Friedman Memorial Airport Authority

Regular Board Meeting

December 2, 2014

1616 Airport Circle • Hailey, ID 83333 • 208.788.4956

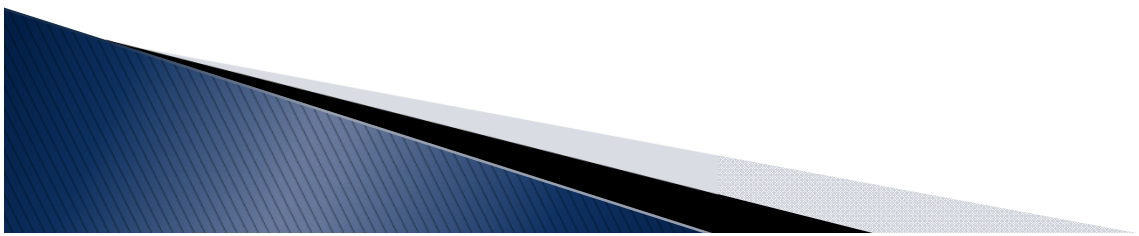
PUBLIC COMMENT

Approve Friedman Memorial Airport Authority Meeting Minutes

- Amended September 29, 2014 Special Meeting
- October 9, 2014 Regular Meeting
- November 4, 2014 Regular Meeting
  - Approval

Reports

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



PARDON OUR DUST

TERMINAL RECONFIGURATION UNDERWAY

Friedman Memorial Airport

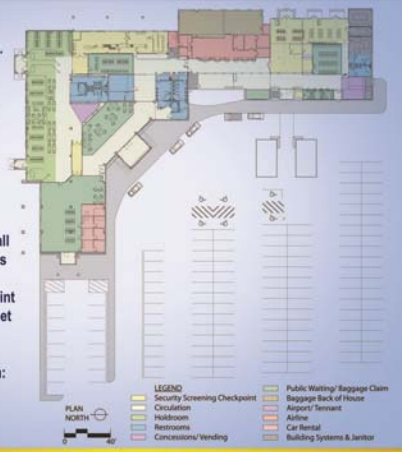
COMING SOON:

A larger and more user-friendly terminal

CONSTRUCTION //// UNDER CONSTRUCTION //// UNDER CON

Additional 14,000 sq. ft. of space including:

- Expanded passenger waiting area
- Passenger lounge with comfortable chairs and fireplace
- New baggage claim hall and rental car counters
- New security checkpoint layout designed to meet TSA Guidelines
- Scheduled completion: June 2015



TRUCTION //// UNDER CONSTRUCTION //// UNDER CONSTRU

This terminal reconfiguration is designed to safely get passengers to and from the new terminal aircraft parking location.

It is completely driven by the need for Runway Safety Area improvements at the airport, primarily funded by a FAA grant.

FOR UPDATES AND INFORMATION, VISIT:

www.iFLYSUN.com

AIRPORT STAFF BRIEF QUESTIONS

UNFINISHED BUSINESS

Airport Solutions
Existing Site

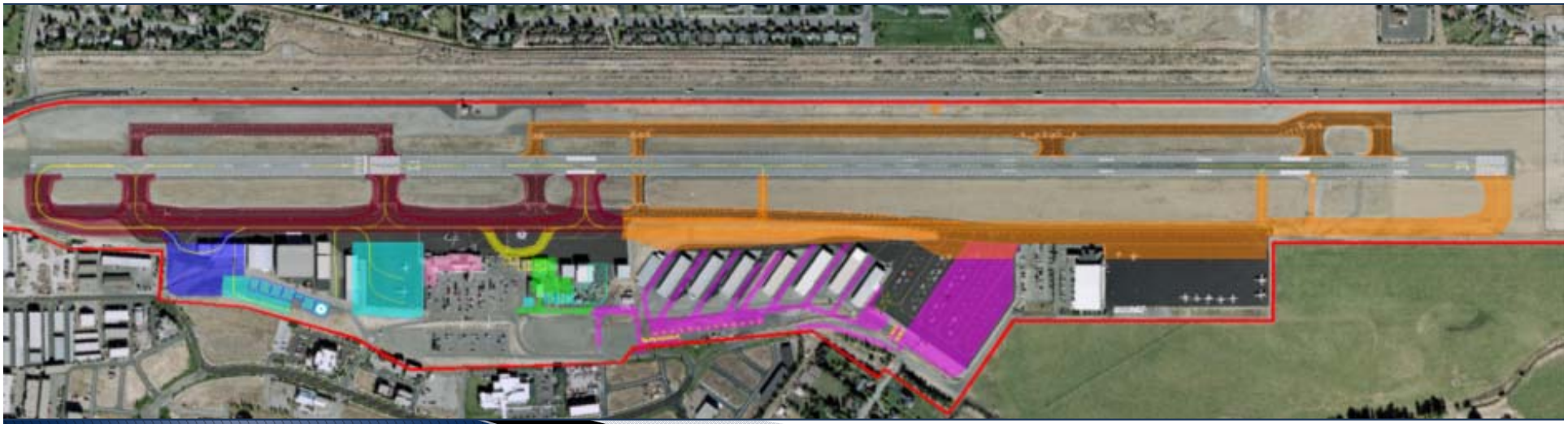
- Plan to Meet 2015 Congressional Safety Area Requirement
  - Presented by:
    - Mr. Dave Mitchell, T-O Engineers
    - Airport Manager

Formulation

- Report is updated and submitted
- Final field work associated with the AGIS portion of the project will be completed next week
- Once completed, project and grant will be closed out

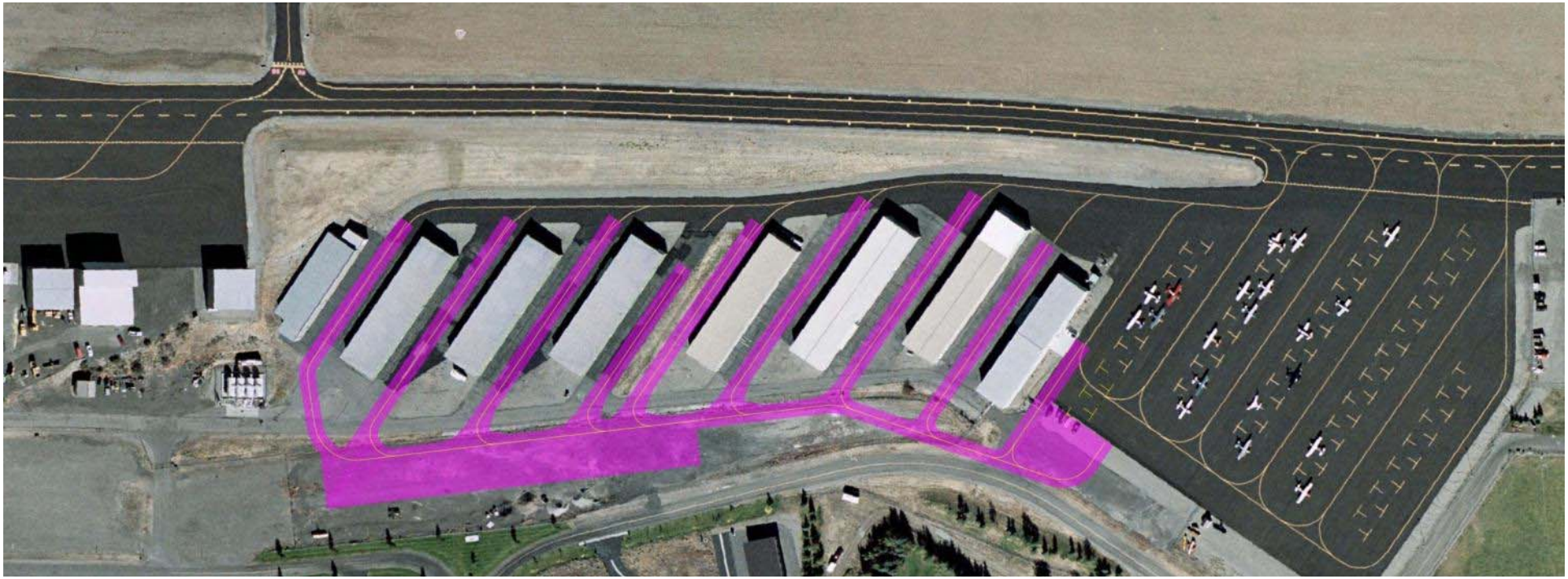
Construction Projects

- Project 1: Hangar Taxi lane and Apron Improvements
- Project 2: Relocate/Extend Taxiway B and RSA Grading
- Project 3: Terminal Reconfiguration
- Project 4: Airport Operations Building
- Project 5: Terminal Apron/Site Preparation
- Project 6: Relocate Twy B/Remove Twy A/North Apron
- Future Projects



