



Friedman Memorial Airport Authority

Regular Board Meeting

May 3, 2022





Approve Agenda



Public Comment

(10 Minutes)



Public Hearing

FY 2022 Budget Update

FY 2022 BUDGET UPDATE



Purpose of Budget Update

- ▶ The primary purpose for a budget update and a mid-year budget hearing is to account for changes that were not known at the time of the original budget process and must occur prior to year-end. These items can include contract changes, grant award changes, and changes due to market conditions.
- ▶ The Primary purpose of this Recommended Budget Update is to address Capital Expense Timing based on information received after the FY 2022 Budget was built, other small items are recommended however would not have needed a Budget Update on their own:
 - Land Acquisition, change in timing of grant awards
 - Runway Project, change in grant award percentage
 - Terminal Design Costs, increased priority of project
 - SRE Acquisition, item received later than originally anticipated

2022 Budget Update

Recommended Operational Budget Updates

► Revenue

- Increased Air Carrier Lease Space \$62,500 (4000-01)
 - Result of final discussions with Airline Partners based on market conditions.
- Reduced Interest Revenue \$17,930 (4520-01)
 - Due to extremely low returns given current market conditions
- **Increase of \$44,570**

► Expenses

- Salary Expenses, Increase \$42,500 (Account Pending)
 - Bringing Parking Staffing in House to realize operational effectiveness and efficiencies.
- Parking Management Fee, Decrease \$62,000 (6110-16)
 - Modified Parking Operations, In-House operation with a reimbursement contract remaining with Car Park for services provided.
- **Decrease of \$19,500**

► Operational Net Position

- **Net Change: +\$64,070**



2022 Budget Update

Recommended Capital Budget Updates

► Revenue

- CARES Act Reimbursement Increase \$1,714,617 (4752-01)
 - Phase 1 Terminal Design now recommended in FY 2022 (\$1,112,000)
 - Assumes the Airport will pay for the project, and it will not be part of an AIP request
 - Deice Truck receipt timing, planned receipt in FY 2021, received in FY 2022 (\$602,617)
- Current Year AIP Increased \$4,500,125 (4800-00)
 - Timing of Land Acquisition AIP project
 - Percentage on Runway Project
 - AIP Revenue correction
- Increase of \$6,214,742

► Non-AIP Capital Expenses

- Building & Improvements: Increase \$1,112,000 (7001-02)
 - Phase 1 Terminal Design now recommended in FY 2022
- SRE Acquisition Non-AIP: Increase \$602,617 (7001-10)
 - Deice Truck receipt timing, planned receipt in FY 2021, received in FY 2022
- Net Change Non-AIP Capital: Increase of \$1,714,617

► AIP Capital Expenses

- CIP General (Current Year AIP): Increase \$7,000,000 (8501-00)
 - Timing of Land Acquisition AIP Project

► Total Capital Expenses

- Increase of \$8,714,617



2022 Budget Update

Summary of Capital Budget Updates

- ▶ Total Capital Revenue
 - Net Change: Increase of \$6,214,742
- ▶ Total Capital Expenses
 - Net Change: Increase of \$8,714,617

Net Position Capital Change: (–\$2,499,875)

2022 Budget Update

Summary of Airport Budgeted Net Position Changes

- ▶ Operational Change in Net Position: +\$64,070
- ▶ Capital Change in Net Position: (−\$2,499,875)

Total Net Change in Position: (−\$2,435,805)

Budget Comparison

**Friedman Memorial Airport
Proposed Budget Update
For Fiscal Year Ending 9/30/22**

	FY 2020 Actual	FY 2021 Actual	FY 2022 Approved Budget	FY 2022 Budget Update
Revenue				
Tax Revenue	\$ -	\$ -	\$ -	\$ -
Other Revenues	\$ 10,009,985	\$ 8,226,404	\$ 27,011,526	\$ 33,270,838
Total Revenue	\$ 10,009,985	\$ 8,226,404	\$ 27,011,526	\$ 33,270,838
Expenses				
Salaries & Benefits	\$ 1,724,899	\$ 1,633,382	\$ 1,989,564	\$ 2,032,064
Other Expenses	\$ 5,403,374	\$ 5,867,435	\$ 23,313,148	\$ 31,965,765
Total Expenses	\$ 7,128,273	\$ 7,500,817	\$ 25,302,712	\$ 33,997,829
Net Position			\$ 1,708,814	\$ (726,991)
Change in Net Position				\$ 2,435,805



PUBLIC COMMENT



2022 Budget Update Approval

Action: Motion to Approve the FY 2022 Updated Budget with planned expenditures totaling \$33,997,829.



