



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



# Friedman Memorial Airport Authority

## Regular Board Meeting

July 12, 2016



1616 Airport Circle



Hailey, ID 83333

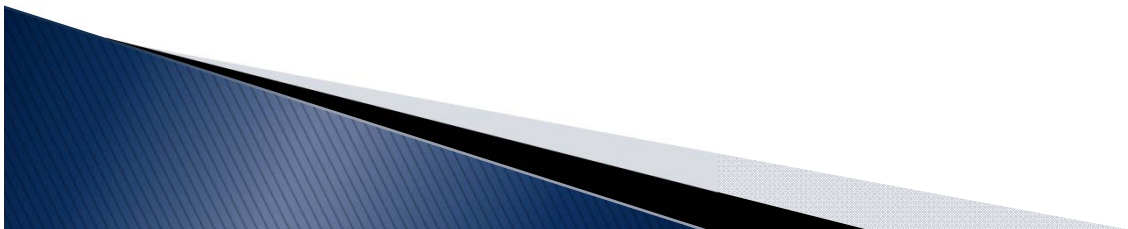


208.788.4956

» PUBLIC COMMENT

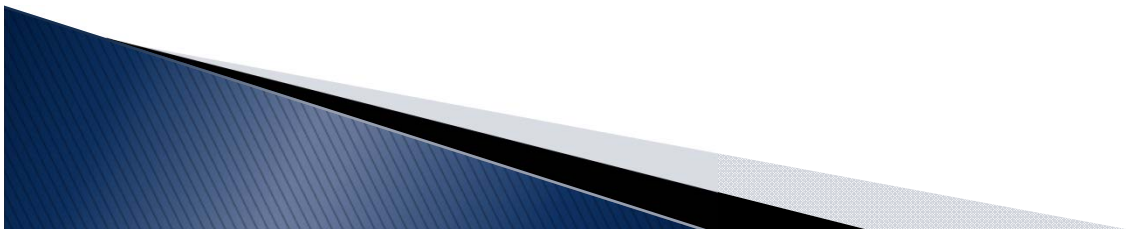
# Approve Friedman Memorial Airport Authority Meeting Minutes

- May 3, 2016 Regular Meeting
- June 10, 2016 Special Meeting
- June 14, 2016 Regular Meeting



# Reports

- ▶ Chairman Report
- ▶ Blaine County Report
- ▶ City of Hailey Report
- ▶ Airport Manager Report
- ▶ Communications Director Report (Centerlyne)
- ▶ Fly Sun Valley Alliance Report





# Friedman Memorial Airport Authority

## Airport Manager Report

July 12, 2016



# Instrument Flight Procedures

- July 21 publication date
- GPS X
  - -900 ft.
    - WAAS (LP)
    - Increased climb gradient (420 ft./NM)
  - -160 ft.
    - LNAV
- GPS Y
  - -180 ft.
    - WAAS (LP)
    - Increased climb gradient (410 ft./NM)



# July 4<sup>th</sup> and Annual Airport Event

- 1,936 operations  
(July 1<sup>st</sup> – July 10<sup>th</sup>)
  - 367 ops on July 5th
  - 245 on July 9th
- Apron closed to overnight parking  
July 5th–8th
- VIP Operations



Thank you Rick, Atlantic Staff,  
Airport Staff, and FAA...!

# Contract Tower Program

- 14 Month
- FAA Reauthorization –
- July 6th
- No Contract Tower Provisions
- Letters to Congressional Delegation
- Additional Request to Congressman Simpson





# FAA and TSA Inspections

- FAA Part 139 Cert Inspection
  - June 27<sup>th</sup>–29<sup>th</sup>
  - New Inspector
  - Excellent Report
- TSA Annual Audit
  - June 22<sup>nd</sup>
  - New Inspector
  - Excellent Report



# Notice of Grant Awards

- FAA/AIP  
Air Carrier Apron Design
  - \$300,000
- Small Community Air Service Development Program
  - \$500,000
  - 3<sup>rd</sup> SCASDP grant awarded in 10 years
  - Success due to strong partnership with FSVA, Sun Valley Resort...





# Friedman Memorial Airport Authority

## Barry Zeplowitz & Associates

July 12, 2016



*Barry Zeplowitz & Associates*

**BLAINE COUNTY FRIEDMAN MEMORIAL AIRPORT**

**JUNE 2016**

Suite 600 Olympic Towers  
Buffalo, NY 14202

BARRY ZEPLOWITZ & ASSOCIATES

# ***Barry Zeplowitz & Associates***

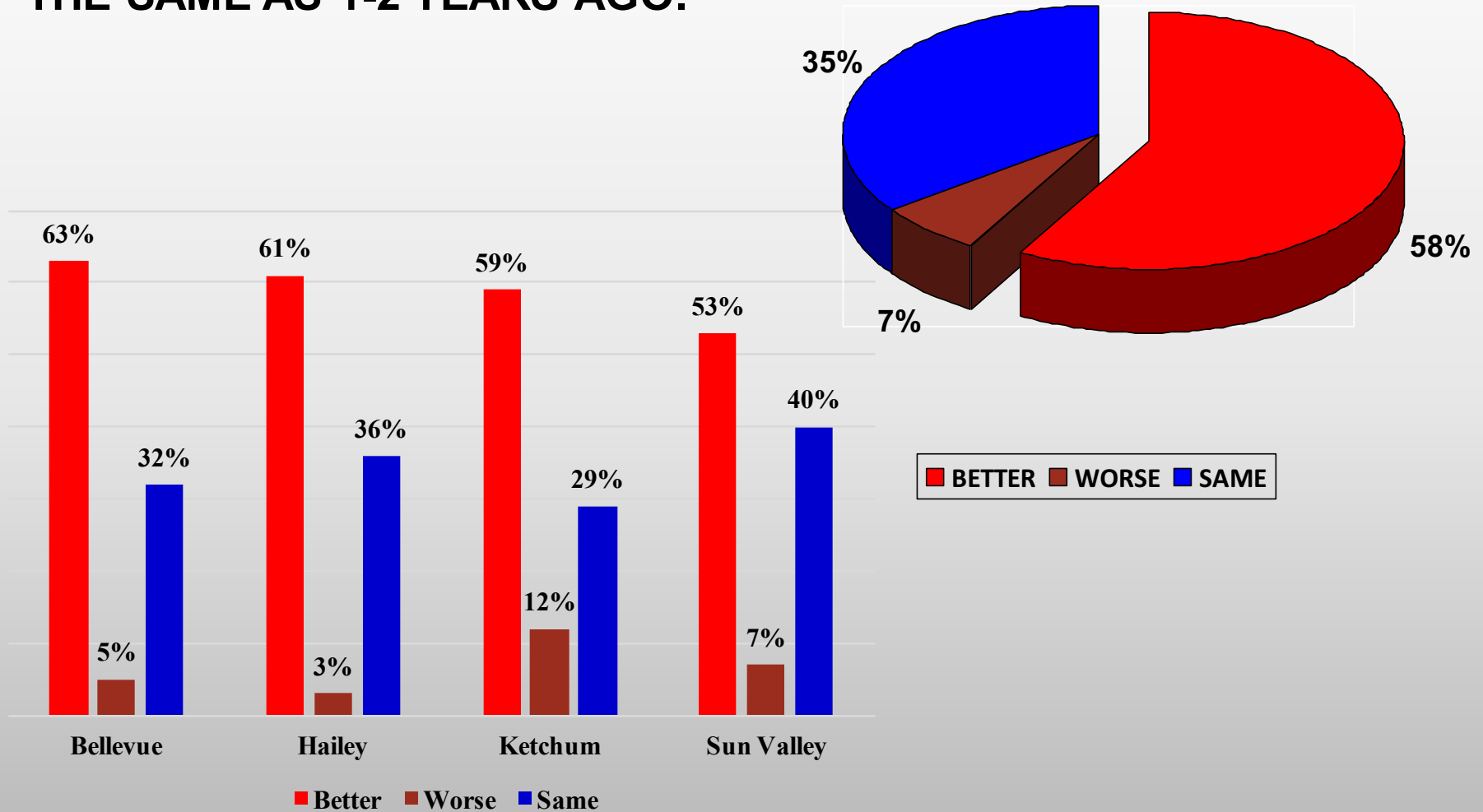
## Blaine County Airport Study

June 2016

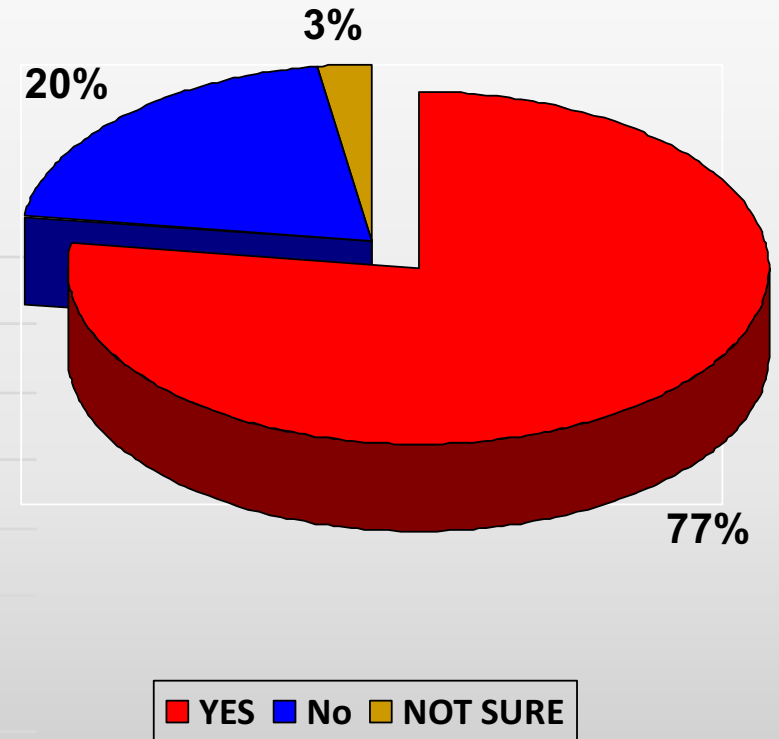
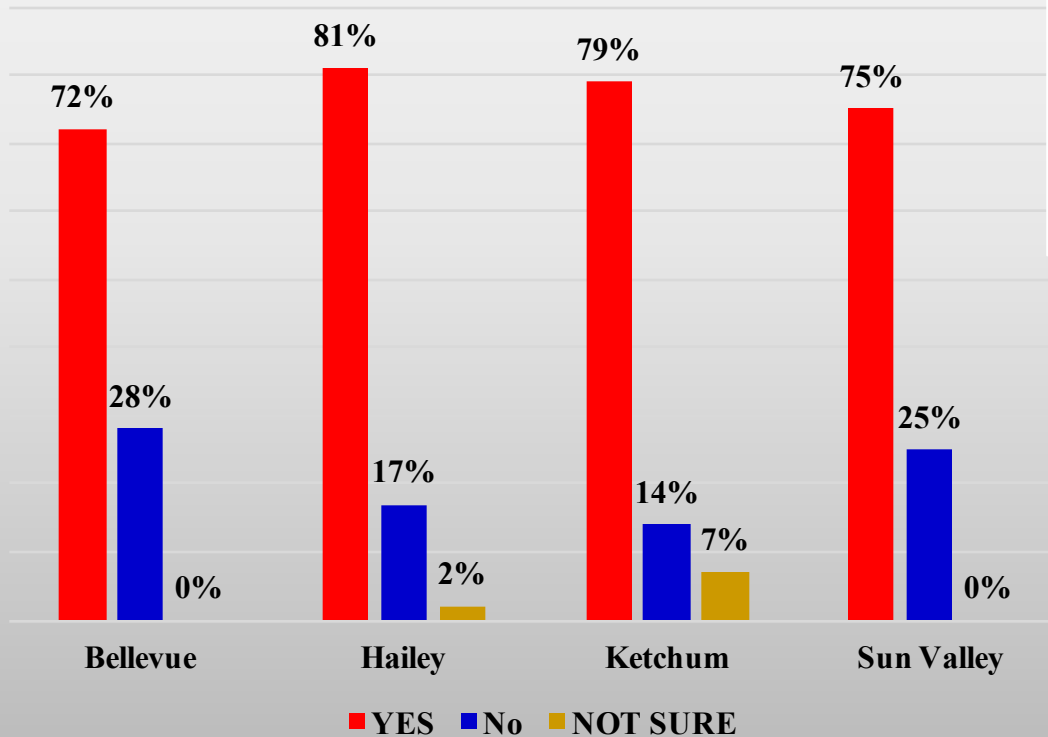
### Summary Analysis

- ✓ Residents in Blaine County are generally happy with the direction the County is headed and this runs across all demographic groups.
- ✓ Residents in Blaine County feel they are being taxed fairly for the services they receive.
- ✓ Residents of Blaine County have a very positive opinion of Friedman Memorial Airport and are satisfied with its present location.
- ✓ The biggest improvement they support is more flights with over 30% saying “none.” All other responses were under 10%.
- ✓ There is a high level of satisfaction with recent improvements to the runway and terminal.
- ✓ The biggest improvement respondents want are better vehicle access and parking.
- ✓ They support new investments to the current location if it will improve air service.
- ✓ Among business owners, around half said it had a positive impact and around half no impact with very few saying it is negative.
- ✓ There is no support for paying even as little as \$100 a year through a bond to relocate the airport.
- ✓ Demographically, age, gender and geographic distribution are all well within the margin of error of  $\pm 5.7\%$

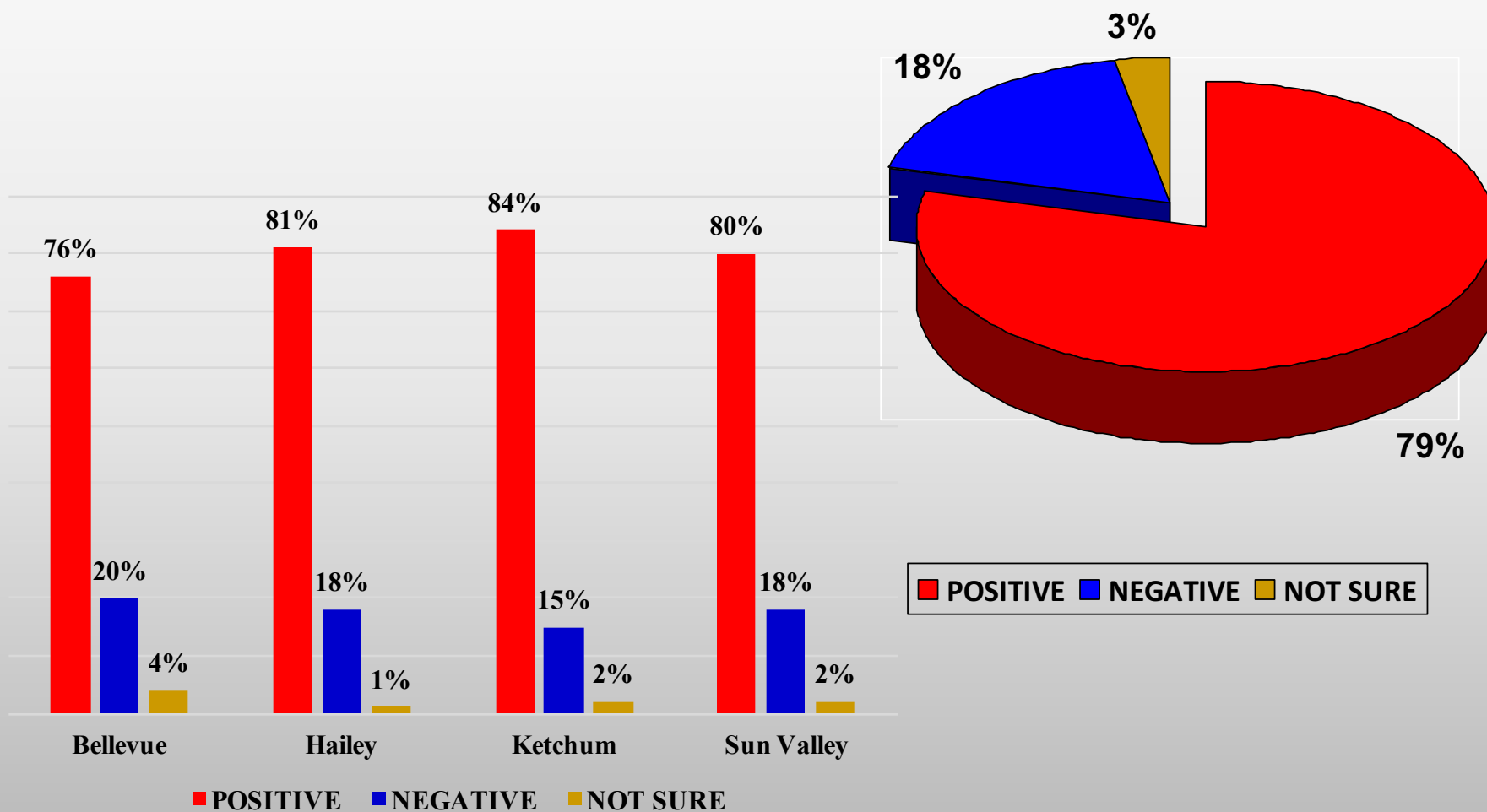
**LET ME BEGIN BY ASKING IF YOU FEEL THE LOCAL ECONOMY IN YOUR AREA OF BLAINE COUNTY IS DOING BETTER, WORSE OR THE SAME AS 1-2 YEARS AGO.**



# DO YOU FEEL THE TAXES YOU PAY IN YOUR CITY ARE GENERALLY FAIR FOR THE SERVICES YOU RECEIVE? DO YOU FEEL STRONGLY ABOUT THAT...

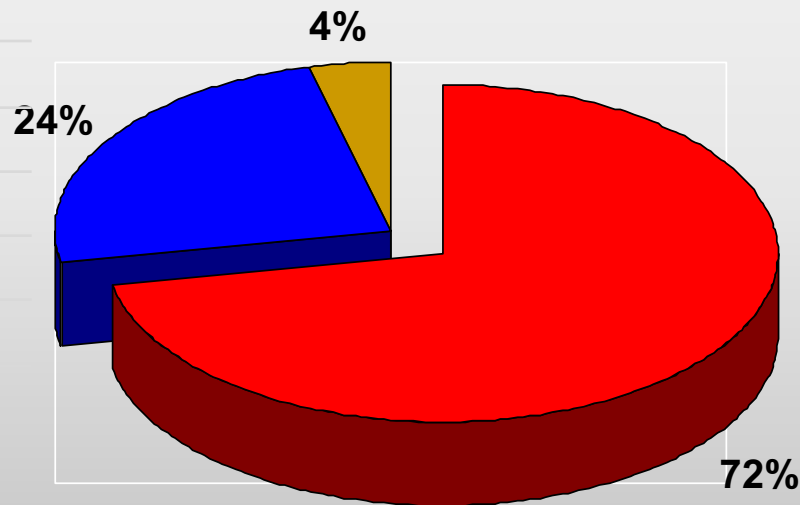
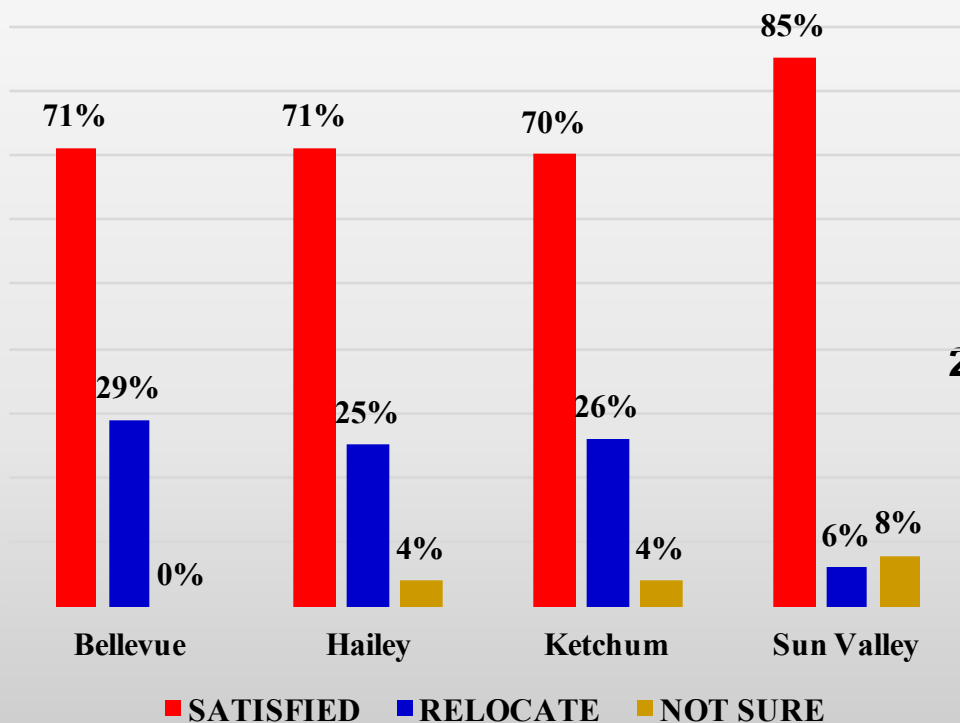


