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Friedman Memorial Airport Authority

Regular Board Meeting

August 4, 2015



1616 Airport Circle



Hailey, ID 83333

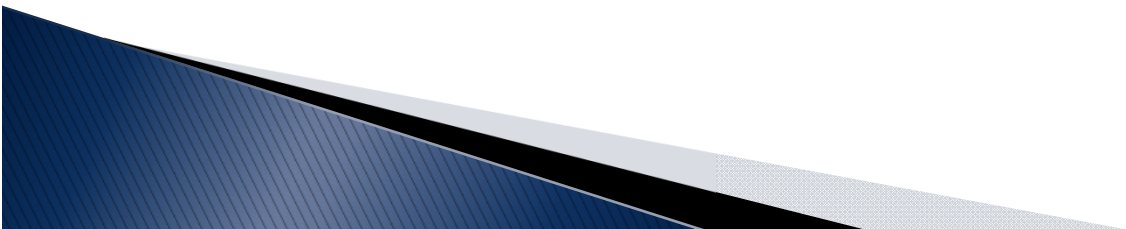


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» PUBLIC COMMENT

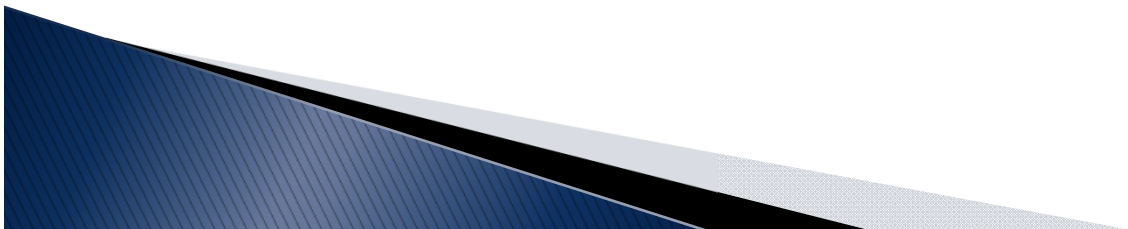
Public Hearing

- FY '16 Rates & Charges
- FY '16 Budget
 - Approval



FY '16 Rates and Charges

- ▶ Rates & Charges will provide the Board the ability to operate FMA and meet all of the coming year's needs.
- ▶ Adjustments being proposed are those associated with recovery of expenses resulting from lost keys and/or Airport Identification Badges
- ▶ Public Comment/Approve the proposed Friedman Memorial Airport FY '16 Rate and Charges



FY '16 Draft Budget

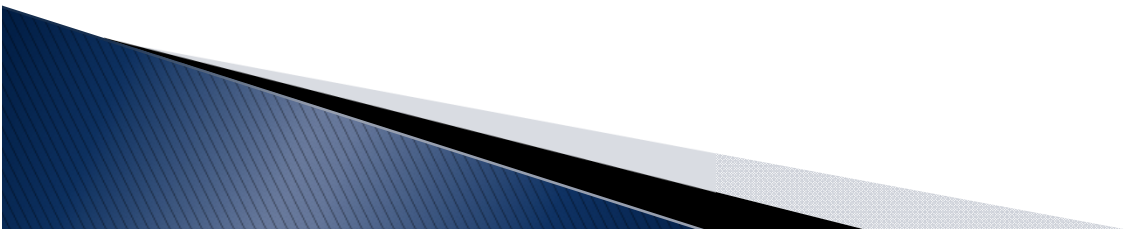
► Proposed FY '16 Budget

- The Board reviewed and made revisions to the Draft Budget during June and July FMAA meetings. Since last month's public review, adjustments were made to include an approximate \$60,000 acquisition of a wheeled "Tool Cat" utility vehicle
- Provides the Board the ability to operate FMA and meet all of the coming year's needs
- Provides the Board the ability to complete all Runway Safety Area Implementation projects
- Facilitates acquisition of a new Runway Broom/Plow Truck
- Facilitates the continued Master Planning process
- Proposes a maximum of 4% in merit pay adjustment, contingent on exceptional performance. Does not propose any CPI pay adjustment
- May begin the process of restoring FMAA operational reserves to Pre-Runway Safety Area Improvement Project capacity in FY '16 Budget



FY '16 Draft Budget

- ▶ As stated in the Joint Powers Agreement, the Board is required to hold a public hearing on or before the first Tuesday in August and to approve the budget on or before August 15th.



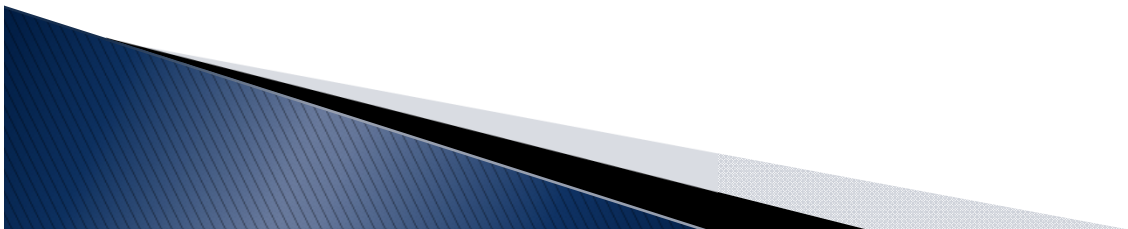
Approve Friedman Memorial Airport Authority Meeting Minutes

