

Friedman Memorial Airport Authority



Regular Meeting
October 2, 2012

UNFINISHED BUSINESS



Airport Solutions

Blaine County Report



Airport Solutions

City of Hailey Report

Airport Solutions

Airport Manager Report

- Sarah Dalton is the new FAA ANM-600 Division Manager (Manager Airport Northwest Mountain region)-Effective November 5th, 2012
- Voluntary Noise Program Update
- Airport Appreciation Day





Airport Solutions

Legal Counsel Report



Communications Director Report

- Coffee Talk
- Airport Tour (Public)
- Sustain Blaine Airport Tour
- Idaho Transportation Department Board Presentation
- Sun Valley Board of Realtors Presentation

Existing Site

- Technical Analysis
- Presented by Mr. Dave Mitchell, T-O Engineers & Airport Manager

Airport Alternatives – Technical Analysis

- Eight alternatives:
 - Four to achieve full compliance
 - Four that require modifications of standards
- Preliminary – further refinements anticipated
- Cost information will be available in November
- Purpose for this evening: Present the preliminary alternatives for FMAA discussion/comment

Assumptions/Guidelines

- Look at alternatives from the technical feasibility standpoint only
- Reflect an “opening day” effort to comply with standards
 - Apples to apples comparisons
 - No consideration for ultimate development/future demand
- 95,000 lbs maximum takeoff weight
 - Pavement design is consistent with current traffic and recent designs
 - Based on current fleet, this limits wingspan to less than 100'

Not Evaluated: Do Nothing

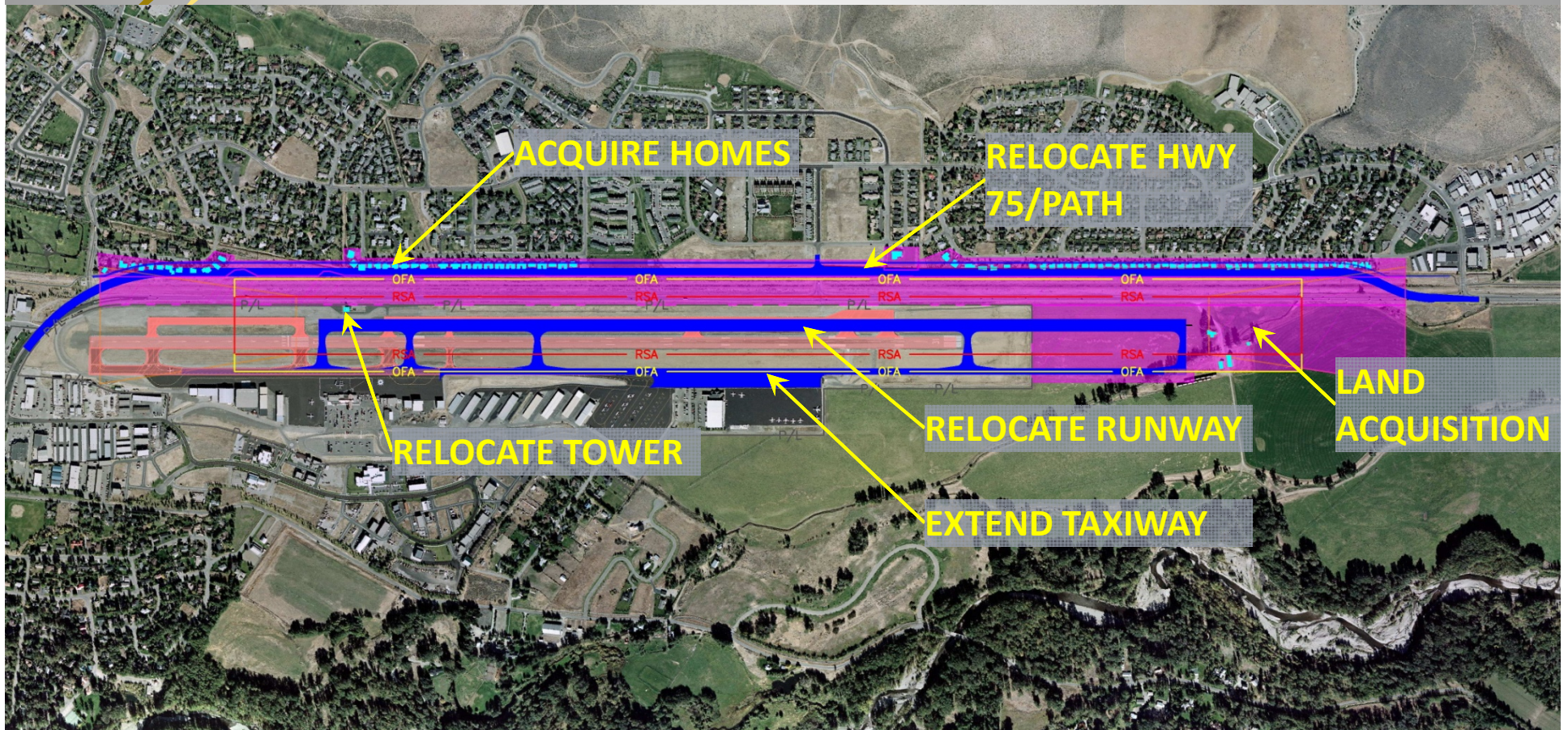
- Leaving the airport as is would require at least 8 Modifications of Design Standards
- Fatal flaw = non-compliant RSA



Alternatives 1-4: Full Compliance

- Originally developed in 2005, during site selection study
- Re-evaluated based on assumptions/guidelines for this study
- Included to communicate what is required to achieve compliance at the existing site