# THINKING ABOUT FRIEDMAN MEMORIAL AIRPORT FOR A MOMENT, DO YOU HAVE A POSITIVE OR NEGATIVE OPINION OF THE AIRPORT?



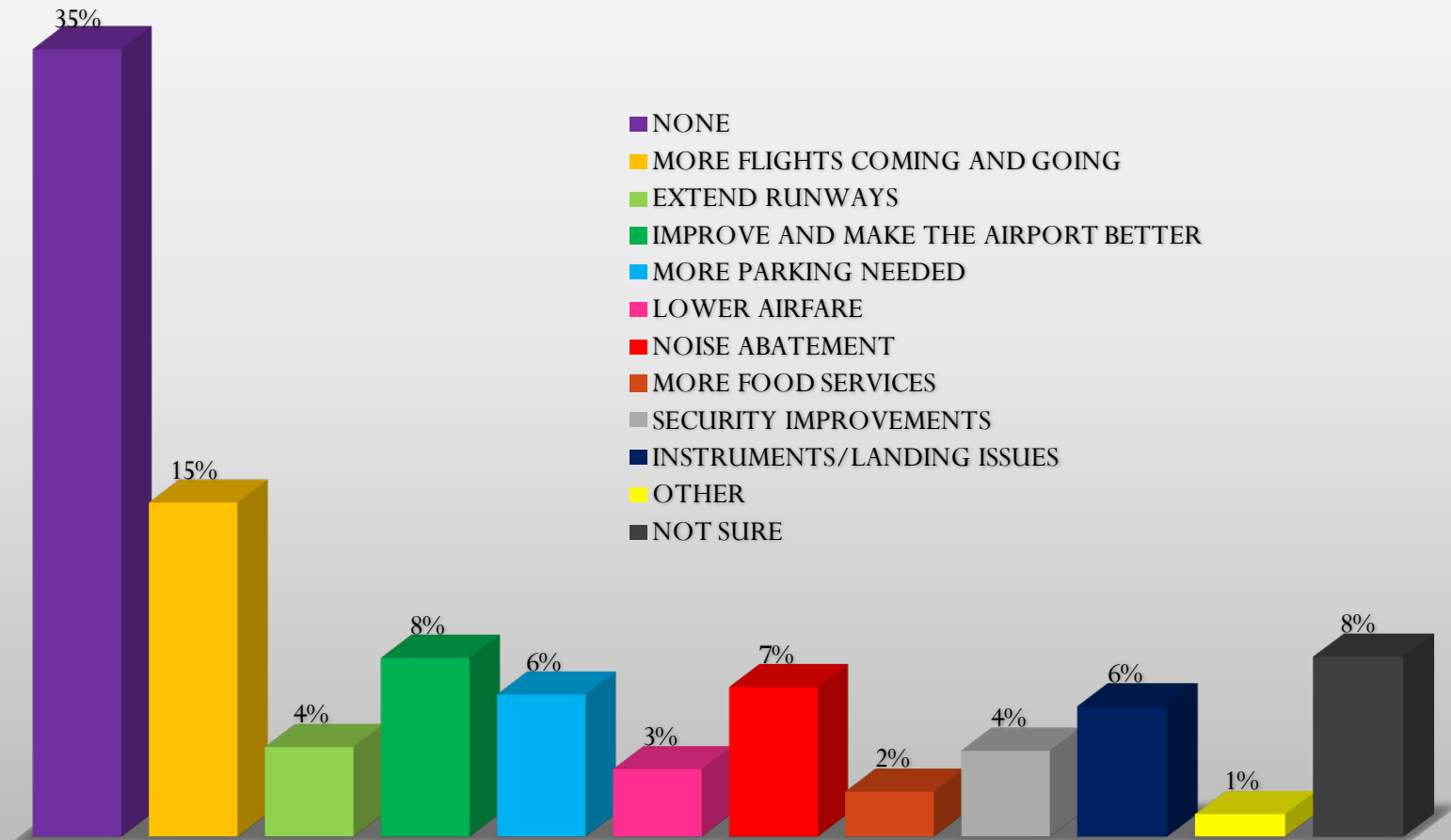


# WHEN YOU THINK ABOUT THE FUTURE OF FRIEDMAN MEMORIAL AIRPORT, ARE YOU SATISFIED WITH ITS PRESENT LOCATION OR DO YOU SUPPORT RELOCATING THE AIRPORT?



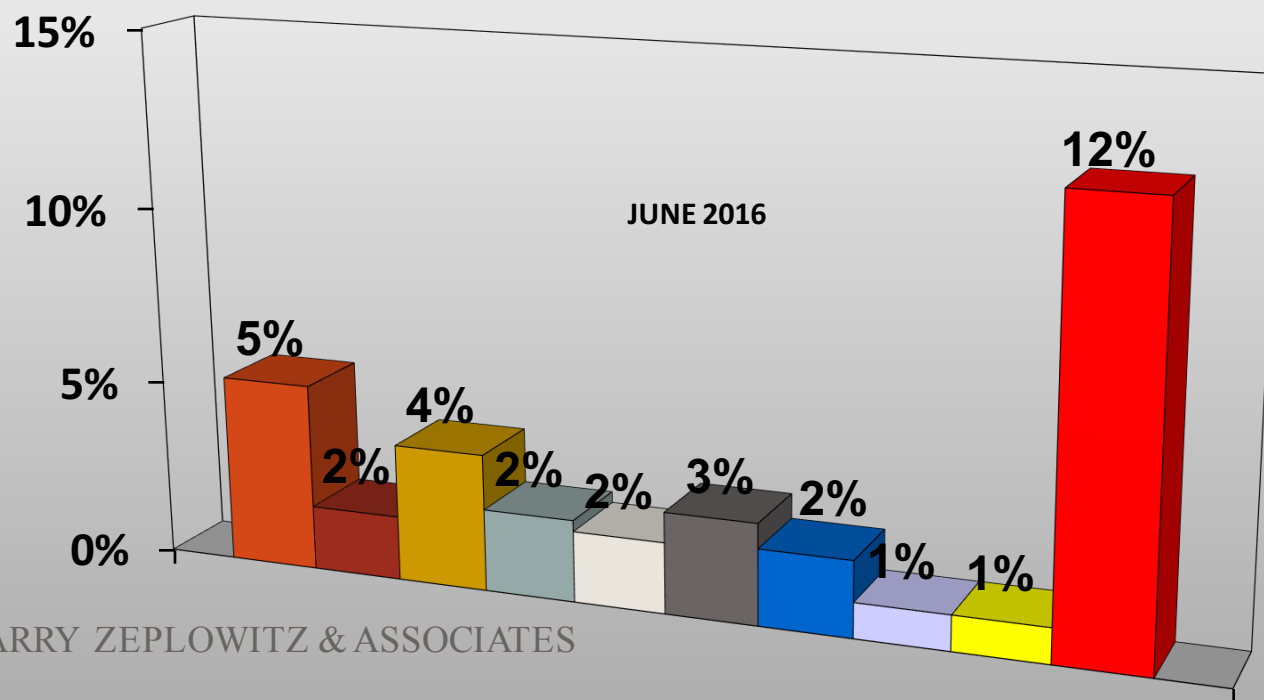
■ SATISFIED WITH PRESENT LOCATION ■ RELOCATE ■ NOT SURE

# REGARDLESS OF WHETHER YOU WANT THE AIRPORT TO REMAIN AT ITS PRESENT LOCATION OR RELOCATE, WHAT IS THE SINGLE BIGGEST IMPROVEMENT YOU WOULD LIKE THE AIRPORT TO MAKE?

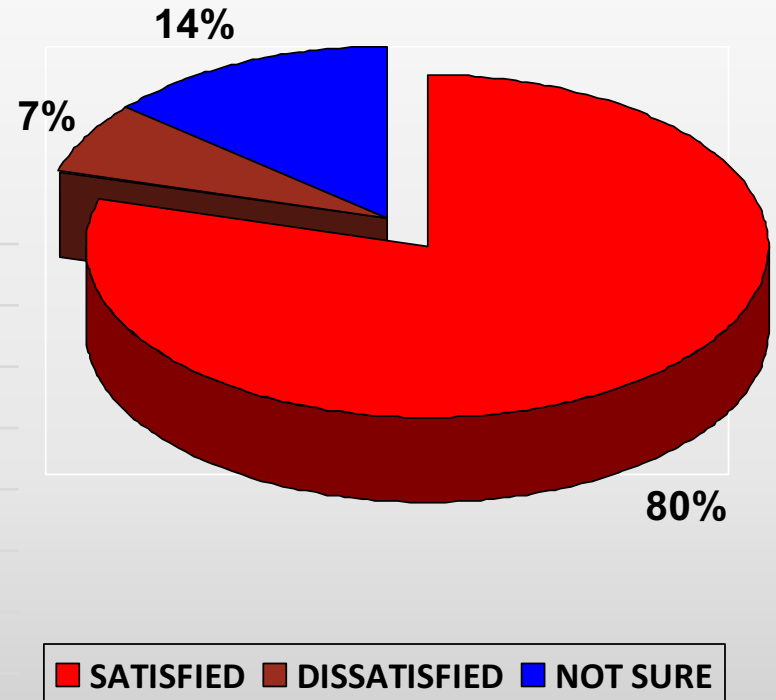
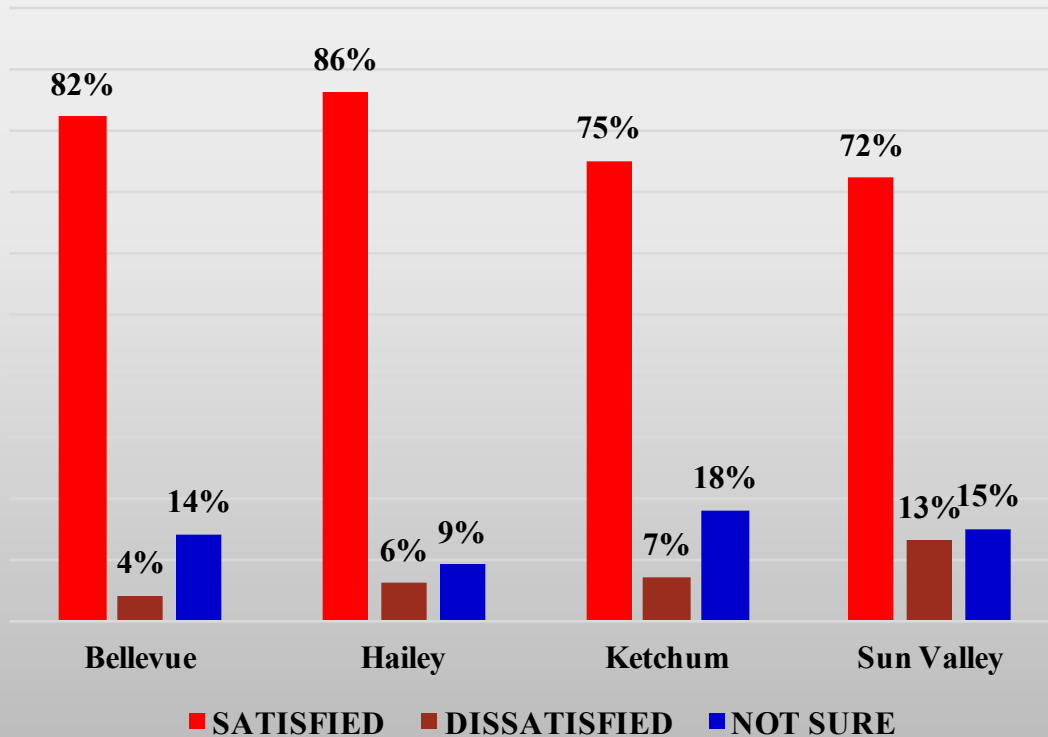


# AND WHAT WOULD BE THE NEXT MOST IMPORTANT IMPROVEMENT YOU WOULD LIKE TO SEE MADE?

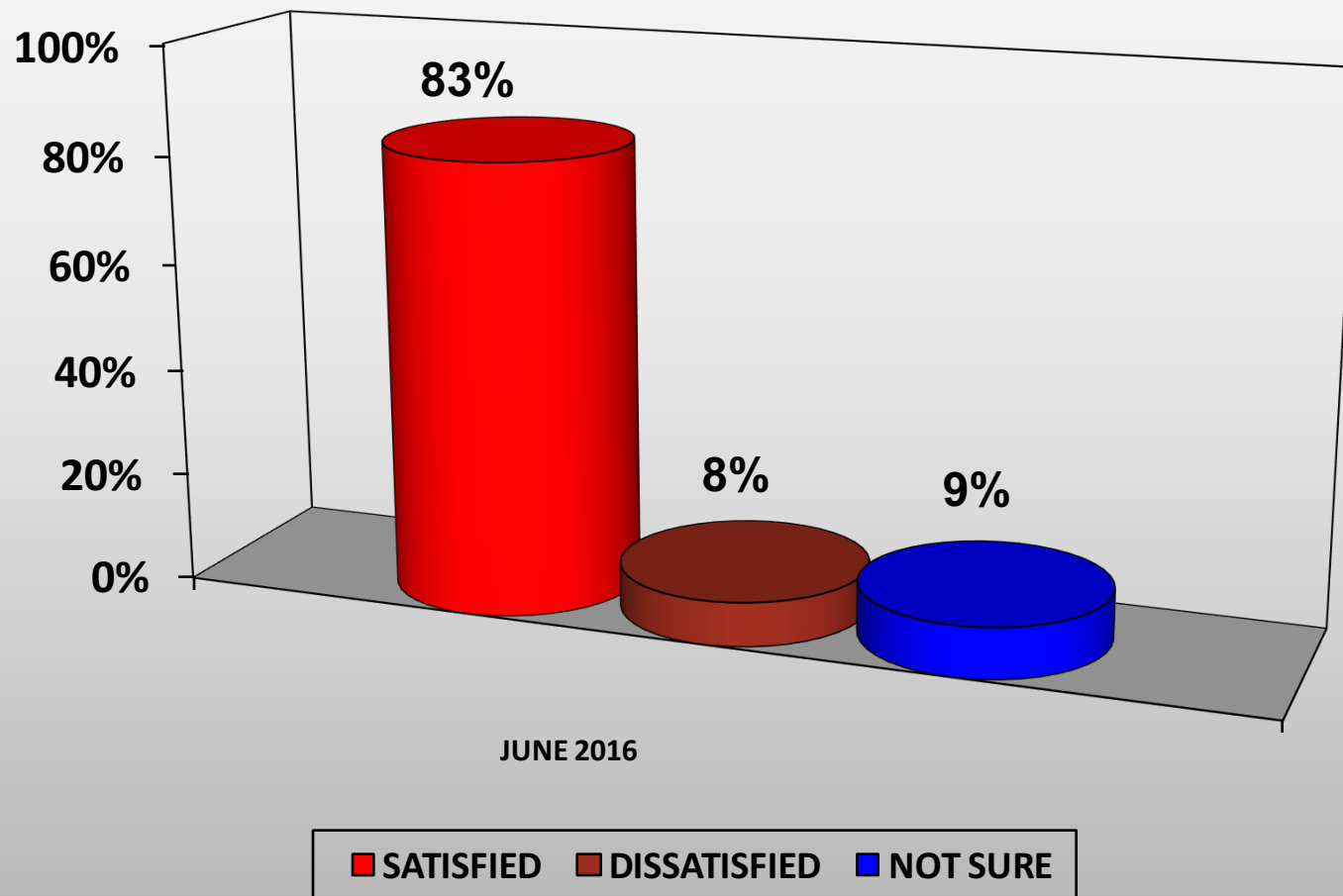
- MORE FLIGHTS COMING AND GOING
- IMPROVE AND MAKE THE AIRPORT BETTER
- NOISE ABATEMENT
- SECURITY IMPROVEMENTS
- OTHER
- EXTEND RUNWAYS
- MORE PARKING NEEDED
- MORE FOOD SERVICES
- INSTRUMENTS/LANDING ISSUES
- NOT SURE



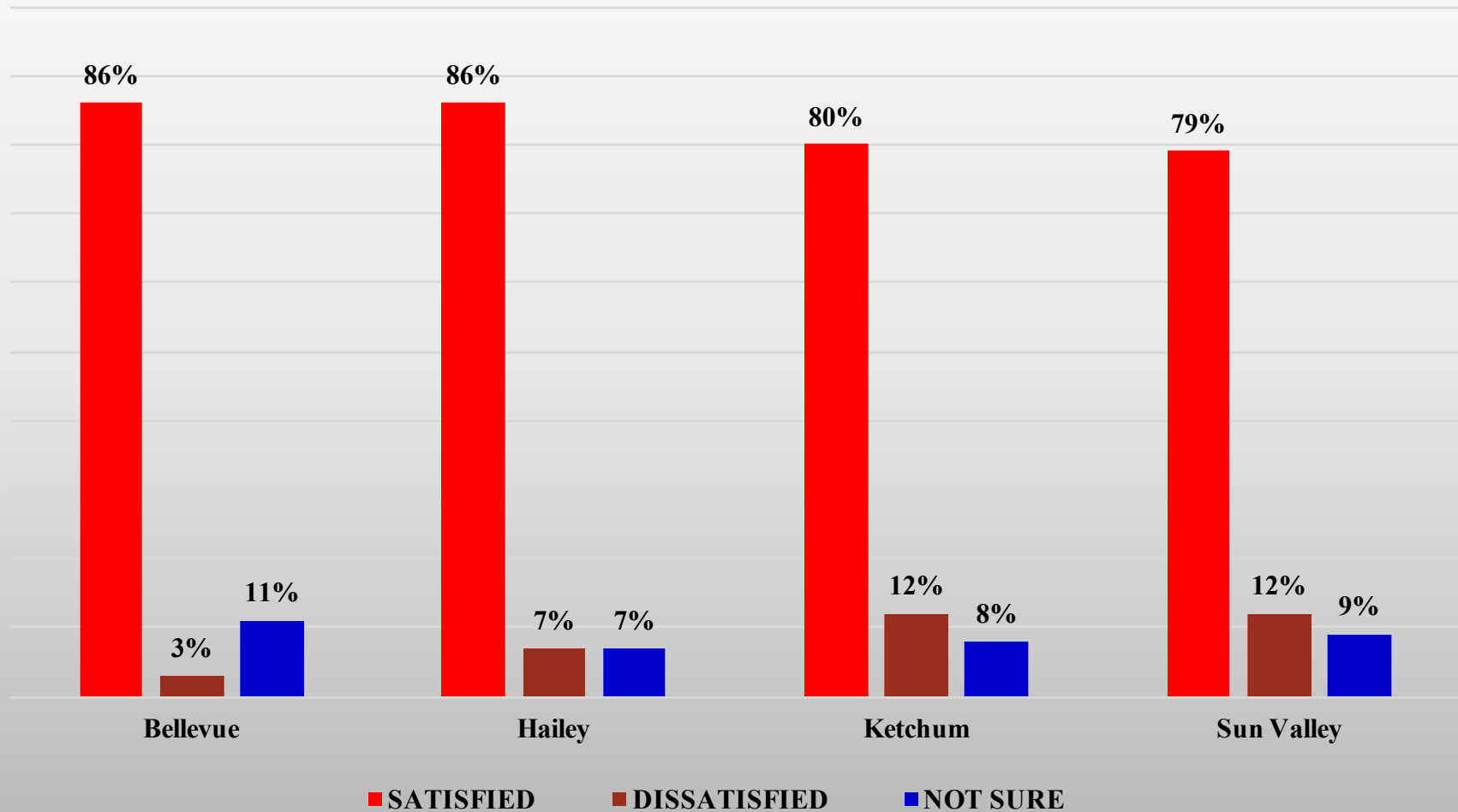
# NOW LET ME ASK YOU A FEW QUESTIONS ABOUT RECENT IMPROVEMENTS AT FRIEDMAN MEMORIAL AIRPORT... ARE YOU SATISFIED OR DISSATISFIED WITH THE RECENT IMPROVEMENTS MADE TO AIRPORT RUNWAY?



