

AGENDA ITEM SUMMARY

DATE: 7/2/2013

DEPARTMENT: Legal

DEPT. HEAD SIGNATURE: _____

SUBJECT:

Friedman Memorial Airport Authority ("FMAA") Meeting

AUTHORITY: ID Code _____ IAR _____ City Ordinance/Code _____
(IF APPLICABLE)

BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:

I just reviewed the FMAA agenda and packet for the FMAA meeting scheduled for July 1, 2013. I am attaching the agenda, the meeting brief and Attachments Nos. 8 and 9. I believe there are two items of interest. First, under Unfinished Business (¶ VI(A)(1)(a)), the FMAA will discuss Modification of Standard Nos. 1 through 8. Attachment No. 8 details each analyzed MOS. It appears that there is now a new MOS No. 8. Staff emphasized that members of the SRM panel felt that MOS No. 7 (which involved closure of the tower) would lead to the cessation of commercial flights.

Second, under the same Unfinished Business item (¶ VI(A)(1)(a)), the FMAA will review a Scope of Work from TO for phase 1. Please note that the cost of the work is not included in the materials and may be discussed at the FMAA meeting.

I did not see anything else on the agenda, the meeting brief or any attachment which I feel should be discussed during the City Council meeting. If you want access to the entire FMAA packet, please go to www.flyfma.com and click onto FMAA Meetings & Agendas.

Ned

FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS: Caselle # _____
Budget Line Item # _____ YTD Line Item Balance \$ _____
Estimated Hours Spent to Date: _____ Estimated Completion Date: _____
Staff Contact: _____ Phone # _____
Comments: _____

ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS: (IF APPLICABLE)

____ City Attorney	____ Clerk / Finance Director	____ Engineer	____ Building
____ Library	____ Planning	____ Fire Dept.	____
____ Safety Committee	____ P & Z Commission	____ Police	____
____ Streets	____ Public Works, Parks	____ Mayor	____

RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:

Review and discuss the agenda and meeting brief. If appropriate, direct FMAA representatives on action to be taken at the next FMAA meeting.

FOLLOW-UP REMARKS:

**NOTICE OF A REGULAR MEETING
OF
THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

PLEASE TAKE NOTICE that a regular meeting of the Friedman Memorial Airport Authority shall be held Tuesday, July 2, 2013 at 5:30 p.m. at the old Blaine County Courthouse Meeting Room, Hailey, Idaho. The proposed agenda for the meeting is as follows:

**AGENDA
July 2, 2013**

- I. APPROVE AGENDA
- II. PUBLIC COMMENT (10 Minutes Allotted)
- III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:
 - A. June 4, 2013 Regular Meeting – Attachment #1 ACTION
- IV. REPORTS
 - A. Chairman Report DISCUSSION
 - B. Blaine County Report DISCUSSION
 - C. City of Hailey Report DISCUSSION
 - D. Airport Manager Report DISCUSSION
 - E. Communication Director Report
 - 1. Coffee Talk DISCUSSION
 - 2. Airport Tour DISCUSSION
- V. AIRPORT STAFF BRIEF (5 Minutes Allotted)
 - A. Noise Complaints
 - B. Parking Lot Update
 - C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #2 - #4
 - D. Review Correspondence – Attachment #5
 - E. Fly Sun Valley Alliance Update – Attachments #6, #7
 - F. Airport Weather Interruptions
 - G. Hailey Tower Closure
 - H. Employee of the Calendar Year, 2012
 - I. Operations Brief
- VI. UNFINISHED BUSINESS
 - A. Airport Solutions
 - 1. Existing Site
 - a. Plan to Meet 2015 Congressional Safety Area Requirement – Attachments #8, #9 DISCUSS/DIRECT/ACTION
 - b. Instrument Procedures Feasibility Study DISCUSS/DIRECT
 - c. Retain/Improve/Develop Air Service
 - 1. Small Community Air Service Development Program Grant DISCUSS/DIRECT/ACTION
 - 2. Fly Sun Valley Alliance Report DISCUSS/DIRECT
 - 2. Airport Relocation
 - a. EIS Termination DISCUSS/DIRECT
 - B. Auto Rental Concession Lease ACTION
 - C. FY '14 Draft Rates & Charges – Attachment #10 ACTION
 - D. FY '14 Draft Budget – Attachment #11 ACTION
- VII. NEW BUSINESS
- VIII. PUBLIC COMMENT
- IX. EXECUTIVE SESSION – I.C. §67- 2345 (1)(f)
- X. ADJOURNMENT

FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETINGS ARE OPEN TO ALL INTERESTED PARTIES. SHOULD YOU DESIRE TO ATTEND A BOARD MEETING AND NEED A REASONABLE ACCOMMODATION TO DO SO, PLEASE CONTACT THE AIRPORT MANAGER'S OFFICE AT LEAST ONE WEEK IN ADVANCE BY CALLING 786-4956 OR WRITING TO P.O. BOX 929, HAILEY, IDAHO 83333.

IV. REPORTS

A. Chairman Report

This item is on the agenda to permit a Chairman report if appropriate.

BOARD ACTION: 1. Discussion

B. Blaine County Report

This item is on the agenda to permit a County report if appropriate.

BOARD ACTION: 1. Discussion

C. City of Hailey Report

This item is on the agenda to permit a City report if appropriate.

BOARD ACTION: 1. Discussion

D. Airport Manager Report

This item is on the agenda to permit an Airport Manager report if appropriate.

BOARD ACTION: 1. Discussion

E. Communications Director Report

1. Coffee Talk

BOARD ACTION: 1. Discussion

2. Airport Tour

BOARD ACTION: 1. Discussion

V. AIRPORT STAFF BRIEF

A. Noise Complaints:

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Bellevue	6/8	3:30a	Twin Turbine Prop	After hours operation. Caller: "Whomever this was should be told they are no longer welcome."	This was an emergency medevac (Life Flight.) Caller was notified.

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Hailey	6/15	6:45a	Sgl Eng Prop	Two aircraft departures to the North, Caller: "Rude and Inconsiderate"	Research showed that these were normal northbound flights conducted within the Vol Noise Abatement guidelines. Caller notified.
Picabo	6/16	After noon	Helo	Unusually low flight operation over personal property	Ops Chief researched and reported finding to caller.
Ketchum	6/17	AM	Helo	Unusually low flight ops over Ketchum	Ops Chief researched and reported findings to callers.
Lwr Brdfrd	6/22	10:45a	Stage II Jet	Loud Departure	This was an old, Stage II Jet. Nothing inappropriate about the operation. Stage II Jets will be banned in the contiguous US December 31, 2015.
Deerfield	6/23	1:58p	Sgl Eng Prop	Repetitive Touch and Go's over the neighborhood.	Airport Manager to discuss matter with aircraft operator.
Woodside	6/23	4:30 pm	Stage II Jet	Unbelievably Loud	This was an old, Stage II Jet. Nothing inappropriate about the operation. Stage II Jets will be banned in the contiguous US December 31, 2015. Airport Manager discussed with caller.

B. Parking Lot Update

The Car Park Gross/Net Revenues

Month	FY 2011 Gross	FY 2011 Net	FY 2012 Gross	FY 2012 Net	FY 2013 Gross	FY 2013 Net
May	\$14,832.19	\$6,015.75	\$13,330.00	\$4,523.03	\$14,790.00	\$5,639.37

C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data - Attachments #2 - #4

Attachment #2 is Friedman Memorial Airport Profit & Loss Budget vs. Actual. Attachment #3 is 2001 - 2012 ATCT Traffic Operations data comparison by month. Attachment #4 is 2012 Enplanement, Deplanement and Seat Occupancy data. The following revenue and expense analysis is provided for Board information and review:

April 2012/2013

Total Non-Federal Revenue	April, 2013	\$171,535.99
Total Non-Federal Revenue	April, 2012	\$167,391.79
Total Non-Federal Revenue	FY '13 thru April	\$1,202,409.03
Total Non-Federal Revenue	FY '12 thru April	\$1,105,668.83
Total Non-Federal Expenses	April, 2013	\$154,011.96
Total Non-Federal Expenses	April, 2012	\$122,705.34
Total Non-Federal Expenses	FY '13 thru April	\$1,222,637.20
Total Non-Federal Expenses	FY '12 thru April	\$1,146,051.70
Net Income to include Federal Programs	FY '13 thru April	\$-259,933.06
Net Income to include Federal Programs	FY '12 thru April	\$-168,228.68

D. Review Correspondence - Attachment #5

Attachment #5 is information included for Board review.

E. Fly Sun Valley Alliance Update – Attachments #6, #7

Attachment #6 is the May 16, 2013 Fly Sun Valley Alliance Meeting Minutes.
Attachment #7 is the June 20, 2013 Fly Sun Valley Alliance Meeting Agenda.

F. Airport Weather Interruptions

	June, 2013	
<u>Airline</u>	<u>Flight Cancellations</u>	<u>Flight Diversions</u>
Horizon Air	0	0
SkyWest	3	0

G. Hailey Tower Closure

As you know, funding for Hailey Tower is secure through September 30 of this year. The President's proposed 2014 budget includes funding for the entire Federal Contract Tower (FCT) program at the national level. It has been reported widely however, that the President's proposed budget anticipates that sequestration issues will be resolved by House and Senate budget processes.

It appears from reading about the national budget process, that huge bipartisan support for Contract Towers still exists in both the Senate and House. That wide support so far, has resulted in specific language in support of and funding for the FCT program in House and Senate subcommittee and committee processes. This item is still on the agenda, even though Board action at this time is not necessary. However, action might be appropriate at any time, should support for the FCT program change.

H. Employee of the Calendar Year, 2012

Ms. April Dieter, Friedman Memorial Airport, was selected as the Friedman Memorial Airport Employee of the Year for 2012. She was selected from a field of 2 extremely qualified nominees. Customer service, knowledge of the airport, responsibility, flexibility and professionalism are among the qualities in the selection process. In the 5 years that April has been a member of the Airport Staff, she routinely and consistently has demonstrated a "can-do" attitude toward any and all assignments, such as, most recently, the development and maintenance of **IFLYSUN.COM**, the new Friedman Memorial website. It is truly a pleasure to have April as part of the Friedman Memorial Airport Team and to announce her nomination and eventual selection as Employee of the Year.

In recognition of her effort and as acknowledgement of this honor, we would like to present April Dieter the following gifts:

Hertz Rent A Car	\$50 Gift Certificate
Serco ATC	Gift Card for KB's
The Car Park	\$40 Gift Cards
Avis Rent A Car	Rental Gift Certificate
SkyWest Airlines	Model Aircraft
Atlantic Aviation	\$50 Gift Certificates
Horizon Air	Model of Q400
Runway Cafe	\$20 Gift Certificate
Friedman Memorial Airport	\$100 Gift Certificate

Again, on behalf of the FMAA and tenants, Congratulations and thank you, April!

I. Operations Brief

The ARFF/Operations Staff has been preparing the Airport for a busy summer season. It is always our philosophy that the Airport is the first and last experience and impression our visitors experience and we want those impressions to be good ones!!!

We regret that Mr. Jared Larna, our Fleet Maintenance Supervisor and ARFF/Ops Officer for the last 6 and a half years has decided to move on to new opportunities and challenges in his life and career. We will miss Jared greatly and appreciate and value the tremendous contributions and dedication we enjoyed with him. That said, we have been conducting a meticulous, state and nation-wide solicitation for candidates to assume the position vacated by Jared. We hope to have made a selection of a candidate by July 4. We are fortunate in that we believe we have several highly qualified applicants from which to choose. We will announce that selection to the Board in the August meeting.

VI. UNFINISHED BUSINESS

A. Airport Solutions

1. Existing Site

a. Plan to Meet 2015 Congressional Safety Area Requirement – Attachments #8, #9

Modifications of Standards

A Safety Risk Management (SRM) panel to consider the Modifications of Standards (MOS) requests was held June 4-5, at the Airport. Though a difficult process, the results were positive. The intent of Safety Management Systems (SMS) is to evaluate changes to the airspace system from a scientific, safety perspective, but it is clear from the two panels that we have participated in, that the process is not free from bureaucracy. During this panel, there was little consideration for the issues raised in our White Paper or other scientific approaches to considering the changes that we have proposed.

That said, MOS's 1-5 were considered by the panel and the outcome was positive for all of them. Notable outcomes include the fact that MOS 1 (runway to parallel taxiway separation) was found to be acceptable, with only one required operational procedure or restriction: Aircraft less than 95,000 lbs. maximum takeoff weight and with wingspans over 100 feet and/or tail heights over 30 feet will require prior permission prior to operating at the airport. It should be noted that there are no aircraft in the current fleet that have these dimensions. Additionally, in consideration of MOS 2 (runway object free area), the panel felt that relocating the tower should be a priority due to its location inside the OFA.

MOS's 6 and 7 were also considered by the panel. After a short discussion, it was determined that the right group was not in the room to discuss MOS 6 (existing Letter of Agreement for commercial C-III operations). Therefore, this issue was tabled and will be considered in a planned future panel. MOS 7 (Letter of Agreement without tower in operation) was considered, with the determination that a tower was critical to operations at the airport. It was made clear by several members of the panel that if the tower were to close, commercial service would not be permitted to continue.

Another outcome of this panel was the need for an eighth MOS, for parallel taxiway width. Based on a recent change to the Airport Design Advisory Circular, the required taxiway width for Q400 aircraft has changed from 50 feet to 75 feet. FAA staff at the Helena ADO and Northwest Mountain Region agree that this is not necessary and creates additional difficulties with implementation of the RSA improvements and are in support of an MOS to construct the taxiway with a width of 50 feet.

Attachment #8 is MOS 1-5 and 8 revised after the SRM panel process and forwarded to the FAA for signature. At some point, the Safety Risk Management Document will meet up with the MOS documents and both will be approved by appropriate authority is the FAA.

Dave Mitchell of T-O and Airport Manager will provide a briefing on the SRM process at the meeting.

Formulation

The T-O team has refined many elements of Alternative 6. This has included reviewing the technical aspects of the projects and getting input from various stakeholders. The refined projects will be presented at the meeting for Board input and review.

Phase 1 Construction Project

As discussed at the last meeting, T-O and staff are moving forward with plans for a construction project to be started this fall. The goal of this project is to make some project progress this year and to secure grant funds to allow project work to begin early in the 2014 construction season. The scope of this project includes construction of a taxi lane to access the t-hangar area from the west, fencing modifications and an overlay of a portion of the existing tie-down apron. The overlay of the apron was added to the scope of this project after the last Board meeting, so that the work can be completed as soon as possible in Spring 2014. This work is needed to strengthen pavement on the apron in order to accommodate heavier aircraft.

T-O revised the scope of work to reflect this additional effort; the scope has been reviewed by the FAA and delivered to Reid Middleton, a firm that will complete the Independent Fee Estimate. The final scope with T-O's proposed fee blacked out is included as Attachment #9. Staff hopes to have the Independent Fee Estimate (IFE) by the meeting and may be able to discuss the T-O fee and the IFE with the Board.

BOARD ACTION: 1. Discuss/Direct/Action

b. Instrument Procedures Feasibility Study

As of this time, Staff has not received a formal response from the FAA regarding the Board's request that they re-evaluate instrument approaches to the airport. Informal conversations with the FAA indicate that discussions are taking place and staff hopes to hear soon what they are willing to consider. Staff expects that the focus of FAA efforts will be on satellite-based (NextGen) approach procedures. The recent analysis completed by Spohnheimer Consultants and T-O evaluated more traditional approaches using ground-based NAVAIDs. The next step in that process would be to complete a more detailed study of what a ground-based approach will accomplish. Staff has budgeted for this study, but recommends delaying initiation of any efforts until we hear from the FAA and can have a more detailed discussion with them about what can be accomplished with the

existing approaches. Staff hopes to hear from FAA this month and will provide a briefing at the August meeting.

