

Public Involvement and Agency Coordination

August 18, 2021 – Letter from FAA to Shoshone Bannock Tribes - Invitation for Government-to-Government Tribal Consultation for Review of a Proposed Project at the Friedman Memorial Airport near Hailey, Idaho

March 9, 2021 – Letter from Friedman Memorial Airport to Regional History Museum Community Library - Section 106 Coordination for Historic Resources

March 9, 2021 – Letter from Friedman Memorial Airport to Blaine County Historical Museum - Section 106 Coordination for Historic Resources

March 12, 2021 – Letter from Blaine County Historical Museum to Friedman Memorial Airport – Regarding the proposed purchase of 386 acres of the Halfway Ranch/Eccles Flying Heart Ranch Historic District

October 12, 2021 – Letter from FAA to State Historic Preservation Officer - Determination of Effect on Historic Properties due to Proposed Project at the Friedman Memorial Airport at Hailey, Idaho

November 1, 2021 – Letter from State Historic Preservation Officer to FAA - Determination of Effect on Historic Properties due to Proposed Project at the Friedman Memorial Airport at Hailey, Idaho / SHPO Rev. No. 2022-33

January 28, 2022 – Email from USDA National Resource Conservation Service to Friedman Memorial Airport –FPPA (Farmland Protection Policy Act) Hailey Airport

February 14, 2022 – Email from Idaho Fish and Game to Mead and Hunt - Biological Evaluation for Friedman Memorial Airport (SUN)

February 14, 2022 – Email from FAA to US EPA Region 10, Water Division, Groundwater Protection Program - Proposed Project for Friedman Memorial Airport (SUN)

February 15, 2022 - Email from US EPA Region 10, Water Division, Groundwater Protection Program to FAA - Proposed Project for Friedman Memorial Airport (SUN)

August 4, 2020 – SUN Property Acquisition EA Presentation during public FMAA Board Meeting

April 6, 2021 - SUN Property Acquisition EA Presentation during public FMAA Board Meeting

June 1, 2021 - SUN Property Acquisition EA Presentation during public FMAA Board Meeting

December 7, 2021 - SUN Property Acquisition EA Presentation during public FMAA Board Meeting

April 12, 2022 – Email from FAA to Shoshone Bannock Tribes – Follow-up on initiation of consultation



U. S. Department
of Transportation

**Federal Aviation
Administration**

August 18, 2021

Mr. Devon Boyer, Chairman
Shoshone Bannock Tribes
PO Box 306
Fort Hall, ID 83203

Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, MT 59602-1213

Subject: Invitation for Government-to-Government Tribal Consultation for Review of a
Proposed Project at the Friedman Memorial Airport near Hailey, Idaho

Dear Chairman Boyer:

The Federal Aviation Administration (FAA) is examining the environmental impacts for a potential project for land acquisition and development at the Friedman Memorial Airport (Airport) near Hailey, Idaho. The project description and location maps are included with this letter. The proposed project and its associated activities are subject to the National Historic Preservation Act (NHPA) and its implementing regulations under Section 106 36 CFR part 800 (as amended) as well as the National Environmental Policy Act (NEPA). The City of Hailey and Blaine County (the Airport Sponsors) have begun preparation of an Environmental Assessment for submission to the FAA to meet regulatory obligations and the FAA intends to complete Section 106 in conjunction with the NEPA process.

In accordance with Executive Order 13175, Consultation and Coordination with Indian and Tribal governments and FAA Order 1210.20, American Indian and Alaska Native Tribal Consultation Policy and Procedures, the FAA is inviting you to participate in government-to-government consultation. We are also initiating this consultation in accordance with Section 106 of the National Historic Preservation Act of 1966 and implementing regulations 36 CFR Part 800 to seek input on properties of cultural or religious significance that may be affected by the undertaking, and invite you to participate in government-to-government consultation in the Section 106 process.

A cultural resources survey was completed for the Airport and a portion of the property now proposed for acquisition in 2018. This survey had been sent to the Shoshone Bannock Tribes when improvements were proposed in 2019. The survey did not find any sites of cultural interest, but identified two historic resources that are eligible to the National Register of Historic Places (NRHP) within the Area of Potential Effect (APE). These resources included the Cove Canal (10BN1126) and the Halfway Ranch / Eccles Flying Hat Ranch (13-16207). The proposed project in 2019 was determined to have an adverse effect on the Historic Ranch District due to the removal of trees in a windrow near the farmstead.

For the current proposal for land acquisition and development, an Archaeological Resources Survey (2021) and Assessment of Effects Document (2021) have been developed and are enclosed with this letter. The Archaeological Resources Survey did not uncover any prehistoric or cultural resources aside from those that had already been identified on the Halfway Ranch/Eccles Flying Hat Ranch Historic District in 2018. Although the land acquisition will encompass a large part of the Historic District, the Effects Document has recommended that the proposed project for land acquisition and development will have no adverse effect on the Historic District, in large part due to the Friedman Memorial Airport Authority's inclusion of a special lease provision in future agricultural lease agreements to provide for the maintenance of the contributing elements of the property with respect to their value to the Historic District. Additionally, aside from a small parcel of the acquired property intended for airport development, the vast majority of the land will continue to be leased for agricultural use, and protect the airport from incompatible land uses in approach and departure surfaces.

Based on the information in the cultural surveys and assessment document, the absence of archaeological resources on the property, and the inclusion of the special lease provision in future lease agreements, the FAA intends to forward a determination of no adverse effect to Idaho SHPO.

However, if the Shoshone Bannock Tribes have information that should be considered prior to this determination, or would like to initiate consultation, please notify Diane Stilson, the Environmental Specialist at our office. Diane can be contacted by phone at (406) 441-5411 or by e-mail at diane.stilson@faa.gov or send your confirmation or comments to her at the following address:

Diane Stilson, P.E.
FAA Helena Airport District Office
2725 Skyway Drive, Suite 2
Helena, Montana 59602-1213

Thank you in advance for your response.

Sincerely,

William C. Garrison, Manager
Helena Airports District Office

Enclosures:

Project Description and Layout
A Cultural Resource Survey for the Friedman Memorial Airport (SUN) Property
Acquisition Environmental Assessment (2021)
Assessment of Effects for the Halfway Ranch/Eccles Flying Hat Ranch Farmstead
Historic District (2021)

cc: (Via e-mail)

Shoshone Bannock Tribes (Louise Dixey, Carolyn Smith)
Friedman Memorial Airport Authority
T-O Engineers
file

Description of Proposed Improvements at Friedman Memorial Airport (SUN) at Hailey, Idaho:

The Friedman Memorial Airport (SUN) is located in Blaine County and the City of Hailey, Idaho, in an area generally known as the Wood River Valley. The Airport is sponsored by the City and County through the Friedman Memorial Airport Authority (FMAA), formed by a Joint Powers Agreement between the two entities. The Airport is a “commercial service” airport, serving several airlines and a wide variety of general aviation traffic.

The FMAA is proposing to acquire 386 acres of private agricultural land immediately adjacent to the current airport property located in Hailey, Idaho (SUN). The proposed land acquisition is located on the Eccles Flying Hat Ranch, also known as the Historic Halfway Ranch/Eccles Flying Hat Ranch Farmstead District (Historic District), immediately south of the Friedman Memorial Airport.

The acquisition of this property would allow for approach protection and ensure land use compatible with aviation operations. Construction of new general aviation hangars and aircraft parking apron is planned for 10.4 acres of the acquired property within the near to midterm planning horizon. The Airport plans to lease the remaining 375.6 acres of property for continued agricultural use. The acquired property outside the 10.4 acre aviation development footprint would not be disturbed for construction or other development and would be maintained as open space within the existing Historic District. FMAA intends to include a special lease provision in future agricultural lease agreements to provide for the maintenance of the contributing elements of the property with respect to their value to the Historic District.

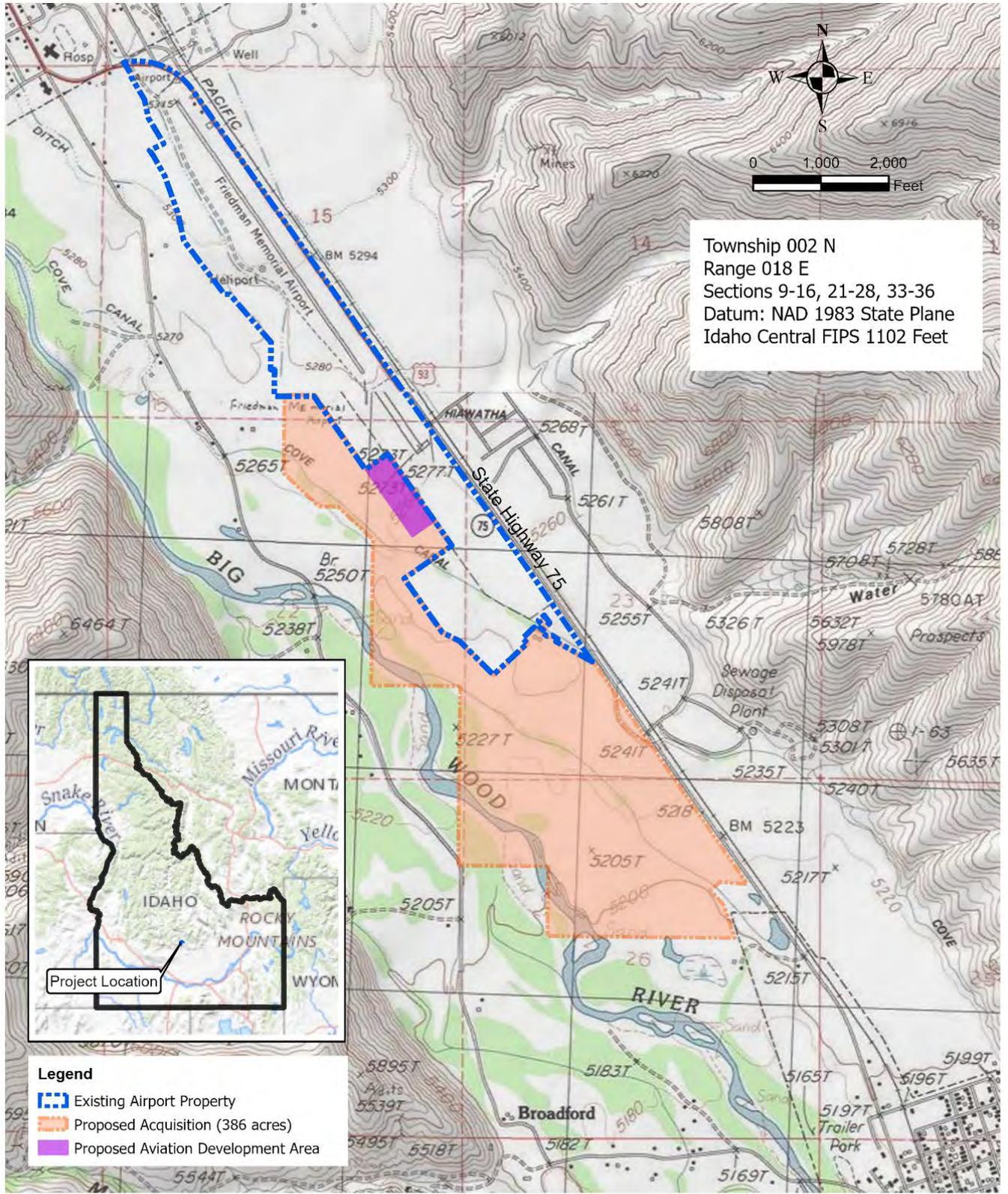


FIGURE A Project Location and Proposed Activities

USGS 7.5 Minute Topo Maps: Hailey, ID, Bellevue, ID, Seamans Creek, ID, Bough Creek SW, ID.

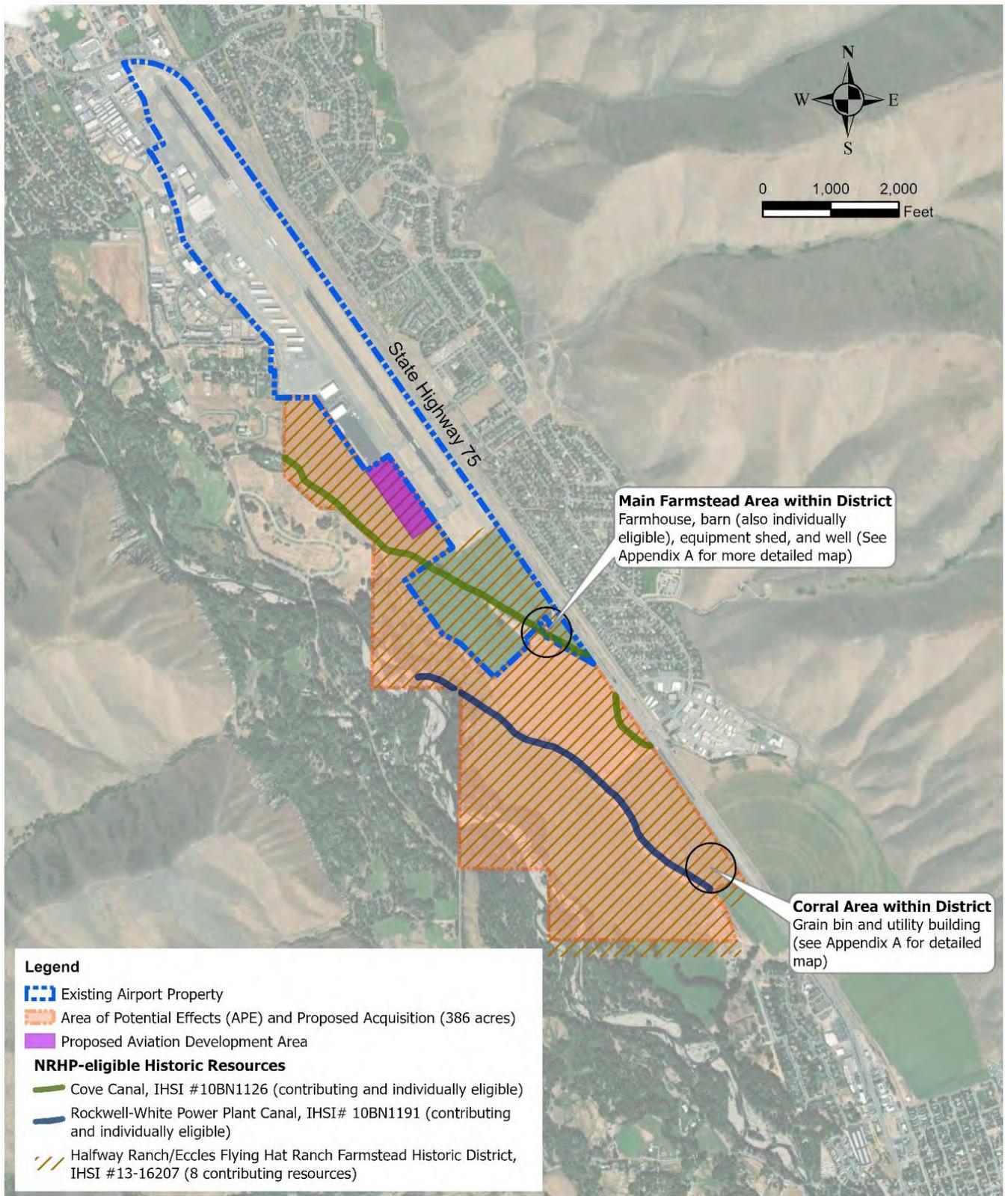


FIGURE C Historic Resources



March 9, 2021

Mary Tyson, Director
Regional History Museum – Community Library
180 1st Avenue East
P.O. Box 2168
Ketchum, ID 83340

Subject: Section 106 Coordination for Historic Resources
Proposed Land Acquisition
Friedman Memorial Airport (SUN)
City of Hailey, Blaine County, Idaho

Dear Ms. Tyson:

The Friedman Memorial Airport Authority (FMAA), using Federal Aviation Administration (FAA) grant funds, proposes to acquire a large portion of acreage within the historic boundary of the Halfway Ranch/Eccles Flying Hat Ranch Historic District (District), which was previously determined eligible for listing in the National Register of Historic Places (National Register). The land acquisition will provide approach protection and ensure land use that is compatible with aviation operations at Friedman Memorial Airport (Airport) and is shown on the attached map.

