



Friedman Memorial Airport Authority

Regular Board Meeting

November 5, 2019





Approve Agenda





Public Comment

(10 Minutes)





Approval of Meeting Minutes

October 1, 2019 Regular Meeting





Reports



Reports

- ▶ Chairman Report
- ▶ Blaine County Report
- ▶ City of Hailey Report
- ▶ Fly Sun Valley Alliance Report
- ▶ Airport Manager's Report



Airport Manager's Report



FAA

- ▶ FAA Helena ADO Conference
 - Helena, MT
 - Oct. 23–24
- ▶ FAA Salt Lake Center Visit
 - Chris and Greg
 - Nov. 13



TSA Pre✓[®]





Fall/Winter Terminal Art Rotation



“On the Horizon”

- ▶ RPZ land closing
- ▶ Audit
 - Rexroat, Harberd, and Associates preparing financials
 - Audit to start week of Nov. 11 (Harris CPAs)
 - January presentation to FMAA
- ▶ Employee Handbook
- ▶ Rates and Charges Review and Discussion



Airport Staff Brief Questions





**Action
New Business**



Equipment Lease Resolution

- ▶ Equipment
 - Front end loader (CAT 972M)
- ▶ Lease
 - \$38,900/annual
- ▶ Lease expense included in FY20 Budget
- ▶ Government leases require resolution signed by authorized government agency representative
- ▶ Action:

Motion to approve Chairman to sign equipment lease resolution for a front end loader based on final review and approval by staff and legal counsel