BOARD ACTION: 1. Discuss/Direct

c. Retain/Improve/Develop Air Service

1. Small Community Air Service Development Program Grant

FMAA and FSVA were just notified that the order *Soliciting Small Community Air Service Development Program Grants from Communities* has been issued. A grant application is being developed by the Airport in partnership with FSVA. A public/private partnership between FMAA, FSVA, SVC and an air carrier is the most likely team that will evolve from this process and the most likely goal will be related to an east coast air service connection. The grant applications are due Friday, July 26th. FMAA will bear 75% of the cost of grant development and FSVA will handle 25%. Details of this process will be shared with the Chair and Vice Chair as the grant application is developed and reported to the Board during the August Board meeting. Staff would like authorization to continue forward and develop a grant application.

BOARD ACTION: 1. Discuss/Direct/Action

2. Fly Sun Valley Alliance Report

This item is on the agenda to permit a report if appropriate

BOARD ACTION: 1. Discuss/Direct

2. Airport Relocation

a. EIS Termination

As you know Staff is waiting for FAA determination regarding documentation, if any, appropriate for transmittal to FMAA.

BOARD ACTION: 1. Discuss/Direct

B. Auto Rental Concession Lease

Staff met with the Financial Committee/Lease Committee on June 19th and reviewed the current leases, possible RFP marketing incentive options and revisions that may need to be made to the existing lease template and provisions for auto rental parking and counter location relocations should it be necessary to accommodate the FAA required RSA project.

The following recommendations are included for FMAA review and, if acceptable, approval:

Proceed with a bid process with the ability to select three concessionaires with the

following revisions to the current leases:

- o 2 rows of ready auto stalls in the upper lot – 15 stalls ea. /1 row of ready auto stalls in the lower lot – 15 stalls
- o 3 rows of additional parking in the lower lot – 10 stalls each – additional stalls needed shall be charged at the advertised parking rate
- o Overflow parking adjacent to the southeast terminal parking area (\$12K/year) shall be available to the bidder with the highest, qualified MAG (Maximum Annual Guarantee)
- o Two highest bidders shall have the option to dual brand

All typical lease fees will reflect a CPI adjustment. Ex: counter & parking spaces
All revenue generated within 25 miles of the airport shall be considered airport revenue

MAG calculation shall revert back to the 2006 lease language which requires the commission to be calculated on a monthly basis and shall state the commission will be 10% of gross or one-twelfth of the minimum annual rental, whichever is greater.

Article XI – Abatement of Minimum Annual Guarantee will be revised to accommodate the possible needs of the FAA required RSA project(s).

If the Board approves the Committee's recommendations, staff anticipates the following schedule can be achieved:

RFP Documents to be available to Bidders:	July 9, 2013
Pre-Bid Conference:	July 23, 2013
Bid Opening:	August 15, 2013
FMAA Review/Approve Bids:	September 3, 2013
Lease Term:	October 1, 2013 – September 30, 2016

BOARD ACTION: 1. If acceptable, direct staff and legal counsel to proceed with Auto Rental Concession RFP process as presented.

C. FY '14 Draft Rates & Charges – Attachment #10

Since last month's Board meeting, Staff conducted a comparative analysis of Landing Fees, Overnight Transient Aircraft Parking Fees and Fuel Flowage Fees at other, demographically similar airports (primarily resort-type airports) in the West. That comparison demonstrates that FMAA, in some cases, is significantly behind the market standards at other similar facilities.

Staff shared that information with the Finance Committee and suggested that Rates and Charges should be adjusted, based on the comparative analysis and the anticipated deficit spending at FMA in FY '14. Attachment #10, proposed Rates & Charges document for FY '14 includes Finance Committee recommendations to the Board. Staff is of the opinion that while the proposed Rates & Charges schedule for FY '14 brings FMAA closer to the apparent market standards identified in the comparative analysis, they do not yet bring FMAA into a comparable position with other similar airports, nor do they adequately provide FMAA with an equitable mechanism to address anticipated spending in the near term (next 24-36 months.)

The Finance Committee is comfortable with these recommendations for FY '14; however, they are cognizant of the fact that FMAA spending requirements for the next 3-5 years will be clarified in FY '14 and will likely necessitate further review and adjustment of Rates & Charges in the future.

BOARD ACTION: 1. Direct Staff to establish a Public Hearing for the proposed FY '14 Rates and Charges.

D. FY '14 Draft Budget – Attachment #11

During the June Board meeting, Staff and the Finance Committee presented the Board with a preliminary FY '14 Budget and Rates & Charges for review. Staff and the Finance Committee, based on meeting comments, has reviewed the preliminary budget and has included the revised draft FY '14 Budget (Attachment #11) for consideration. The draft budget includes adjustments based on Finance Committee review and comment; it includes adjustments based on the comments of the entire FMAA during the June meeting and includes anticipated revenue based on those proposed adjustments.

The proposed FY '14 Draft Budget:

- Provides the Board the ability to operate FMA and meet all of the coming year's needs.
- Will meet FMA needs regarding Safety Area Implementation projects.
- Does not propose any CPI adjustments in employee compensation.
 - Does include a line item proposing a 2.5% maximum cap for salary adjustments predicated on merit-based performance over the course of the year.
- Will continue to support the Board's goal to Master Plan, sooner, rather than later.
- Supports continued progress toward improved reliability.
- Is designed so that all revenue generated by the Airport and any local taxes on aviation fuel will be expended by the Authority for the capital or operational expenses of the Airport.

BOARD ACTION: 1. Discuss and direct Staff to establish a Public Hearing for the Proposed FY '14 Budget.

VII. NEW BUSINESS

VIII. PUBLIC COMMENT

IX. EXECUTIVE SESSION - I.C. §67- 2345 (1)(f)

X. ADJOURNMENT

Modification Of Airport Design Standards #1

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
 NORTHWEST MOUNTAIN REGION
 AIRPORT IMPROVEMENT PROGRAM

MODIFICATION OF AIRPORT DESIGN STANDARDS

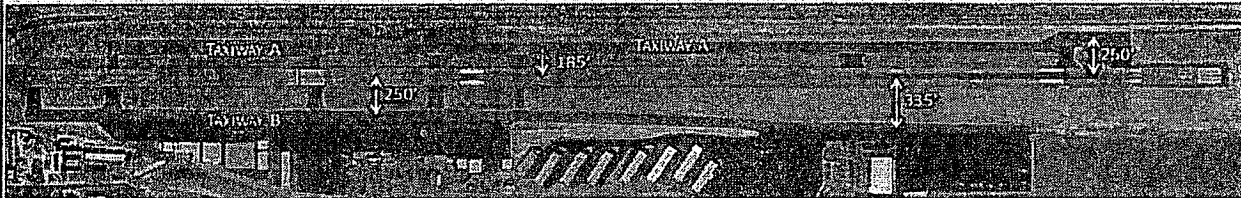
BACKGROUND		
1. AIRPORT: Friedman Memorial Airport	2. LOCATION(CITY,STATE): Halley, ID	3. LOC ID: SUN
4. EFFECTED RUNWAY/TAXIWAY: RUNWAY 13-31 TAXIWAY B	5. APPROACH (EACH RUNWAY): RW 13 VISUAL RW 31 NPI	6. AIRPORT REF. CODE (ARC): C-III
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY): Bombardier Q-400 and Gulfstream G-V		
MODIFICATION OF STANDARDS		
8. TITLE OF STANDARD BEING MODIFIED (CITE REFERENCE DOCUMENT): Runway to Parallel Taxiway Separation, Advisory Circular 150/5300-13A, Airport Design (AC 150/5300-13A)		
9. STANDARD/REQUIREMENT: 400 feet, per Table 3-8 on page 94 of AC 5300-13A.		
10. PROPOSED: 320 feet.		
11. EXPLAIN WHY STANDARD CANNOT BE MET (FAA ORDER 5300.1F): In the airport's current configuration, relocation of Parallel Taxiway B to a separation of 400 feet would either require relocating the runway, adjacent Highway 75 and other facilities to the east or relocating all existing airport facilities to the west. Neither of these options are seen as practicable and providing a less than standard Runway to Parallel Taxiway Separation will provide an acceptable level of safety based on the aircraft traffic at the airport.		
12. DISCUSS VIABLE ALTERNATIVES (FAA ORDER 5300.1F): The airport sponsor has considered three alternatives to improve Runway To Parallel Taxiway Separation at the airport. The first two alternatives, though viable, are not practicable, due to cost and environmental impact.		
<ol style="list-style-type: none"> 1. Relocate Runway And All Airport Facilities To The West – Not Practicable <ul style="list-style-type: none"> • Essentially reconstructs the entire airport west of existing facilities, including the terminal, FBO facilities, all hangars and maintenance/ARFF facilities. • Total estimated cost exceeds \$144 million. 2. Relocate Runway and Highway to the East – Not Practicable <ul style="list-style-type: none"> • Requires relocation of approximately 2 miles of State Highway 75 to the east. • Requires acquisition of over 100 homes to accommodate relocated highway. • Idaho Transportation Department has completed an Environmental Impact Statement study for a proposed project on this highway, which identifies the following environmental impacts of the highway in this location, all of which would be exacerbated significantly by relocating the highway as described. Note that an environmental analysis for the proposed action relative to the airport has not been completed – these impacts are identified based on previous studies and would require further evaluation. <ul style="list-style-type: none"> o Historical Resources: Relocation of the highway would require removal of a railroad berm that has been identified as a potential historic structure. o Noise: The noise levels of a relocated highway may exceed those permitted by Federal Highway Administration guidelines and require mitigation. Mitigation is difficult at this location, due to local ordinances prohibiting construction of noise walls. o Environmental Justice: The adjacent neighborhood is high density, with relatively low incomes and a high minority population. Based on these factors, relocating the highway could induce environmental justice impacts. • Costs for this alternative are estimated to exceed \$115 million. 3. Relocate Taxiway B to 320-foot Separation From Runway 13-31 and extend to Runway 31 end <ul style="list-style-type: none"> • A separation of 320' from Runway 13-31 to Taxiway B is the maximum distance the taxiway can be relocated without the need to remove numerous existing hangars/facilities (including the passenger terminal) and acquire land. • Requires reconstruction of Taxiway B. • Requires relocation of several hangars and terminal parking apron to accommodate aircraft parking and maneuvering. • Based on existing traffic at the airport, this will provide an acceptable level of safety. (See explanation below.) • Total estimated cost of approximately \$9 million 		

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NORTHWEST MOUNTAIN REGION
AIRPORT IMPROVEMENT PROGRAM

MODIFICATION OF AIRPORT DESIGN STANDARDS

13. STATE WHY MODIFICATION WOULD PROVIDE ACCEPTABLE LEVEL OF SAFETY, ECONOMY, DURABILITY, AND WORKMANSHIP (FAA ORDER 5300.1F):

Currently the airport is served by partial parallel taxiways on each side of Runway 13-31. Taxiway A runs along the east side of the Runway at a separation of 185' to 250' from runway centerline. Taxiway B runs along the west side of the runway at a separation of 250' to 335'. There are also four (4) connecting taxiways crossing the runway from Taxiway A to Taxiway B. The current taxiway configuration is shown in the figure below:



As both Taxiway A and portions of Taxiway B are in the Runway Safety Area (RSA), a Letter of Agreement (LOA) between the ACTC, FAA and the airport is currently in place allowing Category C commercial aircraft to operate at the airfield. This LOA requires all taxiways to be sterilized during the operation of Category C commercial aircraft to provide a compliant RSA. This LOA does not include any provisions for the operation of general aviation Category C or D aircraft currently using the airfield.

In order to meet RSA standards, Taxiway A must be removed and Taxiway B relocated to a minimum separation of 320'. By removing Taxiway A and relocating Taxiway B, there will no longer be a need for the LOA as the airport would have a compliant RSA. In addition, the removal of Taxiway A will also eliminate the four (4) connecting taxiways currently crossing the runway resulting in an increased level of safety. The relocation of Taxiway B to 320' is less than the current design standard of 400' and the risk associated with this separation is described below.

Runway to Parallel Taxiway separation serves two purposes; the first is to prevent an aircraft on the taxiway from colliding with an aircraft that departs the runway surface during landing or takeoff and the second is to prevent an aircraft executing a missed approach from colliding with an aircraft on the taxiway.

With a runway to parallel taxiway separation of 320 feet, the goal is to avoid simultaneous C-III operations on the runway and parallel taxiway. Based on the typical one way in/one way out operational flow for larger aircraft current as well as the configuration of the airport that requires departing aircraft to taxi from the FBO located on the far south end of the airfield (near the Runway 31 end) to the Runway 13 end, up to four (4) operations per hour of C-III can be safely and efficiently accommodated (assumes 15 minutes taxi time per departure). However, to further ensure safe operations by C-III aircraft, the airport considers an average of 12 C-III operations per day (one C-III aircraft operation per hour during daylight hours) to be a reasonable threshold at which the 320-foot runway/taxiway separation should be evaluated.

Current baseline total annual operations at SUN are approximately 30,400 (total annual operations for the years 2010-2012 average 30,391). Of the total annual operations occurring at Hailey, current annual C-III operations (both GA and commercial service) occur at an average rate of less than 5 per day, significantly less than 12 per day. Therefore, the airport proposes to evaluate operational levels on a regular basis and, when average C-III operations reach 12 per day, this Modification of Standards will be re-evaluated. Even if the threshold is not reached, the MOS will be re-evaluated no more than 10 years from approval date to ensure that this configuration is still providing an acceptable level of safety.