# ARE YOU SATISFIED OR DISSATISFIED WITH THE RECENT IMPROVEMENTS MADE TO AIRPORT TERMINAL?

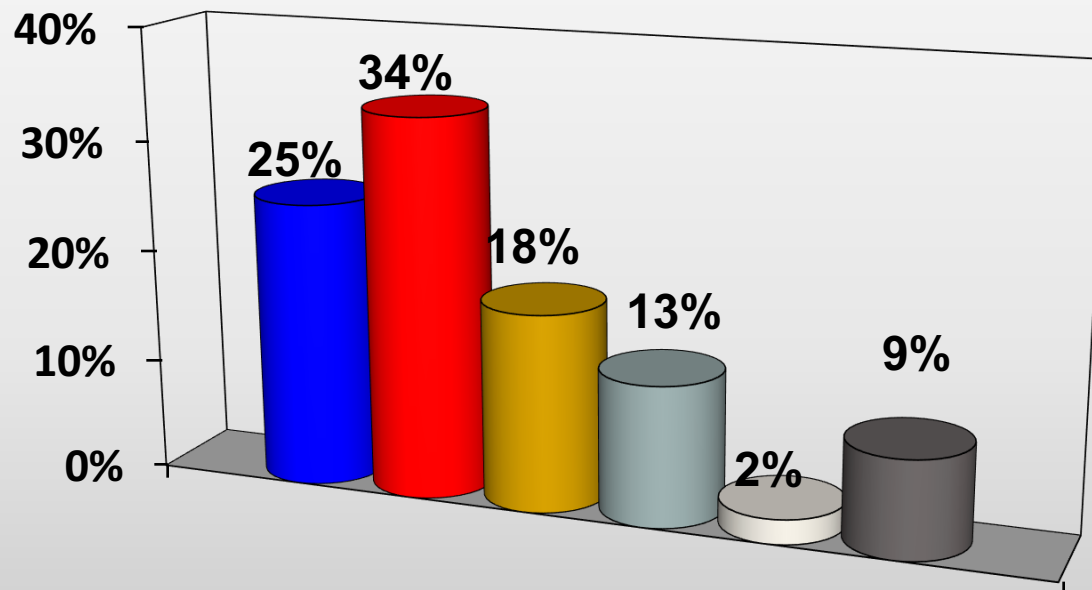


# ARE YOU SATISFIED OR DISSATISFIED WITH THE RECENT IMPROVEMENTS MADE TO AIRPORT TERMINAL?





**NOW LET ME READ YOU A LIST OF SPECIFIC IMPROVEMENTS THAT COULD BE MADE AND PLEASE TELL ME WHICH WOULD BE YOUR HIGHEST PRIORITY:**



JUNE 2016

■ RESTAURANTS AND FOOD VENDORS

■ MORE TIMELY SECURITY CLEARANCE

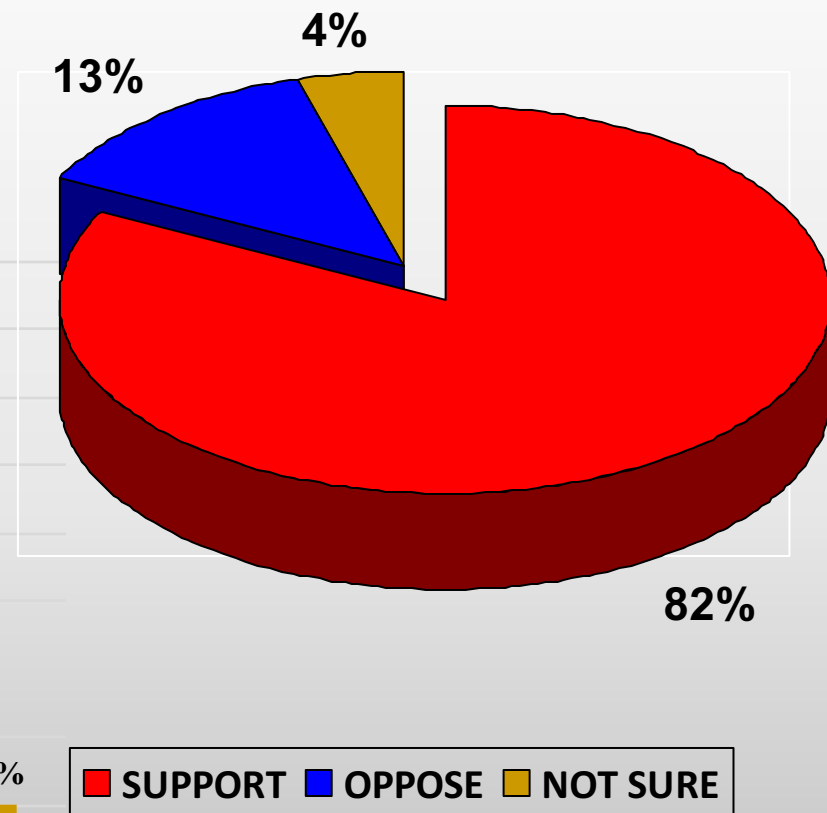
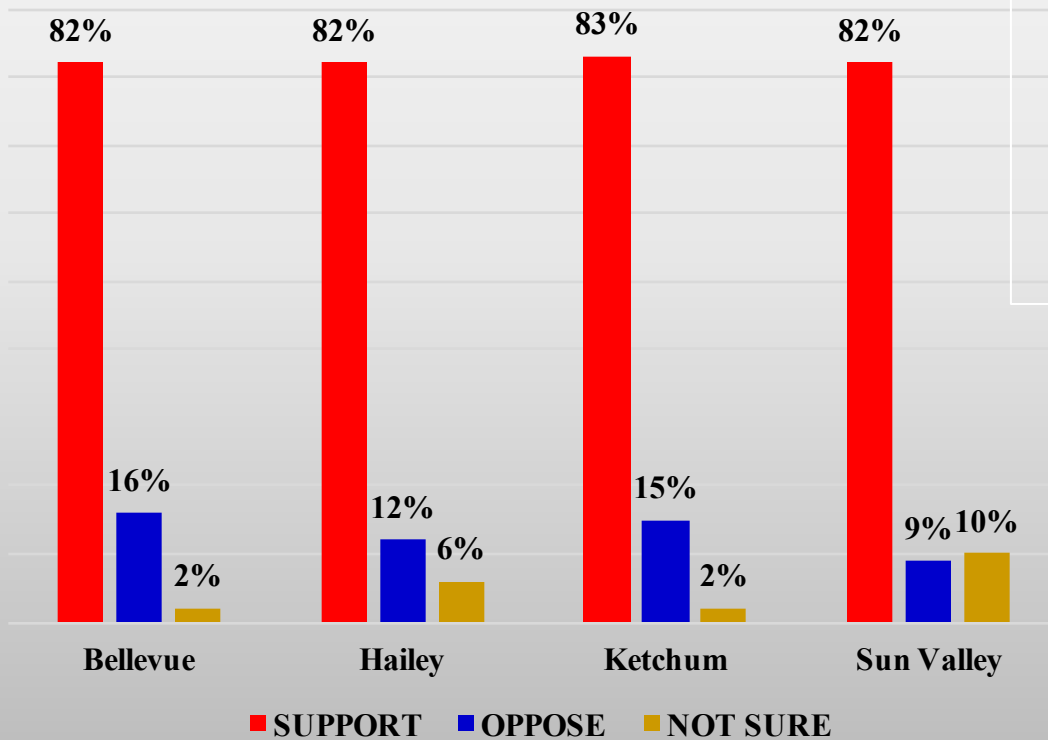
□ MORE AUTO RENTAL OPTIONS

■ BETTER VEHICLE ACCESS AND PARKING

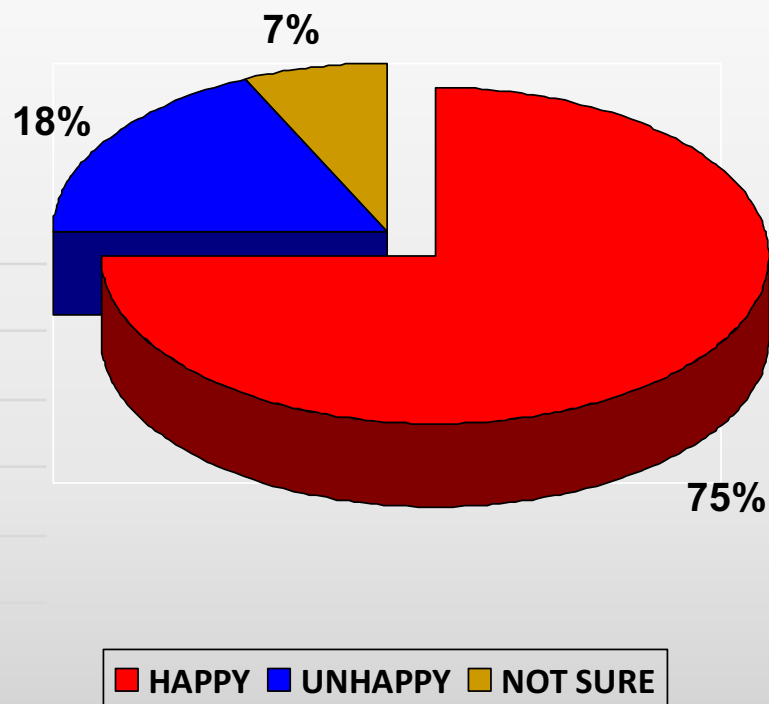
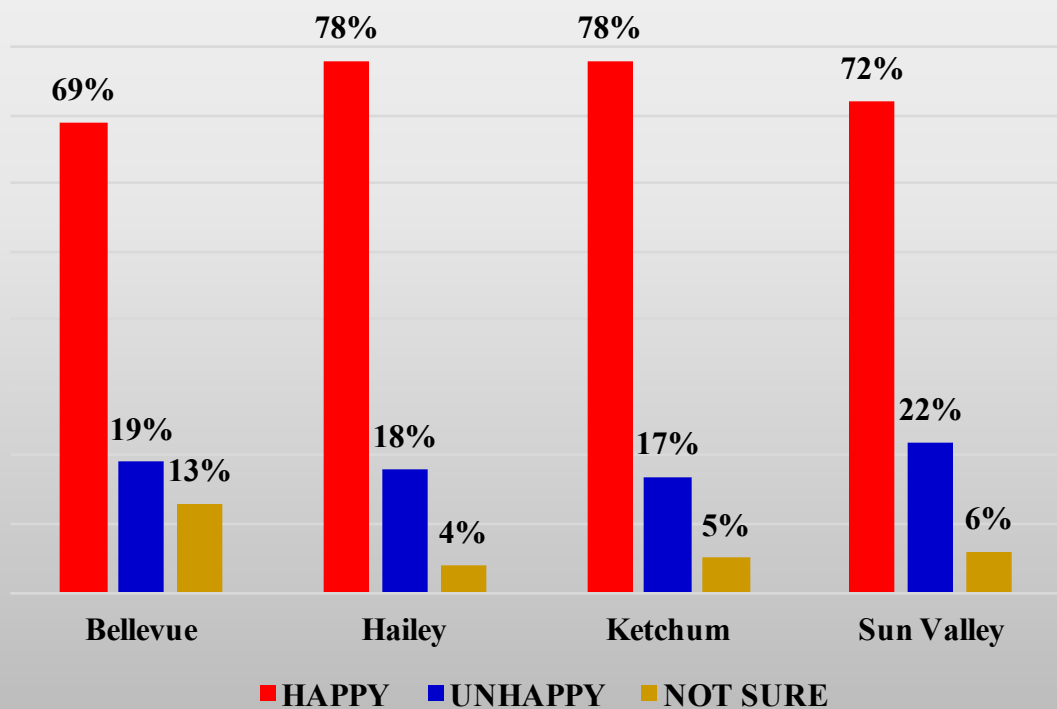
■ MORE GROUND TRANSPORTATION OPTIONS

■ NOT SURE

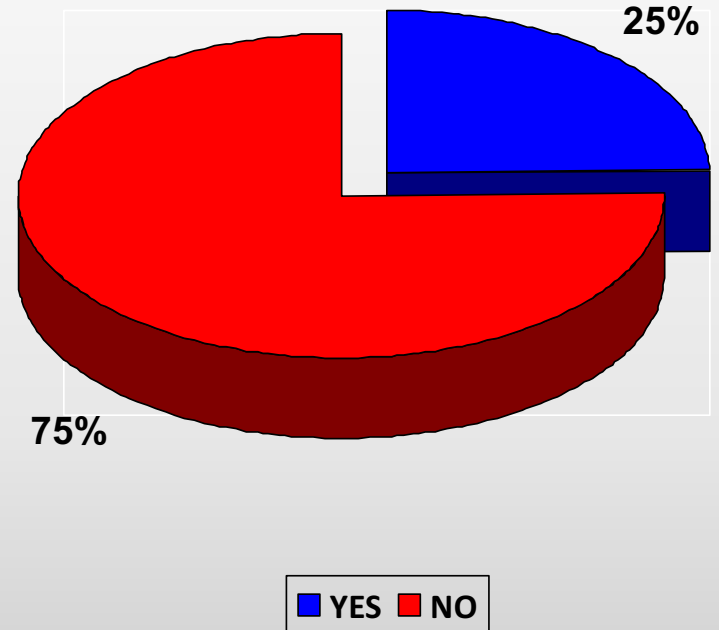
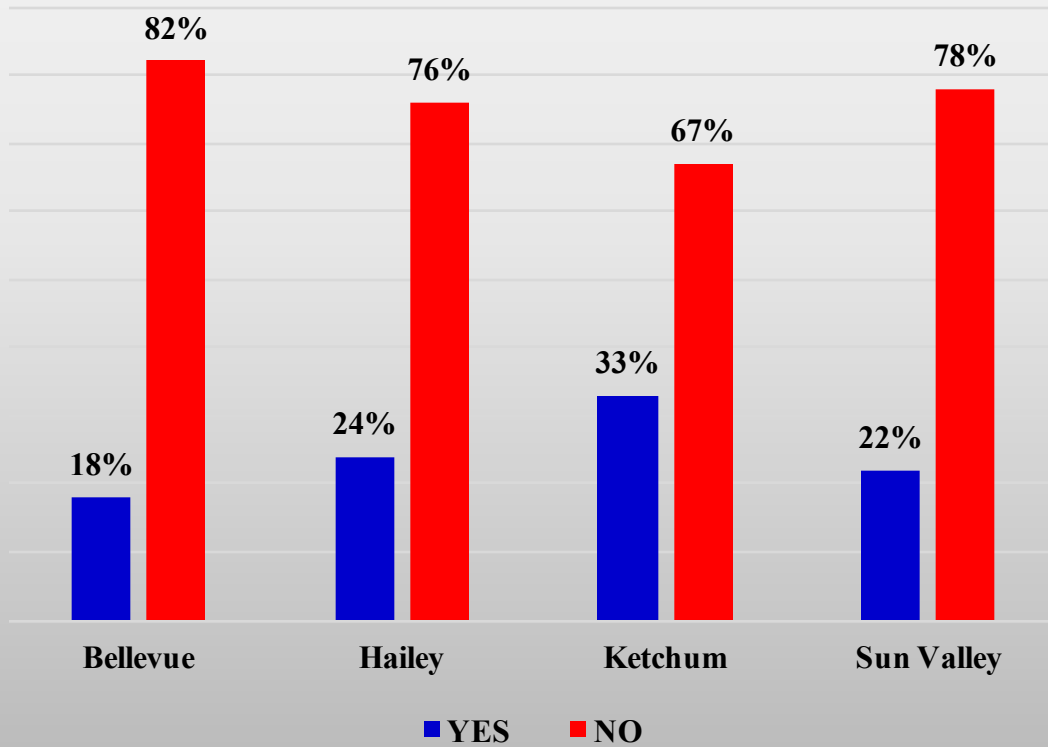
DO YOU SUPPORT OR OPPOSE MAKING NEW INVESTMENTS AND IMPROVEMENTS AT THE CURRENT AIRPORT LOCATION IF IT WILL IMPROVE AIR SERVICE?



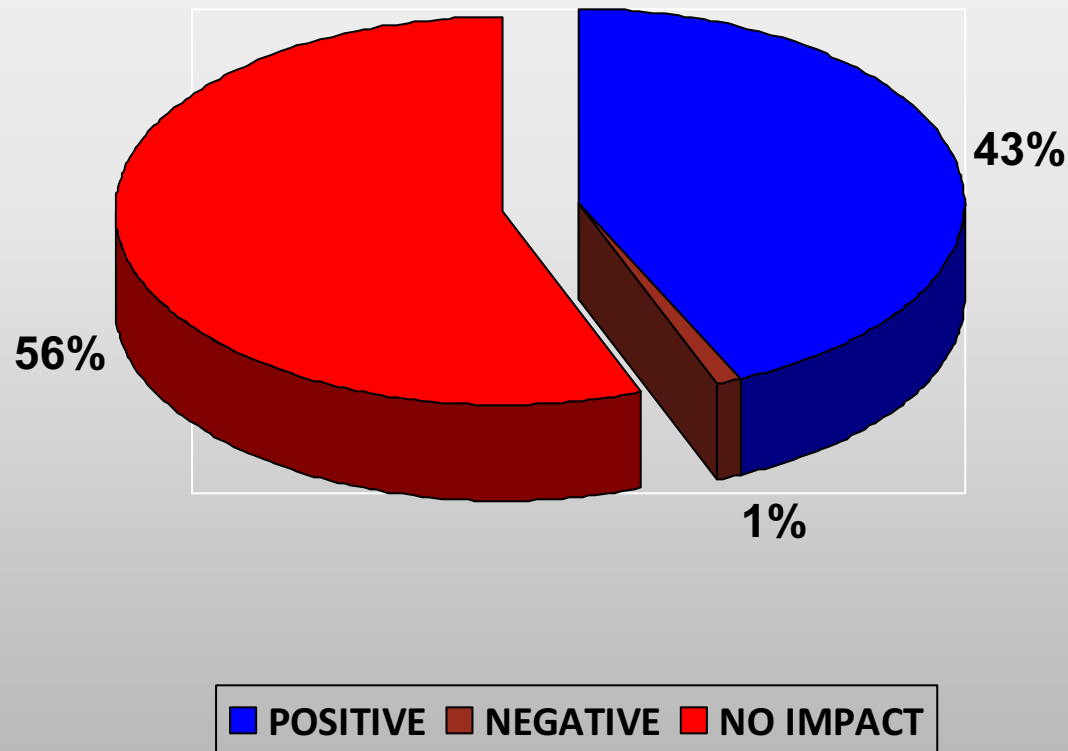
# ARE YOU HAPPY OR UNHAPPY WITH THE INCREASE IN THE NUMBER OF COMMERCIAL FLIGHTS LEAVING AND COMING INTO THE AIRPORT?



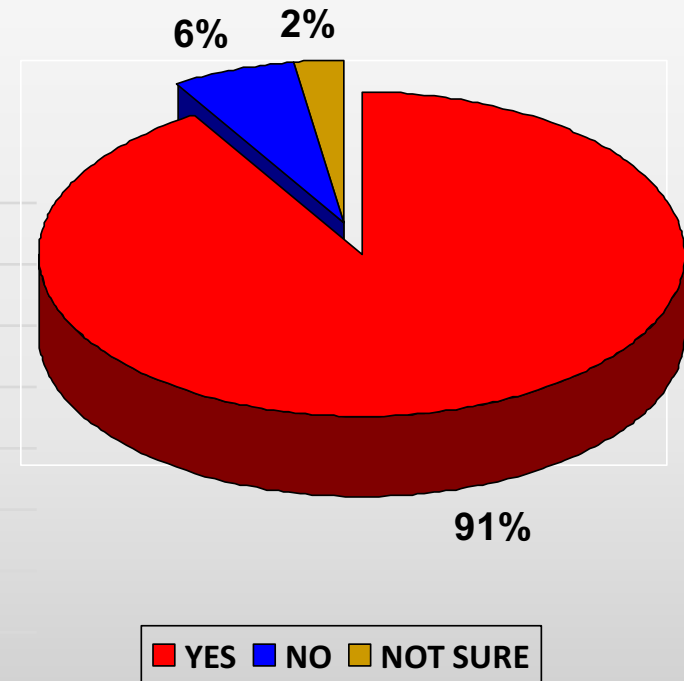
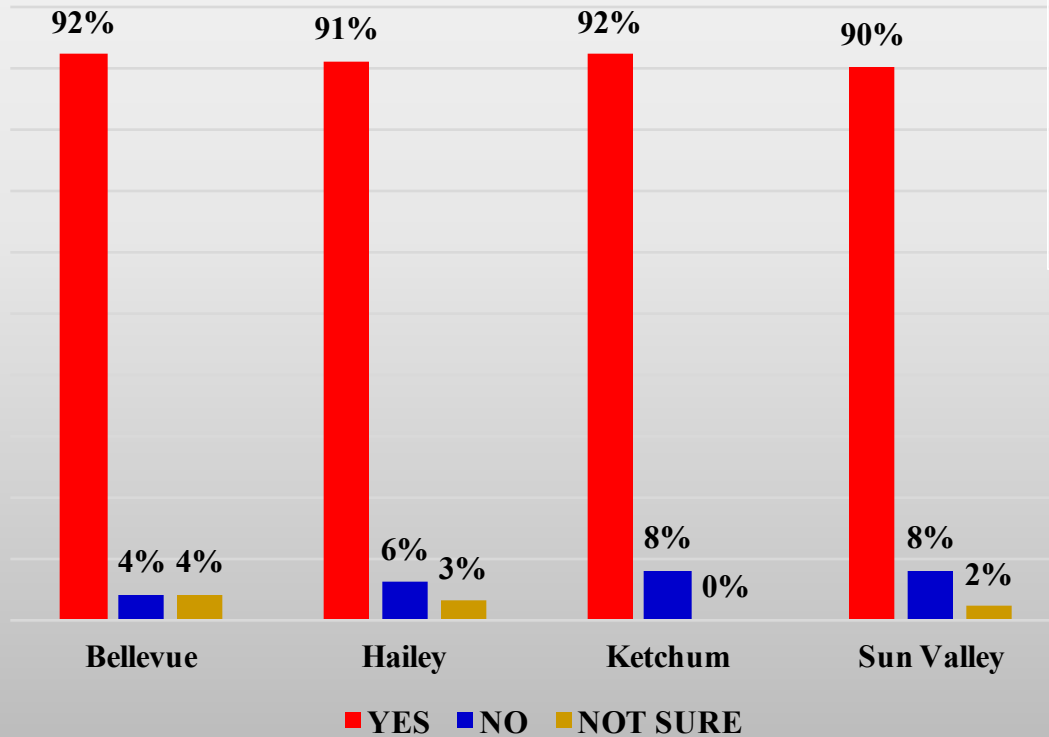
# ARE YOU A BUSINESS OWNER IN BLAINE COUNTY?



