

The logo features a dark blue background with a large, stylized, curved shape in the center. This shape is bordered by a thick, golden-yellow line. The text "FRIEDMAN MEMORIAL AIRPORT" is written in a light blue, serif, all-caps font across the top of the blue area, and "AUTHORITY" is written in the same font below it.

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

Regular Meeting
January 3, 2012



FMAA Financial Statements & Other financial Information

Year Ended September 30, 2011

- Presented By:
 - FMAA Financial Statements prepared by: Ms. Laurie Harberd, Rexroat, Harberd & Associates
 - Independent Audit Review - Ms. Mary Kay Petersen and Mr. Brad Hodges, Simmons and Clubb, CPA's
 - After presentation and if appropriate: Approve the draft financial statements and direct Staff/Auditor to finalize for distribution to appropriate government agencies

UNFINISHED BUSINESS

Replacement Airport

- City of Hailey Report

Replacement Airport

- Blaine County Report

Capital For A Day

- Wednesday, December 21st Sun Valley hosted the “Governor’s Capital For a Day”
- FMAA was asked to update the Governor and Staff on the status of FMA
- The Power Point Presentation (PPT) used was included in Board review material
- FSVA presentation was included in Board review material
- Sustain Blaine presentation was included in Board review material
- FSVA & Sustain Blaine presentations include information that may be extremely important to the Board in the future

Alaska Airlines/Horizon Air Meeting

- December 22nd – Meeting conducted by teleconference between Boise and Sea-Tac
- Meeting agenda included in Board review material
- Meeting summary included in Board review material
- Dave Mitchell, TO Engineers – Meeting Summary Presentation

Horizon Air Trip Report

- Airport Manager and consultants scheduled a visit with Horizon Air at Sea-Tac Airport on December 22
- Due to flight delays, the meeting was conducted by teleconference between Boise and Sea-Tac
- Attendees:
 - Rick Baird (in Boise)
 - Dave Mitchell, T-O (in Boise)
 - Tony Tezla, Mead & Hunt (at Sea-Tac)
 - Perry Solmonson, Horizon Air (at Sea-Tac)
- Purpose: To discuss potential improvements to reliability at SUN

The logo for Horizon Air, featuring the words "Horizon Air" in a stylized, italicized script font. The logo is set against a white rectangular background, which is placed on a dark blue curved band at the bottom right of the slide.

Horizon Air Trip Report

- **After a brief update on the status of the EIS, Mr. Solomonson shared Horizon's policies on approaches and back-up navigation:**
 - Horizon uses RNP significantly, and RNP has some unique requirements to consider in the approach.
 - Assumes that at the missed approach point, the aircraft simultaneously loses one engine and its primary navigation system (GPS).
 - The missed approach procedure must be written to allow the aircraft to follow it safely in this condition.
 - Horizon's navigation systems:
 - Primary: Wide Area Augmentation System (WAAS) – GPS augmented with ground-based stations.
 - Back-Up: Inertial – a stand alone system that uses accelerometers and gyroscopes. Accuracy decays, without WAAS active.

Horizon Air Trip Report

- In considering an RNP approach at SUN, Horizon uses the following performance characteristics for the Q400:
 - Climb gradient of 350 ft/nautical mile (single-engine)
 - 60,000 lbs. max. landing weight (max. for the Q400 = 62,000 lbs.)
 - No lower temperature limit for the approach
 - RNAV (RNP) Y minimum temperature = -13°F
 - Horizon's flight management systems account for lower temperatures
 - Upper limit of 50°F
 - RNAV (RNP) Y maximum temperature = 99°F
 - At temperatures above 50°F, climbing performance of the Q400 begins to suffer, limiting the missed approach

Horizon Air Trip Report

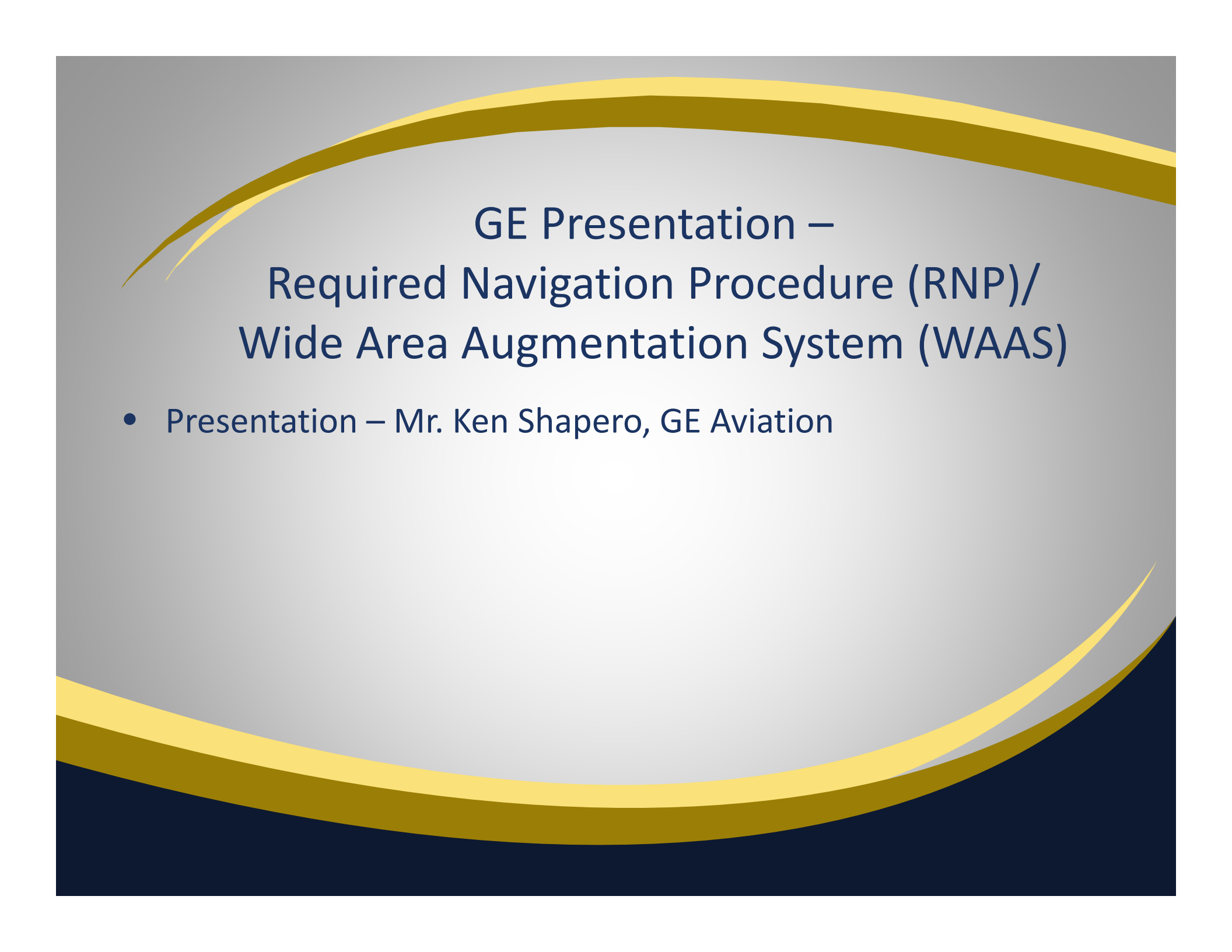
- The merits of the following alternatives relative to cancellations were discussed:
 - Ground-based NAVAIDs: They do not see a significant advantage to their operations by installing ground-based NAVAIDs.
 - Weather Reporting: The main problem is the use of “prevailing visibility” . Transmissometers (Runway Visual Range instruments) could help.
 - Approach Lighting: Some advantage, but no specific benefit was discussed.
 - Radar: Multi-lateration radar would be helpful in terms of efficiency, but would not directly improve reliability (minimums).

Horizon Air Trip Report

- Horizon does not use the published RNAV (RNP) Y approach procedure.
 - Long missed approach procedure in confined terrain
 - Horizon would prefer a missed approach turn to the east, which would avoid the most critical terrain and provide more time to climb.
 - GE has worked an alternative approach that modifies the missed approach from RNP-Y to address these concerns.
- GE's analysis shows the minimums could be reduced to 800'/2.25 miles, which would reduce Horizon's cancellations/diversions by 15 flights/year.
- Minima of 1,000'/3.0 would reduce diversions by 10 flts/yr.

Horizon Air Trip Report

- If minima could be reduced to 300'/1.0, reliability for Horizon at SUN would be 99%. This is not possible under current criteria to Runway 31.
- Horizon did an analysis in 1999 that showed an approach from the north would produce very low minimums: 305'/1.0 mile
- Any RNP-based solution should not require site-specific training, as this will require investment that is not justified for a limited market like SUN.
- In Mr. Solomonson's opinion, RNP is an excellent solution for SUN.
- He also believes that the FAA will ultimately publish a new RNP procedure to revise the missed approach and with minima of approximately 1,100'/3.0.



GE Presentation – Required Navigation Procedure (RNP)/ Wide Area Augmentation System (WAAS)

- Presentation – Mr. Ken Shapero, GE Aviation

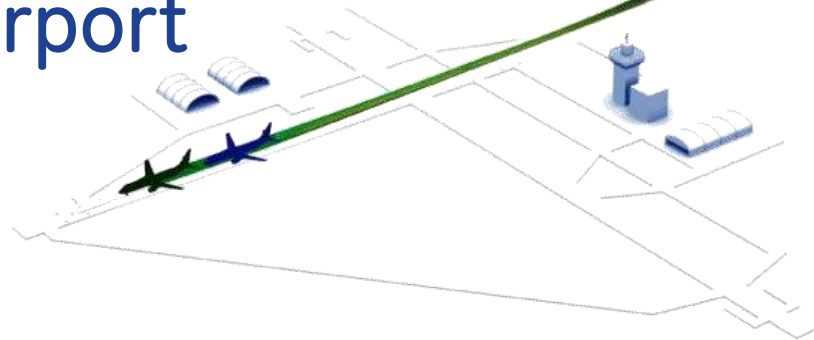
GE Aviation PBN Services

Friedman Memorial Airport

3 January, 2012

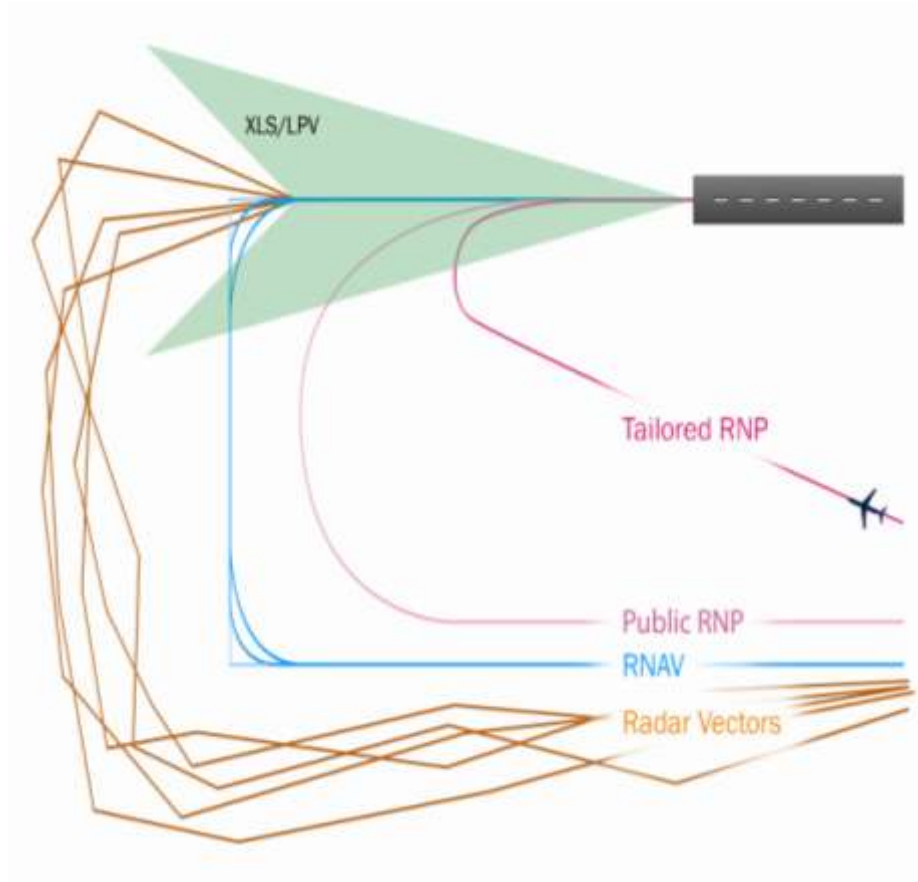


imagination at work



GE Aviation: The Leader in PBN Solutions

- Internationally recognized for the design and deployment of all forms of Performance-based Navigation (PBN), including high-benefit Required Navigation Performance (RNP)
- Greater than 330 procedures at over 140 runways and 50 airports in 9 countries
- Naverus founded in 2003, acquired by GE Aviation in 2009
- Worldwide operations in United States, Canada, Australia, China, Faroe Islands, New Zealand, Panama, Peru, South Korea, Sweden, Switzerland, Vanuatu



GE PBN Services Offerings

Save fuel, reduce emissions and noise, improve airport access, and enhance safety.

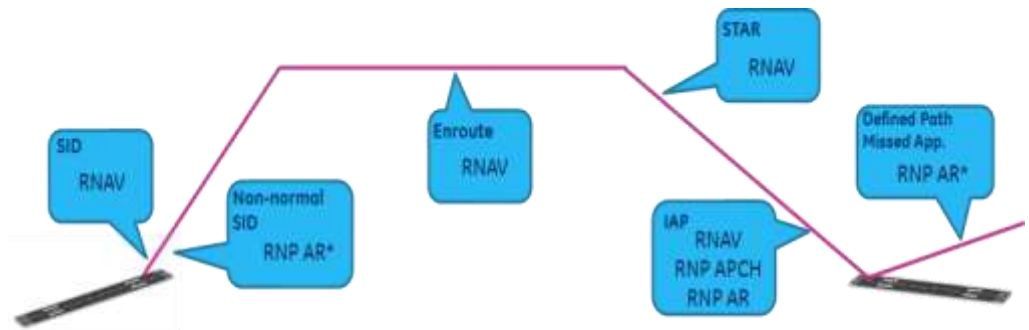


Consulting Services:

GE PBN Services provides expert advice to help airlines, Airports, ANSPs and regions evaluate and successfully adopt PBN solutions

PBN Infrastructure:

PBN Services designs, integrates, maintains and optimizes all types of PBN flight paths around the world from foundational RNAV to highly customized RNP AR trajectories.