Not only does the relocation of Taxiway B to 320' provide an acceptable level of safety, the proposed improvements will also provide additional safety improvements including:

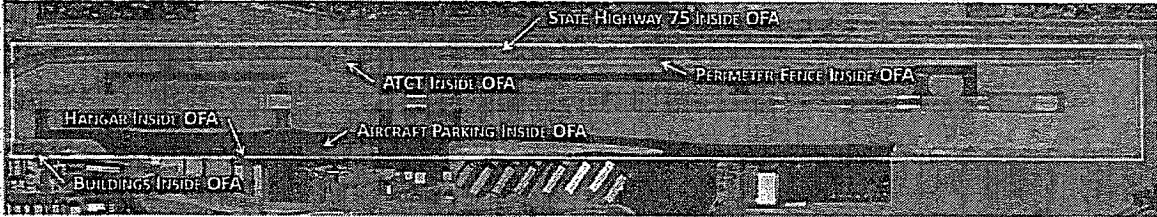
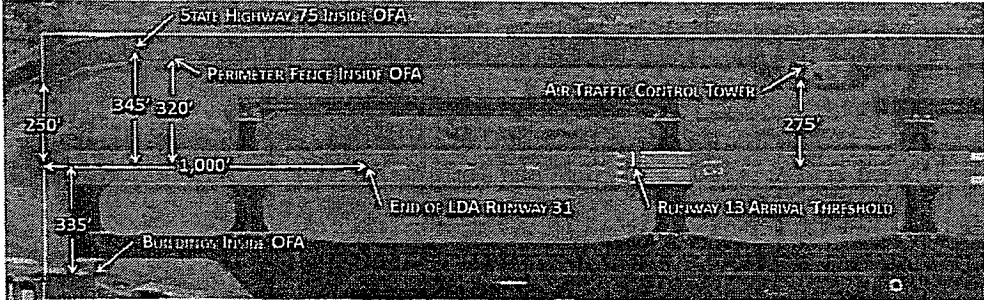
- Full Length Parallel Taxiway (Eliminate the need for back taxiing)
- Removal of four (4) Runway crossings
- Reduce operational impacts by removing the need for the LOA
- Compliant, RSA, OFZ and Part 77 Primary Surface

**Modification
Of Airport
Design Standards #2**

Modification Of Airport Design Standards #3

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
 NORTHWEST MOUNTAIN REGION
 AIRPORT IMPROVEMENT PROGRAM

MODIFICATION OF AIRPORT DESIGN STANDARDS

BACKGROUND		
1. AIRPORT: Friedman Memorial Airport	2. LOCATION(CITY,STATE): Hailey, ID	3. LOC ID: SUN
4. EFFECTED RUNWAY/TAXIWAY: RUNWAY 13-31	5. APPROACH (EACH RUNWAY): RW 13 VISUAL RW 31 NPI	6. AIRPORT REF. CODE (ARC): C-III
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY): Bombardier Q-400 and Gulfstream G-V		
MODIFICATION OF STANDARDS		
8. TITLE OF STANDARD BEING MODIFIED (CITE REFERENCE DOCUMENT): Runway Object Free Area (OFA), Advisory Circular 150/5300-13A, Airport Design (AC 150/5300-13A)		
9. STANDARD/REQUIREMENT: 800 feet (400 foot either side of centerline) per Table 3-8 on page 94 of AC 150/5300-13A.		
10. PROPOSED: Varies see below.		
11. EXPLAIN WHY STANDARD CANNOT BE MET (FAA ORDER 5300.1F): The FAA design standard for Runway OFA Width for ARC C-III is 800', centered on the runway. The deficiencies in the existing Runway OFA at SUN are shown in the Figure below:		
		
<p>The current deficiencies include:</p> <ul style="list-style-type: none"> • Aircraft Parking Inside OFA (To be relocated) • Hangar Inside OFA (To be relocated) • Air Traffic Control Tower (ATCT) Inside OFA (To be relocated) • Propane Tank at Base of ATCT (To be relocated) • Perimeter Fence Inside OFA (250'-320' from Runway CL) • State Highway 75 Inside OFA (275'-345' from Runway CL) • Off Airport Buildings Inside OFA (335' from Runway CL) 		
<p>This MOS includes the Perimeter Fence, State Highway 75 and the Off Airport Buildings inside the OFA; all of which are located off or at the edge of airport property. The remainder of the OFA deficiencies are located on airport property and could be relocated. The ATCT will be relocated outside of the OFA once a feasible site for the tower is found through a tower siting study. State Highway 75 and the Perimeter Fence run parallel to Runway 13-31 from south to north until approximately 210' from the Runway 13 pavement end at which point they curve toward the runway until they are a minimum distance of 250' for the Perimeter Fence and 275' for State Highway 75 from the extended runway centerline. The following figure shows the deficiencies on the north end of the airfield in more detail:</p>		
		

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MODIFICATION OF AIRPORT DESIGN STANDARDS

As SUN is currently configured using declared distances, the OFA for arrivals and departures in each direction have different deficiencies with the exception of the ATCT which penetrates both. The OFA to the east of Runway 13-31 for both arrivals and departures is penetrated by both State Highway 75 and the Perimeter Fence at 345' and 320' respectively. The OFA for Runway 13 departures and Runway 31 arrivals are penetrated to a greater degree at the north end of the airfield by the Perimeter Fence and State Highway 75 along with two buildings located off airport property. The deficiencies are summarized in the following table:

Runway OFA	State Highway 75	Perimeter Fence	Off Airport Buildings	ATCT
13 Arrivals	345'	320'	None	275'
13 Departures	275' to 345'	250' to 320'	335'	275'
31 Arrivals	275' to 345'	250' to 320'	335'	275'
31 Departures	345'	320'	None	275'

In order to meet OFA requirements either the runway and all airport facilities would have to be shifted to the West or State Highway 75 would have to be shifted to the East.

Neither of these options are seen as practicable and providing a less than standard OFA will provide an acceptable level of safety, based on the aircraft traffic at the airport.

12. DISCUSS VIABLE ALTERNATIVES (FAA ORDER 5300.1F):

The airport sponsor has considered three alternatives to provide a Runway OFA at the airport that complies with standards. The first two alternatives, though viable, are not practicable due to cost and environmental impact.

1. Relocate Runway And All Airport Facilities To The West – Not Practicable
 - Essentially reconstructs the entire airport west of existing facilities, including the terminal, FBO facilities, all hangars and maintenance/ARFF facilities.
 - Total estimated cost exceeds \$144 million.
2. Relocate Highway to the East – Not Practicable
 - Requires relocation of approximately 2 miles of State Highway 75 approximately 75 feet to the east.
 - A large neighborhood exists east of the airport in this location and relocating the highway will greatly increase the environmental impact of the highway on that neighborhood. Idaho Transportation Department has completed an Environmental Impact Statement study for a proposed project on this highway, which identifies the following environmental impacts of the highway in this location, all of which would be exacerbated significantly by relocating the highway as described. Note that an environmental analysis for the proposed action relative to the airport has not been completed – these impacts are identified based on previous studies and would require further evaluation.
 - o Historical Resources: Relocation of the highway would require removal of a railroad berm that has been identified as a potential historic structure.
 - o Noise: The noise levels of a relocated highway may exceed those permitted by Federal Highway Administration guidelines and require mitigation. Mitigation is difficult at this location, due to local ordinances prohibiting construction of noise walls.
 - o Environmental Justice: The adjacent neighborhood is high density, with relatively low incomes and a high minority population. Based on these factors, relocating the highway could induce environmental justice impacts.
 - Costs for relocating the highway are estimated to exceed \$17 million.
3. Allow Highway, Fence, and Off-Airport Buildings To Remain
 - Do not relocate State Highway 75.
 - Coordination will continue with the Idaho Transportation Department to determine the feasibility of shifting State Highway 75 away from the runway without causing significant environmental impacts.
 - Based on existing traffic at the airport, this will provide an acceptable level of safety. (See explanation below.)
 - Costs for this alternative is estimated to be \$0

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MODIFICATION OF AIRPORT DESIGN STANDARDS

13. STATE WHY MODIFICATION WOULD PROVIDE ACCEPTABLE LEVEL OF SAFETY, ECONOMY, DURABILITY, AND WORKMANSHIP (FAA ORDER 5300.1F):

Current aircraft traffic at SUN averages approximately 30,400 operations per year. Of those operations, less than 15% are C-I or larger, which require an 800' OFA. This low number of operations reduces the risk of an accident related to the sub-standard OFA. With the proposed improvements described below, this configuration will provide an acceptable level of safety for the traffic at the airport.

With the exception of the ATCT, the objects with the closest separations are all located on the north end of the airfield. At SUN, over 90% of operations arrive from and depart to the south, due to terrain in the vicinity of the airport. Though each of these objects penetrates the departure OFA for Runway 13, the risk of an incident is actually much lower as an aircraft would be taking off in the opposite direction of the objects. For arrivals on Runway 31, due to the use of declared distances, the objects are located a minimum of 1,000' from the end of the runway declared suitable for landing operations. Therefore, the risk of striking these objects is low. The individual objects are addressed below:

- Perimeter fence at 250', extreme northeast corner of the OFA. The fence in this area, located less than 320' from the Runway 13/31 centerline, will be replaced with frangible fence to reduce the severity of impact should an aircraft depart from the runway and end up at this extreme edge of the OFA.
- Perimeter fence at 320' from runway centerline (along east edge of airport property). Due to the separation to this object and the low number of operations at SUN, this fence location is not deemed to be a significant safety risk.
- State Highway 75 at 275', extreme northeast corner of the OFA. Based on the location at the extreme of the OFA, this location is not deemed to be a high safety risk. Moving the Highway would require approval and participation from the Idaho Transportation Department. The airport has discussed moving the highway during a planned future project, and this may be possible. Continued efforts will be made to move the highway as far as possible from the runway. Additionally, the airport will work with the Idaho Transportation Department to add "Low Flying Aircraft" signs along the highway near the north end of the airport. The Airport Diagram and information in the Airport/Facilities Directory and 5010 form will be updated to show the location of the highway.
- State Highway 75 at 345', along east boundary of airport. Due to the separation to this object and the low number of operations at SUN, the highway in this location is not deemed to be a high safety risk. As discussed above, continued efforts will be made to move the highway as far as possible from the runway during future project(s).
- Off airport buildings at 335', northwest corner of the OFA. These buildings are outside the control of the airport, but 90% of landings are from the south (opposite runway end from buildings) and 90% of takeoffs are to the north (away from the buildings), the buildings are beyond the Runway 13 threshold, and the ground elevation at the location of the buildings is significantly lower than the Runway 13 end elevation. Based on operations, building location and this difference in elevation, these buildings are not deemed to be a credible hazard.
- Air Traffic Control Tower, 275'. The tower is seen as a safety risk and will be relocated as soon as possible (not less than 10 years from the date of approval of this MOS.)

Objects in the ROFA are planned for removal as follows:

- Aircraft parking in the ROFA will be removed no later than December 31, 2015.
- Hangar located in the ROFA will be removed no later than December 31, 2015.
- Propane tank at the base of the ATCT will be removed by December 31, 2013.
- ATCT will be moved as soon as possible. A tower siting study is required prior to relocating the tower. In the meantime, the Airport Diagram and information in the Airport/Facility Directory and 5010 form will be updated to note the close proximity of the ATCT to the runway, and local outreach will be made to notify pilots of the close proximity of the ATCT to the runway.

A Safety Risk Assessment was conducted at the airport on June 4-5, 2013. This MOS was considered by that panel and, with the proposed changes noted above, the panel determined that the safety risk was acceptable for all of the objects within the OFA, with the exception of the Air Traffic Control Tower. The panel recommended that the tower be relocated as soon as possible, for this reason.

Modification Of Airport Design Standards #4

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 NORTHWEST MOUNTAIN REGION
 AIRPORT IMPROVEMENT PROGRAM

MODIFICATION OF AIRPORT DESIGN STANDARDS

BACKGROUND		
1. AIRPORT: Friedman Memorial Airport	2. LOCATION(CITY,STATE): Hailey, ID	3. LOC ID: SUN
4. EFFECTED RUNWAY/TAXIWAY: RUNWAY 13-31	5. APPROACH (EACH RUNWAY): RW 13 VISUAL RW 31 NPI	6. AIRPORT REF. CODE (ARC): C-III
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY): Bombardier Q-400 and Gulfstream G-V		
MODIFICATION OF STANDARDS		
8. TITLE OF STANDARD BEING MODIFIED (CITE REFERENCE DOCUMENT): Runway Safety Area (RSA) Grading, Advisory Circular 150/5300-13A, <i>Airport Design</i> (AC 150/5300-13A)		
9. STANDARD/REQUIREMENT: Per Figure 3-23 on page 82 of AC 5300-13, the RSA transverse grades vary from 1.5% to 3% from the edge of runway shoulder down to the edge of the runway safety area.		
10. PROPOSED: Existing transverse grades in the north half of the airport vary from 0% to 1% to remain.		
11. EXPLAIN WHY STANDARD CANNOT BE MET (FAA ORDER 5300.1F): In order to meet the RSA grading standards, approximately 250,000 cubic yards of excavation would be disposed of offsite in addition to approximately 50,000 yards of onsite embankment. The estimated cost of disposing of the material offsite alone is over \$3.7 million dollars. In the mountain environment of Hailey, the project would need to occur in the summer during peak travel times and the airport's single runway would need to be shut down for approximately 90 days to complete the work. The closure of the airport for an extended period of time would have significant negative economic impacts on the community.		
12. DISCUSS VIABLE ALTERNATIVES (FAA ORDER 5300.1F): The airport sponsor has considered two alternatives to meet this standard. Though viable, the first alternative is not seen as practicable due to cost and operational impacts relative to the improvement in safety.		
<ol style="list-style-type: none"> 1. Grade the RSA so transverse grades are -1.5% to -3%. <ul style="list-style-type: none"> • Requires excavation of over 300,000 cubic yards of material, over 250,000 of which would need to be disposed of off-site. • Additional cost of over \$3.7 million to dispose of material off site. • Additional cost of \$1.5 million to relocate storm drainage system. • Would require runway shut down of up to 90 days during summer months, with a huge negative impact to the airport and local economy. 2. Allow existing grades of 0% to +1% to remain. <ul style="list-style-type: none"> • Provides acceptable level of safety, as described below. • No operational or cost impacts. 		

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MODIFICATION OF AIRPORT DESIGN STANDARDS

13. STATE WHY MODIFICATION WOULD PROVIDE ACCEPTABLE LEVEL OF SAFETY, ECONOMY, DURABILITY, AND WORKMANSHIP (FAA ORDER 5300.1F):

The following figure shows the areas on the airfield that do not currently meet RSA transverse grading standards. Note that areas where the existing grade is steeper than standard will be filled to provide grades that meet standards.



From AC 150/5300-13A, the purpose of the RSA is to "enhance the safety of aircraft which undershoot, overrun or veer off the runway, and it provides greater accessibility for fire fighting and rescue equipment during such incidents." The distance an aircraft departs from the runway is affected by three (3) major elements: weight of the aircraft, speed of the aircraft and RSA gradient. The third variable and the subject of this modification, the RSA gradient, affects the rate at which an aircraft slows after departing the runway. The steeper the gradient the longer it will take for an aircraft to stop. The existing transverse RSA gradients at SUN are flatter than standard; meaning an aircraft would actually come to a stop sooner if all other variables were equal. Paragraph 307 f in AC 5300-13 describes this condition: "Keeping negative grades to the minimum practicable contributes to the effectiveness of the RSA." Though flatter than standard, the RSA at SUN is graded smoothly and is capable of safely accommodating an aircraft without damage, in the case of a veer off.

The negative aspect of gradients flatter than standard are the inability to adequately drain the RSA during rainfall events. The existing RSA at SUN drains extremely well, with no accumulation of water. Existing soils are typically poorly-graded gravels (USCS classification GP or GP-GM) that drain very well. The local climate is dry, with an average annual rainfall of only 16 inches. In addition, the runway is equipped with a storm drainage system that collects and removes drainage efficiently. The following table summarizes the design requirements that would be met at SUN:

RSA Requirement	Standard Met
Cleared and Graded	Yes
Drained by grading or storm sewers	Yes
Capable of supporting SRE, ARFF and aircraft	Yes
Free of objects	Yes

As the proposed RSA at SUN will meet the RSA requirements as shown above, the grades flatter than standard will provide an acceptable level of safety and result in significant cost and operational savings.

A Safety Risk Assessment was conducted at the airport on June 4-5, 2013. This MOS was considered by that panel and, due to the dry environment and free-draining soils noted above, the panel determined that there was no risk associated with this proposed MOS.

