



December 13, 2021

Re: 2021/2022 Winter Season – SUN Airport Director's Letter

Dear Friends, Guests and Fellow Aviators,

Welcome to SUN in the winter!

The Friedman Memorial Airport Authority Board and airport staff welcome you to the Friedman Memorial Airport (SUN), our community are pleased to welcome you to the valley during another blue-bird, snow-covered winter season! 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.

During high-activity periods, SUN experiences high demand from a sophisticated, high-performance fleet mix especially in the Christmas-New Year's weeks and three-day weekends. We would like to help you pre-plan operations during these high-activity time periods with this letter.

In order for us to provide you with a high level of service, we recommend a few simple, yet critically helpful planning guidelines:

1) Arrival Plans

As with other resort/mountain airports, FAA air traffic control system will utilize a variety of route structures, scheduling/delay tools and dynamic initiatives to pre-condition traffic flows into the airport.

Our goal is to make flight-planning as predictable as possible but still flexible as your needs change.

Overall, our approach will continue to be 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 predictability and flow during high demand times.

In order to facilitate the highest efficiency throughout the event for arrivals at SUN, we will at times use the same route structure we have used in the past for other high-activity time periods. Salt Lake City ARTCC may use this structure dynamically during the holiday time period generally between **December 17th-January 7th**. They may also utilize this route structure during the holiday weekends of **January 14th-17th** and **February 18-21st**. The structure is:

- From the Northwest: **BOI-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 and is highly discouraged.

During times when the FAA utilizes a Ground Delay Program (usually because of a winter storm), operators have filed multiple flight plans in an attempt to create scheduling choices. This had a negative effect of causing gaps in the arrival flow. (Once you have filed a flight plan and it is factored into the demand, it holds a spot in the schedule and blocks it for someone else for the rest of the day).

It is recommended flight plans be filed the night before when possible. Flight plans filed the night before can be factored into the plan effectively, filing a flight plan later may mean larger delays.

IFR to VFR

At times, flights have cancelled their IFR early in the descent process because of perceived flexibility for air traffic control. During the winter season, especially when weather is a factor, establishing and sustaining a predictable arrival sequence for the tower is key to managing departures with arrivals. 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.

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

The key operational demand periods are expected to be between 11:00 am-3:00 pm on each high-activity day.

The best way to experience a no-delay arrival is to plan an arrival time outside of the high demand 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

Departure demand is highest typically on the two days after Christmas and New Year’s Day. The winter season also adds to pent-up departure demand at the conclusion of a winter storm. The crisp, clear “blue bird” days sometimes offer departure flexibility. There are times when pilots may expedite departures by requesting a VFR climb. We have created a flight path graphic that helps with situational awareness for those times. Please keep in mind, the Hailey Air Traffic Control Tower can only utilize this if the pilot specifically requests it.

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 MANAGEMENT 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 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.

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. 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 operating at our airport 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 Director, 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.

A few simple considerations will go a long way toward respecting our community and helping us sustain our positive airport-community relationship for years to come. Below is a 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, snow removal, 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.

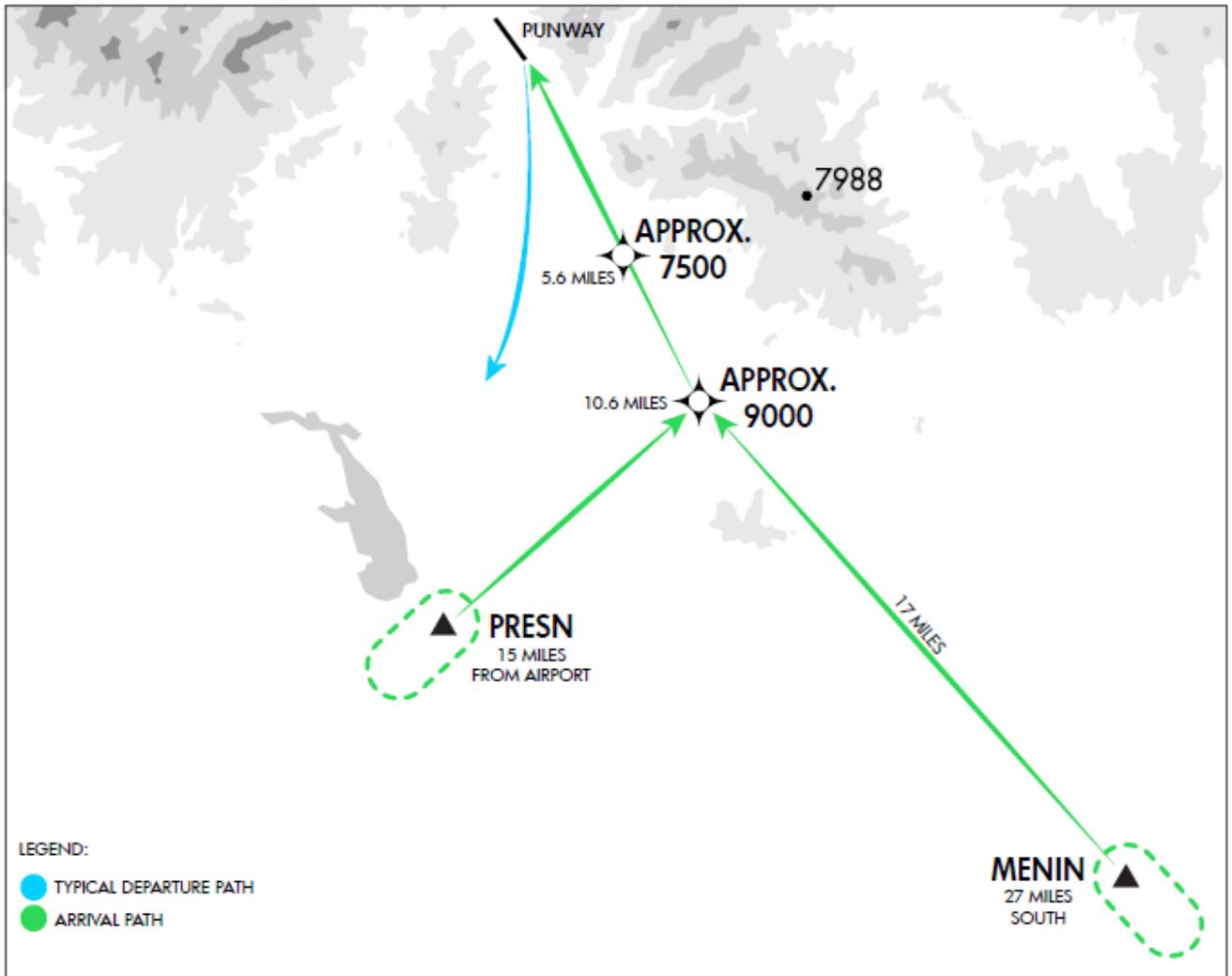
- e. APU usage is limited to 30 minutes. Do not run your engines/APU for more than 30 minutes after arrival or prior to departure. Limited use of engines and APUs not only reduces noise impacts, but also help reduce fume impacts on neighboring residents.

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. Please, if you observe something or someone that does not seem right to you, let us know.

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.