

# Friedman Memorial Airport Authority



Regular Meeting  
July 2, 2013



# Approve Friedman Memorial Airport Authority Meeting Minutes

- June 4, 2013 Regular Meeting Minutes
  - Approval

# Reports

- Chairman Report
- Blaine County Report
- City of Hailey Report
- Airport Manager Report
- Communication Director Report
  - Coffee Talk
  - Airport Tour

# **AIRPORT STAFF BRIEF QUESTIONS**

Employee of the Calendar Year, 2012

**APRIL DIETER**

**FRIEDMAN MEMORIAL AIRPORT**



**UNFINISHED BUSINESS**



# Airport Solutions Existing Site









- Plan to Meet 2015 Congressional Safety Area Requirement
  - Presented by Mr. Dave Mitchell, T-O Engineers & Airport Manager

# Modifications of Standards

- MOS Status
- SRM report/outcome



# Modifications of Standards

MOS STATUS		
1	Runway-Parallel Taxiway	
2	Parallel Taxiway OFA Width	
3	Runway OFA Width	
4	Runway Safety Area Grading	
5	Runway-Aircraft Parking	
6	Existing LOA (w/ ATCT)	
7	LOA (w/o ATCT)	
8	Taxiway Width	

# SRM Report

- Panel was held June 4-5
- Considered MOS's 1-7
- Overall outcome was positive

# SRM Report - General

- Bureaucracy is still a part of the process
  - Certain lines of business can dominate
  - Policy decisions tend to govern
- Science takes a back seat
  - No consideration for our White Paper
  - ACRP Report 51 was dismissed entirely
  - Opinions of the panel members dominate

# SRM Report – Day 1

- Considered MOS's 1-5
- Outcome:
  - MOS's 2, 4 and 5: No concerns raised
  - MOS 1:
    - No requirement to sterilize taxiway for all operations
    - Only requirement: Aircraft with greater than 100' wingspan and weighing less than 95,000 lbs will require an operational procedure
    - No such aircraft currently exist



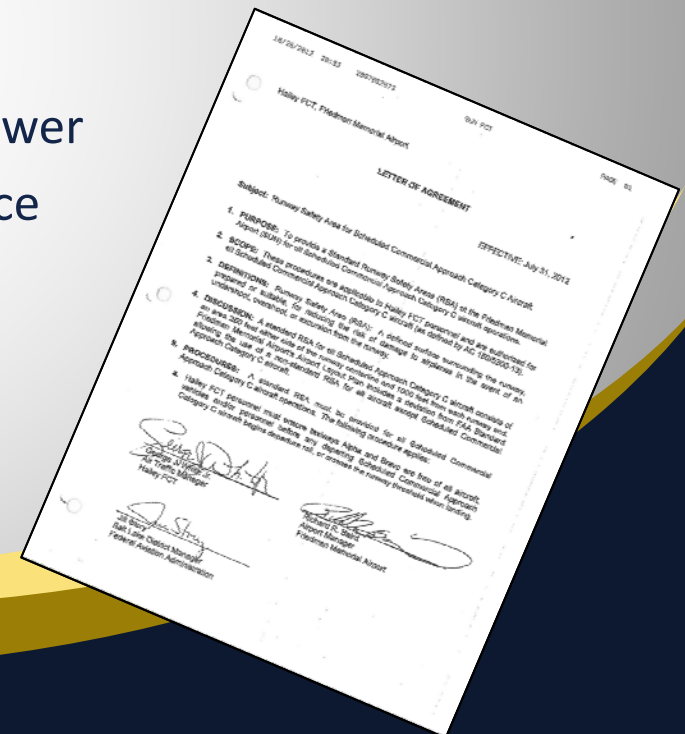
# SRM Report – Day 1

- Outcome:
  - MOS 3:
    - Relocate tower ASAP
    - Relocate propane tank at tower ASAP
    - Fence should be made frangible
    - Coordinate possible highway relocation with ITD/FHWA



