



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



Friedman Memorial Airport Authority

Regular Board Meeting

November 3, 2015



1616 Airport Circle



Hailey, ID 83333



208.788.4956

» PUBLIC COMMENT

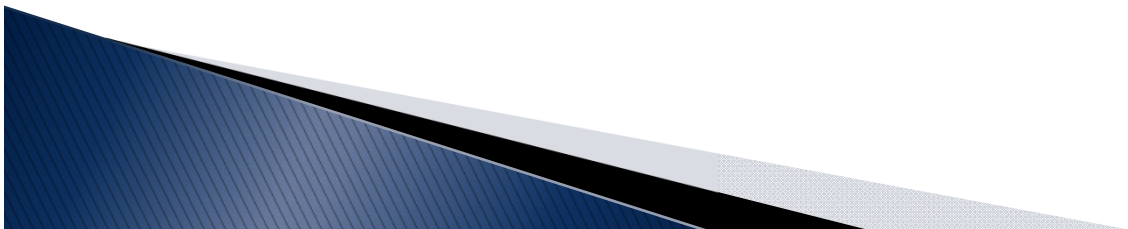
Employee of the 1st Quarter, 2015

Mr. Jim Hicks

Line Manager

Atlantic Aviation – Sun Valley

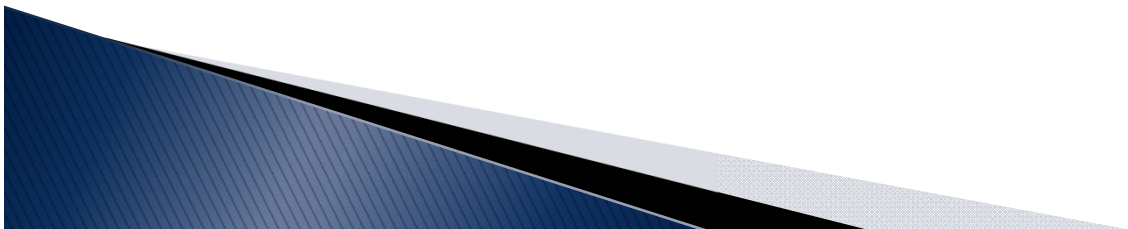
Congratulation's Jim



Employee of the 2nd Quarter, 2015

Mr. Dean “Deano” Miller
Line Shift Supervisor
Atlantic Aviation – Sun Valley

Congratulation's Deano



Approve Friedman Memorial Airport Authority Meeting Minutes

- October 13, 2015 Regular Meeting
 - Approval



Reports

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





AIRPORT STAFF BRIEF QUESTIONS

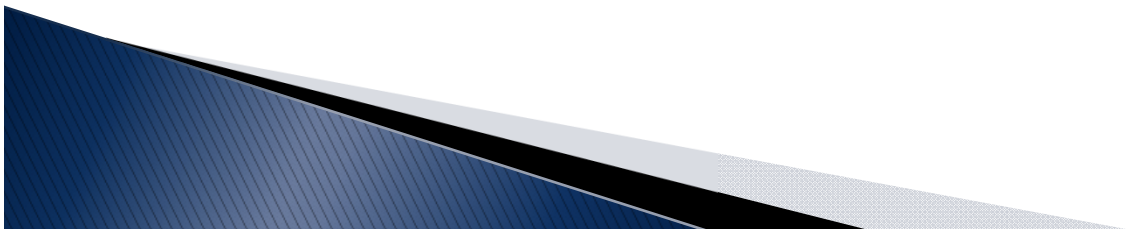


UNFINISHED BUSINESS

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

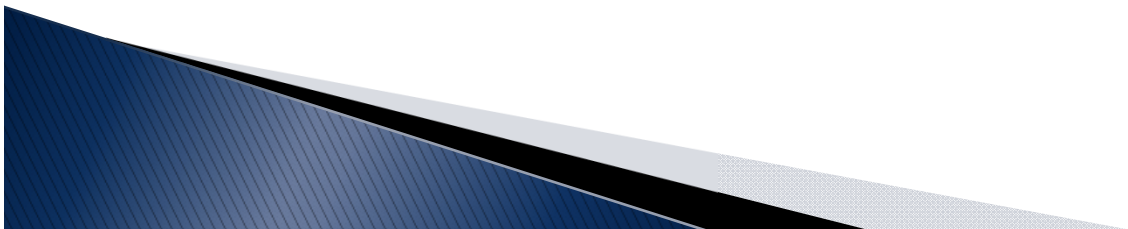




Project 3

Terminal Reconfiguration

- ▶ Essentially complete
- ▶ Ongoing/Remaining work:
 - Polycarbonate panels at entry (December)
 - Tenant finish out (December)



Project 4

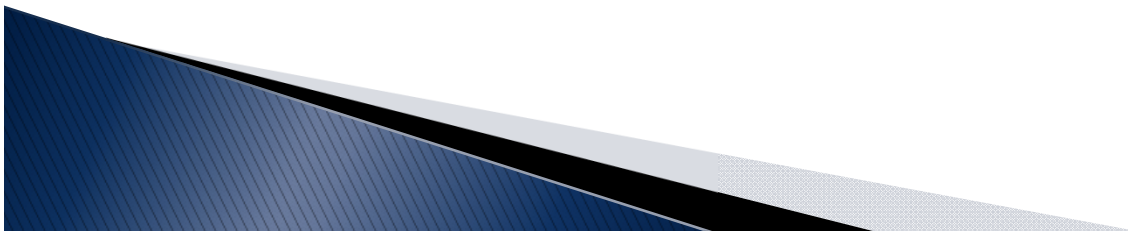
Airport Operations Building



Project 4

Airport Operations Building

- ▶ Complete



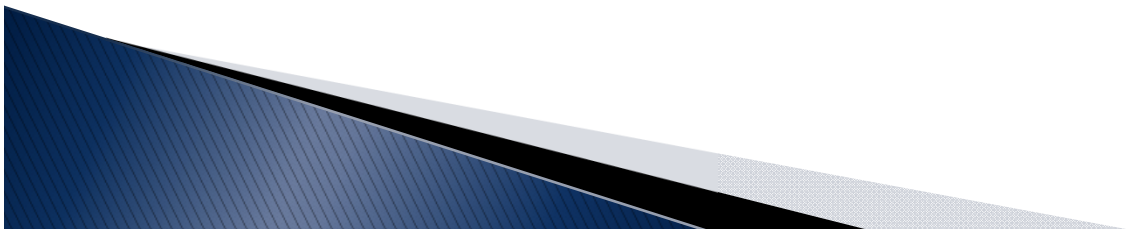
Project 6

Relocate Twy B/Remove Twy A/ North Apron



Project 6

- ▶ Complete



Project 7: Demolish Airport Buildings / Construct Central Bypass



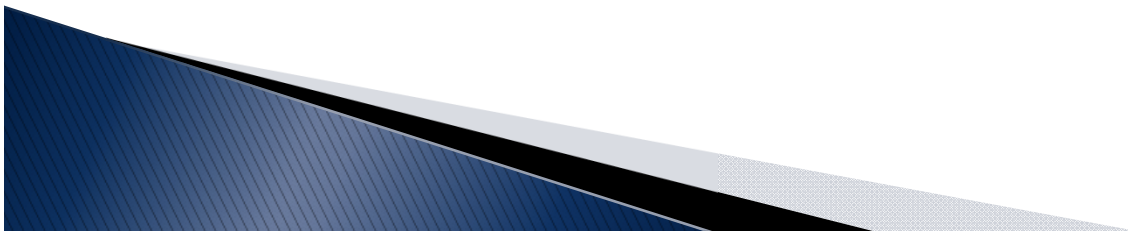
Project 7

- ▶ Complete



Future Projects

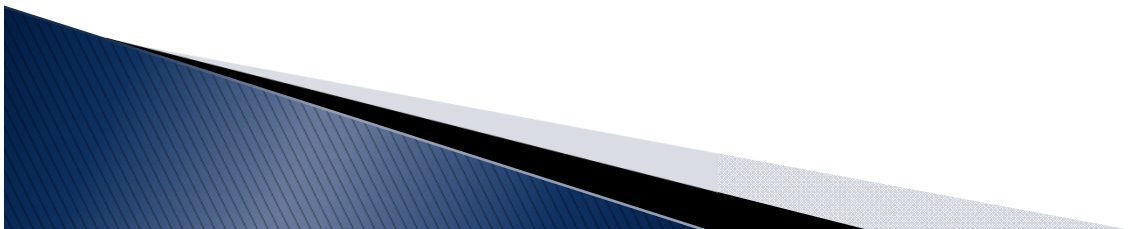
- ▶ Parking Lot Improvements
- ▶ Additional Air Carrier Parking
- ▶ Airline Ticketing Office Improvements