The District encompasses hundreds of acres located on the west side of State Highway 75 immediately south and west of the Airport (see attached map) and is eligible for listing in the National Register under *Criterion A: History* for its association with agricultural development in the Wood River Valley. The District's historic significance is conveyed through the eight contributing resources on the property, including the farmhouse, barn (individually eligible), well, equipment shed, grain bin, utility building, Cove Canal (individually eligible), Rockwell-White Power Plant Canal (individually eligible), and the open pastureland and tree lines that characterize the agricultural setting of the historic district. All individually eligible resources are located within the historic boundary of the District.

In 2018, a similar land acquisition occurred immediately south of the Airport and required removal of contributing landscape features (trees), which were obstructions to airport airspace. As a result, an effect assessment was conducted and, in consultation with the State Historic Preservation Office, mitigation was prepared to address effects to the District.

As shown on the attached map, the currently proposed land acquisition will include approximately 386 acres of agricultural land within the District boundary. Of this total, 10.4 acres located immediately adjacent to existing airport runways and facilities may be developed for future aeronautical use. The remaining acreage will remain in agricultural use.

The Airport is currently working with cultural resource specialists to assess direct and indirect effects of the proposed project on the District in compliance with Section 106 of the National Historic Preservation Act. I am contacting you to solicit any comments or concerns you may have regarding potential effects to the District.

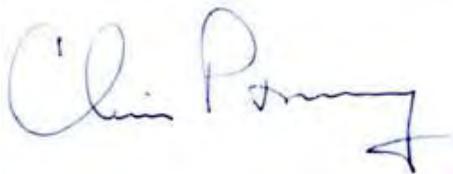
Please submit any comments you have on the project by **Friday, March 19, 2021** via email or mail to:

Chris Pomeroy
Airport Manager
Friedman Memorial Airport
1616 Airport Circle
Hailey, ID 83333
Email: chris@iflysun.com

If you have any questions or require additional information, please contact me.

Sincerely,

FRIEDMAN MEMORIAL AIRPORT

A handwritten signature in blue ink that reads "Chris Pomeroy". The signature is written in a cursive style with a large initial "C" and a long horizontal stroke at the end.

Chris Pomeroy
Airport Manager

Attachment

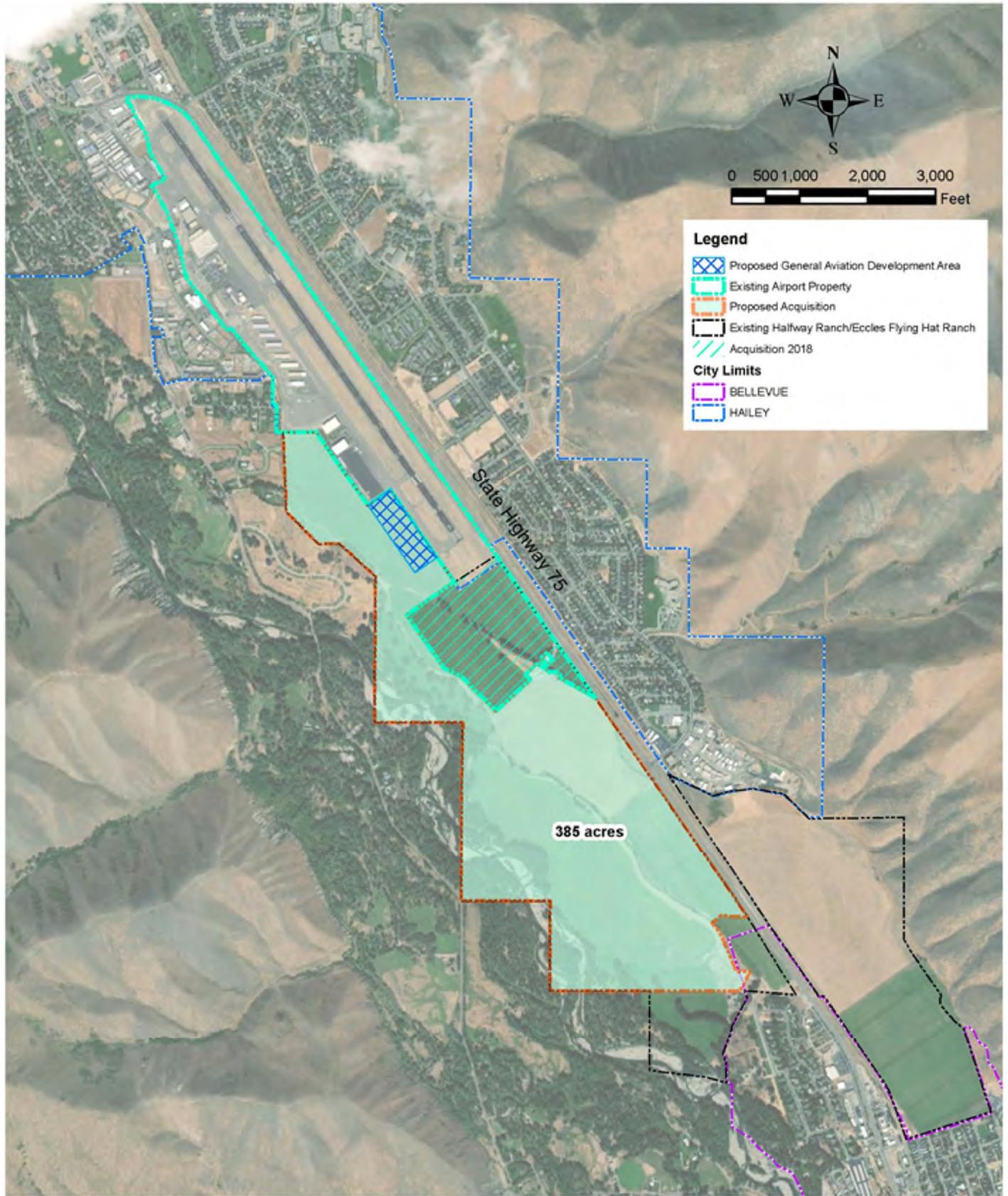


FIGURE A4 Proposed Action



March 9, 2021

Rebecca Cox, Director
Blaine County Historical Museum
218 N. Main Street
P.O. Box 124
Hailey, ID 83333

Subject: Section 106 Coordination for Historic Resources
Proposed Land Acquisition
Friedman Memorial Airport (SUN)
City of Hailey, Blaine County, Idaho

Dear Ms. Cox:

The Friedman Memorial Airport Authority (FMAA), using Federal Aviation Administration (FAA) grant funds, proposes to acquire a large portion of acreage within the historic boundary of the Halfway Ranch/Eccles Flying Hat Ranch Historic District (District), which was previously determined eligible for listing in the National Register of Historic Places (National Register). The land acquisition will provide approach protection and ensure land use that is compatible with aviation operations at Friedman Memorial Airport (Airport) and is shown on the attached map.

The District encompasses hundreds of acres located on the west side of State Highway 75 immediately south and west of the Airport (see attached map) and is eligible for listing in the National Register under *Criterion A: History* for its association with agricultural development in the Wood River Valley. The District's historic significance is conveyed through the eight contributing resources on the property, including the farmhouse, barn (individually eligible), well, equipment shed, grain bin, utility building, Cove Canal (individually eligible), Rockwell-White Power Plant Canal (individually eligible), and the open pastureland and tree lines that characterize the agricultural setting of the historic district. All individually eligible resources are located within the historic boundary of the District.

In 2018, a similar land acquisition occurred immediately south of the Airport and required removal of contributing landscape features (trees), which were obstructions to airport airspace. As a result, an effect assessment was conducted and, in consultation with the State Historic Preservation Office, mitigation was prepared to address effects to the District.

HAILEY, IDAHO → IFLYSUN.COM

1616 AIRPORT CIRCLE
HAILEY, ID 83333

OFFICE 208.788.4956
FAX 208.788.9852

As shown on the attached map, the currently proposed land acquisition will include approximately 386 acres of agricultural land within the District boundary. Of this total, 10.4 acres located immediately adjacent to existing airport runways and facilities may be developed for future aeronautical use. The remaining acreage will remain in agricultural use.

The Airport is currently working with cultural resource specialists to assess direct and indirect effects of the proposed project on the District in compliance with Section 106 of the National Historic Preservation Act. I am contacting you to solicit any comments or concerns you may have regarding potential effects to the District.

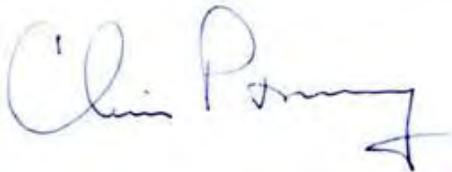
Please submit any comments you have on the project by **Friday, March 19, 2021** via email or mail to:

Chris Pomeroy
Airport Manager
Friedman Memorial Airport
1616 Airport Circle
Hailey, ID 83333
Email: chris@iflysun.com

If you have any questions or require additional information, please contact me.

Sincerely,

FRIEDMAN MEMORIAL AIRPORT

A handwritten signature in blue ink that reads "Chris Pomeroy". The signature is written in a cursive style with a long horizontal stroke at the end.

Chris Pomeroy
Airport Manager

Attachment

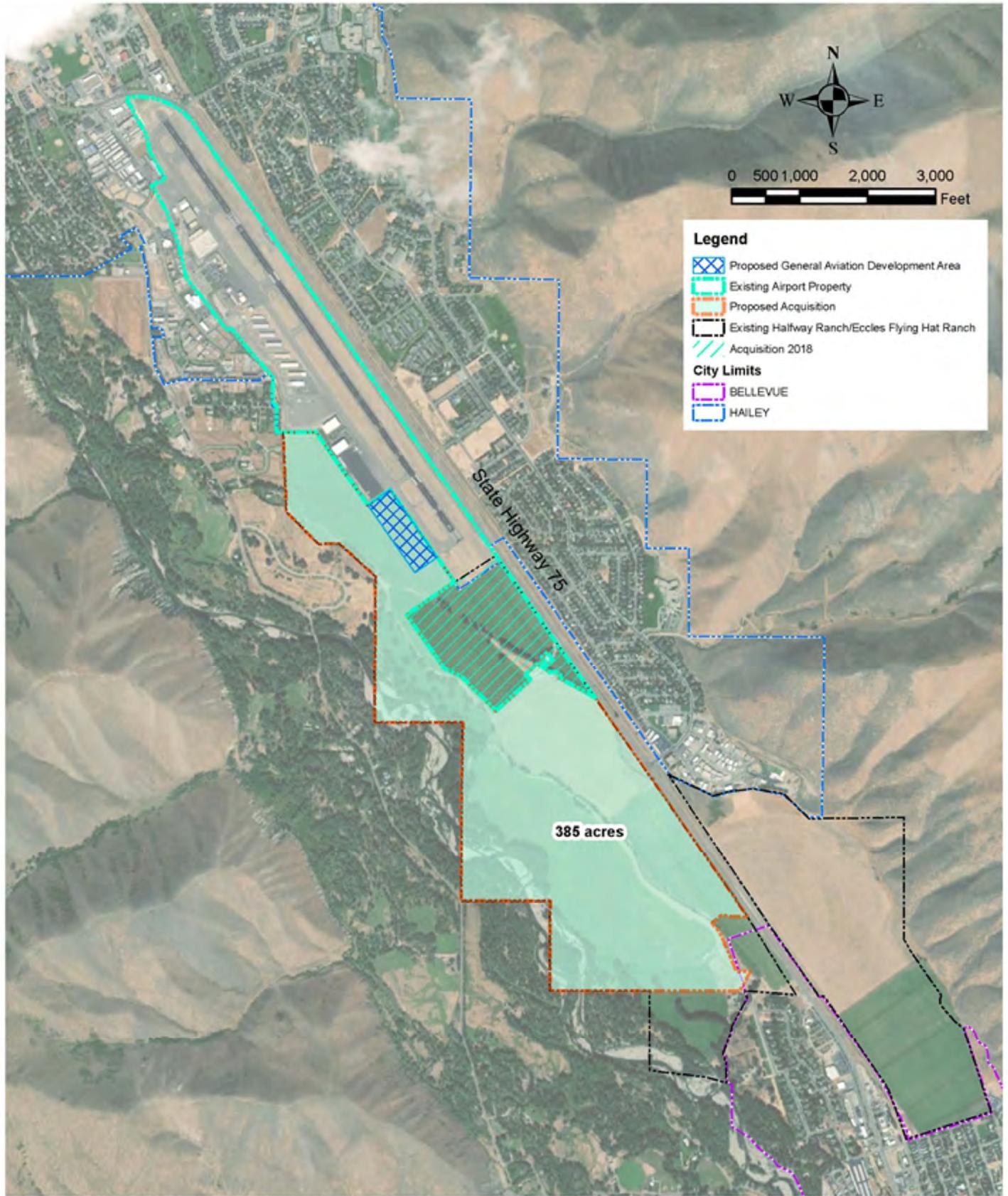


FIGURE A4 Proposed Action



Blaine County Historical Museum
PO Box 124
Hailey Idaho 83333
March 12, 2021

Chris Pomeroy,
Airport manager
Friedman Memorial Airport.

3/17/2021

Dear Mr Pomeroy,

Regarding the proposed purchase of 386 acres of the Halfway Ranch/ Eccles Flying Heart Ranch Historic District.

The Blaine County Historical Museum Board DE-facto Blaine County Historical Society believes that this purchase, even with the Potential loss of 10.4 acres of historic agricultural land, would actually help mitigate the loss, while providing another layer of protection to this valley's historic treasure. The march of progress/ development is putting tremendous pressure on the remaining historic buildings, farms, homes and other relics of a bygone age. Our hope is that this would preserve as much as possible, this historic district and all the heritage items it contains.

Our only concern is that FMAA will follow up on the items that are worthy of Historic registration will be placed on the National Register.