- July 7, 2015 Regular Meeting
 - Approval



Reports

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













AIRPORT STAFF BRIEF QUESTIONS

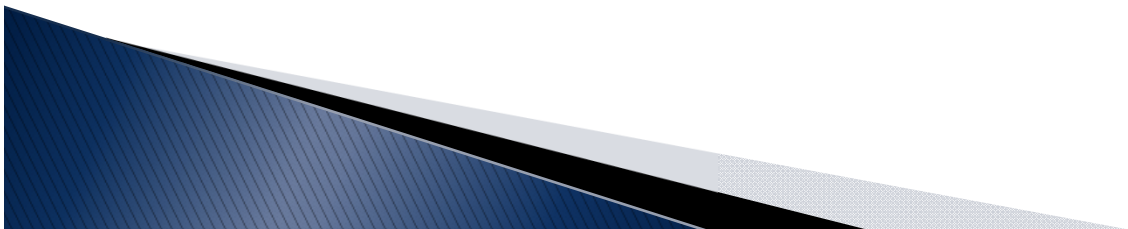


UNFINISHED BUSINESS

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
- ▶ Other Projects

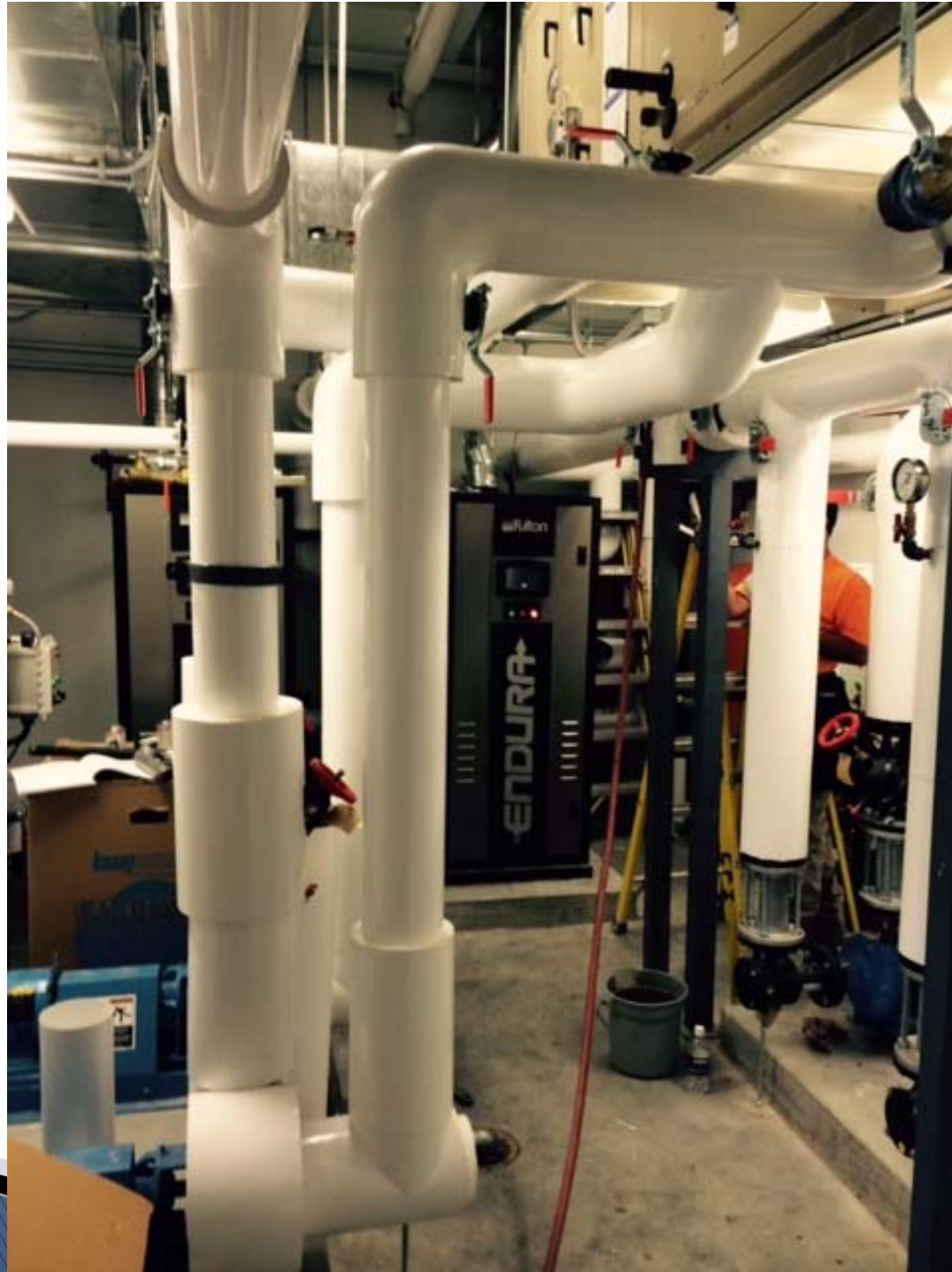


Project 3

Terminal Expansion/Remodel





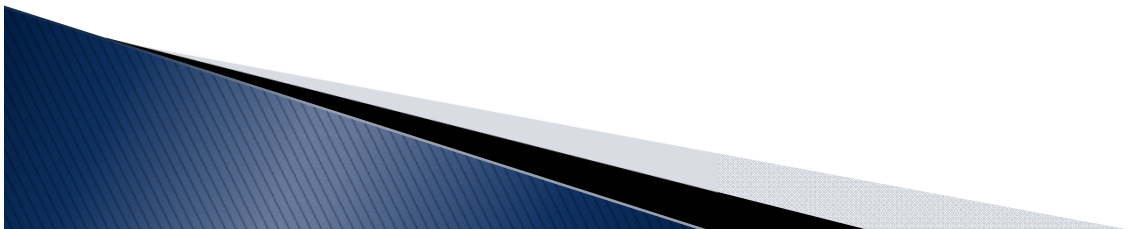




Project 3

Terminal Reconfiguration

- ▶ Ongoing/Remaining work:
 - Punchlist
 - Tenant finish out
 - Rotating exit door



Project 4

Airport Operations Building

















Project 4

Airport Operations Building

- ▶ On schedule
- ▶ Working on finishes/final steps
 - Punchlist

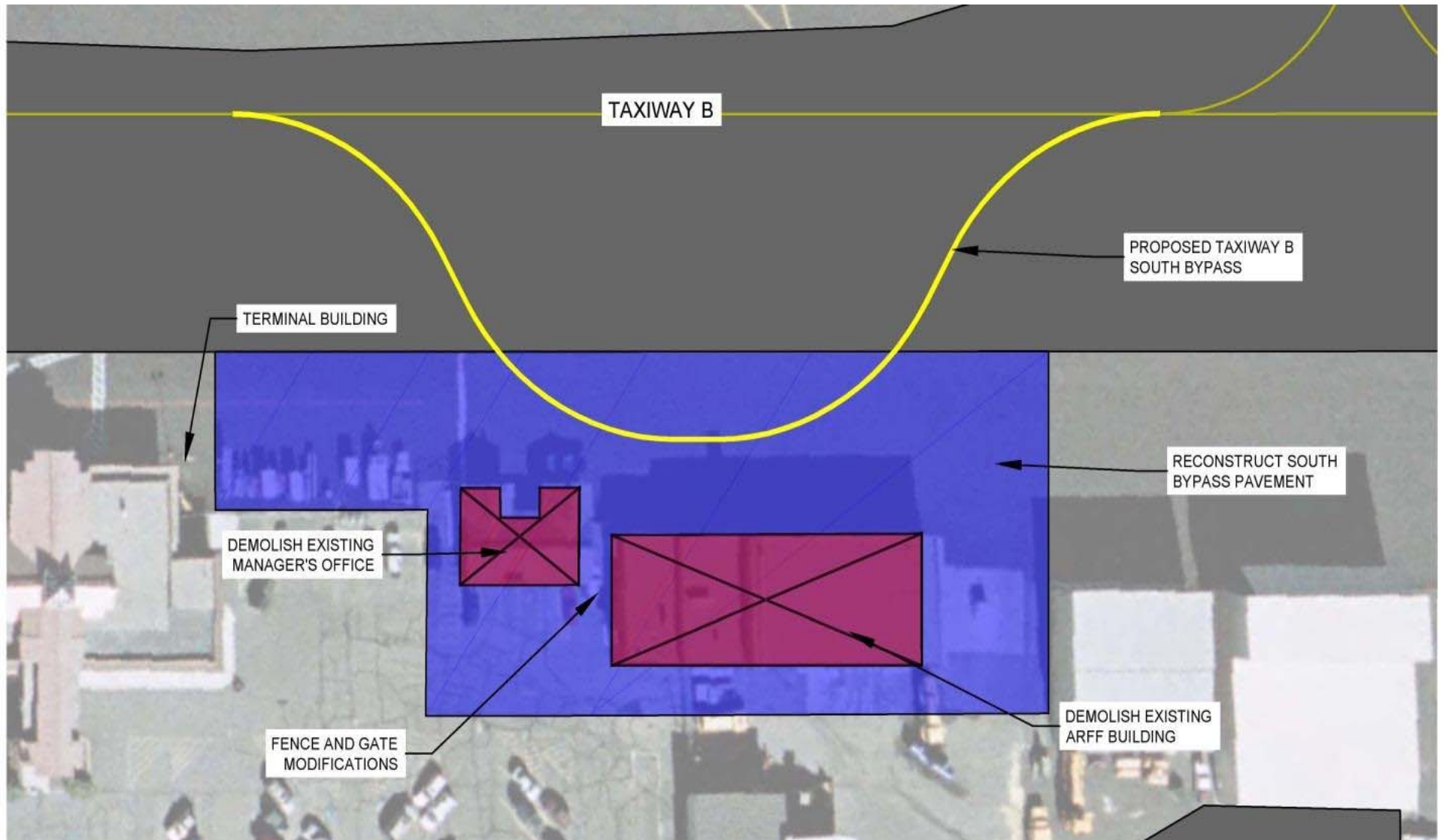


Airport Operations Building

- ▶ Todd Combs
 - Served projects at FMAA over a 15-year period
 - Passed away on August 13, 2014
- ▶ Recognition/tribute in the AOB for Todd
- ▶ Thoughts?



Project 7: Demolish Airport Buildings / Construct Central Bypass



Project 7 Bids

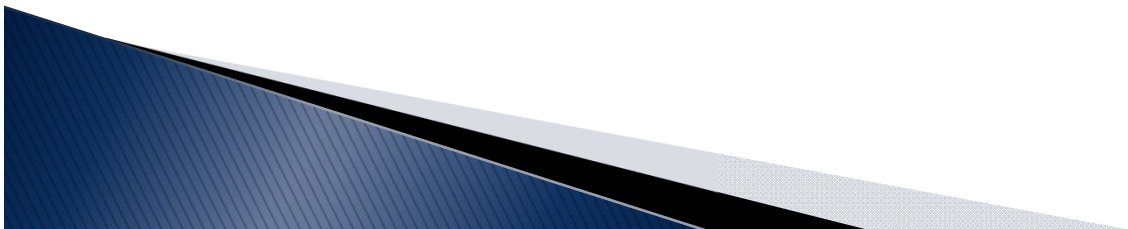
- ▶ Two Bidders:

Bidder	Total
Engineer's Estimate	\$872,120.00
Knife River Corp. Northwest	\$899,288.00
Western Construction, Inc.	\$738,921.00



Project 7 Bids

- ▶ Bids have been reviewed
- ▶ Both bids appear to be complete
- ▶ Recommend award to the apparent low bidder, Western Construction, Inc., in the amount of \$738,921.00, subject to final review by Staff, Engineer, Legal Counsel and FAA.