QUESTIONS





Approval of Meeting Minutes

April 5, 2022 Regular Meeting



Reports

Reports

- ▶ Chair Report
- ▶ Blaine County Report
- ▶ City of Hailey Report
- ▶ Fly Sun Valley Alliance Report
- ▶ Airport Director's Report

Airport Director's Report

Airport Activity Status

- ▶ March Passenger Enplanements
 - 30% over March 2021
 - 50% YTD vs. 2021

- ▶ Operations (unofficial)
 - -53% from April 2021
 - -6.7% YTD vs. 2021

- ▶ Approach “Saves”
 - 5 in April 2022
 - 183 since implementation Dec. 3 2020

SUN AIRPORT CLOSURE

APRIL 18 TO MAY 17, 2022

The month-long airport closure is required for extensive federal and airport funded improvement projects

Fully funded by grants from the Federal Aviation Administration, the \$8.6 million dollar project will be completed in four phases to minimize closure and service interruption at Friedman Memorial Airport (SUN).

Additionally, FMAA will be investing \$1.3 million into significant improvements to the parking lot.

Please monitor our website at iflysun.com for project updates and additional information.

Rehabilitation of Runway 13-31, Taxiway B & Aprons

Rehabilitate Runway 13-31

- Mill and Inlay Runway 13-31
- Construct Paved Shoulders
- Construct Blast Pad
- Install Runway Surface Condition System
- Replace Runway Signs
- Relocate Perimeter Fence

Rehabilitate Section 1 Apron

- Mill and Inlay Apron

Rehabilitate Taxiway B and Section 3 Apron

- Crack Seal
- Fog Seal
- Remark

FOR MORE INFORMATION NAVIGATE TO: IFLYSUN.COM





Rehabilitate Runway, Taxiway, Aprons & Parking Lots

▶ Runway Rehabilitation

- Mill and Inlay Runway
- Construct Paved Shoulders and Blast Pad
- Install Runway Weather Information System (RWIS)
- Relocate Access Road
- Replace Runway Lighting and Upgrade Electrical Vault
- Perimeter Fence and Irrigation Relocation Complete

▶ Section 1 Apron

- Remove Existing Asphalt and Repave



Rehabilitate Runway, Taxiway, Aprons & Parking Lots

- ▶ Additional work items after closure include apron rehab, lower parking lot construction, runway grooving, final marking and seeding

“On the Horizon”

- ▶ 1st review of FY2023 proposed budget
- ▶ Digital Tower Statement of Work/Contract/Fee
- ▶ June meeting – move to June 14?
- ▶ Back to in-person meetings?



Airport Staff Brief Questions?



Action
New Business

None



Action Continuing Business

None



Discussion and Updates

New Business

None



Discussion and Updates

Continuing Business

Miscellaneous

CUSTOMER FACILITY CHARGE (CFC)



What & Why

- ▶ A Customer Facility Charge (CFC) is a user fee imposed by an airport operator on each rental car user, collected by the rental car companies.
- ▶ A CFC is most often imposed on a per rental day basis and often has a cap on the number of days the CFC will be charged.
- ▶ CFC revenues are used for the capital costs related to rental-car projects.
 - Allows for a dedicated funding source for projects that are not eligible for federal funds.
- ▶ The proposed fee is \$3.50/rental day
 - Estimated revenue of \$210k per year



Next Steps

- ▶ Finalization of a resolution adopting the CFC
 - Board review/approval in June
- ▶ Formal notification to the Car Rental Agencies regarding the implementation of a CFC as the current contract allows
- ▶ Collection begins October 1, 2022



QUESTIONS



Construction and Capital Projects

Air Traffic Control Tower Replacement Project

Update

Friedman Memorial Airport SUN Digital Tower (SDT)



May 3, 2022



Raytheon Proprietary
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Who Are We?

