



# Friedman Memorial Airport Authority

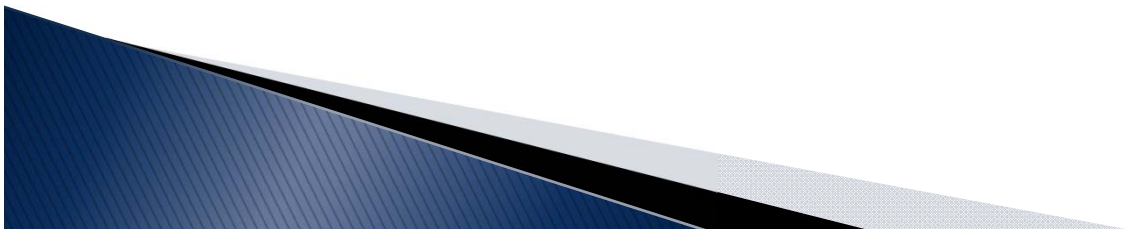
## Regular Board Meeting

August 8, 2017





# Approve Agenda





# Public Comment

EA Open House

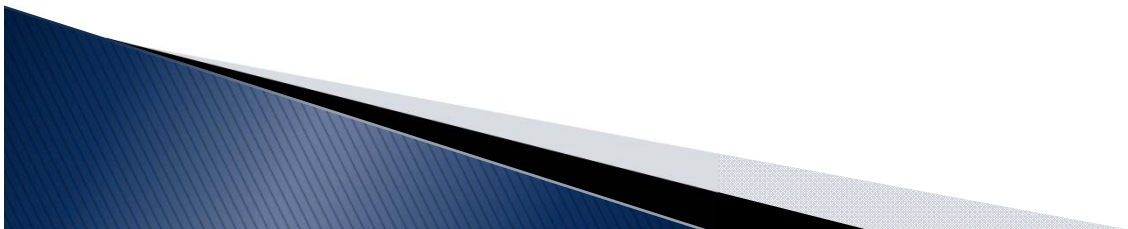
Items Not on the Agenda





# Public Hearing

FY '18 Budget

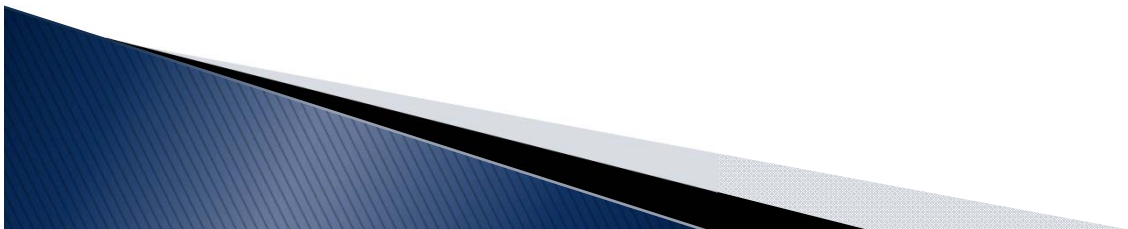


# FY '18 Budget

## ► Assumptions/Inclusions:

### ◦ Revenue

- Revenue categories have been adjusted to reflect current revenue trends
  - Air carrier Landing Fees & PFC Revenues, Terminal Auto Parking, FBO Landing/Tiedown & Fuel Flowage Fees
- Additional revenue in air carrier category to accommodate EMB-175 ramp markings
  - Remaining amount of this project will be AIP funded (if necessary)
- FMA Hangar revenue is included as a new category
- Consultant to conduct analysis of the airport's overall financial position to include a review of rates & charges and to complete air carrier lease negotiations
- AIP '43/'44 includes \$600,000 of anticipated discretionary funds



# FY '18 Budget

## ► Assumptions/Inclusions:

### ◦ Expenses

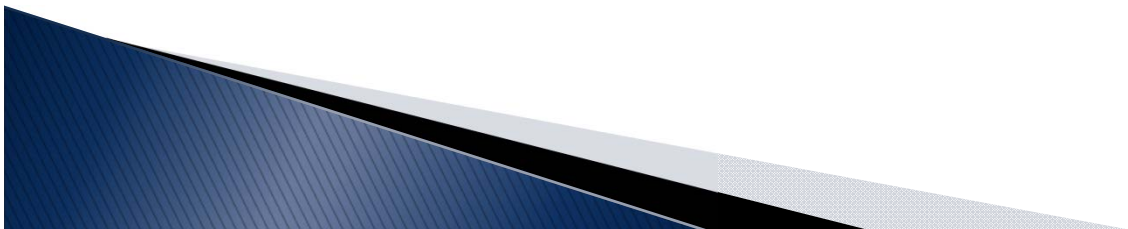
- Consultant Fees – Non typical
  - Wildlife Hazard Assessment and Mitigation Plans
  - Approach and Airspace
  - Guiding documents (minimum standards and rules and regulations)
  - Financial Review/Lease Negotiations
- Terminal Expansion and AOB Buildings – 1 year in service
  - Older section of the terminal – increased maintenance/repair
  - Janitorial – increased need
  - Landscaping – increased maintenance/repair
- Airfield/Building Operations/Maintenance
  - Aging snow removal equipment – increased maintenance needs
  - SRE – leased equipment
  - FAA RCAM requirements – increased snow removal expenses
  - Additional personnel



# FY '18 Budget

## ► Capital Expenses

- AIP '043/'044
  - Environmental Assessment
  - SRE acquisition
  - Pavement Maintenance
- AIP '043
  - Air carrier apron/parking lot project
  - High bids...
    - Includes \$600,000 of FAA discretionary funds (not guaranteed)
- Non-AIP eligible portion of the parking lot project is the primary reason for shortfall