Project 1 – Taxi lanes

- Complete
- Project closeout



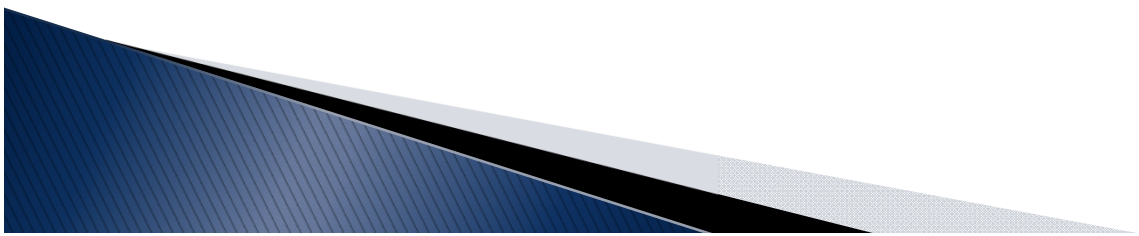
Project 2
Taxiway B Relocation/RSA Grading

- Complete
- Closeout

Project 3
Terminal Expansion/Remodel

Project 3
Terminal Reconfiguration

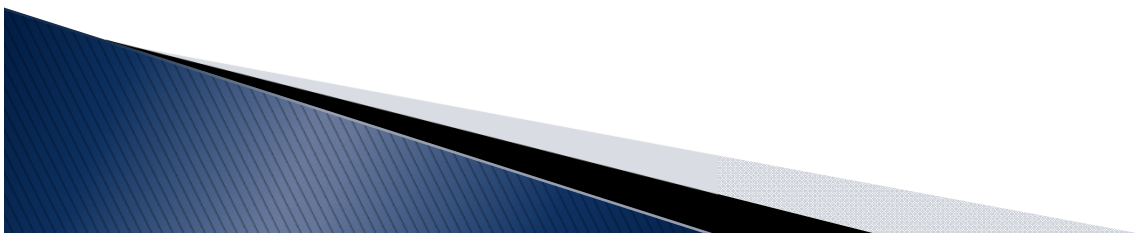
- Work is proceeding
  - Excavation
  - Concrete footings
  - Utilities, etc.
- Working to modify the project to limit impacts on traveling public
- Cold/wet weather has been an issue, but still on schedule



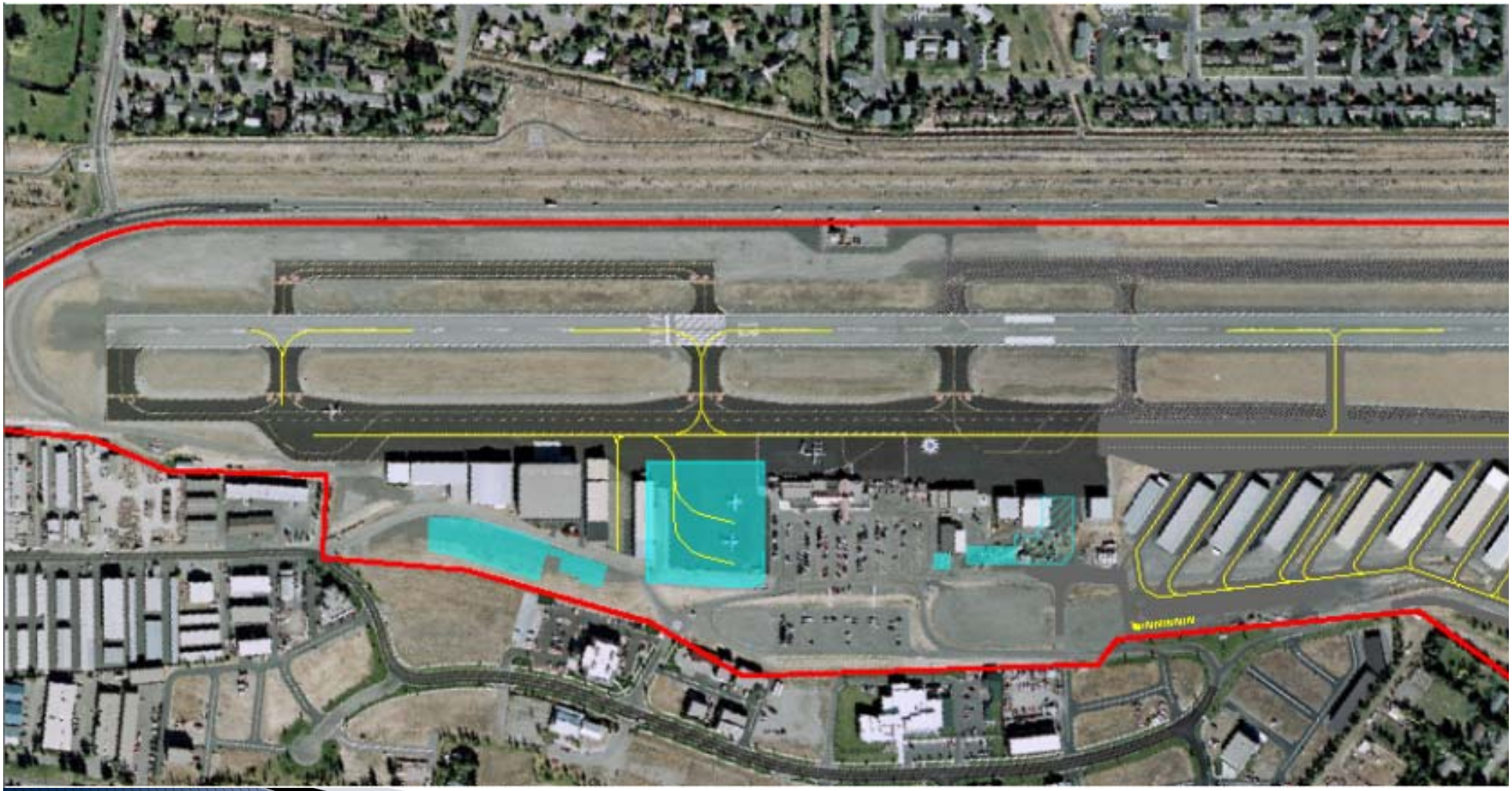
Project 4
Airport Operations Building

Project 4
Airport Operations Building

- Project is proceeding
  - Excavation
  - Footings
  - Stem walls
- Cold weather is also an issue



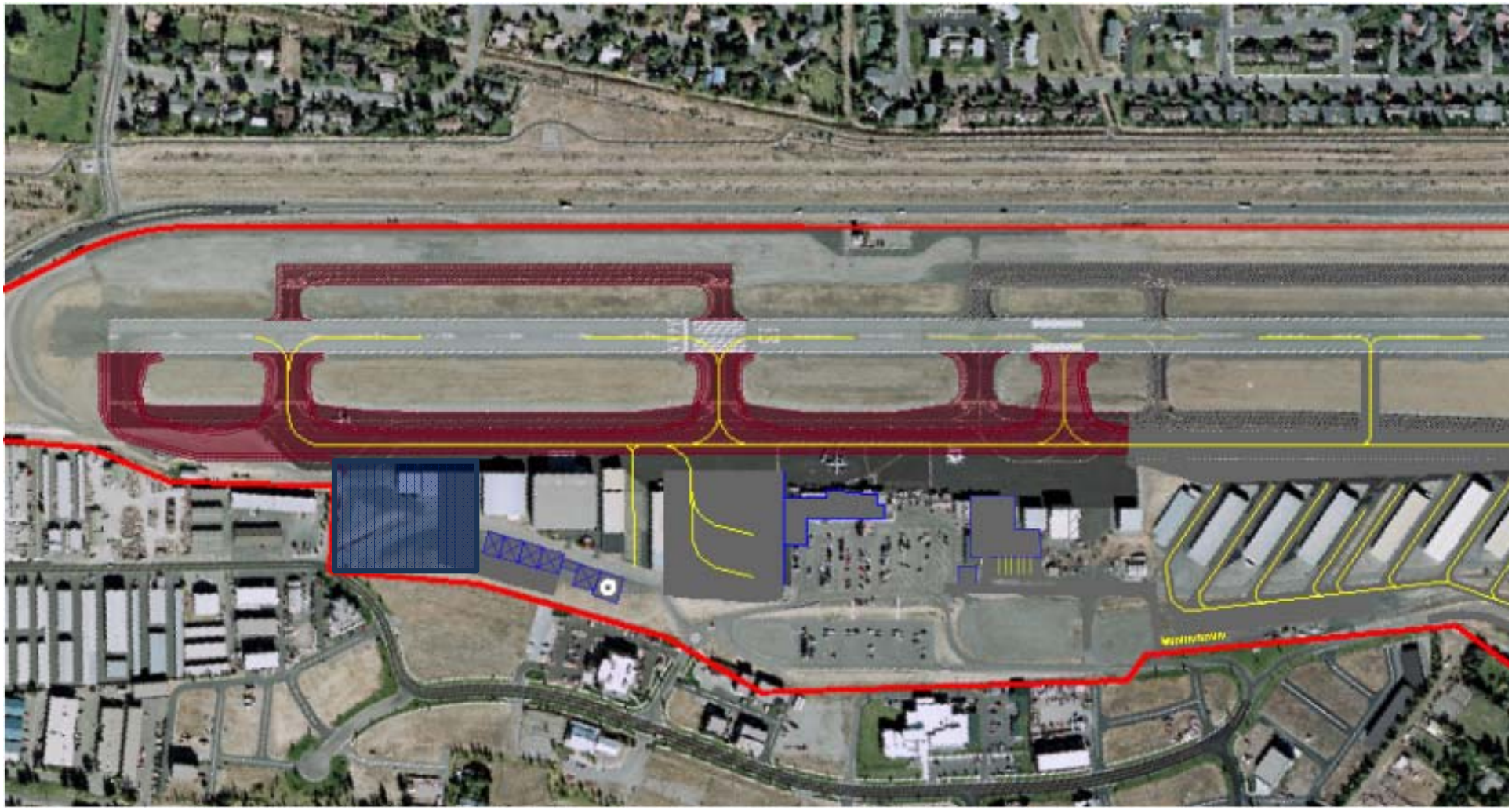
Project 5
Terminal Apron/Site Preparation