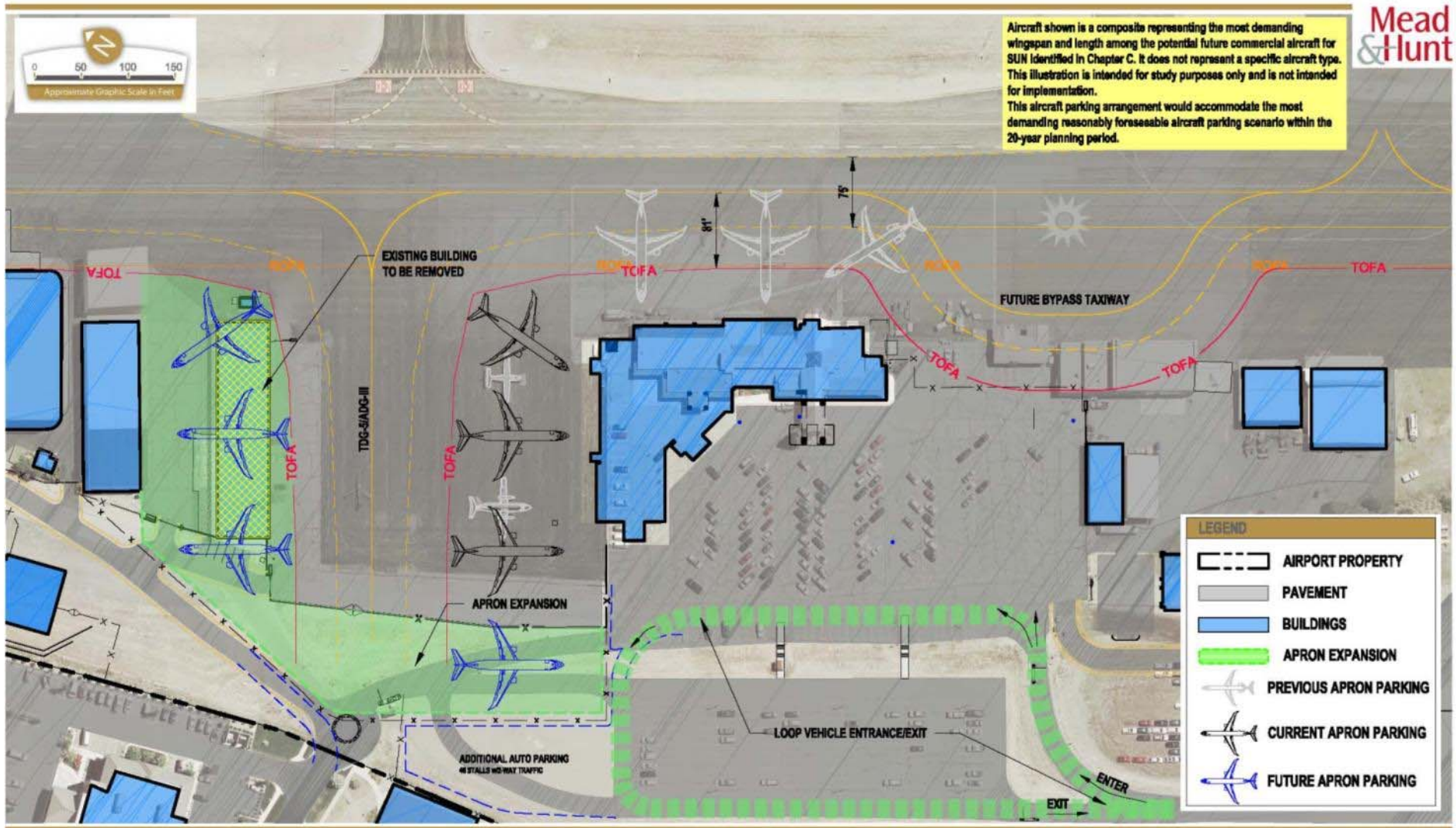
Parking Lot Improvements

- ▶ Additional parking?
- ▶ Change access flow?
- ▶ Reconstruct pavement?
- ▶ Related to air carrier parking...



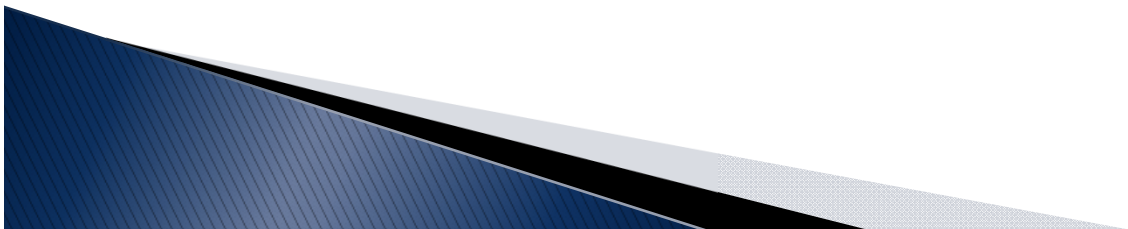


Additional Air Carrier Parking



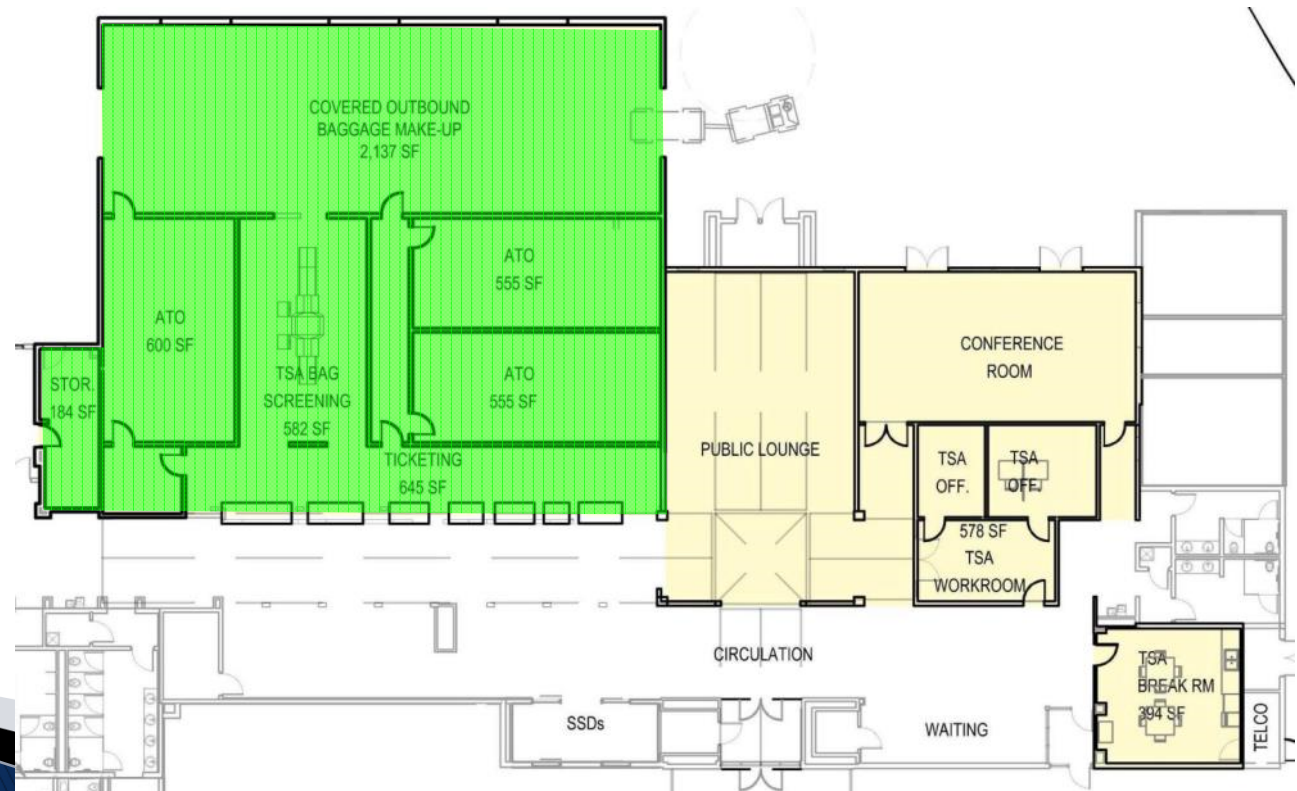
Additional Air Carrier Parking

- ▶ Additional space may be needed sooner than anticipated



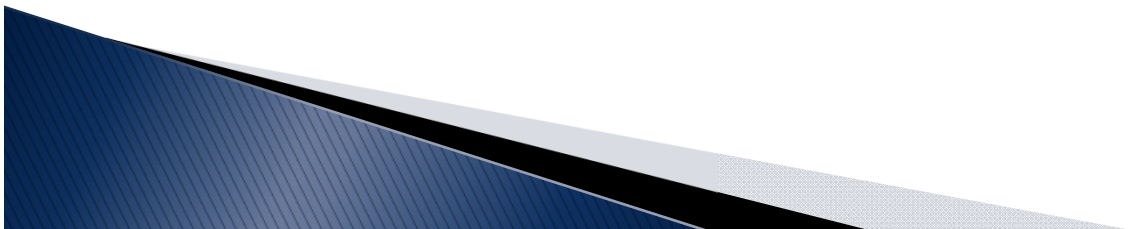
Airline Ticketing Office Improvements

- ▶ Improve
 - Airline office space
 - Baggage makeup
 - Ticketing(?)