Alternative 1 – Runway East/Highway East



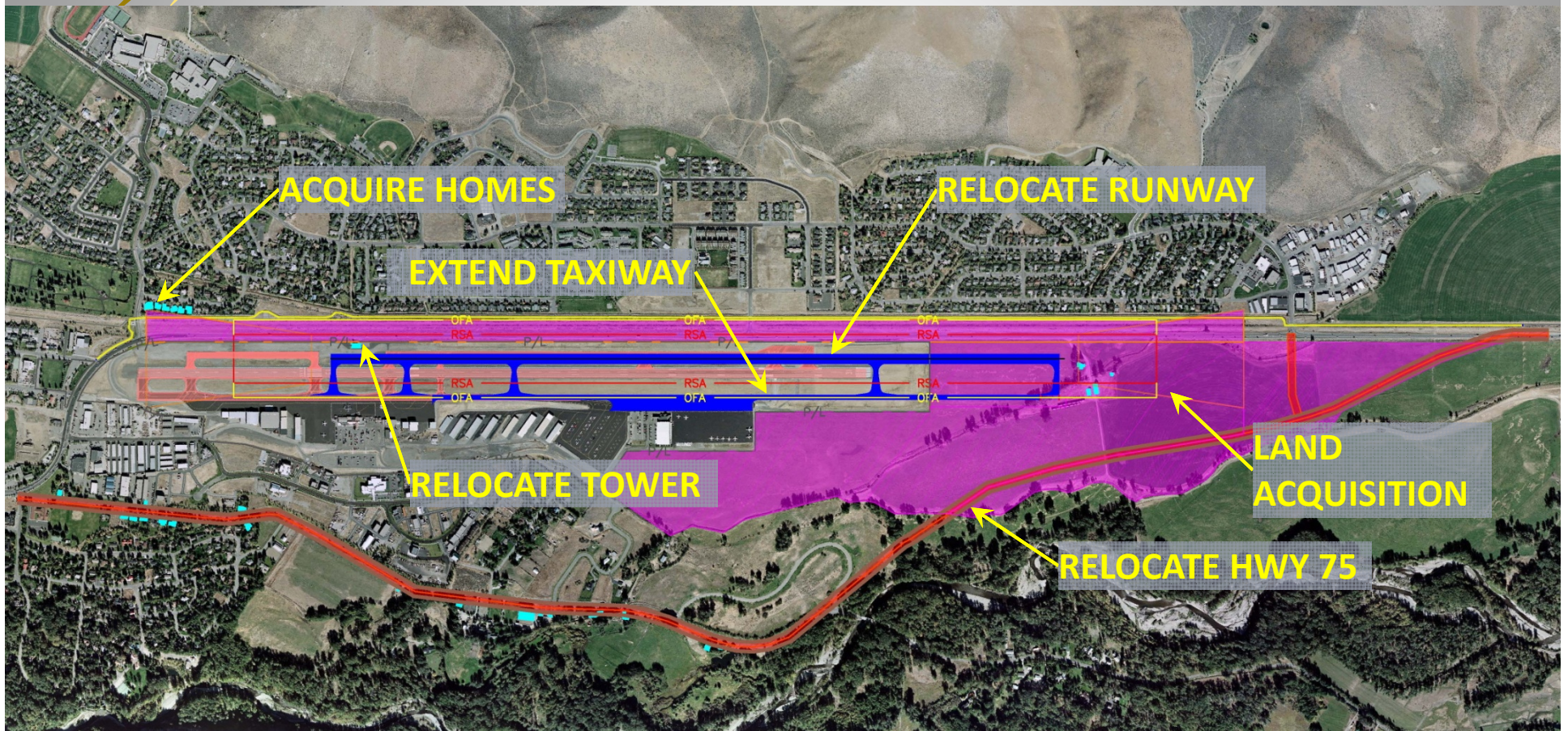
Alternative 1 – Runway East/Highway East

- Full compliance with design standards
- Retains existing airport infrastructure

Issues

- Cost
 - Construction
 - Land acquisition
- Highway 75/bike path alignments
- Lengthy airport shutdown
- Environmental impact

Alternative 2 – Runway East/Highway West



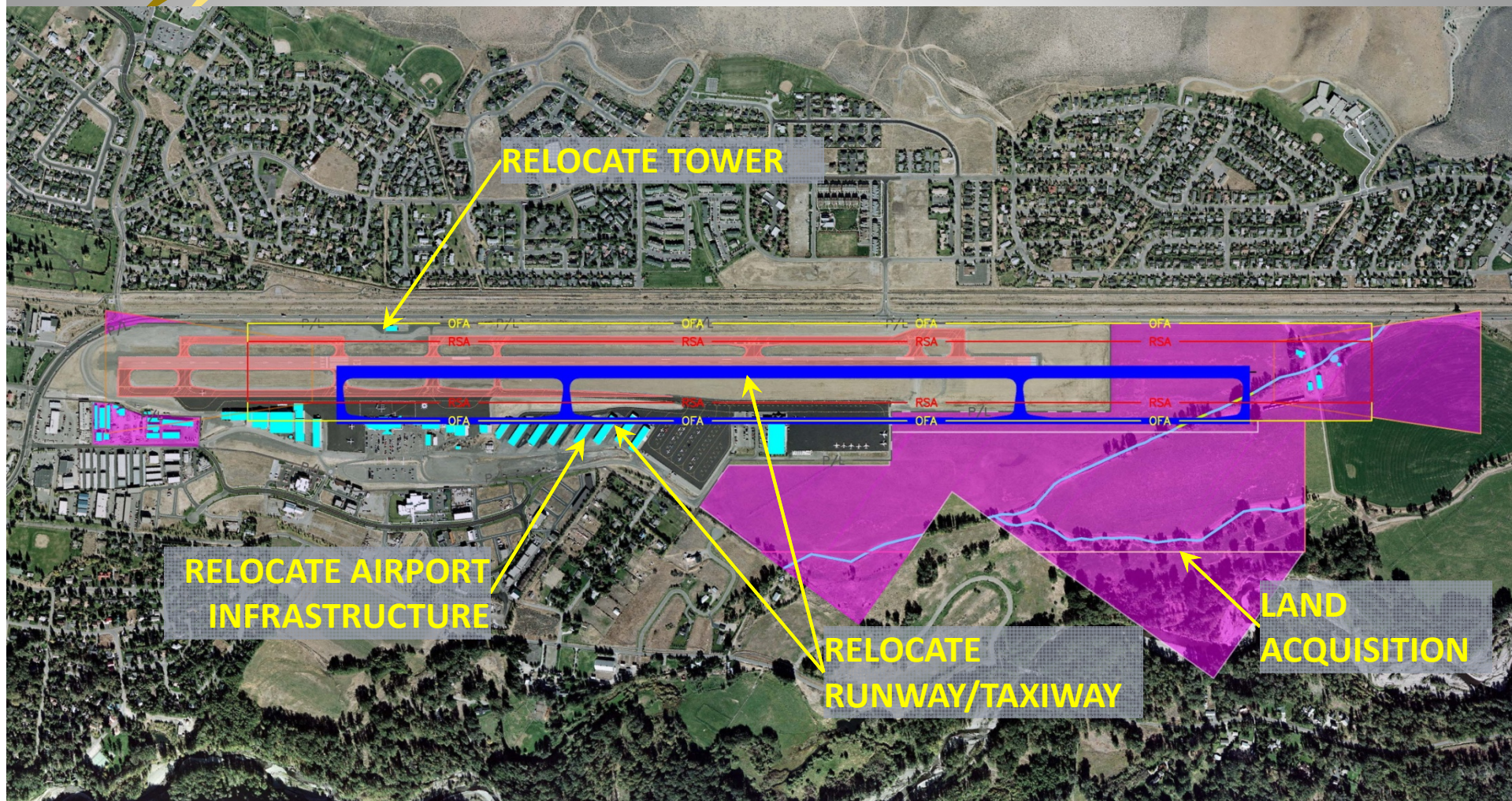
Alternative 2 – Runway East/Highway West

- Full compliance with design standards
- Retains existing airport infrastructure

Issues

- Cost
 - Construction
 - Land acquisition
- Highway 75
- Lengthy airport shutdown
- Environmental impact