Rebecca Cox

Museum Director

Bob MacLeod

Museum Board President



U. S. Department
of Transportation

**Federal Aviation
Administration**

October 12, 2021

Janet Gallimore
State Historic Preservation Officer
Idaho State Historic Preservation Office
210 Main Street
Boise, Idaho 83702

Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, MT 59602-1213

Subject: Determination of Effect on Historic Properties due to Proposed Project at the
Friedman Memorial Airport at Hailey, Idaho

Dear Ms. Gallimore:

The Federal Aviation Administration (FAA) is examining the environmental impacts for a potential project for land acquisition and development at the Friedman Memorial Airport (Airport) at Hailey in Blaine County, Idaho. A project description and location maps are included with this letter. The proposed project and its associated activities are subject to the National Historic Preservation Act (NHPA) and its implementing regulations under Section 106 36 CFR part 800 (as amended) as well as the National Environmental Policy Act (NEPA). The City of Hailey and Blaine County (the Airport Sponsors) have begun preparation of an Environmental Assessment for submission to the FAA to meet regulatory obligations and the FAA intends to complete Section 106 in conjunction with the NEPA process.

A cultural resources survey was completed for the Airport and a portion of the property now proposed for acquisition in 2018. The survey did not find any sites of cultural interest, but identified two historic resources that are eligible to the National Register of Historic Places (NRHP) within the Area of Potential Effect (APE). These resources included the Cove Canal (10BN1126) and the Halfway Ranch / Eccles Flying Hat Ranch (13-16207). The proposed project at that time was determined to have an adverse effect on the Historic Ranch District due to the removal of trees in a windrow near the farmstead. Correspondence and the resulting Memorandum of Agreement from 2018 have been uploaded with this letter.

For the current proposal for land acquisition and development, an Archaeological Resources Survey (2021) and Assessment of Effects Document (2021) have been developed and have been uploaded with this letter. During project planning, Walsworth & Associates coordinated with the State Historic Preservation Office (SHPO) and SHPO staff indicated the 2018 intensive survey documentation of the Historic Ranch District and contributing resources was sufficient and, therefore, no additional documentation or evaluation was required. However, the Rockwell-White Power Plant Canal was re-recorded on an IHSI Form by the archaeologist to update SHPO records and has been uploaded with this letter.

The Archaeological Resources Survey did not uncover any prehistoric or cultural resources aside from those that had already been identified on the Halfway Ranch/Eccles Flying Hat Ranch Historic District in 2018. Although the land acquisition will encompass a large part of the Historic District, the Effects Document has recommended that the proposed project for land acquisition and development will have no adverse effect on the Historic District, in large part due to the Friedman Memorial Airport Authority's agreement to include a special lease provision in future agricultural lease agreements to provide for the maintenance of the contributing elements of the property with respect to their value to the Historic District. Additionally, aside from a small parcel of the acquired property intended for airport development, the vast majority of the land will continue to be leased for agricultural use, and protect the Airport from incompatible land uses in approach and departure surfaces.

The FAA invited the Shoshone Bannock Tribes to provide information on the surveys that the FAA should consider, and to participate in government-to-government consultation for the proposed improvements in a letter dated August 18, 2021. No response has been received to date. The letter to the Tribes has been uploaded with this letter.

The FAA has considered and agrees with the recommendations made in the Archaeological Resources Survey and Assessment of Effects Document. No historic or cultural resources have been identified in the area in which the proposed development will take place. Land acquisition will bring a large portion of the Historic Halfway Ranch/Eccles Flying Hat Ranch (13-16207) into Airport property for protection of approach and departure surfaces. However, with the exception of the development of approximately 10 acres of property immediately adjacent to the Airport, the remaining 376 acres of the property proposed for acquisition will continue to be leased for agricultural use. Friedman Memorial Airport Authority has agreed to include a special lease provision in future agricultural lease agreements to provide for the maintenance of contributing elements of the property in the Historic District.

This project and the general approach to a Section 106 determination has been discussed with Ashley Molloy of Idaho SHPO.

For these reasons, the FAA has made a determination of ***No Historic Properties Adversely Affected*** due to the proposed project for land acquisition and development at the Friedman Memorial Airport (Airport).

Please review the enclosed documentation and provide either your concurrence or non-concurrence on this determination. You can provide your response, comments, or recommendations to me at diane.stilson@faa.gov or send them to me at the following address:

Diane Stilson, P.E.
FAA Helena Airport District Office
2725 Skyway Drive, Suite 2
Helena, Montana 59602-1213

I can also be reached by phone at (406) 441-5411.

Thank you in advance for any comments or information you have to offer.

Sincerely,

Diane Stilson, P.E.
Civil Engineer
Environmental Protection Specialist

Enclosures:

Project Description and Project Layout (attached)
A Cultural Resource Survey for the Friedman Memorial Airport (SUN) Property
Acquisition Environmental Assessment, 2021 (uploaded)
Assessment of Effects for the Halfway Ranch/Eccles Flying Hat Ranch Farmstead
Historic District, 2021 (uploaded)
Invitation for Government-to-Government Tribal Consultation, dated August 18, 2021
(uploaded)
Correspondence and MOA from 2018 (uploaded)

cc: (Via e-mail)

Friedman Memorial Airport Authority
T-O Engineers
file

Description of Proposed Improvements at Friedman Memorial Airport (SUN) at Hailey, Idaho:

The Friedman Memorial Airport (SUN) is located in Blaine County and the City of Hailey, Idaho, in an area generally known as the Wood River Valley. The Airport is sponsored by the City and County through the Friedman Memorial Airport Authority (FMAA), formed by a Joint Powers Agreement between the two entities. The Airport is a “commercial service” airport, serving several airlines and a wide variety of general aviation traffic.

The FMAA is proposing to acquire 386 acres of private agricultural land immediately adjacent to the current airport property located in Hailey, Idaho (SUN). The proposed land acquisition is located on the Eccles Flying Hat Ranch, also known as the Historic Halfway Ranch/Eccles Flying Hat Ranch Farmstead District (Historic District), immediately south of the Friedman Memorial Airport.

The acquisition of this property would allow for approach protection and ensure land use compatible with aviation operations. Construction of new general aviation hangars and aircraft parking apron is planned for 10.4 acres of the acquired property within the near to midterm planning horizon. The Airport plans to lease the remaining 375.6 acres of property for continued agricultural use. The acquired property outside the 10.4 acre aviation development footprint would not be disturbed for construction or other development and would be maintained as open space within the existing Historic District. FMAA intends to include a special lease provision in future agricultural lease agreements to provide for the maintenance of the contributing elements of the property with respect to their value to the Historic District.

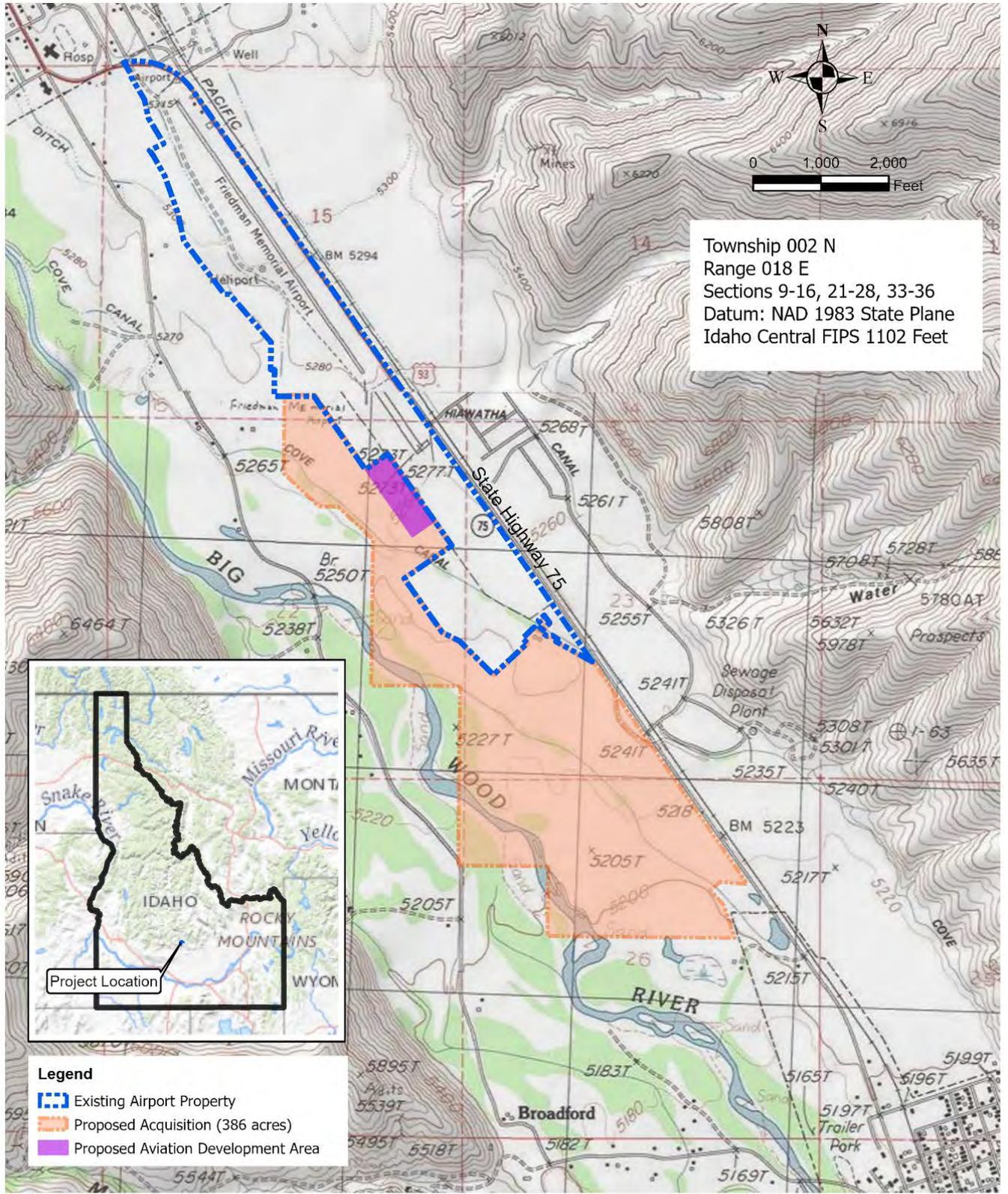


FIGURE A Project Location and Proposed Activities

USGS 7.5 Minute Topo Maps: Hailey, ID, Bellevue, ID, Seaman's Creek, ID, Bough Creek SW, ID.

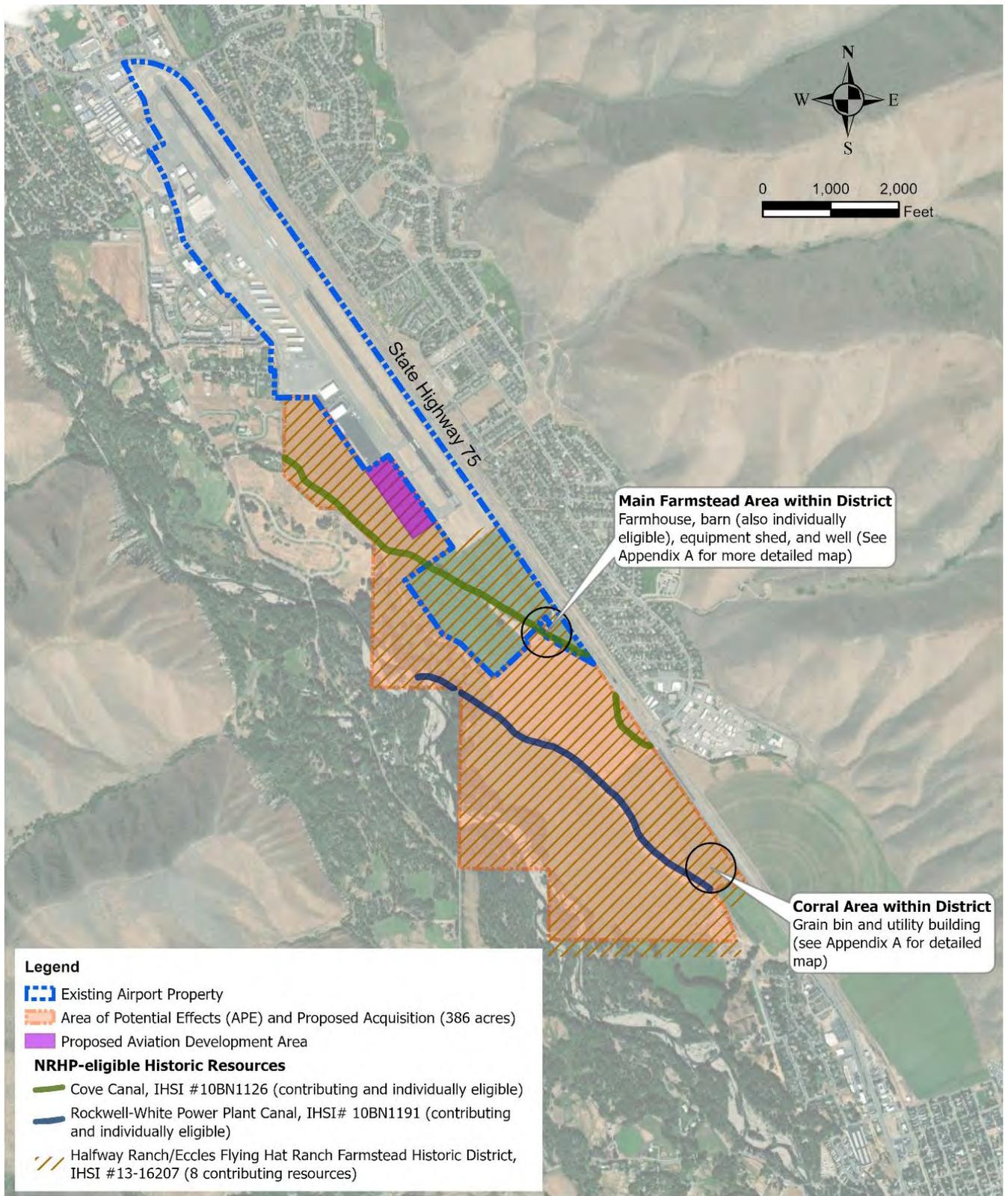


FIGURE C Historic Resources



1 November 2021



Brad Little
Governor of Idaho

Janet Gallimore
Executive Director
State Historic
Preservation Officer

Administration:
2205 Old Penitentiary Rd.
Boise, Idaho 83712
208.334.2682
Fax: 208.334.2774

Idaho State Museum:
610 Julia Davis Dr.
Boise, Idaho 83702
208.334.2120

**Idaho State Archives
and State Records
Center:**
2205 Old Penitentiary Rd.
Boise, Idaho 83712
208.334.2620

**State Historic
Preservation Office:**
210 Main St.
Boise, Idaho 83702
208.334.3861

**Old Idaho Penitentiary
and Historic Sites:**
2445 Old Penitentiary Rd.
Boise, Idaho 83712
208.334.2844

HISTORY.IDAHO.GOV

Diane Stilson, P.E.
FAA Helena Airport District Office
2725 Skyway Drive, Suite 2
Helena, Montana 59602-1213
diane.stilson@faa.gov

Via Email

**RE: Determination of Effect on Historic Properties due to
Proposed Project at the Friedman Memorial Airport at Hailey,
Idaho / SHPO Rev. No. 2022-33**

Dear Diane:

Thank you for consulting with our office on the above-referenced project. The State Historic Preservation Office is providing comments to the Federal Aviation Administration pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR § 800. Consultation with the SHPO is not a substitution for consultation with Tribal Historic Preservation Offices, other Native American tribes, local governments, or the public.

It is our understanding that the scope of the undertaking will include the acquisition of land and development at the Friedman Memorial Airport in Hailey, Blaine County, Idaho.

