DRIGGS - REED MEMORIAL AIRPORT

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MASTER PLAN UPDATE

2012

The Right Approach - HDR

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Acronyms

AC	Advisory Circular
ACAIS	Air Carrier Activity Information Service
AGLA	Alternate Grass Landing Area
ALP	Airport Layout Plan
AMP	Airport Master Plan
ARC	Airport Reference Code
ARFF	Aircraft Rescue and Fire Fighting
ASOS	Automated Surface Observation System
ATADS	Activity Data System
ATCT	Air Traffic Control Tower
AWSS	Automated Weather Sensor System
CIP	Capital Improvement Program
CTAF	Common Traffic Advisory Frequency
DIJ	Driggs-Reed Memorial Airport
DOT	Department of Transportation
DWL	Dual-wheel gross weight loading
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FBO	Fixed-based Operator
FSS	Flight Service Station
GA	General Aviation
IASP	Idaho Airport System Plan
ICZ	Inner Critical Zone
IFR	Instrument Flight Rules
ITD	Idaho Transportation Department
LL	Low-Lead
LSZ	Lateral Safety Zone
MIRL	Medium-Intensity Runway Lighting
MSL	Mean Sea Level
NAVAIDs	Navigational Aids
NPIAS	National Plan of Integrated Airport Systems
OCZ	Outer Critical Zone
OFA	Object Free Area
PAPIs	Precision Approach Path Indicators
REIL	Runway End Identifier Lighting
ROFA	Runway Object Free Area
RPZ	Runway Protection Zone
RSA	Runway Safety Area
SH-33	State Highway 33
SRE	Snow Removal Equipment
TAF	Terminal Area Forecast
TPA	Traffic Pattern Area
TTF	Through-the-Fence
USGS	U.S. Geological Survey
VFR	Visual Flight Rules

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1.0 INTRODUCTION

In accordance with Federal Aviation Administration (FAA) requirements, the Idaho Transportation Department (ITD) Bureau of Aeronautics, and the needs of the City of Driggs (City) and the surrounding areas of Teton County, Idaho, a consultant team comprised of The Right Approach, LLC and HDR Engineering, Inc. (HDR) has prepared the airport master plan (AMP) update for the Driggs-Reed Memorial Airport (DIJ). The primary objective of this AMP update is to create a 20-year development plan that will maintain a safe, efficient, economical, and environmentally acceptable airport facility for the City and the neighboring communities.

This study provides a comprehensive analysis of the current airport facilities, determines trends, forecasts aviation demands, and documents facility requirements and activities affecting the airport and the surrounding environment. The updated AMP will aid the Airport Board/City in taking appropriate actions over the short-term (the next five years) and long-term (twenty years). The updated Capital Improvement Program (CIP) will allow the Airport Board to make strategic investments in needed airfield projects.

Objectives of the Airport Master Plan include the following:
• Document the existing facilities.
• Determine facility needs based upon forecasting of the future aviation activity at the airport.
• Provide an effective graphic presentation of the existing and future development of the airport. This is done by creating a concise Airport Layout Plan (ALP) drawing set reflecting the proposed improvements.
• Present sufficient, balanced and compatible land use recommendations for implementation by both the City of Driggs and Teton County.
• Prepare a current CIP that prioritizes the proposed development and an achievable financial plan to support the implementation of this development.

1.1 Acknowledgements

In addition to the consultant team, City staff and Driggs Airport Board members who were involved in the development of this AMP, a steering committee was assembled to review and comment on possible development areas, alternatives to airport access, and a runway shift.

Driggs-Reed Memorial Airport Board		
Name	Role	Affiliation
Lou Christensen	Airport Board President	
Ash Alexander	Board Sec./Treasurer	
Tom Hunter	Board Member	
James Jackson	Board Member	
Delwyn Jensen	Board Member	
Charles Jones	Board Member	
City of Driggs		
Dan Powers	Mayor	
Sonnie Adams	City Clerk	
Doug Self	Administrator Planning & Zoning	
Kreslyn Schuehler	Assistant to Planning & Zoning	
Steering Committee		
Ash Alexander		Airport Board Member (Pilot)
Julie Bryan		Jackson Realty
Charles Jones		Airport Board Member (Pilot)
Curt Moore		Teton County Planner
Doug Self		City of Driggs Planner
Rachel Tiede		Teton Aviation Manager
Consultants		
Lillian Bowen	Project Manager	The Right Approach, LLC
Luke Grebe	Project Engineer	HDR Engineering, Inc.
Miguel Gaddi	Planner	HDR Engineering, Inc.
Carl Siebe	Senior. Airport Engineer	HDR Engineering, Inc.

1.2 History

The Driggs-Reed Memorial Airport, also known as DIJ (which is the three-letter federal identifier), had its beginnings as a grass strip in 1949 when land was acquired and the grass strip was created with federal funding. At that time, the runway was 3,400 feet long and 200 feet wide. DIJ remained a grass strip until 1975, when another FAA grant helped to pave the runway according to ITD highway specifications. The first paved runway at DIJ was 5,200 feet by 75 feet.

Today, DIJ is identified as a Regional Business Airport and a C-II design category facility. The runway is 7,300 feet by 100 feet.

Photo 1-1. Aerial View of Driggs Reed Memorial Airport in 2003

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2.0 INVENTORY

The starting point for updating the airport master plan (AMP) is collecting and inventorying relevant data pertinent to Driggs-Reed Memorial Airport (DIJ). An accurate and complete inventory is essential to the success of the AMP since the findings and assumptions made in this plan are dependent on collected information concerning conditions that existed when this study was initiated.

The consultant team obtained the data and information presented in this plan from several sources, including onsite inspections, airport records, various government agencies and a number of Internet sites with statistical information and facts regarding the area and airport. The consultant team also integrated existing data and information available in existing studies to the maximum extent possible.

2.1 General Airport Description and Location

DIJ is located in Driggs, Idaho and is classified by the State of Idaho as a Regional Business Airport, and by the Federal Aviation Administration (FAA) as a General Aviation (GA), C-II Airport. The C designation is the aircraft approach category, which includes aircraft with speeds of 121 knots or more, but less than 141 knots. The II designation is the airplane design group, which includes aircraft with wingspans of 49 feet up to but not including 79 feet. GA activity includes all civil aviation activity except that of certified air carriers, but does include air charter, air taxi, corporate, business and recreational activity. The airport is owned and operated by the City of Driggs (City) with guidance and direction by the Driggs Airport Board.

Through the many years of development, DIJ has remained and will continue to be an important link in the eastern Idaho, Jackson Hole, western Wyoming recreation area and Yellowstone National Park transportation network. Driggs is located in eastern Idaho on the Idaho/Wyoming border. Teton County is generally considered the Idaho valley of the Grand Teton Mountain range. It is the second smallest county in Idaho by land mass. The primary highway serving Driggs is Idaho State Highway 33 (SH-33), which runs north/south.

Driggs is centrally located in Teton Valley, which is located in the western portion of Teton County (Figure 2-1). Driggs is the Teton County seat and the airport is located within the city limits. Driggs is located between two air carrier facilities in Idaho Falls, Idaho and Jackson Hole, Wyoming. The Idaho Falls air carrier is located roughly 70 road miles to the west (about 1 hour and 15 minutes driving time). The Jackson Hole air carrier is located approximately 50 road miles to the east (about 45 minutes to 1 hour driving time).

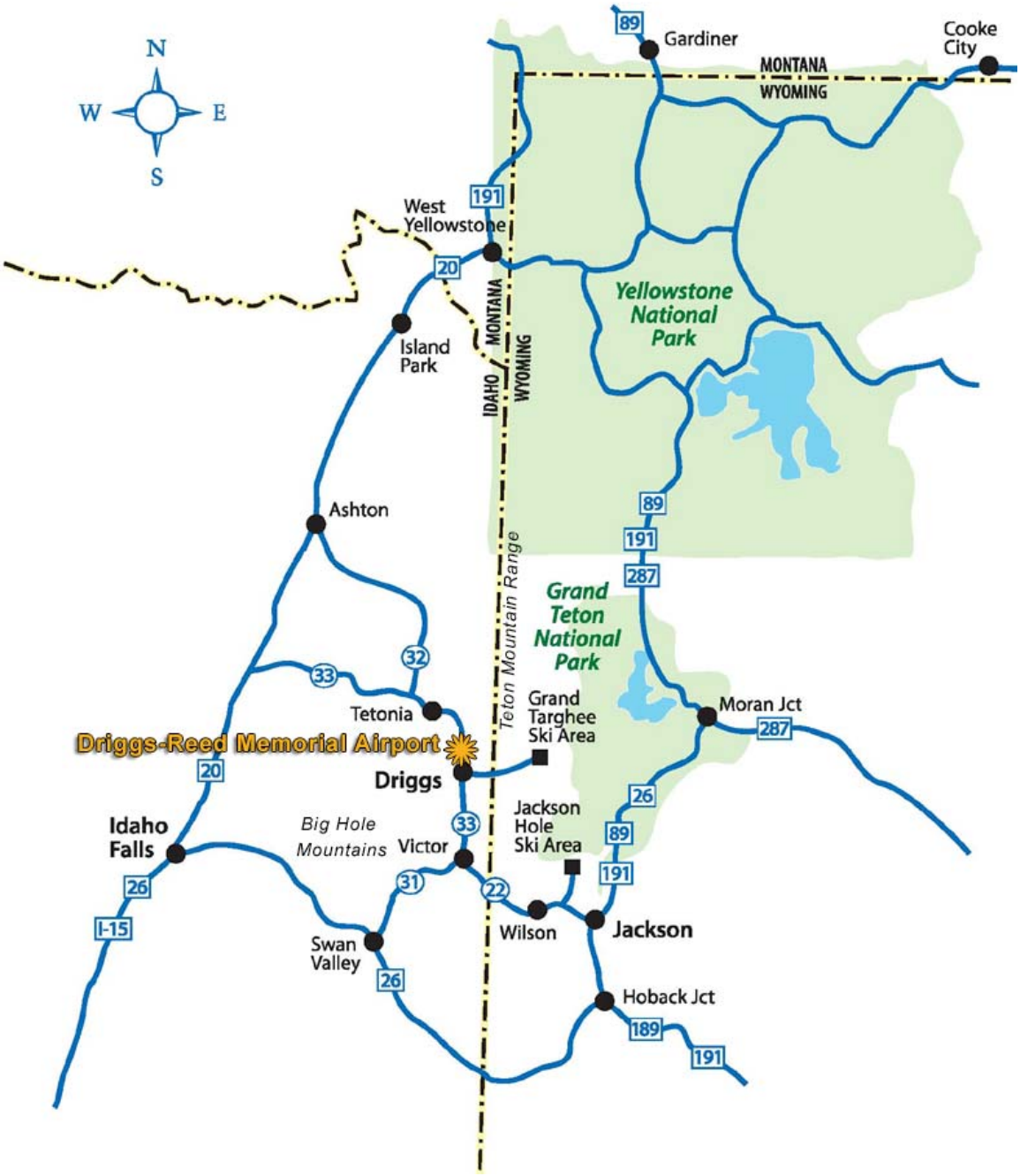

Figure 2-1. Project Vicinity

2.2 Area Topography

Teton County is a high altitude area. Elevation at DIJ is 6,230 feet, which is the highest point on the runway. The surrounding environment slopes from the Teton Range on the east and the Big Holes on the west to the Teton River that runs down the valley floor in a northerly direction. Teton County is within the Wyoming Overthrust Belt System located in eastern Idaho and western Wyoming. Only the main basin that runs through the center length of the county is relatively level, with the surrounding mountainous landscape brought about by historic uplifts, faults, fault blocks, alluvial deposits and stream cutting action that has created steep narrow canyons. Approximately 50 percent of Teton County has slopes steeper than 40 percent.

The Teton Mountains are a range of the Rocky Mountains. They are a north-south range on the Wyoming side of the state's border with Idaho, just south of Yellowstone National Park. Most of the range is in Grand Teton National Park. The Grand Teton Peak is 13,770 feet. The Big Hole Mountains are the northern part of the Snake River Range and rise to roughly 8,665 feet. DIJ sits in the bottom of this basin and makes a stunning flying area.

Figure 2-2 shows aerial imagery of the Driggs area.

Photo 2-1. View of Teton Mountain Range near Driggs-Reed Memorial Airport

2.3 Climate

Elevations near 6,200 feet in the Teton Valley have an average annual precipitation of 16.02 inches. The average snowfall is 65.2 inches. In July, the highest average daily maximum temperature is 80.7 degrees Fahrenheit (F). In January, the lowest average daily minimum temperature registers at 6.1 degrees F. The driest month is February and the wettest is May.

Table 2-1 shows the average climatic conditions in Driggs from 1904 to 2010.

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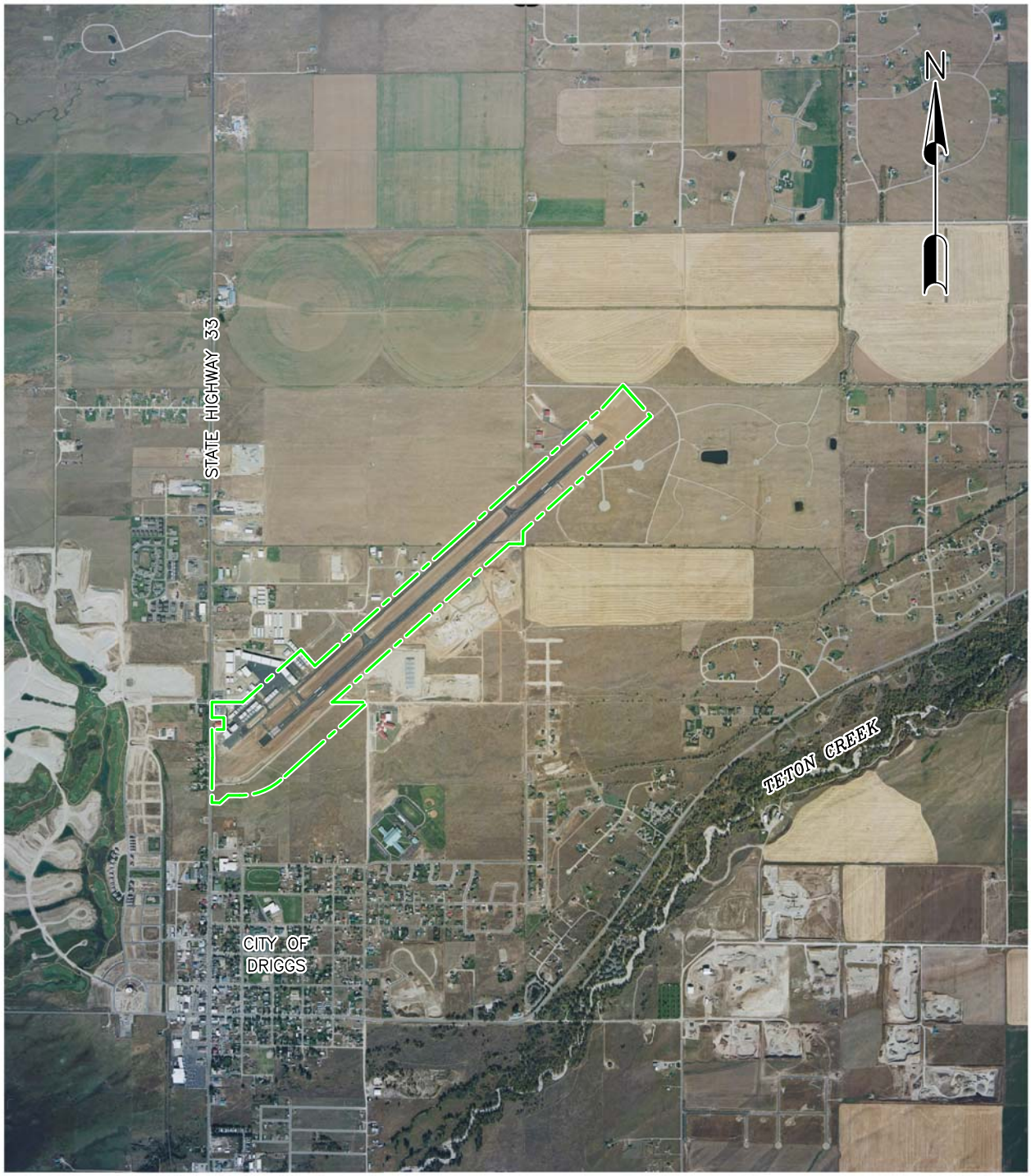
Figure 2-2. Aerial (2010 Imagery)



LEGEND

EXISTING AIRPORT PROPERTY BOUNDARY

Scale

1/2 1/4 0 1/2 1

Miles

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Table 2-1. Average Climatic Conditions in Driggs from 1904 to 2010													
	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Annual
Average Max. Temperature (F)	29.3	33.8	40.2	51.5	62.1	70.9	80.7	79.2	69.9	57.8	41.1	31.3	54.0
Average Min. Temperature (F)	6.1	9.2	16.3	25.5	33.4	39.9	45.9	43.8	36.2	27.7	17.7	8.5	25.8
Average Total Precipitation (in.)	1.43	1.08	1.11	1.28	1.91	1.87	1.11	1.19	1.29	1.25	1.10	1.40	16.02
Average Total Snowfall (in.)	15.1	8.6	8.7	4.6	1.7	0.3	0.0	0.0	0.6	2.0	8.6	15.0	65.2
Average Snow Depth (in.)	12	14	8	1	0	0	0	0	0	0	1	6	3

Source: Western Regional Climate Center, 2010

The average number of days of snowfall per month was requested from the Western Regional Climate Center. This data included the days that any amount of snow occurred. Table 2-2 shows the average days of snowfall by month.

Table 2-2. Average Days of Snowfall (any amount) from 1904 to 2010													
	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Annual
Average Days of Snowfall	6	4	3	2	1	0	0	0	0	1	4	6	29 Days

Source: Western Regional Climate Center, 2011

2.4 Wind

Photo 2-2. Automated Weather Sensor System (AWSS) at DIJ (Section 2.6.2.3)

A primary factor influencing runway orientation and the number of runways required for safe operations is wind. Ideally, a runway should be aligned with the prevailing wind, and generally, the smaller the airplane, the more it is affected by wind, particularly crosswinds. FAA recommends that any primary runway have at least 95 percent wind coverage, where wind coverage refers to the percent of time crosswinds are below an acceptable velocity. While this offers planning guidance, many aircraft can operate in crosswinds exceeding FAA planning limits. As an example, many single-engine Cessna aircraft (approach category A) have a demonstrated crosswind limit of 15 knots in the pilot operating handbook.

FAA asks for a calculation of the crosswind component for aircraft that use the airport based on the approach category for those aircraft. For approach category A, the crosswind component is 10.5 knots. For approach category B, the crosswind component is 13 knots. For approach category C, the crosswind is 16 knots. As stated above, FAA suggests that the runway should meet the crosswind category for each category of aircraft at least 95 percent of the time. Wind data was calculated for DIJ to show the percentage of time winds fall within 10.5-knot, 13-knot, and 16-knot crosswind component for the existing airport. HDR downloaded wind data from the National Climate Center where observations were collected using an Automated Surface Observation System (ASOS) from October 2006 to December 2007. There was a break in observations from January 2008 to October 2008 while the ASOS was replaced with an Automated Weather Sensor System (AWSS), which collected data from November 2008 to March 2011. Thus, there was 3.6 years of observations over more than a 6-year period.

FAA guidelines typically require 10 consecutive years of wind observations. While the data that has been recorded to date is a good indicator that the runway orientation is correct, this should be revisited and reevaluated in 2018 when 10 years of complete data are available. The wind rose that shows crosswind percentages is shown in Figure 2-3.

HDR also downloaded data for ceilings and visibility and made calculations of the all weather wind percentages to meet FAA requirements for placing wind data on the ALP. Additionally, a calculation was made of the percentage of time the weather met Visual Flight Rules (VFR) requirements of at least a 1,000-foot ceiling and 3 miles of visibility. A calculation was also made for the percentage of time the weather was above the minimum Instrument Flight Rules (IFR) requirement of 300-foot ceilings and 1 mile visibility to include both IFR and VFR operations. This represents the percentage of time the airport is not closed due to adverse weather.

The weather data included approximately 65,000 observations. This included hourly observations, observations taken between the hourly observations triggered by a change in one of the parameters, and observations lacking a validated quality code. HDR sorted the data and used only the valid quality-coded-observations for the calculations.

The calculations showed the percent of time the wind was recorded at each of the specified crosswind percentages. These are shown in Table 2-3.

Table 2-3. Airport Crosswind Percentage, Driggs-Reed Memorial Airport

	10.5 knots	13 knots	16 knots	Number of Observations
VFR Only	95.29	98.06	99.63	34,492
IFR and VFR	94.71	97.8	99.57	44,755
All Weather	94.53	97.71	99.57	54,906

Source: Data from the National Climate Center.
Calculations by HDR Engineering, Inc.

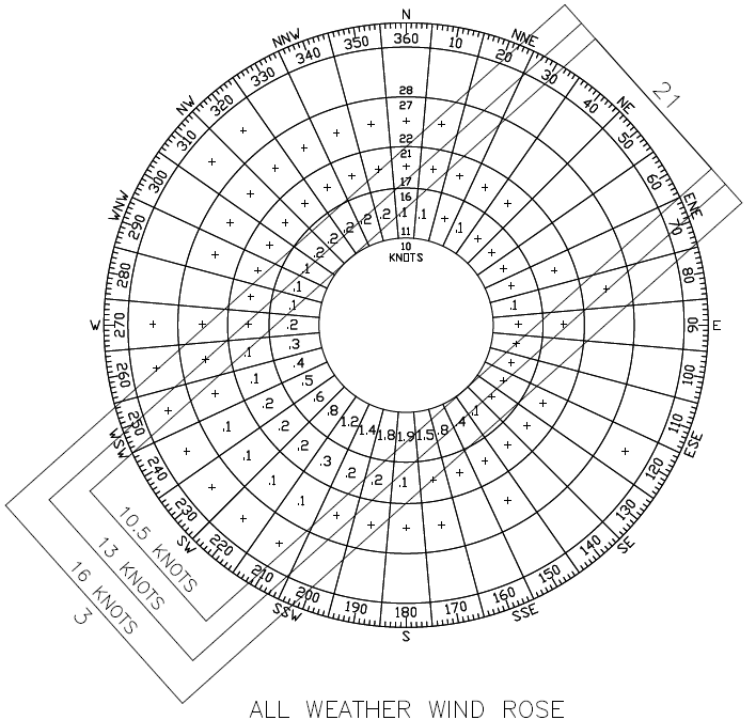


Figure 2-3. Wind rose, Driggs-Reed Memorial Airport Figure

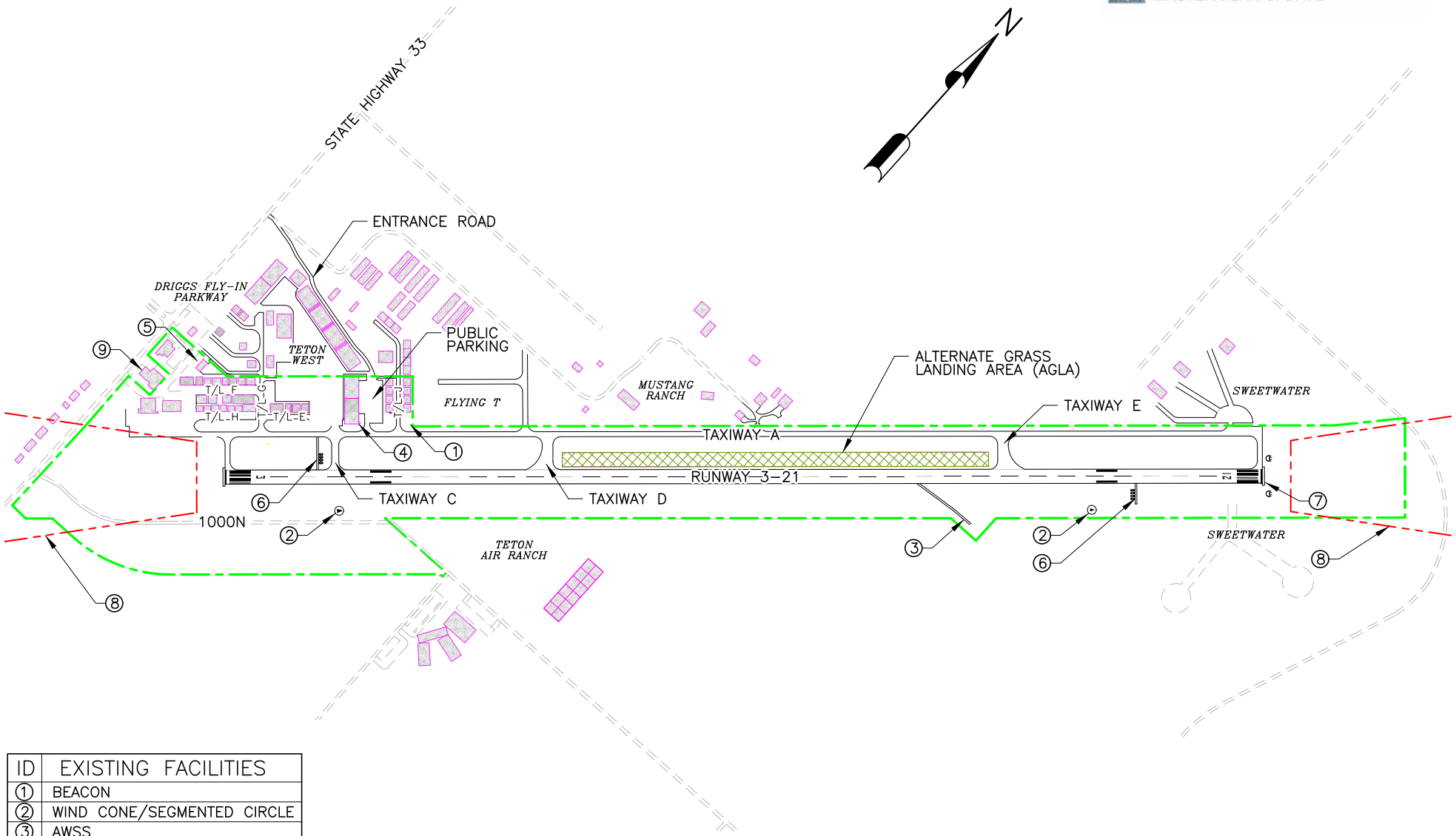
2.5 Land

The latest airport property ownership drawing, which the FAA typically refers to as Exhibit A of the ALP set, illustrates that the airport covers approximately 184 acres of land. There are no recorded avigation easements in or around the property. However, there are through-the-fence (TTF) development areas around the airport that support the airport's aircraft hangar needs and help protect property surrounding the airport from non-aviation related development. There are five developed hangar subdivisions surrounding the DIJ, one platted and partially developed hangar,

and one undeveloped unplatted hangar (shown as an allowed access into airport from property). The TTF properties cover roughly an additional 162 acres of land that is developed and owned by the private sector. This land allows an aircraft owner to store an aircraft at an off-airport property, and to access and use the airport by way of a taxilane that crosses the airport boundary and connects these neighborhoods to the airport's runway and taxiway system.

2.6 Existing Airport Facilities

Existing airport facilities are presented in two categories: airfield and landside. Airfield facilities consist of all aircraft movement areas, such as runways, taxiways and apron facilities. Landside facilities consist of hangars and other airport buildings and vehicle access and automobile parking facilities. The existing airport facilities are depicted in Figure 2-4.



ID	EXISTING FACILITIES
1	BEACON
2	WIND CONE/SEGMENTED CIRCLE
3	AWSS
4	FBO/WARBIRDS CAFE
5	FUEL FARM/SRE BUILDING
6	PAPI
7	REIL
8	RPZ
9	FIRE STATION

LEGEND

EXISTING AIRPORT PROPERTY BOUNDARY

EXISTING STRUCTURE

Scale

500 250 0 500 1000

Feet

Figure 2.4. Existing Airport Facilities

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2.6.1 Airside Facilities

The airfield consists of many required components to accommodate safe and efficient aircraft movement. The airside is a network of runways, taxiways, taxilanes and aprons, which include the visual and electronic navigational aids associated with the runway, as well as runway protection zones (RPZs) and the area airspace.

2.6.1.1 Runway

DIJ has one asphalt runway and an alternate grass landing area (AGLA) associated with the primary runway. The paved Runway 3-21 (Figure 2-4) is 7,300 feet long and 100 feet wide and was built in 2009 as an asphalt surface with pavement strength of 75,000 pounds dual-wheel gross weight loading (DWL). The effective gradient is 1.2 percent and the runway edge lights are medium intensity.

The AGLA is located in the Runway 3-21 safety area, 10 feet from the west edge light system and centered between connecting Taxiways D and E. The AGLA is 3,000 feet long and 100 feet wide. The longitudinal grade of the AGLA is 1.5 percent. FAA requirements for approval state that usage of the AGLA is as follows:

> *"If any aircraft is using either the AGLA or the asphalt runway, no other aircraft is permitted to operate from either runway surface. It is understood that the AGLA and asphalt runway will operate as a single runway. The runway limitation is more than just a prohibition against simultaneous operations (which is a plane taking off or landing at the same time on either runway), if a plane is located on either of the runway surfaces, no other aircraft can enter either of the runway surfaces until after all aircraft have exited either of the runway surfaces. In order to ensure that there are NO SIMULTANEOUS OPERATIONS and only tail draggers with wingspans less than 49' are authorized to use the AGLA."*

The AGLA is marked with high molecular weight polyethylene (HMWP) cones, 36 inches in diameter and 24 inches tall. These cones are at 200-foot intervals along each side of the alternate grass landing area.

2.6.1.2 Taxiways and Taxilanes

A full-length parallel taxiway (Taxiway A) is located northwest of Runway 3-21, 300 feet centerline to centerline, and is 35 feet wide with 10 foot gravel shoulders. There are run-up areas located at each end of Taxiway A that connect to both ends of Runway 3-21. There are three connecting taxiways to the runway from Taxiway A: Taxiways C, D and E. Taxiway C is 50 feet wide and also connects Runway 3-21 to the main apron and the fixed-base operator (FBO) for the airport. Taxiways D and E are 75 feet wide with high speed radius to promote quick and safe glider exit (so they can exit and not sit on the runway). These taxiways were also reconstructed in 2009 to accommodate the C-II design gradient standards.

There is an extensive taxilane system to support and provide hangar access. All taxilanes connect to Taxiway A for access to Runway 3-21. Starting at the southern end of the facility, Taxilane H and F are the oldest taxilanes on the airport and serve the oldest hangars. Taxilane G provides access into the TTF subdivision, known as Driggs Fly-In Parkway. Taxilane J services on-airport hangars

and the TTF subdivision, Teton West. There is an existing taxilane access from the Flying T, Mustang Ranch and Sweetwater TTF subdivisions to Taxiway A.

There is no taxiway or taxilane edge lighting on the field.

2.6.1.3 Aprons

Photo 2-3. Main Apron at Driggs-Reed Memorial Airport

The main apron on airport property is connected to Taxiway A by Taxiway C. The sponsor-owned apron is approximately 125,500 square feet with 28 tie-downs available. In 2001, Teton Aviation, the DIJ's FBO, added Teton West with an additional 150,000 square feet of apron with 12 tie-downs. The additional privately-constructed ramp is used to park Gulfstreams, Hawkers, Lears and other large GA aircraft that frequent DIJ.

The FBO uses an approximately 70,000-square foot maintenance ramp with an asphalt surface, five tie-down spaces and parking area for itinerant helicopters while in Driggs.

2.6.2 Airfield Support Facilities

Facilities are needed to support airport operations. The following section briefly describes on-airport facilities.

2.6.2.1 Fixed-base Operator (FBO)

Photo 2-4. Warbirds Café at Driggs-Reed Memorial Airport

Teton Aviation is the only FBO on the airfield. Teton Aviation leases over 20,200 square feet for maintenance hangars, 29,250 square feet for aircraft hangar lease space and 17,000 square feet for a restaurant, a pilot's lounge, flight training, museum, and meeting rooms. Teton Aviation also owns and manages more than 53,900 square feet of TTF hangars for hangar lease space. They provide aircraft fueling services from mobile refueling trucks. Teton Aviation provides full maintenance capabilities for piston and turbine engines and warbird airframe and engines, with six mechanics on duty. Teton Aviation provides ground services for charter flights, including full line services and custom concierge. Teton Aviation has also teamed up with car rental agencies for rental availability at DIJ.

2.6.2.2 Common Traffic Advisory Frequency (CTAF)

The Federal Communications Commission issued the CTAF/Unicom of 122.7 for traffic advisories during Teton Aviation's hours of operation. This frequency is used by the pilots to communicate their intentions via radio to other pilots in the vicinity of DIJ and to the Teton Aviation ground crew.

2.6.2.3 Automated Weather Sensor System (AWSS)

The AWSS is located on the southeast side of Runway 3-21, approximately 420 feet from centerline, across the runway from Taxiway E. The weather reporting equipment is capable of providing time, wind speed and direction, visibility, ceiling and sky condition, temperature, dew point, and density altitude. This data is available via both telephone and VHF radio.

2.6.2.4 Airport Navigational Aids (NAVAIDS)

Visual airport navigational aids include ground-based equipment providing guidance to pilots landing. DIJ's visual–based airport navigational aids (NAVAIDs) include a medium-intensity runway lighting (MIRL), with runway end identifier lighting (REIL) on Runway 21. Precision approach path indicators (PAPIs) are located on 3 and 21. Lighted wind cones are approximately 1,000 feet from each end of the runway. The airport beacon is located just off the Taxiway A safety area just north of Taxilane J.

2.6.2.5 Snow Removal Equipment (SRE) and Airport Maintenance Equipment

Photo 2-5. Snow Removal Equipment and Beacon at Driggs-Reed Memorial Airport

The SRE building is located at DIJ's southwest end. The building is 3,200 square feet and has three equipment bays and no office space. The airport owns a 1949 Oshkosh snow blower, 2005 Case loader, 2005 Mack Dump truck, and New Holland mower.

2.6.2.6 Fueling Facilities

The bulk storage facility is owned by the City and operated by Teton Aviation. The facility has two 12,000-gallon Jet A Tanks and one 12,000-gallon low-lead (LL) avgas tank, all located at the SRE facility.

2.6.2.7 Utilities

Electricity to the airport is provided by Fall River Rural Electric. All buildings are heated by propane gas with individual gas tanks. Telephone service is provided by Silverstar Communications. Water and sewer are available at most of the airport lease sites and at all TTF subdivisions from the City.

2.6.3 Landside Facilities

2.6.3.1 Hangars and Airport Buildings

There are 35 hangars on the airport property, which make up 158,100 square feet of hangar on airport lease space, of which the City owns only one hangar (Hangar 0-2; 10,125 square feet). All other lots are leased out and hangars are owned and built on leased ground.

There are 30 TTF hangars, which consist of 196,300 square feet of private hangar area. There is potential for a minimum of another 28 hangars on developed TTF property. This would add possibly another 135,000 square feet in TTF leases. Figures 2-5, 2-6 and 2-7 show the current airport facilities at the Driggs-Reed Memorial Airport.

Figure 2-5. Landside Facilities

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Figure 2.6. Landside Facilities

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Hangars on Airport Property

Hangar No.	Owner	Hangar Size	Lease (ft^2)
0-1	Teton Avjet	100X100	10,000
0-2	Teton Avjet	135 X75	10,125
1-1	Jack Buenham	50 x 60	3,000
1-2	Jim Jackson	50 x 50	2,500
1-3	William Nisbet	50 x 50	2,500
1-4	Lynda Olesen		2,250
1-5	Steven leibier		2,500
1-6	David Owen		2,025
1-7/8	David Treinis		4,950
1-9/10	Larry&Marla Strasbaugh		6,000
1-11	Lisa Pierson		3,600
1-12	Robert Hunter		3,600
1-13	Richard Spencer		3,600
2-1	Teton Avjet		4,500
2-2	Greg Young		2,500
2-3	Ken Wood		4,500
2-4/5	Teton Avjet		9,750
3-1	Jim Ferrier		5,000
3-2	Larry & Beverly Scott		2,500
3-3	Virgil Schultz		3,600
3-4	Ken Little		3,600
3-5	Lanny Johnson		2,750
3-6	Lisa Robertson		2,750
3-7	Adrian&Alison Wolverton		3,300
3-8	Layne Myer		3,600
4-1	Teton Avjet		15,000
4-2/3	Teton Avjet		16,500
6-1	Steve Lunceford		3,600
6-2	Dorothy & Harry Jones		2,500
6-3	Todd Hilde		2,500
6-4	Ken Koster		2,750
7-1	Allen Stewart		2,500
7-2	Geoff Lynes		2,500
7-3	Tom Simms		2,500
7-4	Charles Jones		2,750
		Total	**158,100**

Hangars off Airport Property (TTF)

Hangar No.	Owner	Hangar Size	Lease (ft^2)
Teton Aviation West			
A-1	Teton Avjet		15,500
A-2	Teton Avjet		15,500
A-3	Pacific Logistics		15,000
A-4	Fluid Aviation		16,000
A-5	RJJ River Rim		
A-6	John Cushman/ Baldwin		16,500
B-1	Teton Avjet		
B-2	Wells Fargo Bank		7,800
B-3	Charter Place LLC		
B-4	Teton Avjet		
C-1	American Aircraft Hangars		
C-2	Val & Darlene Williams		2,500
C-3	Keith Strutzenberg		2,500
C-4	Tracy & Linda Strickland		2,500
C-5	Danial Deraps		
C-6	Mark Cassen Trust		2,500
C-7	Daron Scherr		2,500
C-8	Travis Witherington		2,500

Hangars off Airport Property (TTF) (Continued)

Hangar No.	Owner	Hangar Size	Lease (ft^2)
Driggs Fly-In Parkway			
G-1	Broadway Sarasota, LLC		7,200
G-2	Richard Sugden		19,200
G-3	Richard Sugden		19,200
G-4	Sam Lea		
G-5	Edelweiss Helicopters,LLC		4,250
G-7	Manage Programs Corp.		
G-8	Dipteria LLC		
G-10	Anthony Vest		3,750
K-1	Eric & Michele Johnson		2,500
K-2	Tim Ciocarlan		2,500
K-3	Dipteria LLC		
K-4	A Fund LLC		
K-5	L4 Aviation LLC		
K-6	Murphy Limited Partnership		
L-1	Dierksen Trust		2,500
L-2	Kai Wolfgang Loebach		
L-3	Jeff Ashby		2,500
L-4			
L-5	Lyle Beard Family Trust		
L-7			
L-8	Dipteria LLC		
L-9	Dipteria LLC		
L-10	Mortimer Kline Living Trust		2,500
Mustang Ranch			
MR-1	Wibur Lee Thompson		
MR-2	Hadley Brothers First LLC		
MR-3	Laurance& Atheline Wagner		
MR-4	Gregory F Fall		
MR-5	Dean F Jennings		2,500
MR-6	John & Ingrid Traylor		2,000
MR-7	David R Doctor Enrico, LLC		4,320
MR-8	Kent & Ava Jean Hillman		
MR-9	Bird Dog LLC		
MR-10	Parrick Edward Smith		2,150
MR-11	Blue Mustang LLC		3,744
Well	Blackfoot Farms LLC		
Sweetwater			
SW-1	Raymond Vetsch Rev Trust		3,900
SW-2	Stephen Wade Revocable Trust		3,900
SW-3	Chade Stettler		6,400
SW-4	Brent Alan Blue		
SW-5	Frank Winkler Rev. Trust		
SW-6	Frank Winkler Rev. Trust		
SW-7	Blackfoot Farms LLC		
SW-8-30	Blackfoot Farms LLC		
Flying -T			
FT-8	Sam Lea		
FT-9	Eric Ellenbogen		
FT-10	Eric Ellenbogen		
FT-11	Robert B. Lewis		
FT-12	Richard Sugden		
FT-13	Richard Sugden		
FT-14	Sierra Bravo LLC		
FT-14A	Sierra Bravo LLC		
FT-15	Sierra Bravo LLC		
		Total	**196,314**

Figure 2-7. Landside Facilities List

2.6.3.2 Public Parking

There is one main parking area for the FBO and restaurant. The area is approximately 61,300 square feet and is marked for 75 parking spaces. At the maintenance hangars at the north end of the facility, there is public parking for about 15 cars. The access road into the main parking area is not owned by the City but was purchased and constructed in 2001 by the FBO.

2.6.3.3 Industrial Park

The City owns the industrial park that has access directly from State Highway 33 (SH-33) and accommodates an outfitting (High Mountain Outdoors) and photography business (Ty Young). The industrial park is approximately 50,000 square feet.

Photo 2-6. Driggs Industrial Park

2.6.3.4 Fire Station

There is a full-time Fire Station on SH-33 that abuts the airport property. The staff have not been trained in Aircraft Rescue and Fire Fighting (ARFF). ARFF training is being considered for the future of safety at DIJ.

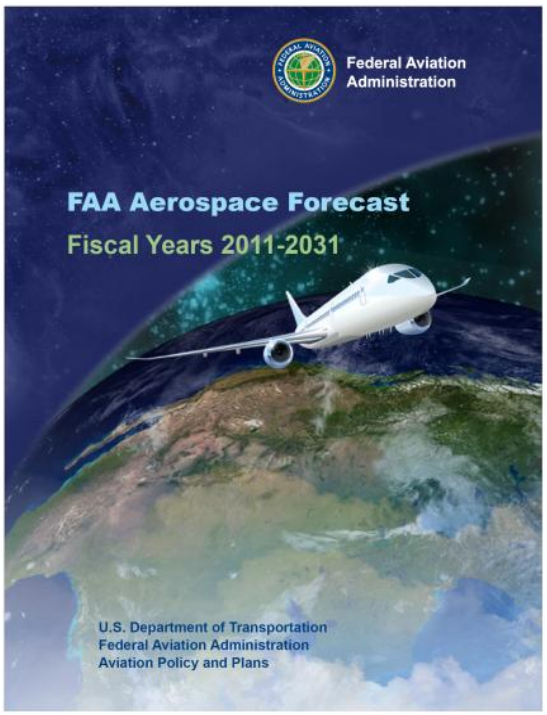
3.0 AIR TRAFFIC FORECAST

3.1 Introduction

This section presents a comprehensive 20-year air traffic forecast for Driggs-Reed Memorial Airport (DIJ).

3.1.1 Industry Trends

3.1.1.1 National Conditions



The Federal Aviation Administration's (FAA) annual publication of the *FAA Aerospace Forecast* helps determine national trends in aviation. The forecast for fiscal years 2011 through 2031 is optimistic with national aviation trends exceeding prior expectations in industry growth and passenger activity as the U.S. economy continues to recover from a recession.

The main aviation sector that affects DIJ is General Aviation (GA). The GA industry suffered a decline in shipments during 2010, and operations activity posted mixed results with traffic at FAA contract towers and consolidated facilities declining, while rising at FAA en route centers. The following sections include excerpts from the GA forecast that describe updates in reporting methodology that have affected trend data.

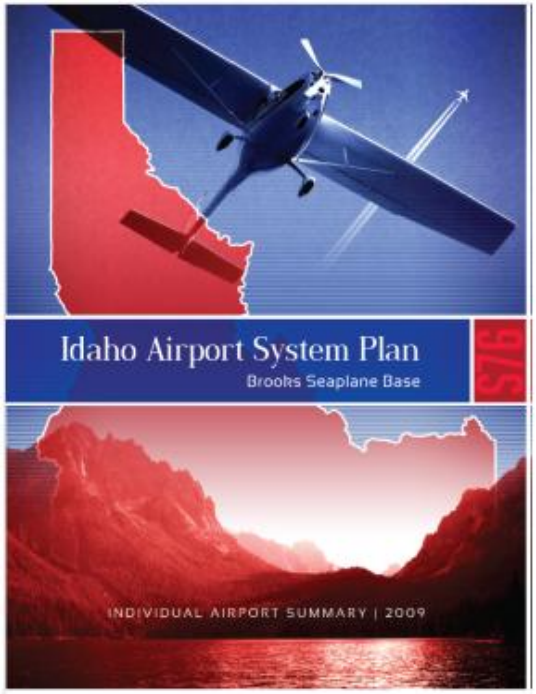
FAA uses estimates of fleet size, hours flown, and utilization from the GA and Part 135 Activity Survey (GA Survey) as baseline figures to which assumed growth rates can be applied. This survey has been conducted annually since 1977. Beginning with the calendar year (CY) 2004 survey, there were significant improvements to survey methodology. These improvements included conducting 100-percent samples for turboprops and turbojets, all rotorcraft, all aircraft in Alaska, and all aircraft operating on-demand under Part 135. The sample design was revised to stratify by aircraft type (19 categories), FAA region (nine categories), and whether the aircraft was owned by an entity certified to fly Part 135 operations (two categories). A large fleet reporting form was incorporated to allow owners/operators of multiple aircraft to report aggregate data for their entire fleet on a single form. In 2005, an additional aircraft category (light sport aircraft) was added. These changes nearly doubled the sample size.

Between 2003 and 2005, large changes occurred in the number of aircraft (turbojets up by 22.8 percent, total rotorcraft up by 33.7 percent) and hours (single-engine piston down by 17.6 percent) in many categories. The results of the 2009 survey, the most recent available, are consistent with past surveys since 2004. This reinforces that methodological improvements have

resulted in superior estimates relative to those in the past. As a result, they are the basis for our forecast.