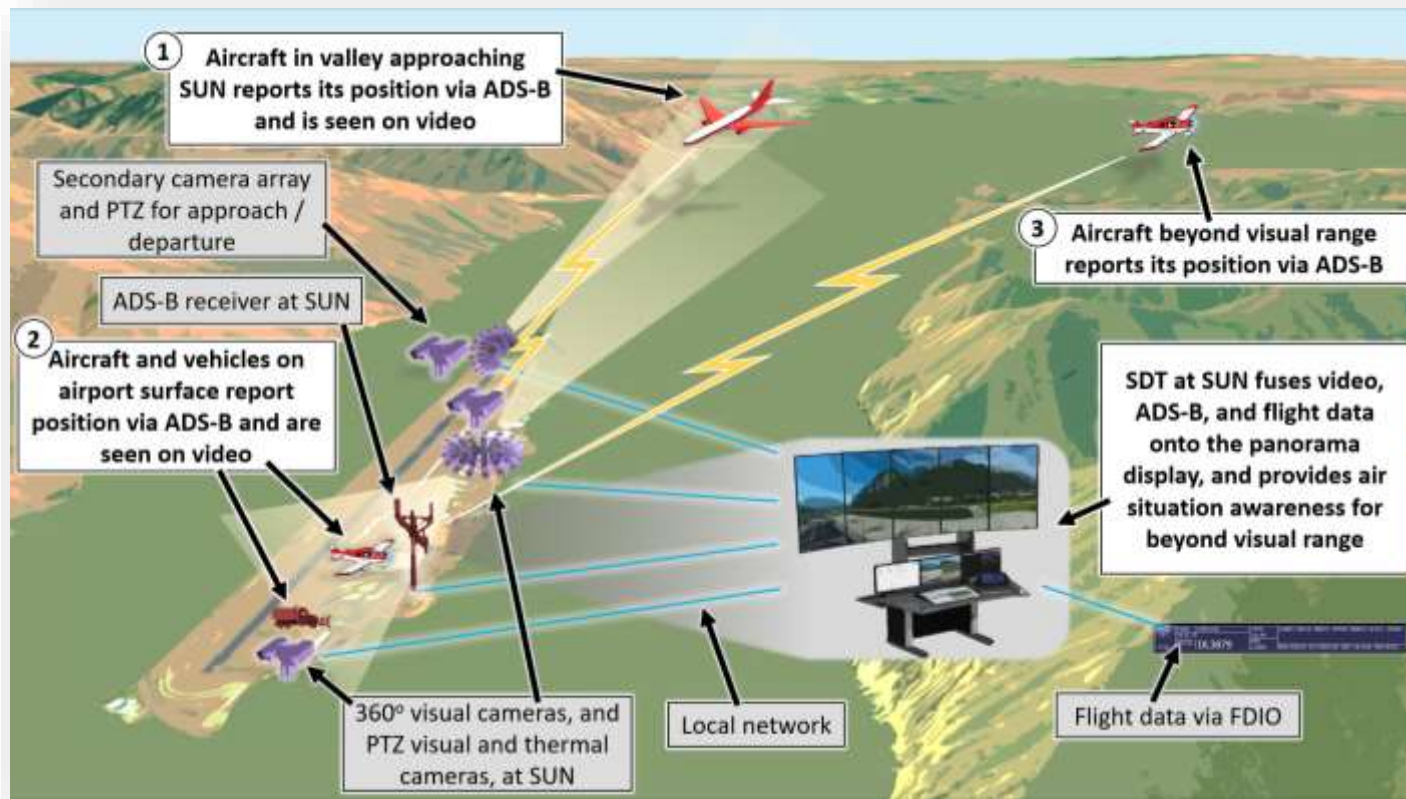
- Raytheon Technologies is the 2nd largest aerospace and defense company in the world
- Frequentis has contracts with DoD for four remote towers in the United States and has RDT deployed in UK, Germany, New Zealand, Iceland, Hungary, and South America.
- Decades of working with the FAA to certify Air Traffic Control (ATC) systems:
 - We are the providers of the FAA's terminal ATC automation system, surveillance radars, WAAS navigation and weather systems, and voice switches– all certified for National Airspace System operations
- Priority: Assure operational, technical, and cost performance and risk management



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SDT Operational Concept



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SUN Digital Tower - OmniVue

SUN, Raytheon and Frequentis Partnership

▪End-to-End

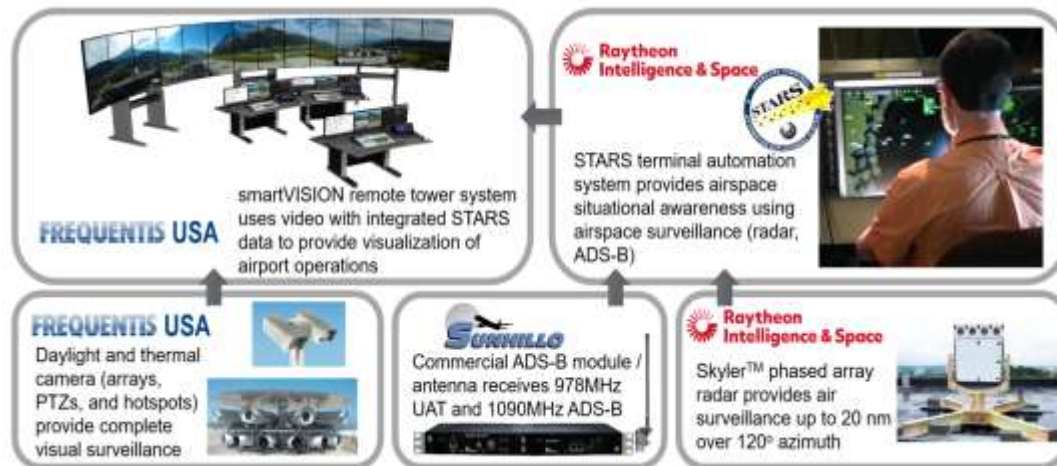
operational solution
integrated with
automation system and
surveillance