* Available only with RNP AR procedures designed using Naverus Criteria

Total PBN Integration

The path is “More than lines on a map”

According to RTCA NextGen Survey, #1 issue for operators was “Integration”¹

Success requires multi – disciplinary
“Operational Integration”

GE has successfully integrated over 330 RNP procedures throughout the world

1 - NextGen Task Force Plenary Meeting—August 20, 2009,

http://www.rtca.org/CMS_DOC/NextGen%20TF%20Plenary_Sum_2009-08-20_Attachmts.pdf

GE PBN Services Offerings

Stakeholder
Coordination

Community
Engagement

New PBN
Instrument
Procedures

Environmental
Noise Studies

FAA
Coordination
and Advocacy

A highly experienced PBN team

EXPERT STAFF

- ✦ Technical Pilots with extensive airline and military flight operations experience and solid technical backgrounds
- ✦ Air Traffic Controllers
- ✦ Aircraft Dispatchers
- ✦ Aircraft Performance Engineers
- ✦ Procedure Path Designers
- ✦ Safety Management Specialists
- ✦ Quality Management Specialists
- ✦ Regulatory Affairs Specialists
- ✦ Program Management

GE PBN SERVICES CREDENTIALS

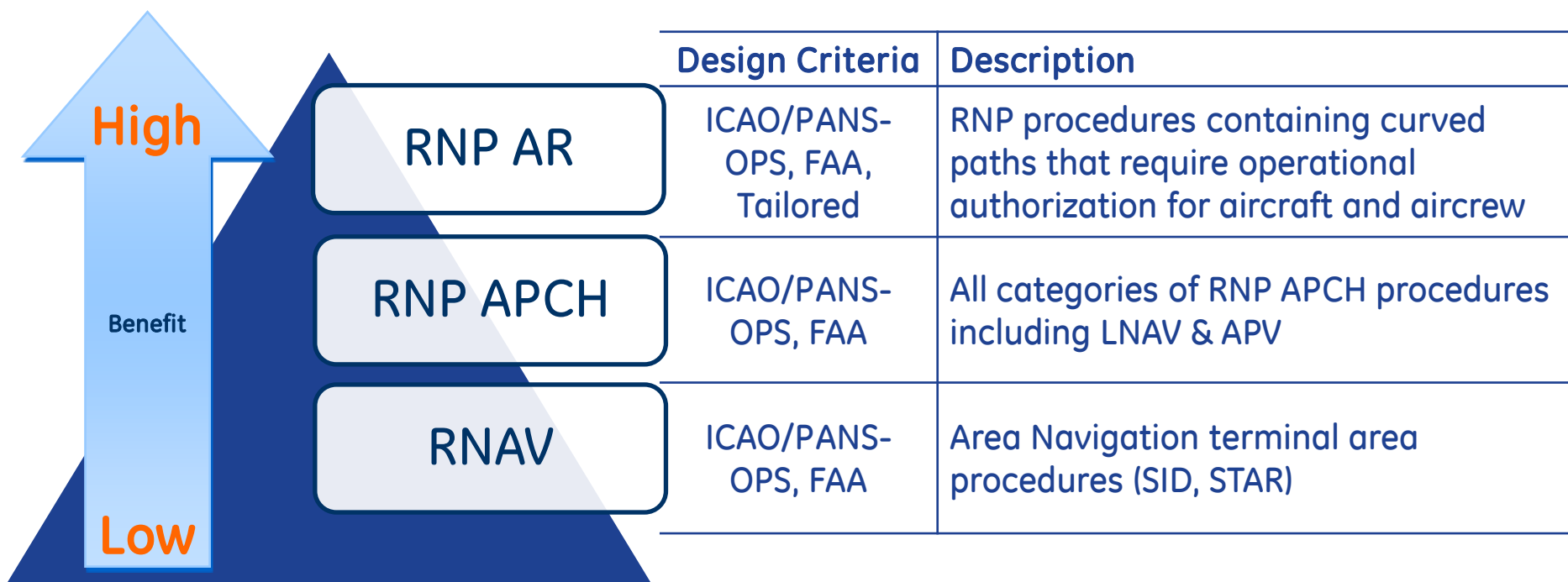
- ✦ FAA authorized RNP consultant
- ✦ FAA qualified RNP AR designer
- ✦ FAA authorized RNP flight validation capability
- ✦ Official certification to design and deploy PBN procedures in Australia, Canada, China and New Zealand
- ✦ ICAO registered supplier of PBN services
- ✦ ISO 9002-2008 registered for PBN procedure development, support and maintenance
- ✦ IATA Strategic Partner

Relationship
Sampling



PBN for Multiple Applications

PBN procedures differ in capability, yielding increasingly significant benefits with higher performance application



National Environmental Protection Act (NEPA)

Unless otherwise exempted, all formal actions taken by FAA are subject to NEPA Review.

FAA Policies and Procedures for complying with NEPA are contained in Order 1050.1E *Environmental Impacts: Policies and Procedures* (Chg. 1).

FAA Order JO 7400.2G *Procedures for Handling Airspace Matters* complements Order 1050.1E. and provides guidance to air traffic personnel



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
National Policy

ORDER
1050.1E,
CHG 1

Effective Date:
March 20, 2006

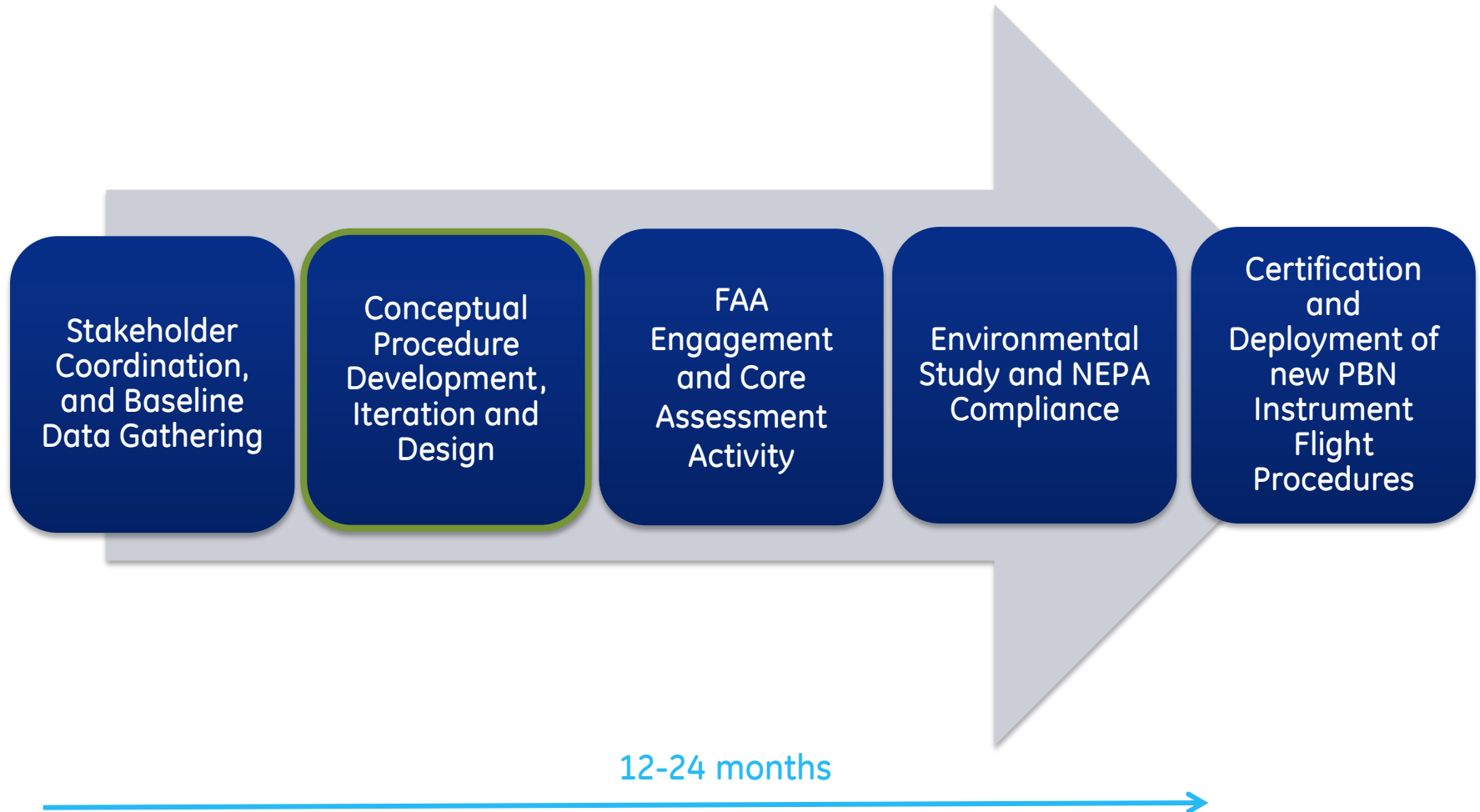
SUBJ: Environmental Impacts: Policies and Procedures

This order updates the FAA agency-wide policies and procedures for compliance with the National Environmental Policy Act (NEPA) and implementing regulations issued by the Council on Environmental Quality (40 CFR parts 1500-1508). The provisions of this order and the CEQ regulations apply to actions directly undertaken by the FAA and where the FAA has sufficient control and responsibility to condition the license or project approval of a non-Federal entity. The requirements in this order apply to, but are not limited to, the following: all grants, loans, contracts, leases, construction, research activities, rulemaking and regulatory actions, certifications, licensing, permits, plans submitted to the FAA by state and local agencies which require FAA approval, and legislation proposed by the FAA. The order was last revised in 2004.

The draft order was published in the Federal Register for public comment. The final order incorporates changes resulting from comments received from the public and during the internal FAA clearance procedure. The changes are annotated in the text with a bold line to the left of the paragraph containing the changed language. The change page can be found at the end of this document. The final order was published in the Federal Register and is available on the Internet at http://www.faa.gov/regulations_policies/orders_notices/.

Marion C. Blakey
Administrator
Federal Aviation Administration

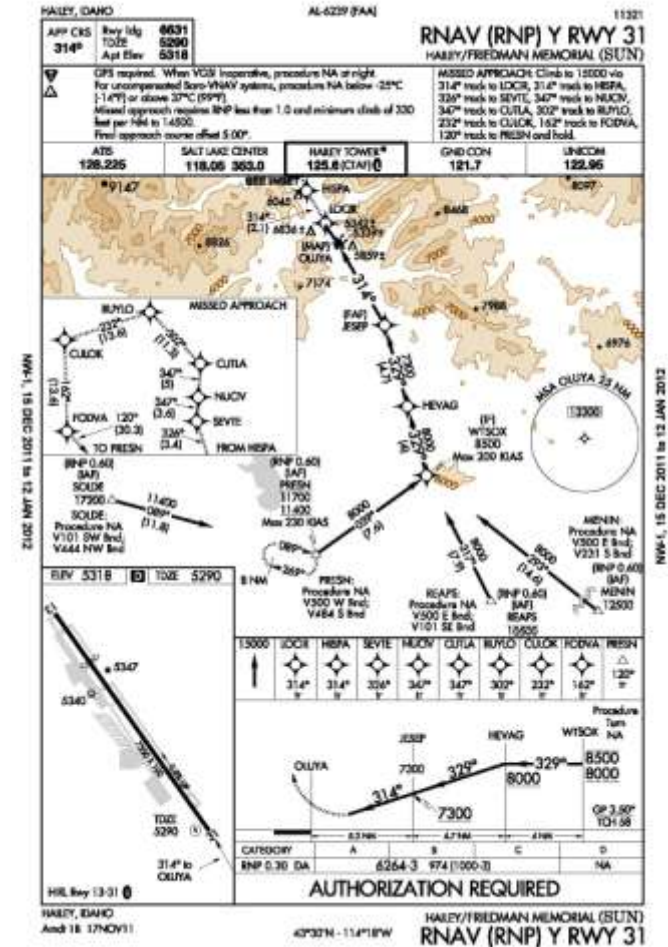
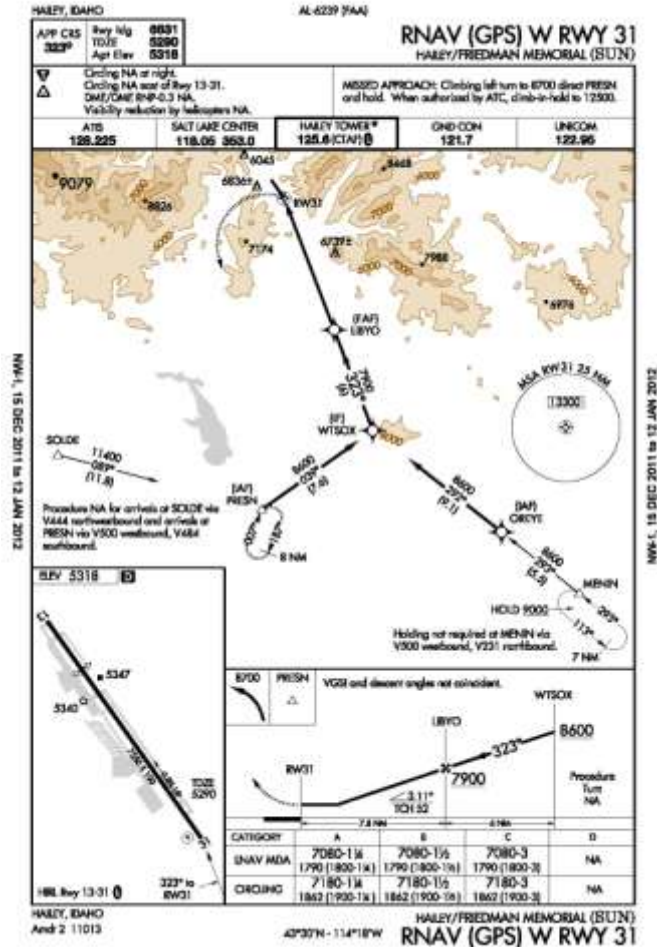
PBN Development Process



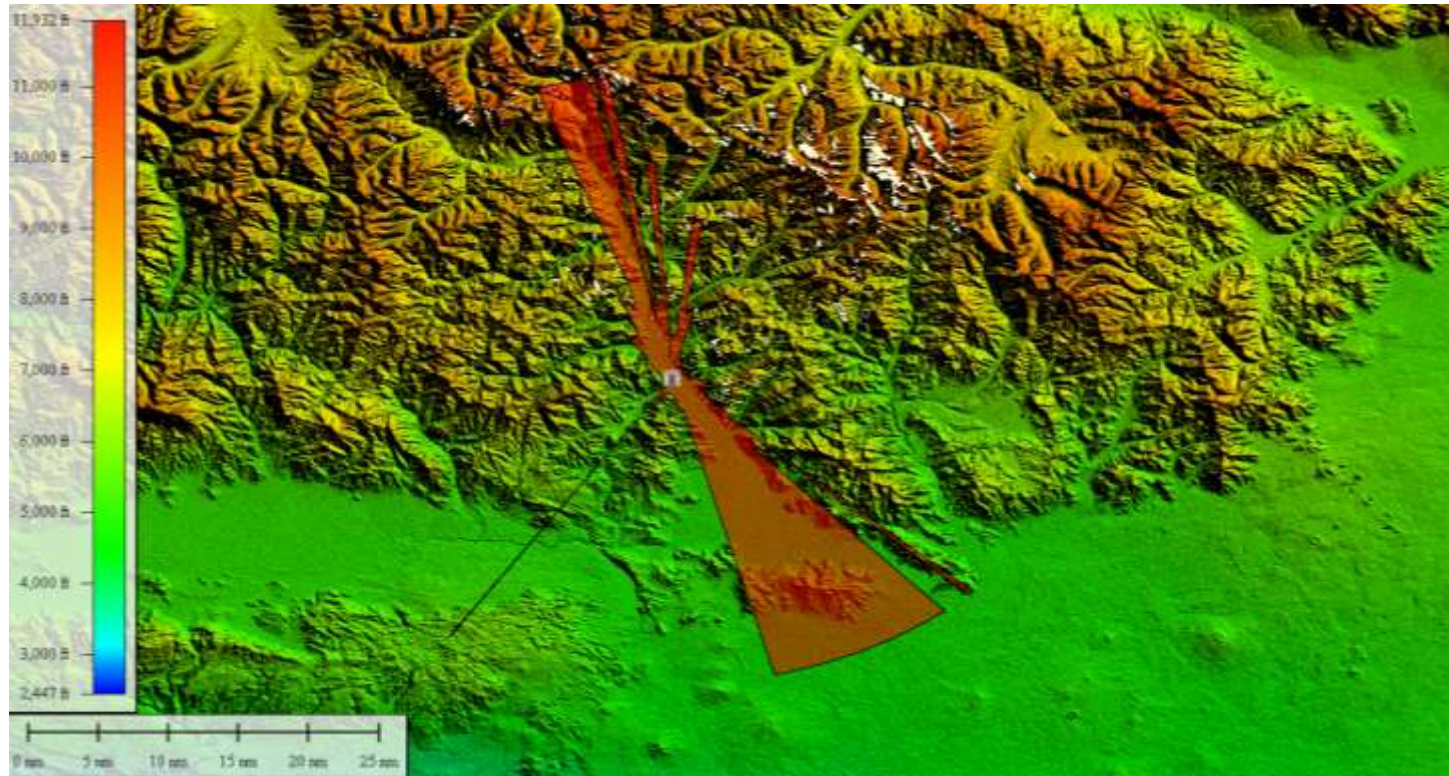
Sun Valley Airspace And Issues Discussion