Project 5
Terminal Apron/Site Preparation

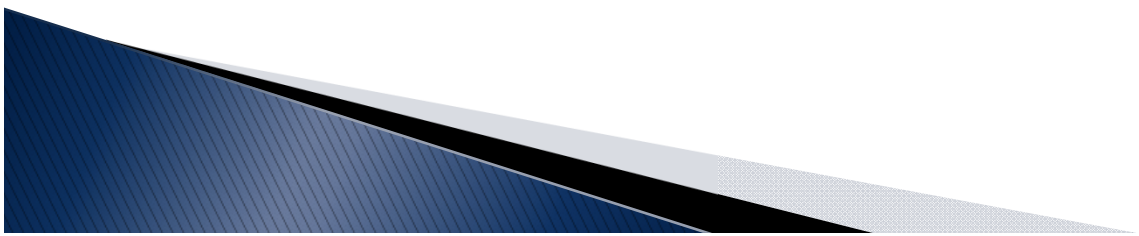
- Complete!
  - Approximately 10 days of additional time (change orders)
  - Under budget
- Beginning work on project closeout

Project 6
Relocate Twy B/Remove Twy A/ North Apron



Runway Safety Area Implementation Project 6

- Task 1 – Administration
- Task 2 – Preliminary (35%) design
- Task 3 – 65% design
- Task 4 – Final design
- Task 5 – Bidding
- Task 6 – Construction
- Task 7 – Closeout/Documentation
- Task 8 – Additional Services



Runway Safety Area Implementation Project 6 – Continued

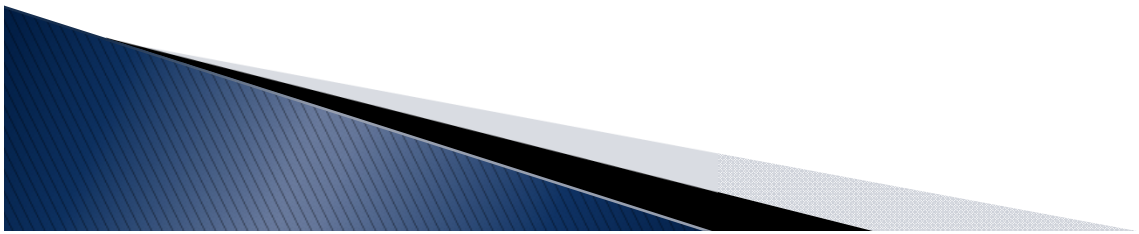
Task 1-4	T-O	RM
Personnel Cost	$352,000	$488,660
Sub-Consultant Fee	$22,000	$40,250
Reimbursement Expenses	$5,760	$7,295
Total Fee Task 1-4	$380,090	$536,205

Runway Safety Area Implementation Project 6 – Continued

Task 5-8	T-O	RM
Personnel Cost	$417,875	$735,676
Sub-Consultant Fee	$46,000	$86,250
Reimbursement Expenses	$51,100	$49,857
Total Fee Task 5-8	$515,175	$871,783
Total Fee – All Tasks	$895,265	$1,407,988

Runway Safety Area Implementation Project 6 – Continued

- Approve final Scope of Work (SOW)
- Determine that a total Fee of $895,265 is Reasonable
- Direct Staff to seek FAA Reasonableness of Cost Determination and concurrence with award
- Board action requested: Approve negotiated fee and authorize Chair to sign Work Order 14-06, *RSA Improvements – Project 6* with a *Not-To* Exceed fee of $895,265, once concurrence with award is received

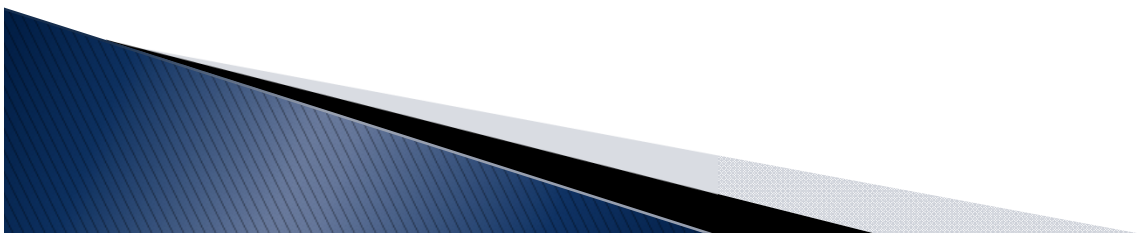


Project 6

- Design is underway
- Approximate Schedule:
  - 35% design (Staff review): Nov 21
  - 65% design (Staff/FAA review): Dec 15
  - 95% design (Staff/FAA review): Jan 23
  - Plans available Feb 9
  - Open bids March 3

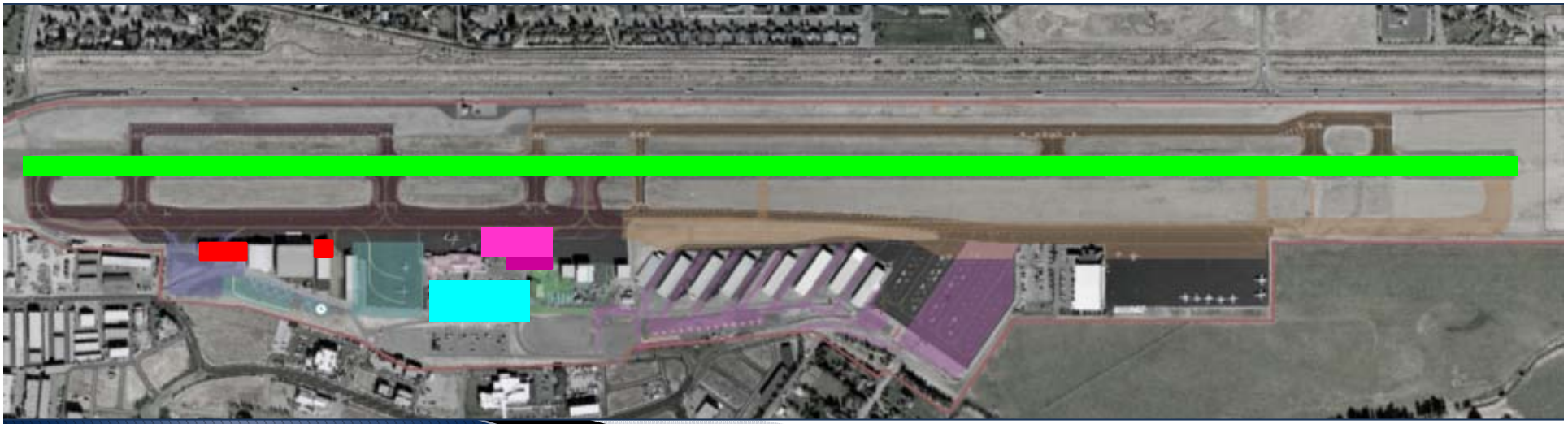
Facility Acquisitions

- Essentially complete



Future Projects

- Hangar demolition
- Runway rehabilitation
- Parking lot improvements/landscaping
- Bypass taxiway construction/building demolition