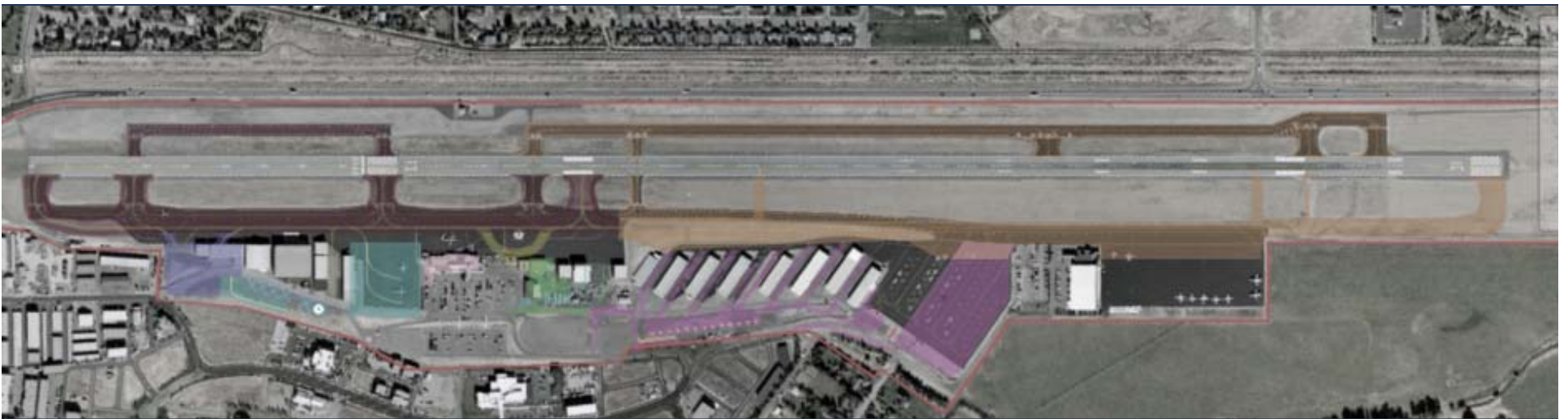
AIP '041 Amendment

- ▶ Grant application requested approximately \$9.4M in FAA funding
- ▶ Grant was issued for \$8,249,000
- ▶ Amendment was requested on July 23 to increase the grant to \$9,486,350 (maximum amendment amount)
- ▶ Request approval to accept the grant amendment when the offer is made to finish implementing the Runway Safety Area Project.



Other Projects

- ▶ Runway Rehabilitation/Parking Lot Improvements
- ▶ Landscaping Improvements
- ▶ Terminal Tenant Finish Out



Landscaping Improvements

- ▶ Nearly complete
- ▶ Terminal areas complete
- ▶ Finishing AOB area
- ▶ Scheduled to be complete by August 14

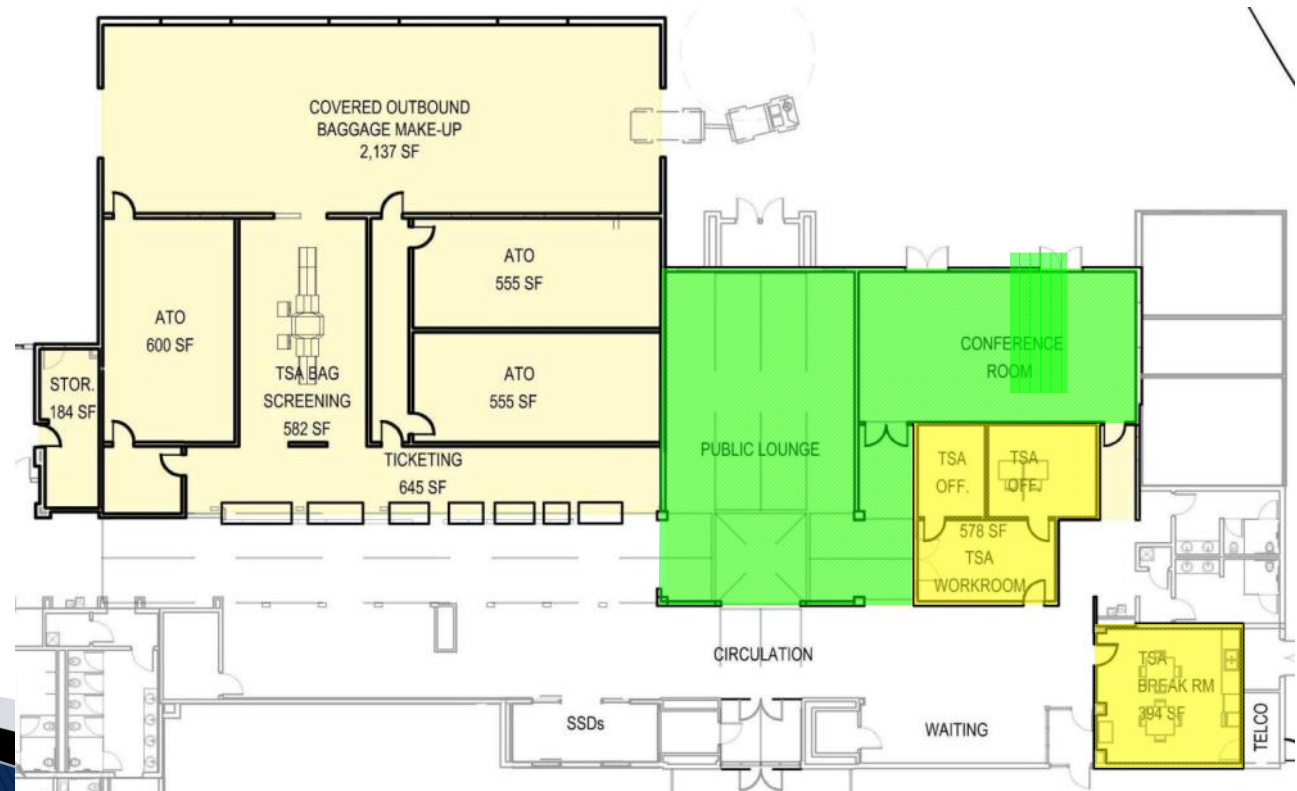






Additional Terminal Tenant Finish Out/Remodel

- ▶ Negotiations nearly complete
- ▶ Work to begin soon



Retain/Improve/Develop Air Service

- ▶ Fly Sun Valley Alliance Update



Friedman Memorial Airport Authority

Master Plan Update

Project Status Update

August 4, 2015



Agenda

- Master Plan Process/Timeline Update
- Chapter D – *Existing Airport Site Alternatives*
- Next Steps
- Comments & Discussion



Planning Process

INVENTORY (completed)

Documents existing Airport conditions, facilities, and context.

FACILITY REQUIREMENTS (completed)

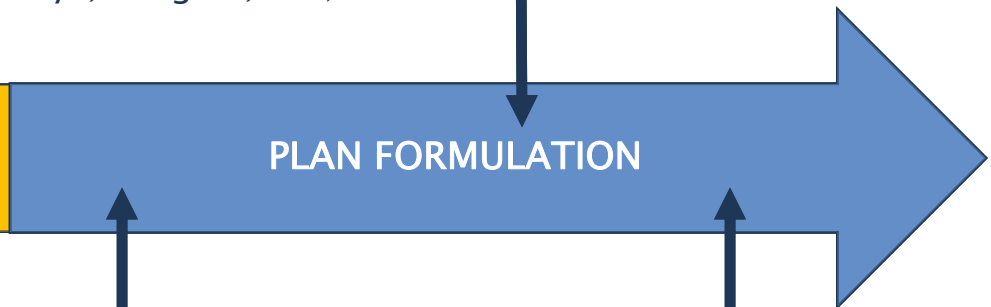
Identifies needs for key facilities (runways, taxiways, hangars, etc.)

FINANCIAL ANALYSIS & IMPLEMENTATION PLAN

Identifies phasing plan, required regulatory approvals, and capital funding sources.



