

U.S. Department of Transportation

Federal Aviation Administration  
Northwest Mountain Region

Finding of No Significant Impact/  
Record of Decision

For the Improvements to the Friedman Memorial Airport  
Hailey, Idaho

July 2022

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## **I. Introduction**

This document serves as the Federal Aviation Administration’s (FAA) Finding of No Significant Impact/Record of Decision (FONSI/ROD) and provides final agency determinations and approvals for the federal actions necessary to implement the proposed improvements at the Friedman Memorial Airport (Airport Location ID SUN). The Friedman Memorial Airport Authority (FMAA or Sponsor), formed through a Joint Powers Agreement between Blaine County and the City of Hailey, operates and manages the Airport. This FONSI/ROD is based on the information and analysis contained in the attached Final Environmental Assessment (FEA), dated July 2022. This FEA has been prepared in accordance with the guidelines and requirements set forth by the Council on Environmental Quality (CEQ) and the FAA to implement the environmental review and disclosure provisions of the National Environmental Policy Act of 1969 (NEPA).

## **II. Background**

The Friedman Memorial Airport (SUN) is a commercial service airport located in Blaine County in the City of Hailey, Idaho. Airport property at SUN includes approximately 275.33 acres directly south of the City of Hailey’s urban core, west of State Highway 75, east of the Wood River, and less than 2 miles north of the City of Bellevue.

The Airport has a single runway, Runway 13/31, which is 7,550 feet long, 100 feet wide, and oriented generally north-south. The Airport also has a full parallel taxiway (Taxiway B) on the west side of the runway and several taxiway connectors. A total of four aprons are available for parking and maneuvering aircraft. The terminal is located approximately 2,800 feet from the northern end of the runway along the western side. Additional Airport facilities include: an air traffic control tower; an airport operations building that houses aircraft rescue and firefighting (ARFF), snow removal equipment (SRE) and Airport administration; fixed-base operator (FBO) hangars; general aviation hangars; automobile parking; and two fuel facilities.

The geography surrounding the Airport presents a unique situation for aircraft utilizing SUN. The runway slopes uphill to the north, favoring landings from and takeoffs to the south. Based on these factors and the physical constraints of the Airport’s airspace due to mountainous terrain, departures at the Airport are predominately to the south on Runway 13 and arrivals from the south on Runway 31. This “one-way-in/one-way-out” operation is utilized by commercial airline aircraft and most of the large general aviation aircraft fleet, including corporate jets. As a result, the land on the south end of the Airport is subjected to more airport operations and represents one of the most critical areas to protect from a safety, height restriction, and land use compatibility standpoint.

In 2014, the FMAA began updating the Airport’s Master Plan, which resulted in the 2018 Master Plan Update (2018 MPU) and associated Airport Layout Plan (ALP), which was conditionally approved by the FAA on August 23, 2018. The 2018 MPU noted that non-airport development has encroached upon the Airport’s boundary.

## **III. Proposed Action**

The Proposed Action will protect the 14 CFR Part 77 Approach Surface and AC 5300-13A Departure Surface (herein referred to as approach and departure surfaces) to the south of the Airport from incompatible development and land uses and provide for a development area to meet

ongoing and future demand for apron and hangar development. The Proposed Action includes the following elements, and is depicted on Figure 1.5 of the FEA:

- Acquisition of approximately 386 acres of privately- owned property adjacent and south of the Friedman Memorial Airport.
- 10.4-acre aviation development area: Development of aircraft parking apron, hangars, vehicle access and vehicle parking on 10.4 acres of the property to be acquired, which also includes installation of utilities and relocation of the Airport perimeter fence around the area.

#### **IV. Purpose and Need**

The FAA has the responsibility to maintain and enhance safety and security in air commerce (Title 49 USC § 40101(d)). To meet this responsibility, the FAA has developed standards and recommendations for the design of civil airports to promote safety and security, which are routinely updated to incorporate new standards and technical requirements.

The purpose of pursuing improvements at the Friedman Memorial Airport is to protect the approach and departure surfaces to the south of SUN from incompatible development and land uses and to meet ongoing and future demand for apron and hangar development by developing a small acreage of the property proposed for acquisition.

