



Friedman Memorial Airport Authority

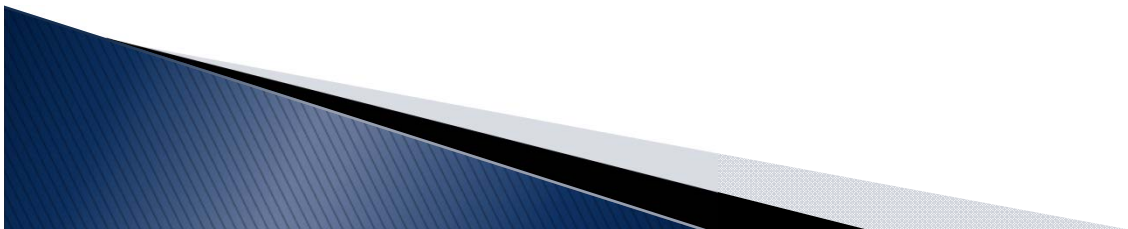
Regular Board Meeting

August 2, 2016





Public Comment

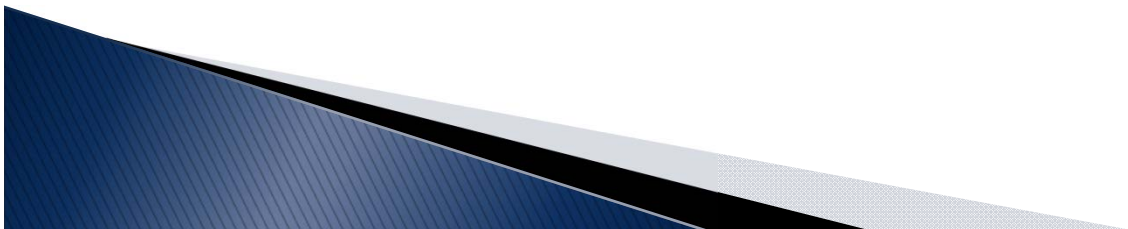




Public Hearing

FY '17 Rates and Charges

FY '17 Budget



FY '17 Rates and Charges

- ▶ Airport Staff and the Board's Finance Committee presented the proposed FY '17 Rates & Charges in the May & June FMAA Regular meetings
 - An independent review was conducted and adjustments/increases were made to Landing, Fuel Flowage, Passenger Terminal Parking & Advertising Fees



FY '17 Rates and Charges

- ▶ Action Needed:

- Motion to approve proposed FY '17 FMAA Rates & Charges



FY '17 Draft Budget

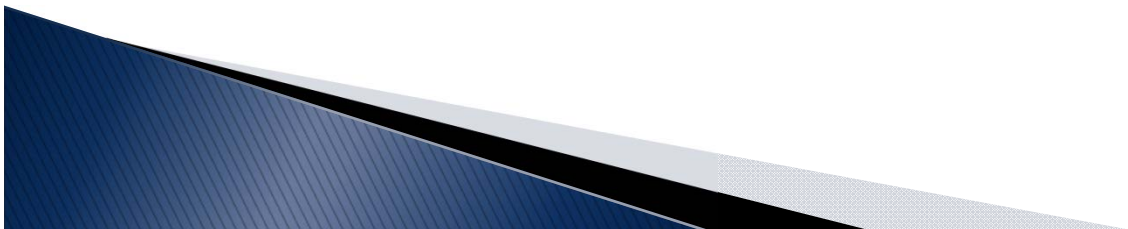
- ▶ Airport Staff and the Board's Finance Committee presented the proposed FY '17 Budget in the May & June FMAA meetings
 - The following objectives were considered:
 - Meeting the anticipated operational & capital requirements
 - Discretion provided to the Board and new Airport Manager
 - Additional expenses related to maintaining the renovated & busier air passenger terminal & substantial landscaping improvements
 - New airfield configuration and associated snow removal efforts
 - Ongoing Master Planning process
 - Ability to appropriately compensate employees based on performance and job function
 - Anticipated revenue generated from adjusted Rates and Charges
 - New & increased air carrier schedules
 - Replenishment of Operational Reserves



FY '17 Budget

- ▶ Action Needed:

- Motion to approve proposed FMAA FY '17 Budget in the amount of \$6,020,683.43

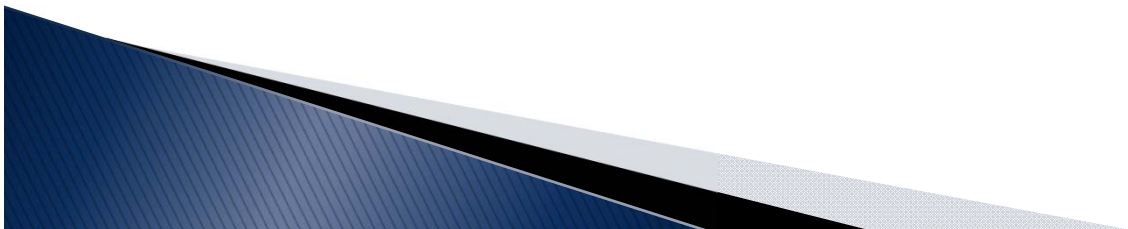




Approval of Meeting Minutes

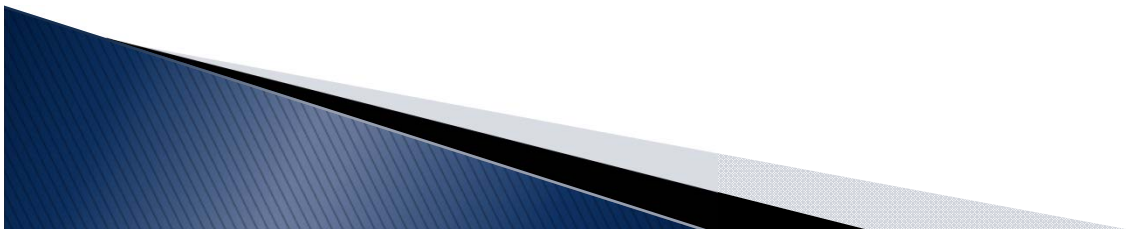
June 14, 2016 Regular Meeting

July 12, 2016 Regular Meeting





Reports



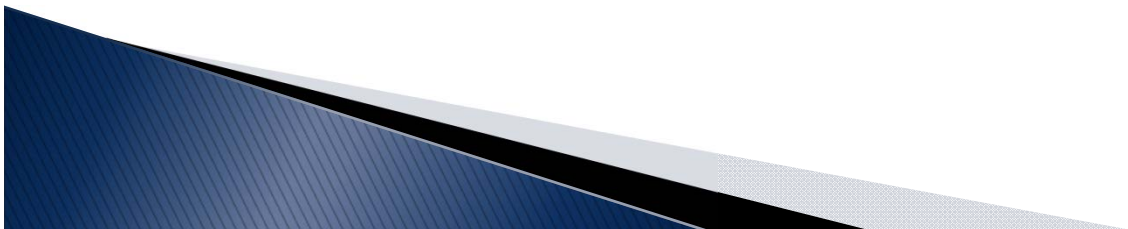
Reports

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

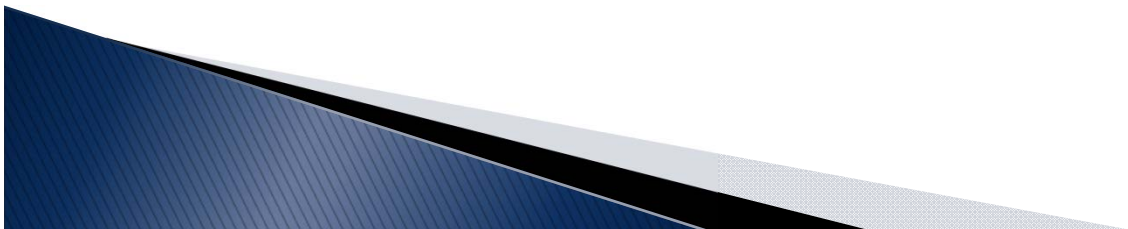


Airport Manager Report

August 2, 2016

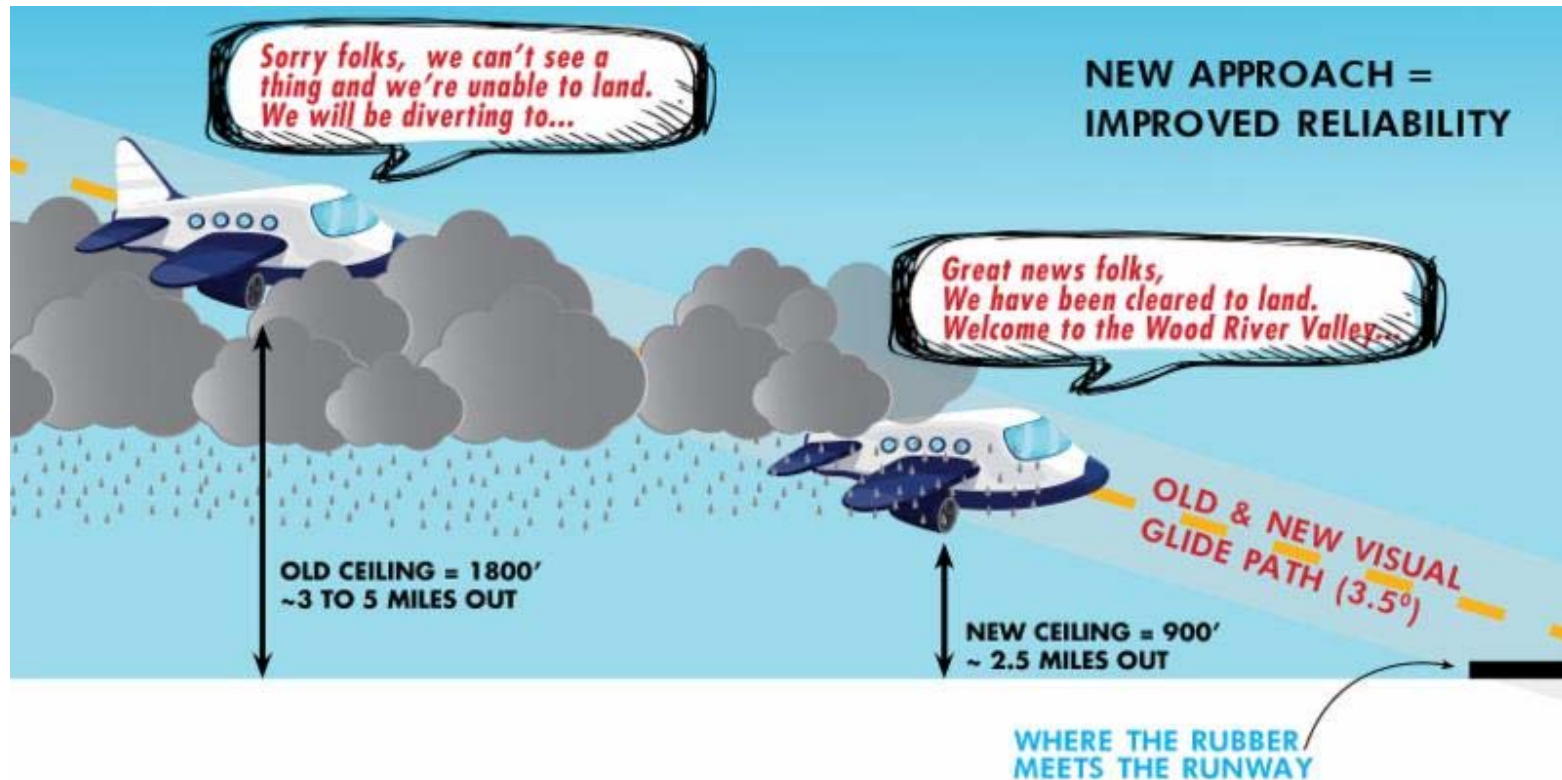


New Look!