▪Multi-ANSP RT

operational experience
with HMI validation
through live operational
systems and focus on
early involvement of
end-users for site
configuration and
acceptance

▪Panorama Overlays

for enhanced
situational awareness
of the airfield, aircraft
detection and object
bounding



▪Flexible

Configuration to meet
any site's needs and
can be deployed as a
standalone system with
local surveillance only,
or integrated with
existing surveillance
and ATM networks

▪Modular Design

allows system
components to operate
independently of one
another, reducing
system downtime and
maintenance costs

▪Actively Integrated
with Airport Systems
maximizing reuse and
streamlining installation

A complete, integrated solution suite to provide remote air traffic tower services

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SDT Components

FREQUENTIS US

smartVISION digital tower system integrates video from cameras with STARS surveillance for complete visualization of airport operations



**Raytheon
Technologies**



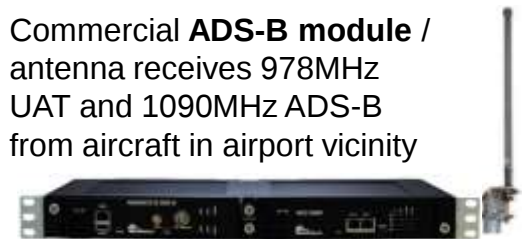
STARS terminal automation system provides airspace situational awareness with fused surveillance and flight data



Visual camera arrays, and pan-tilt-zoom (PTZ) visual and thermal cameras, provide complete visual coverage of airport area



Commercial ADS-B module / antenna receives 978MHz UAT and 1090MHz ADS-B from aircraft in airport vicinity



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Why Raytheon – Frequentis?

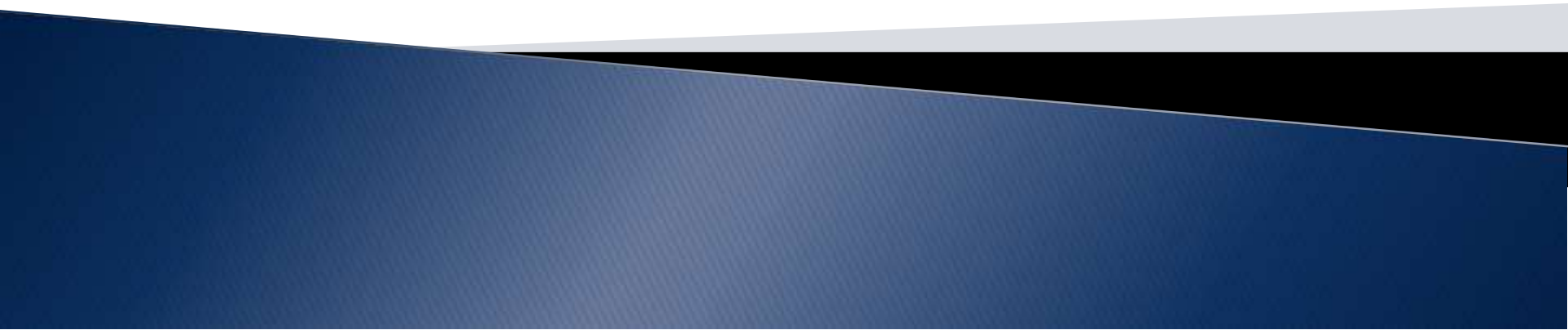
Working with KSUN, Raytheon-Frequentis team will:

- Bring a system developed to **safety-critical** aviation and NAS hardware and software design assurance standards
- Assure that **cyber security** is a standard feature and ongoing focus
- Managed the SDT project with the same team that has managed NAS-certified programs for decades with **in-house** expertise in **all ATM domains**: communication, navigation, surveillance, automation, weather, and terminal and en-route operational knowledge
- Bring expertise that has **successfully transitioned into operations** numerous terminal and en route radars, safety-of-life navigation systems, voice switches, weather systems, and over 800 terminal automation sites, operating 24/7 during the cutovers, with no degradation or loss of service
- Leverage our current and ongoing experience with the FAA and with Digital Towers in the US and worldwide, including involvement from stakeholders such as FAA, controllers, technical support, and pilots, to **achieve FAA certification** of the SDT

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Airport Closure and Pavement Rehabilitation Project

Update



Rehabilitate Runway, Taxiway, Aprons and Parking Lots



Rehabilitate Runway, Taxiway, Aprons & Parking Lots

▶ Runway Rehabilitation

- Mill and Inlay Runway
- Construct Paved Shoulders and Blast Pad
- Install Runway Weather Information System (RWIS)
- Relocate Access Road
- Replace Runway Lighting and Upgrade Electrical Vault
- Perimeter Fence and Irrigation Relocation Complete

