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Friedman Memorial Airport Authority

Regular Board Meeting

January 12, 2016



1616 Airport Circle



Hailey, ID 83333



208.788.4956

» PUBLIC COMMENT

» PUBLIC HEARING

Friedman Memorial Airport Authority

Master Plan Update

Chapter E Presentation



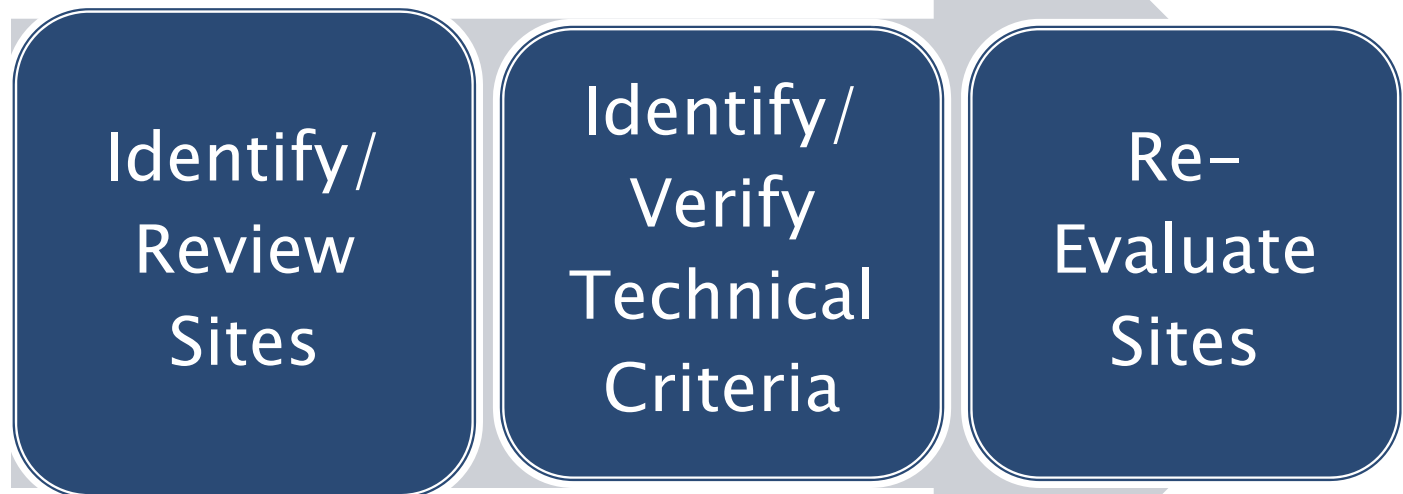
Chapter E – Agenda

- ▶ Purpose
- ▶ Process
- ▶ Historical Documentation
- ▶ Alternative Sites Re-Evaluation
- ▶ Summary



Chapter E – Purpose & Process

- ▶ Purpose: Re-evaluate potential replacement airport sites
 - Previously identified sites only
 - Using previously prepared documents
 - Don't "lose anything"
- ▶ Process:



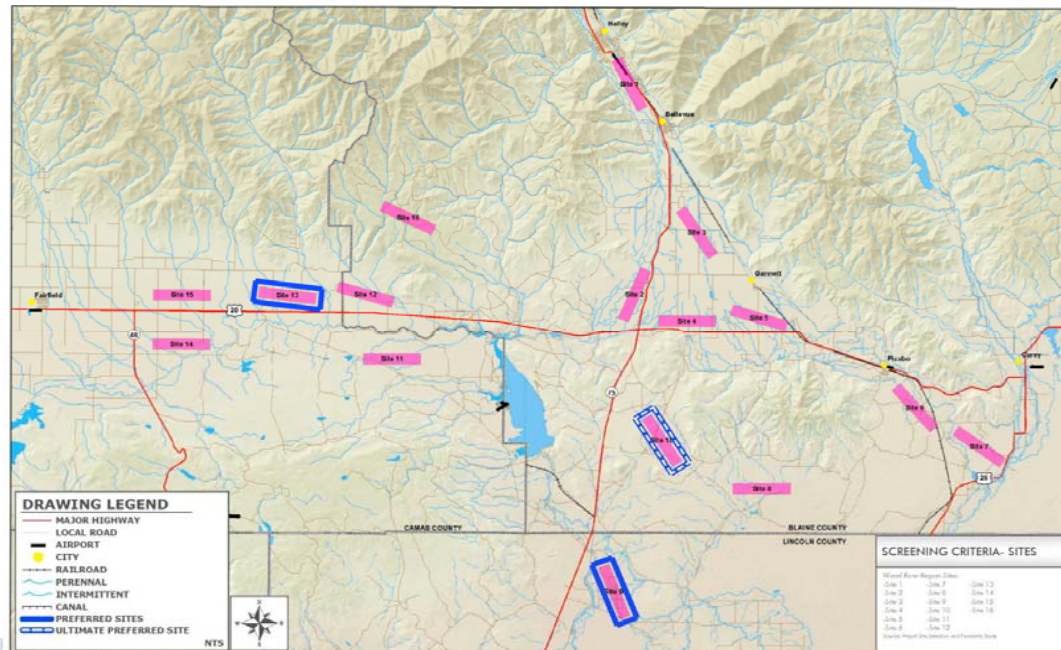
Chapter E – History

- ▶ Identified/Reviewed Sites from Previous Studies
 - 2006 Feasibility Study – Identified 15 sites for a replacement airport that addressed safety standards and facility requirements for existing and future demand levels
 - 2008 EIS Phase I Planning Study – Following the 2006 Feasibility Study, an EIS Phase I Plan of Study was completed and served as a planning tool for preparation of the upcoming EIS
 - Identified two additional sites; 10a & 17
 - All of the 15 sites identified in the 2006 Study were carried forward; 9 of the 15 sites were modified
 - Developed more specific evaluation criteria

Chapter E – History

2006 Feasibility Study

- ▶ Study Identified:
 - Study area
 - Required size of a replacement airport
 - Description of 15 possible sites
 - Screening/evaluation of alternatives