The Proposed Action is needed because the majority of the 386 acres of property to be acquired lies under the approach and departure surfaces at the south end of the Airport. Airport ownership of the property underlying these surfaces would allow the Airport to protect the surfaces from development of incompatible land uses, which may involve structures, towers, or vegetation that would potentially penetrate these surfaces and present as an obstruction to aircraft operations. The majority of the 386 acres of property is also included within either the 60 or 55 day-night average sound level (DNL) noise contours, meaning land uses on the property also have the potential to be impacted by aircraft noise. Airport ownership of this property would prevent future development of noise sensitive land uses.

Approximately 10.4 acres out of the 386 acres proposed for acquisition have been identified for possible future aeronautical development, including expansion of the aircraft parking apron and construction of aviation hangars, vehicle parking, and roadways. A development project in 2015 to address safety area deficiencies and relocate Taxiway B resulted in a net loss of 150,000 square feet of general aviation apron space. The Proposed Action would offset that loss as well as add 160,000 square feet of apron space to accommodate peak summer demand for aircraft parking, as recommended in the 2018 MPU. The additional apron area would alleviate delays in operations resulting from congestion and increased aircraft movements needed for repositioning due to overcrowding on existing aprons.

## V. Agency Actions and Approvals

The FAA actions, determinations, and approvals necessary for this project to proceed include the following:

- Unconditional approval of the Airport Layout Plan (ALP) to depict those portions of the Proposed Action subject to FAA review and approval pursuant to 49 USC 47107(a)(16)(B).
- Determination that Environmental Analysis Prerequisites associated with future Airport Improvement Program (AIP) funding application for the Proposed Action have been fulfilled pursuant to 49 United States Code § 47101.

## VI. Alternatives

Chapter 3 of the FEA presents the alternatives analysis. The FEA identified and evaluated reasonable alternatives that may accomplish the objectives of the Proposed Action in accordance with NEPA, FAA Orders 1050.1F and 5050.4B, and FAA design standards. Section 3.1 of the FEA presents five alternatives that were considered for land acquisition and three alternative for aviation development; and presents the reason why certain alternatives were eliminated from consideration.

The FEA carried two alternatives forward for evaluation:

### No Action Alternative:

The No Action alternative would leave SUN in its present condition. Under the No Action Alternative, the Airport would not acquire property nor develop additional aviation facilities. Without acquisition of property to the south of the Airport, the FMAA would be unable to protect essential approach and departure surfaces from development of incompatible land uses that might involve structures, towers, or vegetation that would potentially present as an obstruction to aircraft operations. As the owner of this property is willing to sell this land, it is important for the Airport to acquire the property to protect against incompatible land uses in the approach and departure surfaces.

Under the No Action alternative, the Airport would not construct additional facilities (aircraft parking apron and/or aircraft storage hangars). As a result, aviation areas and facilities lost because of the past runway safety area (RSA)/taxiway improvements would not be replaced.

The No Action Alternative would not address the purpose and need to protect the Airport from incompatible development and land uses and to meet ongoing and future demand for apron and hangar development. While such an alternative does not meet the purpose and need, NEPA requires its consideration; thus, it is carried forward for evaluation in the FEA.

### Proposed Action Alternative:

To meet the purpose of protecting the approach and departure surfaces from incompatible land use and/or development resulting in structures that could present obstructions to aircraft approaches and departures, the Proposed Action proposes to acquire 386 acres of property south of the Airport and to continue to operate this land for agricultural purposes. The acquisition area is shown with orange shading in Figure 3.9 of the FEA.

The Proposed Action also involves the development of 10.4 acres of land immediately adjacent to Taxiway B at the south end of the Airport, construction of aircraft parking apron, and construction

of aircraft hangars. The aviation development is shown with purple shading in the graphic inset in Figure 3.9 of the FEA.

The Proposed Action fully meets the purpose and need to meet ongoing and future demand for apron and hangar development.

## **VII. Affected Environment**

The Friedman Memorial Airport (Airport or SUN) is located directly south of the City of Hailey's urban core, west of State Highway 75, east of the Wood River, and less than two miles north of the City of Bellevue. The Friedman Memorial Airport Authority (FMAA or Sponsor) operates and manages the Airport.

SUN is a commercial service airport serving several airlines and general aviation traffic. The geography surrounding the Airport presents a unique situation for aircraft utilizing SUN. The runway slopes uphill to the north, favoring landings from and takeoffs to the south. Based on these factors and the physical constraints of the Airport's airspace due to mountainous terrain, departures at the Airport are predominately to the south on Runway 13 and arrivals from the south on Runway 31. This "one-way-in/one-way-out" operation is utilized by commercial airline aircraft and most of the large general aviation aircraft fleet, including corporate jets.

