Friedman Memorial Airport Authority

Regular Meeting

May 1, 2012

UNFINISHED BUSINESS

Airport Solutions

- Chairman Report
  - Election Timing of FMAA Officers

Airport Solutions

- Blaine County Report

Airport Solutions

- City of Hailey Report

Airport Solutions
Airport Manager Report

- FAA Northwest Mountain Region Airport Conference
- The Airport Manager, Contracts/Finance Administrator and Operations Chief attended the FAA Northwest Mountain Region Annual Conference on April 16 – 18
- The conference was comprised of presentations covering a broad range of airport topics
- The conference gave Staff an opportunity to network with industry peers, as well as consultants and product representatives

Airport Solutions
# Airport Manager Report - Continued

- SMS/SRM Update
  - Presented by Rick Baird, Airport Manager

SRM Report

- The Safety Risk Management Panel was held April 24-25, at Atlantic Aviation.

- Mission: To modify the Letter of Agreement between FMA and the Hailey control tower to include all "Scheduled Commercial Approach Category C Aircraft".

- Expertly facilitated by Taleesha Hillman, Idaho Falls ATCT Manager for Serco.

- Panel included representatives from:
  - Multiple FAA lines of business (Airports, Flight Standards, Air Traffic)
  - Serco
  - SkyWest Airlines
  - Atlantic Aviation
  - FMAA (Rick Baird
  - Horizon Airlines

SRM Report – Safety Analysis Process
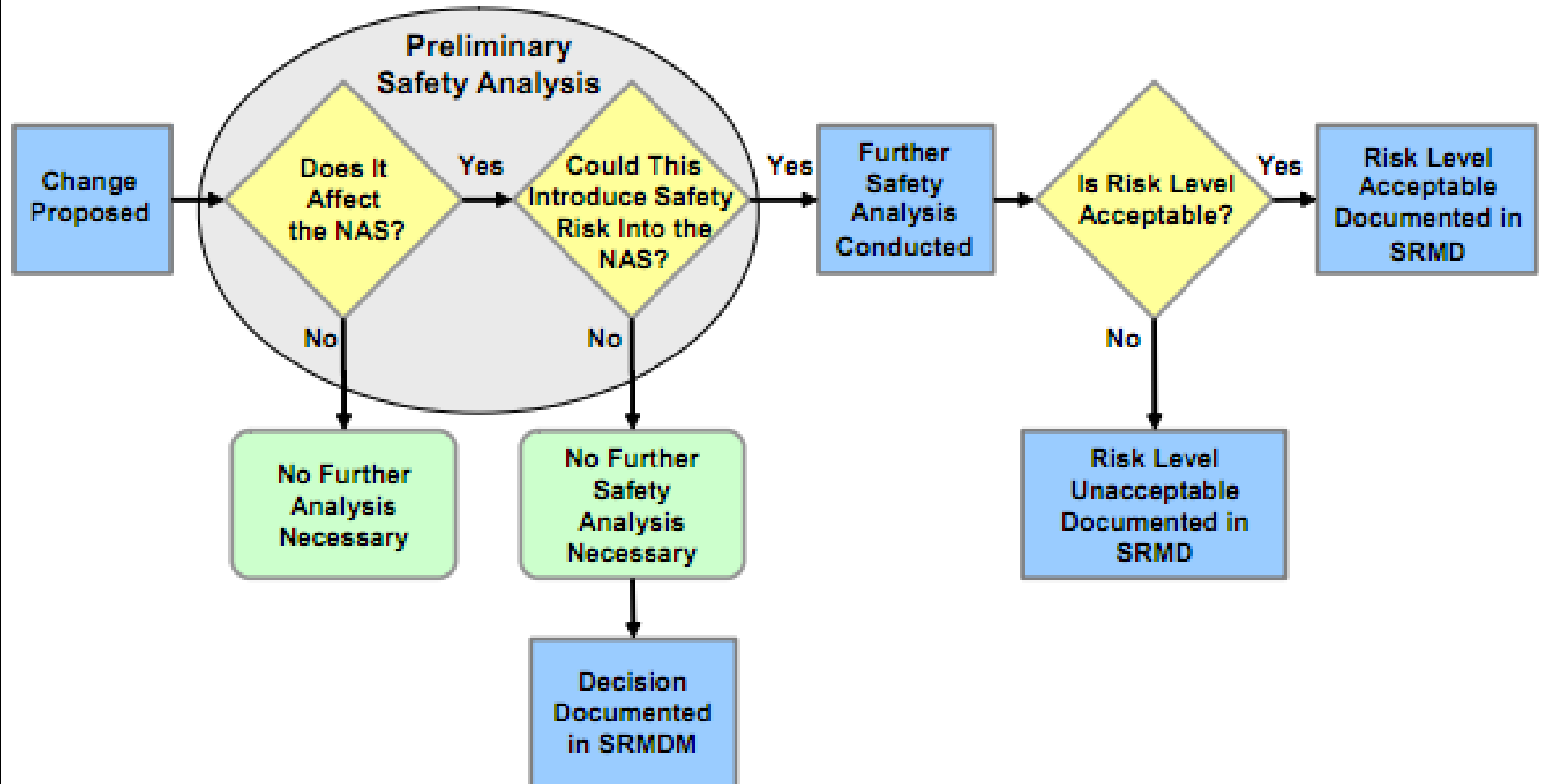
SRM Report – Safety Analysis Process

