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Friedman Memorial Airport Authority

Regular Board Meeting

March 3, 2015



1616 Airport Circle



Hailey, ID 83333

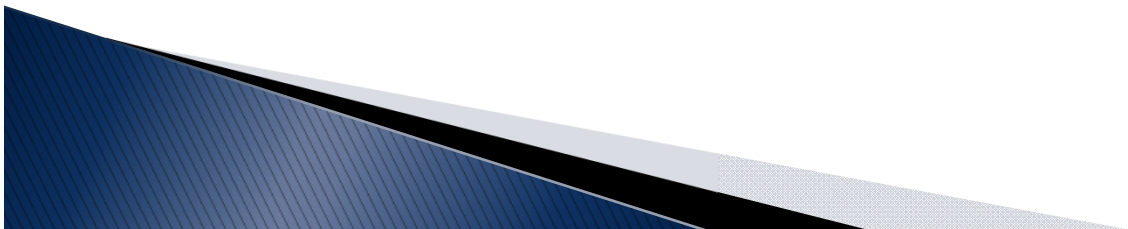


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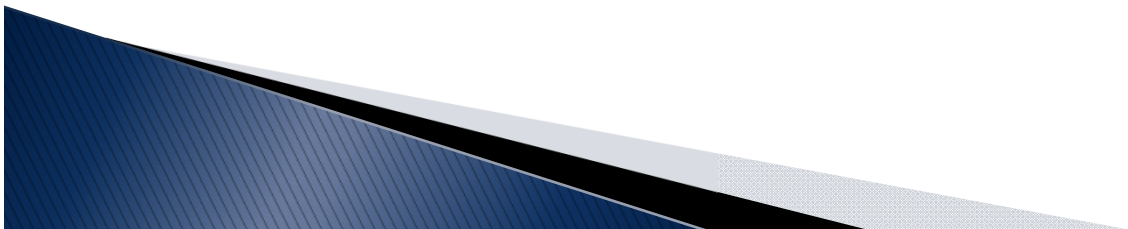
Election of Officers

- Board Action



Approve Friedman Memorial Airport Authority Meeting Minutes

- February 5, 2015 Regular Meeting
 - Approval



Reports

- ▶ Chairman Report
- ▶ Blaine County Report
- ▶ City of Hailey Report
- ▶ Airport Manager Report





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



Project Updates

- ▶ Project 1: Hangar Taxilane 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
- ▶ Project 7: Central Bypass Apron
- ▶ Future Projects



Project 3

Terminal Expansion/Remodel





3/3/2015





3/3/2015



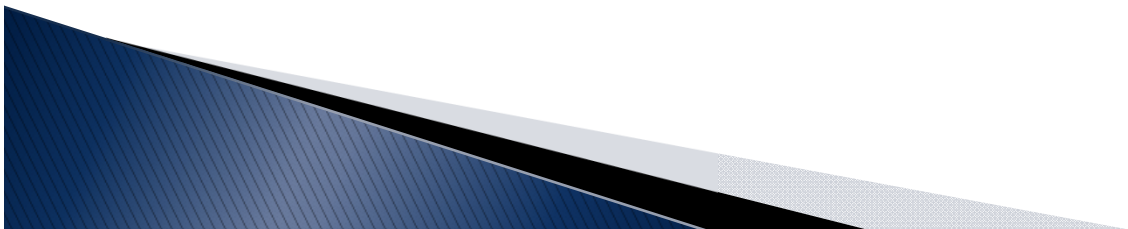
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Project 3

Terminal Reconfiguration

- ▶ Work is proceeding
 - Structural steel nearly complete
 - Mechanical/Electrical/Plumbing rough-in underway
 - Preparing for closure
- ▶ Weather has been much more cooperative
- ▶ Grant amendment to remove scope from AIP '040 and add to AIP '041



Project 4

Airport Operations Building









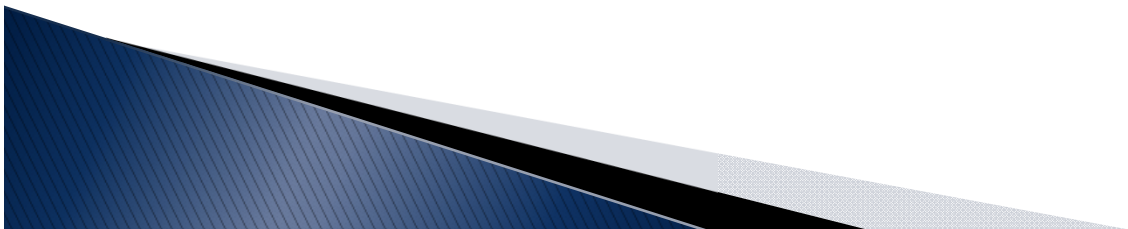


3/3/2015

Project 4

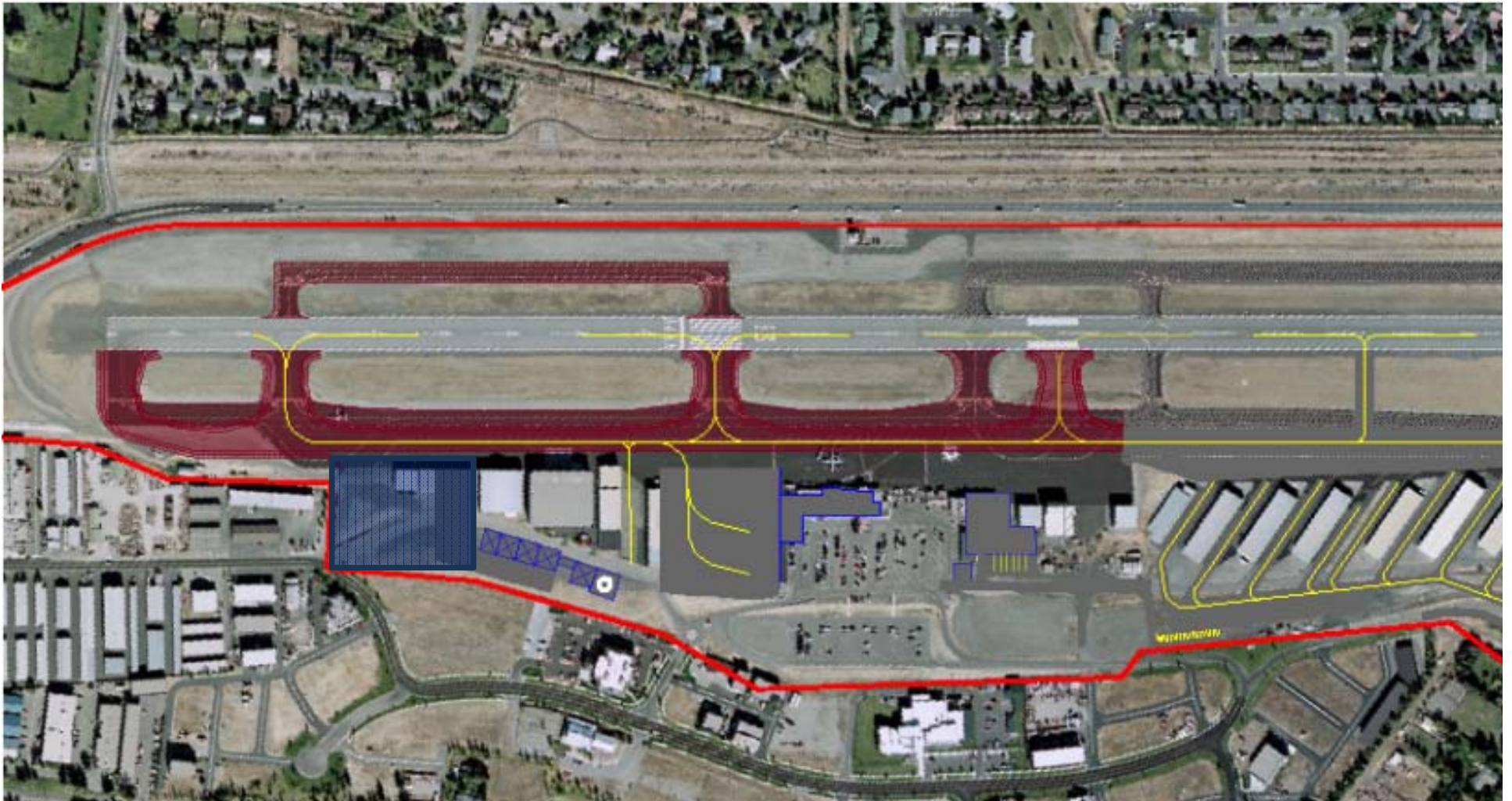
Airport Operations Building

- ▶ Project is proceeding
 - Structural steel nearly complete
 - Framing and canopy construction underway
 - Electrical/mechanical rough-in
- ▶ Grant amendment affects this project, as well