Instrument Flight Procedures

- July 21 publication date

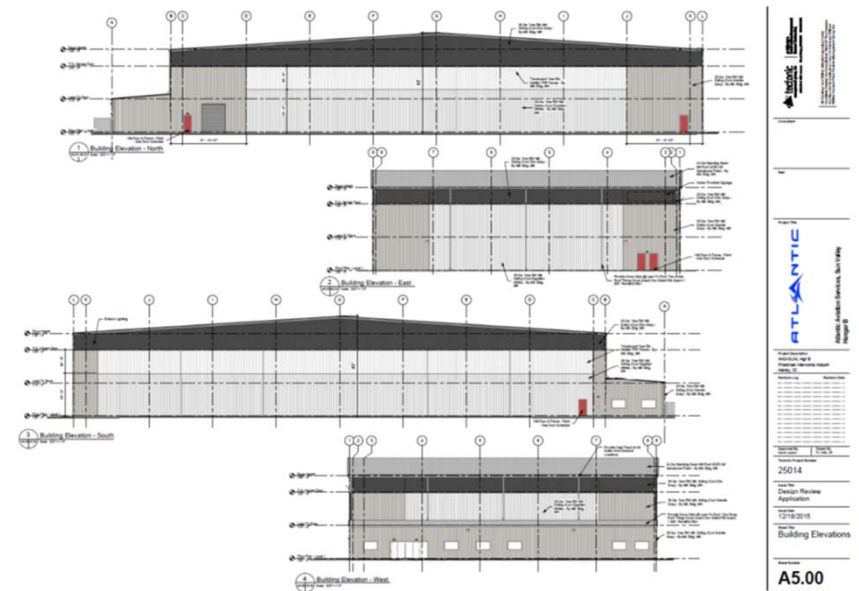


Atlantic Maintenance Hangar



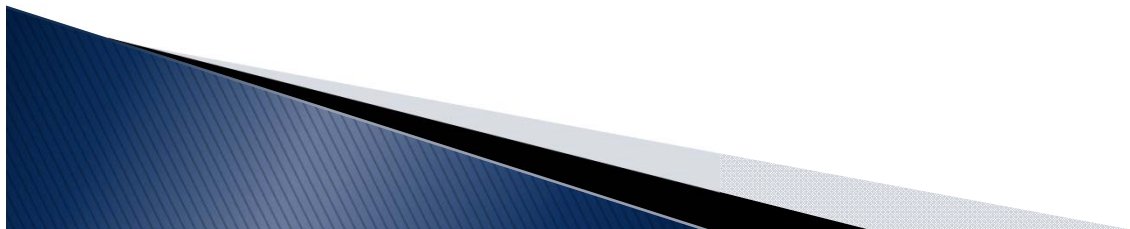
NOT TO SCALE!

- 32,500 sq. ft.
- Construction to start in Sept.



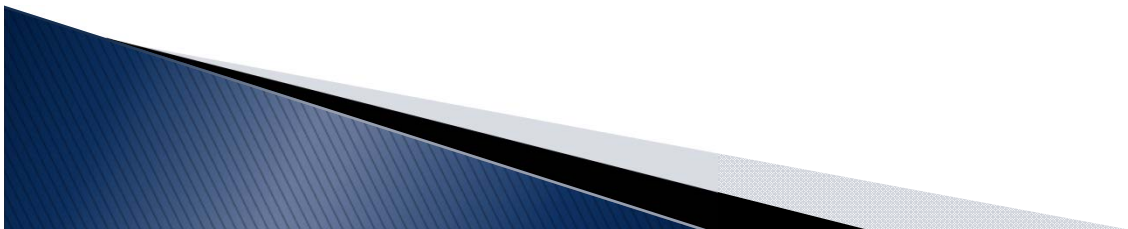
FAA Visit – July 27

- ▶ Dave Stelling – HLN ADO Manager
- ▶ Randy Fiertz – NW Mtn. Region
Airports Division Manager
- ▶ Discussion and Tour
 - RSA project overview
 - Master plan progress
 - Approach Improvements
 - Air Service Improvements
 - Future Projects
 - Runway 31 RPZ
 - Contract Tower Provisions



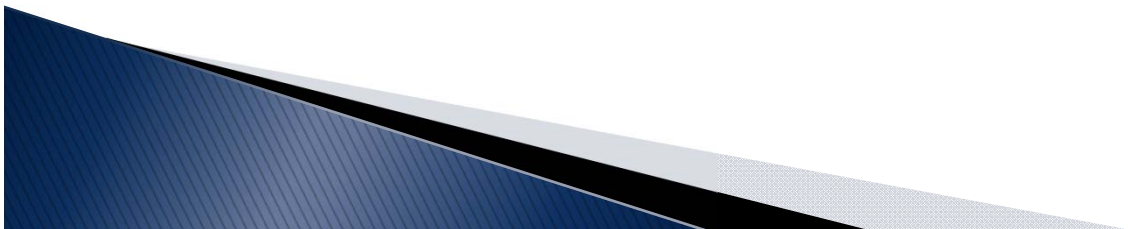
Other Happenings

- ▶ Ops Manager Recruitment
 - Closes August 3
- ▶ Bellevue City Council Meeting – July 25
- ▶ Meeting with Hailey Public Works Director – July 27
 - City/Airport partnership for snow removal/other



“On the Horizon” – Next Meeting

- ▶ Terminal Concessions
- ▶ Jim Hicks (Atlantic) – FMA Tenant of the Year Award
- ▶ Horizon “private” RNP Approach to Runway 31



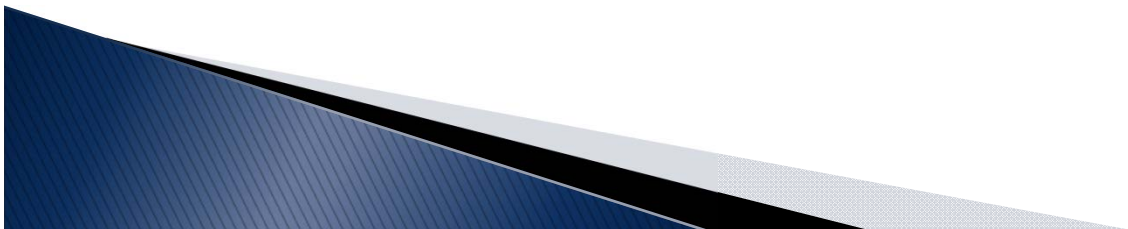
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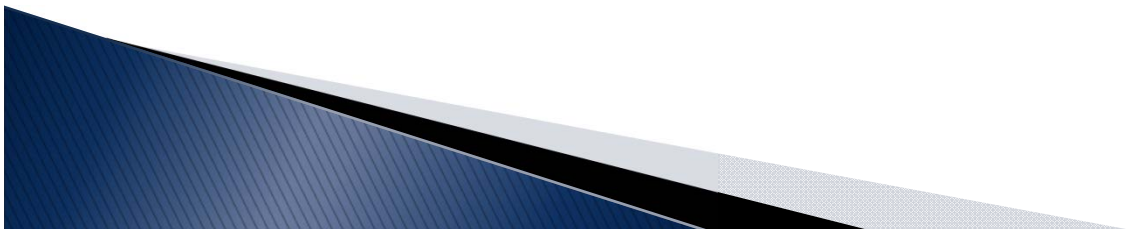


Airport Staff Brief Questions

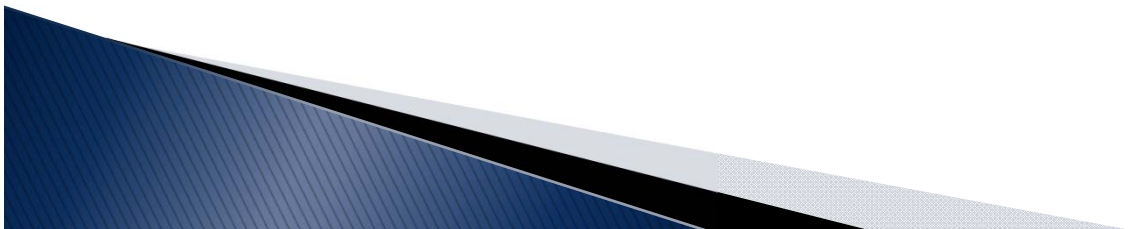




Old Business

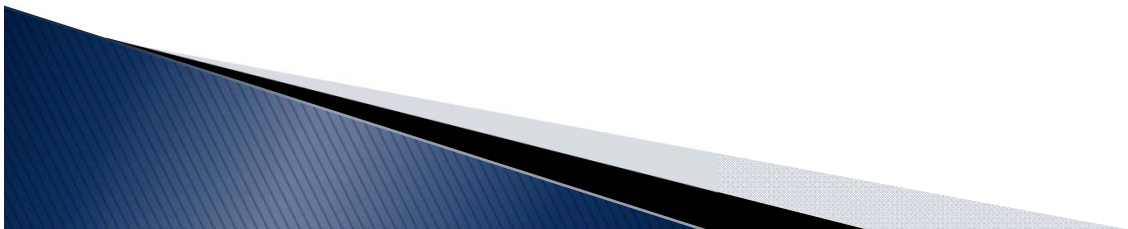


Airport Solutions



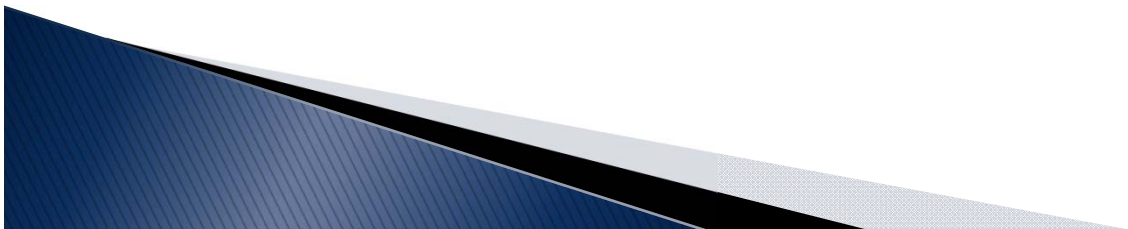
Current Projects

- ▶ No presentations
 - RSA Project



Future Projects

- ▶ No presentation
 - Terminal Apron
 - Terminal Parking Lot
- ▶ ATO Improvements