Risk Matrix

- Assess severity

- Assess likelihood

- Results reported with a number and letter, i.e., '3D'

Severity / Likelihood	Minimal 5	Minor 4	Major	Hazardous 2	Catastrophic 1
Frequent A					
Probable B					
Remote C					
Extremely Remote D					
Extremely Improbable E					*

* Unacceptable with Single Point and/or Common Cause Failures

High Risk
Medium Risk
Low Risk

SRM Report – Day 1

- Day 1 consisted of a Safety Risk Management evaluation of the modifications to the LOA.

- Two primary hazards were identified by the panel:
    1. Loss of situational awareness – Carried forward by the panel through the SRM process.
    2. Non-Standard Conditions with FAA standards – Significant discussion took place about how to deal with this hazard. (See Day 2.)

- Final conclusion: Risk from Hazard 1 was determined to be minimal severity with remote likelihood ('4C' on Risk Matrix).

- No mitigation or further action required.

SRM Report – Day 2

- After significant discussion, the panel decided to address Non-Standard Conditions with FAA standards as a "Safety Case Analysis".
  - "Workshop" environment
  - Documents the findings and concerns of the panel
- Four areas of Non-Standard Conditions identified:
  - Runway Safety Area
  - Object Free Area
  - Runway-Taxiway Separation
  - Runway-Parked Aircraft Separation
- Each of these was evaluated individually, with potential mitigation measures.
- Result: Document that will provide guidance for planning, development of modifications of standards, etc. In coordination with Seattle ADO

SRM Report – Outcomes

- Modifications to the LOA are acceptable.
  - SRM Document will be prepared and signed off
  - Modified LOA will be prepared for signature by Tower Manager and Airport Manager
- Safety Case Analysis of Non-Standard Conditions issues.
  - Document defines priorities
  - Work may begin on ALP Update in partnership with the Seattle ADO
  - Preparation of Modification of Standards documents will be necessary and should begin as soon as possible
  - May not meet the needs of all FAA lines of business in the future
  - Begin discussions of where to go from here with EIS (FAA replied they will get back to us)

SRM Report – Community Expectations

- Can the Letter of Agreement be modified to include all Approach Category C commercial aircraft?

  Answer: Yes

- Will Regional Jets be given approval to operate at the airport?

  Answer: Not yet

  – An Environmental Assessment will be required

# Airport Solutions Existing Site

- Airport Layout Plan – Planning Process Scope of Work
  - Presented by Dave Mitchell, T-O Engineers

Airport Layout Plan Scope Discussion

- Why? Suspension of the EIS.
  - Previous ALP anticipates a new airport, and only includes improvements to a certain level.
  - Evaluate potential improvements at the existing site, to allow the airport to survive and thrive until the new airport is reality.
- Main Goal: Retain, Improve, Develop Air Service
  - Succeeding will help move toward a new airport.
  - Meet FAA standards.
    - Existing Traffic
    - Regional Jets
  - Reliability improvements, where feasible.