Based on the latest FAA assumptions about fleet attrition and aircraft utilization, along with General Aviation Manufacturers Association (GAMA) aircraft shipment statistics, the active GA fleet is estimated to have increased 0.1 percent in 2010, to 224,172. With the increase in the active fleet, GA flight hours are estimated to have increased 1.2 percent in 2010 to 24.1 million.

Student pilots are important to GA and the aviation industry as a whole. Student pilot numbers were in decline for many years, but in 2010, FAA issued a rule that increased the duration of validity for student pilot certificates for pilots under the age of 40 from 36 months to 60 months. According to statistics compiled by Mike Monroney of the Aeronautical Center, the number of student pilots at the end of 2010 increased 64.8 percent, or by approximately 47,000 pilots, compared to calendar FAA Aerospace Forecast Fiscal Years 2011–2031 for the year end 2009. The impact of the new rule on student pilots for long-term trends has yet to be fully determined. The average age of U.S. pilots in 2010 was 44.2 years.



3.1.1.2 State Conditions

Idaho currently has 75 public-use airports in the Idaho Airport System Plan (IASP). According to the *2010 Idaho Airport System Plan* published by the Idaho Transportation Department (ITD) Division of Aeronautics, statewide aviation activity will grow at a slow but stable rate. The report credits the Idaho Airport System with generating 23,000 total jobs, $718.5 million in annual payroll, and $2.1 billion in annual economic activity. See Table 3-1 for the anticipated growth in activity.

3.1.1.3 Local Conditions

DIJ is situated one mile north of Driggs, Idaho, and serves many businesses and recreational users in the area. DIJ is a hub for surrounding tourist attractions, such as Grand Teton National Park, Jackson Hole, and Yellowstone National Park. Three aviation-related businesses are located on the airport: Teton Aviation Center (FBO), the Warbirds Café, and Ray Vetsch Air Precision, Inc.

Table 3-1. Idaho Airport System Plan, Existing and Forecasted Statewide Activity, 2007-2027

	2007	2012	2017	2027
Based Aircraft	3,233	3,638	3,889	4,428
Annual Operations	1,459,100	1,630,700	1,739,500	2,015,200
Commercial Airline Enplanements	2,080,600	2,590, 900	2,964,300	3,961,000

Source: 2010 IASP

The airport also serves several business users, which include Microsoft, Pacific Marine, U.S. military aircraft, and the U.S. Forest Service if a wildfire occurs in eastern Idaho. According to the IASP Individual Airport Summary for DIJ, growth has been significant at DIJ in recent years. Hangars are being built to accommodate an increasing number of based aircraft, a grass runway was approved in October 2011 and is available for tail-wheel training, and the local FBO continues to host a number of activities, such as fly-ins and a Young Eagles program. The IASP is forecasting a 37-percent increase in based aircraft and annual operations over the next 20 years (see Table 3-1).

3.2 Forecast Methodology

The proposed methodology for the DIJ air traffic forecast is based on the process recommended in FAA Advisory Circular (AC) 150/5070-6B, *Airport Master Plans* (May, 2007), *Model for Estimating General Aviation Operations* and in *Forecasting Aviation Activity by Airport* (FAA 2001). These documents provide national guidance for the development of AMPs and are recommended for use in preparing individual AMP forecasts. The AC has been the primary guidance in the preparation of master plans since the enactment of the Airport and Airways Development Act of 1970. This act was recently updated with a seven-step process to develop aviation forecasts. These recommended steps include the following:

Step 1.	Identify aviation activity measures.
Step 2.	Review previous airport forecasts.
Step 3.	Gather data.
Step 4.	Select forecast methods.
Step 5.	Apply forecast methods and evaluate results.
Step 6.	Compare forecast results with FAA's Terminal Area Forecasts.
Step 7.	Obtain approval of the forecasts.

3.3 Step 1: Identify Aviation Activity Parameters and Measures to Forecast

The level and type of aviation activity anticipated and the nature of planning to be completed at an airport determines the parameters to be forecasted. Generally, the most important activity forecast for airfield planning is the level and type of aviation demand generated at the airport. It is demand that defines the runway, taxiway, apron, lease lot, and development requirements.

DIJ is defined as a GA airport. There is minimal passenger enplanement and no cargo activity for this airport. As indicated in *Forecasting Aviation Activity by Airport,* practical considerations dictate the level of detail and effort that should go into the airport planning forecast. Air traffic activity at DIJ is comprised of business jets (such as Citations, Falcons, Gulfstreams, and Lears), single- and twin-engine aircraft, warbirds, helicopters, and gliders.

The forecast for DIJ focuses on the following parameters:

Aircraft operations	
➢	Commuter GA (itinerant and local)
➢	Air taxi
Based aircraft	
➢	Jet
➢	Single-engine
➢	Multi-engine
➢	Helicopter
➢	Glider

3.4 Step 2: Collect and Review Previous Airport Forecasts

HDR collected historical data from a number of sources, including the FAA Terminal Area Forecast (TAF), the 1997 DIJ AMP Forecast, the IASP and the 2011 National Plan of Integrated Airport Systems (NPIAS). In addition, DIJ has been classified by the IASP as one of 16 "Regional Business Airports." These airports support regional economic activities while accommodating local business activities and GA users. Therefore, the team also reviewed airport forecasts from the following Regional Business Airports: Nampa Municipal Airport, Jerome County Airport, Jackson Hole Airport, and the McCall Municipal Airport.

3.4.1 Federal Aviation Administration, Terminal Area Forecast

The FAA TAF (select data presented in Table 3-2) for DIJ contains FAA's forecast for fiscal years 2006-2030. The TAF reports passenger enplanements, aircraft operations, and based aircraft for two major users at DIJ: Commuter/Air Taxi and GA. A further division is made between local and itinerant aircraft operations. The TAF for DIJ forecasts a steady increase in operations for all categories. There is no record of air carrier or commuter passenger enplanements.

Table 3-2. Federal Aviation Administration Terminal Area Forecast for Aircraft Operations, Driggs-Reed Memorial Airport, 2006-2030

Year[b]	Itinerant[c]		Local	Total
	Commuter/Air Taxi	General Aviation	General Aviation	
2006	1,100	2,500	4,000	7,600
2007	1,100	2,500	4,000	7,600
2008	1,100	2,500	4,000	7,600
2009	1,100	2,500	4,000	7,600
2010	1,118	2,536	4,064	7,718
2011	1,134	2,572	4,128	7,834
2012	1,152	2,609	4,195	7,956
2013	1,170	2,646	4,262	8,078

Table 3-2. Federal Aviation Administration Terminal Area Forecast for Aircraft Operations, Driggs-Reed Memorial Airport, 2006-2030

Year[b]	Itinerant[c]		Local	Total
	Commuter/Air Taxi	General Aviation	General Aviation	
2014	1,188	2,683	4,331	8,202
2015	1,206	2,721	4,400	8,327
2016	1,224	2,759	4,471	8,454
2017	1,242	2,798	4,543	8,583
2018	1,261	2,837	4,616	8,714
2019	1,280	2,877	4,690	8,847
2020	1,299	2,917	4,766	8,982
2021	1,318	2,958	4,843	9,119
2022	1,337	2,999	4,921	9,257
2023	1,357	3,041	4,999	9,397
2024	1,377	3,083	5,080	9,540
2025	1,397	3,125	5,162	9,684
2026	1,417	3,168	5,245	9,830
2027	1,438	3,211	5,330	9,979
2028	1,459	3,255	5,416	10,130
2029	1,480	3,299	5,503	10,282
2030	1,502	3,344	5,592	10,438

Source: FAA TAF Detail Report.

[a] Beginning with 2010, all data are forecasted

[b] The TAF did not forecast any passenger enplanements for either air carriers or commuter flights between 2006 and 2030.

[c] While the TAF included itinerant air carrier and military aircraft operations in its data summary, there were no such operations forecast for DIJ between 2006 and 2030

3.4.2 Driggs-Reed Memorial Airport Layout Plan Update (1997)

ITD completed an ALP Update for DIJ in 1997. Table 3-3 is the Air Traffic Forecast by Operations Mix published in the 1997 DIJ ALP.

Table 3-3. Air Traffic Forecast, 1997 Driggs-Reed Memorial Airport Layout Plan

Operations	Base (1997)	2002	2007	2017
Air Carrier	0	0	0	0
Air Taxi	1,170	1,260	1,358	1,575
General Aviation Local	5,120	5,515	5,941	6,895
General Aviation Itinerant	11,710	12,615	13,590	15,773

Table 3-3. Air Traffic Forecast, 1997 Driggs-Reed Memorial Airport Layout Plan				
Operations	Base (1997)	2002	2007	2017
Total	18,000	19,390	20,889	24,243

Source: 1997 Driggs-Reed Memorial Airport Layout Plan

3.4.3 Idaho Airport System Plan

In 2010, the ITD Division of Aeronautics released the IASP. Table 3-4 depicts the IASP DIJ Forecast Individual Airport Summary, 2009.

Table 3-4. Air Traffic Forecast Summary, ITD Division of Aeronautics Idaho Airport System Plan, Driggs-Reed Memorial Airport Individual Airport Summary, 2007-2027		
Activity	2007	2027
Based Aircraft	100	158
Annual Operations	7,600	12,000

Source: 2009, Idaho Airport System Plan, Driggs-Reed Memorial Airport Individual Airport Summary

3.4.4 2011 National Plan of Integrated Airport Systems (NPIAS)

The NPIAS presents a 5-year forecast for enplaned passengers and based aircraft for DIJ. Table 3-5 lists the 2011 forecast for the year 2015.

Table 3-5. 2015 Passenger Enplanement Forecast of the 2011 National Plan of Integrated Airport Systems	
Passenger Enplanements	50
Based Aircraft	99
Hub Type	None
Role	General Aviation

Source: National Plan of Integrated Airport Systems (2011-2015).

3.5 Step 3: Gather Data

3.5.1 Data Requirements

FAA requires the number of aircraft operations for various categories of aircraft be incorporated into the forecast. Passenger enplanement data, cargo, mail and freight data are also required data sets. The AC also specifies that population, employment rates, and socioeconomic factors such as personal income be included.

As a non-towered airport, records of air traffic operations at DIJ are not collected by FAA. Historical air traffic data for DIJ was acquired from FAA's Airport Master Record Form 5010, the U.S. Department of Transportation (DOT) Bureau of Transportation Statistics, and the TAF. HDR acquired data from the FBO and downloaded from FAA Air Traffic Activity Data System (ATADS)

for nearby towered airports as a cross-check on GA activity trends. DIJ does not have any cargo, mail or freight data, and passenger enplanements are minimal.

DIJ serves a local pilot population and provides access to part-time residents and travelers recreating at nearby resorts and mountains. Thus, the normal parameters used to forecast aviation activity, such as population rates, employment rates, and socioeconomic factors, do not work well at this location. Instead, a historic look at aviation activity has been used to best document airport historical activity. DIJ serves individuals visiting Jackson Hole, GA pilots touring the parks and local attractions, warbird pilots in addition to students, and local pilots using the airport. Therefore, a mix of local population and transient aircraft is necessary to forecast aviation activity.

3.5.2 Historical Aviation Data

DIJ does not have an Air Traffic Control Tower (ATCT) or an on-site Flight Service Station (FSS). As a non-towered airport with no local FSS, there is no FAA record of air traffic. However, DIJ does have an FBO, Teton Aviation Center, and the FBO does count Unicom radio contacts by month and by aircraft type. These Unicom radio calls are collected on a voluntary workload-able basis, so they are not 100 percent of the traffic. Teton Aviation Center also indicated that the counts do not include touch and go or glider traffic. There are also several FAA data sources that are indicative or indirectly collect relevant data as described below.

Data reported in the FAA TAF for DIJ are extrapolated from estimates recorded on FAA's form 5010 Airport Master Record during routine airport inspections conducted about every 3 years. The last 5010 inspection of DIJ was performed on March 10, 2011. HDR evaluated passenger enplanement data from the FAA TAF and DOT Bureau of Transportation Statistics T-100 reports and the FAA Air Carrier Activity Information Service (ACAIS).

Table 3-6 presents the historical aircraft operations for the DIJ from 2006 to 2009 and estimated operations from 2010 to 2023 based on the TAF.

Table 3-6. Historical and Forecast Aircraft Operations[a], Driggs Airport, 2006-2023

Fiscal Year	Air Taxi & Commuter	GA Itinerant	Civil Local	Total Operations
2006	1,100	2,500	4,000	7,600
2007	1,100	2,500	4,000	7,600
2008	1,100	2,500	4,000	7,600
2009	1.100	2,500	4,000	7,600
2010	1,118	2,536	4,064	7,718
2011	1,134	2,572	4,128	7,834
2012	1,152	2,609	4,195	7,956
2013	1,170	2,646	4,262	8,078
2014	1,188	2,683	4,331	8,202
2015	1,206	2,721	4,400	8,327
2016	1,224	2,759	4,471	8,454
2017	1,242	2,798	4,543	8,583

Table 3-6. Historical and Forecast Aircraft Operations[a], Driggs Airport, 2006-2023

Fiscal Year	Air Taxi & Commuter	GA Itinerant	Civil Local	Total Operations
2018	1,261	2,837	4,616	8,714
2019	1,280	2,877	4,690	8,847
2020	1,299	2,917	4,766	8,982
2021	1,318	2,958	4,843	9,119
2022	1,337	2,999	4,921	9,257
2023	1,357	3,041	4,999	9,397

Source: FAA Terminal Area Forecast

[a] While air carrier and itinerant military operations were included in the forecast, there was no such activity forecast for DIJ between 2006 and 2023

The State of Idaho conducts an annual 5010 inspection at DIJ. Information from those 5010 inspections is updated in the TAF database, and then manipulated by a set of algorithms, resulting in the final TAF. FAA is forecasting a steady increase in local and itinerant GA operations as well as air taxi operations at DIJ.

According to the FAA Federal Aviation Regulations (FAR) 170.3:

Aircraft operations are the airborne movement of aircraft in controlled or non-controlled airport terminal areas, and counts at en route fixes or other points where counts can be made. There are local and itinerant operations:

(1) *Local operations* mean operations performed by aircraft which

(i) Operate in the local traffic pattern or within sight of the airport;

(ii) Are known to be departing for, or arriving from flight in local practice areas located within a 20-mile radius of the airport; or

(iii) Execute simulated instrument approaches or low passes at the airport.

(2) Itinerant operations mean all aircraft operations other than local operations.

In 2010, the TAF reported 33 percent of GA as itinerant operations, and 53 percent of airport operations was reported as local. There is no military, commuter, or air carrier operations currently reported or forecasted for DIJ. The TAF is forecasting a steady increase in air taxi, GA, and local operations.

3.5.2.1 Driggs-Reed Memorial Fix-Based Operator (FBO), Teton Aviation Center

Table 3-7 shows the number of all radio contacts made by the FBO between 1997 and 2010.

Table 3-7. Adjusted Total Operations, Based on Unicom Contacts by Flight Type and Year, Driggs-Reed Memorial Airport, 1997-2010

Flight Type	1997	1998	1999	2000	2001	2002[1]	2003	2004	2005	2006	2007	2008	2009[2]	2010
Single-Engine	2,701	2,216	2,148	2,074	2,577	3,990	5,604	5,363	4,104	3,371	2,749	3,079	1,249	1,948
Multi-Engine	260	212	316	477	408	3,990	498	380	484	497	449	357	232	286
Jet	211	211	234	532	439	3,990	695	470	736	851	917	698	461	686
Helicopter	79	45	53	117	99	91	77	134	84	66	52	70	46	78
Est Touch & Goes	1,626	1,342	1,376	1,600	1,762	2,599	3,437	3,174	2,704	2,393	2,084	2,102	1,601	1,499
Est Glider Activity	1,463	1,208	1,238	1,440	1,585	2,339	3,093	2,856	2,434	2,153	1,875	1,892	1,441	1,349
Total	6,340	5,234	5,365	6,240	6,870	10,138	13,404	12,377	10,546	9,331	8,126	8,198	6,244	5,846

Source: Teton Aviation, FBO. Touch-and-Goes and Glider Estimates by HDR Engineering, Inc.

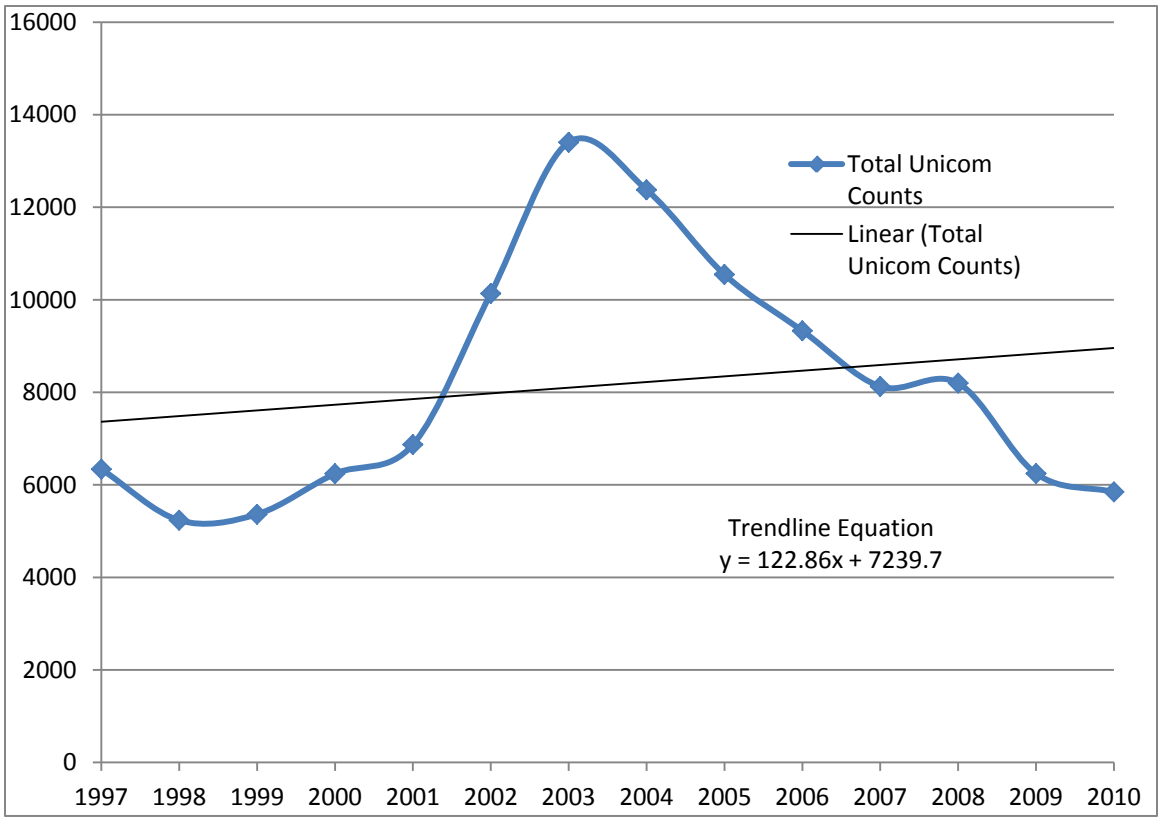
1. The data for 2002 is an average of years 2001 and 2003. See below for further explanation
2. The airport was closed during the peak season in 2009, so the data was adjusted using data from 2008 and 2010. See below for further explanation.

The radio contact chart includes adjustments for glider and ultra-light activity on the airport. Touch-and-goes are reported as a single call, and radio contacts are only logged when the FBO is open, seven days a week between 7a.m. and 7p.m in the summer and 8a.m. and 5p.m. during the winter. (http://www.tetonaviation.com/fbo.php).

There appear to be some anomalies in the data for 2002 and 2009. In 2002, the reported data for single-engine, multi-engine, and jet were all the same. This is not accurate, so the 2002 yearly data was adjusted to use the count average from 2001 and 2003. In 2009 the airport was closed during the peak season for construction from July 21 to September 25. As a result, the 2009 data were adjusted by averaging 2008, 2009, and 2010 numbers for forecasting.

Based on anecdotal estimates for 2010, touch-and-go operations were estimated as a percentage of the total operations. For January through April, an estimated 15 percent of additional operations are considered touch-and-go. For May through September, the estimate is 20 percent, and for October through December, the estimate is 15 percent. A factor was added for glider operations. The glider season is generally April through October. For April, 5 percent was added to the Unicom counts; 10 percent was added for May; 15 percent was added for June through August; 10 percent was added for September, and 5 percent was added for October. These same values were also used for prior years to complete estimates for operations during these years.

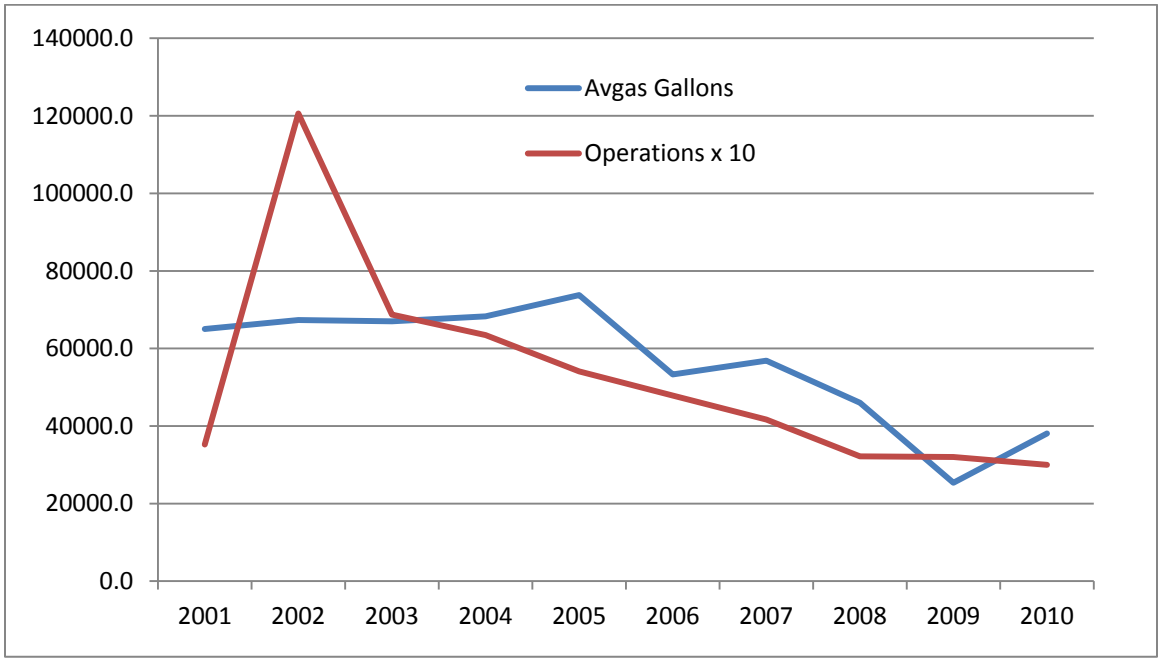
Figure 3-1 plots total operations, including touch-and-goes and glider activity with a linear trend line that depicts a steady increase in activity from 1997 to 2010.



Source: Compiled by HDR, Inc., May 2011.

Figure 3-1. Total Unicom Counts by Year and Estimated Counts for Touch-and-Go and Glider Activity, Driggs-Reed Memorial Airport, 1997-2010

These operations numbers were plotted alongside the fuel sales reported by Teton Aviation. The results are presented below in Figure 3-2.

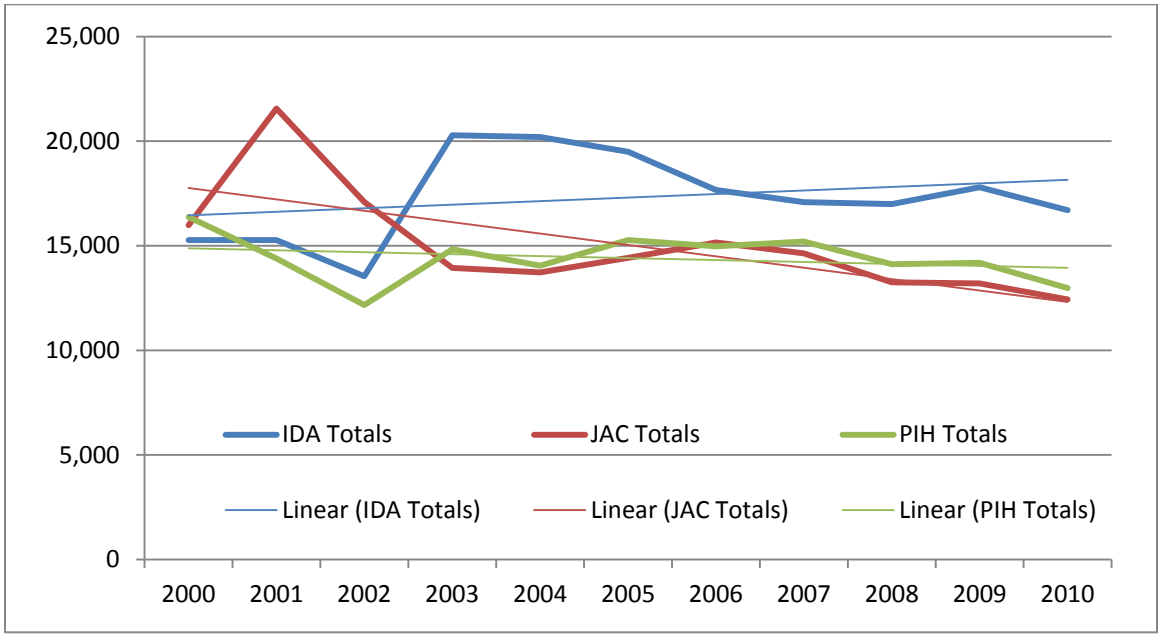


Source: Teton Aviation, FBO.

Figure 3-2. Total Operations Compared to Aviation Fuel Sales, Driggs-Reed Memorial Airport, 2001-2010

The operations numbers were inflated by a factor of 10 to better match the trend line for aviation gas sales. Another way to look at the data is that, on average, 10 gallons of aviation gas was consumed for each operation at the airport.

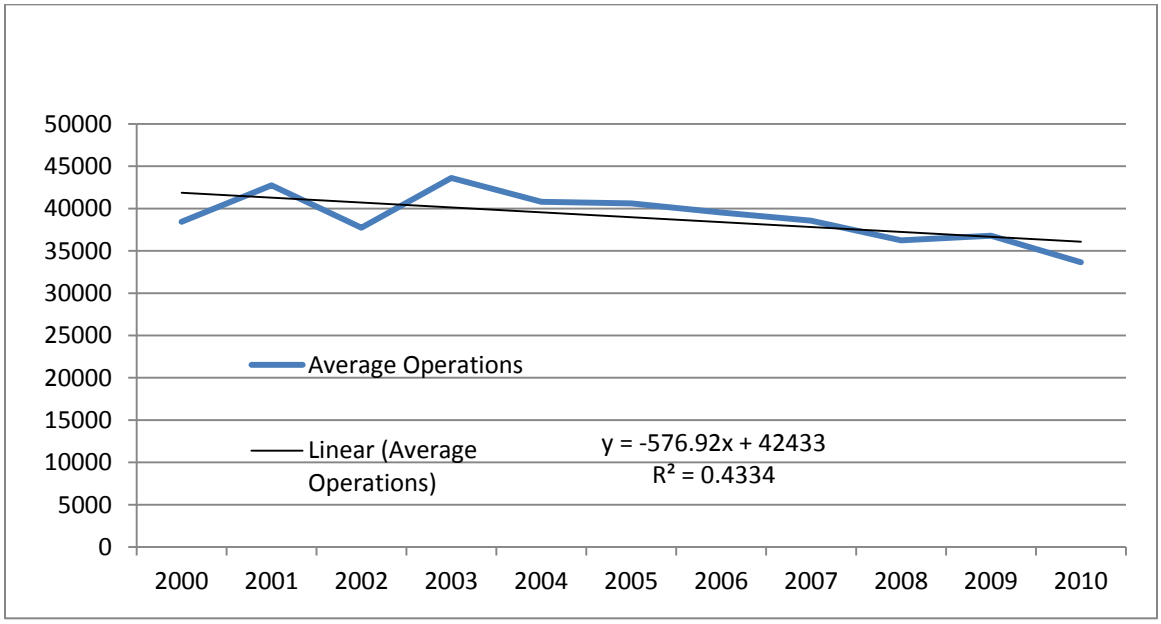
HDR plotted nearby towered-airport GA data from Idaho Falls (IDA), Pocatello (PIH), and Jackson Hole (JAC) airports to see if there was a similar trend that supported the Unicom data from the FBO at DIJ, a non-towered airport. Upon first glance, the trend lines are not similar. However, the drastic decrease in GA activity at Jackson Hole may be attributed to the higher fuel costs and fees that many GA users encounter when using the airport, possibly diverting some of these GA operations to DIJ.



Source: FAA ATADS.

Figure 3-3. General Aviation Aircraft Operations for Idaho Falls, Pocatello and Jackson Hole Towered Airports, 2000-2010

Therefore, HDR averaged the GA data from the three towered airports and plotted a linear trend line to the average. This trend line depicts a very slight, but steady, decrease in aircraft operations from 2000 to 2010.



Source: HDR Inc.

Figure 3-4. Average Aircraft Operations for Idaho Falls, Pocatello and Jackson Hole Towered Airports, 2000-2010

3.5.2.2 Enplanements

The only enplanement data for DIJ is from the FAA ACAIS. The limited data from the ACAIS likely came from voluntary air taxi reports from air taxis based at other airports.

Table 3-8. Driggs-Reed Memorial Airport Total Enplanements, 2006-2009

Year	T-100	TAF	ACAIS
2006	0	0	—
2007	0	0	3
2008	0	0	50
2009	0	0	10

Source: FAA and U.S. DOT Bureau of Transportation Statistics, Office of Airline Information.

3.5.2.3 Cargo and Mail Activity

The U.S. DOT Bureau of Transportation Statistics has no cargo or mail activity reported for DIJ.

3.5.2.4 Based Aircraft and Fleet Mix

The Teton Aviation Center plans and provides flight training opportunities that influence the activity at the airport. Some of these activities include acrobatic training, warbird airshows and fly-ins, as well as glider training. There are also a number of air services providing scenic flights to view nearby attractions such as Yellowstone Park and the Grand Tetons. Teton Aviation Center maintains a collection of warbirds. These define the based aircraft at DIJ, which includes a very unique inventory. Teton Aviation Center lists 97 aircraft which appear to represent the Teton Aviation Center customer base.

The TAF reports between 100 and 113 aircraft based at DIJ from 2006 to 2011. The IASP reports 100 actual based aircraft in 2007 and the 2011 NPIAS estimates 99 based aircraft in 2015.

HDR ran a query of registered aircraft in Driggs, Idaho, listed in the FAA database and it produced 41 registered aircraft in Driggs. This list was then cross-referenced with the list of customer-based aircraft provided by the FBO, and for individuals who had registered aircraft in Alta and Wilson, Wyoming. The query produced 124 based aircraft. This includes 99 Teton Aviation Center customers and 25 aircraft registered to airport tenants not associated with Teton Aviation (see Table 3-9 below).

Table 3-9. 2010 Driggs-Reed Memorial Registered Based Aircraft, N-Number, Type, and City, State of Registration

N-Number	City	State	Aircraft Type
131CK	—	—	—
56397	—	—	—
92TH	—	—	—
X1F	—	—	—
190TS	DRIGGS	ID	Glider

Table 3-9. 2010 Driggs-Reed Memorial Registered Based Aircraft, N-Number, Type, and City, State of Registration

N-Number	City	State	Aircraft Type
213TA	DRIGGS	ID	
262RS	WILSON	WY	
317BA	DRIGGS	ID	
62CK	JOPLIN	MO	
99954	DRIGGS	ID	
22WY	JACKSON	WY	
88GD	WILMINGTON	DE	
20428	DRIGGS	ID	Balloon
5032Q	DRIGGS	ID	
70AV	DRIGGS	ID	
80009	DRIGGS	ID	
1112E	DRIGGS	ID	Fixed wing single-engine
112D	WILSON	WY	
1196Q	DRIGGS	ID	
122F	JACKSON	WY	
12TQ	WILSON	WY	
148AM	NEW YORK	NY	
170TC	ALTA	WY	
18048	DRIGGS	ID	
180JM	DRIGGS	ID	
199X	WILSON	WY	
19AR	DRIGGS	ID	
2293J	DRIGGS	ID	
2329T	VICTOR	ID	
232TJ	SALT LAKE CITY	UT	
234HK	LOS ANGELES	CA	
2385E	DRIGGS	ID	
25611	DRIGGS	ID	
2743M	DRIGGS	ID	
28CV	WILSON	WY	
29WY	MISSOULA	MT	
307TT	JACKSON	WY	
338BD	DRIGGS	ID	

Table 3-9. 2010 Driggs-Reed Memorial Registered Based Aircraft, N-Number, Type, and City, State of Registration

N-Number	City	State	Aircraft Type
353FG	DRIGGS	ID	
3969Z	DRIGGS	ID	
421HS	DRIGGS	ID	
4605W	JACKSON	WY	
46DV	WILMINGTON	DE	
470HP	JOPLIN	MO	
50SV	JACKSON	WY	
5186U	WILSON	WY	
51HU	JACKSON	WY	
5693Q	DRIGGS	ID	
58780	TETON VILLAGE	WY	
6242M	JACKSON	WY	
6545E	DRIGGS	ID	
6717R	DRIGGS	ID	
672RV	ALTA	WY	
6842U	DRIGGS	ID	
684T	DRIGGS	ID	
701P	COFFEE SPRINGS	AL	
70582	DRIGGS	ID	
71AR	DRIGGS	ID	
7315K	JACKSON	WY	
736FC	DRIGGS	ID	
739CQ	DRIGGS	ID	
739DC	WILSON	WY	
74348	DRIGGS	ID	
7851V	DRIGGS	ID	
806RC	DRIGGS	ID	
8089E	DRIGGS	ID	
811TS	TETON VILLAGE	WY	
815SH	KETCHUM	ID	
82CQ	DRIGGS	ID	
8379Q	WILSON	WY	
85169	WILSON	WY	

Table 3-9. 2010 Driggs-Reed Memorial Registered Based Aircraft, N-Number, Type, and City, State of Registration

N-Number	City	State	Aircraft Type
8638U	DRIGGS	ID	
867CD	MISSOULA	MT	
8GZ	ALTA	WY	
9035Z	NEW YORK	NY	
90RW	DRIGGS	ID	
9120Y	HAMPTON	IA	
957DJ	SANTA MONICA	CA	
98PG	TETONIA	ID	
9982D	AMERICAN FALLS	ID	
9BB	HAMILTON	MT	
173TM	VAN NUYS	CA	
226SC	JACKSON	WY	
250SA	WILSON	WY	
257JM	MISSOULA	MT	
700HK	WILSON	WY	
726RS	WILSON	WY	
339RS	WILSON	WY	
400FS	WILSON	WY	
439RS	WILSON	WY	
515MG	WILSON	WY	
717MG	WILSON	WY	
80FS	WILSON	WY	
831EF	KETCHUM	ID	
2224J	DRIGGS	ID	
425GB	WILSON	WY	
257CC	ALTA	ID	
340BB	HAMILTON	MT	
3HU	WILSON	WY	
414WB	JACKSON	WY	
414WY	WILSON	WY	
61287	ALTA	WY	
62DG	SACRAMENTO	CA	
640SC	GALENA	KS	

Table 3-9. 2010 Driggs-Reed Memorial Registered Based Aircraft, N-Number, Type, and City, State of Registration

N-Number	City	State	Aircraft Type
8437G	VICTOR	ID	
164WS	DRIGGS	ID	
730RS	WILSON	WY	
17LK	DRIGGS	ID	
212TB	WILSON	WY	
450AB	DRIGGS	ID	
505JH	JACKSON	WY	
834DC	PORTOLA VALLEY	CA	
962A	JACKSON	WY	
962A	JACKSON	WY	
998SA	WEST CHESTER	PA	
999PM	DRIGGS	ID	
147RS	WILSON	WY	Rotorcraft
93PM	DRIGGS	ID	
995PM	GLENDALE	AZ	
997PM	DRIGGS	ID	
9189Y	DRIGGS	ID	Powered Parachute
9190U	DRIGGS	ID	

The latest FAA 5010 report (2011) lists 75 single-engine, 15 multi-engine, 12 jets, 1 helicopter, and 10 gliders as based aircraft. The fleet mix of aircraft that are based at DIJ as of 2010 is shown in Table 3-10.

Table 3-10. Fleet Mix, Driggs-Reed Memorial Airport , 2010

Aerostar	Genesis
Albatross	Glassair
Astra	Glider
Beech	Husky
Bell Helicopter	King Air
Bonanza	Kodiak
Cessna 150, 170, 180, 182, 185, 206, 337, 349, 414	L-39
Cherokee	Turbine-Mallard

Table 3-10. Fleet Mix, Driggs-Reed Memorial Airport , 2010	
Chipmunk	Meridian
Cirrus	Mig 15, 17
Citation	Mini 500
Experimental	Mooney
Extra 300	Motorglider
F86	N3N
Falcon 900	Pilatus
FJ-4 Fury	Rockwell
G450	RV8

Table 3-11 presents the estimated numbers of aircraft based at DIJ as reported on the TAF for 2006-2023.

Table 3-11. Terminal Area Forecast Based Aircraft, Driggs-Reed Memorial Airport, 2006-2023

Year	Single	Jet	Multi	Helicopter	Other	Total
2006	60	10	20	1	9	100
2007	60	10	20	1	9	100
2008	78	10	10	1	9	108
2009	78	10	10	1	9	108
2010	82	10	10	1	9	112
2011	83	10	10	1	9	113
2012	87	10	10	1	11	119
2013	88	10	10	1	11	120
2014	92	10	10	1	11	124
2015	96	10	10	1	11	128
2016	97	10	10	2	11	130
2017	101	10	10	2	11	134
2018	105	10	10	2	11	138
2019	109	10	10	2	11	142
2020	113	10	10	2	11	146
2021	117	10	10	2	11	150
2022	121	10	10	3	11	155

Table 3-11. Terminal Area Forecast Based Aircraft, Driggs-Reed Memorial Airport, 2006-2023

Year	Single	Jet	Multi	Helicopter	Other	Total
2023	126	10	10	3	11	160

Source: FAA TAF 2006-2023

3.5.2.5 Airport Master Record, Form 5010

Table 3-12 presents aircraft operations data as reported on the FAA's form 5010 Airport Master Record for DIJ. Form 5010 reported basic airport identifying information plus manager and owner name, address, and phone number in addition to runway and taxiway information and air traffic activity estimates. The operations data reported for DIJ reflects an estimate made during an airport inspection on March 10, 2011. During the airport inspection, the inspector estimated the number of operations and based aircraft with assistance of airport personnel. In some cases, this data was supplemented with data from the AMP.

Using the data shown in Table 3-12, HDR calculated an average of 21 operations per day for DIJ.

Table 3-12. FAA Form 5010 Airport Master Record, Driggs-Reed Memorial Airport

Air Carrier (0%)	0
Air Taxi (14%)	1,100
GA Local (53%)	4,000
GA Itinerant (33%)	2,500
Military (0%)	0
Annual Aircraft Operations	7,600
Based Aircraft	102

Source: FAA 5010 Airport Master Record as of 3/10/11.

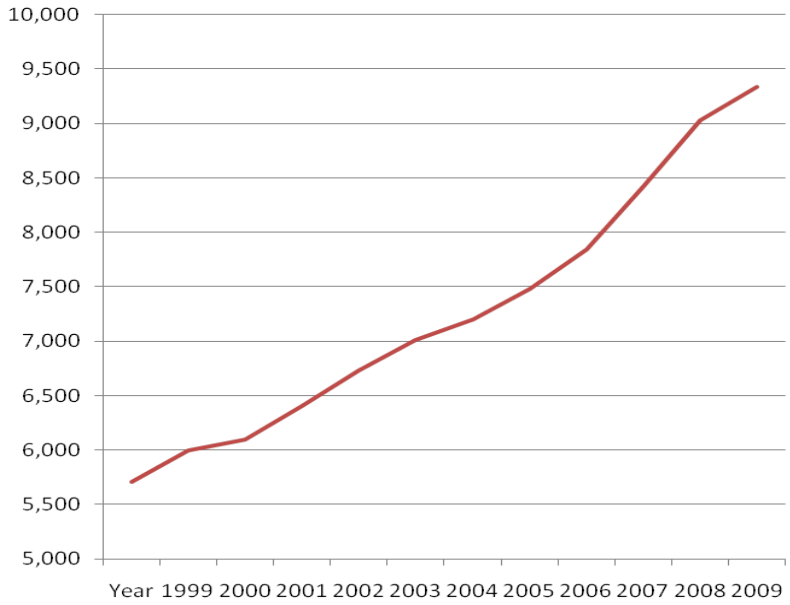
3.5.3 Socioeconomic Data

The FAA master plan process requires an evaluation of population and socioeconomic factors. The socioeconomic situation in a community or region can have a significant impact on the future demand for air travel and activity. HDR evaluated socioeconomic data against common aviation demand activities, and found no statistically significant correlation. Even though socioeconomic factors may not drive the demand for aviation activities, there are definite economic influences such as industry and tourism that are important to consider.

3.5.4 Population

Population size and potential growth are normally key features in forecasting needs for air transportation service. A community's historic population trends are useful for indicating a predisposition for air traffic and are normally key factors in determining potential air transportation demand.

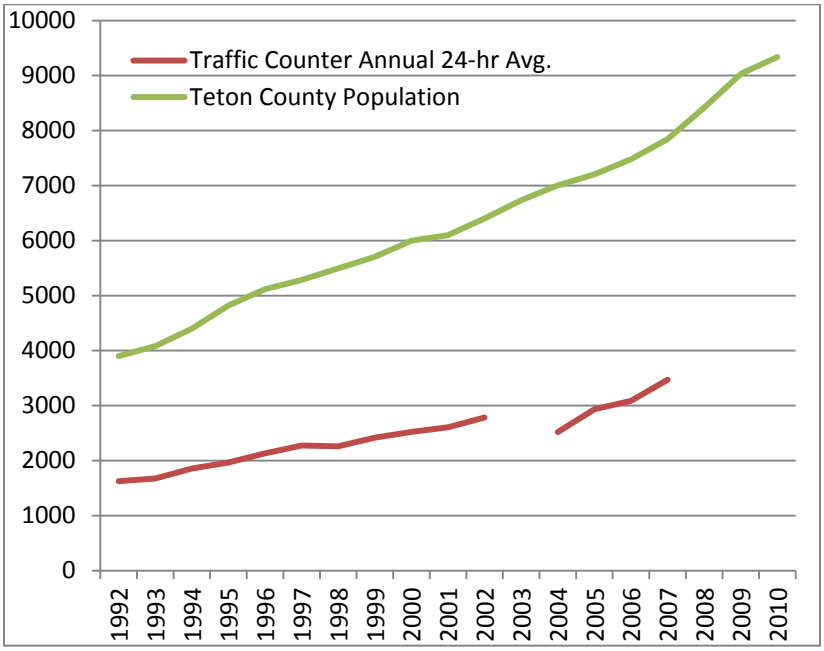
Teton County borders some of Wyoming's popular tourist locations, such as Jackson Hole and the Grand Targhee Ski Resort. The county has become a bedroom community for many employers and employees that make the commute from Teton County, Idaho to Wyoming businesses. This is visible in the county's population statistics; it has become one of the fastest-growing areas in the state. The population increased 64 percent between 1999 and 2009, as shown in Figure 3-5.