Building Upon Existing Infrastructure



KSUN Challenges

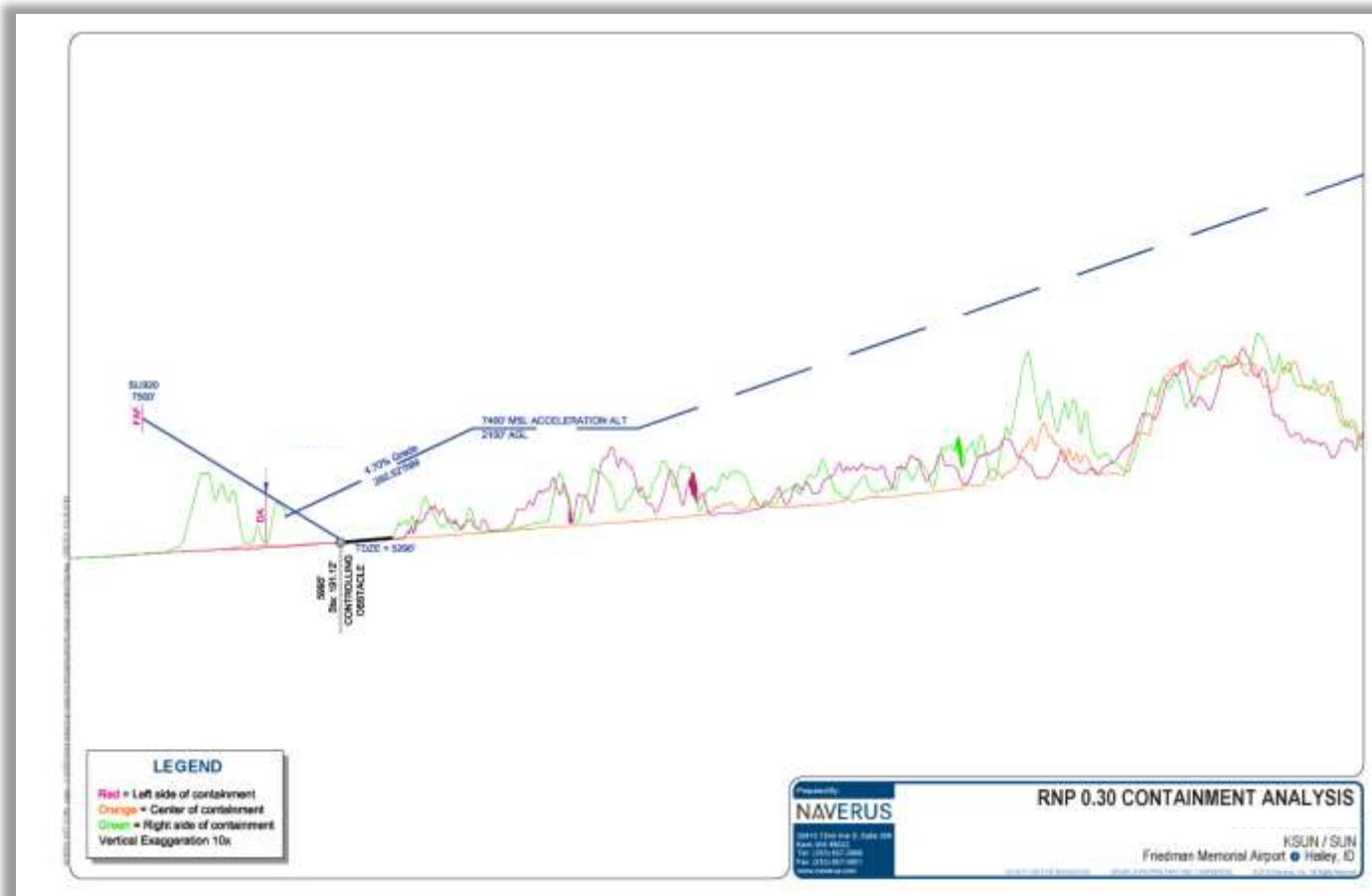




imagination at work



KSUN RWY 31 Challenges



PBN Solutions for KSUN

Multiple PBN Solutions:

- Enhanced public RNP SAAAR/AR Approach Procedure
- WAAS LPV Approach with RNP AR Missed Approach



Airport Communication & Outreach Facilitator

- Last month, the Board authorized negotiation with Candice Pate for development of a Scope of Services and Draft Agreement for Board consideration
- Draft Letter Agreement with a Scope of Services attached was placed in Board review material
- After discussion and when appropriate, authorize execution of the Agreement as amended, if approved by the Board

Airport Redevelopment Plan and Feasibility Analysis Update

- As EIS was suspended, Staff and the Program Management Team were placing final touches on final remaining deliverables.
- All Elements of the project had been completed
 - Some elements and deliverables had not been reviewed in final form by the Board.
- Each Board Member has been provided a desktop binder for final review
- Comments received by January 20th can be reviewed and included

Airport Redevelopment Plan and Feasibility Analysis Update

- After January 20th Staff will work with Program Management Team and the FAA to close the project
- Total negotiated cost was \$362,284.00
 - Element 9 did not include FAA participation.
 - Total Element 9 cost of \$39,440
- Project completed according to the negotiated budget



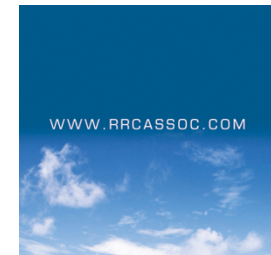
SUN Commercial Passenger Survey Results

- Presented by:
 - Ms. Carol Waller, FSVA

Friedman Memorial Airport (SUN) Commercial Air Passenger Profile SUMMER/FALL/WINTER

Presented January 3, 2012

*Prepared for: Fly Sun Valley Alliance
Prepared by: RRC Associates*



Outline

- Methodology
- Visitor Demographics
- Trip Planning
- Trip Characteristics
- Ratings of Experience

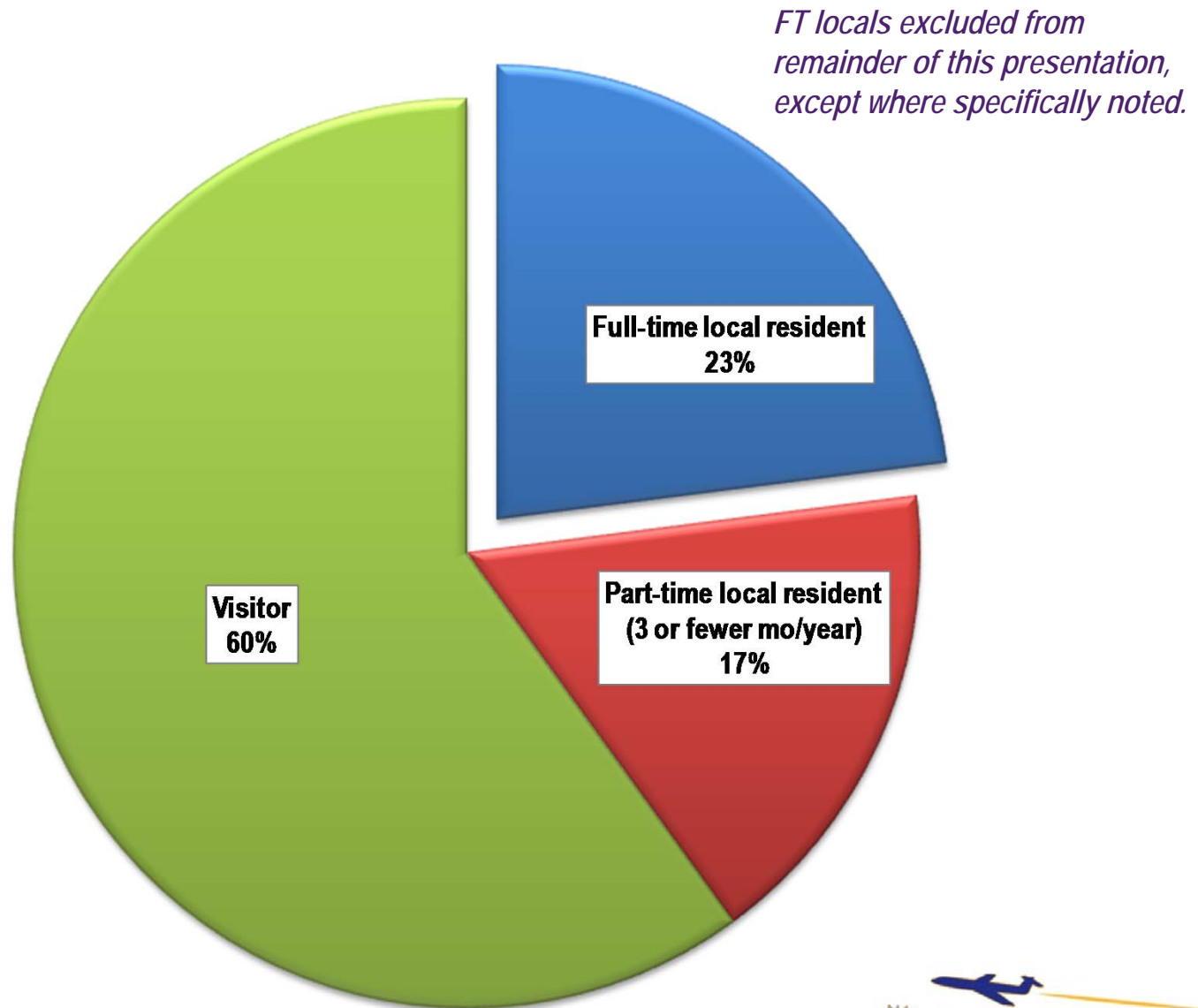
Methodology

- Intercept survey conducted in passenger waiting area at SUN
- Research in Winter 2010 (n=468); Summer/Fall 2011 (n=634)
- Sampling plan was designed to capture representative passenger mix by flight (*70% SkyWest, 30% Alaska*)
- Seasonal survey volume roughly parallels enplanements (*~45% winter/~55% summer*)
- Margin of error for overall sample (n=1,102): +/-3.0%
- Presentation focuses on combined results for visitors and part-time residents (*PT resident = staying 3 months+ in area per year*)
 - ▶ Most survey questions focused on visitor experience
 - ▶ Some questions for year-round residents

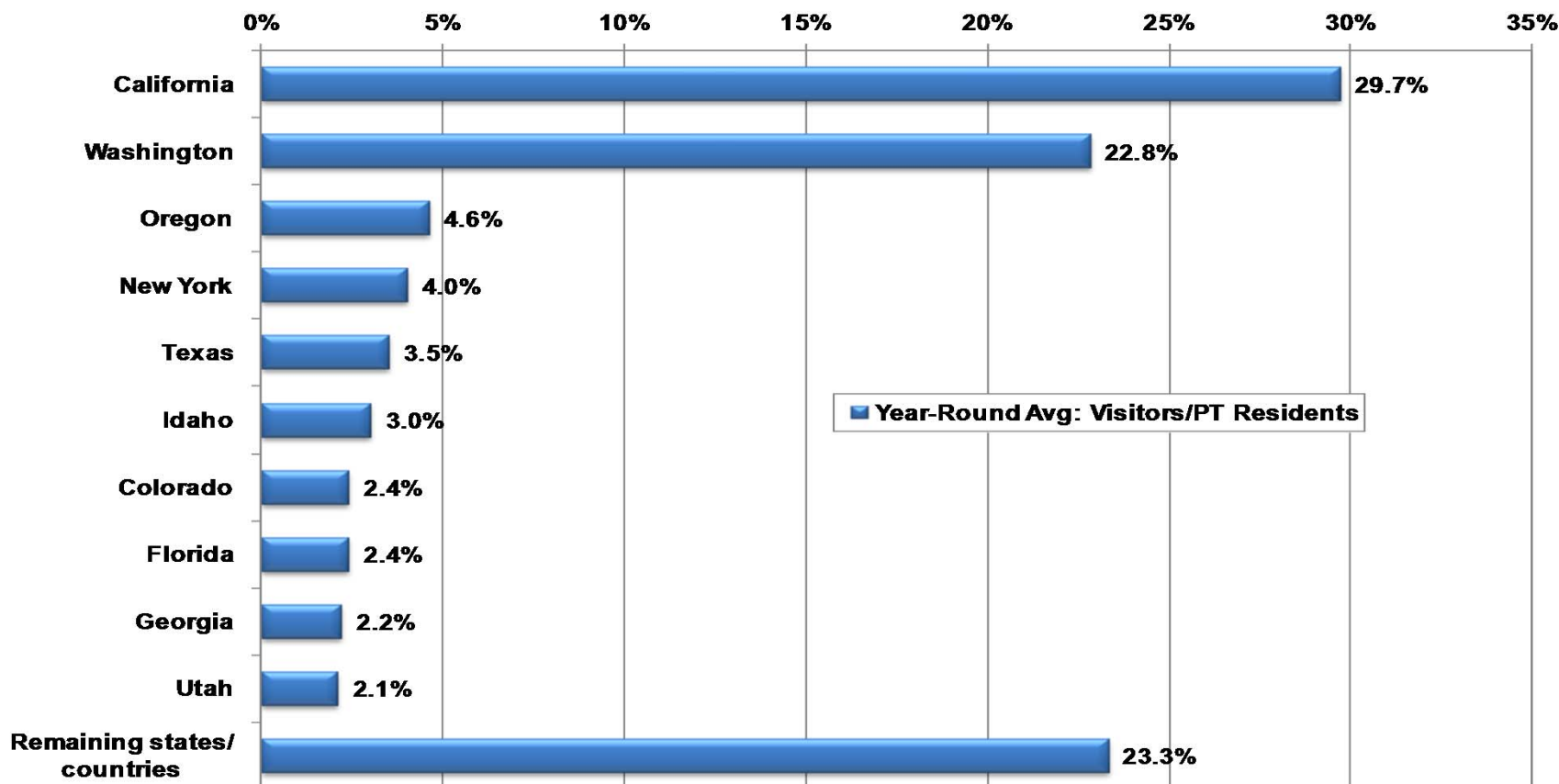
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Local / Visitor Mix