Alternative 3 – Runway West



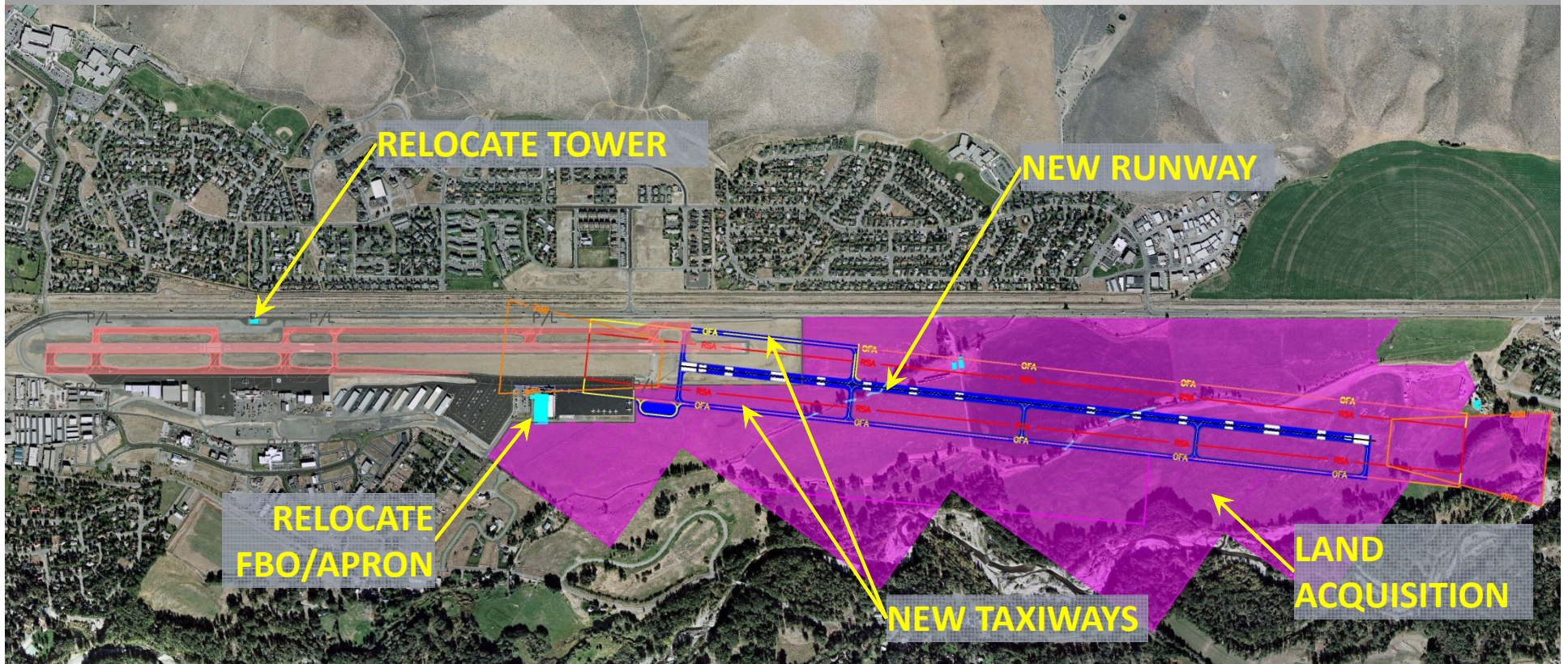
Alternative 3 – Runway West

- Full compliance with design standards
- No impact to Highway 75
- No residential land acquisition required

Issues

- Requires reconstruction of all existing airport infrastructure
- Cost
 - Construction
 - Land acquisition
- Lengthy airport shutdown
- Environmental impact

Alternative 4 – Runway South/Rotated



Alternative 4 – Runway South/Rotated

- Full compliance with design standards
- No impact to Highway 75
- No residential land acquisition required

Issues

- Requires relocation of FBO/large aircraft apron
- Long taxi distance from terminal, etc.
- Cost
 - Construction
 - Land acquisition
- Construction phasing
- Environmental impact

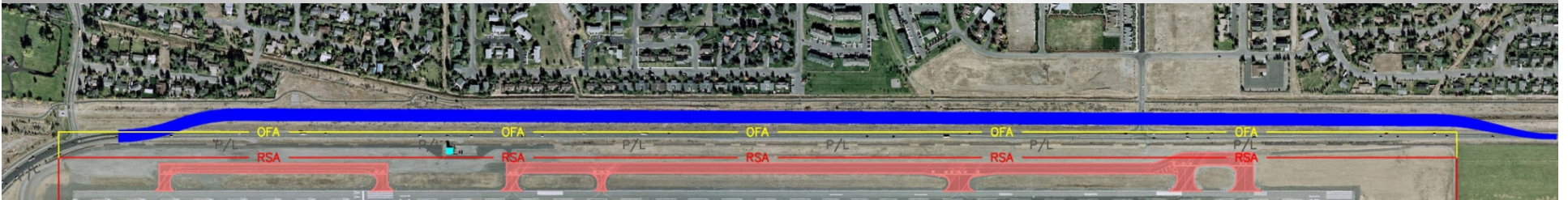


Alternatives 5-8: Modifications Required

- Look at what can be done with modifications
- All must meet RSA requirements
- Various configurations to achieve improvements and meet as many standards as possible
- Some common elements in each alternative

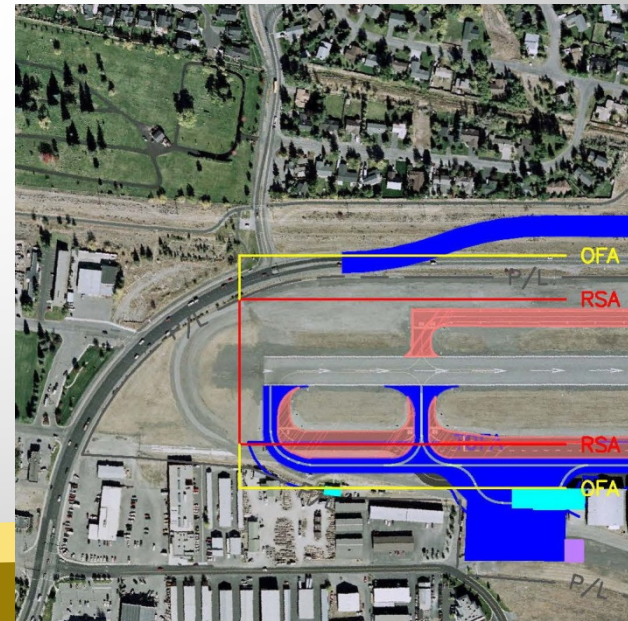
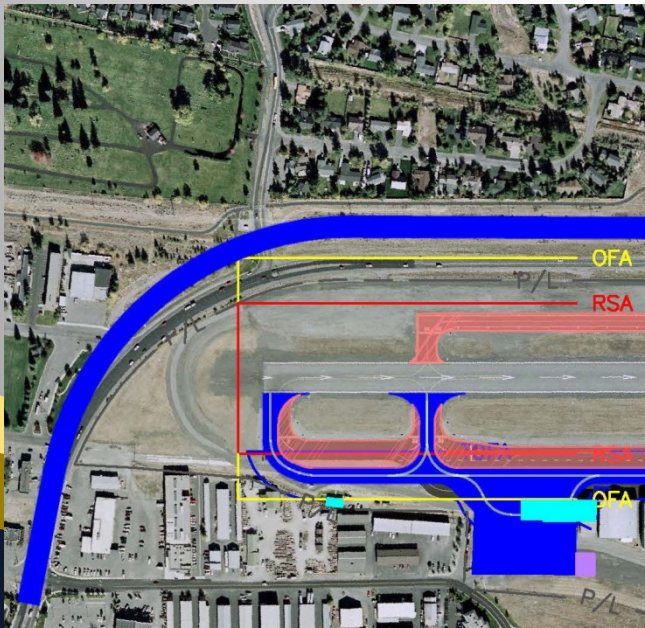
Alternatives 5-8: Highway 75