The Airport is located in Blaine County, Idaho, and encompasses approximately 275 acres of land owned by the City of Hailey. The City of Hailey has zoned lands west and north of the Airport for industrial and business uses; east across Highway 75, for "Recreational Green Belt," residential, and business; and the parcel proposed for acquisition under the Proposed Action is zoned as agricultural/residential.

Given the location of the Airport, the following resources are not present in the project area:

- Coastal resources
- Wild and scenic rivers

## **VIII. Environmental Consequences**

Chapter 4 of the FEA evaluates each of the environmental impact categories identified in FAA Orders 1050.1F and 5050.4B, and includes the environmental consequences of the No Action Alternative and the Proposed Action. Below is a summary of the findings.

### ***A. Air Quality***

The Airport is located in Blaine County, an area that is designated to be in attainment for all of the National Ambient Air Quality Standards (NAAQS). As a result, the General Conformity Rule does not apply.

The Proposed Action would not result in changes to aircraft operations at the Airport, and therefore, would have no impact on aircraft emissions. Temporary air quality impacts for the criteria air pollutants (NAAQS) during construction would not cause pollutant concentrations

to exceed one or more of the NAAQS. No significant, adverse, or long-term impacts to air quality are anticipated that could lead to a violation of the NAAQS.

Therefore, the Proposed Action would have no significant effect on air quality.

### ***B. Biological Resources***

A biological evaluation entitled *Biological Evaluation for Friedman Memorial Airport (SUN) Flying Hat Ranch Land Acquisition and Development of a 10.4-acre Parcel, Blaine County, Idaho* was completed on February 10, 2021, and included as Appendix B of the FEA.

Potential effects on listed and proposed threatened and endangered species were evaluated in relation to the extent of the areas potentially influenced by the Proposed Action, which includes the overall area proposed for acquisition as well as the disturbance associated with the development of aviation facilities on the 10.4-acre aviation development area. The area proposed for acquisition would not be modified and would continue in its current use, except for the 10.4-acre aviation development area. The aviation development area would be converted from managed irrigated pastureland to pavement and aircraft hangars.

The loss of the managed irrigated pastureland would not represent a meaningful reduction in overall wildlife and vegetation habitat available. The Proposed Action may impact but would not be likely to contribute to a trend towards federal listing or loss of viability for any general wildlife and vegetation species.

The Proposed Action would have no effect on the federally listed Canada lynx and North American wolverine, as neither the species nor their habitats are found in the project area. The Proposed Action would also have no effect on the yellow-billed cuckoo, as the 10.4-acre aviation development area does not contain suitable yellow-billed cuckoo habitat.

The Proposed Action may impact but would not likely contribute to a trend towards federal listing or loss of viability to State Sensitive Species or migratory birds.

Therefore, the Proposed Action will have no significant effect on biological resources.

### ***C. Climate***

The Proposed Action will not cause or create an increase in aircraft operations at the Airport. The Proposed Action could result in a temporary increase in Greenhouse Gas (GHG) emissions during construction activity. No significant or sustained increase in construction, vehicular, or aircraft traffic is anticipated as a result of the Proposed Action, and therefore, the increase in emissions is expected to be negligible.

The Proposed Action would have no significant effect on climate.

### ***D. Department of Transportation Act: Section (4f)***

As shown in Figure 4.2 of the FEA, five public parks, four public trails, two public trailheads, and the Hailey Rodeo Grounds are located within the vicinity of the Airport. With exception of one trail, these resources are outside, and not adjacent, to the project area. The western portion of one trail, the Bradford/River Street Loop, is adjacent to the project area; however, it is outside the property boundaries of the proposed acquisition area. The Proposed Action, including the acquisition of 386 acres and the 10.4-acre aviation development area, would not result in a use through permanent incorporation/easement or temporary occupancy of a recreational Section 4(f)-protected resource. Similarly, there would not be a constructive use of any recreation

resources because there would be no impairments, changes in accessibility, or other impacts to recreational resources.

State Highway 75 is a two-lane historic highway that travels north-south along the eastern side of the Airport just outside the project area. The Proposed Action, which includes land acquisition and development of 10.4 acres, would have no use of State Highway 75.