Source: U.S Census Bureau March 2010 Population Data

Figure 3-5. Teton County Population, 1999-2009

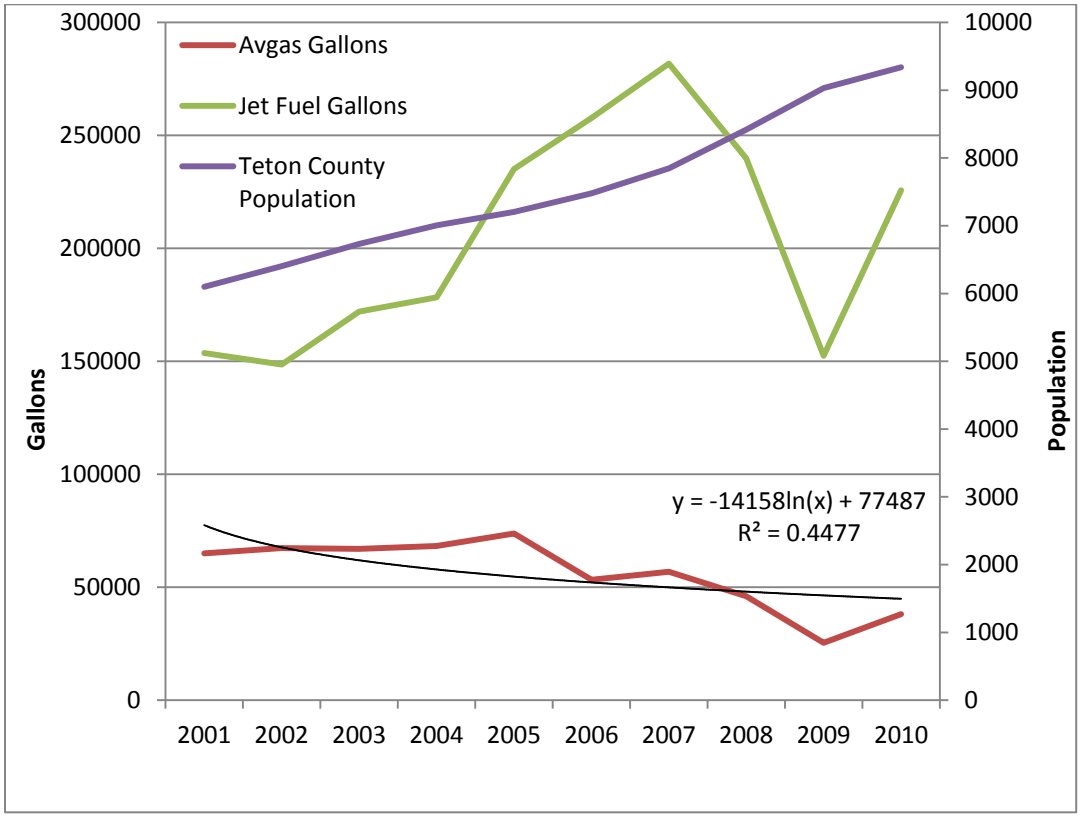
Traffic on SH-33 reflects the increase in commuter population according to the ITD Automatic Traffic Recorder #63 data gathered from 1992-2009. This traffic recorder is located at milepost 17.770 which is 0.6 miles east of Driggs. According to this data, the population increase in Teton County appears to be independent of the DIJ usage.



Source: U.S Census Bureau Population Data (March 2010) and ITD traffic counter #63.

Figure 3-6. Teton County Population Comparison to Idaho Transportation Department Automatic Traffic Recorder #63 Data, 1992-2009

HDR plotted fuel sales against Teton County population data to look for any correlation between the number of people in the county and the number of people purchasing fuel at the airport (Figure 3-7). Again, the trends appear to be independent of each other. Fuel sales data shows large fluctuations in aviation gas and jet fuel purchases while the county population continues to climb.



Source: Teton Aviation Center and Idaho Department of Labor

Figure 3-7. Fuel Sales at Driggs-Reed Memorial Airport Compared to Teton County Population Data, 2000-2009

3.5.4.1 Employment

Employment characteristics of a region or city can significantly affect the potential for generating air traffic. Teton County has had one of the lowest unemployment rates in the state, dipping to 1.7 percent in 2007. The rate has been significantly below both the state and national rates since 1998. Much of the county's employment is seasonal and depends on tourism, but officials are working toward more year-round employment opportunities. The 2001 recession affected the county through 2003, and the current national recession has had an impact through 2010. The five-year average unemployment rate for Driggs, Idaho, is 5.7 percent. Table 3-13 presents average annual labor force statistics for Teton County and the State of Idaho.

Table 3-13. Unemployment Rate (%), Teton County and State of Idaho, 2000-2010

Year	Teton County	State of Idaho
2000	2.9	4.6
2001	2.5	4.9
2002	3.3	5.4
2003	3.5	5.3
2004	3.0	4.7
2005	2.8	3.9

Table 3-13. Unemployment Rate (%), Teton County and State of Idaho, 2000-2010		
2006	1.8	3.2
2007	1.7	3.0
2008	2.8	4.9
2009	5.8	8.0
2010	7.9	9.3

Source: Idaho Department of Labor, Civilian Labor Force

It is important to note that because so many Teton County residents commute to comparatively higher-paying jobs in Wyoming, the covered employment and wages for the county are essentially depressed since that data is gathered at the place of work, not residence. From 2005-2009, 54.5 percent of Driggs residents worked in Idaho while 45.5 percent worked outside of Idaho. Of those that work in Idaho 52.4 percent worked in Teton County and 2.1 percent worked outside the county.

3.5.4.2 Per Capita Income

Airplanes at DIJ are generally used for business or recreation. Personal income available to residents over time is a good indicator of their financial ability to own airplanes for pleasure and travel. People who own airplanes for recreation generally have higher disposable incomes.

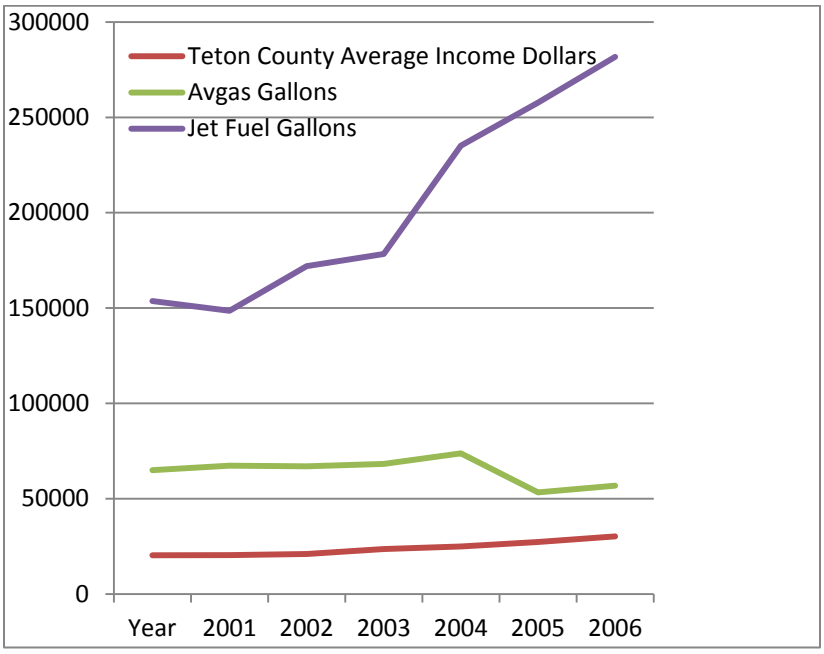
Census data for 2008 reports the per capita income for residents of Teton County at $29,627. Total annual per capita income is lower in Teton County than in the rest of Idaho. Table 3-14 presents the per capita personal income data for Teton County and Idaho.

Table 3-14. Per Capita Personal Income ($), Teton County and Idaho, 1998-2008		
Year	Teton County	State of Idaho
1998	$17,265	$22,234
1999	$18,409	$23,269
2000	$18,944	$24,683
2001	$20,342	$25,647
2002	$20,436	$26,015
2003	$20,992	$26,451
2004	$23,552	$28,425
2005	$24,909	$29,606
2006	$27,268	$31,598
2007	$30,230	$32,837
2008	$29,627	$32,994

Source: Idaho Department of Labor, Labor Market Information

HDR plotted the per capita income of Teton County residents against aviation and jet fuel purchases to determine if there was a correlation between income and the purchase of aircraft fuel (Figure 3-8). While the jet fuel purchases and Teton County per capita income are increasing, jet

fuel purchases are climbing at a much faster rate than income. Aviation gas purchases also do not appear to reflect the same steady increase in per capita income.



Source: Teton Aviation Center and Idaho Department of Labor

Figure 3-8. Fuel Sales compared to Teton County Per Capita Personal Income Data, 2000-2006

3.5.4.3 Industry

The three main industries in Driggs, Idaho include:

- arts, entertainment and recreation, accommodation, and food services
- educational services, healthcare, and social assistance
- construction

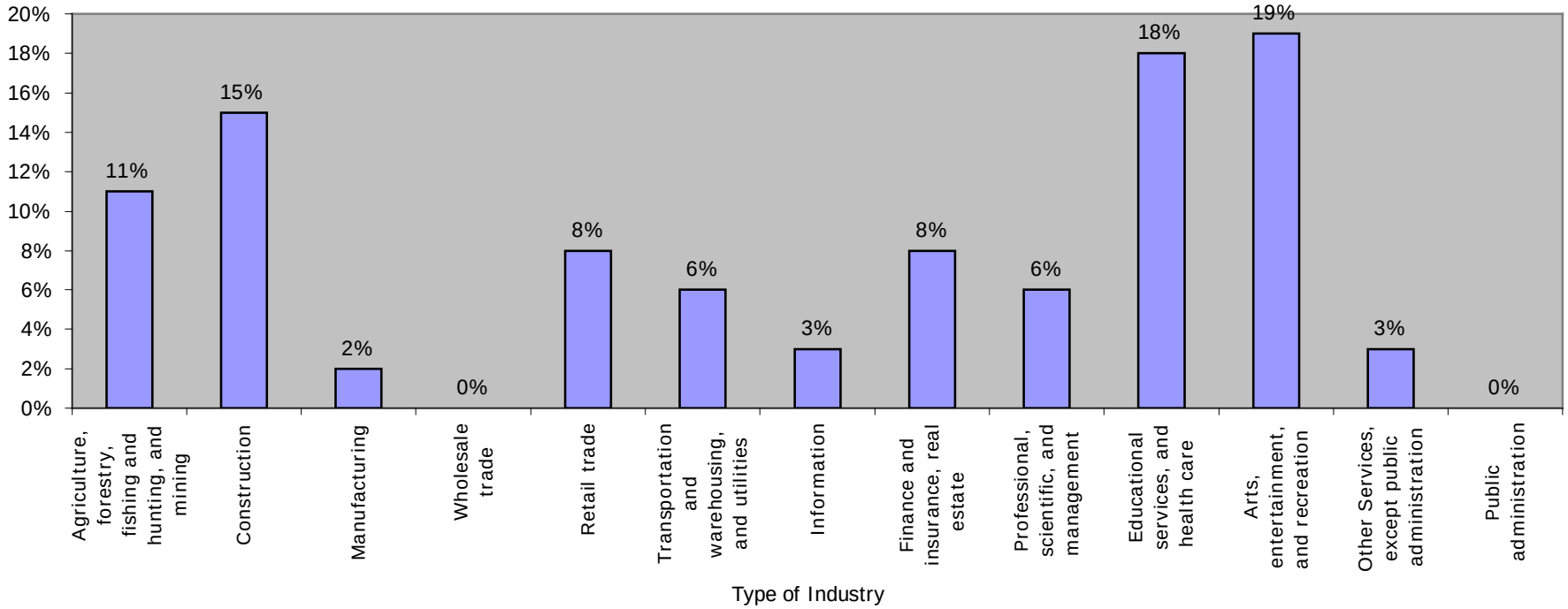
State and local government jobs, including hospital and school employment, make government one of the top employers. With population increase, residential and commercial construction has been heavy when weather permits, but recently slowed with the onset of the recession. Many people commute from neighboring counties in Idaho for construction jobs in the area.

Driggs is located approximately 30 minutes away from popular tourist destinations, including Grand Targhee Ski Resort and Jackson Hole. Additional nearby attractions include five top-rated golf courses, whitewater rafting, fly-fishing, hiking, Mesa Falls, and Yellowstone National Park. Therefore, industries such as arts, entertainment and recreation, and accommodation and food services support tourism in the area.

Historically, Driggs has also served as a bedroom community for the many commuters traveling to Wyoming for higher-paying jobs. According to the 2005-2009 American Community Survey 5-Year Estimates for Driggs, 53 percent of local workers drove to work in 2005-2009, commuting an average of 32.6 minutes each trip – the distance from Driggs to Jackson Hole, WY.

Teton Aviation Center is the FBO at DIJ. This FBO advertises the benefits of landing at DIJ versus the neighboring Jackson Hole Airport for access to nearby tourism attractions, including lower fuel prices; no landing fees; no handling fees; and access to all of the nearby tourist attractions.

Figure 3-9 presents the employment by industry for Driggs between 2005 and 2009.



Source: Idaho Department of Labor

Figure 3-9 Employment by Industry, Driggs, Idaho 2005-2009

3.5.5 Air Traffic Base-Year Summary

Table 3-15 presents the air traffic data collected and compared to establish a base year estimate (year 2010). This table compares the various data sources and their estimates or actual values for air traffic.

Table 3-15. Historical and Forecast Air Traffic Data, Driggs-Reed Memorial Airport, Base Year 2010

	Based Aircraft	Passenger Enplanements	Total Aircraft Operations
1997 DIJ ALP (2007 est.)	59	0	20,889
2010 IASP, DIJ (2007 actual)	100	--	7,600
FAA ACAIS (2009 actual)	--	10	--
FAA TAF (2010 estimate)	112	0	7,718
FAA Form 5010 (2010 actual)	102	0	7,600
FBO (Teton Aviation Center) Data (2010 actual)	97	--	5,846
2011 NPIAS (2015 est.)	99	50	--
Base Year Parameters for Forecasting	124	0	5,900

Source: Compiled by HDR Engineering, Inc., May 2011.

3.6 Step 4: Select Forecasting Methods

The demand for air travel to DIJ for the next 20 years is a function of two key factors: tourism and regional business activity. The analysis of the socioeconomic data did not show any strong correlation between the local population and airport operations. Therefore, it was determined that community population will not provide accurate estimates in this situation. The alternative approach to forecasting follows:

- Low-growth forecast: To generate a more realistic estimate of air traffic activity, HDR calculated a regression analysis of the Unicom data provided by the FBO. Data represents estimated annual aircraft operations. This forecast assumes that the air traffic activity determined by the number of Unicom calls is adjusted for glider activity and touch-and-goes. This calculates at a 1.2 percent annual increase based on the FBO's adjusted Unicom calls. The regression value forms the basis of a low activity scenario estimate.
- Medium-growth forecast: The medium air traffic activity scenario is based on a regression analysis of the FAA TAF database. This scenario estimates that the TAF will remain closely tied to the actual DIJ air traffic activity and that future growth will occur at approximately this rate. This provides a 1.5 percent annual increase.
- High-growth forecast: The high growth rate is set at 2.3 percent and is based on the IASP (Appendix D), which includes the years 2007-2027. This data assumes Teton County will continue to experience strong growth in the tourism industry and that the economy will continue to improve. Populations would continue to grow and per capita income would continue to increase substantially. This would drive increased regional business activity, thus increasing the possible number of aircraft operations within the region.

3.6.1 Forecasting Impacts of Recreational Home Sites in Teton County

According to the Idaho Department of Labor, Teton County is one of the fastest-growing counties in the state. This is attributed to the number of people who own second homes near popular tourist destinations, such as Teton County's five top-rated golf courses, Yellowstone National Park, Jackson Hole and the Grand Targhee Ski Resort. Therefore, Teton County has one of Idaho's lowest unemployment rates as well as a steadily increasing population despite the recent recession.

3.6.2 Other Economic Impacts

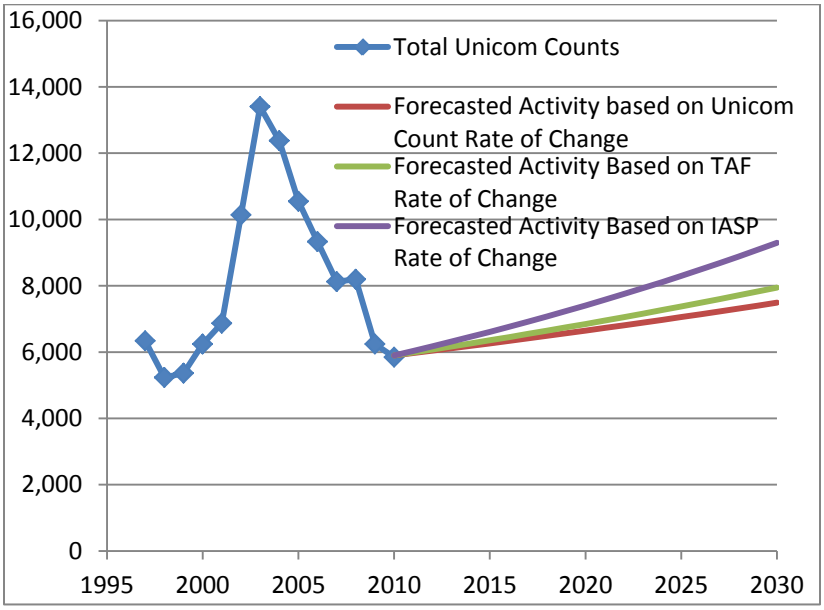
3.6.2.1 Warbirds

Warbird activity at DIJ provides a steady contribution to air traffic and general operations at the airport year round. Warbird hobbyists visit the museum and café, and attend fly-ins, air shows and other events at the airport.

Photo 3-1. Warbirds Museum at Driggs-Reed Memorial Airport

3.7 Step 5: Apply Forecast Methods, Summarize, Evaluate, and Document Results

This section presents a low-, medium-, and high-growth scenario of air traffic forecasts for aircraft operations for DIJ. Figure 3-10 graphically displays the three forecast scenarios using the base year estimate for aircraft operations of 5,900 (Unicom calls for 2010, adjusted as discussed in Section 3.5.2 rounded to the nearest 100). Table 3-16 presents this same data in a tabular format and shows the forecast scenarios for based aircraft with a base year of 124. Forecast scenarios are based on the forecast growth rates as presented in Section 3.6, Step 4.



Source: Compiled by HDR Engineering, Inc., May 2011

Figure 3-10. Historical and Forecast Aircraft Operations, Driggs-Reed Memorial, 1995-2030

Table 3-16. Historical and Forecast Aircraft Operations, Driggs-Reed Memorial Airport, 1997-2030

Year	Total Unicom Calls	TAF	Low Forecast (1.2%)	Medium Forecast (1.5%)	High Forecast (2.3%)
1997	6,339	—	—	—	—
1998	5,234	—	—	—	—
1999	5,364	—	—	—	—
2000	6,240	—	—	—	—
2001	6,870	—	—	—	—
2002	10,137	—	—	—	—
2003	13,404	—	—	—	—
2004	12,377	—	—	—	—
2005	10,546	—	—	—	—
2006	9,331	—	—	—	—
2007	8,126	—	—	—	—
2008	8,198	—	—	—	—
2009	6,244	—	—	—	—
2010	5,846	7,718	5,900	5,900	5,900
2011	—	7,834	5,971	5,989	6,036
2012	—	7,956	6,042	6,078	6,175
2013	—	8,078	6,115	6,170	6,317
2014	—	8,202	6,188	6,262	6,462
2015	—	8,327	6,263	6,356	6,610

Table 3-16. Historical and Forecast Aircraft Operations, Driggs-Reed Memorial Airport, 1997-2030

Year	Total Unicom Calls	TAF	Low Forecast (1.2%)	Medium Forecast (1.5%)	High Forecast (2.3%)
2016	—	8,454	6,338	6,451	6,762
2017	—	8,583	6,414	6,548	6,918
2018	—	8,714	6,491	6,646	7,077
2019	—	8,847	6,569	6,746	7,240
2020	—	8,982	6,647	6,847	7,406
2021	—	9,119	6,727	6,950	7,577
2022	—	9,257	6,808	7,054	7,751
2023	—	9,397	6,890	7,160	7,929
2024	—	9,540	6,972	7,267	8,112
2025	—	9,684	7,056	7,376	8,298
2026	—	9,830	7,141	7,487	8,489
2027	—	9,979	7,226	7,599	8,684
2028	—	10,130	7,313	7,713	8,884
2029	—	10,282	7,401	7,829	9,088
2030	—	10,438	7,490	7,946	9,297

Source: HDR, Inc.

Table 3-17 presents DIJ's 20-year air traffic forecast with an average annual compound growth rate of 1.5 percent for each category. This forecast is based on the medium scenario growth rate.

Table 3-17. 20-Year Air Traffic Forecast, Driggs-Reed Memorial Airport, Base Year 2010[a]

	Base Year	+ 1yr.	+ 5yrs.	+ 10yrs.	+ 15yrs.
Operations[b]					
Itinerant general aviation	1,947	1,976	2,097	2,260	2,434
Local general aviation	3,127	3,174	3,369	3,629	3,909
Total	5,074	5,150	5,466	5,889	6,343
Based Aircraft					
Single Engine (Nonjet)	73	74	79	85	91
Multi Engine (Nonjet)	18	18	19	21	23
Jet Engine	9	9	10	10	11
Helicopter	4	4	4	5	5
Other	20	20	22	23	25
Total	124	126	134	144	155

[a] There were no passenger enplanements, either air carrier or commuter, forecasted from base year 2010 onward.
[b] There was a forecast of 0 instrument, peak hour, and cargo/mail operations, with no average annual compounded growth.
Note: There was no forecasted itinerant air carrier, commuter, air taxi, or military flights from 2010.

3.8 Step 6: Compare Airport Planning Forecast Results with TAF

Table 3-18 compares the updated air traffic forecast for DIJ, based on the determined medium scenario growth rate of 1.5 percent and the FAA TAF. The growth rate is based on Step 4 in Section 3.6. Based on communication with FAA personnel, the FAA TAF is an estimate of air traffic activity and does not accurately reflect actual conditions at DIJ.

Table 3-18. Total Operations Comparison between Airport Planning and Terminal Area Forecast (TAF) Forecasts for the Driggs-Reed Memorial Airport, 2010-2030

	Year	Airport Forecast	TAF [a]	AF/TAF%[b] Difference
Base yr.	2010	5,900	7,718	-23.6
Base yr. + 5yrs.	2015	6,356	8,327	-23.7
Base yr. + 10yrs.	2020	6,847	8,982	-23.8
Base yr. + 20yrs.[c]	2030	7,376	9,684	-23.8

[a] TAF data is based on a U.S. government fiscal year (October through September).

[b]Difference is rounded, and cells may not add exactly.

[c] AC 150/5070-6B and its supplement *Forecasting Aviation Activity by Airport* (FAA 2001) recommends comparing forecasts 15 years into the future, rather than the 20 years previously required by FAA.

3.9 Step 7: Obtain Approval of the Forecast

FAA is responsible for reviewing aviation forecasts submitted to the agency in conjunction with airport planning, including AMPs and environmental studies. FAA reviews such forecasts with the objective of including them in its TAF and the NPIAS. Aviation activity forecasts are an important input to benefit-cost analyses associated with airport development, and FAA reviews these analyses when federal funding requests are submitted.

Forecasts should be realistic; based on the latest available data; reflect the current conditions at the airport; be supported by information in the study; and provide an adequate justification for the airport planning and development.

While forecast methods provide a means for developing quantifiable results, aviation forecasters must use their professional judgment to determine what is reasonable as recommended in AC 150/5070-7, *The Airport System Planning Process, paragraph 506*.

Generally, FAA will find an airport planning forecast acceptable if the 5-year, 10-year, and 20-year forecast levels for the airport and the TAF are within 10 percent of each other in terms of total airport operations, total commercial operations, and total enplanements. If the proposed airport forecast exceeds the TAF by more than 10 percent and is considered valid on FAA review, it will be incorporated into the TAF and NPIAS. DIJ does not have quantifiable commercial operations or enplanements, so those parameters are reported as zero.

The forecast presented depicts a realistic outlook based on available data and reflects DIJ current conditions that can be used to provide justification for future airport planning as defined in AC 150/5070-7, *The Airport System Planning Process*. This forecasting section was submitted to Northwest Mountain Region of FAA and was approved on June 28, 2011.

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4.0 FACILITY REQUIREMENTS

4.1 Facility requirements

The previous section forecasts aviation demand for the Driggs-Reed Memorial Airport (DIJ) through 2030. These forecasts include aircraft operations, based aircraft and aircraft fleet mix. With this information, the specific components of an airport system (i.e., airfield, terminal area, ground access, utilities and airspace) must be evaluated as to their capabilities in accommodating the forecast aviation demands. To properly plan for DIJ's future, it is necessary to translate forecast aviation demand into specific types and quantities of facilities that can adequately serve demand.

In this section, the existing components of DIJ and their individual capacities are identified and described. The essential purpose of this planning study is to establish the size and configuration of the airport facilities required to accommodate the types and volume of aircraft using and expected to operate at DIJ. The objective of this effort is to identify, in general terms, the adequacy of the existing airport facilities, outline the new facilities that may be needed, and determine when these may be needed to accommodate forecast demands.

4.2 Airport Design Criteria Airside Facilities

Airside facilities are those that are directly related to the arrival and departure of aircraft. These facilities include the following:

- Runway
- Taxiways
- Navigational aids
- Airfield marking and lighting

The Federal Aviation Administration (FAA) has well established criteria for determining the facility requirements. The selection of the appropriate FAA design standards for the development and location of the airport facilities is based primarily upon characteristics of the aircraft which are currently using or are expected to use the airport.

FAA has established a coding system to relate airport design criteria to operational and physical characteristics of aircraft. This code, the airport reference code, has two components related to the airport design for aircraft operating or expected to operate at the airport. Table 4-1 and Table 4-2 show the five categories used in airport planning.

Table 4-1. Aircraft Approach Categories

Category	Approach Speed (knots)
A	Less than 91
B	91-121
C	121-141
D	141-166
E	166 or more

Source: AC 150/5300-13

Table 4-2. Airplane Design Groups		
Group	Tail Height (feet)	Wingspan (feet)
I	Less than 20	Less than 49
II	20-30	49-79
III	30-45	79-118
IV	45-60	118-171
V	60-66	171-214
VI	66-80	214-262

Source: AC 150/5300-13

Generally, aircraft approach speed applies to the runways and runway-related facilities, while the airplane wingspan primarily relates to the separation criteria involving the taxiways, taxilanes, and landside facilities.

The current airport reference code (ARC) for DIJ is C-II; the critical aircraft is the Gulfstream 450(IV). This aircraft has a wingspan of 77 feet 10 inches and a maximum takeoff weight of 74,600 pounds. The Gulfstream 450 is the most challenging aircraft to use DIJ, but aircraft with ARC of A-I through C-II are expected to be the primary aircraft that will use DIJ in the short-term, intermediate and long-term time frames. Table 4-3 illustrates examples of aircraft and their airport reference code.

Table 4-3. Representative Aircraft by Airport Reference Code		
Airport Reference Code	Examples	
AI small (less than 12,500 lbs.) Primarily single-engine propeller aircraft; some light twins	Cessna 172, 182 Piper Warrior, Archer, Malibu Piper Seminole, Seneca Cirrus SR-20/22 EADS Tobago, Trinidad Beechcraft Bonanza Aviat Husky	 Cessna 182
BI small (Less than 12,500 lbs.) Primarily light twin-engine propeller aircraft	Beechcraft King Air 90/100 Beech Baron Cessna 421, Citation I Piper Navajo, Cheyenne	 Citation I

Table 4-3. Representative Aircraft by Airport Reference Code

Airport Reference Code	Examples	
BII small (Less than 12,500 lbs.) Primarily light turboprops	Beechcraft King Air 200 Cessna 441 de Havilland Twin Otter Pilatus PC-12	 Pilatus PC-12
BI/BII (Greater than 12,500 lbs.) Mid-sized corporate jets and commuter airliners	Dassault Falcon 10, 20, 50, 200, 900 Beechcraft King Air 300/350 Beechcraft 1900 Cessna Citation II Hawker 400 Embraer 120 Brasilia Saab 340 Dassault Falcon 50EX	 Dassault Falcon 900
AIII/BIII Primarily large commuter-type aircraft	de Havilland Dash 7/8 Bombardier Q300 ATR 42/72 Douglas DC-3 Fairchild F-27	 de Havilland Dash 8
Very Light Jets (Under 10,000 lbs. takeoff weight)	HondaJet Cessna Citation Mustang Eclipse 500 Embraer Phenom 100 Diamond D-Jet	 HondaJet

Table 4-3. Representative Aircraft by Airport Reference Code

Airport Reference Code	Examples	
CI/DI Primarily small and fast corporate jets	Bombardier Learjet 45, 55, 60 IAI Westwind Hawker 125	 Bombardier Learjet 55
CII/DII Large corporate jets and regional-type commuter jets	Bombardier CRJ-700, Challenger Series Cessna Citation Sovereign Gulfstream 200, 350, 450 (II, III, IV) Hawker 800 Embraer ERJ 135/145	 Gulfstream 450
CIII/DIII Commercial airliners, approx. 100-200 seats	Bombardier Q400 Gulfstream 500/550 (V) Boeing Business Jet Airbus A319/320 Boeing 737, MD-80, MD-90 Bombardier CRJ-900 Embraer 175/190	 Bombardier Q400
CIV/DIV Large commercial airliners, approx. 200-350 seats	Boeing 757/767, MD-11, DC-10 Airbus A300/A310	 Boeing 757

Table 4-3. Representative Aircraft by Airport Reference Code		
Airport Reference Code	Examples	
DV Jumbo commercial airliners, approx. 350+ seats	Boeing 747 Series Boeing 777 Series Airbus A340	 Boeing 747
Light Sport (1320 lbs. maximum takeoff weight/120 knots maximum airspeed)	Kitfox Cessna C-162 Skycatcher Cirrus SRS Icon A5	 Kitfox
Warbirds	FJ-4 Fury T-2 Buckeye Albatross T-28 Trojan SNJ N3N MiG 15, 17 Turbine Mallard L 39C (339RS, 439RS) Bell 47 Extra 300 Husky	 Mig 17

Source: HDR Engineering, Inc

4.2.1 Runway Requirements

The adequacy of a runway system is based on a number of perspectives, including airfield capacity, runway orientation, runway length, runway width, and pavement strength. From this information, requirements for runway improvements are determined for the airport.

4.2.1.1 Airfield Capacity

An airport's capacity is determined using FAA Advisory Circular (AC) 150/5060-5, Airport Capacity and Delay. Using annual operations forecasts (long term = 7,376), it can be determined that the airfield using one runway is well below the 240,000 annual operations.

4.2.1.2 Runway Orientation

FAA design standards recommend additional runway orientations when the runway orientation provides less than 95 percent wind coverage. As presented in section 2.4, with limited data, Runway 3-21 meets 95 percent wind coverage.

The design standards used to construct the runway and taxiways in 2009 were based upon the ARC C-II designation. These standards are presented in Table 4-4 and will serve DIJ through the anticipated planning period.

Table 4-4. Airport Design Standards Evaluation ARC

Design Feature	Existing (feet)*	CII (feet)*
Runway centerline to:		
Holdline	250	250
Taxiway centerline	300	300
Aircraft parking area	400	400
Runway width	100	100
Runway Safety Area (RSA)		
Width	400	400
Length beyond runway end	1,000	1,000
Runway Object Free Area (OFA)		
Width	650 (In Fee)	800
Length beyond runway end	1,000	1,000
Runway Protection Zone (RPZ)		
Length	1,700	1,700
Inner width	500	500
Outer width	1,010	1,010

* With not lower than ¾-statute mile approach visibility minimums.

4.2.1.3 Runway Length

The determination of runway length requirements is based upon five primary factors:

- Critical aircraft type expected to use the runway
- Stage length of the longest non-stop trip destination
- Mean maximum temperature of the hottest month
- Airport elevation
- Runway gradient

Aircraft performance declines as elevation, temperature and runway gradient factors increase. Calculations of the runway length requirements for DIJ used the airport elevation of 6,230 above mean sea level (MSL) and a mean maximum daily temperature of 81 degrees Fahrenheit (F) for the hottest month of the year (July).

FAA's design software was used to verify the length requirement, which is summarized in Table 4-5. The current runway length of 7,300 feet has met the demand of the current users of the airport.

Table 4-5. Airport and Runway Data	
Design Feature	
Airport Elevation	6,230 feet
Mean daily maximum temperature of the hottest month	81 degrees
Maximum different in runway centerline elevation	84 feet
Length of haul for airplanes of more than 60,000 pounds	500 miles
Runway Lengths Recommended for Airport Design	
Small airplanes with approach speeds of less than 30 knots	490 feet
Small airplanes with approach of less than 50 knots	1,300 feet
75 percent of these small airplanes	5,250 feet
95 percent of these small airplanes	7,400 feet
100 percent of these small airplanes	7,400 feet
Airplanes of more than 60,000 pounds	approximately 7,200 feet
Reference: Chapter 2 of AC 150/5325-4A, Runway Length Requirements for Airport Design, no changes included.	

4.2.1.4 Runway Width

The width of DIJ 3-21 is 100 feet which accommodates the C-II requirements and will be sufficient through the planning period.

4.2.1.5 Runway Strength

The airfield's pavement is one of the most important features. The current strength rating on Runway 3-21 is 75,000 dual-wheel loading (DWL). This strength rating is sufficient for the fleet of aircraft currently serving and expected to serve the airport in the future. Business aircraft for the most part is getting more compact, efficient, and able to fly further. The airfield's pavement strength should be evaluated prior to every rehabilitation project.

4.2.1.6 Runway Protection Zone (RPZ)

The RPZ is an area trapezoidal in shape and centered about the extended centerline off the end of the runway, intended to enhance the protection of people and property on the ground. When the airport was a B-II airport, the City controlled most of the land in the RPZ. State Highway 33 (SH-33) is a barrier for Runway 3's RPZ. Fences, an earthen berm and SH-33 at the end of the existing airport property would contain an over run of an aircraft from the private property on the west side of SH-33. Now classified as a C-II facility, the amount of land in the RPZ that is not owned by the city on the west side of SH-33 increases. For this planning period, it is recommended the RPZ be shifted into the airport property 900 feet, alleviating incompatible land uses within the RPZ. This can be accomplished in the short-term with a displaced threshold. In the long-term, it is recommended the City purchase the required land off of Runway 21 to physically extend the runway to the north and have complete ownership of both RPZs.

4.2.1.7 Alternate Grass Landing Area (AGLA)

The AGLA was evaluated by FAA for 2 years, and on September 6, 2011, Aeronautical Study 2011-ANM-463-NRA indicated that the proposed landing area would not adversely affect the safe and efficient use of the navigable airspace by aircraft or the safety of persons and property on the ground at DIJ. Therefore, FAA had no objection to its establishment provided the DIJ follow limitations and restrictions provided by FAA. Full documentation is provided in Appendix G.

Photo 4-1. Alternate Grass Landing Area

4.2.2 Taxiway Requirements

Taxiways are constructed primarily to facilitate aircraft movements to and from the runway system. Parallel taxiways enhance airfield capacity and are essential to aircraft movement about an airfield. Presently, a combination of connecting taxiways and parallel taxiways provides access between the aprons and through-the-fence (TTF) developments and runway.

The two most critical design considerations for a parallel taxiway are runway-taxiway separation distance and width. Runway 3-21 is supported by a full parallel taxiway (T/W A), which is offset 300 feet from the runway centerline to taxiway centerline and is 35 feet in width. There are four taxiways connecting Runway 3-21 to the ground facilities on the airport and TTF communities. These will be sufficient through the design period. There is a second parallel taxiway (T/W B) proposed on the easterly side of Runway 3-21 to access future apron and hangar developments.

Holding aprons provide an area for aircraft to prepare for departure in a way that does not obstruct other aircraft. Both departure ends have holding bays.

4.2.3 Navigational Aids (NAVAIDs)

Electronic and visual guidance to arriving aircraft enhance the safety and capacity of the airfield.

4.2.3.1 Electronic Approach NAVAIDs

An instrument approach is a series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from an en route or local flight to a point from which landing may be made visually. An approach survey and study was completed in late 2011.

The airport now has a published RNAV GPS approach, Runway 3 has a WAAS-aided GPS approach, and Runway 21 has a GPS approach only. These approaches should serve DIJ through the planning period.

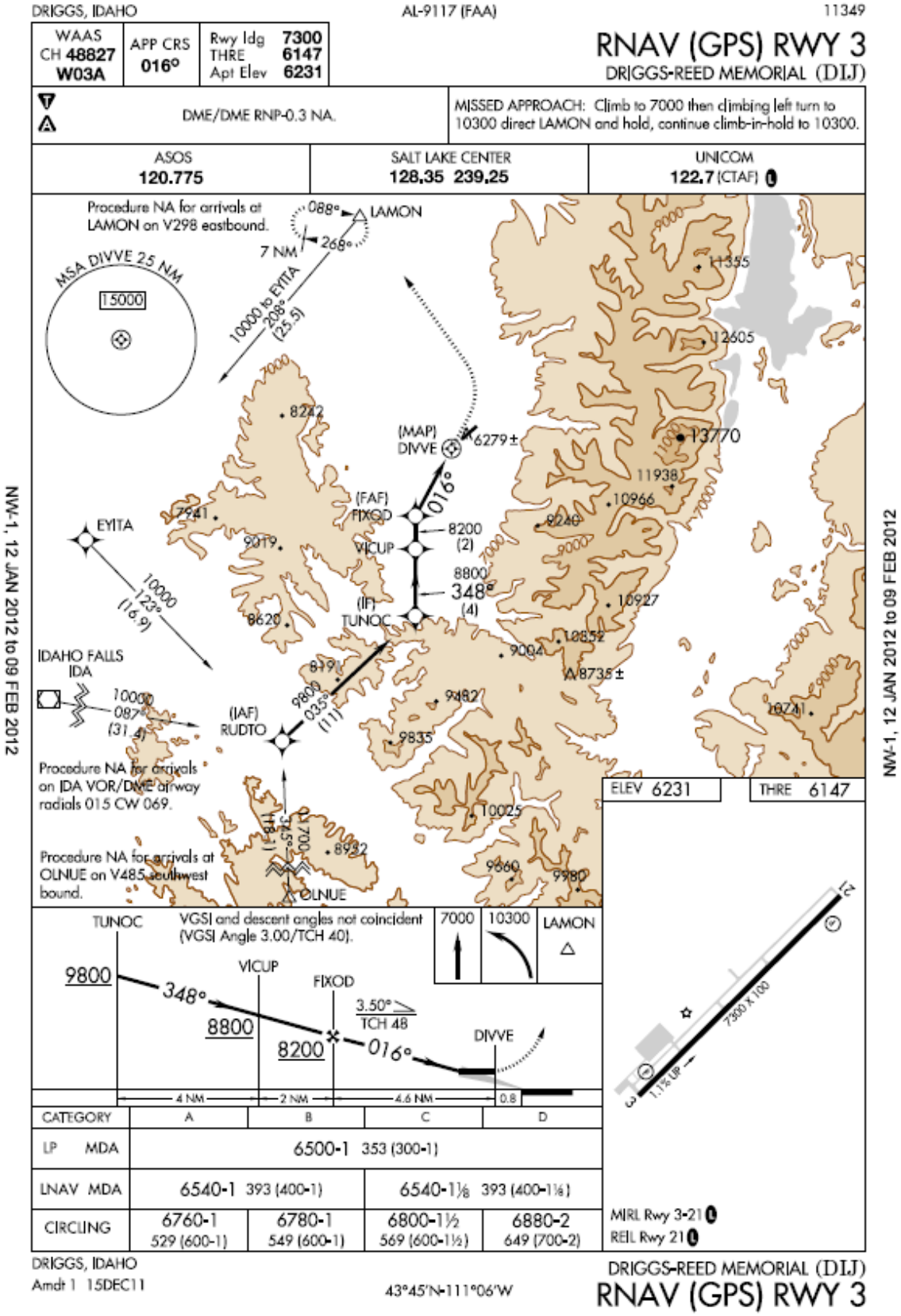


Figure 4-1. GPS Approach Runway 3 (Not for Navigation)

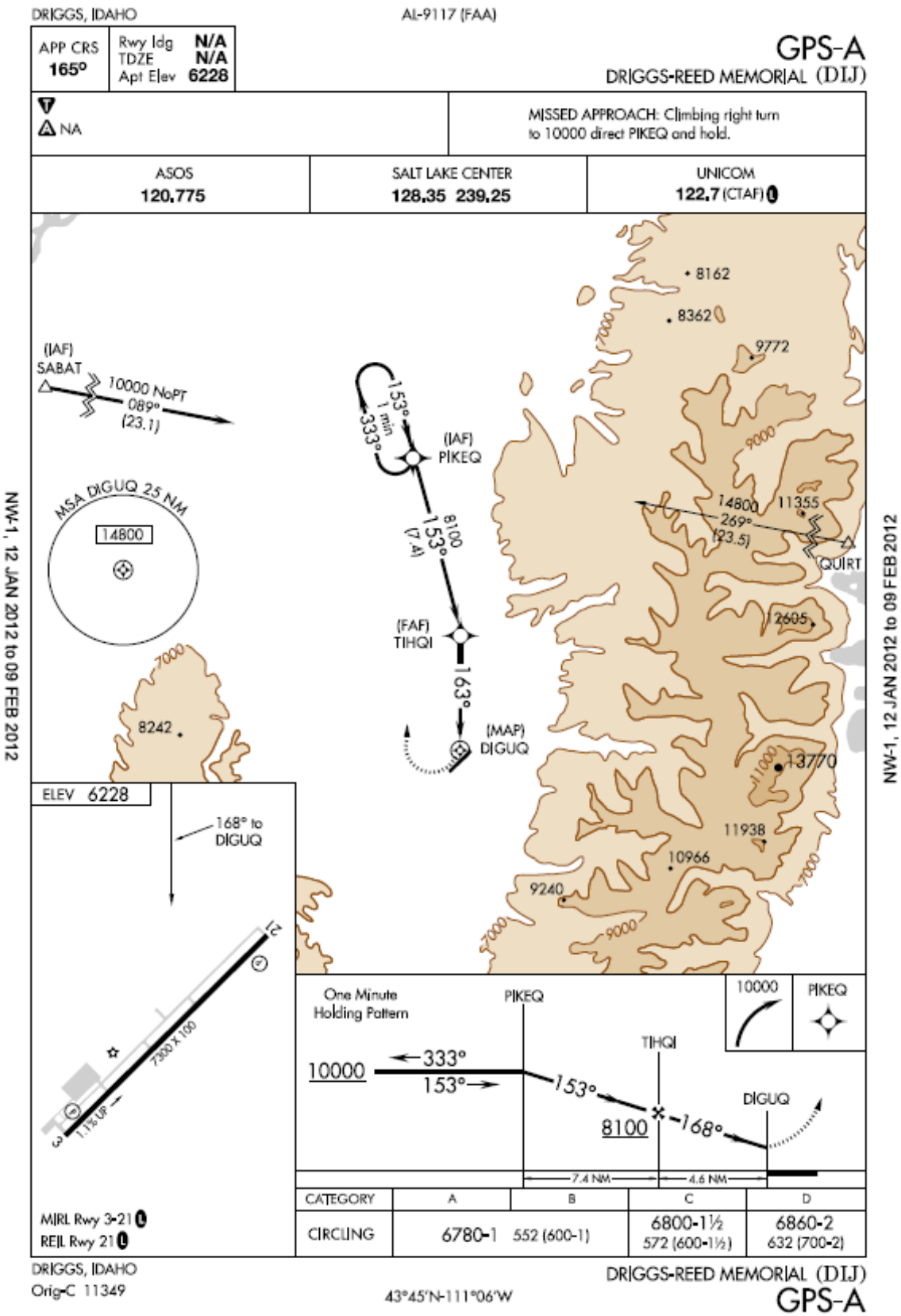


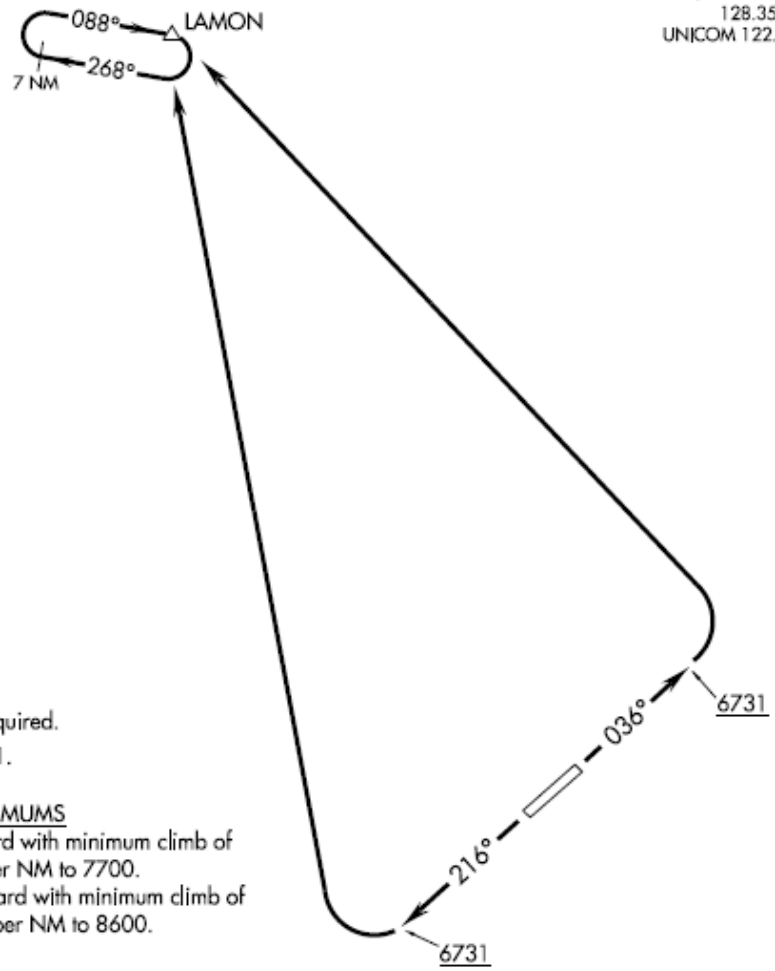
Figure 4-2. GPS Approach Runway 21 (Not for Navigation)

(LAMON1.LAMON) 11349 SL-9117 (FAA)

LAMON ONE DEPARTURE (RNAV) (OBSTACLE)

DRIGGS-REED MEMORIAL (DIJ)
DRIGGS, IDAHO

SALT LAKE CENTER
128.35 239.25
UNICOM 122.7 (CTAF)



NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwy 3: Standard with minimum climb of 220′ per NM to 7700.
Rwy 21: Standard with minimum climb of 245′ per NM to 8600.