BACKGROUND INFORMATION



PLAN FORMULATION

FORECASTS (completed)

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

ALTERNATIVES ANALYSIS (in progress)

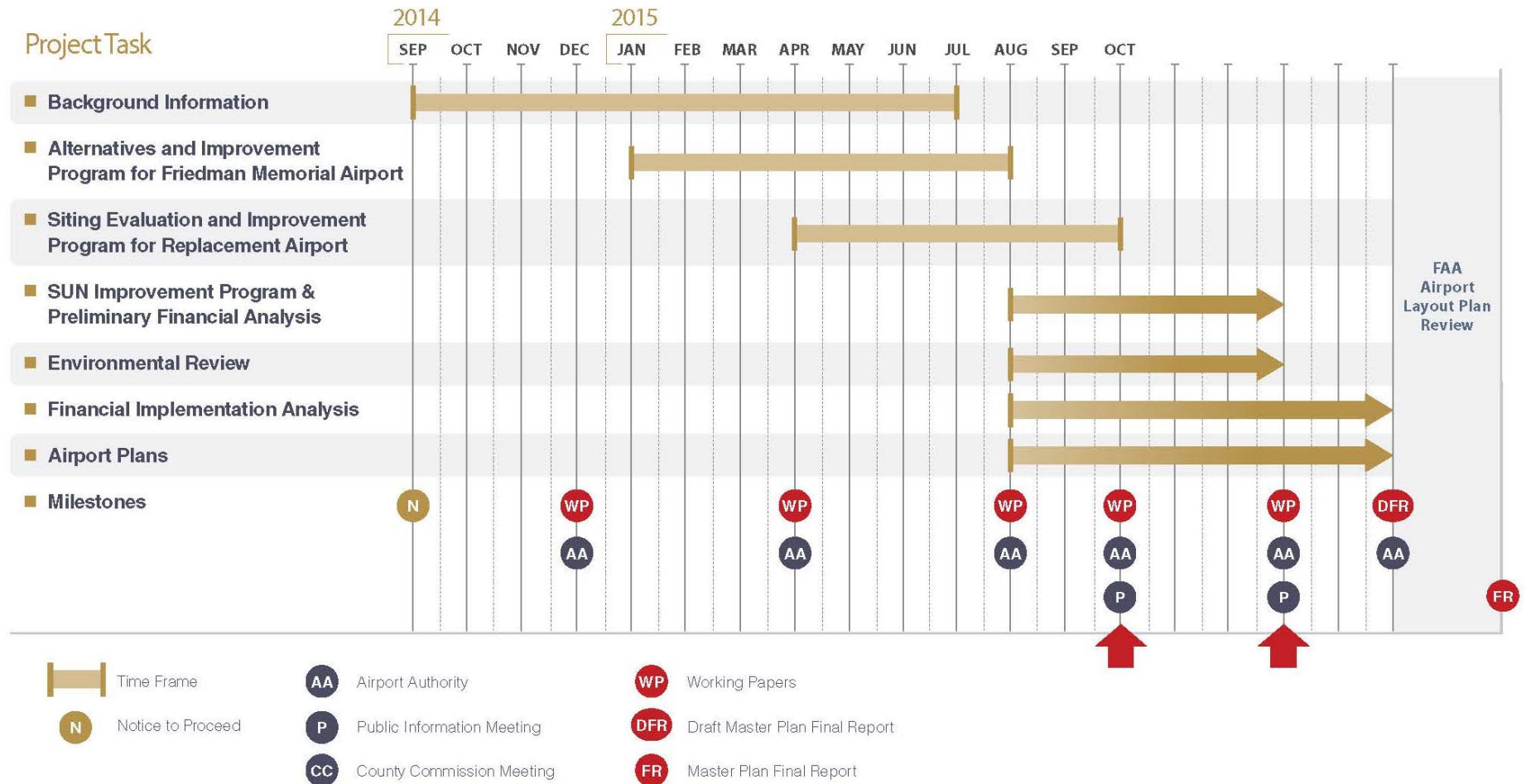
Develops concepts for meeting facility requirements and recommends preferred solutions.

AIRPORT LAYOUT PLAN UPDATE

Depicts recommended future projects.



Planning Timeline



**Friedman Memorial Airport
Master Plan Update**

Next Steps

- Incorporate FMAA Feedback into Draft Chapter D
- Draft Chapter E, *Replacement Airport Sites Re-Evaluation*, to be delivered in September
- Public Information Meeting
 - Co-schedule for the week of the October FMAA Meeting?
 - Preferred meeting format?



Existing Airport Site Alternatives

- Assumptions
- Key Facilities
- Approach
- Concepts



Alternatives: ASSUMPTIONS

- Compliance
- Customer Service
- Economic Growth
- Planning Thresholds
- Design Aircraft
- Efficient Use of Existing Property
- Flexibility
- Land Acquisition
- Land Use Compatibility
- Runway Length
- Passenger Terminal
- Highway 75
- Snow Storage & Stormwater Drainage



Alternatives:

KEY FACILITIES

- Air Traffic Control Tower
- Passenger Terminal Facilities
 - Terminal Building
 - Commercial Aircraft Parking
 - Passenger Vehicle Parking
- General Aviation Facilities
 - Aprons
 - Hangars



Alternatives: APPROACH

- ▶ “No Action” Alternatives
- ▶ Existing Site Footprint Alternatives
- ▶ Existing Site Expansion Alternatives
- ▶ Replacement Airport Alternatives (next step)

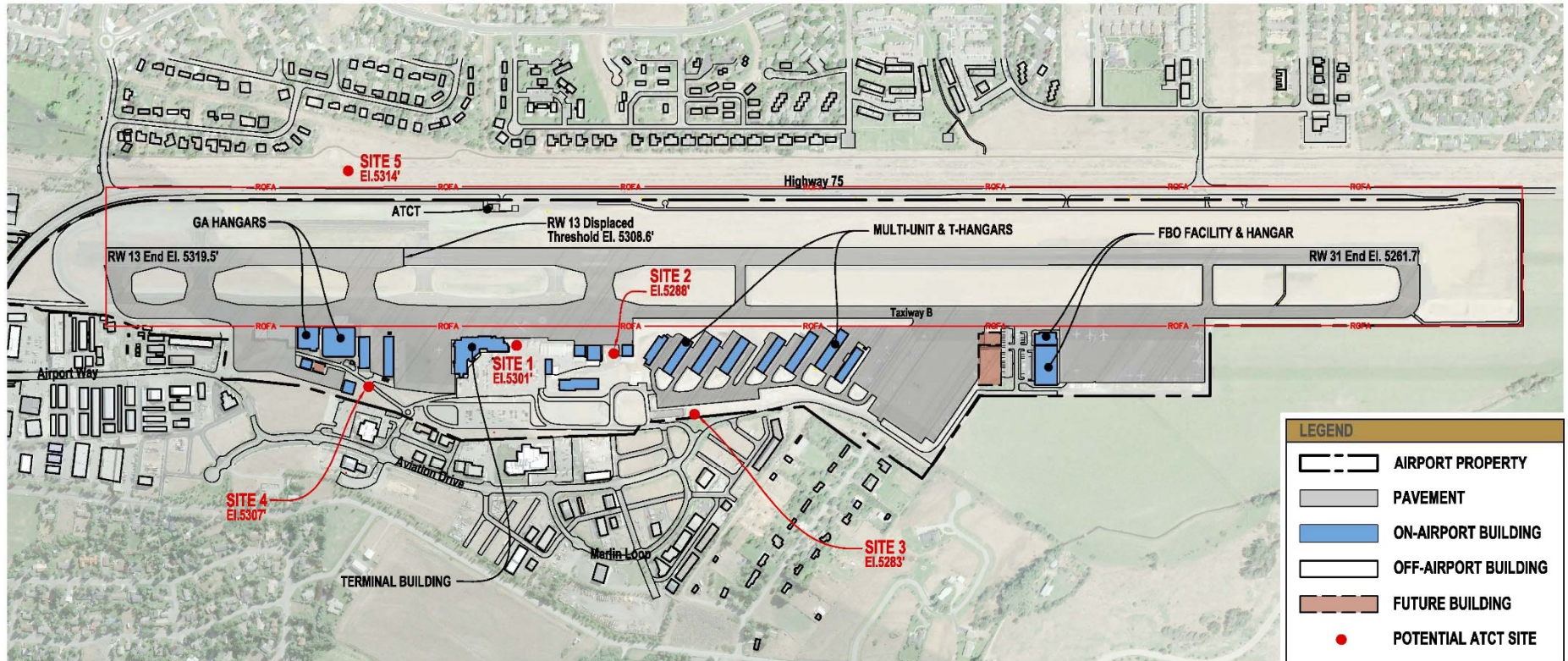


Air Traffic Control Tower

- Three of nine sites identified by 2004 tower study still viable
- Two additional sites were identified for Master Plan
- These five sites were analyzed with reference to:
 - Visibility performance
 - Orientation and glare
 - Airspace
 - Construction cost
 - Site-specific factors
- Master Plan analysis provides starting point for required FAA siting process



Air Traffic Control Tower



NOTE: This illustration is intended for study purposes only and is not intended for implementation.