▶ Section 1 Apron

- Remove Existing Asphalt and Repave



Rehabilitate Runway, Taxiway, Aprons & Parking Lots

- ▶ Runway Closure from April 18th to May 17th
 - Nearly all work will be completed during 30-day runway closure
 - Additional work items after closure include apron rehab, lower parking lot construction, runway grooving, final marking and seeding
 - Temporary construction access from SH75 with traffic control



Rehabilitate Runway



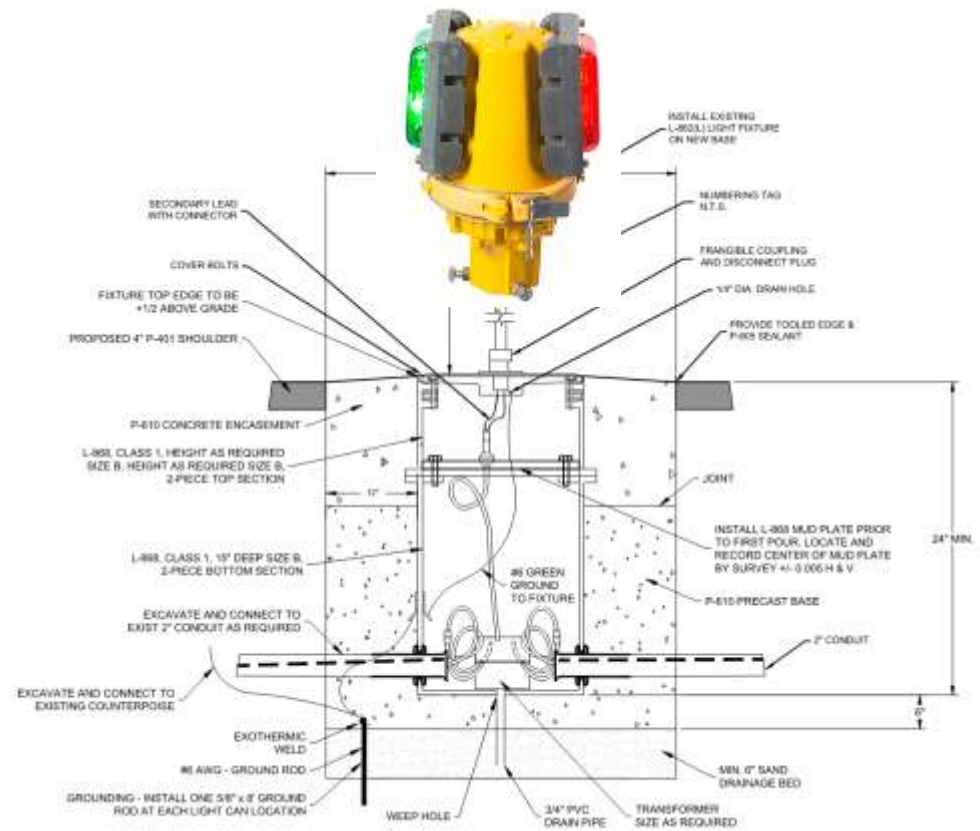


Rehabilitate Runway





Rehabilitate Runway



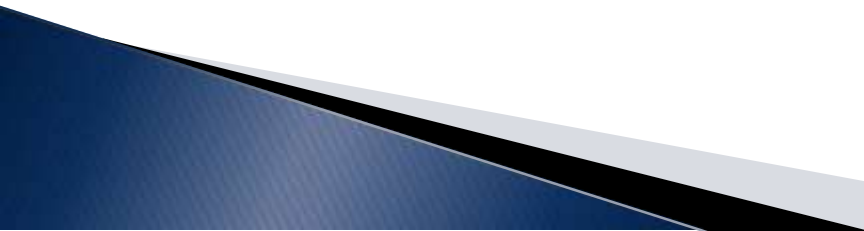


Rehabilitate Runway



Rehabilitate Runway, Taxiway, Aprons & Parking Lots

- ▶ Taxiway and Apron Rehabilitation
 - Crack seal, fog seal and remark

 - ▶ Parking Lots and Access Roads
 - Crack seal, fog seal and remark General Aviation parking lots, terminal parking lots, and access roads
 - Remove existing asphalt and repave upper parking lot
 - Construct new lower parking lot (After Runway Closure). Open bids in late March
- 

Rehabilitate Runway, Taxiway & Aprons

► Construction Phasing

- Phase 1 – 30-day Runway Closure
 - April 18th – May 17th
- Phase 2 – 14-day Section 1 Rehab
 - Through May 24th
- Phase 3 – Runway Grooving (Night Closures)
 - Summer 2022
- Phase 4 – Final Markings (Intermittent Daytime Closures)
 - Late Summer/Early Fall 2022