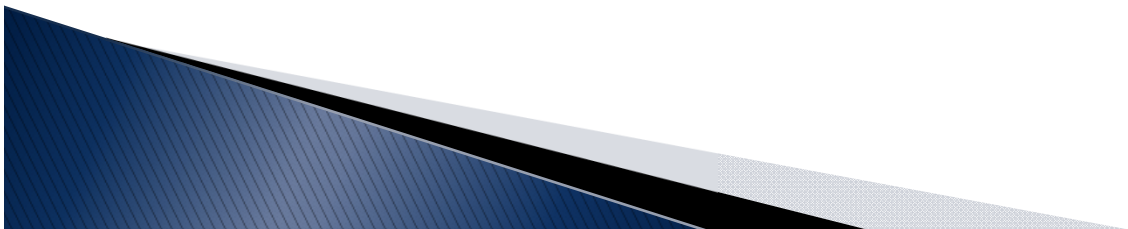
Project 6

Relocate Twy B/Remove Twy A/ North Apron



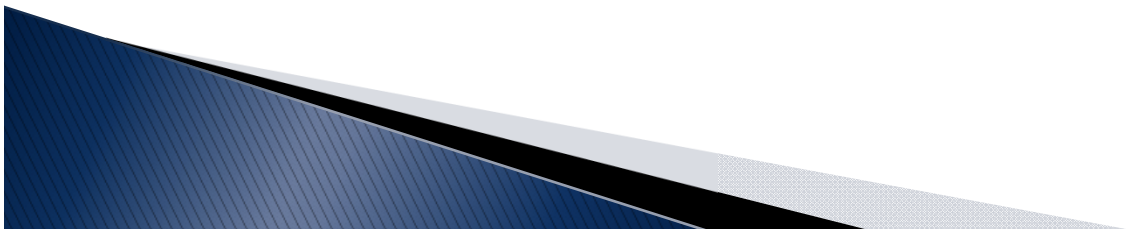
Project 6

- ▶ Bids opened today
- ▶ Three schedules:
 - Schedule A: Relocate Taxiway B, Remove Taxiway A, Runway Safety Area Grading, Construct North Apron and Taxilane
 - Schedule B: Hangar Demolition
 - Schedule C: Airport Pavement Maintenance (Non-AIP Eligible)



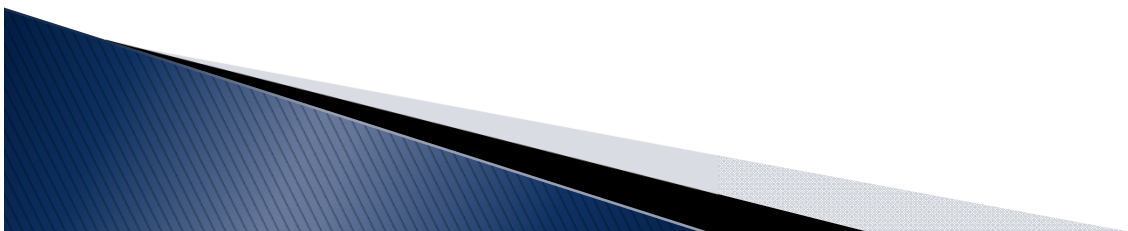
Project 6 Bid results

Bidder	Sched. A	Sched. B	Sched. C	Total
Engineer's Est.	\$5,753,743	\$172,250	\$298,929	\$6,224,921
Knife River Corp. – NW	\$6,362,519	\$159,270	\$234,074	\$6,755,863
Western Construction	\$6,282,039	\$179,800	\$315,939	\$6,777,778
Idaho Sand & Gravel	\$6,479,461	\$182,357	\$245,052	\$6,906,870
Gale Lim Construction	\$7,746,067	\$244,370	\$398,425	\$8,388,862



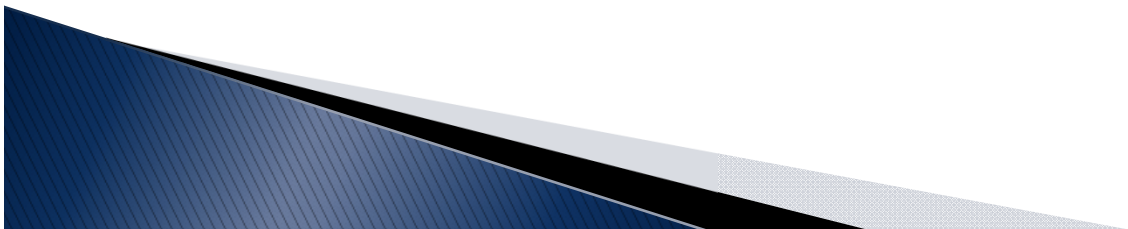
Low Bidders Comparison

Schedule	Knife River	Western	Difference	%
A	\$6,362,519	\$6,282,039	\$80,480	1.26%
B	\$159,270	\$179,800	(\$20,530)	-12.8%
C	\$234,074	\$315,939	(\$81,865)	-35.0%
A+B+C	\$6,755,863	\$6,777,778	(\$21,915)	-0.3%