# DOES THE FRIEDMAN MEMORIAL AIRPORT HAVE A POSITIVE OR NEGATIVE IMPACT ON YOUR BUSINESS?

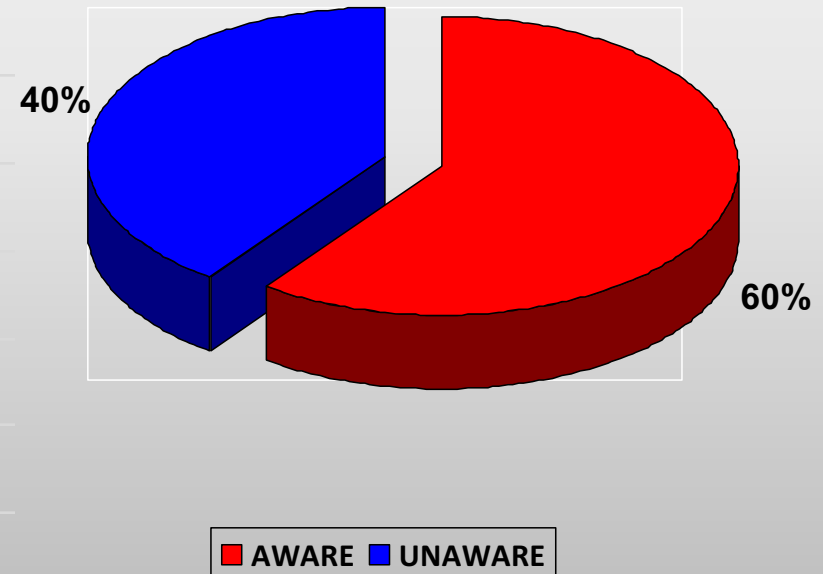
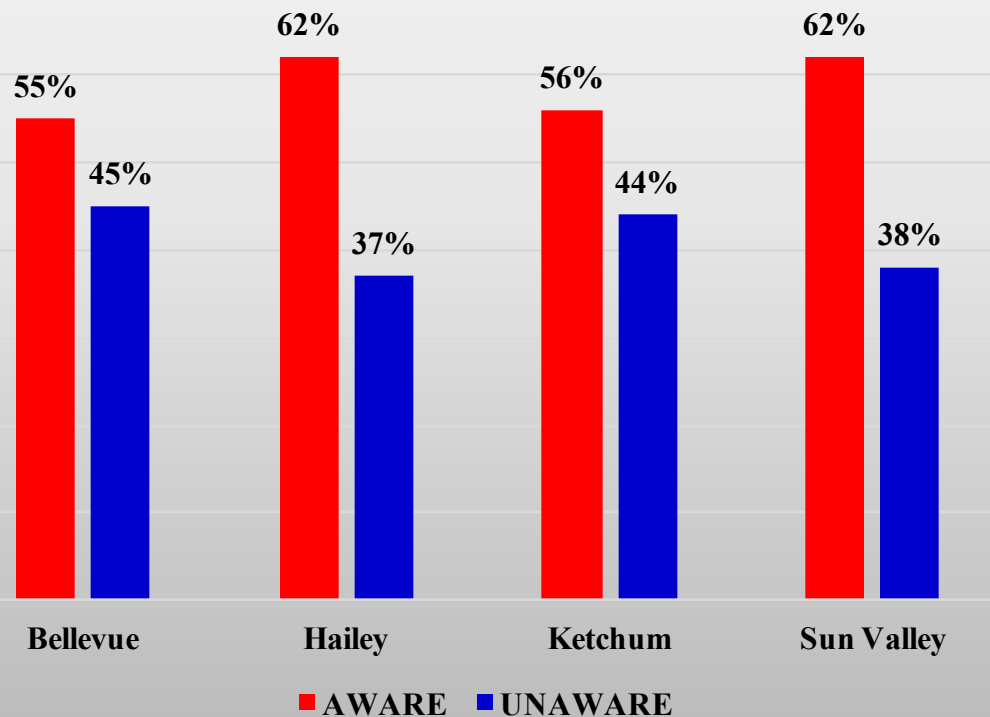


# DO YOU THINK MAINTAINING AND IMPROVING THE AIRPORT IS VITAL TO THE BLAINE COUNTY ECONOMY?

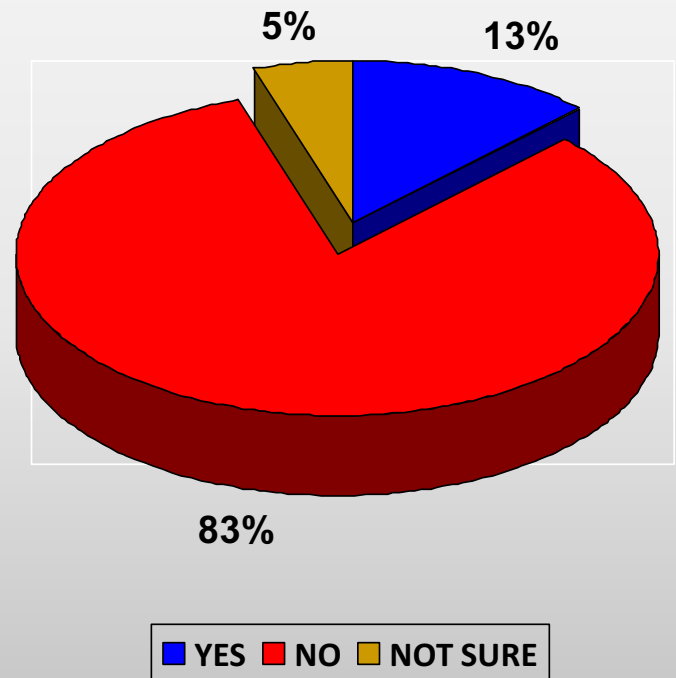
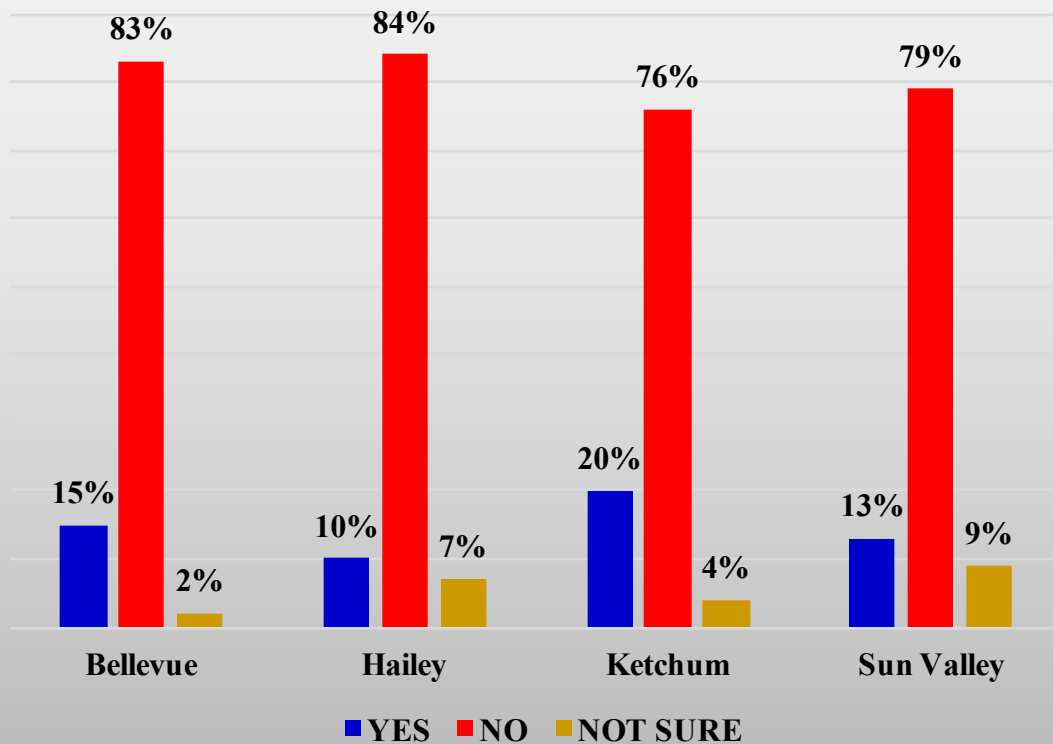




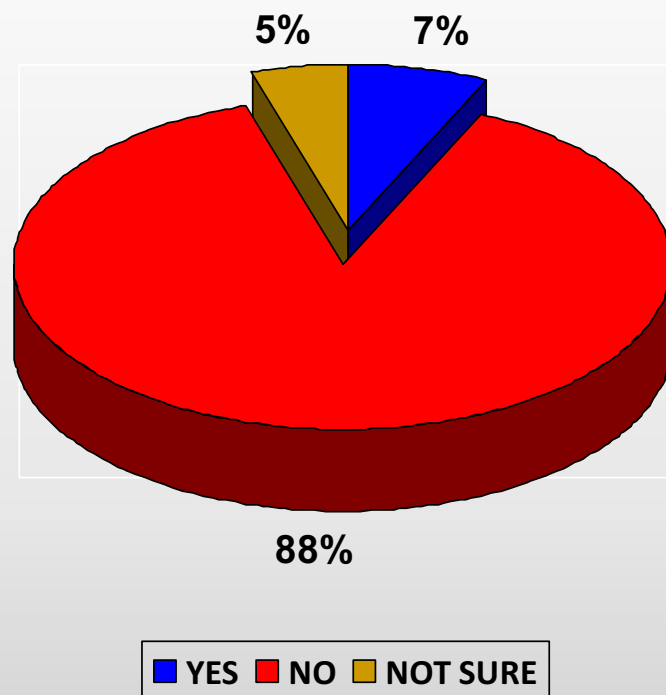
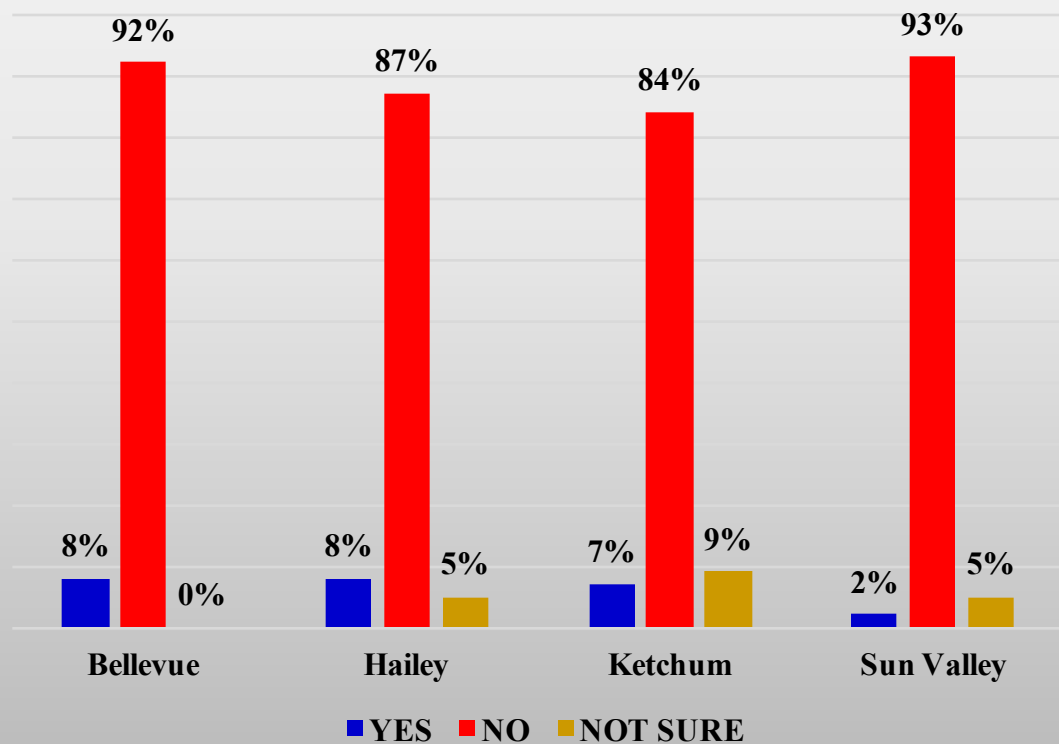
**ARE YOU AWARE OR UNAWARE THAT FRIEDMAN MEMORIAL AIRPORT OPERATIONS INCLUDING SALARIES, AIRPORT MAINTENANCE AND OTHER DAY TO DAY ACTIVITIES DO NOT COST PROPERTY TAXPAYERS ANY MONEY, BECAUSE THE AIRPORT IS FUNDED BY THE FEDERAL AVIATION AUTHORITY (FAA) AND AIRPORT OPERATIONS THROUGH LANDING FEES, TICKET TAXES, FUEL TAXES AND OTHER CHARGES TO OPERATORS AND USERS.**



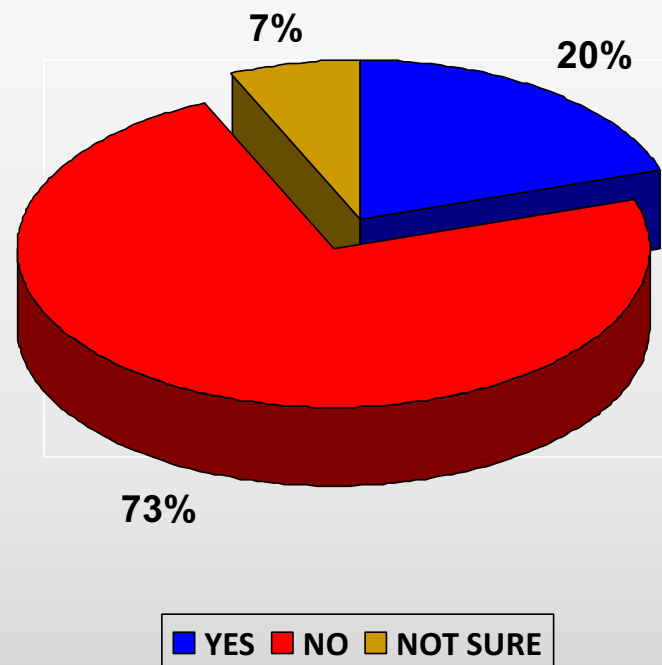
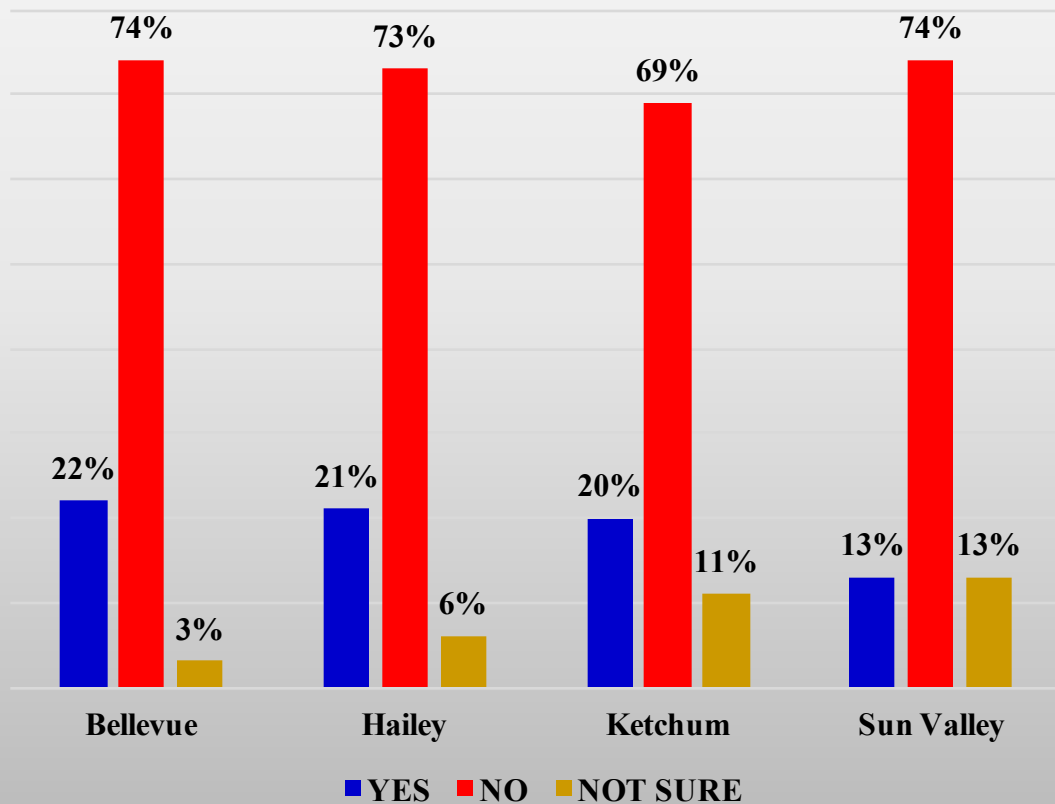
**BEFORE I ASK YOU A FEW QUESTIONS FOR THE DEMOGRAPHIC PROFILE OF THE SURVEY, LET ME ASK THIS. IF YOU SUPPORT MOVING THE AIRPORT, WOULD YOU BE WILLING TO PAY THROUGH A COUNTYWIDE BOND OR TAX AN AMOUNT OF UP TO \$1,000 A YEAR IN ORDER TO ACCOMPLISH THIS?**



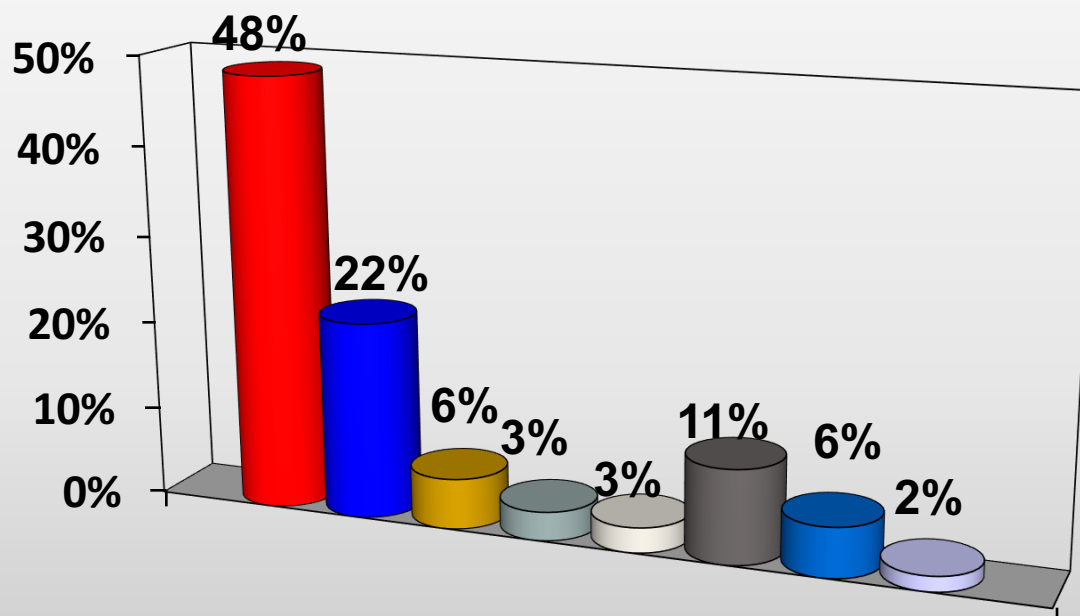
# WHAT IF THE AMOUNT WERE \$500 A YEAR TO MOVE THE AIRPORT?