# FY '18 Budget

## Cash & Accrual Summary

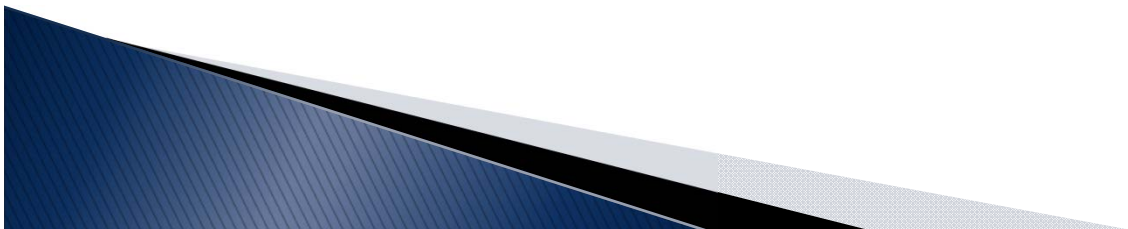
Cash as of 9/30 (Previous Year End)	2,032,074.16	2,754,347.84
Adjusted Cash Total:	<b>2,032,074.16</b>	<b>2,754,347.84</b>
FY '16 Year End Adjustment		
Accounts Receivable	447,290.75	
Accounts Payable	-191,560.73	
	<b>255,730.02</b>	
Projected FY End Net Income/Loss:	<b>466,543.66</b>	<b>-419,220.87</b>
Projected FY End Cash/Accrual:	<b>2,754,347.84</b>	<b>2,335,126.97</b>



# FY '18 Budget

- ▶ Action Needed:

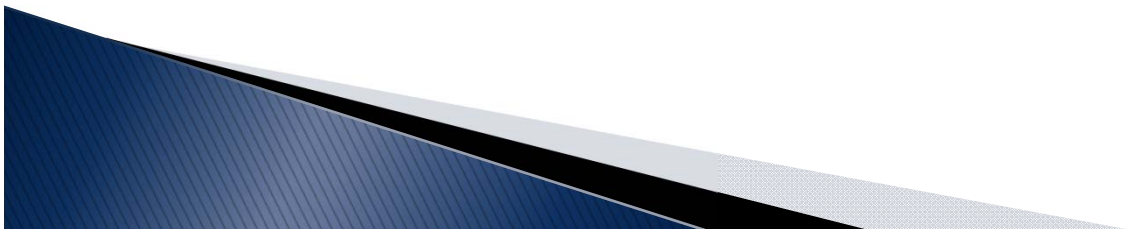
- Motion to approve proposed FMAA FY '17 Budget in the amount of \$7,107,087.00





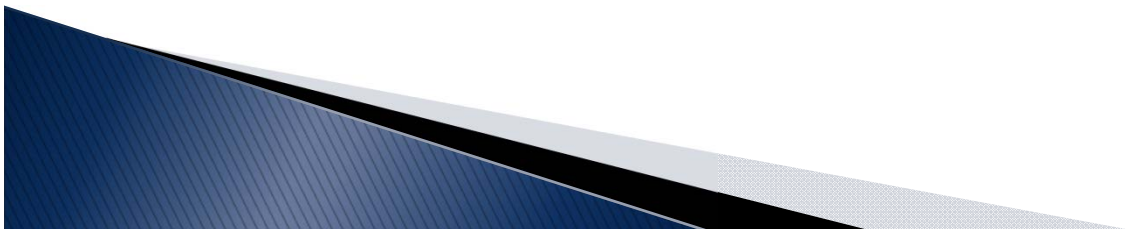
# Approval of Meeting Minutes

July 6, 2017





# Reports



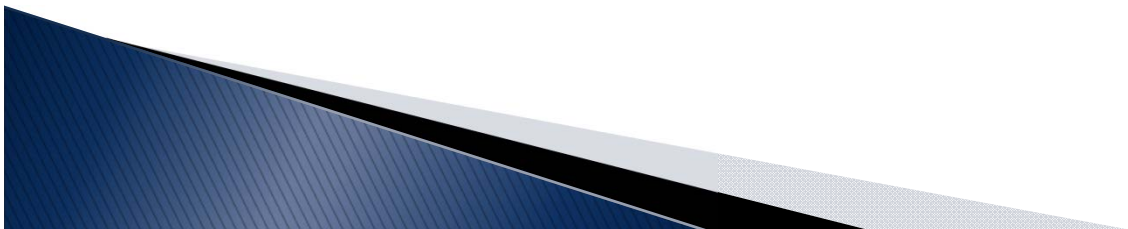
# Reports

- ▶ Chairman Report
  - ▶ Blaine County Report
  - ▶ City of Hailey Report
- 
- ▶ Airport Manager Report
  - ▶ Fly Sun Valley Alliance Report