Project 6 Award

- ▶ Bids have been reviewed
- ▶ Both low bids are complete

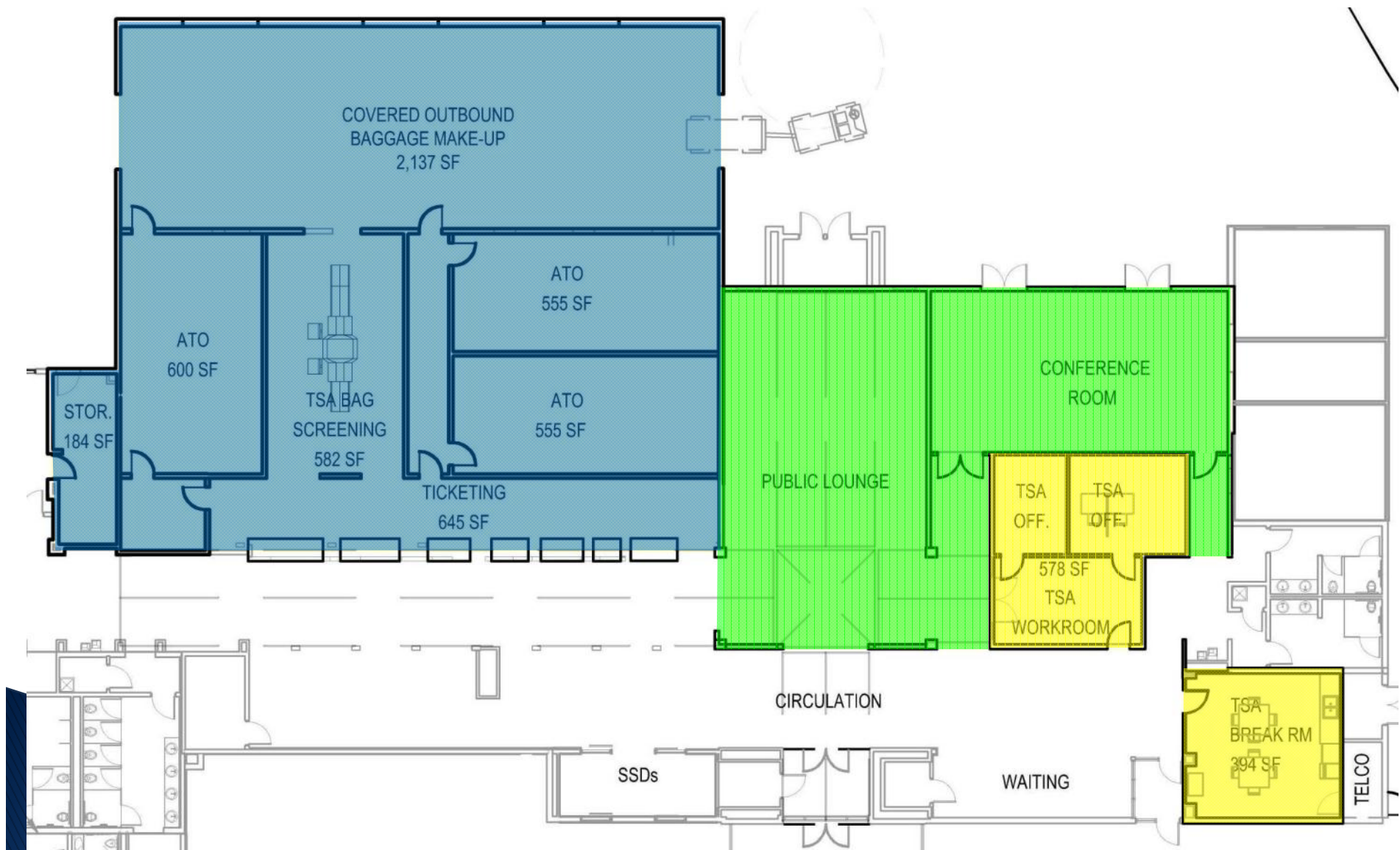


Project 6 – Award

- ▶ Board Action Requested:
- ▶ Approve award of Contract 6 to Knife River Corporation Northwest in an amount not to exceed \$6,755,863, subject to final review by FAA, staff, engineer and legal counsel. Authorize Chair to execute contract documents, following final review.



Additional Terminal Tenant Finish Out/Remodel




Additional Terminal Tenant Finish Out/Remodel

- ▶ Proposed scope of work and fee from
T-O/M&H/RLB

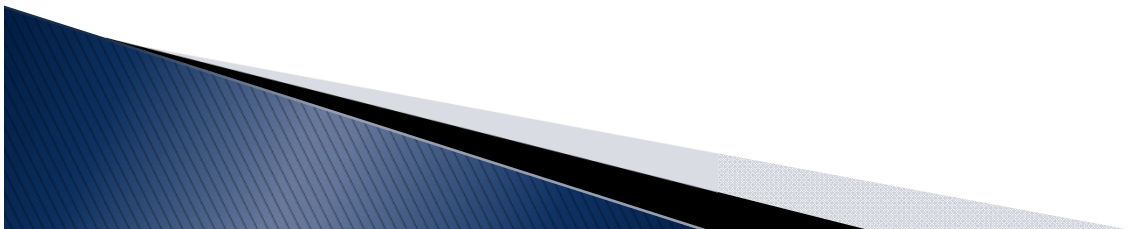


Terminal Tenant Finish Out/Remodel

- ▶ Initial fee estimate to complete Scope of Work (SOW) \$144,862
 - Estimates only included Mead & Hunt fees
 - TO & RLB fees not included in the initial estimate
 - Total fee \$144,862. TSA space – \$92,255; public space \$55,953
 - ▶ Initial fee unacceptable to Airport Staff
 - Proposed negotiated fee \$95,412
 - Includes M&H, T-O and RLB fees
 - \$59,465 – TSA office & break room (airport will be reimbursed)
 - \$35,956 public space not AIP eligible
- 

Terminal Tenant Finish Out/Remodel – Continued

- ▶ Airport Staff – Proposed Scope of Work & Fee
 - Scope of Work is necessary
 - Negotiated fee is reasonable
- ▶ Finance Committee met and discussed Scope of Work & Fee
- ▶ Finance Committee report
- ▶ Board Action
 - When appropriate, approve Scope of Work
 - When appropriate, approve not-to-exceed \$95,412 and authorize Chair execution of work order 15-01



Additional Terminal Tenant Finish Out/Remodel

- ▶ Board Action Requested
- ▶ Approve scope of work and fee not to exceed \$95,412 and authorize Chair execution of Work Order 15-01.



Future Projects

- ▶ Snow Removal Equipment acquisition
- ▶ Parking lot improvements/landscaping
- ▶ Runway rehabilitation
- ▶ Project 7



Snow Removal Equipment Acquisition

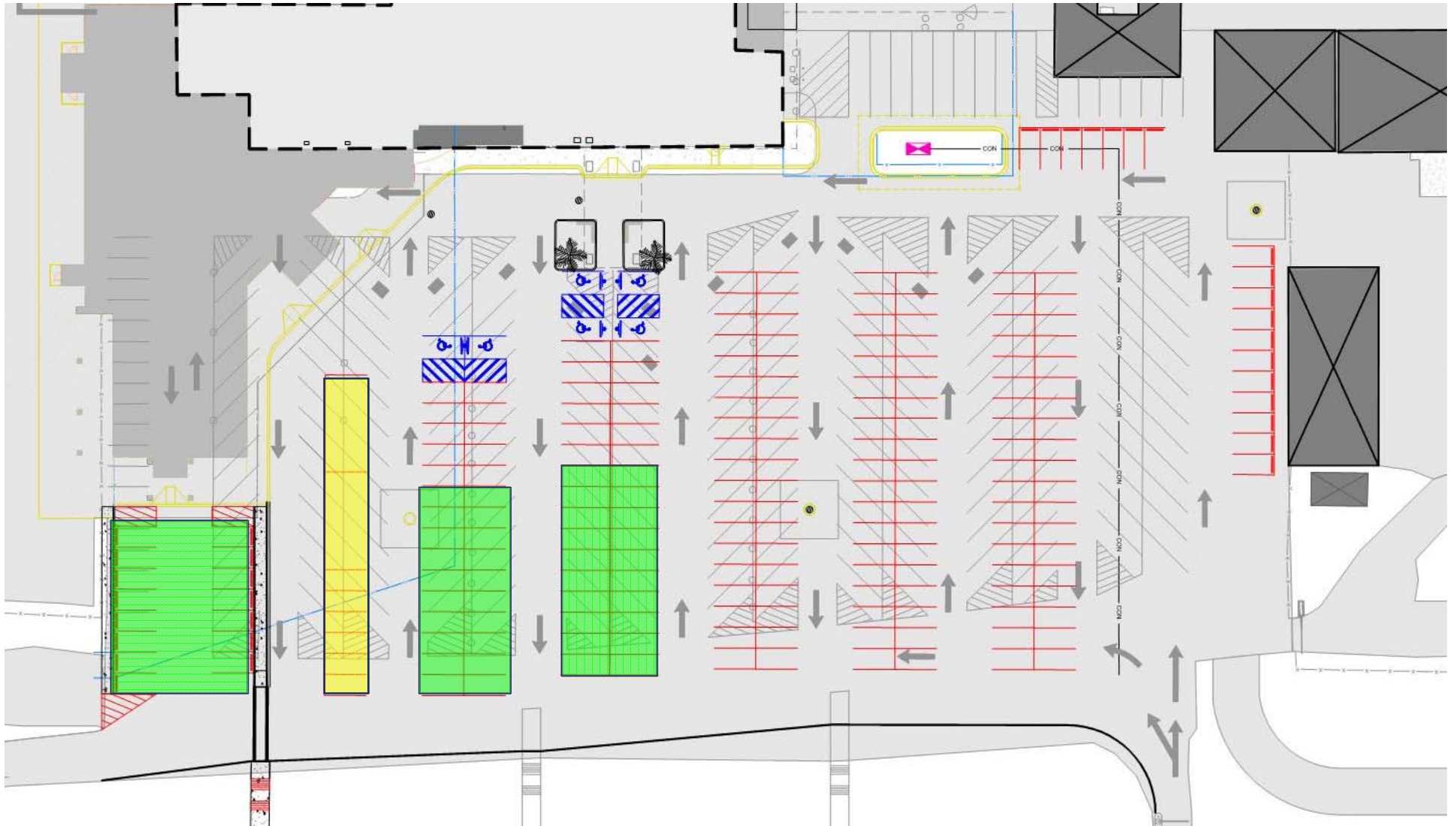
- ▶ Award documents have been sent to Wausau Equipment Company
- ▶ Awaiting execution