# SRM Report – Day 2

- Discussed MOS's 6 and 7
- MOS 6:
  - The proper decision makers were not in the room (operational)
  - Table it until future Air Traffic SRM Panel
- MOS 7:
  - Discussed what could be done without a tower
  - Conclusion: No tower, no commercial service



# MOS 8

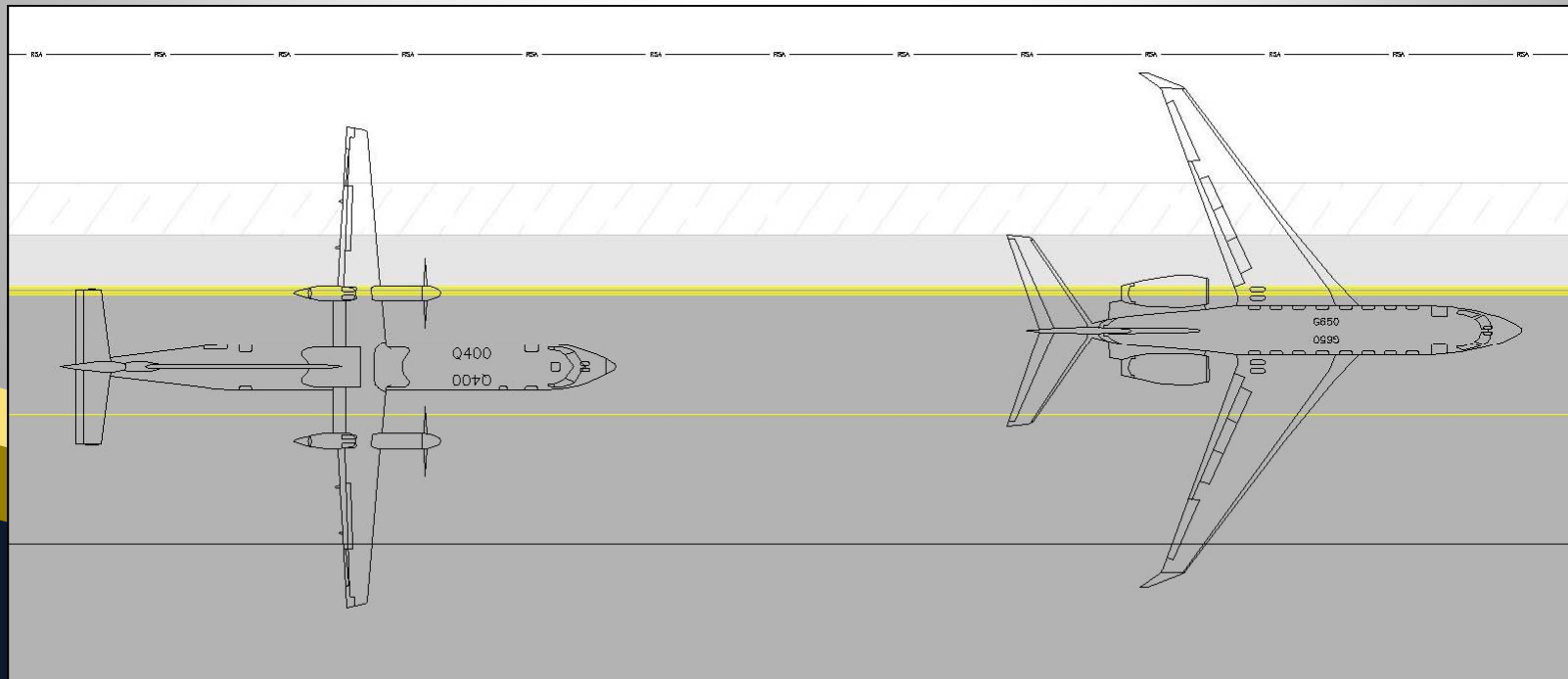
- Purpose: Prevent any part of an aircraft on the parallel taxiway from penetrating RSA
- Why? Latest guidance from FAA:
  - New definition of RSA
  - New taxiway design criteria (75' wide, instead of 50')