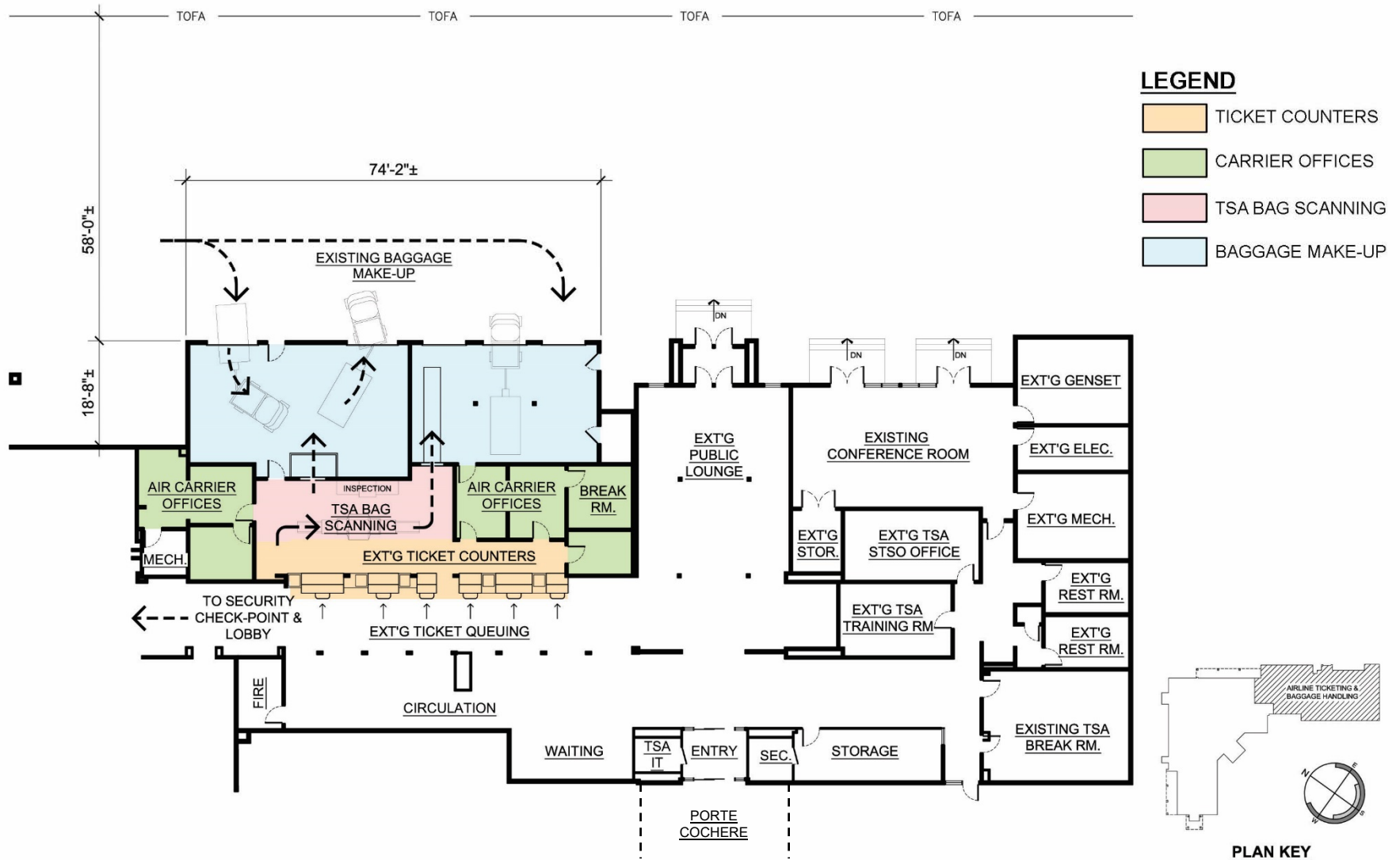


Airline Ticketing Office & Baggage Handling Improvements

► Goals:

- Improve airline ticketing and queuing area to alleviate congestion
- Improve and conceal TSA baggage screening operations
- Improve air carrier office spaces
- Improve baggage handling & make-up area
- Improve airline equipment storage/maintenance space
- Improve passenger queuing and circulation
- Maintain operational status during construction
- All improvements anticipate a future air carrier
- Utilize existing structure where possible

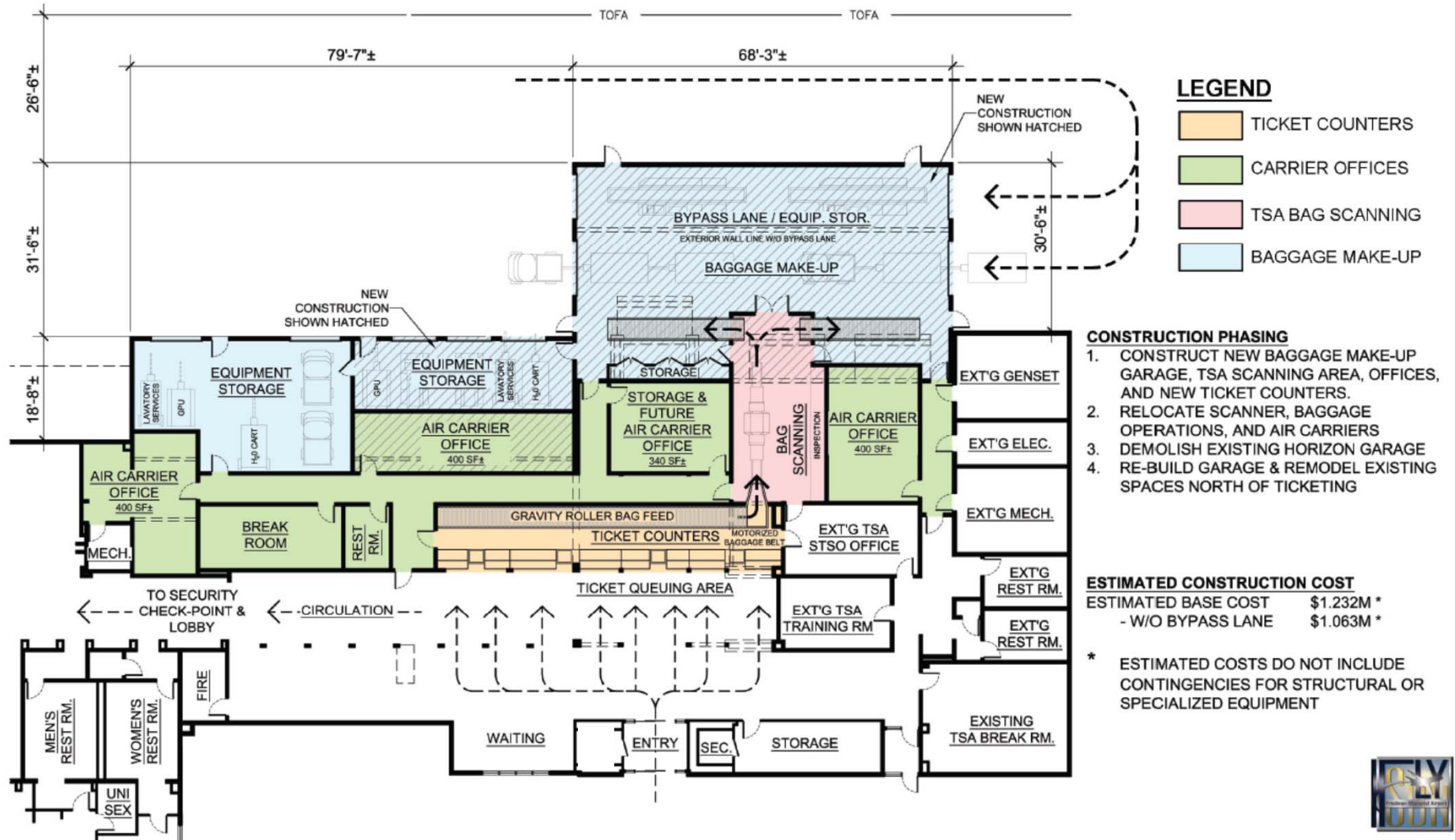
Airline Ticketing Office & Baggage Handling Improvements – Existing



Airline Ticketing Office & Baggage Handling Improvements – Process

- ▶ 3 Meetings with Architectural Committee
- ▶ Multiple meetings/discussions with various FMA staff members
- ▶ Walked through building & observed operations during peak travel times
- ▶ Investigated automated baggage scanning systems at other regional airports
- ▶ Observed automated baggage handling system at Idaho Falls Airport
- ▶ Developed a total of 8 schemes in collaboration with input from the Architectural Committee
- ▶ Scheme G is the preferred scheme (2 options)

Scheme G1



PREPARED BY:
TUSCITO/LACHAM/BLANCON ARCHITECTURA
JUNE 27, 2016
REVISED: JULY 21, 2016

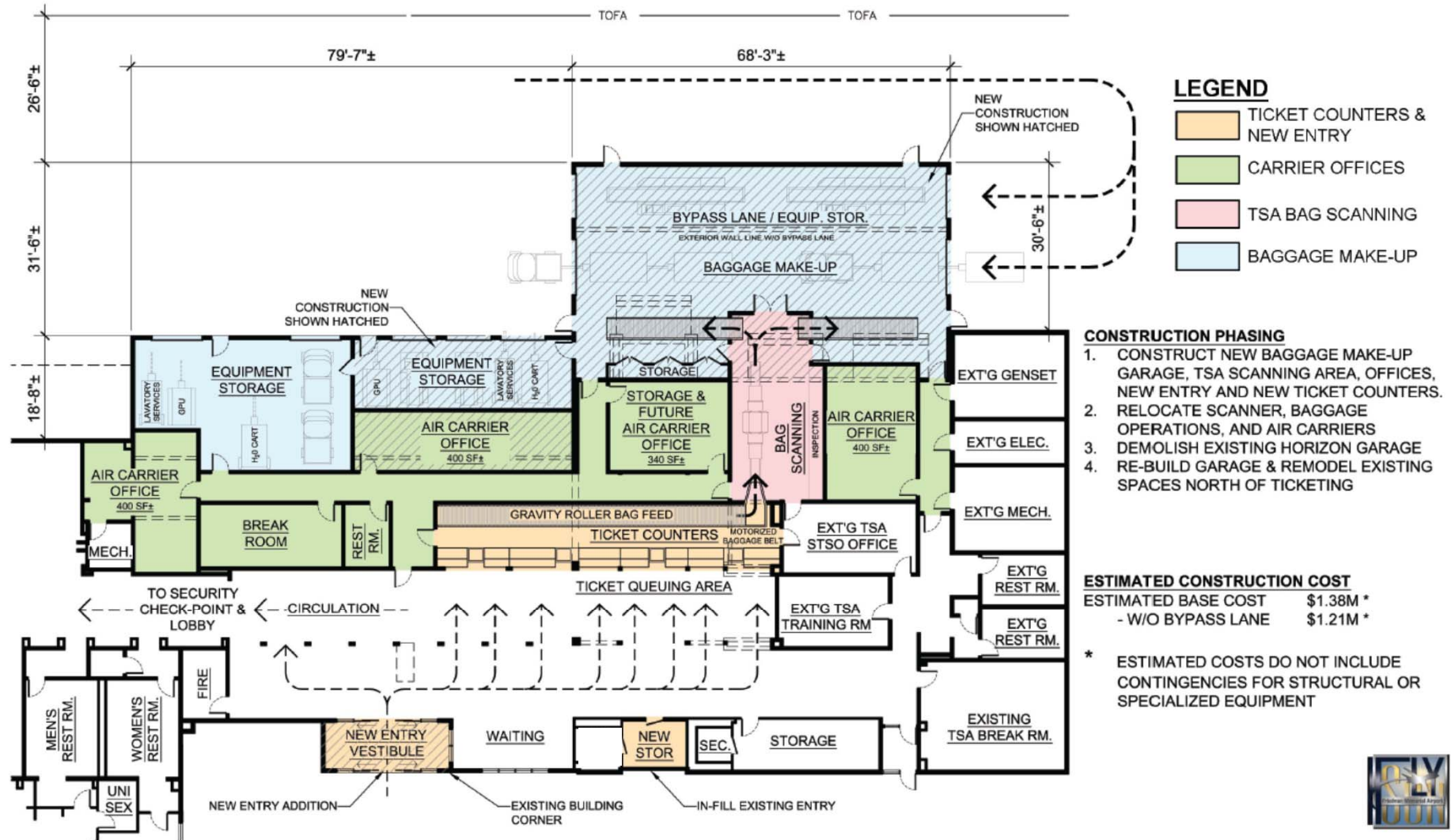
FRIEDMAN MEMORIAL AIRPORT TERMINAL - AIRLINE TICKETING & BAGGAGE HANDLING REMODEL

