



June 12, 2019

Re: 2019 Conference Event – SUN Airport Manager’s Letter

Dear Friends, Guests and Fellow Aviators,

The Friedman Memorial Airport Authority Board and airport staff welcome you to the Friedman Memorial Airport (SUN), our community, and to this important, longstanding event.

During this event, SUN experiences a unique convergence of sophisticated, high-performance aircraft during very targeted time periods. Due to the demand during specific time periods, the following plans have been put in place to ensure the system is as predictable and smooth as possible. Maintaining an effective traffic flow helps the entire SUN system support the privacy, security, and convenience of everyone at this special event.

To ensure your trip to Idaho’s Wood River Valley is successful, we would like to provide you the following information for you to consider as part of your trip planning efforts:

1) **Arrival Plan**

The FAA Salt Lake Air Route Traffic Control Center (ARTCC) may utilize a Ground Delay Program (GDP) and an arrival route structure as utilized in 2017 and 2018 to manage the arrival volume on Tuesday, July 9. This year we will continue to optimize the traffic flow through close monitoring of airborne inventory to facilitate an efficient throughput. Air Traffic Control may still dynamically adjust routes given the conditions of the day(s), but generally speaking, the structure will help create an arrival sequence that smooths out the traffic pattern at SUN.

Overall, our approach is to coordinate and work together as a system. The more we can create a situational awareness picture that is consistent for pilots, ground crew, the Tower, and Salt Lake ARTCC, the better the entire week will flow.

In order to facilitate the highest efficiency throughput at SUN for arrivals, please file one of the routes listed below based on the direction of your arrival:

- From the Northwest: **MENIN-HLE-SUN**
- From the Southwest: **LLC-PARZZ-MENIN-HLE-KSUN**
- From the South, either: **ELY-TWF-MENIN-HLE-KSUN**
 or:
 PICHO-PATIO-TWF-MENIN-HLE-KSUN
- From the East: **PIH-MENIN-HLE-KSUN**

Filing Multiple Flight Plans

Filing multiple flight plans is an impediment to the flow is highly discouraged.

In previous years, some pilots refiled flight plans to an alternate airport as soon as delays were shown in the GDP. This had a negative effect of causing gaps in the arrival flow. Air Traffic Control adjusted to the gaps and eventually moved most of these back into the SUN airport stream, but the refiled to an alternate caused some challenges. (Once you have filed a flight plan and it is factored into the demand, it holds a spot in the schedule for the rest of the day).

We intend to push the arrival capacity higher before 1:00 with scheduling. The biggest challenge to maintaining high efficiency is when flight plans are filed, alternate flight plans are filed, and others cancelled.

IFR to VFR

At times, flights have cancelled their IFR as early as possible in an effort to help make the process flexible for all. Again this year, we are suggesting flights stay IFR to the vicinity of MENIN intersection and established in the approach sequence. Cancelling IFR may have avoided a holding pattern, but if too many flights arrive VFR at once, the runway is overbooked, and we experience very long departure delays. As long as you have ATC establish you in the sequence, we can manage the dynamic adjustments.

While the conference traffic has historically been very professional, and people understand the nature of the event schedule, we also need to make some arrangements to better accommodate the airport’s scheduled commercial service and avoid creating a three hour “tarmac delay” where a commercial flight might have to cancel a flight.

If you do cancel IFR, depending on traffic, be prepared to visually hold as directed by the Hailey Air Traffic Control Tower.

We know the optimal arrival times are convenient for a reason, but hopefully those with some schedule flexibility may be able to help smooth out the event arrival rush on Tuesday afternoon.

The best way to experience a no-delay arrival is to plan an arrival time outside of the high demand arrival day Tuesday-afternoon time period.

The more we smooth it, the better we can achieve the high standard for customer service we expect to provide.

2) **Departure Considerations and the VFR Climb Procedure**

General Departure Considerations

Historically, the highest-demand departure time period is each afternoon after the keynote speaker for the day, with the most significant schedule anticipated on Saturday, July 13, from 1:00-3:00 pm. We will coordinate with Salt Lake ARTCC regarding the expected departure time periods. This will help them better anticipate the dynamics of the event and accommodate our airport departure needs each day.