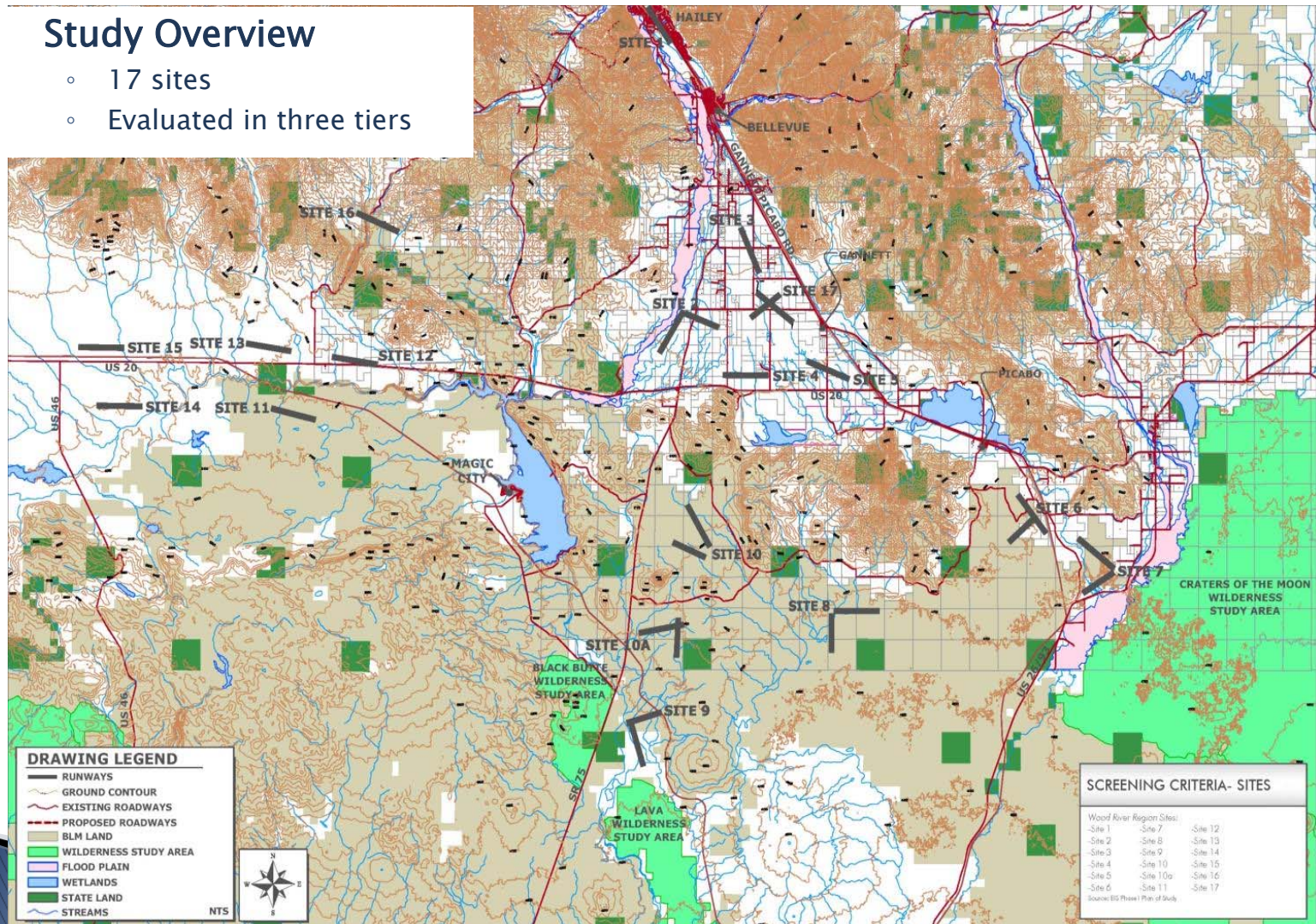


Chapter E – History

2008 EIS Phase I Plan of Study

Study Overview

- 17 sites
- Evaluated in three tiers

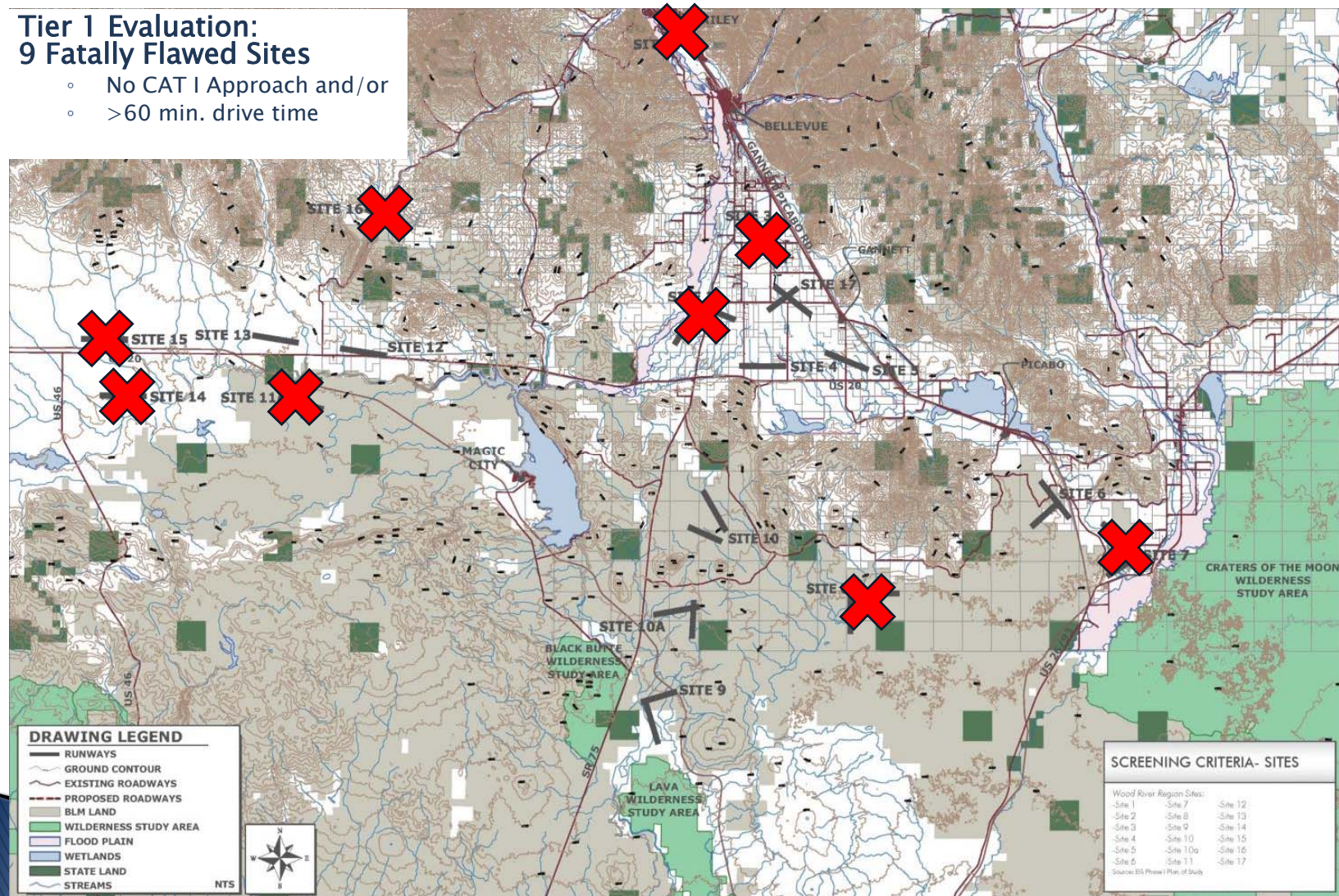


Chapter E – History

2008 EIS Phase I Plan of Study

Tier 1 Evaluation: 9 Fatally Flawed Sites

- No CAT I Approach and/or
- >60 min. drive time

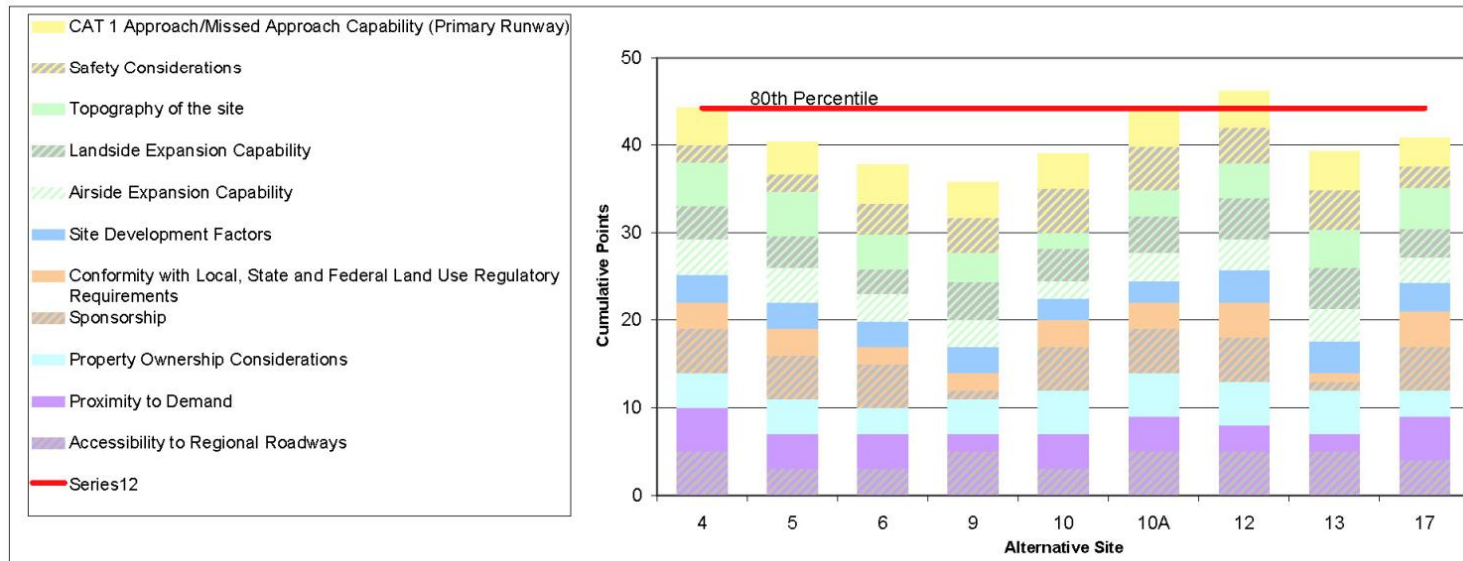


Chapter E – History

2008 EIS Phase I Plan of Study

Tier 2 Evaluation: Criteria & Rankings (possible score: 1–5)

Category	Alternative Site								
	4	5	6	9	10	10A	12	13	17
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