Rehabilitate Runway, Taxiway & Aprons

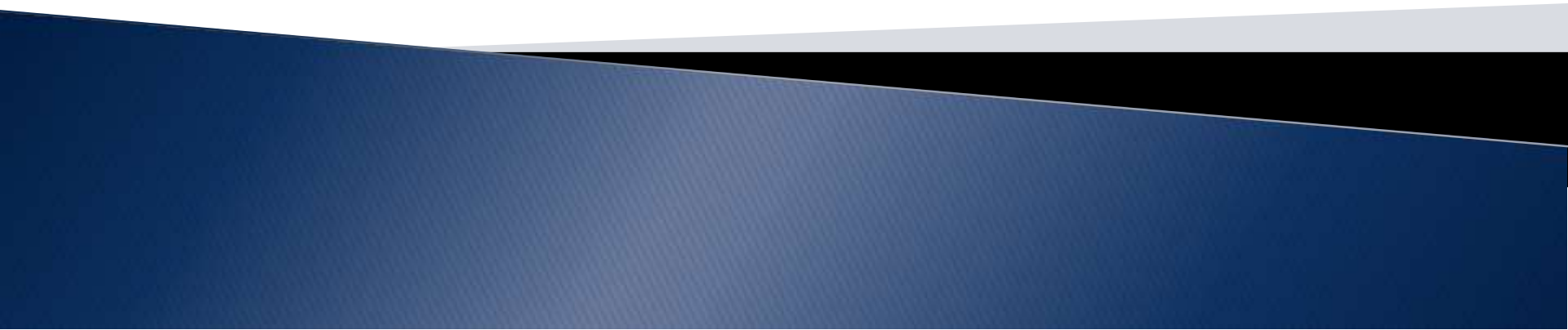
- ▶ Project is 100% FAA funded by three (3) AIP grants – 053/056/058

Rehabilitate Parking Lots and Access Roads

- ▶ Project is locally funded
- 

Airport Planning Projects

GHG Emissions Inventory



Greenhouse Gas Emissions Inventory



GHG Emissions Inventory

- FMAA have voluntarily commissioned the preparation of this GHG emissions inventory associated with activity at the Airport
- The Inventory was completed following the guidance in the Airport Cooperative Research Program (ACRP) Report 11 titled Guidebook on Preparing Airport Greenhouse Gas Emissions Inventories

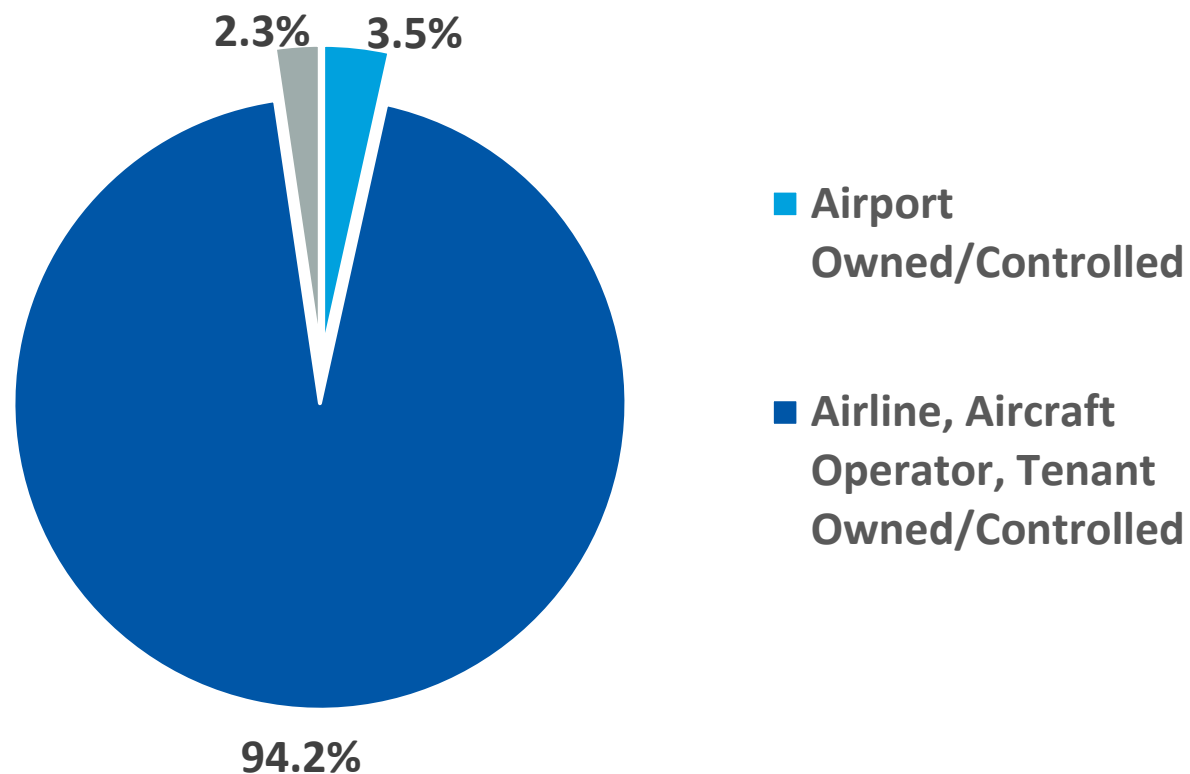
GHG Emissions Scope

GHG Emissions Categorized in Three “Scopes”