SCHEME 'G' - 1

SCALE: 1/16" = 1'-0"



Scheme G2



PREPARED BY:
RUSGICCO/LACHAM/BLANCON ARCHITECTURA
JULY 21, 2016

FRIEDMAN MEMORIAL AIRPORT TERMINAL - AIRLINE TICKETING & BAGGAGE HANDLING REMODEL

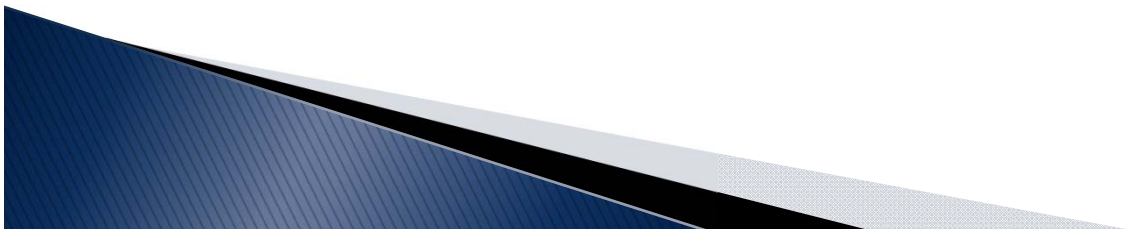
SCHEME 'G' - 2

SCALE: 1/16" = 1'-0"

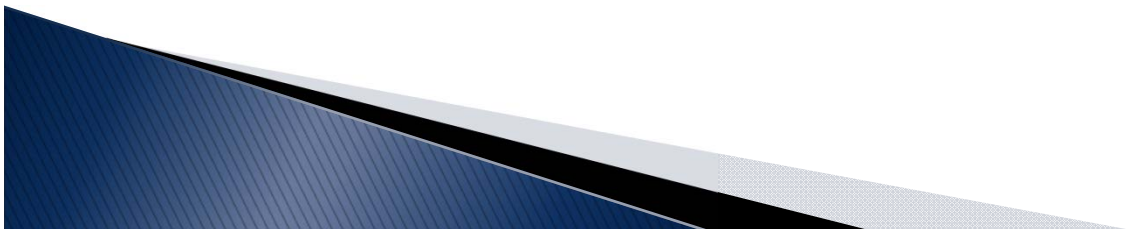


Runway 13–31 Pavement Maintenance

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

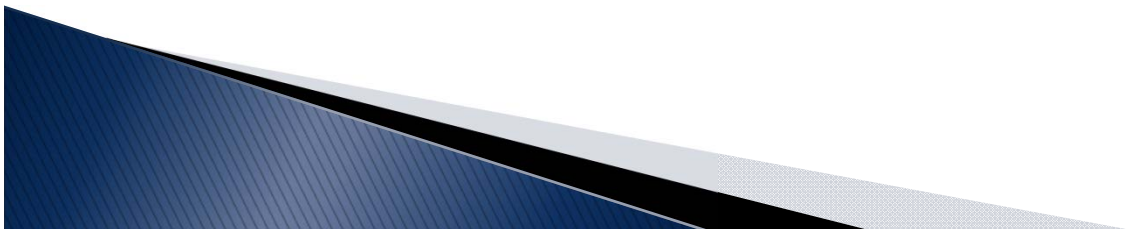


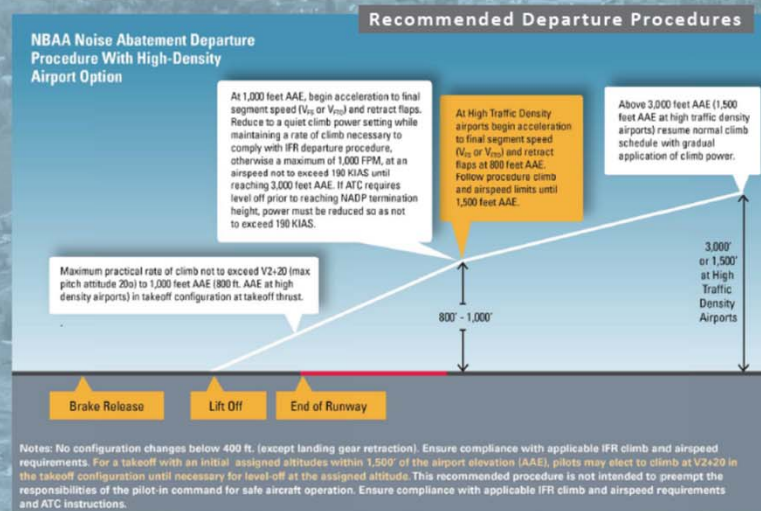
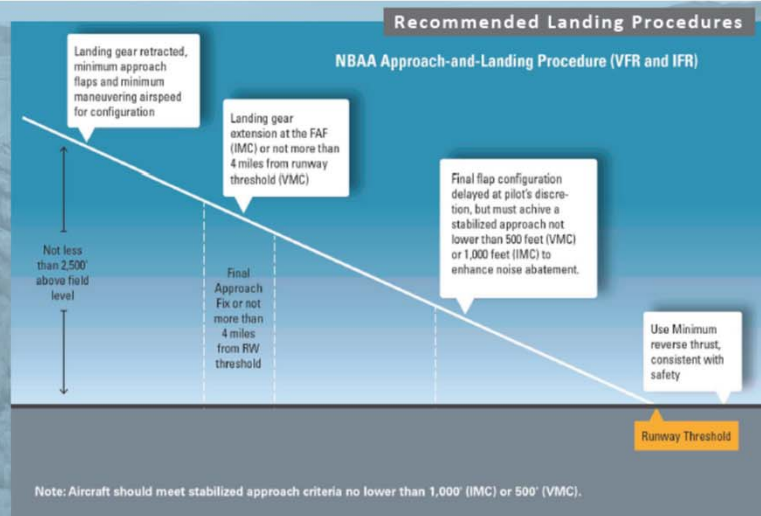
Voluntary Noise Abatement Committee



Meeting – July 27 Recap

- ▶ Discussion of new instrument approaches
- ▶ Review of new VNAP brochure
- ▶ Recommended VFR procedures to the north
- ▶ Consistent information on website





Welcome to Sun Valley

FRIEDMAN MEMORIAL AIRPORT
PLEASE READ!

ENTIRE AREA IS RESIDENTIAL AND NOISE SENSITIVE

PLEASE COMPLY WITH ARRIVAL & DEPARTURE ROUTES

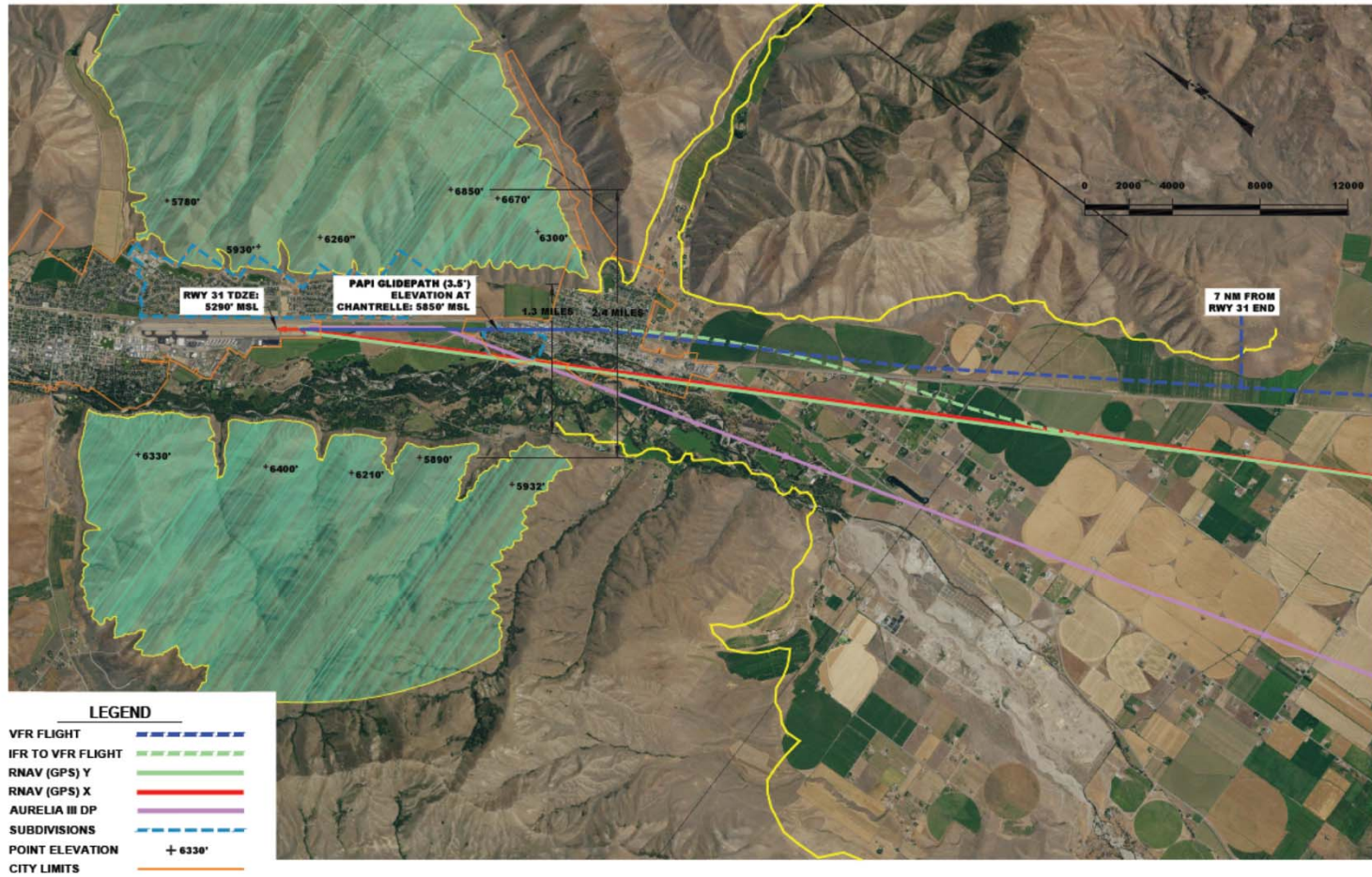
Noise Abatement Center	208.788.5138
ATIS	208.788.2108
Airport Manager's Office	208.788.4956