In order to allow the highest departure capacity as possible, the airport will be closed to arrivals during this time period (LifeFlight and Scheduled Air Carriers excepted). A lengthy departure queue based on first-come/first-served is expected during this time period so it is important to be prepared for a wait if you need to depart during this key time period.

VFR Climb Procedure

When the weather is VFR, pilots have the option of requesting a VFR climb to an altitude below FL180 to help expedite departure releases and alleviate delays. This can be especially effective when a departure queue has formed, and VFR climb procedures can be used to clear departures with minimal waiting between departures.

Please review the attached graphical depiction and reminders of VFR climb procedures below.

If you are planning to ask for a VFR climb from the tower, you can expect instructions to stay on the west side of the valley. If you plan any eastbound turns, keep in mind the location of the final approach path and profile for Runway 31 that extends south of the airport and be mindful of all SUN Tower instructions and advisories (see attached graphic).

When the ARTCC is holding inbound aircraft, you may be advised of holding pattern location as you depart. It is better for all if VFR departures can avoid climbing through the holding pattern.

3) **All Aircraft Parking at SUN Will Be on A First Come-First Served Basis**

TO BE CLEAR, SUN DOES NOT AND WILL NOT ISSUE A RESERVATION FOR PARKING.

FOR AIRCRAFT WITH MGTOW OF GREATER THAN 95,000 LBS OR A WINGSPAN OF GREATER THAN 100 FT., YOU ARE REQUIRED TO OBTAIN PRIOR PERMISSION FROM THE AIRPORT MANAGER’S OFFICE TO OPERATE AT SUN. THIS PPR DOES NOT RESERVE A PARKING SPOT. PPR details are included in the Airport/Facilities Directory.

As is the case with many smaller airports like ours, aircraft parking is very limited during peak demand and without adequate coordination, can become problematic. To avoid this problem and ensure that appropriate aircraft parking is available, we highly recommend that you **CHECK NOTAMS** and advise Atlantic Aviation-Sun Valley (208-788-9511) of your arrival/departure plans as far in advance as possible, and any additional requirements/needs you may have.

As has been the case in the past, it is anticipated that space for overnight parking will reach capacity the early evening of July 9. Atlantic-Sun Valley will provide room for drop and goes on their apron however, expect a NOTAM for Airport Closed to Overnight Parking Except Life Flight and Air Carriers overnight July 9-11, maybe longer, depending on actual activity and space availability.

Routine Maintenance

Further, due to limited aircraft parking, it is requested that aircraft operators refrain from scheduling routine maintenance while parked at SUN. Routine maintenance activities result in additional support equipment on the ramp where there is little extra space; it poses a safety hazard with mechanics high on ladders with other jet blast present; ground idling can cause damage to other parked aircraft and, if run-ups are necessary, it requires unstacking of other parked aircraft so the aircraft can be moved to the taxiway for a runup causing challenges for Atlantic-Sun Valley. It also places additional workload on the Air Traffic Control Tower staff to direct aircraft to an area suitable for run-ups.

Be advised that due to our constrained space at SUN, we do not have any official run-up areas nor do we encourage run-ups unless absolutely necessary for noise abatement reasons.

4) Voluntary Noise Abatement Program

The greater Wood River Valley community embraces and supports both the Airport and this event. However, while the event may be taking place in Sun Valley, eleven miles north of SUN, the magnitude of the event has significant impacts on those of us who live in the cities of Hailey and Bellevue because of the resulting aircraft noise as well as other byproducts of Airport operations such as fumes.

If you have been to SUN before, it is obvious our Airport is surrounded by residential development very near the Airport. In the summertime in our mountainous environment, many residents do not have air conditioning so, windows are open early in the morning and at night. Debate about surrounding incompatible land uses in such close proximity to the Airport notwithstanding (the Airport was here first argument), fact of the matter is, this is our operating environment.

To be direct, we all have the professional responsibility to be considerate of our neighbors and the community impacted by the Airport and try and reduce the impacts as much as possible.

To this end, the Friedman Memorial Airport Authority Board, airport staff, based users of the Airport (including Atlantic Aviation), and members of the community, have been very proactive in implementing an aggressive and successful Voluntary Noise Abatement Program over the years. As you and your owners/customers consider early or late operations, please remember you are guests to our community and the benefit to a few does not outweigh the impacts on an entire community.