**Q400**  
Horizon Air

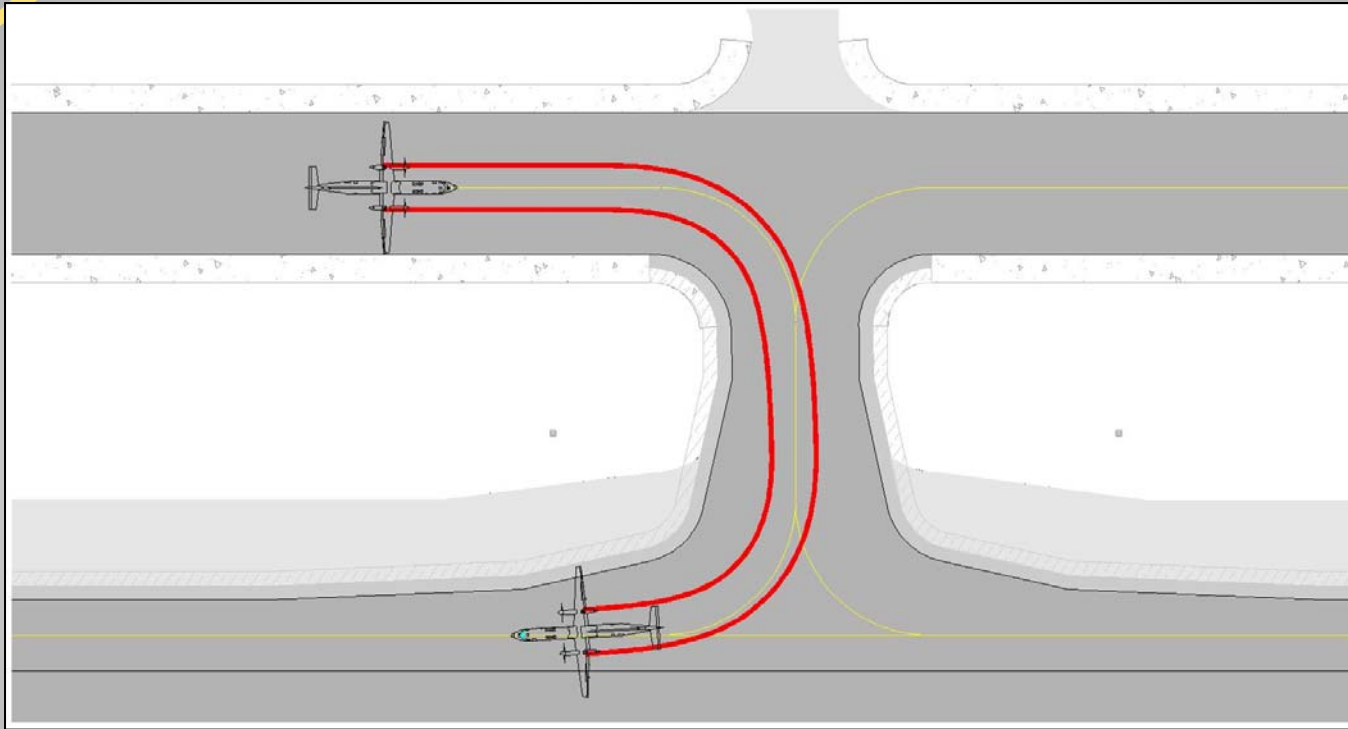
# MOS 8

- Proposal: 50' taxiway with 10' paved shoulders
  - Provides appropriate safety margins for Q400
  - Keeps all parts of existing aircraft fleet outside of RSA
  - Also provides paved shoulders for snow removal





# MOS 8



- FAA Helena ADO and Northwest Mountain Region support this MOS.