**Modification
Of Airport
Design Standards #5**

U.S. DEPARTMENT OF TRANSPORTATION
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 NORTHWEST MOUNTAIN REGION
 AIRPORT IMPROVEMENT PROGRAM

MODIFICATION OF AIRPORT DESIGN STANDARDS

BACKGROUND		
1. AIRPORT: Friedman Memorial Airport	2. LOCATION(CITY,STATE): Hailey, ID	3. LOC ID: SUN
4. EFFECTED RUNWAY/TAXIWAY: RUNWAY 13-31	5. APPROACH(EACH RUNWAY): RW 13 VISUAL RW 31 NPI	6. AIRPORT REF. CODE (ARC): C-III
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY): Bombardier Q-400 and Gulfstream G-V		
MODIFICATION OF STANDARDS		
8. TITLE OF STANDARD BEING MODIFIED (CITE REFERENCE DOCUMENT): Runway to Aircraft Parking Area, Advisory Circular 150/5300-13A, Airport Design (Advisory Circular 150/5300-13A)		
9. STANDARD/REQUIREMENT: 500 feet per Table 3-8 on page 94 of AC 150/5300-13A.		
10. PROPOSED: 400 feet		
11. EXPLAIN WHY STANDARD CANNOT BE MET (FAA ORDER 5300.1F): In the airport's current configuration, relocation of aircraft parking area to a separation of 500 feet would either require the reconfiguration of all airfield facilities on the west side of the airport or relocating the runway and Highway 75 to the east to provide the required separation. Neither of these options are seen as practicable and providing a separation of 400 feet between Runway 13-31 and Aircraft Parking will provide an acceptable level of safety, based on the aircraft traffic at the airport.		
12. DISCUSS VIABLE ALTERNATIVES (FAA ORDER 5300.1F): The airport sponsor has considered three alternatives to provide meet or improve compliance with standards at the airport, including Runway to Aircraft Parking Separation. The first two alternatives, though viable, are not practicable, due to cost and environmental impact.		
<ol style="list-style-type: none"> 1. Relocate Terminal and Aircraft Parking To The Southwest – Not Necessary <ul style="list-style-type: none"> • Acquire 30 Acres of land, relocate terminal building and access road, extend utilities and construct 50,000 SY of aircraft parking • Total estimated cost exceeds \$30 million. 2. Relocate Runway and Highway to the East – Not Practicable <ul style="list-style-type: none"> • Requires relocation of approximately 2 miles of State Highway 75 approximately 75 feet to the east. • A large neighborhood exists east of the airport in this location and relocating the highway will greatly increase the environmental impact of the highway on that neighborhood. Idaho Transportation Department has completed an Environmental Impact Statement study for a proposed project on this highway, which identifies the following environmental impacts of the highway in this location, all of which would be exacerbated significantly by relocating the highway as described. Note that an environmental analysis for the proposed action relative to the airport has not been completed – these impacts are identified based on previous studies and would require further evaluation. <ul style="list-style-type: none"> o Historical Resources: Relocation of the highway would require removal of a railroad berm that has been identified as a potential historic structure. o Noise: The noise levels of a relocated highway may exceed those permitted by Federal Highway Administration guidelines and require mitigation. Mitigation is difficult at this location, due to local ordinances prohibiting construction of noise walls. o Environmental Justice: The adjacent neighborhood is high density, with relatively low incomes and a high minority population. Based on these factors, relocating the highway could induce environmental justice impacts. • Costs for relocating the Runway and Highway are estimated to exceed \$119 million. 3. Reconfigure Aircraft Parking to Provide 400 Feet Separation <ul style="list-style-type: none"> • Can be accomplished along with other proposed standards improvements, without additional cost or environmental impact. • Provides acceptable level of safety. 		

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13. STATE WHY MODIFICATION WOULD PROVIDE ACCEPTABLE LEVEL OF SAFETY, ECONOMY, DURABILITY, AND WORKMANSHIP (FAA ORDER 5300.1F):

Currently at SUN, multiple aircraft parking areas are located within 500' of the runway centerline including the terminal area parking, located as close as 320' from the runway centerline. The commercial aircraft currently using the terminal area include the Bombardier Q400, the Embraer EMB120 (Brasilia) and the Canadair Regional Jet 700. Various general aviation aircraft including the Gulfstream V and Global Express currently park within 500' of the runway centerline as well. The majority of general aviation aircraft currently park at 400' or greater from runway centerline. The current aircraft parking is shown in the figure below:



According to AC 150/5300-13A Paragraph 321 a (3), "Runway to aircraft parking area separation is determined by the landing and takeoff flight path profiles and physical characteristics of the aircraft. The runway to parking area separation standard precludes any part of a parked aircraft (tail, wingtip, nose, etc.) from being within the ROFA or penetrating the OFZ."

A runway to aircraft parking area separation of 400 feet would preclude any part of a parked aircraft from penetrating the Runway OFA or the Runway OFZ. In addition, a separation of 400 feet would also provide the following benefits:

1. Prevent parked aircraft from penetrating the Runway Primary Surface
2. Prevent parked aircraft from penetrating the Runway Transitional Surface
3. Prevent parked aircraft from penetrating the Taxiway OFA

As the proposed aircraft parking configuration would meet the intent of the standard as stated in AC 150/5300-13A, the level of safety is deemed to be acceptable.

A Safety Risk Assessment was conducted at the airport on June 4-5, 2013. This MOS was considered by that panel and, as the proposed aircraft parking configuration met the intent of the standard, the panel determined that the risk associated with this proposed MOS was acceptable.

Modification Of Airport Design Standards #8

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 FEDERAL AVIATION ADMINISTRATION
 NORTHWEST MOUNTAIN REGION
 AIRPORT IMPROVEMENT PROGRAM

MODIFICATION OF AIRPORT DESIGN STANDARDS

BACKGROUND		
1. AIRPORT: Friedman Memorial Airport	2. LOCATION(CITY,STATE): Hailey, ID	3. LOC ID: SUN
4. EFFECTED RUNWAY/TAXIWAY: TAXIWAY B	5. APPROACH (EACH RUNWAY): RW 13 VISUAL RW 31 NPI	6. AIRPORT REF. CODE (ARC): C-III
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY): Bombardier Q-400 and Gulfstream G-V		
MODIFICATION OF STANDARDS		
8. TITLE OF STANDARD BEING MODIFIED (CITE REFERENCE DOCUMENT): Parallel Taxiway Width, Advisory Circular 150/5300-13A, <i>Airport Design</i>		
9. STANDARD/REQUIREMENT: 75 feet width for Q400 aircraft (Taxiway Design Group 5).		
10. PROPOSED: 50 feet, plus 10 feet paved shoulders.		
11. EXPLAIN WHY STANDARD CANNOT BE MET (FAA ORDER 5300.1F): In a separate modification request, the airport proposes relocating Taxiway B to 320 feet separation from Runway 13-31. This is the maximum separation that can be attained at the existing airport, based on current aircraft traffic and the location of existing facilities. At this separation, with a 75-foot taxiway width, it is possible for the wingtip of an aircraft at the edge of the taxiway to penetrate the Runway Safety Area.		
12. DISCUSS VIABLE ALTERNATIVES (FAA ORDER 5300.1F): The airport sponsors have considered two alternatives for Taxiway Width on Taxiway B. Though both are viable, the first is not seen as practicable, due to the high costs and impacts. The second alternative is much more cost effective and still provides appropriate safety margins for the limited number of Taxiway Design Group 5 (TDG 5) aircraft that use the airport.		
<ol style="list-style-type: none"> 1. Provide full 75' taxiway width. <ul style="list-style-type: none"> • In order to ensure that no part of any aircraft on the parallel taxiway would penetrate the RSA, a minimum Runway to Parallel Taxiway separation of 329' would be required. This in turn would require removal/relocation of 6 private hangars (1 of which is multi-unit condo hangars) on the north end of the airfield along with relocation of the FBO access at the south end of the airfield. • Several businesses northwest of the airport outside of the existing property boundary would need to be acquired and removed. • The estimated cost of removing the hangars and reconfiguring the FBO is at least \$8.5 million. The estimated cost of acquiring the land northwest of the airport is \$2.5 million, for a total cost in excess of \$11 million. 2. Provide 50' taxiway width, with 10' paved shoulders. <ul style="list-style-type: none"> • Prevents any penetration of RSA by any part of aircraft taxiing on the parallel taxiway. • Provides adequate Taxiway Edge Safety margin for Q400 aircraft, the only TDG 5 aircraft that currently use the airfield. 		

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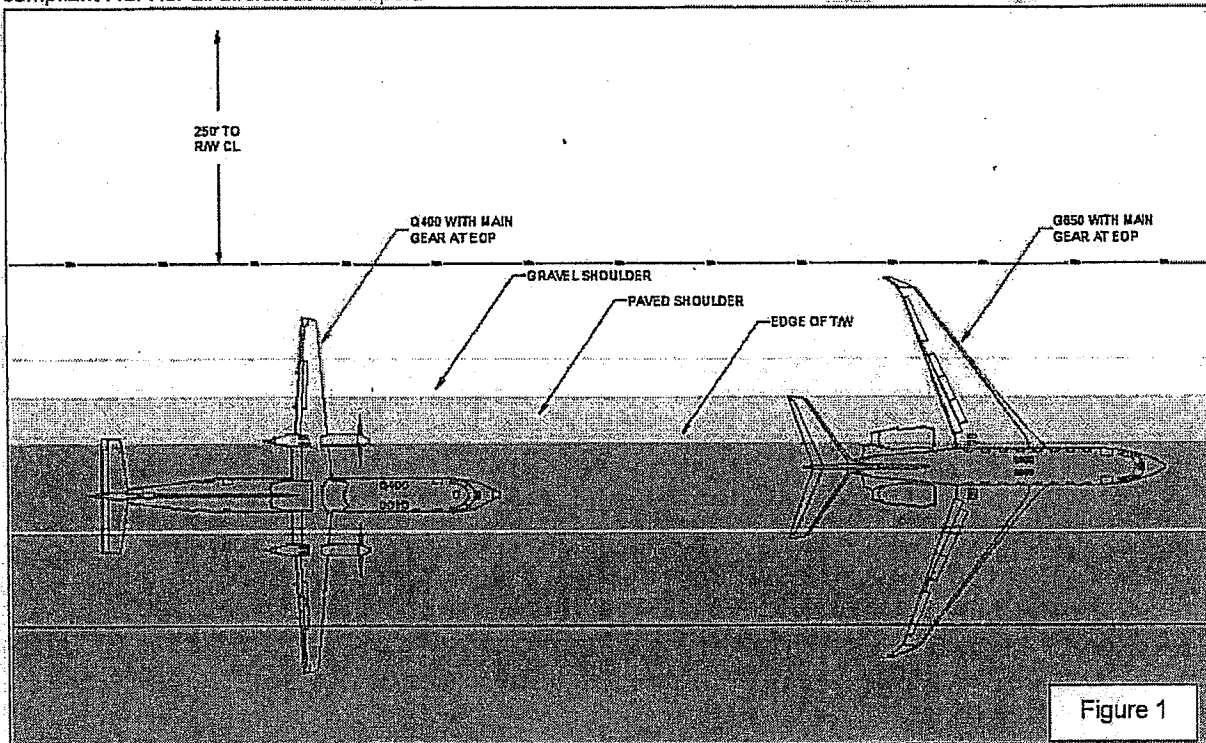
13. STATE WHY MODIFICATION WOULD PROVIDE ACCEPTABLE LEVEL OF SAFETY, ECONOMY, DURABILITY, AND WORKMANSHIP (FAA ORDER 5300.1F):

The Bombardier Q400 measures 45.7' from cockpit to main gear and has a main gear width of 31.4'. Entering Figure 4-1 in AC 150/5300-13A, the Taxiway Design Group (TDG) for this aircraft is in the lower limits of TDG 5. All other aircraft traffic at the airport falls in TDG 3 or lower. The Q400 is operated at SUN by Horizon Air with a current maximum of 4 operations per day. The required taxiway width for TDG 5 is 75' (AC 150/5300-13A, Table 4-2).

The aircraft with the largest wingspan that currently operates at the airport is the Gulfstream G650, with a wingspan of 99.6' and main gear width of 16.9'. At the proposed Runway-Parallel Taxiway Separation of 320' and with a taxiway width of 75', the tip of the G650 wing would penetrate the RSA by over nearly nine feet, assuming the main gear are at the edge of the taxiway. Protection of the RSA is a higher priority than taxiway width.

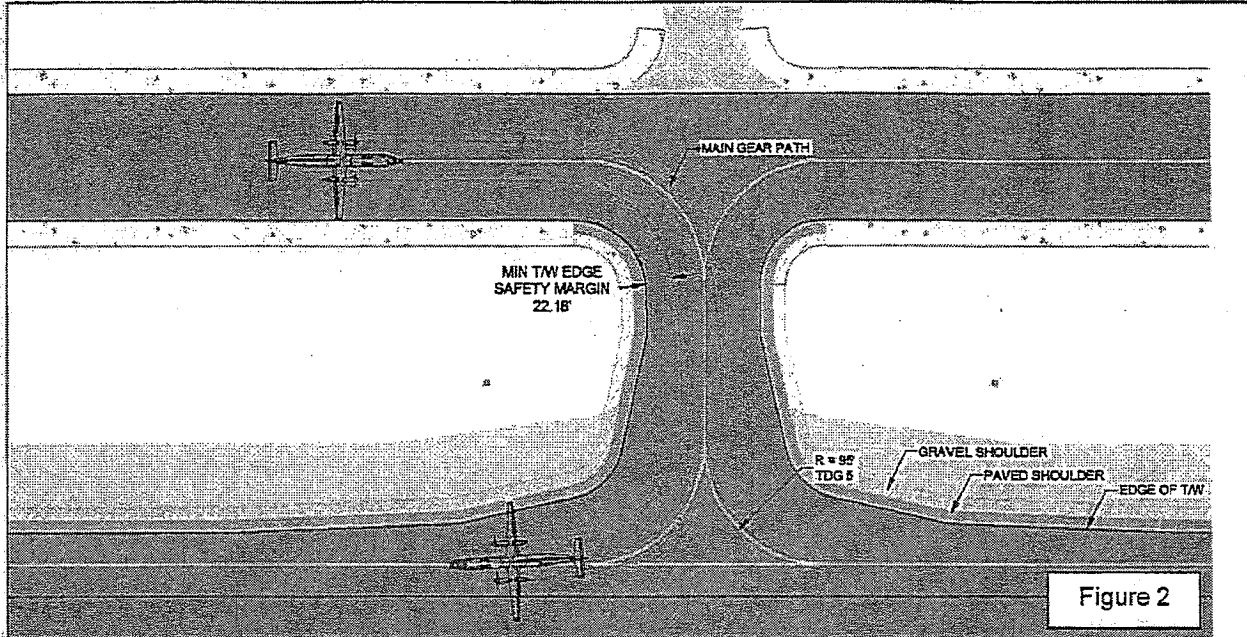
According to Table 4-2 in AC 150/5300-13A, the required Taxiway Edge Safety Margin for TDG 5 is 15'. In order to provide this Taxiway Edge Safety Margin for the Q400, the required taxiway width would be $31.4' + 2(15') = 61.4'$. At this taxiway width, the tip of a G650 wing would still penetrate the RSA.

The proposed taxiway width of 50' will prevent any part of any aircraft that currently uses the airport from penetrating the RSA, as shown in Figure 1. Providing 10' paved shoulders, constructed to accommodate limited passes of the Q400 will provide a Taxiway Edge Safety Margin of at least 19.3' in all straight portions of the parallel taxiway. Intersections and fillets will be designed for TDG 5, which will provide a minimum Taxiway Edge Safety Margin of approximately 22.2'. With these Taxiway Edge Safety Margins, this taxiway width will provide a safe taxiing environment for the Q400, while providing a compliant RSA for all aircraft at the airport.



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MODIFICATION OF AIRPORT DESIGN STANDARDS



This MOS is based on the current fleet of all available aircraft and the airport's published pavement strength. The current published pavement strength for the airport is 95,000 lbs. Based on the current fleet of all available aircraft, there are no aircraft with wingspans greater than 100' that weigh less than 95,000 lbs. Should an aircraft with wingspan greater than 100' but takeoff weight less than the airport's published pavement strength enter the fleet, this MOS will be reconsidered to ensure that the RSA is protected at all times.

6-26



Work Order 13-06
Friedman Memorial Airport (SUN)
Hailey, Idaho
RSA Improvements, Phase 1

This Work Order shall be attached to, made a part of, and incorporated by reference into a Master Professional Services Agreement between the Friedman Memorial Airport Authority and T-O Engineers, Inc., dated February 1, 2013.

SCOPE OF WORK

The Scope of Work, dated June 26, 2013 for this effort is attached as Exhibit A. This document describes the anticipated work effort and schedule in detail.