Regional Jets
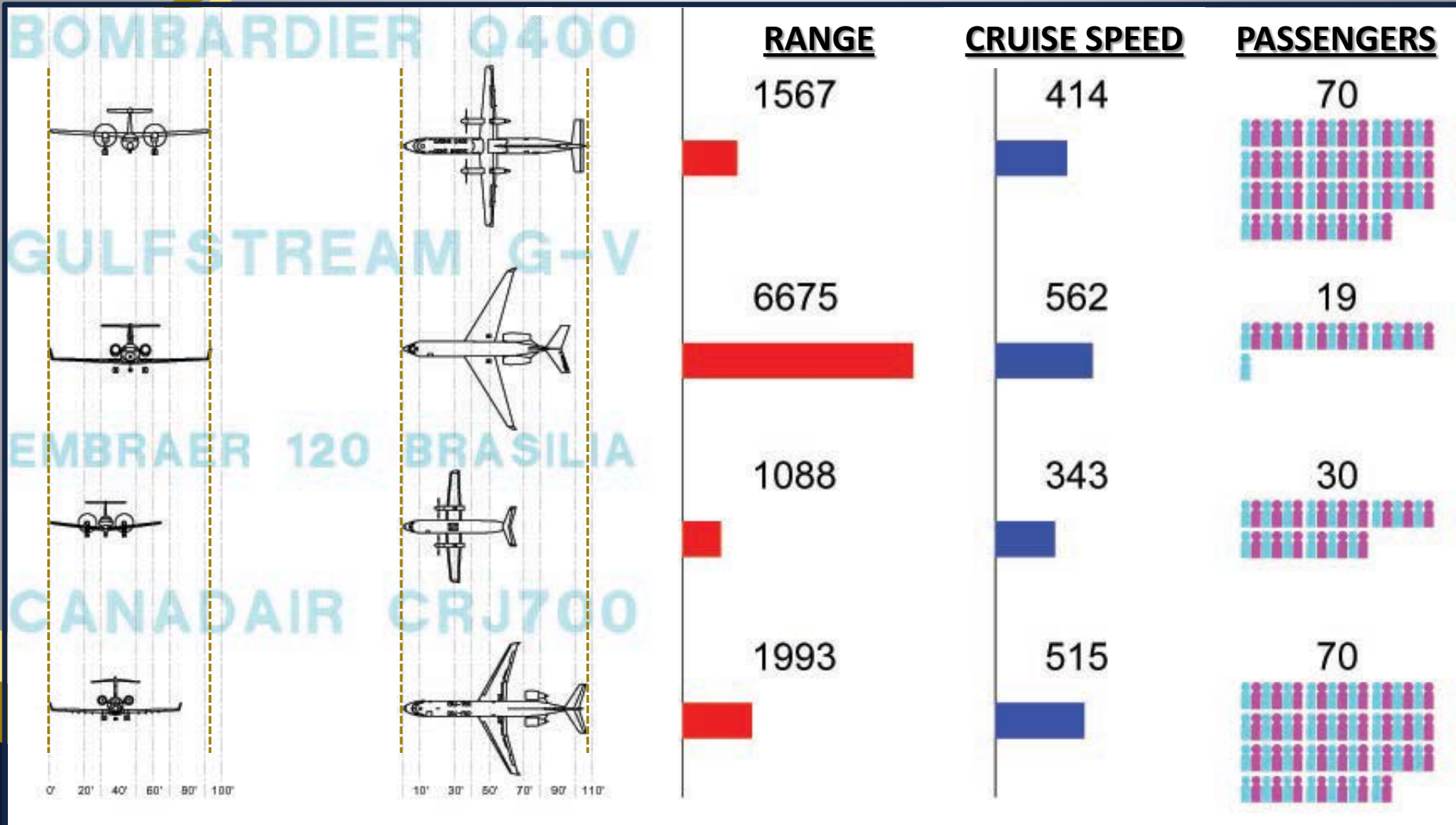
CRJ 700 vs. Q400

CRJ 700   **Q400**
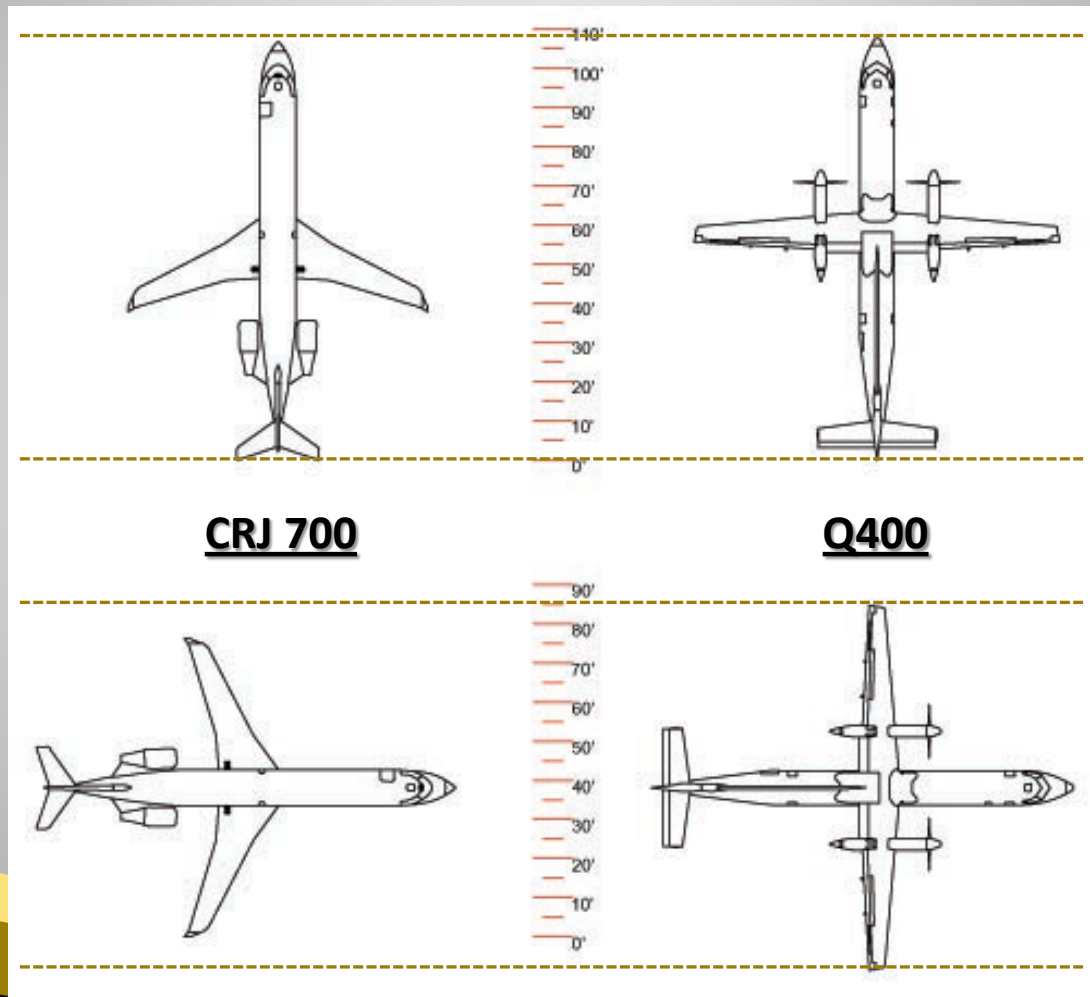
Regional Jets

	Wingspan	Length	Weight	ARC	
EMB120	64.9'	64.6'	25,400	B-II	
Q400	93.2'	107.7'	62,500	C-III	
CRJ700	76.3'	106.1'	75,000	C-II	
G-V	98.5'	96.4'	89,000	C-III	

Parameters - Community

- Blaine County Airport Strategic Plan/Hailey's Guiding Principles

    - Commercial service is important to the Wood River Valley.

    - The ultimate solution is a new airport, but that solution may take time.

    - Meeting FAA standards is important in planning for air service.

    - Feasible reliability improvements are desired, but not at the expense of safety or quality of life.

    - Minimize environmental and financial impacts

        - Retain the existing runway alignment.

        - Stay within the existing airport footprint, to the extent possible.

- Move closer to standards, not bigger/better.