NOISE ABATEMENT RECOMMENDATIONS

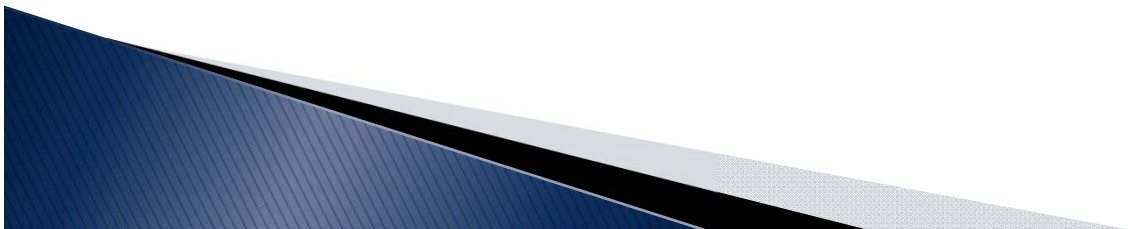
- In response to local community concerns, Friedman Memorial Airport has a noise abatement program. The program is applicable to all types of aircraft.
- The Airport Authority and your neighbors request that aircraft operators avoid landing from the north or departing to the north.
- All aircraft are asked not to operate between the hours of 2300 and 0600 (local time), under any circumstance, except emergencies.
- Preferred hours of operation are 0700 - 2300 (local time) to coincide with hours during which The Hailey Tower and Friedman Memorial Airport crash/fire/rescue/operations are staffed. There are limitations in services such as snow removal between the hours of 2300 and 0700 local.
- APU usage limited to 30 minutes maximum, without exception (mandatory)

Entire Area is Residential and Noise Sensitive

Hailey, Idaho

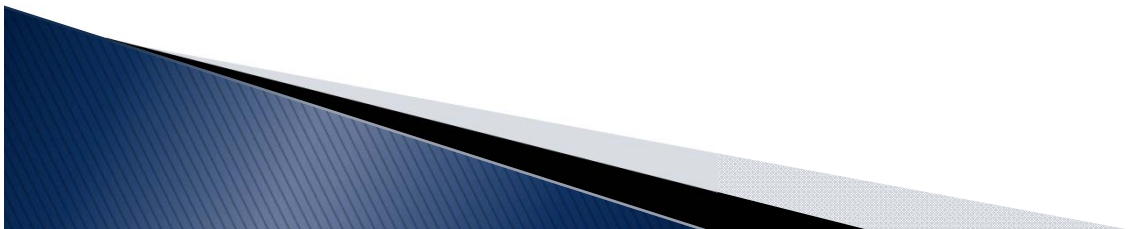


Master Plan Update

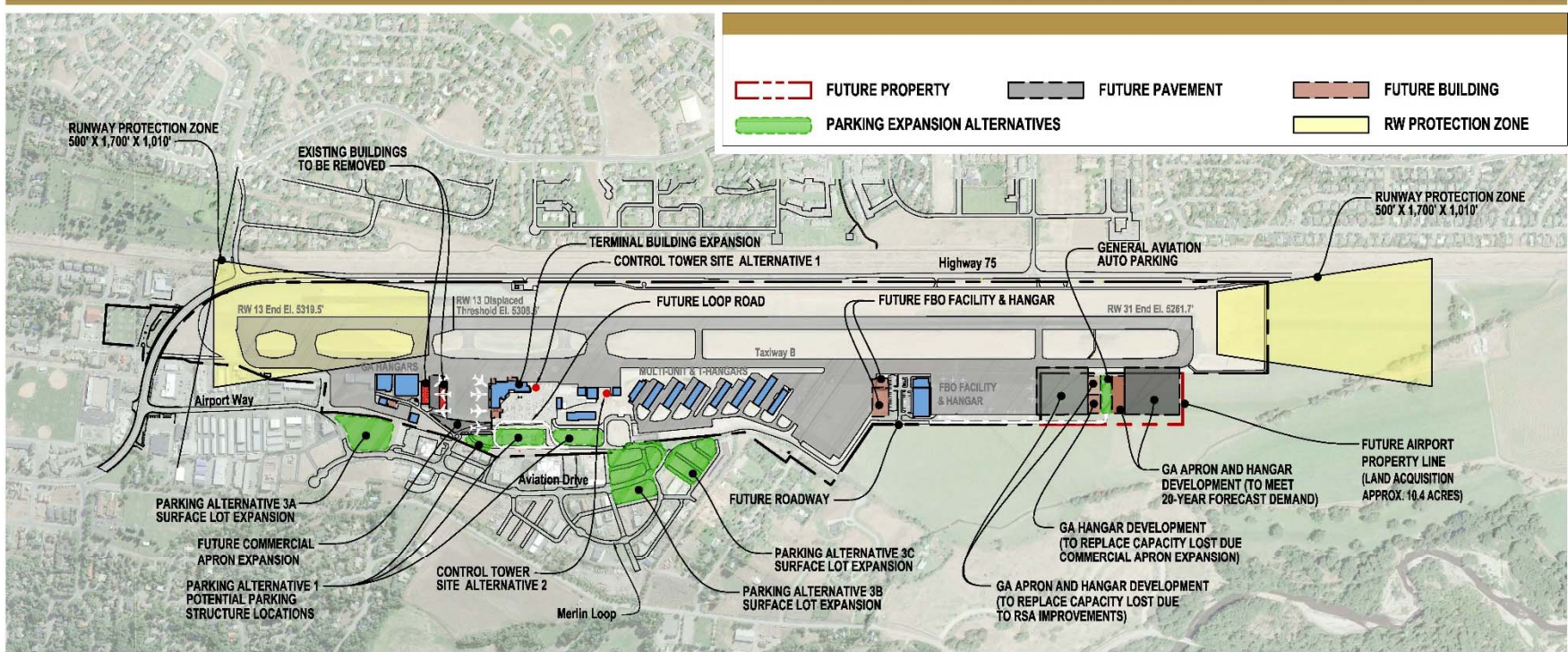
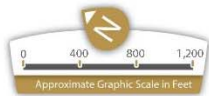


Topics

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



20-Year Conceptual Development Plan



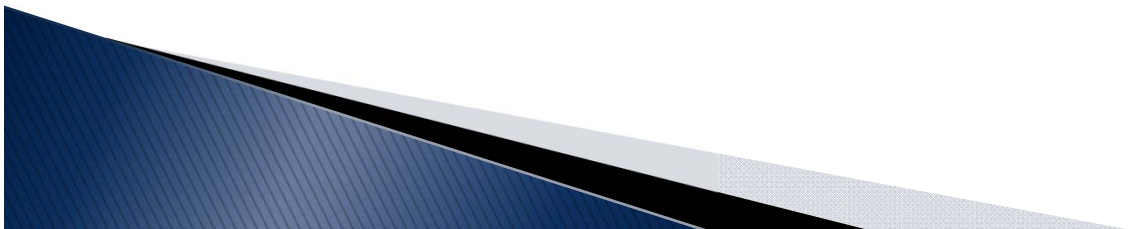
NOTE: This illustration is intended for study purposes only and is not intended for implementation.

FIGURE D11 Conceptual Development Plan

Runway Protection Zones

What is an RPZ?

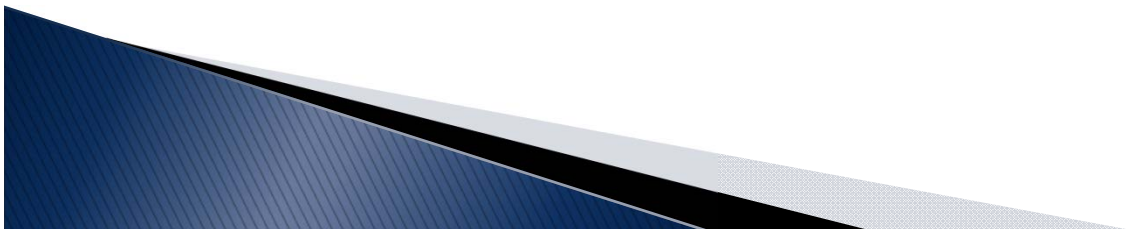
- ▶ Trapezoidal shape off the end of a runway
- ▶ Cleared of incompatible objects and activities
 - No obstructions
 - No congregations of people
 - No structures
 - Limited uses are acceptable (e.g., agriculture)



Runway Protection Zones

Why?

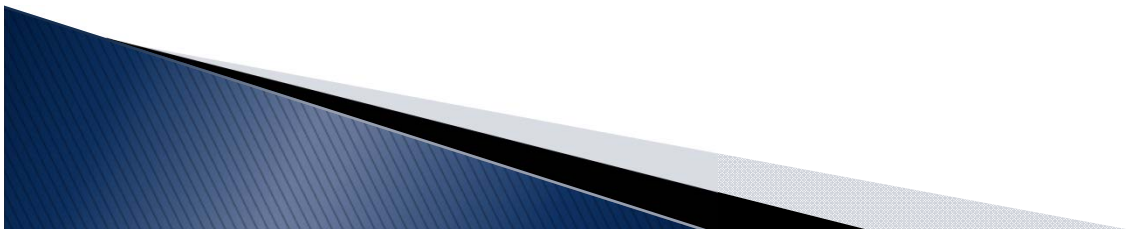
- ▶ “The RPZ's function is to enhance the protection of people and property on the ground.”