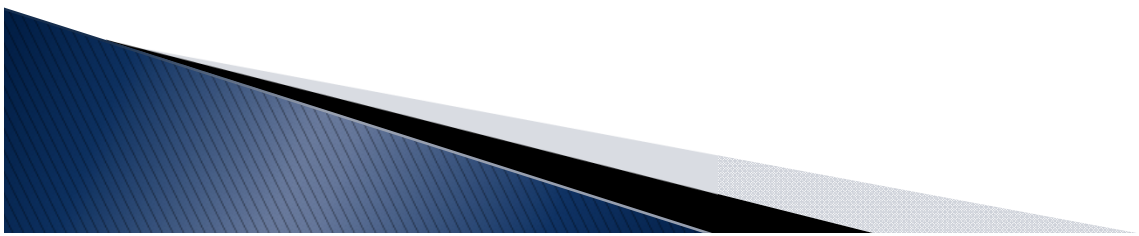


Future Projects

- Begin negotiations of scopes/fees
  - Hangar demolition
  - Runway rehabilitation
  - Parking lot improvements/landscaping
- Developing phasing/contracting approach
  - May bid and construct hangar demo and runway rehabilitation with Project 6

Retain/Improve/Develop Air Service

- Fly Sun Valley Alliance Update



Sun Approach Improvements Phase 2 Update

- Dailey Airspace Consulting (DAC) continues work analyzing potential approach improvements
- Optimization is underway on RNAV (GPS) W (Whiskey) and RNAV X (X-ray)
- Draft report & procedures tentatively due during March Board meeting

Master Plan Update

- Master Plan Discussion
  - Presented by:
    - Mr. Evan Barrett, Mead & Hunt
    - Mr. Mark McFarland, McFarland Architects

Friedman Memorial Airport Authority

Master Plan Update

Project Status Update

December 2, 2014

Consultant Team

- **Mead & Hunt**
  - Ryk Dunkelberg/*Project Principal*
  - Evan Barrett/*Co-Project Manager*
  - Rachel Jones & Brodie Ayers/*Project Planners*
  - Scott Cary/*Engineering Support*
- **McFarland Architects**
  - Mark McFarland/*Co-Project Manager*
- **Toothman-Orton Engineers**
- **Ricondo & Associates**
- **Landrum & Brown**

Agenda

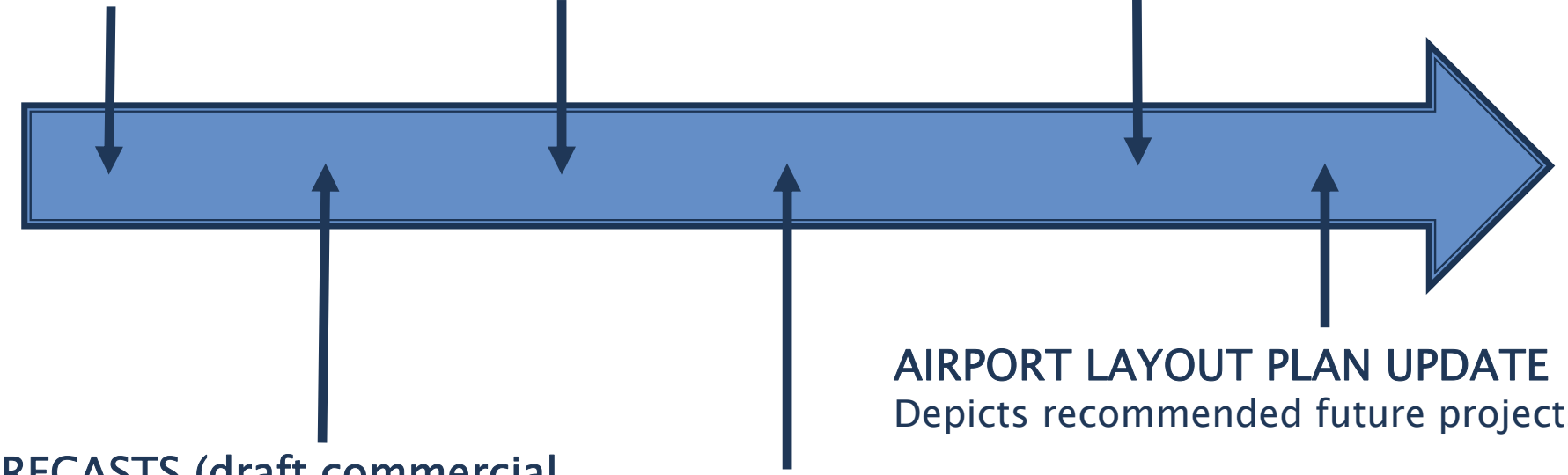
- Overview of the Planning Process
- Presentation of Master Plan Update Working Paper One
  - ***Chapter A*** – *Inventory of Existing Conditions*
  - ***Technical Memorandum*** – *Preliminary Forecasts of Commercial Aviation Activity*
- Comments & Questions
- Next Steps

Planning Process

INVENTORY (90% draft completed)
Documents existing Airport conditions, facilities, and context.

FACILITY REQUIREMENTS
Identifies needs for key facilities (runways, taxiways, hangars, etc.)

FINANCIAL ANALYSIS & IMPLEMENTATION PLAN
Identifies phasing plan, required regulatory approvals, and capital funding sources.

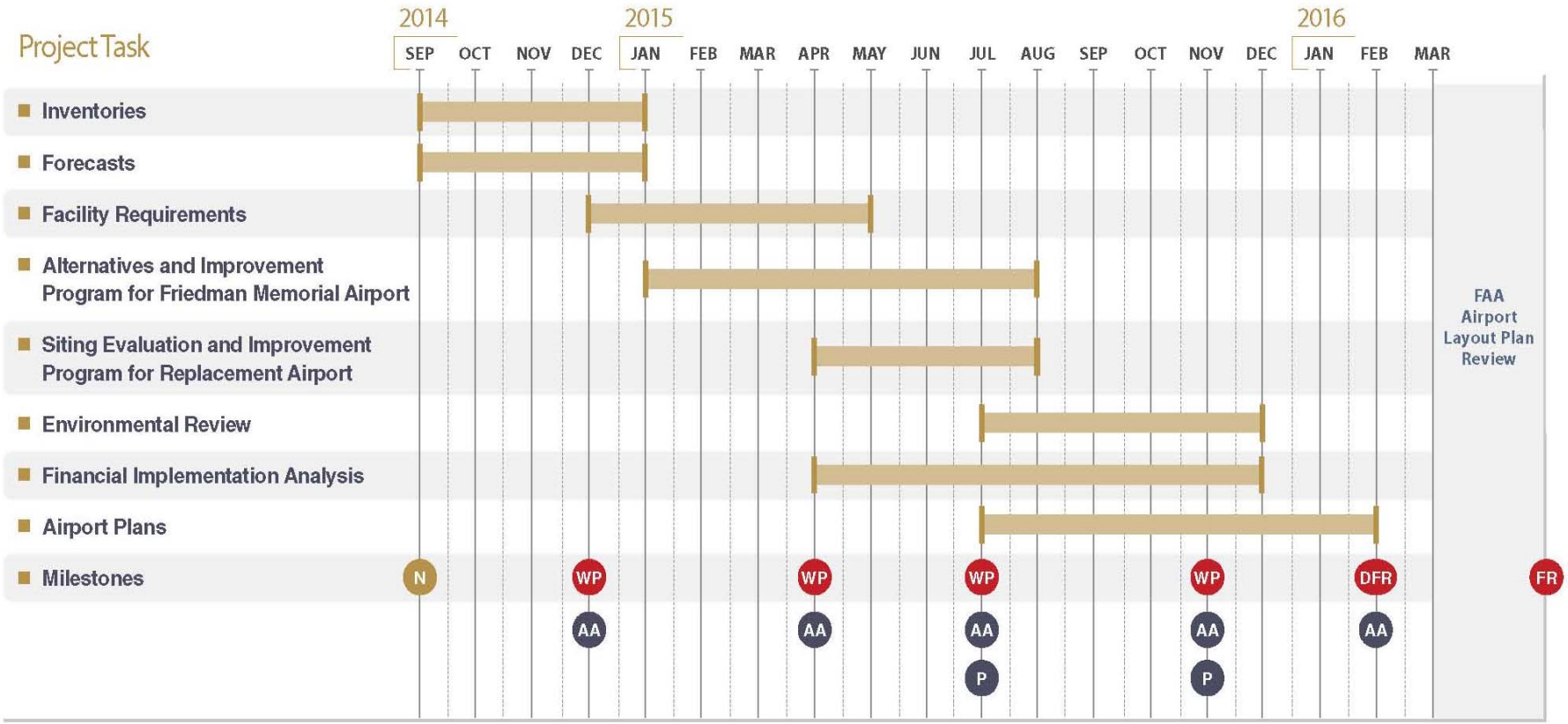


AIRPORT LAYOUT PLAN UPDATE
Depicts recommended future projects.