Parameters - FAA

- Standards are extremely important.
  - Must be met, to the extent possible.
  - Need to prove an equivalent level of safety using Modifications of Standards, where standards can't be met.
- Safety Case Analysis
  - Provides guidance for this planning effort.
  - Areas of emphasis, in priority order:
    1. Runway Safety Area
    2. Runway Object Free Area
    3. Runway – Taxiway Separation
    4. Runway – Aircraft Parking Separation

Safety Case Areas of Emphasis

All dimensions shown are for C-III standards.
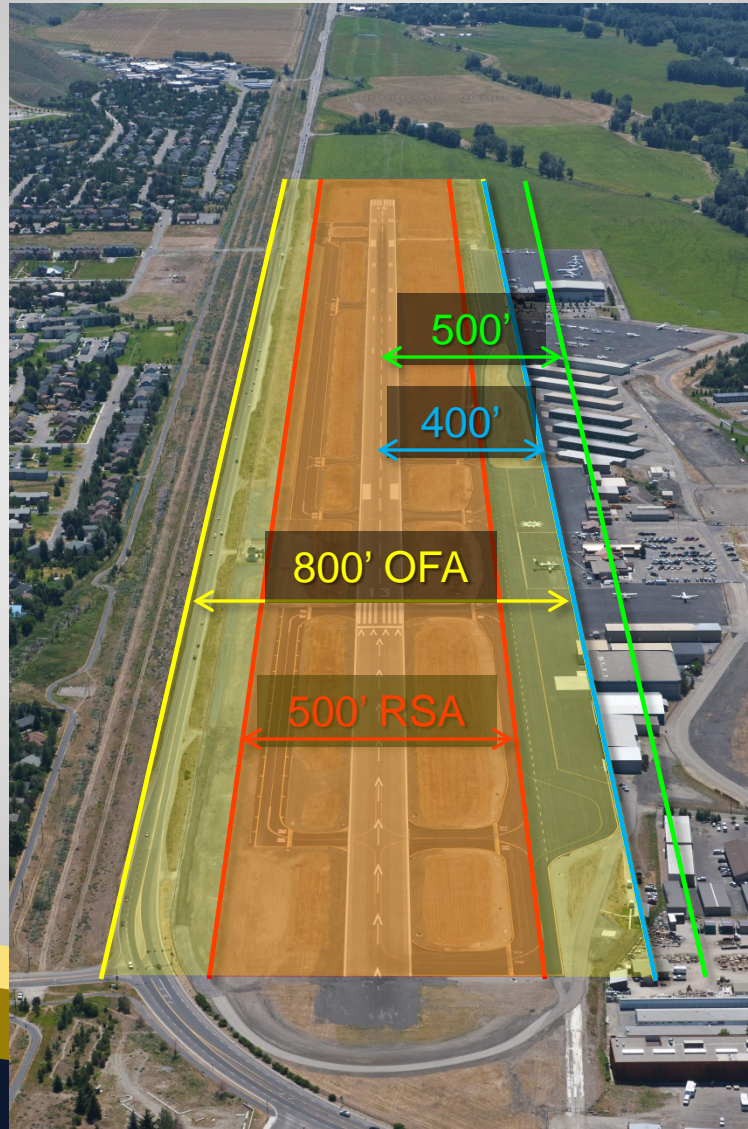
ALP Scope – Approach

- "Dual Paths"
  - Move forward with the relocated airport process.
  - Plan for improvements at the existing site in a tiered process:
    - Only do the steps that are necessary.
    - Phase improvements to limit costs and impacts to the community.
- Focus on improvements that help retain, improve, develop air service.
  - Meet standards, where possible.
  - If not, pursue Modifications of Standards.
  - Research opportunities for improved reliability.
- Start within the existing fence, then look at options outside the fence, if necessary.

ALP Scope - Approach

OTHER?

MODEST EXPANSION

INSIDE THE FENCE

TOWARD A NEW AIRPORT

Traditional Planning Process

ENVIRONMENTAL CONSIDERATIONS

EXISTING CONDITIONS

AVIATION FORECASTS

FACILITY REQUIREMENTS

ALTERNATIVES

ALP

FACILITIES PLAN

PUBLIC INVOLVEMENT

START HERE

Process For This Effort

- Start with Alternatives.
  - Your needs are not demand-driven, essentially.
  - We will need FAA buy-in early on some options.

- Standards-related improvements.
  - Develop potential alternatives to meet standards.
  - Develop Modifications of Standards documents and submit to FAA. (Long timeline.)