After review of the documentation provided, we concur with the following proposed eligibility determinations: the Rockwell-White Power Plant Canal is eligible for listing in the National Register of Historic Places.

Pursuant to 36 CFR § 800.5, we have applied the criteria of effect to the proposed undertaking. Based on the information received on 12 October 2021, we concur the proposed project actions will have **no adverse effect on historic properties**. Based on the consulting parties' comments, our office would support the listing of the Halfway Ranch in the National Register of Historic Places, if that was something the FAA and the Friedman Memorial Airport would want to pursue.

If cultural material is inadvertently encountered during the implementation of this project, work shall be halted in the vicinity of the finds until they can be inspected and assessed by the appropriate consulting parties.

Thank you for the opportunity to comment. Please note that our response does not affect the review timelines afforded to other consulting parties. Additionally, the information provided by other consulting parties may cause us to revise our comments. If you have any questions or the scope of work changes, please contact me via phone or email at 208.488.7463 or ashley.molloy@ishs.idaho.gov.

Sincerely,

A handwritten signature in blue ink that reads "Ashley Molloy". The signature is written in a cursive, flowing style.

Ashley Molloy, M.A.
Historical Review Officer
Idaho State Historic Preservation Office

Brad Rolf

From: Romer, Derek - NRCS, Gooding, ID <derek.romer@usda.gov>
Sent: Friday, January 28, 2022 1:03 PM
To: Brad Rolf
Subject: FW: FPPA Hailey Airport
Attachments: SUN EA NRCS Farmland Letter_Final 4-5-2021 (002).pdf

From: Pink, Trudy - NRCS, Pocatello, ID <trudy.pink@usda.gov>
Sent: Friday, January 28, 2022 11:23 AM
To: chris@iflysun.com
Cc: Romer, Derek - NRCS, Gooding, ID <derek.romer@usda.gov>; Nield, Shawn - NRCS, Boise, ID <shawn.nield@usda.gov>
Subject: FPPA Hailey Airport

Chris,

I have completed the AD1006 for the Hailey Airport Expansion. Please find it attached. If you have any questions or concerns please let me know.

Trudy

Trudy Pink
Area Resource Soil Scientist
Certified Professional Soil Scientist
1551 Baldy Avenue
Pocatello, ID 83201
Office: 208.244.5019
Cell: 208.223.5735
Idaho NRCS Federal Women's Special Emphasis Program Manager

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April 5, 2021

Derek Romer, Resource Conservationist
United States Department of Agriculture
Shoshone Service Center
217 W F St
Shoshone, ID 83352

Subject: Coordination for Farmland Conversion
Proposed Land Acquisition
Friedman Memorial Airport (SUN)
City of Hailey, Blaine County, Idaho

Dear Derek Romer:

The Friedman Memorial Airport Authority (FMAA), using Federal Aviation Administration (FAA) grant funds, proposes to acquire 386 acres of land adjacent to existing Airport property. The land acquisition will provide approach protection, ensure land use that is compatible with aviation operations, and provide space for general aviation development at Friedman Memorial Airport (Airport) and is shown on the attached map. An Environmental Assessment document is being completed for the proposed projects.

Approximately 212 acres of the property proposed for acquisition is classified as "Important Farmland (Prime Farmland if Irrigated)" according to the National Resource Conservation Service (NRCS) Web Soil Survey (WSS). The subject property is actively irrigated and used for agricultural purposes.

Of the 386 acres, 375 acres would continue to be irrigated and leased for agricultural purposes after it is acquired by the Airport; therefore, the majority portion can and will remain in agricultural use as farmlands. Approximately 10 acres of the acquired property would be developed and used for general aviation airport purposes.

The area proposed for general aviation development would be converted from “Prime Farmland” to “Not Prime Farmland” through the construction of aircraft parking aprons and storage hangers. The conversion of 10.4 acres represents approximately 1.4% of the total farm acreage (approximately 743.5 acres), 2.6% of the property proposed for acquisition (386 acres), and 4.9% of the prime farmland within the property proposed for acquisition.

I am contacting you to request assistance completing the Farmland Conversion Impact Form for the current proposed acquisition and to solicit any comments or concerns you may have regarding potential effects of the proposed action on farmland resources.

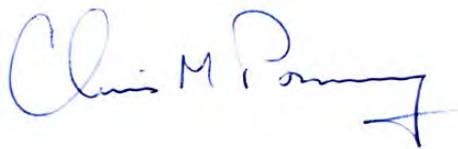
Please send the Farmland Conversion Impact Form and any comments you have on the project via email to:

Chris Pomeroy
Airport Manager
Friedman Memorial Airport
1616 Airport Circle
Hailey, ID 83333
Email: chris@iflysun.com

If you have any questions or require additional information, please contact me.

Sincerely,

FRIEDMAN MEMORIAL AIRPORT



Chris Pomeroy
Airport Manager

Attachment

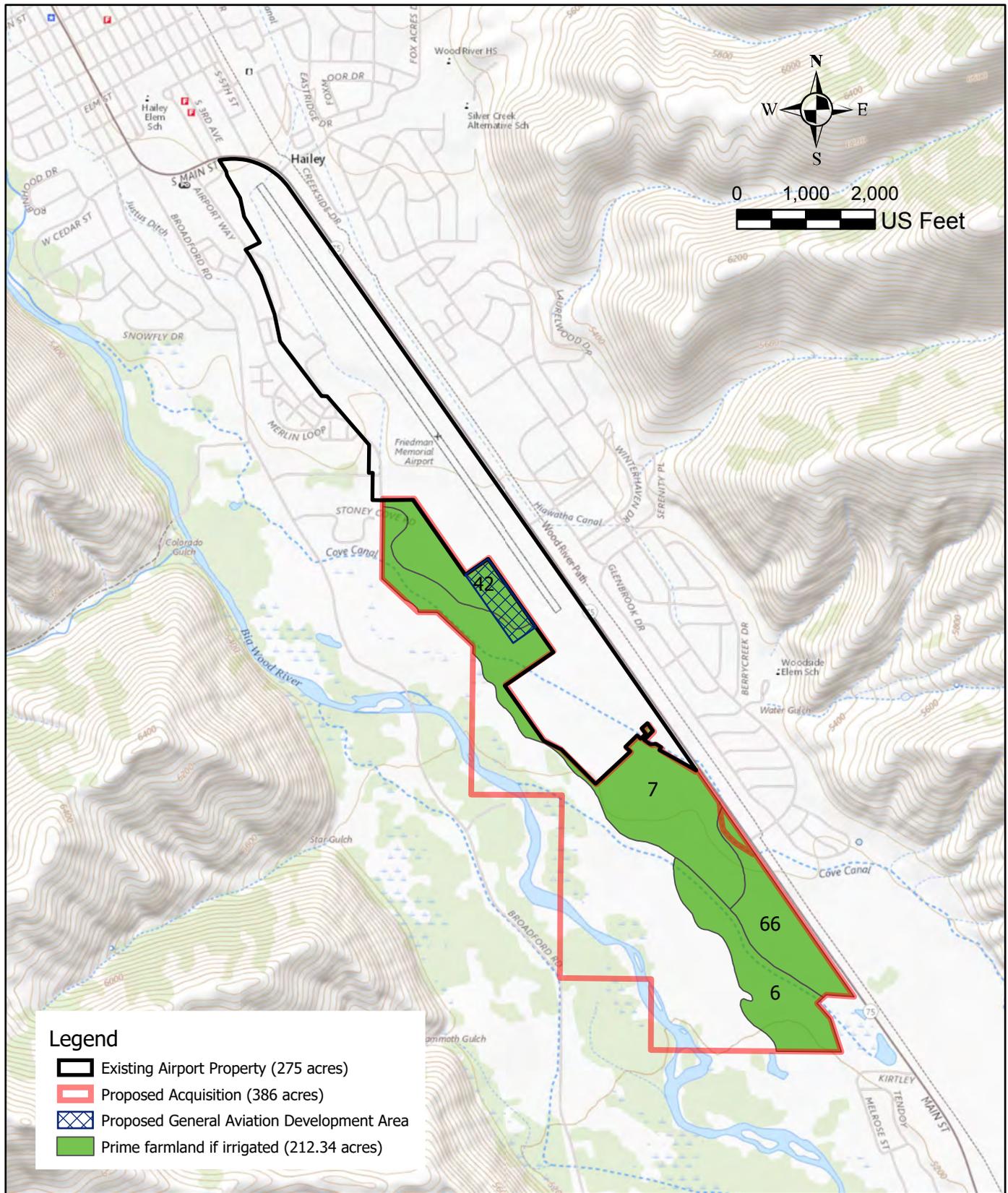


FIGURE X1 Soils Map

FARMLAND CONVERSION IMPACT RATING

| | | | | | |
|---|--|---------------------------------|--|---|-------------------|
| PART I (To be completed by Federal Agency) | | Date Of Land Evaluation Request | | | |
| Name of Project | | Federal Agency Involved | | | |
| Proposed Land Use | | County and State | | | |
| PART II (To be completed by NRCS) | | Date Request Received By NRCS | | Person Completing Form: | |
| Does the site contain Prime, Unique, Statewide or Local Important Farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form)</i> | | YES <input type="checkbox"/> | NO <input type="checkbox"/> | Acres Irrigated | Average Farm Size |
| Major Crop(s) | Farmable Land In Govt. Jurisdiction Acres: % | | Amount of Farmland As Defined in FPPA Acres: % | | |
| Name of Land Evaluation System Used | Name of State or Local Site Assessment System | | Date Land Evaluation Returned by NRCS | | |
| PART III (To be completed by Federal Agency) | | Alternative Site Rating | | | |
| | | Site A | Site B | Site C | Site D |
| A. Total Acres To Be Converted Directly | | | | | |
| B. Total Acres To Be Converted Indirectly | | | | | |
| C. Total Acres In Site | | | | | |
| PART IV (To be completed by NRCS) Land Evaluation Information | | | | | |
| A. Total Acres Prime And Unique Farmland | | | | | |
| B. Total Acres Statewide Important or Local Important Farmland | | | | | |
| C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted | | | | | |
| D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value | | | | | |
| PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points) | | | | | |
| PART VI (To be completed by Federal Agency) Site Assessment Criteria <i>(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)</i> | | Maximum Points | Site A | Site B | Site C |
| 1. Area In Non-urban Use | | (15) | | | |
| 2. Perimeter In Non-urban Use | | (10) | | | |
| 3. Percent Of Site Being Farmed | | (20) | | | |
| 4. Protection Provided By State and Local Government | | (20) | | | |
| 5. Distance From Urban Built-up Area | | (15) | | | |
| 6. Distance To Urban Support Services | | (15) | | | |
| 7. Size Of Present Farm Unit Compared To Average | | (10) | | | |
| 8. Creation Of Non-farmable Farmland | | (10) | | | |
| 9. Availability Of Farm Support Services | | (5) | | | |
| 10. On-Farm Investments | | (20) | | | |
| 11. Effects Of Conversion On Farm Support Services | | (10) | | | |
| 12. Compatibility With Existing Agricultural Use | | (10) | | | |
| TOTAL SITE ASSESSMENT POINTS | | 160 | | | |
| PART VII (To be completed by Federal Agency) | | | | | |
| Relative Value Of Farmland (From Part V) | | 100 | | | |
| Total Site Assessment (From Part VI above or local site assessment) | | 160 | | | |
| TOTAL POINTS (Total of above 2 lines) | | 260 | | | |
| Site Selected: | | Date Of Selection | | Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/> | |
| Reason For Selection: | | | | | |
| Name of Federal agency representative completing this form: | | | | | Date: |

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

- Step 1 - Federal agencies (or Federally funded projects) involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form. For Corridor type projects, the Federal agency shall use form NRCS-CPA-106 in place of form AD-1006. The Land Evaluation and Site Assessment (LESA) process may also be accessed by visiting the FPPA website, <http://fppa.nrcs.usda.gov/lesa/>.
- Step 2 - Originator (Federal Agency) will send one original copy of the form together with appropriate scaled maps indicating location(s) of project site(s), to the Natural Resources Conservation Service (NRCS) local Field Office or USDA Service Center and retain a copy for their files. (NRCS has offices in most counties in the U.S. The USDA Office Information Locator may be found at http://offices.usda.gov/scripts/ndISAPI.dll/oip_public/USA_map, or the offices can usually be found in the Phone Book under U.S. Government, Department of Agriculture. A list of field offices is available from the NRCS State Conservationist and State Office in each State.)
- Step 3 - NRCS will, within 10 working days after receipt of the completed form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland. (When a site visit or land evaluation system design is needed, NRCS will respond within 30 working days.
- Step 4 - For sites where farmland covered by the FPPA will be converted by the proposed project, NRCS will complete Parts II, IV and V of the form.
- Step 5 - NRCS will return the original copy of the form to the Federal agency involved in the project, and retain a file copy for NRCS records.
- Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form and return the form with the final selected site to the servicing NRCS office.
- Step 7 - The Federal agency providing financial or technical assistance to the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

(For Federal Agency)

Part I: When completing the "County and State" questions, list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

Part III: When completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them or other major change in the ability to use the land for agriculture.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities planned build out capacity) that will cause a direct conversion.

Part VI: Do not complete Part VI using the standard format if a State or Local site assessment is used. With local and NRCS assistance, use the local Land Evaluation and Site Assessment (LESA).

1. Assign the maximum points for each site assessment criterion as shown in § 658.5(b) of CFR. In cases of corridor-type project such as transportation, power line and flood control, criteria #5 and #6 will not apply and will, be weighted zero, however, criterion #8 will be weighed a maximum of 25 points and criterion #11 a maximum of 25 points.
2. Federal agencies may assign relative weights among the 12 site assessment criteria other than those shown on the FPPA rule after submitting individual agency FPPA policy for review and comment to NRCS. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total points at 160. For project sites where the total points equal or exceed 160, consider alternative actions, as appropriate, that could reduce adverse impacts (e.g. Alternative Sites, Modifications or Mitigation).

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, convert the site assessment points to a base of 160.

Example: if the Site Assessment maximum is 200 points, and the alternative Site "A" is rated 180 points:

$$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site A}$$

For assistance in completing this form or FPPA process, contact the local NRCS Field Office or USDA Service Center.

NRCS employees, consult the FPPA Manual and/or policy for additional instructions to complete the AD-1006 form.

Brad Rolf

From: Dawson,Bradley <bradley.dawson@idfg.idaho.gov>
Sent: Monday, February 14, 2022 2:36 PM
To: Aaron Killgore
Cc: Snoddy,Lyn; Brad Rolf
Subject: RE: Biological Evaluation for Friedman Memorial Airport (SUN)

You don't often get email from bradley.dawson@idfg.idaho.gov. [Learn why this is important](#)

Hi Aaron,

Thanks for reaching out and for giving IDFG the opportunity to comment on the biological evaluation; IDFG's mission is to preserve, protect, perpetuate, and manage Idaho's fish and wildlife resources for the public interest (Idaho Code § 36103(a)). To that end, the following comments are intended to aid the decision-making entity in avoiding, minimizing and mitigating effects to wildlife:

- We concur with the Biological Evaluation's assessment that the airport expansion will not have an effect on federally listed species (Canada lynx, Yellow-billed cuckoo, North American wolverine).
- It is unlikely that the project "will have no impact on red-tailed hawks" (p. 5; "State Sensitive Species and Migratory Birds") or other raptors that may inhabit the area. The conversion of agricultural land into paved development will result in the loss of habitat for small mammals and other prey species. However, IDFG is not aware of the project area providing appropriate habitat for SGCN (Species of Greatest Conservation Need) or other sensitive raptors.
- Several Species of Greatest Conservation Need (SGCN) Tier 1 species (Morrison's, Western, and Suckley's Cuckoo Bumble Bee) may occur at the project site if flowering resources are available nearby, particularly near riparian areas; the Western and Morrison's bumble bee have been observed within 2 miles of the project area as recently as 2020 and 2021. If the project will include any post-construction site stabilization/restoration with reseeded or revegetation, please incorporate native flowering plants that are beneficial for pollinators (e.g., bumble bees and butterflies).