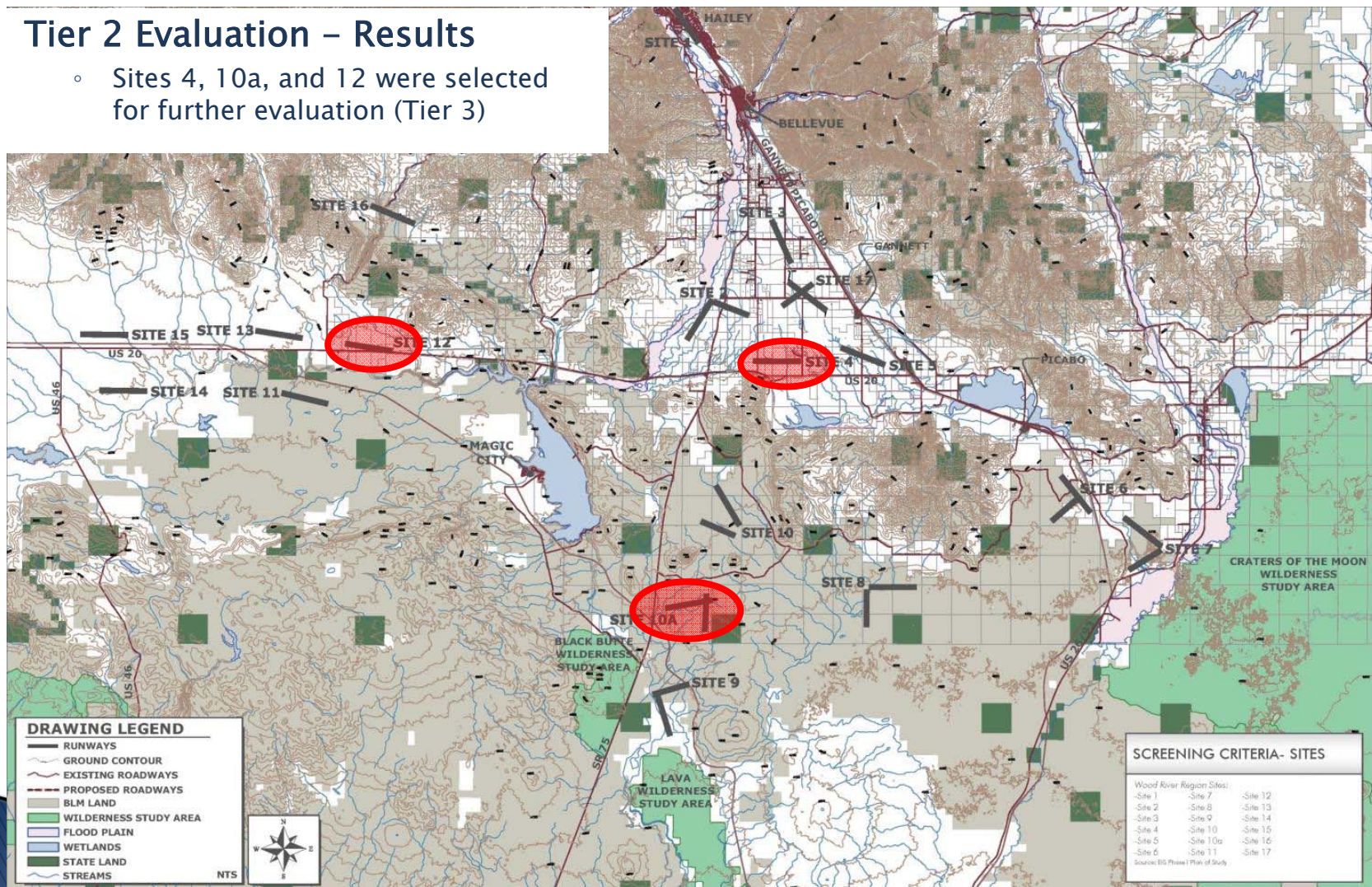


Chapter E – History

2008 EIS Phase I Plan of Study

Tier 2 Evaluation – Results

- Sites 4, 10a, and 12 were selected for further evaluation (Tier 3)

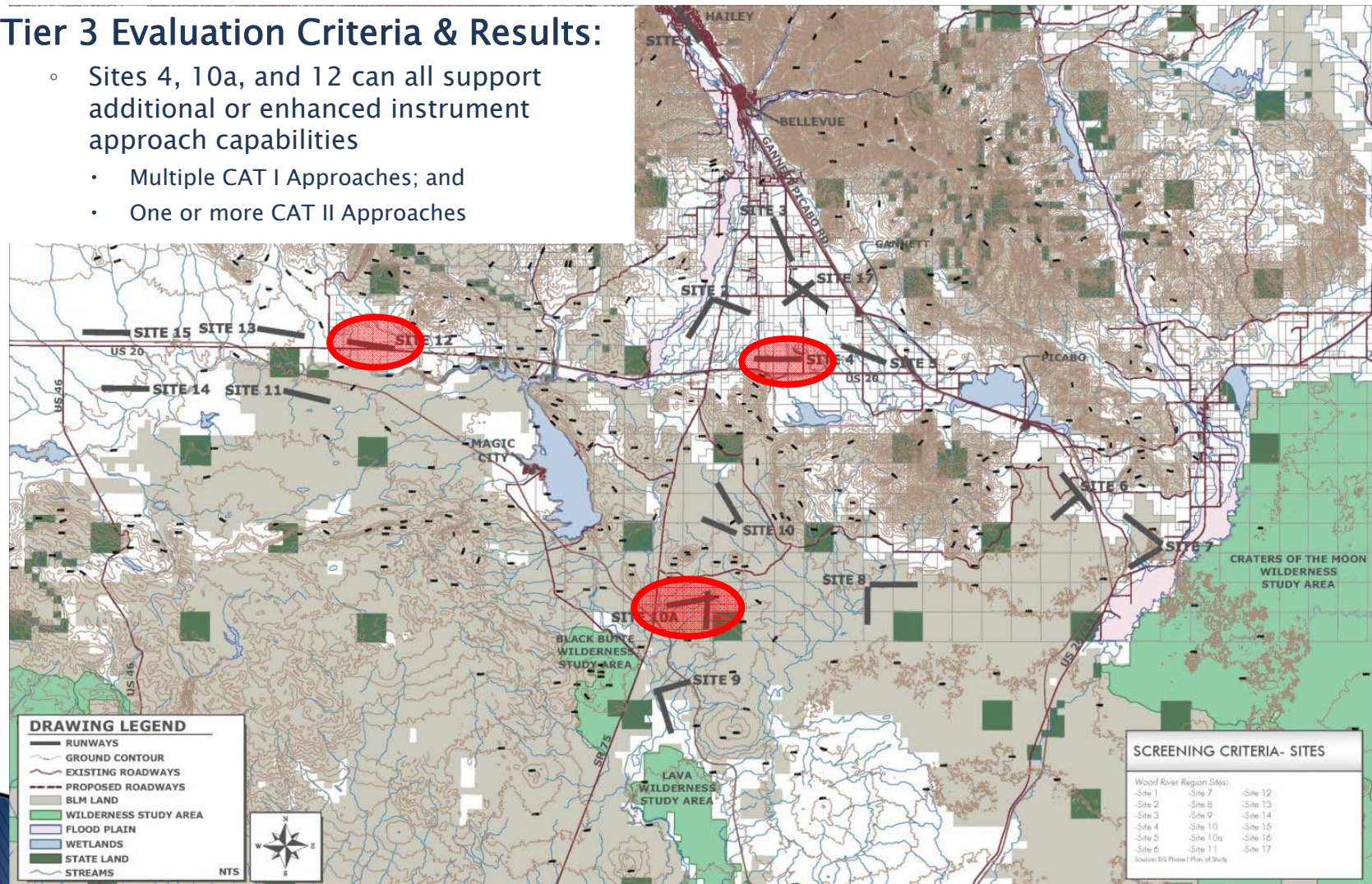


Chapter E – History

2008 EIS Phase I Plan of Study

Tier 3 Evaluation Criteria & Results:

- Sites 4, 10a, and 12 can all support additional or enhanced instrument approach capabilities
 - Multiple CAT I Approaches; and
 - One or more CAT II Approaches