- Reliability improvements.
  - Further develop what is feasible.

- After we have some indication on what is feasible, we can re-visit other areas within the planning process and refine alternatives, as needed.

Study Goals

- Develop a plan that outlines incremental improvements that will allow the airport to survive and thrive at the existing site.

- Retain, improve and develop air service by working toward FAA standards and improving reliability.

- Develop alternatives that:
  - Meet standards, wherever possible.
  - Are approved by FAA as Modifications of Standards, when necessary.
  - Limit the impact of the improvements on the community.
  - Improve reliability to the extent feasible.
  - Are financially feasible.

- The goal for the ultimate plan will likely be to meet C-II standards, with procedures to protect C-III aircraft.

Off The Table

- A plan that will encourage larger aircraft to use Friedman.
- Any option that includes a different runway alignment.
- Major increases in runway length.

FMAA Input Requested

- Standards
  - Do we have the right parameters in place?
  - Move forward aggressively with Modification of Standards?
- Reliability
  - Reliability has been shared with FMAA and FAA.
  - First step is to discuss with FAA to determine AIP eligibility.
- Level of Public Involvement
  - Majority accomplished during regular or special FMAA meetings.
  - Final analysis of alternatives will include a community workshop.
  - Full presentations to both Owners, if desired.
- Other?

Airport Solutions
Airport Manager Report - Continued

- Replacement Airport
  - Airport Managers briefing

Airport Solutions
Retain/Improve/Develop Air Service

- Fly Sun Valley Alliance (FSVA) Report

Airport Solutions
Retain/Improve/Develop Air Service

- Air Service Scope of Work
  - The Board received the draft Passenger Demand Analysis (PDA) for Friedman Memorial Airport during their February regular Board meeting
  - The PDA provided the board with volumes of data and material which generates the question, <u>What Next?</u>
  - The proposal for Air Service Consulting Services is the first step in making the PDA data more useful
  - The proposal is on the agenda to gather Board input & to facilitate comment from others
  - Airport Staff is not comfortable with the effort yet and is simply requesting comment and input
  - The Board can look forward to viewing this work effort again at a future meeting

NEW BUSINESS

Credentialing Management System (CMS)

- Based on prior approval, Staff has pursued the acquisition of a Credentialing Management System subscription. The CMS is expected to substantially reduce workload in regards to airport badging procedures and federal compliance requirements

- Request for Proposals (RFP's) were noticed with AAAE and the Idaho Mountain Express

- The bid opening took place on February 27, 2012 at 2:00 p.m., and were reviewed by the RFP evaluation team

- All capital acquisition bids were rejected, RFP responses were evaluated based on the monthly subscription financing model

Credentialing Management System (CMS)

- Quantum Secure, Inc. was selected as the apparent qualified, low-bid respondent
- FMAA Legal Counsel has reviewed and approved the Quantum Secure, Inc.: End-User Subscription License Agreement
- Hardware requirements will be included in the CMS subscription budget line item
- Existing electronic fingerprint imaging device is experiencing technical maintenance issues, is no longer supported and requires replacement; acquisition will be taken out of security line item
- Staff would like direction to proceed, including Board Chairman execution of the Quantum Secure, Inc.: End-User Subscription License Agreement

FY '13 Budget Discussion

- Staff is in the process of assembling the Fiscal Year 2013 Budget
- The Board can anticipate a draft budget presentation at the June meeting
- Budget preparation assumptions have been identified for Board review and impute
- Staff is working with the Finance Committee as they move forward (Board Members McBryant and Fairfax)

Airport Solutions
Website Update

- The process to merge the FMA website with the Replacement Airport Website has been initiated

- Staff anticipates the review of a proposal received from Marketing by Design will be completed in coming weeks and that a report and possibly a Staff recommendation will be presented to the Board at the June meeting

Mead & Hunt Program Management Team Update

- First Amendment To Master Services Agreement Between Mead & Hunt, Inc. And Friedman Memorial Airport Authority to amend Mead & Hunt Key Personnel
  - Board Action

