

17 October 2013

RECEIVED
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4:30 pm MAC

Mayor and City Council
City of New Meadows
Post Office Box 324
New Meadows, ID 83654

Re: Brown's Proposed Business Project

I am a full time resident of Meadows Valley and have owned my home here since 2001. I am very supportive of most new business ventures that will bring much needed jobs to this area. I am also a private pilot and frequently use the public airport here in New Meadows. I have major concerns about the negative impact this project would have on safety at this airport.

The New Meadows Airport is a "Public Use Airport", owned and managed by the State of Idaho, and subject to the requirements of the FAA. According to the Idaho Division of Aeronautics, the 26 foot height and location of the main building as shown on the preliminary documents submitted by Mr. Brown just barely remains beneath the FAA Protected Airspace when approaching the runway from the south. (This Protected Airspace is defined by an imaginary surface extending outward from the end of the runway for a distance of 5000 feet at a slope of 20:1)(see Diagram No. 1). If this structure is actually built any higher, or placed any closer to the South end of the runway, this Protected Airspace would be penetrated. This would be a violation of FAA Part 77 Requirements, and would also represent a serious safety hazard.

The Idaho Division of Aeronautics has also stated that "This project will be within the Runway Protection Zone (RPZ) of the airport. (This Runway Protection Zone is defined by an imaginary surface extending outward from the end of the runway for a distance of 10,000 feet at a slope of 50:1)(see Diagram No. 2). Typically, development in an airport RPZ is discouraged, but cannot be prevented." The simple reason these developments are discouraged is that experience has shown that airport safety is almost always compromised, not just for the pilots and their passengers, but also for people on the ground in such close proximity to the airport. This development cannot be prevented by the Division because the existing FAA regulations currently do not provide the necessary regulatory justification. However, since this new construction project is within the RPZ, the FAA must be notified. FAA Form 7460-1 must be filed by Mr. Brown with the nearest FAA office.

The Idaho Division of Aeronautics further stated that the "Division of Aeronautics will not oppose the proposed development immediately south of the New Meadows airport providing the structure is built as planned. Since the Division's position requires that this project must be constructed "as planned", the preliminary drawings and sketches which have been provided do not provide sufficient details to ensure that actual construction meets the applicable FAA requirements.

Pilots approaching to land at the airport from the south could be distracted or temporarily blinded by the glare from lighting on the premises. The detailed location and brightness of any lighting have also not been provided.

The steep vertical bank at the south end of the airport, caused by the excavation already completed at the project site by Mr. Brown, increases the possibility of an overrun accident when landing from the south. The natural tendency of any pilot when approaching to land over structures close to the runway,

or when faced with a steep bank immediately off the end of the runway, is to stay slightly high on final approach. This results in landing further down the runway than normal. Since the runway at the New Meadows airport is relatively short, the airplane could easily run off the end of the runway before being able to stop.

This steep vertical bank and the structures close to the runway could also have an impact on the severity of an overrun accident when landing from the north. A pilot could mistakenly land further down the runway or at a higher speed than intended and run off the south end of the runway. The airplane would drop off this steep bank in a near-vertical position, making the survival of the pilot and any passengers less likely. Since the proposed structures are so close to the end of the runway, people in or near those structures could also be injured or killed in this type of accident.

Finally, this airport is regularly used by many recreational pilots, bringing significant revenue into the local economy. However, there are many other important users who may not be so obvious to non-pilots and members of this community. Local ranchers and business owners use this airport regularly to commute between their homes and businesses. The McCall Smoke Jumper Base uses this airport to maintain the proficiency of their pilots. They have also used this airport as a staging base for fighting forest fires in the local area. During a recent fire in the Riggins area, smoke jumpers were unable to jump into a fire due to the steep terrain. They landed at New Meadows where they were picked up by fire trucks on the ground, saving at least two hours in response time versus returning to the McCall base. Emergency responders can use the airport for local rescue operations and to transport medical emergencies to Boise. McCall Aviation and McCall Mountain / Canyon Flying Seminars regularly use New Meadows when training pilots to fly safely into unimproved backcountry airstrips.

The New Meadows Airport is an important asset to the local community. Preserving the safety of everyone who uses this airport, as well as those members of the community who live and work close to the airport, should be the most important consideration of these deliberations.

Considering the safety issues identified in this letter, and that this development would be within the Runway Protected Zone of a Public Use Airport, the City of New Meadows would be assuming significant financial liability if this project is approved.

In summary, I believe approval of this project should be denied for the following safety reasons:

1. Possible penetration of FAA Protected Airspace.
2. Actual penetration of FAA Runway Protection Zone, requiring FAA notification.
3. Preliminary drawings and sketches insufficient to ensure project is built "as planned."
4. Pilots approaching from the south impacted by brightness of lights.
5. Increased possibility of an overrun accident when landing from the south.
6. Increased severity of an overrun accident when landing from the north.
7. Increased safety hazard to emergency responders.