As shown in Figure 4.3 of the FEA, the acreage proposed for acquisition is located within the historic boundary of the Halfway Ranch/Eccles Flying Hat Ranch Historic District (District), which is eligible for listing in the National Register of Historic Places (NRHP). Built environment resources within the project area relate to agriculture and are limited to the contributing resources and individual properties eligible for listing on the NRHP within the District, which include a farmhouse, barn, equipment shed, grain bin, utility building, well, and Cove Canal. The barn, Cove Canal, and Rockwell-White Power Plant Canal are individually eligible for listing in the NRHP.

The 10.4-acre aviation development area is also within the District and is located immediately adjacent to existing aviation development along the west side of the existing runway. The Proposed Action would develop 10.4 acres to construct aircraft parking apron, hangars, vehicle access, and vehicle parking. This acreage represents two percent of the acreage within the District. It contains no contributing resources, landscape elements, or individually eligible properties in the District.

The Proposed Action would have no adverse effect on the associative and historic characteristics that qualify the District (IHSI #13-16207) as eligible for listing in the NRHP. After acquisition of 386 acres of the District, the property would continue to be leased for agricultural use, except for the 10.4-acre development area, which represents a small percentage of the District, contains no contributing resources or NRHP-eligible resources, and is adjacent to the Airport and existing Airport features.

Additionally, the Proposed Action would have no adverse effect on the individually eligible barn, Cove Canal (IHSI #10BN1126), and Rockwell-White Power Plant Canal (IHSI #10BN1191). Upon completion of the project, the District, including its contributing resources and individually eligible properties, would retain historic character and continue to contribute to the District and convey historical significance and a direct association with agricultural development in the Wood River Valley.

In a letter dated October 12, 2021, the FAA made a determination of No Historic Properties Adversely Affected due to the proposed project for land acquisition and development at the Airport. SHPO provided written concurrence with the determination in a letter dated November 1, 2021. Appendix C of the FEA contains copies of the correspondence.

Because the Proposed Action would have no adverse effect on historic resources, the FAA determined that impacts to the historic resources, including the District and the eight contributing resources including a farmhouse, barn (individually eligible), equipment shed, grain bin, utility building, well, Cove Canal (individually eligible), and the Rockwell-White Power Plant Canal (individually eligible), would be *de minimis* under Section 4(f). The FAA



prepared a DOT Section 4(f) Evaluation and Finding for the project, which is included in the FEA in Appendix D.

Although no mitigation is required, the Airport Sponsor has agreed to include a condition in future lease agreements for the property requiring the use and maintenance of the contributing and NRHP-eligible resources to the District to be in compliance with the requirements and guidance of the Idaho State Historic Preservation Office (SHPO) and that any construction or improvements on contributing or individually eligible buildings and structures be done with the approval of the Airport, in consultation with SHPO, and according to the Secretary of the Interior's Standards for Rehabilitation.

The *de minimis* impact of the proposed action would not constitute a significant effect on Section 4(f)-protected resources.

### ***E. Farmlands***

As shown in Figure 4.4 of the FEA, 212 of the 386 acres proposed for acquisition are classified as "Important Farmland" (Prime Farmland if Irrigated). The 10.4 acres proposed for aviation development are actively irrigated, used for agricultural purposes, and considered Prime Farmland. A Farmland Conversion Impact Form was completed for the Proposed Action to determine the level of impact to Prime Farmland and the NRCS was consulted. The site scored 109 points out of 260 points on the Farmland Conversion Impact Form. Based on the score of 109 on the Farmland Conversion Impact Form, the Proposed Action is below the significance threshold per FAA Order 1050.1F, and no further evaluation is required.

Therefore, the Proposed Action would result in no significant effect on farmlands.

### ***F. Hazardous Materials, Pollution Prevention, and Solid Waste***

As documented in the FEA, Phase I Environmental Site Assessments (ESAs) of the Project Area found no evidence of existing hazardous waste sites. Proper use, storage, inspection, and maintenance of construction equipment used to construct the aviation development area would prevent potential releases of petroleum materials or other hazardous materials. The operation of vehicles, aircraft, and buildings within the aviation development area would be managed appropriately to prevent the release of hazardous materials.

The Proposed Action is expected to have no significant effect on hazardous materials, solid waste, or pollution prevention activities.