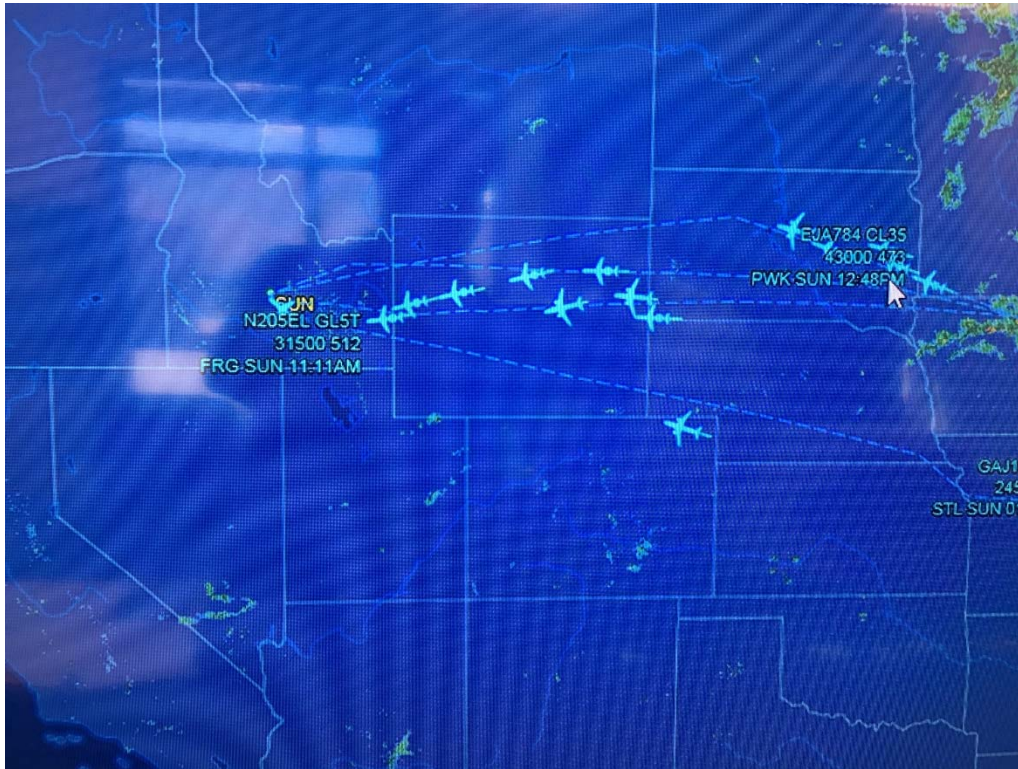


# Airport Manager's Report

August 8, 2017



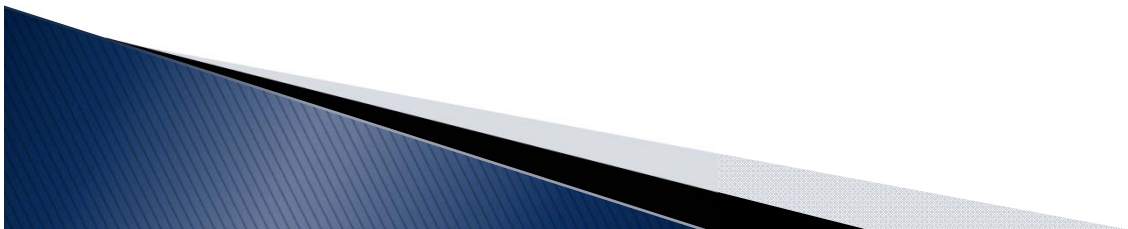
# July Fly-in Event



- ▶ **Busiest ever**
  - 1229 operations 7/11 – 7/16
  - More spread out
  - Only 6 less operation on Friday (238) vs. Tuesday (244)
- ▶ **Improved airspace flow and efficiency**
  - Airspace consultant
  - FAA SLC Center
  - SUN Tower
- ▶ **Minor air carrier delays!**
  - All connections made – all week

# July Fly-in Event

- ▶ Voluntary Noise Abatement Program
  - Overall – good compliance
    - Nighttime
      - Good
    - Saturday and Sunday morning ops
      - Try to do better
  
- ▶ Continue to educate





# P3 | AIRPORT SUMMIT

SAN DIEGO | JULY 24-25, 2017

► Jacob and Lisa attended

► Overview



# The Eclipse...



- Coordination with FAA and Tower ongoing



*Today Show published an eclipse map that skipped over Idaho.*

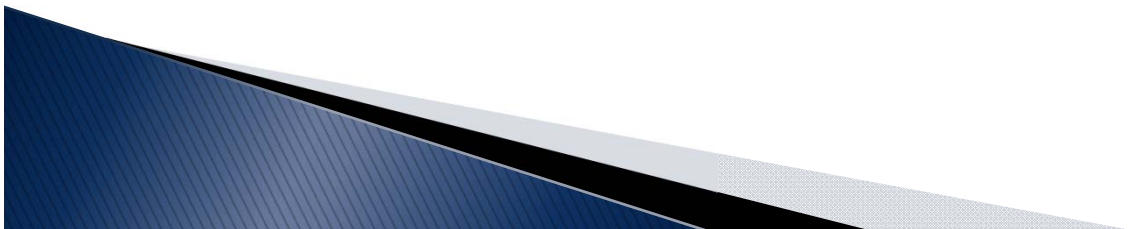
# FAA Part 139 Inspection

- ▶ Last week
  - Passed with flying colors
- ▶ Inspector:
  - One of his best inspections
  - “we should be proud of our airport”
- ▶ Congrats to Todd and the Ops Team!



# “On the Horizon”

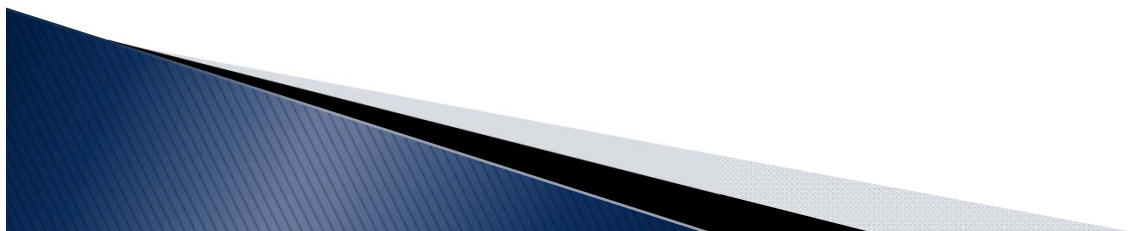
- ▶ Decision on air carrier apron/parking lot project
- ▶ Parking lot and audit selection recommendations
- ▶ Communications consultant selection process



# Reports

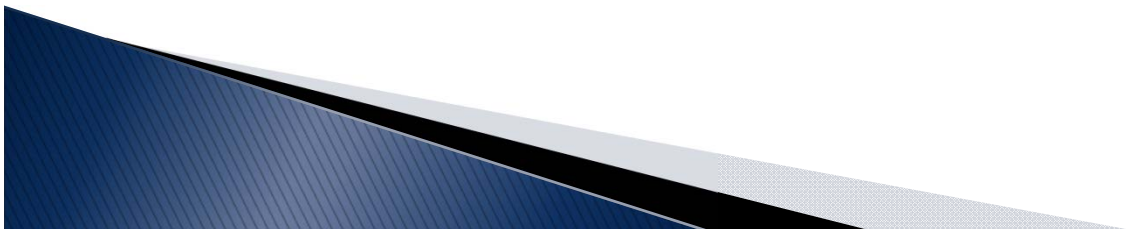
- ▶ ~~Chairman Report~~
- ▶ ~~Blaine County Report~~
- ▶ ~~City of Hailey Report~~
- ▶ ~~Airport Manager Report~~
- ▶ Fly Sun Valley Alliance Report







