Chapter 1.

Inventory of Existing Conditions

1.1. Introduction

The Friedman Memorial Airport (SUN or "the Airport") is conducting this Airport Infrastructure and Optimization Study (Study) to evaluate the feasibility of meeting Federal Aviation Administration (FAA) design standards. While the feasibility of meeting FAA design standards at SUN has been studied in the past, some operational conditions and FAA design standards have changed since the 2018 Master Plan, warranting a reevaluation. This planning effort will update aeronautical forecasts and facility requirements considering how both past operational changes and forecast / potential operational changes relate to FAA design standards, recommended practices, and design considerations, including areas identified as "hot spots". This includes addressing the Airport's need to proceed with much needed facility improvements as identified in the 2018 Airport Master Plan: primarily the Airport Traffic Control Tower (ATCT) relocation, passenger terminal facility improvements, second Fixed Based Operator (FBO) area, and construction of a snow removal equipment (SRE) storage building.

This *Inventory of Existing Conditions* chapter establishes the basis of existing infrastructure at the Airport relating to: 1) previous planning efforts; 2) existing Airport facilities (runways, taxiways, aircraft parking aprons, terminal buildings, hangars, maintenance facilities, ground access, etc.); 3) the relationship of the Airport to the overall Airport and airspace systems; and 4) the airport environs. Subsequent chapters detail the Airport's forecasts of aviation activity, the ability of airport facilities to safely and efficiently meet the needs associated with the projected aviation activity, and recommended future development within and around Airport property. The Inventory chapter consists of the following sections:

- Airport Background
- Previous Planning Studies
- Airport Role
- Airport Facilities
- Airspace Systems and NAVAIDS
- Airport Environs
- Environmental Review

1.1.1. *Airport Background*

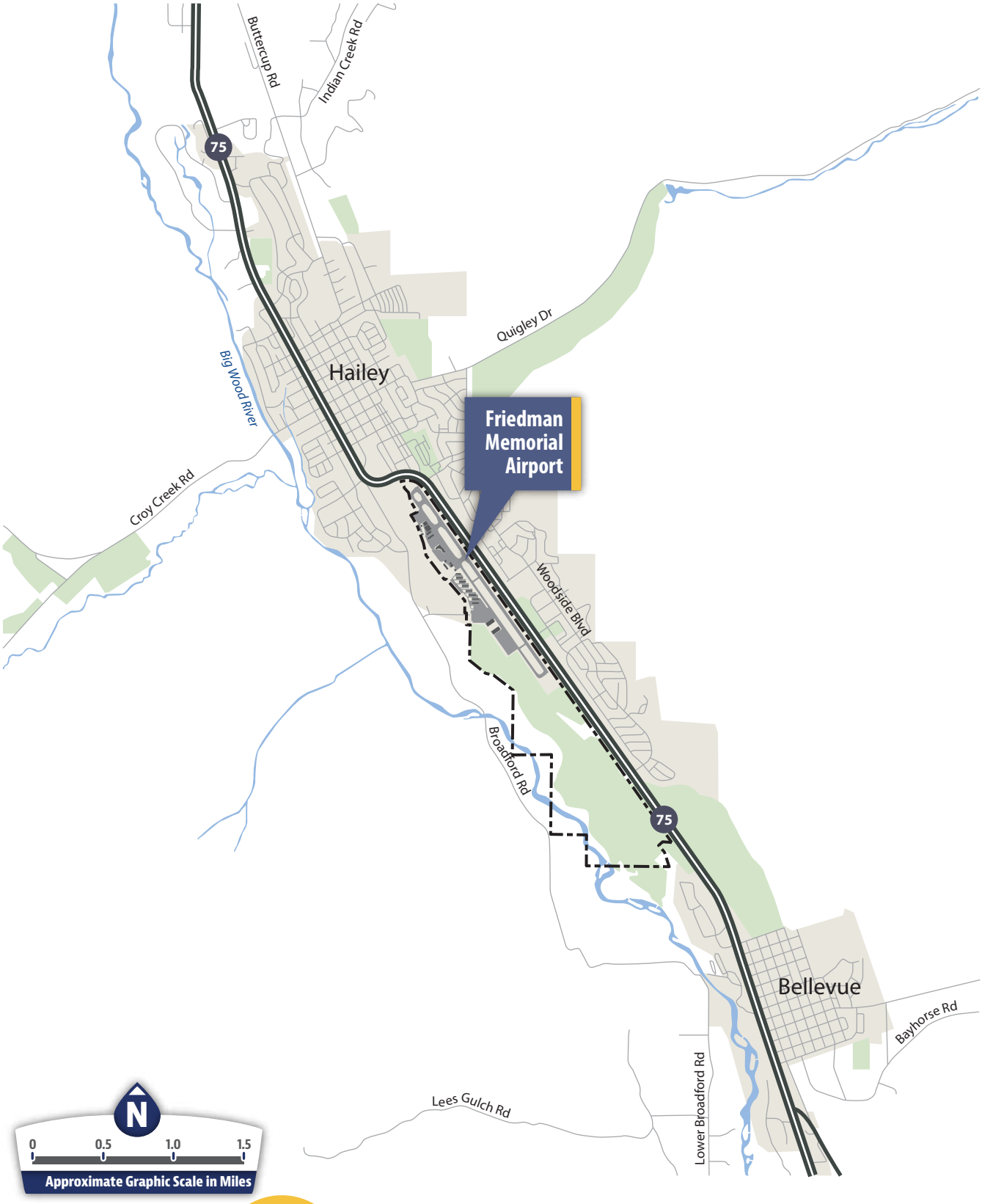
As illustrated in **Figure 1-1** and **Figure *1-2***, the Airport is located in Blaine County, and the City of Hailey, Idaho. The Airport is the primary airport providing commercial and general aviation air services for the Wood River Valley and South-Central Idaho, including the communities of Hailey, Bellevue, Ketchum, Sun Valley, and Carey. In 1931, the

Friedman family deeded a portion of their land to the City of Hailey for use as an airport, with the condition that, if the land should ever cease to be used as an airport, the property would revert back to the Friedman heirs. In the years since, the Airport has expanded and grown its facilities and traffic through investment from the City of Hailey, Blaine County, the State of Idaho, and the Federal Aviation Administration (FAA). Commercial passenger service at the Airport began in 1960, and since then, passenger service has thrived. In 1994, the Friedman Memorial Airport Authority (FMAA) was formed, replacing the Blaine County Airport Commission. The Airport currently faces numerous design constraints at its existing site, including but not limited to non-compliance with FAA design standards related to size of aircraft operating at the Airport, surrounding mountainous terrain that often limits aircraft approaches and departures to one runway end (Runway 31); and an airport property footprint that restricts its ability to meet potential long-term needs. For several decades, the FMAA has evaluated the limitations of the current site and explored the potential need to replace the Airport at an alternate site that poses fewer constraints; however, FMAA aims to maintain and develop the Airport in its current location until thresholds are reached where FMAA must again consider airport relocation.

FIGURE 1.1 **Airport Location Map**

Source: Google Maps, 2021

FIGURE 1.2 **Airport Vicinity Map**



SOURCE: **Google Maps, 2025.**

Airport Design Standards History

For nearly 50 years, the community has evaluated alternatives including airport relocation in order to meet FAA design standards. More recently the Airport Master Plan completed in 2004 resulted in the FMAA approving a study for determining alternative Airport locations and possible new Airport sites. In 2005, the United States Congress passed a law that states "not later than December 31, 2015, the owner and operator of an airport certificated under 49 U.S.C. 44706 shall improve the airport's runway safety areas to comply with the Federal Aviation Administration design standards required by 14 CFR Part 139." In 2006, a Site Selection and Feasibility Study concluded that the current site was no longer a viable option for future long-term airport operations. Based on the results of these and previous planning studies, the FAA issued a Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for a replacement Airport near Hailey, Idaho, in November 2007. It was anticipated the airport would comply with the congressional mandate by relocating the airport. In August 2011, the FAA unilaterally and indefinitely suspended any further work on the EIS, citing increased anticipated costs of the project and potential impacts to wildlife.

Following suspension of the replacement airport EIS process in 2011 by the FAA, the FMAA led an 18-month public process to determine the appropriate path forward for the Airport, evaluate how the airport could meet with FAA standards, and comply with the congressional mandate deadline of December 2015. In January 2013, Airport Alternatives Technical Analysis, Alternative 6, *Less Than Full Compliance – No Land Acquisition,* was selected as the path forward for achieving compliance with FAA standards at the existing site. Alternative 6 required approximately $35 million in airfield improvement projects and six Modification of Airport Design Standards (MOS). The six MOS were approved by the FAA in November 2013, stipulating specific airfield improvements while imposing restrictions on aircraft types and operating procedures. The stipulations included a limit of airport use to aircraft less than 95,000 pounds gross weight, and with wingspans less than 100 feet (unless an FAA-approved operational procedure is put into place to mitigate impacts related to wingspans greater than 100 feet).[1] From 2013 to 2015, FMAA completed a series of seven major RSA improvement projects and met the congressionally mandated deadline of December 31, 2015 for RSA compliance.

The goal of the 2018 Master Plan was to address numerous design and reliability constraints, including but not limited to non-compliance with FAA design standards related to the size of aircraft operating at the Airport; the surrounding mountainous terrain that limits aircraft approaches and departures; and an airport property footprint that restricts its ability to meet potential long-term needs. A Noise Modeling Study was published in 2017, which evaluated daily operations by aircraft, runway utilization and flight tracks. The study found that the 65 DNL noise contour primarily remains within the airport property boundary, except for on the north side, where the 65 DNL noise contour extends outward beyond airport property; however, it remains over commercial and undeveloped property, which are considered compatible land uses.

[1] Currently, the Embraer 175 (E-175) is the primary commercial service aircraft operating at SUN, which has a wingspan of 94 feet and a maximum takeoff weight of 89,000 pounds.

As part of the MOS approval process, noted in Section 2.2, the FAA required relocation of the ATCT for the Object Free Area (OFA) MOS. While the 2018 Master Plan included a preliminary analysis of ATCT replacement sites, the Airport completed a Tower Replacement Alternatives Analysis in 2018 which proposed both legacy tower options (i.e. brick and mortar buildings) and replacement strategies for a "virtual" tower facility using Digital Tower Technology (DTT). In 2025, an Environmental Assessment (EA) is being prepared to evaluate the potential environmental impacts of relocating the ATCT to a site south of the terminal building.

The FMAA continues to work on a "dual path" approach for future airport planning.

1.1.2. *Previous Planning Studies*

This section provides a summary of recent studies and planning documents prepared for SUN that relate to meeting FAA design standards.

2004 Airport Master Plan Update

The 2004 Master Plan Update explored both short-term and long-term alternatives to rectify the Airport's deviations from FAA design standards. The FMAA opted to initiate required short-term improvements, but due to the combination of high cost, negative community reaction to required land acquisition, and lack of resolution for long-term Airport growth requirements. The FMAA also approved a study for investigating alternative Airport locations and selection of a new Airport site.

2006 Wood River Region Airport Site Selection and Feasibility Study

This 2006 Study was conducted as a result of the findings and conclusions reached by the *2004 Master Plan Update*. The goal of the study was to identify alternate Airport locations, select a preferred site from these locations, and conduct a conceptual level financial feasibility analysis for the new airport. This study concluded that the current Airport site was no longer a viable option to pursue when considering how to correct deficiencies with FAA standards for current and future Airport operations. The Study evaluated 16 potential sites for a replacement airport in Blaine County. The study involved 25 stakeholder groups, ranging from local and state officials to business and community leaders. At the conclusion of this Study, the FMAA Board selected a preferred site in southern Blaine County, south of U.S. Highway 20 and east of State Highway 75. Since the publication of the 2006 study, this preferred site has been referred to as Site 10A.