### ***G. Historical, Architectural, Archeological and Cultural Resources***

The Area of Potential Effect (APE) under Section 106 is shown in Figure 4.5 of the FEA. The APE encompasses 386 acres of agricultural land which is proposed for acquisition.

Survey, documentation, and evaluation of historic properties within the project area was completed per Section 106 of the National Historic Preservation Act (Section 106) in 2018 in the cultural resources survey report titled *Friedman Memorial Airport Land Acquisition and Obstruction Removal*. The acreage proposed for acquisition is located within the historic boundary of the Halfway Ranch/Eccles Flying Hat Ranch Historic District (District), which had been previously determined eligible for listing in the National Register of Historic Places (NRHP). Built environment resources within the project area relate to agriculture and are limited to the contributing resources and individual properties eligible for listing on the NRHP within the District, which include a farmhouse, barn, equipment shed, grain bin, utility building,

well, and Cove Canal. The barn, Cove Canal, and Rockwell-White Power Plant Canal are individually eligible for listing in the NRHP.

The 10.4-acre aviation development area is also within the District and is located immediately adjacent to existing aviation development along the west side of the existing runway. The Proposed Action would develop 10.4 acres to construct aircraft parking apron, hangars, vehicle access, and vehicle parking. This acreage represents two percent of the acreage within the District. It contains no contributing resources, landscape elements, or individually eligible properties in the District.

State Highway 75, which is adjacent to but outside the project area, was also identified in the 2018 survey and determined to be an NRHP-eligible property. State Highway 75 is a two-lane historic highway that travels north-south along the eastern side of the Airport.

An archaeological survey was conducted for the 10.4-acre aviation development area in November 2020. No prehistoric or Native American resources were documented. The FAA sent a letter with the archaeological survey to the Shoshone Bannock Tribes inviting Government-to-Government consultation on the Proposed Action. No response was received from the Tribes. Due to the absence of any archaeological or cultural resources, the Proposed Action is unlikely to affect these resources.

The Proposed Action would have no adverse effect on the associative and historic characteristics that qualify the District (IHSI #13-16207) as eligible for listing in the NRHP. After acquisition of 386 acres of the District, the property would continue to be leased for agricultural use, except for the 10.4-acre development area, which represents a small percentage of the District, contains no contributing resources or NRHP-eligible resources, and is adjacent to the Airport and existing Airport features.

Additionally, the Proposed Action would have no adverse effect on the individually eligible barn, Cove Canal (IHSI #10BN1126), and Rockwell-White Power Plant Canal (IHSI #10BN1191). Upon completion of the project, the District, including its contributing resources and individually eligible properties, would retain historic character and continue to contribute to the District and convey historical significance and a direct association with agricultural development in the Wood River Valley.

In a letter dated October 12, 2021, the FAA made a determination of No Historic Properties Adversely Affected due to the proposed project for land acquisition and development at the Airport. SHPO provided written concurrence with the determination in a letter dated November 1, 2021. Appendix C of the FEA contains copies of the correspondence.

Although no mitigation is required, the Airport Sponsor has agreed to include a condition in future lease agreements for the property requiring the use and maintenance of the contributing and NRHP-eligible resources to the District to be in compliance with the requirements and guidance of the Idaho State Historic Preservation Office (SHPO) and that any construction or improvements on contributing or individually eligible buildings and structures be done with

the approval of the Airport, in consultation with SHPO, and according to the Secretary of the Interior's Standards for Rehabilitation.

The Proposed Action will have no adverse effect on Historical, Architectural, Archeological and Cultural Resources.

#### ***H. Land Use***

Under the Proposed Action, the Airport would acquire 386 acres of land zoned residential/agricultural, and the property is currently used for agriculture and pasture. The Proposed Action would not change the land use within the project area, except for conversion of the 10.4-acre airport development area to apron and hangars, which would be a land use compatible with the Airport. The 10.4-acre aviation development area would be incorporated into the Airport District zoning classification. Zoning for the remaining 375.6 acres would not change. The Proposed Action would prevent encroachment on airspace, consistent with zoning ordinances.

Therefore, the Proposed Action would have no significant effect on land use within the vicinity of the Airport.