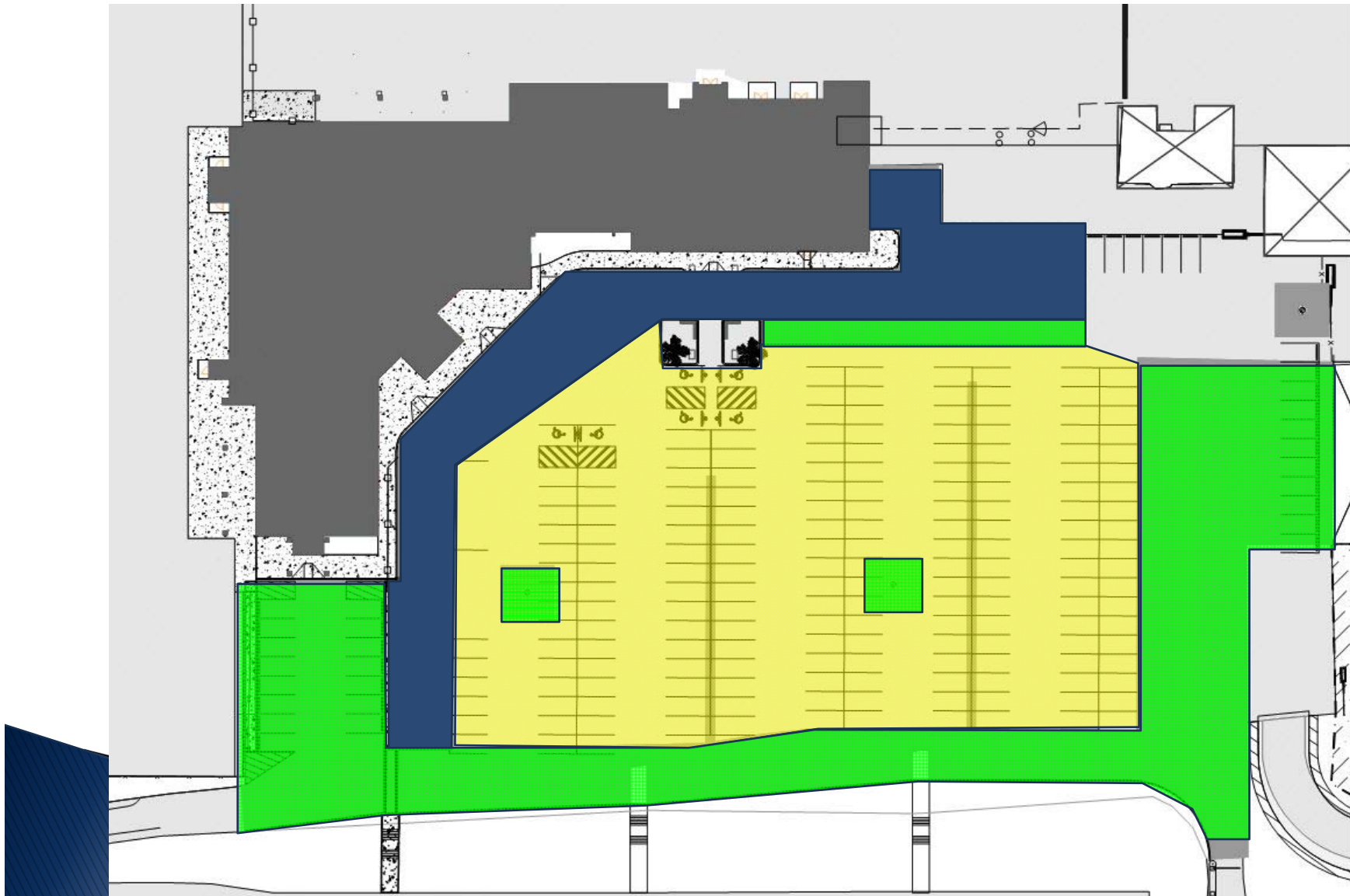
Terminal Parking Lot Improvements



Terminal Parking Lot Improvements



Terminal Parking Lot Option 1

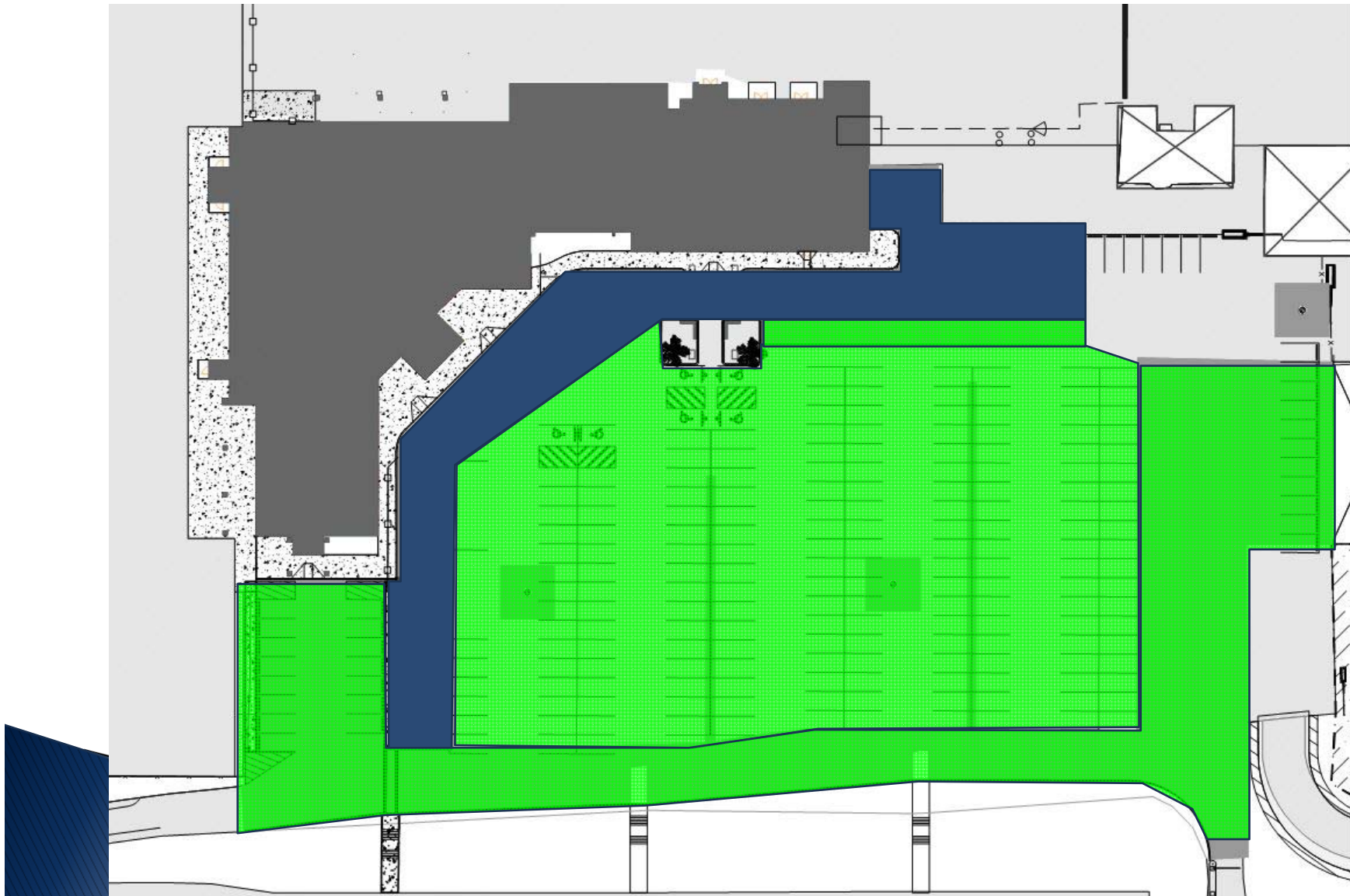


Terminal Parking Lot Option 1

- ▶ Partial repave
- ▶ Cost Estimate: \$290,000



Terminal Parking Lot Option 2



Terminal Parking Lot Option 2

- ▶ Full repave
- ▶ Cost Estimate: \$390,000



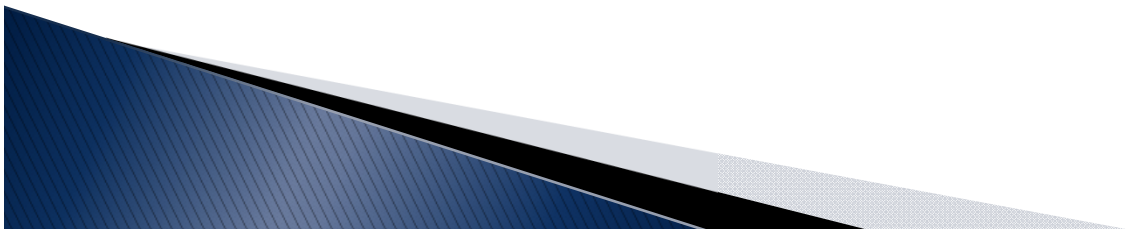
Project 7

- ▶ Removal of admin and SRE/ARFF buildings
- ▶ Central bypass construction
- ▶ Scope will be presented at April meeting



Retain/Improve/Develop Air Service

- ▶ Fly Sun Valley Alliance Update



SUN Approach Improvements – Ph. 2

- ▶ DRAFT preliminary report – February 24, 2015
- ▶ Amended RNAV (GPS) W

6600 ft. MDA – 480 ft. improvement
400 ft./nm climb gradient

- Hybrid of the existing W (public) and X (special)
- Redesigned Missed Approach
 - MAP still the limiting factor
- Viable public approach – meets current FAA criteria



SUN Approach Improvements – Ph. 2

► New RNAV (GPS) LP – WAAS

- Same minima as W approach

+/- 6600 ft. MDA
400 ft./nm climb gradient

- Public approach

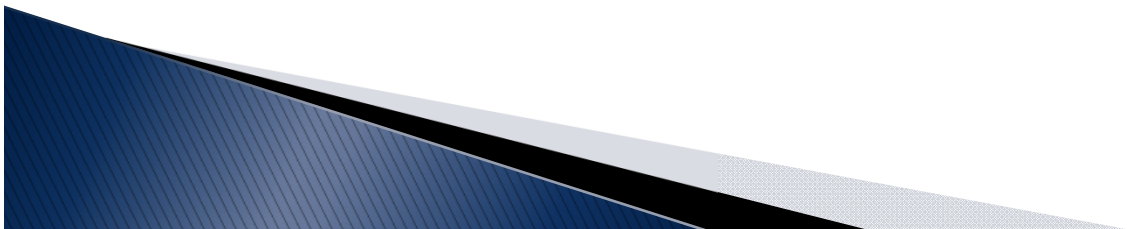
- Limiting factor
 - Terrain in missed



SUN Approach Improvements – Ph. 2

▶ RNAV (RNP) – Special

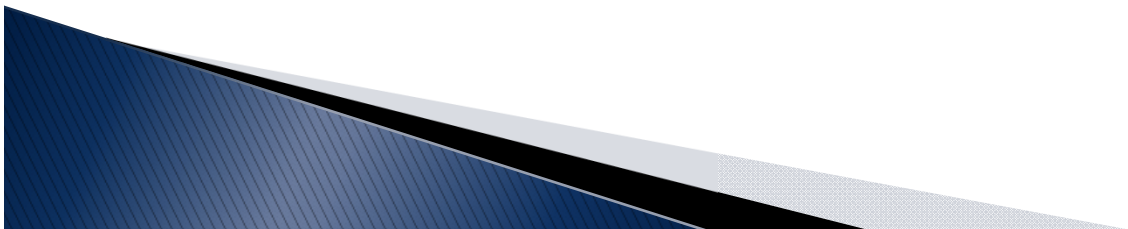
- Redesign of the missed approach by the FAA
- Undergoing special FAA review
- Request for “proponent”
 - Horizon



SUN Approach Improvements – Ph. 2

► Next steps

- Revisions to the report – finalize
- Further coordination with Dailey/FPO
- Request direction from FMAA in April



Friedman Memorial Airport Authority

Master Plan Update

Project Status Update

March 3, 2015



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*

- ▶ **T-O Engineers**

- ▶ **Ricondo & Associates**

- ▶ **Landrum & Brown**



Agenda

- ▶ Process/Schedule Recap
- ▶ Presentation of Master Plan Update Working Papers #2
 - *Chapter B– Forecasts of Aviation Demand*
 - *Chapter C– Capacity Analysis & Facility Requirements*
 - *Chapter C Executive Summary – Dual Path Planning Thresholds*
- ▶ Next Steps
- ▶ Comments & Discussion



Planning Process

INVENTORY (completed)

Documents existing
Airport conditions,
facilities, and context.

FACILITY REQUIREMENTS (draft completed)

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 (finalized forecasts completed)