Chapter E – Alternative Sites Re-Evaluation

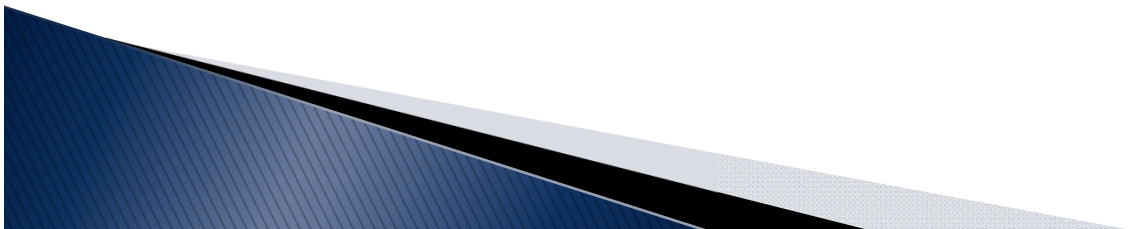
- ▶ 17 replacement sites identified by previous planning efforts
- ▶ Replacement sites 1st re-evaluated on a pass/fail basis using following screening criteria
 - Ability to Meet Updated Airport Facility Requirements
 - Ability to Prove Sponsorship/Location within Blaine County
 - Expansion Opportunity
 - Ability to Meet CAT I Approach Capabilities
- ▶ Screening criteria above also reflect three primary considerations that drive purpose and need for a replacement Airport:
 - Meet standards/viable sponsor
 - Reliability (CAT I minimums)
 - Ability to accommodate growth, both operational and expanded facilities

Chapter E – Updated Facility Requirements

- ▶ Updated Facility Requirements were reviewed based on Chapter C and include both airside and landside requirements:
 - Airfield Requirements
 - Airfield Dimensional Criteria
 - Airport Reference Code: C-III (RDC: C-III-5,000)
 - Runway Length: 8,500'; CRJ900 & E170/175
 - Crosswind Length: 6,800'
 - Instrument Approaches, NAVAIDs and Airfield Lighting
 - CAT I approach
 - Accommodation of equipment to support CAT I approach
 - FAR Part 77 and Threshold Siting Surfaces
 - Apron Area

Chapter E – Updated Facility Requirements

- Landside Requirements
 - Passenger Terminal Facilities; 50 acres
 - Access Roads
 - Support Facilities on the Airport; 75 acres
- ▶ All 17–replacement airport sites are capable of accommodating the facility requirements mentioned above



Chapter E – Sponsorship & Expansion Opportunities

- ▶ Sponsorship/Location within Blaine County
 - Only viable sponsor = FMAA/Blaine County
 - Elimination of sites in Lincoln/Camas Counties (5 total sites identified)
 - Sites 9, 11, 13, 14, and 15 eliminated; 12 sites remain
- ▶ Expansion Opportunity
 - Ability to accommodate growing demand of residents and tourists
 - Remaining 12 sites have adequate land for expansion



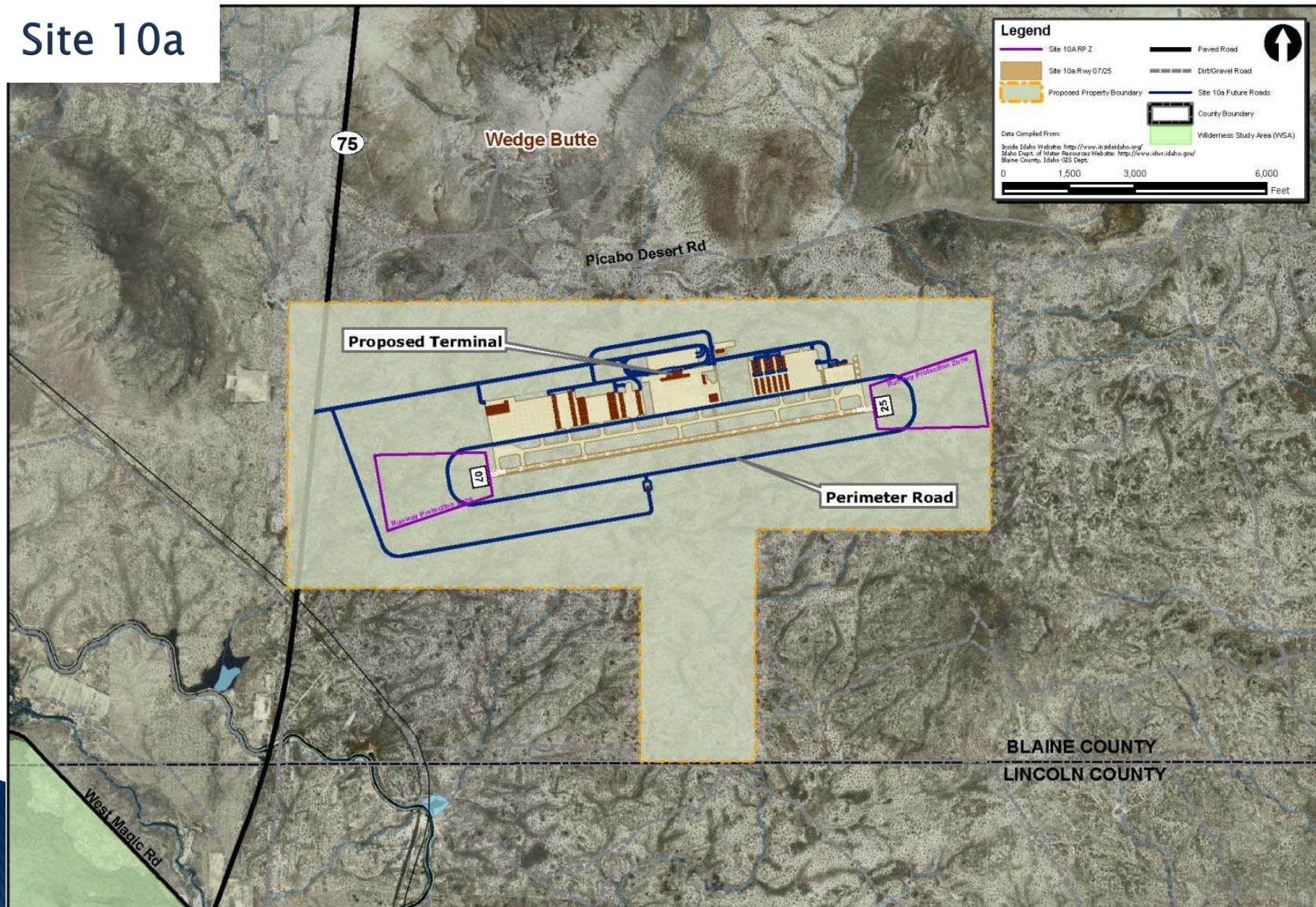
Chapter E – CAT I Approach Capabilities

- ▶ Looked at two options:
 - CAT I (no minimums specified)
 - Full CAT I (200' ceiling and ½-mile visibility)
- ▶ Only sites 10a and 12 have the ability to accommodate “full” CAT I on the primary runway
- ▶ Sites 2, 3, 9, 11, 13, 14, 15 & 16 are not capable of providing a CAT I approach regardless of minimums

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
NOTES: N/A- THE SITE CANNOT ACCOMMODATE A CAT I APPROACH						
SITES IN GREEN INDICATE THEY MEET THE FULL CAT I APPROACH MINIMUMS (WITH 200-FOOT CEILING AND ½-MILE VISIBILITY)						