- Highway 75 can be moved to provide OFA without acquiring residential property
- This will require coordination with ITD's Highway 75 improvements
- Estimates will include construction of a sound wall



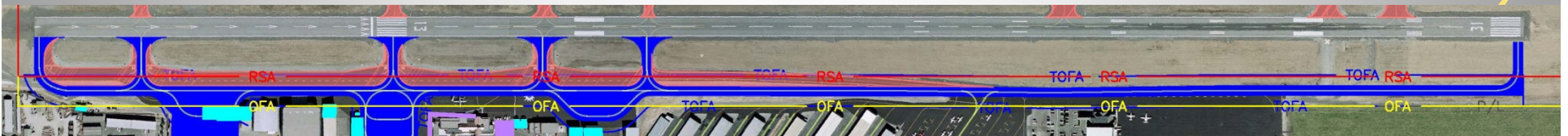
Alternatives 5-8: Highway 75 North End

- Clearing the OFA at this location is possible, but much more costly and with more impact to community
- Due to the nature of operations at the airport, a Modification of Design Standards for OFA at this location may be acceptable



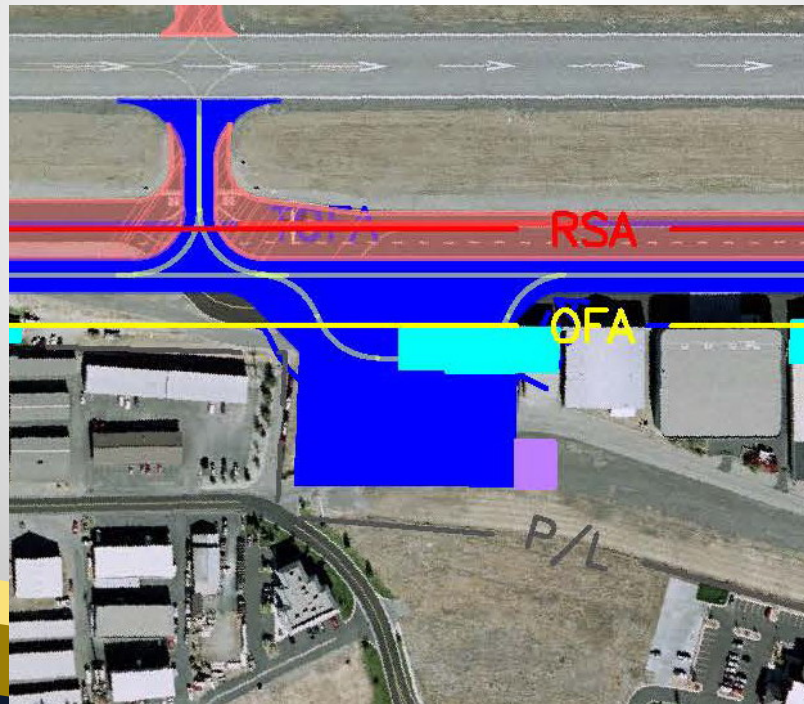
Alternatives 5-8: Parallel Taxiway

- Parallel taxiway is shown relocated to $\pm 320'$
- This accommodates a maximum wingspan of 100'
- In order to meet RSA requirements, Taxiway A must be removed
- Taxiway is extended to south end to provide a full-length parallel taxiway



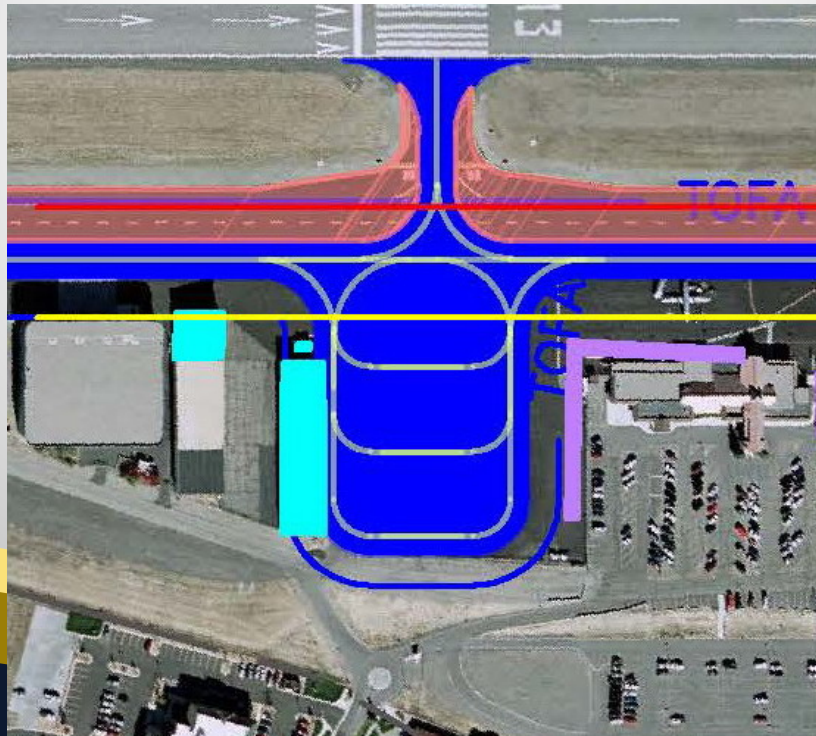
Alternatives 5-8: Deconfliction

- Due to “head-to-head” operations, ability to deconflict taxiing aircraft will be necessary



Alternatives 5-8: Terminal Apron

- Terminal parking must be relocated in order to meet OFA requirements
- All options show parking on north side of terminal, configured for 1 Q400 and 2 RJ700s