Action
Continuing Business

None





Discussion and Updates

New Business





PARKING LOT UTILIZATION STUDY



CAJohnson Consulting
Beyond The Space

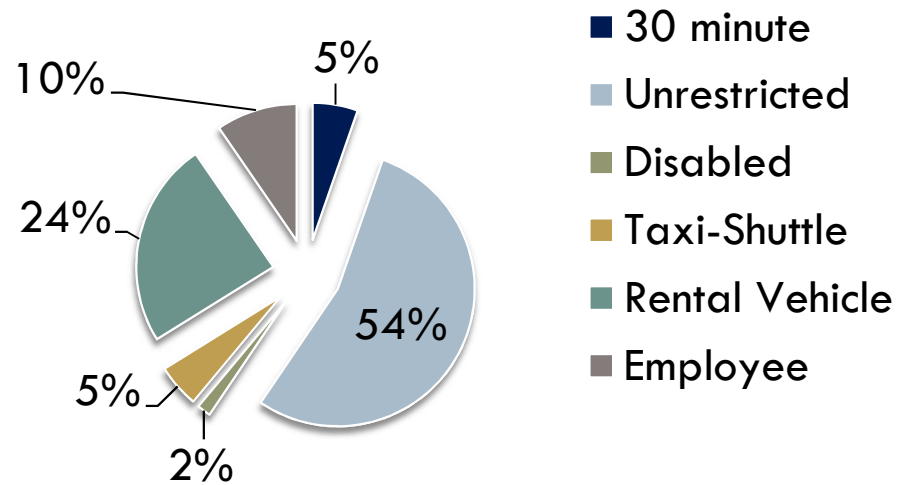
Friedman Memorial Airport Hailey Idaho

Current Facility Overview

Stall Count

30 Minute Parking	20
Unrestricted	203
Disabled	6
Taxi/Shuttle	19
Rental Vehicle	91
Employee	36

Stall Count Diversity

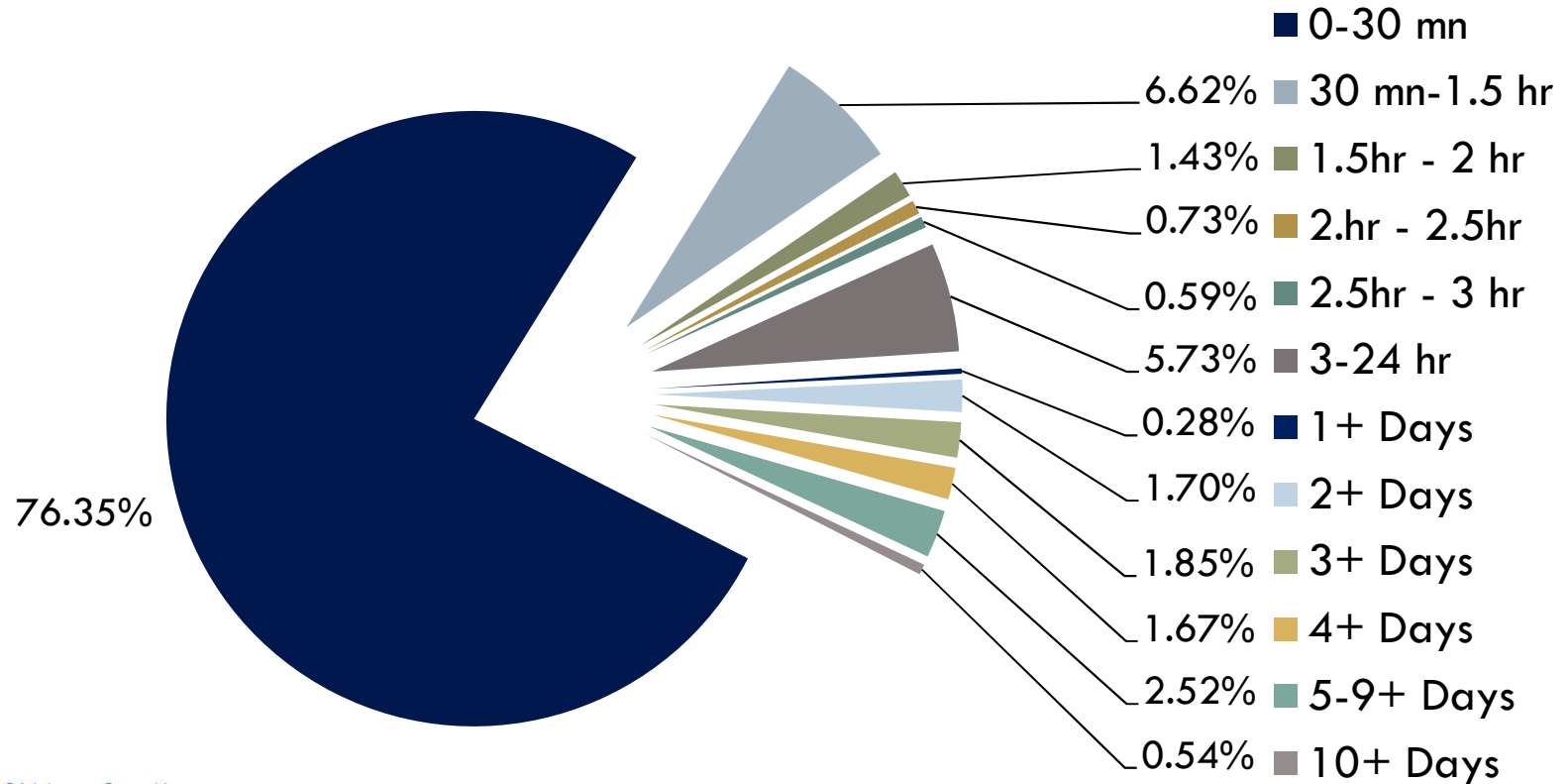


Active Access Cards - 257

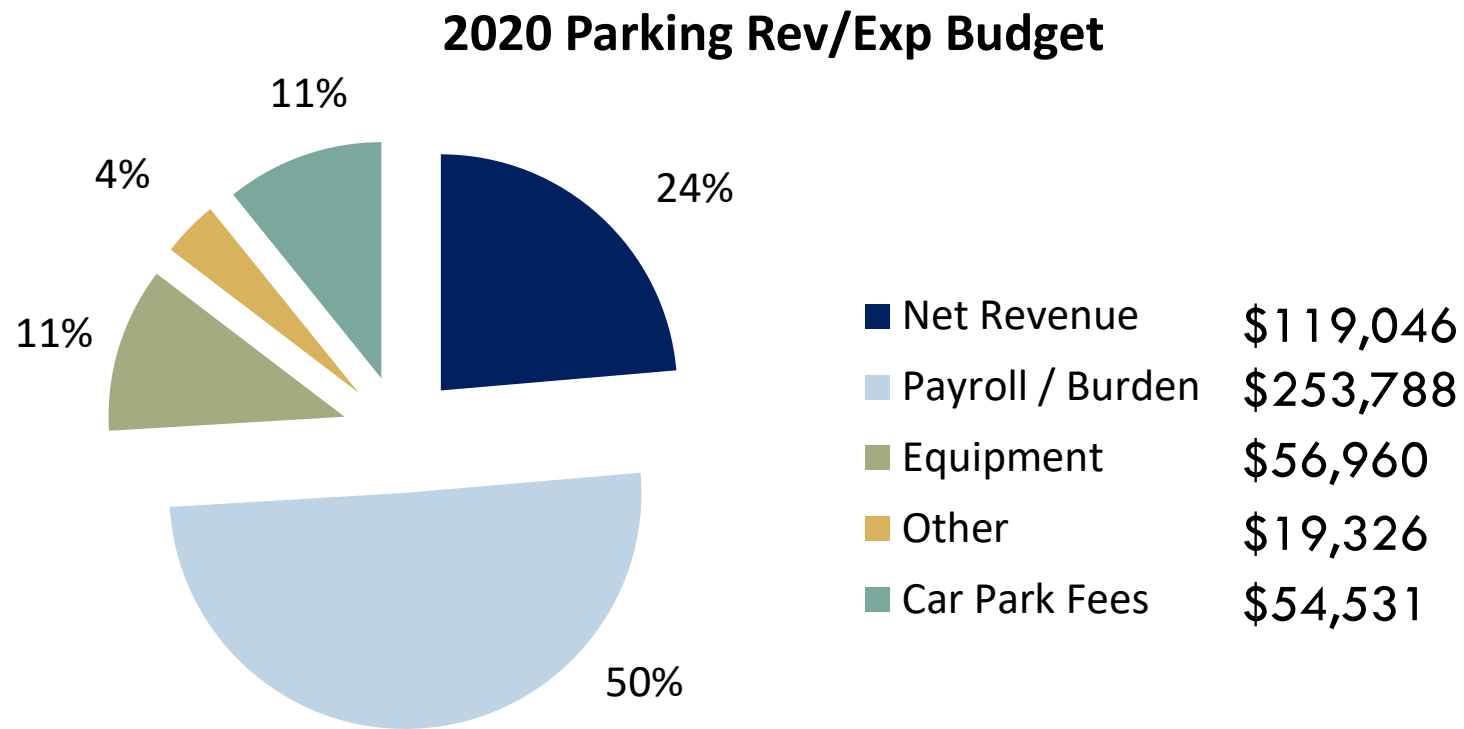
Tenants	FMA/ The Car Park	Vendors	Gov	Ground Transportation
114	33	20	41	49

Users by Duration of Stay

Users by Duration of Stay - Calendar 2019 -- Annualized



Current Revenue / Expenses



Increased Expenses

- Equipment \$54,000
- Ambassador \$65,000
- Manager Position \$20,000
- Payroll Labor Market Adjustment + 28%

Future Expenditures

Capital Improvements

Complete Signage upgrade

Additional Parking

Asphalt Repair / Replacement

Annual Expense Increases

Payroll – Avg. +3%

General Expenses +2%

Friedman Rate History

□ Current Rates

- ▣ 0-30 minutes Free
- ▣ 30min-1.5hr \$2.00
- ▣ 1.5 – 2.0hr \$3.00
- ▣ 2.0-2.5hr \$4.00
- ▣ 2.5-3.0hr \$5.00
- ▣ 3.0-All Day \$10.00

2002 - Last increase in 0-1.5hr rate

2004 - Last increase in 1.5 – 3.0hr rate

2014 – Last Increase in the All Day rate (+\$1.00)

Regional Rate Review

Boise

\$2.00 per hr

Garage 24hr max \$11.50

Surface 24hr max \$9.00

Idaho Falls

0-30 Free

3-60 min \$2.00

Ea add hr \$2.00

24hr max \$12.00

Jackson Hole

0 -2hr Free

2hr-24 max \$15.00

Aspen

0-60 min Free

Ea add hr \$2.00

24hr max \$12.00

Bend

0-30 min \$1.00

31-60 min \$2.00

Ea add hr \$2.00

24hr max \$15.00

Bozeman

0-60 Min Free

Ea add 30 min \$3.00

24hr max \$12.00

Twin Falls

Master Plan is to Begin Charging, 1-3 years

Rate Adjustment Review

Scenario #1 1.5hr \$3 to \$4, 2hr to 3hr \$4/\$5 to \$6, Daily \$10 to \$11

Projected to annualized transaction and gross income							All Tickets	All Paid Tickets	All Tickets	All Paid Tickets
Current Rate	Transactions	Actual Revenue	Proposed Rate	Projected Revenue	Difference		Current Average Ticket Price	Current Average Ticket Price	Projected Average Ticket Price	Projected Average Ticket Price
0-30 mn	Free	84,864.00	0.00	Free	\$ -	\$ -	\$ -		\$ -	
30 mn-1.5 hr	\$ 2.00	7,352.57	14,705.14	\$ 2.00	\$ 14,705	\$ -	\$ 2.00	2.00	\$ 2.00	2.00
1.5hr - 2 hr	\$ 3.00	1,589.14	4,767.43	\$ 4.00	\$ 6,357	\$ 1,589	\$ 3.00	3.00	\$ 4.00	4.00
2.hr - 2.5hr	\$ 4.00	812.57	3,250.29	\$ 6.00	\$ 4,875	\$ 1,625	\$ 4.00	4.00	\$ 6.00	6.00
2.5hr - 3 hr	\$ 5.00	658.29	3,291.43	\$ 6.00	\$ 3,950	\$ 658	\$ 5.00	5.00	\$ 6.00	6.00
3-24 hr	\$ 10.00	6,365.14	63,651.43	\$ 11.00	\$ 70,017	\$ 6,365	\$ 10.00	10.00	\$ 11.00	11.00
1+ Days	\$ 12.84	308.57	3,805.71	\$ 14.77	\$ 4,556	\$ 751	\$ 12.33	12.33	\$ 14.77	14.77
2+ Days	\$ 20.50	1,885.71	38,652.00	\$ 23.58	\$ 44,456	\$ 5,804	\$ 20.50	20.50	\$ 23.58	23.58
3+ Days	\$ 30.52	2,055.43	62,713.71	\$ 35.10	\$ 72,141	\$ 9,428	\$ 30.51	30.51	\$ 35.10	35.10
4+ Days	\$ 40.41	1,856.57	75,015.43	\$ 46.47	\$ 86,278	\$ 11,262	\$ 40.41	40.41	\$ 46.47	46.47
5+ Days	\$ 54.45	1,253.14	68,223.43	\$ 62.62	\$ 78,469	\$ 10,245	\$ 54.44	54.44	\$ 62.62	62.62
6+ Days	\$ 60.33	627.43	37,851.43	\$ 69.38	\$ 43,531	\$ 5,679	\$ 60.33	60.33	\$ 69.38	69.38
7+ Days	\$ 70.39	390.86	27,509.14	\$ 80.95	\$ 31,639	\$ 4,130	\$ 70.38	70.38	\$ 80.95	80.95
8+ Days	\$ 80.37	298.29	23,970.86	\$ 92.43	\$ 27,569	\$ 3,598	\$ 80.36	80.36	\$ 92.43	92.43
9+ Days	\$ 90.45	229.71	20,777.14	\$ 104.02	\$ 23,894	\$ 3,117	\$ 90.45	90.45	\$ 104.02	104.02
10+ Days	\$ 100.37	193.71	19,441.71	\$ 115.43	\$ 22,360	\$ 2,918	\$ 100.36	100.36	\$ 115.43	115.43
14+ Days	\$ 122.93	241.71	29,712.00	\$ 141.37	\$ 34,171	\$ 4,459	\$ 122.92	122.92	\$ 141.37	141.37
21+ Days	\$ 172.38	128.57	22,162.29	\$ 198.24	\$ 25,488	\$ 3,325	\$ 172.37	172.37	\$ 198.24	198.24
28+ Days	\$ 244.80	25.71	6,294.86	\$ 281.52	\$ 7,239	\$ 944	\$ 244.80	244.80	\$ 281.52	281.52
29+ Days	\$ 316.67	5.14	1,628.57	\$ 364.17	\$ 1,873	\$ 244	\$ 316.67	316.67	\$ 364.17	364.17
		111,142.29	\$ 527,424		\$ 603,567	\$ 76,143	\$ 4.75	20.07	\$ 5.43	22.97