Retain/Improve/Develop Air Service

- ▶ Fly Sun Valley Alliance Update



Friedman Memorial Airport Authority

Master Plan Update

Chapter E Introduction



Chapter E – Purpose

- ▶ Re-evaluate potential replacement airport sites
 - Previously identified sites only
 - Using previously prepared documents



Chapter E – Process



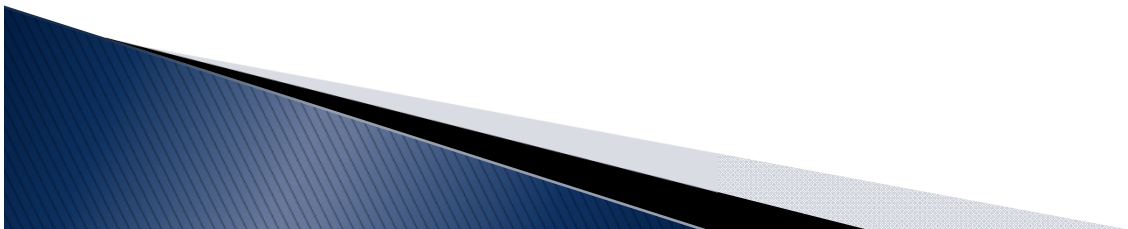
Introduction

- ▶ Purpose: “...document and re-evaluate sites that have been previously identified as potential replacement sites...”
- ▶ Format
 - Summarize
 - 2006 Feasibility Study
 - 2008 EIS Phase I Planning Study
 - Potential alternative outcomes

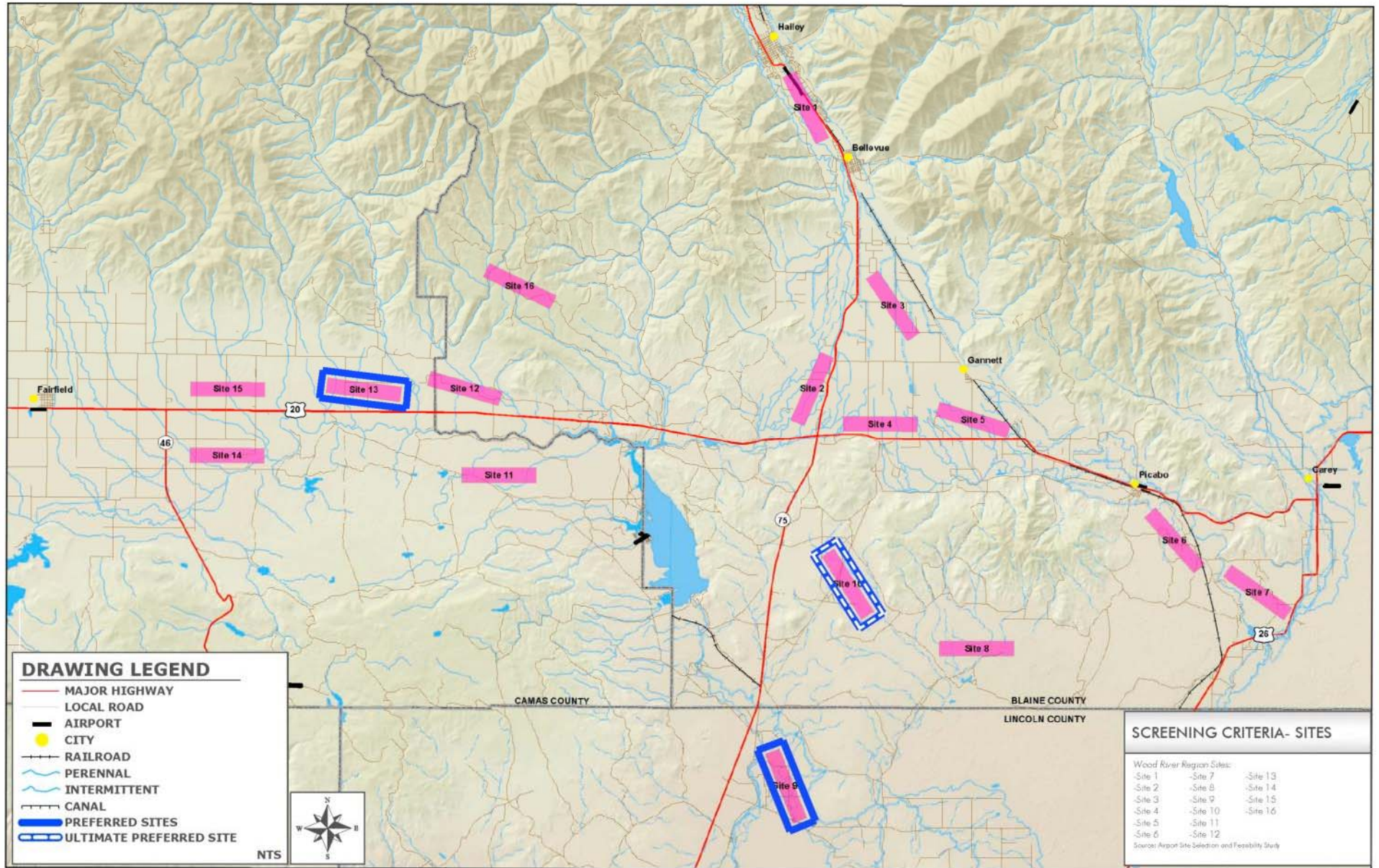


2006 Feasibility Study

- ▶ Outgrowth of 2004 Master Plan Update
- ▶ Study:
 - Study area
 - Required size of a replacement airport
 - Description of possible sites
 - Screening/evaluation of alternatives