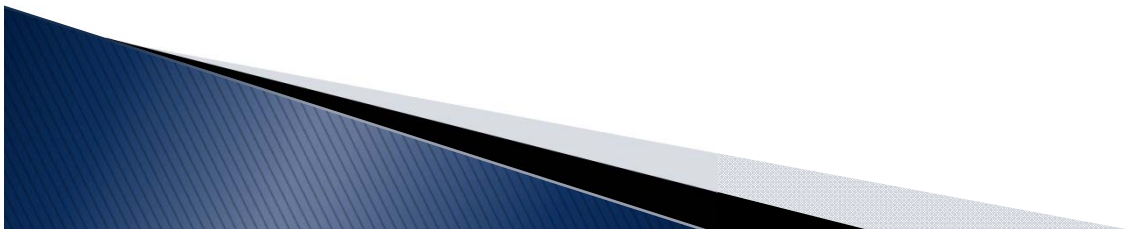
# Airport Staff Brief Questions





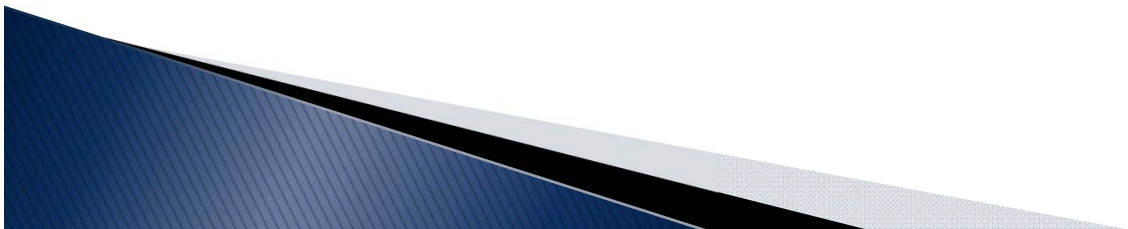


# Old Business



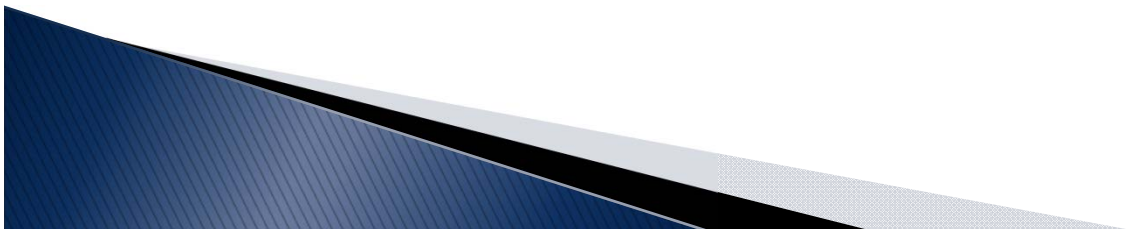
# FY 2018

## Draft Rates & Charges



# FY '18 Rates & Charges

- ▶ Revisions presented in June included:
  - Auto rental parking lot(s)
  - Aircraft tiedown fee clarification
  - Revised large aircraft rate (>6,000 lbs.)
  - Security badge rate tiering
  - New airport security support services rates



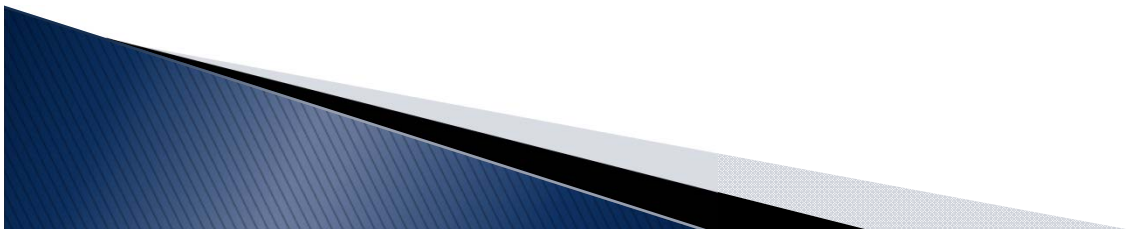
# FY '18 Rates and Charges

- ▶ Action Needed:

- Motion to approve proposed FY '18 FMAA Rates & Charges

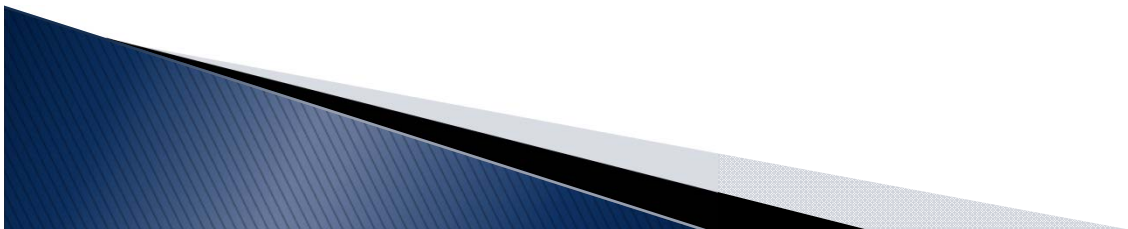


# Construction and Capital Projects



# RSA Improvements Project – Update

- ▶ Final payment reimbursement submitted and approved by the FAA!
- ▶ Closed!