# Formulation

- Airfield alternatives have been refined
  - Analysis
  - Input from Staff
- Proposed projects have been discussed with stakeholders





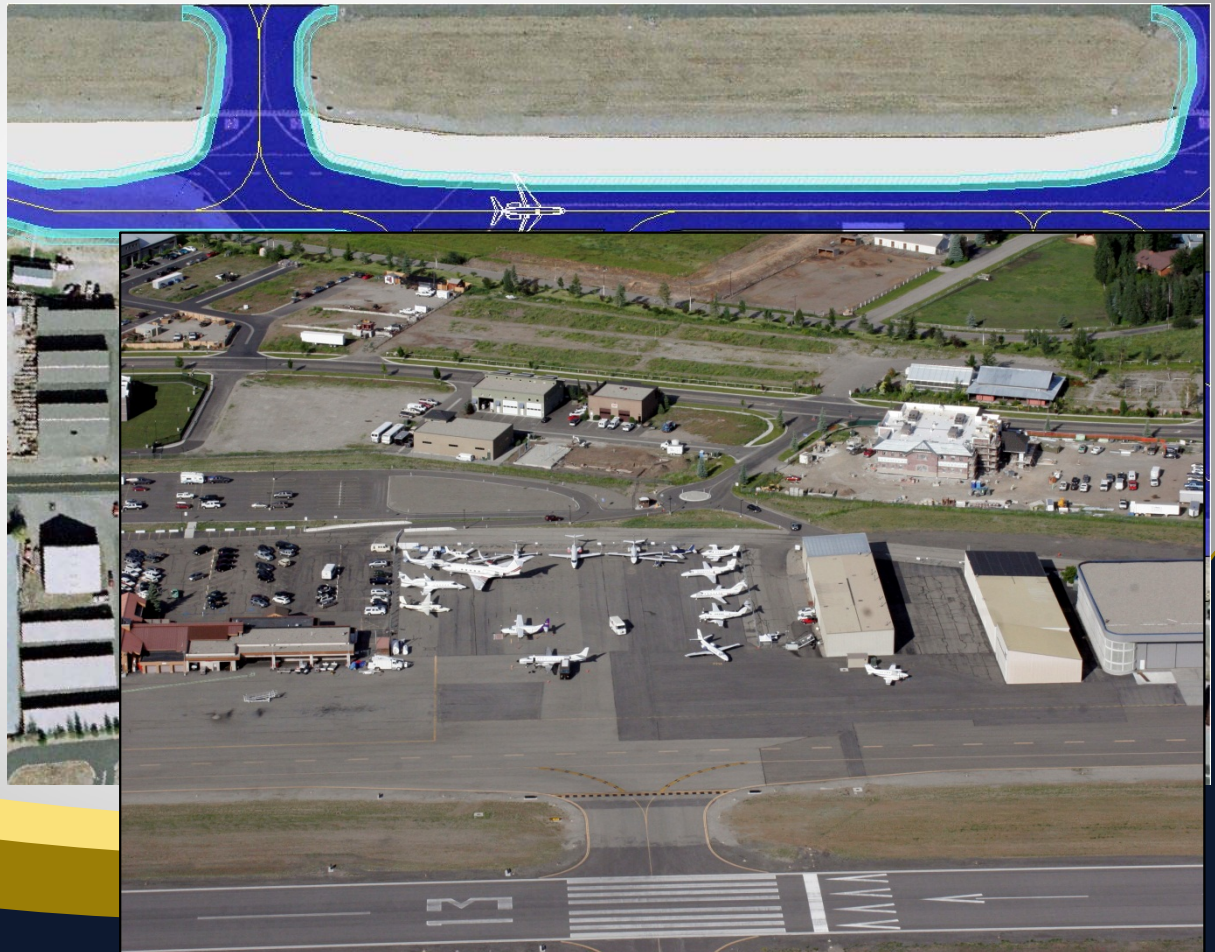
# Overall

- Hangar removal reduced
- Additional connecting taxiways
- More extensive terminal modifications



# North Bypass

- Relocate 4 hangar units
- Parking for UPS/FedEx
- USFS helipad?
- Potential use for peak events