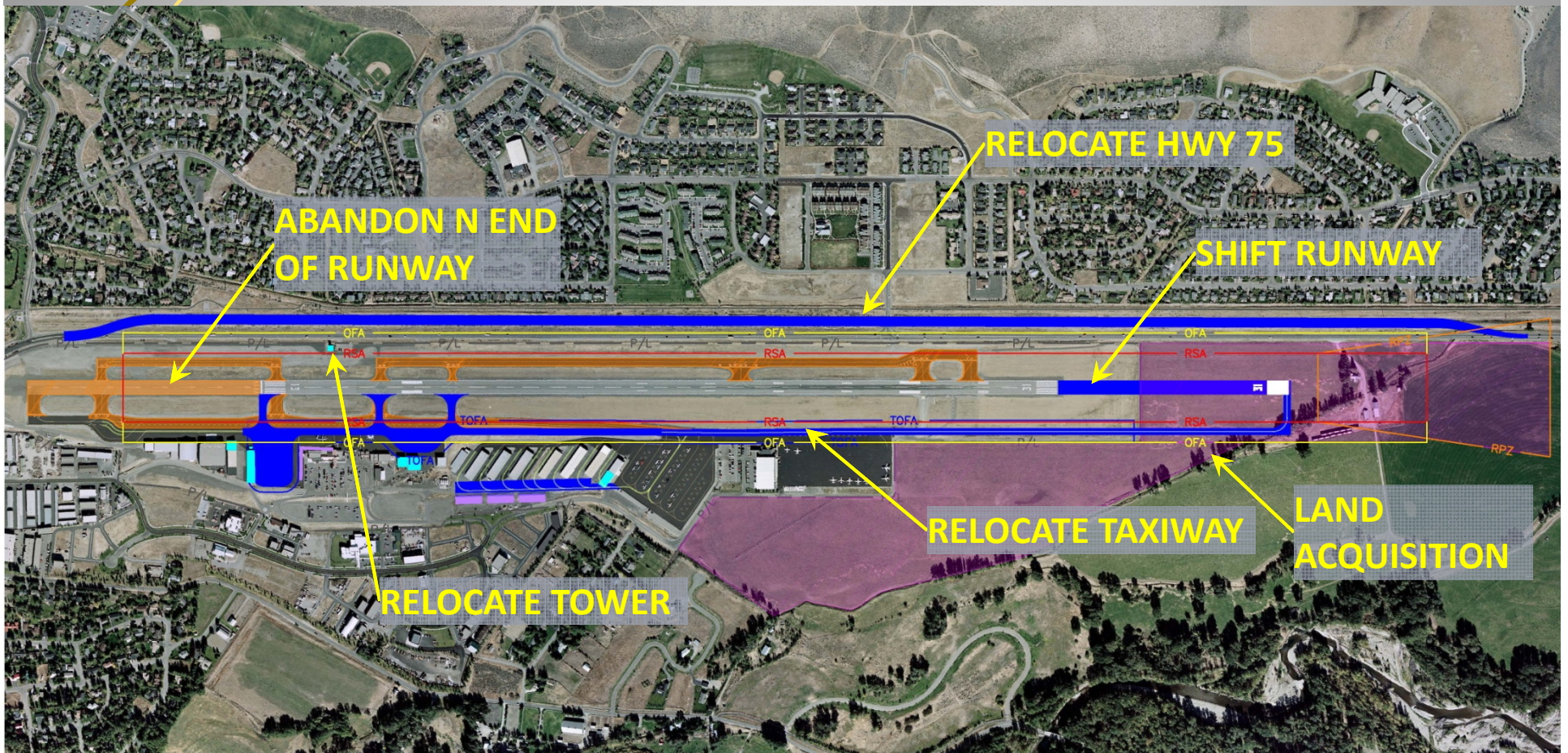


Alternatives 5-8: Hangar Access

- Parallel taxiway location will prevent access to T-Hangars using current taxilane
- Area could be reconfigured as shown



Alternative 5 – Runway South 1,700'



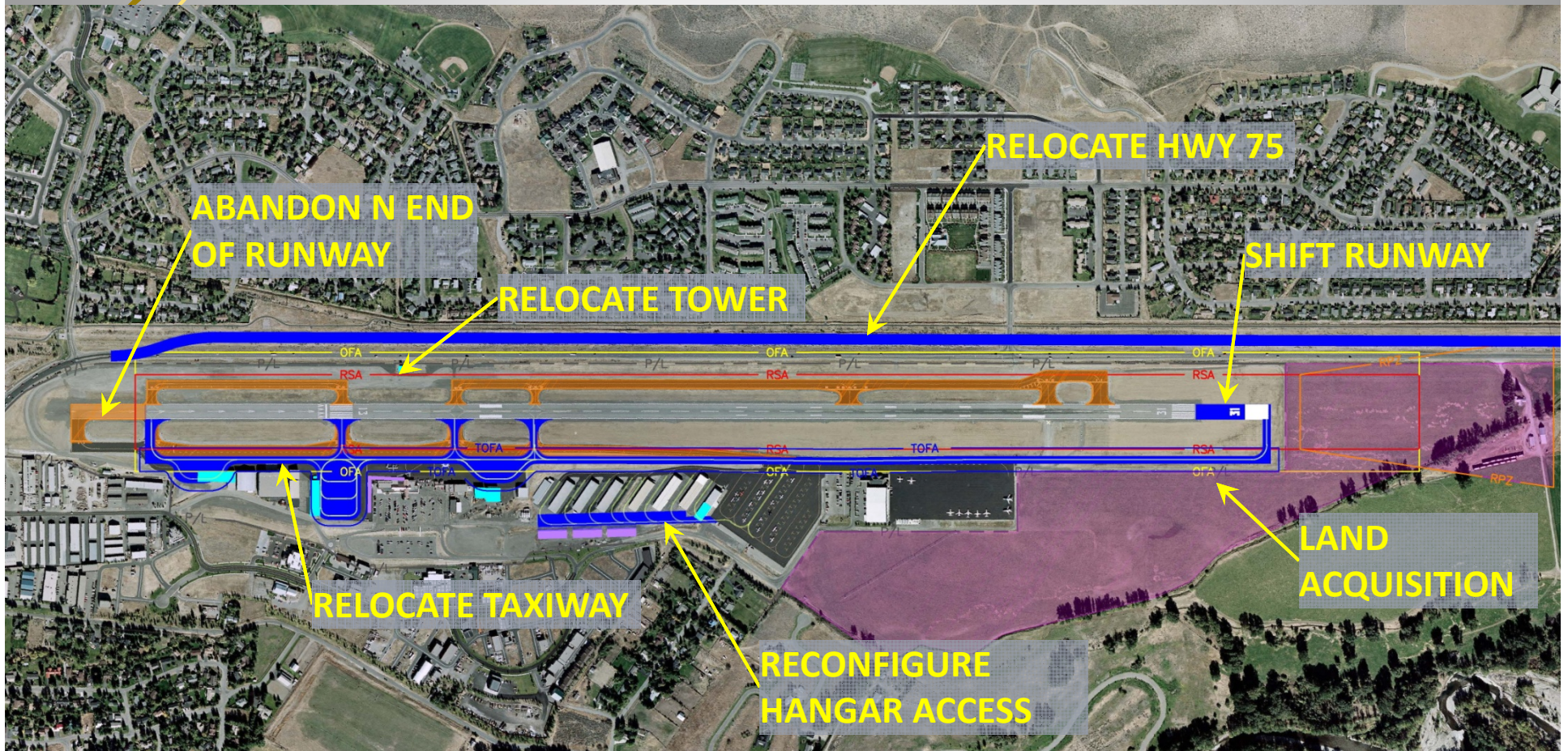
Alternative 5 – Runway South 1,700'

- Meets C-III RSA standards
- Meets C-III OFA standards
 - If Highway 75 is not relocated, OFA = $\pm 320'$ on east side