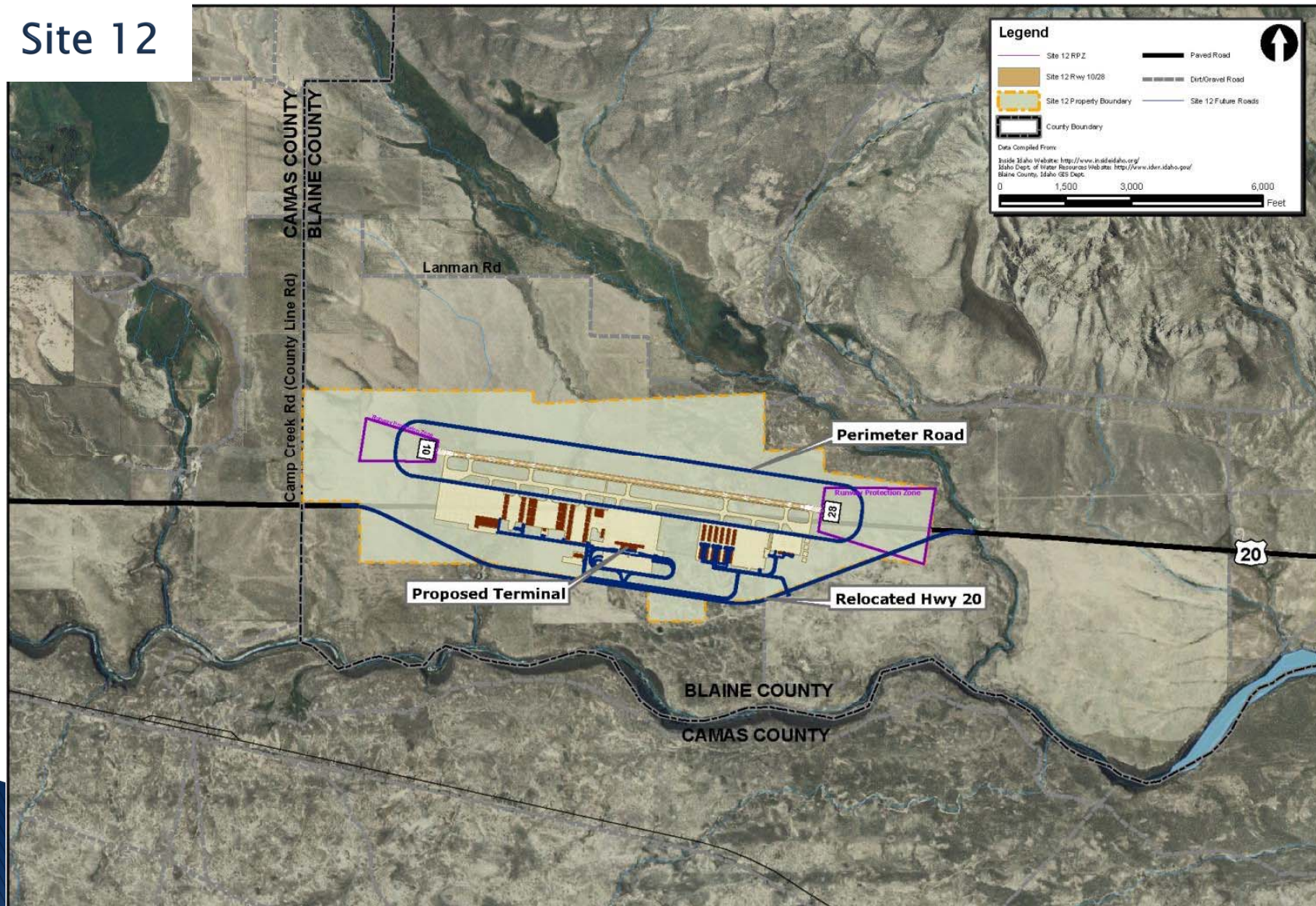
Chapter E – Alternative Sites Re-Evaluation

Site 10a



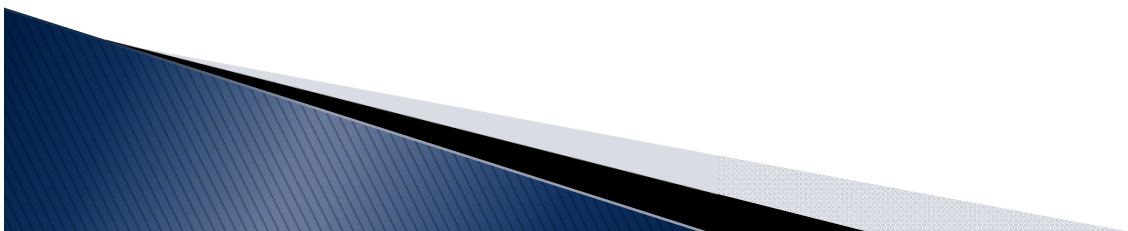
Chapter E – Alternative Sites Re-Evaluation

Site 12



Chapter E – Summary

- ▶ Based on criteria; 10a and 12 meet requirements
- ▶ Alternate 2nd Re-Evaluation Considerations:
 - It is highly unlikely sites located on BLM land will survive an environmental impact/analysis process
 - Accepting a replacement airport site that provides for better minimums than the existing SUN (but not a “full” Category I Approach and Missed Approach) is better than the existing condition
 - Site 17 could be rotated slightly to achieve “full” Category I approach and missed approach capability



Chapter E – 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

- ▶ A site “Fails” to be a “Reasonable Alternative” if it “Fails” more than one evaluation criteria; Site 10a is exception
- ▶ It earns a “Fail/Pass” if it only “fails” one evaluation criteria
 - * Site 17 could be roated 5-degrees

Chapter E – Summary

- ▶ Four sites received a Pass or Pass/Fail ranking in the summary table; Sites 4, 5, 12, & 17
- ▶ Site 12; only site to pass all criteria; most viable
- ▶ Sites 4, 5, and 17 each only failed the “full” CAT I approach criteria
- ▶ Site 4 has very high ceiling/minimums for a CAT I Approach and cannot be easily adjusted to improve the situation
- ▶ Site 5 can only have one CAT I capable approach on the Runway 8 approach end and it cannot be adjusted to achieve “full” CAT I minimums
- ▶ Site 17 may be viable option if further investigated for verify it can be rotated to achieve a “full” CAT I Approach
- ▶ Sites 6, 7 & 8 would Pass with a “Pass/Fail” ranking if being on BLM Land is considered viable

Approve Friedman Memorial Airport Authority Meeting Minutes

- December 1, 2015 Regular Meeting
 - Approval



Reports

- ▶ Chairman Report
- ▶ Blaine County Report
- ▶ City of Hailey Report
- ▶ Airport Manager Report
- ▶ Airport Treasurer's Report
- ▶ Communications Director Report (Centerlyne)



Airport Treasurer's Report

		Cash Position	
Cash On Hand 1/12/16			\$ 571,974.84
AIP 38		11,693.00	
AIP 40		1,815,993.30	
AIP 41		149,344.00	
Total			1,977,030.30
			<u>\$ 2,549,005.14</u>
FY16 Budget			
Net Ordinary Income			(481,064.00)
Cash on Hand 9/30/16			<u><u>\$ 2,067,941.14</u></u>

Report Communications

► Communications Director Report

- Presented by:
 - Ms. Nancy Glick, Centerlyne
 - Airport Manager

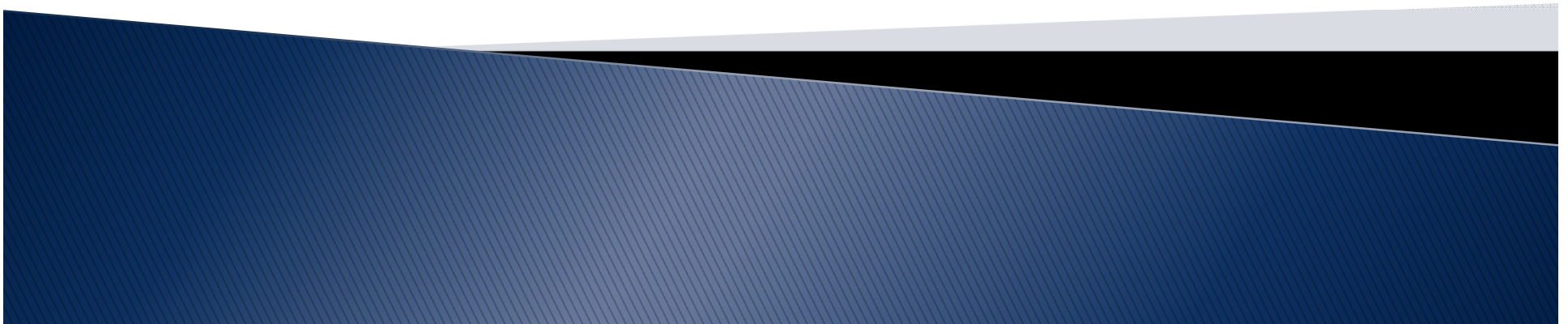


FMAA Communications

December 2015 / January 2016

CENTERLYNE

WEB & GRAPHIC DESIGN + SOCIAL MEDIA MARKETING + SEO



FMAA Communications

December 2015 / January 2016

Conducting FMAA Individual Board Interviews

Redesign FMA newsletter

On The Fly with Friedman Memorial Airport

Print campaign

Arrive 2 Hours Early during holidays and weather (PSA)

Social media

- *Fine-tune existing social media (Facebook)*
- *Created Twitter account*

Website evaluation

- *Start content audit to confirm and/or refine objectives*
- *Recommended a few minor updates*
- *Evaluating against current best practices*

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WEB & GRAPHIC DESIGN + SOCIAL MEDIA MARKETING + SEO

FMAA Communications

December 2015 / January 2016

Friedman Memorial Airport

To: Nancy Glick

Reply-To: airportsolutions@flysvra.com

On the Fly with Friedman Memorial Airport

January 8, 2016 at 7:00 PM

Inbox - centerlyne.com

FM



SIZE MATTERS. setting limits on plane size.