Approve Friedman Memorial Airport Authority Meeting Minutes

- April 3, 2012 Regular Meeting Minutes
  - Approval

Airport Staff Brief

- Questions

Employee of the Calendar Year 2011

<u>Congratulations</u>

Mr. Jim Hicks

Atlantic Aviation – Sun Valley

City of Hailey LEO Retirement
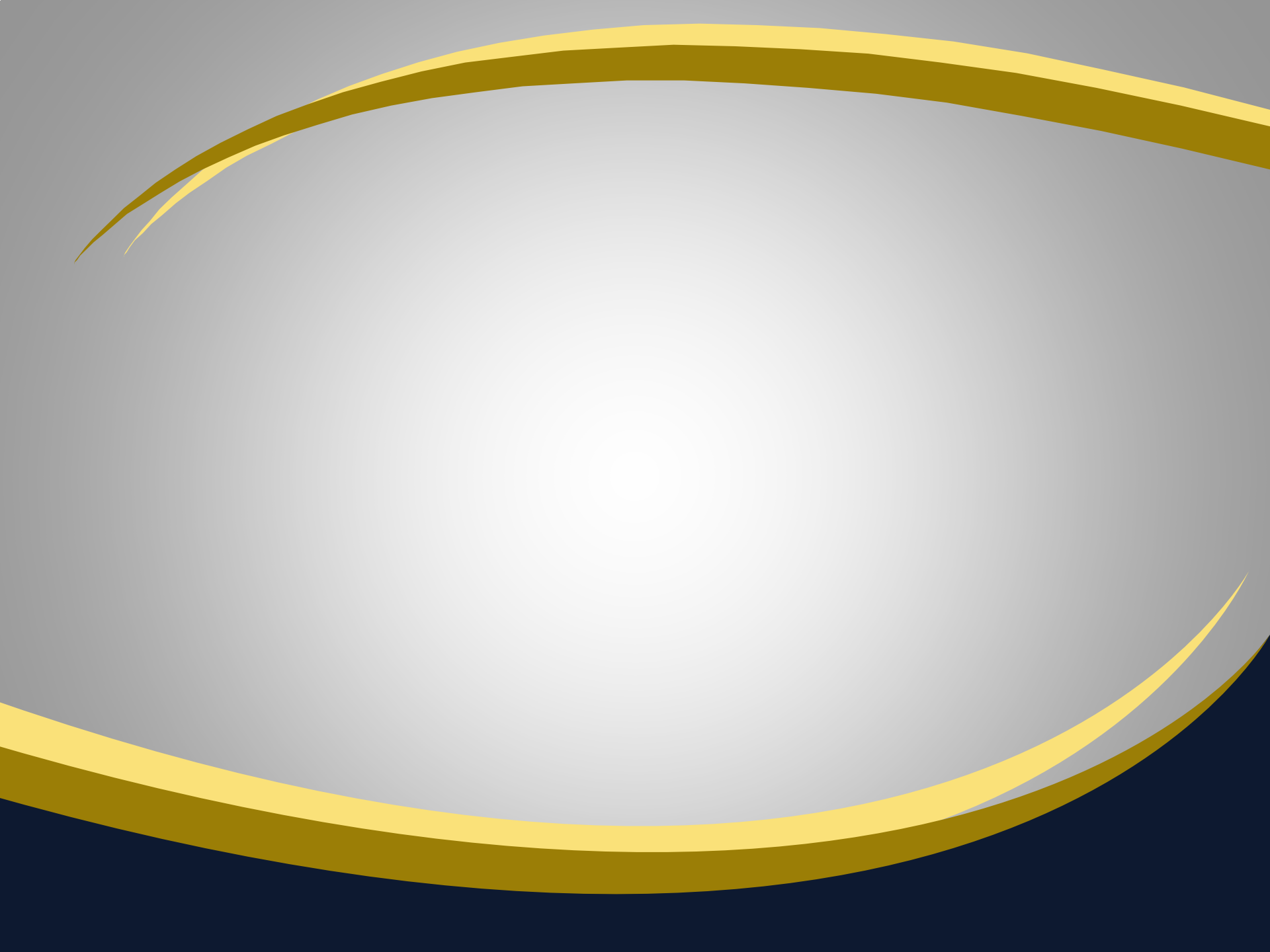
- Hailey Police Officer Paul Brown

  Gone Fishing

Public Comment

Thank You

Website Update

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FY '12 Budget Discussion - Continued