2008 Replacement Airport Environmental Impact Statement (EIS)

The purpose of the EIS was to consider the siting and construction of a replacement airport. The EIS provided detailed analysis of 17 potential sites for a replacement airport. The intent of the EIS process was to determine and identify all impacts to the environment associated with each of the three options, such as, but not limited to, noise, air quality, water quality, wetlands, fish, wildlife, plants, farmlands, floodplains, historic / tribal resources, hazardous

waste, socioeconomics, and economic factors. In August 2011, the FAA unilaterally announced the indefinite suspension of the EIS, as a result of increased anticipated costs of the project and potential impacts to wildlife. On March 13, 2013, the FMAA Board requested that the FAA formally terminate the replacement airport EIS. As the EIS was not finalized, limited data from the study was published.

2013 Airport Alternatives Technical Analysis

The purpose of this technical analysis was to investigate alternatives that could provide an increased level of safety at the Airport for the type and size of aircraft that utilize the facility. In January 2013, the FMAA Board was briefed on a document entitled "Talking Points for Moving Forward," developed by Airport staff and the FAA. This document stated that Technical Analysis Alternative 6 would be pursued as "the basis for improving the existing Airport to meet C-III airport design standards." The talking points also stated that the FMAA would "complete a planning effort in the near future to consider elements of Alternative 7 in order to determine land acquisition and other requirements related to lost capacity at the Airport." Alternatives 6 and 7 are briefly described in the following paragraphs.

Alternative 6 or *Less Than Full Compliance – No Land Acquisition,* was implemented in 2015 and resulted in a reconfiguration of Taxiway B on the west of Runway 13/31. Alternative 6 involved no land acquisition, nor runway extension or runway shift, and leaves State Highway 75 in its current location. To accommodate the relocated Taxiway B Object Free Area (TOFA), the commercial terminal aircraft apron shifted from the east side of the building to the north side of the building. Also, the existing taxilane that provides access to the general aviation hangar complex was relocated. This resulted in the removal / relocation of four existing general aviation hangars, and a building owned by the United States Forest Service. MOS are necessary for Alternative 6, including for the Runway Object Free Area (ROFA) Clearing, Runway Safety Area (RSA) Grading, Runway to Parallel Taxiway Separation, Taxiway OFA, and Runway Centerline to Aircraft Parking Separation.

Alternative 7, *Less Than Full Compliance – Modest Land Acquisition*, included the provisions of Alternative 6 and two additional considerations:

1) Proposed land acquisition adjacent to the Airport, south and west of the existing fixed base operator (FBO) to provide a replacement area for aircraft parking and structures displaced due to the shift of Taxiway B.
2) Relocation of Highway 75 to the east, but within the existing right-of-way. Alternative 7 will be reevaluated in subsequent chapters of this Study.

2018 Airport Master Plan

The 2018 Master Plan identified and addressed solutions for numerous design and reliability constraints, including but not limited to, non-compliance with FAA design standards related to the size of aircraft operating at the Airport; the surrounding mountainous terrain that limits aircraft approaches and departures; and an airport property footprint that restricts its ability to meet potential long-term needs.

RSA Improvement Projects

From 2013-2015, the Airport completed a $35 million FAA Airport Improvement Program (AIP) funded capital development project. This multi-year, multi-phased project was necessary to address a non-standard Runway Safety Area (RSA) at the Airport and to meet a Congressional mandate that all Part 139 airports have a compliant RSA by the end of calendar year 2015. While the RSA was made fully compliant with FAA design standards per the intent of the Congressional mandate, due to the Airport's location in a mountainous valley and limited space, several MOS were approved by the FAA to address other standards issues to allow the Airport to operate in its current condition. One such MOS is a non-standard Runway Object Free Area (ROFA) on the east side of the runway. The ROFA is penetrated by the airport security fence, Highway 75, and the ATCT. As part of the MOS approval process for the ROFA MOS, the FAA required relocation of the ATCT by the year 2023.

The 2018 Friedman Memorial Airport Master Plan included a preliminary analysis of five possible ATCT replacement sites.

2019 Environmental Assessment (EA) for Land Acquisition

This EA evaluated acquisition of approximately 64.6 acres at the end or Runway 31 to gain full control of the land encompassing the RSA, full length of the ROFA, and most of the RPZ, as well as acquire the areas where the obstructions (trees located along the Cove Canal and near the farmstead) are located within the approach / departure surfaces to improve the safety of the Airport. The EA allowed for the acquisition of land and the Airport to meet FAA's emphasis on owner control of the RPZ by fee acquisition, the requirement to provide full RSA and full length ROFA for arrivals from and departures to the south, and the removal of obstructions.

2022 Environmental Assessment for Land Acquisition and Obstruction Removal

The EA was prepared for a proposed land acquisition (approximately 386 acres) and obstruction removal project to correct some of the non-standard conditions discussed in the previous section and thus improve the safety of the Airport. The other non-standard conditions currently addressed by MOSs would remain. The land acquisition allowed the Airport to meet FAA's emphasis on owner control of the RPZ by fee acquisition, the requirement to provide full RSA and full length ROFA for arrivals from and departures to the south, and the removal of obstructions.

1.1.3. *Airport Role*

SUN is a publicly owned Airport, jointly owned by the City of Hailey and Blaine County. The Airport is operated by the FMAA Board. The Board is comprised of three representatives appointed by the City of Hailey, three appointed by Blaine County, and a seventh member unanimously agreed upon by the six appointed members. The Airport Manager provides the primary staff support to the FMAA, managing and supervising airport personnel, and maintaining a safe, legal, efficient, and self-sustaining operation.

The Airport encompasses 656.3 acres and is located 5,320 feet above mean sea level. The FAA categorizes the Airport as a non-hub commercial service airport (FAA Site Number 04206). The Airport Reference Point (ARP) is located at Latitude 43° 30' 13.6"N and Longitude 114° 17' 44.0"W.

As of July 2025, the Airport was served by three airlines on a daily basis during the peak tourist season: Delta Airlines, Alaska Airlines, and United Airlines. These three airlines provide non-stop flights to Chicago, Denver, Los Angeles, Seattle, San Francisco, and Salt Lake City (see Chapter 2, *Aviation Activity Forecasts*, for additional information regarding commercial service). American Airlines will begin providing Phoenix (daily and near daily) and Chicago (daily) service in December 2025 for the winter ski season (December – April) while Alaska Airlines is expected to start seasonal service to San Diego.

The Airport is part of the National Plan of Integrated Airport Systems (NPIAS), a national airport system plan developed by the FAA, which identifies nearly 3,400 existing and proposed airports that are significant to national air transportation and thus eligible to receive Federal grants under the AIP. The NPIAS also includes estimates of the amount of AIP money needed to fund infrastructure development projects.

The current NPIAS report, *National Plan of Integrated Airport Systems (NPIAS) 2025-2029*, lists SUN as a non-hub primary airport. Commercial service airports that enplane less than 0.05 percent of all commercial passenger enplanements but have more than 10,000 annual enplanements which are categorized as non-hub primary airports. There are 252 non-hub primary airports nationwide that together account for three percent of total national enplanements. These airports are also heavily used by general aviation aircraft, with an average of 88 based aircraft per airport.

The Airport is also part of, and classified by the Idaho Airport System Plan (IASP). The latest IASP was published in 2020, and defined SUN as a Commercial Service Airport. According to the plan a commercial service airport accommodates scheduled major / national or regional / commuter commercial air carrier service in addition to air cargo, business aviation, and all types of general aviation. SUN is one of seven airports that are classified as commercial service airports within the State of Idaho.

As part of the latest IASP, the Idaho Transportation Department Division of Aeronautics commissioned an Economic Impact Analysis report for each of Idaho's 75 public-use airports. The IASP estimated that 3,020 local jobs and $291 million in annual economic output were attributable to the Airport in 2019. This is a significant increase from the previouse 2010 IASP that estimated 1,550 local jobs and $120 million in annual economic output at SUN. In total,

Idaho's airports grew by almost 10,500 jobs, paying an additional $460 million in wages and other compensation, and creating an additional $2.4 billion in economic output. The airports are now supporting 45 percent more jobs, workers are receiving 56 percent more in earnings, and the industry is generating 101 percent more in economic output compared to just 10 years ago[2].

1.2. Airport Facilities Inventory

The arrangement and interaction of airfield components (runway, taxiways, and ramp entrances) refers to the layout or "design" of the airfield. SUN is served by one runway, Runway 13/31, which has a full-length parallel taxiway with seven exit taxiways. The majority of the Airport's existing landside facilities are located west of Runway 13/31, and include the commercial passenger terminal, the FBO, the general aviation hangars and aprons, and other services. **Figure 1-3** provides a graphic representation of the existing airport facilities.

The Airport is surrounded by rising terrain to the north, east, and west. As a result, a majority of operations are conducted in a "opposite direction operations" environment, meaning that most departures are southbound on Runway 13, while most arrivals are northbound on Runway 31. Not all operations are conducted in this fashion, as occasionally aircraft land from and depart to the north. All operations are coordinated by the Federal Contract Air Traffic Control Tower (ATCT) personnel while the tower is open (7:00 AM-11:00 PM local time).

[2] ITD-Aero_AEIA_Report.pdf

FIGURE 1.3 **Existing Airport Layout**

SOURCE: **Google Maps, 2025.**

1.2.1. *Environmental Conditions*

Climatological conditions specific to the location of an airport not only influence the layout of the airfield, but also affect the use of the runway system. Surface wind conditions have a direct effect on operations at an airport; runways not oriented to take full advantage of prevailing winds will restrict the capacity of an airport to varying degrees. When landing and taking off, aircraft are able to operate properly on a runway as long as the wind component perpendicular to the direction of travel (defined as a crosswind) is not excessive.

Wind Coverage. Surface wind conditions (i.e., direction and speed) generally determine the desired runway system alignment and configuration. Wind conditions affect all airplanes to varying degrees; however, the ability to land and takeoff in crosswind conditions varies according to pilot proficiency and aircraft type. Generally, the smaller the aircraft, the more it is affected by crosswinds.

The allowable crosswind component is dependent upon the Runway Design Code (RDC) for the type of aircraft that utilize the Airport on a regular basis. The current RDC for Runway 13/31 is C-III, resulting in a 16-knot allowable crosswind component. Crosswind components are displayed in **Table 1-1** per RDC classification.

Table 1-1 - Crosswind Component Per RDC

RDC	Crosswind Component
A-I and B-I	10.5 Knots
A-II and B-II	13 Knots
A-III, B-III, C-I through C-III, D-I through D-III	16 Knots
A-IV and B-IV, C-IV through C-VI, D-IV through D-VI, E-I through E-VI	20 Knots

Source: FAA AC 150/300-13B, Airport Design, Table B-1.

To determine wind velocity and direction at the Airport, wind data was obtained for the years 2015-2024 from observations taken at the Airport. There were 140,552 periodic observations recorded during this time period. **Figure 1-4** illustrates the all-weather wind coverage provided at SUN. The desirable wind coverage for an airport is 95 percent, based on the total number of weather observations during the recorded period. This means that the runway orientation and configuration should be such that the maximum crosswind component is not exceeded more than five percent of the time.

Table 1-2 quantifies the wind coverage offered by the Airport's existing runway system, including the coverage for each runway end individually. Based on the all-weather wind analysis for SUN, utilizing the Wind Rose Generator and Wind Analysis Tool on the FAA Airport Data and Informational Portal (ADIP) website, the existing runway configuration provides the following all-weather wind coverage: 99.98 percent for the 20-knot crosswind component, 99.92 percent for the 16-knot crosswind component, 99.6 percent for the 13-knot crosswind component, and 99.2 percent of the 10.5-knot crosswind component.