FEES

Fees for services provided under this Work Order will be determined and billed as follows:

- Phases 1-4, Lump Sum Method:
- Phases 5-8, Time and Materials Method:
- Total Fee:

Fees for the phases of work will be calculated with the methods listed above, as defined in the Agreement. Fees have been calculated using Consultant's current Fee Schedule. A detailed Fee Proposal, dated June 26, 2013 is attached as Exhibit B.



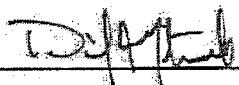


IN WITNESS WHEREOF, Client and Consultant have made and executed this WORK ORDER 13-04 to the AGREEMENT the day and year first above written.

FOR: FRIEDMAN MEMORIAL AIRPORT AUTHORITY

By: _____
Title: _____
Date: _____

FOR: T-O ENGINEERS, INC.


By: David A. Mitchell, P.E.
Title: Aviation Services Manager/Vice President
Date: June 26, 2013



WORK ORDER 13-06
EXHIBIT A
Friedman Memorial Airport (SUN)
Hailey, Idaho

RSA Improvements - Phase 1

**Relocate South Hangar Taxilane, Overlay Aircraft Parking Apron and
Modify Airfield Perimeter Fencing**

This Work Order 13-06 shall be attached to, made a part of, and incorporated by reference into the above Agreement. Proposed project work is to include the following generally described physical improvements to Airport Facilities:

1. Relocate the South Hangar Taxilane to provide access to these hangars. The current access will be removed during construction of future RSA improvements.
2. Overlay a portion of existing GA aircraft parking apron to strengthen the pavement and accommodate larger aircraft displaced by RSA improvements.
3. Modify the existing airfield perimeter fence to make it frangible along the curved portion of the fence at the northeastern boundary of the airfield.
4. Remove an existing above ground propane tank and install a new, underground tank adjacent to the airport's Air Traffic Control Tower.

INTRODUCTION:

The Friedman Memorial Airport is located in Hailey, Idaho. This airport serves the Wood River Valley region of Idaho, including the Sun Valley resort area. The Airport is currently served by two commercial service air carriers: SkyWest and Horizon Air. A large number of corporate jets and other general aviation aircraft also use the airfield for business, recreation and travel to and from the large number of second homes in the area. The Friedman Memorial Airport Authority (FMAA) governs and manages the airport under a joint powers agreement between the City of Hailey and Blaine County, who co-sponsor the airport.

The airport does not meet current FAA design standards in several critical areas. Traffic by aircraft such as the Bombardier Q400, operated by Horizon Air, and several models of large GA aircraft (e.g., Gulfstream G-V and Bombardier Global Express) dictates that the Runway Design Code for the airport is C-III. Due to the geometry and spatial limitations of the existing site, the airport does not meet standards for many criteria, most critically the Runway Safety Area (RSA).

Until recently, the planned solution was to relocate the airport to a new site south of the existing airport and away from the valley cities. The FAA was conducting an Environmental Impact Statement (EIS) study for a new location until the decision was made to suspend the study in August 2011, due to financial and environmental concerns with the final two sites under consideration.



FMAA recently completed a Technical Analysis of available alternatives for improving the airport to meet standards where practical and to identify required Modifications of Standards, where standards cannot be met. This analysis identified seven alternative airport configurations and the costs and possible environmental impacts associated with each. Upon review of the Analysis, the conclusion of the community and the FAA was that Alternative 6 would be pursued, with additional future planning to consider elements of Alternative 7 that are necessary to accommodate airport uses displaced by construction of Alternative 6. A graphic of Alternative 6 is attached.

Alternative 6 identifies projects within the existing perimeter fence at SUN that will accomplish the following:

1. Full compliance with C-III RSA dimensions.
2. Minimum runway to parallel taxiway separation of 320'.
3. All aircraft parking outside of the Runway OFA.

In order to accomplish this, a large amount of construction must be done, including relocation and extension of the primary parallel taxiway on the west side of Runway 13/31 (Taxiway B), removal of a secondary parallel taxiway on the east side of the runway (Taxiway A), relocation of multiple hangars and various other improvements. All of these improvements must be completed prior to December 31, 2015. By Congressional mandate, all commercial service airports must have compliant Runway Safety Areas by that date.

The airport is currently completing a project formulation study that will evaluate all of the necessary improvements identified in the Alternative 6 graphic. It is important that a portion of the work be accomplished during 2013, therefore the airport has identified the work described in this Work Order for completion this year. The preferred alternative for the work area in this project has been identified and developed as part of this formulation study.

PROJECT APPROACH:

This project includes elements which represent the first step toward a Runway Safety Area at the airport that complies with FAA RSA standards. In order to provide a compliant RSA, Taxiway B must be relocated 70 feet to the west. In order to clear the way for the relocation of Taxiway B, multiple other operational areas must be relocated, as well. One of these areas is the taxilane serving the south hangar complex. When Taxiway B is relocated, the existing taxilane serving these hangars will not be accessible, therefore the access taxilane must be relocated to the west end of the hangars. Various utilities must be relocated and a minor realignment of the airport access road in that area will also be necessary to provide adequate access for the relocated taxilane. Additionally, modifications to the perimeter fence, including the installation of two new access gates will be required.

The GA aircraft parking apron adjacent to this taxilane is designed for small aircraft only. After Taxiway B is relocated, a portion of the available large aircraft parking at the airport will be displaced. A large area of the GA apron will be overlaid to strengthen the pavement in order to accommodate these larger aircraft.

The project also includes modifications to the existing airfield perimeter fence. The existing perimeter fencing along the entire eastern boundary and northern boundary is inside the runway OFA. All or some of this portion of the fence will be replaced with frangible fencing.



Finally, an above ground propane tank is located adjacent to the Air Traffic Control Tower to fuel the back-up generator for the tower. This tank is located within the Runway Object Free Area and must be replaced with an underground tank, for safety reasons.

It is anticipated that AIP will fund 93.75% of eligible project costs. (Match for small hub and non-hub airports in Idaho is 93.75%.) Friedman Memorial Airport will provide all other required funds. The estimated total construction budget for the work items is approximately \$1,800,000.

Professional services to be provided shall include all phases of the project, including design, bidding construction, closeout and grant administration.

Design professional services to be provided shall include incidental planning, civil design, grant administration, preliminary design, final design, and the overall coordination of all phases of the project with the Owner and the FAA. Design Services and associated expenses (Phases 1-4 below) will be provided on a lump sum basis. Basic planning for this design was completed under the Formulation Study mentioned above.

Construction Services provided under this Work Order will include bidding, construction, closeout and additional services necessary to complete the project. Construction services and associated expenses (Phases 5-8 below) will be provided on a time and materials basis.

Professional services anticipated include services necessary to accomplish the following:

- Contract Administration
- Planning and Formulation
- Preliminary Design
- Final Design
- Project bidding assistance and administration
- Grant administration
- Construction inspection
- Closeout
- Coordination of all phases of the Project with the Owner and the FAA.

CONTRACTS AND BIDDING:

The bidding and construction documents will be structured to allow flexibility in award, depending on available funding. The project will be bid with three schedules. The schedules are described as follows:

- South Hangar Taxilane Relocation
- Apron Overlay
- Airfield Fencing

After bids are opened, Engineer and Owner will discuss possible award options. If adequate funds are available from all sources, all work will be awarded. Award of all elements may not be possible. This Work Order does not include any services related to repackaging or re-bidding work elements at a later date. If such services are necessary, they will be added by amendment or considered an additional service to this agreement.

It is anticipated that a portion of the project will not be completed during the fall of 2013, due to weather limitations. Most likely, the apron overlay and possibly paving of the taxilane will be delayed until Spring 2014.



AVAILABLE INFORMATION:

- Previous Airport Layout Plan (ALP) drawings, most recently updated by T-O Engineers in 2010.
- Design, construction and as-constructed drawings, survey data and geotechnical information from AIP 3-16-0016-007 through '036 projects, prepared by Toothman-Orton Engineering Co. (now T-O Engineers).
- 2012 Technical Analysis, prepared by T-O Engineers.
- Preferred taxilane alternative developed under a separate Project Formulation effort (see attached graphic).



SCOPE OF PROFESSIONAL SERVICES

PHASE 1 - CONTRACT ADMINISTRATION

During the course of the Project the following general administrative services shall be provided.

- 1.1 Coordinate with Owner to evaluate scope, budget and approach to project. Travel to and meet with the Airport to discuss the project scope and approach.
- 1.2 Prepare a Work Order specifically addressing this project. The Work Order shall include a detailed Scope of Professional Services narrative. Review the Scope with Owner and FAA and modify as necessary, based on comments received. The Work Order shall also include a detailed cost proposal based on estimates of professional service man hours, hourly rates and lump sum costs required to accomplish the design development and construction administration of the work.
- 1.3 Provide Scope of Work and blank cost proposal spreadsheet to Owner for use in obtaining an Independent Fee Estimator for review. One teleconference is anticipated to describe and discuss the project scope.
- 1.4 Advise and coordinate with Owner and FAA through the Phase 1 tasks.
- 1.5 Project management and administration to include monthly cost accounting and budget analysis, invoicing and monitoring of project progress.

PHASE 2 - PLANNING AND FORMULATION

The following Consultant tasks shall be considered planning and formulation relative to this project:

- 2.1 Prepare for and participate in a pre-design conference with FAA personnel and the Owner. This conference shall be conducted according to current guidance from the FAA Northwest Mountain Region. The conference will take place via conference call. After the meeting, prepare notes to document what was discussed.
- 2.2 Utilize topographic survey gathered in May of 2013 to design the project. Engineer shall analyze the data and prepare base drawings and digital terrain models for use in the analysis and design. Base drawings shall include all topographic information plus known underground utilities, structures, NAVAIDs, etc.
- 2.3 Coordinate with survey subconsultant to perform survey and confirm property line boundaries, fence alignments and public right of way along airport way on west side of the airport. A qualified survey subconsultant will collect the required data for the project (see Phase 8). After data has been collected, Engineer shall analyze and incorporate the data into the project base map for use in subsequent phases of the project.
- 2.4 Determine geotechnical information required to design the project and prepare a scope of geotechnical services. A qualified geotechnical subconsultant will collect the required data for the project (see Phase 8). After data has been collected, Engineer shall analyze and summarize the data for use in subsequent phases of the project.



- 2.5 Determine electrical requirements necessary for the automatic vehicle gates, included in this project, and prepare a scope of electrical services. A qualified electrical engineer subconsultant will collect the required data for the project (see Phase 8).
- 2.6 Refine the taxilane geometry prepared during the previous project formulation effort. This will consist of checking the proposed horizontal geometry, profile and connections to existing hangar access pavements. (Complete topographic survey information was not available during the formulation effort, therefore assumptions, especially regarding vertical design, must be verified as part of this task.)
- 2.7 Evaluate pavement overlay for the southern two-thirds of the GA Apron, from the east-west grade break line to the south. Determine the required vehicle access and parking associated with this apron, and the final geometry for expansion to the west. Include work to coordinate with airport to develop estimated fleet mix for pavement strength calculations and evaluation of existing drainage features.
- 2.8 Prepare a preliminary design of the realigned access road, including modifications to existing landscape berms between the airport and the adjacent Bradford Highlands neighborhood. Coordinate this preliminary design with the City of Hailey and modify, based on comments received.
- 2.9 Prepare a preliminary design of the perimeter fence and gates in the taxilane area, considering security and vehicle access to both the GA apron and the taxilane area.
- 2.10 Determine a construction phasing strategy that will allow completion of the project with a minimum impact to aircraft operations and general public vehicle access. Due to the location of the proposed improvements, it is not anticipated that a complex phasing strategy will be necessary.
- 2.11 Coordinate replacement of the above ground propane tank with an underground tank. It is anticipated this work will be designed and constructed by the local propane utility.
- 2.12 Prepare FAA Form 7460-1, Notice of Construction for the project improvements.
- 2.13 Identify utilities that must be relocated and coordinate with various public utilities responsible. It is anticipated that this will include water, sewer, power, natural gas and telephone. Water and sewer relocations will be completed as part of this project. Power, natural gas and telephone relocations will be completed by the respective utilities (see Phase 8).
- 2.14 Identify areas of fence that require modification and prepare preliminary design of those modifications. Check the fence location relative to the airport property line, using survey data collected by a qualified subconsultant. Discuss alternatives for making the fence frangible with Staff and FAA.
- 2.15 Prepare preliminary opinions of construction cost and construction time required to complete construction of the various elements of the project. Summarize and submit to Owner and FAA for review and discussion.



- 2.16 Coordinate with the Owner and FAA during this phase of the project. This will include one meeting in Hailey with the Airport Staff to discuss the preliminary design drawings and refine the project approach, schedule, phasing and budget.
- 2.17 Coordinate internally with T-O staff during this phase of the project to discuss key aspects of the design.

PHASE 3 - PRELIMINARY DESIGN

The preliminary design services shall commence upon completion of Phase 2 tasks. Preliminary design phase services shall include:

- 3.1 Prepare a preliminary design of the taxiway and other project elements, including final horizontal geometry, profile(s) and grading.
- 3.2 Based on aircraft traffic in the south hangar area, design a recommended pavement section. Design analysis shall be based on the current version of FAA AC 150/5320-6 as well as other FAA design procedures considered to be applicable, i.e., layered elastic design. Prepare a report for inclusion in the Engineer's Design Report. Prepare a separate pavement design for the overlay of the GA apron, based upon the estimated fleet mix (larger aircraft) anticipated to utilize the apron.
- 3.3 Prepare a preliminary surface and subsurface drainage design for disposal of storm drainage from the new taxiway, extended GA Apron, and realigned access road pavement. It is not anticipated that any of the existing drainage basins will be useable without extensive modification following construction of the new pavement. It is assumed that storm water will be disposed of in drywells, with pretreatment in grassy swales. Prepare a report for inclusion in the Engineer's Design Report.
- 3.4 Prepare a preliminary design of water line relocation, including at least four fire hydrants. Water line shall be designed to City of Hailey requirements. Submit design to City for review.
- 3.5 Prepare a preliminary design of sewer line relocation. Sewer line shall be designed to City of Hailey requirements. Submit design to City for review.
- 3.6 Develop an erosion and sediment control plan for the project, to be included in the bidding and construction drawings. This plan shall apply approved Best Management Practices for the State of Idaho.
- 3.7 Develop a pavement marking plan.
- 3.8 Develop fencing plans for both the frangible fence and the perimeter fence modifications and gates at the taxiway area. Include appropriate details for all elements of the fence and gates.
- 3.9 Prepare preliminary construction specifications and bid documents. Specifications shall be based on the current version of FAA AC 150/5370-10 and current regional notices. Bid documents shall include Notice Inviting Bids, Bid Schedules, Agreement, forms and other contract documents and "boiler plate" items necessary to solicit bids and execute contracts following award.
- 3.10 Prepare a preliminary design and construction plan set to a completion level of approximately 75%. The anticipated number of sheets in this submittal is 24. Submit two sets to Owner for review and comment. Meet with Owner to review the plans and obtain additional direction for completion of the design and construction plans. This meeting will be held in Hailey with two members of the project team in attendance.



- 3.11 Revise preliminary cost estimates, based on preliminary design.
- 3.12 Coordinate internally with T-O staff during this phase of the project to discuss key aspects of the design.
- 3.13 Coordinate with the Owner and FAA during this phase of the project.
- 3.14 Travel time required for Phase 3 tasks. Anticipate 1 round trip with two members of the project team.