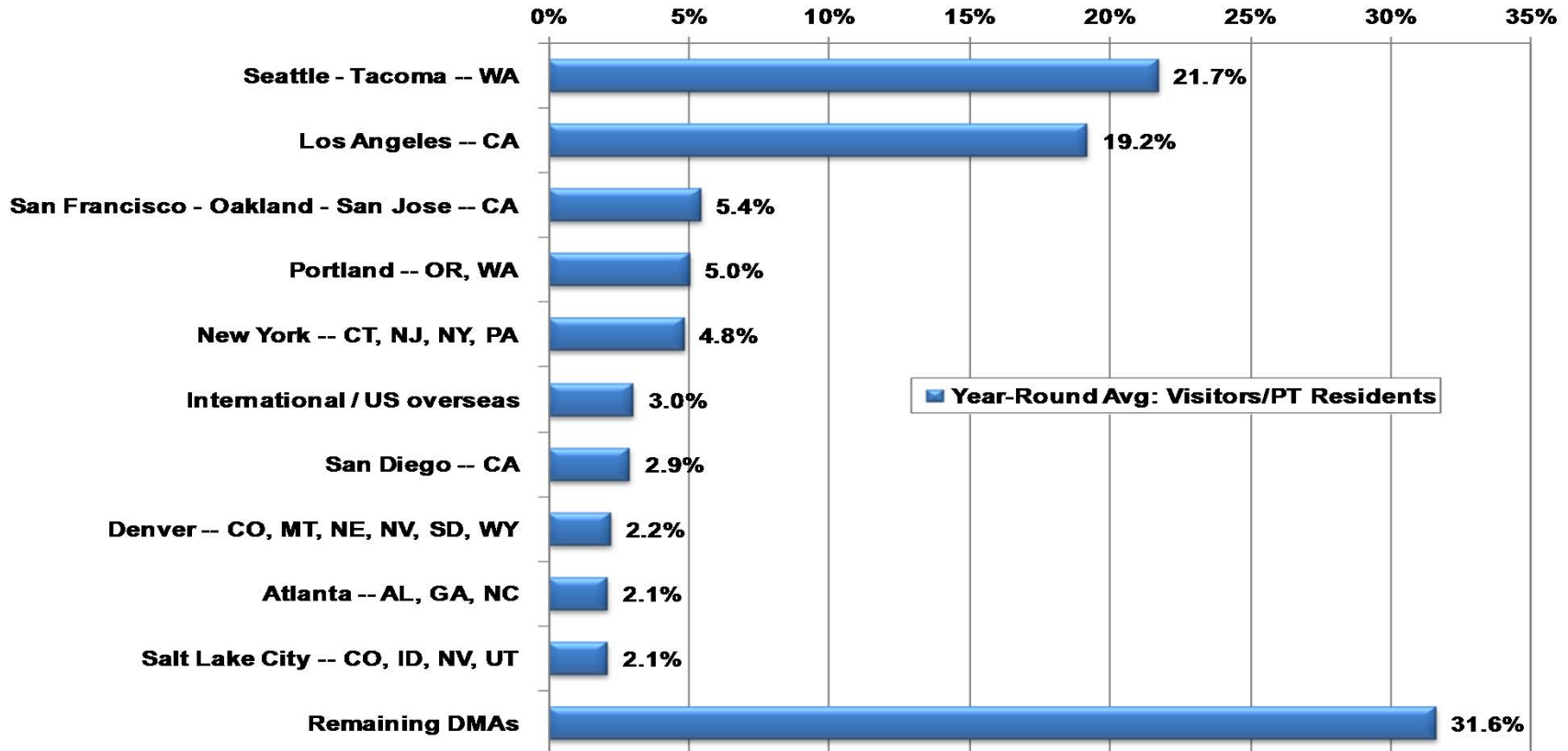


Top 10 States



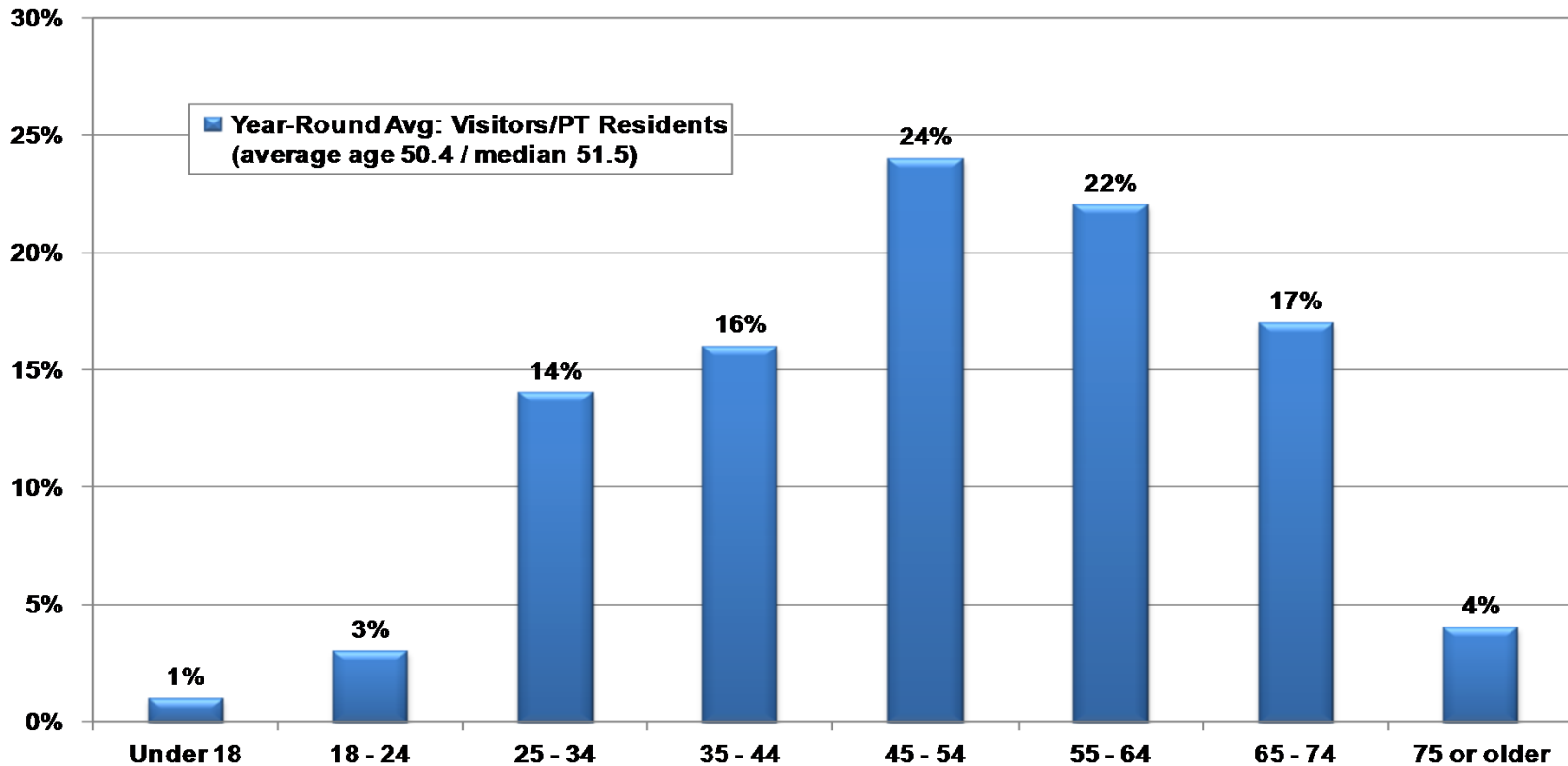
Over 50% of visitors/PT residents live in California & Washington

Top 10 Designated Market Areas



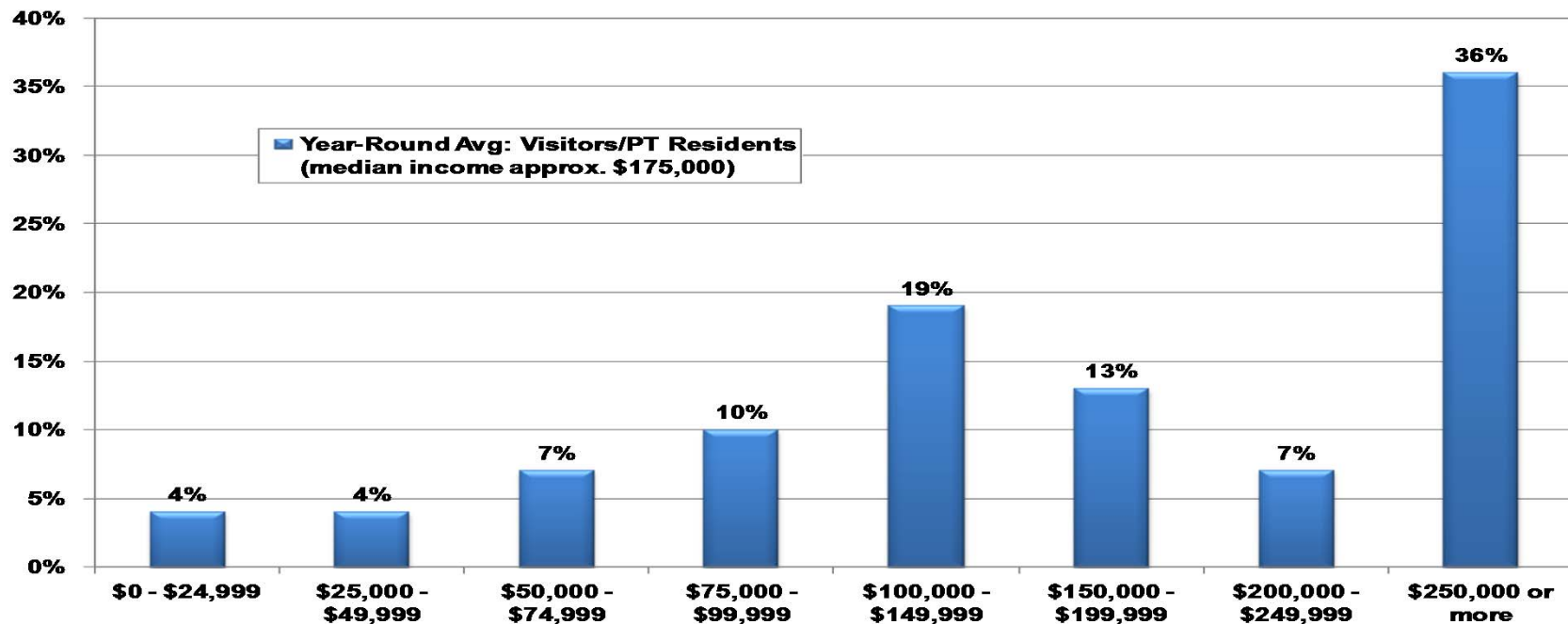
41% of visitors/PT residents live in Seattle & Los Angeles DMAs

Age



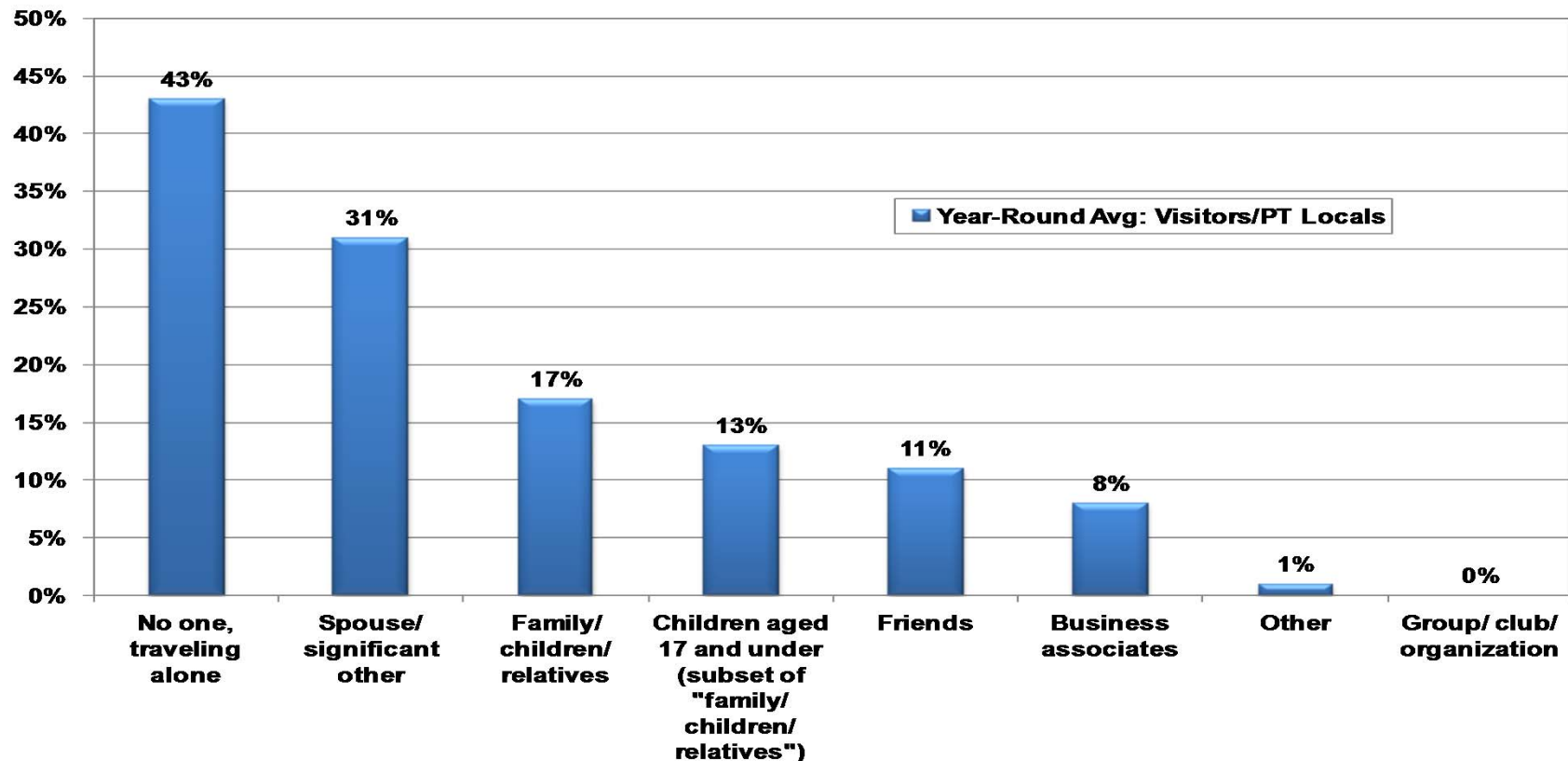
67% of visitors/PT residents are 45+
48% of visitors/PT residents are 55+

Household Income



75% of visitors/PT residents have HHI of \$100K+
56% of visitors/PT residents have HHI of \$150K+
36% of visitors/PT residents have HHI of \$250K+

Who Are You Traveling With?