Rate Adjustment Review

Scenario #2 Daily rate \$10.00 to \$11.00

Projected to annualized transaction and gross income							All Tickets		All Paid Tickets	All Tickets		All Paid Tickets
Current Rate	Transactions	Actual Revenue	Proposed Rate	Projected Revenue	Difference		Current Average Ticket Price	Current Average Ticket Price		Projected Average Ticket Price	Projected Average Ticket Price	
0-30 mn	Free	84,864.00	0.00	Free	\$ -	\$ -	N/A	N/A		N/A	N/A	
30 mn-1.5 hr	\$ 2.00	7,352.57	14,705.14	\$ 2.00	\$ 14,705	\$ -	\$ 2.00	2.00		\$ 2.00	2.00	
1.5hr - 2 hr	\$ 3.00	1,589.14	4,767.43	\$ 3.00	\$ 4,767	\$ -	\$ 3.00	3.00		\$ 3.00	3.00	
2.hr - 2.5hr	\$ 4.00	812.57	3,250.29	\$ 4.00	\$ 3,250	\$ -	\$ 4.00	4.00		\$ 4.00	4.00	
2.5hr - 3 hr	\$ 5.00	658.29	3,291.43	\$ 5.00	\$ 3,291	\$ -	\$ 5.00	5.00		\$ 5.00	5.00	
3-24 hr	\$ 10.00	6,365.14	63,651.43	\$ 11.00	\$ 70,017	\$ 6,365	\$ 10.00	10.00		\$ 11.00	11.00	
1+ Days	\$ 12.84	308.57	3,805.71	\$ 14.77	\$ 4,556	\$ 751	\$ 12.33	12.33		\$ 14.77	14.77	
2+ Days	\$ 20.50	1,885.71	38,652.00	\$ 23.58	\$ 44,456	\$ 5,804	\$ 20.50	20.50		\$ 23.58	23.58	
3+ Days	\$ 30.52	2,055.43	62,713.71	\$ 35.10	\$ 72,141	\$ 9,428	\$ 30.51	30.51		\$ 35.10	35.10	
4+ Days	\$ 40.41	1,856.57	75,015.43	\$ 46.47	\$ 86,278	\$ 11,262	\$ 40.41	40.41		\$ 46.47	46.47	
5+ Days	\$ 54.45	1,253.14	68,223.43	\$ 62.62	\$ 78,469	\$ 10,245	\$ 54.44	54.44		\$ 62.62	62.62	
6+ Days	\$ 60.33	627.43	37,851.43	\$ 69.38	\$ 43,531	\$ 5,679	\$ 60.33	60.33		\$ 69.38	69.38	
7+ Days	\$ 70.39	390.86	27,509.14	\$ 80.95	\$ 31,639	\$ 4,130	\$ 70.38	70.38		\$ 80.95	80.95	
8+ Days	\$ 80.37	298.29	23,970.86	\$ 92.43	\$ 27,569	\$ 3,598	\$ 80.36	80.36		\$ 92.43	92.43	
9+ Days	\$ 90.45	229.71	20,777.14	\$ 104.02	\$ 23,894	\$ 3,117	\$ 90.45	90.45		\$ 104.02	104.02	
10+ Days	\$ 100.37	193.71	19,441.71	\$ 115.43	\$ 22,360	\$ 2,918	\$ 100.36	100.36		\$ 115.43	115.43	
14+ Days	\$ 122.93	241.71	29,712.00	\$ 141.37	\$ 34,171	\$ 4,459	\$ 122.92	122.92		\$ 141.37	141.37	
21+ Days	\$ 172.38	128.57	22,162.29	\$ 198.24	\$ 25,488	\$ 3,325	\$ 172.37	172.37		\$ 198.24	198.24	
28+ Days	\$ 244.80	25.71	6,294.86	\$ 281.52	\$ 7,239	\$ 944	\$ 244.80	244.80		\$ 281.52	281.52	
29+ Days	\$ 316.67	5.14	1,628.57	\$ 364.17	\$ 1,873	\$ 244	\$ 316.67	316.67		\$ 364.17	364.17	
		111,142.29	\$ 527,424		\$ 599,694	\$ 72,270	\$ 4.75	20.07		\$ 5.40	22.82	

Summary

- Rate Adjustment Objectives
 - ▣ Fund Capital Projects
 - ▣ Fund Additional Parking Capacity (long term)
 - ▣ Space Utilization Control (short term)
 - ▣ Keep Pace with Rising Expenses

- Recommendation



Discussion and Updates

Continuing Business



Airport Planning Projects



Approach Improvements Update

Flight Tech Engineering



Figure 11: LPV Final Approach in the E-175 simulator

Terminal Area Study – Update

- ▶ Draft Scope of Work
 - Mead & Hunt and FAA
- ▶ Deliverables
 - Terminal improvement options and phasing
 - Airline Ticket Office
 - Baggage screening area
 - TSA screening
 - Holdroom
 - Baggage claim
 - Parking lot improvement options
 - Revised forecasts of demand
 - CIP and financial feasibility
- ▶ Schedule
 - Approximately 9–12 months



Miscellaneous



Airport Principle Guiding Documents

- ▶ Ensure safety, consistency, and “level playing field”
 - Rules and Regulations
 - No current SUN Rules and Regs
 - Minimum Standards
 - Dated
 - Lease agreements
 - Consistent with Rules and Regs and Minimum Standards
 - Current terms and conditions

Airport Principle Guiding Documents

► Process

- In FY20 budget
- Ricondo
- Transparent process
 - Stakeholder outreach and participation
- +/-12 month timeline

Airport Land Use Compatibility

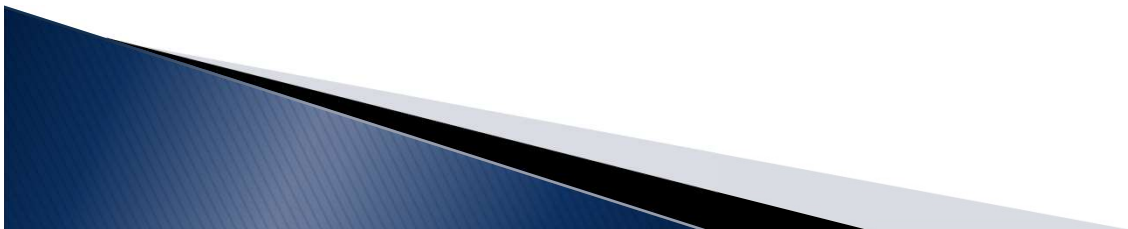
► Proactive efforts

- Assistance with Comprehensive Plan Updates
 - Blaine County
 - City of Hailey
 - Required Public Airport Facilities Chapter
 - Idaho Code – Title 67, Chapter 65 Local Land Use Planning Act
 - City of Bellevue – recent request for assistance
- Attendance at P&Z Commission Meetings
 - Blaine County
 - City of Hailey
 - City of Bellevue