PHASE 4 - FINAL DESIGN

The Final Design phase shall include the preparation of detailed construction plans and specifications, required design report, cost estimates, bid and contract documents suitable for obtaining competitive bids for construction of improvements. Final Design Services shall include the following work tasks:

- 4.1 Finalize taxiway, GA Apron Overlay, and fence designs.
- 4.2 Finalize water line design.
- 4.3 Finalize sewer line design.
- 4.4 Prepare final design and construction plans, including a Construction Sequence and Safety Plan.
- 4.5 Prepare final construction specifications and bid documents based on the current version of FAA AC 150/5370-10 "Standards for Specifying Construction on Airports", including regional Notices published by the FAA Seattle Airports Districts Office.
- 4.6 Prepare a final engineer's opinion of probable construct cost, based on the final design.
- 4.7 Prepare a stand-alone Construction Safety and Project Phasing plan for submittal to the FAA for review.
- 4.8 Prepare the Engineer's Design Report including plan review checklists in conformance with FAA guidelines.
- 4.9 Submit final design drawings (estimate 24 sheets), specifications and design report Owner and FAA for final review and comment. An on-site design review meeting is not anticipated. Comments will be discussed via telephone and email.
- 4.10 Revise drawings and specifications based on final review comments and prepare 100% (bid set) documents. Submit up to three complete sets of final documents to Owner and one set of final documents to the FAA.
- 4.11 Coordinate internally with T-O staff during this phase of the project to discuss key aspects of the design.
- 4.12 Coordinate with the Owner and FAA during this phase of the project. On-site meetings are not anticipated during this phase.

PHASE 5 - BIDDING

Assist the Owner in the competitive sealed bid and contractor selection process. Prepare and process contract award and construction agreement documents for the Owner. Bidding phase services shall include the following tasks:

- 5.1 Administer the public bid advertisement process including bid document reproduction and distribution of documents to plan rooms, contractors and suppliers. Prepare advertisement(s) for



- the project and submit to appropriate newspaper(s) for publication. Maintain a "bidders list" and distribute plans as requested. Assist Owner in promoting bidder interest in an appropriate geographic area for project work tasks.
- 5.2 Prepare a detailed Pre-Bid Conference agenda and conduct a Pre-Bid Conference to familiarize bidders and interested parties with the construction project scope and requirements. Prepare and issue minutes of the conference after the meeting. The meeting will be held at the Airport. It is assumed the Project Manager and one additional staff member will attend the Pre-Bid Conference.
 - 5.3 Respond to questions that arise during the Contractors' bid preparation process. Issue addenda or other clarifications as required.
 - 5.4 Assist the Owner in preparation for the project Bid Opening as required, including preparation of a Project Bid Summary form. It is anticipated that the Consultant will attend and conduct the Bid Opening in Hailey. After opening bids, Consultant will take copies back to Boise office, to evaluate the qualifications of bidders and responsiveness to bidding criteria, including compliance with Buy American requirements.
 - 5.5 Prepare a detailed Bid Tabulation documenting bid results and submit to Owner and FAA.
 - 5.6 Assist the Owner with review and analysis of bids received, in accordance with Program Guidance Letter 12-03. Provide Engineer's recommendation of award letter to Owner.
 - 5.7 Prepare and distribute Notice of Award, Construction Agreement and other contract documents. Review Construction Agreement, bonds and insurance documents submitted by Contractor, and assist Owner and Contractor in processing documents for the project.
 - 5.8 Coordinate with FAA and Owner throughout the bid and award process. Submit bid documentation including copies of all executed contract documents as required by the FAA.
 - 5.9 Travel time for Consultant personnel associated with tasks listed in Phase 5. Anticipate 2 round trips.

PHASE 6 - CONSTRUCTION

During the construction phase, the Consultant shall administer all aspects of the construction contract over which the Consultant can be expected to have realistic control in order to assist the Owner in monitoring and documenting the construction process for design compliance, quality assurance, and cost control. Time for construction phase services assumes completion of the project in two distinct phases: the first in Fall 2013, which will include utility and roadway relocations, fencing modifications, demolition, earthwork, base course construction and some paving; the second phase will be completed in Spring 2014 and will include completion of paving, including the overlay. This project assumes working 5 days per week at 10 hours per day. Any construction time overruns may require additional Consultant time and associated fees. These additional fees will be negotiated by addendum to this Work Order. Construction phase services shall more specifically include the following work tasks:



- 6.1 Provide pre-construction coordination; prepare a detailed Pre-Construction Conference agenda and displays; conduct a Pre-Construction Conference on behalf of the Owner in Hailey, and prepare and issue minutes of the Pre-Construction Conference; advise the FAA of Pre-Construction Conference dates and include FAA items in conference agenda. Complete FAA Pre-Construction conference checklist.
- 6.2 Prepare a construction management plan for the project, in accordance with FAA guidance.
- 6.3 Review, comment, and process Contractors' material submittals (including review of compliance with Buy American requirements), particularly Work Schedule, Operational Safety Plan, and Quality Control Plan. Assist Contractor as required, clarifying specification and documenting submittal requirements. Coordinate construction activity schedule with Owner.
- 6.4 Provide at least one experienced Resident Project Representative to monitor and document construction activities, conformance with schedules, plans and specifications; review and document construction quantities; document significant conversations, situations, events or changed conditions; document input or visits from local authorities and officials; prepare and submit routine inspection reports; and maintain a project diary. During paving operations, an additional experienced staff member will also be onsite. It is assumed paving operations with test strip will last 8 days.
- 6.5 Organize and conduct weekly construction meetings with Owner, Contractor and others as appropriate. Contractor's schedule review and work progress will be discussed at all meetings. The Resident Project Representative will hold these meetings on or near the construction site at the airport. Project Manager will also attend weekly meetings. Anticipate 11 total meetings during project duration.
- 6.6 Provide office administration support and assistance to the Resident Project Representative with senior design, management or other personnel as field activities may require.
- 6.7 Review and approve Contractor monthly Pay Requests. Submit approved pay requests to the Owner for approval and payment.
- 6.8 Monitor and coordinate Contractor Quality Control Program pursuant to current FAA specifications for Quality Control and Quality Assurance. This will include all required Quality Assurance testing, to be performed by a qualified testing laboratory.
- 6.9 Conduct Substantial Completion and Final Completion Inspections with the Owner and Contractor. Advise and coordinate with FAA of inspection dates. Produce substantial and final completion inspection certificates and document "punch list" items. It is anticipated that senior design or management personnel will attend either the Substantial Completion or Final Inspection at the Airport.
- 6.10 Assist Owner with review of Contractor Wage and EEO documentation review.
- 6.11 Prepare, negotiate and process Contract Change Orders/Supplemental Agreements, as required. Man-hour estimates and costs are to be based on normal construction events as experienced by the Consultant for projects of this type and size.

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
 NORTHWEST MOUNTAIN REGION
 AIRPORT IMPROVEMENT PROGRAM

MODIFICATION OF AIRPORT DESIGN STANDARDS

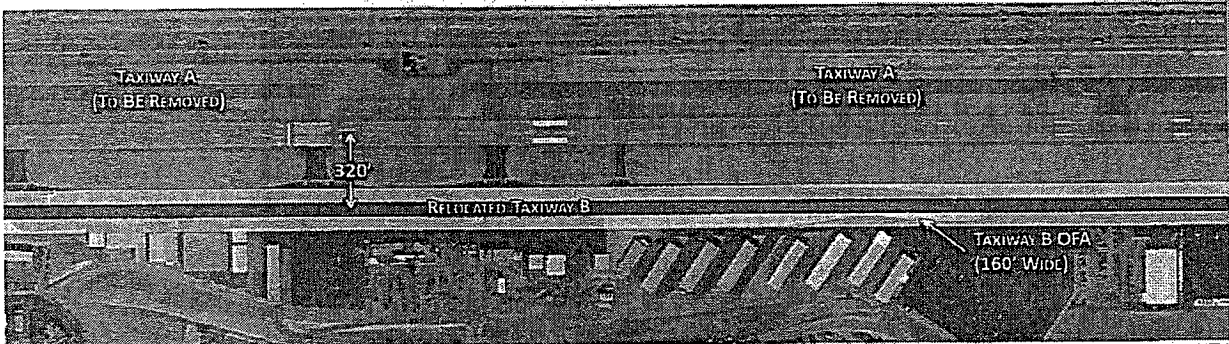
BACKGROUND		
1. AIRPORT: Friedman Memorial Airport	2. LOCATION(CITY,STATE): Halley, ID	3. LOC ID: SUN
4. EFFECTED RUNWAY/TAXIWAY: TAXIWAY B	5. APPROACH (EACH RUNWAY): RW 13 VISUAL RW 31 NPI	6. AIRPORT REF. CODE (ARC): C-III
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY): Bombardier Q-400 and Gulfstream G-V		
MODIFICATION OF STANDARDS		
8. TITLE OF STANDARD BEING MODIFIED (CITE REFERENCE DOCUMENT): Parallel Taxiway Object Free Area (OFA), Advisory Circular 150/5300-13A, <i>Airport Design</i> (Advisory Circular 150/5300-13A)		
9. STANDARD/REQUIREMENT: 186 feet per Table 4-1 on page 124 of AC 150/5300-13A.		
10. PROPOSED: 160 feet.		
11. EXPLAIN WHY STANDARD CANNOT BE MET (FAA ORDER 5300.1F): In a separate modification request, the airport proposes relocating Taxiway B to 320 feet separation from Runway 13-31. In the airport's current configuration, relocation of Parallel Taxiway B to a separation of 320 feet with a full C-III Taxiway OFA of 186 feet would require significant modification to existing airport facilities along with property acquisition and removal of adjacent buildings. This significant effort is not necessary, due to current and anticipated aircraft traffic at the airport.		
12. DISCUSS VIABLE ALTERNATIVES (FAA ORDER 5300.1F): The airport sponsors have considered two alternatives for Taxiway OFA on Taxiway B. Though both are viable, the first is not seen as practicable, due to the high costs and impacts, nor is it seen as necessary, due to the existing traffic at the airport.		
<ol style="list-style-type: none"> 1. Provide full C-III Taxiway OFA <ul style="list-style-type: none"> • Requires removal/relocation of 6 private hangars (1 of which is multi-unit condo hangars) on the north end of the airfield along with relocation of the FBO access at the south end of the airfield. • Several businesses northwest of the airport outside of the existing property boundary would need to be acquired and removed. • The estimated cost of removing the hangars and reconfiguring the FBO is at least \$8.5 million. The estimated cost of acquiring the land northwest of the airport is \$2.5 million, for a total cost in excess of \$11 million. 2. Reduce Taxiway OFA to 160 feet. <ul style="list-style-type: none"> • Provides acceptable level of safety for aircraft that currently use the airport. • There is no cost associated with this alternative. 		

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NORTHWEST MOUNTAIN REGION
AIRPORT IMPROVEMENT PROGRAM

MODIFICATION OF AIRPORT DESIGN STANDARDS

13. STATE WHY MODIFICATION WOULD PROVIDE ACCEPTABLE LEVEL OF SAFETY, ECONOMY, DURABILITY, AND WORKMANSHIP (FAA ORDER 5300.1F):

In the airport's current configuration, relocation of Parallel Taxiway B to a separation of 320 feet with a full C-III Taxiway OFA of 186 feet would require significant modification to existing airport facilities, along with property acquisition and removal of adjacent buildings. When considering the current and anticipated traffic at the airport, these improvements are not necessary. The published pavement strength for Runway 13-31 at SUN is 95,000 pounds. For the current fleet of all available aircraft, no aircraft with a maximum takeoff weight of 95,000 pounds or less has a wingspan of greater than 100 feet. Therefore, existing and anticipated aircraft traffic will include only aircraft with wingspans less than 100 feet. The relocation of Taxiway B to 320' with a Taxiway OFA of 160' is shown in the figure below.



Using equation #2 from Table 1 in Engineering Brief (EB) 78 and this maximum wingspan, an aircraft specific Taxiway OFA was calculated. Equation #2 from EB 78 gives the separation from centerline to an object as $0.7 \times \text{Wingspan} + 10$ feet. Using the 100' wingspan described above, this calculation results in a Taxiway OFA of 160 feet. For the aircraft that use the airport, this Taxiway OFA meets standards and therefore will provide an acceptable level of safety.

This MOS is based on the current fleet of all available aircraft and the airport's published pavement strength. Should an aircraft with wingspan greater than 100' but takeoff weight less than the airport's published pavement strength enter the fleet, an operational procedure will be put in place.

A Safety Risk Assessment was conducted at the airport on June 4-5, 2013. This MOS was considered by that panel and, as the proposed Taxiway OFA was calculated under the procedure outlined in EB 78, the panel determined that there was no risk associated with this proposed MOS.



- 6.12 Coordinate with Owner and FAA throughout the construction process. Submit required construction documentation, including weekly activity report forms, mix designs, change orders, etc. Coordinate with Owner and FAA verbally concerning change orders, as required.
- 6.13 Travel time for Consultant personnel associated with tasks listed in Phase 6.

PHASE 7 – CLOSEOUT/DOCUMENTATION

Phase 7 shall consist of project closeout and documentation services. Operational phase services shall include the following tasks:

- 7.1 Prepare As-Constructed Revisions to Design and Construction Drawings for project improvements. Provide Owner with copies of Record Drawings, including two electronic copies – one for Owner and one to be submitted to the FAA.
- 7.2 Prepare an As-Constructed Airport Layout Plan (ALP) to document improvements, if necessary. A current effort to update the ALP is under way and, if timing allows for as-constructed improvements from this project to be included in that update, this task will not be necessary.
- 7.3 Document the Project work and accomplishments in a Final Construction Report in accordance with FAA guidelines.
- 7.4 Coordinate with Contractors on Owner's behalf to obtain lien releases from subcontractors and Prime Contractor in preparation to making final payment. Coordinate with Contractors, Owner and the Idaho State Tax Commission to obtain a tax release prior to releasing any retainage.
- 7.5 Assist Owner with overall budget status analysis and reports, closeout documentation review, and coordination with the FAA, as requested by the Owner. Assist in preparation of required project certifications.

PHASE 8 – ADDITIONAL SERVICES

Consultant shall provide the following services as "Additional Services":

- 8.1 Assist the Owner with Grant Administration tasks.
 - 8.1.1 Prepare a Grant Application for submittal to FAA. Update the Grant Application for FAA-AIP funding assistance based on project bid results. Assist Owner in coordination of Grant Application submittal and process.
 - 8.1.2 Assist the Owner to prepare and process required certifications for submittal to the FAA.
 - 8.1.3 Provide periodic project budget updates to Owner during prosecution of the work.
- 8.2 Assist the Owner with preparation of three-year Disadvantaged Business Enterprise (DBE) goals, in accordance with Federal requirements. These goals will address this project for 2013 plus the construction project anticipated for 2014. Additional DBE services to be provided shall include annual reporting for FY 2013 and 2014.