TAKEOFF OBSTACLE NOTES
Rwy 3: Tree and road beginning 1030′ from DER, 17′ left of centerline, up to 50′ AGL/6266′ MSL.
Trees and road beginning 499′ from DER, 264′ right of centerline, up to 50′ AGL/6282′ MSL.
Rwy 21: Multiple buildings beginning 73′ from DER, 463′ right of centerline, up to 50′ AGL/6167′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 036° to 6731, then climbing left turn direct LAMON. Thence....

TAKEOFF RUNWAY 21: Climb heading 216° to 6731, then climbing right turn direct LAMON. Thence....

....continue climb in LAMON holding pattern to cross LAMON at or above MEA for route of flight before proceeding on course.

LAMON ONE DEPARTURE (RNAV) (OBSTACLE)
(LAMON1.LAMON) 11349

DRIGGS, IDAHO
DRIGGS-REED MEMORIAL (DIJ)

NW-1, 12 JAN 2012 to 09 FEB 2012

NW-1, 12 JAN 2012 to 09 FEB 2012

Figure 4-3. LAMON ONE Departure (Not for Navigation)

4.2.3.2 Visual NAVAIDs

Visual NAVAIDs provide aircraft guidance once the aircraft is within sight of the airport, and they aid aircraft maneuvering on the ground. The following visual NAVAIDs are provided at DIJ:

Photo 4-2. Visual NAVAID

- Precision approach path indicator (PAPI- 4 box) Runway 3 and 21
- Runway end identifier light (REIL)-Runway 3 only
- Lighted wind cones and segmented circles for both approach ends of 3/21
- Rotating beacon

It is projected that the airport has adequate visual NAVAIDs through the planning period. However, the rotating beacon and the wind cones have reached their useful life and should be replaced with current equipment with advanced technology and increased efficiency.

4.2.3.3 Lighting, Signing and Marking

Currently, R/W 3-21 is equipped with medium-intensity runway lighting (MIRL); a new system was installed in 2009. There is no taxiway lighting. The night operation activity at DIJ is substantial and increasing. Effective ground movement of aircraft at night would be enhanced by the availability of taxiway lighting and signing. This is a priority during the planning period.

Runway markings were designed in 2009 to meet requirements of FAA AC 150/5340-1, non-precision markings. Taxiway and taxilane areas have 6-inch yellow centerline stripes to provide guidance to pilots. Besides the routine maintenance, these markings will be sufficient through the planning period.

4.3 Landside Facility Requirements

Landside facilities are those necessary for the handling of aircraft, pilots, passengers and freight while on the ground. For a General Aviation (GA) airport, landside facilities generally include the FBO operations, aircraft parking areas, hangar areas, airport access and vehicle parking.

4.3.1 Terminal Facilities

Photo 4-3. Terminal facilities

Currently, Teton Aviation is DIJ's only full-service, fixed-based operator (FBO). Teton Aviation services the clientele of DIJ in a multi-level 17,000-square foot facility. Teton Aviation's services include fueling trucks, line services (oxygen), custom concierge services (for Jackson Hole, Teton Valley and the Yellowstone area), executive conference room for meetings, pilots lounge (with direct TV, shower and small gym), flight planning area with PC for Internet access and WSI Weather Station, on-site dining (fine dining with window-banked dining room to view aircraft movement), aircraft museum (four or five warbirds can be viewed daily), aircraft apron, Glider towing, aircraft rental, aircraft charter, aircraft maintenance and hangar storage (from private small aircraft to business/commercial Gulfstream 450). There is approximately 30,000 square feet of hangar space available from the FBO for aircraft.

4.3.2 Hangar Facilities and Tie-down Aprons

Hangar space at DIJ is a feature that exceeds what is available at other airports in the area. On-airport facility space is 158,100 square feet and TTF adds another almost 200,000 square feet. Although there is currently an abundance of hangar space at DIJ for rent, lease or purchase, it is recommended that purchasing additional property be a high priority. The airport currently owns only 650 feet of the required 800 feet of object free area (OFA) required for a C-II facility. FAA encourages OFA ownership as it allows the airport to fully control the OFA and keep it clear of obstructions. By purchasing additional land alongside the airport, the City is better able to control the future use of the land and prevent incompatible land uses and TTF issues.

Photo 4-4. Aircraft parking areas

Aircraft parking areas are much more limiting. The only apron is in and around the FBO; 125,000 square feet (approximately 28 tie-downs) is on airport property, and the FBO added TTF apron of 150,000 square feet in 2001. The expansion of this apron is cut off by hangar development. The City has acquired land on the southeast side of Runway 3-21 for overflow parking in the summer. At this point, because of the economic recession, the construction of an overflow apron is in the intermediate planning period, but should be revisited yearly to stay ahead of the needs of the facility.

4.3.3 Airport Access and Vehicle Parking

Access to the airport is through private property with an easement acquired by the FBO in 2001 for the new FBO facility that was constructed in 2000 on airport property. Vehicle parking is limited to approximately 75 parking spaces at the FBO and approximately 15 at the maintenance facility on the south end of the airport. There are recommendations to purchase the airport access and construct additional vehicle parking necessary for the growing clientele of the airport.

Photo 4-5. Airport access and vehicle parking

4.3.4 Air Cargo/ Air Carrier

There is currently no air cargo or air carrier space designated at the existing facility. Cargo development could be accommodated both on and through TTF property. The more difficult task is to put a team together comprised of area businesses and airport users to develop and nurture cargo usage at the airport for area businesses. It will take years to establish the right conditions and to approach established cargo businesses to make air cargo a reality at DIJ.

A Part 139 commercial service airport is a huge public enterprise undertaking. For example, Logan Utah Airport has been in this process for over 10 years and has not yet convinced an airline to bring scheduled aircraft there. Based on this example, bringing regularly scheduled air carrier service to DIJ is unlikely in the next 50 years. Significant changes would have to take place in the traffic demand, economic conditions and competitive climate for airlines and airports before an air carrier could operate efficiently at DIJ. Many airports are struggling to keep the air carriers routes that exist today. With Jackson Hole roughly 45 minutes drive time to the east and Idaho Falls Regional Airport roughly 1 hour drive time to the west, the City would have a difficult time convincing an air carrier that DIJ could be a stable and successful economic enterprise.

Charter-type point routes could effectively bring clientele into the area for skiing, snowmobiling, fishing, golfing, and many other recreational activities. Deliberations could take years involving public management and private enterprise to create new charter enterprise at DIJ. Existing smaller business aircraft serve private individuals today at DIJ by charter. Cooperation and determination of a committee could bring about a collective influence on charter service to the area. Airport management would play an important role in negotiations.

The biggest difference between a charter-type operation and a full Part 139 air carrier facility is where the responsibility lies in maintaining the certification. For a charter-type operation, the company is responsible for certifying pilots, aircraft, training, and general operations of the company. With a Part 139 air carrier facility, the airport must provide and comply with regulations and operations to have regularly scheduled aircraft that are certified.

4.3.5 Property & Easements

DIJ encompasses approximately 184 acres, but the airport does not have full ownership to the RPZs, ROFA, or the airport access road. Expanding the airport property to include these features is of great importance, along with acquiring additional land to help protect DIJ growth in the next 20 to 50 years. Airports provide employment and generate millions of dollars per year in state and local taxes. During this planning period, property acquisition is recommended to help control and develop the land surrounding DIJ for safety and compatibility.

4.4 Support Facility Requirements

4.4.1 Fueling Facilities

The fueling facilities at DIJ are adequate to meet forecast needs at this time. The FBO fueling trucks adequately handle user needs. Until there is a paid airport manager position at DIJ, a self-service facility cannot adequately be provided at the airport.

4.4.1.1 Aircraft Rescue and Fire Fighting

Teton County Fire Station abuts DIJ on the southwest end of the airport property. This location is an asset to the airport because DIJ is not a Part 139 air carrier airport and Aircraft Rescue and Fire Fighting (ARFF) training is not required. However, to enhance the fire safety, this training may be beneficial and recommended for consideration by the Airport Board and City.

Photo 4-6. Teton County fire station

4.4.1.2 Airport Maintenance and Snow Removal Equipment Buildings

The snow removal and maintenance facility can neither house all of the current equipment and attachments, nor provide an area to adequately maintain this equipment. It is recommended to expand the existing facility and acquire the needed equipment to adequately service the facility. In the first 5- to 10-year period, the existing snow blower (1949 Oshkosh) needs to be replaced. For the past several years, the snow removal crews have requested a second loader for moving snow.

Photo 4-7. Snow removal equipment buildings

5.0 LAND USE MANAGEMENT AND DEVELOPMENT

5.1 Overview

Incompatible land uses are one of the largest threats to airports today, causing conflict between airports and their associated communities. As Idaho continues to grow, development can encroach upon airports, limiting their service capabilities and the opportunity for expansion in the absence of appropriate land use planning and zoning.

If sustainable and economically balanced land uses can be encouraged around airports, issues such as airport safety and aviation noise impacts can be avoided. If these impacts are not prevented, public discontent can result. When incompatible land uses encroach upon airports, Federal Aviation Administration (FAA) requirements for airspace and land use protection also become a key concern. If FAA and state requirements are not met by an airport, they can lose access to significant grant-in-aid funds, impacting local economies and airport services.

Local planning efforts are the most successful methods of regulating land use incompatibilities surrounding airports, including comprehensive plans, zoning ordinances, and airport master planning.

The primary responsibility for integrating airport considerations into the local land use planning process rests with local land use planning agencies and local governments. Coordination between the City of Driggs (City) and Teton County will be imperative to achieve successful airport land use compatibility.

5.1.1 Classification of Land Uses

Compatible Land Use – Airport compatible land uses are those uses that can coexist with a nearby airport without constraining the safe and efficient operation of the airport or exposing people living or working nearby to unacceptable levels of noise or hazards. Compatibility of land use is attained when the use of adjacent property neither adversely affects flight operations from the airport nor is itself adversely affected by such flight operations.

Compatible Uses:	
➢	Agricultural
➢	Recreational (Non-wildlife attracting)
➢	Open space
➢	Industrial
➢	Some commercial

Incompatible Land Uses – This is the use of land which is normally incompatible with aircraft and airport operations.

Incompatible Uses	
➢	Residential

➢	Most customer intensive commercial
➢	Public assembly uses including churches, schools, etc.

FAA does not have authority to enforce off-airport land use issues. Yet, FAA does have a stake in the land use patterns that occur around airports to protect the investment of federal tax dollars. FAA is concerned about the surrounding land uses that affect the airport operations which they fund through airport improvement grants.

FAA has specific definitions, regulations and assurances that enforce airspace protection, aircraft safety, airport design, and airport management and operations. Moreover, federal grant assurances require compliance with specific airport performance measures set out by grant sponsors. These assurances are required to be submitted as part of project applications that request federal funds. The specific assurances that pertain to land use compatibility are grant assurances # 20 Hazard Removal and Mitigation, and # 21, Compatible Land Use.

These assurances set grant requirements for protecting terminal airspace and measures to uphold land use compatibility as part of the airport planning process.

FAA, the Idaho Division of Aeronautics, and the airport have been consulted regarding implementation of the components of the airport plan to ensure agreement and acceptance.

5.1.2 Airport Compatible Land Use Overlay Zones for Driggs-Reed Memorial Airport

The controlled area of the airport is divided into airport compatible land use overlay zones. The purpose of such zones is to regulate the development of noise sensitive land uses; promote compatibility between airports and the surrounding land uses; protect airports from incompatible development; and promote the health, safety and general welfare of property users.

Compatible land use control areas include:

- Runway Protection Zone (RPZ)
- Lateral Safety Zone (LSZ)
- Inner Critical Zone (ICZ)
- Outer Critical Zone (OCZ)
- Traffic Pattern Area (TPA)

Runway Protection Zone (RPZ) – An area off the runway end used to enhance the protection of people and property on the ground. The RPZ is trapezoidal in shape and centered about the extended runway centerline. The inner width of the RPZ is the same as the width of the primary surface. The outer width of the RPZ is a function of the type of aircraft and specified approach visibility minimum associated with the runway end. The applicable RPZ dimensions are depicted on the ALP.

Lateral Safety Zone (LSZ) – An area extending 1,000 feet either side of runway centerline and includes the area between the ends of the primary surface(s) used to enhance the protection of people and property on the ground.

Inner Critical Zone (ICZ) – Rectangular in shape and centered about the extended runway centerline. The width of the ICZ is 2,000 feet and extends a horizontal distance of 5,000 feet from each end of the primary surface.

Outer Critical Zone (OCZ) – Rectangular in shape and centered about the extended runway centerline. The width of the OCZ is 1,000 feet and extends a horizontal distance of up to 5,000 feet, but no less than 3,000 feet, from each end of the ICZ.

Traffic Pattern Area (TPA) – An area comprised of a rectangle based on a determined distance from the runway centerline and end. The TPA represents an area where aircraft are commonly operating for the purposes of landing and take-off as depicted in the Airport Land Use Overlay Zone Map. A TPA is commonly based on the predominant usage of the category of aircraft forecast to use the airport and the specific traffic patterns established at the airport.

5.1.3 Assessment of Incompatible Land Uses in the Vicinity of the Airport

Following the Idaho Airport System Plan Guidelines, HDR determined the overlay zones for Driggs-Reed Memorial Airport (DIJ), and they are illustrated in Figure 5.1.

After discussion with Idaho Division of Aeronautics and FAA, it was agreed that the TPA would only extend towards the northwest. The airport has a right-hand pattern; the airspace is used by powered aircrafts only to the northwest. The space toward the southeast is reserved for gliders. The glider operations run from late spring to fall each year.

Once the airport overlay zones were determined for DIJ, HDR assessed land use compatibility based on current land use designations that surround the airport. Land use designations for the area in the vicinity of the airport are identified by City and Teton County regulatory agencies. Land use designations identified by these agencies have different descriptions, but follow similar trends in general land use categories (e.g., residential, commercial, agriculture, etc).

Existing land use designations with the associated airport overlay zones are shown in Figure 5-1.

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Figure 5.1. Land Use Overlay Zones

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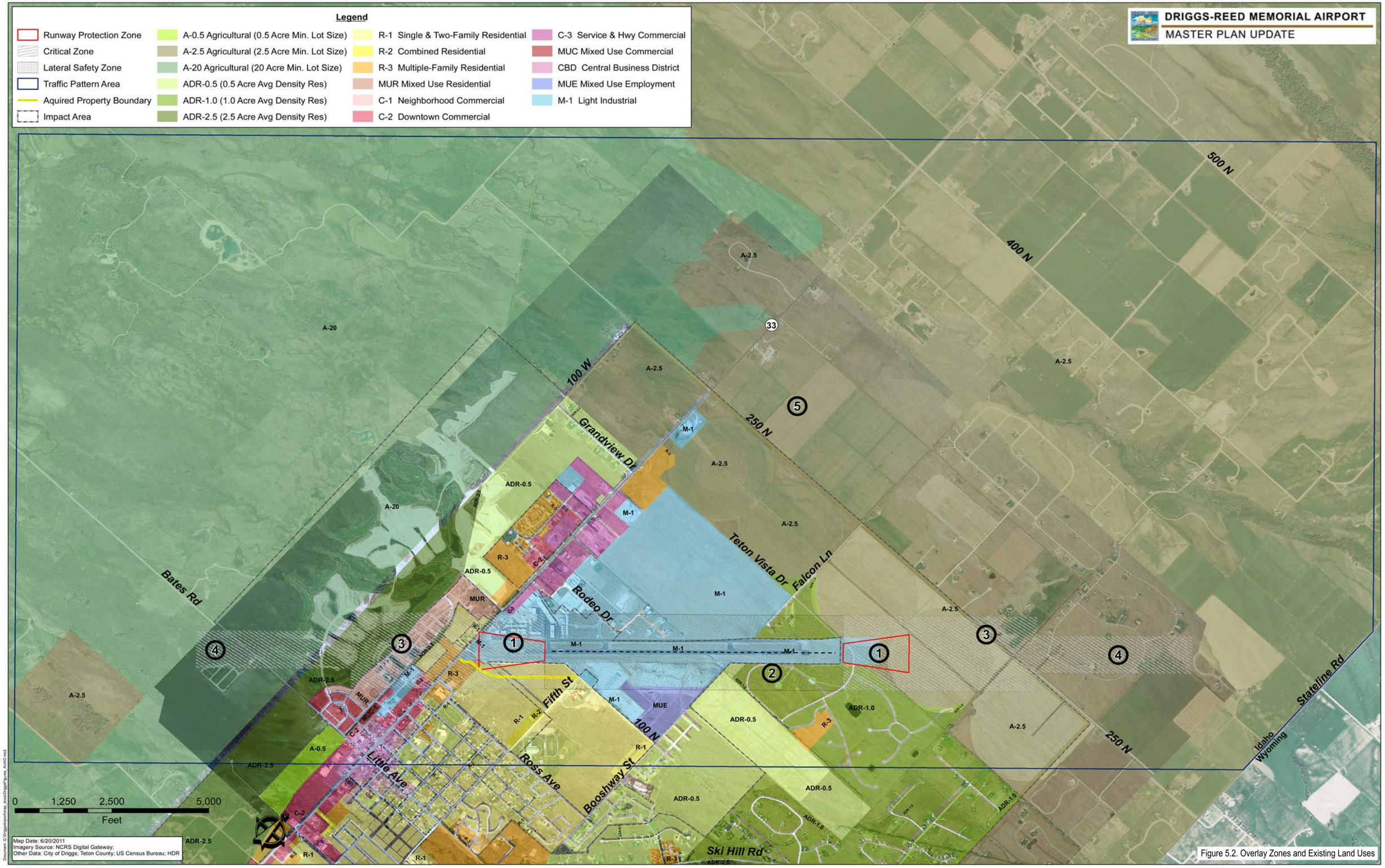

Figure 5.2. Overlay Zones and Existing Land Uses

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In order to evaluate land use compatibility in the vicinity of DIJ, HDR measured existing land use designations in each of the airport overlay zones against accepted compatible airport designations and FAA regulations.

Table 5-1 shows a matrix of the current land use compatibility in the vicinity of DIJ. The level of compatibility of the land uses within each of the airport zones is indicated by red (incompatible), yellow (questionable), and green (compatible). If a land use is currently permitted by local regulatory agencies, it is represented by a P. If it is not permitted, it is represented by an X.

Table 5-1. Current Land Use Compatibility in the Vicinity of the Driggs-Reed Memorial Airport

Land Use	Runway Protection Zone	Lateral Safety Zone	Inner Critical Zone	Outer Critical Zone	Traffic Pattern Area
Residential					
Single Family, nursing homes, multi-family, apartment, condominiums, mobile home parks		P R-1, R-3, ADR-1	P R-1, ADR-.5, ADR-1	P R-1, R-3, MUR, ADR-1, A-2.5	P A-2.5, A-20	P
Transient lodging (i.e. hotels and motels)		X	X	P	X	P
Public						
Schools, libraries, churches		X	X	X	X	X
Parking and cemeteries		P	P	P	P	P
Commercial/Industrial						
Office, retail trades, light industrial, general manufacturing, utilities, extractive industry		X	P MUE	P MUR, MUC, C-2	X	P
Airport revenue-producing enterprises		X	P	P	X	P
Agricultural and Recreational						
Cropland		P	P	P	P	P
Livestock breeding, zoos, golf courses, riding stables, water recreation		X	X	P	P	P
Outdoor spectator sports, parks, playgrounds		X	N/A	N/A	N/A	P
Amphitheaters		N/A	N/A	N/A	N/A	N/A
Open Space		N/A	N/A	N/A	N/A	N/A
Bird and Wildlife Attractants						
Sanitary Landfills		N/A	N/A	N/A	N/A	N/A
Water treatment plants, water impoundments		N/A	N/A	N/A	N/A	N/A
Wetland mitigation		N/A	N/A	N/A	N/A	N/A

	Current land use is incompatible or inconsistent with airport and/or FAA regulations.
	Land use is questionable; could be improved or modified; may require additional easements or agreements.
	Land use is compatible with airport and/or FAA regulations.

Table 5-1 shows that existing permitted residential land use designations are almost entirely incompatible, inconsistent, or questionable in all of the airport overlay zones. These include single- and multi-family homes, apartments, condominiums and mobile homes. While residential land uses are not entirely incompatible in the TPA, they may need to be modified to provide additional easements or agreements to help ensure compatibility.

Other residential land uses, such as transient lodging, which include hotels and motels are not currently permitted in the RPZ, LSZ or OCZ, but are considered compatible land uses in these areas. Transient lodging is currently permitted in the ICZ and the TPA, which may require additional easements of agreements to ensure their compatibility.

Schools, libraries, and churches are not currently permitted in any of these zones. Parking and cemeteries are currently permitted in all zones, but may require some additional easements of agreements to ensure their compatibility in the RPZ.

Commercial and industrial land uses are currently permitted in the LSZ, ICZ, and TPA. Besides airport revenue producing enterprises, commercial and industrial land uses are incompatible in the ICZ and are questionable in the LSZ and TPA. Commercial and industrial land uses are compatible in the RPZ and the OCZ, but they are not currently permitted.

Agricultural crop land uses are considered compatible in all of the airport overlay zones and are currently permitted in all of the zones. Other agricultural and recreational uses, such as livestock breeding, zoos, golf courses, riding stables, and water recreation are compatible in the RPZ and the LSZ but are not currently permitted. These uses are questionable in the ICZ, OCZ and TPA and are currently permitted. As a result, these areas may require additional easements or agreements to ensure their compatibility.

Recreational uses, such as outdoor spectator sports, parks and playgrounds are not currently permitted in the RPZ, yet they are considered compatible uses in these areas. These same land uses are permitted in TPAs and may require additional easements of agreements to ensure their compatibility.

Table 5-2 shows a summary of the land use compatibility issue surrounding DIJ.

Table 5-2. Land Use Compatibility Issues in the Vicinity of Driggs-Reed Memorial Airport	
Residential land uses are currently permitted in the RPZ, LSZ, ICZ, and OCZ and are considered incompatible uses.	
Office retail, industrial or manufacturing type land uses are currently permitted in the ICZ and are considered incompatible uses.	
The following uses are permitted in airport overlay zones and may require additional easements or agreements to ensure their compatibility:	
➢	Parking and/or cemeteries are currently permitted in the RPZ
➢	Office retail, industrial or manufacturing type land uses are permitted in the RPZ
➢	Transient lodging and livestock breeding, zoos, golf courses, riding stables, and water recreational uses are permitted in the ICZ
➢	Livestock breeding, zoos, golf courses, riding stables, and water recreational activities are permitted in the in the TPA
➢	Residential, transient lodging, office retail, industrial or manufacturing type land uses and outdoor spectator sports, parks and playgrounds are permitted in the TPA.

5.1.4 Steps towards Compatibility

Through the airport master plan (AMP) process and consistent with the corrective action plan, several steps are proposed toward enhancing land use compatibility near DIJ. These steps include:

- Shifting the runway 900 feet toward the northeast. This would allow encompassing the entirety of the RPZ for Runway 3 within existing airport property, not only avoiding conflict with existing residential uses, but also enhancing safety by not having a highway crossing through the protection zone.
- Property will be acquired at the northeast end of the existing runway to accommodate the entirety of the RPZ for Runway 21, thus achieving total ownership once this AMP is implemented. No residential uses will be allowed within the LSZ except for those already allowed by FAA and grandfathered in as allowable.
- Residential uses will be conditionally allowed within the ICZ. R-1 and R-3 zoning designations will be modified.
- Transient lodging in the ICZ and TPA will be conditionally permitted
- Additional schools, libraries and churches (public land uses) will no longer be permitted in the OCZ and would be conditionally permitted in the TPA.
- Commercial and industrial uses, such as office retail, industrial or manufacturing type land uses will be conditionally permitted in the LSZ, ICZ, the OCZ, and the TPA.
- Agricultural and recreational uses such as livestock breeding, zoos, golf courses, riding stables, and water recreation will be conditionally permitted in the ICZ, OCZ, and the TPA.
- Recreational uses such as outdoor spectator sports, parks and playgrounds will be conditionally permitted in the TPA.

- Airport Height Restriction will be maintained at 45 feet through the airport overlay area and comply with all applicable FAA height requirements unless a greater height is approved by conditional use permit.

The new land use compatibility matrix, shown in Table 5-3, will guide land use and zoning decisions. Both the City and Teton County are considering incorporating the table to their revised Airport Zoning Ordinance (Template provided in Appendix H).

In addition to the land use changes identified by the conditions in the land use compatibility matrix, two main areas have been identified for rezoning. These are areas within some of the most sensitive airport zones (RPZ, LSZ and ICZ). The areas are identified in and Figure 5-4.

Figure 5-3 shows an overlay of the airport zones and current land uses, illustrating some of the compatibility challenges. Figure 5-4 shows the airport zones and current aerial imagery, illustrating the land patterns and existing development and structures within each of the zones.

Table 5-3. Airport Land Use Compatibility Matrix, Driggs-Reed Memorial Airport

Land Use	1 Runway Protection Zone	2 Lateral Safety Zone	3 Inner Critical Zone	4 Outer Critical Zone	5 Traffic Pattern Area	Comments
Residential						
Single-family, nursing homes, multi-family, apartments, condominiums, mobile home parks	X (Land purchase North end)	X	C (1 - No future detrimental re-zoning) R-1, R-3, MUR, ADR-1, A-2.5	C (1,3,6)	C (1,3,6 - No future detrimental re-zoning)	Residential uses should not be permitted in the RPZ or the LSZ. Additional residential uses should not be permitted in the inner critical zones. Low density residential (1 unit per 2.5 acres) may be considered in outer zones with conditions. Hotels and motels may be considered commercial uses and may be compatible in certain airport zoning areas.
Transient lodging (i.e. hotels and motels)	X	X	C (1,5 - No future detrimental re-zoning)	X	C (1,6)	
Public						
Schools, libraries, churches	X	X	X	X	C (1,6)	None.
Parking and cemeteries	X	P	P	P	P	

Table 5-3. Airport Land Use Compatibility Matrix, Driggs-Reed Memorial Airport

Land Use	1 Runway Protection Zone	2 Lateral Safety Zone	3 Inner Critical Zone	4 Outer Critical Zone	5 Traffic Pattern Area	Comments
Commercial/Industrial						
Office, retail trades, light industrial, general manufacturing, utilities, extractive industry	X	C (1)	C (1,5)	C (1,6)	C (1)	Mixed uses that include residential components should not be permitted in the ICZ. Easements and disclosures should be considered
Airport revenue-producing enterprises	X	P	P	X	P	
Agricultural and Recreational						
Cropland	P	P	P	P	P	It is assumed that some livestock activities occur in the TPA. Some recreational uses such as golf courses and agricultural uses can be compatible near airports (as long as bird attracting water features are avoided). Open space land uses designations were not identified near the airport.
Livestock breeding, zoos, golf courses, riding stables, water recreation	X	X	C (6,7)	C (6,7)	C (7)	
Outdoor spectator sports, parks, playgrounds	X	X	X	C (1,6)	C (1,6)	
Amphitheaters	X	X	X	C (1,6)	C (1,6)	
Open Space	P	P	P	P	P	
Bird and Wildlife Attractants						Land uses that attract birds (i.e. ponds or water features) are not recommended in the airport influence area. Information on these specific uses in the project area was not available.
Sanitary Landfills	X	X	X	X	X	
Water treatment plants, water impoundments	X	X	X	X	X	

Table 5-3. Airport Land Use Compatibility Matrix, Driggs-Reed Memorial Airport

Land Use	1 Runway Protection Zone	2 Lateral Safety Zone	3 Inner Critical Zone	4 Outer Critical Zone	5 Traffic Pattern Area	Comments
Wetland mitigation	X	C (7)	C (7)	C (7)	C (7)	

Land Use Compatibility Criteria: X - Not Allowed, P - Permitted, C – Conditional, N/A - Not applicable; Information on specific land uses is not readily available

CONDITIONS

All facilities should be configured to comply with FAR Part 77 requirements.

1. If allowed, avigation easements, noise mitigation and disclosure must be required as a condition of development.

2. Limit residential density to 1 unit per 5 acres.

3. Limit residential density to a maximum of 1 unit per 2.5 acres. It is recommended that the minimum land division size of 20 acres remain intact in the TPA where reasonable and necessary to protect the airport and surrounding uses from urbanization.

4. Limit residential density to 1 unit per 1 acre.

5. Avoid High Intensity commercial uses such as large retail box stores (i.e. Wal-Mart, Home Depot). Use should be located as far from extended centerline as possible.

6. If no reasonable alternative exists, use should be located as far from extended centerline as possible.

7. Such uses may present a bird and wildlife attractant. If allowed, consideration of the proximity of the airport and potential negative impacts should be considered. Refer to FAA Advisory Circulars (AC) 150/5200-33B and 150/5200-34A, as amended, for guidance.

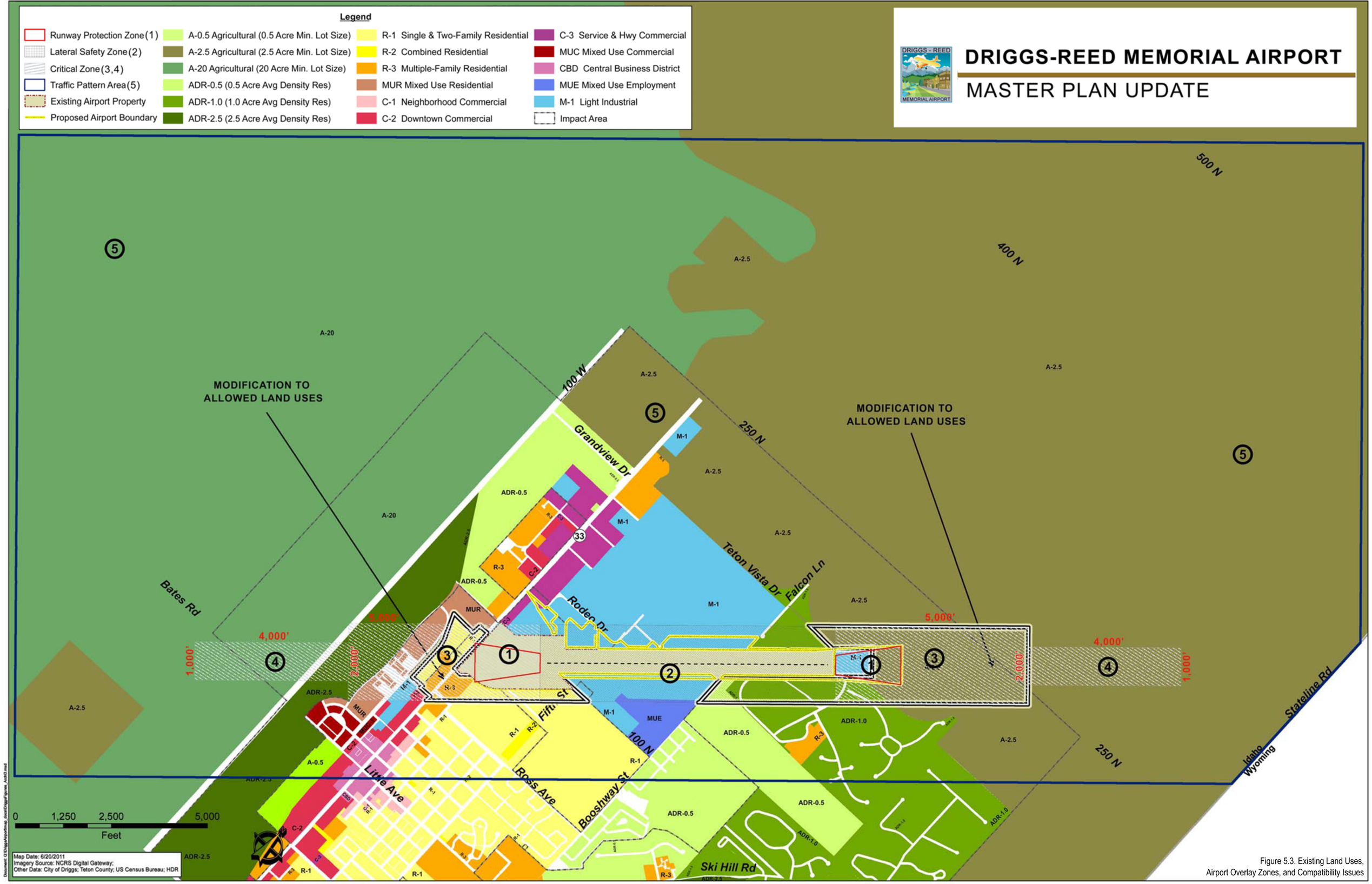

Figure 5.3. Existing Land Uses, Airport Overlay Zones, and Compatibility Issues

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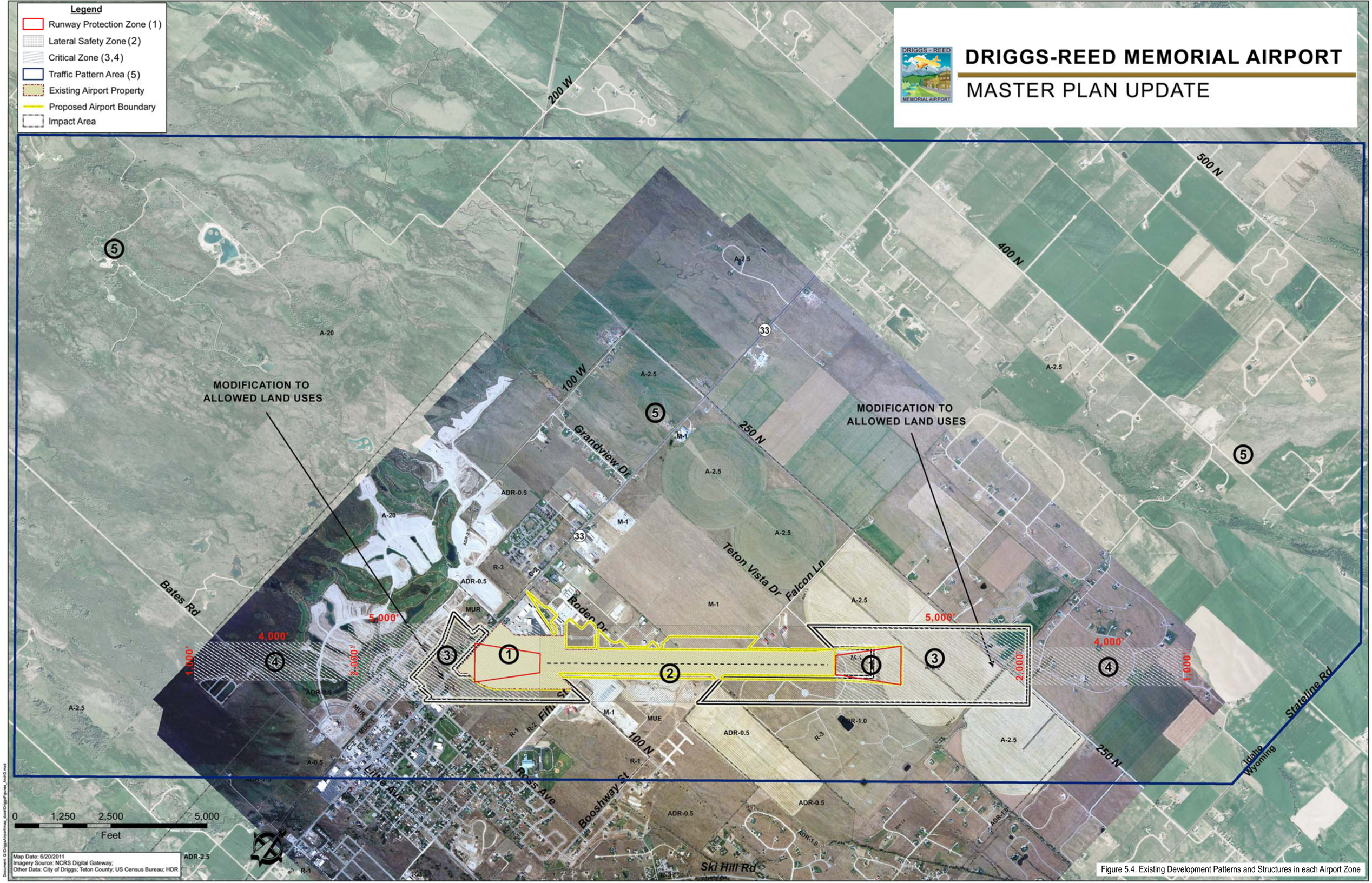

Figure 5.4. Existing Development Patterns and Structures in each Airport Zone

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5.1.5 Supporting Documents

There are a series of documents that airport administrators and local community leaders can employ to better enforce and preserve airport and land use compatibility. These documents can also help ensure acknowledgment of airport impacts to surrounding property and not only protect the airport, but also the local agency that must enforce airport land use regulations. Guidance and definitions on some of these documents are provided in the following sections. Document examples are provided in appendix H.

5.1.5.1 Avigation Easements

An avigation easement is a property right that grants aircraft the right to fly over, land, or take off in airspace above a parcel of property. They are acquired from a land owner and grant the right of airplanes to cause noise or to inflict other impacts that occur near airports. These easements can also prohibit the property owner from installing structures that exceed a specified height. They provide the opportunity to set conditions on certain land uses or property near airports that will mitigate the potential for repercussions. In general, avigation easements grant permission to the airport to continue to operate within their current capacity.

Avigation easements should be defined to maintain rights as the underlying property is bought and sold. They can be purchased by the easement holder or can be negotiated for donation with the property owner prior to approval of the development. Requirements for avigation easements can be set based on compatibility zones around an airport or based on metrics such as noise level contour thresholds. Local entities should strive to negotiate the donation of all aviation-related easements on undeveloped property, but should be prepared to compensate property owners for the application of easements on already-developed land. All forms of easements should be negotiated in the same manner.

5.1.5.2 Fair Disclosure Statement or Buyer Awareness

Fair disclosure is often recognized as the same thing as buyer awareness programs. They alert potential property owners that the location of the property they are considering for purchase will be impacted by a nearby airport. Avigation easements are a particular form of fair disclosure. The buyer will be notified of the easement upon purchase of the property. Potential buyers can also be notified of the potential impacts of airports through recorded deed notices or real estate disclosure statements. In most cases, property owners will have to sign these agreements before a piece of property is purchased. These documents release the airport from liability of the impacts its poses and can help in avoiding reprisal.

5.1.5.3 Noise Easements and Noise Mitigation

A noise easement is a kind of avigation easement that grants airports the right to cause aircraft noise. They set conditions or simply grant permission to the airport to continue operating at the noise levels that currently exist.

New guidelines on sound insulation are expected in 2012. The current reference document was published in July 1993 andis identified as AC 150/5100-9A, “Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations,” Department of the Navy.

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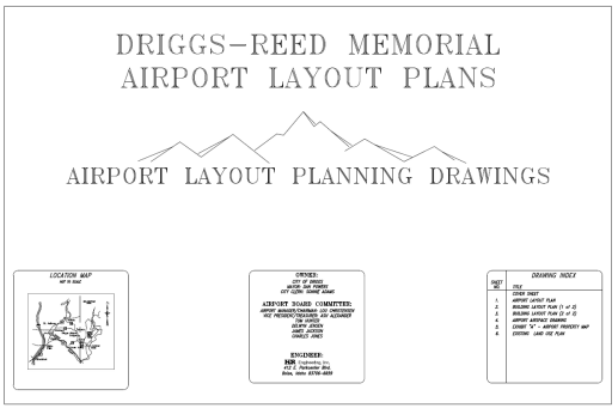
6.0 AIRPORT LAYOUT PLANS

6.1 Introduction

This section contains the Airport Layout Plan (ALP) drawing set, which graphically depicts existing conditions at the airport and proposed improvements as identified in previous chapters. These plans have been prepared in accordance with Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070-6B, Change 1.

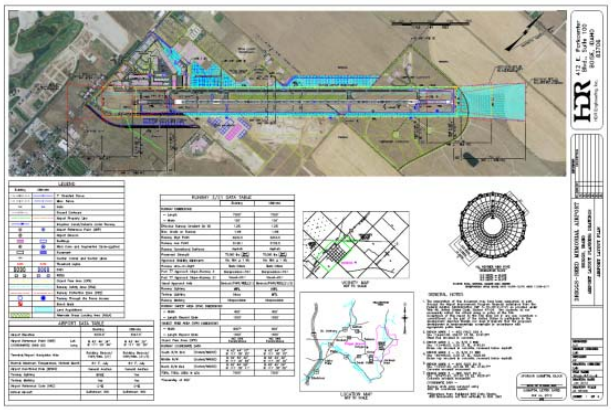
6.1.1 Cover Sheet

The cover sheet shows the name of the facility, a location map of the surrounding area, the owner/responsible individuals, engineer, and ALP set contents. As AIP projects are completed in the future, the set will be updated accordingly and a revised date added to the cover sheet.



6.1.2 Airport Layout Plan

The ALP shows the airport with safety areas and proposed improvements overlaid on existing topography. Existing features are depicted on a 2010 aerial taken shortly after completion of the C-II runway reconstruction project. Additional information shown includes data tables, wind rose, general notes, and area bench marks.



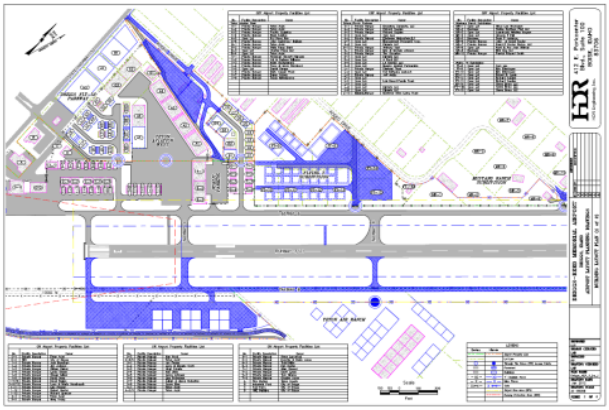
One of the most significant safety related improvement involves shifting the runway Northeast 900 feet away from State Highway 33 (SH-33). This shift brings the Runway 3 runway protection zone (RPZ) entirely onto airport property and pushes the Runway 21 RPZ into undeveloped agricultural land, which should be acquired. In addition to the increase in safety from this 900-foot shift, the runway will also be farther from town and incompatible residential areas. Other safety improvements involve acquiring 50 feet of property on the west side of the Taxiway A to fulfill the 800 feet of the object free area (OFA) required for a C-II facility.

Other improvements include a future Taxiway B, which will service developments on the east side of the airport. Three locations are identified for future expansion of apron, hangar, and fixed-based operator (FBO) facilities. The airport currently owns the property near 1000N, which will allow for

the relocation of the county road and the initial construction of Taxiway B to service proposed developments on the east side of the runway. Additional expansion areas are identified on the west side of the runway in areas that are currently through-the-fence (TTF) developments.

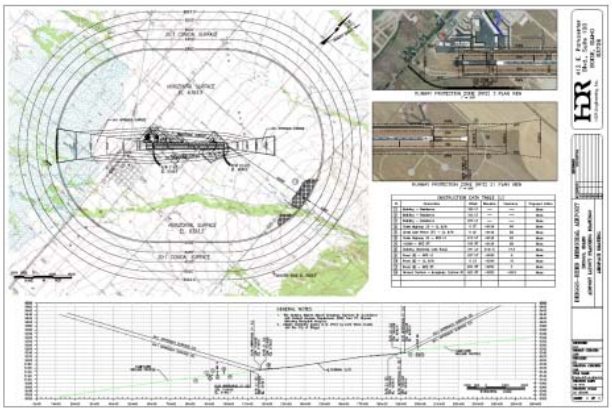
6.1.3 Building Layout Plan

The building layout plan is an enlarged view of the airport showing existing and proposed structures, property boundaries, TTF access points, and lists of facilities and owners. Tables labeled "ON Airport Property Facilities List" include structures within the airport property limits that pay yearly lease fees to the airport. "OFF Airport Property Facilities" access the airport with TTF agreements and pay TTF access fees to the airport.



6.1.4 Airport Airspace Drawing

The airport airspace drawing shows all Part 77 imaginary surfaces and obstructions within the navigable space around the airport. Background topography is depicted with U.S. Geological Survey (USGS) mapping behind the ultimate runway and imaginary surfaces. A profile is shown along runway centerline, which extends beyond the ends of the runway to the limits of the approach surface. Figure 6.1 shows the typical part 77 imaginary surfaces. See Appendix F for more detail.



Obstructions to note are SH-33, the residential structures at the end of Runway 3, and the ground surface penetration into the horizontal surface near Teton Creek to the east of Runway 21. Shifting the runway to the northeast will increase the clearance over the highway and residences.