2006 Feasibility Study

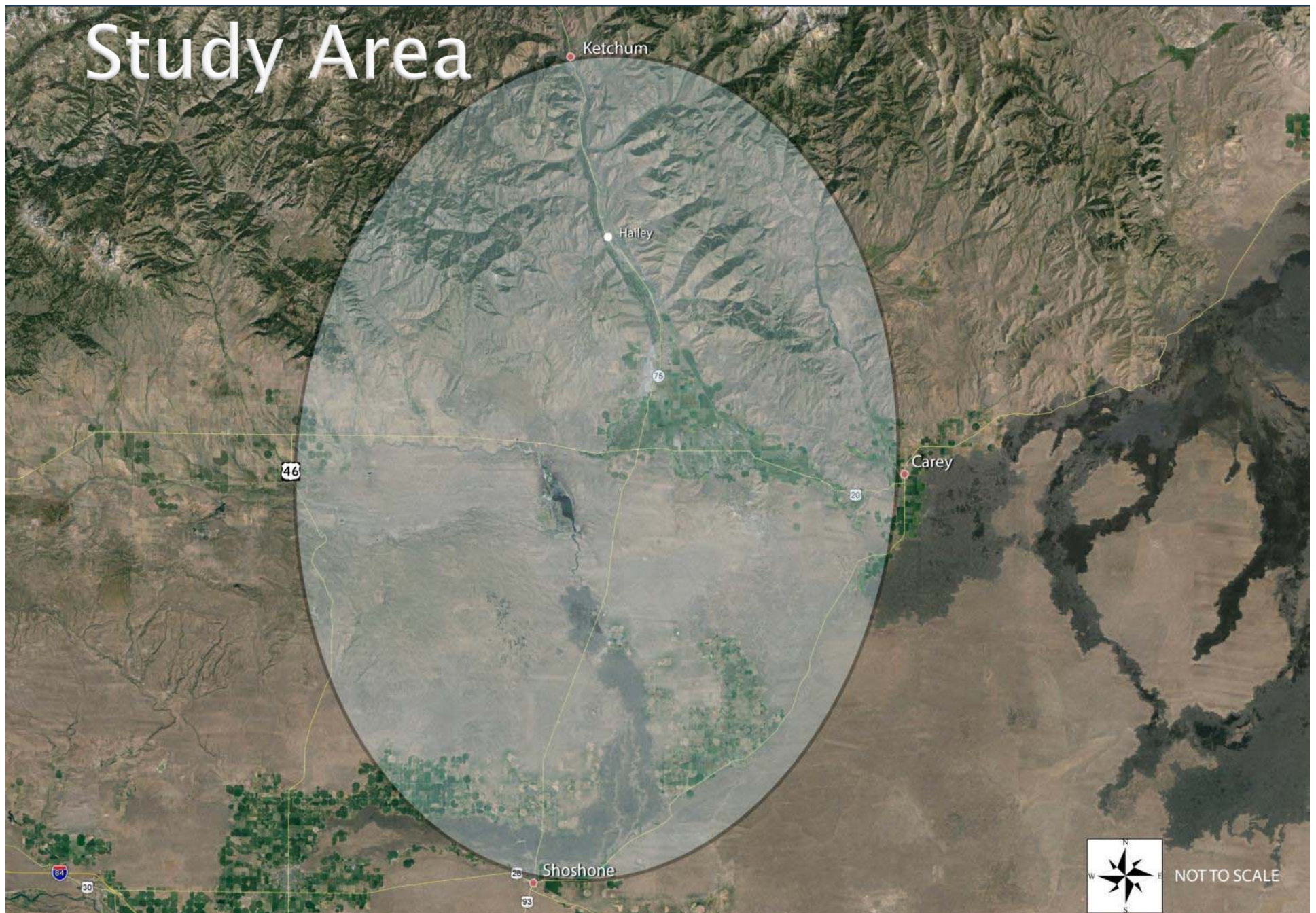


2008 EIS Phase I Plan of Study

- ▶ Outgrowth of 2006 Feasibility Analysis
- ▶ Revised some of the sites
- ▶ Developed more specific guiding parameters



Study Area



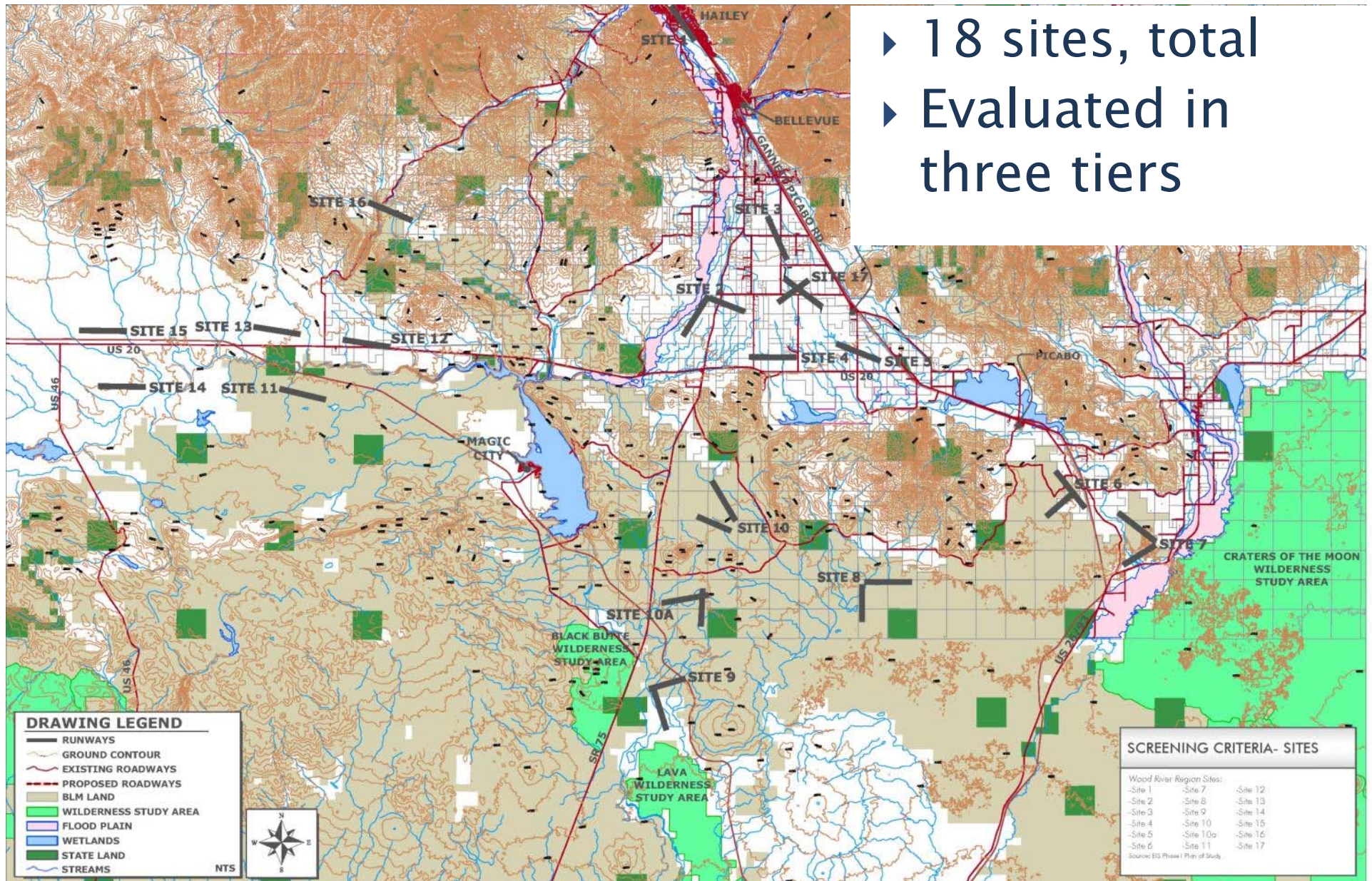
2008 EIS Phase I – Facility Requirements

- ▶ Runway Length: 8,500'
- ▶ Some sites require a crosswind runway for wind coverage
- ▶ Acreage: Varied from site to site
- ▶ Approaches and Navigational Aids: CAT I (200' ceiling, ½-mile visibility)
- ▶ Ground Access