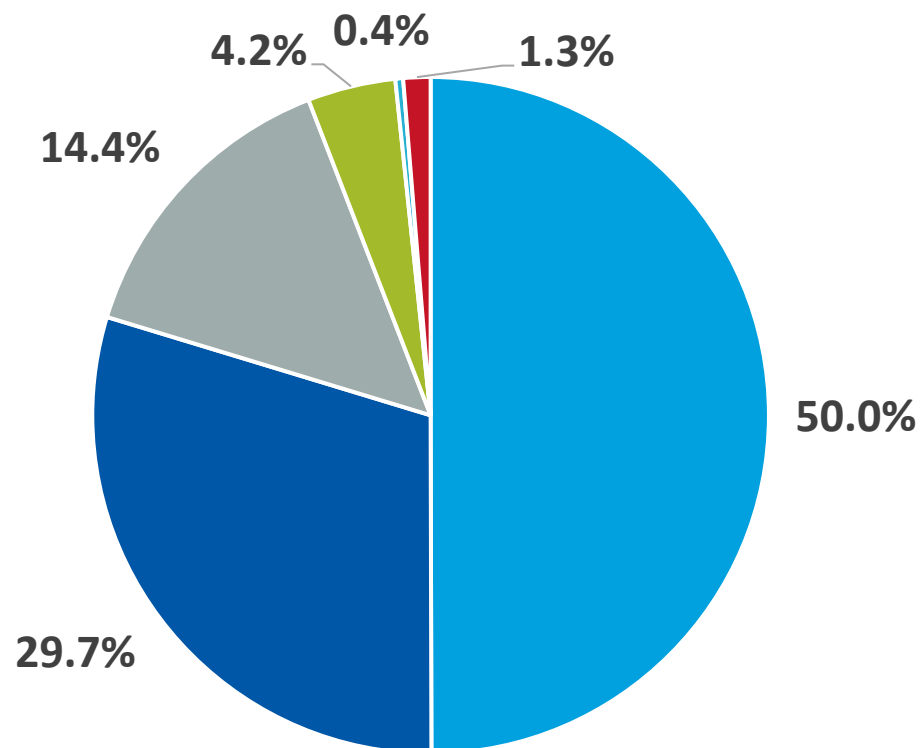
1. Airport-owned/controlled
2. Airlines, aircraft operators, tenant-owned/controlled
3. Public-owned/controlled

Approximately 22,100 metric tons of greenhouse gas emissions were emitted in 2020

Airport GHG Inventory



Airport Owned/Controlled Emissions



- Stationary/facilities - purchased power
- Stationary/facilities - natural gas
- Ground Support Equipment/Fleet Vehicles
- Employee Commute (all roads)
- Rental Car Travel (on-airport)



Questions

Clarifications

Answers

Discussion

Thank You.

Environmental Assessment (Land Acquisition)

Update



Friedman Memorial
Airport

Environmental Assessment

Proposed Property
Acquisition for
Approach Protection
and Land Use
Compatibility

Project Update

May 3, 2022

Proposed Action & Project Need

- Acquisition of 386 Acres
 - Approach Protection
 - Land Use Compatibility
- Development of 10 Acres for General Aviation
 - Replacing aviation facilities (apron and hangars) lost as a result of the Runway Safety Area (RSA) project
 - Provide additional aircraft hangars