FORECASTS (draft commercial forecasts completed)
Predicts future passenger enplanements, takeoffs and landings, and aircraft based at the airport.

ALTERNATIVES ANALYSIS
Develops concepts for meeting facility requirements and recommends preferred solutions.

Project Schedule



Time Frame

N Notice to Proceed

AA Airport Authority

P Public Information Meeting

CC County Commission Meeting

WP Working Papers

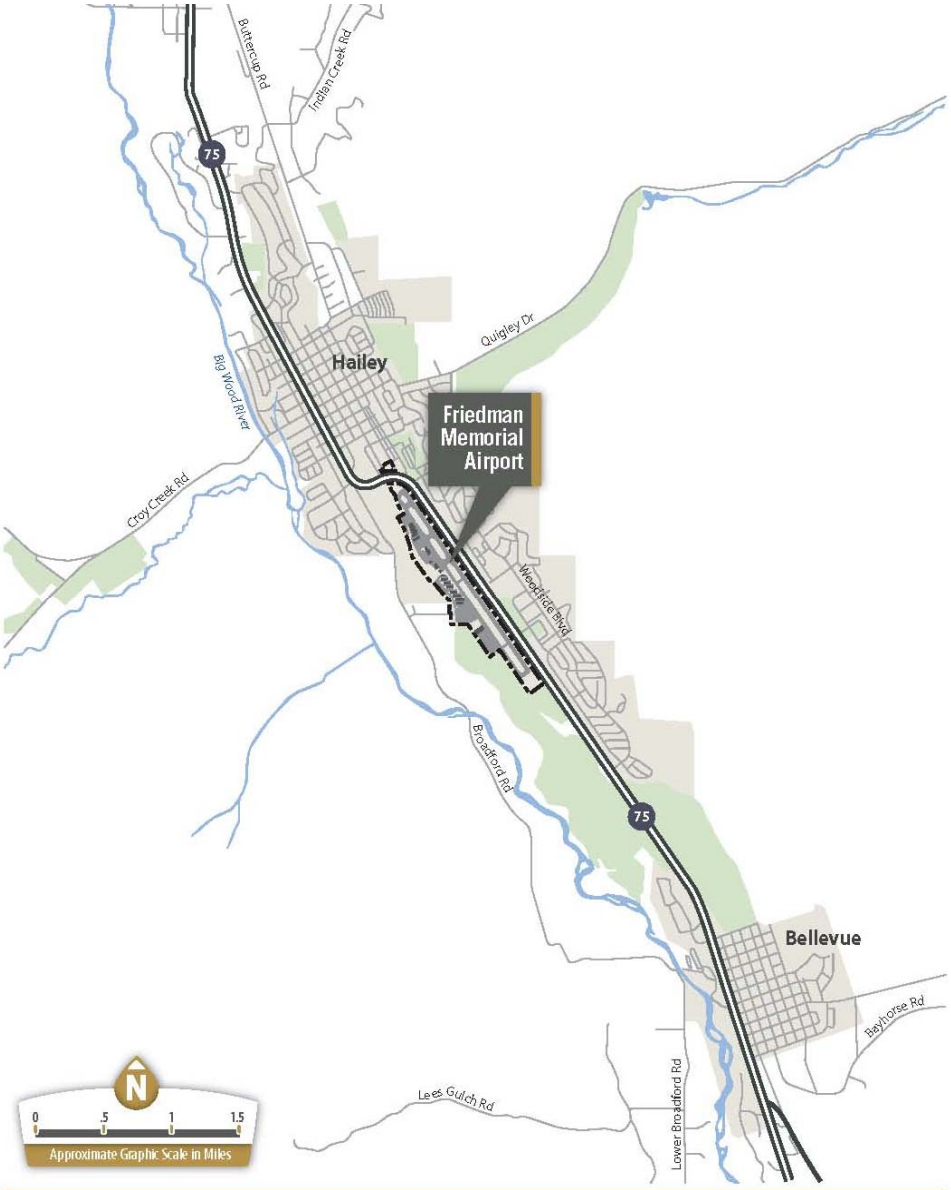
DFR Draft Master Plan Final Report

FR Master Plan Final Report

Friedman Memorial Airport
Master Plan Update

Inventory of Existing Facilities

- Airport Role
- Airport Facilities
  - *Airside*
  - *Landside*
- Airport Environs
- Environmental Review