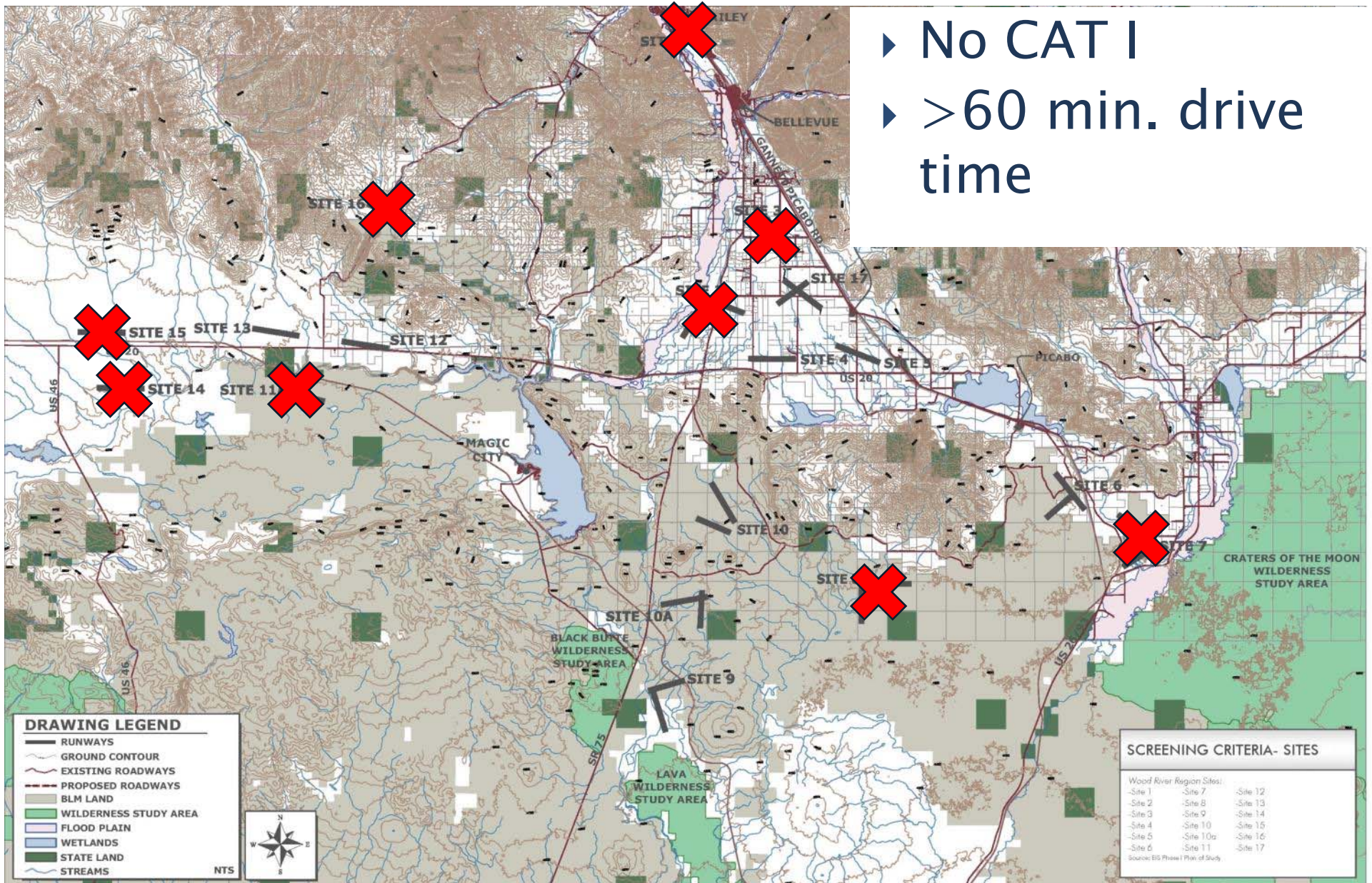
2008 EIS Phase I – Sites

- ▶ 18 sites, total
- ▶ Evaluated in three tiers



Tier 1 – “Fatally Flawed”

- ▶ No CAT I
- ▶ >60 min. drive time

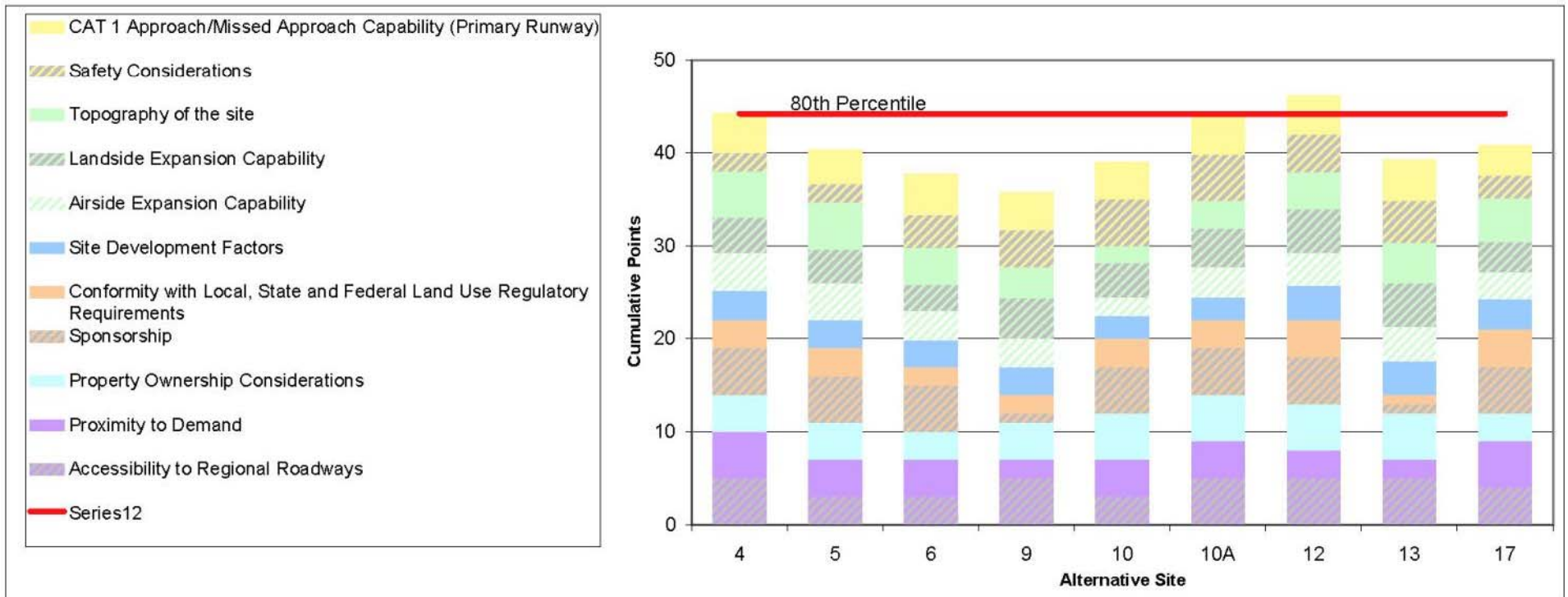


Tier 2 – “Non-Fatally Flawed”

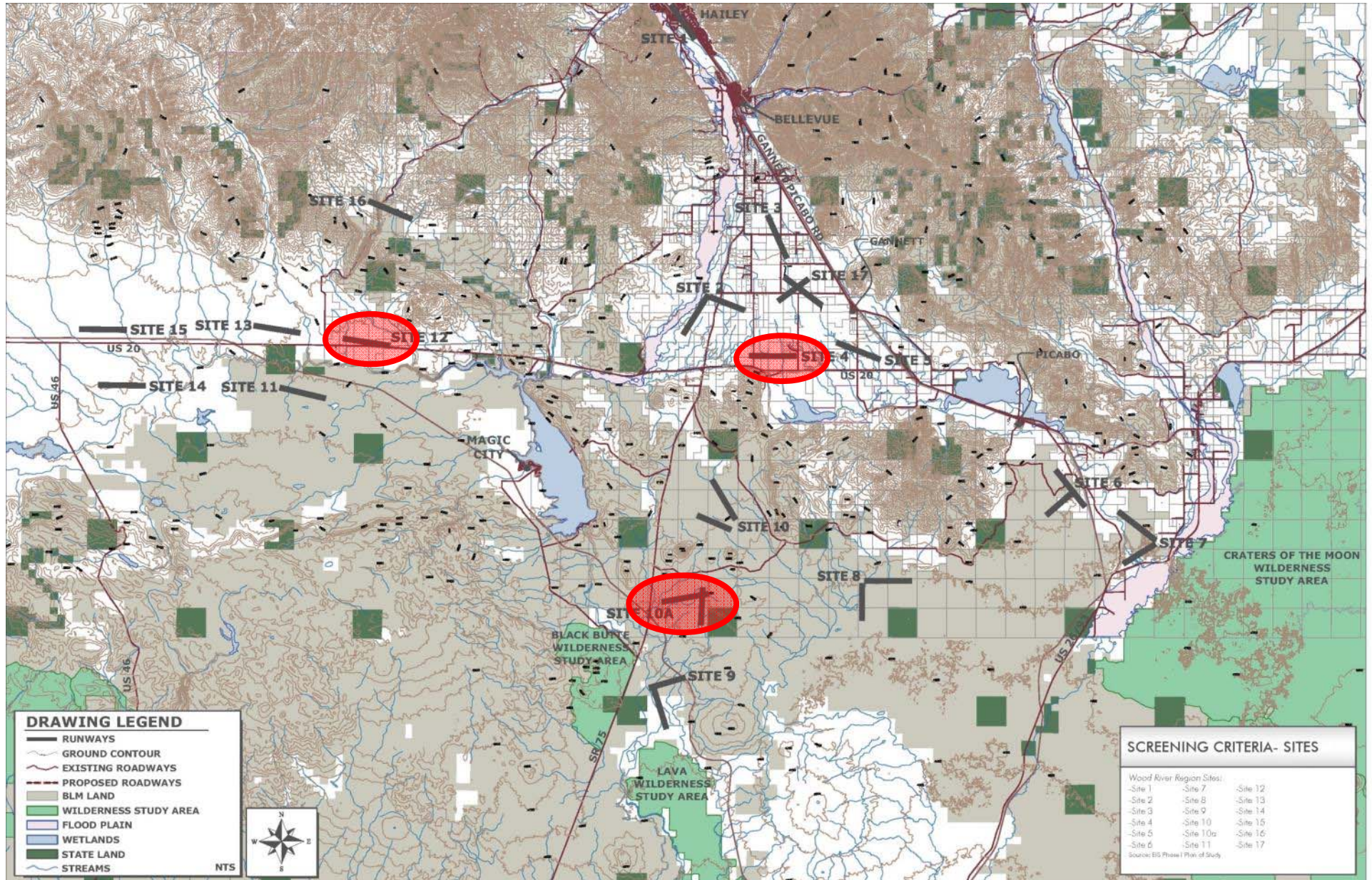
- ▶ Safety
- ▶ Topography
- ▶ Landside Expansion Capability
- ▶ Airside Expansion Capability
- ▶ Site Development Factors
- ▶ Conformity with Local, State, and Federal Land Use Regulatory Requirements
- ▶ Sponsorship
- ▶ Property Ownership Considerations
- ▶ Proximity to Demand
- ▶ Accessibility to Regional Roadways