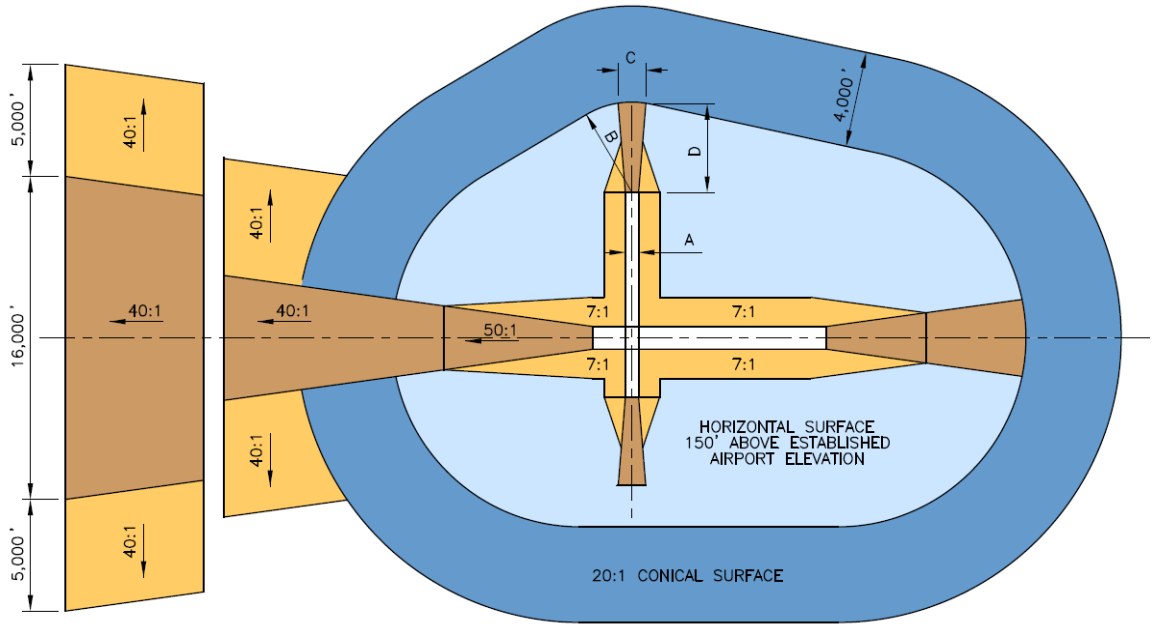
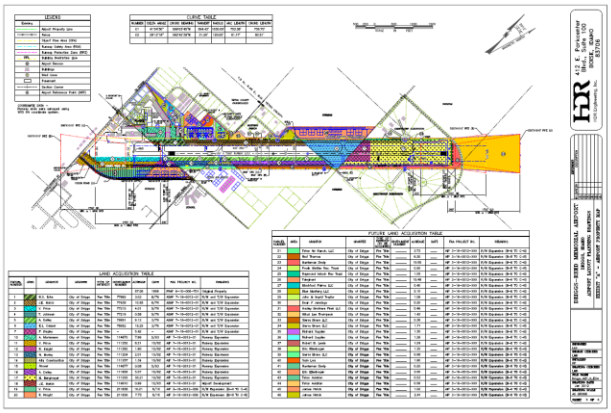


Figure 6-1. Typical FAA Part 77 Imaginary Surfaces

6.1.5 Exhibit "A" – Airport Property Map

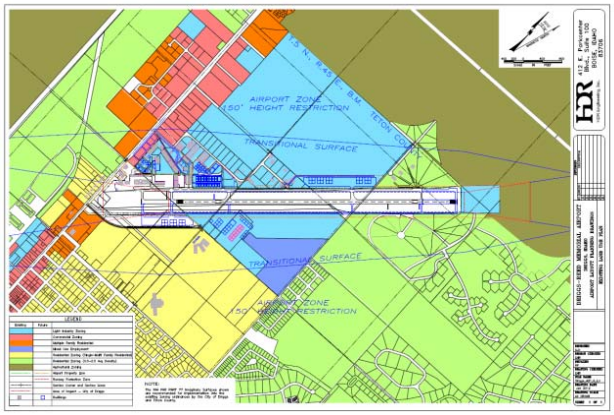


The Exhibit "A" – Airport Property Map is a drawing of the airport with its existing and proposed property boundary shown. Parcels of land are identified that have been acquired to establish the current property boundary as well as proposed acquisition areas that would be required for the proposed ultimate property boundary. Tables show existing and future parcel data related to the acquisition. This drawing is required for any airport that has acquired land with federal funds and is useful for sponsors to identify any obligations resulting from the properties purchased.

The proposed boundary includes safety area expansions such as a 900' shift of the runway/RPZ and expansion of the OFA to the 800' C-II standard. Expansion areas are also included for improvements such as construction of Taxiway B, Apron/FBO expansion, and airport access road improvements.

6.1.6 Existing Land Use Plan

The existing land use plan shows the current and proposed airport facilities overlaid on the current zoning for the area surrounding the airport. The current zoning shown is based on 2010 data received from the City. Recommendations for future zoning and land use modifications as described in Section 5 have not been incorporated as they are dependent on city and county approval.



7.0 DEVELOPMENT AND FINANCIAL PLAN

7.1 Airport Development and Financial Plan

In Section 4, HDR evaluated the specific needs and improvements for Driggs-Reed Memorial Airpot (DIJ) and made recommendations. The next step is to determine a reasonable program, the cost for implementing the plan, and financial management information. This section of the master plan is typically the most used by the airport decision makers because it concentrates on those factors that will help make the plan successful. This section provides financial management information and tools to make the master planning recommendations achievable.

Photo 7-1. Airport entrance

7.2 Funding Sources

The process of collecting and distributing aviation user funds follows a common set of guidelines. Services are provided for a fee and part of that fee is used to fund additional development. The U.S. Congress has long recognized a need to develop and maintain a system of aviation facilities across the nation for national defense and promotion of interstate commerce. These airports were certified as National Plan of Integrated Airport Systems (NPIAS) airports and are eligible for national funds. The primary source of the aviation user funds for these airports receive is grants administered by the Federal Aviation Administration (FAA). The Airport Improvement Program (AIP) is the funding mechanism; the source is the Aviation Trust Fund.

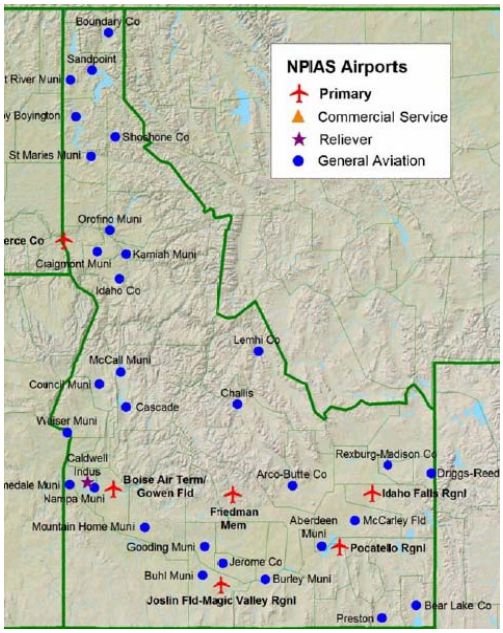


Figure 7-1. Map of NPIAS airports

The Aviation Trust Fund was established in 1970 to provide funding for aviation capital investment programs (aviation development, facilities and equipment, and research and development). The Trust Fund also finances FAA operations. It is funded by user fees and taxes on airline tickets, aviation fuel, and various aircraft parts.

Under the AIP, on General Aviation (GA) airports like DIJ, eligible projects (such as property acquisition, airfield, apron and access roads) currently receive 90 percent federal participation and are essential to GA airports. Lower levels could occur in the future based on new legislation and appropriations at the discretion of Congress.

On a state level, the Idaho Transportation Department (ITD) Bureau of Aeronautics is anticipated to provide a portion of funding for the projects at DIJ. The state typically matches 2.5 percent of GA entitlement dollars leaving DIJ responsible for the remaining 7.5 percent of project costs. This state funding is adjusted yearly based on available funds.

At this time, DIJ receives FAA entitlement funds of $150,000 annually. There are also state apportionment and discretionary funds for which DIJ can be eligible, but there is competition for these regionally and nationally. Priorities are assigned for each type of project contemplated for all airports in a given funding cycle. Safety areas and runway/taxiways (construction or rehabilitation) receive higher priority than land acquisition, taxilanes, and roads. Consequently, the approved development program, which will be presented in this section, must continue to be coordinated with FAA and the Idaho state Bureau of Aeronautics.

The final source for development funding is the private sector. There are several areas where private development sources can contribute to the needed improvements to protect and grow DIJ. Aviation users and commercial operators serving the Teton Valley and surrounding tourism area must expect to pay at the local level to support this funding through items such as aircraft parking fees, aircraft storage fees, hangar ground leases, through the fence fees, fuel flowage fees, rental car fees, and tax levies.

The Airport Board, with support from the City of Driggs (City), has done an excellent job managing DIJ and maintaining a self-sustaining facility. The users of the airport have supported and contributed to the growth of the airport without the assistance of the City or Teton County in funding the improvement projects accomplished at DIJ. The communities' interest in a public airport is to serve the economic well being of the community, and the principal benefactors of a public airport are the local businesses, surrounding tourism enterprises, and industry. The Idaho Airport System Plan- Driggs Airport Summary is provided in Appendix D and quantifies the economic benefit to the Teton Valley. DIJ can be considered a large economic engine of Teton Valley.

In summary, because of the importance of protecting and growing DIJ, the community as a whole, the private sector, and the public sector must work together to ensure adequate financing is available for the airport development for the next 20 years.

7.3 Airport Development Plan

Determining the cost of each proposed improvement project is the first step in generating an airport development plan. HDR collected cost information used for this master plan from a variety of

sources, including actual project costs and abstracts, ITD project abstracts, similar airport projects in the area, and real estate transactions/listings. In addition to the estimated construction cost of the project, financial consideration must be given to engineering and design effort, administration and contingencies. For planning purposes, 20 percent of the base construction estimates has been added to most items to reflect the anticipated engineering, testing, survey and construction oversight. An additional 5 percent of the estimated costs have been added to all projects to account for unknown contingencies. A graphic illustration of the projects is presented in Figure 7-2 which includes tables for the short-, intermediate-, and long-term development projects.

Table 7-1. 20 Year Financial Development Plan

			Funding Source			
ID	Project Description	Budget	FAA	State	Local	Category of Need
	Short Term (1-5 Years)					
A1	Noise Abatement	$3,000			$3,000	Public Education
A2	Acquire OFA Land Acquisition – Fence Removal	$855,556	$770,000	$26,950	$58,606	Safety
A3	Purchase RPZ (RW 21 End)/ Complete OFA	$1,111,111	$1,000,000	$35,000	$76,111	Safety
A4	Install Additional R/W & T/W Lighting/Beacon	$250,000	$225,000	$5,000	$20,000	Safety
A5	Enhance Security at Gate Systems	$400,000	$360,000	$10,000	$30,000	Security
	Intermediate (5-10 Years)					
B1	Rehab Runway/ Seal Coat	$1,000,000	$900,000	$20,000	$80,000	Capacity/Safety
B2	Snow Removal Equipment	$500,000	$450,000	$10,000	$40,000	Enhance Safety
B3	Acquire Entrance Road Property	$600,000	$540,000	$12,000	$48,000	Enhance Safety
B4	Acquire Flying T Property	$2,200,000	$1,980,000	$44,000	$176,000	Preserve Safety
B5	Entrance Road Reconstruction	$1,500,000	$1,350,000	$30,000	$120,000	Enhance Safety
B6	Flying T Hangar/Tiedown Area	$1,500,000	$1,350,000	$30,000	$120,000	Enhance Capacity
B7	Construct Helipad	$15,000	$13,500	$375	$1,125	Safety
B8	Acquire Mustang Ranch Parcels	$900,000	$810,000	$18,000	$72,000	Enhance Security
B9	Rehab RW/Seal Coat	$1,000,000	$900,000	$20,000	$80,000	Capacity/Safety
B10	Snow Removal Equipment	$500,000	$450,000	$10,000	$40,000	Enhance Safety
B11	SRE Building Addition	$500,000	$450,000	$10,000	$40,000	Preserve Safety
	Long Term (10-20 Years)					
C1	1000N Hangar/Tiedown Area	$1,200,000	$1,080,000	$24,000	$96,000	Enhance Capacity
C2	Rehab Runway/ Seal Coat	$1,000,000	$900,000	$20,000	$80,000	Enhance Safety
C3	Parallel Taxiway "B"	$3,000,000	$2,700,000	$60,000	$240,000	Enhance Capacity
C4	Snow Removal Equipment	$500,000	$450,000	$10,000	$40,000	Preserve Capacity
C5	Acquire Taleghani Property	$600,000	$540,000	$12,000	$48,000	Enhance Capacity
C6	900' Runway 21 Shift/Reconstruct RW	$8,500,000	$7,650,000	$170,000	$680,000	Enhance Safety
C7	Taleghani Hangar/Tiedown Area	$1,500,000	$1,350,000	$30,000	$120,000	Enhance Capacity

The engineering opinion of probable construction costs is based on 2011 dollars. As DIJ moves forward with plan implementation, continuous evaluation of the costs will be presented with each project application to the FAA. The airport development plan will need to be updated and reprioritized as circumstances and financial climate change. The planning process does not stop here with this planning document.

7.4 Financial Plan

The last consideration in this section is the facility's continued operation along with its growth and development. The FAA's AIP Grants provide core assistance in the development of DIJ. For the last 10 years, DIJ has obtained a minimum of 95 cents for every dollar invested on the improvements at the facility; however this was changed to 90 cents for every dollar in 2012. One major condition in accepting these AIP frants is the City must agree to FAA assurance obligations. Among other things, these assurances require the City to keep DIJ operational, safe, and secure for at least 20 years from the date of the most recent grant. Therefore, there are airport maintenance and operating costs to be considered in addition to funding the local share of the capital improvements. A copy of the complete grant assurances required as of 2011 is included in Appendix E.

Historical airport revenue and expenditures are presented in Table 7-1.

Table 7-2. Historical Revenues & Expenditures

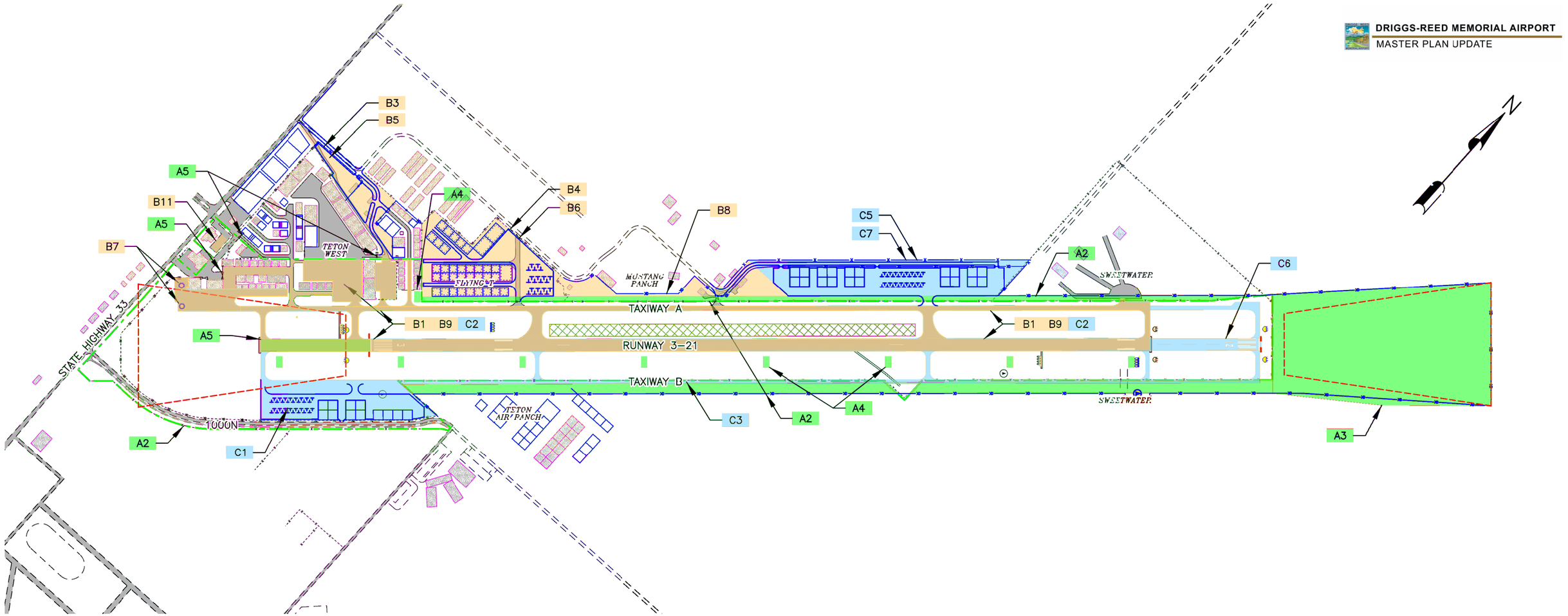
Account	FY 2009	FY 2010	FY 2011	FY 2012 Proposed Budget
Airport Revenue				
Snow Removal-TTF	$0	$0	$1,812	$2,000
Airport Maintenance Charges	$12,300	$12,006	$12,300	$12,300
Airport Usage-Rental Car	$3,486	$4,428	$5,217	$6,000
Airport Fuel Flowage Fees	$14,634	$16,045	$16,450	$17,000
Airport Gate keys	$100	$100	$50	$200
Total Airport Revenue	$30,520	$32,579	$35,829	$37,500
Lease Revenue				
Lease lot: Airport Lease	$23,548	$23,549	$24,562	$25,000
Lease lot: Commercial	$1,750	$1,750	$1,750	$1,750
Lease lot: FBO	$14,140	$14,140	$13,395	$14,500
Lease lot: Thru the Fence	$33,405	$33,406	$35,724	$40,000
Uncategorized Income	$0	$0	$956	$1,000
Total Lease Revenue	$72,843	$72,845	$76,387	$82,250
TOTAL REVENUE	$103,363	$105,424	$112,216	$119,750
Airport Expenses				
Salaries and wages	$200	$16,187	$1,192	$8,000
Legal and Audit	$1,300	$2,060	$460	$3,000
Total Airport Expenses	$1,500	$18,247	$1,652	$11,000
Airport Maintenance				
Misc Expenses	$1,639	$1,640	$3,581	$9,850
Taxes and Fees	$0	$0	$110	$150
Insurance	$75	$75	$75	$2,100
R & M: Runway, Taxiways, Ramps	$1,650	$1,968	$24	$5,500
R & M: SRE Building	$7	$6	$0	$3,000
R & M: Fences and Gates	$127	$127	$697	$5,000
R & M: Mowing, Weed Control	$150	$2,899	$0	$7,000
R & M: Other	$159	$159	$560	$12,000
R & M: Snow Removal Equipment	$10,946	$10,958	$10,728	$15,000
Snow Removal Contract Fee: TAV	$0	$0	$9,000	$12,000
Utilities: Electric	$3,529	$4,439	$4,634	$4,800
Utilities: Propane	$0	$1,441	$1,527	$4,500
Total Airport Maintenance	$18,282	$23,712	$30,936	$80,900
TOTAL EXPENDITURES	$19,782	$41,959	$32,588	$91,900

The financial situation at DIJ is stable at this point in time; nevertheless airport management should regularly review and update the following revenue components:

- Hangar Leases — Review and update all airport leases to current rates and standards.
- Through-the Fence Agreements — Review and update as needed.
- Commercial Facility Fees – The airport should be adequately compensated by users who rent or lease space in existing commercial hangars. This should be reviewed in all commercial leases.
- Percentage of Gross or Gross Receipts Fee — A fee that can be based on the market created by the airport's existence and upon which commercial operators depend.
- Fuel Flowage Fee — Update and review to keep competitive with surrounding airports.
- Tax Levy/ Property Taxes — It is not inappropriate to request county support for the tax base (Hangar/ business/ homes) that would not exist without the airport. The airport provides economic benefits to the entire county.

The City and Teton Valley have experienced a roller coaster in terms of growth and overall financial security over the last 10 years. DIJ has been growing steadily since the major reconstruction project from a B-II to a C-II facility in 2009. DIJ's public image is that of an exciting place that makes major contributions to the economy of the Teton Valley. This image needs to be broadcast so that the community and the airport can work together to solve mutual problems, attain desired goals and ultimately achieve a better community.

From Table 7-1 it is apparent that DIJ is currently self–sufficient with growing revenue; however, the expenses involved in the maintenance, operation and administration are also growing and need to be monitored. The airport has been served by volunteer airport board members for the past 20+ years. It is time the board and City consider hiring a paid airport manager. The airport manager should be responsible for the overall day-to-day operation of the airport. At this point, maintaining the airfield, managing finances and maintaining a good relationship with the public falls on the airport board and the FBO (Teton Aviation is contracted to do routine maintenance and snow plowing). An airport manager should report directly to the board, which has been charged with making development and administrative recommendations to the City. The existing board has vast knowledge and aviation capabilities; pair this with on-site facility management, and you have a winning team that can affect DIJ's present and future growth financially.



0–5 YEARS
SHORT TERM DEVELOPMENTS

ID	PROJECT
A1	NOISE ABATEMENT
A2	ACQUIRE OFA LAND ACQUISITION – FENCE REMOVAL
A3	PURCHASE RPZ (R/W 21 END)/COMPLETE OFA
A4	INSTALL ADDITIONAL R/W & T/W LIGHTING/BEACON
A5	ENHANCE SECURITY AT GATE SYSTEM

5–10 YEARS
MEDIUM TERM DEVELOPMENTS

ID	PROJECT
B1	REHAB RUNWAY/SEAL COAT
B2	SNOW REMOVAL EQUIPMENT
B3	ACQUIRE ENTRANCE ROAD PROPERTY
B4	ACQUIRE FLYING T PROPERTY
B5	ENTRANCE ROAD RECONSTRUCTION
B6	FLYING T HANGAR/TIEDOWN AREA
B7	CONSTRUCT HELIPAD
B8	ACQUIRE MUSTANG RANCH PROPERTY
B9	REHAB RUNWAY/SEAL COAT
B10	SNOW REMOVAL EQUIPMENT
B11	SRE BUILDING ADDITION

10–20 YEARS
LONG TERM DEVELOPMENTS

ID	PROJECT
C1	1000N HANGAR/TIEDOWN AREA
C2	REHAB RUNWAY/SEAL COAT
C3	PARALLEL TAXIWAY "B"
C4	SNOW REMOVAL EQUIPMENT
C5	ACQUIRE TALEGHANI PROPERTY
C6	900' RUNWAY 21 SHIFT NORTH/RECONSTRUCT R/W
C7	TALEGHANI HANGAR/TIEDOWN AREA

Scale

400 200 0 400 800

Feet

LEGEND

- EXISTING AIRPORT PROPERTY BOUNDARY
- RUNWAY PROTECTION ZONE
- ALTERNATE GRASS LANDING AREA
- EXISTING STRUCTURE
- PROPOSED STRUCTURE

Figure 7.2. Financial Plan Drawing

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APPENDIX A – GLOSSARY OF TERMS

Appendix A Glossary

Advisory Circular – External publications issued by the FAA consisting of non-regulatory material providing for the recommendations relative to a policy, and guidance and information relative to a specific aviation subject. Advisory Circulars can become contractually binding to an airport when the airport accepts grants for capital projects.

Aircraft Approach Category – An alphabetic classification of aircraft based upon 1.3 times the stall speed in a landing configuration at their maximum certified landing weight.

Aircraft Operation – The landing, takeoff or touch-and-go procedure by an aircraft on a runway at an airport.

Aircraft Rescue and Fire Fighting – A facility located at an airport that provides emergency vehicles, extinguishing agents, and personnel responsible for minimizing the impacts of an aircraft accident or incident.

Airfield – The portion of an airport that contains the facilities necessary for the operation of aircraft.

Airplane Design Group – A Roman numerical classification of aircraft based upon wingspan.

Airport Authority – A quasi-governmental public organization responsible for setting the policies governing the management and operation of an airport or system of airports under its jurisdiction.

Airport Capital Improvement Plan – The planning program used by the Federal Aviation Administration to identify, prioritize and distribute funds for airport development and the needs of the National Airspace System to meet specified national goals and objectives.

Airport Improvement Program – A program authorized by the Airport and Airway Improvement Act of 1982 (and subsequent amendments) that provides funding for airport planning and development.

Airport Layout Plan – A scaled drawing of the existing and planned land and facilities necessary for the operation and development of an airport.

Airport Master Plan – The planner's concept of the long-term development of an airport.

Airport Obstruction Chart – A scaled drawing depicting the Federal Aviation Regulation (FAR) Part 77 surfaces, a representation of objects that penetrate these surfaces, runway, taxiway, and ramp areas, navigational aids, buildings, roads and other detail in the vicinity of an airport.

Airport Reference Code – A coding system used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to use the airport. It is a two character code consisting of the aircraft approach category and the airplane design group.

Airport Reference Point – The latitude and longitude of the geometric center of the runway system at an airport.

Airport Sponsor – The entity that is legally responsible for the management and operation of an airport including the fulfillment of the requirements of laws and regulations related thereto.

Airside – The portion of an airport that contains the facilities necessary for the operation of aircraft.

Air Taxi – An aircraft operated under an air taxi operating certificate for the purpose of carrying passengers, mail, or cargo for revenue in accordance with FAR Part 121 and FAR Part 135.

Airport Traffic Control Tower – A facility in the terminal air traffic control system located at an airport which consists of a tower cab structure and an associated instrument flight rules room, if radar equipped, that uses ground-to-air and air-to-ground communications and radar, visual signaling, and other devices to provide for the safe and expeditious movement of terminal area air traffic in the airspace and airports within its jurisdiction.

Annual Service Volume (ASV) – The number of annual operations that can reasonably be expected to occur at the airport based on a given level of delay.

Approach Surface – An imaginary obstruction limiting surface defined in FAR Part 77 which is longitudinally centered on an extended runway centerline and extends outward and upward from the primary surface at each end of a runway at a designated slope and distance based upon the type of available or planned approach by aircraft to a runway.

Apron – A specified portion of the airfield used for passenger, cargo or freight loading and unloading, aircraft parking, and the refueling, maintenance and servicing of aircraft.

Avigation Easement – A contractual right or a property interest in land over which a right of unobstructed flight in the airspace is established.

Based Aircraft – The general aviation aircraft that use a specific airport as a home base.

Benefit Cost Analysis (BCA) – An analysis of the benefit, cost, and uncertainty associated with a project or action. A formal BCA is required for capacity projects of $5 million or more in AIP discretionary funds.

Building Restriction Line – A line defined by specifications and displayed on an airport layout plan beyond which airport buildings must not be located to limit building proximity to aircraft movement areas.

Capital Improvement Plan – The planning program used by the Federal Aviation Administration to identify, prioritize and distribute Airport Improvement Program funds for airport development and the needs of the National Airspace System to meet specified national goals and objectives.

Cargo Service Airport – An airport served by aircraft providing air transportation of property only, including mail, with an annual aggregate landed weight of at least 100,000,000 pounds.

Citizen's Advisory Committee (CAC) – A group of individuals that weigh recommendations against community goals, values, and needs.

Commercial Service Airport – A public airport providing scheduled passenger service that enplanes at least 2,500 annual passengers.

Computer Aided Design – Software that is commonly used for drafting architectural and engineering drawings.

Conical Service – An imaginary obstruction-limiting surface defined in FAR Part 77 that extends from the edge of the horizontal surface outward and upward at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

Critical (Design) Aircraft – The most demanding aircraft with at least 500 annual operations that operates, or is expected to operate, at the airport.

Crosswind – A wind that is not parallel to a runway centerline or to the intended flight path of an aircraft.

Crosswind Component – The component of wind that is at a right angle to the runway centerline or the intended flight path of an aircraft.

Discretionary Funds – Federal grant funds that may be appropriated to an airport based upon designation by the Secretary of Transportation or Congress to meet a specified national priority such as enhancing capacity, safety, and security or mitigating noise.

Displaced Threshold – An aircraft runway landing area that begins at a point on the runway other than the designated physical end of the runway.

Enplanement – The boarding of a passenger, cargo, freight or mail on an aircraft at an airport.

Entitlement – Federal funds for which a commercial service airport may be eligible based upon its annual passenger enplanements.

Environmental Assessment – An environmental analysis performed pursuant to the National Environmental Policy Act to determine whether an action would significantly affect the environment and thus require a more detailed environmental impact statement.

Environmental Impact Statement – A document required of federal agencies by the National Environmental Policy Act for major projects or legislative proposals affecting the environment. It is a tool for decision-making describing the positive and negative effects of a proposed action and citing alternative actions.

Federal Aviation Regulations – The general and permanent rules established by the executive departments and agencies of the Federal Government for aviation, which are published in the Federal Register. These are the aviation subset of the Code of Federal Regulations.

Finding of No Significant Impact – A public document prepared by a Federal agency that presents the rationale why a proposed action will not have a significant effect on the environment and for which an environmental impact statement will not be prepared.

Fixed Base Operator – A business enterprise located at on airport that provides services to pilots including aircraft rental, training, fueling, maintenance, parking, and the sale of pilot supplies.

General Aviation – The segment of aviation that encompasses all aspects of civil aviation except certified air carriers and other commercial operators such as airfreight carriers.

General Aviation Airport – An airport that provides air service to only general aviation.

Geographic Information System (GIS) – A GIS is a computer system capable of capturing, storing, analyzing, and displaying geographically referenced information according to location. It is a technology that manages, analyzes, and disseminates geographic data.

Global Positioning System – A satellite based navigational system that provides signals in the cockpit of aircraft defining aircraft position in terms of latitude, longitude and altitude.

Ground Access – The transportation system on and around the airport that provides access to and from the airport by ground transportation vehicles for passengers, employees, cargo, freight, and airport services.

Horizontal Service – An imaginary obstruction-limiting surface defined in FAR Part 77 that is specified as a portion of a horizontal plane surrounding a runway located 150 feet above the established airport elevation. The specific horizontal dimensions of this surface are a function of the types of approaches existing or planned for the runway.

Instrument Flight Rules – Procedures for the conduct of flight in weather conditions below Visual Flight Rules weather minimums. The term IFR is often also used to define weather conditions and the type of flight plan under which an aircraft is operating.

Instrument Meteorological Conditions – Meteorological conditions expressed in terms of specific visibility and ceiling conditions that are less than the minimums specified for visual meteorological conditions.

Itinerant Operations – Operations by aircraft that leaves the local airspace.

Landside – The portion of an airport that provides the facilities necessary for the processing of passengers, cargo, freight, and ground transportation vehicles.

Local Operations – Aircraft operations performed by aircraft that are based at the airport and that operate in the local traffic pattern or within sight of the airport, that are known to be departing for or arriving from flights in local practice areas within a prescribed distance from the airport, or that execute simulated instrument approaches at the airport.

Military Operations – Aircraft operations that are preformed in military aircraft.

National Airspace System – The network of air traffic control facilities, air traffic control areas, and navigational facilities throughout the U.S.

National Environmental Policy Act (NEPA) – Federal legislation that establishes environmental policy for the nation. It requires an interdisciplinary framework for federal agencies to evaluate environmental impacts and contains action-forcing procedures to ensure that federal agency decision makers take environmental factors into account.

National Plan of Integrated Airport Systems – The national airport system plan developed by the Secretary of Transportation on a biannual basis for the development of public use airports to meet national air transportation needs.

Navigational Aid – A facility used as, available for use as, or designed for use as an aid to air navigation.

Operation – The landing, takeoff or touch-and-go procedure by an aircraft on a runway at an airport.

Passenger Facility Charge (PFC) – The collection of PFC fees for every enplaned passenger at commercial airports controlled by public agencies to be used to fund FAA-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition.

Peak Hour (PH) – An estimate of the busiest hour in a day. This is also known as the design hour.

Planning Activity Level (PAL) – Selected activity levels that may trigger the need for additional facilities or improvements.

Primary Airport – A commercial service airport that enplanes at least 10,000 annual passengers.

Primary Surface – An imaginary obstruction limiting surface defined in FAR Part 77 that is specified as a rectangular surface longitudinally centered about a runway. The specific dimensions of this surface are a function of the types of approaches existing or planned for the runway.

Record of Decision (ROD) – A public document that reflects the FAA's final decision, rationale behind that decision, and commitments to enforce and monitor mitigation. This is the final document of an Environmental Impact Statement process conducted under NEPA rules and regulations.

Regression Analysis – A statistical technique that seeks to identify and quantify the relationships between factors associated with a forecast.

Reliever Airport – General aviation airports in major metropolitan areas that provide pilots with attractive alternatives to using congested hub airports.

Runway – A defined rectangular area at an airport designated for the landing and taking-off of an aircraft.

Runway Gradient – The ratio of the change in elevation divided by the length of the runway expressed as a percentage.

Scope – The document that identifies and defines the tasks, emphasis and level of effort associated with a project or study.

System Of Airport Reporting (SOAR) – The FAA Office of Airports integrated database that contains airport planning, development, and financial information.

Technical Advisory Committee (TAC) – A group of individuals that provide input on technical issues.

Terminal Area Forecast – The official forecast of aviation activity, both aircraft and enplanements, at FAA facilities. This includes FAA-towered airports, federally contracted towered airports, non-federal towered airports, and many non-towered airports.

Terminal Instrument Procedures – Published flight procedures for conducting instrument approaches to runways under instrument meteorological conditions.

Transient Operations – Operations by aircraft that are not based at a specified airport.

Transitional Surface – An imaginary obstruction-limiting surface defined in FAR Part 77 that extends outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary and approach surface.

Uncontrolled Airport, also called a Non-Towered Airport – An airport without an air traffic control tower.

Visual Flight Rules – Procedures for the conduct of flight in weather conditions above Visual Flight Rules (VFR) weather minimums. The term VFR is often also used to define weather conditions and the type of flight plan under which an aircraft is operating.

Visual Meteorological Conditions – Meteorological conditions expressed in terms of specific visibility and ceiling conditions which are equal to or greater than the threshold values for instrument meteorological conditions.

Wide Area Augmentation System – An enhancement of the Global Positioning System that includes integrity broadcasts, differential corrections, and additional ranging signals for the purpose of providing the accuracy, integrity, availability, and continuity required to support all phases of flight.

APPENDIX B – PUBLIC INVOLVEMENT

Driggs-Reed Memorial Airport

Airport Master Plan Update

Public Information Meeting

July 14, 2011 • 11am - 2pm • 5pm - 7pm

→ Driggs-Reed Memorial Airport

Warbirds Hangar

→ 253 Airport Road, Driggs, Idaho 83422

The Airport Master Plan Update

The next 20-year Plan for the Driggs-Reed Memorial Airport is underway. At this meeting, we will address issues such as shifting the runway, helipads, hangar and tie-down space, land acquisition, and compatible land uses around the airport.

Project comments can be sent to:

- Driggsairport@hdrinc.com
- **Driggs Airport Comments**
  HDR Engineering
  412 E Parkcenter Blvd, Suite 100
  Boise, ID 83706

Driggs-Reed Memorial Airport – Master Plan Update

Public Information Meeting, July 14, 2011

Your Comments

A main objective of today's meeting is to obtain public input on the project and to consider this input as we proceed forward with our studies.

Please provide comments on the following:

Runway Shift: NE DIRECTION PERFERRED!

Helipads: N.W. PAD SHOULD BE FOR 'MEDIVAC'. GATE BY FIRE STATION GIVES EASY ACCESS!

Hangar and Tie-Down Space: NEED MORE AUTO PARKING BY TIE DOWN AREAS WITH POSSIBLE 'SELF SERV' PUMPS

Optional

Name:

Address:

Email Address:

DRIGGS - REED MEMORIAL AIRPORT

Land Acquisition: LAND ACQUISTION SHOULD INCORPORATE AREA NEAR HWY 33 (SW CORNER) FOR PUBLIC PARKING & VIEWING OF CITY AIRPORT & LANDING/DEPARTURE AIRCRAFT

A KIDS AEROPARK COULD BE ACCESSED BY A SIDEWALK FROM TOWN LEADING TO THE TOWN MUSEUM & FAIR GROUNDS

Zoning Modifications:

General Comments: NEED LARGER AIRCRAFT RUN-UP AREAS SO GETS MAY PASS PROP AIRPLANES FOR TAKE-OFF S!

ALSO, LIGHTED SIGNS NEEDED TO INDICATE RUNWAYS & TAXI WAYS PLUS 1,000 FT. DISTANCES ON RUNWAY...

THANKS — J. JACKSON

Comment sheets submittal options:

- Please leave your comment sheet in the basket on the comment table
- Mail it to: Driggs Airport Comments, HDR Engineering 412 E. Parkcenter Blvd, Boise ID 83706
- E-mail your comments to: Driggsairport@hdrinc.com

A summary of comments will be provided in the Master Plan Update. Thank you for your input!

DRIGGS - REED MEMORIAL AIRPORT

Driggs-Reed Memorial Airport – Master Plan Update

Public Information Meeting, July 14, 2011

Your Comments

A main objective of today's meeting is to obtain public input on the project and to consider this input as we proceed forward with our studies.

Please provide comments on the following:

Runway Shift: Runway Shift is a good idea, but should be a lower priority.

Helipads: Helipad establishment should be tied to specific Noise Abatement procedures to eliminate Heli flights over City of Driggs

Hangar and Tie-Down Space: If the Demand is there, this should be a goal

Optional

Name: DAN POWERS

Address:

Email Address: CTDRIGGS@IDA.net

DRIGGS - REED MEMORIAL AIRPORT

Land Acquisition: Any future land aquisition should be a lower priority to existing projects

Zoning Modifications: Zoning modifications should take place in accordance w/ FAA guidelines, except as it applies to developed land in the City of Driggs. Expecting 20 Ac zoning in the City Center won't 'fly'.

General Comments: Highest Priority should be relocation of 1000 N. We have already spent over $1 Million acquiring land for this relocation, lets finish this project.

Comment sheets submittal options:

- Please leave your comment sheet in the basket on the comment table
- Mail it to: Driggs Airport Comments, HDR Engineering 412 E. Parkcenter Blvd, Boise ID 83706
- E-mail your comments to: Driggsairport@hdrinc.com

A summary of comments will be provided in the Master Plan Update. Thank you for your input!

Driggs-Reed Memorial Airport – Master Plan Update

Public Information Meeting, July 14, 2011

Your Comments

A main objective of today's meeting is to obtain public input on the project and to consider this input as we proceed forward with our studies.

Please provide comments on the following:

Runway Shift: _____

_____

_____

_____

_____

Helipads: _____

_____

_____

_____

_____

Hangar and Tie-Down Space: _____

_____

_____

_____

_____

Optional

Name:

Address:

Email Address:

DRIGGS - REED MEMORIAL AIRPORT

Land Acquisition:

Zoning Modifications:

General Comments: I WOULD LIKE TO SEE REFERENCE TO CHARTER COMMERCIAL FLIGHTS FROM DRIGGS TO SALT LAKE CITY. THERE IS A GROWING ~~NUMBER~~ NUMBER OF PEOPLE LIVING IN TETON VALLEY AND WORKING HERE VIA COMPUTERS FOR COMPANIES LOCATED IN METROPOLITAN AREAS IN WESTERN STATES. AS A MEMBER OF THE COUNTY COMPREHENSIVE PLAN ECONOMIC DEVELOPMENT SUB COMMITTEE, I ~~HOPE~~ HOPE TO ~~EXPLORE~~ EXPLORE THIS ASPECT OF FUTURE ECONOMIC GROWTH IN TETON VALLEY. IN OTHER WORDS, WHAT WILL IT TAKE TO MAKE THIS HAPPEN? I THINK IT WOULD HELP TO MENTION THIS IN THE AIRPORT MASTER PLAN. THANK YOU FOR YOUR CONSIDERATIONS.

Comment sheets submittal options:

- Please leave your comment sheet in the basket on the comment table
- Mail it to: Driggs Airport Comments, HDR Engineering 412 E. Parkcenter Blvd, Boise ID 83706
- E-mail your comments to: Driggsairport@hdrinc.com

John M. Brighams

A summary of comments will be provided in the Master Plan Update. Thank you for your input!

Driggs-Reed Memorial Airport – Master Plan Update

Public Information Meeting, July 14, 2011

Your Comments

A main objective of today's meeting is to obtain public input on the project and to consider this input as we proceed forward with our studies.

Please provide comments on the following:

Runway Shift: SEEMS TO MAKE SENSE - ~~BUT~~ PROVIDES FOR APPROACH SAFETY, BUT REAL PROBLEM IS APPROACH/DEPARTURE NOISE TIME BOMB HERE IS HIGH DENSITY DEVELOPMENT IN HUNTSMAN, BUT YOU KNOW ALL ABOUT THAT.

Helipads: REF: FAA ROTORCRAFT OPS STANDARDS. PROBABLY SHOULD BE FARTHER FROM BUILDINGS AND NEARER TO TOUCHDOWN ZONE (~1000' FROM THRESHOLD)

~~Hangar and Tie-Down Space:~~ GLIDER OPS — THERE WILL BE LONG TERM OPERATIONAL TENSION BETWEEN GLIDER OPS AND POWER OPS. WE SHOULD DEVELOP OPS CONCEPT AND RUNWAY LAYOUT TO ACCOMODATE & PREVENT TENSION. ONE OPTION IS TO DEVELOP DESIGNATED GRASS RUNWAYS OF ABOUT 1500' (OVER)

Optional

Name: EDWARD CRAWLEY

Address: 951 GROUSE CREEK RD. (TETON IA) / 33-413 MIT CAMBRIDGE MA 02139

Email Address: CRAWLEY@MIT.EDU

DRIGGS - REED MEMORIAL AIRPORT

~~Land Acquisition:~~ AT EITHER END (21L + 3R). THESE COULD TERMINATE AT CROSS TAXIWAYS, AND HAVE A "HIGH SPEED" TURN ONTO 21R & 3L TO ALLOW DEPARTURES FLOW.

~~Zoning Modifications:~~ DESIGNATED GLIDER & LIGHT AIRCRAFT TIE DN & OPS AREA AROUND TAXIWAY "E" IS A GOOD IDEA AS THESE OPS CAN STAGE ONTO 21 AT ECHO.

General Comments: PLEASE CONSIDER IN THE MASTER PLAN LONG TERM FAIR USE OF ALL CATEGORIES OF AIRCRAFT: AIRPLANES, ROTORCRAFT, GLIDER & LIGHTER THAN AIR.

I WOULD BE HAPPY TO PROVIDE MORE INPUT ON GLIDER OPS.

[signature] +1 617 230 6604 CELL

Comment sheets submittal options:

- Please leave your comment sheet in the basket on the comment table
- Mail it to: Driggs Airport Comments, HDR Engineering 412 E. Parkcenter Blvd, Boise ID 83706
- E-mail your comments to: Driggsairport@hdrinc.com

A summary of comments will be provided in the Master Plan Update. Thank you for your input!

Grebe, Luke L.

From: Please Do Not Click Reply [support@govoffice.com]
Sent: Wednesday, July 20, 2011 8:50 PM
To: DriggsAirport
Subject: Public Comment Form (form) has been filled out on your site.

Your Site has received new information through an online form.
Online Form: Public Comment Form
Site URL: www.driggs.govoffice.com

Runway Shift Comments: Shifting the runway as far away from the highway as possible is a good thing as it will help facilitate some type of noise abatement over Huntsman Springs
Helipads Comments: Push them deep into the site and away from the highway - again, trying to mitigate HS noise.
Hangar and Tie-Down Space Comments: More hangar and more tie-down space leads to more flight operations per day and more Valley noise. Play a round of golf at Huntsman Springs on a Saturday morning - listen to the noise and tell me what you think. Further, there is nothing attractive about these big tan hangar boxes directly adjacent to our ``scenic corridor``. Do we really want to see more of them?
Land Acquisition Comments: I personally think the airport is large enough considering its location inside the city impact limits.
Zoning Modifications Comments:
General Comments: While the airport does indeed provide economic value for the community, so does Huntsman Springs. As a new homeowner to Huntsman Springs, I can tell you the noise from repeated touch-and-go operations [as one example] flying over the homes and golf course can make you crazy. So while growing the airport may create some economic value for the community, it`s entirely plausible that increases to airport noise will destroy more economic value than the airport could ever create. I recall the Huntsman`s saying they`ve invested well over $150 million in HS thus far, and the community is just getting started. Let`s find a balance. I believe both the airport and Huntsman Springs can peacefully co-exist if meaningful noise abatement procedures are established and airport size is maintained as currently built out.

For commerce and economic development - I support a couple commercial operations a day. I support corporate jets. I support prop planes that quickly travel into and out of the area. The noise problem is the flight school and other private prop planes that never seem to leave the pattern. They just buzz around the airport and over Huntsman Springs like a big fly buzzing around your ear that never goes away.

Have you considered land acquisition in a remote area of the valley and then building an airstrip solely for flight school and other practice operations?

Do Not Click Reply - This e-mail has been generated from an online form.

Grebe, Luke L.