# TELL ME THIS. IF THE COST OF MOVING THE AIRPORT WAS \$100-\$250 A YEAR, WOULD YOU BE WILLING TO PAY THIS AMOUNT?



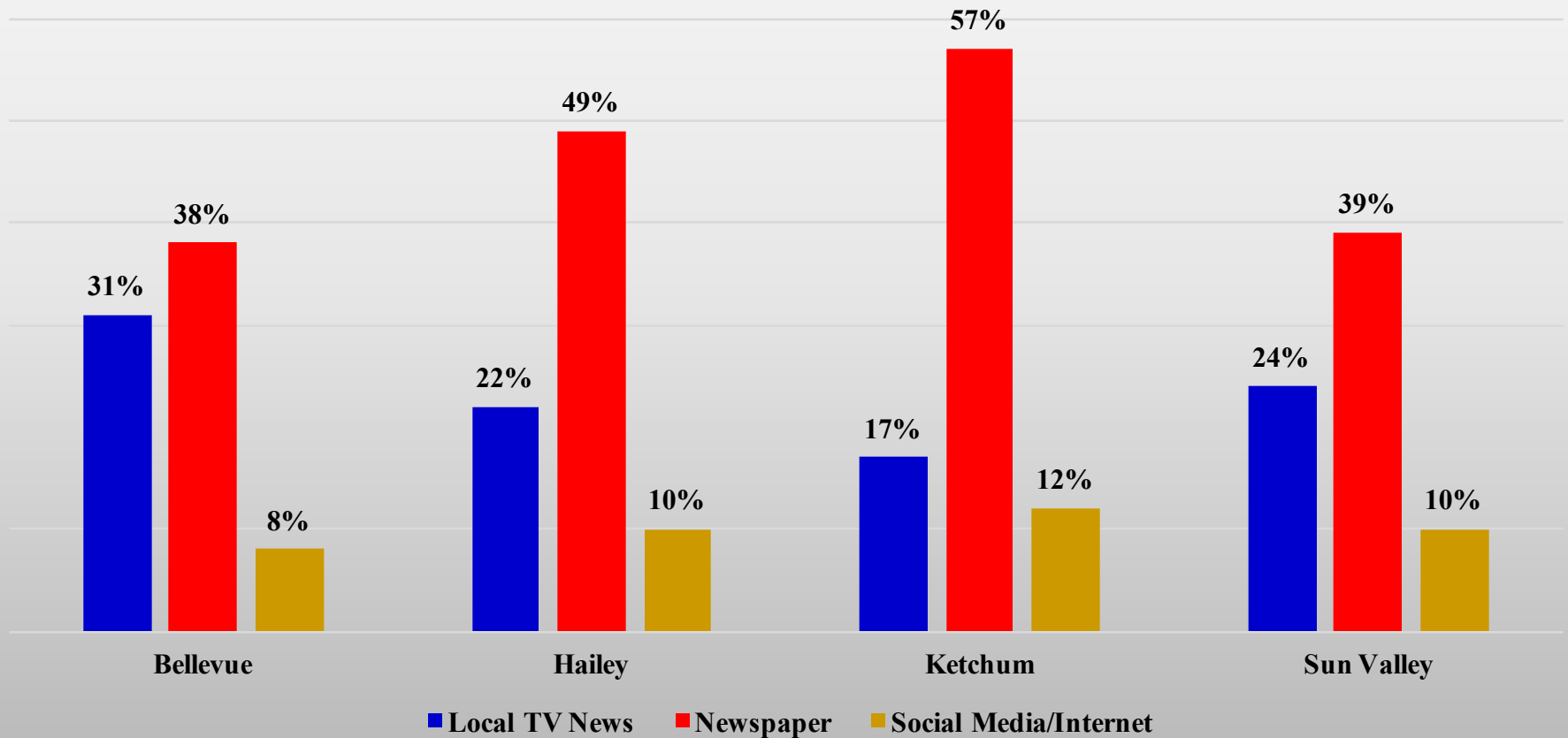
# WHERE DO YOU GET YOUR INFORMATION REGARDING CONSTRUCTION UPDATES, OPERATIONS AT THE AIRPORT, RELOCATION ISSUES, UPGRADES TO THE AIRPORT AND NEWS IN GENERAL ABOUT FRIEDMAN MEMORIAL AIRPORT?



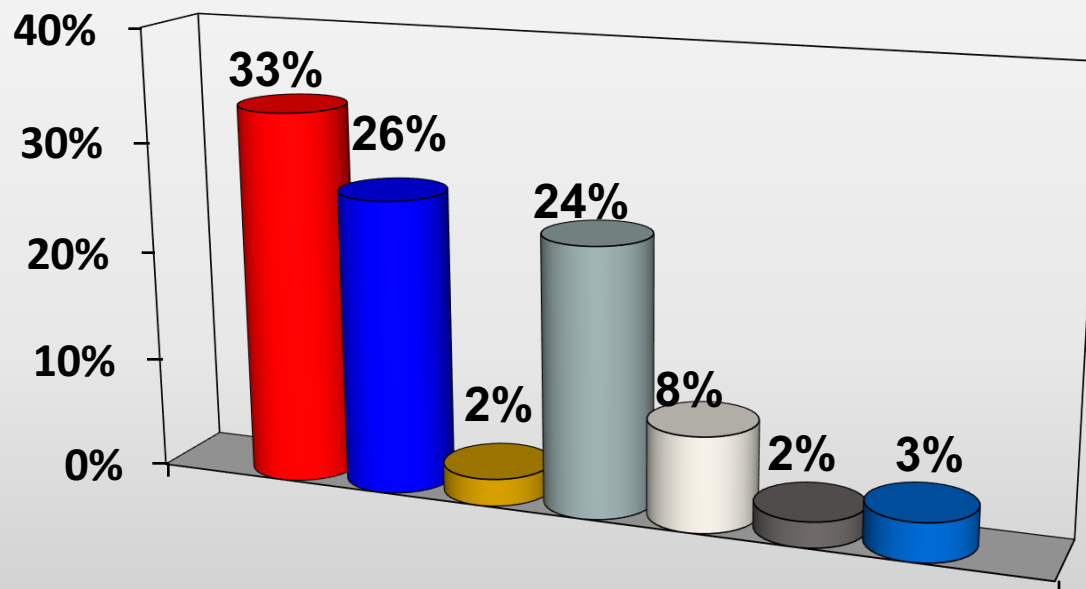
JUNE 2016



# WHERE DO YOU GET YOUR INFORMATION REGARDING CONSTRUCTION UPDATES, OPERATIONS AT THE AIRPORT, RELOCATION ISSUES, UPGRADES TO THE AIRPORT AND NEWS IN GENERAL ABOUT FRIEDMAN MEMORIAL AIRPORT?



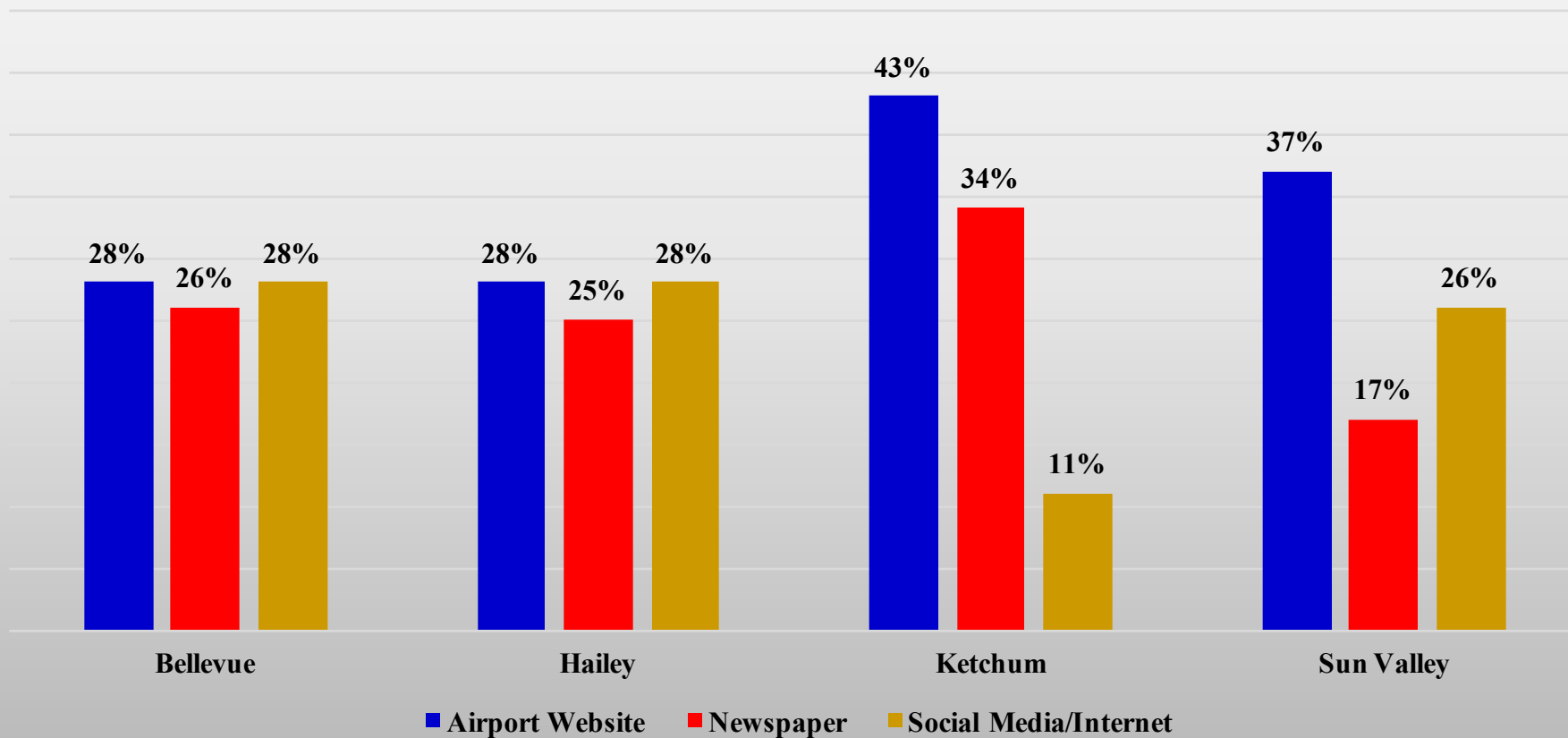
## AND WHERE DO YOU GET INFORMATION ON FLIGHTS, BUSSING AND CLOSURES AT THE AIRPORT?



JUNE 2016

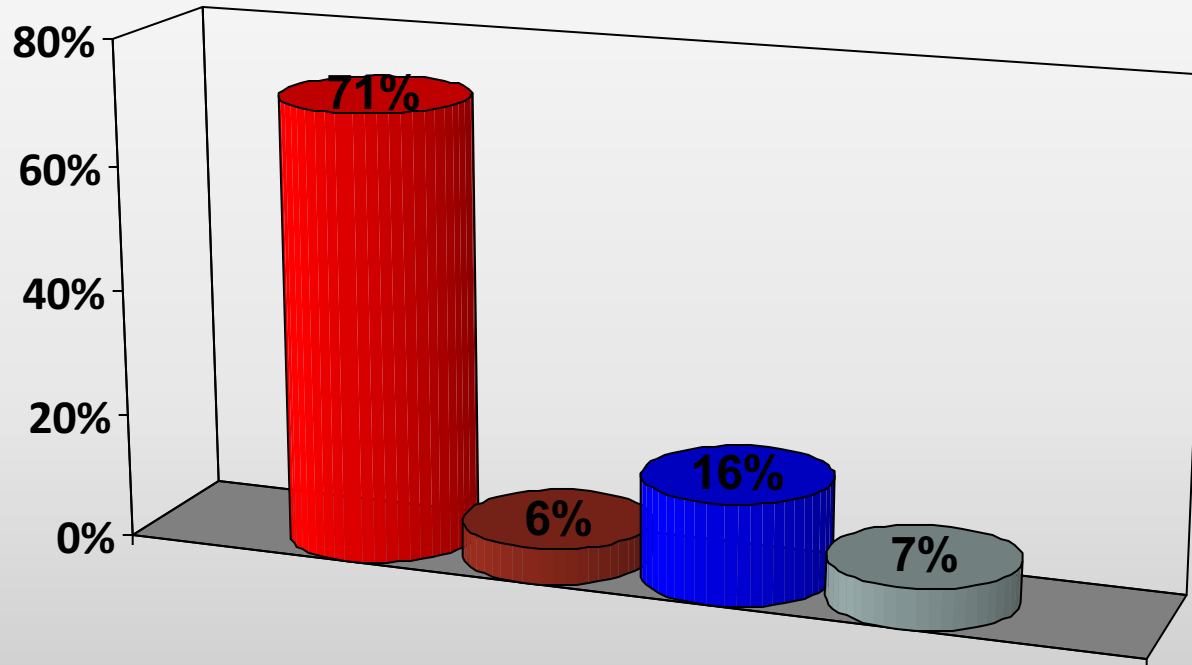


## AND WHERE DO YOU GET INFORMATION ON FLIGHTS, BUSSING AND CLOSURES AT THE AIRPORT?





## DO YOU:



JUNE 2016

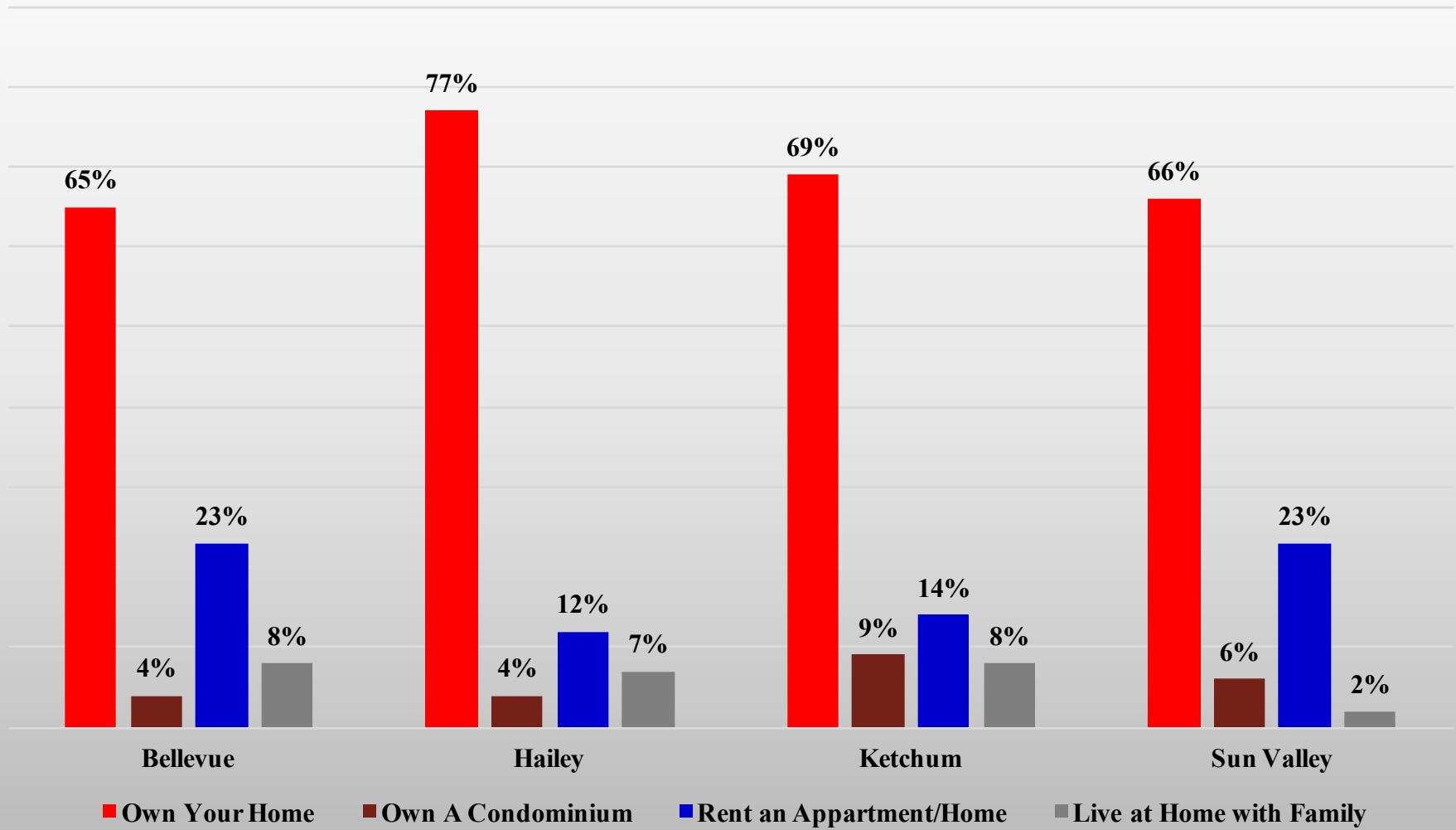
■ OWN YOUR HOME

■ OWN A CONDOMINIUM

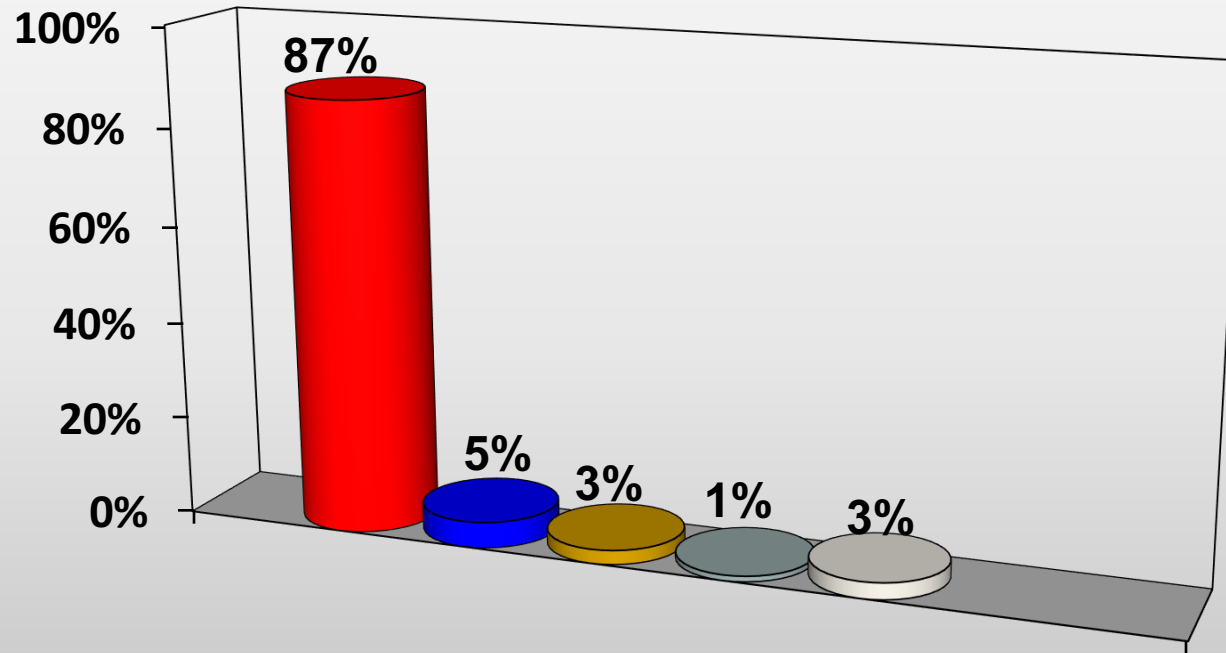
■ RENT AN APARTMENT/HOME

■ LIVE AT HOME WITH FAMILY

## DO YOU:



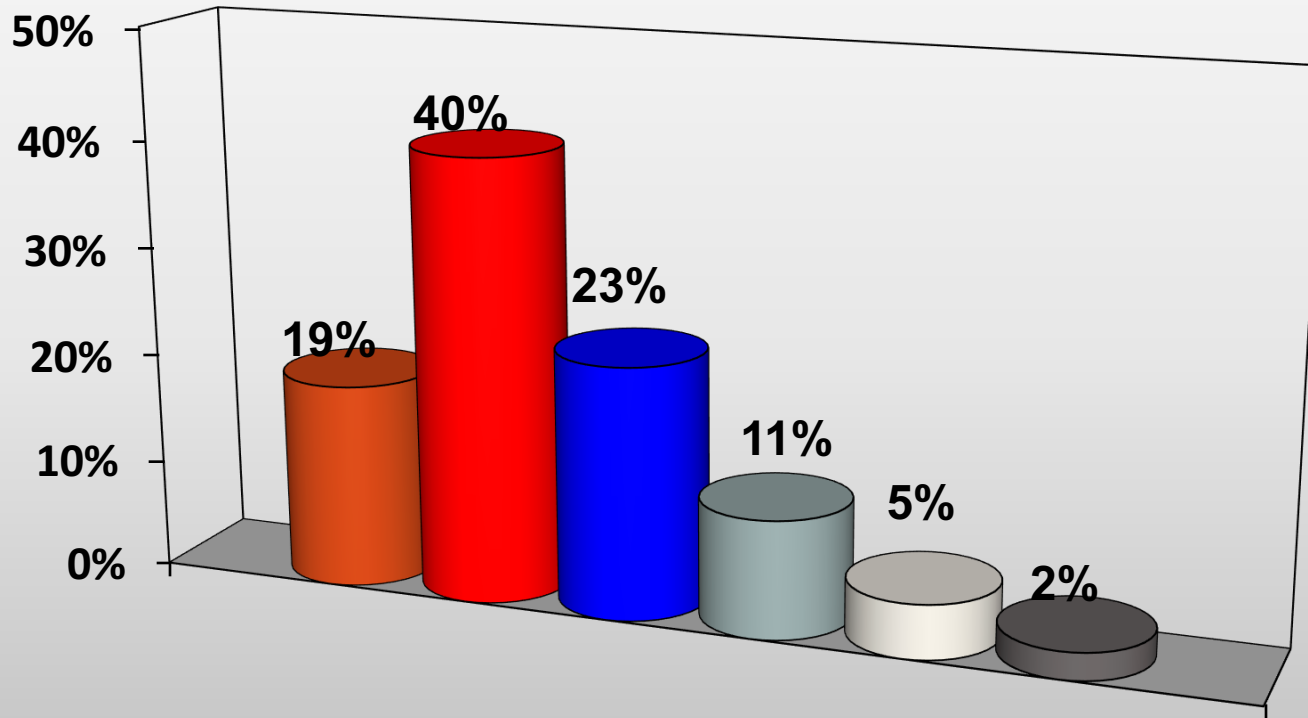
# WHEN YOU THINK ABOUT YOUR ETHNICITY, DO YOU THINK OF YOURSELF AS:



JUNE 2016



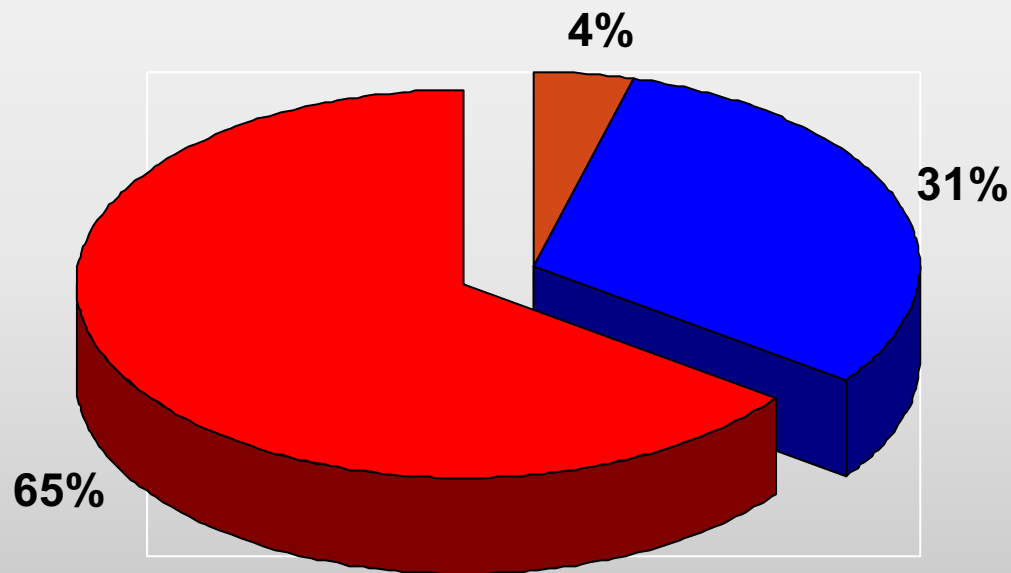
# GEOGRAPHIC



JUNE 2016

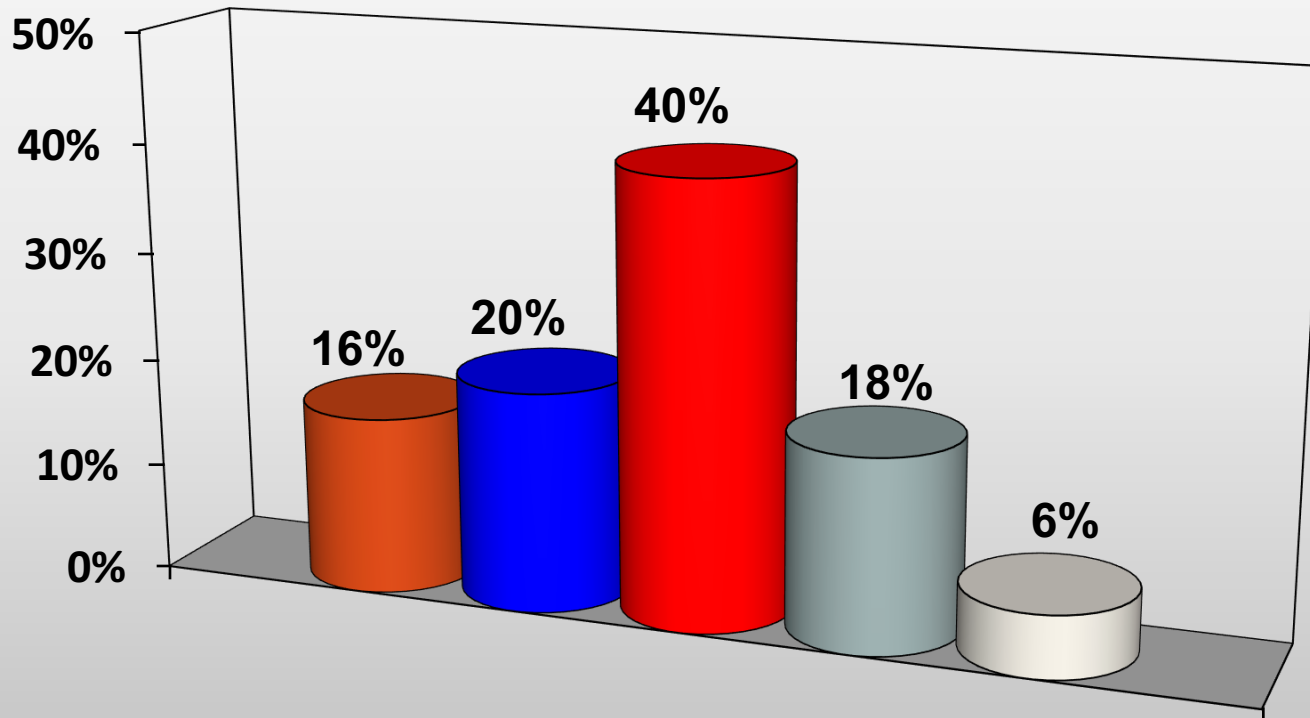
**BELLEVUE** **HAILEY** **KETCHUM** **SUN VALLEY** **CAREY** **BALANCE OF COUNTY**

**WOULD YOU TELL ME IF YOU LIVE IN CHANTERELLE, OLD TOWN  
OR SOMEWHERE ELSE IN BELLEVUE?**



■ CHANTERELLE ■ OLD TOWN ■ SOMEWHERE ELSE IN BELLEVUE

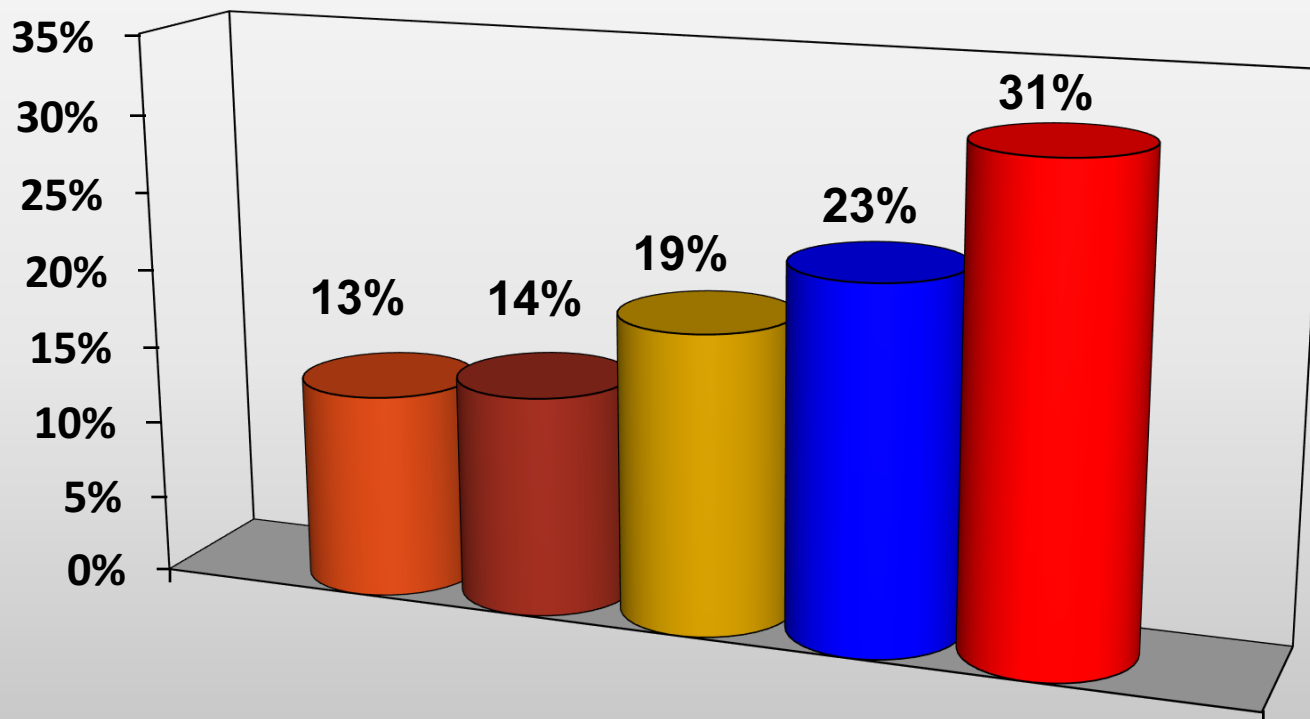
# WOULD YOU TELL ME IF YOU LIVE IN OLD TOWN, WOODSIDE, EAST OF DOWNTOWN OR WEST OF DOWNTOWN?



JUNE 2016

OLD TOWN WOODSIDE EAST OF DOWNTOWN WEST OF DOWNTOWN NOT SURE

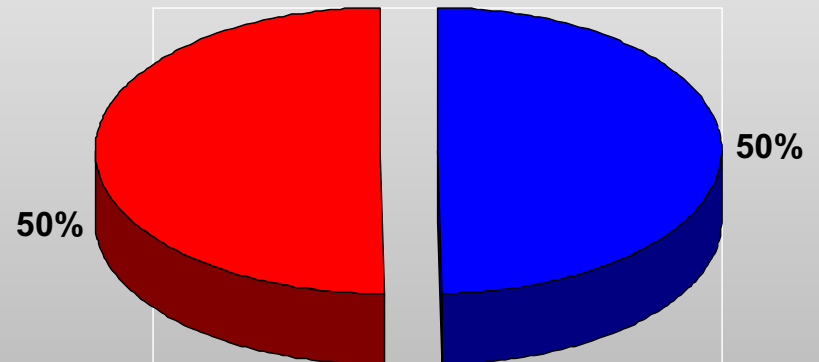
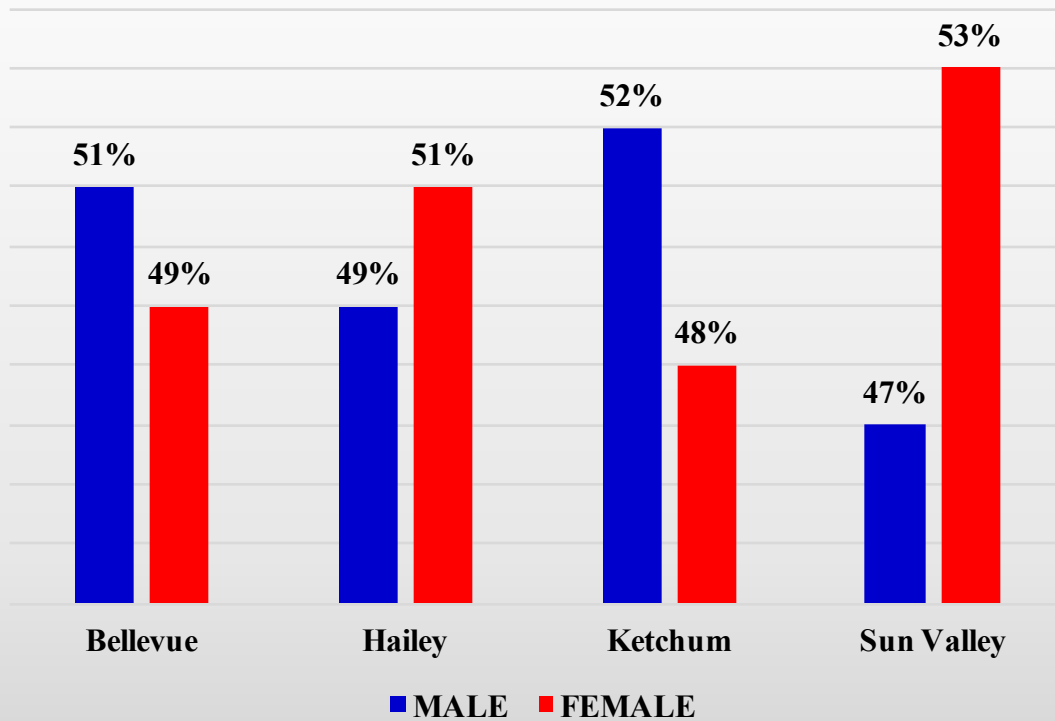
## AGE



JUNE 2016

18-34 35-44 45-54 55-64 65+

# GENDER







# AIRPORT STAFF BRIEF QUESTIONS



# OLD BUSINESS

# Friedman Memorial Airport Authority

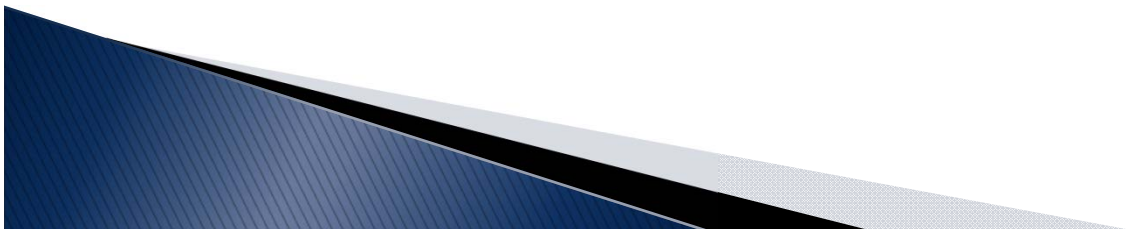
## Airport Solutions Existing Site

July 12, 2016



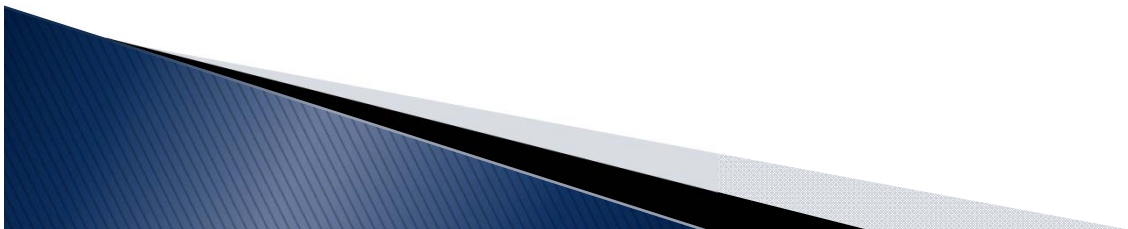
# Runway Safety Area Improvements

- ▶ Terminal improvements
  - All contracted work complete
  - Still working on a solution for metal detectors
- ▶ As-constructed survey
  - Data collected
  - Processing underway



# AIP '041

- ▶ Amendment was requested in the amount of \$26,000
- ▶ Goal: Close out the grant by September 30<sup>th</sup>



# Terminal Aircraft/Vehicle Parking Improvements

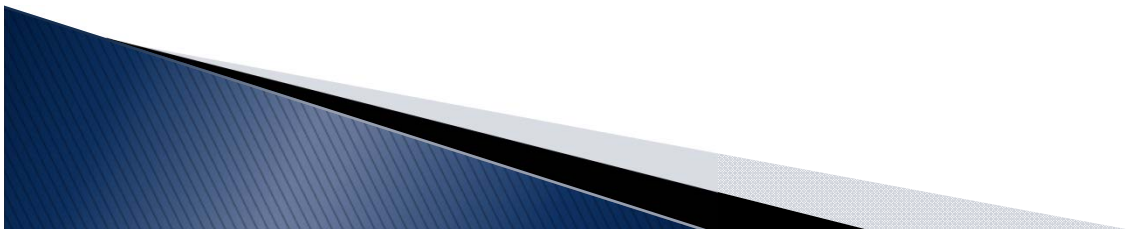
- ▶ Survey completed
- ▶ Initial analysis underway





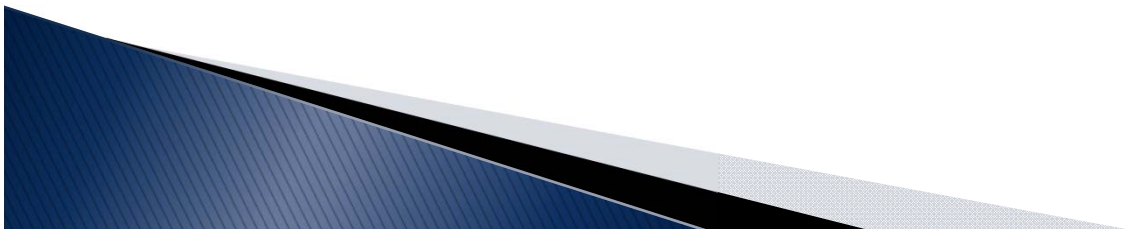
# Airline Ticketing Office Improvements

- ▶ RLB toured Idaho Falls' recent ATO improvement project
- ▶ Met with Architectural Committee on June 27<sup>th</sup>
- ▶ Revised schemes based on that meeting
- ▶ Next steps:
  - Will meet with Architectural Committee again
  - Present concept(s) to Board in August



# Runway 13–31 Pavement Maintenance

- ▶ Scheduled for October 3–5
  - Close at 8:00 am on October 3<sup>rd</sup>
  - Open at 5:00 pm on October 5<sup>th</sup>
- ▶ Coordinated with Delta Airlines – schedules have been modified





# Friedman Memorial Airport Authority

## Voluntary Noise Abatement Program Review Committee

July 12, 2016



# Three Meetings to Date

- Meeting 1 (4/4/2016)
  - Presentation by FMAA's aviation attorney on the legal environment/options for noise abatement
- Meeting 2 ( 5/10/2016)
  - Presentation by the pilots on the committee of the operating capabilities and restrictions on aircraft operating at Friedman
- Meeting 3 ( 6/22/2016)
  - Review of existing noise abatement procedure and draft edit of updated version incorporating the information received in the first two meetings.



# Preliminary Findings

- Note: The committee is not ready to submit a recommendation to either the community nor the FMAA board at this point.
- We do wish to share some information that we have learned so far



# Federal Regulations Limit What FMAA Can Do on Its Own

- Noise abatement programs are largely voluntary due to FAA rules
- The FAA does conduct noise studies at airports, but they measure average noise, not peak noise, and average noise levels at SUN don't approach the levels required for the FAA to take action.
- There are some options available, such as blast fences, but they would require lengthening the runway.
- Instrument approach procedures are almost 100% based on terrain and aircraft avoidance; pilots cannot deviate from them for noise considerations without ATC approval



# Voluntary Compliance

- Most pilots want good relationships with the neighbors of the airports they use, and willingly comply.
- FMAA has added a layer of enforcement
  - Pilots violating the noise policy are called individually, are reminded of the noise abatement policy, and are strongly requested to comply
- The vast majority of flights operating outside published operating hours are Life Flight and other emergency flights.
  - Rarely, a crew will ask to take off/land outside of normal hours due to delays at other airports and/or crew flight time restrictions.