# Terminal Air Carrier Apron and Parking Lot Improvements

- ▶ Bid Results
- ▶ Projected Costs vs. Budget
- ▶ Possible Award Options
- ▶ Alternate Approach
- ▶ Summary





# Apron/Parking Lot Bids

- ▶ Bids were opened on July 11<sup>th</sup> at 11:00am
- ▶ Only bid received was from Idaho Materials
- ▶ 1–2 other firms decided not to bid at last minute
  - Could not get bids for concrete work
  - Idaho Materials was surprised
- ▶ Bid was 16% less than Knife River's previous bid
  - This bid also included more work (upper parking lot)
- ▶ Negotiation with Idaho Materials
  - Modular block retaining wall
  - IMC price was \$326,000
  - Should have been \$115,000
  - Other expensive items included the surveying, fencing, medians, heated sidewalk, irrigation demolition, and clearing & grubbing



# Apron/Parking Lot Bids

Table 1 - Bid Results

Schedule	Estimate	Idaho Materials' Bid	Difference	
A - Terminal Access Road Realignment (North entrance & South exit)	\$1,077,440.50	\$1,446,484.00	\$369,043.50	34.3%
B - Terminal Apron Expansion (including structural wall)	\$1,313,798.50	\$1,640,490.20	\$326,691.70	24.9%
Additive C - Parking Lot Pedestrian Improvements (ADA ramp & heated sidewalk)	\$182,700.00	\$187,398.50	\$4,698.50	2.6%
Alternate D - Alternate Terminal Access Rd Realignment (New north exit – same parking lot flow)	\$764,089.50	\$933,225.00	\$169,135.50	22.1%
Total, Schedules A+B+C	\$2,573,939.00	\$3,274,372.70	\$700,433.70	27.2%
Total, Schedules D+B+C	\$2,260,588.00	\$2,761,113.70	\$500,525.70	22.1%



## Apron/Parking Lot – Other Considerations

- ▶ Other FAA–eligible (86% FAA–funded) costs include:
  - Utility relocations
    - Idaho Power – \$49,822
    - Century Link – \$27,946
    - Intermountain Gas – \$0
  - Engineering Construction & Project Administration – \$384,000
  - Misc FMAA Project Administrative Costs – \$10,000
- ▶ Other Ineligible (0% FAA–funded) costs include:
  - Parking Equipment – \$250,000 (estimated)
  - Parking Booth – \$130,000 (estimated)
  - Landscaping – \$60,000 (estimated)
- ▶ Total required FMAA budget = \$66,052 + \$440,000 = \$506,052  
Plus the FMAA portion of construction costs of the project  
(ranges from \$498,000 to \$593,000)
- ▶ For a Total FMAA cost of \$900,000 to \$1,125,000)
  - (Depending upon what is awarded, any of C, or new toll booth)





# Other AIP Projects

Expenses From Other AIP Projects

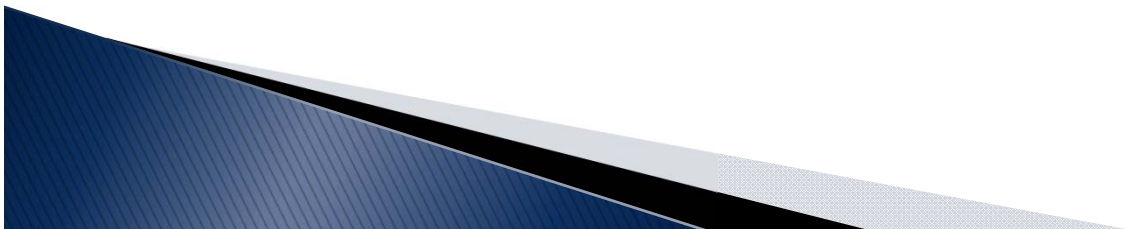
Description	FAA Share	FMAA Match	Total Cost
Environmental Assessment for Property Acquisition	\$111,000	\$7,400	\$118,400
Design Costs (Shortfall from AIP '042)	\$16,559	\$1,104	\$17,663
SRE Acquisition	\$292,108	\$19,474	\$311,582
Runway Maintenance	\$331,554	\$22,104	\$353,658
<b>Total</b>	<b>\$751,221</b>	<b>\$50,082</b>	<b>\$801,303</b>

- ▶ Other future AIP projects may include a tower siting study, potential RPZ land acquisition, and possibly the purchase of another piece of snow removal equipment.



# Alternate Project Approach

- ▶ Removal of the south hangar just north of the air carrier terminal.
  - Relocation of the airfield electrical vault
  - Removal/relocation of fence, gate, and utilities
  - Pave & stripe the new spot to hold a Q-400 or E75W
  - Cost approximately \$900,000 to \$1 million
    - based upon bid prices from current project
    - includes engineering and utilities
    - would need to find locations for two existing tenants



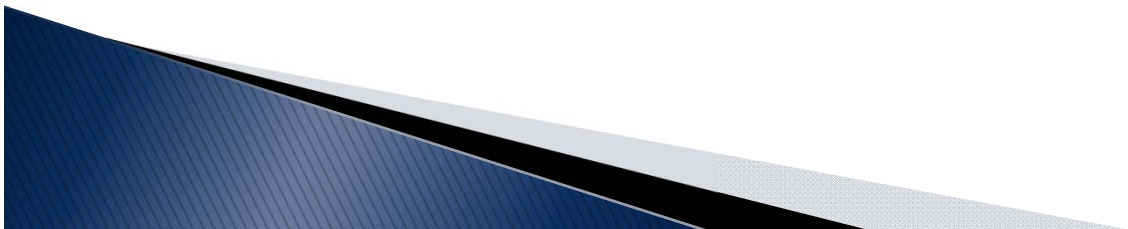
# Alternate Project Approach





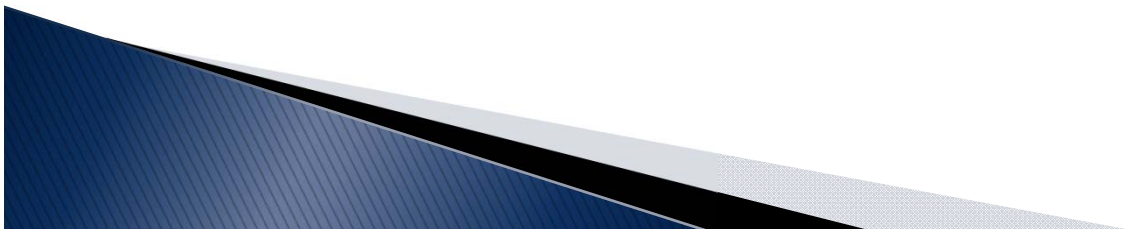
# Summary

- ▶ It is possible to award the current apron expansion project, but it will have an impact on the FMAA budget & CIP
- ▶ Idaho Materials can complete the project, but every day we do not award it, makes the schedule more difficult to complete the work before June 2018, unless we push it back 6 months
- ▶ May be prudent to delay the apron project and pursue the option to demo the hangar and build the alternate aircraft parking spot
- ▶ This would give FMAA “breathing room” for AIP and local funding requirements
  - Funding by the FAA for the design of the previous project would likely need to be repaid if the previous apron and parking lot project were completely cancelled