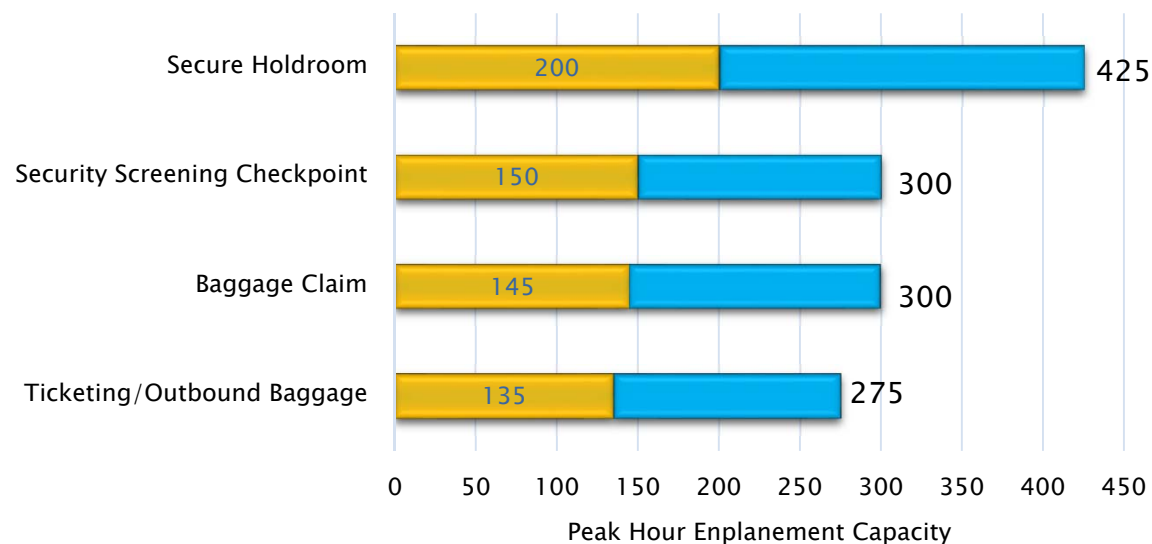
Air Traffic Control Tower

- Sites 3 and 4 not good candidates due to cost and operational challenges
- Sites 1 and 2 are good candidates but limit terminal area options
- Site 5 is a good candidate but is off Airport property and in Highway 75 right-of-way
- Sites 1, 2, and 5 recommended for formal FAA siting process



Passenger Terminal Building

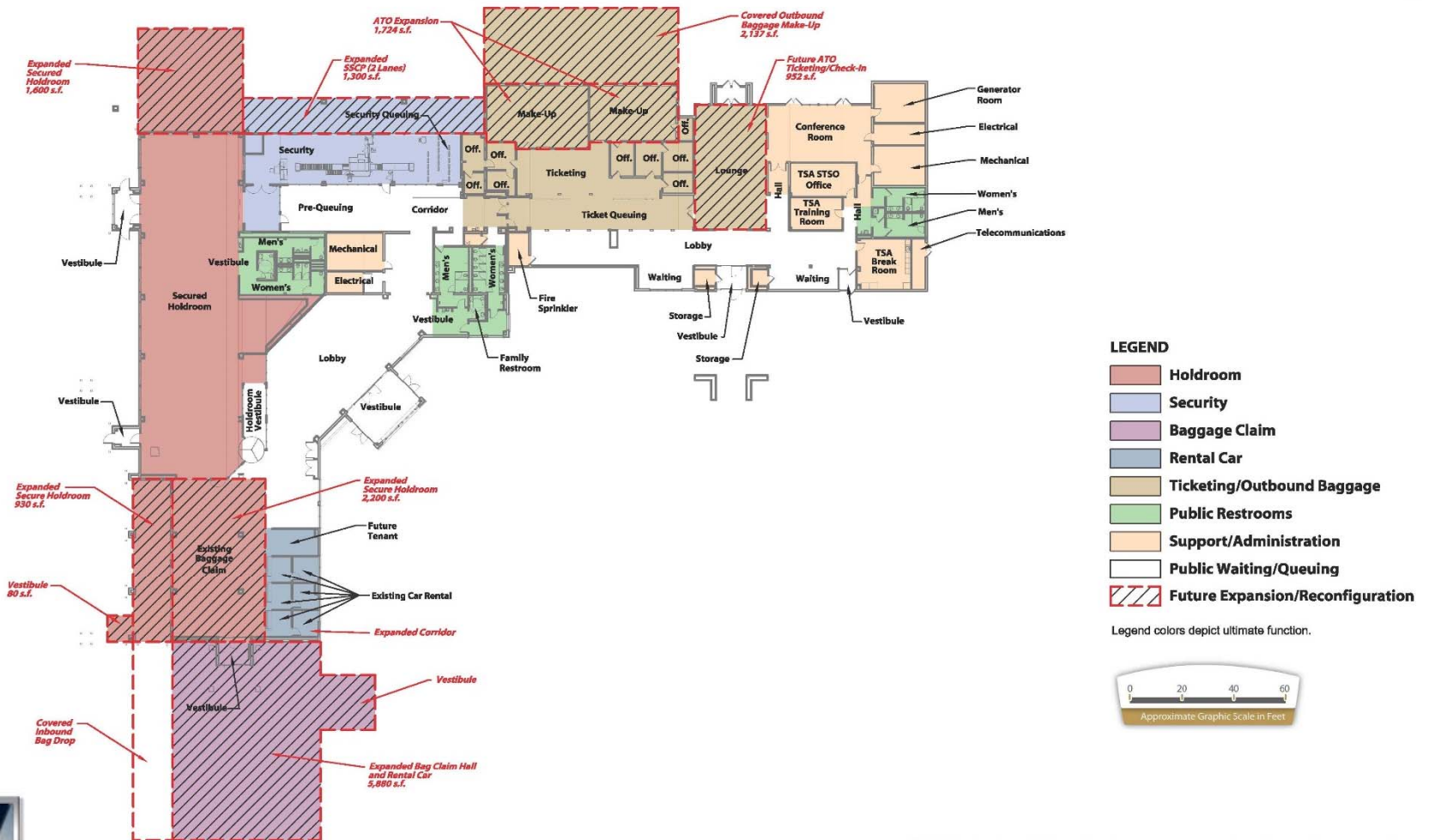
- New design can accommodate 3 peak hour flights
- Will be congested at 4 peak hour flights in some functional areas
- Further building expansion would be beneficial for 5 peak hour flights or greater



■ Post-2015 Capacity

■ Ultimate Expansion Capability

Passenger Terminal Building



NOTE: This illustration is intended for study purposes only and is not intended for implementation.