While the overwhelming majority of users during this event are respectful of our program and community, only a few operators who blatantly disregard our program, or who are negligent in educating themselves about our program, leave a negative impression on all of us. While voluntary, the Airport Authority Board, Airport Manager, and the community, expect your compliance with our noise abatement program out of courtesy to our community. Operationally, Atlantic Aviation has also expressed concerns for safety on the ground after hours as well.

Primary concerns include visibility and constrained apron space and tired crews from long hours.

A few simple considerations will go a long way toward respecting our community and ensuring the success of this event for years to come. Below is list of our Voluntary Noise Abatement Program guidelines we expect you to follow:

*** Curfew**

Please do not schedule arrivals or departure to/from SUN after 11:00 pm or before 7:00 am local. In addition to potential noise impacts, our Air Traffic Control Tower and Aircraft Rescue Firefighting (ARFF) services are not available between these hours.

*** SUN Voluntary Noise Abatement Procedures**

- a. Inbound traffic from the south, approach from the east side of the valley as near to the mountains as is safe and prudent, unless otherwise directed by ATC.
- b. Outbound traffic to the south, climb out as quickly as is possible and quickly proceed to the west side of the valley as near the mountains as is safe and prudent, unless otherwise directed by ATC. SEE VFR CLIMB PROCEDURE ABOVE AND GRAPHIC BELOW.
- c. Never depart to or arrive from the north over the City of Hailey.
- d. Utilize best available approach and climb out procedures respective to your aircraft to minimize noise impact on the area.
- e. APU usage is limited to 30 minutes. Do not run your engines/APU for more than 30 minutes after arrival or prior to departure. Limited use of engines and APUs not only reduces noise impacts, but also help reduce fume impacts on neighboring residents.

Additional information about our Voluntary Noise Abatement Program can be found on our website at: <http://iflysun.com/voluntary-noise-abatement>

5) Security

As always, the security and privacy of our guests is among our highest priorities. Your event sponsors, Atlantic Aviation–Sun Valley, and SUN have gone to great length to ensure your privacy and security. Please, if you observe something or someone that does not seem right to you, let us know.

SUMMARY

In summary, as our aviation guests, you can operate into and out of SUN with optimal effectiveness by following these simple recommendations:

1) Plan arrivals and departures with maximum flexibility so as to avoid unnecessary delays on the ground or enroute. Again, on arrival day, July 9, the most congested periods of activity are 12:00 pm (local) – 6:00 pm (local), so arriving a little earlier or a little later will likely translate to a smooth and comfortable travel day.

2) Please follow the described arrival routes:

From the Northwest: **MENIN-HLE-SUN**

From the Southwest: **LLC-PARZZ-MENIN-HLE-KSUN**

From the South, either: **ELY-TWF-MENIN-HLE-KSUN**
or:
PICHO-PATIO-TWF-MENIN-HLE-KSUN

From the East: **PIH-MENIN-HLE-KSUN**

3) Please do not file multiple flight plans.

4) It is suggested flights stay IFR to the vicinity of MENIN intersection and established in the approach sequence.

5) **Aircraft parking is on a first come, first service basis. Coordinate arrival/departure aircraft parking information with Atlantic Aviation–Sun Valley well in advance:**

Atlantic contact phone: 208-788-9511

6) **Plan all operations for the hours between 7:00 am (local) and 11:00 pm (local)**

7) Review and familiarize with the SUN Voluntary Noise Abatement Procedures, easily accessed at: <http://iflysun.com/voluntary-noise-abatement/>

Welcome to Idaho and the beautiful Wood River Valley! We look forward to seeing you at the airport and please enjoy your stay.

Please don't hesitate to call or email with questions or if you need assistance.