Category	Alternative Site								
	<u>4</u>	<u>5</u>	<u>6</u>	<u>9</u>	<u>10</u>	<u>10A</u>	<u>12</u>	<u>13</u>	<u>17</u>
CAT 1 Approach/Missed Approach Capability (Primary Runway)	4.2	3.7	4.4	4.0	4.0	4.4	4.2	4.4	3.2
Safety Considerations	2.0	2.0	3.5	4.0	5.0	5.0	4.0	4.5	2.5
Topography of the site	5.0	5.0	4.0	3.3	1.8	3.0	4.0	4.3	4.7
Landside Expansion Capability	3.8	3.6	2.8	4.4	3.8	4.1	4.8	4.7	3.3
Airside Expansion Capability	4.1	4.0	3.2	3.0	2.0	3.3	3.5	3.8	2.9
Site Development Factors	3.1	3.0	2.9	3.0	2.4	2.4	3.7	3.6	3.3
Conformity with Local, State and Federal Land Use Regulatory Re	3.0	3.0	2.0	2.0	3.0	3.0	4.0	1.0	4.0
Sponsorship	5.0	5.0	5.0	1.0	5.0	5.0	5.0	1.0	5.0
Property Ownership Considerations	4.0	4.0	3.0	4.0	5.0	5.0	5.0	5.0	3.0
Proximity to Demand	5.0	4.0	4.0	2.0	4.0	4.0	3.0	2.0	5.0
Accessibility to Regional Roadways	5.0	3.0	3.0	5.0	3.0	5.0	5.0	5.0	4.0
Total	44.2	40.3	37.7	35.7	39.0	44.3	46.2	39.2	40.8



Tier 2 – “Non-Fatally Flawed”

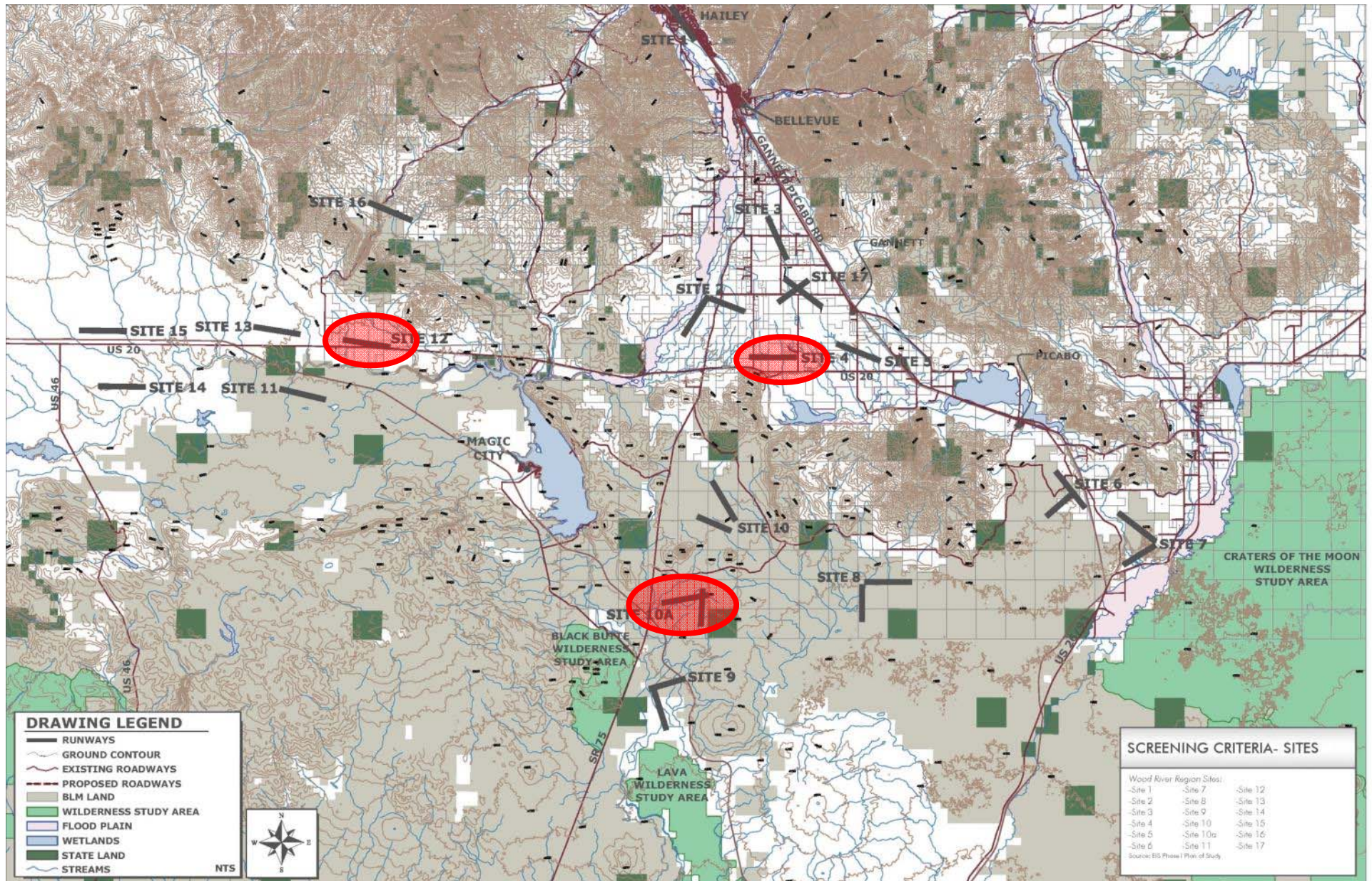


Tier 3 – “Refined Airspace and Approach Capability”

- ▶ Multiple CAT I approaches
- ▶ One or more CAT II approaches

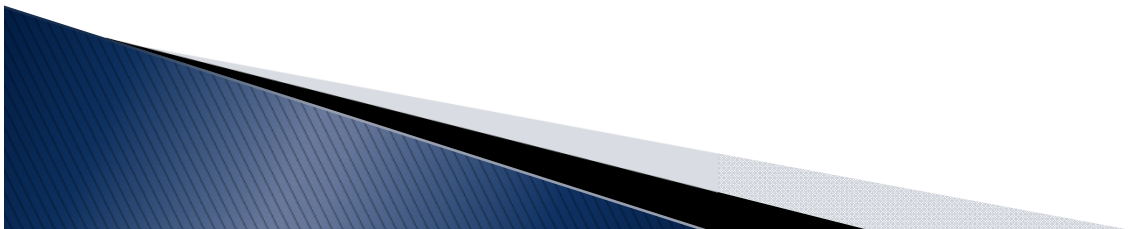


Tier 3 – “Refined Approaches”



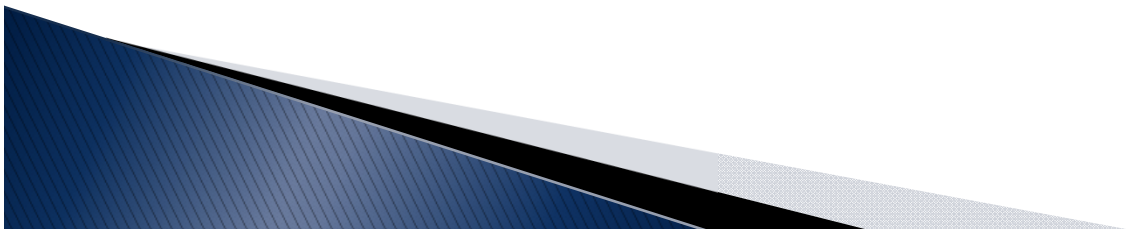
Alternative Sites

- ▶ Three primary considerations:
 - Meet standards/viable sponsor
 - Reliability (CAT I minimums)
 - Ability to accommodate growth, both operational and expanded facilities.