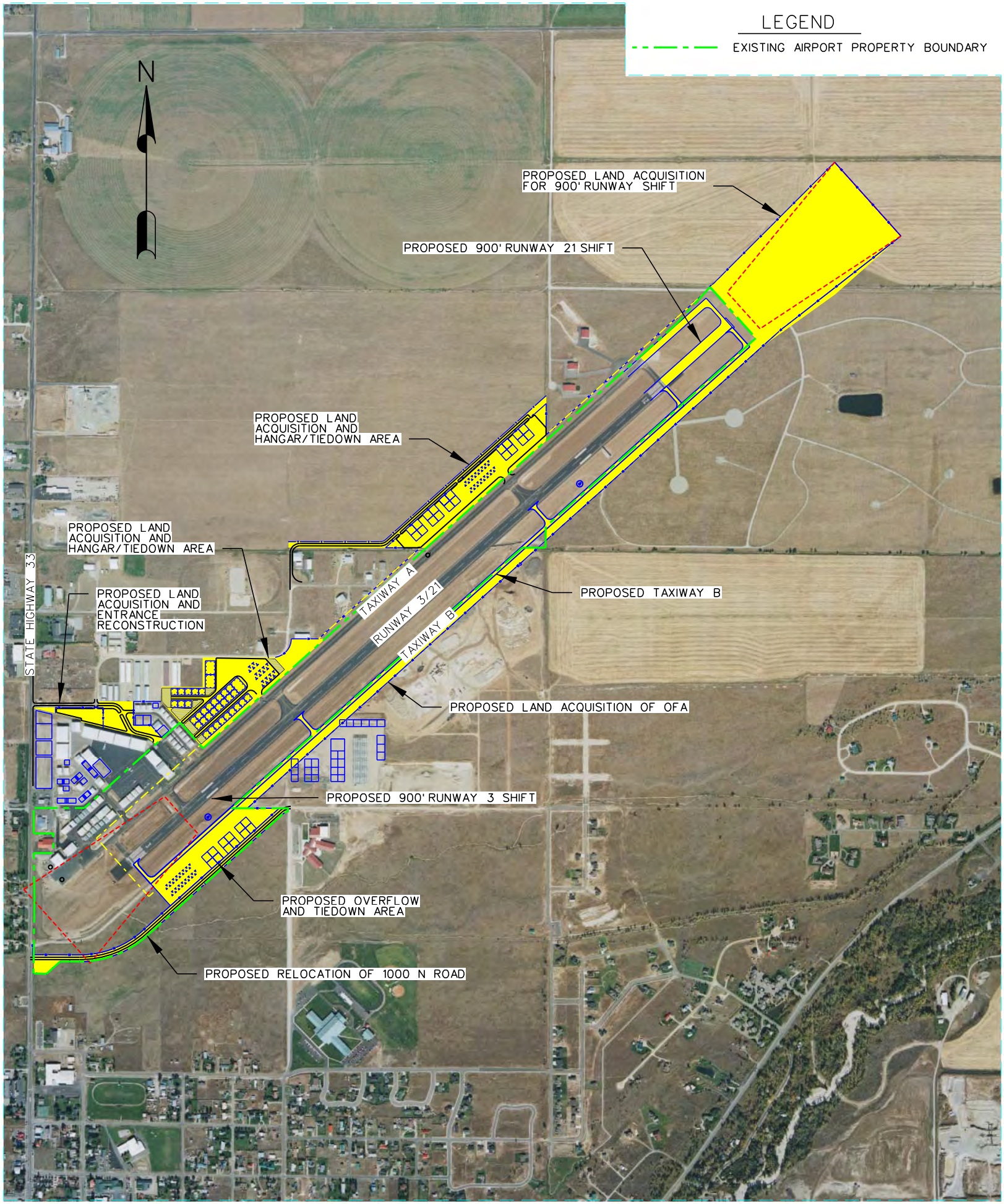
From: Please Do Not Click Reply [support@govoffice.com]
Sent: Friday, February 24, 2012 10:54 AM
To: DriggsAirport
Subject: Public Comment Form (form) has been filled out on your site.

Your Site has received new information through an online form.
Online Form: Public Comment Form
Site URL: www.driggs.govoffice.com

Runway Shift Comments: A real safety improvement Helipads Comments: Needed Hangar and Tie-Down Space Comments: Future ramp space needed as there are several times a year now where ramp is full with transient aircraft. Future growth will compound congestion.
Land Acquisition Comments: Needed for future parallel taxiway on southeast side for access to adjacent properties that have Through The Fence Access. Additional land for expansion of future Airport activities Zoning Modifications Comments: Continue to make compatable use of surrounding land. Need County involvement and cooperation.
General Comments: County should recognize contribution of Airport to the entire County and as such return some of property taxe revenue collected back to the Airport.

Do Not Click Reply - This e-mail has been generated from an online form.

APPENDIX C – AGENCY COORDINATION



HDR
HDR Engineering, Inc.
412 E. Parkcenter Blvd., Suite 100
BOISE, IDAHO
83706

PROPOSED DEVELOPMENTS

HDR ONE COMPANY | *Many Solutions* ®

July 5, 2011

Mr. Irvin T. Joy
Regulatory Project Manager
United States Department of the Army Corp of Engineers
Boise Regulatory Office
10095 West Emerald Street
Boise, ID 83704

RE: **Driggs-Reed Memorial Airport – Master Plan Update**

Dear Mr. Miller:

HDR Engineering/ The Right Approach Consulting Team was retained to coordinate/ develop the update of the Master Plan for the Driggs-Reed Memorial Airport, in Driggs, Idaho. In the planning process your agency can assist with the requirements of NEPA and the Federal Aviation requirements, thus we request your comments and input concerning the possibility of the proposed development elements impacting any wetlands or waters of the U. S.

Enclosed for your information/reference is a drawing of the proposed improvements to the Driggs-Reed Memorial Airport. The Airport is located within portions of Sections 23, 24 and 26, Township 5 North, Range 45 East of the Boise Meridian, Teton County Idaho.

Please forward your comments at your earliest If you have any questions regarding this project please contact me as soon as possible at (208) 387-7054. Thank you for your assistance.

Respectfully Submitted,

Luke Grebe

Project Engineer

HDR Engineering

Cc: Lillian Bowen- The Right Approach, LLC

HDR ONE COMPANY | *Many Solutions*®

July 5, 2011

Damien Miller
Supervisor, Eastern Idaho Field Office
United States Department of the Interior, Fish & Wildlife Service
4425 Burley Dr. , Suite A
Chubbuck, ID 83202

RE: **Driggs-Reed Memorial Airport – Master Plan Update**

Dear Mr. Miller:

HDR Engineering/ The Right Approach Consulting Team was retained to coordinate/ develop the update of the Master Plan for the Driggs-Reed Memorial Airport, in Driggs, Idaho. In the planning process your agency can assist with the requirements of NEPA and the Federal Aviation requirements, thus we request your comments and input concerning the possibility of the proposed development elements impacting any area of threatened or endangered species.

Enclosed for your information/reference is a drawing of the proposed improvements to the Driggs-Reed Memorial Airport. The Airport is located within portions of Sections 23, 24 and 26, Township 5 North, Range 45 East of the Boise Meridian, Teton County Idaho.

Please forward your comments at your earliest If you have any questions regarding this project please contact me as soon as possible at (208) 387-7054. Thank you for your assistance.

Respectfully Submitted,

Luke Grebe

Project Engineer

HDR Engineering

Cc: Lillian Bowen- The Right Approach, LLC

HDR ONE COMPANY | *Many Solutions*®

July 5, 2011

Rensay Owen
Regional Manager, Remediation, Waste and Air Quality
State Of Idaho- Department of Environmental Quality
900 North Skyline Drive, Suite B
Idaho Falls ID 83402

RE: **Driggs-Reed Memorial Airport – Master Plan Update**

Dear Mr. Owen:

HDR Engineering/ The Right Approach Consulting Team was retained to coordinate/ develop the update of the Master Plan for the Driggs-Reed Memorial Airport, in Driggs, Idaho. In the planning process your agency can assist with the requirements of NEPA and the Federal Aviation requirements, thus we request your comments and input concerning the possibility of the proposed development and potential impacts to air and water quality and the permitting requirements resulting from these improvements.

Enclosed for your information/reference is a drawing of the proposed improvements to the Driggs-Reed Memorial Airport. The Airport is located within portions of Sections 23, 24 and 26, Township 5 North, Range 45 East of the Boise Meridian, Teton County Idaho.

Please forward your comments at your earliest If you have any questions regarding this project please contact me as soon as possible at (208) 387-7054. Thank you for your assistance.

Respectfully Submitted,

Luke Grebe

Project Engineer

HDR Engineering

Cc: Lillian Bowen- The Right Approach, LLC

HDR ONE COMPANY | *Many Solutions*®

July 5, 2011

Damien Miller
Supervisor, Eastern Idaho Field Office
United States Department of the Interior, Fish & Wildlife Service
4425 Burley Dr. , Suite A
Chubbuck, ID 83202

RE: **Driggs-Reed Memorial Airport – Master Plan Update**

Dear Mr. Miller:

HDR Engineering/ The Right Approach Consulting Team was retained to coordinate/ develop the update of the Master Plan for the Driggs-Reed Memorial Airport, in Driggs, Idaho. In the planning process your agency can assist with the requirements of NEPA and the Federal Aviation requirements, thus we request your comments and input concerning the possibility of the proposed development elements impacting any area of threatened or endangered species.

Enclosed for your information/reference is a drawing of the proposed improvements to the Driggs-Reed Memorial Airport. The Airport is located within portions of Sections 23, 24 and 26, Township 5 North, Range 45 East of the Boise Meridian, Teton County Idaho.

Please forward your comments at your earliest If you have any questions regarding this project please contact me as soon as possible at (208) 387-7054. Thank you for your assistance.

Respectfully Submitted,

Luke Grebe

Project Engineer

HDR Engineering

Cc: Lillian Bowen- The Right Approach, LLC

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Eastern Idaho Field Office
4425 Burley Dr., Suite A
Chubbuck, Idaho 83202
Telephone (208) 237-6975
http://www.fws.gov/idahoes/

Luke Grebe
HDR Engineering, Inc.
River Quarry at Parkcenter
412 E. Parkcenter Blvd.
Suite 100
Boise, ID 83706

JUL 12 2011

Subject: Proposed Driggs – Reed Memorial Airport Improvement Project in Teton County, Idaho. 2011-TA-0242

Dear Mr. Grebe:

The Fish and Wildlife Service (Service) is providing you with a list of endangered, threatened, proposed, and/or candidate species, and designated critical habitat which may occur in the area of the proposed Driggs – Reed Memorial Airport improvement project in Teton County, Idaho. You requested this list by letter dated July 5, 2011 and received in our office on July 11, 2011.

The Endangered Species Act of 1973, as amended (Act) includes provisions for the conservation of listed species on both Federal and non-Federal lands. A private landowner may wish to enter into an agreement with the Service under section 10 of the Act for activities that benefit listed, proposed, and candidate species. Voluntary agreements such as Safe Harbor Agreements or Candidate Conservation Agreements contribute to the conservation of listed, proposed, or candidate species while allowing for management activities on non-Federal lands. In addition, Section 9 of the Act prohibits the "taking" of any listed species without an exemption (issued by the Service) for that take[1]. For private landowners, that exemption is developed through the permit process of Section 10 (through a Habitat Conservation Plan) of the Act. More information on the various mechanisms for take exemption available to private landowners under the Act can be found at http://www.fws.gov/idaho/Landowners.htm.

Section 7 of the Act requires Federal agencies to assure that their actions do not jeopardize any listed species and provides a process for exemption of take for federal agencies. If there is a

1 Take of threatened or endangered animal species is defined as; harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or to attempt to engage in any such conduct. Harm is further defined by the Service to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering. Harass is defined by the Service as an intentional or negligent act or omission which creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavior patterns which include, but are not limited to, breeding, feeding, or sheltering.

Federal action (funding, permitting, or direct action) associated with your project, the Federal agency is required to consult with the Service if the action may affect a listed species. Section 7 regulations allow for applicants to be involved in the consultation process. For instance, a Federal agency may designate you or another non-Federal entity to represent them in an informal consultation.

The enclosed list fulfills the requirements for a species list under section 7(c) of the Act. If the project decision has not been made within 180 days of this letter, regulations require that you request an updated list. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at http://www.fws.gov/endangered/consultations/s7hndbk/s7hndbk.htm. Section 7 consultation information specific to Idaho listed species can also be found on the Snake River Fish and Wildlife Office website at http://www.fws.gov/idaho/species.htm.

For more information on grizzly bears, and living and recreating in grizzly bear country, please visit the Service's Mountain-Prairie Region Grizzly Bear Recovery Home Page at: http://mountain-prairie.fws.gov/species/mammals/grizzly/fact_sheets.htm .

Also, please be aware that the Fish and Wildlife Service appointed David Kampwerth as supervisor of the Eastern Idaho Ecological Services Field Office in Chubbuck, Idaho replacing Damien Miller. In the future, please address all correspondence to Mr. Kampwerth.

If you have any questions about your responsibilities under section 7 of the Act, or require further information, please contact Ty Matthews of our Eastern Idaho Field Office at (208)237-6975 extension 115. Thank you for your interest in endangered species conservation.

Sincerely,

for Doug Zapl

David Kampwerth
Field Supervisor

Enclosures

HDR ENGINEERING, INC.
TETON COUNTY, IDAHO
SPECIES LIST 2011

LISTED SPECIES	COMMENTS
Grizzly bear *(Ursus arctos)*	LT

PROPOSED SPECIES

None

CANDIDATE SPECIES[1]

Yellow-billed cuckoo *(Coccyzus americanus)*	C

LE - Listed Endangered
LT - Listed Threatened
XN - Experimental/Non-essential population
PT - Proposed Threatened
C - Candidate

[1]Candidate species have no protection under the Act, but are included for your early planning consideration. Candidate species could be proposed or listed during the project planning period, and would then be covered under Section 7 of the Act. The Service advises an evaluation of potential effects on candidate species that may occur in the project area.

U.S. Fish and Wildlife Service
Mountain-Prairie Region, P.O. Box 25486
Lakewood, Colorado 80228
phone 303/236-7905, fax 303/236-3815
website: http://mountain-prairie.fws.gov

Tips for Residents in Grizzly Country

To reduce the risk of problems with bears on or near your property, we urge you to follow this list of simple precautions. Avoid attracting bears to your residence. Please do your part so people and bears can live together.

Garbage should be stored where bears can neither smell nor gain access to it: either in a bear-resistant container or inside a building bears can't get into. Use outside garbage cans for non-food items only. Haul garbage to an approved disposal site as often as possible, but at least once a week, to avoid build-up of odors.

Fruits trees attract bears, especially when wild foods are scarce. Electric fencing is the most effective way to keep bears out of orchards. Pick all fruit from trees and the ground as soon as possible; do not leave fruit through the fall.

Vegetable and flower gardens also attract bears. Gardens should be located away from forests or shrubs, which bears use for security and travel. Bears will dig up carrots and bulbs, so electric fencing is a good idea.

Composting is not recommended, because the odors attract bears. If you do compost, use an electric fence or enclosed, bear-resistant composter. Don't put meat, grease, or bones in a compost pile.

Livestock and poultry feed, along with pet food, should be stored in bear-resistant containers – such as a 55-gallon drum with a lid that seals – preferably inside a sturdy building that bears can't get into. Reduce spillage of oats and pellets by feeding from buckets or other containers, and don't leave leftover livestock food out overnight.

Dogs and other pets should be kept inside at night. If possible, feed pets inside. If you must feed pets outside, feed only during the day in amounts that will be consumed immediately. Don't leave bowls and pet food out overnight.

Sheep and pigs are easy prey for bears. Sheep should be closely herded. Consider electric fencing for pigs, or not keeping pigs. Do not bury dead livestock – bears will dig them up! Haul them to a landfill or rendering plant.

Bears love honey as well as bee larvae found in hives. You can protect the hives with electric fencing or by elevating the hives on platforms supported by metal poles that bears can't climb.

Bird feeders can also attract bears. Feed suet only during the winter months, and suspend hummingbird feeders out of reach of bears – at least 10 feet off the ground and 4 feet away from any tree trunk or pole.

Closely supervise children when they are playing outdoors. Make sure they are home before dusk and not outside before dawn. Talk with children about bears and teach them what to do if they encounter one.

If bears get into garbage or other food, REMOVE THE ATTRACTANT IMMEDIATELY. Avoid giving bears a repeated food reward. Bears that associate people and places people live with easy food rewards can become dangerous, and may eventually have to killed.

www.history.idaho.gov

Idaho • State Historical SOCIETY

July 20, 2011

Luke Grebe
HDR
412 E Parkcenter Blvd
Suite 100
Boise, Id 83706

C.L. "Butch" Otter
Governor of Idaho

Janet Gallimore
Executive Director

Administration
2205 Old Penitentiary Road
Boise, Idaho 83712-8250
Office: (208) 334-2682
Fax: (208) 334-2774

Membership and Fund Development
2205 Old Penitentiary Road
Boise, Idaho 83712-8250
Office: (208) 514-2310
Fax: (208) 334-2774

Historical Museum and Education Programs
610 North Julia Davis Drive
Boise, Idaho 83702-7695
Office: (208) 334-2120
Fax: (208) 334-4059

State Historic Preservation Office and Historic Sites Archeological Survey of Idaho
210 Main Street
Boise, Idaho 83702-7264
Office: (208) 334-3861
Fax: (208) 334-2775

Statewide Sites:
• Franklin Historic Site
• Pierce Courthouse
• Rock Creek Station and
• Stricker Homesite

Old Penitentiary
2445 Old Penitentiary Road
Boise, Idaho 83712-8254
Office: (208) 334-2844
Fax: (208) 334-3225

Idaho State Archives
2205 Old Penitentiary Road
Boise, Idaho 83712-8250
Office: (208) 334-2620
Fax: (208) 334-2626

North Idaho Office
112 West 4th Street, Suite #7
Moscow, Idaho 83843
Office: (208) 882-1540
Fax: (208) 882-1763

RE: Airport Improvements, Driggs-Reed Memorial Airport, Driggs, Idaho

Dear Mr. Grebe:

Thank you for requesting our views on the proposed Airport Improvements for the Driggs-Reed Memorial Airport. The project will take place in Sections 23, 24 and 26 of T5N, R45E in Teton County.

A review by our office has revealed that the area has not been surveyed by an archaeologist to determine if any cultural resources are present. Therefore we are recommending an archaeological survey of the entire project area prior to any ground disturbing activities.

The survey should be conducted when ground visibility is good and a report sent to our office for review. The report should include site forms for any new archaeological sites within the project area. We will also need site forms for any buildings, structures, or farmsteads older than 45 years within and adjacent to the project area. For each of the sites identified, we will need a determination of eligibility for the National Register of Historic Places and an assessment of project effects. The report should also include photos of the project area including views to and from any sites and overview shots clearly showing the setting of the project area. Depending upon the results of the survey, we may recommend further documentation, avoiding sensitive areas, archaeological testing or monitoring, mitigation or proceeding with the project as planned.

A list of archaeological consultants can be found on the Preservation Idaho website at www.preservationidaho.org under the "Resources" tab at the top of the page. We recommend that you forward this letter on to the archaeologist who is contracted for this project. Additional guidance on the Section 106 process can be found on our website at www.idahohistory.net. If you have any questions, please feel free to contact me at 208-334-3847, ext. 107 or Shelby Day at ext. 109.

Historical Society is an Equal Opportunity Employer.

If the project designs change, our office should be notified and afforded the opportunity to provide our recommendations for the changes. We appreciate you requesting our consultation on this project and look forward to receiving the report so that we may continue with our review process.

Sincerely,

Susan Pengilly
Deputy SHPO and
Compliance Coordinator

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
IDAHO FALLS REGULATORY OFFICE
900 NORTH SKYLINE DRIVE, SUITE A
IDAHO FALLS, IDAHO 83402-1718

REPLY TO
ATTENTION OF:

September 22, 2011

Regulatory Division

SUBJECT: NWW-2011-00342-I02

Luke Grebe
HDR
River Quarry at Parkcenter
412 E. Parkcenter Blvd
Boise, ID 83706-6659

Dear Mr. Grebe

This is in response to your 5 July 2011 letter requesting our comments concerning the possibility of your proposed project impacting any wetlands or waters of the U.S. The proposed project involves an updated master plan for Reed Memorial Airport, in Driggs, Idaho. Section 404 of the Clean Water Act (33 U.S.C. 1344) requires a Department of the Army permit be obtained for the discharge of dredged or fill material into waters of the United States. This includes most perennial and intermittent rivers and streams, natural and man-made lakes and ponds, and wetlands, as well as irrigation and drainage canals and ditches that are tributaries to other waters. Activities regulated under Section 404 include excavation and mechanized landclearing activities which result in the discharge of dredged material and destroy or degrade waters of the United States.

Based on the information provided, it appears the proposed project will not involve work in areas subject to our jurisdiction and a Department of the Army permit will not be required. If you have any questions concerning these regulatory matters, please contact Timm Kennedy at 208-522-1645 or timm.a.kennedy@usace.army.mil

Sincerely,

James M. Joyner

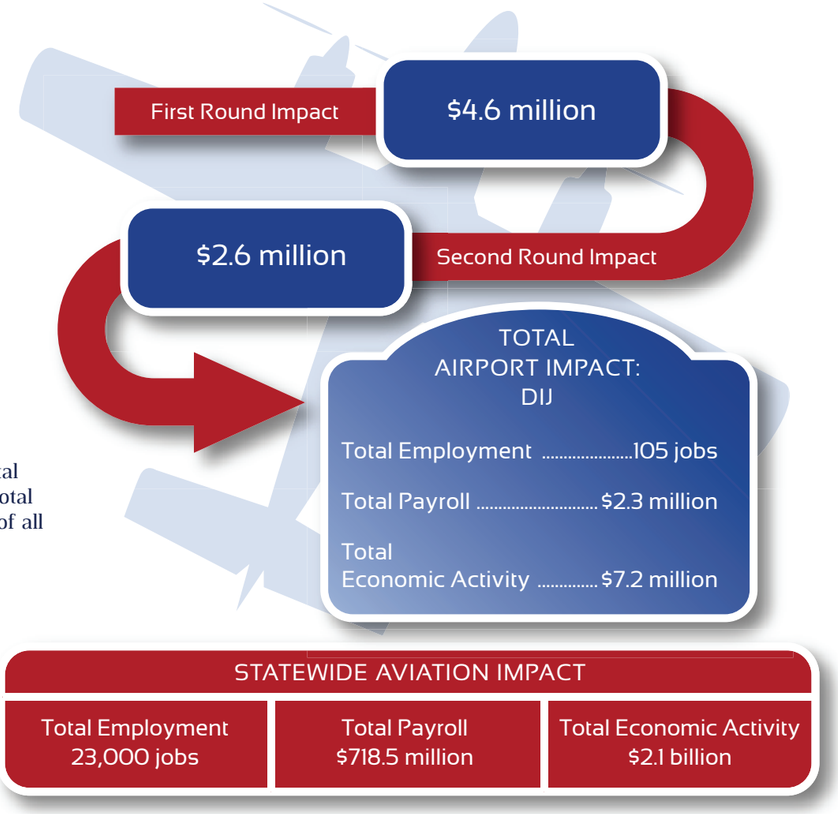
James M. Joyner
Regulatory Project Manager

Printed on Recycled Paper

APPENDIX D – IDAHO AIRPORT SYSTEM PLAN

Economic Benefit to Idaho

The system plan quantifies the total economic activity of each airport in the Idaho system. Through a comprehensive survey process, the direct economic benefits related to on-airport business tenants and the indirect benefits associated with visitor related expenditures were determined for each system airport. The multiplier effect of these benefits was then calculated to ascertain the total airport-related impacts. The total economic activity is the sum of all direct (on-airport), indirect (off-airport visitor industry), and multiplier impacts. The study finds that aviation-related businesses located on airports support thousands of jobs and produce billions of dollars of economic impact.



Compatible Land Use

The development of land uses that are not compatible with airports and aircraft noise is a growing concern across the country. In addition to aircraft noise, there are other issues, such as safety and environmental impacts to land uses around airports which need to be considered when addressing the overall issue of land use compatibility. Although several federal programs include noise standards or guidelines as part of their funding-eligibility and performance criteria, the primary responsibility for integrating airport considerations into the local land use planning process rests with local governments. ITD Division of Aeronautics has long been an advocate for compatible land use planning around airports. Through the IASP, an Airport Land Use Guidebook was developed for use by the airports, local governments, and the Division of Aeronautics. The Idaho Airport Land Use Guidebook not only informs and educates airports, communities, and local governments but it also provides the necessary tools for implementing compatible land use planning.

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Airport System Plan

Driggs-Reed Memorial Airport

DIJ

INDIVIDUAL AIRPORT SUMMARY | 2009

Understanding the Airport

The city of Driggs is located in eastern Idaho, along the Idaho/Wyoming border. The surrounding area is home to Yellowstone National Park and Grand Teton National Park. Driggs is located between two mountain ranges; the Tetons and the Big Hole Mountains, with Jackson Hole, WY just over the Tetons to the East.

The airport is located 1 mile north of Driggs, at approximately 6,200' elevation and has a 7,302 foot by 100 foot wide runway. The runway length makes the airport suitable for many different types of aircraft. The airport helps to provide access for businesses as well as recreational users to the area.

There are three aviation-related businesses located on airport property; Teton Aviation Center, which provides FBO and flight training services, the Warbirds Café, a popular restaurant located right in the FBO, and Ray Vetsch Air Precision, Inc, an airshow performer. Business users of the airport include Microsoft and Pacific Marine. Several businesses and government agencies also fly VIPs in and out of Driggs to visit nearby areas. U.S. military aircraft are also involved in bringing in equipment to the area during governmental visits.

Driggs-Reed Memorial also serves as a gateway to the backcountry with flights for hunting, fishing, and skiing expeditions during the respective seasons. Medical evacuation flights using fixed-wing aircraft and helicopters occur at the airport, transporting patients and supplies to and from larger medical facilities in Salt Lake City, Idaho Falls, and Billings, Montana. If there is a fire in eastern Idaho, the Forest Service can base their operations here during the fire season.

The airport provides various benefits and opportunities to local residents. The past several years, the airport has hosted fly-ins, and every year, pilots based at the airport participate in the Young Eagles program, providing children free flights and introducing them to general aviation aircraft and helicopters.

In recent years, the growth at the airport has been significant. There are additional hangars being built at the airport to accommodate an increasing number of based aircraft, including some larger corporate jets. Driggs-Reed Memorial is a very active facility in the region, and extremely important to the local economy. The airport brings in business and recreational users, as well as governmental VIPs to the area. With continued management and support, the airport will continue to bring these benefits to the City of Driggs and the surrounding areas.

Airport Roles

The Idaho Airport System Plan (IASP) has identified five functional roles for the 75 public-use airports included in the study. These roles expand on the Federal Aviation Administration's (FAA) role categories of commercial service and general aviation airports. Airports that are included in the FAA's National Plan of Integrated Airport Systems (NPIAS) are eligible for federal funding.

Role Summary	
IASP Role →	Regional Business
Federal Role →	General Aviation
NPIAS →	Yes

Forecasts

When planning for new or additional airport facilities, projections in the form of based aircraft and annual operations can be helpful in determining the type and size of necessary improvements. Historical demand and local socioeconomic indicators, as well as state and national trends and the airport's master plan were reviewed in the developing the airport's forecast.

The table below highlights the forecast activity for Driggs-Reed Memorial Airport.

Activity Forecast Summary

ACTIVITY	2007	2027
Based Aircraft	100	158
Annual Operations	7,600	12,000

Facilities & Services and Recommended Development Costs

Facility and service objectives were developed for each of the five role categories of the IASP. These objectives provide guidance on the minimum level of facilities and services needed for the airport to fulfill its identified role in the system.

In order to continue to serve the aviation needs of surrounding communities and the State of Idaho, the IASP has identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. Recommended development costs include projects needed to meet each of the recommendations of the Idaho Airport System Plan as well as projects from the airport's capital improvement plan (CIP). While these projects are included as part of the IASP, it is recognized that execution of these projects is dependent on the local economic environment. Further, if the minimum system objective is exceeded, then maintenance of that objective is recommended.

The following table summarizes current facilities and services, the airport's facility and service objectives, projects recommended to meet the objectives within the context of the system plan, and the estimated development costs to implement the projects. Planning and environmental recommendations serve as guidance related to the development needed for the airport to fulfill its role in the overall statewide system.

Driggs-Reed Memorial Airport is an integral component to the State's system of airports. It provides access to our nation's air transportation network, provides community benefits, and generates economic activity. The proposed development improvements will ensure that Driggs-Reed Memorial Airport continues to provide area residents and businesses with the aviation infrastructure necessary for the 21st century.

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDATION	DEVELOPMENT COST
AIRSIDE FACILITIES				
Primary Runway Length	7,302 feet	6,360 feet or greater	None	$0
Runway Width	100 feet	75 feet	None	$0
Runway Strength	75,000 Lbs DW	30,000 Lbs SW	None	$0
Taxiway Type	Full Parallel	Full/Partial Parallel	None	$0
Instrument Approach	Non-Precision	Non-Precision (Near-Precision desired)	None	$0
Visual Aids	Rotating Beacon	Rotating Beacon	None	$0
	Lighted Wind Cone	Lighted Wind Cone	None	$0
	REILS	REILS	None	$0
	PAPI/VASI	PAPI/VASI	None	$0
Runway Lighting/Reflectors	MIRL	MIRL/HIRL	None	$0
Weather Reporting Facilities	AWSS	ATCT/AWOS/ASOS	None	$0
LANDSIDE FACILITIES				
Terminal with Public Restroom	Yes	Yes	None	$0
Hangar Storage	105 Spaces	63 Spaces	None	$0
Apron Spaces	33 Spaces	45 Spaces	Add 12 Spaces	$1,862,000**
Auto Parking	100 Spaces	Parking Spaces	None	$0
SERVICES				
Phone	Yes	Yes	None	$0
Restroom	Yes	Yes	None	$0
FBO	Yes	Yes	None	$0
Maintenance Facilities	Yes	Yes	None	$0
Fuel	AvGas and Jet A	AvGas and Jet A	None	$0
Ground Transportation	Rental Car Access	Rental Car Access	None	$0
PAVEMENT MAINTENANCE, PLANNING/ENVIRONMENTAL AND MISCELLANEOUS				
Pavement Maintenance				$924,900**
Master Plan/ALP/Environmental				$150,000**
Segmented Circle				$9,500**
Airside Development				$2,000,000*
Other CIP Projects				$600,000*
TOTAL				$5,546,400

**Airport Capital Improvement Plan (CIP) Project | **Idaho Airport System Plan (IASP) Project*

APPENDIX E – SPONSOR ASSURANCES

ASSURANCES
Airport Sponsors

A. General.

1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.

2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.

3. Upon acceptance of this grant offer by the sponsor, these assurances are incorporated in and become part of this grant agreement.

B. Duration and Applicability.

1. Airport Development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor. The terms, conditions and assurances of the grant agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with Federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.

2. Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor. The preceding paragraph 1 also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of Federal aid for the project.

3. Airport Planning Undertaken by a Sponsor. Unless otherwise specified in the grant agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 30, 32, 33, and 34 in section C apply to planning projects. The terms, conditions, and assurances of the grant agreement shall remain in full force and effect during the life of the project.

C. **Sponsor Certification.** The sponsor hereby assures and certifies, with respect to this grant that:

1. **General Federal Requirements.** It will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance and use of Federal funds for this project including but not limited to the following:

Federal Legislation

a. Title 49, U.S.C., subtitle VII, as amended.
b. Davis-Bacon Act - 40 U.S.C. 276(a), et seq.[1]
c. Federal Fair Labor Standards Act - 29 U.S.C. 201, et seq.
d. Hatch Act - 5 U.S.C. 1501, et seq.[2]
e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 - Title 42 U.S.C. 4601, et seq.[1 2]
f. National Historic Preservation Act of 1966 - Section 106 - 16 U.S.C. 470(f).[1]
g. Archeological and Historic Preservation Act of 1974 - 16 U.S.C. 469 through 469c.[1]
h. Native Americans Grave Repatriation Act - 25 U.S.C. Section 3001, et seq.
i. Clean Air Act, P.L. 90-148, as amended.
j. Coastal Zone Management Act, P.L. 93-205, as amended.
k. Flood Disaster Protection Act of 1973 - Section 102(a) - 42 U.S.C. 4012a.[1]
l. Title 49, U.S.C., Section 303, (formerly known as Section 4(f))
m. Rehabilitation Act of 1973 - 29 U.S.C. 794.
n. Civil Rights Act of 1964 - Title VI - 42 U.S.C. 2000d through d-4.
o. Age Discrimination Act of 1975 - 42 U.S.C. 6101, et seq.
p. American Indian Religious Freedom Act, P.L. 95-341, as amended.
q. Architectural Barriers Act of 1968 - 42 U.S.C. 4151, et seq.[1]
r. Power Plant and Industrial Fuel Use Act of 1978 - Section 403- 2 U.S.C. 8373.[1]
s. Contract Work Hours and Safety Standards Act - 40 U.S.C. 327, et seq.[1]
t. Copeland Anti Kickback Act - 18 U.S.C. 874.1
u. National Environmental Policy Act of 1969 - 42 U.S.C. 4321, et seq.[1]
v. Wild and Scenic Rivers Act, P.L. 90-542, as amended.
w. Single Audit Act of 1984 - 31 U.S.C. 7501, et seq.[2]
x. Drug-Free Workplace Act of 1988 - 41 U.S.C. 702 through 706.

Executive Orders

Executive Order 11246 - Equal Employment Opportunity[1]
Executive Order 11990 - Protection of Wetlands
Executive Order 11988 – Flood Plain Management
Executive Order 12372 - Intergovernmental Review of Federal Programs
Executive Order 12699 - Seismic Safety of Federal and Federally Assisted New Building Construction[1]
Executive Order 12898 - Environmental Justice

Federal Regulations

a. 14 CFR Part 13 - Investigative and Enforcement Procedures.
b. 14 CFR Part 16 - Rules of Practice For Federally Assisted Airport Enforcement Proceedings.
c. 14 CFR Part 150 - Airport noise compatibility planning.
d. 29 CFR Part 1 - Procedures for predetermination of wage rates.[1]
e. 29 CFR Part 3 - Contractors and subcontractors on public building or public work financed in whole or part by loans or grants from the United States.[1]
f. 29 CFR Part 5 - Labor standards provisions applicable to contracts covering federally financed and assisted construction (also labor standards provisions applicable to non-construction contracts subject to the Contract Work Hours and Safety Standards Act).[1]
g. 41 CFR Part 60 - Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and federally assisted contracting requirements).[1]
h. 49 CFR Part 18 - Uniform administrative requirements for grants and cooperative agreements to state and local governments.[3]
i. 49 CFR Part 20 - New restrictions on lobbying.
j. 49 CFR Part 21 - Nondiscrimination in federally-assisted programs of the Department of Transportation - effectuation of Title VI of the Civil Rights Act of 1964.
k. 49 CFR Part 23 - Participation by Disadvantaged Business Enterprise in Airport Concessions.
l. 49 CFR Part 24 - Uniform relocation assistance and real property acquisition for Federal and federally assisted programs.[1] [2]
m. 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Programs.
n. 49 CFR Part 27 - Nondiscrimination on the basis of handicap in programs and activities receiving or benefiting from Federal financial assistance.[1]
o. 49 CFR Part 29 – Government wide debarment and suspension (nonprocurement) and government wide requirements for drug-free workplace (grants).
p. 49 CFR Part 30 - Denial of public works contracts to suppliers of goods and services of countries that deny procurement market access to U.S. contractors.
q. 49 CFR Part 41 - Seismic safety of Federal and federally assisted or regulated new building construction.[1]

Office of Management and Budget (OMB) Circulars

a. A-87 - Cost Principles Applicable to Grants and Contracts with State and Local Governments.
b. A-133 - Audits of States, Local Governments, and Non-Profit Organizations

[1] These laws do not apply to airport planning sponsors.

[2] These laws do not apply to private sponsors.

[3] 49 CFR Part 18 and OMB Circular A-87 contain requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation and circular shall also be applicable to private sponsors receiving Federal assistance under Title 49, United States Code.

Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated by reference in this grant agreement.

2. Responsibility and Authority of the Sponsor.

a. **Public Agency Sponsor:** It has legal authority to apply for the grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

b. **Private Sponsor:** It has legal authority to apply for the grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this grant agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

3. Sponsor Fund Availability. It has sufficient funds available for that portion of the project costs which are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under this grant agreement which it will own or control.

4. Good Title.

a. It, a public agency or the Federal government, holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.

b. For noise compatibility program projects to be carried out on the property of the sponsor, it holds good title satisfactory to the Secretary to that portion of the property upon which Federal funds will be expended or will give assurance to the Secretary that good title will be obtained.

5. Preserving Rights and Powers.

a. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in the grant agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or

modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.

b. It will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which Federal funds have been expended, for the duration of the terms, conditions, and assurances in this grant agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of the grant agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this grant agreement.

c. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.

d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial non-compliance with the terms of the agreement.

e. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.

f. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to ensure that the airport will be operated and maintained in accordance with Title 49, United States Code, the regulations and the terms, conditions and assurances in the grant agreement and shall ensure that such arrangement also requires compliance therewith.

g. It will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport.

6. **Consistency with Local Plans.** The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

7. **Consideration of Local Interest.** It has given fair consideration to the interest of communities in or near where the project may be located.

8. **Consultation with Users.** In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport at which the project is proposed.

9. **Public Hearings.** In projects involving the location of an airport, an airport runway, or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

10. **Air and Water Quality Standards.** In projects involving airport location, a major runway extension, or runway location it will provide for the Governor of the state in which the project is located to certify in writing to the Secretary that the project will be located, designed, constructed, and operated so as to comply with applicable air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within sixty (60) days after the project application has been received by the Secretary.

11. **Pavement Preventive Maintenance**. With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with Federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

12. **Terminal Development Prerequisites.** For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for certification of such airport under section 44706 of Title 49, United States Code, and all the security equipment required by rule or regulation, and has provided for

access to the passenger enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.

13. Accounting System, Audit, and Record Keeping Requirements.

a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of the grant, the total cost of the project in connection with which the grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.

b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to the grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which the grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

14. Minimum Wage Rates. It shall include, in all contracts in excess of $2,000 for work on any projects funded under the grant agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor, in accordance with the Davis-Bacon Act, as amended (40 U.S.C. 276a-276a-5), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

15. Veteran's Preference. It shall include in all contracts for work on any project funded under the grant agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Veterans of the Vietnam era and disabled veterans as defined in Section 47112 of Title 49, United States Code. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

16. Conformity to Plans and Specifications. It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this grant agreement, and, upon approval of the Secretary, shall be incorporated into this grant agreement. Any modification to the approved plans, specifications, and

schedules shall also be subject to approval of the Secretary, and incorporated into the grant agreement.

17. Construction Inspection and Approval. It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.

18. Planning Projects. In carrying out planning projects:

a. It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved.

b. It will furnish the Secretary with such periodic reports as required pertaining to the planning project and planning work activities.

c. It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the United States.

d. It will make such material available for examination by the public, and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.

e. It will give the Secretary unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.

f. It will grant the Secretary the right to disapprove the sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services.

g. It will grant the Secretary the right to disapprove the use of the sponsor's employees to do all or any part of the project.

h. It understands and agrees that the Secretary's approval of this project grant or the Secretary's approval of any planning material developed as part of this grant does not constitute or imply any assurance or commitment on the part of the Secretary to approve any pending or future application for a Federal airport grant.

19. Operation and Maintenance.

a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon

which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for-

(1) Operating the airport's aeronautical facilities whenever required;

(2) Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and

(3) Promptly notifying airmen of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.

b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.

20. Hazard Removal and Mitigation. It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

21. Compatible Land Use. It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.

22. Economic Nondiscrimination.

a. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.

b. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to-

(1) furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and

(2) charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.

c. Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.

d. Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.

e. Each air carrier using such airport (whether as a tenant, non tenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or non tenants and signatory carriers and non signatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by any airport provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.

f. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees [including, but not limited to maintenance, repair, and fueling] that it may choose to perform.

g. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.

h. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.

i. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

23. **Exclusive Rights.** It will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public. For purposes of this paragraph, the providing of the services at an airport by a

single fixed-based operator shall not be construed as an exclusive right if both of the following apply:

a. It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services, and
b. If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport.

It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities, including, but not limited to charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity now existing at such an airport before the grant of any assistance under Title 49, United States Code.

24. Fee and Rental Structure. It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the Federal share of an airport development, airport planning or noise compatibility project for which a grant is made under Title 49, United States Code, the Airport and Airway Improvement Act of 1982, the Federal Airport Act or the Airport and Airway Development Act of 1970 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

25. Airport Revenues.

a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. Provided, however, that if covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.
b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit

report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.

c. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of Section 47107 of Title 49, United States Code.

26. Reports and Inspections. It will:

a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports available to the public; make available to the public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;

b. for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request;

c. for noise compatibility program projects, make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of the grant agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request; and

d. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:

1) all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and

2) all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

27. Use by Government Aircraft. It will make available all of the facilities of the airport developed with Federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used. Unless otherwise determined by the Secretary, or otherwise agreed to by the sponsor and the using agency, substantial use of an airport by Government aircraft will be considered to exist when operations of such aircraft are in excess of those which, in the opinion of the Secretary, would unduly interfere with use of the landing areas by other authorized aircraft, or during any calendar month that –

a. Five (5) or more Government aircraft are regularly based at the airport or on land adjacent thereto; or

b. The total number of movements (counting each landing as a movement) of Government aircraft is 300 or more, or the gross accumulative weight of Government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is in excess of five million pounds.

28. Land for Federal Facilities. It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein, or rights in buildings of the sponsor as the Secretary considers necessary or desirable for construction, operation, and maintenance at Federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

29. Airport Layout Plan.

a. It will keep up to date at all times an airport layout plan of the airport showing (1) boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto; (2) the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities; and (3) the location of all existing and proposed nonaviation areas and of all existing improvements thereon. Such airport layout plans and each amendment, revision, or modification thereof, shall be subject to the approval of the Secretary which approval shall be evidenced by the signature of a duly authorized representative of the Secretary on the face of the airport layout plan. The sponsor will not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity with the airport layout plan as approved by the Secretary and which might, in the opinion of the Secretary, adversely affect the safety, utility or efficiency of the airport.

b. If a change or alteration in the airport or the facilities is made which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary (1) eliminate such adverse effect in a manner approved by the Secretary; or (2) bear all costs of relocating such property (or replacement thereof) to a site acceptable to the Secretary and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of operation existing before the unapproved change in the airport or its facilities.

30. Civil Rights. It will comply with such rules as are promulgated to assure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or handicap be excluded from participating in any activity conducted with or

benefiting from funds received from this grant. This assurance obligates the sponsor for the period during which Federal financial assistance is extended to the program, except where Federal financial assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon in which case the assurance obligates the sponsor or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits, or (b) the period during which the sponsor retains ownership or possession of the property.

31. Disposal of Land.

a. For land purchased under a grant for airport noise compatibility purposes, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will, at the discretion of the Secretary, (1) be paid to the Secretary for deposit in the Trust Fund, or (2) be reinvested in an approved noise compatibility project as prescribed by the Secretary, including the purchase of nonresidential buildings or property in the vicinity of residential buildings or property previously purchased by the airport as part of a noise compatibility program.

b. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, (1) upon application to the Secretary, be reinvested in another eligible airport improvement project or projects approved by the Secretary at that airport or within the national airport system, or (2) be paid to the Secretary for deposit in the Trust Fund if no eligible project exists.

c. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (2) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or Federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.

d. Disposition of such land under (a) (b) or (c) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such

land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

32. **Engineering and Design Services.** It will award each contract, or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services with respect to the project in the same manner as a contract for architectural and engineering services is negotiated under Title IX of the Federal Property and Administrative Services Act of 1949 or an equivalent qualifications-based requirement **prescribed** for or by the sponsor of the airport.

33. **Foreign Market Restrictions.** It will not allow funds provided under this grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

34. **Policies, Standards, and Specifications.** It will carry out the project in accordance with policies, standards, and specifications approved by the Secretary including but not limited to the advisory circulars listed in the Current FAA Advisory Circulars for AIP projects, dated _____ and included in this grant, and in accordance with applicable state policies, standards, and specifications approved by the Secretary.

35. **Relocation and Real Property Acquisition.** (1) It will be guided in acquiring real property, to the greatest extent practicable under State law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B. (2) It will provide a relocation assistance program offering the services described in Subpart C and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24. (3) It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

36. **Access By Intercity Buses**. The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to have access to the airport; however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

37. **Disadvantaged Business Enterprises.** The recipient shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The Recipient shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure non discrimination in the award and administration of DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR Part 26, and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the Recipient of its failure to carry out its approved program,

the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801).