Sincerely,



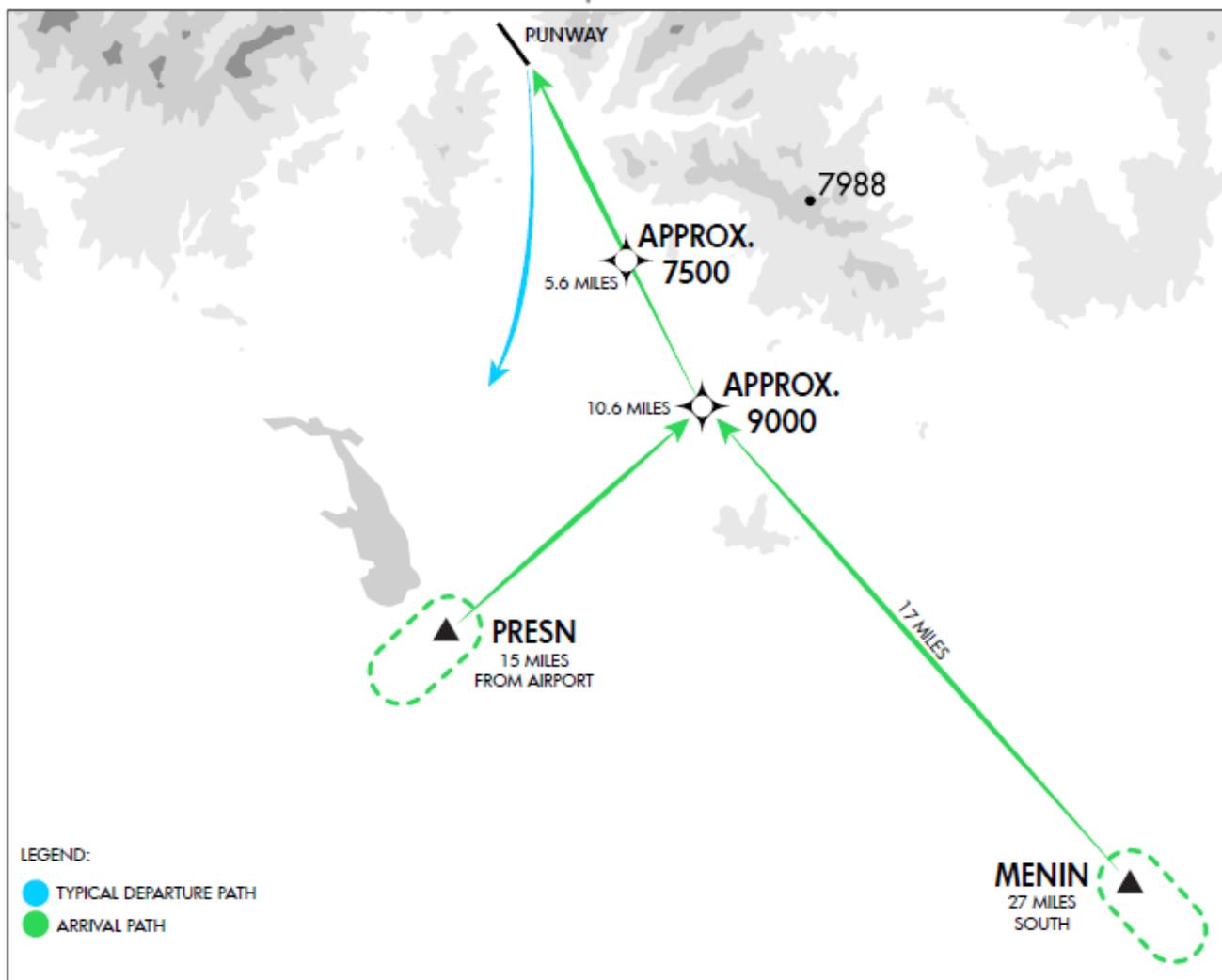
Chris Pomeroy
Airport Manager
Friedman Memorial Airport

FRIEDMAN MEMORIAL AIRPORT (SUN)

HAILEY, IDAHO

SUN VFR CLIMB PROCEDURE

TYPICAL VFR CLIMB PATH



- VFR Climb clearances are available to pilots upon request
- VFR climbs can expedite departure flows when weather is good & visibility is high
- Pilots will receive an advisory to stay towards the west side of the valley from SUN tower controllers
- Be mindful of the final approach path to Runway 31 south of the airport
- When the ARTCC is holding inbound aircraft, you may be advised of holding pattern location as you depart.
It is better for all if VFR departures can avoid climbing through the holding pattern.