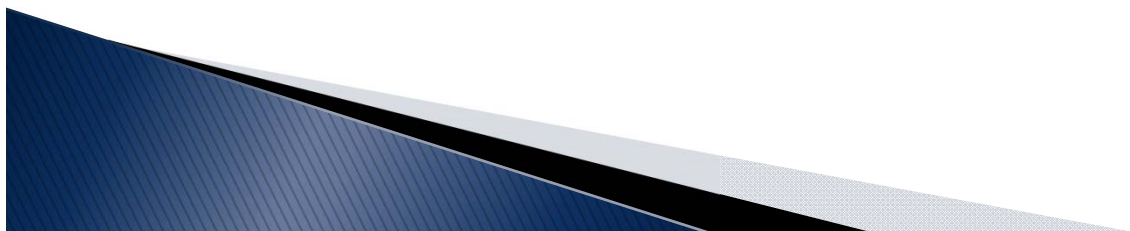


# Next Steps

- ▶ Additional discussion is needed between the FMAA Board, Airport Staff, T-O Engineers, & Idaho Materials
- ▶ Budget analysis and impacts to the future budget should be reviewed by the Finance Committee.

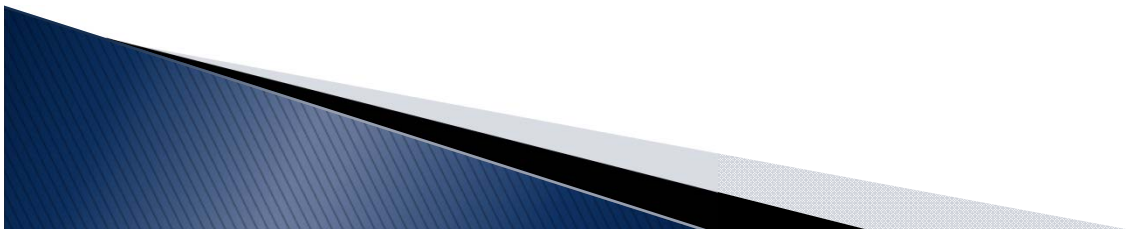


# Airport Planning Projects



**Friedman Memorial Airport (SUN)**

**Environmental Assessment – Land  
Acquisition and Obstruction  
Removal**

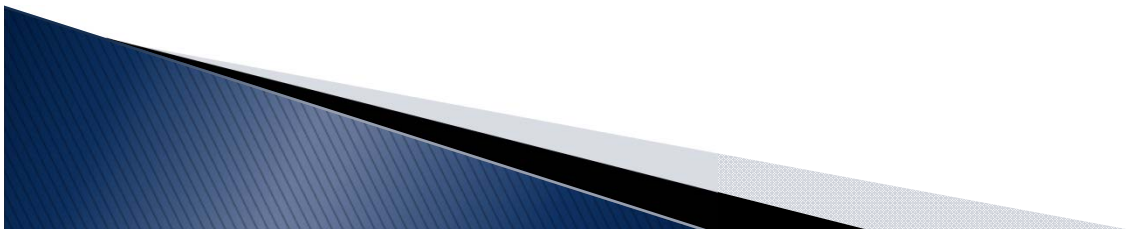


# Environmental Assessment Update

- ▶ Biologic Surveys completed (08/02/17)
- ▶ Cultural Resources Field survey complete
- ▶ Hazmat Review completed (07/26/17)
- ▶ Wetlands Delineation completed (07/26/17)

## NEXT:

- ▶ RPZ Evaluation– To SUN and FAA (August)
- ▶ Alternatives Evaluation Memorandum – to be presented at September Board Meeting
- ▶ Preferred Alternative Selected in September
- ▶ Environmental Assessment Draft (Sept–Oct)
- ▶ Environmental Assessment Public Hearing first week of November



# Alternatives Design Criteria

- ▶ 14 CFR Part 77: Safe, Efficient Use, and Preservation of the Navigable Airspace.
- ▶ FAA Advisory Circular 150/5300-13 Design Standards
- ▶ FAA US Standards for Terminal Instrument Procedures (TERPS)
- ▶ Airport Layout Plan – April 2017 identifies space required for safety
- ▶ National Environmental Policy Act – FAA 1050.1F levels of significance. (Anticipated document FONSI)





# Alternative 2



- Least amount of acquisition
- Least impact on Farm
- Obstructions removed
- Potential for some areas of regrowth
- Least amount of land use control
- Noise and vibration impact remains