Table 1-3 and **Table 1-4** quantify the wind coverage under Visual Flight Rules (VFR) conditions and Instrument Flight Rules (IFR) conditions, respectively. VFR conditions occur whenever the cloud ceiling is at least 1,000 feet above the ground level and the visibility is at least three statute miles. IFR conditions occur when the reported cloud ceiling is less than 1,000 feet and visibility is less than three miles. Further analysis of wind coverage and impacts on the Airport's capacity and operations will be developed in the Capacity Analysis and Facility Requirements Chapter.

Table 1-2 - Weather Wind Coverage Summary

Wind Coverage Provided Under All-Weather Conditions				
	10.5 Knots	**13 Knots**	**16 Knots**	**20 Knots**
Runway 13	29.43%	29.68%	29.89%	29.92%
Runway 31	80.88%	81.03%	81.15%	81.17%
Runway 13/31	99.2%	99.6%	99.92%	99.98%

Source: FAA ADIP, Friedman Memorial Airport, Hailey, ID. Period of Reporting 2015-2024; 140,552 Total Observations, and tailwind component of five knots for unidirectional runways and sixty knots for bidirectional runways.

Table 1-3 - VFR – Weather Wind Coverage Summary

Wind Coverage Provided Under All-Weather Conditions				
	10.5 Knots	**13 Knots**	**16 Knots**	**20 Knots**
Runway 13	27.55%	27.81%	28.03%	28.06%
Runway 31	81.64%	81.8%	81.92%	81.94%
Runway 13/31	99.18%	99.59%	99.93%	99.98%

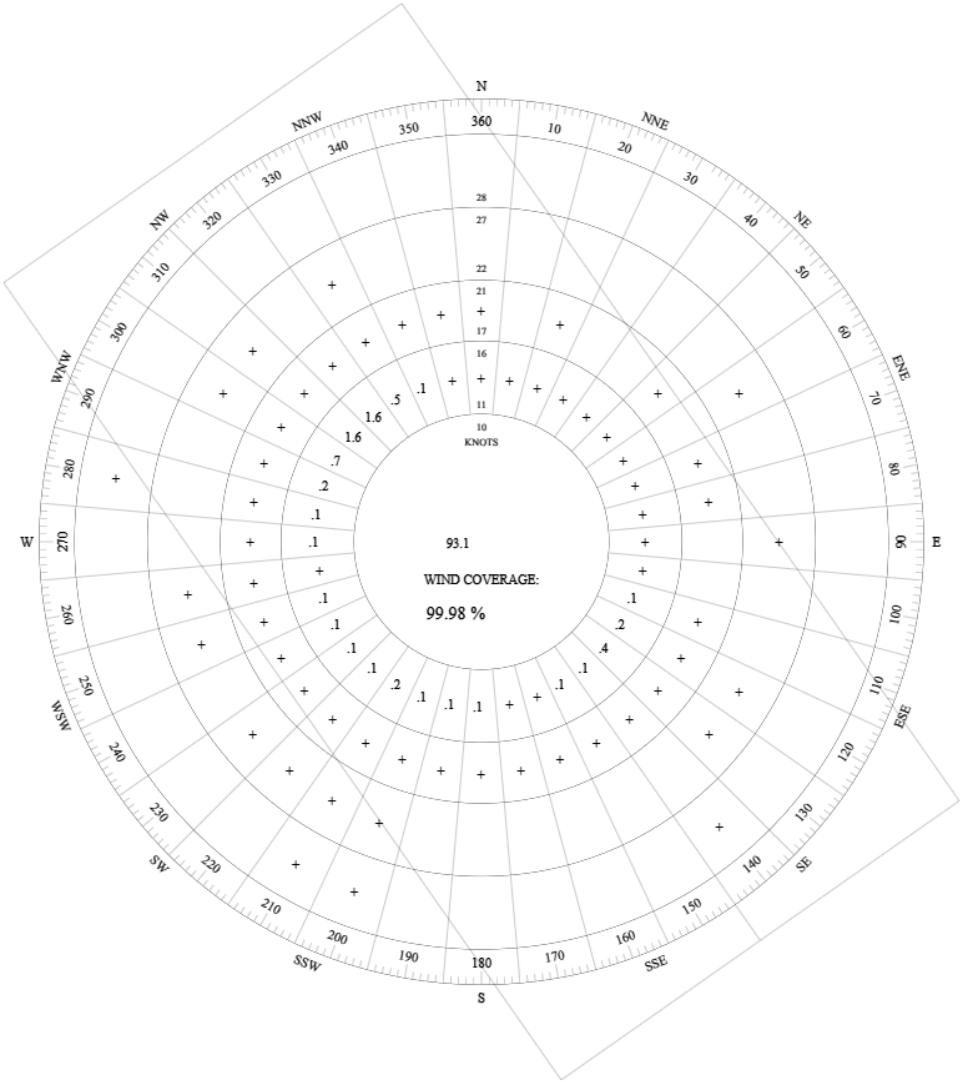
Source: FAA ADIP, Friedman Memorial Airport, Hailey, ID. Period of Reporting 2015-2024; 140,552 Total Observations, and tailwind component of five knots for unidirectional runways and sixty knots for bidirectional runways.

Table 1-4 - IFR – Weather Wind Coverage Summary

Wind Coverage Provided Under All-Weather Conditions				
	10.5 Knots	**13 Knots**	**16 Knots**	**20 Knots**
Runway 13	69.53%	69.63%	69.72%	69.77%
Runway 31	64.05%	64.1%	64.15%	64.17%
Runway 13/31	99.58%	99.73%	99.85%	99.93%

Source: FAA ADIP, Friedman Memorial Airport, Hailey, ID. Period of Reporting 2015-2024; 140,552 Total Observations, and tailwind component of five knots for unidirectional runways and sixty knots for bidirectional runways.

Figure 1-4 - All Weather Wind Rose



Source: FAA ADIP, Friedman Memorial Airport, Hailey, ID. Period of Reporting 2015-2024; 140,552 Total Observations, and tailwind component of five knots for unidirectional runways and sixty knots for bidirectional runways

1.2.2. *Airside Facilities*

Runway. Runway 13/31 is 7,550 feet long and 100 feet wide. The runway is constructed of grooved asphalt, in good condition, and has a gross weight bearing capacity of 65,000 pounds single wheel, 95,000 pounds double wheel, and 150,000 pounds double tandem wheel landing gear. The runway is equipped with High Intensity Runway Lights (HIRL), and a four-light Precision Approach Path Indicator (PAPI) on Runway 31.

Runway 13 is marked with non-precision instrument approach markings, in good condition, while Runway 31 is marked with precision instrument approach markings, in good condition. Runway 31 is served by RNAV GPS

instrument approaches.. Due to the topography of the Wood River Valley, availability of instrument approach and departure procedures, and access to the enroute navigational system, nearly 80 percent of operations land on Runway 31 and depart on Runway 13. In addition to the RNAV/GPS Approaches, the air carriers have a Special Private Instrument Approach Procedure that nearly mimics precision approach minimums greatly increasing reliability.

The Airport currently has declared distances in place for Runway 13/31. Declared distances are distances the Airport declares and the FAA approves as available for an airplane's takeoff run, takeoff distance, accelerate-stop distance, and landing distance requirements. These distances are defined as follows:

- **Takeoff run available (TORA)** – the runway length declared available and suitable for the ground run of an airplane taking off;
- **Takeoff distance available (TODA)** – the TORA plus the length of any remaining runway or clearway beyond the far end of the TORA;
- **Accelerate-stop distance available (ASDA)** – the runway plus stopway (area beyond the takeoff runway end capable of supporting aircraft during an aborted takeoff) length declared available and suitable for the acceleration and deceleration of an airplane aborting a takeoff; and
- **Landing distance available (LDA)** – the runway length declared available and suitable for a landing airplane.

According to FAA Advisory Circular 150/5300-13B, *Airport Design*, Change 1, "[the sponsor can use] declared distances as a way for incremental improvements when it is not practical to fully meet runway design standards. However, the optimum and preferred condition is a runway fully meeting design standards without the need for declared distances. The use of declared distances may result in a displaced runway threshold and may affect the beginning and ending of the RSA, ROFA, and RPZ[3]."

Table 1-1 summarizes the declared distances in use at SUN. These distances are depicted in **Figure 1-5**.

Table 1-5 - Runway 13/31 Declared Distances

Runway	Take Off Run Available (TORA)	Take Off Distance (TODA)	Accelerate Stop Distance (ASDA)	Landing Distance Available (LDA)
Runway 13	7,550'	7,550'	7 ,550'	5,850'
Runway 31	5,850'	7,550'	6,631'	6,631'

Source: FAA ADIP, 2025.

Taxiways. In addition to the runway, the Airport has several taxiways that provide access to the terminal area and other aviation facilities. Taxiway B is a 50-foot-wide full parallel taxiway serving the west side and both ends of Runway 13/31 and is connected to Runway 13/31 by connector taxiways B1, B2, B3, B4, B5, B6, and B7. Taxiway edge lights at SUN are Medium Intensity Taxiway Lights (MITL).

[3] AC 150/5300-13B, Airport Design, March 31, 2022 Consolidated to include Change 1.

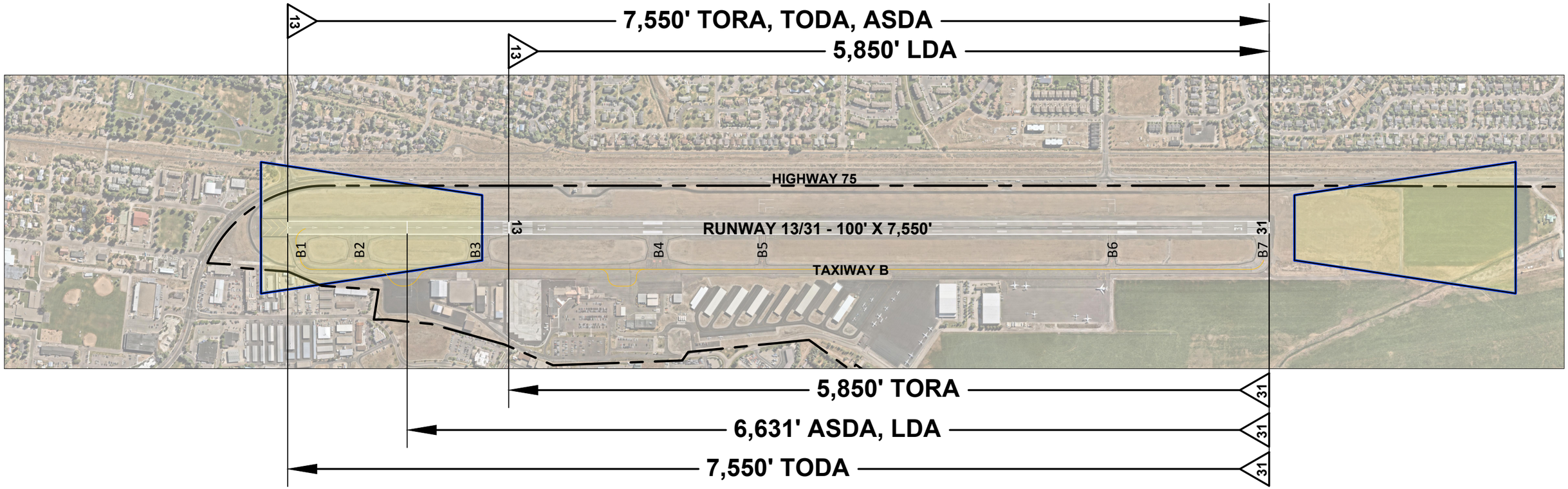
Central and North Bypass Taxiways. The central and north bypass taxiways are critical to operations at the Airport as they allow for simultaneous operation of opposite flow traffic on Taxiway B. The north bypass, between B2 and B3 serves as the deice pad during the winter.