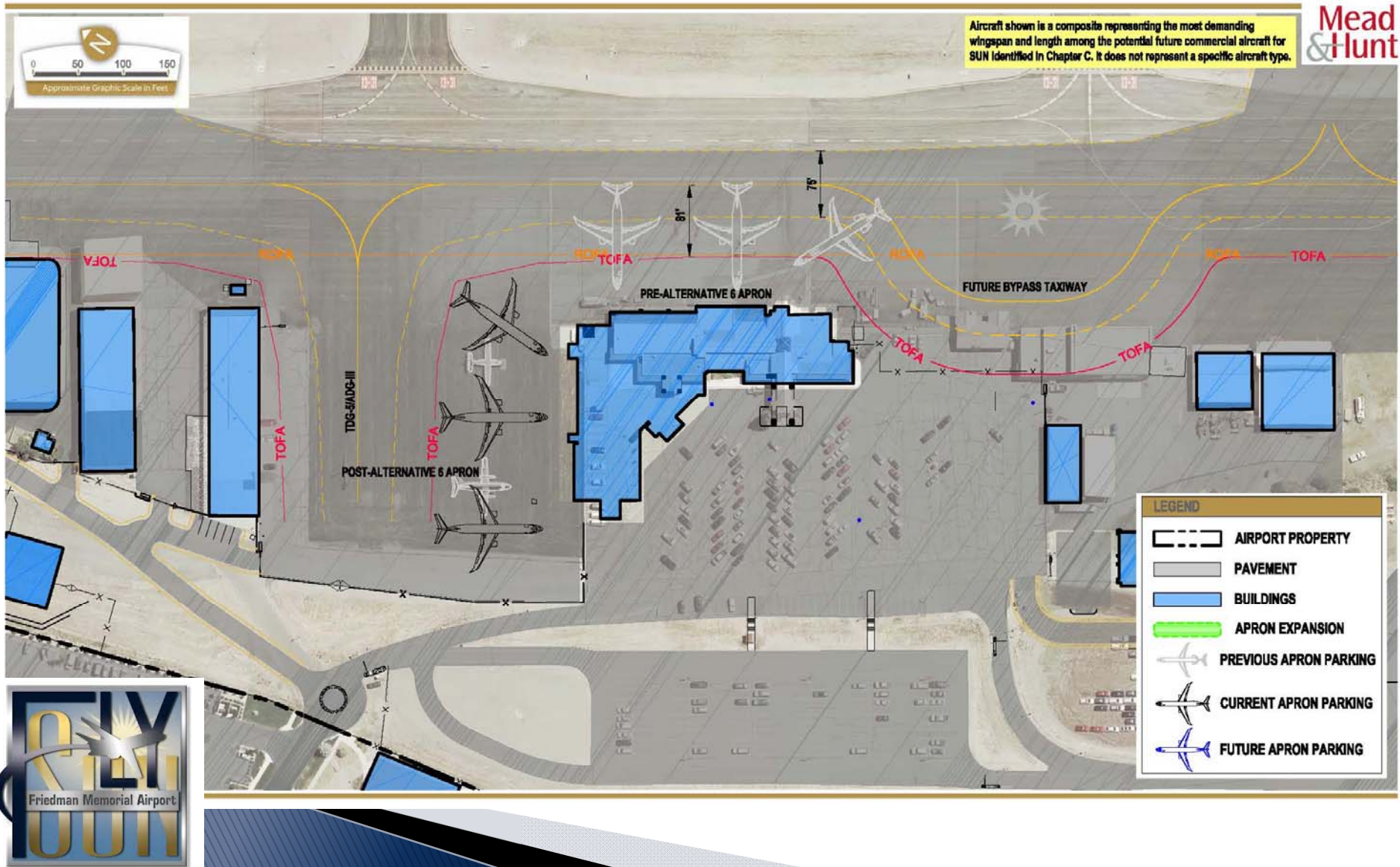


Commercial Aircraft Parking

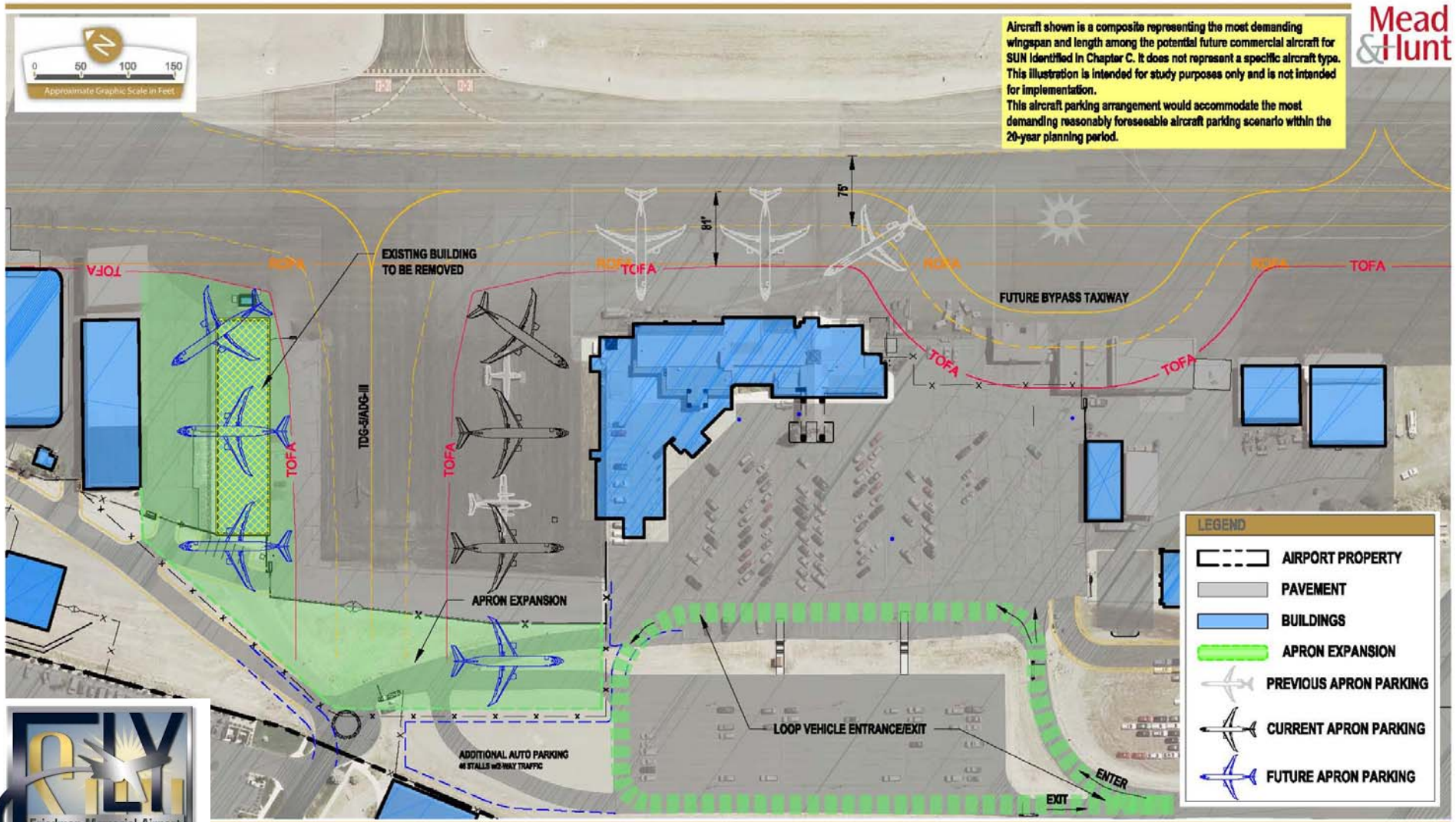
- Existing apron has 3 aircraft parking positions
 - At capacity during peak seasons
- 20-year forecast estimates peak hour of 4 to 7 departing flights
 - Actual number of peak hour flights dependent on airline scheduling
- Two alternatives were developed
 - Expand apron to 4 positions and provide 2 remote staging positions
 - Expand apron to 7 positions



Existing Condition (No-Action)



Alternative 3



Mead
& Hunt

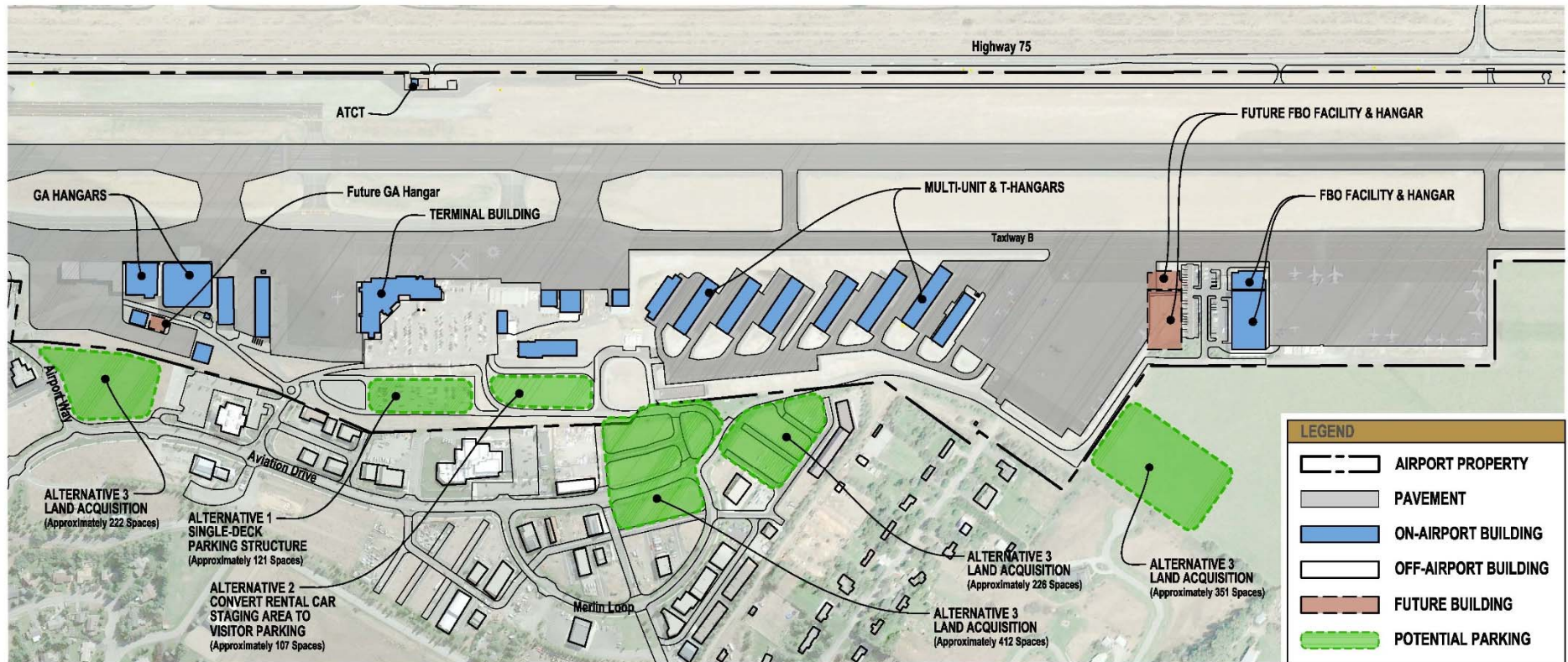


Passenger Vehicle Parking

- Parking availability currently strained at 360 spaces
- 20-year forecast estimates that parking needs will nearly double
- Sufficient space not available for parking expansion within existing terminal area property footprint