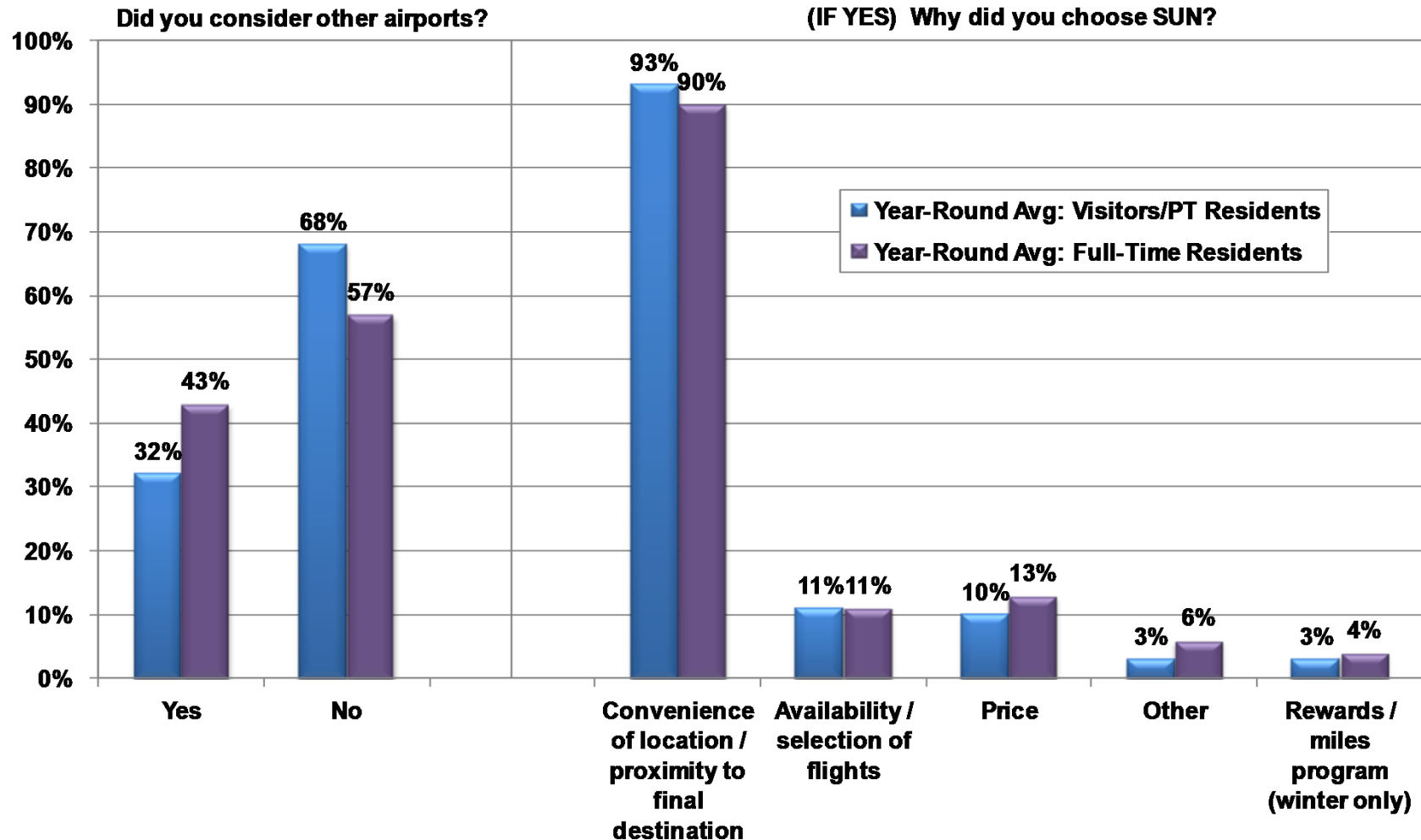


Only 13% of visitors/PT residents traveling with kids <18

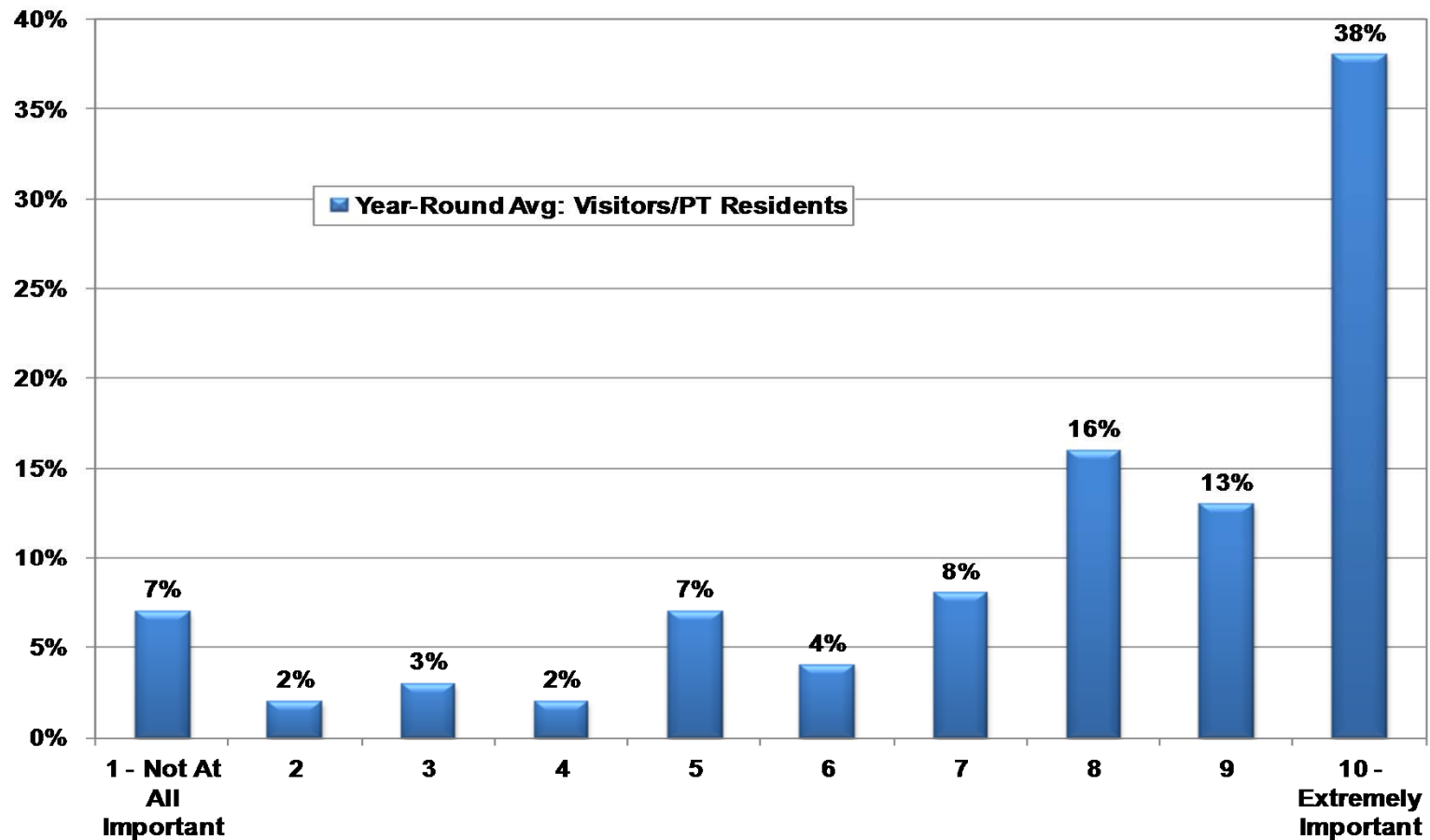
Outline

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Did You Consider Other Airports For This Trip? (If Yes) Why Did You Choose SUN?

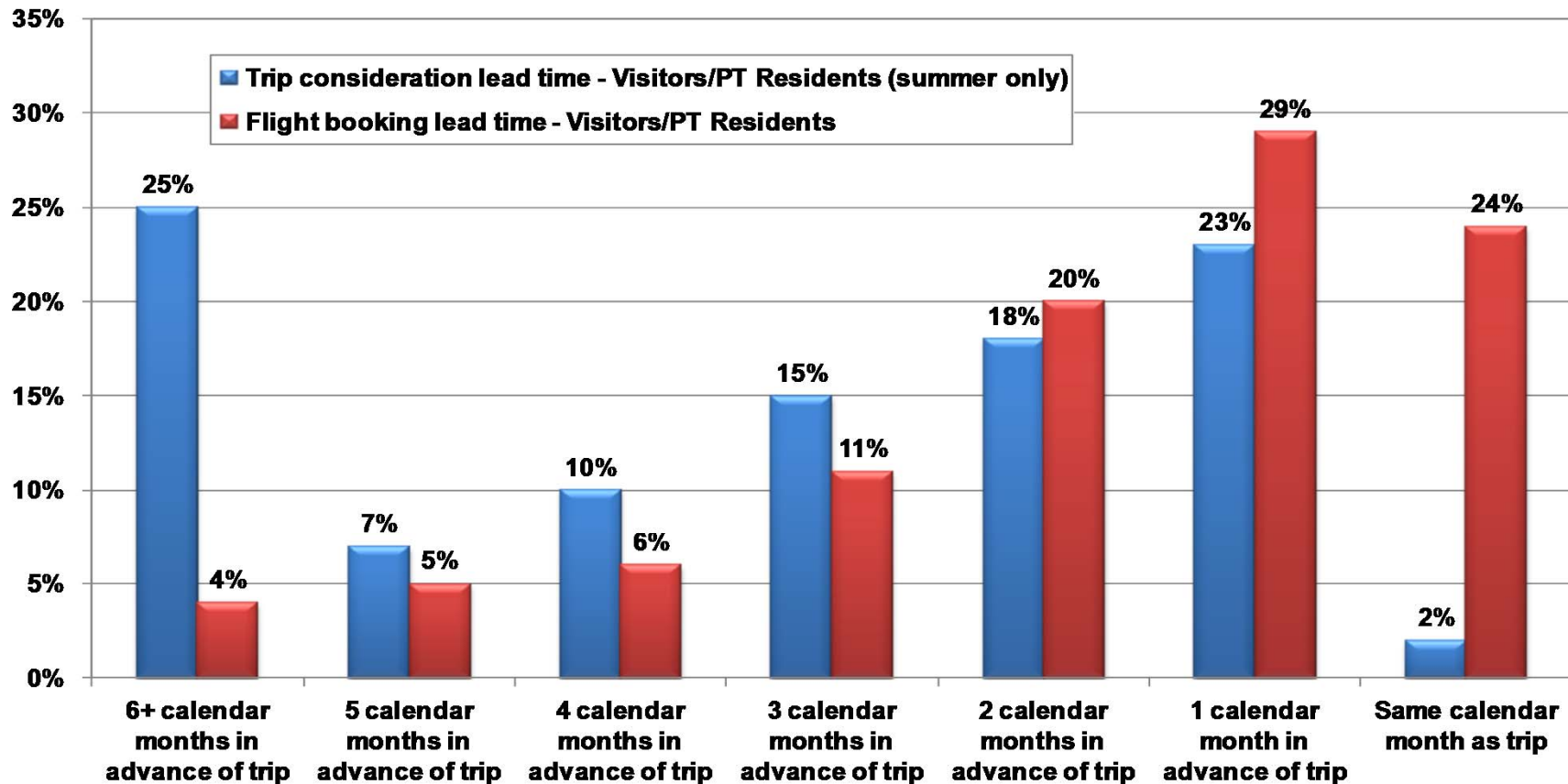


Importance of Flights to SUN in Decision to Visit SV



75% of visitors/PT residents said SUN flights were **very – extremely important** factor in decision to visit

Trip Consideration & Flight Booking Lead Time

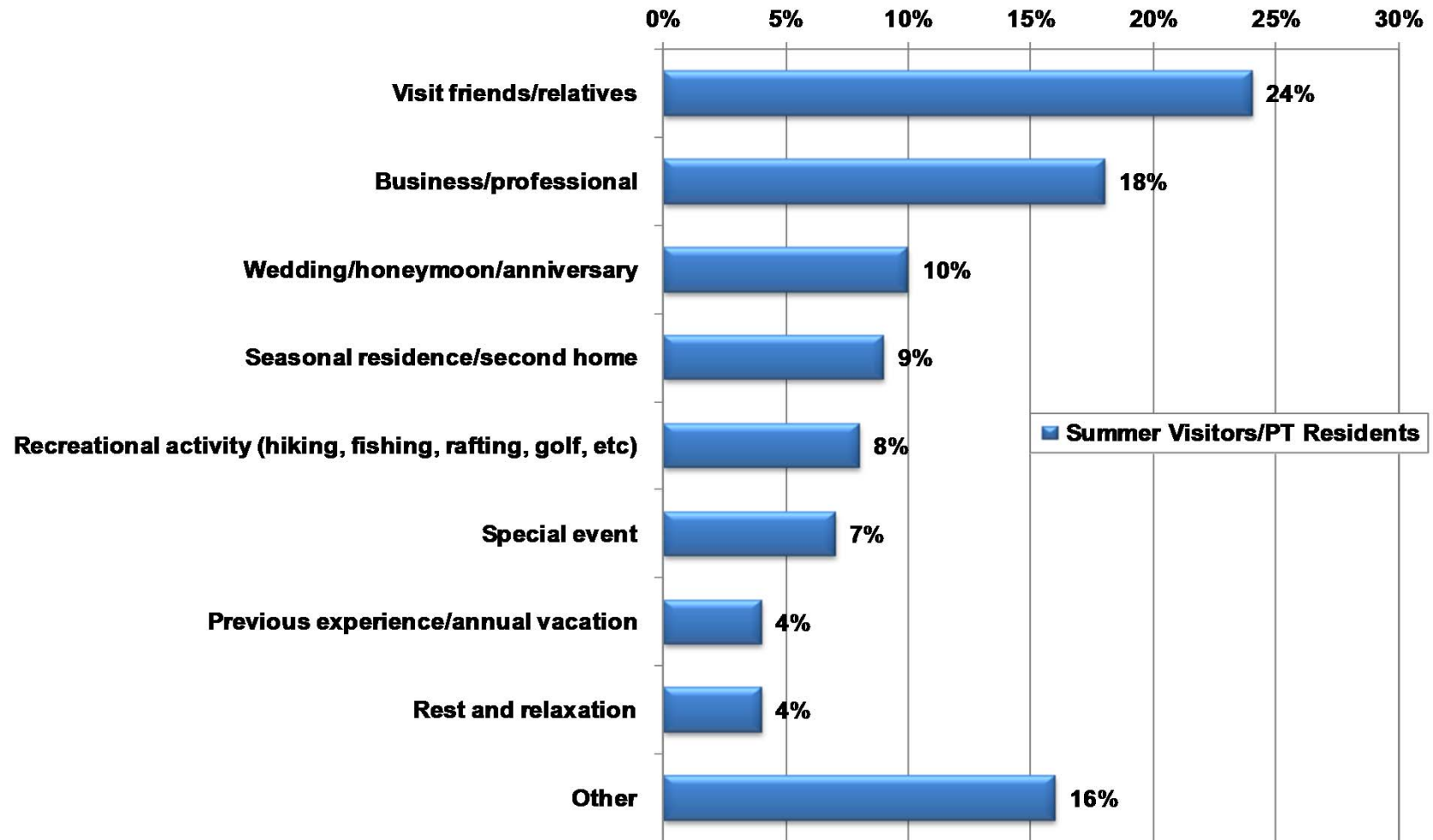


Over 55% booked flight 1 month or less in advance
Over 75% booked flight 2 or less months in advance