MOS. Currently the Airport has four (4) MOS, which are further discussed in **Chapter 4**.

LEGEND	
AIRPORT PROPERTY LINE	
RUNWAY PROTECTION ZONES (RPZ) APPROACH/DEPARTURE	

Source: Aerial photo by NearMap June 2024.
Note: Refer to Table 1-5

0 750 1500 Feet



RUNWAY 13/31 DECLARED DISTANCES				
RUNWAY	TAKE OFF RUN AVAILABLE (TORA)	TAKE OFF DISTANCE AVAILABLE (TODA)	ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	LANDING DISTANCE AVAILABLE (LDA)
RUNWAY 13	**7,550'**	**7,550'**	**7,550'**	**5,850'**
RUNWAY 31	**5,850'**	**7,550'**	**6,631'**	**6,631'**

Figure 1-5 **Runway 13/31 Declared Distances**

1.2.3. *Landside Facilities*

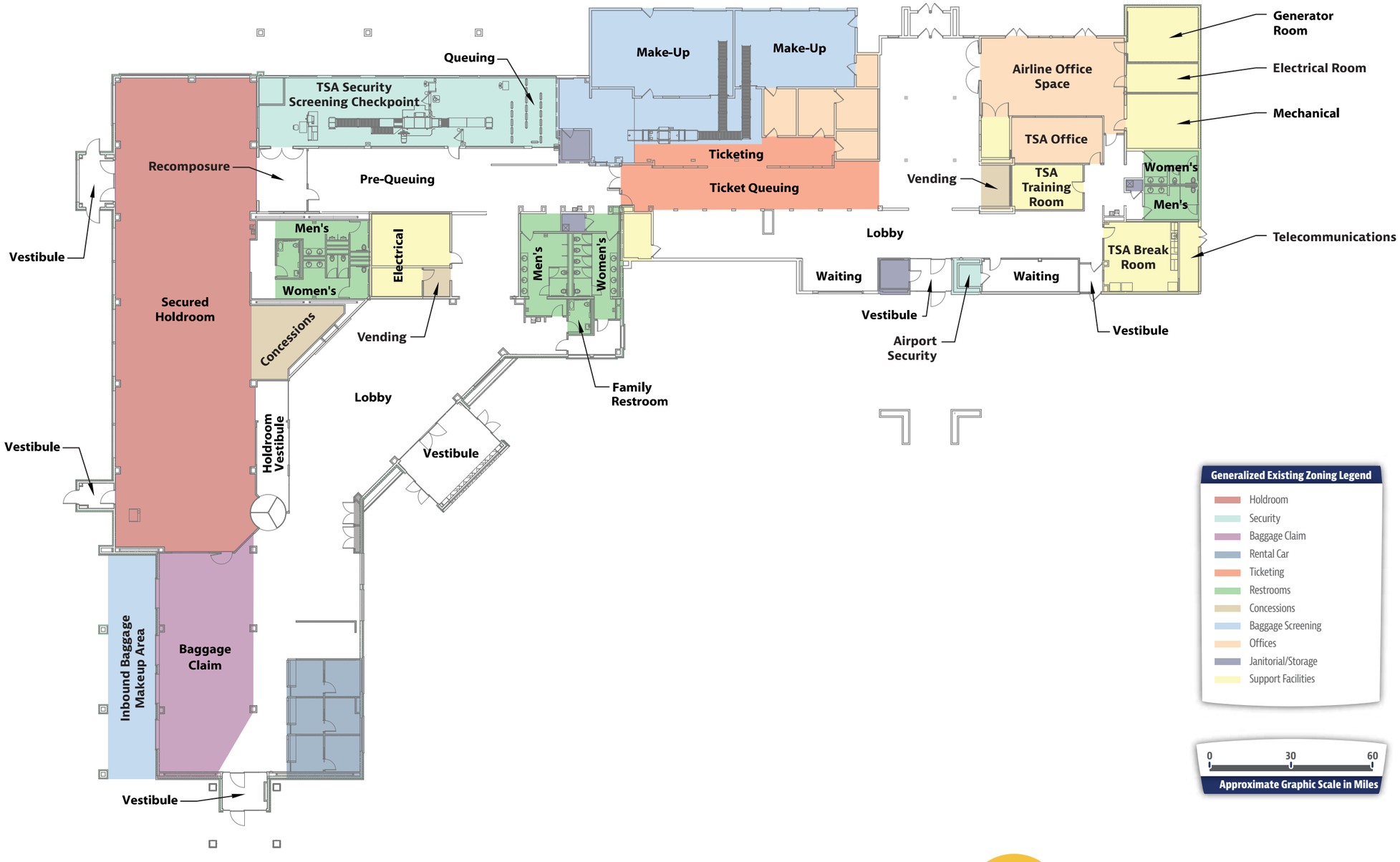
Landside development at the Airport includes commercial passenger terminal facilities, general aviation facilities, aircraft storage facilities, aircraft parking aprons, FBO facilities, fuel storage facilities, and access roadways.

Commercial Passenger Terminal Facilities. During development of Alternative 6 of the 2013 Airport Alternatives Technical Analysis, it was determined that the Commercial Terminal aircraft parking apron would need to be relocated to the north side of the building to remove the parked aircraft from the Taxiway B TOFA and the ROFA. This relocation from the east side to the north side of the building required a new means for the traveling public to get to and from the aircraft and resulted in a non-compliance issue with the Transportation Security Administration's (TSA) passenger handling requirements. Therefore, reconfiguration and expansion of the Terminal Building was completed in 2015 as well.

The Commercial Passenger Terminal Building was originally designed to accommodate one Dash-8 Q400 (78 seats) and two CRJ-700 (65 seats) departures during the peak hour. However, as of 2025, the current commercial aircraft is the Embraer-175, which operates out of the terminals four-gate configuration. At 76 seats on the E-175, this amounts to 228 departing seats during the peak hour, based on three departing flights. At a 90 percent load factor during the peak travel season, there is a peak hour enplanement demand of approximately 205 departing passengers. At present, the TSA passenger screening capacity is 150 persons per hour while the checked baggage capacity is only 100 bags per hour. Screening and baggage delays are not uncommon during peak hour.

The Terminal was designed to meet this peak hour demand while accommodating the traveling public's needs. The security checkpoint, secured holdroom, baggage claim, ticketing counter, and public restrooms were sized to accommodate peak hour departing passengers. **Figure 1-6** depicts the layout of the reconfigured Commercial Passenger Terminal Building.

FIGURE 1.6 **Commercial Terminal Building**



FBO Facilities. The Airport has one full-service FBO, Atlantic Aviation, which offers aircraft maintenance, fuel service, aircraft rental, and hangar and tie-down storage. Additional services offered through the FBO include flight instruction, aircraft sales, and aviation charter service. A second FBO is expected to be constructed south of Atlantic Aviation in the near future.

Aprons. There are four primary apron areas at the Airport. The apron areas include the air carrier, the general aviation, cargo, and the FBO aprons. The FBO apron located at the southern end of the Airport is approximately 272,000 square feet and accommodates many different general aviation aircraft. The general aviation apron located north of the FBO and south of the general aviation hangars is approximately 327,000 square feet and has tie-down locations for 81 aircraft. The commercial service apron is located north of the commercial terminal building, is approximately 124,000 square feet, and can accommodate four commercial aircraft. The commercial apron was relocated from the east side to the north side of the terminal building in 2014, and the number of available commercial aircraft parking positions was increased from three to four in 2017. The apron located on the north side of the field near Taxiway B2, is intended to accommodate the north bypass taxiway, aircraft deicing, and overflow parking for GA aircraft.

ATCT. The ATCT is located on the east side of and approximately midway along Runway 13/31, across the Airport from the Commercial Passenger Terminal Facilities. The ATCT is operated under the FAA Contract Tower Program and is open daily from 7:00 a.m. until 11:00 p.m. local time. The ATCT is a three-story building with an interior gross area of 840 square feet, not including the catwalk area. In 2013, it was determined that the ATCT does not meet FAA design standards, as it is located within the ROFA, and that a new location must be identified. The existing ATCT also has failing HVAC, sewage, and plumbing systems; no potable water; and antiquated equipment. A Virtual Immersive Siting Assessment (VISTA) panel was conducted at the airport in April of 2024 and site was selected. While this site met the requirements of the VISTA panel and was shown on the approved ALP, the FAA Office of Airports objected to the site and coerced the airport into studying a different alternative. A second VISTA panel was completed in November of 2024 to study additional ATCT sites. As of July 2025, the Airport is working to finalize approval for the revised ATCT location. It is expected that a new ATCT will be constructed at a site south of the existing terminal building and east of the existing airport operations building in the near future.

Hangar Facilities. There are multiple hangar facilities at SUN, all located on the west side of Runway 13/31. Currently there are eight t-hangar and multi-unit hangar structures in the general aviation area. Located near the Commercial Passenger Terminal Building are an additional seven hangar structures. Hangar structures can be leased either through the FBO or through the *FMAA Hangar Lease Renewal Policy*. The lease policy provides opportunities for existing lessees to remain as tenants in the future; maintains a diversity of aircraft on the Airport; takes the speculative / investment float out of the future hangar leases; and improves Airport revenues as recommended by the FAA.

Fuel Storage Facilities. The fuel farm at the Airport is located near the north end of the general aviation hangars west of Taxiway. The fuel farm consists of four (4) above ground 20,000-gallon fuel storage tanks, all containing Jet-A fuel. There are also three 500-gallon tanks located at the fuel farm that store unleaded gasoline, diesel fuel, and fuel additive for winter operations, respectively. The FBO handles the majority of the fuel service at SUN, via five (5) mobile tanker trucks, four with 5,000-gallon capacities for Jet-A fuel and one with a 1,250-gallon capacity for 100LL Avgas. Aircraft are refueled on aircraft ramps and parking aprons.

There is one self-fueling station located on the airport property that has a 125,000-gallon 100LL Avgas underground tank, owned and operated by Atlantic Aviation, and available for public use. This self-service station is located near the south end of the general aviation hangar area west of Taxiway B. The airport authority maintains a 4,000-gallon diesel fuel / 500-gallon gasoline tank(s) located at the airport maintenance facility. This station is for re-fueling of airport maintenance vehicles and is not available for public use.

Aircraft Rescue and Fire Fighting (ARFF) Facility / Snow Removal Equipment (SRE). The Airport currently has more than ten (10) SRE vehicles, a primary ARFF vehicle, and one back-up ARFF vehicle. The ARFF, SRE, and administration buildings are co-located in one facility to increase efficiency of the building and airport staff. This building is referred to as the Airport Operations Building.

The airport operations building is approximately 15,000 square feet. There are four bays for SRE storage, along with an SRE Maintenance Office, a Welding Shop, a Flammable Liquid Storage room, a Maintenance Storage room, and a Maintenance Shop. The ARFF section of the building has two bays for vehicle storage, Locker Room, Laundry Facility, Exercise Room, and Changing Rooms. The Administration portion of the building houses an Airport Manager Office, a Watch Room, a Training Room, an Airport Security Coordinator Office, Conference Room, other offices, and various other amenities.

The Airport has signed on to the Wood River Valley Mutual Assistance Agreement, along with the Cities of Ketchum, Sun Valley, Bellevue, and Hailey, the Ketchum Rural Fire Protection District, Wood River Fire Protection District, Carey Fire Protection District, West Magic Fire Protection District, and Smiley Creek Fire Protection District. All that have signed the Mutual Assistance Agreement agree to maintain equipment and personnel who are trained to provide various levels of service in control of fire, fire prevention, emergency medical service, hazardous materials response and / or other emergency support. The purpose of the Agreement is for the members to provide assistance to each other in the event of a major fire, disaster or other emergency and to work cooperatively with each other to protect life and property.