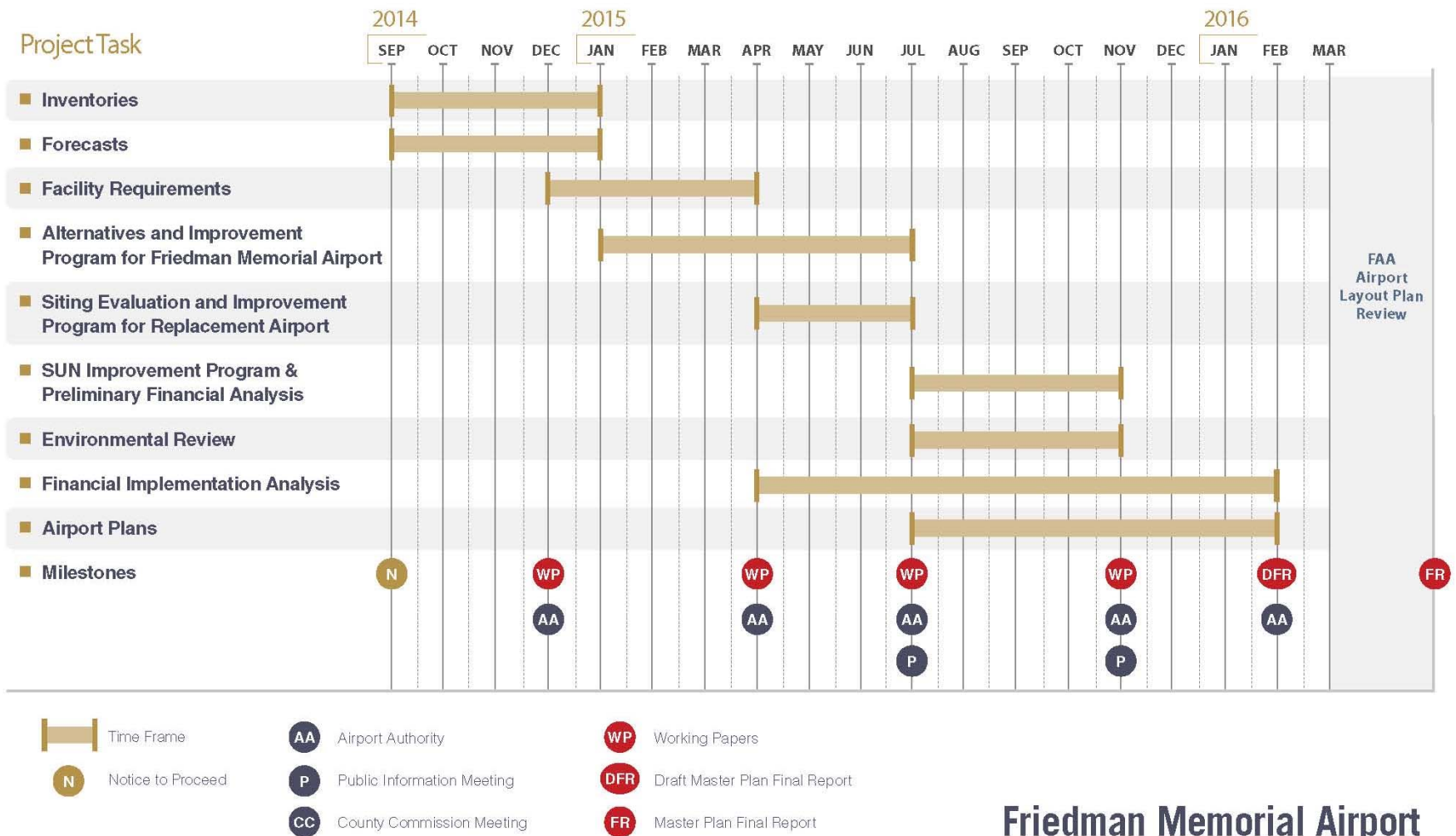
Predicts future passenger
enplanements, takeoffs and
landings, and aircraft based
at the airport.

ALTERNATIVES ANALYSIS

Develops concepts for meeting facility
requirements and recommends
preferred solutions.



Project Schedule



Friedman Memorial Airport
Master Plan Update

Forecasts of Commercial Aviation Activity

- ▶ Commercial Forecast Recap
- ▶ Based Aircraft
- ▶ General Aviation Operations
- ▶ Air Taxi Operations
- ▶ Peak Period Operations

