Involvement” (Pg. A-3)

- ▶ Critical part of the EA process
- ▶ For this project
 - Presentations at FMAA meetings
 - Open houses/informational meetings
 - Public information (website, notices, etc.)
 - More?
- ▶ Tribal coordination will be required, but will be completed by FAA



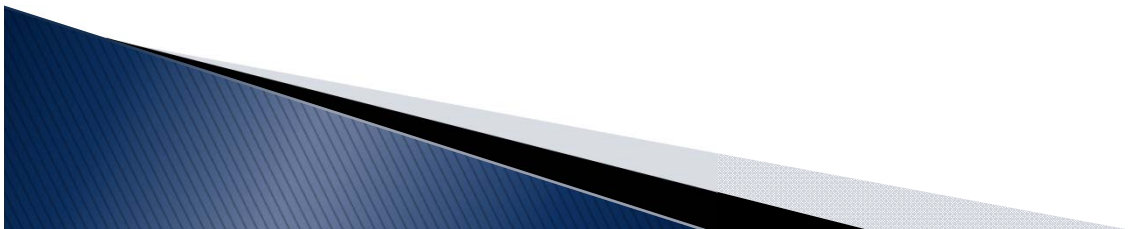
Environmental Assessment – Scope of Work

“Scope of Services” (Pg. A–3)

- ▶ Defined by FAA guidance

- ▶ Steps:

1. Collect Background Data (including cultural, wetlands, and wildlife studies)
2. Prepare EA Document
3. Circulate Draft EA for review
4. Revise Draft EA
5. Circulate and Review Final EA



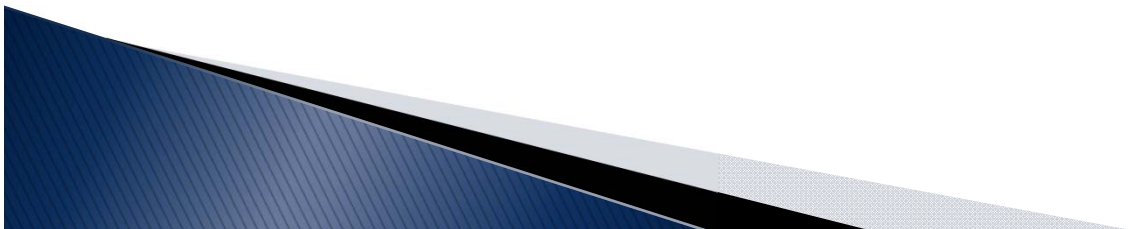
Environmental Assessment – Scope of Work

“Scope of Services” (Pg. A-3)

- ▶ Defined by FAA guidance

- ▶ Steps:

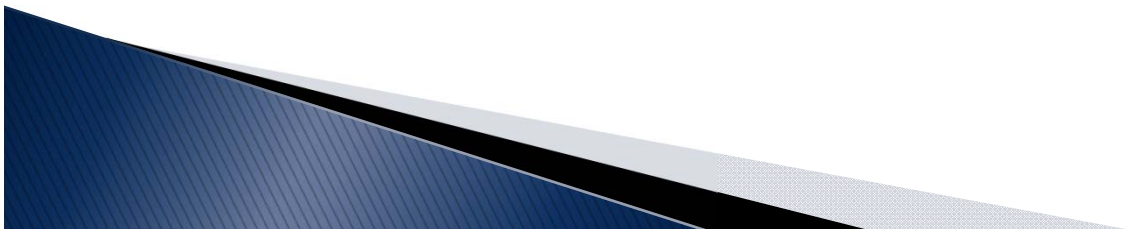
1. Collect Background Data (including cultural, wetlands, and wildlife studies)
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Environmental Assessment – Scope of Work