I respectfully request that the City of New Meadows disapprove this project. This proposed development would compromise the safety of the New Meadows Airport. The proximity of this proposed development to an existing Public Use Airport represents an incompatible land use of this property. The local pilots and aviation business owners listed below join me in opposing the approval of this project.

Thank you very much for giving me the opportunity to express my concerns regarding this project. Please let me know if you have any questions or would like any additional information.

Sincerely,
Dennis C. Nau
208-347-4190

Ms. Laura Scott, President
McCall Aviation

Mr. Tim Farrell
Local pilot and rancher

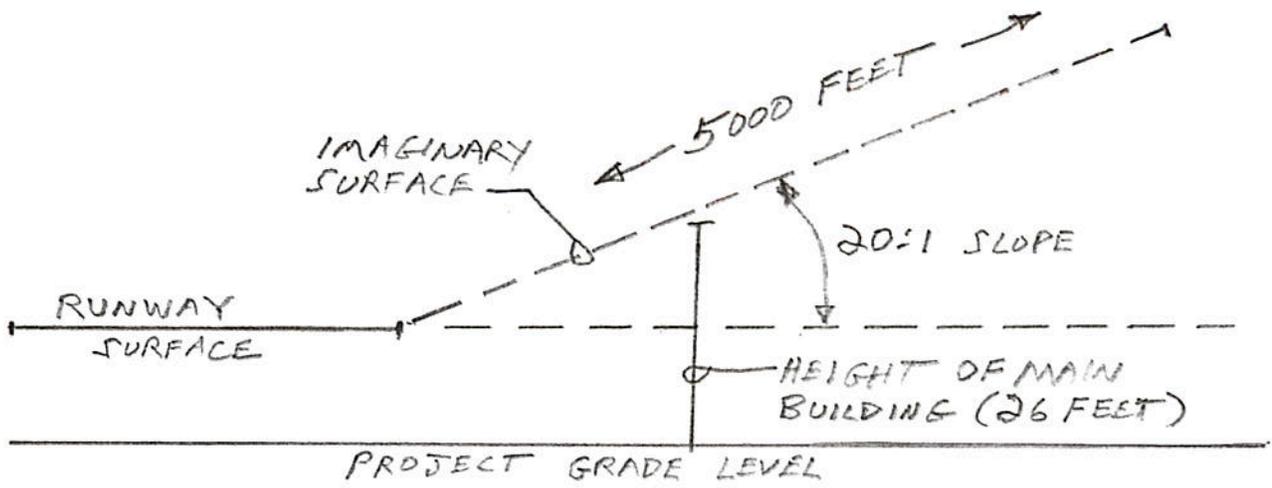


DIAGRAM NO. 1
FAA PROTECTED AIRSPACE
(Prohibits Obstructions in Airspace Required For Aircraft)

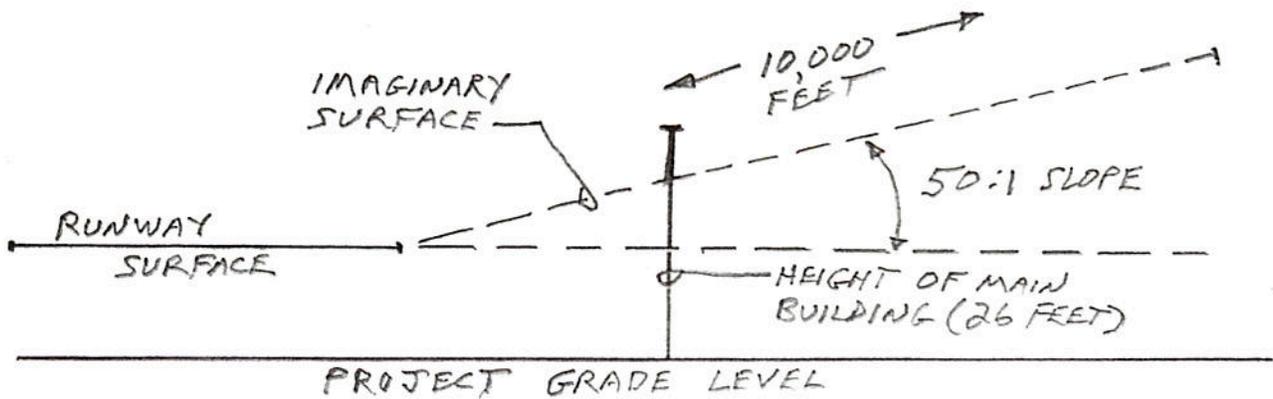


DIAGRAM NO. 2
FAA RUNWAY PROTECTION ZONE (RPZ)
(Enhances Safety and Protection of People and Property on the Ground)