#### ***I. Natural Resources and Energy Supplies***

Except for the 10.4-acre aviation development, the acquisition of the 386 acres and its continued use for agricultural purposes would not change consumption or availability of energy and natural resources. The Proposed Action includes the construction and operation of the 10.4 acres of aviation development, which would result in a small temporary increase in consumption of energy and natural resources during construction and a small permanent increase in consumption of energy and natural resources during operation and maintenance of the new facilities. Construction materials are readily available in the region. Energy and building materials are readily available in the region.

As the Proposed Action does not cause demand to exceed available or future supplies of natural resources and energy supplies, the Proposed Action would have no significant effect on natural resources and energy supplies.

#### ***J. Noise and Noise-Compatible Land Use***

The Proposed Action would not result in changes to the number or type of aircraft operating at the Airport or create an increase in aircraft operations or flight patterns. Land acquisition under the Proposed Action would maintain compatible land uses into the future. Temporary increases in noise are expected during construction but would be short-term and within the immediate construction area.

The Proposed Action would have no significant effect on the DNL 65 noise contour or introduce noise sensitive areas within the contour and would maintain noise-compatible land uses in proximity to the Airport.

Construction associated with the 10.4-acre aviation development area would result in temporary construction noise within the District. The aviation development area is located at the periphery of the District. Construction noise associated with development, including hangars and apron on the 10.4-acre parcel, would not impact the District in a manner that diminishes the significant associative values or the historic agricultural character of the District

and its contributing features that qualify the resource as eligible to the NRHP and would have no significant effect on the District due to noise impacts.

***K. Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks***

The Proposed Action would not cause or create an increase in aircraft operations beyond those expected under the No Action Alternative. Land use would remain the same following acquisition, except the 10.4 acres developed for aviation uses, and project activities would not have significant effects on air quality, climate, hazardous materials, noise, and water resources. The Proposed Action would have no effect on economic activity, employment, income, housing, public services, social conditions, or low income or minority populations in the vicinity of the Airport. Likewise, the Proposed Action would have no significant effect on the environmental health of low income and minority populations or children's environmental health and safety.

***L. Visual Effects***

The Proposed Action would not result in changes to light emissions or visual resources, except for the 10.4-acre aviation development area. Construction of new aviation development, including hangars and an apron on the 10.4-acre parcel, would include lighting consistent with existing adjacent Airport facilities and would not alter existing viewsheds from or toward the core of the contributing resources of the District in a manner that diminishes the significant associative visual value or the historic agricultural character of the District.

The Proposed Action would have no significant effect on light emissions, visual resources, or visual character.

***M. Water Resources***

The Proposed Action would result in no impact to wetlands and other jurisdictional waters because no such aquatic resources are present at the 10.4-acre aviation development area, and the remaining property to be acquired will remain in agricultural use.

While the 386-acre property proposed for acquisition contains a regulated floodplain associated with the Big Wood River, the Proposed Action would not include (and the Airport does not plan) development within floodplain areas. The 10.4-acre aviation development area is not within a regulated floodplain and is approximately 0.25 mile from the nearest FEMA mapped floodplain, which is associated with the Big Wood River. Therefore, the Proposed Action would have no effects on floodplains.

The Proposed Action would result in no significant impact to surface waters because no surface waters are present at the 10.4-acre aviation development area, and stormwater runoff during construction and operation of the aviation development area would be managed in accordance with the existing Airport programs. The remaining property to be acquired will remain in agricultural use.

The Proposed Action would result in no significant impact to groundwater because the Airport would continue to use existing utilities, including water. No additional wells would be constructed. Stormwater from airport facilities would continue to be directed toward drywells, and BMPs would be utilized to prevent the release of fuel, including during use, refilling, and

maintenance of fueling equipment. The remaining property to be acquired will remain in agricultural use.

The nearest Wild and Scenic River to the Airport is the Middle Fork of the Salmon River, which is approximately 75 miles away. Due to this distance, impacts are not anticipated from the Proposed Action.

As a result, the Proposed Action is not anticipated to have a significant effect on water resources

#### **N. Cumulative Impacts**

The analysis included in Section 4.15 of the FEA identifies past, present, and reasonably foreseeable actions that could contribute to cumulative impacts in specific environmental resource categories evaluated and highlights project-related effects that could contribute to cumulative impacts in these resource categories.

Significant adverse cumulative impacts are not anticipated when the Proposed Action is considered with reasonably foreseeable past, present, and reasonably foreseeable projects.