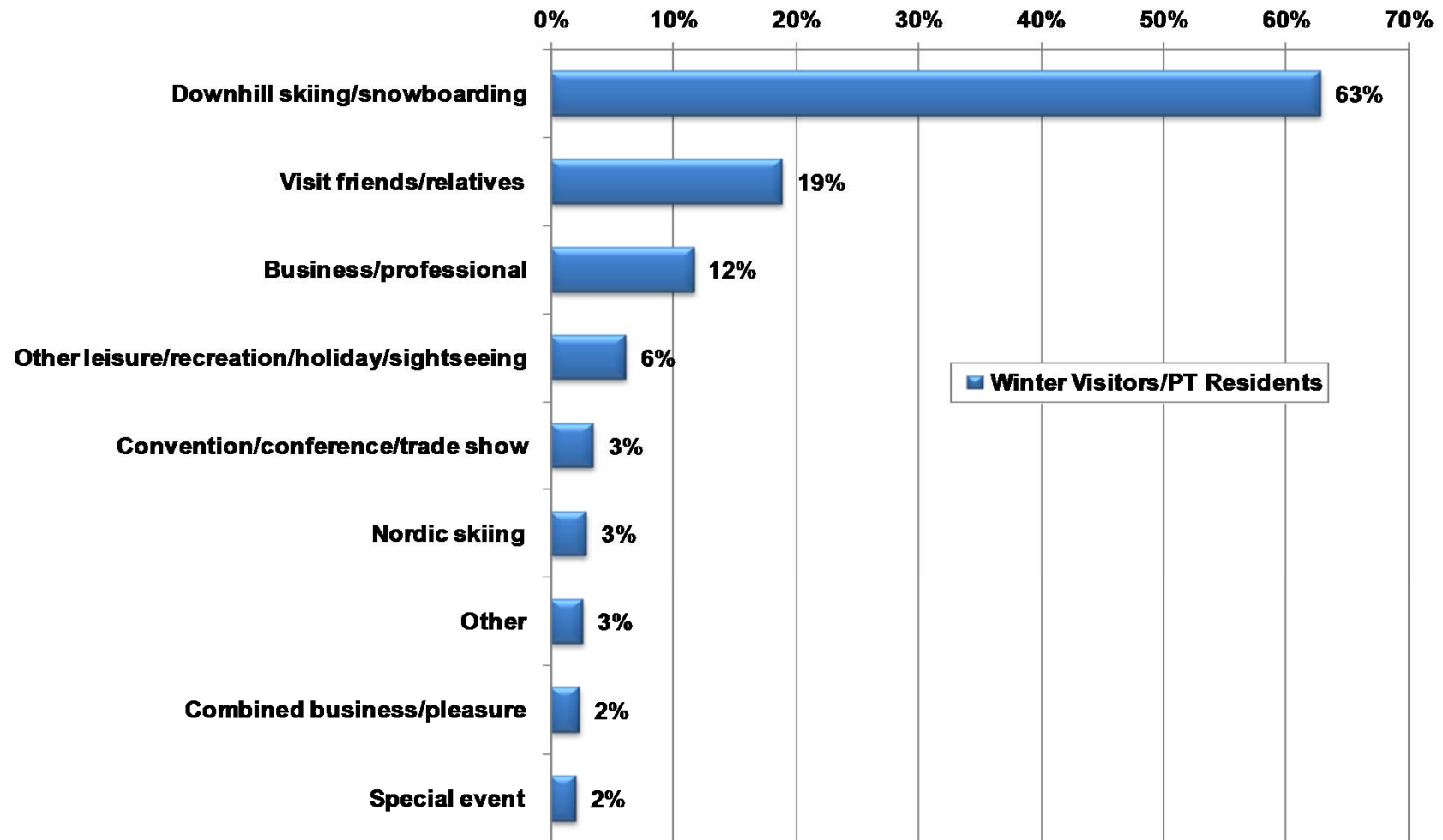
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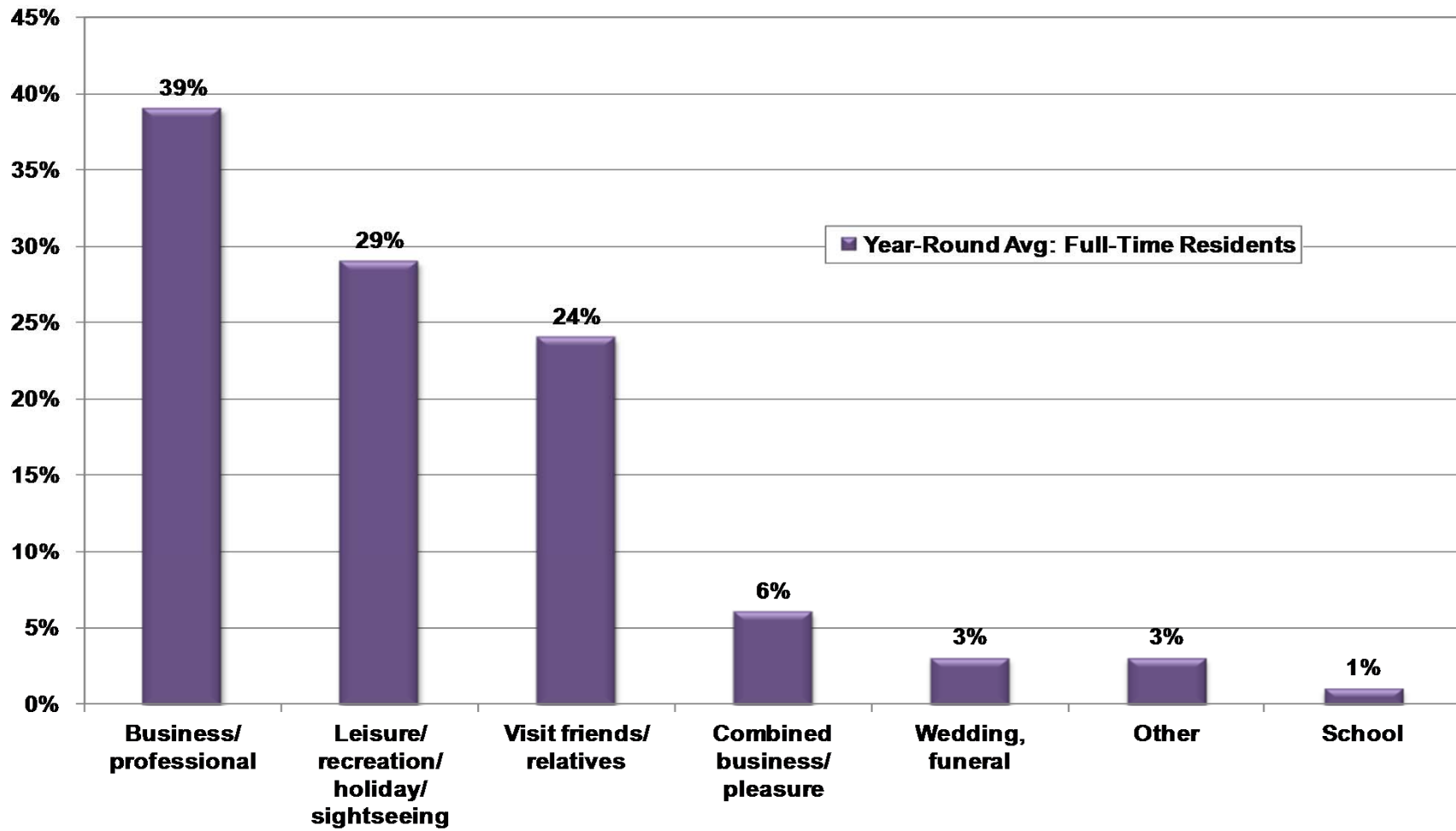
Primary Reason for Visit - Summer



Primary Reason for Visit - Winter

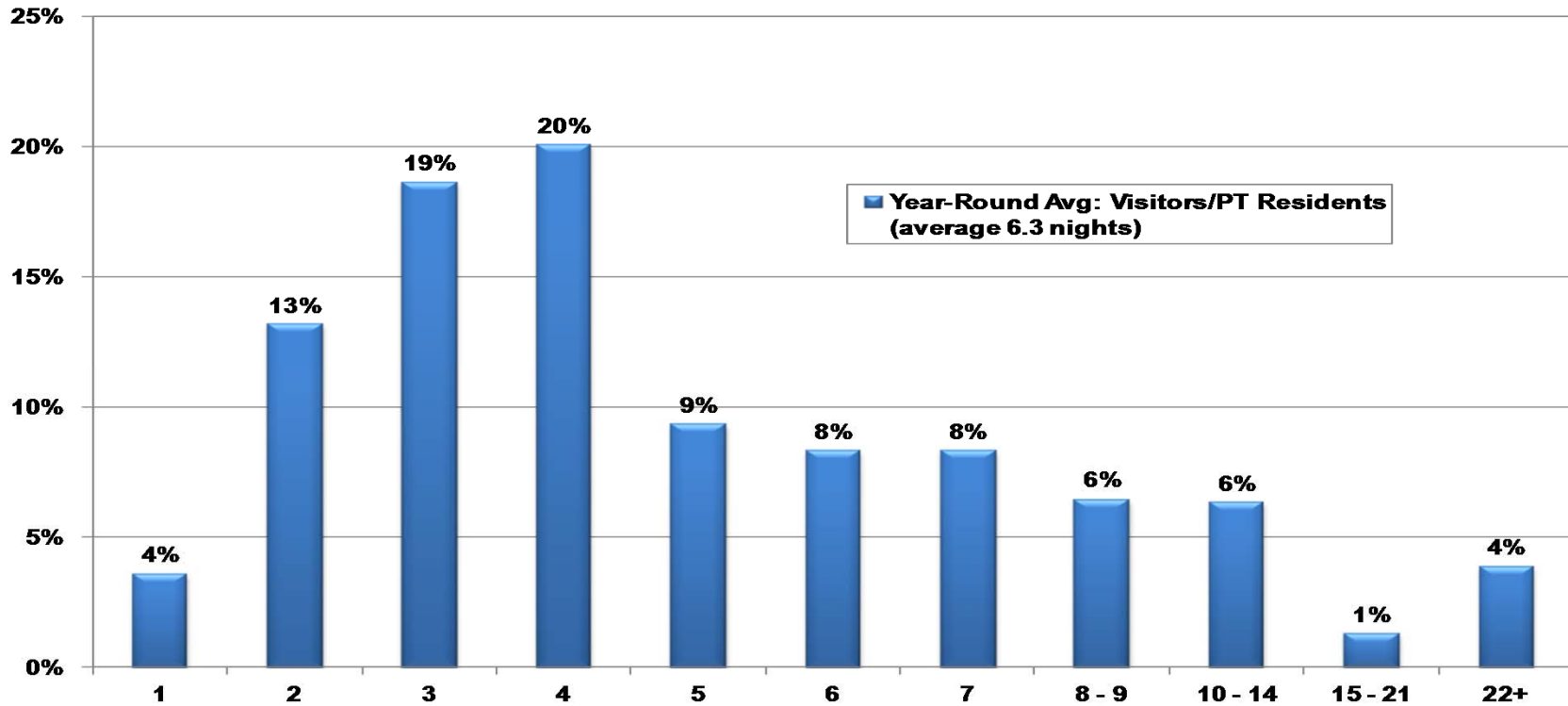


Primary Reason for Trip: Full-Time Locals



45% of locals travel from SUN is business related

Trip Nights

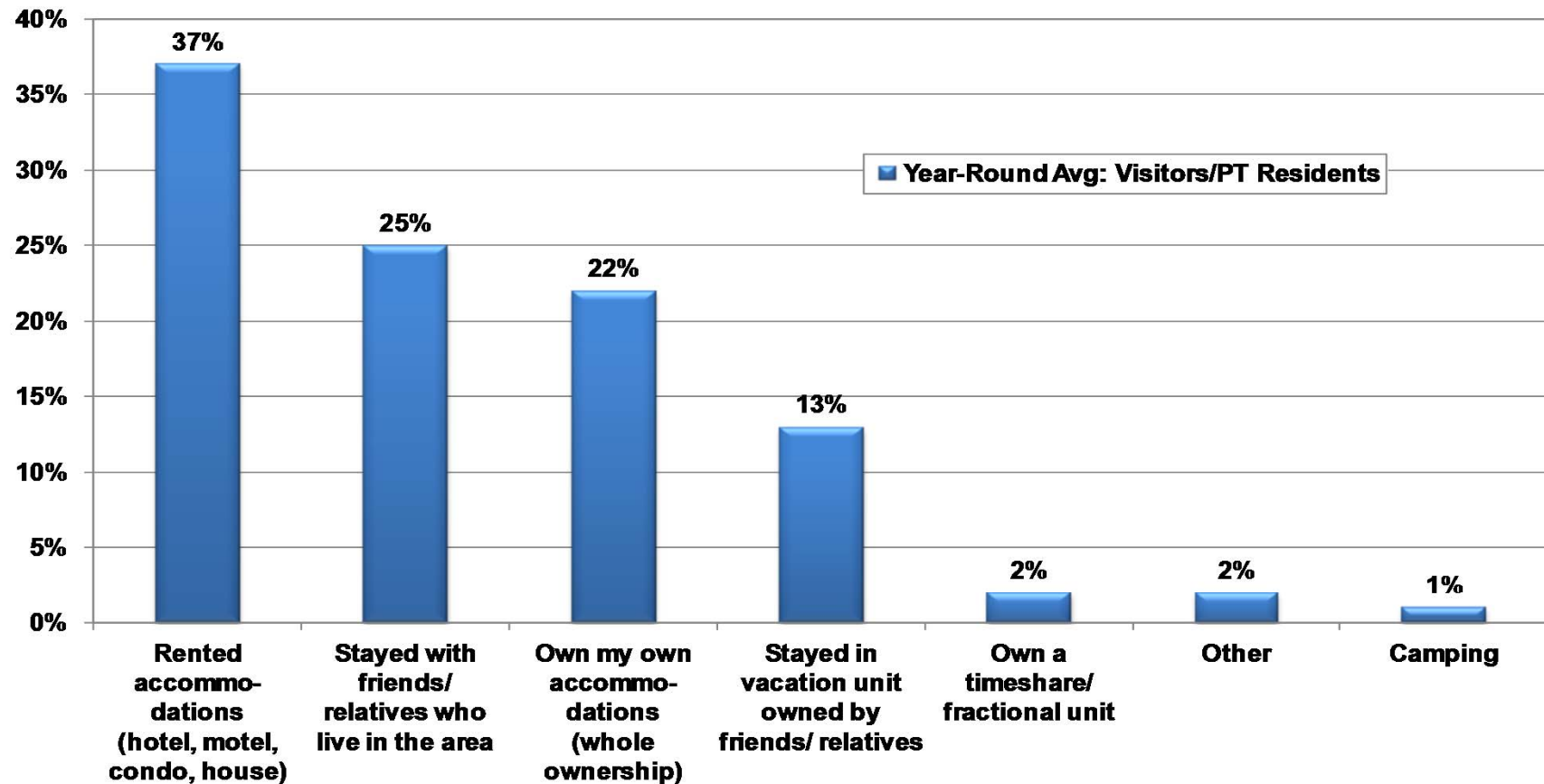


Winter: average nights visitor/PT resident = 5.7
Avg nights visitor = 4.8 Avg nights PT resident = 9.0

Summer: average nights visitor/PT resident = 6.8
Avg nights visitor = 5.1 Avg nights PT resident = 12.9

Year-Round: average nights visitor/PT resident = 6.3
Avg nights visitor = 5.0 Avg nights PT resident = 11.3