The existing ARFF unit at SUN is classified as Index B. The ARFF index is determined by a combination of the length and average daily departures of air carrier aircraft. The longest aircraft with an average of five or more daily departures determines the Index required for the Airport. When there are fewer than five average daily departures of the longest air carrier aircraft serving the Airport, the Index required for the Airport will be the next lower Index group than the Index group prescribed for the longest aircraft. Currently the Airport is serviced by the E175 at 103

feet, 11 inches long. Because SUN has an average of five daily departures or more by aircraft that are classified as Index B, which includes aircraft at least 90 feet but less than 126 feet in length, it is classified as Index B.

Rental Car Support / Ground Transportation. Currently SUN offers car rental services with three on-site operators in the Commercial Terminal.

A variety of ground transportation options are available at the Airport, connecting the Airport to the surrounding hotels, tourist attractions, businesses, and residences. These options include hotel courtesy shuttles, taxis, and other public transportation means. Public transportation for the Wood River Valley is provided by Mountain Rides, which provides free town bus, commuter bus, commuter vanpool and special needs transportation.

Weather Monitoring Equipment. The current weather monitoring equipment at the Airport is an Automated Weather Observing System (AWOS) III. The AWOS III is located on the south end of the airfield, adjacent to Taxiway B6 and the FBO apron. The location of the AWOS III may have to be relocated with the onboarding of a 2nd FBO in close vicinity. An AWOS measures meteorological parameters, reduces and analyzes the data via computer, and broadcasts weather reports, which can be received by aircraft operating up to 10,000 feet above the ground and within 25 nautical miles of the station when the tower is open. When the tower is closed this information is available from the Automatic Terminal Information Service (ATIS). An AWOS III system measures and reports wind data (including speed, direction, and gust), dew point, altimeter, density altitude, visibility, precipitation accumulation, and cloud height.

An AWOS II station was installed in the ATCT in 2014 for back-up weather monitoring in the event that the AWOS III is out of service. The AWOS II is capable of monitoring all of the same weather variables as an AWOS III, with the exception of sky condition, cloud ceiling height, and liquid precipitation accumulation.

Vehicular Access and Parking. Ground access to the Airport is provided from State Highway 75 via Airport Way, which is located on the west side of the Airport. The road provides access to the commercial terminal building, as well as access to the general aviation facilities.

Public parking for employees and visitors is available on the west side of the Airport, adjacent to the commercial passenger terminal building. There are a total of 343 public parking spaces available on a first come – first served basis. Rental car parking is located in the upper lot (30 spaces), with an additional 52 spaces in the lower lot (82 total rental car parking spaces).

LEGEND	
AIRPORT PROPERTY LINE	

Source: Aerial photo by Google Earth 6/2023.

0 100 200 Feet

Figure 1-7 **Terminal Area Layout**

1.2.4. *Airspace System and NAVAIDS*

Friedman Memorial Airport, as with all airports, functions within the local, regional, and national systems of airports and airspace. The following narrative provide a brief description of the Airport's role as an element within these systems.

Air Traffic Service Areas and Aviation Communications

FAA air traffic controllers, stationed in Air Route Traffic Control Centers (ARTCC), provide positive air traffic control within defined geographic jurisdictions. There are 22 geographic ARTCC jurisdictions established throughout the continental United States. Airspace in the vicinity of the Airport is contained within the Salt Lake ARTCC jurisdiction. The Salt Lake ARTCC includes airspace in portions of Idaho, Montana, North Dakota, South Dakota, Wyoming, Utah, Nevada, and Oregon.

Aviation communication facilities associated with the Airport include the Airport Traffic Control Tower (frequencies: 125.6 common traffic advisory frequency [CTAF] and Tower, and 121.7 Ground), and the Aeronautical Advisory Station (UNICOM) on frequency 122.95. In addition, the Airport has an ATIS that can be accessed on frequency 128.225. Salt Lake Center is accessed on frequency 118.05, and the AWOS III can be accessed by phone at (208)-788-9213. The ATIS is also available via phone at (208)-788-2108.

Airspace

The immediate area surrounding the Airport is classified as Class D airspace. Class D airspace extends from the surface up to, and including, 7,800 feet MSL within a four nautical mile radius of the Airport, and within 1.8 miles each side of the 159° bearing from the Airport, extending from the four nautical mile radius to six nautical miles northwest and southeast of the Airport. The Class D airspace is effective during 07:00-23:00 Local time, or while the ATCT is open and reverts to Class E airspace when the tower is closed.

Controlled airspace is a generic term that covers the different classifications of airspace and defined dimensions within which air traffic control service is provided in accordance with the airspace classification. Controlled airspace consists of Class A, B, C, D, and E airspace. Class D airspace generally extends from the surface to 2,500 feet above the Airport elevation surrounding those airports that have an operational control tower. The configuration of Class D airspace, such as that at SUN, is tailored to meet the operational needs of the area. Class E airspace is generally controlled airspace not designated A, B, C, or D, and, except for above 18,000 feet MSL, Class E airspace has no defined vertical limit. Instead, it extends upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace.

FAR Part 77 Surfaces

The criteria contained in Federal Aviation Regulations (FAR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, apply to existing and proposed manmade objects and / or objects of natural growth and terrain

(i.e., obstructions). These guidelines define the critical areas in the vicinity of airport that should be kept free of obstructions. Secondary areas may contain obstructions if they are determined to be non-hazardous by an aeronautical study and / or if they are marked and lighted as specified in the aeronautical study determination. Airfield navigational aids (NAVAIDs) as well as lighting and visual aids, by nature of their location, may constitute obstructions. However, these objects do not violate FAR Part 77 requirements, as they are essential to the operation of the Airport and are considered "fixed-by-function."

According to the 2012 Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for the Initiation of Turbojet Service at Friedman Memorial Airport, there are a number of FAR Part 77 penetrations in the vicinity of the Airport. These include segments of State Highway 75, various on-Airport buildings and equipment, and a number of off-airport trees. Tree penetrations have been addressed through use of a displaced threshold and the southern land acquisition and subsequent tree removal.

Navigational Aids

As illustrated in

Figure 1-8, a variety of navigational facilities are available to pilots in the vicinity of the Airport, whether located at the field or at other locations in the region. Some of these NAVAIDs are available to enroute air traffic as well. In addition, there is a complement of NAVAIDS that allows instrument approaches to the Airport. The NAVAIDS available for use by pilots in the vicinity of and on approach to the Airport include an airport beacon, precision approach path indicator (PAPI), and wind cones.

. The RNAV (GPS) X approach at SUN has two different approach criteria, one based on a Localizer Performance (LP) approach, and one based on a Lateral Navigation (LNAV) approach. The RNAV (GPS) Y approach has three different approach criteria, one based on an LP approach, one based on an LNAV approach, and one based on a circling approach. The instrument approaches for SUN are listed in **Table 1-6.** There are also Special Instrument Approach Procedures (SAIPs) for commercial airlines which aren't published and are discussed more in the following section.

Table 1-6 - Instrument Approach Procedures

Approach	Designated Runway(s)	Decision Height (AGL)	Visibility Minimums
RNAV (GPS) X	Runway 31	891' AGL	1 ¼ mile, 2 ½ mile
RNAV (GPS) Y	Runway 31	1611' AGL	1 ¼ mile, 1 ½ mile, 3 miles
RNAV (GPS) Y	Circling	2020' AGL	1 ¼ mile, 1 ½ mile, 3 miles

Source: U.S. Terminal Procedures, May 2025.

Each of the approaches have additional restrictions that apply, as follows:

- **RNAV (GPS) X RWY 31**
  - GPS required
  - Missed approach requires minimum climb of 420 feet per NM to 9,500 feet
- **RNAV (GPS) Y RWY 31**
  - GPS required
  - Circling not available northeast of Runway 13/31
  - Procedure not available at night or when tower is closed
  - Missed approach requires minimum climb of 410 feet per NM to 7,600 feet

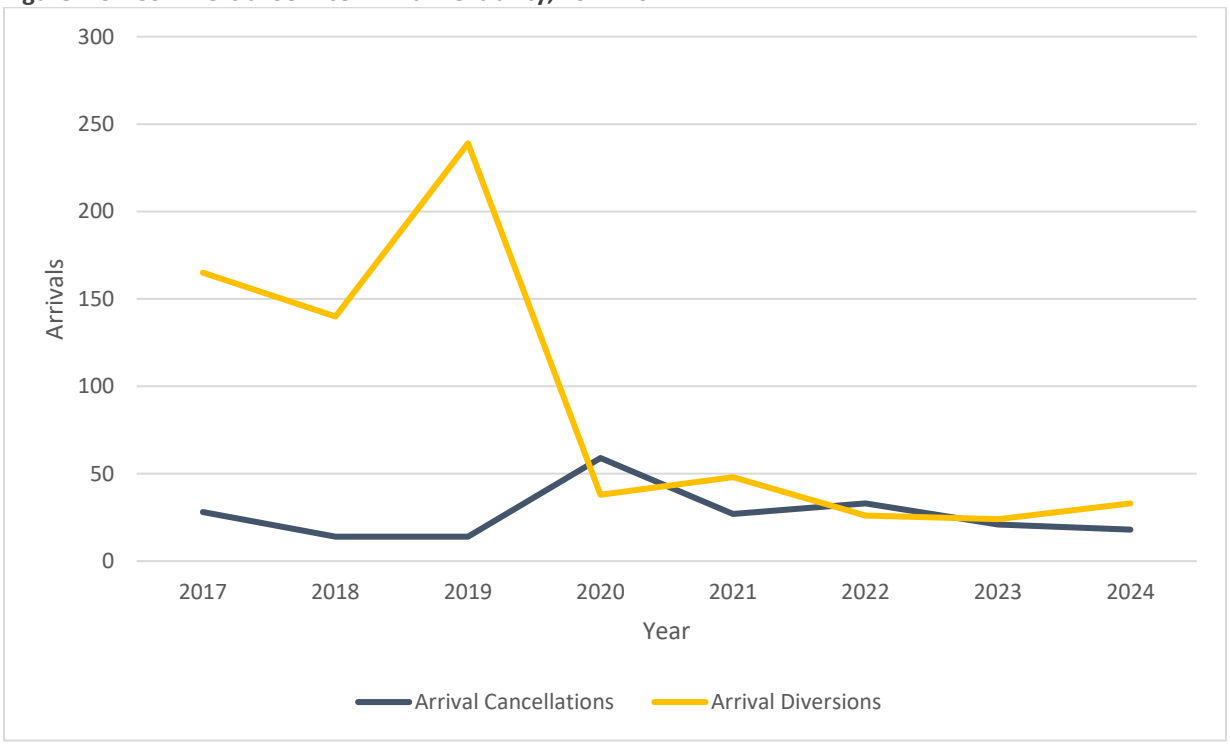
FIGURE 1.8 **Airspace/NAVAID Summary**

SOURCE: SkyVector, 2025

1.2.5. *Special Instrument Approach Procedures and Commercial Service Reliability Improvements*

Prior to December 13, 2020, when new approach procedures (private Special Instrument Approach Procedures [SIAPs] for commercial carriers)[4] were implemented, the historic approach procedures in combination with inclement winter weather and the surrounding mountainous terrain resulted in reliability challenges for commercial service arrivals. As illustrated in **Figure 1-9**, the arrival cancellations and arrival diversions have decreased significantly since 2020 when the SIAPs were implemented. Airport records indicate that since the improved SIAPs were implemented through March 16, 2025, there have been 449 "saves," or aircraft that have landed that would not have been able to land without the new SIAPs. Also worthy of mentioning is the number of subsequent departures that were successful due to the approach.