Runway Protection Zones

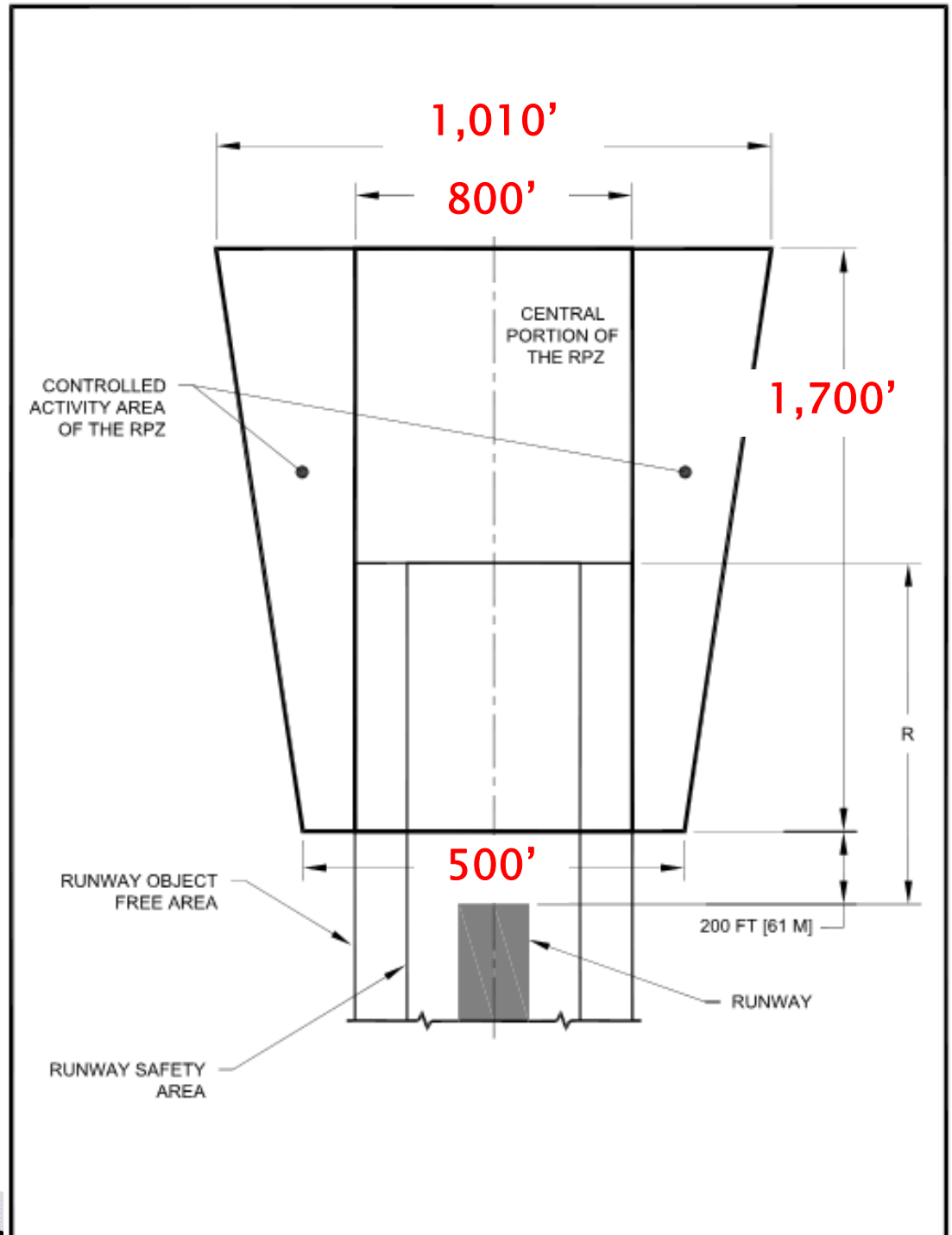
How?

- ▶ Airport Owner control
 - Clearing the RPZ areas
 - Maintaining them clear
- ▶ “Where practical, airport owners should own the property under the runway approach and departure areas to at least the limits of the RPZ.” (FAA AC 150/5300-13A, Para. 310.a.2)



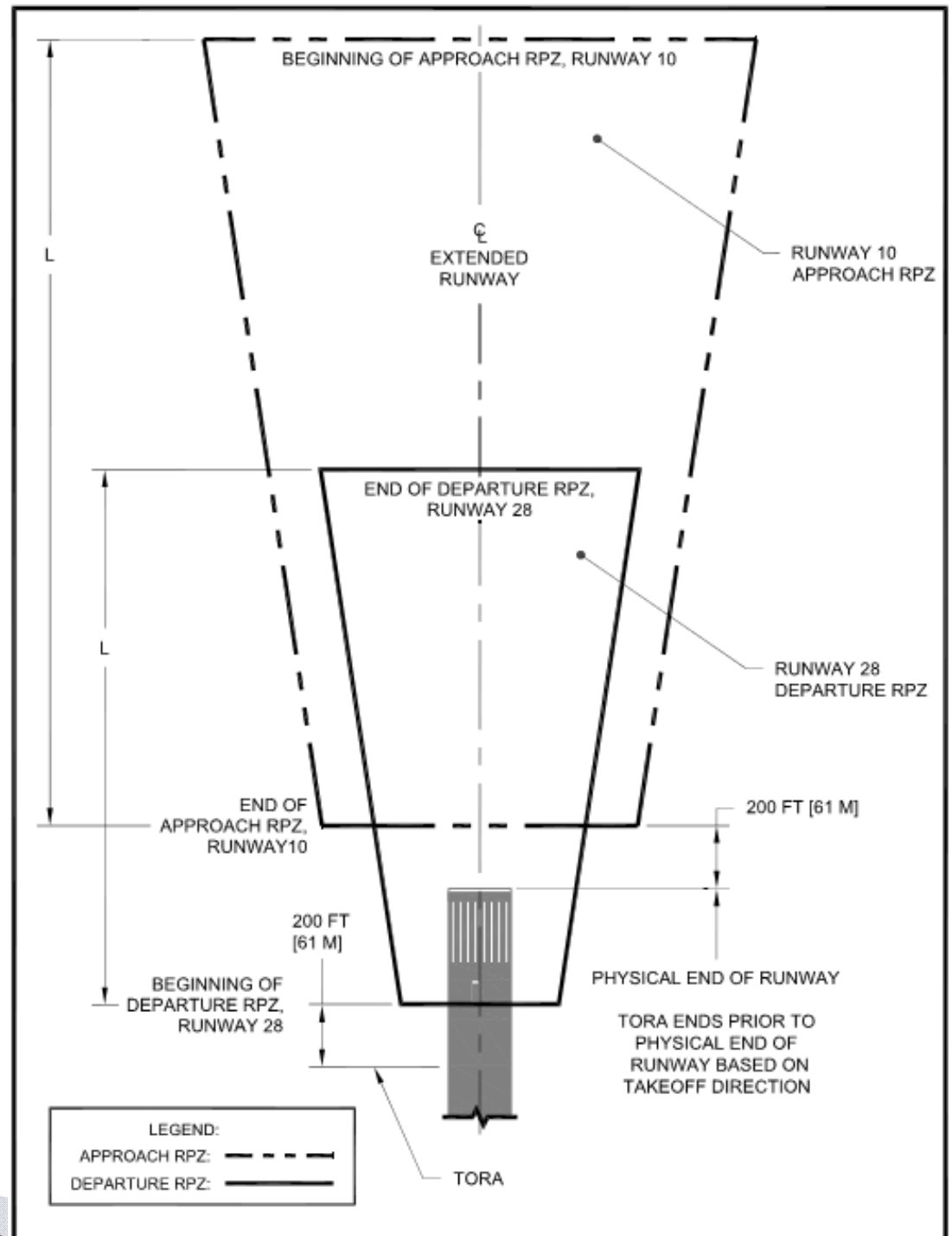
RPZs

- Dimensions vary, based on traffic



RPZs

- ▶ Two RPZs at one runway end, if using declared distances



Runway Protection Zones



Runway Protection Zones Guidance

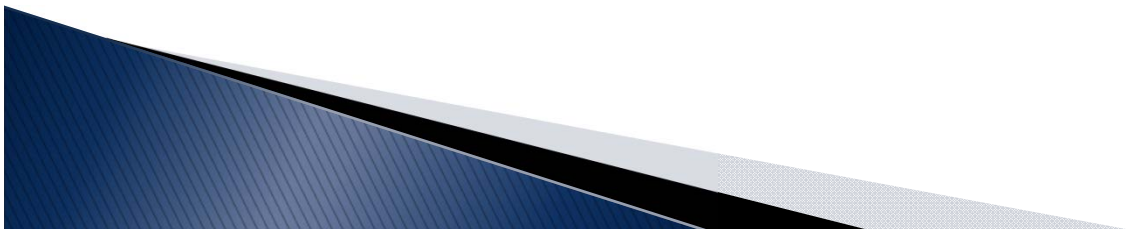
- ▶ FAA Advisory Circular 150/5300-13A

Where practical, airport owners should own the property under the runway approach and departure areas to at least the limits of the RPZ. It is desirable to clear the entire RPZ of all above-ground objects. Where this is impractical, airport owners, as a minimum, should maintain the RPZ clear of all facilities supporting incompatible activities. See FAA Memorandum, Interim Guidance on Land Uses Within a Runway Protection Zone, dated 9/27/2012, for guidance on incompatible activities.

Runway Protection Zones Guidance

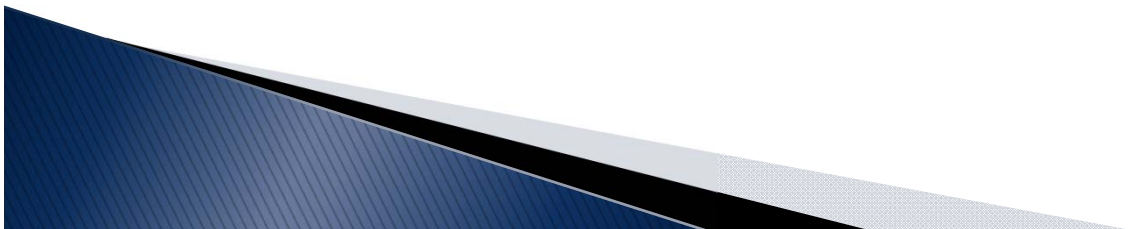
- ▶ FAA Interim Guidance

Although the FAA recognizes that in certain situations the airport sponsor may not fully control land within the RPZ, the FAA expects airport sponsors to take all possible measures to protect against and remove or mitigate incompatible land uses.