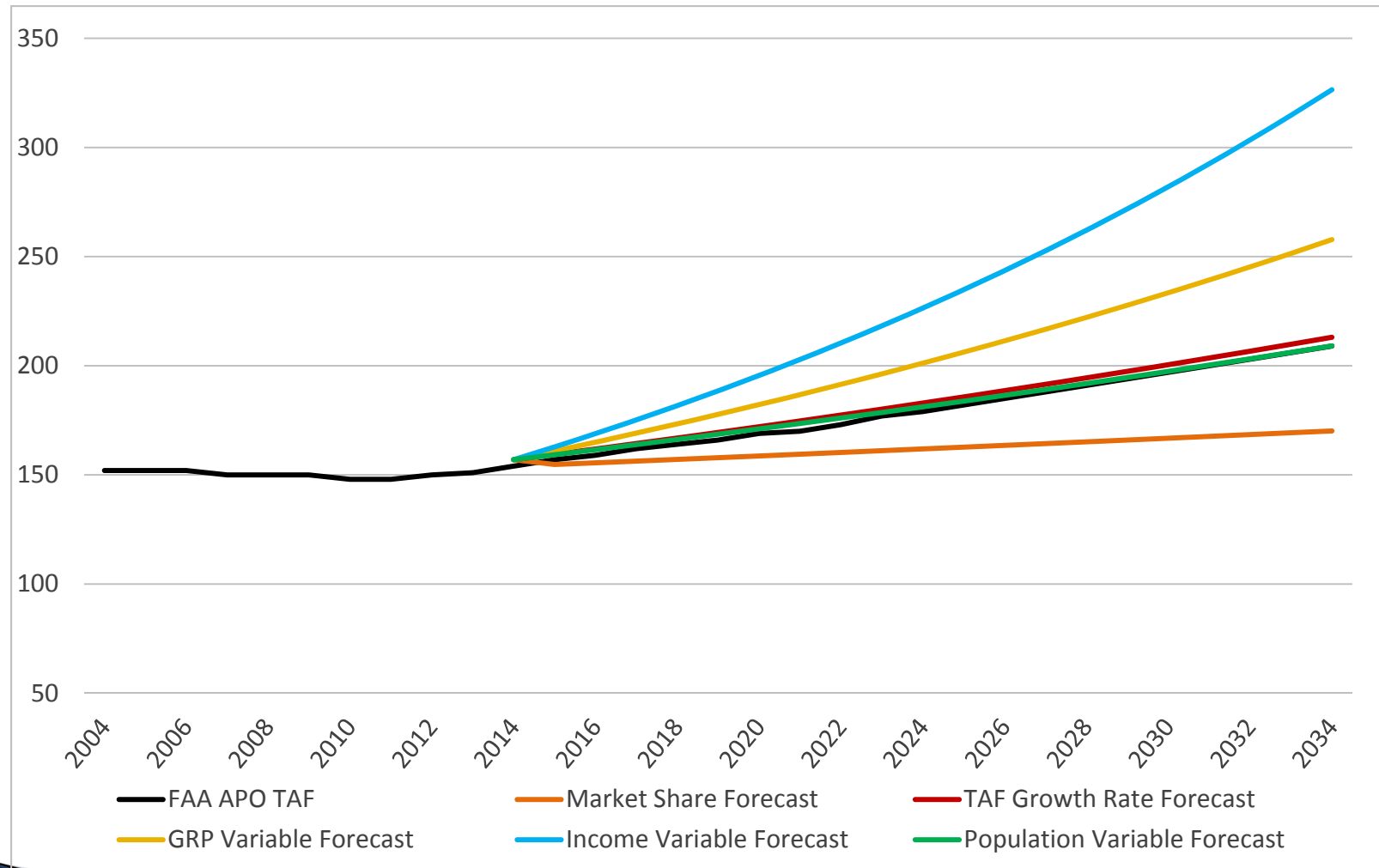


Commercial Forecasts Recap

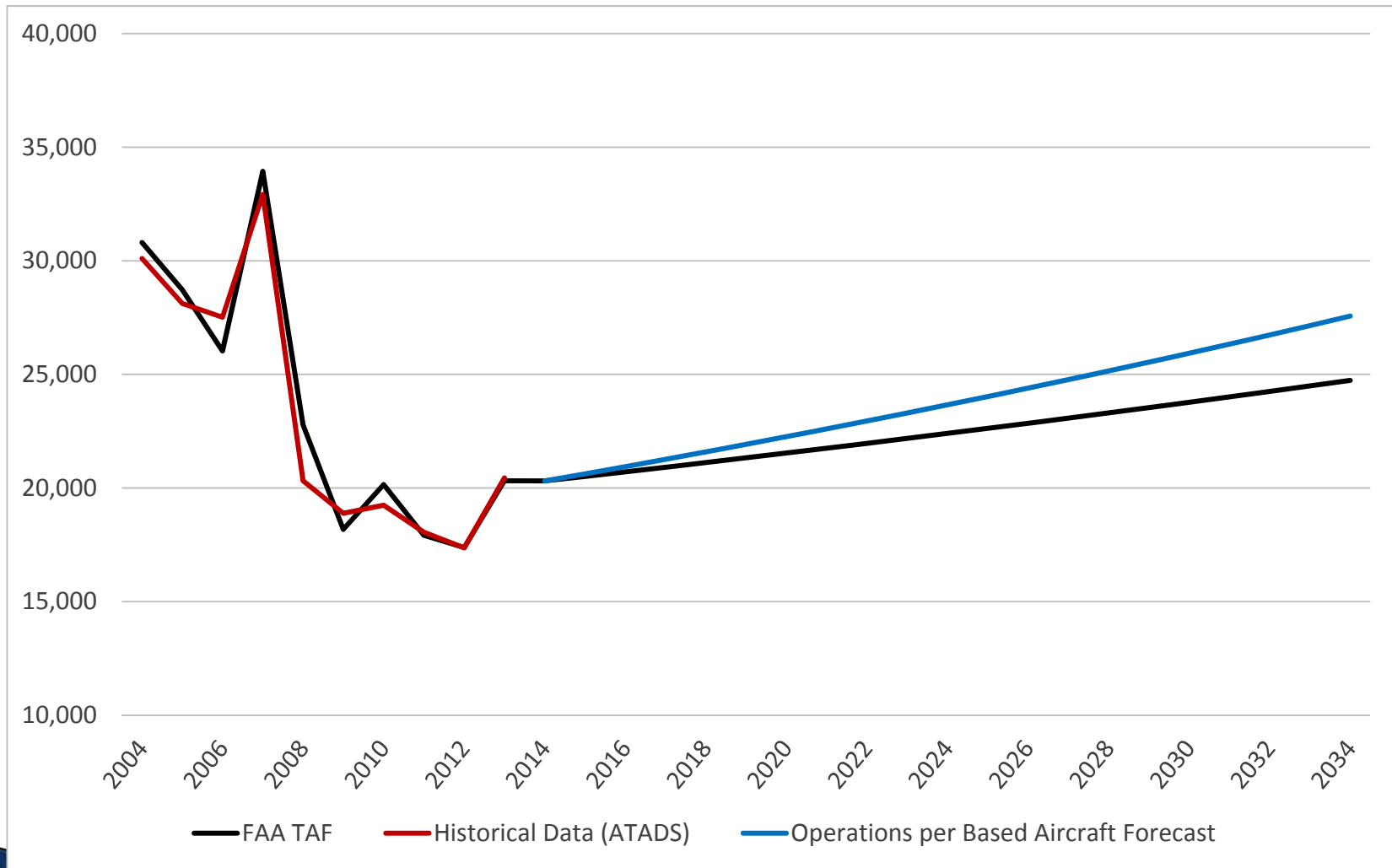
- **Passenger enplanements**
 - Increase from **66,409*** in 2014 to **131,630** in 2034
- **Peak hourly passenger activity**
 - Increase from **204** peak hour passengers in 2014 to **384** in 2034
- **Commercial passenger fleet mix and operations**
 - Scenario 1 projects an increase from **2,840**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



Based Aircraft Forecasts



General Aviation Operations



Air Taxi Operations

Year	Air Taxi Operations
Historical	
2004	7,562
2005	8,097
2006	8,130
2007	6,542
2008	5,749
2009	5,550
2010	5,761
2011	5,785