Alternative Sites – Criteria

- ▶ Four identified for revision/updating:
 - Ability to Meet Updated Airport Facility Requirements (as presented in this Master Plan)
 - Ability to Prove Sponsorship/Location within Blaine County
 - Expansion Opportunity
 - Ability to Meet CAT I Approach Capabilities



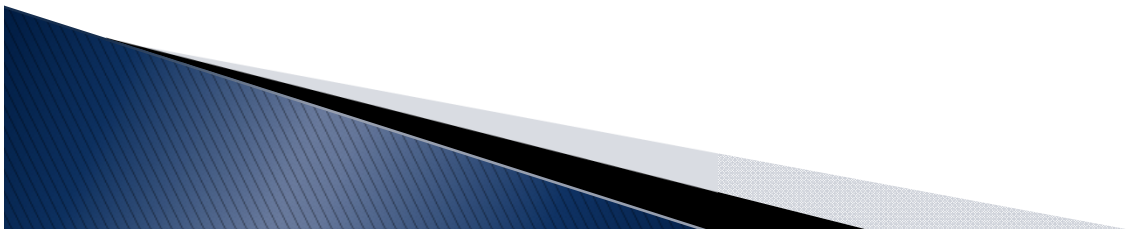
Updated Facility Requirements

- ▶ Reviewed based on Chapter C
 - ▶ Airport Reference Code: C-III
 - ▶ Runway Length: 8,500'
 - ▶ Crosswind Length: 6,800'
 - ▶ NAVAIDs to provide CAT I approach
 - ▶ Terminal, GA and other facilities as described in Chapter C.
-
- ▶ All sites pass



Sponsorship/Location Within Blaine County

- ▶ Only viable sponsor = FMAA/Blaine County
- ▶ Eliminate all sites in Lincoln/Camas Counties (5 total)



Expansion Opportunity

- ▶ Ability to accommodate growing demand
- ▶ Remaining 12 sites pass

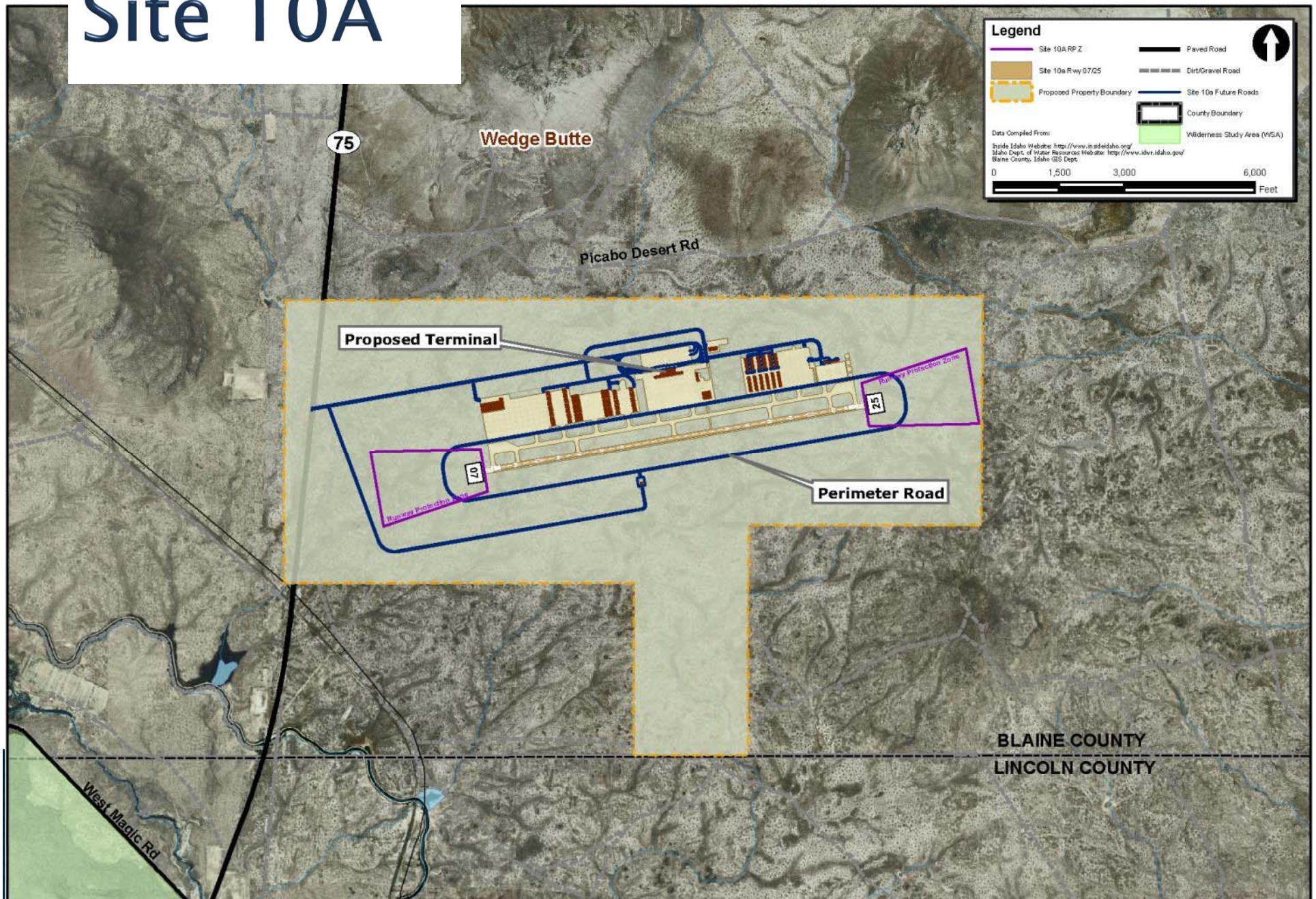


CAT I Approach Capabilities

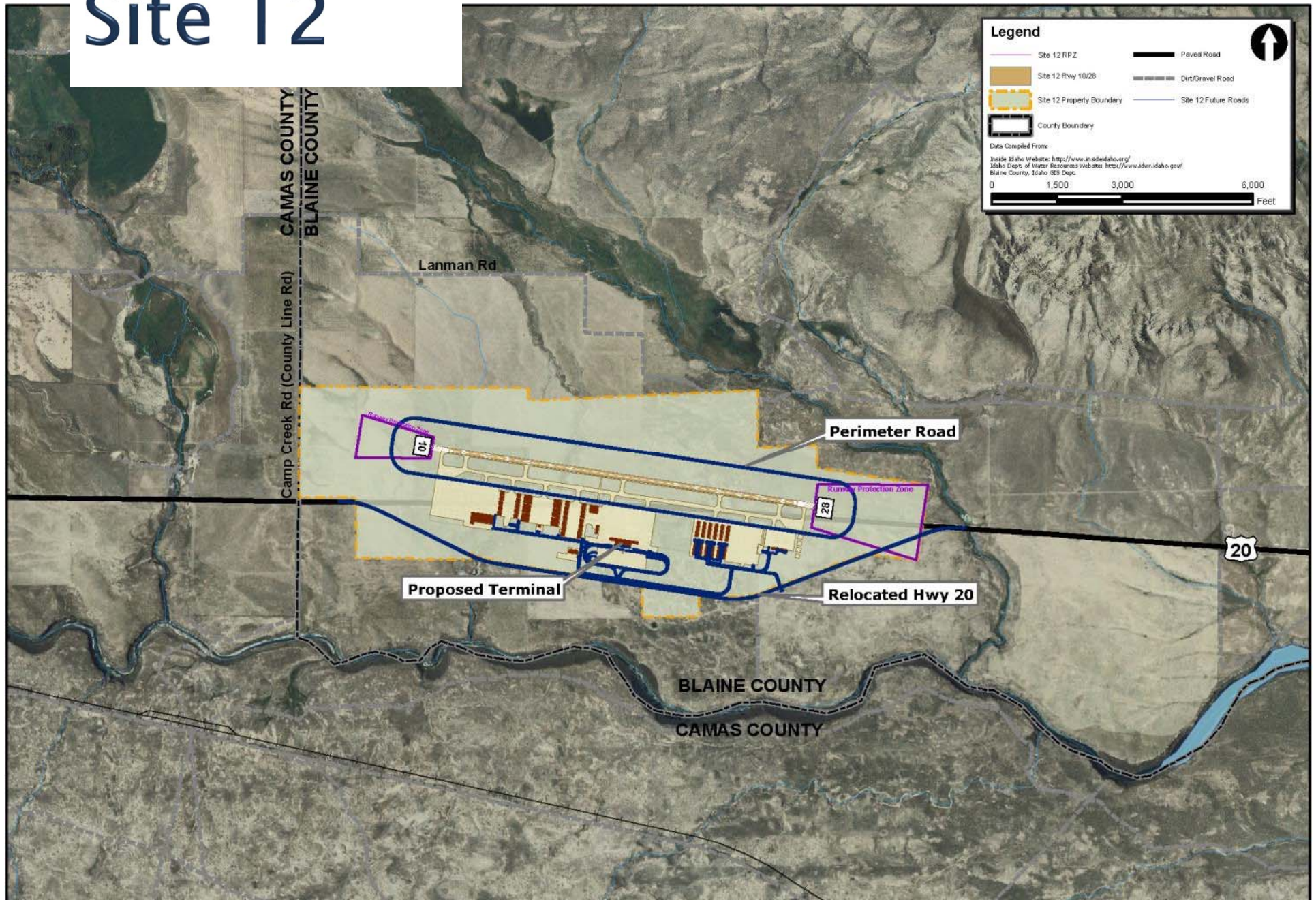
- ▶ Looked at two options:
 - CAT I (no minimums specified)
 - CAT I (200' ceiling and ½-mile visibility)