Please let me know if you have any further questions.

Best,

Bradley Dawson
Environmental Staff Biologist
208-644-6310

From: Aaron Killgore <Aaron.Killgore@meadhunt.com>
Sent: Friday, February 11, 2022 10:28 AM
To: Dawson,Bradley <bradley.dawson@idfg.idaho.gov>
Cc: Snoddy,Lyn <lyn.snoddy@idfg.idaho.gov>; Brad Rolf <Brad.Rolf@meadhunt.com>
Subject: Biological Evaluation for Friedman Memorial Airport (SUN)

Good morning, Bradley,

After a conversation with Lyn this morning (thanks Lyn!), I hoped you might be able to comment on our biological evaluation on this project. The FAA has voiced concerns regarding

long billed curlew presence, which we did not detect in our surveys. Would you be willing to reply with a formal comment of any concerns (or lack of), for this project?

Best,

Aaron

AARON KILLGORE

SR ENV PLANNER, AVIATION

Mead & Hunt

Direct: 707-526-0282 | Transfer Files

meadhunt.com | LinkedIn | Twitter | Facebook | Instagram



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Brad Rolf

From: Stilson, Diane (FAA) <Diane.Stilson@faa.gov>
Sent: Monday, February 14, 2022 3:22 PM
To: Gross, Ryan
Cc: Stilson, Diane (FAA)
Subject: Proposed Project for Friedman Memorial Airport (SUN)
Attachments: SUN EA 2022 - R10 Sole Source Aquifer Project Review Checklist 2021.docx

Hi Ryan,

See attached for the Sole Source Aquifer Project Review Checklist for some proposed land acquisition and a small development area for the Friedman Memorial Airport (SUN) at Hailey, Idaho.

Let me know if you have any questions.

Thanks!

Diane Stilson, P.E.
Civil Engineer
Environmental Protection Specialist
FAA, Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, MT 59602
Ph: (406) 441-5411
Fax: (406) 449-5274

US EPA Sole Source Aquifer Program – Project Review Checklist

Please provide answers to the following questions regarding the proposed project. If the potential risk to the aquifer cannot be adequately determined after reviewing this information, the EPA may contact the project proponent to request additional information.

For more information on the EPA Sole Source Aquifer Program, visit: www.epa.gov/dwssa.

1. Location of Project and name of Sole Source Aquifer.

The Friedman Memorial Airport (Airport) is in Blaine County in the City of Hailey, Idaho. The Airport is 13 miles south of Sun Valley and is within the Wood River Valley at approximately 5,318 feet in elevation. The Airport is within the Eastern Snake River Plain Aquifer Source Area.

2. Project description and federal funding source (e.g., Federal Highway Administration, Housing and Urban Development etc)

The project is being funded through grant funds from the Federal Aviation Administration (FAA) and local funds from the Friedman Memorial Airport (Airport Sponsor).

The project will protect the runway approach and departure surfaces to the south of the Airport from incompatible development and land uses and provide for a development area to meet ongoing and future demand for apron and hangar development. The project includes:

- Acquisition of approximately 386 acres of privately- owned property adjacent and south of the Friedman Memorial Airport. The property is currently in agricultural use and would remain so.
- Development of aircraft parking apron, hangars, vehicle access and vehicle parking on 10.4 acres of the property to be acquired, which also includes Installation of utilities and relocation of the Airport perimeter fence around the area.

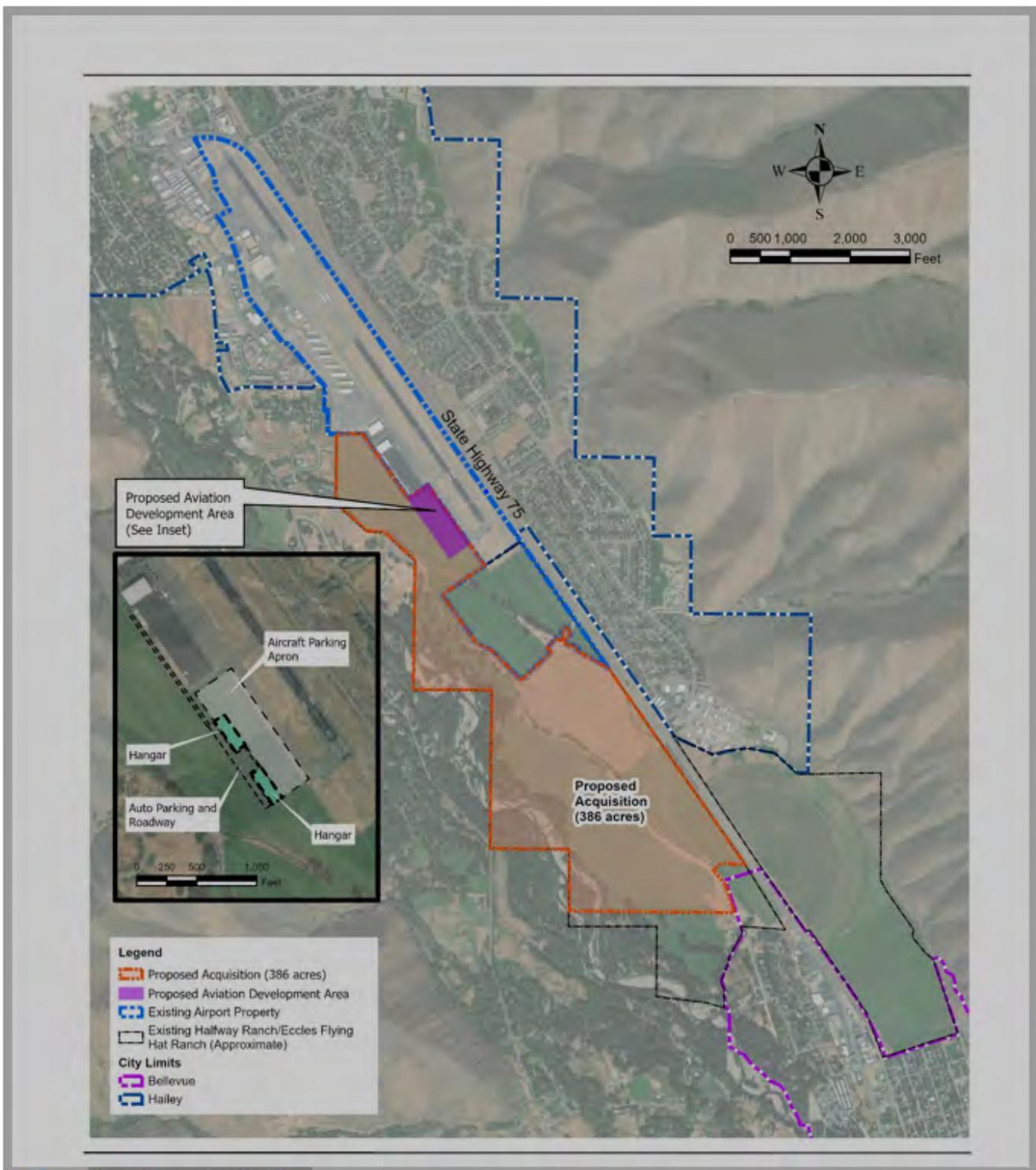


Figure 1.5 Proposed Action

3. Is there any increase of impervious surface? If so, what is the area?
 The project will result in an increase of approximately 10.4 acres of impervious surfaces.
4. Describe how storm water is currently treated on the site?

Storm water for the Airport is captured in drywells. The Airport has in place a Storm Water Pollution Plan (SWPPP), which was prepared for the Airport in 2008, to comply with the requirements of the National Pollutant Discharge Elimination System (NPDES), Clean Water Act of 1987 and the Multi-Sector General Permit (MSGP)-2000 for industrial activity. The SWPPP includes a site assessment for runoff and erosion, detailed existing potential sources of pollutants, and recommended facilities, monitoring practices, and procedures to reduce the contribution of pollutants from the Airport to surface waters, as well as treatment measures to be employed when pollutants encounter surface runoff.

5. How will storm water be treated on this site during construction and after the project is complete?

The 10.4-acre aviation development area associated with the project would be subject to the Airport Storm Water Pollution Plan (SWPPP) to comply with the requirements of the National Pollutant Discharge Elimination System (NPDES), Clean Water Act of 1987 and the Multi-Sector General Permit (MSGP)-2000 for industrial activity. The SWPPP will be reviewed in consideration of the project, with updates to the SWPPP undertaken as warranted. The provision of the SWPPP will provide requirements for runoff and erosion, monitoring practices, and procedures to reduce the contribution of pollutants from the Airport to waters, as well as treatment measures to be employed when pollutants encounter surface runoff. Storm water for the 10.4-acre development area will be captured in drywells consistent with existing storm water practices.

6. Are there any underground storage tanks present or to be installed? Include details of such tanks.

There are no underground storage tanks present or to be installed within the 386-acre area proposed for acquisition, including the 10.4-acre aviation development area.

7. Will there be any liquid or solid waste generated? If so how will it be disposed of?

The acquisition of the 386-acre site will not result in changes to the use of the property, except for the 10.4-acre portion that will be developed for apron and hangars.

Construction of the 10.4-acre aviation development site will generate relatively little waste because it does not include demolition activities. The operation the 10.4-acre aviation development area will generate liquid and solid waste in small quantities associated with the maintenance and operation of apron and hangar areas. The liquid and solid waste stream would include general municipal solid waste, solid and liquid wastes generated by Airport tenants using the hangars, and by Airport operations related to maintenance of the 10.4-acre area. Waste would be properly disposed of by certified personnel at appropriately permitted facilities.

8. What is the depth of excavation?

Excavation for construction of the aircraft aprons will be approximately three (3) feet.

Excavation for construction of hangars will be up to six (6) feet in places to accommodate utility connections.

9. Are there any wells in the area that may provide direct routes for contaminants to access the aquifer and how close are they to the project?

There are wells used for irrigation water within the 386-acre acquisition area. There are no wells within the 10.4-acre aviation development area. The nearest well is located approximately 1,300 feet southeast of the 10.4-acre development area. Another irrigation well is located approximately 1,500 feet northeast of the 10.4-acre development area.

Additionally, there are wells associated with domestic-single residence use outside the acquisition area, with the nearest being approximately 1,700 feet west of the 10.4-acre development area.

Stormwater drywells (classified as shallow injection wells) are located within existing airport property adjacent to the 10.4-acre development area. The stormwater drywells will be used to capture runoff from the 10.4-acre development area.

10. Are there any hazardous waste sites in the project area....especially if the waste site has an underground plume with monitoring wells that may be disturbed? Include details.

A Phase 1 Environmental Site Assessment was conducted for the project and found no evidence of an existing release, past release, or material threat of a release of any hazardous substances or petroleum products, which would qualify as a recognized environmental condition (REC) or an historic recognized environmental condition (HREC). Likewise, the assessment found no evidence of controlled recognized environmental conditions (CRECs), in which hazardous substances or petroleum products were released but allowed to remain in place, subject to implementation of the required controls by the applicable regulatory authority. There is no on-going remediation within the 386-acre property proposed for acquisition, including the 10.4-acre aviation development site.

11. Are there any deep pilings that may provide access to the aquifer?

There are no deep pilings associated with the project.

12. Are Best Management Practices planned to address any possible risks or concerns?

The following Best Management Practices (BMPs) the following best management practices (BMPs) will be employed during construction to prevent and minimize impacts to water resources:

- Designate area for storage, maintenance, and refueling of construction equipment away from water resources
- Designate area for storage of materials
- Inspect vehicles and equipment for leaks and foreign matter; repair or clean (off site) to prevent release of materials into water bodies, clean up all spills immediately
- Collect construction and demolition debris and sediment for offsite disposal; if aggregate or soil will be used on-site, stockpile up gradient from water resources and use erosion controls after placement
- Collect waste motor oil, coolant, other fluids, and batteries for offsite disposal
- Monitor water resources for signs of releases and take corrective action following any events

Best Management Practices (BMPs) will be employed to prevent, minimize and control the potential release of petroleum materials during operation of the 10.4-acre aviation development area. BMPs will include:

- Regular inspection of equipment for leaks with immediate repair

- The Use of spill response kits as needed
- Ensuring that all spent fluids including motor oil, radiator coolant, or other fluids and used vehicle batteries are collected, stored, and recycled as hazardous waste off site at appropriately permitted facilities

13. Is there any other information that could be helpful in determining if this project may have an effect on the aquifer?

An Environmental Assessment (EA) is being prepared for the project to support FAA compliance with the National Environmental Policy Act (NEPA) and the President's Council on Environmental Quality (CEQ) Regulations. The evaluation of potential environmental effects conducted for the EA has not identified any significant environmental impacts to resources that would directly or indirectly effect the aquifer.

14. Does this Project include any improvements that may be beneficial to the aquifer, such as improvements to the wastewater treatment plan?

The project does not include improvements that would be beneficial to the aquifer.

Brad Rolf

From: Gross, Ryan <Gross.Ryan@epa.gov>
Sent: Tuesday, February 15, 2022 1:00 AM
To: Stilson, Diane (FAA)
Subject: RE: Proposed Project for Friedman Memorial Airport (SUN)

Good afternoon,

Thank you for submitting your project information to the US EPA Region 10 Sole Source Aquifer Program. The Sole Source Aquifer Program reviews projects that are both proposed in a federally-designated Sole Source Aquifer review area and receive federal financial assistance. We review information submitted by project proponents to determine if the action has a potential to endanger human health by contaminating the aquifer.

We have completed our review of the Friedman Memorial Airport Project in Hailey, ID. We find that the project, as described in your submission, will not have a significant adverse impact on the Eastern Snake River Aquifer Area SSA. Therefore, the federal funding for the project may proceed.

Please note that the finding of no significant adverse impact is conditioned on the assumption that best management practices identified in your submittal will be implemented to protect any wells that may be impacted by runoff from the construction site.

This correspondence only addresses requirements of the EPA Sole Source Aquifer Program. You are responsible for complying with any other federal environmental requirements.

Please retain this email for your records.

V/R,
Ryan Gross

Ryan Gross, P.E. (he/him)
Groundwater Protection Program
US EPA Region 10 – Water Division
1200 Sixth Ave, Suite 155, MS 19-H16, Seattle, WA 98101
ph. 206-553-6293

From: Stilson, Diane (FAA) <Diane.Stilson@faa.gov>
Sent: Monday, February 14, 2022 2:22 PM
To: Gross, Ryan <Gross.Ryan@epa.gov>
Cc: Stilson, Diane (FAA) <Diane.Stilson@faa.gov>
Subject: Proposed Project for Friedman Memorial Airport (SUN)

Hi Ryan,

See attached for the Sole Source Aquifer Project Review Checklist for some proposed land acquisition and a small development area for the Friedman Memorial Airport (SUN) at Hailey, Idaho.