2012	5,535
2013	5,261
2014	5,185*
Projected	
2019	5,342
2024	5,505
2029	5,477
2034	5,450
CAGR 2014-2034	0.25%



Peak Period Operations

Year	Total Annual Operations	Peak Month Operations	Peak Day of Peak Month Operations	Peak Hour/Peak Day Ratio	Peak Hour Operations
2014	28,480	4,557	319	10%	32
2019	30,636	4,902	343	10%	34
2024	32,918	5,267	369	10%	37
2029	35,189	5,630	394	10%	39
2034	37,612	6,018	421	10%	42

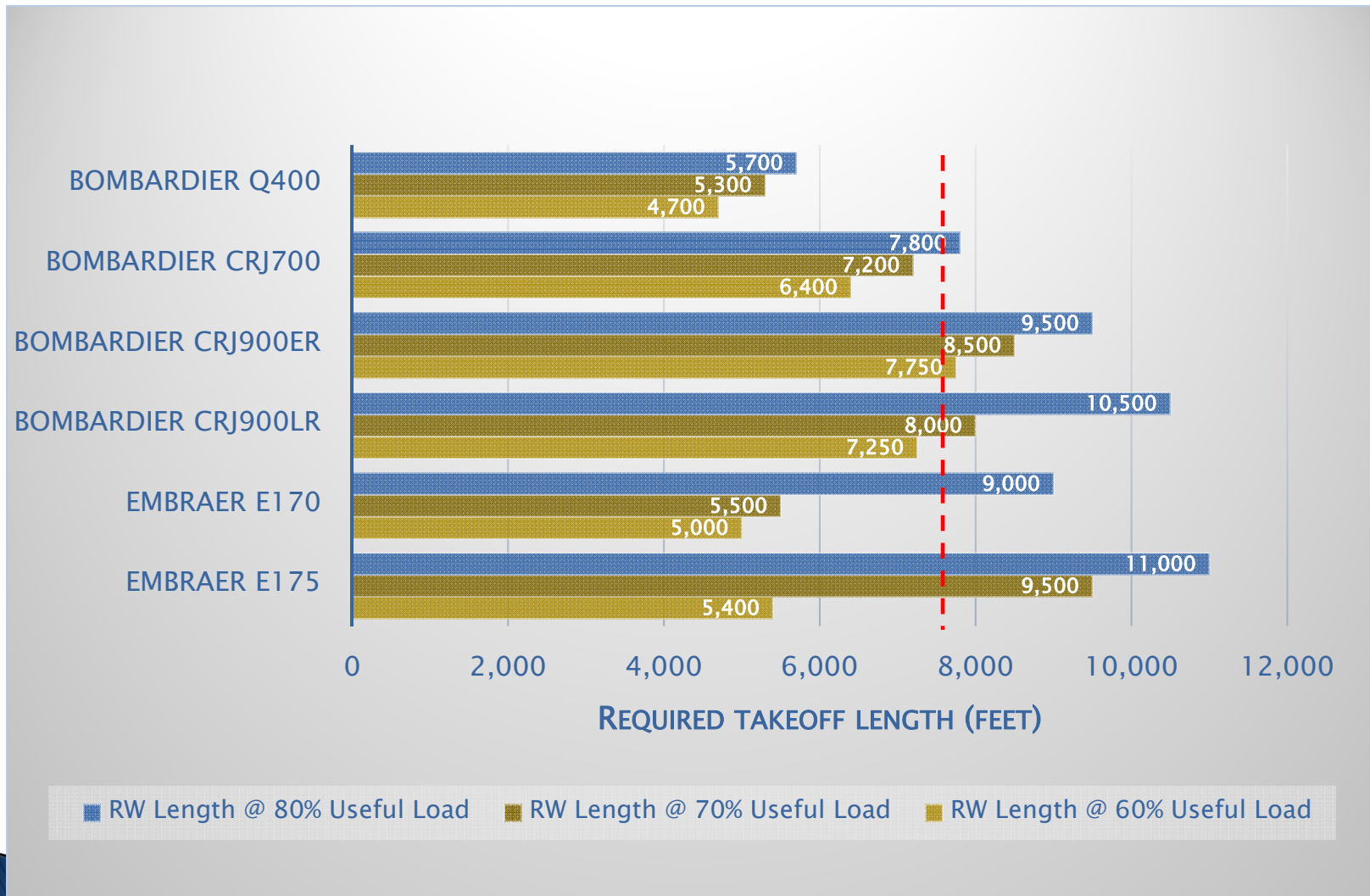


Facility Requirements: Dual Path Planning Thresholds

- ▶ Runway Length
- ▶ Runway/Taxiway Design Standards
- ▶ Passenger Terminal Building
- ▶ Commercial Aircraft Parking
- ▶ General Aviation Aprons & Hangars