38. Hangar Construction. If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose.

39. Competitive Access.

a. If the airport owner or operator of a medium or large hub airport (as defined in Section 47102 of Title 49, U.S.C.) has been unable to accommodate one or more requests by an air carrier for access to gates or other facilities at that airport in order to allow the air carrier to provide service to the airport or to expand service at the airport, the airport owner or operator shall transmit a report to the Secretary that-

(1) Describes the requests;

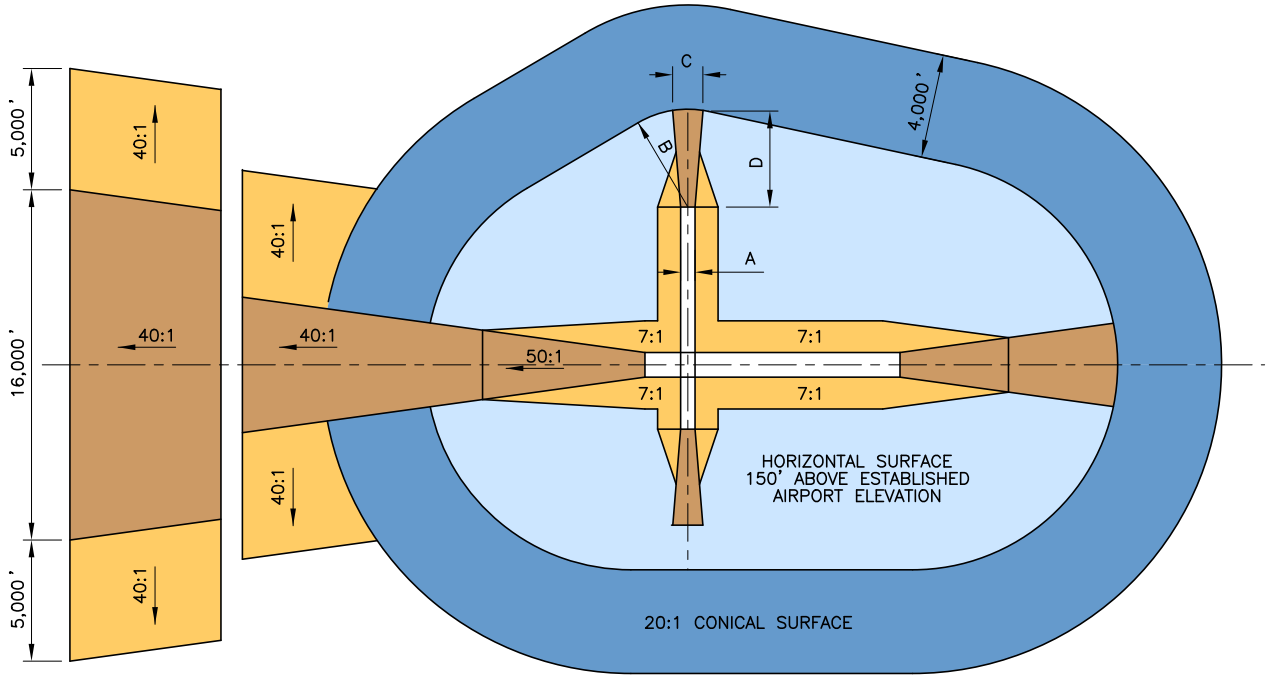
(2) Provides an explanation as to why the requests could not be accommodated; and

(3) Provides a time frame within which, if any, the airport will be able to accommodate the requests.

b. Such report shall be due on either February 1 or August 1 of each year if the airport has been unable to accommodate the request(s) in the six (6) month period prior to the applicable due date.

APPENDIX F – PART 77 EXHIBIT

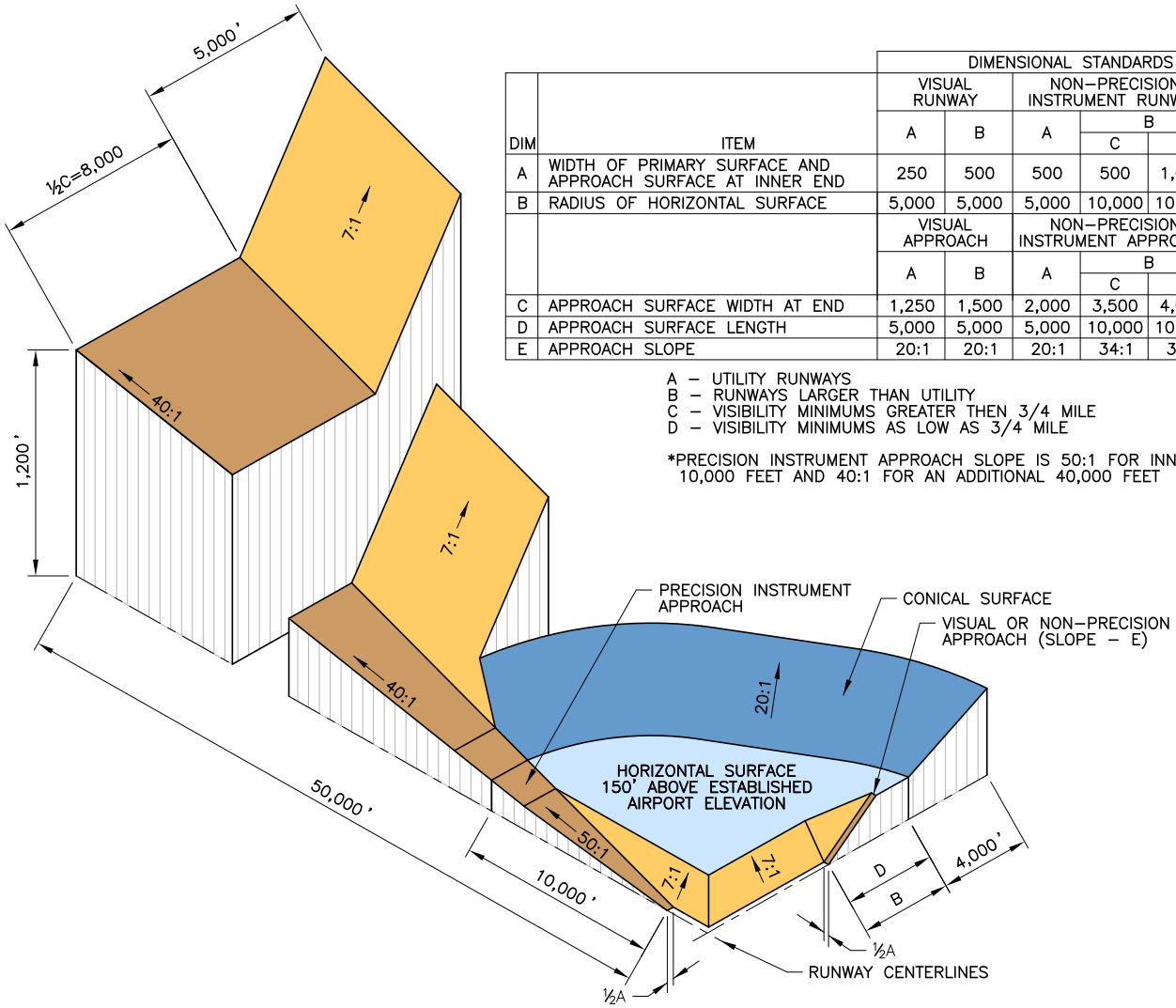
Typical FAA Part 77 Imaginary Surfaces



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON–PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON–PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B		
					C	D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A – UTILITY RUNWAYS
B – RUNWAYS LARGER THAN UTILITY
C – VISIBILITY MINIMUMS GREATER THEN 3/4 MILE
D – VISIBILITY MINIMUMS AS LOW AS 3/4 MILE

*PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



APPENDIX G – AGLA APPROVAL

U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
Seattle Airports District Office
1601 Lind Avenue S.W., Suite 250
Renton, Washington 98057-3356

September 6, 2011

Louis B. Christensen
PO Box 48
Driggs, ID 83422

Dear Mr. Christensen:

DETERMINATION OF LANDING AREA PROPOSAL

We have studied your Notice of Landing Area Proposal, Federal Aviation Administration (FAA) Form 7480-1, to establish an alternate grass landing area at Driggs - Reed Memorial Airport; Driggs, Idaho at latitude 43° 44' 35.69"N and longitude 111° 5' 47.75"W (NAD 1983).

Aeronautical Study **2011-ANM-463-NRA** indicates that that this proposed landing area would not adversely affect the safe and efficient use of the navigable airspace by aircraft and the safety of persons and property on the ground. Therefore we have no objection to its establishment provided the following limitations and restrictions are followed:

- All operations are conducted in VFR weather conditions.

- No IFR operations on the alternate grass landing area (AGLA).

- The "Procedures Limitations Restrictions" brochure and appendix to form 7480-1 submitted as part of Aeronautical Study 2011-ANM-463-NRA forms part of the basis for this determination and the "Procedures Limitations Restrictions" contained therein shall be required to operate the AGLA.

- The wingspan of the aircraft permitted to land on the alternate grass landing area (AGLA) shall be less than 49 feet. Operations by aircraft with wingspans greater than 49 feet may void this determination.

- Recommend the following be put into the Airport Facilities Directory (AFD), "Prior to use of Runway 03/21 alternate grass landing area (AGLA), aircraft operator must have signed agreement and briefing from local authority to operate from AGLA. Aircraft are prohibited from using Runway 03/21 or 03/21 alternate grass landing area if one is in current use. Use of the AGLA is limited to tail draggers with wingspans less than 49'. "

- A method of how to inform transient pilots of the pre-required briefing before use of the AGLA needs to be developed and returned to the Seattle Airports District Office for review.

The above restrictions were derived from different FAA lines of business responses received for Aeronautical Study 2011-ANM-463-NRA. Specific responses received are as follows:

- Flight Procedures' response:
  - Airport authority needs to specify in the appendix "No IFR to the AGLA". With no IFR to the AGLA, no procedure amendments are required and, as stated, there is No IFR Effect.

- Flight Standards' response:
  - No objection to the proposed grass strip if there is an entry made in the Airport Facilities Directory (AFD) that includes verbiage indicating that a briefing from the local authority is required prior to using the strip. This should be added to the already proposed comment for the AFD. The airport manager proposes to require this briefing, but has not proposed a method to inform transient pilots of the requirement.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structures and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA cannot prevent the construction of structures near an airport. The airport environs can only be protected through such means as local zoning ordinances, acquisitions of property in fee title or aviation easements, letters of agreement, or other means.

This determination does not preempt or waive any ordinance, law, or regulation of any other governmental body or agency.

A general ordinance of the State of Idaho provides that certain airport constructions or alterations require a written permit prior to construction. The permit may be obtained from the Idaho Department of Transportation.

Thank you for your cooperation and patience in this matter. If you have any questions, please contact me at (425) 227-2641 or via email at Andrew.Edstrom@faa.gov.

Sincerely,

ORIGINAL SIGNED BY

Andrew Edstrom
Airspace Specialist

Form approved OMB No. 2120-0036
02/28/2007

U.S. Department of Transportation
Federal Aviation Administration

NOTICE OF LANDING AREA PROPOSAL

Name of Proponent, Individual, or Organization	Address of Proponent, Individual, or Organization (No., Street, City, State, Zip Code)
~~Fort Hunter~~ Chairman, Driggs/Reed Memorial Airport Board Louis B. Christensen ☐ Check if the property owner's name and address are different than above, and list property owner's name and address on the reverse.	Driggs/Reed Memorial Airport Board PO Box 48 Driggs, ID 83422

☐ Establishment or Activation ☐ Deactivation or abandonment ☒ Airport ☐ Ultraflight Flightpark ☐ Vertiport
☒ Alteration ☐ Change of Status OF ☐ Heliport ☐ Seaplane Base ☒ Other (Specify) Add Alternate Grass Landing Area (AGLA)

A. Location of Landing Area

1. Associated City/State	2. County/State (Physical Location of Airport)	3. Distance and Direction From Associated City or Town					
Driggs, ID	Teton County, ID						
4. Name of Landing Area	**5. Latitude**	**6. Longitude**		**7. Elevation**	**Miles**	**Direction**	
KDIJ	43 ° 44 ' 35.69	111 ° 05 ' 47.75		6230	1	North	

B. Purpose

Type Use	If Change of Status or Alteration, Describe Change	☐ Establishment or change to traffic pattern (Describe on reverse)	Construction Dates: To Begin/Began	Construction Dates: Est. Completion
☒ Public ☐ Private ☐ Private Use of Public Land/Waters	Addition of AGLA between rwy 03-21 & taxiway A, between Intersections D & E parallel to the existing paved runway and is 3050 feet long and 100 feet wide. See Appendix.		4/15/11	5/1/11

C. Other Landing Areas (Ref. A5 above)

	Direction From Landing Area	Distance From Landing Area
KJAC	SE	18NM

D. Landing Area Data

1. Airport, Seaplane Base, or Flightpark	Existing (if any) Rwy #1	Existing Rwy #2	Existing Rwy #3	Proposed Rwy	Proposed Rwy	Proposed Rwy
Magnetic Bearing of Runway (s) or Sealane	03	21				
Length of Runway (s) or Sealane (s) in Feet	7300	7300				
Width of Runway (s) or Sealane (s) in Feet	100	100				
Type of Runway Surface (Concrete, Asphalt, Turf, Etc.)	Asphalt	Asphalt				
2. Heliport						
Dimensions of Final Approach and Take off Area (FATO) in Feet						
Dimensions of Touchdown and Lift-Off Area (TLOF) in Feet						
Magnetic Direction of Ingress/Egress Routes						
Type of Surface (Turf, concrete, rooftop, etc.)						

E. Obstructions

Type	Height Above Landing Area	Direction From Landing Area	Distance From Landing Area
Tower	75 ft	SSW	2NM

3. All Landing Areas — Description of Lighting (If any): 5 Clicks MIRL/RIEL, 7 clicks HIRL/REIL, 4-light PAPIs — Direction of Prevailing Wind: SW

F. Operational Data

1. Estimated or Actual Number Based Aircraft

Airport, Flightpark, Seaplane base	Present (If est. indicate by letter "E")	Anticipated 5 Years Hence	Heliport	Present (If est. indicate by letter "E")	Anticipated 5 Years Hence
Multi-engine	10	20	Under 3500 lbs. MGW		
Single-engine	43	55	Over 3500 lbs. MGW		
Glider	5	10			

2. Average Number Monthly Landings

	Present (If est. indicate by letter "E")	Anticipated 5 Years Hence		Present (If est. indicate by letter "E")	Anticipated 5 Years Hence
Jet	45	60	Helicopter	2	4
Turboprop	21	30	Ultralight	n/a	n/a
Prop	104	125	Glider	15	25

3. Are IFR Procedures For The Airport Anticipated
☐ No ☒ Yes Within now Years Type Navaid: RNAV/GPS

G. Other Considerations

Identification	Direction From Landing Area	Distance From Landing Area
Town of Driggs	South	1NM
3 Schools	South	1NM
Multiple churches	South	1NM

H. Application for Airport Licensing

☐ Has Been Made ☐ Not Required ☐ County
☐ Will Be Made ☐ State ☒ Municipal Authority

I. CERTIFICATION: *I hereby certify that all of the above statements made by me are true and complete to the best of my knowledge.*

Name, title (and address if different than above) of person filing this notice -- type or print	Signature (in ink)	Telephone No. (Precede with area code)
Louis B. Christensen, Chair P.O. Box 48 Driggs 83422	Louis B. Christensen	(208) ~~313-5077~~ 354-2362
	Date of Signature: 5-31-11	

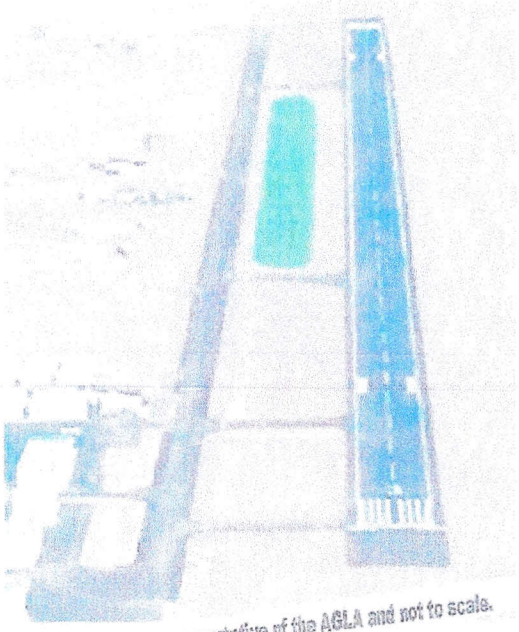
FAA Form 7480-1 (1-93) Supersedes Previous Edition — Central Region Electronic Revision per ACE-525 (March, 2000)

KDIJ - Chairman

Driggs/Reed Memorial Airport

Alternate Grass Landing Area (AGLA)

PROCEEDURES
LIMATATIONS
RESTRICTIONS



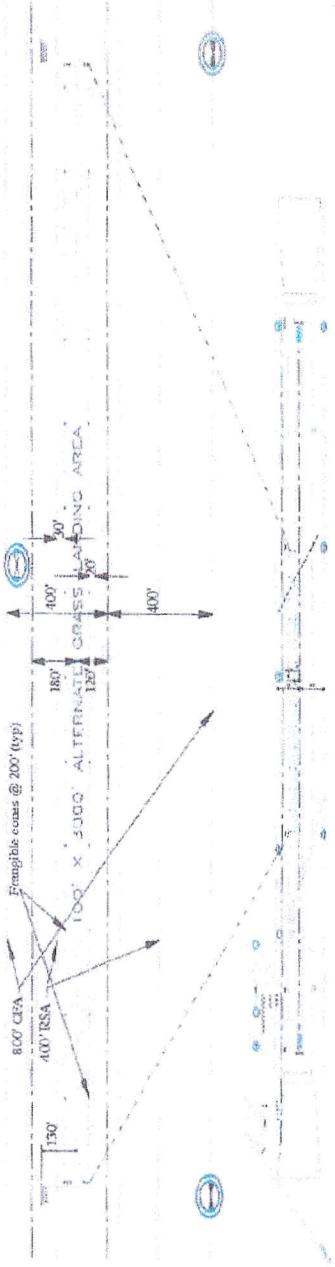
This photo is only representative of the AGLA and not to scale.

CTAF/UNICOM: 122.7 (208-354-3100)
WX ASOS: 120.775 (208-354-6661)

Operations from Turf Strip and

Asphalt Runways:

- If any aircraft is using either the AGLA or the asphalt runway, no other aircraft is permitted to operate from either runway surface. It is understood that the AGLA and asphalt runway will operate as a single runway. The runway limitation is more than just a prohibition against simultaneous operations If a plane is located on either of the runway surfaces, no other aircraft can enter either of the runway surfaces until after all aircraft have exited either of the runway surfaces.
- Only tail draggers with wingspans less than 49' are authorized to use the AGLA. Daylight only.
- All pilots wishing to use the AGLA must first attend a briefing conducted by an Airport Board approved designee.
- All pilots attending this briefing will sign a Statement that says they have received and read a copy of the FAA 7480-1, with attachments, saying that they are familiar with the operational procedures, penalties, and limitations with the AGLA.
- All transient pilots are also subject to these Operational limitations.



"Being the Best Small Airport we can be"

NOTICE OF LANDING AREA PROPOSAL

DRIGGS-REED MEMORIAL AIRPORT (KDIJ)

PROPOSED ALTERNATE GRASS LANDING AREA

APPENDIX TO FORM 7480-1

To ensure safe operations on and off of the Alternate Grass Landing Area (AGLA), and to satisfy the requirements of the FAA, the following actions, restrictions, and procedures will be taken by the City of Driggs and the FBO.

1. The following prohibitions, limitations, and restrictions apply to use of the AGLA:

- No IFR operations permitted on the AGLA.
- Prohibition of Simultaneous Operations from Turf Strip and Asphalt Runways:

  If any aircraft is using either the AGLA or the asphalt runway, no other aircraft is permitted to operate from either runway surface. It is understood that the AGLA and asphalt runway will operate as a single runway. The runway limitation is more than just a prohibition against simultaneous operations (which is a plane taking off or landing at the same time on either runway), if a plane is located on either of the runway surfaces, no other aircraft can enter either of the runway surfaces until after all aircraft have exited either of the runway surfaces.
- Daylight use only on AGLA
- In order to ensure that there are NO SIMULTANEOUS OPERATIONS and that only tail draggers with wingspans less than 49' use the AGLA, the following actions will be taken:

  a. Announcement will be broadcast on the AWSS, stating the prohibition of simultaneous operations between asphalt runway and alternate grass landing area. "No aircraft are allowed on either the AGLA or 3-21 if the other landing surface is in use. Only tail draggers with wingspans less than 49' may use the AGLA.
  b. Notices will be placed at the Teton Aviation Center FBO's front desk area, and ramp access areas stating the following: "No aircraft are allowed on either the AGLA or 3-21 if the other is in use. Only tail draggers with wingspans less than 49' may use the AGLA." The FRO will monitor the usage of the AGLA and document all infractions of these limitations.

c. Letters will be sent out to all of the area pilots with copies of this appendix stating the prohibition against dual operations from the AGLA and the paved runway. The letters will also include a statement that only tail draggers with wingspans less than 49' may use the AGLA.
d. Teton Aviation Center's front desk personnel, who monitor the UNICOM at Driggs, between Sam-5pm MST during the winter, and 7am-7pm MST during summer months, will advise any visiting pilots of the prohibition on simultaneous operations, if they intend to use either landing area. They will also advise all pilots that the AGLA is limited to tail draggers with wingspans less than 49'.
e. Information signs will be posted at taxiway intersections D and E stating the following: "Aircraft are prohibited from using either of the runways if the other is in use. Only tail draggers with wingspans less than 49' may use the AGLA." These signs will comply with AC 150/5340-18 *Standards for airport sign systems.*
f. Addition will be made to the Airport Facility Directory (A/FD) remarks section for KDIJ stating "Aircraft are prohibited from using either of the runways if the other is in use. Use of the AGLA is limited to tail draggers with wingspans less than 49'."

2, <u>Driggs-Reed Memorial Airport AGLA Education Program:</u>

To ensure that the message gets across to the local area pilots about the operational limitations and restrictions for the AGLA, a series of briefings will be held. A brochure will be developed (and approved by the FAA in advance) and given to all pilots using the airport.

a. These briefings or "educational orientations for the AGLA" will be held on the first and last Friday, after FAA approval, for two consecutive months beginning at 6pm. The purpose of the educational program is to create a certification and tracking process for all tail dragger pilots who wish to use the AGLA. It is also to inform all other pilots on the operational limitations that the AGLA will have on their operations.

b. The briefings will consist of but not limited to the following subject areas:

1) Clarifying that only tail draggers with wingspans less than 49' can use the AGLA,

2) Geographical references for the AGLA, including width, length, turf status, condition, etc.

3) 'Types of frangible cones and markings of the AGLA.

4) Prohibition on simultaneous operations from Runway 3-21 and the AGLA.

5) Awareness of the penalties that the pilot and/or the airport will be subject to if simultaneous operations are conducted or if aircraft other than tail draggers with wingspans less than 49' use the AGLA. Any pilot that uses the AGLA with anything other than a tail dragger with a wingspan less than 49' could lose the right to use the AGLA. Any misuse of these restrictions could result in loss of pilot's privileges to further use of the AGLA.

c. All pilots attending a meeting will sign a Statement that says they have received and read a copy of this FAA 7480-1, with attachments, saying that they are familiar with the operational procedures and limitations with the AGLA. These statements will be kept on file with the Driggs Airport Board. The Statement will also state the penalties and clearly state that use of the AGLA is limited to tail draggers with wingspans less than 49'.

d. If visiting pilots wish to use the AGLA, or other pilots wish to use the AGLA, they will have to also be briefed on, and sign an AGLA statement. The briefing will be conducted by an Airport board designee.

3. Alternate grass landing area markings: The acceptability of these markings will be evaluated as part of the 7460 process.

In order to properly delineate the alternate landing area, the following markings will be installed:

a. High Molecular Weight Polyethylene (HMWP) cones, 36" in diameter, 24" tall, secured by 3, 3/8" x 12" stakes. They will be yellow in color. They are highly weather proof and durable. The cones are frangible in case of impact by aircraft or propeller.

b. These cones will be placed at 200-foot intervals along each side of the alternate grass landing area. (30 cones)

c. The alternate grass landing area runway end markings will be the same HMWP cones. However, they will be spaced at 15-foot intervals. (10 cones)

d. The Teton Aviation Center, FBO, will pay for the cone material, and subsequent installation.

4. Alternate grass landing area seeding and maintenance:

- The proposed area for the alternate grass landing area has already been screened, graded, and seeded. No irrigation pipes have or will be installed in the runway safety area.

- The grass cover is Sodar Wheatgrass, a compatible and durable turf cover for the AGLA. This type of grass cover does not require irrigation.

- Maintenance and mowing of the AGLA will be performed by the FBO and the KDIJ Airport Board. Primary duties will be mowing, and maintenance/replacement of the alternate grass landing area signage and markings.

5. Alternate grass landing area monitoring plan:

- When the alternate grass landing is in use, and The FBO is open and personnel are manning the UNICOM radio, the following procedures shall be implemented to monitor the usage of the alternate grass landing area:

    a. The FBO shall track the frequency of usage of the alternate grass landing area and the type of aircraft, including wingspans.

    b. This will be recorded in the airport UNICOM log.

    c. Since the majority of operations occur when the FBO is open, they will be able to monitor and record most of the operations on the alternate grass landing area.

    d. Once again, the FBO will also take this as an opportunity to remind the pilots that simultaneous operations are not permitted and that only tail draggers with wingspans less than 49' may use the AGLA.

    e. Should the FBO be closed, the broadcast on the AWSS will advise and remind pilots of the prohibition of simultaneous operations and limitation to tail draggers with wingspans less than 49'.

6. All pilots who desire to operate from the AGLA will be required to sign the following statement in advance of their using the AGLA:

Required Agreement for Operating from the Alternate Grass Landing Area

I,_____, have read, fully understand, and will comply with the following operational procedures, restrictions, limitations and penalties:

I. If any aircraft is using either the Alternate Grass Landing Area (AGLA) or the asphalt runway, no other aircraft is permitted to operate from either runway surface. It is understood that the AGM and asphalt runway will operate as a single runway. The runway limitation is more than just a prohibition against simultaneous operations (which is a plane taking off or landing at the same time on either runway), i f a plane is located on either of the runway surfaces, no other aircraft can enter either of the runway surfaces until all aircraft have exited either of the ruriway surfaces.

2. Use of the AGLS is limited to tail draggers with wingspans less than 49 ' during daylight only.

The following penalties will be applied for any pilot that does not abide by these restrictions:

*I. Penalty for Simultaneous Operations may result in loss of privileges for use of the AGLA_*

2. Penalty for using the AGM with other than a tail dragger with wingspan less than 49' may result in loss of privileges for use of the AGLA.

_____

Printed Name

_____

Signature

APPENDIX H – LAND USE TEMPLATES

APPENDIX H:

Propose DRAFT airport zoning ordinance (City):

PURPOSE

It is the purpose of the City of Driggs Airport Zoning Ordinance (herein referenced in this chapter as "this Ordinance") to restrict the height of structures and objects of natural growth, and otherwise regulate the use of property, in the vicinity of the Driggs Reed Memorial Airport (the Airport) by: creating the appropriate zones and establishing the boundaries thereof; providing for changes in the restrictions and boundaries of such zones; define certain terms used herein; reference the Airports' FAR Part 77 Airspace Drawing and Airport Land Use Zone Map and Table, which are incorporated in and made a part of this Ordinance; provide for enforcement; establish a board of adjustment; and impose penalties.

It is hereby found that an aviation hazard endangers the lives and the property of users of the Airports, as well as the property and the occupants of land in the vicinity of the Airports. An aviation hazard reduces the size of the area available for landing, takeoff and maneuvering of aircraft, and thus diminishes or impairs the utility of the Airports and the public investment therein.

Accordingly, it is declared that:

1) *The Airports fulfill an essential community purpose; and*

2) *The creation or establishment of an aviation hazard is a public nuisance and will injure the region served by the Airports; and.*

3) *The encroachment of noise sensitive or otherwise incompatible land uses within certain areas as set forth herein endangers the health, safety, and welfare of the owners, occupants, or users of the land; and*

4) *It is necessary in the interest of the public health, safety, and general welfare that the creation of aviation hazards be prevented; and*

5) *Joint cooperation between all governing boards having jurisdiction within or adjoining the airports' hazard areas is encouraged as a mechanism to prevent aviation hazards; and*

6) *The prevention of these aviation hazards should be accomplished, to the extent legally possible, by the exercise of the police power without compensation.*

AUTHORITY

The City adopts this Ordinance pursuant to the provisions and authority conferred by Article 12, Section 2, of the Idaho State Constitution, and Title 21, Chapter 5, Airport Zoning Act, and Title 67, Chapter 65, Local Land Use Planning, of the Idaho Code.

APPLICABILITY

The provisions of this chapter shall apply to all lands, buildings, structures, natural features or uses located within those areas that are defined by the AP-O Airport Overlay Zone designated on the City of Driggs Airport Airspace Drawing and Airport Land Use Zone Map that are located within City of Driggs, Idaho, whether now or in the future.

SHORT TITLE

This Chapter shall be known as the "City of Driggs – Airport Overlay Zoning Ordinance."

NON-CONFORMING USE

REGULATIONS NOT RETROACTIVE

The regulations prescribed by this Ordinance shall not require the removal or alteration of any structure or tree not conforming to this Ordinance on its effective date. The regulations of this Ordinance shall not interfere with the continuance of such nonconforming use. Nothing contained herein shall require a change in the construction, alteration, or intended use of any structure whose construction or alteration commenced prior to the effective date of this Ordinance and whose construction is being diligently pursued.

MARKING AND LIGHTING

Notwithstanding the provisions of this section, the owner of a non-conforming structure or growth is hereby required to permit the installation, operation, and maintenance of such markers and lights as the Commission deems appropriate as indicators of aviation hazards or obstructions to the operators of aircraft. Such markers and lights shall be installed, operated, and maintained at the expense of City of Driggs.

NON-CONFORMING USES ABANDONED OR DESTROYED

A permit will be required to replace a non-conforming structure destroyed by accidental fire, Acts of God, or other such destructive force so long as the originally intended use of the structure is maintained and the new structure does not become a greater hazard to air navigation than it was prior to the effective date of this Ordinance. Non-conforming use procedures are set forth in Chapter # (Nonconforming Uses) of the City of Driggs Zoning Ordinance.

SPECIAL USE AND VARIANCES PERMITS

FUTURE USES

Except as specifically provided in "1" and "2" hereunder, no material change shall be made in the use of land, no structure shall be erected or established, in any zone hereby created without a properly authorized special use and/or variance permit. Each application for a special use and/or variance permit shall indicate the action to be permitted and shall provide enough detail, including a map or drawing showing the heights and location of the permitted action in relation to the Height and Land Use Zones, to allow a determination of whether the resulting use, structure, or tree will conform to the regulations prescribed herein. An FAA Form 7460-1, Notice of Proposed Construction or Alteration, shall accompany each application for variance. Receipt of an FAA and Idaho Division of Aeronautics Determination of No Hazard is required before issuing a variance. No special use and/or variance permit for a use inconsistent with the provisions of this Ordinance shall be granted unless a special use and/or variance permit has been approved in accordance with (this) Section.

1) *No variance shall be required by this Ordinance for any tree or structure less than 45 feet above ground level that is located in the area lying within the limits of Airport Overlay Zone.*

2) *Nothing contained in any of the foregoing exceptions shall be construed as permitting or intending to permit any construction, or alteration of any structure, or growth of any tree in excess of any of the height limits established by this Ordinance.*

EASEMENTS AND DISCLOSURE

Where specified in the Airport Compatible Land Use Table, the property owner shall dedicate, in advance of receiving a building permit, an avigation easement to the County. In addition, a Fair Disclosure Statement will be provided to prospective buyers. The avigation easement shall establish a height restriction on the use of the property and hold City of Driggs harmless from any damages caused by noise, vibration, fumes, dust, fuel, fuel particles, or other effects that may be caused by the operation of aircraft taking off, landing, or operating on or near the Airports. The avigation easement shall be signed and recorded in the deed records of the County. The Fair Disclosure Statements will serve to notify prospective buyers of property near airports that they may be exposed to potentially impactive levels of aircraft overflight.

SPECIAL USE PERMIT

A person desiring to use property in a manner which is not in accordance with the regulations prescribed in this Ordinance, shall apply to the Commission for a special use permit from the affecting regulations as outlined in chapter # (Special Uses-Conditional Use) of the City of Driggs Zoning Ordinance. In addition to the chapter # (Special Uses-Conditional Use) requirements, an application for a special use permit shall also be accompanied by a determination by the Driggs Reed Memorial Airport Board, the Federal Aviation Administration and the Idaho Division of Aeronautics concerning the affect of the proposal on the operation of air navigation facilities, the safe, efficient use of the navigable airspace, and the safety of airport users as well as the safety and quality of life of surrounding residents. Such special use shall be permitted if it is determined that: a literal application or enforcement of the regulations would result in unnecessary hardship which could be relieved by the special use, and if it is determined that the special use will not be contrary to the public interest, will not create an aviation hazard, will do no substantial injustice, and will be in accordance with the spirit of this Ordinance. A special use permit requested pursuant to this section shall only be considered by the Commission after the airport board, or designated representative, has been given an opportunity to review the application for safety and aeronautical affects and has submitted written comments to the Commission. If the airport board's opinion has not been submitted within fifteen (15) days after receipt of the application, the Commission shall act upon the application without such advice.

VARIANCE

A person desiring to erect or increase the height of any structure, or permit the growth of a tree, in a manner which is not in accordance with the regulations prescribed in this Ordinance, shall apply to the Commission for a variance from the affecting regulations as outlined in chapter # (Appeals - Variance) of the City of Driggs Zoning Ordinance. In addition to the chapter # (Appeals - Variance) requirements, an application for a variance shall also be accompanied by a determination by the Driggs Reed Memorial Airport Board, the Federal Aviation Administration and the Idaho Division of Aeronautics concerning the affect of the proposal on the operation of air navigation facilities and on the safe, efficient use of the navigable airspace. Such variance shall be viewed favorably if it is determined that: a literal application or enforcement of the regulations would result in unnecessary hardship which could be relieved by the variance, and if it is determined that the variance will not be contrary to the public interest, will not create an aviation hazard, will do no substantial injustice, and will be in accordance with the spirit of this Ordinance. A variance requested pursuant to this section shall only be considered by the Commission after the airport board, or designated representative, has been given an opportunity to review the application for its aeronautical affects and has submitted written comments to the Commission. If the airport board's opinion has not been submitted within fifteen (15) days after receipt of the application, the Commission shall act upon the application without such advice.

EXISTING USES

A variance shall not be granted if it would allow the establishment or creation of an obstruction or would allow a non-conforming use, structure, or tree to become a greater hazard to air navigation than it was prior to the effective date of this Ordinance, the effective date of any amendment to this Ordinance, or the application date of a permit.

OBSTRUCTION MARKING AND LIGHTING

In granting a variance permit, the Commission may, if such action is deemed advisable to fulfill the purpose of this Ordinance, place conditions upon the variance which require the owner of the structure or tree in question to install, operate, and maintain at the owner's expense such markings and lights as are considered to be necessary. If deemed proper by the Board of Adjustment, this condition may be modified to require the owner to allow City of Driggs, at the city's expense, to install, operate, and maintain the necessary markings and lights.

ENFORCEMENT

It shall be the duty of the Commission to administer and enforce the regulations prescribed herein through the office of the Administrator. Applications for permits and variances shall be made to the Administrator upon a form published for that purpose. Applications required by this Ordinance shall be promptly considered by the Commission. Each application shall be either: a. Granted without conditions. b. Granted with added conditions, or c. Denied.

APPEALS

Any affected person as defined by Idaho Code Section 67-6521, as it may be amended from time to time, may appeal a requirement or decision of the Commission made in the administration of this Ordinance to the Board of Adjustment.

All appeals hereunder must be filed with the Administrator's Office within twenty-eight (28) days from the date of the requirement or decision appealed from. All issues being appealed must be specifically stated in the appeal. When an appeal is filed, the Administrator shall gather the record of the matter appealed and shall submit it to the Board of Adjustment.

The Board of Adjustment may stay all proceedings in furtherance of the action appealed if it deems such a stay to be necessary. Any such stay that is imposed shall automatically be lifted upon the Board of Adjustment issuing a written decision on the matter being appealed, unless otherwise stated by the Board.

The Board of Adjustment shall follow the notice procedures as outlined in Chapter # (Appeals - Variance) and hearing procedures outlined in Chapter # (Meetings - Hearings), _____ County Zoning Ordinance.

In conformity with the provisions of this Ordinance, the Board of Adjustment may reverse or affirm, in whole or in part, or modify the requirement(s) or decision appealed from, and/or may make such requirement(s), decision, or other determinations as may be appropriate under the circumstances.

JUDICIAL REVIEW

Any affected person as defined by section___(appeals)___, may appeal any final decision to the district court as provided by the Local Land Use Planning Act, Title 67, chapter 65 Idaho Code.

PENALTIES

Violation of this Ordinance, or of any regulation, order, or ruling promulgated hereunder, shall be subject to the penalties and actions prescribe under chapter # (Enforcement).

CONFLICTING REGULATIONS

Where there exists a conflict between this Ordinance and other regulations applicable to the same area, whether the conflict be with respect to the height of structures or trees, the use of the land, or any other matter, the more stringent limitation or requirement shall govern and prevail.

SEVERABILITY

If a provision of this Ordinance or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of this Ordinance, which can be given effect without the invalid provision(s) or application(s); to this end, the provisions of this Ordinance are declared to be severable.

EFFECTIVE DATE

Whereas the immediate operation of the provisions of this Ordinance is necessary for the preservation of the public health, safety, and general welfare, this Ordinance shall be in force and effect as of the date and time this Ordinance is passed by the Council of City of Driggs, Idaho and published as required by law.

Fair Disclosure Statement - Example:

FAIR DISCLOSURE STATEMENT

DISCLOSURES BY (OWNER) (BUYER)

OF REAL PROPERTY IN CITY OF DRIGGS, IDAHO

This is a notification, disclosure, and acknowledgement by (Owner) (Buyer) of real property located in the vicinity of the Driggs-Reed Memorial Airport in the City of Driggs, Idaho.

(Owner) (Buyer) hereby acknowledges the following:

AIRPORT

1) Proximity to the Airport

The subject parcel, located in Section ___ Township ___ Range ____, is located within the Driggs-Reed Memorial Airport Influence Area as defined in Chapter #, Title #, of the City Code of Driggs. As result, the subject property is located in the airport's Federal Aviation Regulation Part 77 Airspace and one of seven land use zones Airplanes may fly at low elevations over the parcel as they operate to, from, or at the airport. The airport is operational ____ hours per day. Flights may occur at all hours of the day or night.

2) Airspace

The subject parcel property lies under the Airport's FAR Part 77 Airspace and is subject to Federal law and Chapter #, Title # of the City Code of Driggs, Idaho. As such, it may be necessary to clear and keep clear the Airspace of any portions of buildings, structures, or improvements of any and all kinds, and of trees, vegetation, or other objects. This includes reserving the right of the City to; remove or demolish those portions of such buildings, structures, improvements, trees or any other objects which extend into the Airspace; cut to the ground level and remove any trees which extend into the Airspace; the right to mark and light, or cause or require to be marked or lighted, as obstructions to air navigation, any and all

buildings, structures, or other improvements, and trees or other objects now upon, or that in the future may be upon, said Parcel, and which extend into the Airspace

3) Future Improvements and Aircraft Operations

The airport may wish to expand its facilities and operations in the future. Expansion plans include, but are not limited to those shown on the approved Airport Layout Plan (ALP). These improvements may result in increased aircraft operations, operations by larger aircraft, and increased nighttime operations which could increase the noise levels within the vicinity of the airport.

4) Disclosure of Airport Impacts

Due to the proximity of the parcel to the Driggs-Reed Memorial Airport and the airport's area of influence; owner(s) / buyer(s) should expect frequent overflight and varying degrees of noise and other impacts from these overflying aircraft, which some persons may find intrusive. Further, owner(s)/buyer(s) should expect varying degrees of vibration, fumes, dust, fuel, fuel particles, or other effects that may be caused by the operation of aircraft landing at, taking off from, or operating on or at public airport facilities.

CERTIFICATION

This undersigned owner(s) / purchaser(s) of said parcel of land certify(ies) that (he/she/they) (has/have) read the above disclosure statement and acknowledge(s) the pre or planned existence of the airport named above and the noise and other exposure due to the operation of said airport.

_____

(SIGNED) *Date*

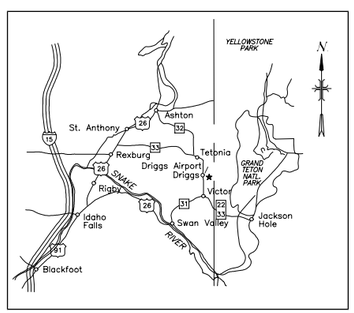
APPENDIX I – ALP DRAWINGS

DRIGGS-REED MEMORIAL
AIRPORT LAYOUT PLANS

AIRPORT LAYOUT PLANNING DRAWINGS

LOCATION MAP

NOT TO SCALE



OWNER:

CITY OF DRIGGS
MAYOR: DANIEL POWERS
CITY CLERK: KRESLYN SCHUEHLER

AIRPORT BOARD COMMITTEE:

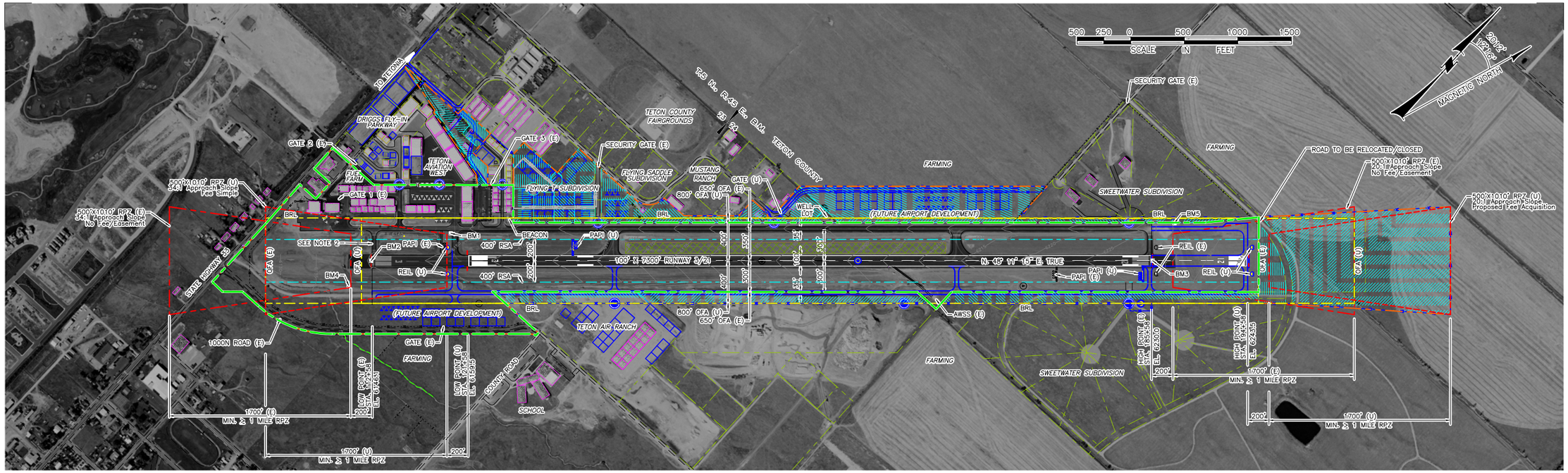
AIRPORT MANAGER/CHAIRMAN: LOU CHRISTENSEN
VICE PRESIDENT/TREASURER: CHRIS SCHUEHLER
TOM HUNTER
DELWYN JENSEN
JAMES JACKSON
CHARLES JONES

ENGINEER:

HDR Engineering, Inc.
412 E. Parkcenter Blvd.
Boise, Idaho 83706-6659

DRAWING INDEX

SHEET NO.	TITLE
	COVER SHEET
1.	AIRPORT LAYOUT PLAN
2.	BUILDING LAYOUT PLAN (1 of 2)
3.	BUILDING LAYOUT PLAN (2 of 2)
4.	AIRPORT AIRSPACE DRAWING
5.	EXHIBIT "A" - AIRPORT PROPERTY MAP
6.	EXISTING LAND USE PLAN



LEGEND

Existing	Ultimate	
- - -XO- - -	—XO—	7' Chainlink Fence
- - -X- - -	—X—	Misc. Fence
		Gate
6175		Ground Contours
		Airport Property Line
IRR		Irrigation Canal/Culverts Under Runway
		Airport Reference Point (ARP)
		Airport Beacon
		Buildings
		Wind Cone and Segmented Circle–Lighted
		Pavement
		Section Corner and Section Lines
		Threshold Lights
		PAPI
		REILS
		Object Free Area (OFA)
		Runway Safety Area (RSA)
		Runway Protection Zone (RPZ)
		Taxiway Through the Fence Access
		Bench Mark
		Land Acquisitions
		Alternate Grass Landing Area (AGLA)

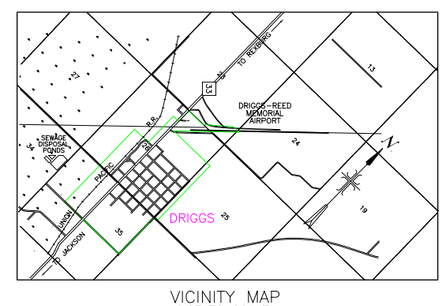
AIRPORT DATA TABLE

		Existing	Ultimate
Airport Elevation		6230.0'	6243.5'
Airport Reference Point (ARP) COORDINATES (NAD 83)	Lat.	N 43° 44' 34"	N 43° 44' 39"
	Long.	W 111° 05' 48"	W 111° 05' 39"
Terminal/Airport Navigation Aids		Rotating Beacon/ PAPI(21/3)/REIL(21)	Rotating Beacon/ PAPI(21/3)/REIL(21/3)
Normal Maximum Temperature, Hottest Month		81° F, July	81° F, July
Airport Functional Role (NPIAS)		General Aviation	General Aviation
Taxiway Lighting		NONE	Yes
Taxiway Marking		Yes	Yes
Airport Reference Code (ARC)		C–II	C–II
Critical Aircraft		Gulfstream 450	Gulfstream 450

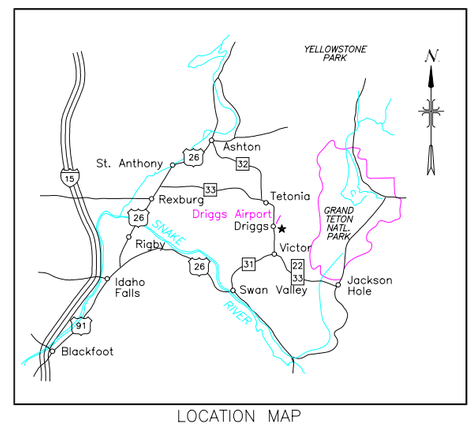
RUNWAY 3/21 DATA TABLE

		Existing		Ultimate	
RUNWAY DIMENSIONS					
– Length		7300'		7300'	
– Width		100'		100'	
Effective Runway Gradient (In %)		1.2%		1.2%	
Max. Grade on Runway		1.5%		1.5%	
Runway High Point		6230.0		6243.5	
Runway Low Point		6146.1		6159.5	
Runway Operational Surfaces		Asphalt		Asphalt	
Pavement Strength		75,000 lbs. (Dual Wheel)		75,000 lbs. (Dual Wheel)	
Approach Visibility Minimums		Vis. Min ≥ 1 Mi.		Vis. Min ≥ 1 Mi.	
Runway Line–of–Sight		Meets Criteria		Meets Criteria	
Part 77 Approach Slope–Runway 3		Nonprecision–34:1		Nonprecision–34:1	
Part 77 Approach Slope–Runway 21		Visual–20:1		Visual–20:1	
Visual Approach Aids		Beacon PAPI(21/3)/REIL(21)		Beacon PAPI(21/3)/REIL(21/3)	
Runway Lighting		MIRL		MIRL	
Taxiway Lighting		None		MITL	
Runway Marking		Nonprecision		Nonprecision	
RUNWAY SAFETY AREA (RSA) DIMENSIONS					
– Width		400'		400'	
– Length Beyond Ends		1000'		1000'	
OBJECT FREE AREA (OFA) DIMENSIONS					
– Width		800'*		800'	
– Length Beyond Ends		1000'		1000'	
Object Free Zone (OFZ)		NO OFZ Penetrations		NO OFZ Penetrations	
RUNWAY COORDINATE DATA					
South R/W End	(Scaled/NAD83)	N 43° 44' 10" W 111° 06' 25"		N 43° 44' 16" W 111° 06' 16"	
Middle R/W	(Scaled/NAD83)	N 43° 44' 34" W 111° 05' 48"		N 43° 44' 39" W 111° 05' 39"	
North R/W End	(Scaled/NAD83)	N 43° 44' 58" W 111° 05' 11"		N 43° 45' 04" W 111° 05' 02"	
DECLARED DISTANCES		3/21		(3)	(21)
	TORA	7300		8200	7300
	ASDA	7300		8200	8200
	TODA	7300		8200	8200
	LDA	7300		7300	8200

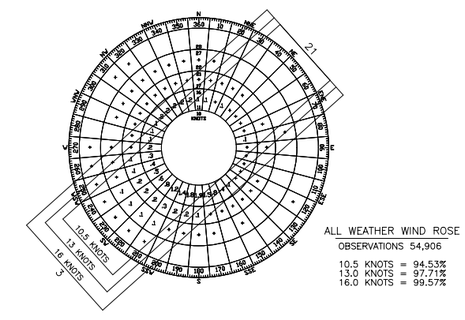
*Ownership of 650'



VICINITY MAP
NOT TO SCALE



LOCATION MAP
NOT TO SCALE



SOURCE: NOAA, NATIONAL CLIMATE DATA CENTER
OBSERVATIONS FROM ONSITE ASOS 10/06–12/07, AWSS 11/08–3/11

GENERAL NOTES

1. The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration (AIP 3–16–0012–011) as provided under Title 49, United States Code, Section 47104. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a committment on the part of the United States to participate in the development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws."
2. Taxiway "C" needs to be evaluated for necessity when ultimate runway is constructed.
3. BENCH MARK 1 – NGS PACS U59 A
   Sta 119+93.58, 256.57 LT, EL. 6147.8**
   Steel Rod encased in concrete.
4. BENCH MARK 2 – CL R/W 3 END
   Sta. 112+48.00, 0.00 LT, EL. 6145.91
   Brass cap encased in concrete, recessed below asphalt.
5. BENCH MARK 3 – CL R/W 21 END
   Sta. 185+68.00, 0.00 LT, EL. 6229.96
   Brass cap encased in concrete, recessed below asphalt.
6. BENCH MARK 4 – NGS SACS DIJ B
   Sta. 110+37.43, 231.46 RT, EL. 6139.7**
   Concrete encased monument
7. BENCH MARK 5 – NGS SACS DIJ D
   Sta. 187+73.43, 351.93 LT, EL. 6229.4**
   Concrete encased monument

   COORDINATE DATA –

   Runway ends were surveyed using WGS 84 coordinate system.

