



December 12, 2017

To: SUN Users
From: Chris Pomeroy, Airport Manager
Re: SUN Air Traffic Procedures – 2017/2018 Winter Ski Season

Dear SUN Users,

Friedman Memorial Airport (SUN) welcomes you to our Airport and our community. We appreciate your business!

SUN airport staff, our full service FBO-Atlantic Aviation-Sun Valley, our air carriers, our rental car staff and other airport tenant partners are excited to serve your travel needs and provide world-class service fitting for the beautiful Sun Valley area. To ensure optimal planning, we would like to provide you with some helpful information about SUN air traffic operations for the upcoming winter ski season.

The unique environment of Sun Valley in the winter draws a sophisticated mix of aircraft operators ranging from air carriers, the entire spectrum of private or fractionally-owned jets and single owner small aircraft. If weather results in IMC or MVFR conditions, IFR arrivals combined with IFR departures reduces our airspace capacity and, many times, results in flight delays, especially with departures. While some scheduling plans are mentioned below, the most important element is for pilots to keep in mind the general locations of the arrival path on the east side of the valley, and the west-side departure track many pilots use in VFR conditions.

Arrival Plan:

In an effort to maximize the efficiency of our air space and reduce delays, the Salt Lake City Air Route Traffic Control Center (ARTCC) will use dynamic methods for smoothing inbound traffic flows to SUN this winter season. Overall, it is not likely that Salt Lake City ARTCC will use Ground Delay Programs (GDP) this season at SUN, however it may be possible a GDP may become necessary for a certain day.

The most obvious method you will notice is a set of structured routes that will be used to help smooth the inbound flow. In many cases, simply flying the specified route will be enough - other times air traffic control may adjust speeds or possibly hold aircraft. The goal is to smooth the traffic to create the safest, most professional traffic flows during busy times.

It is expected the structured routes will be published for use from December 20-January 7, and in conjunction with the holiday 3-day weekends. Salt Lake City ARTCC may also elect to dynamically use them in real-time for other smaller time windows depending on weather and traffic demand. When the routes are published, they are published as a request for you to voluntarily include them in your flight plan. In addition, Salt Lake City ARTCC may assign them to a flight if they are not filed and traffic is busy. Just as likely, Salt Lake City ARTCC may offer flexibility in routes if traffic is light.

The effect of the structured route plan is to create a more purposeful and efficient flow into SUN. Recent experiences have shown this plan results in smoother operations and a more predictable experience for all. The routes to be used are:

- From the NW: **MENIN-HLE-SUN**

- From the SW: **LLC-PARZZ-MENIN-HLE-SUN**

- From the South: **ELY-TWF-MENIN-HLE-SUN, or**
 PICHO-PATIO-TWF-MENIN-HLE-SUN

- From the East: **PIH-MENIN-HLE-SUN**

IFR to VFR

On occasion, flights sometimes cancelled IFR as early as possible in an effort to speed up the arrival process. We are strongly encouraging flights stay IFR until reaching at least the vicinity of MENIN intersection to keep the arrival sequence more intact (this helps the tower keep the timing on the runway between arrivals and departures efficient). At times cancelling IFR may have avoided a holding pattern in the short term, but if too many flights arrive VFR at once the runway is overbooked and we create very long departure delays. This flow worked well during last summer’s events and departure delays were kept much more manageable for all. If you do cancel IFR, be prepared for the possibility of the tower directing you to visually hold when traffic volumes are high.

Departure Considerations and the VFR Climb Procedure:

At SUN, there are days considered to be high departure demand days. The high departure demand is typically from 12:00-3:00 pm on the following days:

- December 26th
- January 2nd
- January 7th
- Monday’s of 3-day weekends

When the weather is VFR, pilots have the option of requesting a VFR climb to an altitude below FL180 to help expedite departure releases and alleviate delays. This can be especially effective when a departure queue has formed, and VFR climb procedures can be used to clear departures with minimal waiting between departures. Please review the attached graphical depiction and reminders of VFR climb procedures.

If you are planning to ask for a VFR climb from the tower, you can expect instructions to stay on the west side of the valley. If you plan any eastbound turns, keep in mind the location of the final approach path and profile for Runway 31 that extends south of the airport and be mindful of all SUN Tower instructions and advisories.