Figure 1-9 - Commercial Service Arrival Reliability, 2017-2024



Source: FAA Airline Service Quality Performance System, 2025.

[4] Private SIAPs are custom-designed flight paths for specific operators, often commercial carriers, to land at airports under Instrument Flight Rules (IFR), particularly in challenging conditions. The private SIAPs at SUN offer lower landing minimums and increased operational flexibility when compared to the standard published instrument approaches available. Private SIAPs are not published in the Federal Register and are only available to authorized users.

Voluntary Noise Abatement Program

The Airport currently maintains a voluntary noise abatement program to promote "Good Neighbor Flying." The goals of the Noise Abatement Program are to have Airport operations that are compatible with the surrounding communities; to educate, involve, and engage the community and flying public about addressing noise issues; to commit to being a good neighbor; to respond to each concern and take action as appropriate; and to strive for continued and increased success of the program.

1.3. Airport Environs

An important step in the planning process is to identify land uses, zoning patterns, and the various planning and control measures used to guide development of property surrounding an airport. Planning for land use compatibility with airport development requires knowledge of what land uses are proposed and what, if any, changes need to be made.

The Airport is located within the city limits of the City of Hailey. The following paragraphs provide a generalized description of the zoning and existing land use patterns for the areas surrounding the Airport.

1.3.1. *Existing Zoning and Comprehensive Plans*

The City of Hailey and Blaine County both have zoning regulations that help guide development. The City's Zoning Ordinance pertains to the area within its corporate limits, while the County's Zoning Rules pertain to the unincorporated areas surrounding the city. Existing zoning is depicted in **Figure 1-9**.

Zoning in the City of Hailey is administered by the Community Development Department. The Community Development Department handles all applications for land use development within the City of Hailey. Friedman Memorial Airport is within the Airport Zone District. The Airport Zone District is intended to provide an area that allows regularly scheduled commercial passenger aircraft service to be used by the general public. The Airport District is also intended to allow other general aviation services for private aircraft and charter operations in conjunction with regularly scheduled commercial passenger aircraft services.

City of Hailey Comprehensive Plan. The City is currently updating the City Comprehensive Plan and adopted the Draft Comprehensive Plan Update on May 12, 2025. The Envision Hailey Comprehensive Plan provides a vision to guide land use changes over time. The Plan includes an objective, which states, "Ensure the continued safe and efficient operation of Friedman Memorial Airport and reduce impacts on the surrounding community by appropriately regulating surrounding land uses". This will be achieved through coordination with "Blaine County, jurisdictions, and other applicable agencies to preserve and protect surrounding properties and airport-owned properties adjacent to the existing Airport and located within Hailey's MOU area,"[5] and by continuing to "Work with the Friedman Memorial Airport Authority Board to preserve, protect, and / or develop appropriate land uses, development standards, and regulations for airport-owned lands to be included in the AOI and / or City of Hailey."[6]

City of Bellevue Comprehensive Plan. The City is currently in the process of updating the City Comprehensive Plan and plans to finalize the approved Plan in December 2026. The City recognizes SUN as an essential community facility that provides many services in the community. The following factors will be evaluated in the Plan:

[5] The City has a Memorandum of Understanding (MOU) with Blaine County that identifies areas adjacent to Hailey's City limits, or AOI, where notice is required to be provided to the City when the County is considering various land use applications.

[6] Thie City has established an Area of Impact (AOI) in Blaine County. In Idaho, AOIs are established based on the ability and likelihood of a city or cities to annex lands within that area of impact in the near future.

1. **Acoustics** – SUN's approach and departure flight paths are over Bellevue. Seasonally, the arrivals/departures fluctuate as it is a tourist-driven facility. The City plans to develop zoning that minimizes acoustic and air quality impacts to Bellevue residents and businesses and will consider appropriate land uses that are compatible with preferred land uses in airport critical zones.
2. **Undeveloped Agricultural Lands** – The land between Hailey and Bellevue is traditionally used for agriculture. If these lands are developed in the future, the City will consider ways of developing the property that will not only preserve the visual separation between the two cities, but incorporate land uses that are compatible with the airport
3. **Water Quality** – The City of Bellevue has a unique public water system that is comprised of three active springs to the east of town, and two well systems. Airport operations may have a negative impact on the Bellevue source water, impacting the springs/wells and contaminating the water if plans are not addressed in the next decade.

Blaine County Comprehensive Plan. The Blaine County Comprehensive Plan was updated in 2021, under Chapter 1 – Transportation, Aviation and Air Service, the County states that Friedman Memorial Airport is the only airport in the County serving both general aviation and commercial air carriers. A general principle of the plan is to provide air facilities that are compatible with the surrounding communities, while maintaining a respectful balance between aviation needs and the requirements of residents, businesses, and other public and private uses in the neighboring areas and the community at large. The plan also states that, "a replacement airport as a long-term solution to reliability and surrounding area impacts." While the City of Bellevue is not the Sponsor, it is a neighboring area and much of the SUN related traffic flies over that community, which should be considered relative to land use compatibility.

1.3.2. *Airport Environs Overlay Zoning*

In 2014, the Idaho State Legislature passed a legislation, known as Senate Bill 1265, which removed the authority of the Idaho Transportation Department (ITD) to zone for airports as previously afforded under Title 21 of the State Statutes. The bill also added new planning responsibilities for local zoning jurisdictions related to airport planning. Under Title 67, Chapter 65 of the State Statutes, airports are now considered essential public facilities and political jurisdictions are required to have a separate Public Airport Facilities section within their comprehensive plans. The bill also establishes notification requirements for political subdivisions to implement regarding their local planning and zoning activities, and how these actions may affect an airport they own or are influenced by.

The 2023 update to the Blaine County Code, Title 9, Chapter 18, *Friedman Memorial Airport Vicinity Overlay District (FMAV)*, 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 Friedman Memorial Airport Vicinity Overlay District (FMAV) prescribes six (6) defined areas. These are described below in relation to Friedman Memorial Airport:

- **Runway Protection Zone (RPZ):** An area off the end of the runway used to enhance the protection of people and property on the ground. The RPZ is trapezoidal in shape and centered about the extended runway centerline. The inner width of the RPZ is the same as the width of the primary surface. The outer width of the RPZ is a function of the type of aircraft and specified approach visibility minimum associated with the runway end. The applicable RPZ dimensions are depicted on the Friedman Memorial Airport Layout Plan.
- **Lateral Safety Zone (LSZ):** An area extending 1,000 feet either side of runway centerline and including the area between the ends of the primary surface(s) used to enhance the protection of people and property on the ground.
- **Inter Critical Zone (ICZ):** Rectangular in shape and centered about the extended runway centerline. The width of the Inner Critical Zone is two thousand feet (2,000') and extends a horizontal distance of up to seven thousand five hundred feet (7,500') from each end of the primary surface.
- **Buffer Zone:** A portion of the Lateral Safety Zone, North Critical Zone, or South Inner Critical Zone that provides a transition of zoning from one zone to the next.
- **Outer Critical Zone (OCZ):** Rectangular in shape and centered about the extended runway centerline. The width of the Outer Critical Zone is one thousand (1,000' and extends a horizontal distance of up to five thousand feet (5,000'), but no less than three thousand feet (3,000'), from each of the Inner Critical Zone.
- **Airport Influence Area (AIA):** An area which establishes boundaries used to define the airport environs for land use purposes. Factors to be considered in defining the boundary of the Airport Influence Area include airport noise contours (when applicable), airport traffic patterns, departure, arrival and instrument approach corridors, safety zones and height restriction areas.

The overlay zones are noted in the airport environs, which is depicted in **Figure 1-10**.

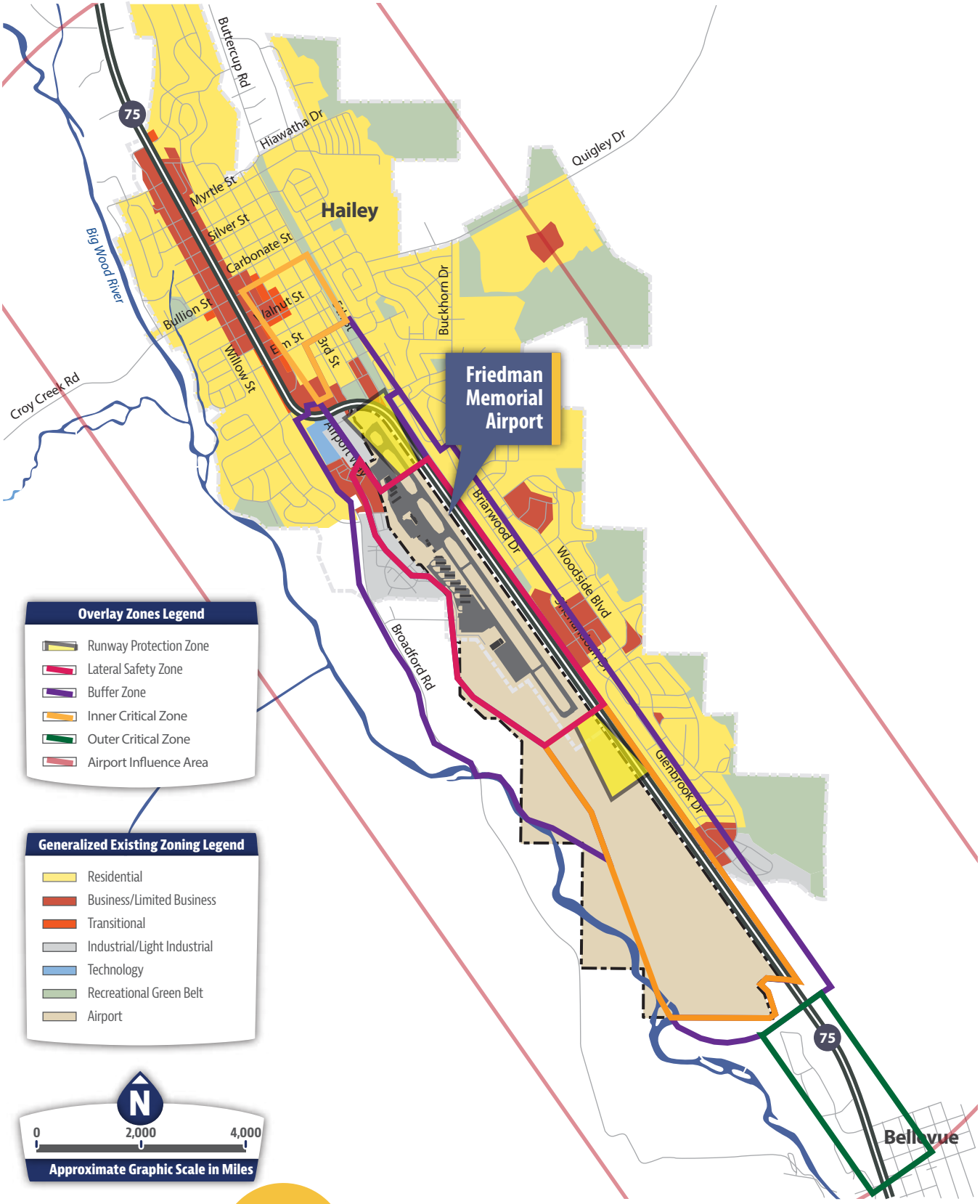
1.3.3. *Existing Land Use*

The Airport is located within the City of Hailey and encompasses 661.5 acres of land. North and east of the Airport is a mixture of residential and commercial uses including Wood River High School. McKercher City Park, Hailey Cemetery, and Hailey Elementary School are located immediately north of the Airport. Non-residential development is located to the immediate northwest and includes a church located at the intersection of State Highway 75 and Airport Way, and other commercial / industrial development near Airport Way and Aviation Drive. Further to the northwest is the historical center of Hailey, which has a mixture of commercial and residential uses. To the west of the Airport, there is a mixture of light industrial and lower-density residential areas that currently have limited development. Residential land uses are located southeast of the Airport, and land uses are predominantly agricultural and open / undeveloped land with a few scattered residences along Broadford Road. A small residential area is located to the southwest along Broadford Highlands Way. The Big Wood River, which flows north to south

through the valley, is located approximately 4,000 feet west of the Airport. The City of Bellevue is located approximately two miles to the southeast, with the Chantrelle subdivision being the closest residential land use within the jurisdiction. The land uses described above are depicted in **Figure 1-11**.