#### **IX. Mitigation/Minimization**

Although no significant impacts were identified, the Airport Sponsor has committed to the following mitigation measures as part of the Proposed Action. Voluntary measures to avoid, reduce, or minimize impacts during and after project construction are provided in Chapter 4 of the FEA:

- The FAA made a determination of No Historic Properties Adversely Affected due to the Proposed Action and a *de minimis* finding under Section 4(f). No mitigation is required due to impacts to Halfway Ranch/Eccles Flying Hat Ranch Historic District (District) and its contributing resources. However, the Airport Sponsor has agreed to include a condition in future lease agreements for the property requiring the use and maintenance of the contributing and NRHP-eligible resources to the District to be in compliance with the requirements and guidance of the Idaho State Historic Preservation Office (SHPO) and that any construction or improvements on contributing or individually eligible buildings and structures be done with the approval of the Airport, in consultation with SHPO, and according to the Secretary of the Interior's Standards for Rehabilitation. This agreement by the Sponsor has been included in this FONSI/ROD (NEPA decision document) relating to the Proposed Action, and will be included as a special condition describing required environmental mitigation in any future FAA grant for acquisition of the property acquired under the Proposed Action.

#### **X. Public Involvement**

Public involvement is a vital component of the NEPA process.

The Draft EA was released for public comment on May 11, 2022 through a Public Notice in the *Idaho Mountain Express*, as well as noticed on the Friedman Memorial Airport website. The Notices included the opportunity for the public to submit written comments on the Proposed Action. Due to COVID-19, a self-guided open house was available from May 11, 2022, to June 10, 2022. The virtual self-guided open house, Draft EA, and DOT Section 4(f) Evaluation, along with supporting project documents were available online at the following location: <https://meadhunt.com/client-access/friedman-memorial-airport/>. The 30-day comment period closed on June 10, 2022. Comments were received from six members of the public, two anonymous commenters, and the Wood River Land Trust. The FAA considered all comments received to determine if any further

analysis needed to be completed before finalizing the EA and making a final decision. Comments regarding the project that were received prior to the release of the Draft EA were also considered prior to completion of the FEA. Responses are provided in Appendix H of the FEA for comments relevant to the Friedman Memorial Airport.

## **XI. Agency Findings**

The FAA makes the following determinations for this project based upon a careful review of the attached FEA, comments received on the Draft EA that were relevant to the Proposed Action, and appropriate supporting information.

The following determinations are prescribed by the statutory provisions set forth in the Airport and Airway Improvement Act of 1982, as codified in 49 USC §47106 and 47107.

### **i. The project is reasonably consistent with existing plans of public agencies responsible for development of the area surrounding the airport (49 USC §47106(a)(1)).**

The determination prescribed by this statutory provision is a precondition to agency approval of project grant funding applications.

Extensive coordination regarding the Proposed Action has taken place among Federal, State, and local agencies. The Proposed Action is not in conflict with the comprehensive planning and goals of the City of Hailey or Blaine County. Evidence of public and agency coordination can be found in the Chapter 5, *Public Involvement and Agency Coordination*, and Appendix G, *Coordination and Outreach*, of the FEA.

The Airport is located in Blaine County, Idaho, and encompasses approximately 275 acres of land owned by the City of Hailey. The City of Hailey has zoned lands west and north of the Airport for industrial and business uses; east across Highway 75, for “Recreational Green Belt,” residential, and business; and the parcel proposed for acquisition under the Proposed Action is zoned as agricultural/residential.

The City of Hailey Zoning Ordinance Article 4, Section 4.11 establishes Airport property as the “Airport District” for the purpose of allowing “regularly scheduled commercial passenger aircraft services to be used by the general public” and “other general aviation services for private aircraft and private aircraft charter only in conjunction with regularly scheduled commercial passenger aircraft services.” Article 5 prohibits other zoning districts, such as recreational, residential, business, or industry from use within the Airport District, except where state or federal law otherwise preempts local land use regulation.

Blaine County Code, Title 9, Chapter 18, Airport Vicinity Overlay District, establishes a district to prevent encroachment on airspace, to prevent interference from light and electromagnetic sources on runway approaches, and to prevent intensive human use of runway approaches.

The City of Hailey and Blaine County have joint jurisdictional authority to regulate future land use in Blaine County outside of the city limits through an Area of City Impact Agreement

approved and adopted in 1994. Both jurisdictions have recognized that Airport activity and future growth of the Airport need to be protected in terms of public safety.