Did you know that Friedman Memorial Airport is one of only a few* airports in the country that has FAA supported weight limits for planes that land (and take off) on its runway? So what does that mean for our neighbors? Well, the Gulf Stream 650 is about the Mack-est GA Daddy we'll see landing here for the foreseeable future.



FMAA Communications

December 2015 / January 2016

PSA – Arrive 2 hours early

New Design

Sun Valley Winter Air Service Schedules Begin December 17



Give yourself
2 HOURS!

Beginning Thursday, December 17, Friedman Memorial Airport will begin experiencing significant increases in airline service to and from our non-stop destination partners in Salt Lake City, Seattle, Los Angeles, Denver and San Francisco.

For departures from Friedman Memorial during the winter season, please arrive **two hours before** your scheduled flight time.

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Ads in Mountain Express / Radio
two weeks surrounding holiday
travel

Panel Cards Printed

Google Ad Words Campaign

Radio Stations & Hailey Chamber
Facebook Posts to 8,500 Followers

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Fly SUN. ✈ Non-stop to DEN, LAX, SEA, SFO, SLC
ONE-STOP TO THE WORLD

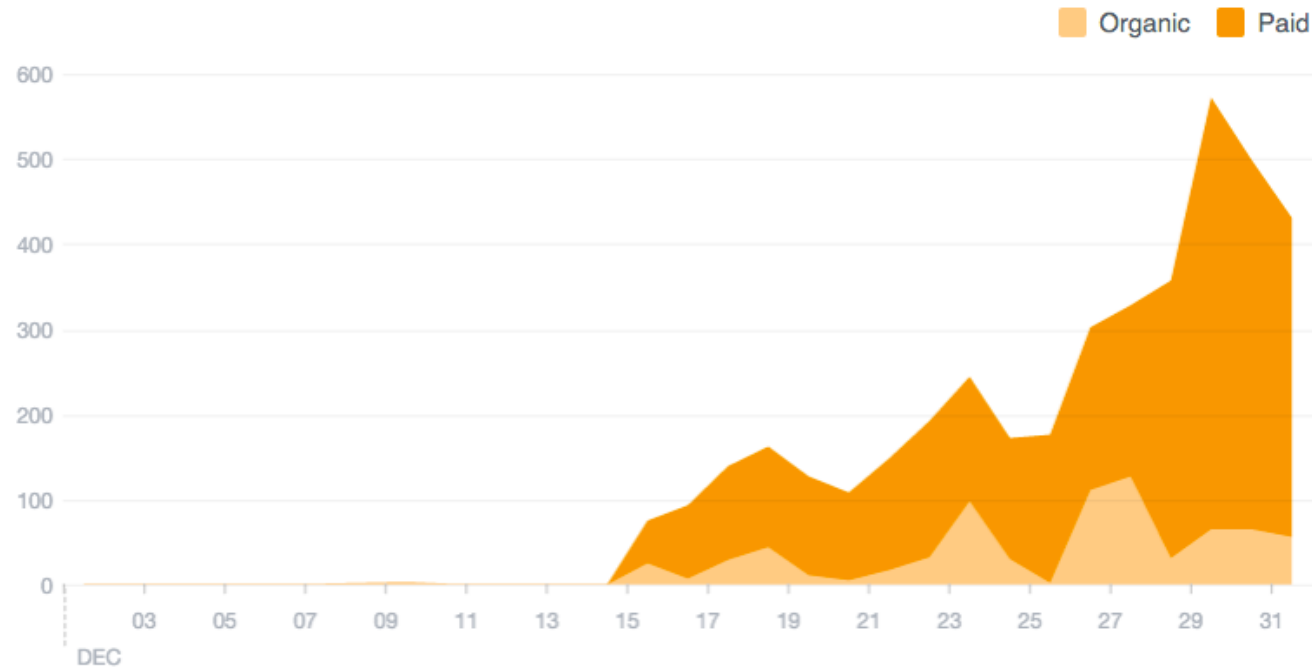
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WEB & GRAPHIC DESIGN + SOCIAL MEDIA MARKETING + SEO

FMAA Communications

December 2015 / January 2016

Post Reach

The number of people your post was served to.



BENCHMARK

Compare your average performance over time.

Organic

Paid

CENTERLYNE

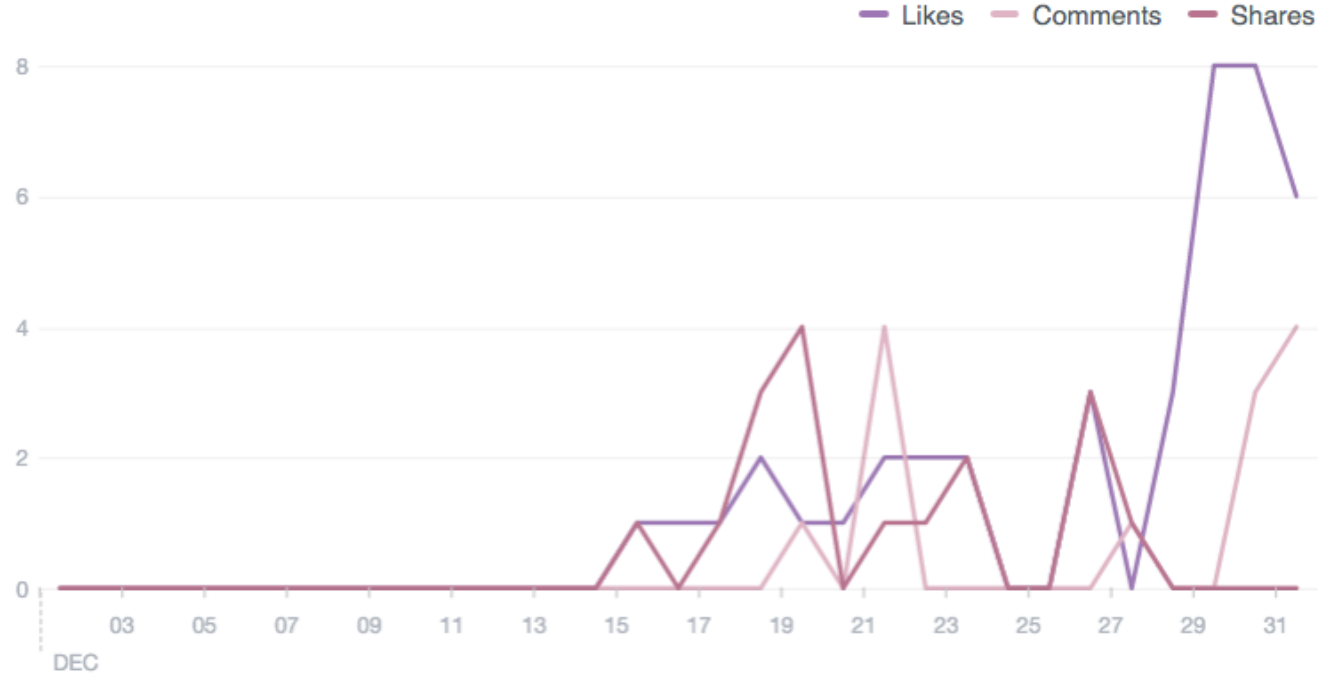
WEB & GRAPHIC DESIGN + SOCIAL MEDIA MARKETING + SEO

FMAA Communications

December 2015 / January 2016

Likes, Comments, and Shares

These actions will help you reach more people.



BENCHMARK

Compare your average performance over time.