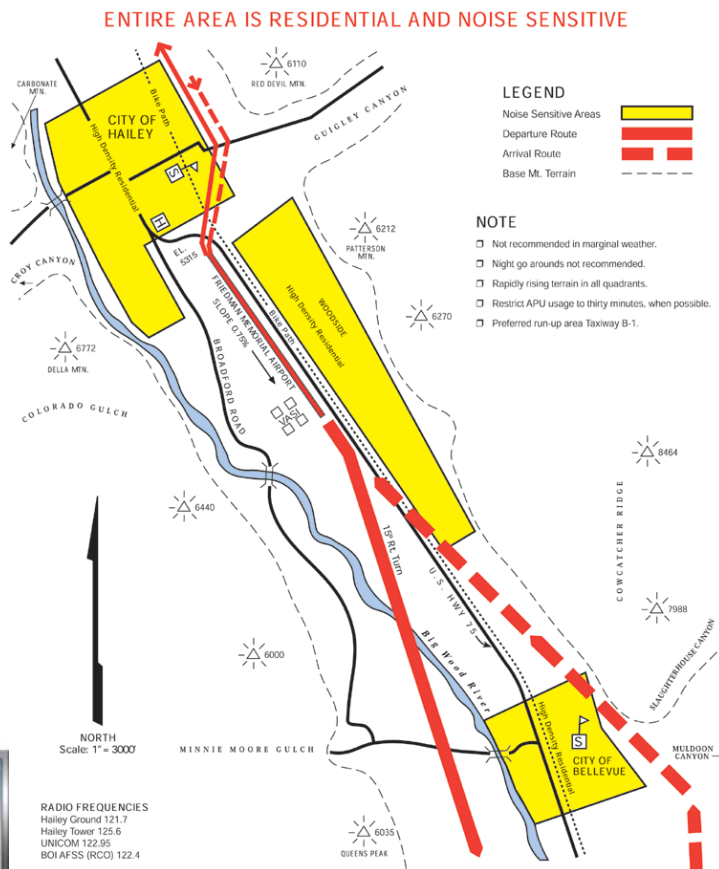


# The Existing Noise Abatement Flight Path Cannot be Flown as Published

Modern jet aircraft have built-in terrain warning alerts

When these alarms go off, it is very frightening to passengers, and most operators are required to abort the landing

As a result, the dashed flight path shown on the procedure cannot be flown by large aircraft





# Next Steps

- ▶ Note: This is an agenda item for the next meeting, and this summary is very preliminary.
  - Publish an updated noise abatement procedure
    - Two forms: one for pilots with all detail; one for general use
    - Relocates some of the flight paths for jets to comply with terrain avoidance warning equipment
    - Increases the number of aircraft affected, by eliminating exceptions in the current procedure for smaller, piston-powered aircraft.
  - Establish a timeline for presentation of recommendations to the FMAA board and the community
  - Create a mechanism for ongoing community input, data gathering, and continuing improvements in the noise abatement plan.



# Friedman Memorial Airport Authority

## Master Plan Update

Final Steps

July 12, 2016



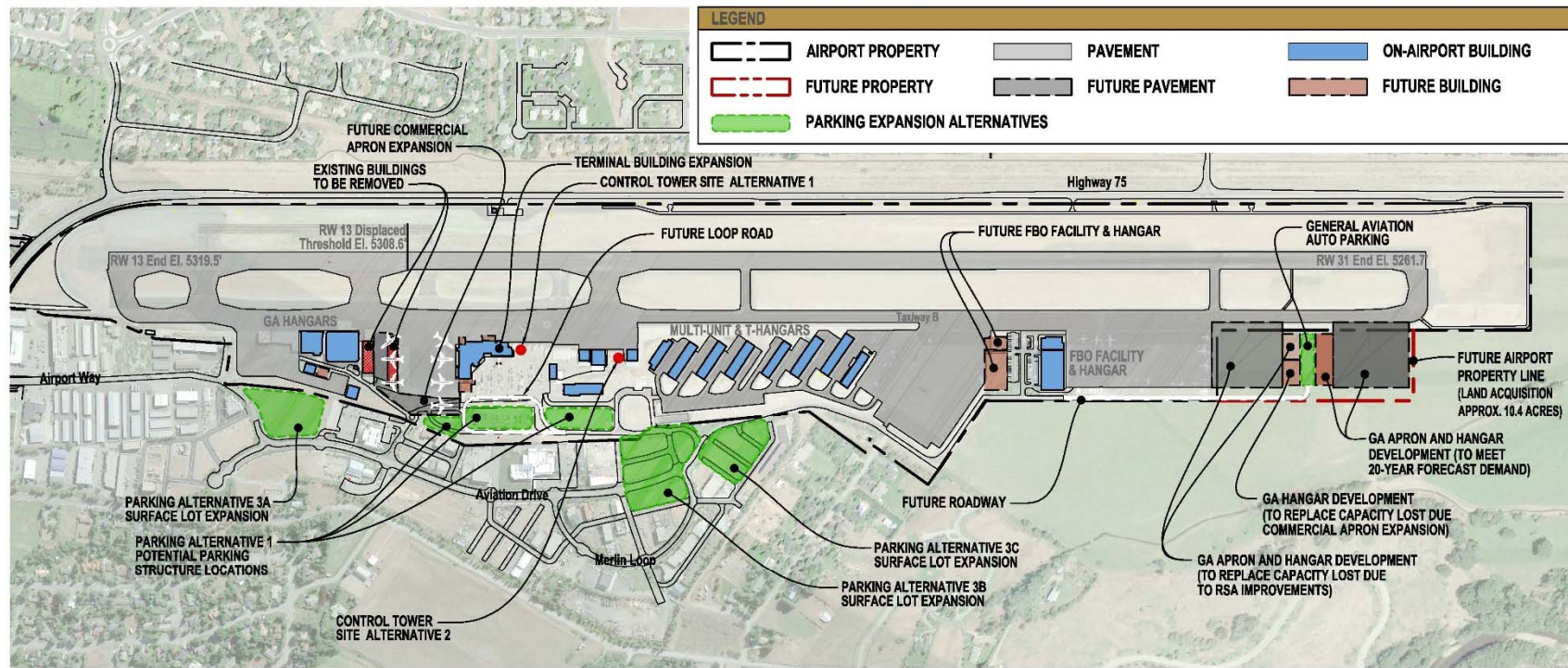
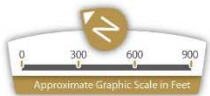


# Topics

- Existing Site 20–Year Conceptual Development Plan
- Existing Site Capital Improvement Plan
- Existing Site Airport Layout Plan Update



# 20-Year Conceptual Development Plan

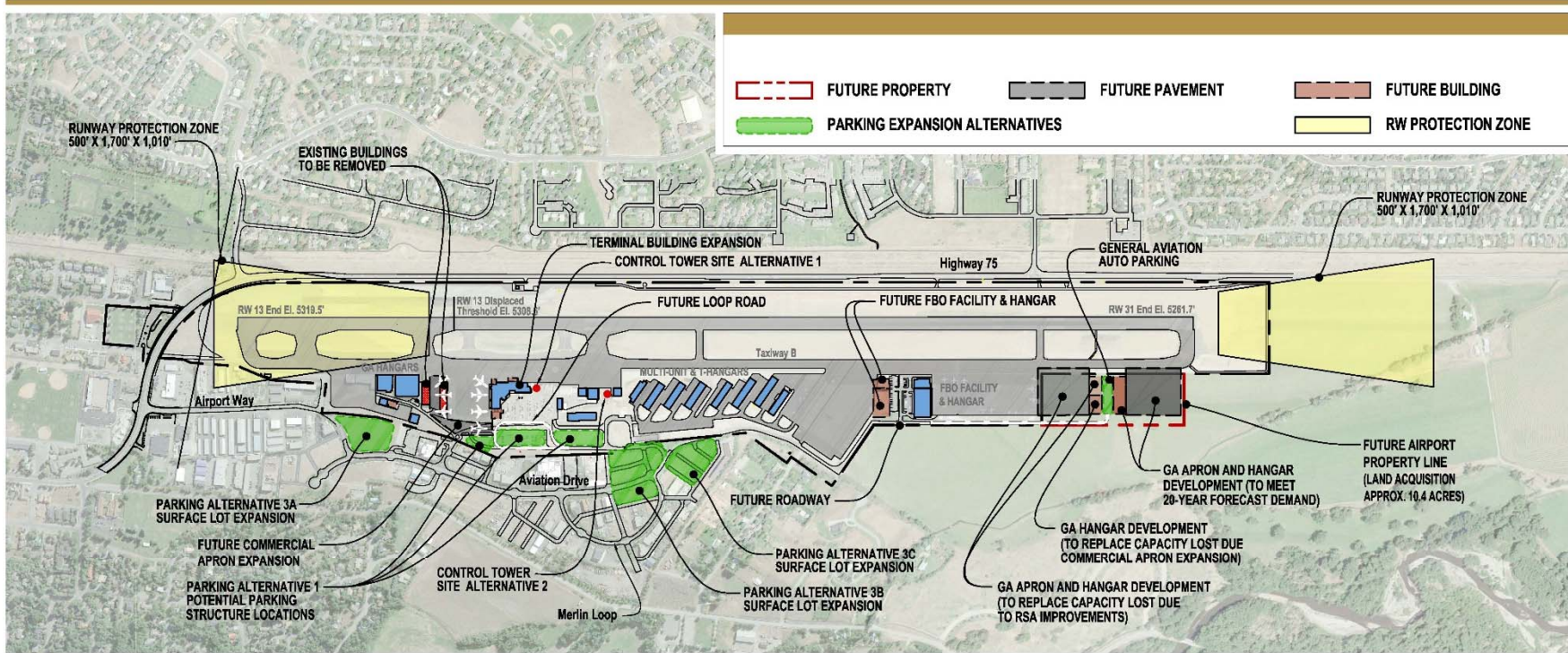
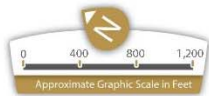


NOTE: This illustration is intended for study purposes only and is not intended for implementation.

FIGURE D11 Conceptual Development Plan



# 20-Year Conceptual Development Plan



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

FIGURE D11 Conceptual Development Plan

# Capital Improvement Plan

- Identifies sequence of projects and associated costs
- Broken into the following time windows:
  - Short-term (2017–2018)
  - Mid-term (2019–2024)
  - Long-term (2025–2034)
- Will be used by Ricondo & Associates to complete the Financial Analysis chapter



# Short-Term Projects (2017–2018)

Project	Year	Estimated Cost
Reconfigure Terminal Auto Parking & Roadways	2017	\$181,000
Expand Commercial Apron	2017	\$1,639,000
Control Tower Siting Study	2017	\$200,000
Terminal ATO/Ticketing Renovation & Expansion	2018	\$1,200,000
Construct New Surface Parking Lot, Alt 2 (107 Spaces)	2018	\$670,000
Acquire Land for GA Expansion	2018	\$442,000
Acquire ARFF Equipment	2018	\$600,000
	<b>Total</b>	<b>\$4,932,000</b>



# Mid-Term Projects (2019–2024)

Project	Year	Estimated Cost
Expand GA Aprons (Recapture Pre-RSA Improvements)	2019	\$2,769,000
Control Tower Conceptual Design & Environmental	2019	\$225,000
Control Tower Design & Permitting	2020	\$700,000
Rehabilitate Runway	2021	\$2,311,000
Acquire SRE Equipment	2021	\$500,000
New GA Hangar Area (Site Prep, Access Road & Parking)	2022	\$1,144,000
Control Tower Construction	2022	\$6,600,000
Construct New Surface Parking Lot, Alt 3 Phase 1 (286 Spaces)	2022	\$761,000
Acquire SRE Equipment	2022	\$500,000
Acquire Land for Auto Parking	2022	\$900,000
Expand Commercial Apron (3 new positions)	2023	\$1,788,000
Control Tower Commissioning	2023	\$100,000
Acquire SRE Equipment	2023	\$500,000
Remove 2 GA Hangars	2024	\$168,000
Acquire SRE Equipment	2024	\$500,000
	<b>Total</b>	<b>\$19,466,000</b>





# Long-Term Projects (2025–2034)

Project	Year	Estimated Cost
Terminal Security Checkpoint Expansion	2025	\$800,000
Terminal Concourse Expansion – East	2026	\$1,000,000
Expand GA Apron (20-year demand)	2027	\$3,200,000
Acquire SRE Equipment	2028	\$2,000,000
Construct New Surface Parking Lot, Alt 3 Phase 2 (125 Spaces)	2030	\$444,000
Terminal Concourse Expansion – West	2033	\$6,000,000
Construct Parking Structure (net increase 150 spaces)	2034	\$10,000,000
	<b>Total</b>	<b>\$23,444,000</b>



# Airport Layout Plan

- Graphically depicts current and future airport facilities.
- Must be kept up-to-date to comply with FAA Grant Assurance 29.
- Must meet specific exacting standards to receive FAA approval.
- Specific projects must be depicted on an FAA-approved ALP to receive federal funding.





# Next Steps

- Ricondo will prepare Financial Analysis chapter for FMAA review and acceptance.
- T-O Engineers will update Airport Layout Plan for FAA review and approval.



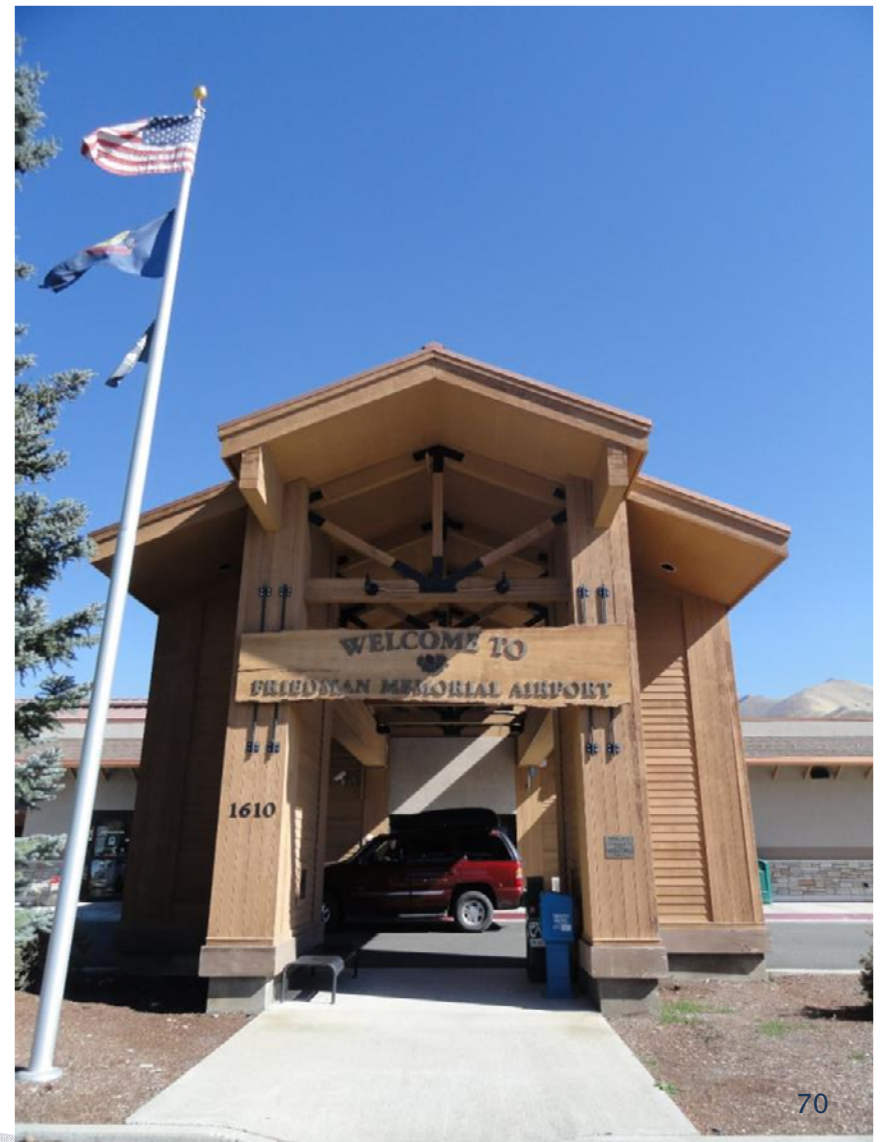
# Comments / Discussion



# Friedman Memorial Airport Authority

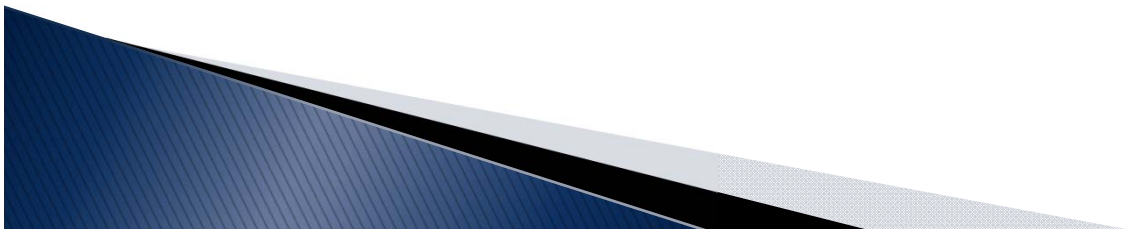
## Noise and Air Quality Discussion

July 12, 2016



# Agenda

- ▶ Introductions
- ▶ Aviation Noise Issues
- ▶ Aviation Air Emission Issues
- ▶ Suggested Approach for FMAA



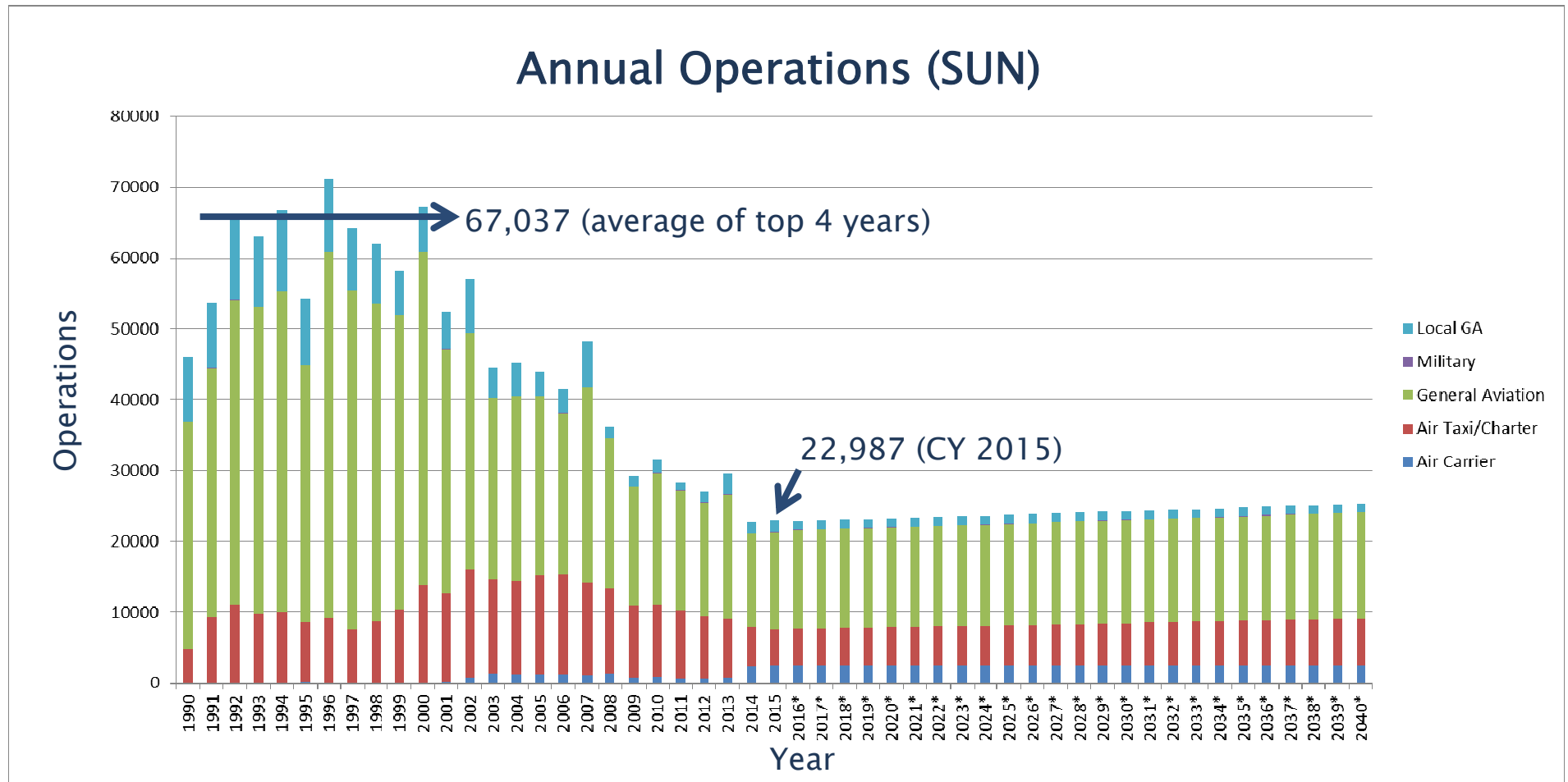


# Introductions

## ► Rob Adams

- Landrum & Brown's Environmental Division Leader
- 20+ years dealing with airport noise, air, and other environmental issues
- Managed dozens of Part 150 Studies, Environmental Impact Statements, and related airport studies
- Most Recent Projects:
  - Seattle–Tacoma Part 150 Study
  - Phoenix Sky Harbor Part 150 Noise Exposure Map & RNAV Outreach Support
  - Boston Logan Airport Noise Abatement Study
  - Tucson Environmental Impact Statement

# Aviation Noise Issues



# Aviation Noise Issues

- ▶ Noise Contours Prepared for SUN
  - 1985 Part 150 Study
  - 2008 – Environmental Impact Statement
  - 2012 – Regional Jet Service Environmental Assessment