- 8.3 Provide geotechnical services required for the project. These services are anticipated to be performed by a qualified subconsultant and will include services in the following areas:
- 8.3.1 Design: Collect geotechnical information necessary to design the project. Consultant's services for this task will include coordination with the Owner and subconsultant during the course of the data collection, along with escorting the subconsultant on site during collection of samples. Geotechnical investigation is expected to include four test holes and two pavement borings.
 - 8.3.2 Construction: Provide testing necessary for quality assurance testing during construction. Consultant's services will include coordination with the subconsultant to ensure that appropriate testing is completed.
- 8.4 Provide surveying services for the project, to include property line research and survey along the north and east airport property boundaries to verify that the location of the frangible fence, and along western boundary to confirm property line, fence line and public right of way adjacent to project limits. Also included will be survey and preparation of utility easements for relocated underground utilities (five total). Survey services will be performed by a qualified subconsultant. Consultant's services during this task will include coordination with the Owner and subconsultant.
- 8.5 Electrical Service Requirements: Coordinate electrical service requirements for new automatic access vehicle gate locations. Electrical services will be performed by a qualified subconsultant. Consultant's services during this task will include coordination with the Owner and subconsultant.
- 8.6 Environmental Coordination: Coordinate environmental clearance for the project with the FAA. It is assumed that this project will be categorically excluded from further environmental study and that no checklist or other documentation is required. Prepare and submit the FAA Northwest Mountain Region's Categorical Exclusion Checklist.
- 8.7 Assist and coordinate with independent auditors in locating appropriate documents for performing A-133 annual audit. In addition to finding appropriate project files, answer questions concerning Contractors wage rates and interview forms as required.
- 8.8 Assist the owner in coordinating the relocation of multiple underground utilities within the project limits. Work effort will include coordination with Idaho Power, City of Hailey, Intermountain Gas and Qwest Communications. It is anticipated that the Airport will contract directly with Idaho Power and Qwest Communications to relocate their services prior to the construction.
- 8.9 Assist the Owner with preparation of a Notice of Intent to be filed for the project Storm Water Pollution Prevention Plan (SWPPP). The Contractor will be responsible to file a separate Notice of Intent and comply with the SWPPP as shown in the plans. Consultant shall monitor the Contractor's performance of these tasks throughout construction.

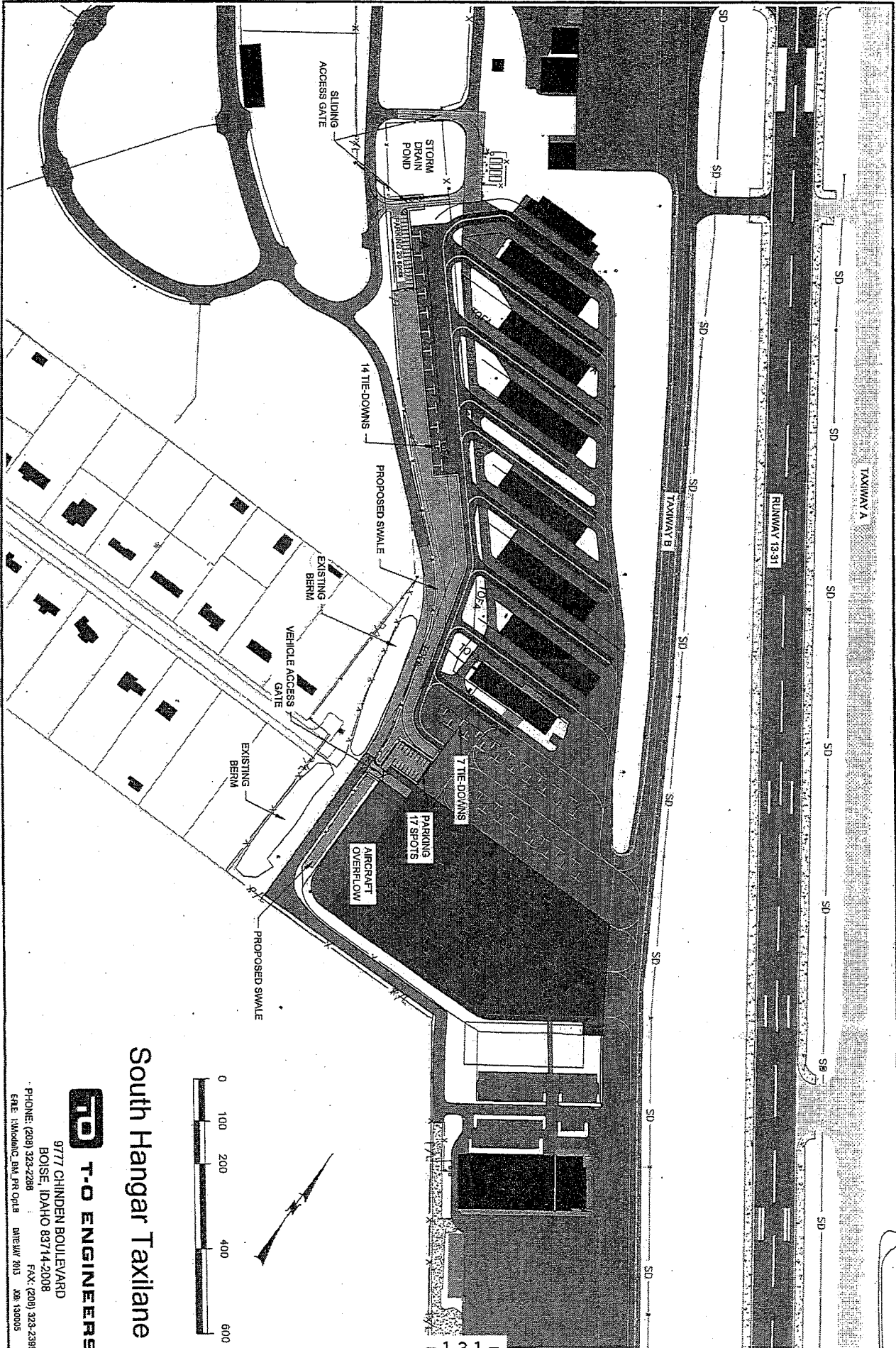


PROJECT SCHEDULE

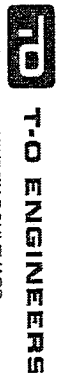
The following dates summarize the target completion of significant project tasks.

ACTIVITY	COMPLETION
Submit Draft Scope and Fee to Owner and FAA	June 25, 2013
Complete Independent Fee Estimate Review	July 1, 2013
Work Order Negotiation Complete	July 2, 2013
Initiate Design	July 2, 2013
Preliminary Design – Complete	July 15, 2013
Final Design – Complete	August 7, 2013
Advertise Project	July 25, 2013
Bid Opening	August 25, 2013
Award Project	August 30, 2013
Pre-Construction Conference/NTP	September 3, 2013
2013 Construction	September 3, 2013 – November 1, 2013
2014 Construction	May 2014
Closeout	June 2014

Dates are subject to change, based on grant timing, weather and the needs of the Owner.



South Hangar Taxilane



9777 CHINDEN BOULEVARD
 BOISE, IDAHO 83714-2008
 PHONE: (209) 323-2288 FAX: (209) 323-2395
 E-MAIL: INFO@T-O-ENG.COM DATE: MAY 2013 X#: 130005

AGENDA ITEM SUMMARY

DATE: 7-01-2013 **DEPARTMENT:** CDD **DEPT. HEAD SIGNATURE:** MA

SUBJECT: Conduct public hearing and consider amending Section 8.2 of the Zoning Ordinance, amending the definition of Animated Signs, adding a definition for Electronic Message Display (EMD), and defining standards and regulations for Electronic Message Display and Animated Signs.

AUTHORITY: ID Code 39-4116 IAR _____ City Ordinance/Code Zoning Ordinance No. 532
(IF APPLICABLE)

BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:

Update from June 17, 2013 Meeting:

After reviewing the City Council's direction from the June 17 meeting to consider a Sign Overlay District, staff proposes a brief exhibit on Electronic Message Displays for the July 1, 2013 meeting. On July 15, during the regular meeting of the City Council, Lytle Signs has agreed to display and operate an Electronic Message Display according to our proposed ordinance. The presentation is to better explain to the Council, city staff, and the public how EMD's are used and displayed. The presentation will consider varying degrees of brightness, color, text, animation, and other features that are addressed in the proposed ordinance. Staff recommends tabling the current discussion to the July 15 meeting.

Summary

The amendment is to Section 8.2 of the Hailey Zoning Ordinance, and proposes amending the definition of Animated Signs, adding a definition for Electronic Message Displays (EMD), and defines the standards for these signs.

Background

In late 2012, the Middle School approached the City of Hailey and inquired whether they could install an electronic message display at their location to replace their current sign that uses movable letters that must be changed out manually. According to our current ordinance, EMDs are not allowed within the City of Hailey under §8.2.6(3) of the Zoning Ordinance. As a result of this request, Staff was directed to draft an ordinance that addresses the negative impacts of Electronic Message Displays and to establish a process by which to regulate such signs in a way that will not create aesthetic clutter. In researching this issue, staff has drafted an ordinance that strictly regulates Electronic Message Displays and Animated Signs and invites a public process via Conditional Use Permit for any entity applying for use of these signs.

Planning and Zoning Commission Recommendation

On May 13, 2013, the Planning and Zoning Commission held the third public hearing since March 11 on this proposed amendment to the zoning ordinance. At that meeting, after deliberation, the Commission voted unanimously to recommend denial of this amendment to the City Council. The Commission cited the following reasons for their recommendation against the amendment:

1. The amendment was not compliant with Section 11 of the Comprehensive Plan, which addresses Community Design. In particular, the Commission was concerned that this amendment would negatively alter the residential character of neighborhoods rather than "enhance the character of different neighborhoods," which is a goal 11.1 of the Comprehensive Plan.

2. The amendment was not compliant with the Outdoor Lighting section of the Zoning Ordinance (Article 8B).
3. The Commission was concerned that the ordinance, as written, would be challenged to allow commercial usage of electronic reader boards by entities other than educational and public institutions.
4. At the May 13 meeting, the Commission asked staff to communicate an "emphatic" recommendation of denial of this amendment to the City Council.

FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:

None

ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS: (IF APPLICABLE)

<input checked="" type="checkbox"/>	City Administrator	<input type="checkbox"/>	Library	<input type="checkbox"/>	Benefits Committee
<input checked="" type="checkbox"/>	City Attorney	<input type="checkbox"/>	Mayor	<input type="checkbox"/>	Streets
<input type="checkbox"/>	City Clerk	<input checked="" type="checkbox"/>	Planning	<input type="checkbox"/>	Treasurer
<input checked="" type="checkbox"/>	Building	<input type="checkbox"/>	Police	<input checked="" type="checkbox"/>	Sustainability
<input type="checkbox"/>	Engineer	<input type="checkbox"/>	Public Works,	<input type="checkbox"/>	_____
<input type="checkbox"/>	Fire Dept.	<input type="checkbox"/>	Parks	<input type="checkbox"/>	_____
		<input checked="" type="checkbox"/>	P & Z Commission		

RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:

Table discussion to the July 15 meeting, where a presentation on EMDs will be conducted by Lytle Signs to the City of Hailey.

ACTION OF THE CITY COUNCIL:

Date : _____
 City Clerk _____

FOLLOW-UP:

*Ord./Res./Agrmt./Order Originals: Record *Additional/Exceptional Originals to:

Copies (all info.): _____ Copies (AIS only)
 Instrument # _____

STAFF REPORT

TO: Hailey City Council

FROM: Micah Austin, Community Development Director

RE: Zoning Ordinance Amendment – Section 8.2 amending the definition of Animated Signs, adding a definition for Electronic Message Display (EMD), and defining standards and regulations for Electronic Message Display and Animated Signs.

HEARING: Planning and Zoning: March 11, 2013; April 8, 2013; April 22, 2013 (tabled to May 13); May 13, 2013

City Council: June 17, 2013; July 1, 2013

Notice

Notice for the public hearing before the Planning and Zoning Commission was published in the Idaho Mountain Express on Feb 20, 2013 and mailed to public agencies and area media on February 22, 2013

Notice for the public hearing before the City Council was published in the Idaho Mountain Express on May 29 and mailed to public agencies and area media on May 28.

Proposal

The amendment is to Section 8.2 of the Hailey Zoning Ordinance, and proposes amending the definition of Animated Signs, adding a definition for Electronic Message Displays (EMD), and defines the standards for these signs.

Planning and Zoning Commission Recommendation

On May 13, 2013, the Planning and Zoning Commission held the third public hearing since March 11 on this proposed amendment to the zoning ordinance. At that meeting, after deliberation, the Commission voted unanimously to recommend denial of this amendment to the City Council. The Commission cited the following reasons for their recommendation against the amendment:

1. The amendment was not compliant with Section 11 of the Comprehensive Plan, which addresses Community Design. In particular, the Commission was concerned that this amendment would negatively alter the residential character of neighborhoods rather than “enhance the character of different neighborhoods,” which is a goal 11.1 of the Comprehensive Plan.
2. The amendment was not compliant with the Outdoor Lighting section of the Zoning Ordinance (Article 8B).
3. The Commission was concerned that the ordinance, as written, would be challenged to allow commercial usage of electronic reader boards by entities other than educational and public institutions.
4. At the May 13 meeting, the Commission asked staff to communicate an “emphatic” recommendation of denial of this amendment to the City Council.

Background

In late 2012, the Middle School approached the City of Hailey and inquired whether they could install an electronic message display at their location to replace their current sign that uses movable letters that must be changed out manually. According to our current ordinance, EMDs are not allowed within the City of Hailey under §8.2.6(3) of the Zoning Ordinance. As a result of this request, Staff was directed to draft an ordinance that addresses the negative impacts of Electronic Message Displays and to establish a process by which to regulate such signs in a way that will not create aesthetic clutter. In researching this issue, staff has drafted an ordinance that strictly regulates Electronic Message Displays and Animated Signs and invites a public process via Conditional Use Permit for any entity applying for use of these signs.

Procedural History

The text amendment was considered by the Planning and Zoning Commission on March 11, 2013. At that meeting, the Commission made minor changes and directed staff to bring an updated copy of the ordinance back to the April 8 meeting. At the April 8 meeting, the Commission fielded questions from the public on this ordinance and directed staff to research these questions. At the April 22 meeting of the Planning and Zoning Commission, the Commission continued the public hearing and consideration for this amendment to the May 13 regular meeting. At the May 13 meeting of the Planning and Zoning Commission, a public hearing was held. Following the public hearing, the Planning and Commission voted unanimously to recommend denial of this zoning ordinance amendment to the City Council.

The City Council held a public hearing on June 10, 2013 to consider the Planning and Zoning Commission's recommendation and the zoning text amendment.

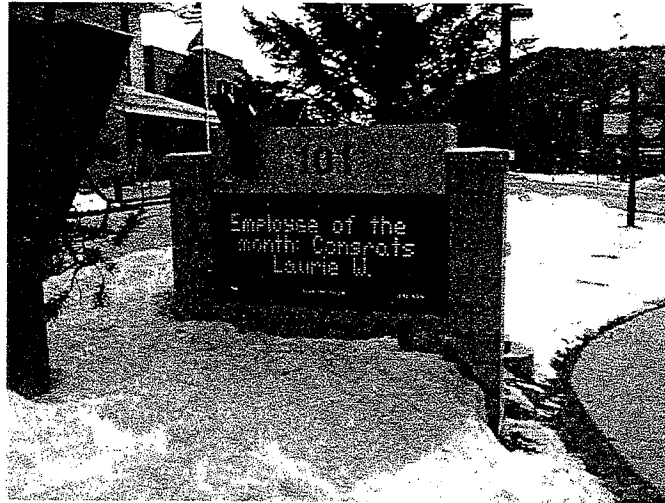
Department Comments

In many jurisdictions across the country and within the State of Idaho, Electronic Message Displays can be the most abused and can be the most aesthetically discouraging signs in any municipality. Bright lights, distracting animation, lack of architectural appeal, and general sign clutter are all byproducts of unregulated Electronic Message Displays. The ordinance under consideration attempts to address all these unappealing consequences of Electronic Message Displays while still allowing creativity for the entity seeking an EMD.

Such regulations in the proposal as a single color, no animation, minimum text size, minimum display size, and zoning restrictions are all intended to guide the production of an EMD to be tasteful, attractive, and informative. In addition, the proposed ordinance only allows use of an EMD or Animated Sign by local governments (City of Hailey, Blaine County) and educational institutions (Blaine County School District) for public information and educational purposes. The ordinance expressly regulates the use of an EMD for commercial purposes, as well as restricts usage of such signs in the Business District. In drafting this ordinance, staff interviewed several other municipalities and jurisdictions to learn from their experiences and draft an ordinance unique to Hailey.