Vehicle Parking Alternatives



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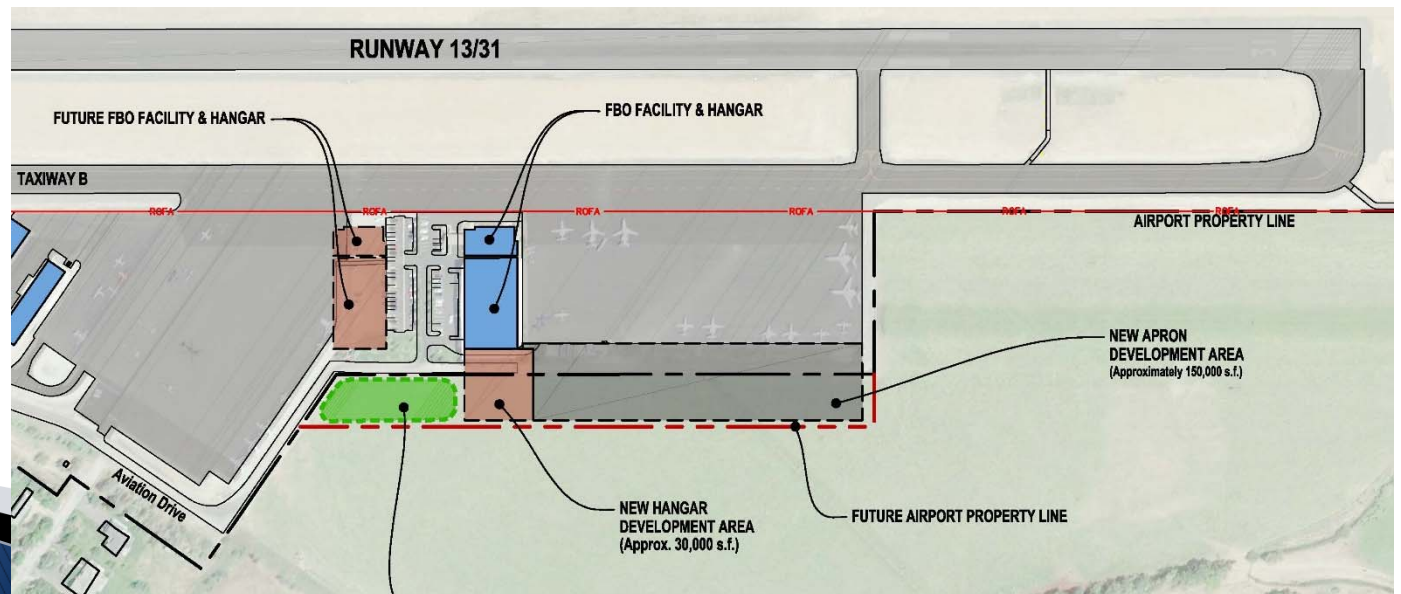
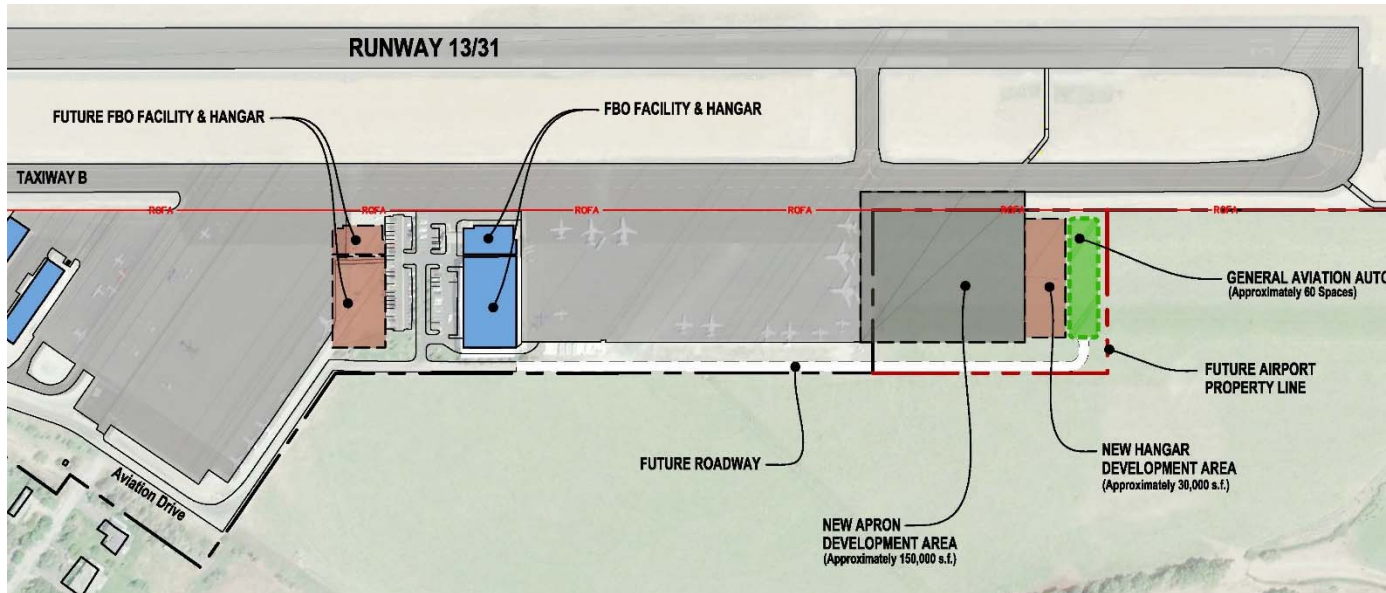