## LEGEND

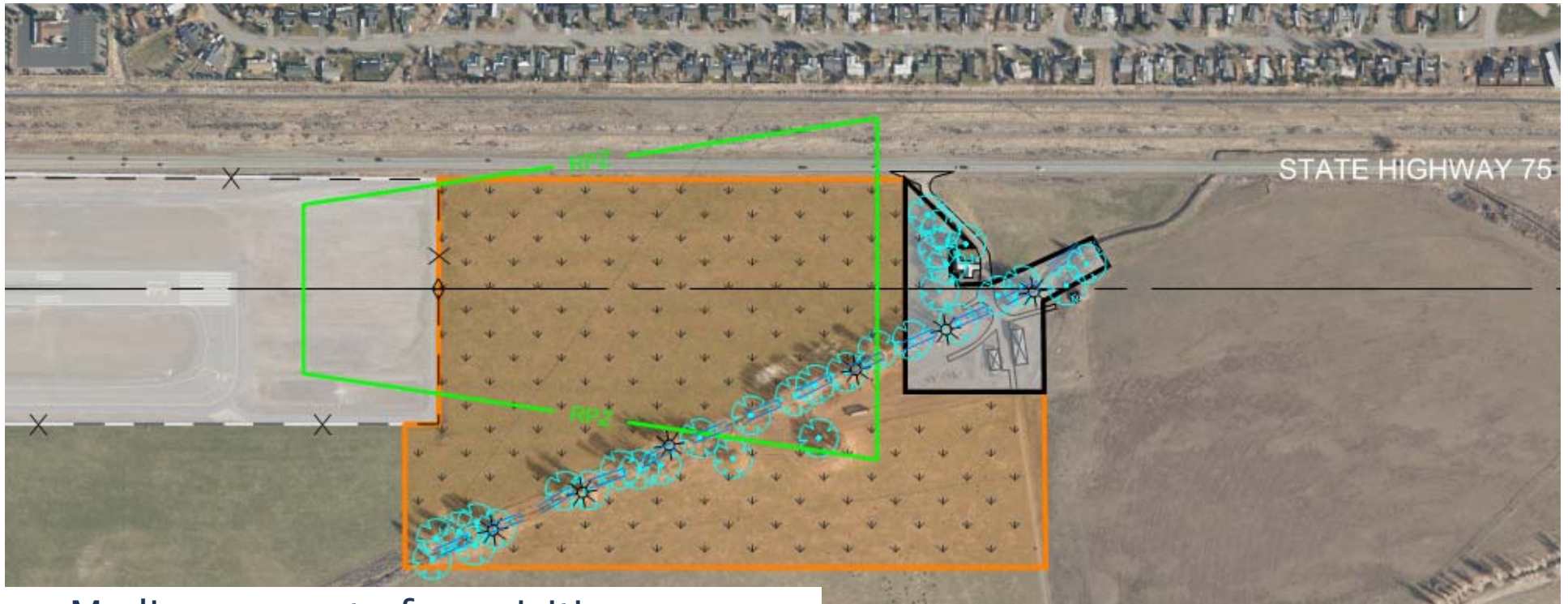
	AIRPORT BOUNDARY
	PROPOSED LAND ACQUISITION
	ACTIVE PASTURE AREA
	LIGHTS
	TREE OR GROUP OF TREES
	ACCESS GATE
	REMOVE BUILDING
	AFFECTED COVE CANAL

## QUANTITY AFFECTED

±34 ACRES
±27 ACRES
6 TOTAL
APPROX. 40
NONE
±2273 LF



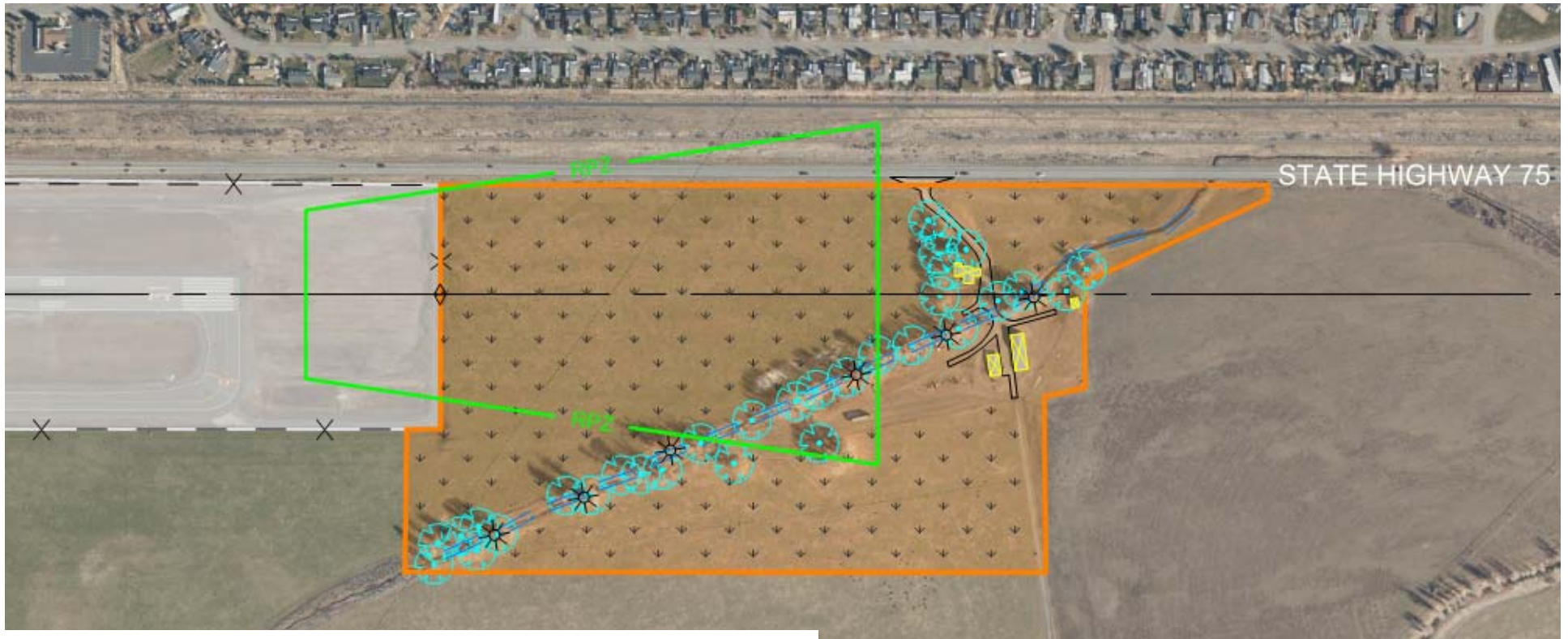
# Alternative 3



- Median amount of acquisition
- Includes approach protection area
- Includes easement
- Farm remains operational by easement
- Obstructions removed
- Potential for some areas of regrowth
- Increased land use controls
- Noise and vibration impacts remain