Likes

Comments

Shares

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WEB & GRAPHIC DESIGN + SOCIAL MEDIA MARKETING + SEO

FMAA Communications

December 2015 / January 2016

UNIQUE MONTHLY VIEWS ON WEBSITE

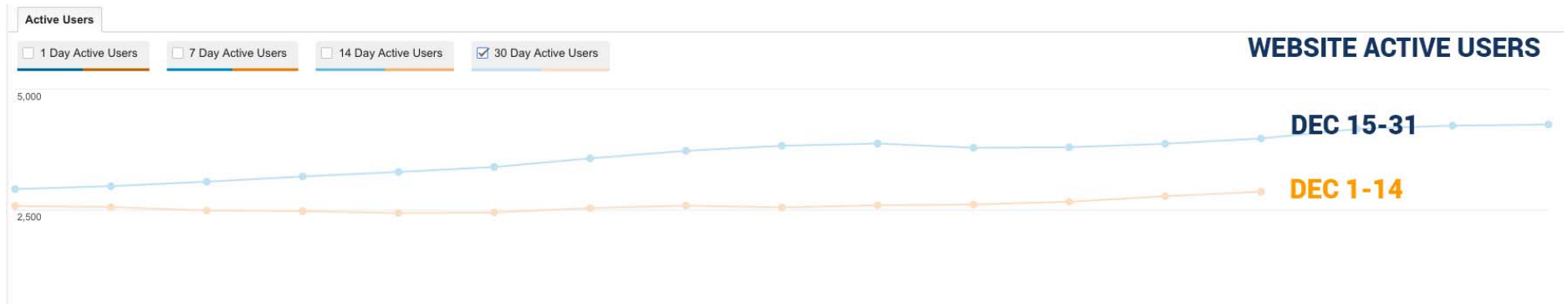


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FMAA Communications

December 2015 / January 2016



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WEB & GRAPHIC DESIGN + SOCIAL MEDIA MARKETING + SEO

FMAA Communications

December 2015 / January 2016

Next Steps

- Continue to improve usability of website
- Expand social media reach
- Reinstate public airport tours
- Newsletter – build audience and content for future issues
- Find additional distribution avenues and sources for Plane Facts

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AIRPORT STAFF BRIEF QUESTIONS



UNFINISHED BUSINESS

Airport Solutions Existing Site

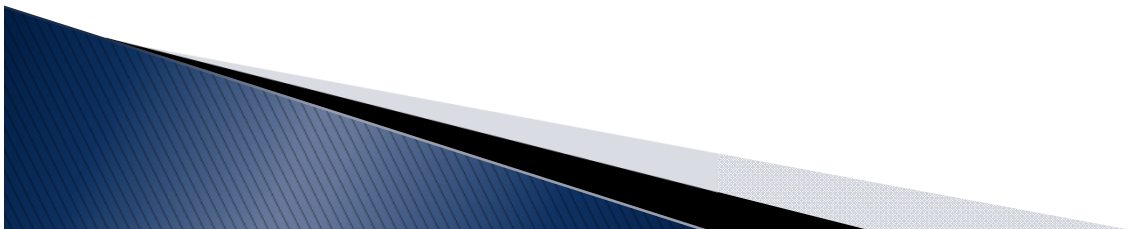
► Plan to Meet 2015 Congressional Safety Area Requirement

- Presented by:
 - Mr. Dave Mitchell, T-O Engineers
 - Airport Manager



Tenant Finish Out

- ▶ TSA space is essentially complete
- ▶ Public space and conference room are scheduled to be complete this week







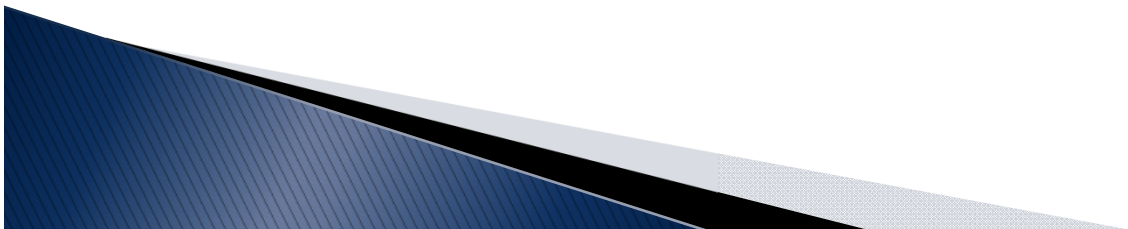
Tenant Finish Out





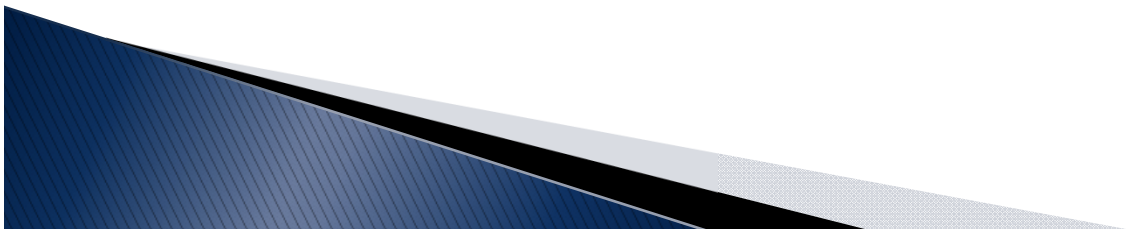
Closeout

- ▶ AIP '040 closeout process is still underway
 - Continue to work with FAA
 - Hope to be complete by the end of next week
- ▶ AIP '041 will be closed out later this year



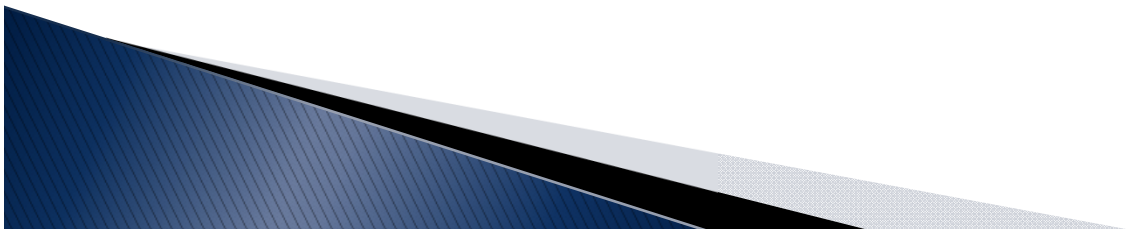
Future Projects

- ▶ Terminal Aircraft Parking Improvements
 - CatEx Checklist]
- ▶ Terminal Parking Lot Improvements
 - No update, this month
- ▶ Airline Ticketing Office Improvements
 - No update, this month



Categorical Exclusion Checklist

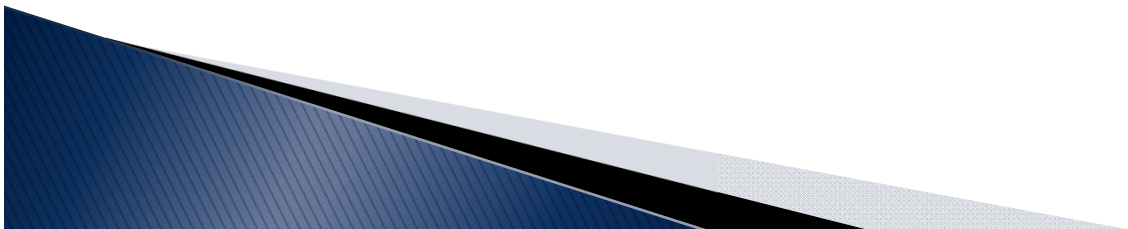
- ▶ Part of NEPA
- ▶ The potential project is eligible for a “Categorical Exclusion”
- ▶ Checklist is prepared to the requirements of the FAA
- ▶ Deadline for submittal is January 15, 2016
 - Allows design in 2016
 - Construction in 2017



Categorical Exclusion Checklist

► Project Scope:

- Expand apron to the west to accommodate one additional commercial service aircraft
- Includes construction of a retaining wall
- Ancillary work includes modifications to parking lot and traffic flow for terminal vehicle parking lot



Categorical Exclusion Checklist

- ▶ Purpose and Need
 - Existing and forecast demand for an additional space
 - Reduces need to stage aircraft elsewhere

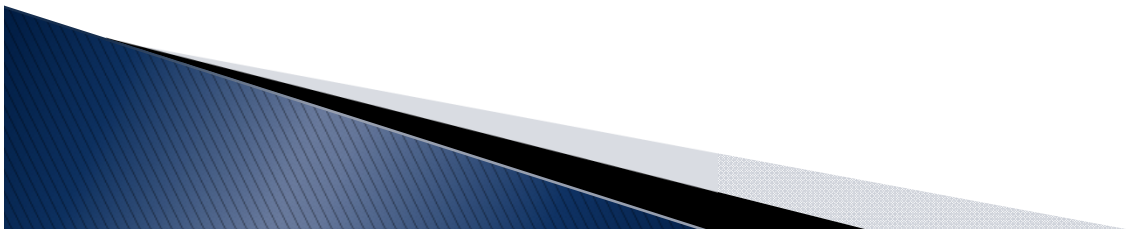


Categorical Exclusion Checklist

- ▶ Questions/discussion?
- ▶ Board action requested:

Approve Categorical Exclusion Checklist and authorize staff to complete the document and submit to FAA prior to January 15, 2016.