Issues

- Runway – Parallel Taxiway Separation = 320'
- Runway – Aircraft Parking Separation = $\pm 420'$
- Cost
 - Construction
 - Land acquisition
- Construction phasing
- Environmental impact
- Highway 75 realignment

Alternative 6 – Runway South 500'



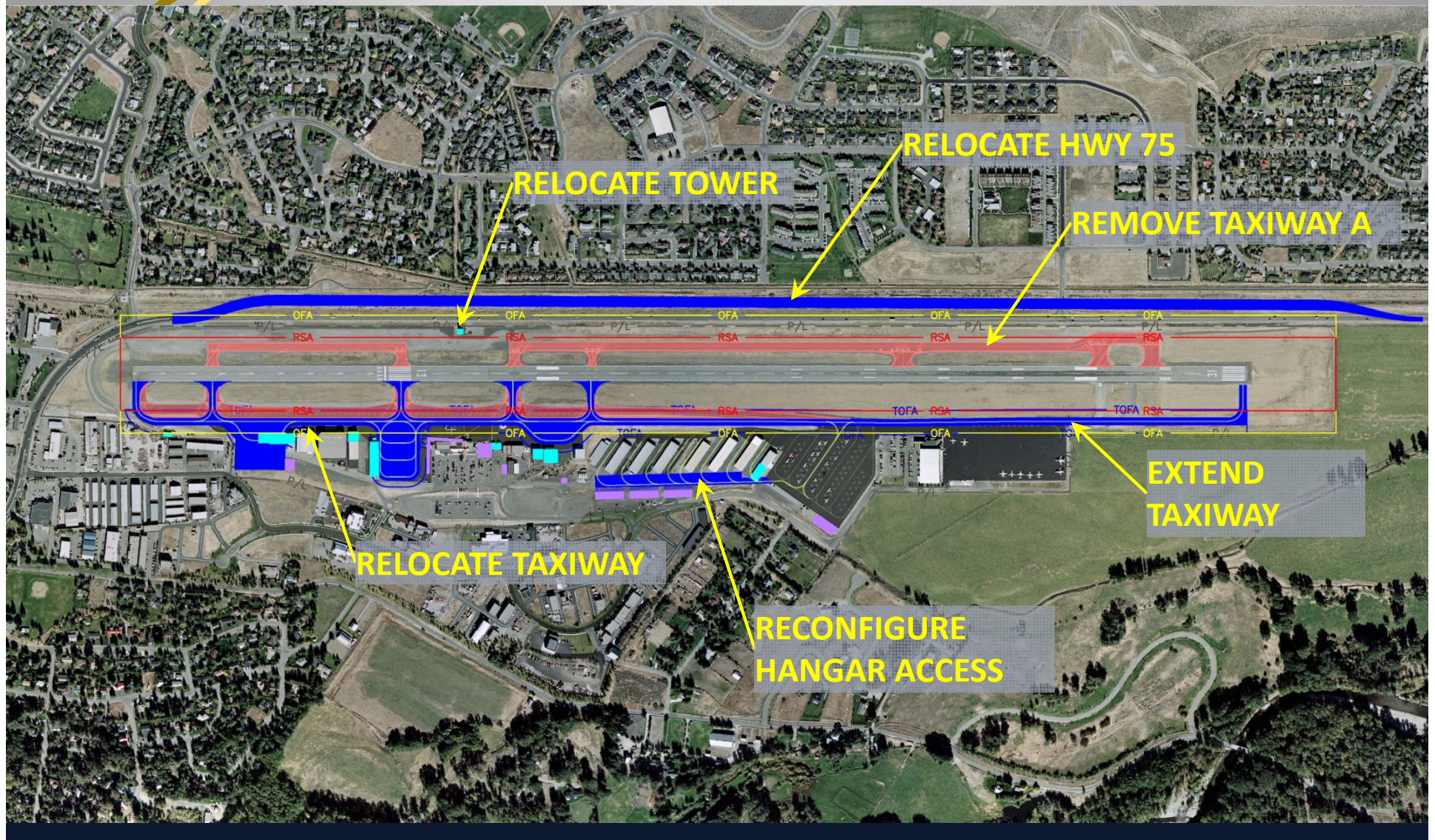
Alternative 6 – Runway South 500'

- Meets C-III RSA standards
- Meets C-III OFA standards, in most areas
 - If Highway 75 is not relocated, OFA = $\pm 320'$ on east side

Issues

- Runway – Parallel Taxiway Separation = 320'
- Runway – Aircraft Parking Separation = $\pm 420'$
- Construction phasing
- Environmental impact
- Highway 75 realignment