LEGEND		QUANTITY AFFECTED
	AIRPORT BOUNDARY	
	PROPOSED LAND ACQUISITION	±42 ACRES
	PROPOSED EASEMENT/ACQUISITION	±4 ACRES
	ACTIVE PASTURE AREA	±37 ACRES
	LIGHTS	6 TOTAL
	TREE OR GROUP OF TREES	APPROX. 40
	ACCESS GATE	
	REMOVE BUILDING	NONE
	AFFECTED COVE CANAL	±2273 LF

# Alternative 4



- Greatest amount of acquisition
- Includes approach protection area
- Greatest Farm impact
- All obstructions removed
- Regrowth areas under airport control
- Greatest land use control
- Noise and vibration impact removed

LEGEND		QUANTITY AFFECTED
	AIRPORT BOUNDARY	
	PROPOSED LAND ACQUISITION	±52 ACRES
	ACTIVE PASTURE AREA	±40 ACRES
	LIGHTS	6 TOTAL
	TREE OR GROUP OF TREES	APPROX. 40
	ACCESS GATE	
	REMOVE BUILDING	NONE
	AFFECTED COVE CANAL	±2668 LF

# Evaluation

Relevant Resource Criteria for RPZ Land Acquisition						
Resources	Alternative 2		Alternative 3		Alternative 4	
	Pro	Con	Pro	Con	Pro	Con
Biologic Resources	Obstructions removed	2,300' of canal habitat affected Forested Wetland converted	Obstructions removed	2,300' of canal habitat affected Forested Wetland converted	Obstructions removed	2,700' of canal habitat affected Forested Wetland converted
Visual Effects (Noise and Vibration)	Tree lighting removed	Noise and vibration increased at residence	Tree lighting removed	Noise and vibration increased at residence	All Incompatible uses removed from Runway Approach	Removal of House
Land Use	34 acres RPZ acquired for airport control	Incompatible uses remain in runway approach; reduced farmland	42 acres RPZ acquired And 4 acre easement for airport control	Incompatible uses remain in runway approach; reduced farmland	52 acres RPZ acquired for airport control Residence removed from runway approach	Reduced farmland



# Evaluation

Interaction:

- ▶ Airport board, FAA, Landowner and Public

Results of studies and outreach will be scored and Preferred Alternative will be selected with FAA and SUN input.

Presented at September Board Meeting



# Discussion

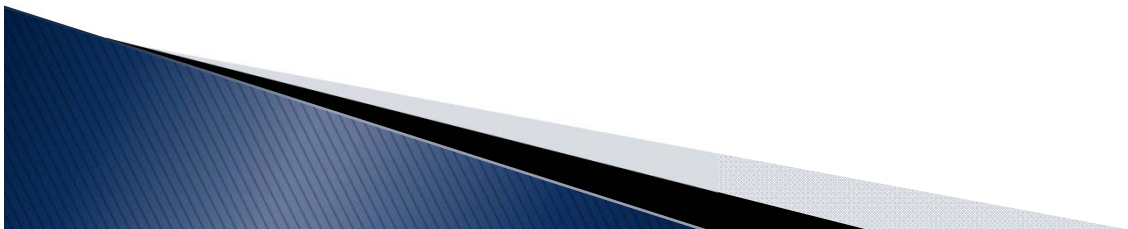
## Environmental Assessment (EA)

- ▶ Modifications to alternatives
  - FMAA opinions
  - Public involvement summary to be prepared
  - FAA discussion on RPZ memo
- ▶ Selection of a Preferred Alternative
  - FMAA Airport Board Preference
  - Environmental conditions ranking
  - Compatibility with future planning
    - Airport Layout Plan (FAA Part 77, 5300–13 and TERPS)
    - Comprehensive Planning (Hailey/Blaine County)
    - Airport Conceptual Development Plan (Master Plan)





# New Business



# Drones/Unmanned Aerial Systems (UAS)

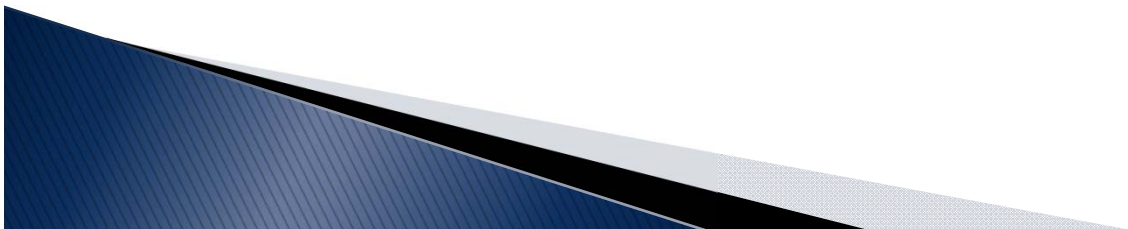
- ▶ NACO Focus Group
- ▶ Local government trends
- ▶ City of Hailey and Blaine County?
  - Ordinances?







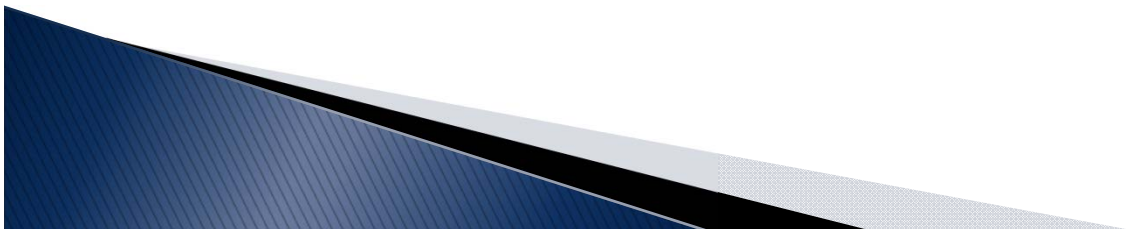
# Public Comment



# 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!