**ii. The interests of the community in or near which the project may be located have been given fair consideration (49 USC §47106(b)(2)).**

The determination prescribed by this statutory provision is a precondition to agency approval of airport development project grant funding applications.

Public and agency outreach is not only required under the NEPA process but is encouraged by the FMAA Board to ensure full disclosure on all information regarding the project. Meetings of the FMAA Board are open public meetings that occur on the first Tuesday of the month, with public notice provided for each meeting. Since initiation of the EA, project status updates were included in the FMAA Board packages for each meeting. The Airport Director provided an update at each meeting and detailed project presentations were provided at milestones throughout the process. FMAA Board updates included details regarding the Proposed Action, assessment of environmental effects (specifically potential impacts to historic and archaeological resources), public involvement and agency coordination efforts, and the overall environmental assessment process. The PowerPoint presentation slides developed for these updates are included in Appendix G of the FEA.

The Draft EA was released for public comment on May 11, 2022 through a Public Notice in the *Idaho Mountain Express*, as well as noticed on the Friedman Memorial Airport website. The Notices included the opportunity for the public to submit written comments on the Proposed Action. Due to COVID-19, a self-guided open house was available from May 11, 2022, to June 10, 2022. The virtual self-guided open house, Draft EA, and DOT Section 4(f) Evaluation, along with supporting project documents were available online at the following location: <https://meadhunt.com/client-access/friedman-memorial-airport/>. The 30-day comment period closed on June 10, 2022. Comments were received from six members of the public, two anonymous commenters, and the Wood River Land Trust. The FAA considered all comments received to determine if any further analysis needed to be completed before finalizing the EA and making a final decision. Comments regarding the project that were received prior to the release of the Draft EA were also considered prior to completion of the FEA. Responses are provided in Appendix H of the FEA for comments relevant to the Friedman Memorial Airport.

**iii. The airport sponsor has taken, or will take, actions to restrict land use in the airport vicinity, including adoption of zoning laws, to ensure the uses are compatible with airport operations (49 USC §47107(a)(10)).**

The determination prescribed by this statutory provision is a precondition to agency approval of airport development project grant funding applications.

As a recipient of AIP funding, the Airport Sponsor has signed grant assurances that require them to 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.

The City of Hailey Zoning Ordinance Article 4, Section 4.11 establishes Airport property as the "Airport District" for the purpose of allowing "regularly scheduled commercial passenger aircraft services to be used by the general public" and "other general aviation services for private aircraft and private aircraft charter only in conjunction with regularly scheduled commercial passenger aircraft services." Article 5 prohibits other zoning districts, such as

recreational, residential, business, or industry from use within the Airport District, except where state or federal law otherwise preempts local land use regulation.

Blaine County Code, Title 9, Chapter 18, Airport Vicinity Overlay District, establishes a district to prevent encroachment on airspace, to prevent interference from light and electromagnetic sources on runway approaches, and to prevent intensive human use of runway approaches.

**XII. Decision and Order**

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action, namely the Proposed Action, is consistent with existing national environmental policies and objectives as set forth in Section 101 (a) of NEPA and other applicable environmental requirements and is not a major federal action significantly affecting the quality of the human environment or otherwise, including any condition requiring consultation pursuant to Section 102(2)(c) of NEPA. As a result, FAA will not prepare an Environmental Impact Statement.

This decision does not constitute a commitment of funds under the Airport Improvement Program (AIP); however, it does fulfill the environmental prerequisites to approve applications for grants of AIP funds for the proposed project in the future. (49 U.S.C § 47101)

Accordingly, under the authority delegated to me by the Administrator of the FAA, I approve and direct that agency action be taken to carry out implementation of the Proposed Action.

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Christopher J. Schaffer  
Acting Director, Airports Division  
FAA Northwest Mountain Region

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Date

**Right of Appeal**

This FONSI/ROD constitutes a final order of the FAA Administrator and is subject to the exclusive judicial review under 49 USC § 46110 by the US Circuit Court of Appeals for the District of Columbia or the US Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate US Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 USC § 46110. Any party seeking to stay implementation of the ROD must file an application with the FAA prior to seeking judicial relief as provided in Rule 18(a) of the Federal Rules of Appellate Procedure.