Alternative 7 – No Expansion



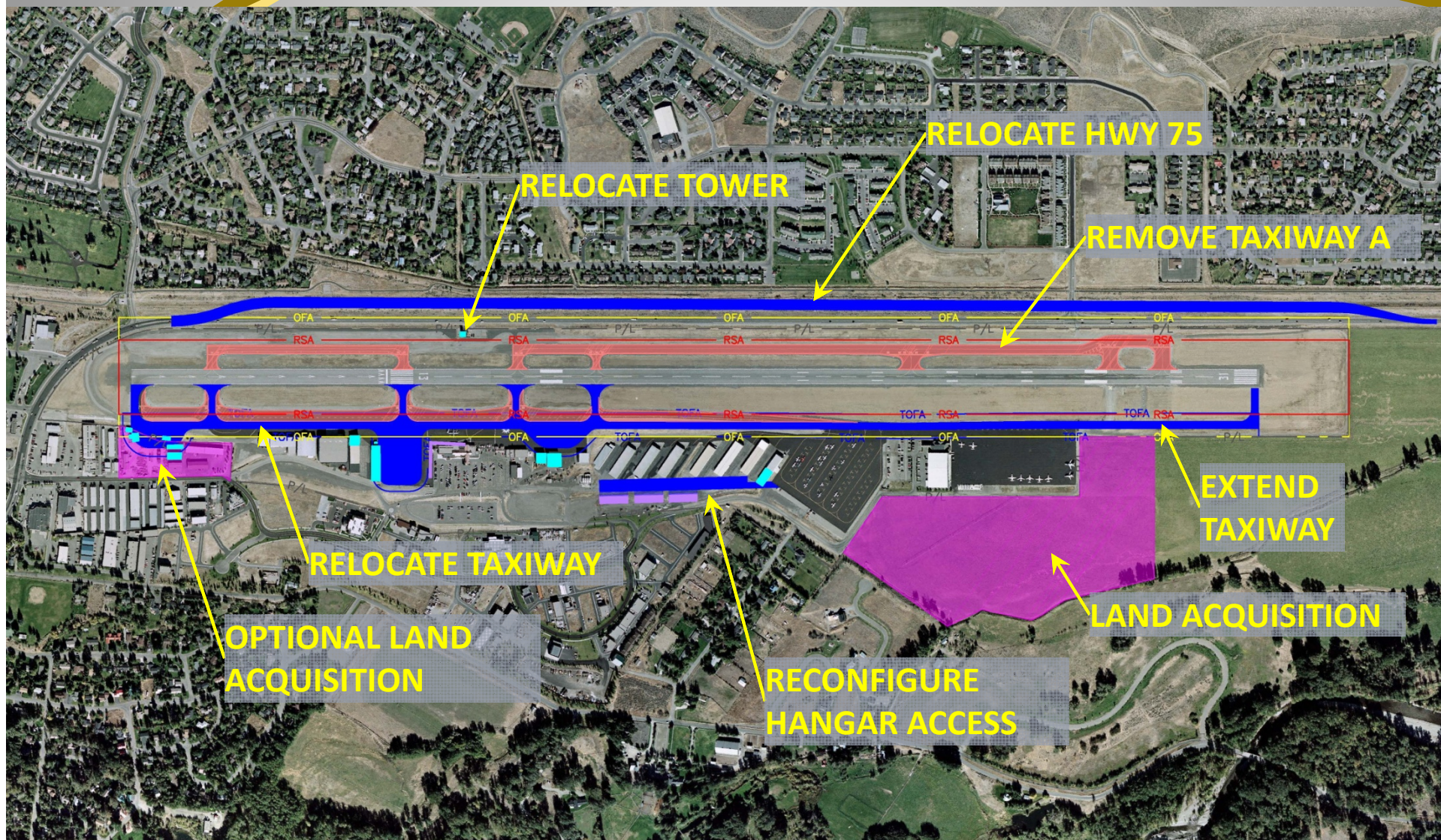
Alternative 7 – No Expansion

- Meets C-III RSA standards
- Meets C-III OFA standards, in most areas
 - If Highway 75 is not relocated, OFA = $\pm 320'$ on east side

Issues

- Runway – Parallel Taxiway Separation = 320'
- Runway – Aircraft Parking Separation = $\pm 420'$
- Construction phasing
- Highway 75 realignment
- Lose hangars/aircraft parking

Alternative 8 – Modest Expansion



Alternative 8 – Modest Expansion

- Meets C-III RSA standards
- Meets C-III OFA standards (if Highway 75 is moved)
- Replaces facilities/functions lost in Alternative 7

Issues

- Runway – Parallel Taxiway Separation = 320'
- Runway – Aircraft Parking Separation = $\pm 420'$
- Construction phasing
- Highway 75 realignment
- Land acquisition

Next Steps

- Finalize alternatives
- Complete cost comparisons
- Meeting with FAA in Renton on 10/23
- Finalize reports
- Final presentation during 11/6 FMAA meeting
- Prepare preliminary Modifications of Design Standards documentation



Retain/Improve/Develop Air Service

- FSVA Report

Existing Site

- Environmental Assessment (EA) Update
- Presented by Mr. Brad Rolf, PE., Mead & Hunt, Inc. and Airport Manager

Summary

- SkyWest Airlines has made a request to the FAA for modifications to the Airline's Operations Specifications
 - Change aircraft type operated at the Airport from the current Embraer EMB 120ER Brasilia to the Bombardier CRJ700ER
 - There would be a net reduction in air carrier operations because the CRJ700 has more seats than the EMB120
- An Environmental Assessment (EA) has been prepared and made available for public review and comment

Purpose of the EA

- National Environmental Policy Act (NEPA): requires consideration of the environmental consequences of a federal action before the action is taken
- Provides a review of the environmental impacts for the proposed action and alternatives to the action
- The FAA will use the EA to determine whether or not a significant environmental impact may occur
- Provides disclosure to the public and decision makers

EA Content

- The Environmental Assessment consists of the following key chapters:
 - Background and Introduction
 - Purpose and Need
 - Alternatives – Including the Proposed Action and No Action Alternatives
 - Affected Environment and Environmental Consequences

Purpose and Need

- Purpose:
 - Replace the current SkyWest Airlines' scheduled passenger service to FMA that currently uses the Embraer EMB 120ER Brasilia with the Bombardier CRJ700ER
- Need:
 - Meet the Airline's desire to phase out service by the Brasilia while introducing service using the CRJ700ER at FMA

Alternatives

- No Action and Proposed Action
- An EA must consider the proposed action and a discussion of the consequences of taking the no action, and may limit the range of alternatives to action and no action when there are no unresolved conflicts concerning uses of available resources

Proposed Action

- FAA approval of changes to Operations Specifications for SkyWest Airlines to operate regional jets at Friedman Memorial Airport
- Current SkyWest aircraft is Embraer EMB 120ER Brasilia
 - Turboprop aircraft
 - 30 passenger seats
- Proposed SkyWest aircraft is Bombardier CRJ700ER
 - Regional Jet Aircraft
 - 65 passenger seats