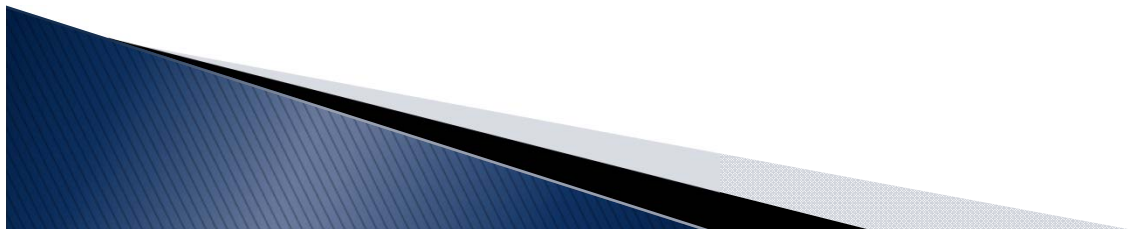
Runway Protection Zones Guidance

- ▶ FAA Grant Assurances
 - 19: Operation and Maintenance
 - 20: Hazard Removal and Mitigation
 - 21: Compatible Land Use

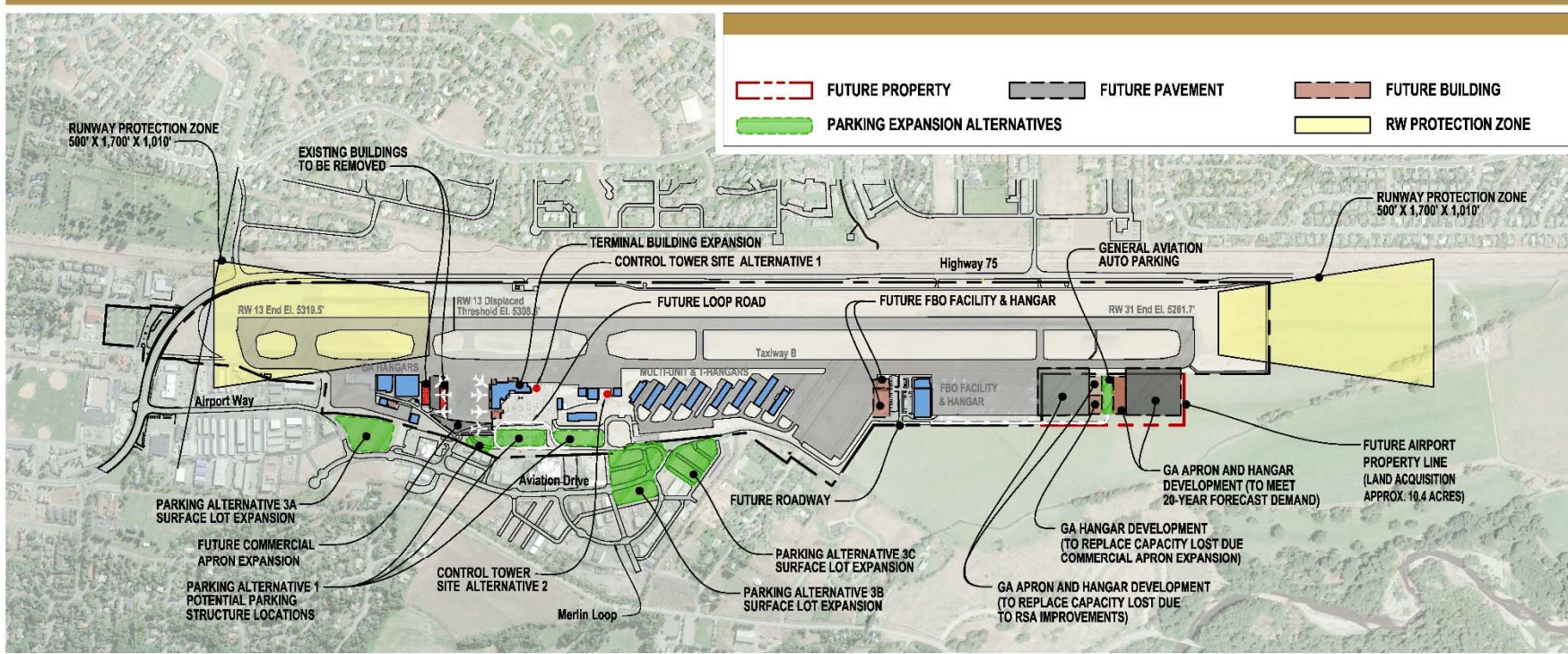
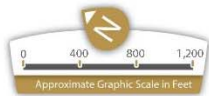


RPZ – FAA Position – July 27 Meeting

- ▶ RPZs are of critical importance to the FAA
- ▶ FAA is supportive of RPZ acquisition – eligible
- ▶ Concern to the FAA if not controlled fee simple or through perpetual easement – “must have.”
 - Current easement a concern
- ▶ Land use zoning is not an adequate method of control
- ▶ Not mandatory – yet



20-Year Conceptual Development Plan

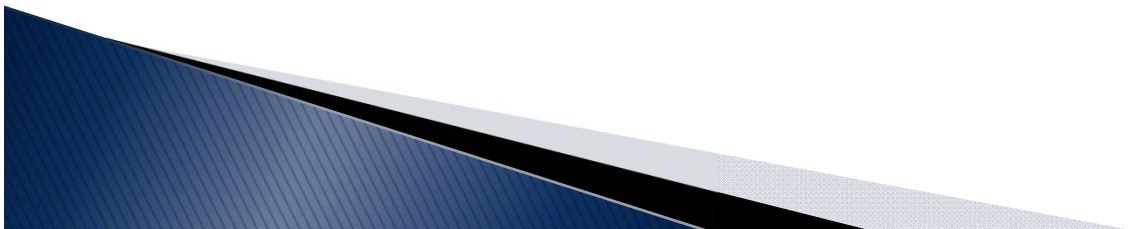


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FIGURE D11 Conceptual Development Plan

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



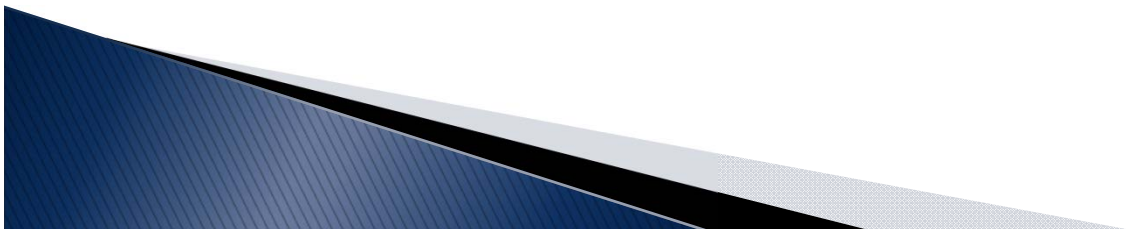
ALP Conditional Approval

- ▶ Effects on airspace
- ▶ Ensures safety of persons and property on the ground
- ▶ Any development on ALP subject to NEPA
- ▶ Acceptance of the plan under local land use laws
- ▶ Encourage land use and height restrictive zoning
- ▶ DOES NOT indicate that the FAA will participate in the cost. Project require:
 - Evidence of Eligibility
 - Justification
- ▶ Must be an ALP to be eligible and include on CIP

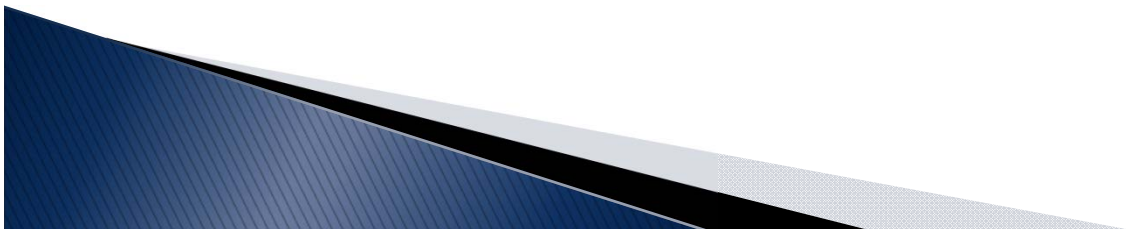


Next Steps

- ▶ CIP refinement based on CDP
- ▶ Ricondo will prepare Financial Analysis chapter for FMAA review and acceptance.
- ▶ T-O Engineers will update Airport Layout Plan for FAA review and approval.

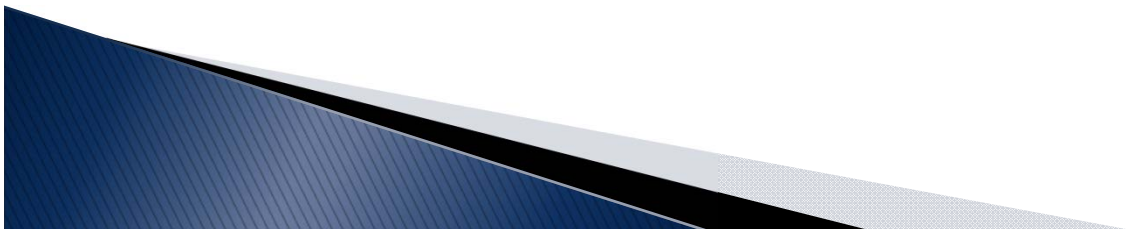


Noise Monitoring/Modeling



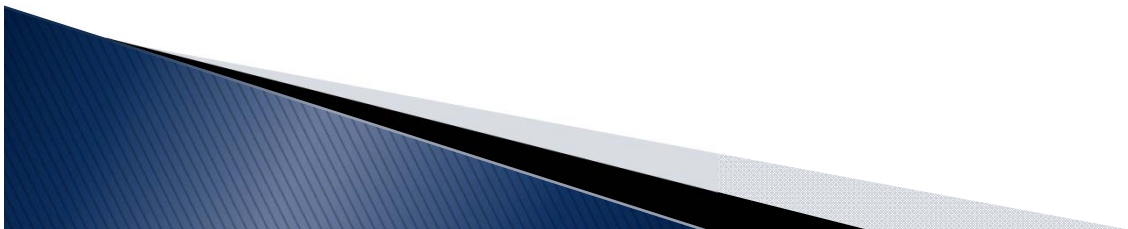
Aviation Noise Issues

- ▶ What Can Be Done?
 - Outreach
 - Noise Modeling
 - Noise Monitoring



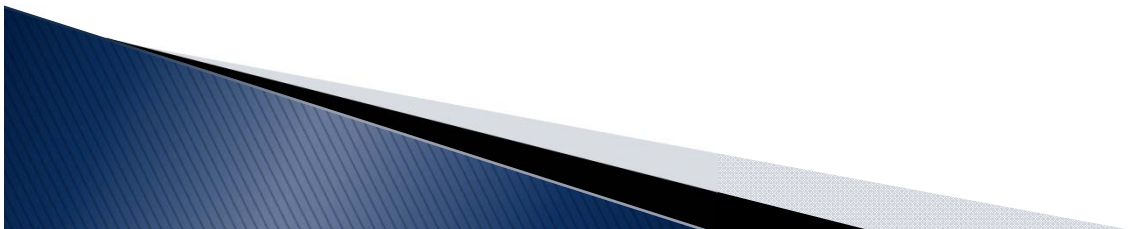
Noise Modeling

- ▶ Modeling
 - \$22,080
 - Purpose
 - Establish a baseline
 - More specific data
 - Specific aircraft
 - Flight tracks
 - Altitudes
 - Speeds
 - Flexible – multiple scenarios