Tasks

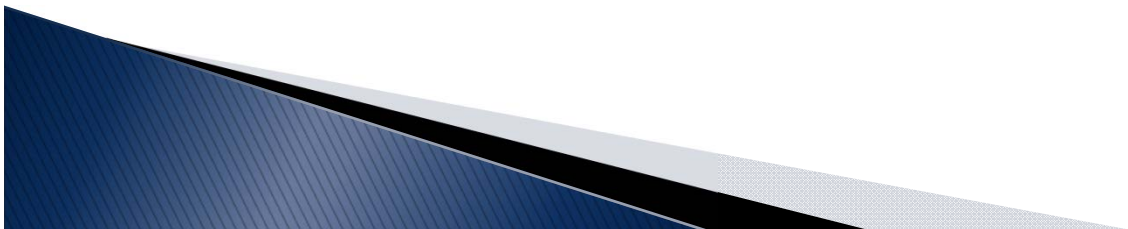
1. Administration
2. Alternatives Analysis
3. Purpose and Need
4. Resources Evaluated
 - Affected Environment
 - Environmental Consequences
 - Biological (Yellow-Billed Cuckoo)
 - Cultural Resources
 - Wetlands



Environmental Assessment – Scope of Work

Tasks

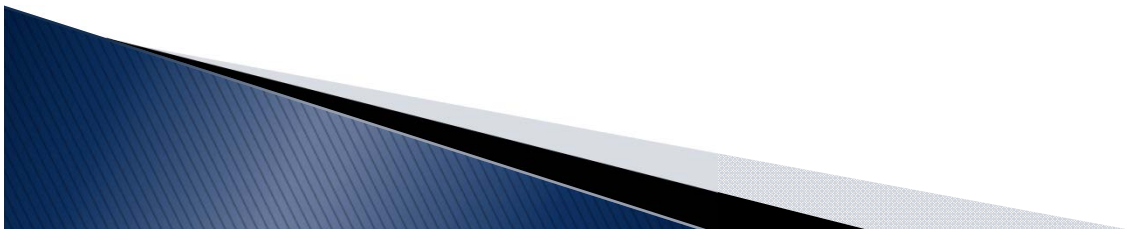
5. Draft EA
6. Draft EA Distribution
7. Public Involvement
8. Final EA



Environmental Assessment – Scope of Work

Schedule

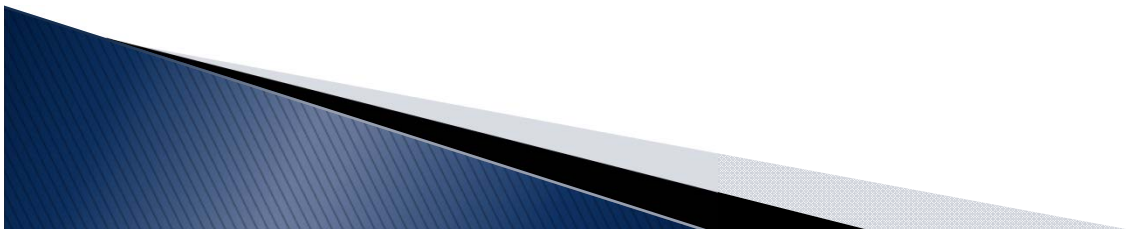
- ▶ 6–9 months or more, depending on findings and concerns raised



Environmental Assessment – Scope of Work

Board Action Requested

- ▶ Approve draft Scope of Work and authorize Staff to finalize scope, submit to FAA for review and begin fee negotiation process.



Environmental Assessment – Scope of Work

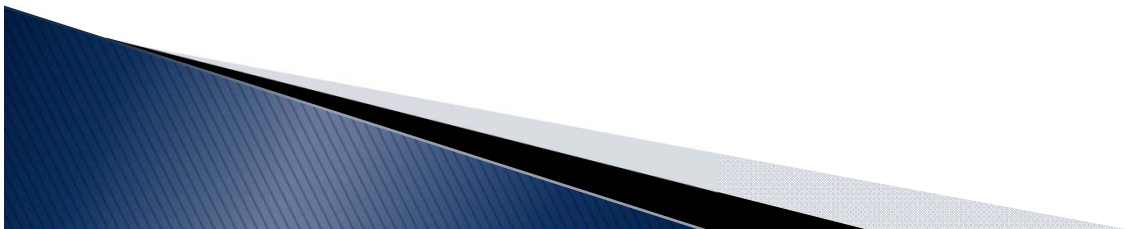
Next Steps

- ▶ Finalize Scope of Work
- ▶ Submit to FAA for review/approval
- ▶ T-O develop fee
- ▶ Independent Fee Estimate
- ▶ Board approval of fee, following negotiation