CAT I Capabilities						
Site #	Primary Runway End			Secondary Runway End		
	Runway End	Ceiling (ft)	Visibility (miles)	Runway End	Ceiling (ft)	Visibility (miles)
Site 10a	7	200	1/2	25	250	1
Site 12	27	200	1/2	9	618	1 5/8
Site 6	13	247	1	31	1511	3
Site 7	11	250	3/4	29	250	1
Site 8	8	250	1	26	250	1
Site 10	32	250	1	14	N/A	N/A
Site 17	29	418	7/8	11	N/A	N/A
Site 4	26	493	1 1/4	8	1,148	3
Site 5	8	1,440	3	26	N/A	N/A

Site 10A



Site 12



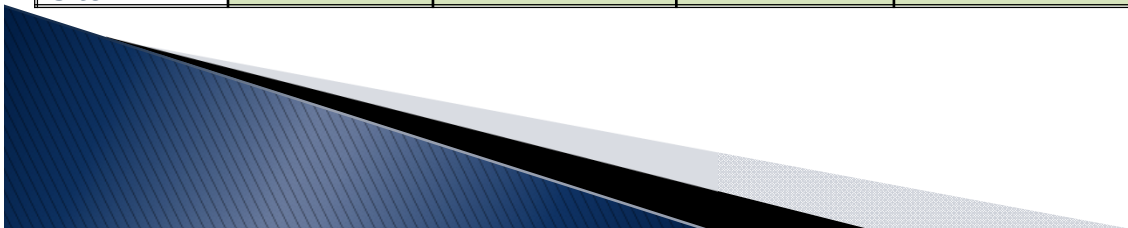
Summary

- ▶ Based on criteria, 10A and 12 meet requirements
- ▶ Alternate Evaluation Considerations
 - Will a site on BLM be possible?
 - Is it acceptable to consider a site with better minimums than SUN, but not “full” CAT I?
 - Site 17 could be rotated to achieve “full” CAT I approaches.



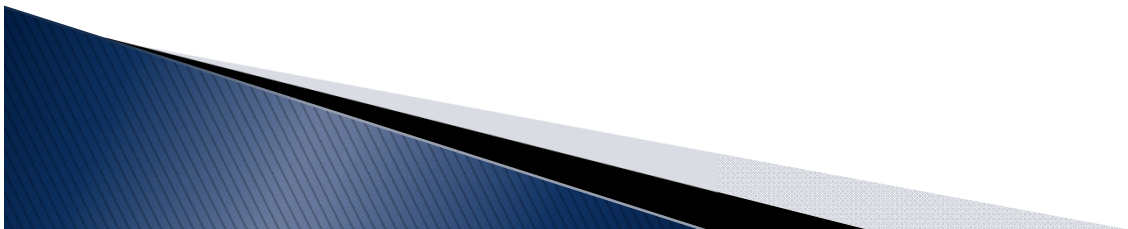
Alternative Summary

Alternative Site	Ability to Meet Design Standards, Criteria, and Orders	Ability to Accommodate Future Demand	Located within Blaine County	Located on Private Property (no BLM Land Required)	Ability to Meet Category I Approach (no minimums specified)	Ability to Meet Category I Approach and Missed Approach (200-foot ceiling and ½-mile visibility)	Reasonable Alternative
Site 2	Pass	Pass	Pass	Pass	Fail	Fail	Fail
Site 3	Pass	Pass	Pass	Pass	Fail	Fail	Fail
Site 4	Pass	Pass	Pass	Pass	Pass	Fail	Fail/Pass
Site 5	Pass	Pass	Pass	Pass	Pass	Fail	Fail/Pass
Site 6	Pass	Pass	Pass	Fail	Pass	Fail	Fail
Site 7	Pass	Pass	Pass	Fail	Pass	Fail	Fail
Site 8	Pass	Pass	Pass	Fail	Pass	Fail	Fail
Site 9	Pass	Pass	Fail	Fail	Fail	Fail	Fail
Site 10	Pass	Pass	Pass	Fail	Pass	Fail	Fail
Site 10a	Pass	Pass	Pass	Fail	Pass	Pass	Fail
Site 11	Pass	Pass	Fail	Fail	Fail	Fail	Fail
Site 12	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Site 13	Pass	Pass	Fail	Pass	Fail	Fail	Fail
Site 14	Pass	Pass	Fail	Pass	Fail	Fail	Fail
Site 15	Pass	Pass	Fail	Pass	Fail	Fail	Fail
Site 16	Pass	Pass	Pass	Fail	Fail	Fail	Fail
Site 17	Pass	Pass	Pass	Pass	Pass	Fail/Pass	Fail/Pass



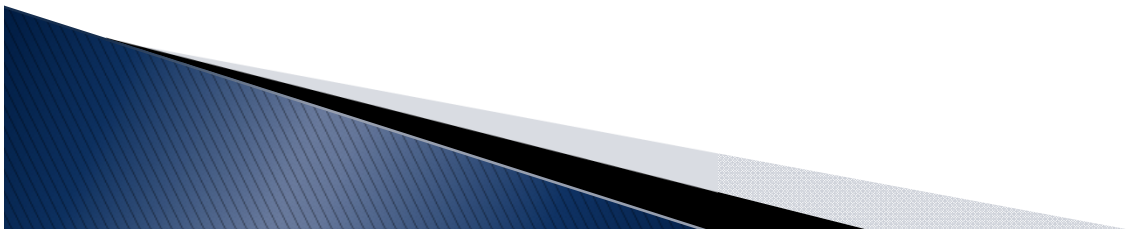
As you review Chapter E...

- ▶ Rating criteria: Do we need to consider anything differently?
 - Drive time?
 - Sponsorship?
- ▶ BLM issue?
- ▶ How important is a “full” CAT I approach?



Chapter E Next Steps

- ▶ Review
- ▶ Redlined copy in December Packet
- ▶ Present formally and discuss in January meeting



Communication Director Selection Process

- ▶ Communication Director Selection Committee Reviewed and reviewed five proposals
- ▶ Selected three of the organizations to participate in the interview process
- ▶ Interviews were conducted on October 21, 2015
- ▶ Selection committee is prepared to present their recommendation to the Board for approval



» NEW BUSINESS

Proposed Voluntary Noise Abatement Program

► Voluntary Noise Abatement Committee

- 1 Representative from the Hailey City Council
- 2 At large representatives appointed by the City of Hailey
- 1 Representative from the Blaine County Board of Commissioners
- 2 At large representatives appointed by the Blaine County Board of Commissioners
- A representative from the FBO, Atlantic Aviation Sun Valley
- 3 Representatives from the Aviation Community, nominated by the Chair and Airport Mgr.
- Airport Manager
- Airport Operations Chief
- Hailey ATCT Chief



» PUBLIC COMMENT



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



Thank you



1616 Airport Circle • Hailey, ID 83333 • 208.788.4956