General Aviation Apron & Hangars

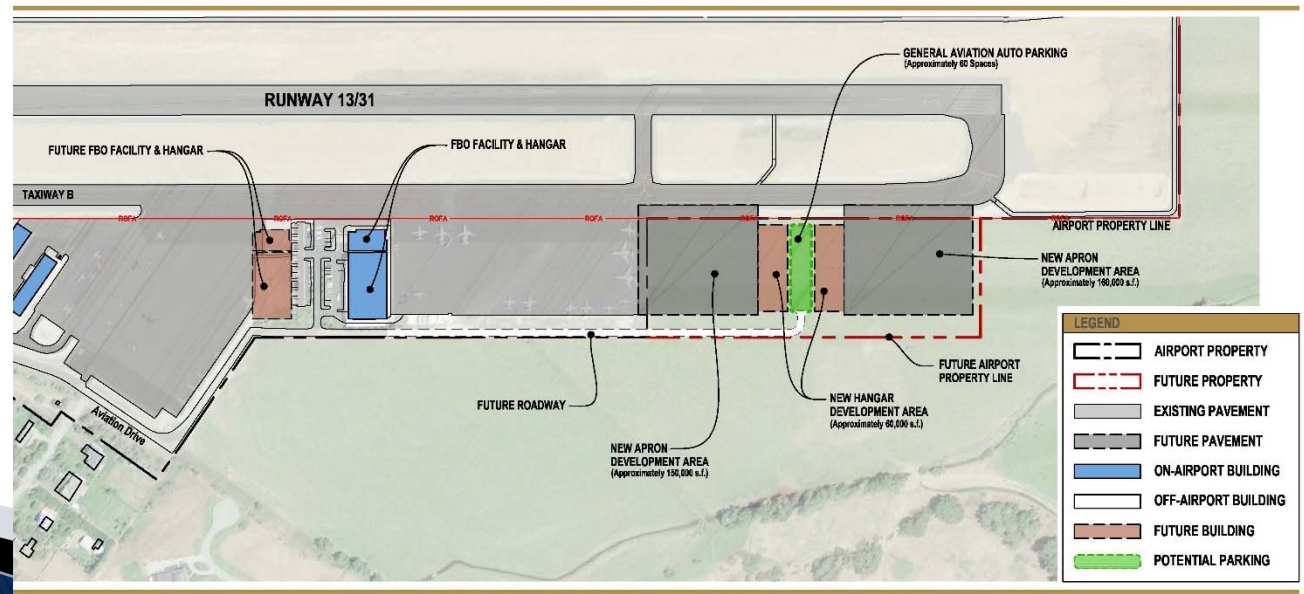
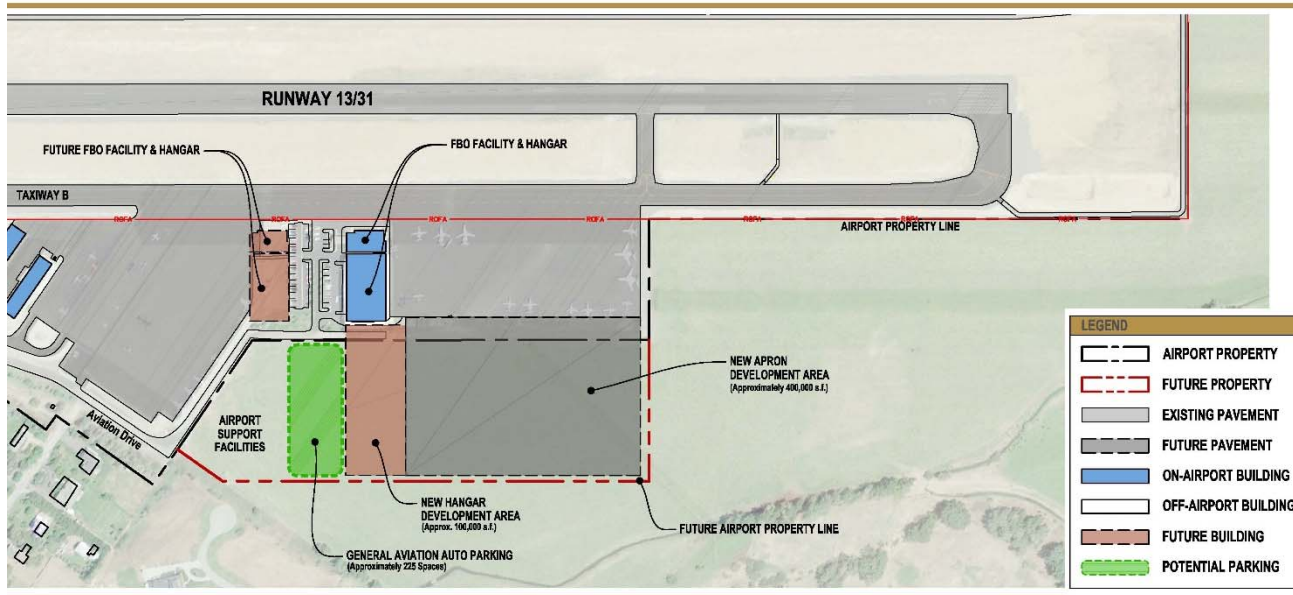
- Two alternatives to regain lost capacity
 - 150,000 square feet of apron
 - 14,500 square feet of hangar space
- Two alternatives to accommodate projected demand
 - Additional 225,000 square feet of apron
 - Additional 78,700 square feet of hangar space



GA “Recapture” Alternatives



GA 20-Year Demand Alternatives



Other Facilities

- Instrument Approaches / Departures
 - Will incorporate findings of on-going independent study
- Compliance with Standards
 - Chapter D identifies previously-studied constraints within context of “reasonable expense”



Next Steps

- Incorporate FMAA Feedback into Draft Chapter D
- Draft Chapter E, *Replacement Airport Sites Re-Evaluation*, to be delivered in September
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 - Co-schedule for the week of the October FMAA Meeting?
 - Preferred meeting format?

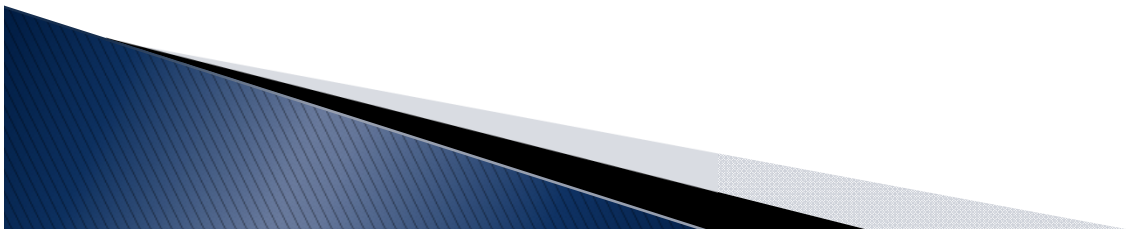


Comments / Discussion



FMAA Communications Director

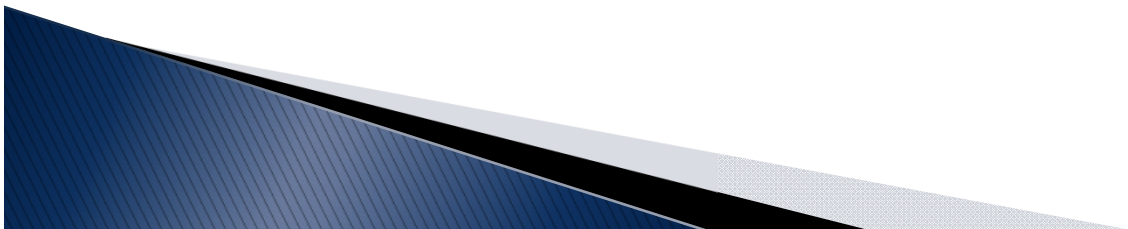
- ▶ Last month, the Board had a short discussion regarding the needed for a Communication Director
- ▶ Chairman Schoen developed a draft agreement for consideration
- ▶ Discuss/Direct/Public Comment/Action



» NEW BUSINESS

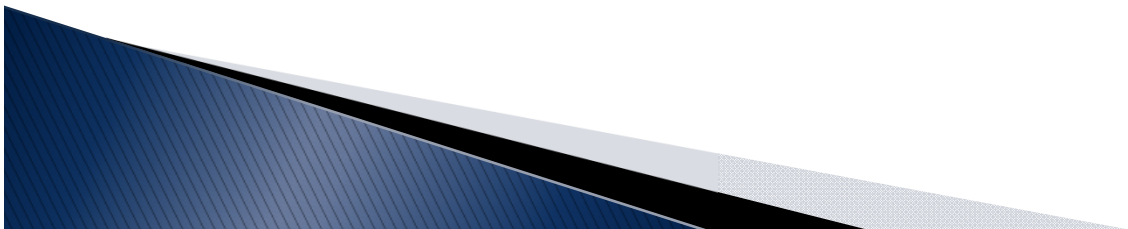
AIP '40 Funding

- ▶ Original AIP '40 grant offer was for \$18,000,000.
- ▶ Grant was amended shortly after offer. Amended grant total became \$20,700,000.
- ▶ AIP guidelines place Sponsor with grants that exceed \$20,000,000 in a nominal risk category with regard to grant closeout.
- ▶ Nominal risk means the FAA requires the grant be substantially complete or closed out before the Sponsor can draw the last 10% of the federal share of the grant.



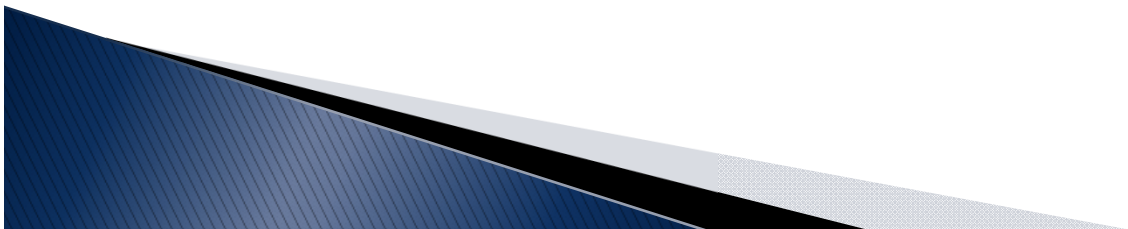
AIP '40 Funding

- ▶ The reality of this FAA policy is that FMA will pay the last \$2,070,000 of AIP '40 project costs before the federal share can be drawn down.
- ▶ This FAA policy will make cash flow in the next few months complex and may exhaust most of the Board's operational reserves for a short period of time
- ▶ Staff has applied for a \$500,000 line of credit with Mountain West Bank to bridge the time period between expenditure of approximately \$2,070,000 in project cost and reimbursement for federal share at substantial completion or project closeout.



AIP '40 Funding

- ▶ The cost of the line of credit will be reimbursed by the grant as project cost
- ▶ If approved by the Board, the line of credit will only be used if absolutely necessary and use will be vetted by the Board's Finance Committee and Chairman
- ▶ Discuss/Direct/Public Comment/Action



» PUBLIC COMMENT



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Thank you



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