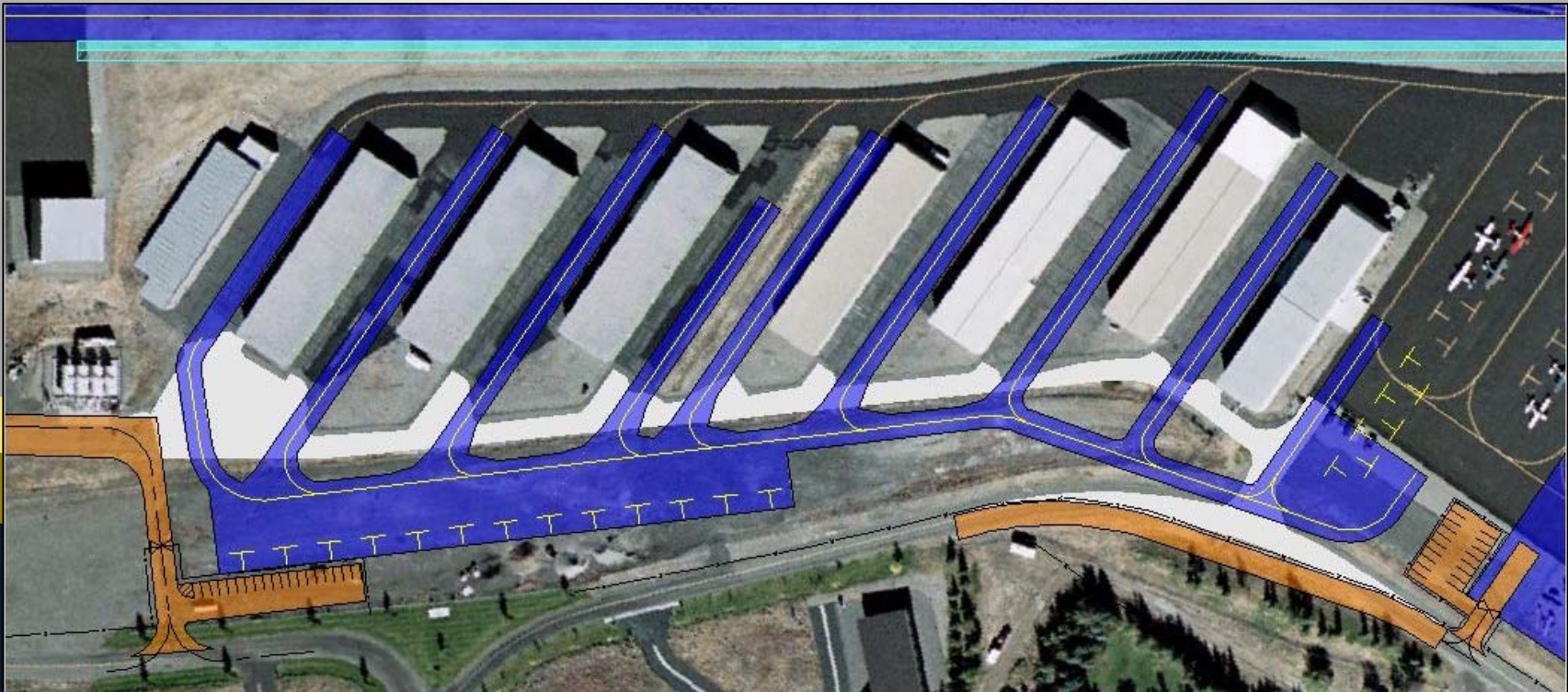
# Central Bypass

- Shifted north
- Relocate shop/ARFF/office
- Saves 2 hangars
- USFS helipad?