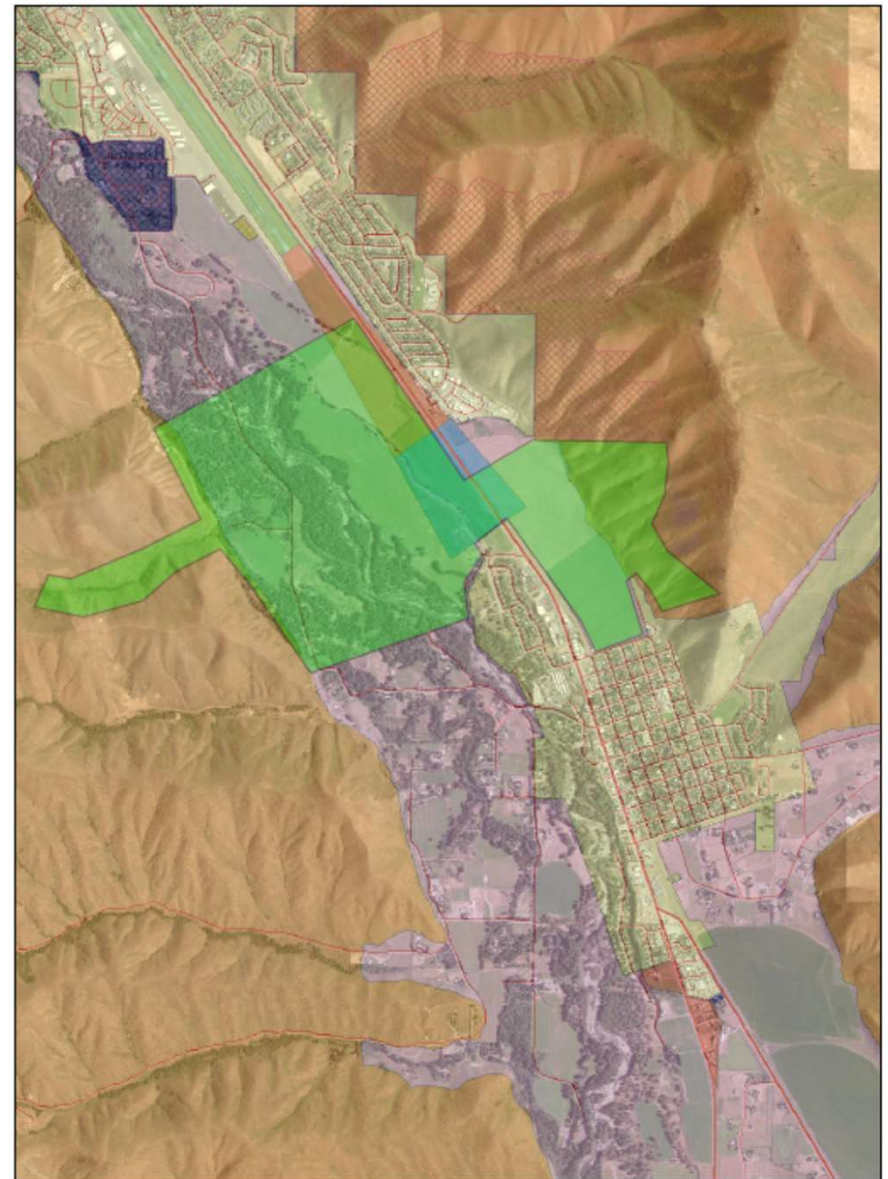
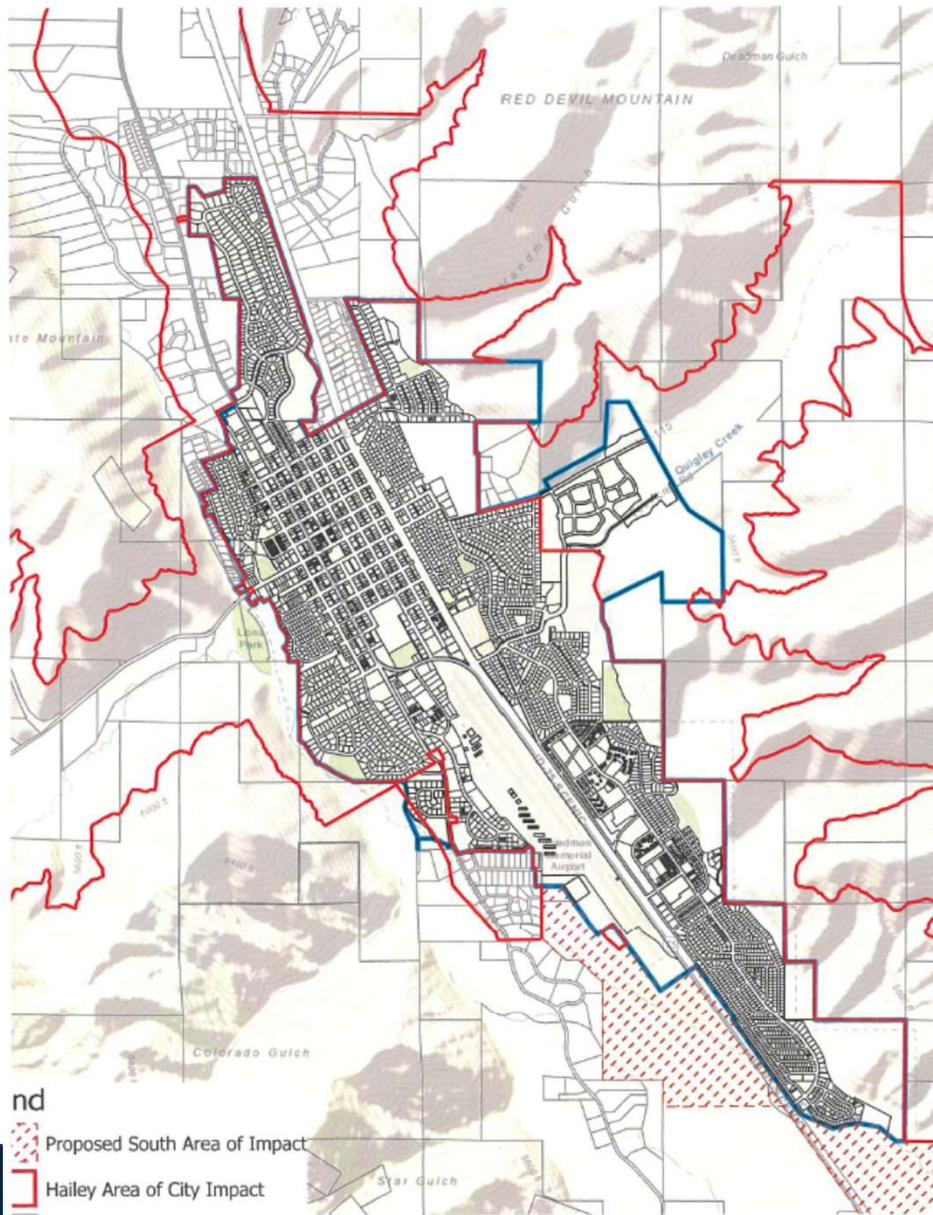


Airport Land Use Compatibility

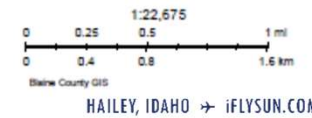
- ▶ Area of City Impact (ACI) Discussions
 - All political subdivisions (Blaine County, City of Hailey and City of Bellevue) should be mindful and consider the airport and its impacts as part of future land use decisions



Land Use Information Map



September 11, 2019



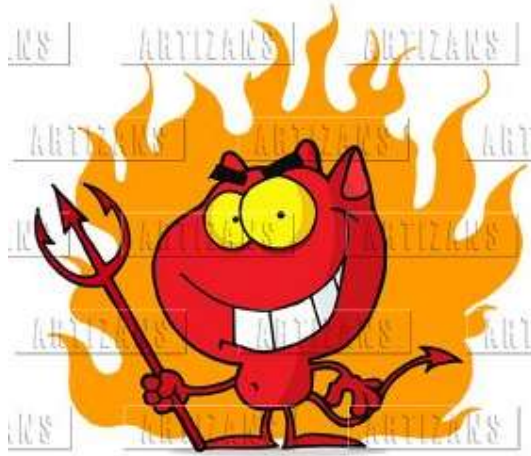
Regulatory

Grant Assurances



Regulatory

→ The Devil is in the Details...



→ Grant Assurances

→ State (17)

→ Federal (39)

Idaho Airport Aid Program (IAAP) Grant and Project Guidelines
Idaho Transportation Department Division of Aeronautics

Attachment D: Project Assurances

There are a number of assurances that are a standard part of all IAAP grants that must be complied with. Most of these requirements are effective for the life of the facilities developed (not to exceed 20 years from the date of grant acceptance).

The Airport Sponsor agrees to comply with the regulations relative to non-discrimination in State assisted programs of the Idaho Transportation Department.

The Sponsor shall:

Diligently and expeditiously complete this project and likewise pursue appropriate measures as may be agreed upon by the SPONSOR and AERONAUTICS to remedy project delays, including but not limited to litigation or condemnation.

Carry out and complete the project in accordance with the plans and specifications, as they may be revised or modified by AERONAUTICS.

All contracts for construction involved in this project shall be bid competitively in accordance with bidding procedures authorized for public entities.

In connection with the acquisition of real property for the project, the SPONSOR shall secure at least two independent licensed appraisers. The SPONSOR shall not pay in excess of the highest appraisal without the written consent of AERONAUTICS.

No State funds will be paid to the SPONSOR in any case until it certifies in writing that it has funds available to pay the amount designed in Table 3.1 above, solely for the project in question.

The SPONSOR agrees to hold said airport open to the flying public for the useful life of the facilities.

The SPONSOR shall grant no exclusive use or operating agreements, to any person, company, or organization, or such agreement shall automatically obligate the immediate and full return of all State of Idaho monies to the State of Idaho.