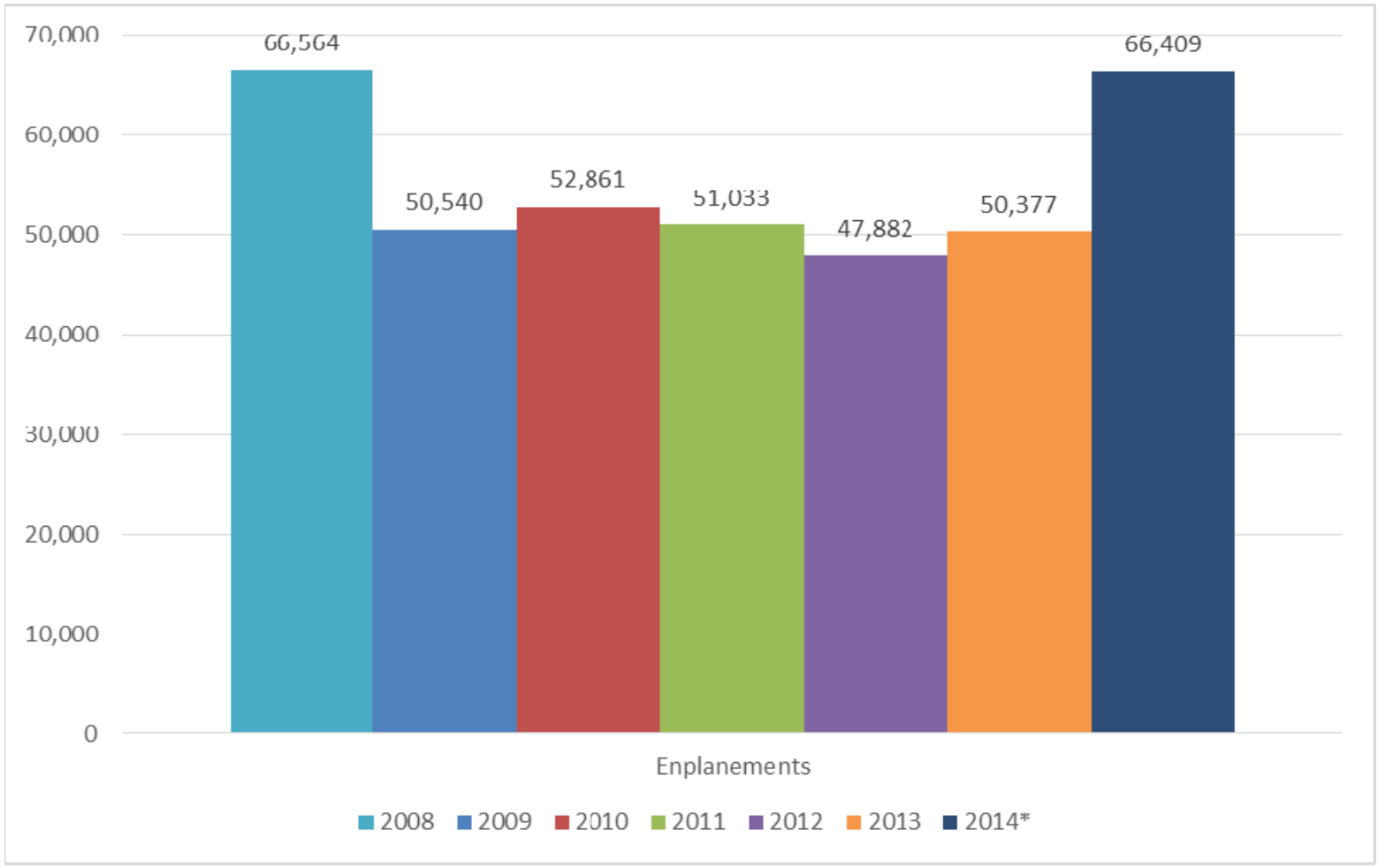


Existing Airport Layout

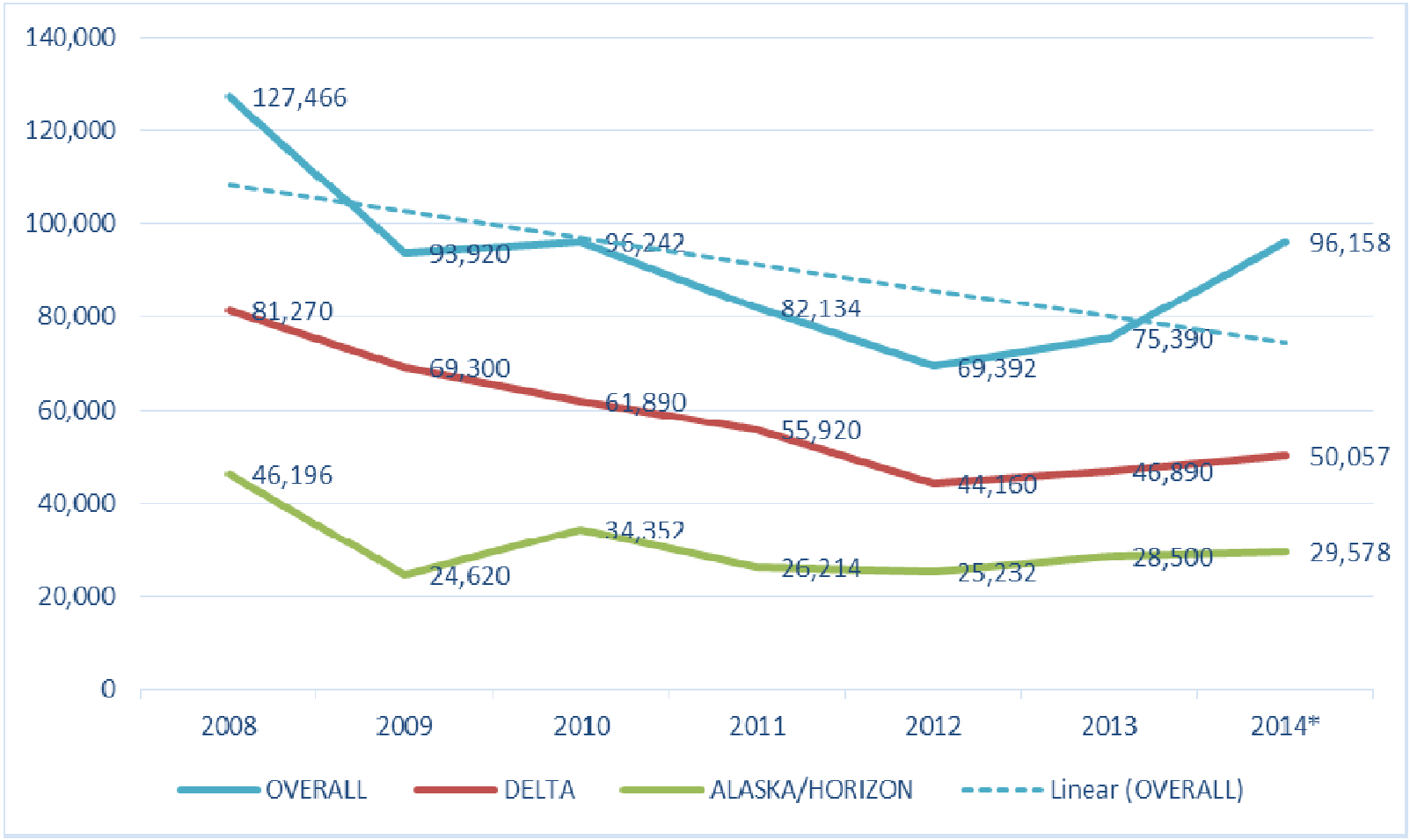
Forecasts of Commercial Aviation Activity

- Historical Trends
- Passenger Enplanements
- Commercial Aircraft Fleet Mix
  - Potential Future Aircraft
  - Passenger Load Factors
  - Departing Seats Per Flight
- Commercial Aircraft Operations