# South Taxilane

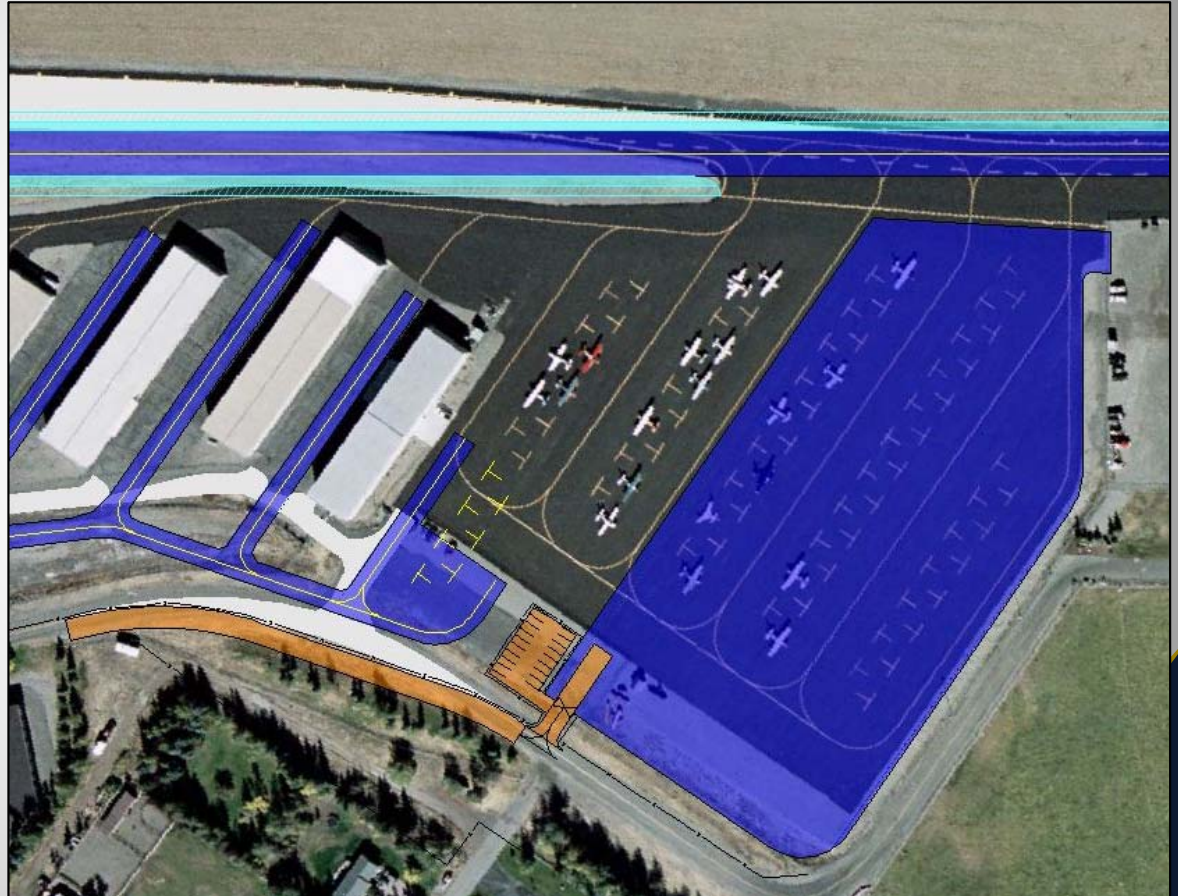
- Access hangars from west
- Relocate access road
- Tie-down space