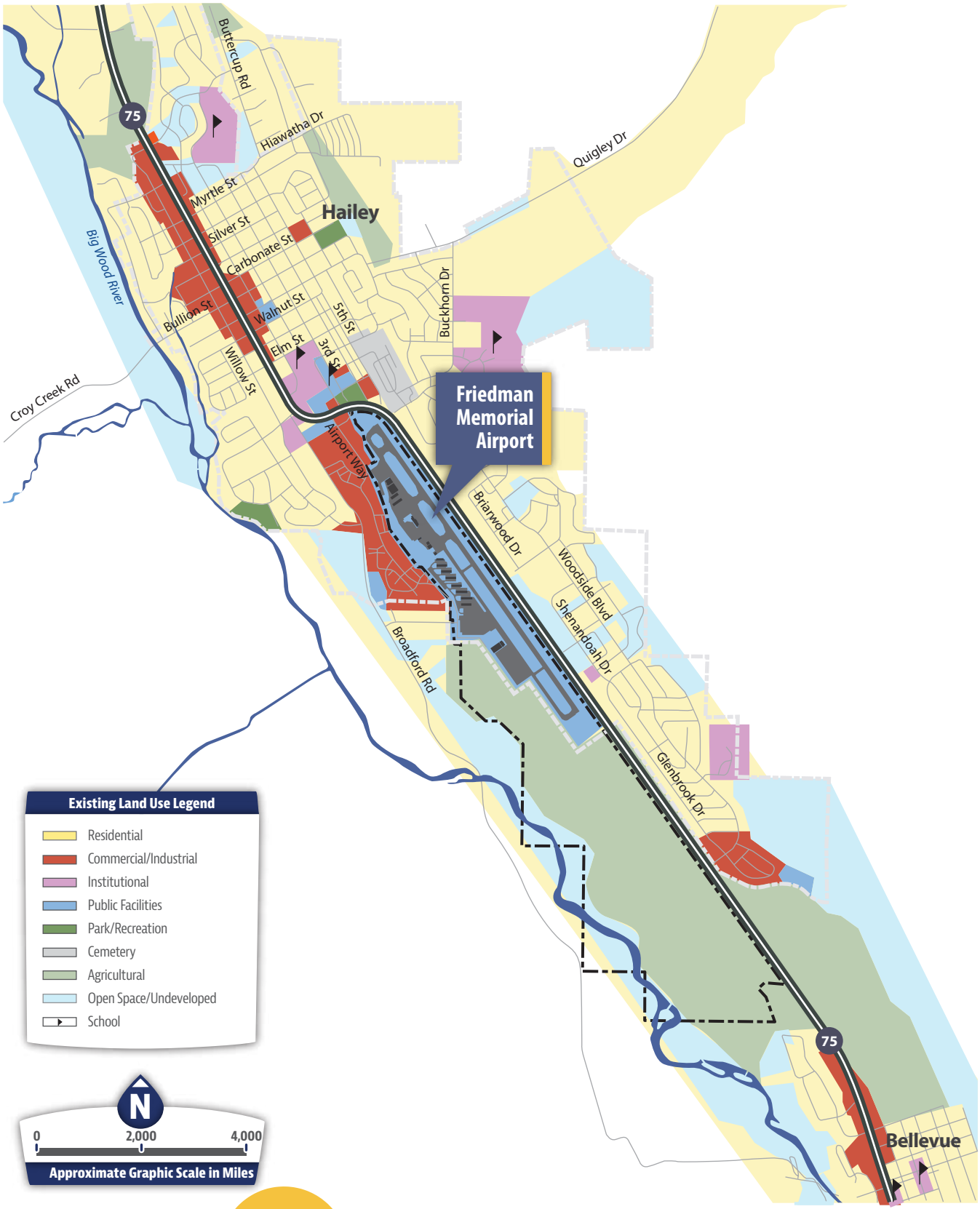
Figure 1-10 - Generalized Existing Zoning with Overlay Zones

FIGURE 1.10 **Generalized Existing Zoning with Overlay Zones**



SOURCE: Google Maps, 2025. City of Hailey, City of Bellevue, Blaine County.

FIGURE 1.11 **Generalized Existing Land Use**



SOURCE: **Google Maps, 2025. City of Hailey, City of Bellevue, Blaine County.**

1.4. Environmental Overview

Environmental considerations and factors are important to review during the airport planning process when analyzing development alternatives and identifying preferred alternatives. It is necessary to provide the airport sponsor with the information needed to expedite environmental processing that may be required in support of future airport development projects. The following sections provide brief descriptions of environmental impact categories that are pertinent to airport planning, as well as airport-specific environmental information.

1.4.1. *Farmlands*

The Farmland Protection and Policy Act (FPPA) was enacted to minimize the loss of prime farmland and unique farmland as a result of a federal action resulting in the converting of designated lands to nonagricultural use. Federal agencies that authorize actions that result in the conversion of prime farmland not already committed to urban development or water storage are responsible for compliance with FPPA. Compliance is to be coordinated with the U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS). According to the Blaine County Soils Map, prepared by the USDA, NRCS, airport property contains six types of soil and five types of farmland. These are listed below in order of prevalence on airport property.

- Gimlett very gravelly sandy loam, 0 to 2 percent slopes
    - Prime farmland if irrigated
- Little Wood very gravelly loam, 0 to 2 percent slopes
    - Prime farmland if irrigated
- Iskanat gravelly clay loam, 0 to 2 percent slopes
    - Farmland of statewide importance, if irrigated
- Balaam-Adamson complex, cool, 0 to 2 percent slopes
    - Prime farmland if irrigated
- Balaam-Adamson complex, 0 to 2 percent slopes
    - Prime farmland if irrigated
- Balaam-Adamson Riverwash complex, 0 to 2 percent slopes

Prime farmland is a classification defined by NRCS, National Soil Survey Handbook to mean “land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses.”

1.4.2. *Floodplains*

Executive Order 11988 directs federal agencies to take action to reduce the risk of flood loss, minimize the impacts of floods on human safety, health, and welfare, and restore and preserve the natural and beneficial values served by floodplains.

According to Federal Emergency Management Agency published floodplain maps, the Airport is located within a surveyed floodplain. The 100-year and 500-year floodplains are located in the southwestern most portion of the Airport, within the proximity of Big Wood River. Floodplains in the vicinity of the Airport are illustrated in Error! Reference source not found..

1.4.3. *Hazardous Material, Pollution Prevention, and Solid Waste*

The handling and disposal of hazardous materials, chemicals, substances, and wastes are primarily governed by four laws: the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) (as amended by the Superfund Amendments and Reauthorization Act of 1986 and the Community Environmental Response Facilitation Act of 1992); the Pollution Prevention Act of 1990; the Toxic Substances Control Act of 1976 (TSCA), as amended; and the Resource Conservation and Recovery Act of 1976 (RCRA) (as amended by the Solid Waste Disposal Act of 1980 [SWDA], the Hazardous and Solid Waste Amendment of 1984, and the Federal Facility Compliance Act of 1992 [FFCA]). The first and last statutes are of most importance to the FAA in proposing actions that could affect or be affected by hazardous materials, pollution, and solid waste.

Construction activates can generate hazardous waste and some construction materials constitute hazardous substances. These include fuel, oil, lubricants, paints, solvents, concrete-curing compounds, fertilizers, herbicides, and pesticides. Proper practices should be implemented to prevent or minimize the potential for these hazardous substances to be released into the environment. Chemicals, petroleum-based products, and waste materials, including solid and liquid waste, should be stored in areas specifically designed to prevent discharge into storm water runoff. Areas used for storage of toxic materials should be designed with full enclosure in mind, such as the establishment of a dike around the perimeter of the storage area. Construction equipment maintenance should be performed in a designated area and control measures, such as drip pans to contain petroleum products, should be implemented. Spills should be cleaned up immediately and disposed of properly.

There is currently no active hazardous site located on the Airport.

1.4.4. *Historical, Architectural, Archaeological, and Cultural Inventories*

Section 106 of the National Historic Preservation Act requires federal agencies, or their designated representatives, to take into account the effects of their undertaking on historic properties, which include archeological sites, buildings, structures, objects, and districts that are listed or eligible for listing on the National Register of Historic Places (NRHP).

According to the National Park Service's National Register of Historic Places (NRHP), there are currently 22 historic properties listed in Blaine County. Of these, 12 are within the limits of the City of Hailey. The nearest NRHP property to the Airport that is not within the City of Hailey is the Bellevue Historic District in the City of Bellevue, approximately 2.5 miles southeast or the Airport. NRHP properties within the City of Hailey are clustered in an area northwest of the Airport, summarized in **Table 1-7**, and are shown in Error! Reference source not found..

Table 1-7 - Historic Properties Located Near the Airport

Historic Property Name	Address or Approximate Location	Approximate Distance and Direction from the Airport Boundary
St. Charles of the Valley Catholic Church and Rectory	Pine & 1st Streets	0.4 miles Northwest
Rialto Hotel	201 S. Main Street	0.5 miles Northwest
Emmanuel Episcopal Church	101 S. 2nd Avenue	0.6 miles Northwest
Werthheimer Building	101 S. Main Street	0.6 miles Northwest
Blaine County Courthouse	1st & Croy Streets	0.6 miles Northwest
Pound Homer House	314 2nd Ave., S.	0.5 miles Northwest
J.C. Fox Building	S. Main Street	0.6 miles Northwest
Hailey Masonic Lodge	100 S. 2nd Avenue	0.6 miles Northwest
Hailey Methodist Episcopal Church	200 S. 2nd Avenue	0.6 miles Northwest
Fox-Worswick House	119 E. Bullion Street	0.6 miles Northwest
Eben S. and Elizabeth S. Chase House	203 E. Bullion Street	0.6 miles Northwest
W.H. Watt Building	120 N. Main Street	0.7 miles Northwest

Source: National Register of Historic Places – Western Region Spatial Data, accessed May 14, 2025 (http://nrhp.focus.nps.gov/natreg/docs/google_earth _layers.html)

The Native American Consultation Database (NACD), maintained by the National Park Service, indicates that the Shoshone Tribe of the Wind River Reservation, Wyoming, and the Shoshone Bannock Tribes of the Fort Hall Reservation, Idaho, have historic ties and interests in Blaine County.

In 2022, the FMAA acquired approximately 386 acres of property south of the Airport, which includes four historic resources that are eligible NRHP listing:

- Halfway Ranch / Eccles Flying Hat Ranch Historic District
- Cove Canal
- Rockwell-White Power Plant Canal
- Barn

The 2012, 2019, and 2022 EAs assessed potential impacts to historical, cultural, archeological, and architectural resources. Sites were identified within the EA Study Areas that were listed or eligible for inclusion in the NRHP. In addition to the sites listed on the NRHP in the table above, four other sites were identified as eligible: the Hiawatha

Canal, located approximately 1.0 miles north of the Airport; the Hailey Armory, approximately 0.5 miles to the west; the Galena Toll Road State Highway 75 site, located at the southeast edge of the Airport; and the Cove Canal, approximately 1.0 miles to the southeast.