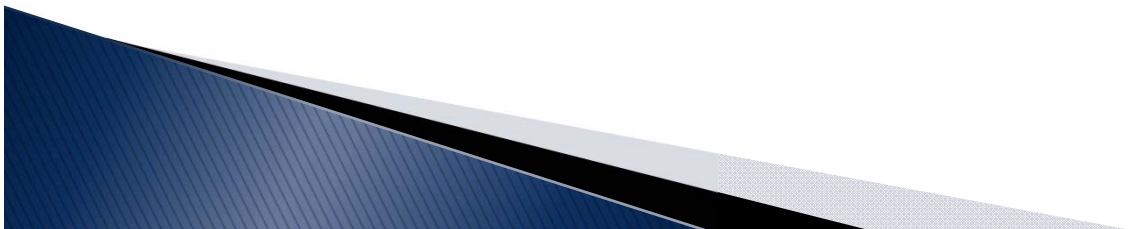


Noise Monitoring

- ▶ Monitoring
 - \$26,021
 - Purpose
 - Single event noise levels
 - Validate model
 - “Virtual” monitoring

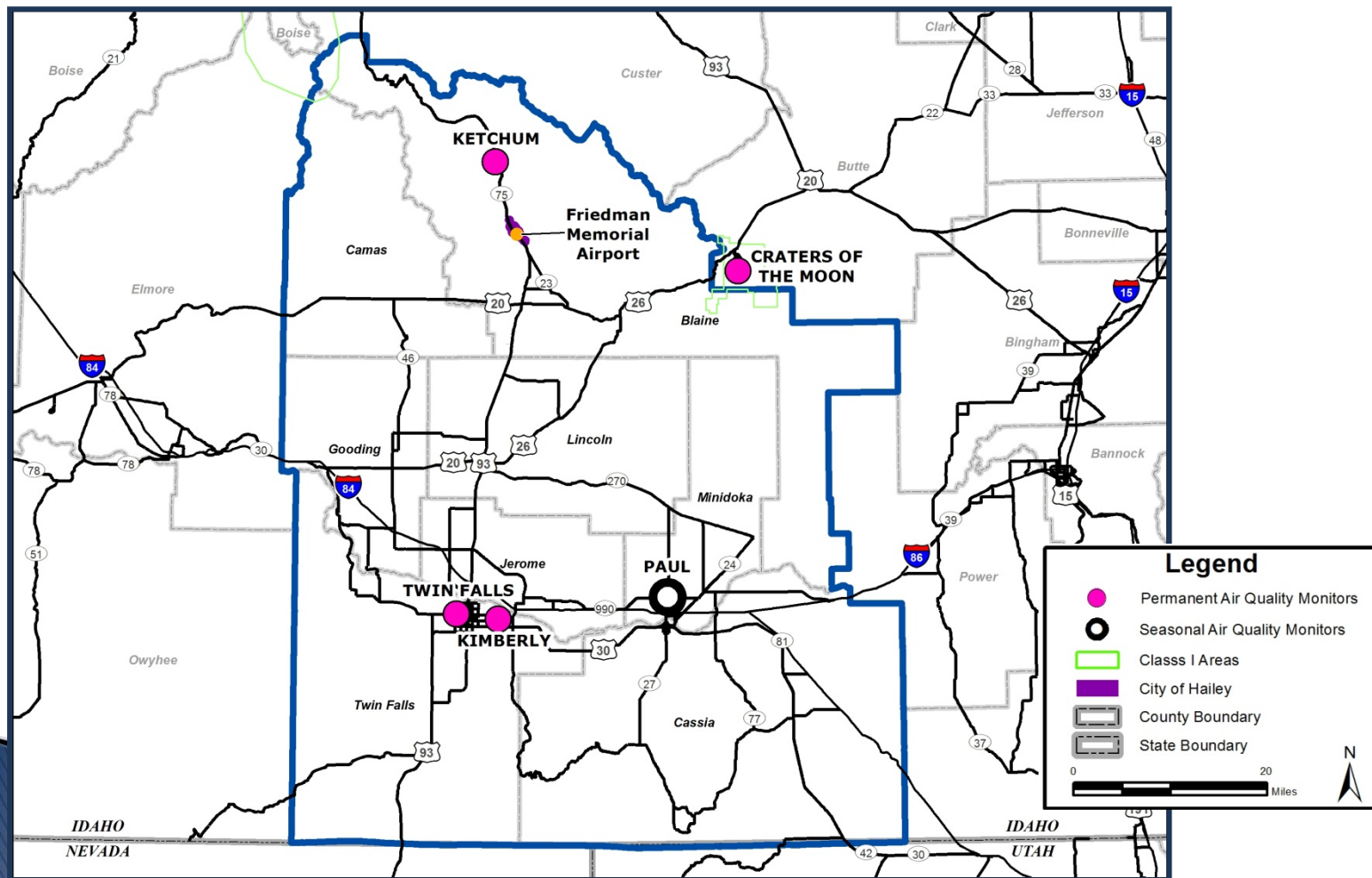


Air Quality Monitoring/Modeling



Aviation Air Quality Issues

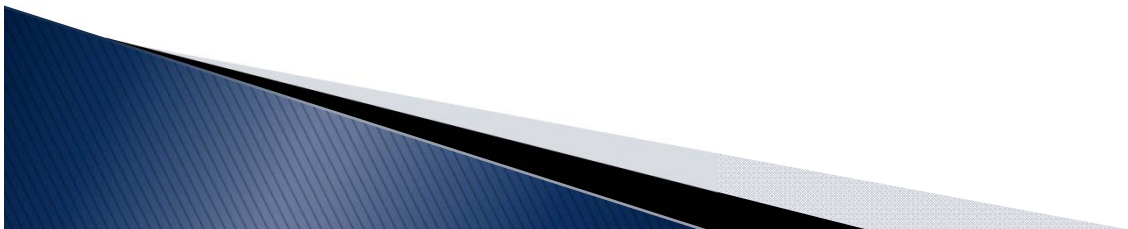
- ▶ No USEPA Exceedances of Air Pollution Standards



Aviation Air Quality Issues

► What Can Be Done?

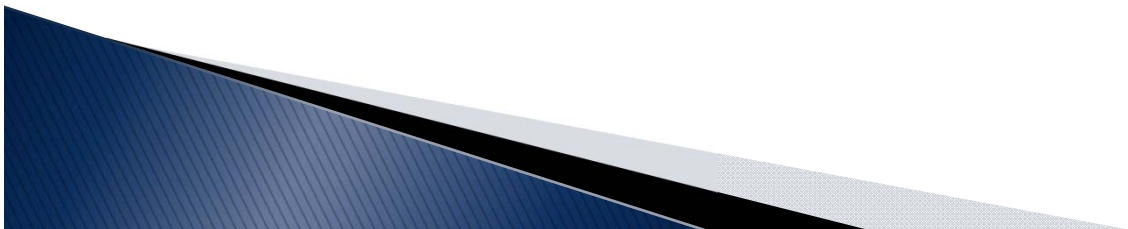
- Outreach
- Collect and summarize credible studies
 - Airport-related studies
 - Non-aviation studies
- Air Emissions Modeling
 - Based on public's concerns and health studies
 - Report emissions for airport in a year
 - Report emissions for specific locations
 - Report background emissions from non-aviation sources
- Air Emissions Monitoring



Air Quality Modeling

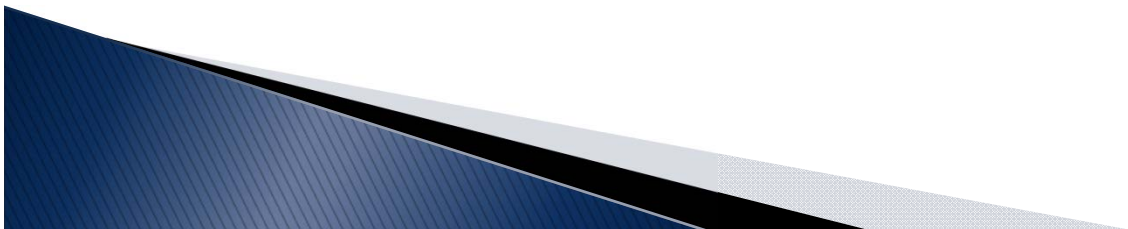
- ▶ Modeling

- \$26,000
- Optional dispersion modeling: \$23,600
- Purpose
 - Establish a baseline
 - Current emissions
 - Monitoring trends
 - Develop air emissions management plan recommendations
 - Provide potential opportunities for reducing emissions as warranted



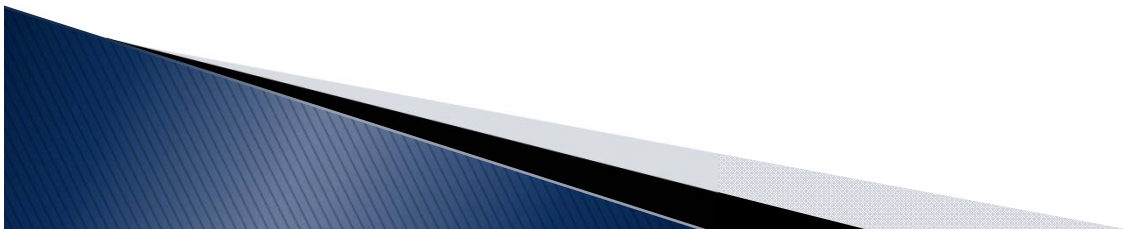


New Business



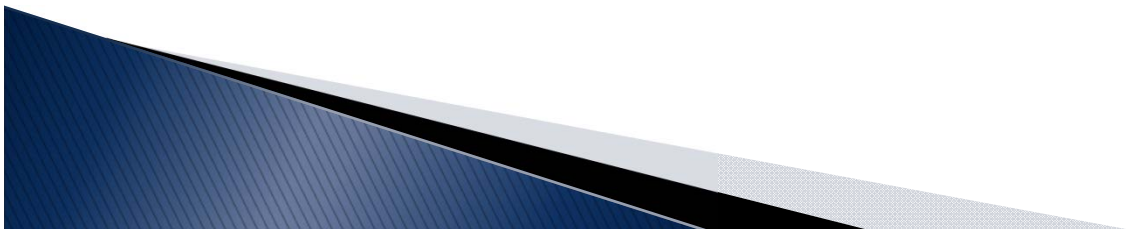
September Meeting Date

- ▶ Consideration of date change – holiday





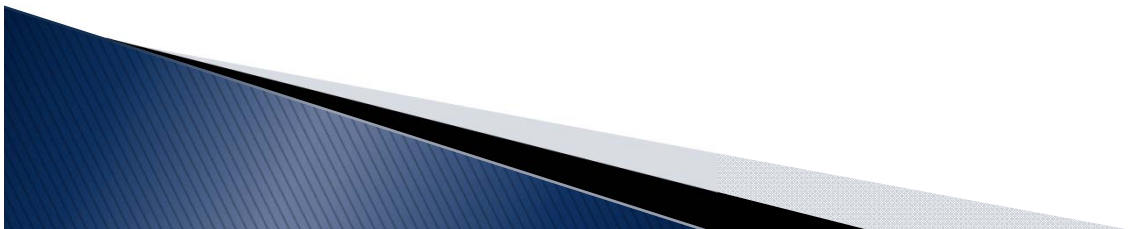
Public Comment



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





Thank You!