Aircraft Parking

Unlike some of the high-demand summer events, parking historically has been flexible in the winter. Advance coordination with Atlantic-Sun Valley is always appreciated, but it is not expected that parking will be unavailable.

Voluntary Curfew

We ask that you avoid scheduling an arrival or departure to/from SUN after 11:00 pm or before 7:00 am local time. This request is for the purpose of respecting the “Good Neighbor” relationship the airport shares with the surrounding communities of Hailey, Ketchum and Bellevue.

Voluntary Noise Abatement

Your support for our Voluntary Noise Abatement Program is one of the most important components of a successful travel experience for you, for the airport and for our community. The relationship between our airport and our community is one of delicate balance. The key to that balance is the Voluntary Noise Abatement Program, which works on a very simple concept of “Mutual Consideration”.

Our community understands and supports the capabilities of an airport. They also recognize that airports present impacts like noise and fumes that can be disruptive and a deviation from the beauty and tranquility of this wonderful valley that is our home and the place that so many come to visit. That mutual consideration also relies on aviation interests respecting the features that make this a wonderful place and diligently working to minimize the negative impacts associated with airports and aviation. Our Voluntary Noise Abatement Program asks aviators to operate responsibly and respectfully of our community. A few simple considerations will go a long way toward the preservation of that delicate balance of mutual respect. When operating into or out of SUN, please follow these simple voluntary guidelines:

- a. Never operate into or out of Friedman Memorial Airport between the hours of 11:00 pm and 7:00 am. In addition to potential noise impacts, our **Air Traffic Control Tower, snow removal services, and Aircraft Rescue Firefighting (ARFF) services may not be available between these hours.**
- b. Inbound traffic from the south should remain along the east side of the valley as near to the mountains as is safe and prudent, unless otherwise directed by ATC.
- c. Outbound traffic to the south, climb out as quickly as is possible and proceed to the west side of the valley as near to the mountains as is safe and prudent, unless otherwise directed by ATC (also see above about the VFR climb procedure).
- d. Never depart to or arrive from the north over the City of Hailey unless weather or ATC instruction require otherwise.
- e. Utilize best available approach and climb out procedures respective to your aircraft to minimize noise impacts on the area.
- f. Do not “warm up” aircraft for more than 30 minutes prior to departure. Do not leave aircraft engines (or APUs) running any longer than is absolutely necessary after arrival. Limited use of engines and APUs not only reduces noise impacts but also helps to reduce fume impacts on neighboring residents.

With heightened community sensitivity to the various impacts associated with aircraft/airport-generated noise, we at SUN are very proud to be leading the way in achieving balance between aviation and communities that averts negative backlash through voluntary noise abatement procedures aggressively promoted and embraced by all parties. We think you'll agree that mutual consideration and cooperation is always the best way to maintain a viable and attractive airport as well as a happy neighboring community. You can find lots of valuable information about our airport and voluntary noise abatement program at <http://iflysun.com/voluntary-noise-abatement/>.

As always, the security and privacy of our guests is among our highest priorities. Atlantic Aviation-Sun Valley and the Friedman Memorial Airport have implemented appropriate privacy and security measures. Please, if you observe something or someone that does not seem right to you, let us know.

Summary

By following these simple recommendations, we believe :

- 1) Please follow the described arrival routes:

From the NW: **MENIN-HLE-SUN**

From the SW: **LLC-PARZZ-MENIN-HLE-SUN**

From the South: **ELY-TWF-MENIN-HLE-SUN, or**
 PICHO-PATIO-TWF-MENIN-HLE-SUN

From the East: **PIH-MENIN-HLE-SUN**

- 2) Maintain IFR to MENIN
- 3) When the weather is VFR, consider the option of requesting a VFR climb to an altitude below FL180 to help expedite departure releases and alleviate delays (see attached exhibit).
- 4) Coordinate arrival/departure aircraft parking information with Atlantic Aviation-Sun Valley in advance
- 5) Plan all operations for the hours between 7:00 am local and 11:00 pm local
- 6) Review and be familiar with the Friedman Memorial Airport Voluntary Noise Abatement Procedures, easily accessed at <http://iflysun.com/voluntary-noise-abatement>

Thanks for your consideration, and welcome to Idaho and the beautiful Wood River Valley! We look forward to seeing you at the airport.

FRIEDMAN MEMORIAL AIRPORT (SUN)

HAILEY, IDAHO

TYPICAL VFR CLIMB PATH