Let me know if you have any questions.

Thanks!

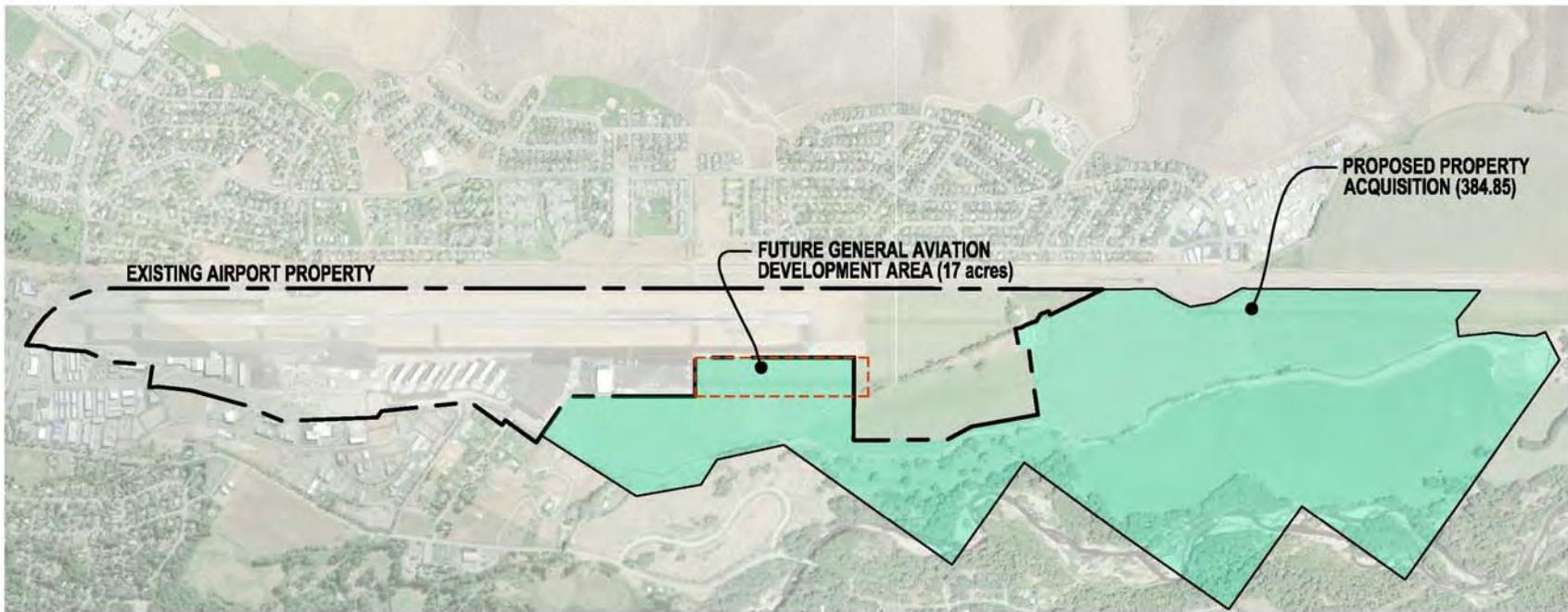
Diane Stilson, P.E.
Civil Engineer
Environmental Protection Specialist
FAA, Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, MT 59602
Ph: (406) 441-5411
Fax: (406) 449-5274

SUN Property
Acquisition EA

Friedman
Memorial
Airport
Authority

August 4, 2020

Proposed Project



NOTE: This illustration is intended for study purposes only and is not intended for implementation.

FIGURE 1 Property Acquisition – South



EA Process



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

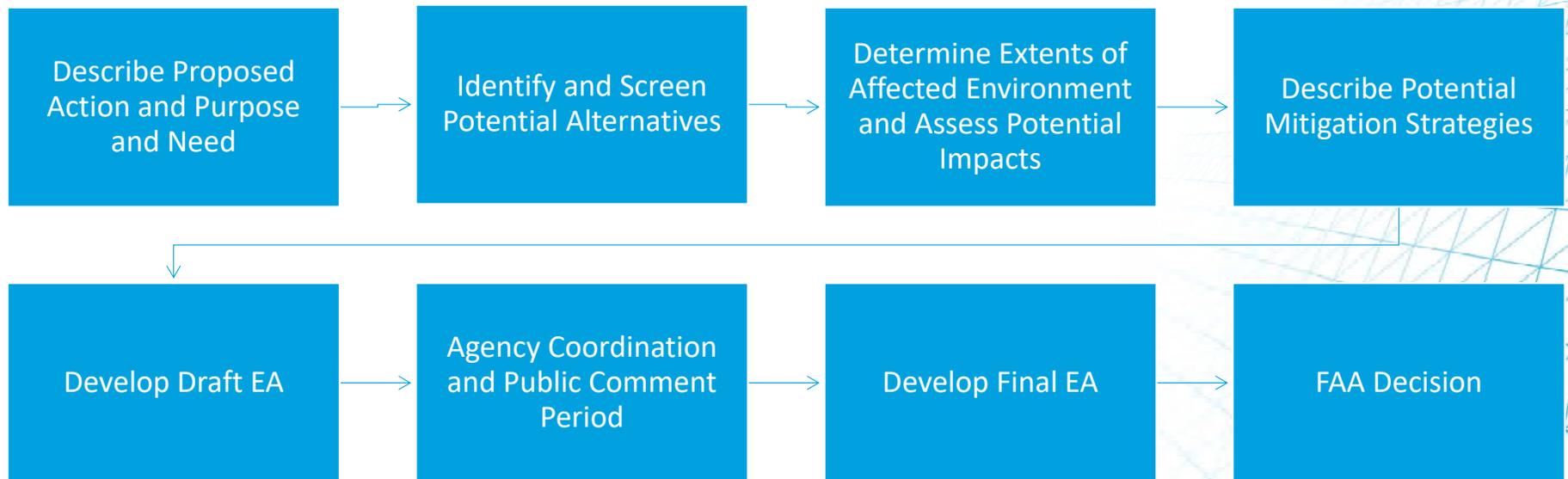
**ORDER
1050.1F**

Effective Date:

7/16/15

SUBJ: Environmental Impacts: Policies and Procedures

EA Process



Work to Date and Upcoming Efforts

Ongoing

- Description of project, purpose and need, and alternatives.
- Affected environment and environmental consequences.
- Coordination with FAA.

Upcoming

- Field investigations for biological resources, archeological resources, and hazardous materials.
- Coordination with local, state, and federal agencies.

Schedule Milestones

- Kickoff - July 2020
- Assessment and documentation – Summer/Fall 2020
- Airport review of Preliminary Draft EA – October 2020
- FAA review of Preliminary Draft EA – November 2020
- Publication of Draft EA and comment period - End of 2020/Early 2021
- Completion of process (FAA Finding of No Significant Impact) - Spring of 2021



Friedman Memorial
Airport

Environmental
Assessment

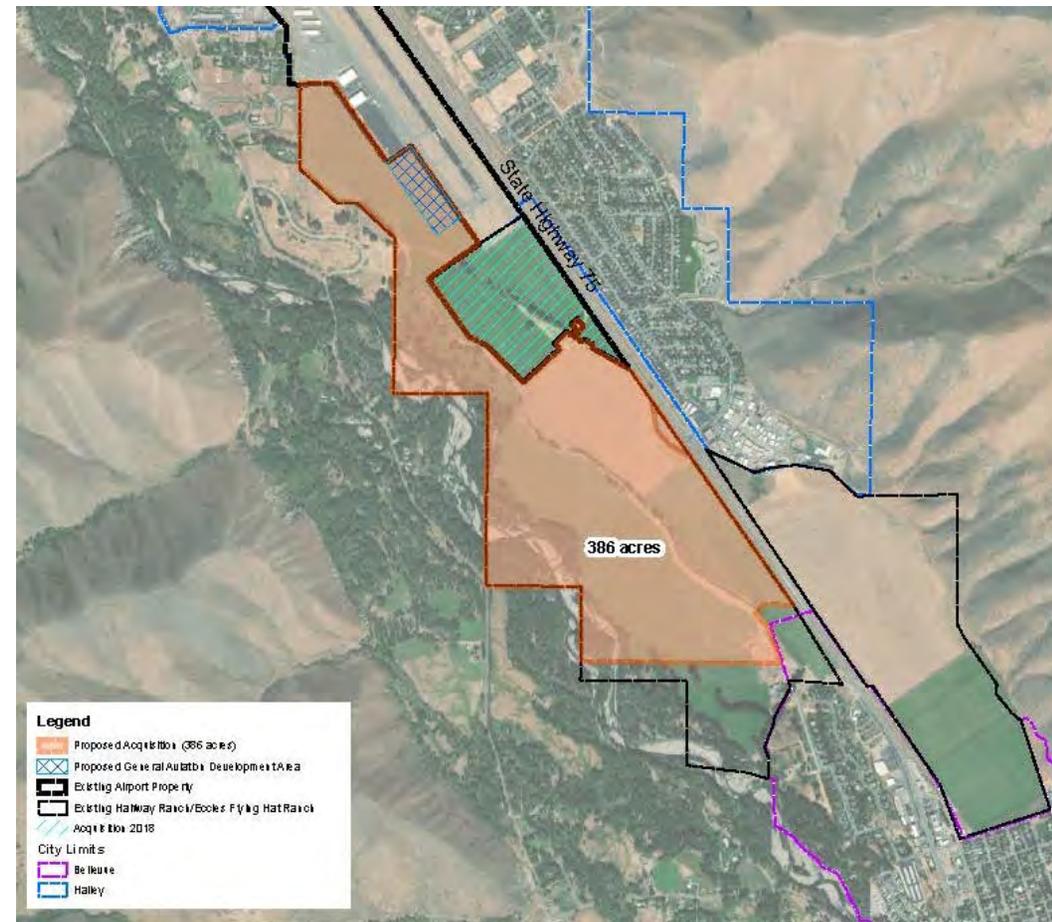
Proposed Property
Acquisition for Approach
Protection and Land Use
Compatibility

Project Update

April 6, 2021

Proposed Action & Project Need

- Acquisition of 386 Acres
 - Approach Protection
 - Land Use Compatibility
- Development of 10 Acres for General Aviation
 - Replacing general aviation facilities (apron and hangars) lost as a result of the Runway Safety Area (RSA) project
 - Provide additional aircraft hangars



National Environmental Policy Act (NEPA)

- Projects Require Federal Action by FAA
- FAA Must Comply with NEPA
- Three Levels of Review
 - Categorical Exclusion (CatEx)
 - Environmental Assessment (EA)
 - Environmental Impact Statement (EIS)

The image shows the cover page of FAA Order 5050.4B. It features the FAA logo at the top left and center. The text includes 'U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION' and 'ORDER 1050.1F' with an effective date of 7/16/15. A black box contains 'ORDER 5050.4B'. The main title is 'NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) IMPLEMENTING INSTRUCTIONS FOR AIRPORT ACTIONS'. At the bottom, it states 'Effective Date: April 28, 2006' and 'Initiated by: APP-1'. On the right side, there is a vertical column of text: 'and procedures for promulgating regulations of this Order and the actions undertaken by sense, or other the following actions: dural actions, research nits, plans submitted to by the FAA. The If up-to-date discussion nents in order to ions, including' and 'Initiated By: AEE-400'.

Environmental Assessment Process

- A. Identification of Proposed Project
- B. Environmental Analysis and Agency Coordination
- C. Draft Environmental Assessment (EA)
- D. Public Review and Comment
- E. Final EA
- F. FAA Finding of No Significant Impact (FONSI)

Assessment Categories

1. Air Quality
2. Biological Resources
3. Climate
4. Coastal Resources
5. Department of Transportation Act, Section 4(f)
6. Farmlands
7. Hazardous Materials, Solid Waste, and Pollution Prevention
8. Historical, Architectural, Archeological, and Cultural Resources
9. Land Use
10. Natural Resources and Energy Supply
11. Noise and Noise-Compatible Land Use
12. Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
13. Visual Effects
14. Water Resources
15. Cumulative Impacts
16. Irreversible and Irretrievable Commitment of Resources

Historical, Architectural, Archeological, and Cultural Resources

- Potential to effect Halfway Ranch/ Eccles Flying Heart Ranch Historic District
- Section 106 of the Historic Preservation Act
 - Requires federal agencies to consider the effects of their undertaking (or action) on properties listed in or eligible for listing in the National Register of Historic Places
 - Requires consultation with the Idaho State Historic Preservation Officer (SHPO)



Other Resources

- Archeological Investigation
- Biological Site Review
- Wetlands Survey
- Hazardous Materials Assessment



Schedule

- FAA reviewing draft Determination of Effect for Historic Resources
- Draft EA to FAA this month
- Public review of Draft EA after FAA approval
- FAA decision expected this spring or early summer



Questions

Clarifications

Answers

Discussion

Thank You.