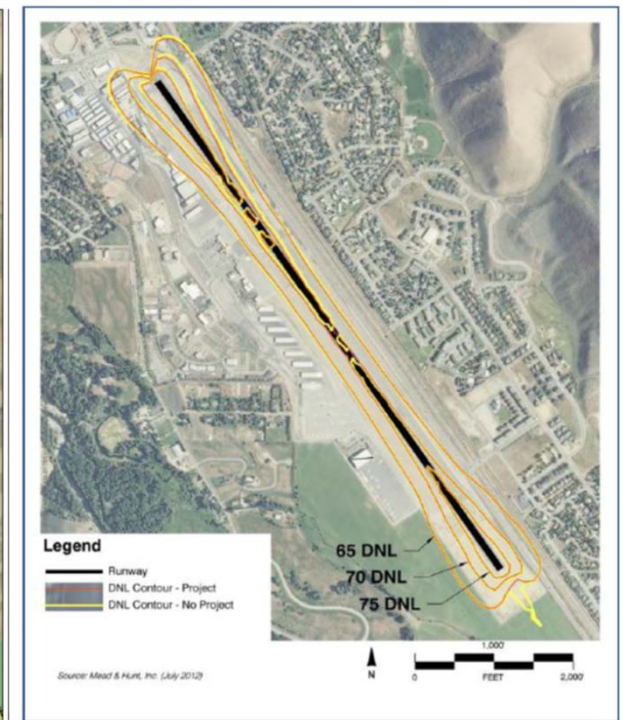
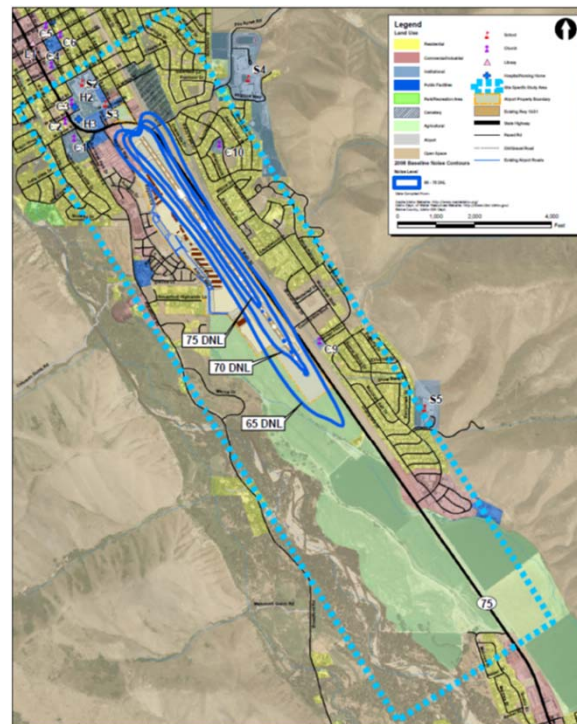


FIGURE 4-4  
NOISE CONTOUR COMPARISON 2012

# Aviation Noise Issues

- ▶ Airport–Related Noise Complaints Have Increased
  - Continued residential growth around airports
  - Increased sensitivity to airport noise
    - More focus on external influences on health and happiness
    - Quality of life concerns are greater as socio–economic status increases
  - FAA mitigation programs have treated most eligible homes
  - Noise issues are not easy to communicate
    - Data doesn't exist/difficult to explain
    - Noise metrics do not always reflect public's perception



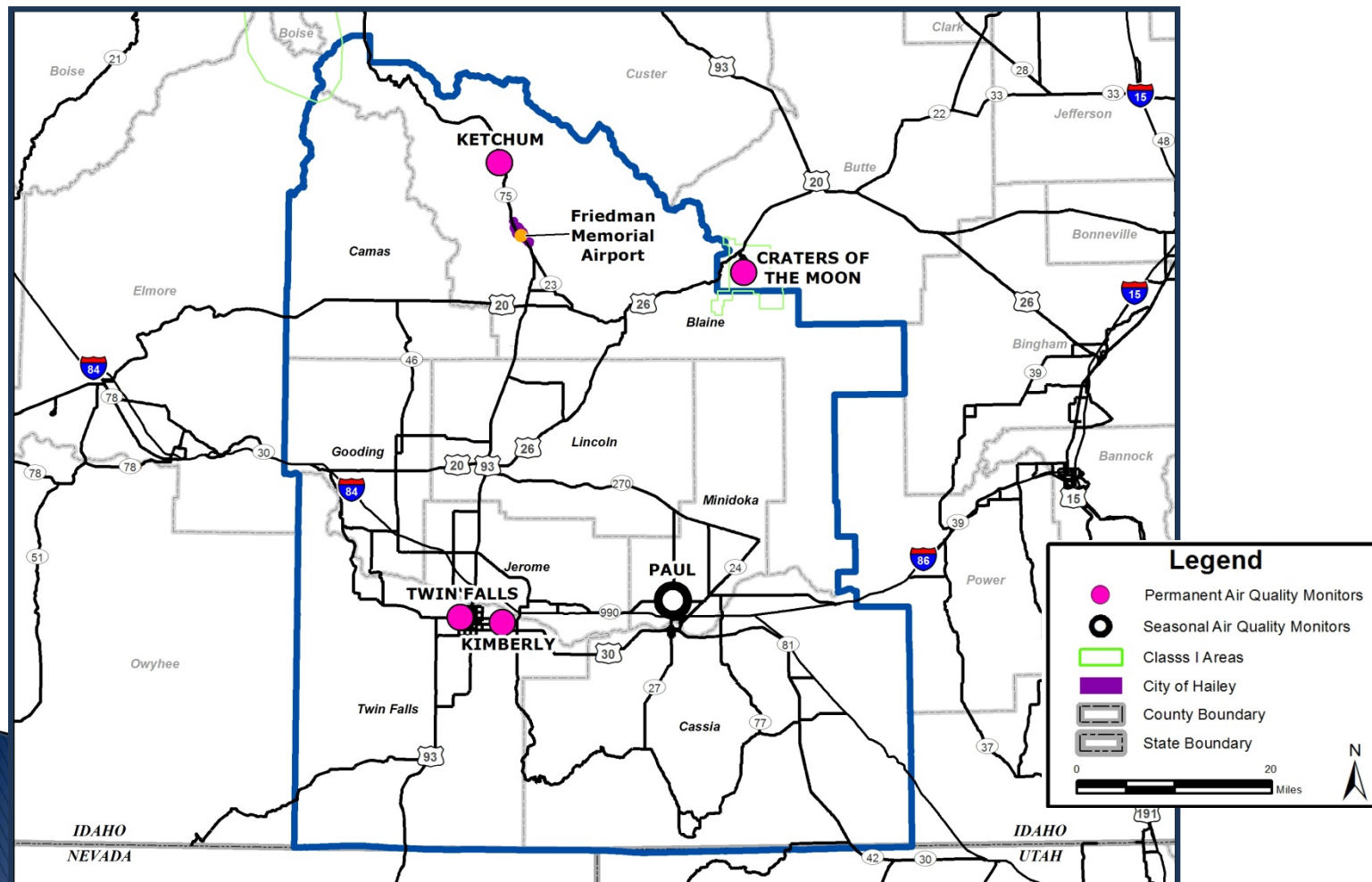
# Aviation Noise Issues

## ► What Can Be Done?

- Outreach
  - Make sure people know their issues are heard
  - Identify the critical issues people are concerned about
- Noise Monitoring
  - Valuable for collecting single-event noise levels
  - Provides data to understand the non-aviation versus aviation sources of noise
- Noise Modeling
  - Valuable for predicting long-term noise exposure
  - Necessary for FAA-approved studies
  - Allows for future/alternate operating scenarios

# Aviation Air Quality Issues

- ▶ No USEPA Exceedances of Air Pollution Standards



# Aviation Air Quality Issues

- ▶ Concerns About Air Emissions Have Grown
  - Public often cite health effects of living near airports as a concern related to air emissions
  - Health effects related to proximity to airports has been studied with varying results
    - Questions about credibility of studies
    - Misinterpretations of results is common
  - Difficult to establish a causal link between airports and diminished health
    - Appears to be some relationship but many other variables play a role (e.g., age of homes, income, age)
  - No FAA threshold for emissions like noise
    - Difficult to refute people's personal conclusions

# Aviation Air Quality Issues

## ► What Can Be Done?

- Outreach
  - Make sure people know their issues are heard
  - Identify the critical issues people are concerned about
- Collect and summarize credible studies
  - Airport-related studies
  - Non-aviation studies
- Air Emissions Modeling
  - Most efficient way to provide data to the public
  - Can provide overall emissions as well as hot spot analysis
- Air Emissions Monitoring
  - Requires numerous monitors for very long durations
  - Expensive for what you receive in terms of data

# Suggested Approach for FMAA

## ▶ Outreach

- Hold listening session(s) to formally document the public's concerns
- Develop an analysis plan based on public's comments and consultant recommendations

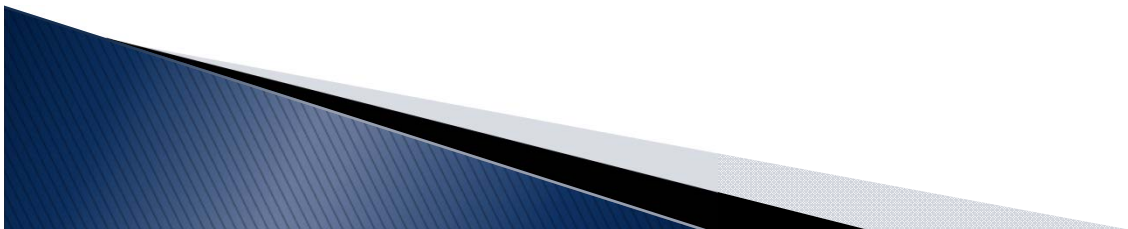
## ▶ Noise Analysis

- Conduct up to 2 weeks of noise monitoring
  - Combination of short-term and long-term monitoring
  - Develop noise monitoring report
- Conduct noise modeling of specific scenarios
  - Based on monitoring results and public's concerns
- Develop noise management plan recommendations
  - Review current noise abatement procedures to determine if modifications are warranted

# Suggested Approach for FMAA

## ▶ Air Emissions Analysis

- Conduct air emission modeling
  - Based on public's concerns and health studies
  - Report emissions for airport in a year
  - Report emissions for specific locations
  - Report background emissions from non-aviation sources
- Develop air emissions management plan recommendations
  - Provide potential opportunities for reducing emissions as warranted



# Questions?

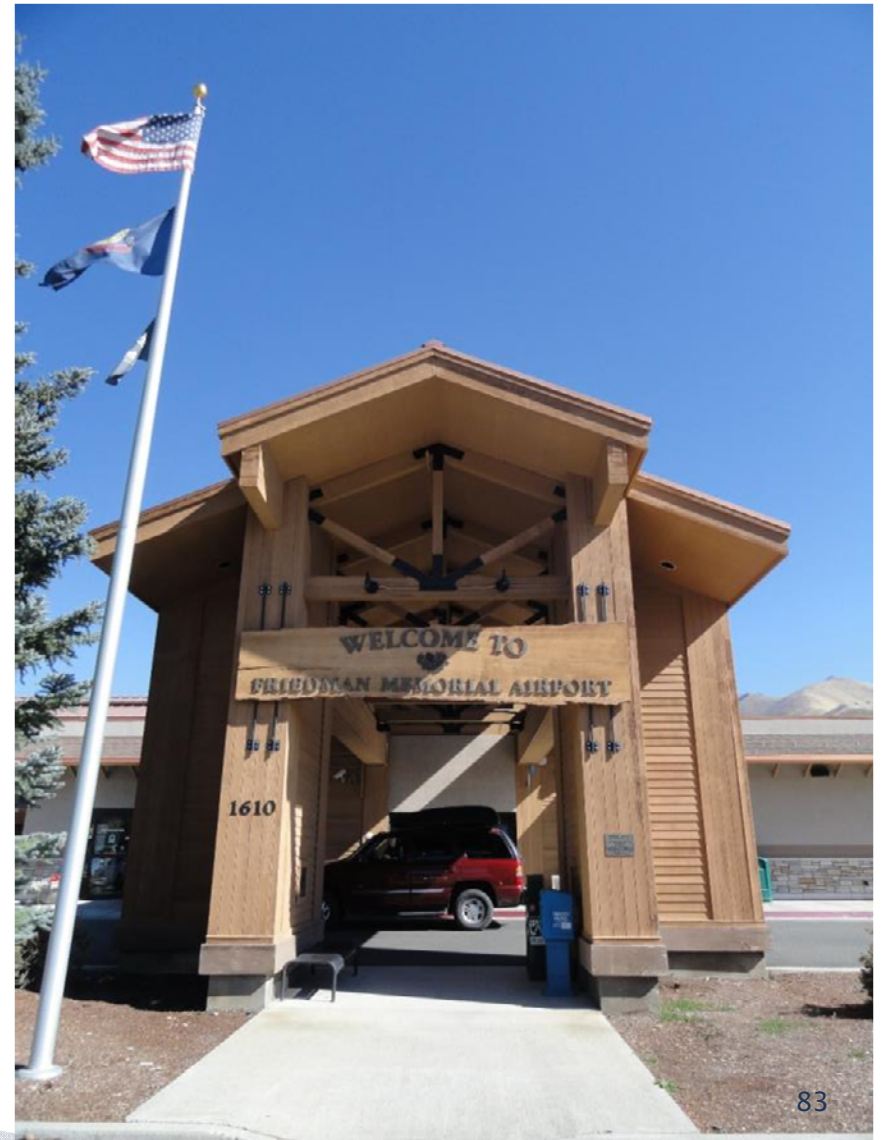
- ▶ Contact  
Rob Adams  
Principal  
Landrum & Brown  
[radams@landrum-brown.com](mailto:radams@landrum-brown.com)  
513.530.1201



# Friedman Memorial Airport Authority

## FY '17 DRAFT Rates and Charges

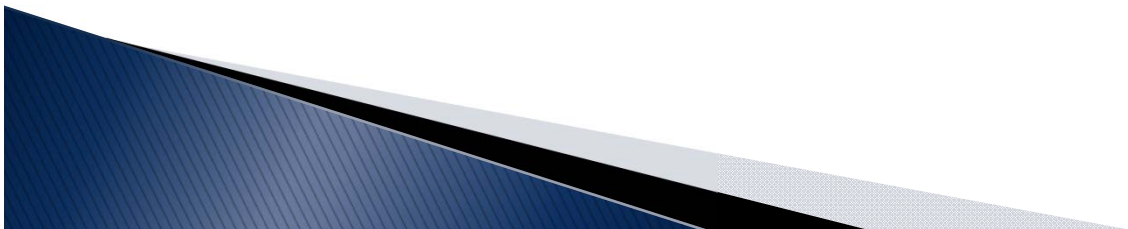
July 12, 2016





# FY '17 Draft Rates and Charges

- ▶ Proposed Rates & Charges are supported by an independent review of the FY' 17 Draft Budget and rates at comparable airports
  - FMA CEP <\$4.00
  - Low vs. comparable “resort” airports
- ▶ The proposed adjustments will be continue the replenishment of operational reserves and provide the Board with the ability to maintain a sustainable airport.
- ▶ The Board should anticipate conducting a Public Hearing for approval of the FY '17 Rates & Charges during the August meeting.



# Friedman Memorial Airport Authority

FY '17  
DRAFT Budget

July 12, 2016



# FY '17 Draft Budget

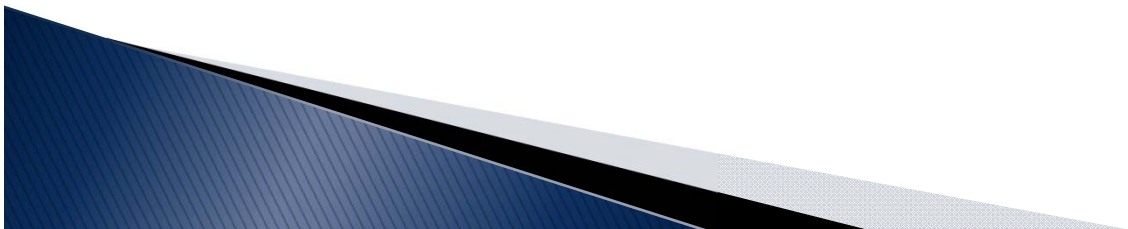
- ▶ Reviewed and presented by staff and Finance Committee
- ▶ Acknowledges new airfield layout
- ▶ Provides the board the ability to operate FMA and meets all of the coming year's needs
- ▶ Facilitates the continued Master Planning process
- ▶ Provides flexibility to provide a merit increase to staff. Does not include a CPI adjustment.
- ▶ Incorporates revenue adjustments as proposed in the Rates and Charges Schedule.
- ▶ Continues the process of replenishing operational reserves



# FY '17 Draft Budget

- ▶ Since the June meeting, staff has incorporated anticipated revenues proposed in the FY '17 Rates and Charges schedule. These changes are as follows:

<u>Line</u>	<u>Proposed</u>	<u>Revised Amount</u>	<u>Increase</u>
Aircarrier Landing Fees	\$150,000.00	\$165,000.00	\$15,000.00
Terminal Auto Parking	\$200,000.00	\$250,000.00	\$50,000.00
Advertising	\$45,000.00	\$47,000.00	\$2,000.00
Landing Fees – Transient	\$300,00.00	\$330,000.00	\$30,000.00
Fuel Flowage	\$260,000.00	\$300,000.00	<u>\$40,000.00</u>
			\$137,000.00



# FY '17 Draft Budget

- ▶ Expense adjustments made since the July meeting are as follows (cont.):

<u>Line</u>	<u>Proposed</u>	<u>Revised Amount</u>	<u>Increase</u>
ARFF Equipment	\$6,000.00	\$12,500.00	\$6,500.00

Justification: The proposed amount included the estimated replacement of two sets of ARFF protective gear. The revised amount includes actual cost proposals and also factors in replacement & additional staff protective gear needs.

<u>Line</u>	<u>Proposed</u>	<u>Revised Amount</u>	<u>Increase</u>
Licensed Vehicles	\$.00	\$60,000.00	\$60,000.00

Justification: The proposed amount includes replacement of two aging airport operations/snow removal vehicles. The Board can anticipate a similar expense in FY '18 as there are a total of five vehicles in the airport fleet that are 11-19 years old and in need of significant maintenance to keep them operational.



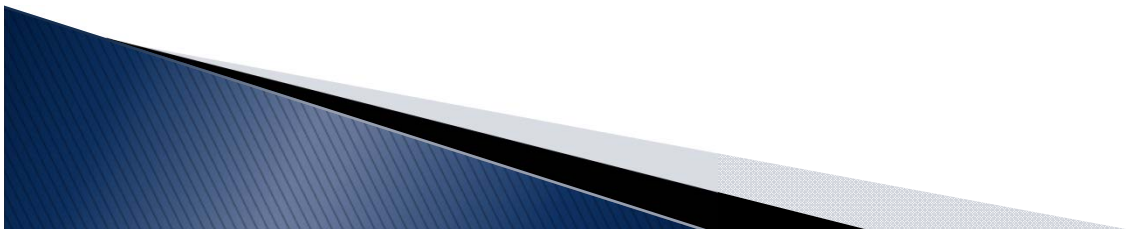
# FY '17 Draft Budget

- ▶ Expense adjustments made since the July meeting are as follows:

<u>Line</u>	<u>Proposed</u>	<u>Revised Amount</u>	<u>Increase</u>
Assistant Airport Manager	\$50,000.00	\$85,000.00	\$35,000.00
Retirement	\$125,000.00	\$130,000.00	\$5,000.00
Social Security/Medicare	\$82,500.00	\$85,000.00	<u>\$2,500.00</u>
			\$42,500.00

Justification: This line was increased to provide ten months of salary rather than five proposed in June. This adjustment was made to give the flexibility to the Board and Airport Manager.

- ▶ The Board should anticipate conducting a Public Hearing for approval of the FY '17 Budget during the August meeting.

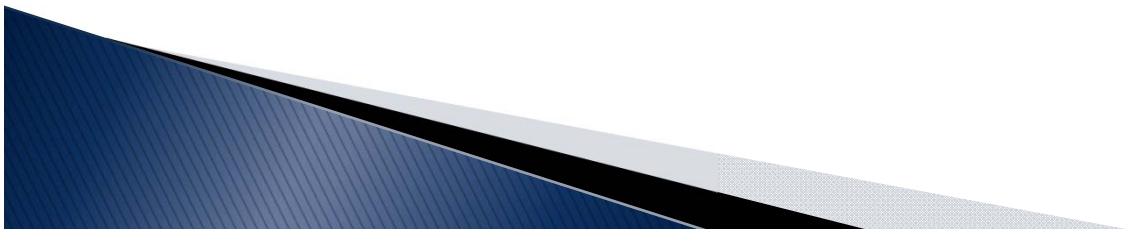


» PUBLIC COMMENT



# Executive Session

- ▶ I.C §74-206 (c) To acquire an interest in real property which is not owned by a public agency
- ▶ I.C §74-206 (f) to communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated







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» NEW BUSINESS