1.4.5. *Threatened and Endangered Species*

The Endangered Species Act, as amended, requires each Federal agency to ensure that any action authorized, funded, or carried out by such agency is not likely to jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of habitat of such species. The U.S. Fish and Wildlife Service no longer categorizes species across the entire County, therefore, the species have been evaluated directly at SUN or in the immediate vicinity. The species list for SUN currently includes the North American Wolverine as a threatened Species, Monarch Butterfly as a proposed threatened species and the Cuckoo Bumble Bee as a proposed endangered species. There is no known habitat for these species at the Airport. These species are listed in **Table 1-8**.

Table 1-8 - Endangered, Threatened, and Candidate Species at SUN

Group	Common Name	Scientific Name	Status
Mammals	North American Wolverine	Gulo gulo luscus	Threatened
Insects	Monarch Butterfly	Danaus Plexippus	Proposed Threated
Insects	Suckley's Cuckoo Bumble Bee	Bombus suckleyi	Proposed Endangered

Source: U.S. Fish & Wildlife Service, Environmental Conservation Online System, Species by County Report, Species that are known or are believed to occur in this county, accessed May 14, 2025 (http://www.fws.gov/endangered).

1.4.6. *Section 4(f) Properties*

According to Section 4(f) of the Department of Transportation Act (recodified as 49 USC, Subtitle I, Section 303), no publicly-owned park, recreation area, wildlife or waterfowl refuge, or land of historic site that is of national, state, or local significance shall be used, acquired, or affected by programs or projects requiring federal assistance for implementation unless there is no feasible or prudent alternative.

There are a number of potential Section 4(f) resources in the airport vicinity. Public parks in the vicinity include Hailey Skate Park, Lawrence Heagle Park, Lions Park, Keefer Park, Balmoral Park, Old Cutters Park, Curtis Park, Deerfield Park, Foxmoor Park, Roberta McKercher Park, and Hop Porter Park. Toe of the Hill Trail is a nonmotorized, diverse use trail that runs along the foothills east of the Woodside Subdivision south of the Airport. The Blaine County Recreation District manages the Wood River Trail, a multi-use trail running north-south through the City of Hailey along the east side of the Airport, as well as the Croy Nordic Ski Trails west of the City along Croy Creek Road. Historic sites listed or eligible for listing on the NRHP are discussed in the section of this chapter entitled *Historical, Architectural, Archeological, and Cultural Inventories*. There are no state-listed historic sites or wildlife or waterfowl refuges in the airport vicinity. Potential Section 4(f) properties are illustrated in Error! Reference source not found..

1.4.7. *Water Quality*

Water quality considerations related to airport development often include increased surface runoff and erosion, and pollution from fuel, oil, solvents, and deicing fluids. Potential pollution could come from petroleum products spilled on the surface and carried through drainage channels off of airport property. During a storm, storm water can pick up these diluted concentrations of oil, grease, fuel, and de-icing chemicals from runways, taxiways, parking lots, fuel storage facilities, and access roads, which can then drain into the surface water or ground water systems, thereby polluting them. State and Federal laws and regulations have been established to safeguard these storage facilities and prevent extensive storm water pollution. Additionally, water pollution is regulated by the National Pollutant Discharge Elimination System (NPDES) permit program by controlling sources that discharge pollutants into waters of the United States.

The Airport is within the Big Wood watershed. The northern portion of the Airport is located within the Quigley Creek subwatershed, while the remaining portion of the property is within the Slaughterhouse-Big Wood River subwatershed. The closest named streams or rivers to the Airport are Justus Ditch, approximately 500 feet to the west, Cove Canal, approximately 400 feet to the west, and the Big Wood River, approximately 0.5 miles to the west.

Aircraft fueling and de-icing services are performed on the aprons by Atlantic Aviation as well as the ground handlers for commercial air carriers using mobile equipment. Airport pavement surfaces are also de-iced by the Airport. In 2024, approximately 3,357,499 gallons of Jet A and 41,982 gallons of AVGAS were dispensed at the Airport.

De-icing Activities. De-icing of aircraft takes place during the winter months typically between November and March. Aircraft de-icing agent is stored in above ground tanks, one 5,000-gallon and one 1,000-gallon, located north of the terminal building. Agent is also stored in the mobile equipment that performs de-icing operations. Runways and taxiways are also de-iced as necessary. The Airport operates a 1,250-gallon truck which is stored indoors when not in use. Areas likely to be contaminated with de-icing fluid include the pavement of the runway and parallel taxiway and the aircraft parking aprons adjacent to the FBO and terminal buildings, where aircraft are typically de-iced. The majority of de-icing fluids evaporate rather than run off. Any run-off is captured in drywells with little or no stormwater contamination. Skywest Airlines handles deicing, using Propylene Glycol, for all air carriers at SUN and Approximately 12,000 gallons of Potassium Acetate was also dispensed for airport pavement deicing.

Maintenance Activities. Numerous lubricants for airport vehicle maintenance are stored in various quantities up to 55 gallons in the airport equipment maintenance facility. Because these materials are stored indoors, there is very little likelihood for contamination of stormwater. Aircraft maintenance also takes place primarily indoors; therefore, there is very little likelihood for contamination of stormwater from these activities. Selected solvents, paints, oils, etc. are used during aircraft maintenance activities. These are typically used indoors. Aircraft are occasionally serviced outdoors on the aprons. During these times, there is a slight potential for stormwater contamination from dripped materials. Training for employees at the Airport includes the requirement to use drip pans and like devices during outdoor maintenance activities.

Waste Disposal Practices. Wastes generated at the Airport are limited to used oils and solvents, used engine and aircraft parts, and general refuse. The Airport operates a used oil recovery tank of 600-gallon capacity for storage of waste oils prior to recycling. In addition, the FBO also operates a used oil recovery tank of 150 gallons. General refuse is disposed of in dumpsters that have lids to prevent any contamination of stormwater. Therefore, there is very little opportunity for contamination of stormwater.

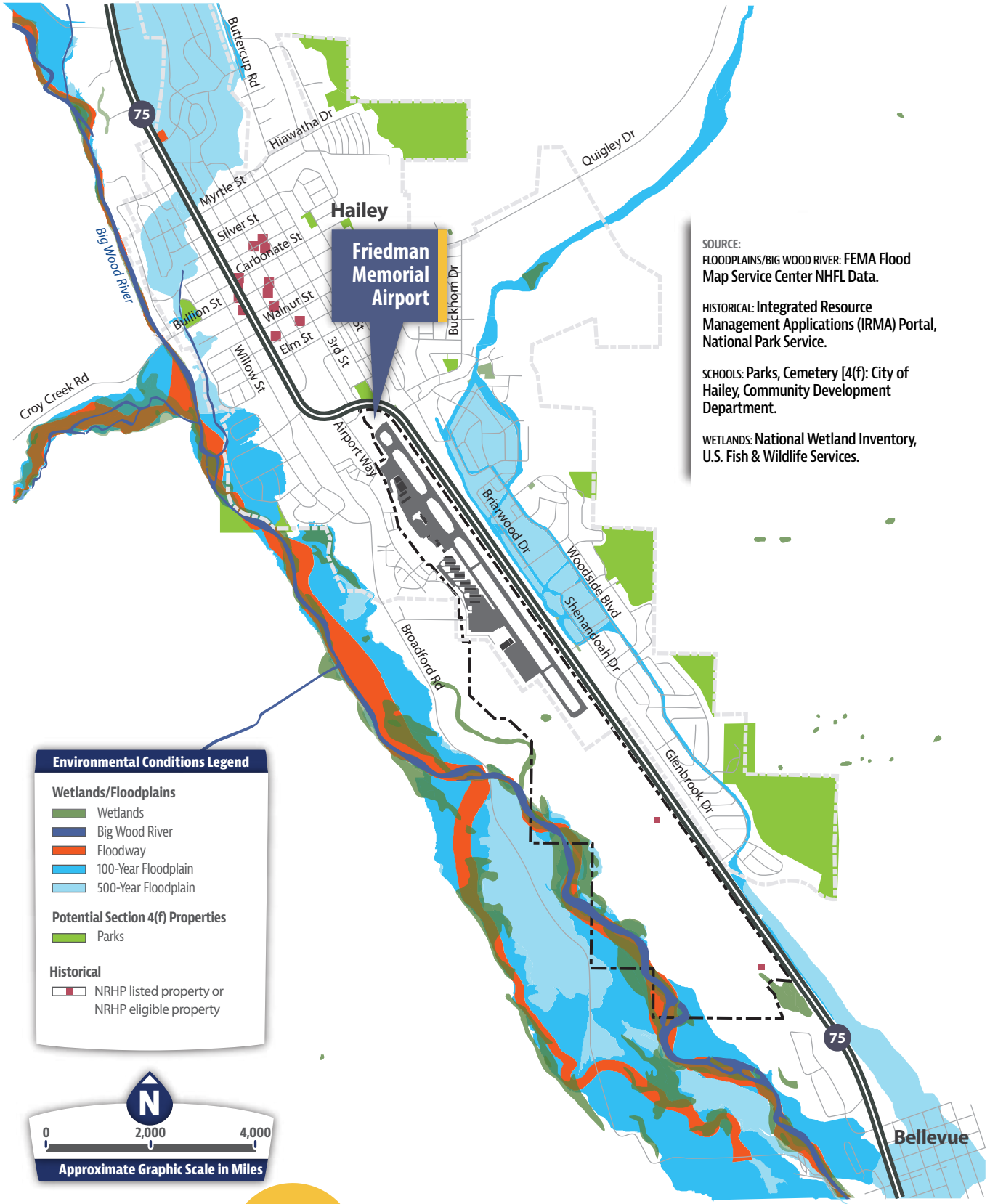
Airport Maintenance. Herbicides are applied annually on Airport property and around light fixtures to prevent plant growth. Fertilizers, weed killers, soil sterilant, and pest control chemicals are properly labeled and stored indoors or outdoors in a covered area to avoid stormwater contamination. Also, such chemicals are not applied within a 48-hour period of forecasted precipitation.

1.4.8. *Wetlands*

Wetlands are defined as areas inundated by surface or groundwater, with a frequency sufficient to support vegetation or aquatic life requiring saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands and other Waters of the U.S. may be classified as "jurisdictional" or "non-jurisdictional." Jurisdictional wetlands and designated Waters of the U.S. are under the authority of and are regulated by the U.S. Army Corps of Engineers (ACOE). Section 404 of the *Clean Water Act* gives the ACOE the jurisdictional authority to regulate disposal of dredge or fill materials in waters of the U.S., including coastal wetlands, tidelands and marine waters below the High Tide Line, as well as streams and freshwater wetlands above the Ordinary High-Water Level (OHWL) of streams that are adjacent to waters of the U.S. The ACOE must be consulted whenever jurisdictional wetlands and other waters of the U.S. are present.

According to the National Wetlands Inventory (NWI) maps maintained by the U.S. Fish and Wildlife Service, there is one freshwater / shrub wetland on Airport property, located adjacent to Runway 31. As well as wetlands within 300 feet of the airport boundary, west of the FBO complex along Cove Canal. The location of wetlands near Airport property are illustrated in

FIGURE 1.12 **Environmental Conditions Map**



SOURCE: **Google Maps, 2025.**

1.5. Summary

The goal of this chapter is to provide general background information pertaining to Friedman Memorial Airport, its operating environment, and its physical surroundings. The *Inventory of Existing Conditions* chapter is vital from the standpoint that it will be used as a reference in the analysis and design process, which is required to prepare the Airport's future development plan.

The following chapter summarizes the forecasts for the quantity and type of future aviation activity expected to occur at the Airport over the next 20 years.