Runway Length

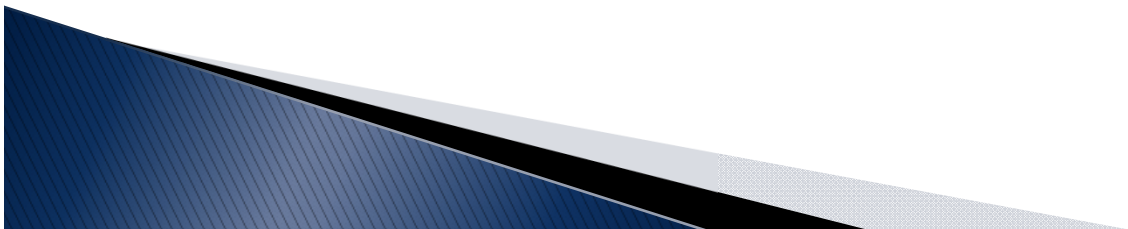
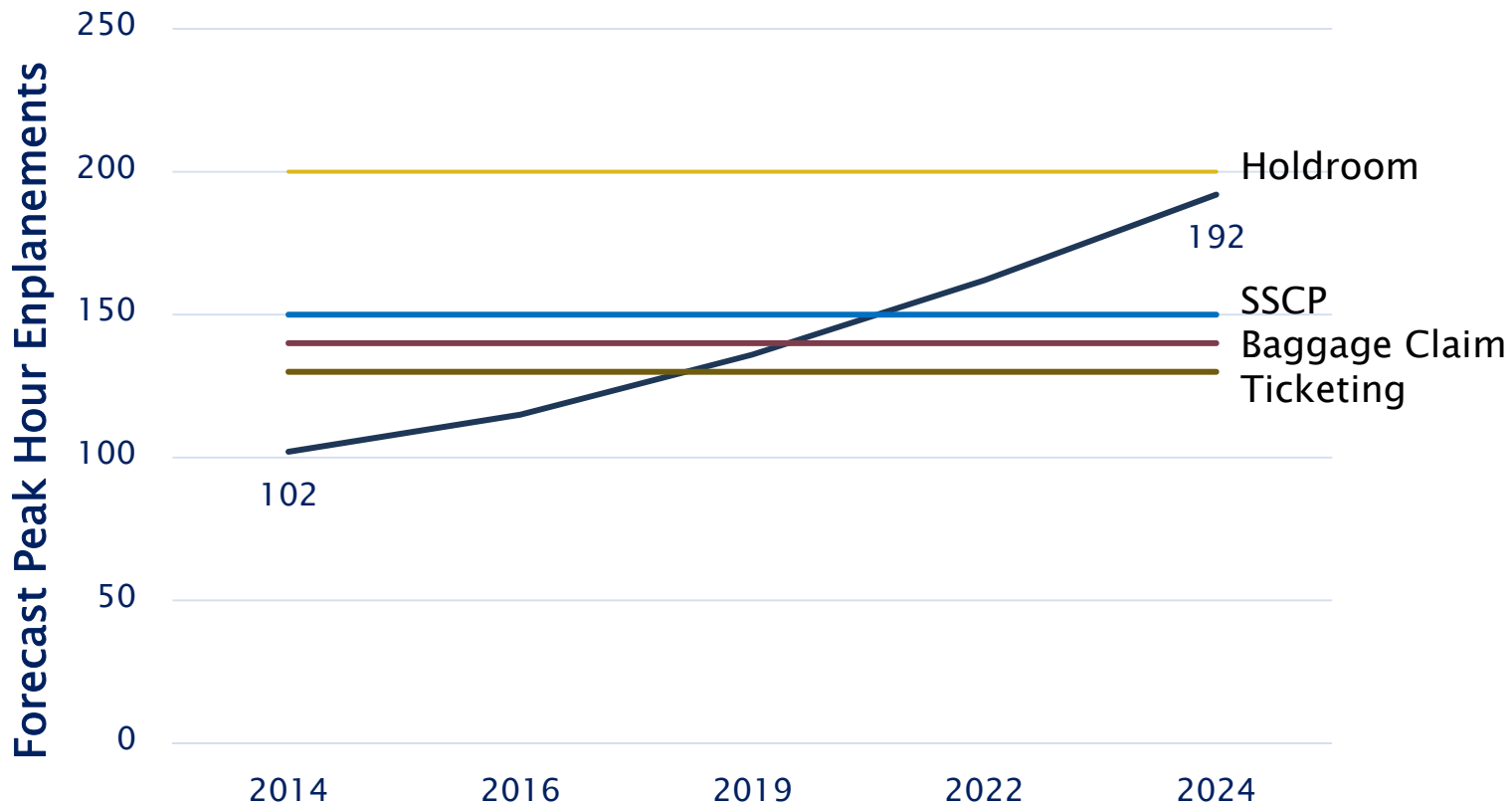


Runway/Taxiway Design Standards

- FAA Modifications of Standards limit use to aircraft less than 95,000 pounds with wingspans less than 100 feet.
- FAA reviews MOSs every five to ten years.
- If one or more of the MOSs were to be invalidated by the FAA in the future, the current site will likely be unable to achieve full compliance with C-III standards without significant reconfiguration or expansion beyond its current footprint, as was determined by the 2013 *Airport Alternatives Technical Analysis*.
- If MOS invalidation were to occur, the community may have the option to accept additional operational limitations rather than pursue reconfiguration, expansion, or relocation of the Airport.



Passenger Terminal Building



Commercial Aircraft Parking

Design Standard	Peak Aircraft Parking	Required Apron Space Estimate	EMB120	Q400	CRJ700	CRJ900	E170/ E175	E175-E2	MRJ90
Pre-Alternative 6	2	40,000	1	1					
Current Peak Scenario	3	60,000			3				
Near-term Peak Scenario #1	4	82,000			4				
Near-term Peak Scenario #2	5	108,000		1	4				
Near-term Peak Scenario #3	6	134,000		1	4	1			
Mid-term Peak Scenario #1	6	136,000		1	3	2			
Mid-term Peak Scenario #2	6	138,000		1	2	2	1		
Mid-term Peak Scenario #3	6	140,000		1	1	2	2		
Long-term Peak Scenario #1	6	144,000				2	2	1	1
Long-term Peak Scenario #2	7	170,000				2	2	2	1

General Aviation Facilities

- FBO and GA aprons currently unable to accommodate parking requirements for peak events.
- An increase of over 10% in based aircraft is likely to require additional hangars, to regain lost capacity and add new capacity.



Other Facilities

- Runway Capacity
- Airport Traffic Control Tower
- Instrument Approaches/Departures
- Support Facilities
- Snow Storage



Other Threshold Considerations

- Commercial Passenger Service Trends
- Land Use / Noise / Safety



Next Steps

- **Submit Chapter B, *Aviation Activity Forecasts*, for FAA approval**
- **Develop alternatives that meet dual path threshold planning needs. For each facility type the following will be alternatives will be identified.**
 1. “Do Nothing” Alternative
 2. Alternatives within existing site footprint
 3. Alternatives outside the existing site footprint
 - Will use Technical Analysis Alternative 7 as a starting point
 4. Replacement Airport Alternatives



Questions / Discussion



» PUBLIC COMMENT



Check SUN fares first when making travel plans
Book early and save



Thank you



1616 Airport Circle



Hailey, ID 83333



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