Friedman Memorial
Airport

Environmental
Assessment

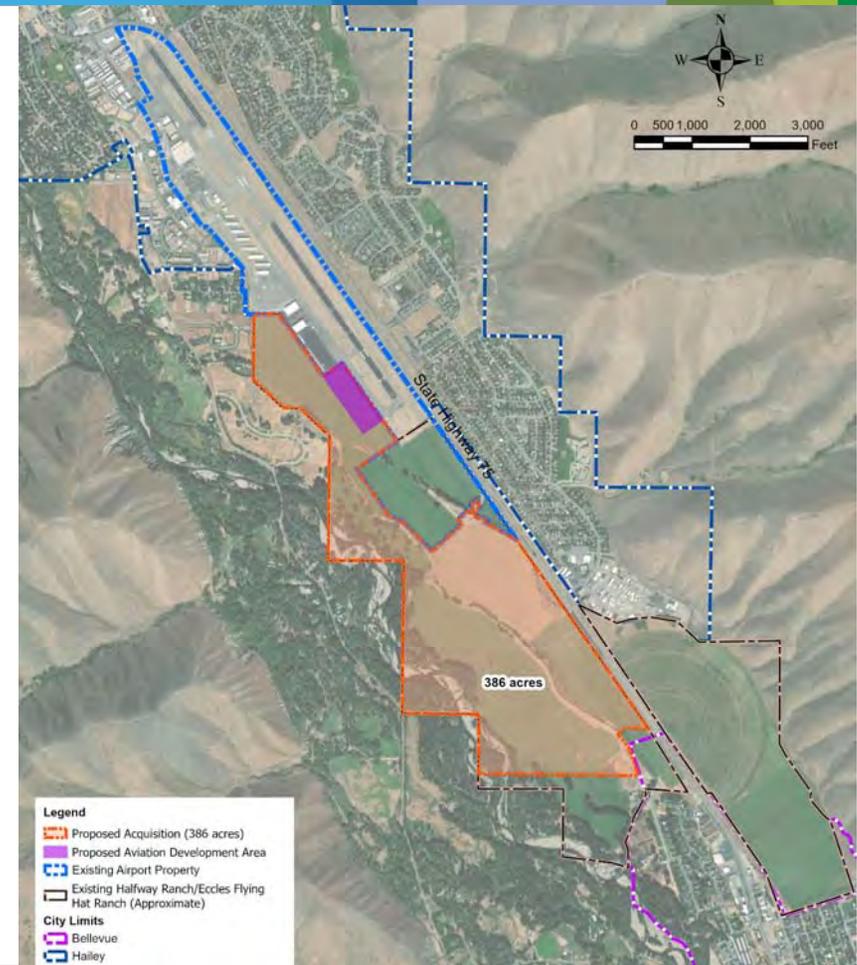
Proposed Property
Acquisition for Approach
Protection and Land Use
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Project Update

June 1, 2021

Proposed Action & Project Need

- Acquisition of 386 Acres
 - Approach Protection
 - Land Use Compatibility
- Development of 10 Acres for General Aviation
 - Replacing aviation facilities (apron and hangars) lost as a result of the Runway Safety Area (RSA) project
 - Provide additional aircraft hangars



Environmental Assessment Process

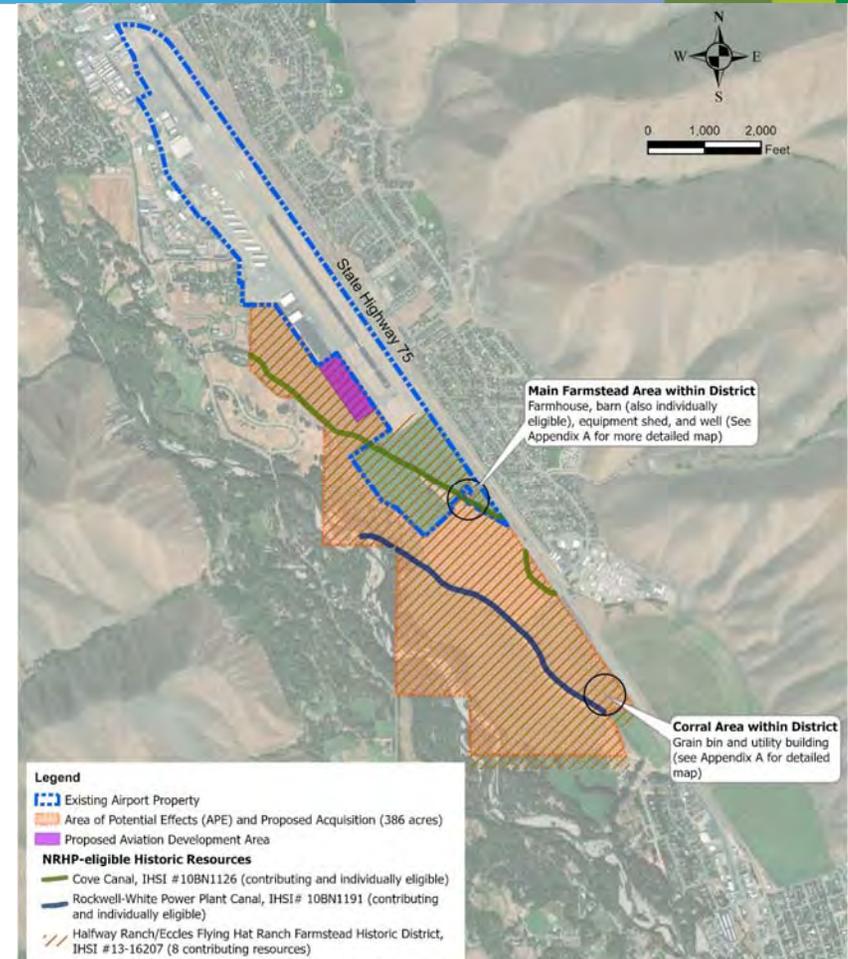
- A. Identification of Proposed Project
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Assessment Categories

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Eccles Flying Heart Ranch Historic
District
- Section 106 of the Historic
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 - Requires federal agencies to consider
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eligible for listing in the National
Register of Historic Places
 - Requires consultation with the Idaho
State Historic Preservation Officer
(SHPO)



Historical, Architectural, Archeological, and Cultural Resources



Photo 1. Overview of the core of the determined-eligible Halfway Ranch/Eccles Flying Hat Ranch Historic District as seen from State Highway 75.



Photo 2. Detail of east elevation on the contributing farmhouse, view facing northwest.

Historical, Architectural, Archeological, and Cultural Resources



Photo 3. Detail of south and east elevation on the contributing farmhouse, view facing northeast.



Photo 4. Detail of north and west elevations on the contributing farmhouse, view facing southeast.

Historical, Architectural, Archeological, and Cultural Resources



Photo 5. View of the contributing well, view facing northwest.



Photo 6. Individually eligible barn and contributing barn, view facing west.

Historical, Architectural, Archeological, and Cultural Resources



Photo 7. Contributing equipment shed, view facing northeast.



Photo 8. Contributing utility building and grain bin (roof visible in background), view facing northeast.

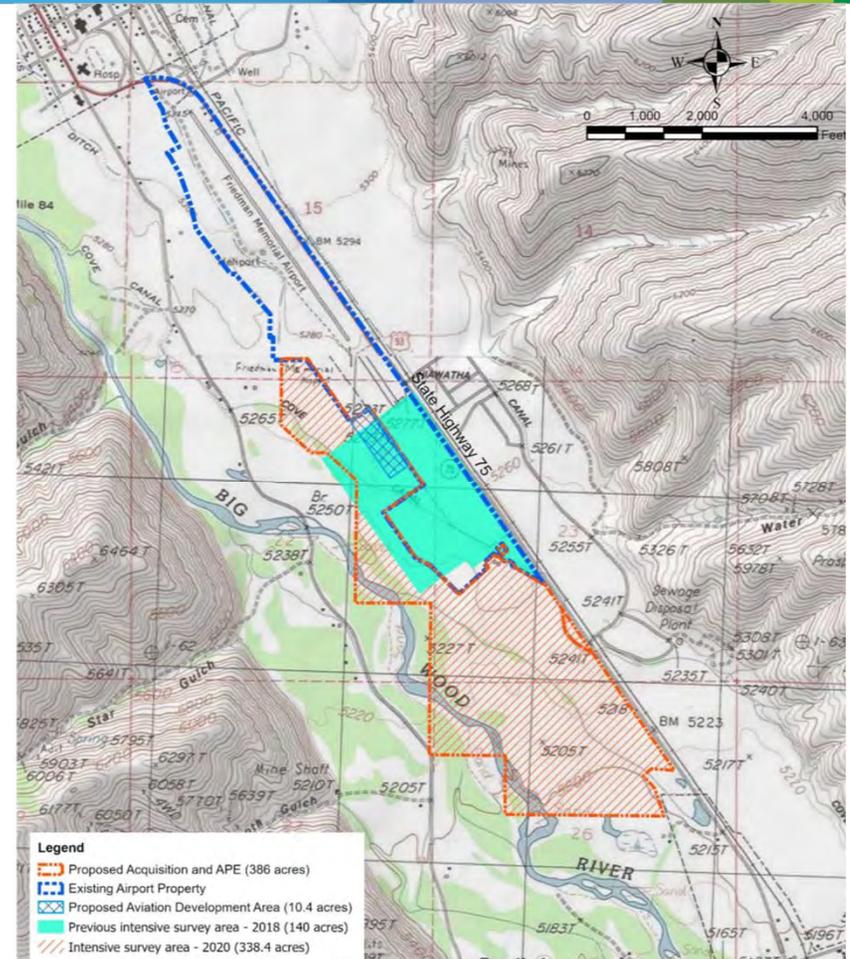
Historical, Architectural, Archeological, and Cultural Resources



Photograph 2. POD for Rockwell-White Power Plant Canal, view northwest (Digital Image # 058)



Photograph 3. Rockwell-White Power Plant Canal, view south (Digital Image # 060)



Other Resources

- Biological Site Review
- Wetlands Survey
- Hazardous Materials Assessment



Schedule

- FAA reviewing draft Determination of Effect for Historic Resources
- Preliminary Draft EA Chapters Sent to FAA
- Public review of Draft EA after FAA approval
- FAA decision expected summer



Questions

Clarifications

Answers

Discussion

Thank You.



Friedman Memorial
Airport

Environmental
Assessment

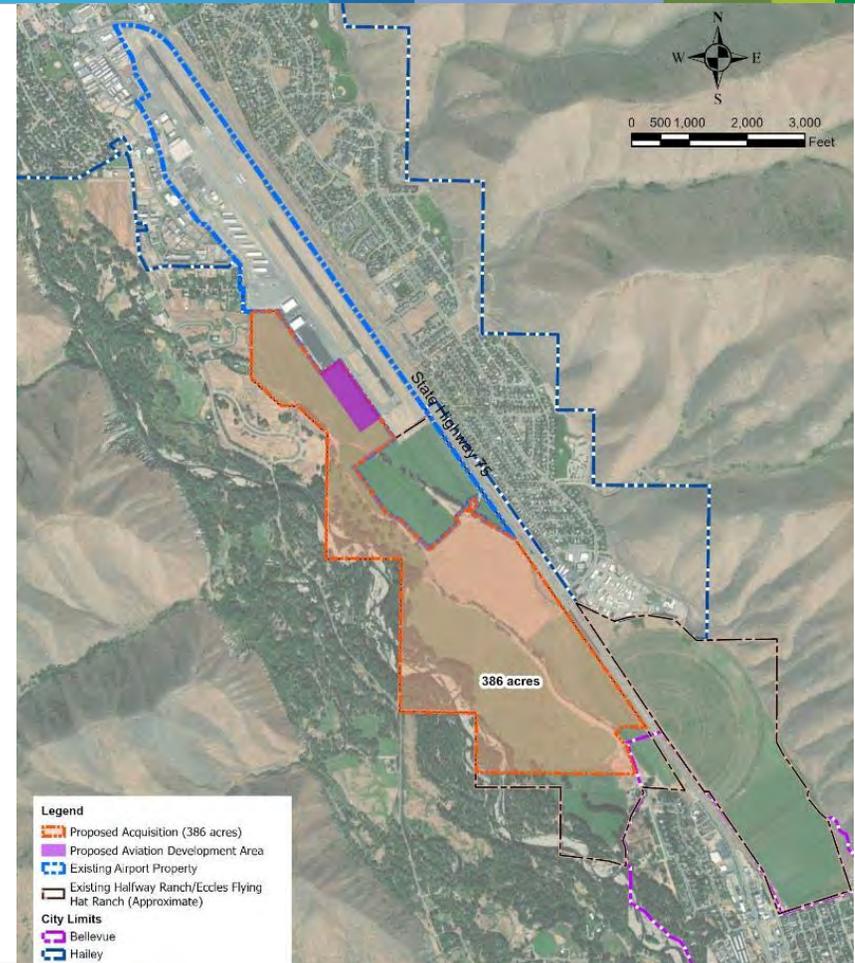
Proposed Property
Acquisition for Approach
Protection and Land Use
Compatibility

Project Update

December 7, 2021

Proposed Action & Project Need

- Acquisition of 386 Acres
 - Approach Protection
 - Land Use Compatibility
- Development of 10 Acres for General Aviation
 - Replacing aviation facilities (apron and hangars) lost as a result of the Runway Safety Area (RSA) project
 - Provide additional aircraft hangars



National Environmental Policy Act (NEPA)

- Projects Require Federal Action by FAA
- FAA Must Comply with NEPA
- Three Levels of Review
 - Categorical Exclusion (CatEx)
 - Environmental Assessment (EA)
 - Environmental Impact Statement (EIS)

The image shows the cover page of a Federal Aviation Administration (FAA) Order. At the top right, it is identified as 'ORDER 1050.1F' with an effective date of 7/16/15. The main title is 'ORDER 5050.4B' and the subject is 'NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) IMPLEMENTING INSTRUCTIONS FOR AIRPORT ACTIONS'. The document is issued by the 'U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION'. It includes the FAA logo and the text 'Effective Date: April 28, 2006' and 'Initiated by: APP-1'. On the right side, there is a vertical column of text that is partially cut off, mentioning 'and procedures for promulgating regulations of this Order and the actions undertaken by sense, or other the following actions: dural actions, research nits, plans submitted to by the FAA. The If up-to-date discussion nents in order to ions, including' and 'Initiated By: AEE-400'.

Environmental Assessment Process

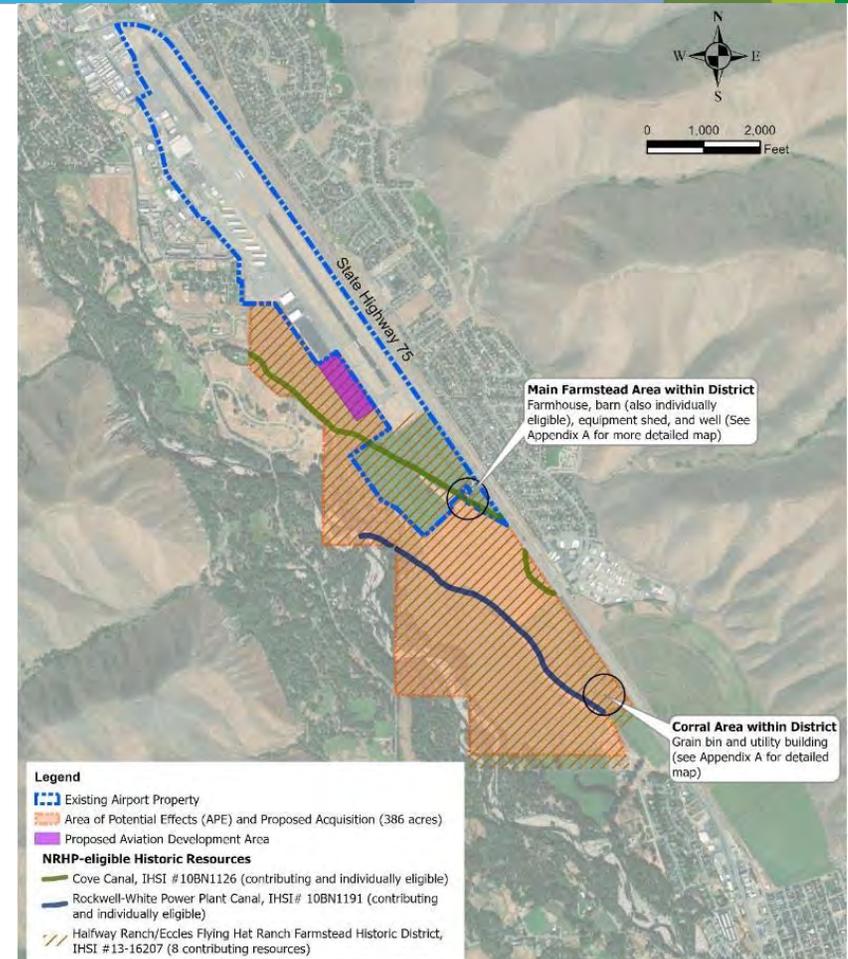
- A. Identification of Proposed Project
- B. Environmental Analysis and Agency Coordination
- C. Publish Environmental Assessment (EA)
- D. Public Review and Comment
- E. Final EA/FAA Finding of No Significant Impact (FONSI)

Assessment Categories

1. Air Quality
2. Biological Resources
3. Climate
4. Coastal Resources
5. Department of Transportation Act, Section 4(f)
6. Farmlands
7. Hazardous Materials, Solid Waste, and Pollution Prevention
8. Historical, Architectural, Archeological, and Cultural Resources
9. Land Use
10. Natural Resources and Energy Supply
11. Noise and Noise-Compatible Land Use
12. Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
13. Visual Effects
14. Water Resources
15. Cumulative Impacts
16. Irreversible and Irretrievable Commitment of Resources