The allowable costs of the project shall not include any costs determined by AERONAUTICS to be unreasonable.

SPONSOR shall report project commencement date.

SPONSOR shall make periodic progress reports as appropriate.

SPONSOR shall receive approval prior to any change in the scope of the project.

SPONSOR shall report project completion date and request final inspection and payment.

Such allocation agreement shall become effective upon the SPONSOR acceptance of this grant and shall remain in effect throughout the useful life of the facilities developed under the project but in any event not less than 20 years from the date of acceptance.

SPONSOR must develop the airport in accordance with current Idaho Division of Aeronautics standards.

SPONSOR cannot allow any activity or action on the airport that would interfere with the operation of the airport.

SPONSOR must allow all types, kinds, and classes of aeronautical activities use the airport for the purpose of flying and ultralight vehicles. One possible reason for not allowing an aeronautical activity is if it is not conducted safely. The final safety determination is the responsibility of the Idaho Division of Aeronautics.

SPONSOR must allow people to service their own aircraft according to all applicable regulations.

The Idaho Division of Aeronautics prefers that all revenue generated on the airport be used for the benefit of the airport.

ASSURANCES
Airport Sponsors

A. General.

- These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
- Upon acceptance of the grant offer by the sponsor, these assurances are incorporated in and become part of the grant agreement.

B. Duration and Applicability.

- Airport development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.** The terms, conditions and assurances of the grant agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.
- Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor.** The preceding paragraph 1 also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of Federal aid for the project.
- Airport Planning Undertaken by a Sponsor.** Unless otherwise specified in the grant agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 30, 32, 33, and 34 in section C apply to planning projects. The terms, conditions, and assurances of the grant agreement shall remain in full force and effect during the life of the project.

C. Sponsor Certification. The sponsor hereby assures and certifies, with respect to this grant that:

- General Federal Requirements.** It will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance and use of Federal funds for this project including but not limited to the following:
Federal Legislation
 - Title 49, U.S.C., subtitle VII, as amended.
 - Davis-Bacon Act - 40 U.S.C. 276(a), *et seq.*¹
 - Federal Fair Labor Standards Act - 29 U.S.C. 201, *et seq.*
 - Hatch Act - 5 U.S.C. 1501, *et seq.*²

Airport Assurances (3/2005)

1

Regulatory

- **Sponsor Obligations... What are they?**
- **Conditions or strings associated with receipt of state or federal grant funds**
- **Purpose of obligations?**
 - **Safety**
 - **Keep airport accessible to general flying public**
 - **Protect significant federal, state and local investment to maintain and develop the airport**

Federal Grant Assurances

20. Hazard Removal and Mitigation.

It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.



Federal Grant Assurances

21. Compatible Land Use.

It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.



State of Idaho Code – Title 21 Chapter 5 – Airport Zoning Act

- 21-502. AVIATION HAZARDS CONTRARY TO PUBLIC INTEREST. It is hereby found that an aviation hazard endangers the lives and property of users of the airport and of occupants of land in its vicinity, and also, if of the obstruction type, in effect reduces the size of the area available for the landing, taking off and maneuvering of aircraft thus tending to destroy or impair the utility of the airport and the public investment therein. Accordingly, it is hereby declared:
 - (a) That the creation or establishment of an aviation hazard is a public nuisance and an injury to the community served by the airport in question;
 - (b) That it is therefore necessary in the interest of the public health, public safety, and general welfare that the creation or establishment of aviation hazards be prevented.



Local Comprehensive Plans

→ **Comp Plan establishes the basis for potential zoning**



Airport Zones

→ Hazards and Quality of Life

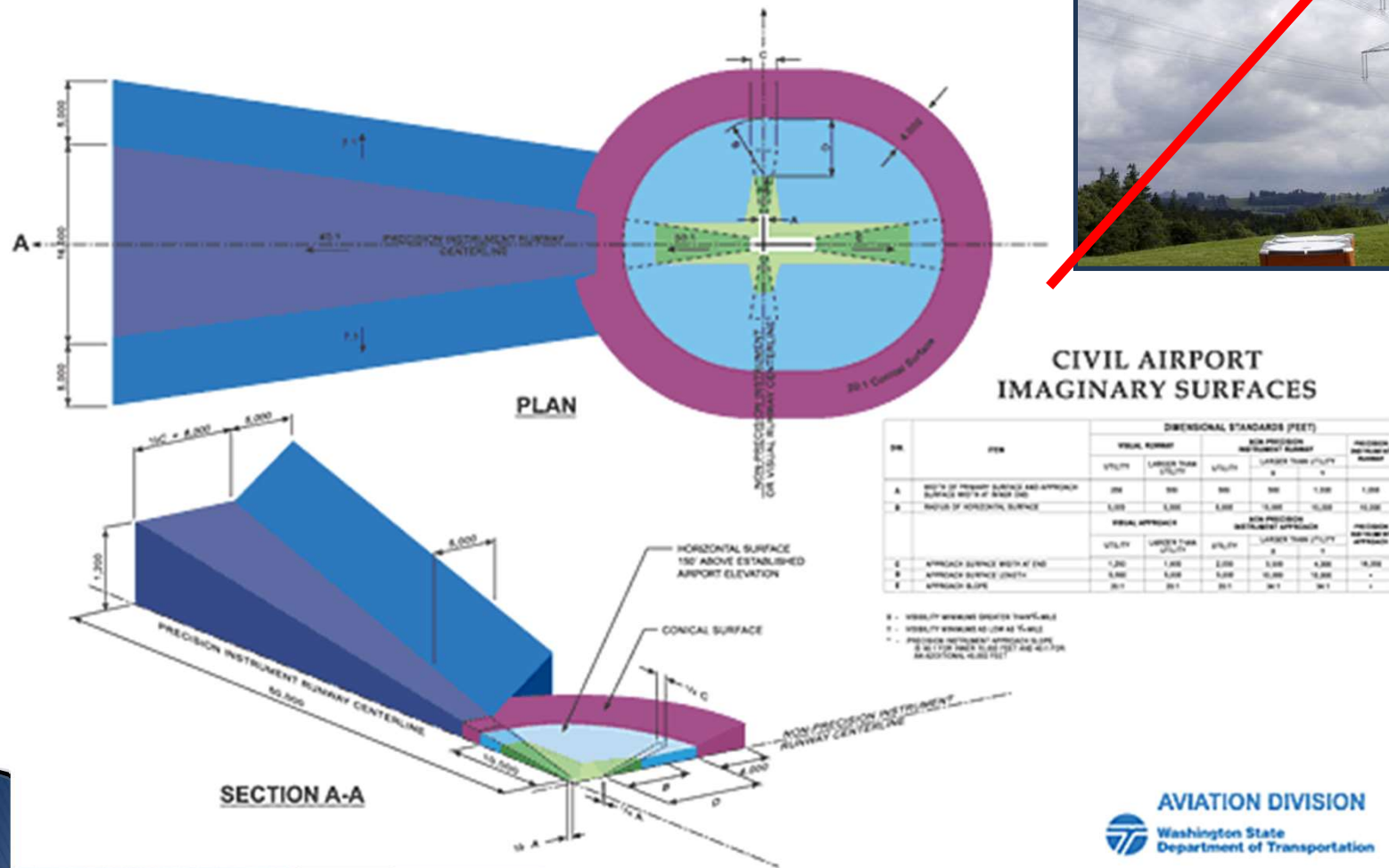
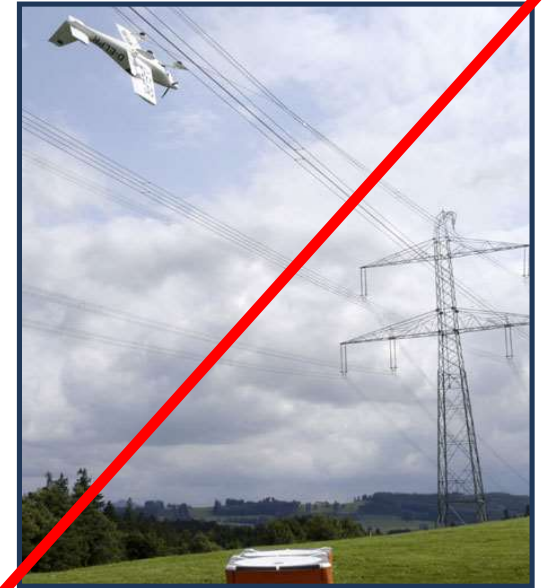
- Aviation users
- Surrounding neighbors



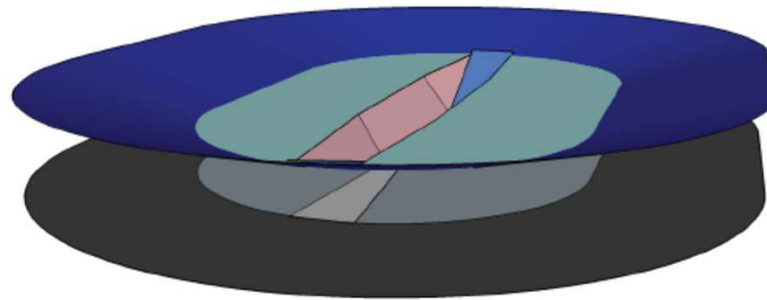
Airport Zones

→ Airspace (14 CFR Part 77)

- Height of objects
- Radio interference/light pollution etc...