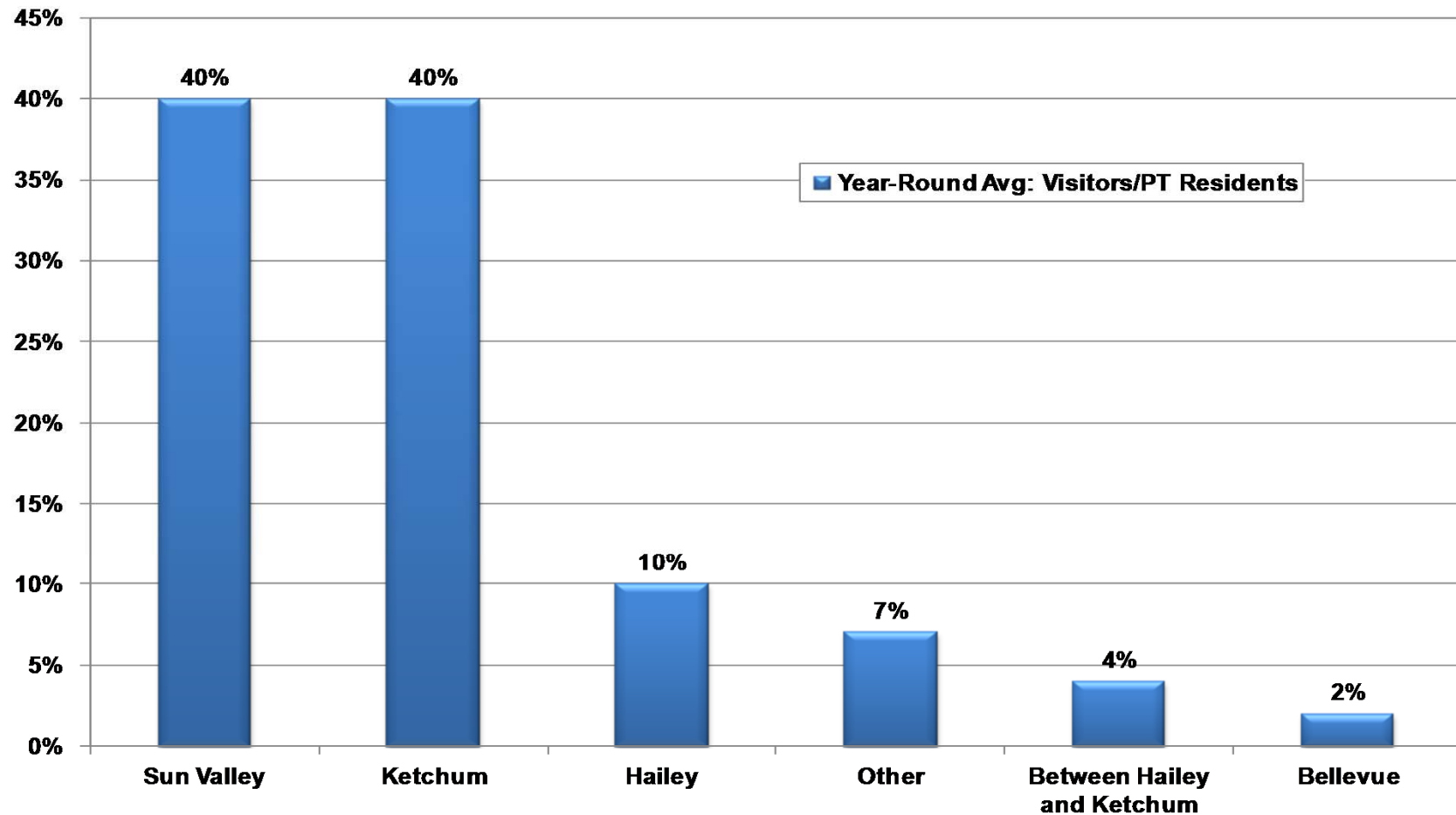
Accommodation Type



Only 37% of visitors/PT residents stayed in paid lodging

- 45% of visitors & 8% of PT residents stay in paid lodging
- Most PT residents (90%) stay in private vacation unit/timeshare

Accommodations Location



Per Capita Daily Expenditures (average)

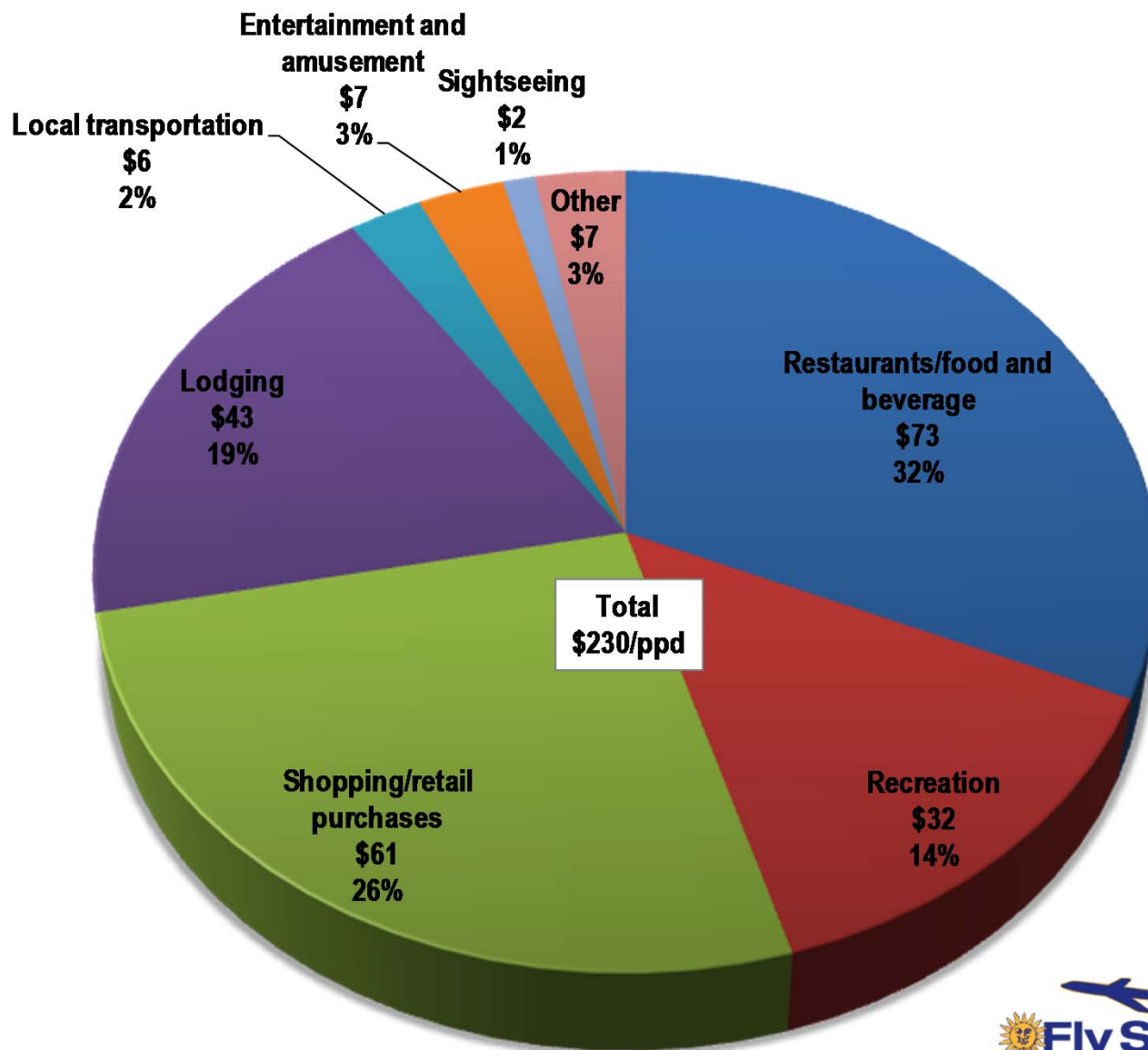
	Summer	Winter
Lodging	\$43	\$35
Restaurants/food and beverage	\$73	\$99
Shopping/retail purchases (ski equipment, apparel, gifts, souvenirs, etc.)	\$61	\$41
Recreation (ski lift tickets/lessons/equip. rental, golf, fishing, rafting, etc.)	\$32	\$83
Local transportation (taxi, bus, parking, car rental, etc.)	\$6	\$13
Sightseeing (tours, entrance fees, etc.)	\$2	n/a
Entertainment and amusement (concerts, movies, sports activities, etc.)	\$7	\$6
Other (incidentals, tips, sundries)	\$7	\$17
TOTAL	\$230	\$295

Winter: average ppd visitor/PT resident = \$295
 Avg ppd visitor = \$300 Avg ppd PT resident = \$284

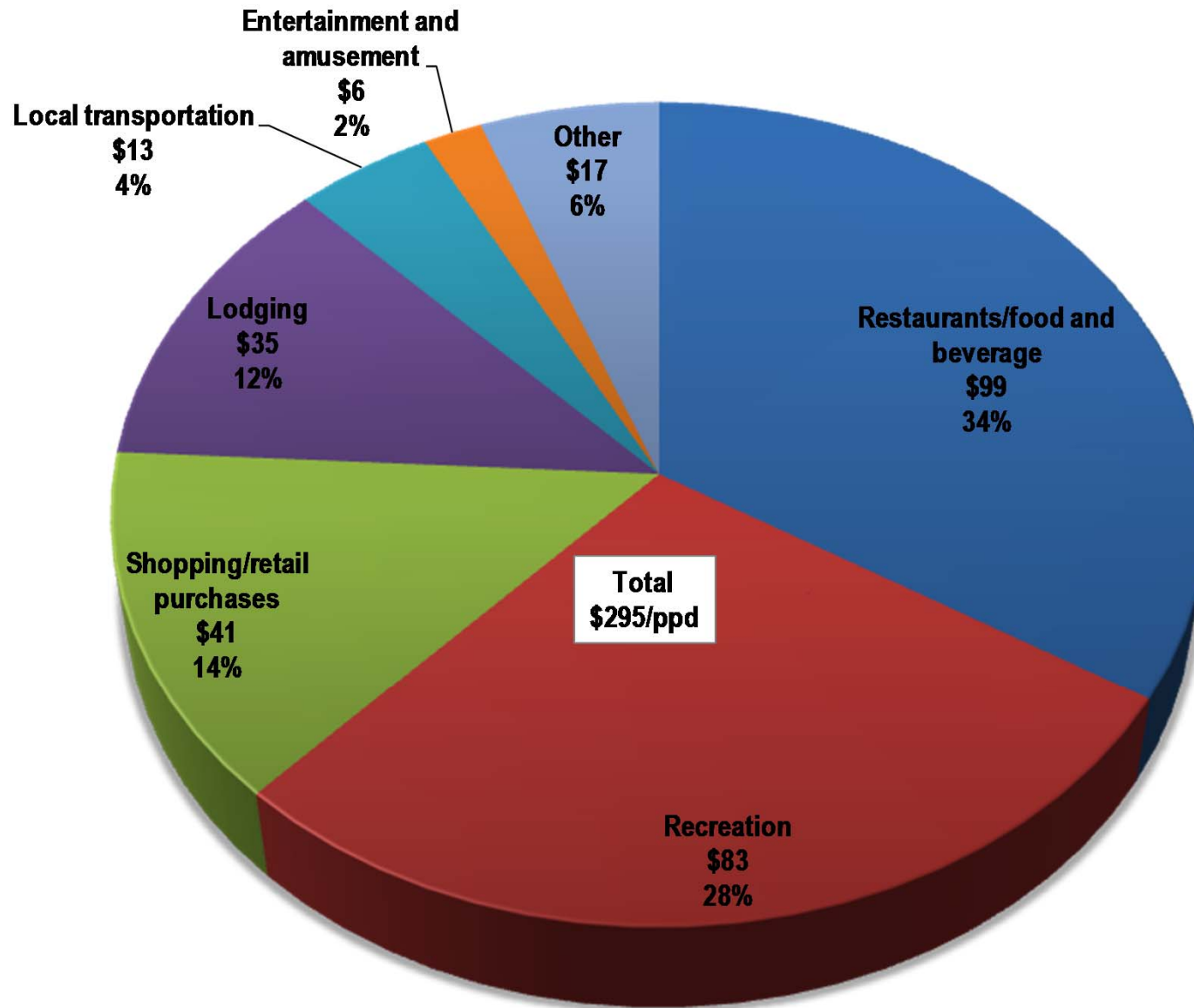
Summer: average ppd visitor/PT resident = \$230
 Avg ppd visitor = \$220 Avg ppd PT resident = \$302

Year-Round: average ppd visitor/PT resident = \$259
 Avg ppd visitor = \$256 Avg ppd PT resident = \$294

Per Capita Daily Expenditures (Summer)



Per Capita Daily Expenditures (Winter)

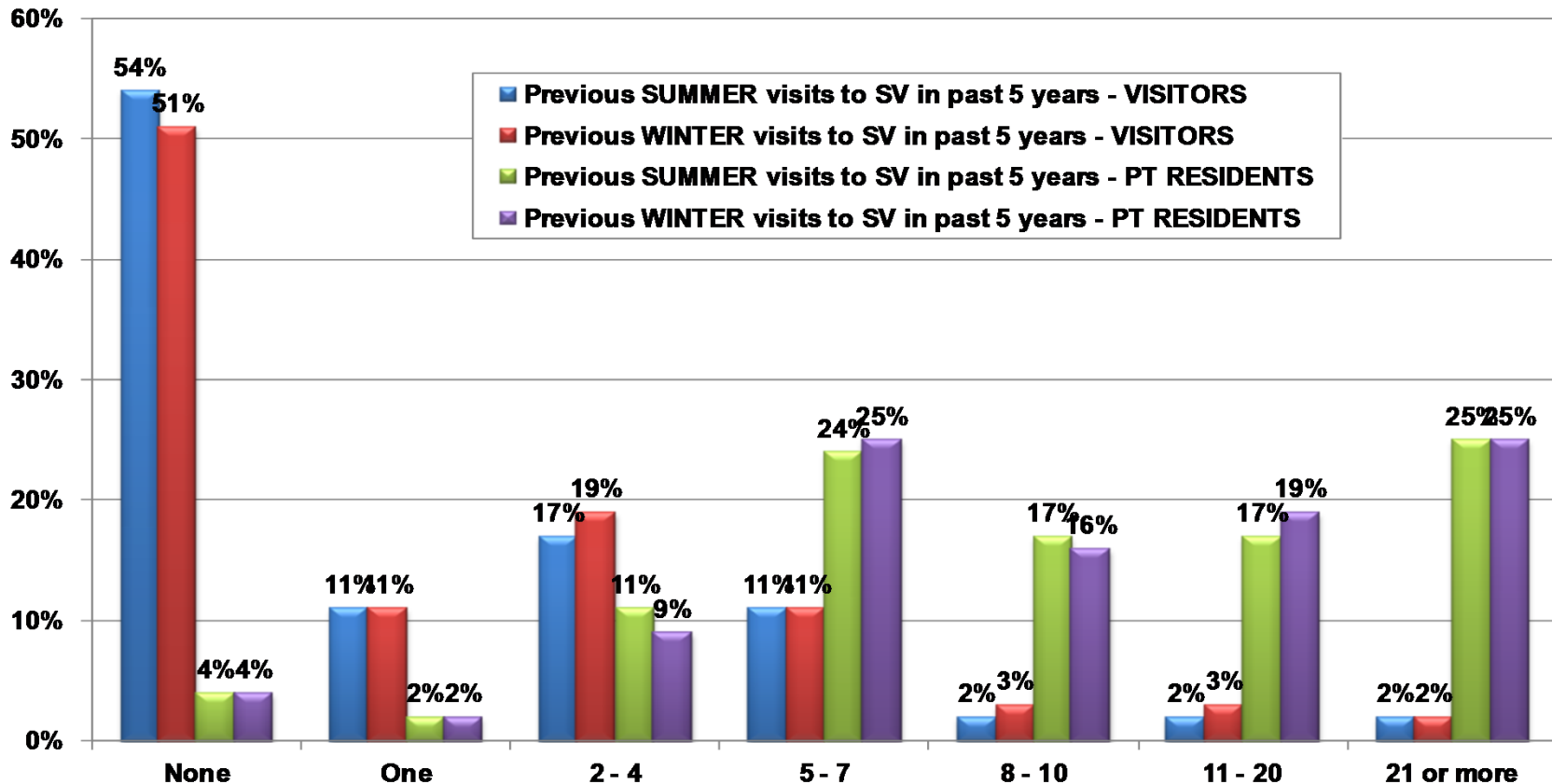


Economic Impact of SUN Air Travelers

- **2010 Total Enplanements:** 54,319 SkyWest(70%) Alaska (30%)
- **2010 Visitor/PT Resident Enplanements:** 41,871 (77% of total)
- Avg Length of Stay for Visitors (summer&winter) = **5 nights**
- Avg Length of Stay for PT Residents (summer&winter) = **11 nights**
- Avg Per Person Per Day Spend for Visitors = **\$256**
- Avg Per Person Per Day Spend for PT Residents = **\$294**
- **TOTAL DIRECT PER PERSON PER VISIT SPEND VISITORS = \$1280**
- **TOTAL DIRECT PER PERSON PER VISIT SPEND PT RESIDENTS = \$3234**
- **TOTAL DIRECT VISITOR SPEND: \$42 MILLION**
(32,591 x \$1280)
- **TOTAL DIRECT PT RESIDENT SPEND: \$30 MILLION**
(9234 X \$3234)