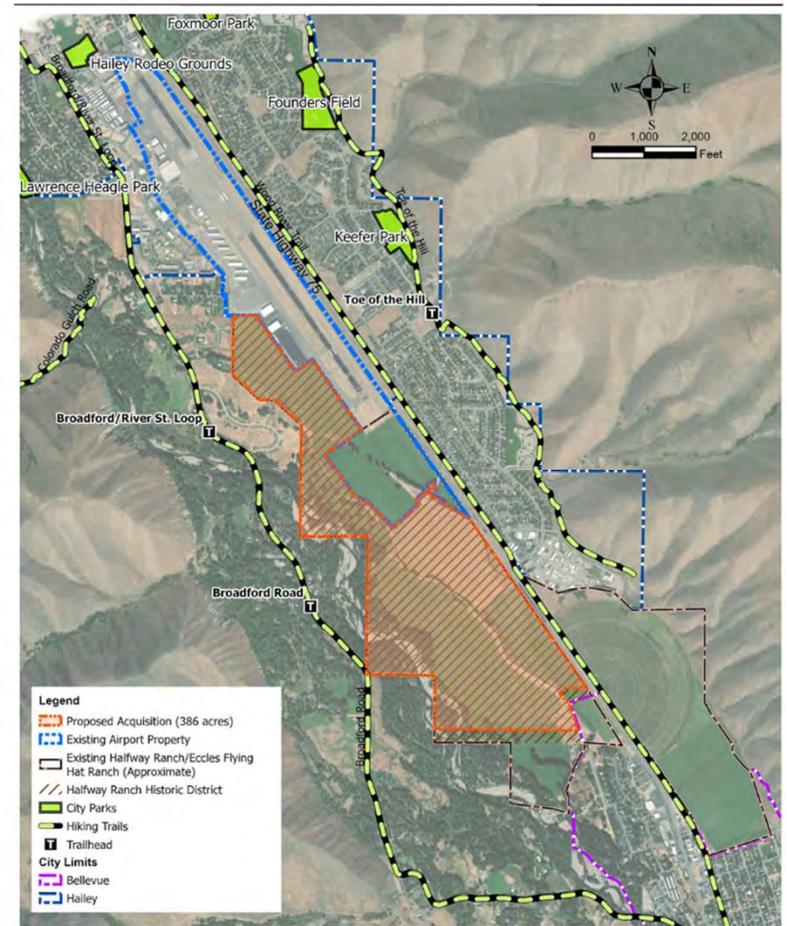
Historical, Architectural, Archeological, and Cultural Resources

- Potential to effect Halfway Ranch/
Eccles Flying Heart Ranch Historic
District
- Section 106 of the Historic
Preservation Act
 - Requires federal agencies to consider
the effects of their undertaking (or
action) on properties listed in or
eligible for listing in the National
Register of Historic Places
 - Requires consultation with the Idaho
State Historic Preservation Officer
(SHPO)



DOT Section 4(f)

- Consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites
- Must determine that there is no feasible and prudent alternative that avoids the Section 4(f) properties
- All possible planning to minimize harm to the Section 4(f) properties

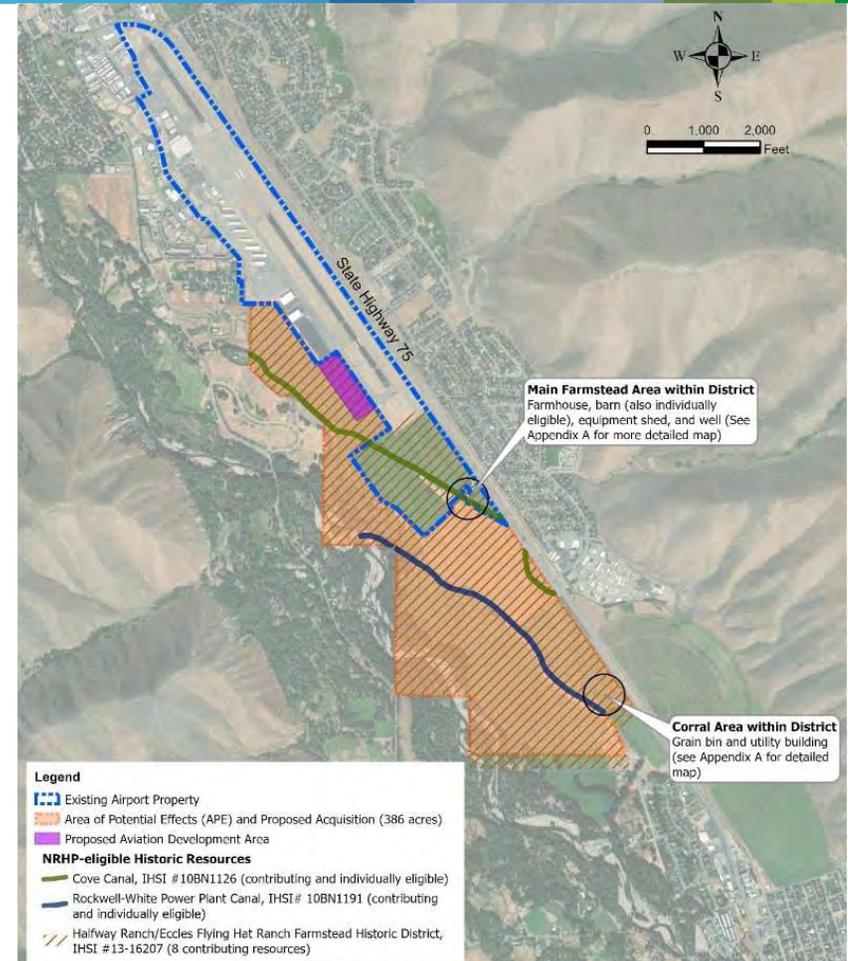


DOT Section 4(f)

- De minimis Impacts for Historic Sites
 - FAA determines that either no historic site is affected by the project or that the project will have "no adverse effect" on the historic site

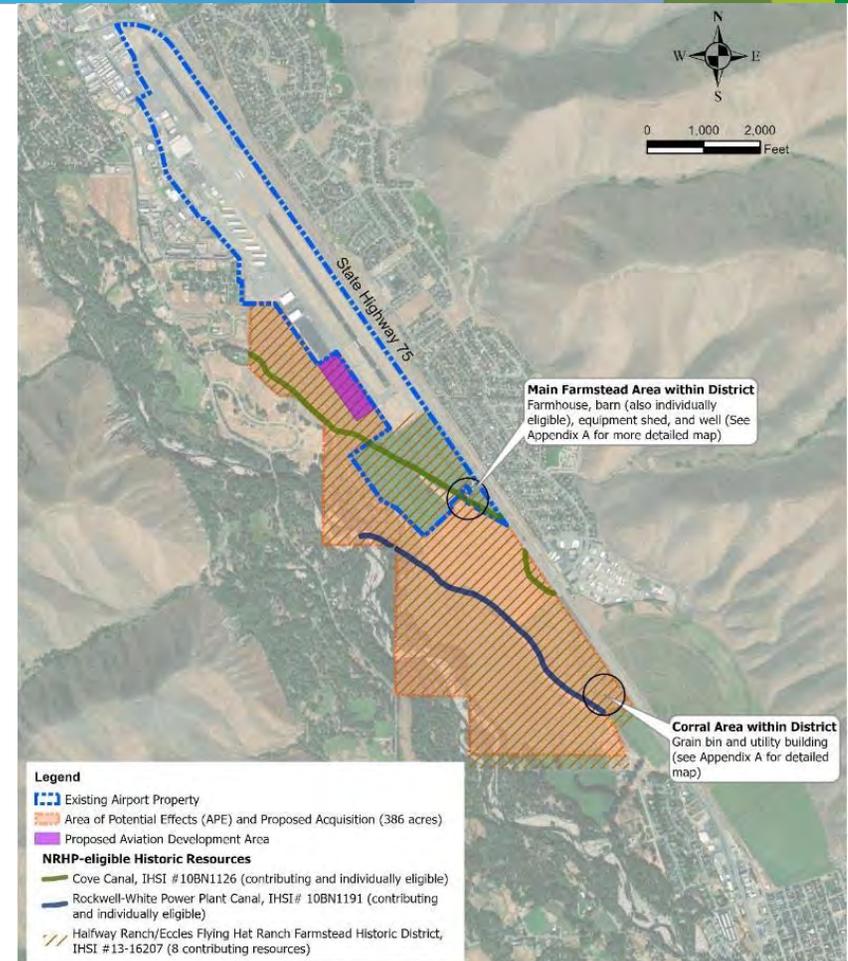
FAA Section 106 Determination

- FAA determined No Historic Properties Adversely Affected
- State Historic Preservation Office (SHPO) has Concurred with FAA determination



FMAA Responsibilities

- FMAA to include a special lease provision in future agricultural lease agreements to provide for the maintenance of contributing elements of the property in the Historic District
- Future modifications to property could require Section 106 and DOT Section 4(f) determinations



Historical, Architectural, Archeological, and Cultural Resources



Photo 1. Overview of the core of the determined-eligible Halfway Ranch/Eccles Flying Hat Ranch Historic District as seen from State Highway 75.



Photo 2. Detail of east elevation on the contributing farmhouse, view facing northwest.

Historical, Architectural, Archeological, and Cultural Resources



Photo 3. Detail of south and east elevation on the contributing farmhouse, view facing northeast.



Photo 4. Detail of north and west elevations on the contributing farmhouse, view facing southeast.

Historical, Architectural, Archeological, and Cultural Resources



Photo 5. View of the contributing well, view facing northwest.



Photo 6. Individually eligible barn and contributing barn, view facing west.

Historical, Architectural, Archeological, and Cultural Resources



Photo 7. Contributing equipment shed, view facing northeast.



Photo 8. Contributing utility building and grain bin (roof visible in background), view facing northeast.

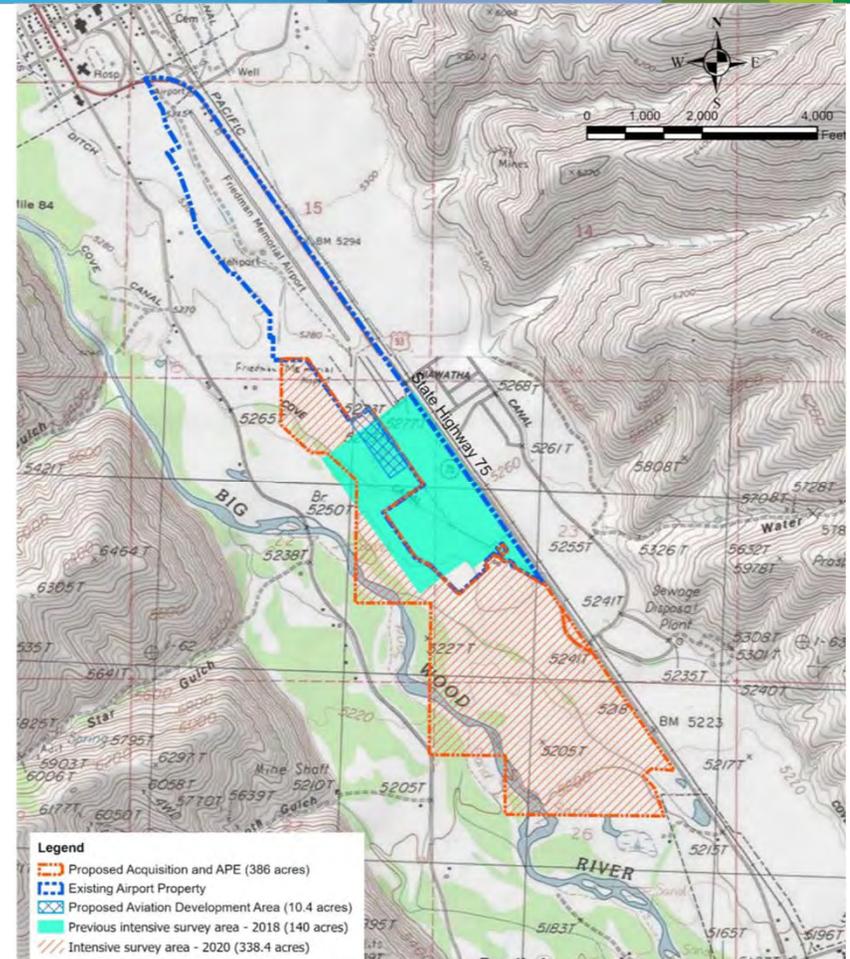
Historical, Architectural, Archeological, and Cultural Resources



Photograph 2. POD for Rockwell-White Power Plant Canal, view northwest (Digital Image # 058)



Photograph 3. Rockwell-White Power Plant Canal, view south (Digital Image # 060)



Other Resources

- Biological Site Review
- Wetlands Survey
- Hazardous Materials Assessment



Stakeholder Outreach

- Public and agency comment period expected early this spring
- Document posted on website and published in local locations
- Additional updates on outreach during February FMAA meeting

Schedule

- Preliminary Draft EA Chapters Sent to FAA
- Public review of Draft EA after FMAA Board and FAA approval
- FAA decision expected spring 2022



Questions

Clarifications

Answers

Discussion

Thank You.

From: [Stilson, Diane \(FAA\)](#)
To: [Louise E. Dixey](#); [Carolyn Smith](#)
Cc: [Stilson, Diane \(FAA\)](#)
Subject: FW: E-copy of initiation of consultation for proposed project at the Friedman Memorial Airport (SUN)
Date: Tuesday, April 12, 2022 4:56:36 PM
Attachments: [InitialShoshoneBannock_Invitation_Letter2021Land_WCG.pdf](#)
[SUN Property Acquisition EA Cultural Resource Survey \(Archeology\).pdf](#)

Louise, Carolyn,

I just wanted to follow up on the correspondence I'd sent regarding a project at the Friedman Memorial Airport at Hailey last fall.

I don't have any record that I'd received any responses from the Shoshone Bannock Tribes. Please let me know if you had sent any comments that I missed, or if you have any comments on the project.

Thank you!

Diane Stilson, P.E.
Civil Engineer
Environmental Protection Specialist
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Helena, MT 59602
Ph: (406) 441-5411
Fax: (406) 449-5274

From: Stilson, Diane (FAA) <Diane.Stilson@faa.gov>
Sent: Thursday, August 26, 2021 2:52 PM
To: Louise E. Dixey <ledixey@sbtribes.com>; Carolyn Smith <csmith@sbtribes.com>
Cc: Stilson, Diane (FAA) <Diane.Stilson@faa.gov>
Subject: E-copy of initiation of consultation for proposed project at the Friedman Memorial Airport (SUN)

Louise, Carolyn,

Please see attached for an e-copy of a letter that was mailed to Chairman Boyer this week. This is a proposed project for land acquisition and airport development at the Friedman Memorial Airport near Hailey, Idaho.

I've attached the cultural resource survey that accompanied the hard copy of the letter. I'll send the "effects" document separately due to file size.

Let me know if you have comments or concerns, or would like to initiate government to government consultation,

Thanks!

Diane Stilson, P.E.

Civil Engineer

Environmental Protection Specialist

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