Historical Trends – Passenger Enplanements



Historical Trends – Departing Seats



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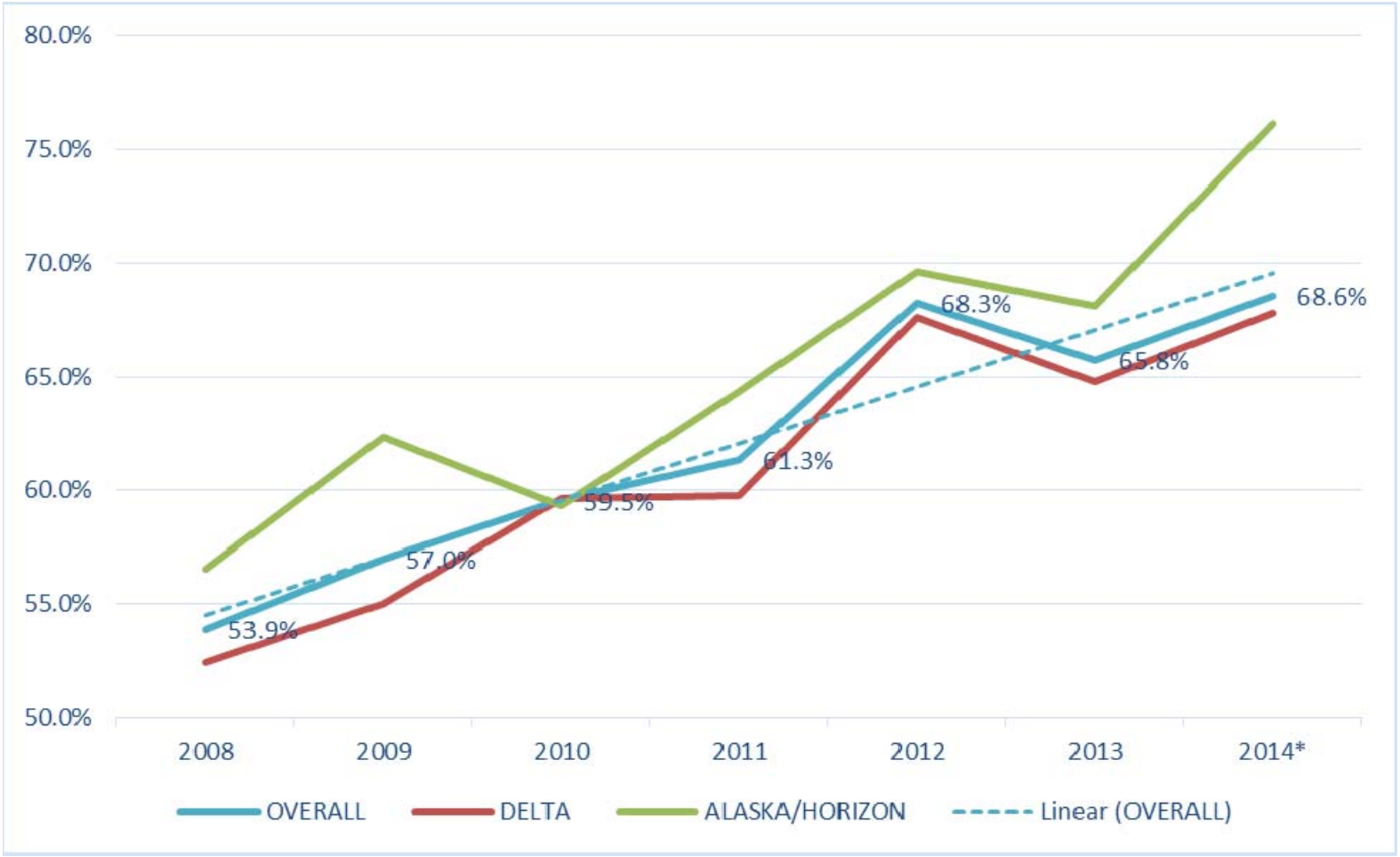
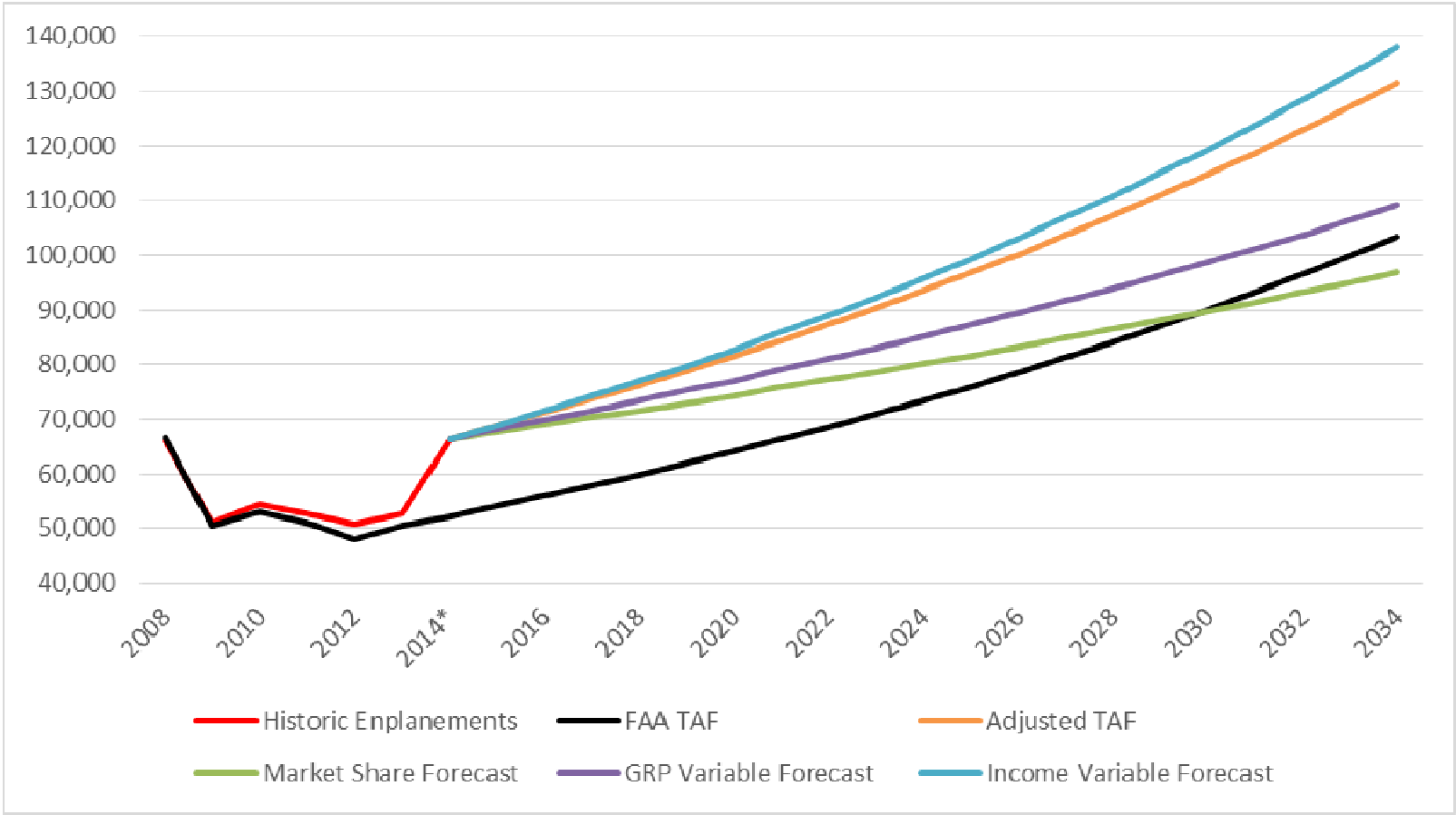
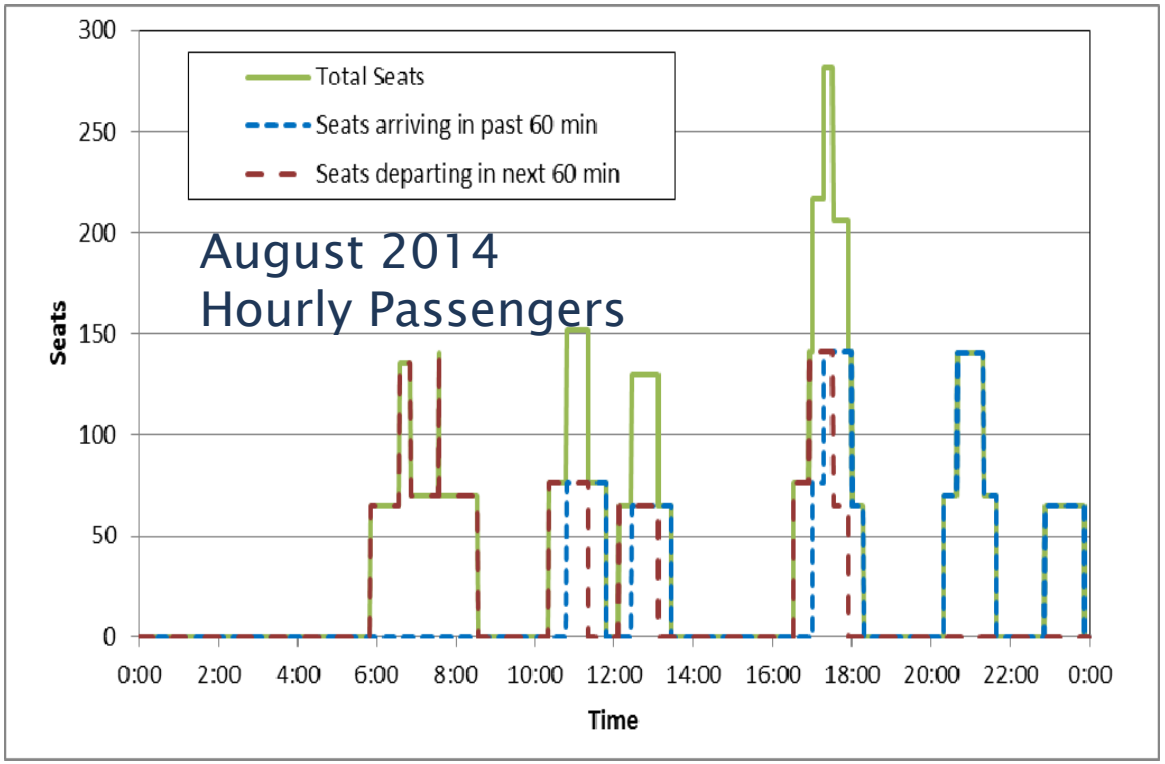
Historical Trends – Passenger Load Factors