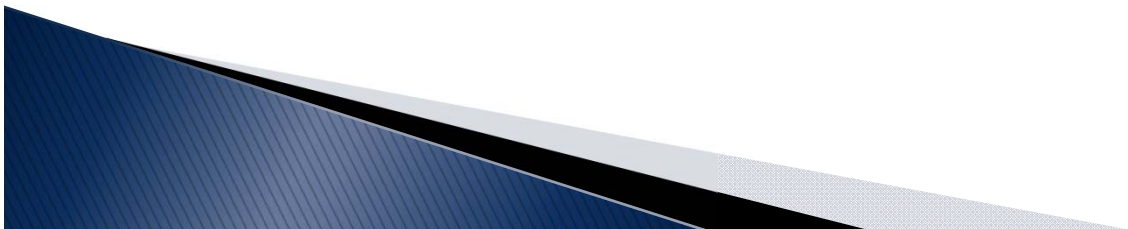
Public Comment



Executive Session

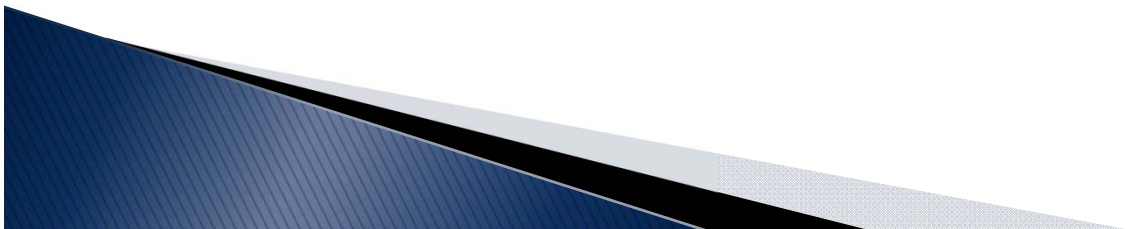
I.C §74-206 (c) To acquire an interest in real property which is not owned by a public agency

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



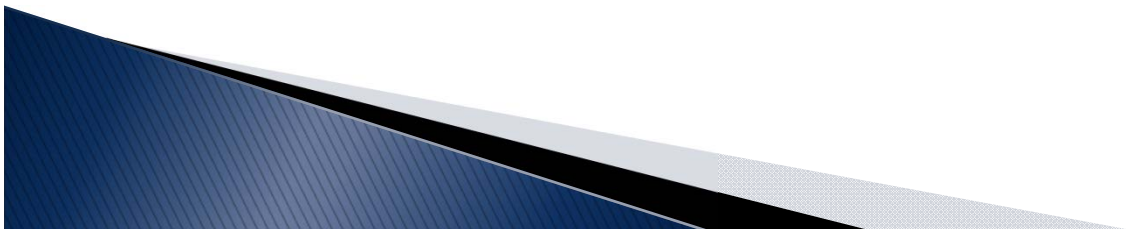


New Business con't...



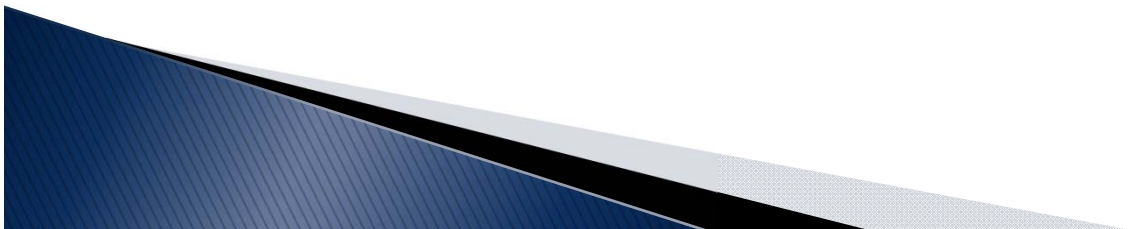
Extension of Temporary License Agreement

- ▶ 12 month extension





Public Comment





Thank You!