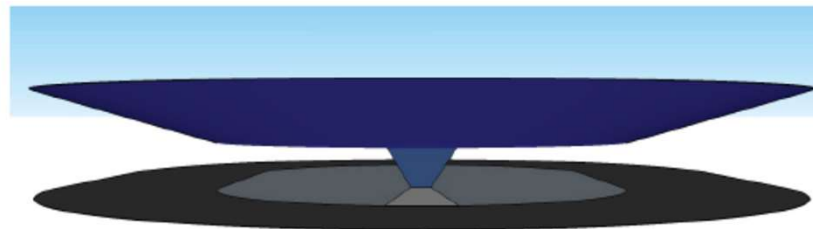
Airport Zones



© T-O Engineers, Inc.

Figure 6-2 – Oblique View of the Part 77 Surfaces

Note: For the sake of simplicity, the extended approach and transitional surfaces have been removed from this figure.

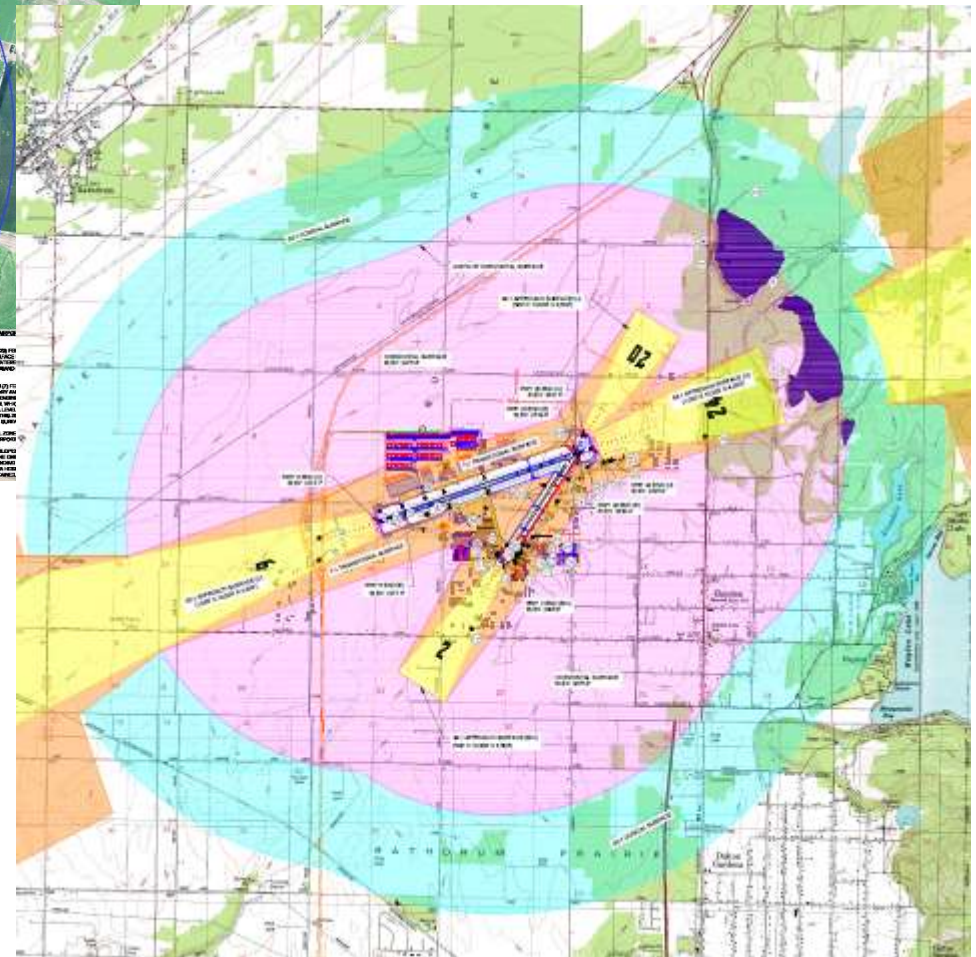
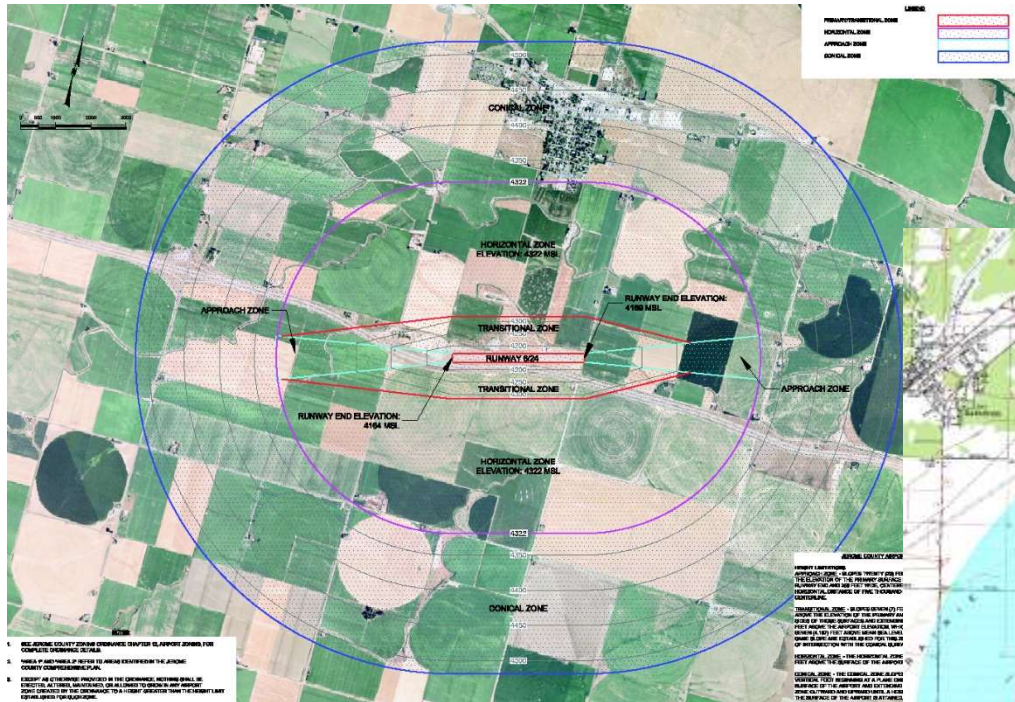


© T-O Engineers, Inc.