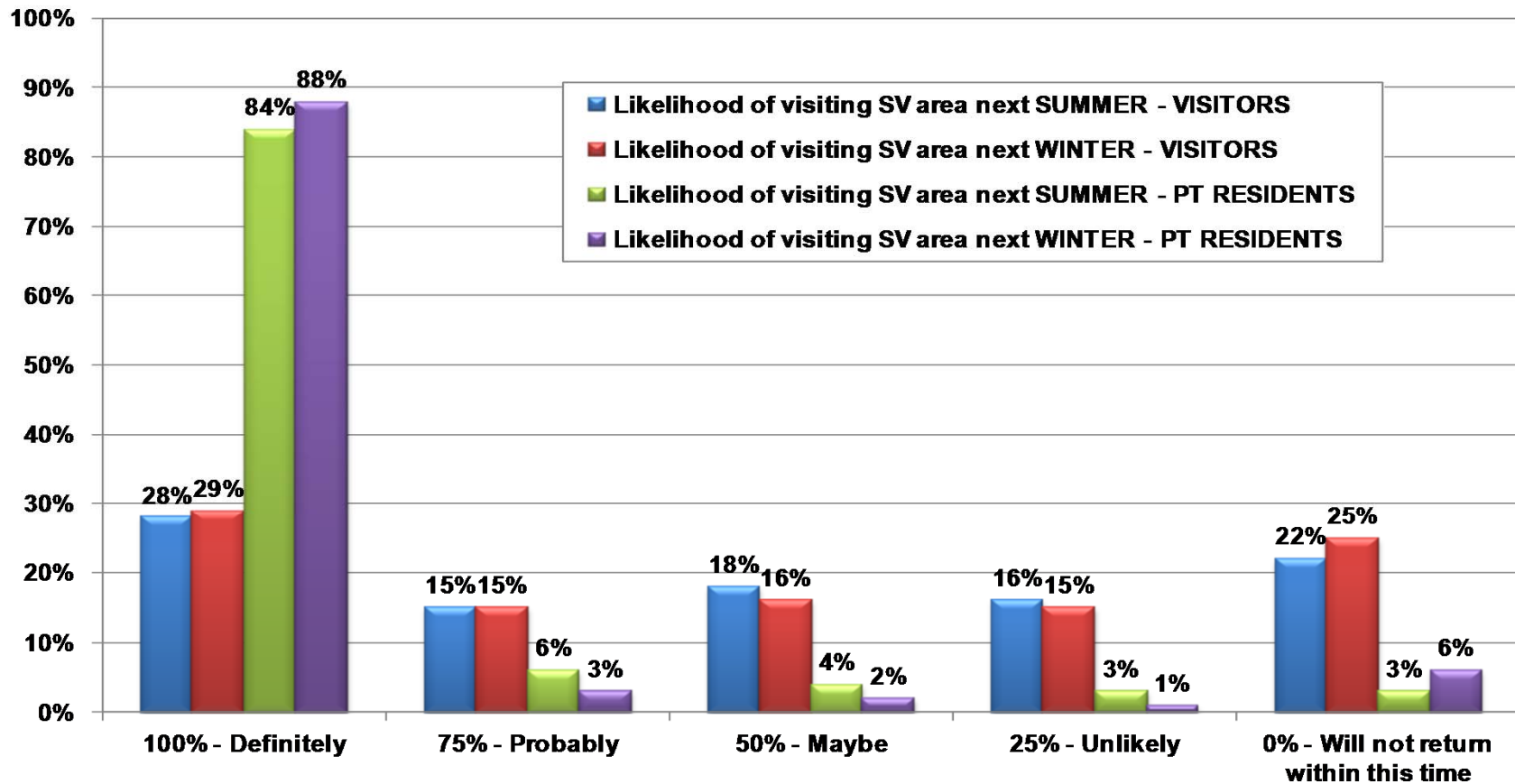
EACH VISITOR/PT AVG SPEND DURING A VISIT TO SUN VALLEY: \$1720
TOTAL DIRECT SPEND VISITOR/PT SUN AIR TRAVELERS: \$72 MILLION
TOTAL ECONOMIC IMPACT OF VISITOR AIR TRAVELERS: \$180 MILLION

Previous Visits to SV in Past 5 Years



42% of summer visitors have visited in previous 5 winters
 35% of winter visitors have visited in previous 5 summers

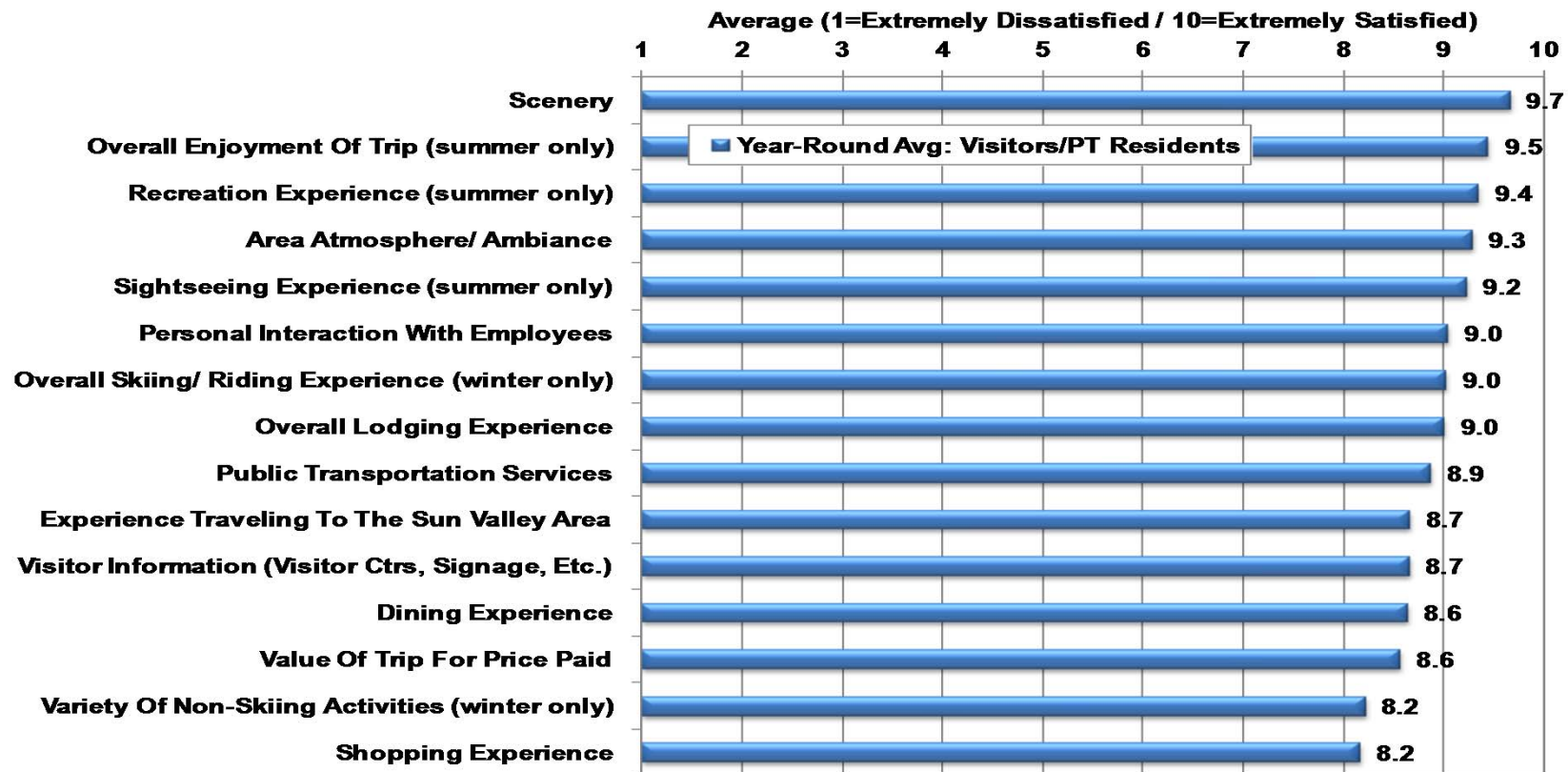
Likelihood of Visiting SV Next Season



Outline

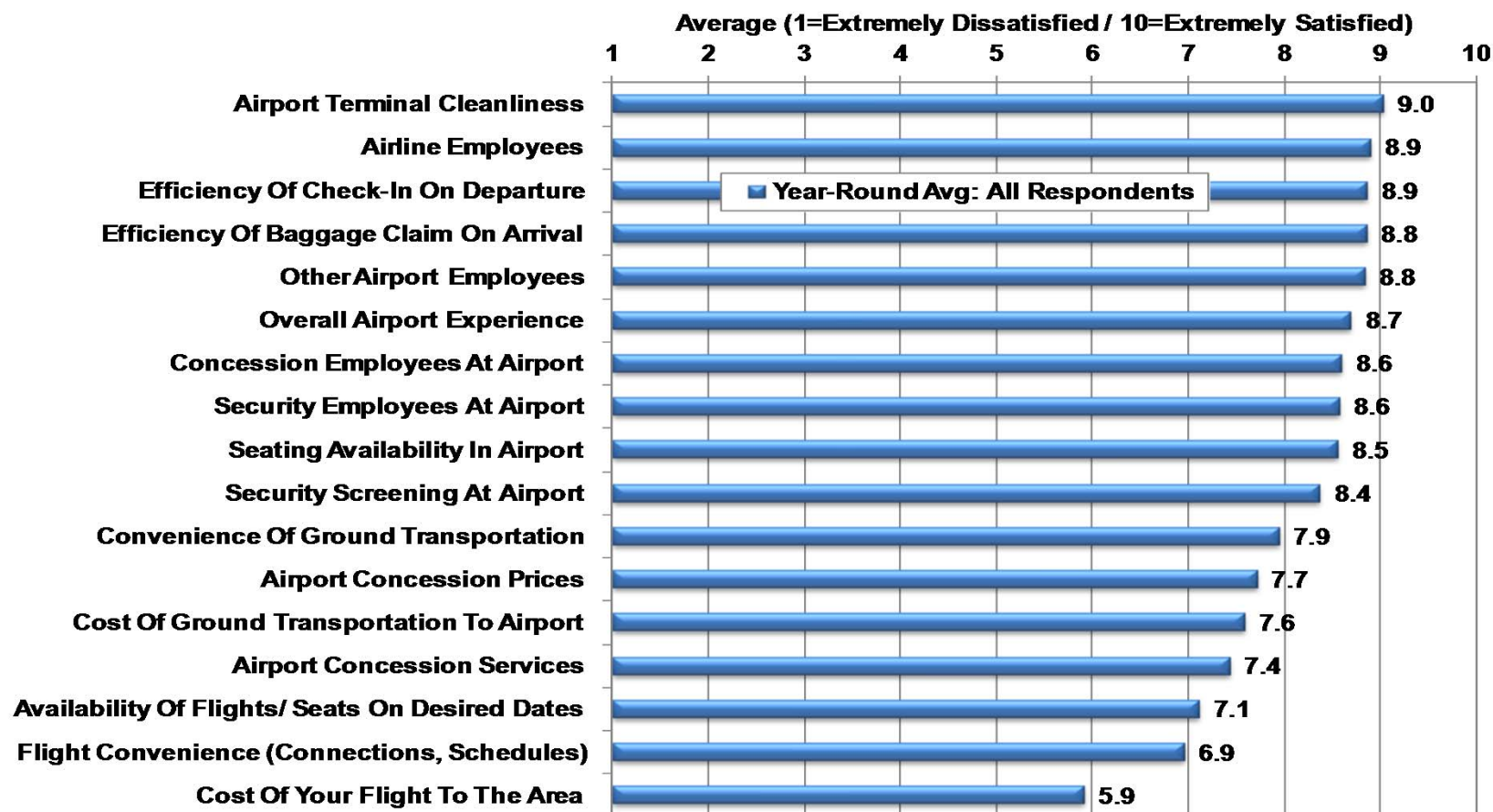
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Satisfaction with Stay in Sun Valley Area



Visitors/PT residents rated high satisfaction in most all areas of their Sun Valley area experience

Satisfaction w/ Airport & Flight Svc to SUN



Air travelers had high satisfaction with airport and service provided by airport and airline employees.

Air travelers had low satisfaction with flight costs, availability, schedules.

Wrap-up: Unique Aspects of SUN Passenger Profile (vs. other Rocky Mountain resort airports)

- Extremely strong Pacific coast focus (58%)
- Large, economically important part-time visitor segment .
 - ▶ *Share of visitors/PT residents who are PT residents: SUN – 22%.*
 - ▶ *Other RM airports: approx. 8% average.*
- Comparatively older, affluent profile
- High visitor (exclusive of PT residents) “attachment” to area:
 - ▶ *High share stay with friends/family who live/own vacation unit (47% of visitors)*
 - ▶ *High share have access to private vehicle (54% of visitors)*
 - ▶ *High cross-seasonal visitation (42% of summer visitors have visited in previous 5 winters; 35% of winter visitors have visited in previous 5 summers)*
- Low share of “unattached” leisure travelers
- High share of business travelers among visitors/PT residents
(14-17% winter, 21-24% summer)
- Per capita daily spending roughly similar (varies by airport)
- Similar satisfaction patterns
 - ▶ High satisfaction with trip experience
 - ▶ Least satisfaction with flight options, flight costs, trip expense

Questions / Discussion

Friedman Memorial Airport Commercial Air Passenger Profile

January 3, 2012

Prepared for: Fly Sun Valley Alliance
Prepared by: RRC Associates





Sustain Blaine Presentation Request

- Presented by:
 - Mr. Harry Griffith, Sustain Blaine Executive Director



Approve Friedman Memorial Airport Authority Meeting Minutes

- December 6, 2011 Regular Meeting Minutes
 - Approval

Airport Staff Brief

- Questions



Public Comment



Thank You