- ▶ Not a commitment to move forward with the project at this time



**Friedman Memorial Airport Runway Safety Area Improvements
Final Costs**

Fiscal Year	Project	Admin	Engineering	Construction	Utility Relocations	Total Cost	FAA			Local Share		
							%age	Eligible Amt	Match	PFC	Airport*	Total
2013	Hangar Taxilane Relocation	\$5,523	\$268,150	\$2,131,414	\$96,754	\$2,501,841	100%	\$2,501,841	\$2,345,475	\$156,366	\$0	\$156,366
	Subtotal, 2013					\$2,501,841			\$2,345,475	\$156,366	\$0	\$156,366
2014	Project 2: South RSA Grading/Relocate Taxiway B	\$3,740	\$824,623	\$4,743,257	\$20,523	\$5,592,143	100%	\$5,592,143	\$5,242,634	\$349,509	\$0	\$349,509
2014	Project 3: Terminal Addition, Ph. 1	\$12,065	\$1,162,695	\$8,347,068	\$1,261	\$9,523,089	98.5%	\$9,380,243	\$8,793,977	\$586,266	\$142,846	\$729,112
2014	Project 4: Airport Operations Building, Ph. 1	\$7,232	\$536,810	\$3,716,690	\$914	\$4,261,646	89.5%	\$3,814,173	\$3,575,787	\$238,386	\$447,473	\$685,859
2014	Project 5: Terminal Apron/North Hangar Site/AOB Site	\$4,120	\$503,376	\$2,423,232	\$172,374	\$3,103,102	100%	\$3,103,102	\$2,909,158	\$193,944	\$0	\$193,944
2014	Gate Relocations	\$0	\$0	\$84,202	\$0	\$84,202	100%	\$84,202	\$78,939	\$5,263	\$0	\$5,263
2014	Facility Acquisitions	\$13,095	\$42,336	\$1,674,779	\$0	\$1,730,210	100%	\$1,730,210	\$1,622,071	\$108,139	\$0	\$108,139
2014	Parking Improvements		\$0	\$0		\$0	0%	\$0	\$0	\$0	\$0	\$0
2014	Master Plan Update		\$0	\$0		\$0	0%	\$0	\$0	\$0	\$0	\$0
	Subtotal, 2014					\$24,294,392			\$22,222,566	\$1,481,507	\$590,319	\$2,071,826
2015	Project 3: Terminal Addition, Ph. 2		\$0	\$0		\$0	98.5%	\$0	\$0	\$0	\$0	\$0
2015	Project 4: Airport Operations Building, Ph. 2		\$0	\$0		\$0	89.5%	\$0	\$0	\$0	\$0	\$0
2015	Project 6: North RSA Grading/Rel. Taxiway B/Apron	\$9,790	\$925,000	\$5,924,398	\$26,293	\$6,885,481	100%	\$6,885,481	\$6,455,138	\$430,343	\$0	\$430,343
2015	Project 6a: Hangar Demolition		\$0	\$0		\$0	100%	\$0	\$0	\$0	\$0	\$0
2015	Project 7: South Bypass Apron	\$4,000	\$257,110	\$675,892	\$0	\$937,002	100%	\$937,002	\$878,439	\$58,563	\$0	\$58,563
2015	Project 7a: Shop/Admin Office Demolition	\$0	\$0	\$0	\$0	\$0	100%	\$0	\$0	\$0	\$0	\$0
2015	Acquire SRE		\$4,504	\$463,563		\$468,067	0%	\$0	\$0	\$468,067	\$0	\$468,067
2015	Master Plan Update		\$376,831			\$376,831	0%	\$0	\$0	\$376,831	\$0	\$376,831
2015	Pavement Maintenance/Terminal Parking Lot		\$15,853	\$73,881		\$89,734	0%	\$0	\$0	\$0	\$89,734	\$89,734
2015	Landscaping Improvements		\$54,816	\$130,757		\$185,573	0%	\$0	\$0	\$0	\$185,573	\$185,573
2015	Tenant Improvements**		\$79,529	\$362,532		\$442,061	0%	\$0	\$0	\$0	\$442,061	\$442,061
	Subtotal, 2015					\$9,384,748			\$7,333,577	\$1,333,804	\$717,368	\$2,051,171
	TOTAL, ALL PROJECTS					\$36,180,981			\$31,901,618	\$2,971,677	\$1,307,687	\$4,279,363
	TOTAL, NON-RSA PROJECTS					\$1,562,265				\$844,898	\$717,368	\$1,562,265
	TOTAL, RSA PROJECTS ONLY					\$34,618,716			\$31,901,618	\$2,126,779	\$590,319	\$2,717,098

* Airport costs are costs that can not be reimbursed by PFCs.

January 5, 2016

** Tenant Improvements include some work eligible for reimbursement by GSA and FAA

Legend

Non-RSA related projects
Included in costs for these projects in 2014
Demo costs included in construction projects
Input actual 2015 costs here.
This is the contract cost. (No payments made until delivery.)

**Friedman Memorial Airport Runway Safety Area Improvements
Final Costs**

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	TOTAL, RSA PROJECTS ONLY					\$34,618,716			\$31,901,618	\$2,126,779	\$590,319	\$2,717,098

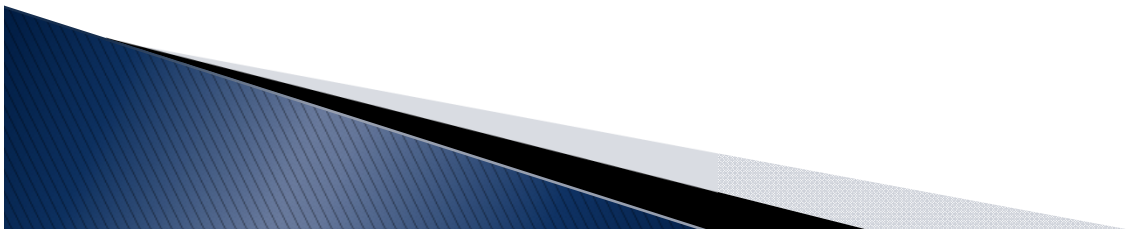
* Airport costs are costs that can not be reimbursed by PFCs.

January 5, 2016

** Tenant Improvements include some work eligible for reimbursement by GSA and FAA

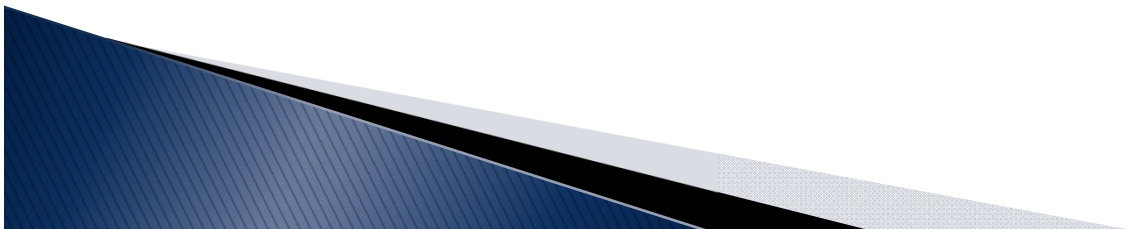
Legend

Non-RSA related projects
Included in costs for these projects in 2014
Demo costs included in construction projects
Input actual 2015 costs here.
This is the contract cost. (No payments made until delivery.)



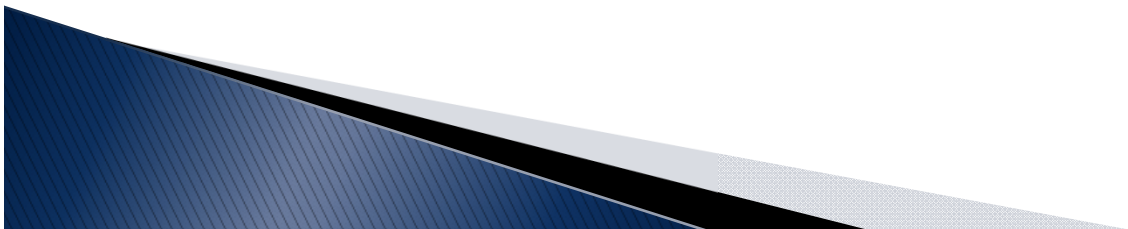
Retain/Improve/Develop Air Service

- ▶ Fly Sun Valley Alliance Update



Voluntary Noise Abatement/Runway Use Program Review Committee

- ▶ Committee appointments



Airport Art Committee

- ▶ FMAA Board member appointment



» NEW BUSINESS

FMAA Record Classification and Retention Policy

- ▶ Legal Counsel has advised Staff to revise the Board's Record Classification and Retention Policy
 - Guidelines that identify the general subject matter of all public records kept and maintained by a state agency or independent public body, custodian and physical location of such documents



» 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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