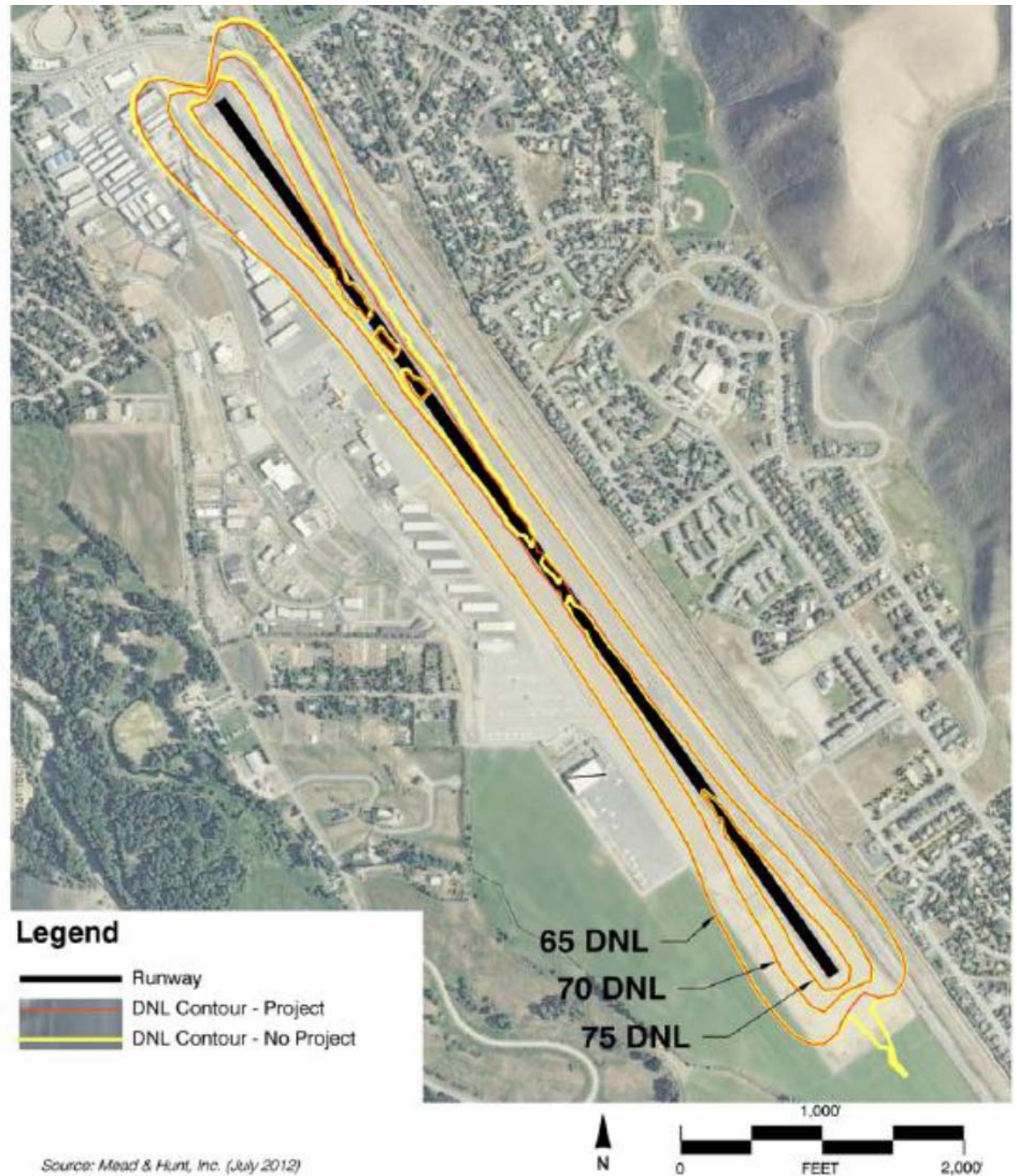
Proposed Action

- There are no other projects by either the Airport or SkyWest that are associated with the proposed change to the Operations Specifications
- There are no physical improvements needed to the Airport to accommodate this project
- If any airlines wanted to bring in another aircraft type in the future, another change to their Operations Specifications and corresponding NEPA process would be required

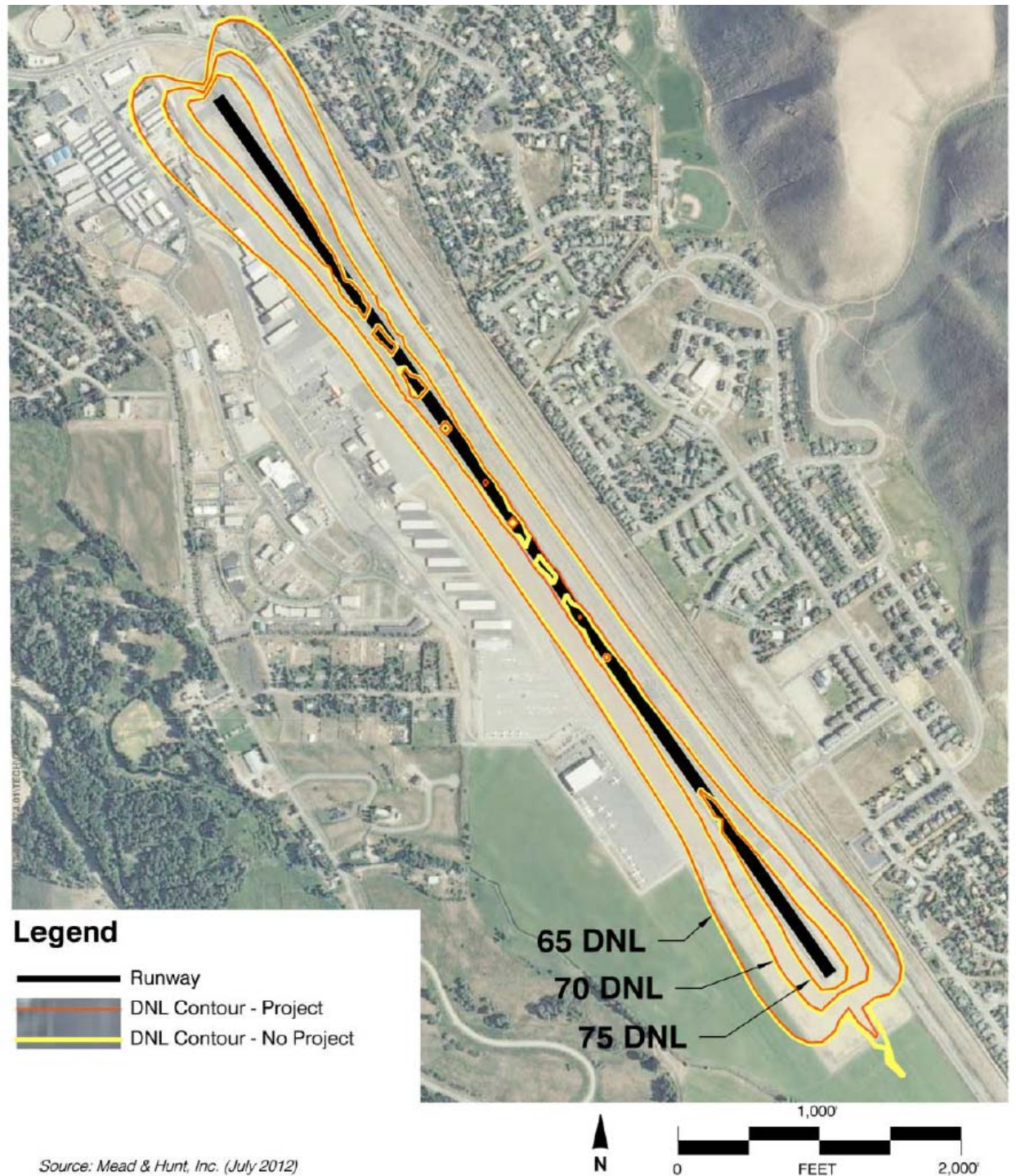
Environmental Consequences

- Analysis conducted in accordance with FAA Order 1050.1E, Change 1, *Environmental Impacts: Policies and Procedures*
- 20 environmental resource categories considered, including:
 - Compatible Land Use
 - Department of Transportation Section 4(f)
 - Historical, Architectural, Archeological, and Cultural Resources
 - Noise

Noise 2012



Noise 2017



Land Use

- Slight reduction in size of noise contours
- No residential or other noise sensitive land uses within the 65 DNL contour
- No acquisition of land
- No anticipated impacts or changes to land use

Other Resources

- No Significant Adverse Impacts to any resources resulting from Proposed Action and No Action alternatives
 - Air quality
 - Park, recreational, refuge, and historic areas - Section 4(f)
 - Historical, architectural, archaeological, and cultural resources
 - Socioeconomic impacts

Next Steps

- Public comments being received through October 12th
- Review comments and prepare Final EA documentation
- FAA makes finding



Friedman Memorial Airport Authority

Questions and Comments

Thank You!



Joint Powers Agreement Property Transfer Update

- Legal Counsel
 - Joint Powers Agreement Property transfer process



Approve Friedman Memorial Airport Authority Meeting Minutes

- September 4, 2012 Regular Meeting Minutes
 - Approval

NEW BUSINESS

FMAA Bylaws

- Board Member McCleary and Board Member McBryant have been working to develop the amended Bylaws with Legal Counsel. The purpose of their effort is to update the Bylaws to ensure that they are in line with the current version of the JPA

AIRPORT STAFF BRIEF QUESTIONS



Public Comment



Thank You