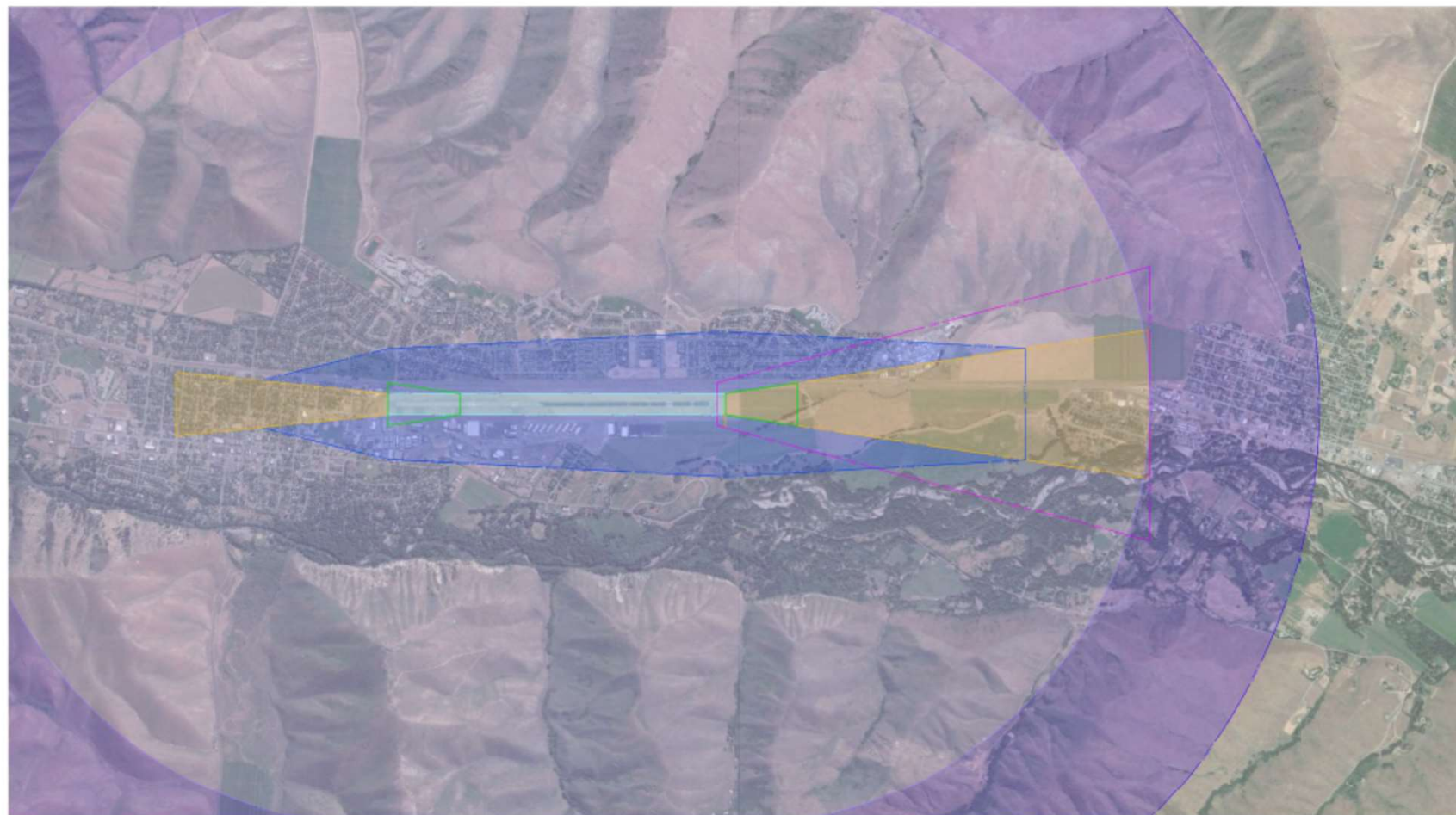
Figure 6-3 – Profile View of the Part 77 Surfaces

Note: For the sake of simplicity, the extended approach and transitional surfaces have been removed from this figure.

Airport Zones



Airport Zoning Ordinance



LEGEND

LAND USE

RUNWAY PROTECTION ZONE

AIRSPACE SURFACES

INSTRUMENT DEPARTURE SURFACE
 PART OF APPROACH SURFACE
 PART OF PRIMARY SURFACE
 PART OF TRANSITIONAL SURFACE
 PART OF HORIZONTAL SURFACE
 PART OF CONICAL SURFACE



DRAFT

FILE NAME	DATE	REVISIONS	NO.
DESIGNED			
DRAWN			
CHECKED			
APPROVED			

T-O ENGINEERS
 CORNELIUS ENGINEERS, S.D. & ASSOCIATES
 401 S. TITANUM PLACE
 METCAL, IDAHO 83402
 PHONE: (208) 333-1111
 FAX: (208) 333-1112
 OFFICE: 333 N. 1000 E.

FRIEDMAN MEMORIAL AIRPORT
HAILLEY, ID
AIRSPACE EXHIBIT

ATTENTION:

IF THIS MAP DOES NOT MEASURE
 IT OR DOES NOT MEASURE AT 1"=1" ON
 THIS SHEET, THEN DRAWING IS
 NOT TO SCALE

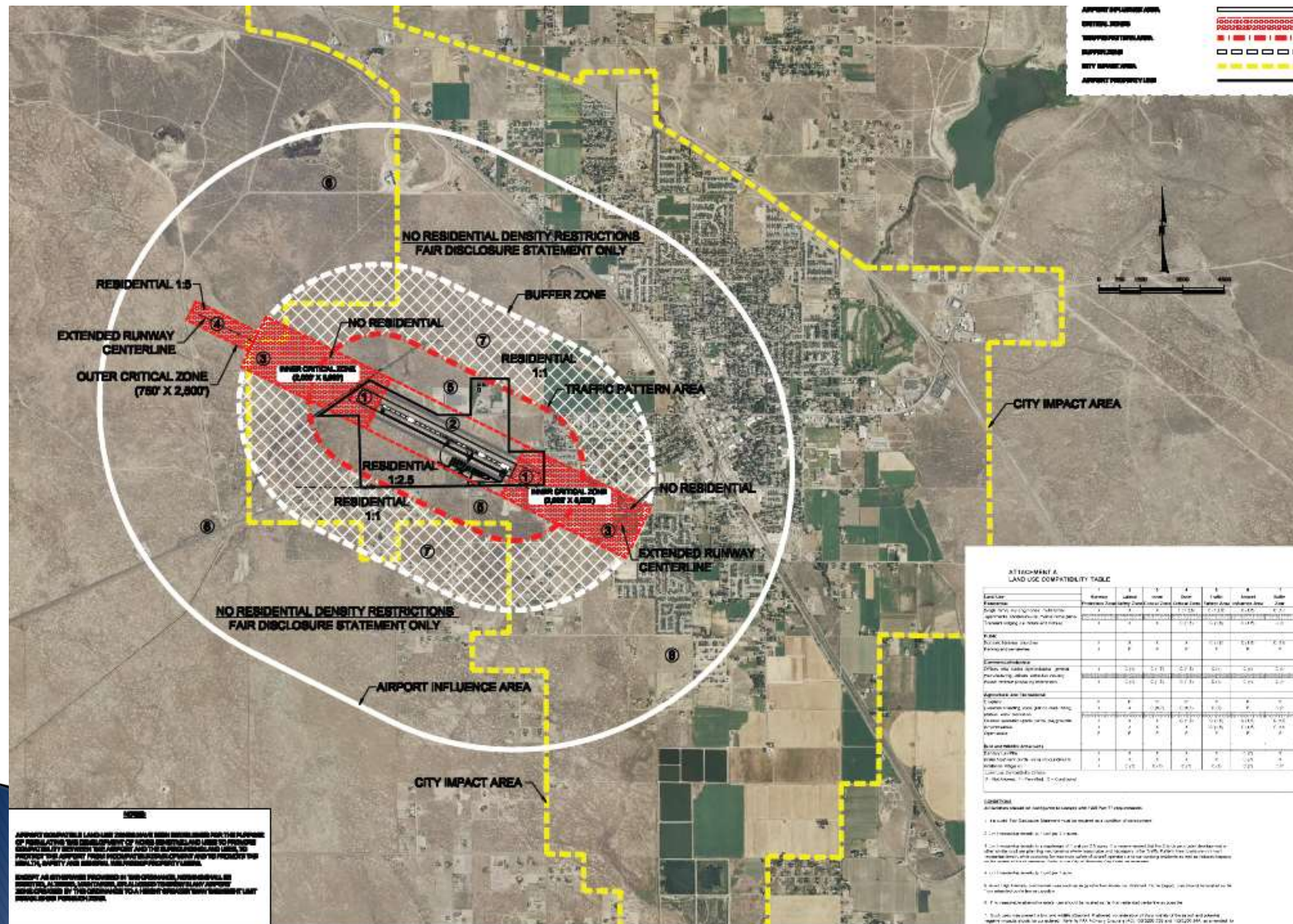
DATE: JAN 2018

PROJECT: AIRCRAFT SERVICES

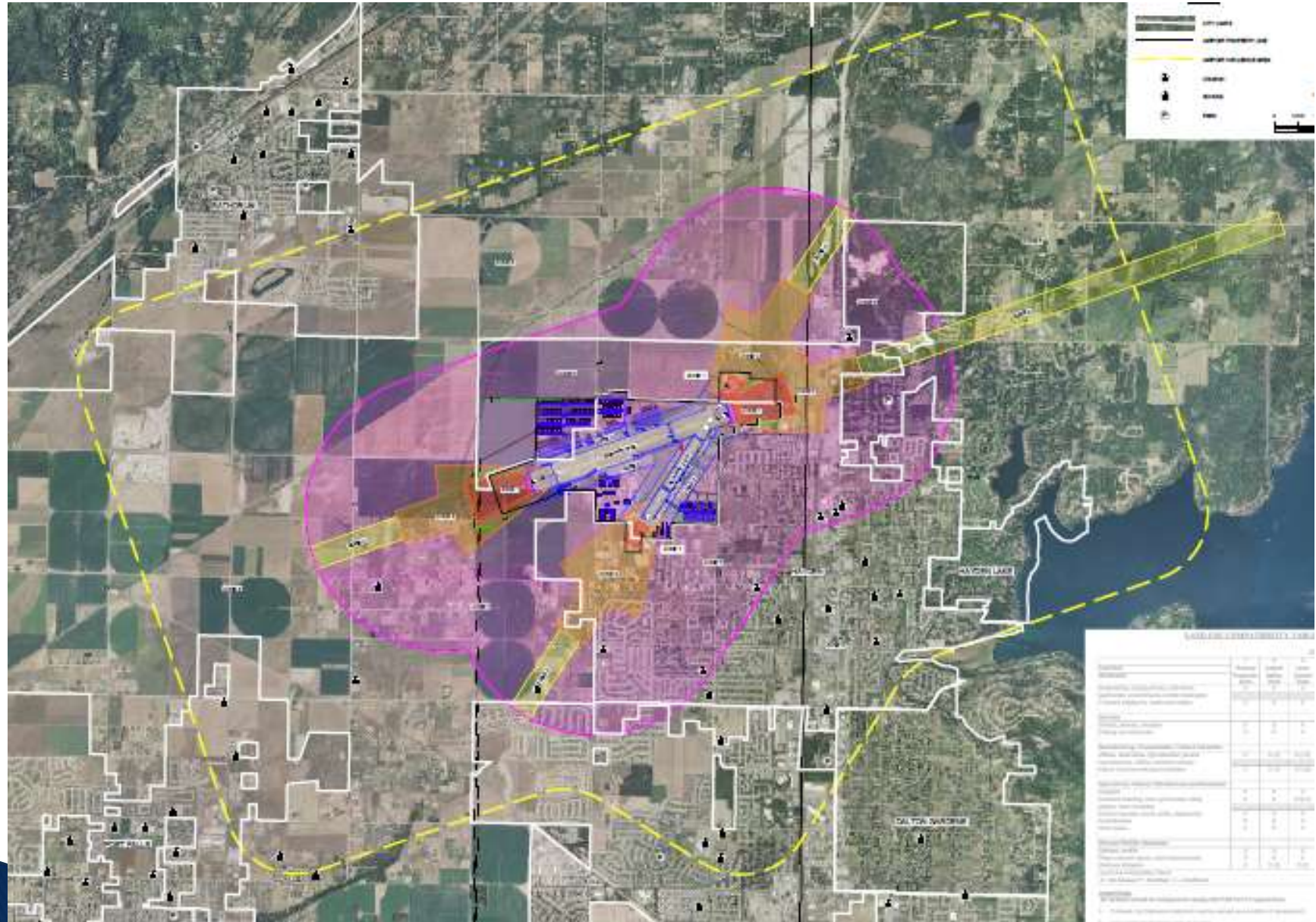
SHEET 1 OF 1

Airport Zones

→ Land Use



Airport Zones



Airport Zones



Airport Zones

Noise



Airport Zoning Ordinance

ATTACHMENT A
LAND USE COMPATIBILITY TABLE (rev. 4-27-11)

Land Use	1 st Runway Protection Zone	2 nd Lateral Safety Zone	3 rd Inner Critical Zone	4 th Outer Critical Zone	5 th Traffic Pattern Area	6 th Airport Influence Area	7 th Buffer Zone
Residential							
One family, two family dwellings, permanent and temporary mobile homes	X	X	X	C (1,2,6)	C (1,3,6)	C (1,6)	C (1,4)
Transient lodging (hotels and motels), nursing homes, hospitals	X	X	X	C (1,6)	C (1,6)	C (1,6)	C (1)
Cultural and Public Assembly Facilities							
Academic and vocational public schools, day care, libraries, religious facilities	X	X	X	X	C (1,6)	C (1,6)	C (1)
Zoos	X	X	C (6,7)	C (6,7)	C (7)	C (7)	C (7)
Manufacturing/Retail/Communications and Utilities							
Asphalt Plant	X	X	C (1,6)	C (1,6)	C (1,6)	C (1)	C (1)
Above Ground Utility Lines	X	C (5)	C (5)	P	P	P	P
Agriculture/Agricultural Activities							
Livestock confinement operations, aquaculture, grain and feed, dairy, meat, vegetable, and livestock feed product processing, composting, alcohol distillation	X	X	C (5,6,7)	C (5,6,7)	C (5,7)	C (5,7)	C (5,7)
Bird and Wildlife Attractants							
Sanitary Landfills	X	X	X	X	X	C (7)	X
Water treatment plants, water impoundments	X	X	X	X	X	C (7)	X
Wetlands Mitigation	X	C (7)	C (7)	C (7)	C (7)	C (7)	C (7)
Land Use Compatibility Criteria X - Not Allowed, P - Permitted, C - Conditional							
* NO STRUCTURES OF ANY KIND WHICH ARE ASSOCIATED WITH ANY LAND USE ARE ALLOWED IN THE RUNWAY PROTECTION ZONE							
** OUTER CRITICAL ZONE NOT APPLICABLE TO HAZLETT AIRPORT							

CONDITIONS

General Conditions

- All proposed development and structures shall be verified for compliance with FAR Part 77 requirements as part of conditional approval.
- All land uses shall be regulated by Jerome County Zoning Ordinance Chapter 5 unless stated in the Land Use Compatibility Table.

- Fair disclosure notification shall be given to the developer as a condition of development. Density of residential dwellings shall be regulated by the approved Land Use Zoning Map. The density on the Airport Overlay Zoning Land Use Map will regulate the maximum housing density allowed as stated on the Land Use Compatibility Table.
- Limit residential density to 1 unit per 5 acres.
- Limit residential density to a maximum of 1 unit per 2.5 acres. It is recommended that the minimum land division size of 40 acres (Jerome County Zoning Ordinance - Land Division A-1) remain intact in the Traffic Pattern Area where reasonable and necessary to protect the Airport and surrounding uses as determined by the Board of Adjustment. Refer to the Jerome County Zoning Ordinance (Land Division A-1) and Sections 12-6.07 and 12-10 of Chapter 12, Jerome County Airport Zoning Ordinance.
- Limit residential density to 1 unit per 1 acre.
- Avoid High Intensity commercial/manufacturing, or other uses that create exterior lighting, glare, smoke and dust. If no reasonable alternative exists, use should be located as far from extended runway centerline as possible.
- If no reasonable alternative exists, use should be located as far from extended centerline as possible.
- Such uses may present a bird and wildlife attractant. If allowed, consideration of the proximity of the airport and potential negative impacts should be considered. Jerome County encourages all off-airport (outside airport property) water management facilities that result in above-ground standing water to incorporate appropriate wildlife hazard mitigations techniques such as physical barriers, bird walls, wire grids, Pillows, or netting to prevent access of hazardous wildlife to open water and minimize aircraft-wildlife interactions. Contact USDA Wildlife Biologist and refer to FAA Advisory Circulars (AC) 150/5200-33B and 150/5200-34A for guidance.

ITD Land Use Guidelines

- A “Users Manual” for Airport and P & Z Officials
- Contents
 - Explanation of the Purpose and Need for Planning and Zoning controls
 - Steps needed to prepare a ‘Comprehensive Plan’ and a ‘Zoning Ordinance’
 - Expanded Graphics to enhance understanding
 - The layout of zones
 - The relative Size of zones at various sized airports
 - A learning / teaching aid
 - Examples of proper Terminology and Language to use (appendix)
 - Model Zoning Ordinance (appendix)
- The Guidelines a collaborative effort between;
 - Idaho Division of Aeronautics
 - Airport and Planning Consultants
 - Association of Idaho Cities
 - Idaho Association of Counties





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





Thank You!