An example of an EMD in Blaine County that is well designed and used is the EMD utilized by

the YMCA in Ketchum. The level of restrictiveness of the proposed ordinance is acceptable to staff. Below is an example of the YMCA reader board in Ketchum:



Standards of Evaluation

Note: Staff analysis is in lighter type,
Italicized words are words or phrases added by staff for clarification purposes.

14.6 When evaluating any proposed amendment under this Article, the Commission and Council shall make findings of fact on the following criteria:

a. The proposed amendment is in accordance with the Comprehensive Plan;
The Council should consider how the proposed amendments relates to the various goals of the Comprehensive Plan (listed below for reference). Section 11, Community Design, has been addressed as being most applicable to this application as seen below.

NOTE: The Planning and Zoning Commission voted to recommend denial based on their determination that the amendment was not consistent with Section 11 of the Comprehensive Plan.

Section 11: COMMUNITY DESIGN

Goal 11.1: Establish a built environment that maintains human scale, retains interest, aesthetics, encourages various levels of interaction among all members of the community, and enhances the character of different neighborhoods.

In researching and drafting this ordinance, staff was guided to the current draft using the above goal from the Comprehensive Plan. For this reason, staff has included certain display regulations that address brightness, illumination, colors, and the content of the messages on the display. The following is a summary of how the ordinance meets this Comp Plan goal:

- 1. Human Scale:** *EMDs are limited to five feet maximum height to maintain human scale. Monument signs are required.*
- 2. Retains Interest:** *Messages are limited to displaying information of public interest and public benefit and are restricted from any commercial messages.*

3. ***Aesthetics:*** *The electronic or reader board portion of the sign is limited to a maximum of 33% of the total sign area so as to allow for a more aesthetic and architecturally appealing sign that frames a reader board, rather than becoming overwhelmed by one.*
4. ***Encourages Interaction:*** *First, the messages will be of public interest and second, the public is invited to comment on all EMD applications because they would be required to have a CUP for approval.*
5. ***Enhances the Character of Different Neighborhoods:*** *The proposed ordinance does not enhance the character of different neighborhoods and could potentially detract from the character of a neighborhood. Design and a well guided public process will be essential to ensuring this is met.*

The proposed amendment could impact surrounding residential areas if an EMD were approved for a residential neighborhood without significant thought and planning given to minimizing impacts. As part of the CUP process, impacts from lighting, architectural design, and other features of the sign should be scrutinized to ensure that there are no negative consequences to a neighborhood.

Section 5: Land Use, Population and Growth Management

Goals 5.1 (b): Downtown, the historic commercial center containing the greatest concentration of commercial, cultural and civic activity.

The proposed ordinance prohibits animated and electronic message display signs in the Business District, which encompasses all of downtown. This restriction was added to preserve the historical and aesthetic qualities of downtown where the primary activity is commercial. According to our proposed ordinance, EMDs shall be used only for non-commercial messages of public interest and not for any commercial purposes. Where our downtown should always maintain a walkable character, signs should be planned for pedestrian accessibility, rather than for vehicles passing nearby. It is staff's opinion that Animated and EMD signs should not be allowed in the downtown area, thereby meeting this goal of the Comprehensive Plan.

Comp Plan Goals (2010)	
1.1	Preserve, protect and restore natural resources including waterways, floodplains, wetlands, soil, community forest, native vegetation, green space and wildlife habitat and migration corridors for the benefit of the City and its residents.
1.2	Efficiently use and conserve resources.
1.3	Promote renewable energy production
1.4	Promote energy conservation
1.5	Promote air quality protection
2.1	Reduce the potential threat to loss of life, limb or property and minimize public expenditures due to natural and man-made hazards.
3.1	Assure the protection and preservation of Special Sites, Areas and Features to maintain a strong community identity for future generations
3.2	Protect the residential character of the original Townsite.
4.1	Create and maintain an interconnected system of parks, recreational facilities, trails, green spaces and natural lands in order to provide diverse recreation opportunities for Hailey residents within ¼ mile to ½ mile of the greatest number of residents.
5.1	Retain a compact City comprised a central downtown with surrounding diverse neighborhoods, areas and characteristics as depicted in the Land Use Map:
a.	Main Street Corridor – area of high density commercial, mixed use and residential development.
b.*	Downtown - the historic commercial center containing the greatest concentration of commercial, cultural and civic activity. Downtown is the priority area for encouraging higher density commercial and mixed use (commercial and residential) development.
c.	Community Activity Areas – located at the north and south ends of the Main Street Corridor. High density residential is encouraged. Commercial and mixed use (commercial and residential) development is appropriate, but should be subordinate and secondary to the infill of Downtown.
d.	High Density Residential – high density residential infill is encouraged in the area along Main Street and River Street between Downtown and the north and south ends of Main Street.
e.	Residential Buffer – medium density residential, providing a buffer between lower density residential neighborhoods to the east and west and the Main Street District.
f.	Traditional Residential – Density varies depending on the qualities of different neighborhoods, generally density is higher within a ¼ mile of Downtown, Community Activity Areas or Neighborhood Service Centers and connected by transit service.
g.	Neighborhood Service Centers – Small commercial areas serving residents within walking distance (¼ to ½ mile) where commercial use is subordinate to residential uses and to Downtown or Community Activity Areas.
h.	Light Industrial – Areas containing uses important to a variety of business sectors that focus on the production of products and services that are less compatible with, and do not compete with, uses in Downtown and the Community Activity Areas.
i.	Airport Site Redevelopment – a diversity and integration of uses and community assets that complement and support Downtown and are connected within and to existing neighborhoods.
j.	Community Gateways – areas where one has a sense of arrival or sense of being within a part of town distinguished from others providing opportunities for special design considerations.

5.2	Maintain Downtown as the area containing the greatest concentration of commercial, cultural and civic activity and as the priority area for encouraging higher density commercial and mixed use (commercial and residential) development.
5.3	Continue cooperation with the Blaine County and the Friedman Memorial Airport Authority in regional planning efforts to optimally relocate the airport and plan for the long term redevelopment of the site within the city limits to ensure that changes in land use are beneficial to the community of Hailey.
5.4	Protect open space within and surrounding Hailey, including visible ridgelines, undeveloped hillsides and agricultural areas which help define the unique character of Hailey.
5.5	Lessen dependency on the automobile.
5.6	Manage and accommodate population growth by infill development and, when appropriate, minimal expansion by annexation and/or density increases.
5.7	Encourage development at the densities allowed in the Zoning Code.
6.1	Encourage a diversity of economic development opportunities within Hailey
6.2	Encourage abundant, competitive and career-oriented opportunities for young workers.
7.1	Encourage a variety of projects and programs that meet the needs generated by various segments of the population, especially the needs of those who risk suffering effects of discrimination or are socially or economically disadvantaged.
7.2	Encourage projects and programs that seek to provide opportunities for cultural, cross-cultural and educational enrichment.
8.1	Encourage development that provides opportunities for home ownership and rental homes for individuals and families of all socio-economic levels.
9.1	Plan for the long-term utilities, service and facility needs of the City while minimizing impacts to the greatest extent possible.
10.1.	Create and maintain a pedestrian and bicycle-friendly community that provides a safe, convenient and efficient multi-modal transportation system for all Hailey residents.
11.1	Establish a built environment that maintains a human scale, retains interest, aesthetics, encourages various levels of interaction among all members of the community, and enhances the character of different neighborhoods.
12.1	Evaluate whether proposed regulatory or administrative actions may result in an unconstitutional taking of private property.
13.1	Encourage and facilitate the development of school facilities that are planned consistently with the city's other land use policies.
13.2	Ensure the provision of safe, adequate, convenient multi-modal transportation access to all existing and future school sites.

- b. Essential public facilities and services are available to support the full range of proposed uses without creating excessive additional requirements at public cost for the public facilities and services;**

There are no additional costs or compromise anticipated to public facilities and services.

- c. The proposed uses are compatible with the surrounding area; and**

The proposed amendment could most significantly impact surrounding residential areas if an EMD were approved for a residential neighborhood without significant thought and planning given to minimizing impacts. As part of the CUP process, impact from lighting, architectural design, and other features of the sign should be scrutinized to ensure that there are no negative consequences to a neighborhood.

- d. The proposed amendment will promote the public health, safety and general welfare.**

It is not anticipated that the proposed amendment will adversely affect the public health, safety and welfare of citizens.

Motion Language

Approval:

Council

Motion to approve the proposed amendments to Section 8.2 finding that the amendments are in accordance with the Comprehensive Plan, that essential public facilities and services are available to support the full range of proposed uses without creating excessive additional requirements at public cost for the public facilities and services, that the proposed uses are compatible with the surrounding area, and that the proposed amendment will promote the public health, safety and general welfare and adopt Ordinance _____ and authorize the mayor to conduct the first reading by title only.

Denial:

Council

Motion to deny _____ the proposed amendments to Section 8.2 finding that _____ [the Council should cite which standards are not met and provided the reason why each identified standard is not met].

Continuation:

Motion to continue the public hearing upon the proposed amendment to Section 8.2 to _____ [the Commission should specify a date].

Table:

Motion to table the proposed amendment to Section 8.2

HAILEY ORDINANCE NO. ____

AN ORDINANCE OF THE CITY OF HAILEY, IDAHO, AMENDING SECTION 8.2.2 OF THE HAILEY MUNICIPAL CODE TO AMEND THE DEFINITION OF ANIMATED SIGN AND TO ADD THE DEFINITION OF ELECTRONIC MESSAGE DISPLAY; BY AMENDING SECTION 8.2.6 OF THE HAILEY MUNICIPAL CODE TO DELETE ANIMATED SIGNS AS A PROHIBITED SIGN; BY AMENDING SECTION 8.2.11(I) OF THE HAILEY MUNICIPAL CODE TO PROVIDE FOR STANDARDS FOR ANIMATED SIGNS AND ELECTRONIC MESSAGE DISPLAYS; BY PROVIDING FOR A SEVERABILITY CLAUSE; BY PROVIDING FOR A REPEALER CLAUSE; AND BY PROVIDING FOR THE EFFECTIVE DATE OF THIS ORDINANCE UPON PASSAGE, APPROVAL AND PUBLICATION ACCORDING TO LAW.

WHEREAS, the City of Hailey wishes to regulate the display of animated signs and electronic message displays (EMD) for limited use by governmental and educational purposes;

WHEREAS, the current ordinance prohibits all electronic message displays that contain animation or intermittent light sources;

WHEREAS, the public safety and welfare and uniform aesthetic considerations are promoted by providing for regulations as to the use of animated signs and EMD;

WHEREAS, the City of Hailey finds a public benefit in allowing certain governmental and educational institutions the opportunity to implement electronic message displays strictly for public information;

WHEREAS, the proposed amendments are generally in accordance with the Comprehensive Plan;

WHEREAS, the proposed amendments will not create excessive additional requirements at public cost for public facilities and services; and

WHEREAS, the proposed amendments will be in accordance with the welfare of the general public.

BE IT THEREFORE ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF HAILEY, IDAHO, AS FOLLOWS:

Section 1. Section 8.2.2 of the Hailey Municipal Code is amended by the deletion of the stricken language and addition of the underlined language and by the insertion of the definitions in alphabetical order, as follows:

Animated Sign. Any sign or part of a sign that changes physical position in any way, or that uses movement or change of lighting to depict action

or create a special effect or scene or the illusion of movement which gives the visual impression of movement or rotation.

Electronic Message Display. A sign or portion thereof capable of displaying words, symbols, figures or images that can be electronically or mechanically changed by remote or automatic means.

Section 2. Section 8.2.6 of the Hailey Municipal Code is amended by the deletion of the stricken language and addition of the underlined language, as follows:

8.2.6 Prohibited Signs.

A. No person shall erect, maintain, or relocate any of the following Signs within the City:

1. Signs creating traffic hazards. A sign at or near any public street, or at the intersection of any public streets, situated in such a manner as to create a traffic hazard by obstructing vision. Additionally, any sign at any location which would interfere with, obstruct the view of, or be confused with any authorized traffic sign.
2. Any sign which, due to structural weakness, design defect, or other reason, constitutes a threat to the health, safety, and welfare of any person or property.
3. Any sign which contains an intermittent light source, or which includes the illusion of intermittent or flashing light by means of animation, or an externally mounted intermittent light source.
4. Roof Signs, except mansard roof Signs provided that the highest portion of any sign attached to a mansard roof is no more than 2/3 the height of the mansard roof to which it is attached.
5. ~~Animated Signs(reserved).~~
6. Any Pennant, propeller, or similar device which is designed to display movement under the influence of the wind and which contains a message, announcement, declaration, demonstration, display, illustration, or insignia used for promotion or advertisement of a person, product, service, or business.
7. Any Sign attached to or displayed on outdoor furniture.
8. Any Sign mounted on wheels.
9. Any inflatable object used for promotional or sign purposes, excluding standard size balloons.
10. Signs advertising a business that is located outside of the corporate limits of Hailey.
11. Signs using "day-glo," fluorescent, or brilliant luminescent colored or neon lit backgrounds.
12. Reflective colored material that gives the appearance of changing color.
13. Any Sign covering or obscuring windows, doors, storefronts, building entrances, eaves, cornices, columns, horizontal expression lines, or other architectural elements or details.

Section 3. Section 8.2.11 of the Hailey Municipal Code is amended by the addition of a new subsection I, as follows:

I. Any animated sign and electronic message displays (EMD) shall conform to the following requirements:

1. Shall only be allowed for the purpose of informing the public with non-commercial messages of public interest and public education. EMD and animated signs are not allowed for commercial use or by any entities other than local governments or public educational institutions.

2. Shall contain static messages only, and shall not have movement, or the appearance or optical illusion of movement of any part of the sign structure, design, or pictorial segment of the sign, including the movement or appearance of movement of any illumination or the flashing/varying of light intensity.

3. No more than one message may be displayed per 24 hour period.

4. Area of EMD or Animated sign shall not occupy more than thirty three (33) percent, or 1/3, of the total sign area. Maximum area for such displays is thirty (30) square feet, which includes front and back sides of the sign.

5. Shall emit a light of constant intensity, not to exceed 5,000 nits on clear days and 500 nits from dusk to dawn. In no event shall such an illuminated sign or device be placed or directed to permit the beams and illumination therefrom to be directed or beamed upon a public thoroughfare, highway, sidewalk or adjacent premises to cause glare or reflection that may constitute a traffic hazard or nuisance. Electronic Message Display portion of the sign shall only operate between 7:00 am and 10:00 pm.

6. Text-only single color message displays with letters no higher than twelve (12) inches.

7. Number: limited to one per location and property.

8. Height: The EMD portion of the sign shall exceed five (5) feet in height from record grade.

9. Such signs, displays, or device may not be installed on a non-conforming sign. A monument sign is required.

10. Allowed by conditional use permit only and in accordance with Section XI of the Zoning Ordinance.

11. Prohibited in the Business Zone (B) and Limited Residential (LR) zone and subdistricts.

Section 4. Severability Clause. If any section, paragraph, sentence or provision hereof or the application thereof to any particular circumstances shall ever be held invalid or unenforceable, such holding shall not affect the remainder hereof, which shall continue in full force and effect and applicable to all circumstances to which it may validly apply.

Section 5. Repealer Clause. All Ordinances or Resolutions or parts thereof in conflict herewith are hereby repealed and rescinded.

Section 6. Effective Date. This Ordinance shall be in full force and effect after its passage, approval and publication according to law.

PASSED AND ADOPTED BY THE HAILEY CITY COUNCIL AND APPROVED BY THE MAYOR THIS ___ DAY OF _____, 2013.

FRITZ HAEMMERLE, Mayor

ATTEST:

MARY CONE, City Clerk