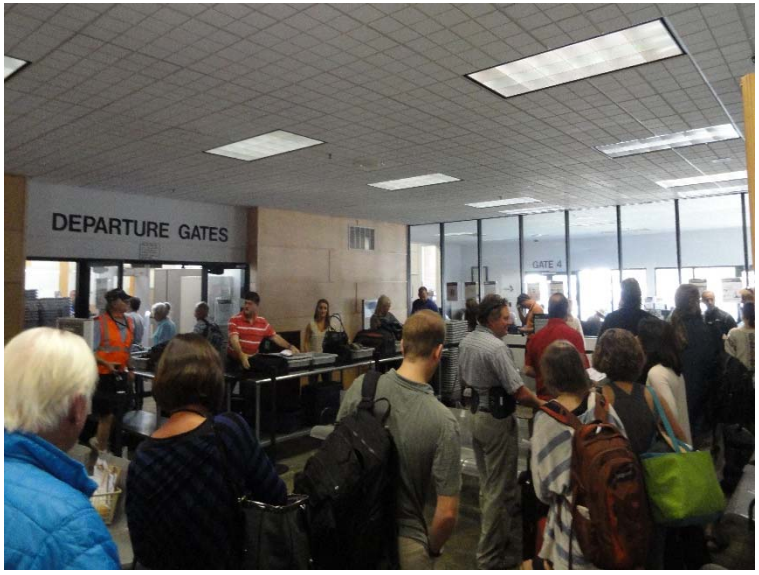
Annual Passenger Enplanements Forecast



Peak Passenger Enplanements Forecast



- Peak hourly passengers projected to double from 204 in 2014 to 384 in 2034



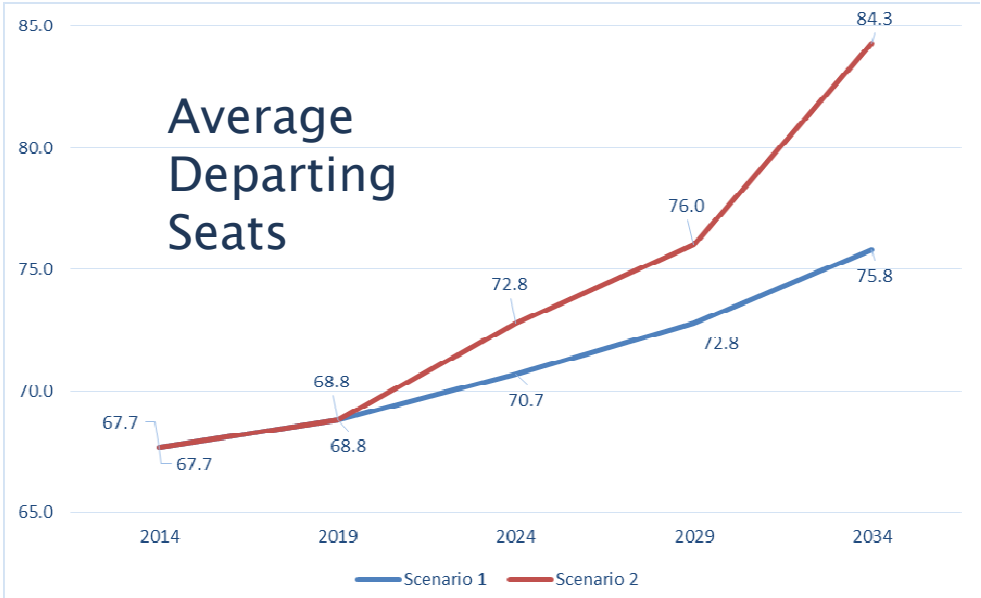
Friedman Memorial Airport

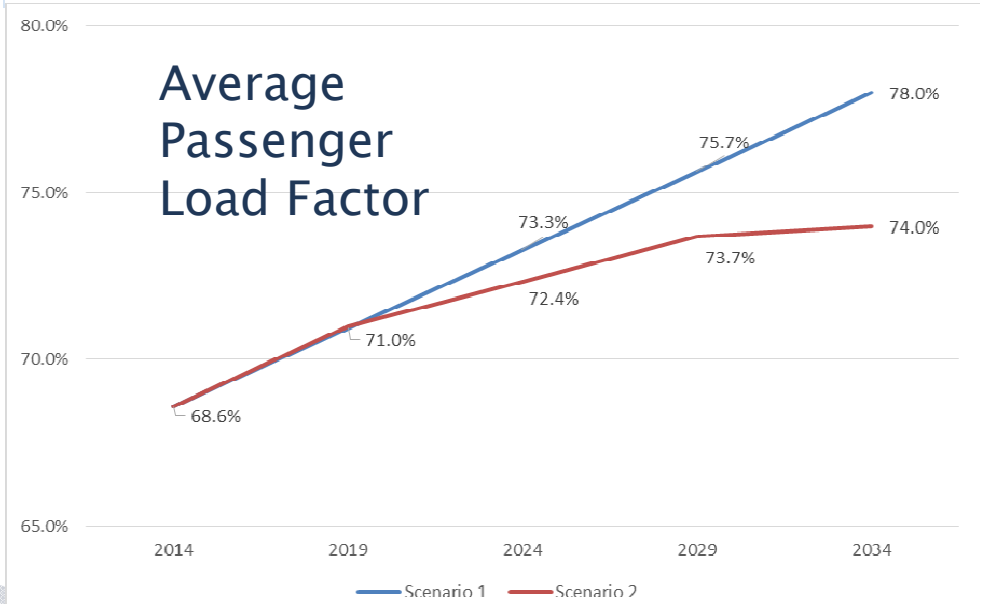
Potential Future Aircraft

Table 3. Existing and Potential Future Commercial Aircraft Fleet Technical Specifications.					
Aircraft Type	**Wingspan**	**Maximum Takeoff Weight (lbs)**	**Typical Number of Seats**	**Meets Current Operational Restrictions?**	**Expected First Delivery**
Current Regional Aircraft at SUN					
CRJ-700	76' 3"	72,750	70	**Yes**	Currently in Service
Q-400	93' 3"	64,500	76	**Yes**	Currently in Service
Potential Future Regional Aircraft (Existing Airline Fleet)					
CRJ-900	81' 7"	80,500	88*	**Yes**	Currently in Service
E-170	85' 4"	79,340	70	**Yes**	Currently in Service
E-175	85' 4"	82,700	78	**Yes**	Currently in Service
E-190	94' 3"	105,360	98	**No**	Currently in Service
E-195	94' 3"	107,560	108	**No**	Currently in Service
* Although operationally capable of an 88-seat configuration, the CRJ-900 is not currently flown by regional airlines with a greater than 76-seat configuration due to pilot contract scope clauses.					
Potential Future Regional Aircraft (Future Airline Fleet)					
E175-E2***	101' 8"	97,730	88	**TBD****	2020
E190-E2	110' 7"	125,400	106	**No**	2018
E195-E2	110' 7"	131,000	132	**No**	2019
MRJ-70	95' 9"	81,240	78	**Yes**	2017
MRJ-90***	95' 9"	87,303	92	**Yes**	2017
CS100	115' 1"	130,000	110	**No**	2015
CS300	115' 1"	143,999	135	**No**	2016
** Currently published performance and dimensional specifications for the E175-E2 are slightly above current SUN operational restrictions; however, it is possible that future variants may meet restrictions. If future variants do not meet restrictions, there is potential that the E175-E2 may receive a manufacturer's operational certification, or "placard", for operations below 95,000 pounds at SUN, as well as a special control tower operational procedure to mitigate for the aircraft wingspan. However, an operational certification for the E175-E2 would require cooperation of both the airline and the aircraft manufacturer, while a special operational procedure would require approval from the FAA.					
*** SkyWest Airlines currently has 100 orders each of the E175-E2 and MRJ-90.					
Comparison Non-Regional Aircraft					
Airbus A319	111' 11"	166,000	134	**No**	Currently in Service
Airbus A320	111' 11"	172,000	164	**No**	Currently in Service
Boeing 737-800	117' 5"	174,200	175	**No**	Currently in Service
Boeing 757-200	124' 10"	250,000	200	**No**	Currently in Service

Fleet Mix Forecast Scenarios

- Scenario 1: Limited to 92 seats or less
- Scenario 2: Less Constrained (greater than 92 seats possible)





Friedman Memorial Airport

Commercial Operations Forecasts

Table 4. Passenger Airline Operations Forecasts					
Year	**Enplanements**	**Passenger Airline Departures**	**Average Seats per Departure**	**Passenger Load Factor**	**Passenger Airline Operations**
Historical					
2008	66,564	3,335	38.5	53.9%	**6,670**
2009	50,540	2,634	35.7	57.0%	**5,268**
2010	52,861	2,515	38.3	59.5%	**5,030**
2011	51,033	2,214	37.3	61.3%	**4,428**
2012	47,882	1,805	38.5	68.3%	**3,610**
2013	50,377	1,959	39.2	65.8%	**3,918**
2014*	66,409	1,420	67.7	68.6%	**2,840**
Scenario 1 Forecast					
2019	78,797	1,614	68.8	71.0%	**3,228**
2024	93,496	1,804	70.7	73.3%	**3,608**
2029	110,936	2,014	72.8	75.7%	**4,029**
2034	131,630	2,226	75.8	78.0%	**4,453**
CAGR (2014-2034)	*3.48%*	*2.27%*			***2.27%***
Scenario 2 Forecast					
2019	78,797	1,613	68.8	71.0%	**3,226**
2024	93,496	1,774	72.8	72.4%	**3,548**
2029	110,936	1,981	76.0	73.7%	**3,961**
2034	131,630	2,110	84.3	74.0%	**4,220**
CAGR (2014-2034)	*3.48%*	*2.00%*			***2.00%***

Commercial Forecast Summary

- **Passenger enplanements**
  - Increase from **66,409*** in 2014 to **131,630** in 2034
- **Peak hourly passenger activity**
  - Increase from **204** peak hour passengers in 2014 to **384** in 2034
- **Commercial passenger fleet mix and operations**
  - Scenario 1 projects an increase from **2,840** operations in 2014 to **4,453** operations in 2034.
  - Scenario 2 projects a slower increase to **4,220** operations in 2034.

Next Steps

- **Draft Master Plan Chapter 2, *Aviation Activity Forecasts***
  - To be submitted in advance of the January 6th regular meeting.
  - Will include finalized versions of the commercial service forecasts, as well as forecasts of based aircraft, general aviation operations, and other activity measures.
- **Following Board review, the Master Plan Forecasts will be submitted to the FAA Helena Airports District Office for review and approval.**
- **Following FAA forecast approval, the Master Plan Team will evaluate future Airport facility requirements based on existing conditions and expected aviation activity.**

Questions / Comments?

Independent Board Member Selection Process

- Independent Board Member's term expires December 31, 2014
- Board members Schoen and Haemmerle will discuss a selection process
- Staff will proceed based on Board guidance

PUBLIC COMMENT

Thank you

Friedman Memorial Airport

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