   **Elevations from Published NGS Data Sheets, NGS Monuments not tied vertically to B.M. 2&3

SPONSOR SUBMITTAL BLOCK

MAYOR, CITY OF DRIGGS, IDAHO

SUBMITTAL LETTER DATED

xxxx xx, 2013

DATE

HDR Engineering, Inc.
412 E. Parkcenter Blvd., Suite 100
BOISE, IDAHO 83706

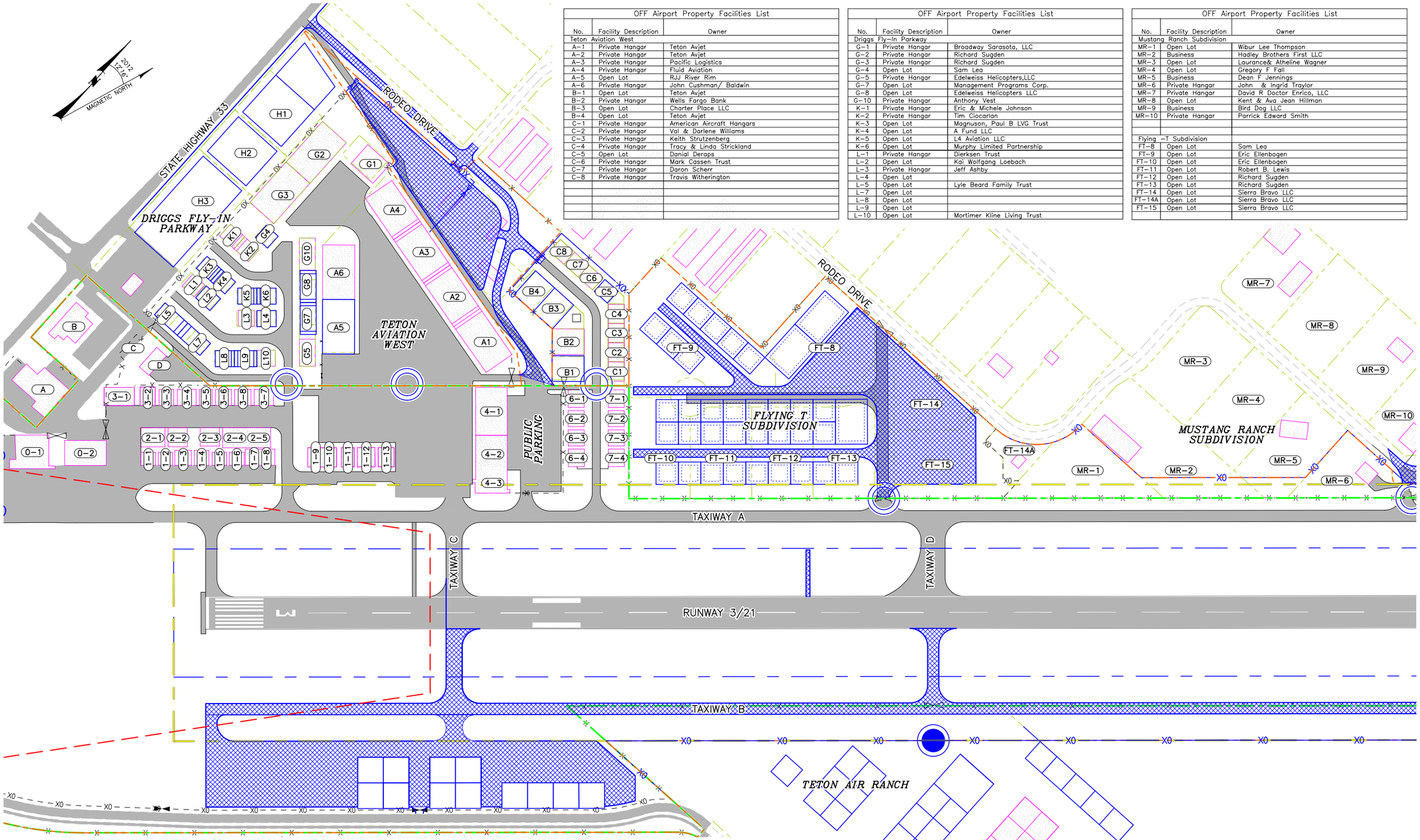
REVISIONS

NO.	DATE	BY	DESCRIPTION
1	5/24	LG	ALP Resubmittal
2			
3			
4			
5			
6			

DRIGGS–REED MEMORIAL AIRPORT
DRIGGS, IDAHO
AIRPORT LAYOUT PLANNING DRAWINGS

AIRPORT LAYOUT PLAN

DESIGNED LLG
DESIGN CHECKED LMB
DETAILED RP
DRAWING CHECKED LMB
FILE NAME Driggs_ALP_1_alp
DRAWING DATE Mar 2012
DRAWING SCALE AS SHOWN
SHEET 1 **OF** 6



OFF Airport Property Facilities List		
No.	Facility Description	Owner
Teton Aviation West		
A-1	Private Hangar	Teton Avjet
A-2	Private Hangar	Teton Avjet
A-3	Private Hangar	Pacific Logistics
A-4	Private Hangar	Fluid Aviation
A-5	Open Lot	RJJ River Rim
A-6	Private Hangar	John Cushman/ Baldwin
B-1	Open Lot	Teton Avjet
B-2	Private Hangar	Wells Fargo Bank
B-3	Open Lot	Charter Place LLC
B-4	Open Lot	Teton Avjet
C-1	Private Hangar	American Aircraft Hangars
C-2	Private Hangar	Val & Darlene Williams
C-3	Private Hangar	Keith Strutzenberg
C-4	Private Hangar	Tracy & Linda Strickland
C-5	Open Lot	Danial Deraps
C-6	Private Hangar	Mark Cassen Trust
C-7	Private Hangar	Daron Scherrin
C-8	Private Hangar	Travis Witherington

OFF Airport Property Facilities List		
No.	Facility Description	Owner
Driggs Fly-In Parkway		
G-1	Private Hangar	Broadway Sarasota, LLC
G-2	Private Hangar	Richard Sugden
G-3	Private Hangar	Richard Sugden
G-4	Open Lot	Sam Lea
G-5	Private Hangar	Edelweiss Helicopters,LLC
G-7	Open Lot	Management Programs Corp.
G-8	Open Lot	Edelweiss Helicopters LLC
G-10	Private Hangar	Anthony Vest
K-1	Private Hangar	Eric & Michele Johnson
K-2	Private Hangar	Tim Ciocarlan
K-3	Open Lot	Magnuson, Paul B LVG Trust
K-4	Open Lot	A Fund LLC
K-5	Open Lot	L4 Aviation LLC
K-6	Open Lot	Murphy Limited Partnership
L-1	Private Hangar	Dierksen Trust
L-2	Open Lot	Kai Wolfgang Loebach
L-3	Private Hangar	Jeff Ashby
L-4	Open Lot	
L-5	Open Lot	Lyle Beard Family Trust
L-7	Open Lot	
L-8	Open Lot	
L-9	Open Lot	
L-10	Open Lot	Mortimer Kline Living Trust

OFF Airport Property Facilities List		
No.	Facility Description	Owner
Mustang Ranch Subdivision		
MR-1	Open Lot	Wibur Lee Thompson
MR-2	Business	Hadley Brothers First LLC
MR-3	Open Lot	Laurance& Atheline Wagner
MR-4	Open Lot	Gregory F Fall
MR-5	Business	Dean F Jennings
MR-6	Private Hangar	John & Ingrid Traylor
MR-7	Private Hangar	David R Doctor Enrico, LLC
MR-8	Open Lot	Kent & Ava Jean Hillman
MR-9	Business	Bird Dog LLC
MR-10	Private Hangar	Parrick Edward Smith
Flying -T Subdivision		
FT-8	Open Lot	Sam Lea
FT-9	Open Lot	Eric Ellenbogen
FT-10	Open Lot	Eric Ellenbogen
FT-11	Open Lot	Robert B. Lewis
FT-12	Open Lot	Richard Sugden
FT-13	Open Lot	Richard Sugden
FT-14	Open Lot	Sierra Bravo LLC
FT-14A	Open Lot	Sierra Bravo LLC
FT-15	Open Lot	Sierra Bravo LLC

ON Airport Property Facilities List		
No.	Facility Description	Owner
0-1	Private Hangar	Teton Avjet
0-2	FBO	City of Driggs
1-1	Private Hangar	Jack Buenham
1-2	Private Hangar	Jim Jackson
1-3	Private Hangar	William Nisbet
1-4	Private Hangar	Lynda Olesen
1-5	Private Hangar	Steven Ieibier
1-6	Private Hangar	David Owen
1-7/8	Private Hangar	David Treinis
1-9/10	Private Hangar	Larry & Marla Strasbaugh
1-11	Private Hangar	Lisa Pierson
1-12	Private Hangar	Robert Hunter
1-13	Private Hangar	Richard Spencer
2-1	Private Hangar	Teton Avjet
2-2	Private Hangar	Greg Young

ON Airport Property Facilities List		
No.	Facility Description	Owner
2-3	Private Hangar	Ken Wood
2-4/5	Private Hangar	Teton Avjet
3-1	Private Hangar	Jim Ferrier
3-2	Private Hangar	Larry & Beverly Scott
3-3	Private Hangar	Virgil Schultz
3-4	Private Hangar	Ken Little
3-5	Private Hangar	Lanny Johnson
3-6	Private Hangar	Lisa Robertson
3-7	Private Hangar	Adrian & Alison Wolverton
3-8	Private Hangar	Layne Myer
4-1	Private Hangar	Teton Avjet
4-2/3	Private Hangar	Teton Avjet

ON Airport Property Facilities List		
No.	Facility Description	Owner
6-1	Private Hangar	Steve Lunceford
6-2	Private Hangar	Dorothy & Harry Jones
6-3	Private Hangar	Todd Hilde
6-4	Private Hangar	Ken Koster
7-1	Private Hangar	Allen Stewart
7-2	Private Hangar	Geoff Lynes
7-3	Private Hangar	Tom Simms
7-4	Private Hangar	Charles Jones
A	Fire Station	Teton County
B	Industrial Park	City of Driggs
C	Fuel Farm	City of Driggs
D	SRE Building	City of Driggs

Scale

150 125 0 150 300

Feet

LEGEND		
Existing	Ultimate	
		Airport Property Line
		Lot Line
		Through The Fence (TTF) Access Points
		Pavement
		Buildings
— X0 —	— X0 —	7' Chainlink Fence
— X —	— X —	Misc. Fence
X	X	Gate
		Object Free Area (OFA)
		Runway Protection Zone (RPZ)

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REVISIONS

NO.	DATE	BY	DESCRIPTION
1	5/24	LG	ALP Resubmittal
2			
3			
4			
5			

DRIGGS-REED MEMORIAL AIRPORT

DRIGGS, IDAHO

AIRPORT LAYOUT PLANNING DRAWINGS

BUILDING LAYOUT PLAN (1 of 2)

DESIGNED LLG

DESIGN CHECKED LMB

DETAILED RP

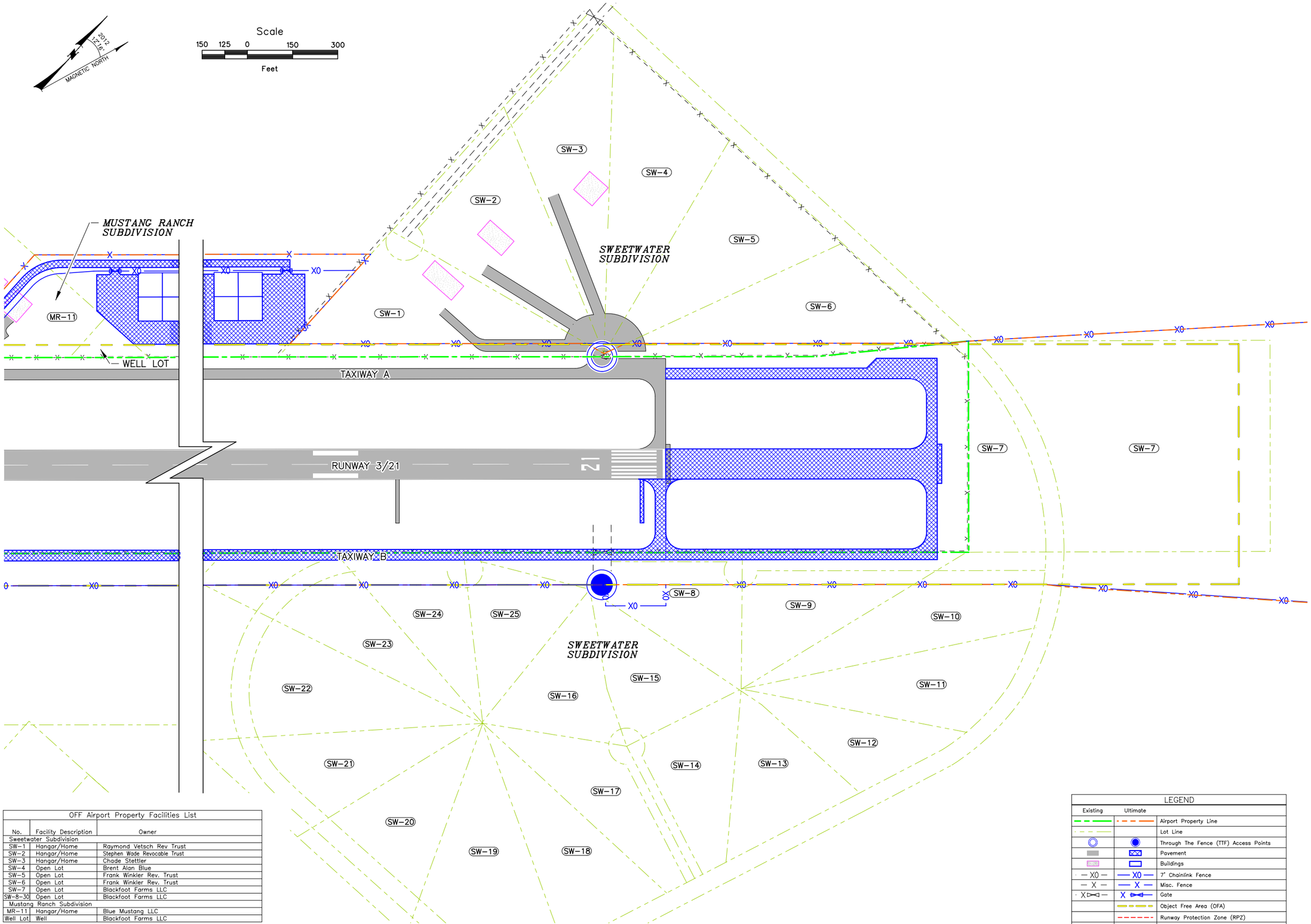
DRAWING CHECKED LMB

FILE NAME Driggs_ALP_2_bu_1

DRAWING DATE Mar 2012

DRAWING SCALE AS SHOWN

SHEET 2 OF 6



OFF Airport Property Facilities List		
No.	Facility Description	Owner
Sweetwater Subdivision		
SW-1	Hangar/Home	Raymond Vetsch Rev Trust
SW-2	Hangar/Home	Stephen Wade Revocable Trust
SW-3	Hangar/Home	Chade Stettler
SW-4	Open Lot	Brent Alan Blue
SW-5	Open Lot	Frank Winkler Rev. Trust
SW-6	Open Lot	Frank Winkler Rev. Trust
SW-7	Open Lot	Blackfoot Farms LLC
SW-8-30	Open Lot	Blackfoot Farms LLC
Mustang Ranch Subdivision		
MR-11	Hangar/Home	Blue Mustang LLC
Well Lot	Well	Blackfoot Farms LLC

LEGEND		
Existing	Ultimate	
		Airport Property Line
		Lot Line
		Through The Fence (TTF) Access Points
		Pavement
		Buildings
— X0 —	— X0 —	7' Chainlink Fence
— X —	— X —	Misc. Fence
X	X	Gate
		Object Free Area (OFA)
		Runway Protection Zone (RPZ)
		Gravel Road

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2			
3			
4			
5			
6			

DRIGGS-REED MEMORIAL AIRPORT

DRIGGS, IDAHO

AIRPORT LAYOUT PLANNING DRAWINGS

BUILDING LAYOUT PLAN (2 of 2)

DESIGNED LLG

DESIGN CHECKED LMB

DETAILED RP

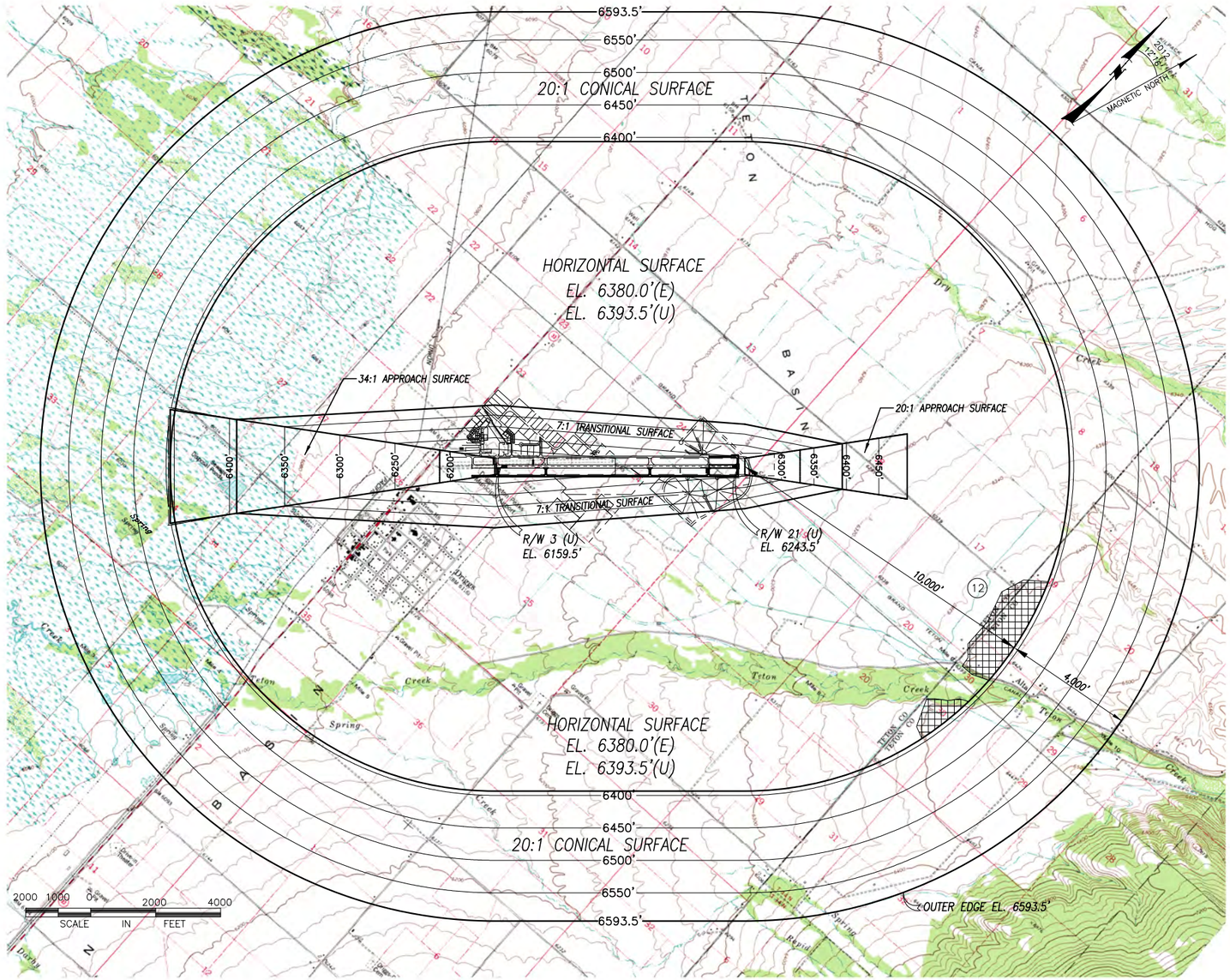
DRAWING CHECKED LMB

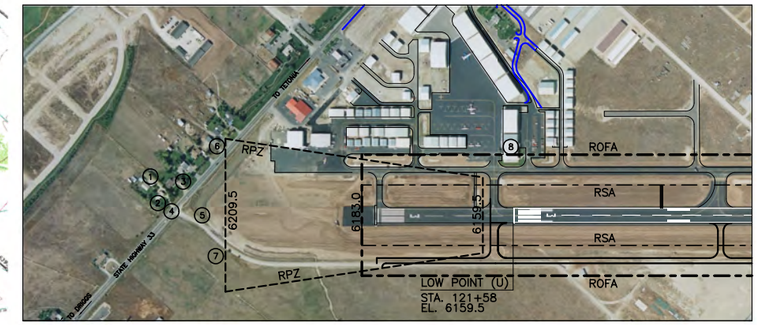
FILE NAME Driggs_ALP_3_bu_2

DRAWING DATE Mar 2012

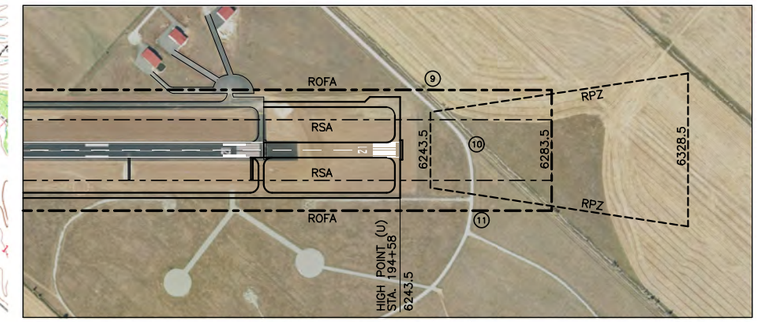
DRAWING SCALE AS SHOWN

SHEET 3 **OF** 6





RUNWAY PROTECTION ZONE (RPZ) 3 PLAN VIEW
1" = 500'



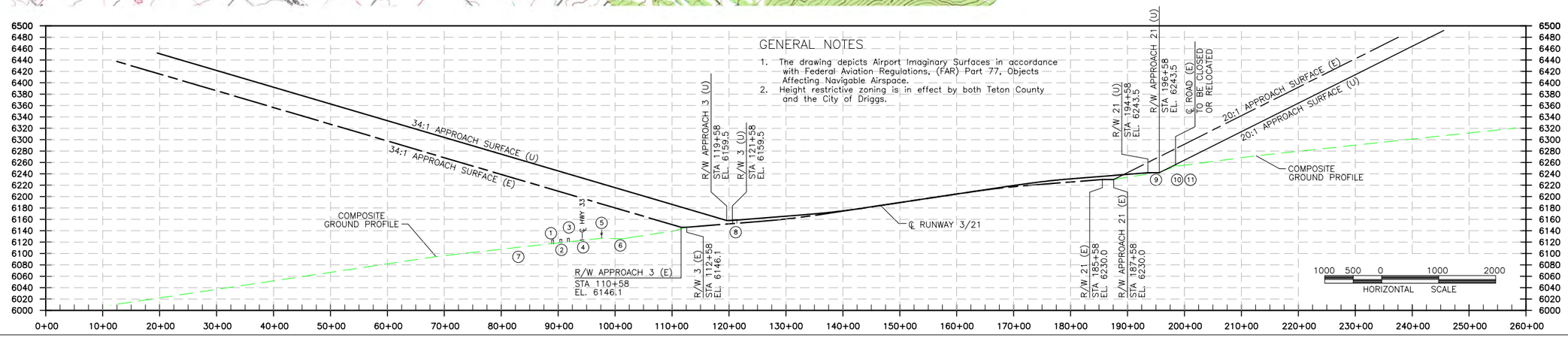
RUNWAY PROTECTION ZONE (RPZ) 21 PLAN VIEW
1" = 500'

OBSTRUCTION DATA TABLE (U)

Pt.	Obstruction	Offset	Elevation	Clearance	Proposed Action
1	Building – Residence	180 LT	--	--	None
2	Building – Residence	100 LT	--	--	None
3	Building – Residence	200 LT	--	--	None
4	State Highway 33 – CL R/W	0 LT	~6126	94	None
5	Chain Link Fence (6') – CL R/W	0 LT	~6132	82	None
6	State Highway 33 – RPZ LT	413 LT	~6126	83	None
7	1000N – RPZ RT	196 RT	~6124	85	None
8	Building (Warbirds Cafe Eave)	371 LT	6161.5	17.4	None
9	Road (E) – RPZ LT	257 LT	~6236	9	Relocate/Close
10	Road (E) – CL R/W	0 LT	~6245	10	Relocate/Close
11	Road (E) – RPZ RT	292 RT	~6252	5	Relocate/Close
12	Ground Surface – Imaginary Surface Rt	425 RT	~6252	-26.5	None

GENERAL NOTES

1. The drawing depicts Airport Imaginary Surfaces in accordance with Federal Aviation Regulations, (FAR) Part 77, Objects Affecting Navigable Airspace.
2. Height restrictive zoning is in effect by both Teton County and the City of Driggs.



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3			
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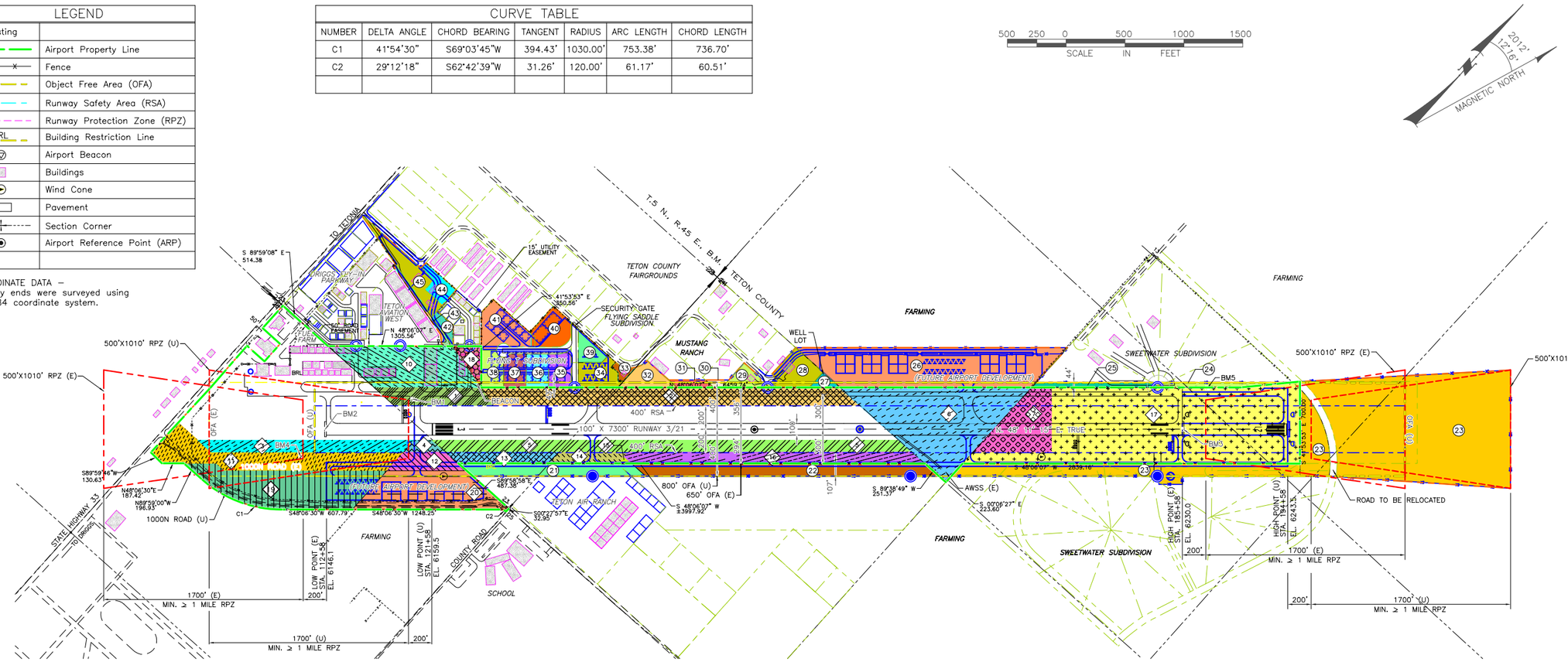
DRIGGS-REED MEMORIAL AIRPORT
DRIGGS, IDAHO
AIRPORT LAYOUT PLANNING DRAWINGS
AIRSPACE DRAWING

DESIGNED LLG
DESIGN CHECKED LMB
DETAILED RP
DRAWING CHECKED LMB
FILE NAME Driggs_ALP_4_airspace
DRAWING DATE Jan 2012
DRAWING SCALE AS SHOWN
SHEET 4 OF 6

LEGEND	
Existing	
	Airport Property Line
	Fence
	Object Free Area (OFA)
	Runway Safety Area (RSA)
	Runway Protection Zone (RPZ)
BRL	Building Restriction Line
	Airport Beacon
	Buildings
	Wind Cone
	Pavement
	Section Corner
	Airport Reference Point (ARP)

COORDINATE DATA –
Runway ends were surveyed using
WGS 84 coordinate system.

CURVE TABLE						
NUMBER	DELTA ANGLE	CHORD BEARING	TANGENT	RADIUS	ARC LENGTH	CHORD LENGTH
C1	41°54'30"	S69°03'45"W	394.43'	1030.00'	753.38'	736.70'
C2	29°12'18"	S62°42'39"W	31.26'	120.00'	61.17'	60.51'



LAND ACQUISITION TABLE									
PARCEL NUMBER	AREA	GRANTOR	GRANTEE	TYPE OF INTEREST	INSTRUMENT NUMBER	ACREAGE	DATE	FAA PROJECT NO.	REMARKS
						57.08	1969	FAAP 9–10–006–701	Original Property
1		W.O. Erbe	City of Driggs	Fee Title	77665	3.03	8/76	ADAP 7–16–0012–01	R/W and T/W Expansion
2		J.E. Hatch	City of Driggs	Fee Title	77438	10.65	6/76	ADAP 7–16–0012–01	R/W and T/W Expansion
3		V. Price	City of Driggs	Fee Title	77215	4.01	5/76	ADAP 7–16–0012–01	R/W and T/W Expansion
4		T. Johnson	City of Driggs	Fee Title	77216	0.58	5/76	ADAP 7–16–0012–01	R/W and T/W Expansion
5		A. Dalley	City of Driggs	Fee Title	76951	9.12	3/76	ADAP 7–16–0012–01	R/W and T/W Expansion
6		E.L. Casper	City of Driggs	Fee Title	76952	15.29	3/76	ADAP 7–16–0012–01	R/W and T/W Expansion
7		F. Bagley	City of Driggs	Fee Title	–	5.42	–	ADAP 7–16–0012–01	R/W and T/W Expansion
10		A. Mortensen	City of Driggs	Fee Title	114670	7.96	5/93	AIP 7–16–0012–01	Runway Expansion
11		V. Price	City of Driggs	Fee Title	111252	8.21	10/92	AIP 7–16–0012–01	Runway Expansion
12		R. Knight	City of Driggs	Fee Title	111262	1.90	10/92	AIP 7–16–0012–01	Runway Expansion
13		N. Morley	City of Driggs	Fee Title	111254	2.01	10/92	AIP 7–16–0012–01	Runway Expansion
14		Alta Construction	City of Driggs	Fee Title	111257	1.34	10/92	AIP 7–16–0012–01	Runway Expansion
15		Grover	City of Driggs	Fee Title	114677	0.08	5/93	AIP 7–16–0012–01	Runway Expansion
16		A. Dalley	City of Driggs	Fee Title	111956	5.07	10/92	AIP 7–16–0012–01	Runway Expansion
17		M. Bergmeyer	City of Driggs	Fee Title	111255	33.21	10/92	AIP 7–16–0012–01	Runway Expansion
18		J.E. Hatch	City of Driggs	Fee Title	114610	0.99	12/93	AIP 7–16–0012–01	Airport Development
19		V. Price	City of Driggs	Fee Title	211838	10.21	6/10	AIP 3–16–0012–009	R/W Expansion (B–II TO C–II)
20		R. Knight	City of Driggs	Fee Title	211836	7.73	6/10	AIP 3–16–0012–009	R/W Expansion (B–II TO C–II)

FUTURE LAND ACQUISITION TABLE									
PARCEL NUMBER	AREA	GRANTOR	GRANTEE	TYPE OF INTEREST (TO BE ACQUIRED)	INSTRUMENT NUMBER	ACREAGE	DATE	FAA PROJECT NO.	REMARKS
21		Teton Air Ranch, LLC	City of Driggs	Fee Title	_____	3.73	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
22		Ned Thomas	City of Driggs	Fee Title	_____	6.30	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
23		Huntsman Devlp	City of Driggs	Fee Title	_____	43.64	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
24		Frank Winkler Rev. Trust	City of Driggs	Fee Title	_____	0.90	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
25		Raymond Vetsch Rev Trust	City of Driggs	Fee Title	_____	1.05	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
26		Taleghani	City of Driggs	Fee Title	_____	15.48	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
27		Blackfoot Farms LLC	City of Driggs	Fee Title	_____	0.40	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
28		Blue Mustang LLC	City of Driggs	Fee Title	_____	2.10	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
29		John & Ingrid Traylor	City of Driggs	Fee Title	_____	1.06	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
30		Dean F Jennings	City of Driggs	Fee Title	_____	0.20	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
31		Hadley Brothers First LLC	City of Driggs	Fee Title	_____	0.46	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
32		Wibur Lee Thompson	City of Driggs	Fee Title	_____	1.42	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
33		Sierra Bravo LLC	City of Driggs	Fee Title	_____	0.36	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
34		Sierra Bravo LLC	City of Driggs	Fee Title	_____	1.71	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
35		Richard Sugden	City of Driggs	Fee Title	_____	1.30	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
36		Richard Sugden	City of Driggs	Fee Title	_____	1.26	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
37		Robert B. Lewis	City of Driggs	Fee Title	_____	1.24	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
38		Eric Ellenbogen	City of Driggs	Fee Title	_____	1.32	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
39		Sierra Bravo LLC	City of Driggs	Fee Title	_____	0.98	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
40		Sam Lea	City of Driggs	Fee Title	_____	1.90	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
41		Eric Ellenbogen	City of Driggs	Fee Title	_____	2.60	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
42		Teton Aviation	City of Driggs	Fee Title	_____	0.53	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
43		Teton Aviation	City of Driggs	Fee Title	_____	0.56	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
44		James Hatch	City of Driggs	Fee Title	_____	1.02	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)
45		James Hatch	City of Driggs	Fee Title	_____	2.41	___	AIP 3–16–0012–XXX	R/W Expansion (B–II TO C–II)

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REVISIONS

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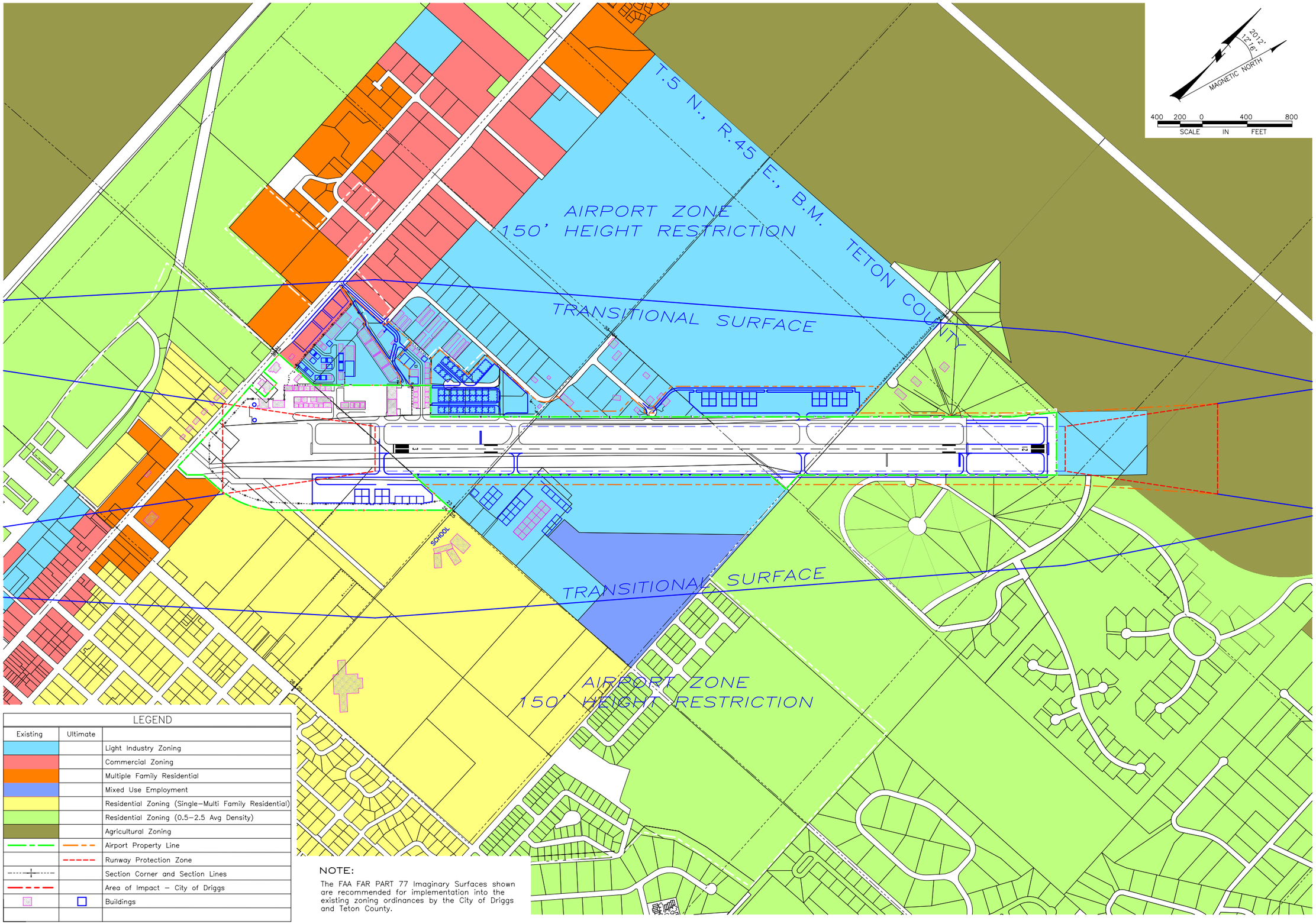
2			
3			
4			
5			

DRIGGS–REED MEMORIAL AIRPORT
DRIGGS, IDAHO
AIRPORT LAYOUT PLANNING DRAWINGS

EXHIBIT "A" – AIRPORT PROPERTY MAP

DESIGNED LLG
DESIGN CHECKED LMB
DETAILED RP
DRAWING CHECKED LMB
FILE NAME Driggs_ALP_5_EXA
DRAWING DATE Jan 2012
DRAWING SCALE AS SHOWN



LEGEND		
Existing	Ultimate	
		Light Industry Zoning
		Commercial Zoning
		Multiple Family Residential
		Mixed Use Employment
		Residential Zoning (Single–Multi Family Residential)
		Residential Zoning (0.5–2.5 Avg Density)
		Agricultural Zoning
		Airport Property Line
		Runway Protection Zone
		Section Corner and Section Lines
		Area of Impact – City of Driggs
		Buildings

NOTE:

The FAA FAR PART 77 Imaginary Surfaces shown are recommended for implementation into the existing zoning ordinances by the City of Driggs and Teton County.

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DRIGGS–REED MEMORIAL AIRPORT

DRIGGS, IDAHO

AIRPORT LAYOUT PLANNING DRAWINGS

EXISTING LAND USE PLAN

DESIGNED
LLG

DESIGN CHECKED
LMB

DETAILED
RP

DRAWING CHECKED
LMB

FILE NAME
Driggs_ALP_6_LU

DRAWING DATE
Jan 2012

DRAWING SCALE
AS SHOWN

SHEET 6 OF 6