# GA Apron

- Strengthen south half of apron
- Expand west edge
- Relocate tie-downs



# South End

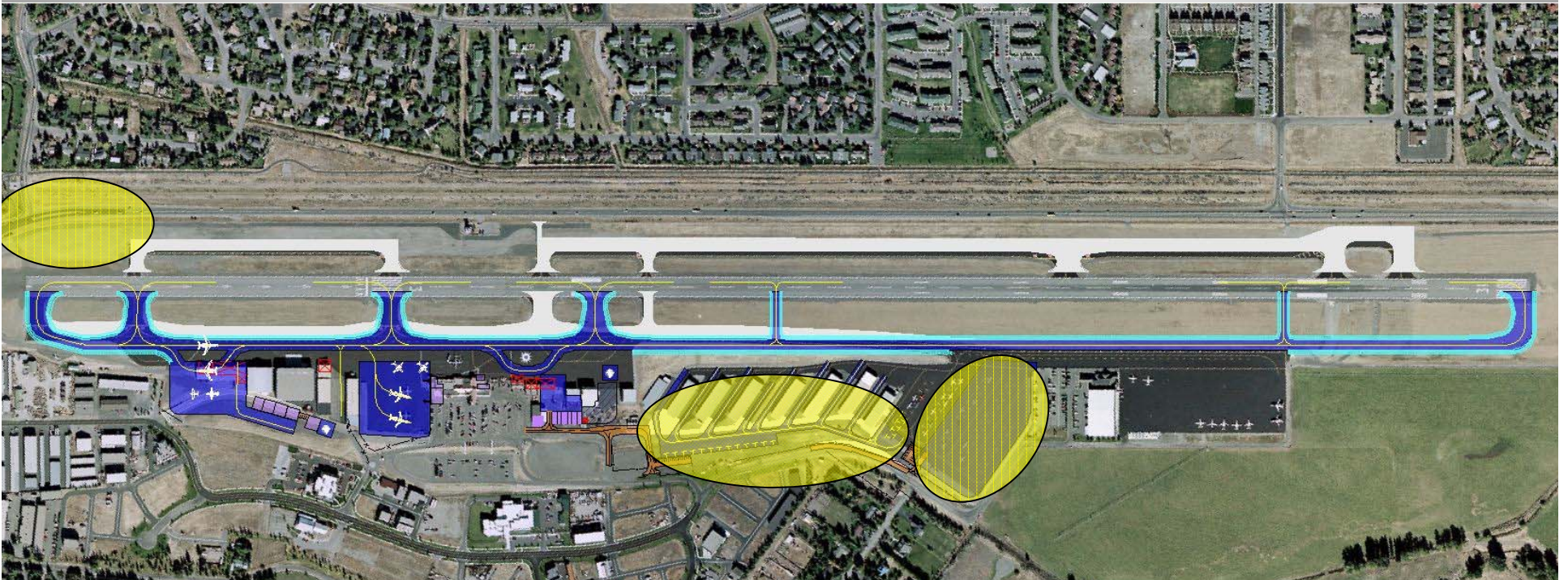
- Relocate AWOS
- Extend Taxiway B to south end of runway
- New connectors





# Phase 1 Construction Project

- Taxilane
- Frangible fence
- Apron overlay
- Goal: Construct this year



## Phase 1 Construction – Proposed Scope and Fee

- Modified to add additional work for apron overlay
- Scope has been reviewed and approved by FAA
- Independent Fee Estimate underway

# Actions/Input Requested

- Input:
  - MOS process?
  - Alternatives?
  - Phase 1 project?
- Action: Approve amended T-O scope (added apron overlay)

# What's Next?

- Complete SRM Panel documentation
- Continue with formulation tasks
  - Refine terminal alternatives (present in August)
  - Develop phasing/funding plan
- Complete design of 2013 project
  - Bids by end of July
  - Construct Phase 1 in September/October
  - Construct Phase 2 in Spring 2014
- Grant application for Phase 1 project

# Action Requested – Grant Application

- Application for Federal Assistance has been prepared for the Phase 1 project
- Scope:
  - T-hangar taxilane (including utility relocations)
  - GA apron overlay
  - Fence modifications
  - Propane tank relocation
  - Associated engineering
- Total amount: \$2.285M
- Action: Board approval for Airport Manager to submit application and request resolutions from sponsors



# Instrument Procedures Feasibility Study

- Staff has not received a formal response from the FAA regarding the Board's request that the FAA re-evaluate instrument approaches to FMA
- Informal conversations with the FAA indicate that internal FAA discussions are taking place
- Staff hopes to hear soon what the FAA might consider
  - FAA will most likely focus on satellite-based approach procedures

# Instrument Procedures Feasibility Study Continued

- The next step regarding a possible ground-based solution (ILS) is a detailed study of what an ILS approach will accomplish
  - This study will be a detailed analysis to complement the high altitude study that Spohnheimer Consultants completed previously
- The FY'14 budget supports a detailed study, but a response from the FAA is necessary before the detailed study is considered

# Small Community Air Service Development Program Grant

- FMAA & FSVA notified that the order Soliciting Small Community Air Service Development Program Grants from Communities has been issued
- A grant application is being developed by the Airport and FSVA
  - Application development cost will be approximately \$9000.00
  - Grant development cost will come from budget line item 6050-12 (Professional Services - Planning Air Service)
  - 25% of the development cost will be funded by FSVA



# Small Community Air Service Development Program Grant - Continued

- A Public/Private partnership with FMAA, FSVA, SVC and an Air Carrier is the most likely team that will evolve
  - An East Coast air service connection is the likely goal
  - Plenty of opportunities for Cities and the County to get involved
- Applications are due by July 26<sup>th</sup>
- Airport Staff will continuously update the Chair and Vice-Chair as grant is developed
- Staff would like authorization to continue forward & develop the grant application



# Fly Sun Valley Alliance Report

- Retain/Improve/Develop Air Service
  - Fly Sun Valley Alliance Report

# EIS Termination

- Staff is working with the FAA to preserve as much of the information gathered in the EIS process as possible
- All EIS material will be maintained by the FAA
- FMAA will have possession of all material made public and have access to scientific/factual material gathered to produce the documents that were released to the public

# Auto Rental Concession Lease

- Staff met with Finance/Lease Committee on June 19<sup>th</sup> & 24<sup>th</sup> to discuss a possible Auto Rental Concession Lease process
- The Committee recommended that the Board proceed with a bid process enabling it to select three concessionaires
  - Two rows of “ready stalls” in the upper lot: One row of ready stalls in the lower lot (highest MAG selects stalls first and second highest MAG selects second)
  - Three rows of additional parking in the lower lot (selection of stall location is based on MAG)
  - Overflow parking adjacent to the South East terminal parking area shall be available to the bidder with the highest calculated MAG. No other bidder will have the opportunity to select overflow parking
  - Two highest bidders shall have the option to dual brand

# Auto Rental Concession Lease Continued

- Should the Board direct Staff to proceed with the Bid process a possible schedule is discussed below
  - July 9 – Bid documents to be available
  - July 23 – Pre-bid conference
  - August 15 – Bid opening
  - September 3 – FMAA bid review/approval
  - Lease term: October 1, 2-13 – September 30, 2016

# FY '14 Draft Rates & Charges

- Since last month's Board meeting
  - Staff conducted a comparative analysis of landing fees, over night transient parking fee's and fuel flowage fees
  - The comparison demonstrates that FMAA, in some cases, is significantly behind market standards at other, similar facilities
- Staff shared the comparison data with the Finance Committee and suggested that Rates and Charges should be adjusted
  - Based on the comparative analysis
  - Based on the anticipated deficit spending at FMA in FY '14

## FY '14 Draft Rates & Charges

- Finance Committee recommendations to the Board are included in the proposed Rates and Charges schedule for 10/01/13 – 09/30/14
  - Most overnight transient parking fees are adjusted
  - Signatory landing fees adjusted 10%
  - Non-signatory landing fees adjusted 25%
- Staff and Committee are of the opinion that while the proposed rates and charges schedule for FY '14 brings FMAA closer to the apparent market standards identified in the comparative analysis and reduces some of the deficit spending anticipated next year, they do not yet complete the adjustment task necessary in the future

## FY '14 Draft Rates & Charges

- The Committee is comfortable with the recommended adjustment because they realize that FMAA spending requirements for the next five years will be clarified in FY'14
- Five year funding requirements will likely necessitate further Rates & Charges review



## FY '14 Draft Budget

- Preliminary FY' 14 Budget presented at June Board meeting
- Staff and Finance Committee have reviewed the preliminary budget and have included revisions for consideration
- Draft budget includes adjustments based on Board and Finance Committee review and comment

# FY '14 Draft Budget Continued

- Proposed FY' 14 Draft Budget
  - Provides the Board the ability to operate FMA and meet all of the coming year's needs
  - Will meet FMA needs regarding Safety Area Implementation projects
  - Does not propose any CPI adjustment in employee compensation
    - Does include a line item proposing a 2.5% maximum cap for salary adjustment predicated on merit-based performance over the course of the year

# FY '14 Draft Budget Continued

- Will continue to support progress toward improved reliability
- Is designed so that all revenue generated by the Airport and any local taxes on aviation fuel will be expended by the Authority for the capital or operational expenses of the Airport



# Public Comment



Thank you



# Slide Title