Environmental Assessment Process

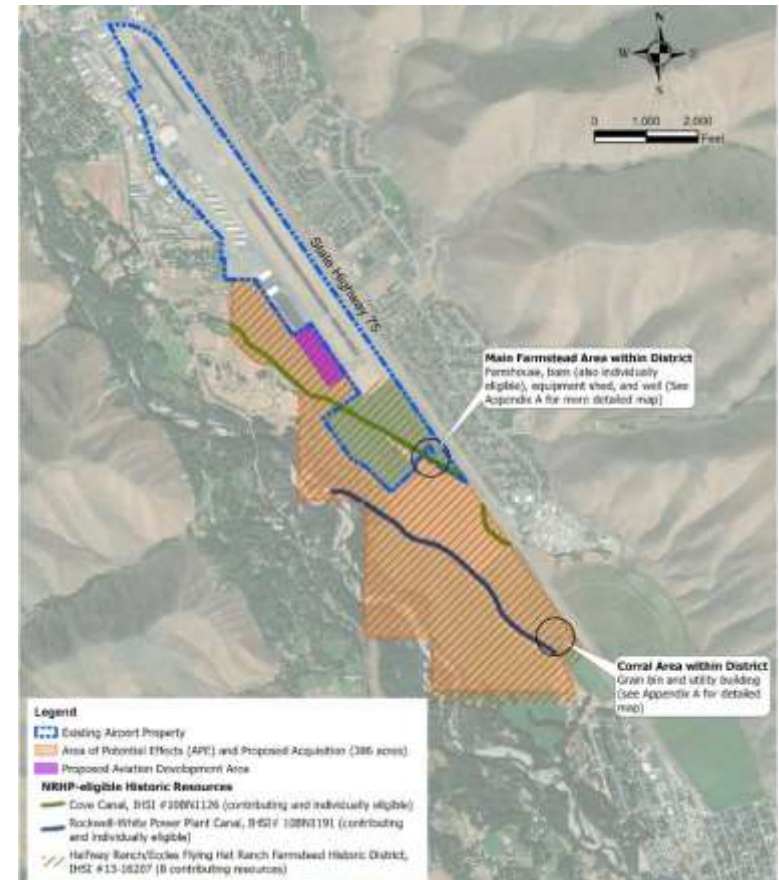
- A. Identification of Proposed Project
- B. Environmental Analysis and Agency Coordination
- C. Publish Environmental Assessment (EA)
- D. Public Review and Comment
- E. Final EA/FAA Finding of No Significant Impact (FONSI)

Assessment Categories

1. Air Quality
2. Biological Resources
3. Climate
4. Coastal Resources
5. Department of Transportation Act, Section 4(f)
6. Farmlands
7. Hazardous Materials, Solid Waste, and Pollution Prevention
8. Historical, Architectural, Archeological, and Cultural Resources
9. Land Use
10. Natural Resources and Energy Supply
11. Noise and Noise-Compatible Land Use
12. Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
13. Visual Effects
14. Water Resources
15. Cumulative Impacts
16. Irreversible and Irretrievable Commitment of Resources

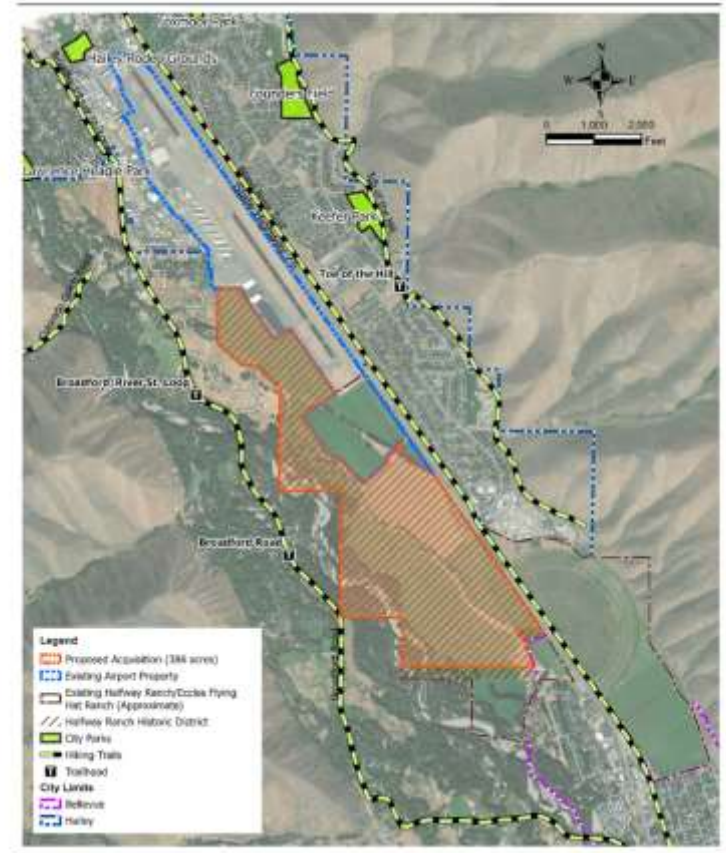
Historical, Architectural, Archeological, and Cultural Resources

- Potential to effect Halfway Ranch/Eccles Flying Heart Ranch Historic District
- Section 106 of the Historic Preservation Act
 - Requires federal agencies to consider the effects of their undertaking (or action) on properties listed in or eligible for listing in the National Register of Historic Places
 - Requires consultation with the Idaho State Historic Preservation Officer (SHPO)



DOT Section 4(f)

- Consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites
- Must determine that there is no feasible and prudent alternative that avoids the Section 4(f) properties
- All possible planning to minimize harm to the Section 4(f) properties

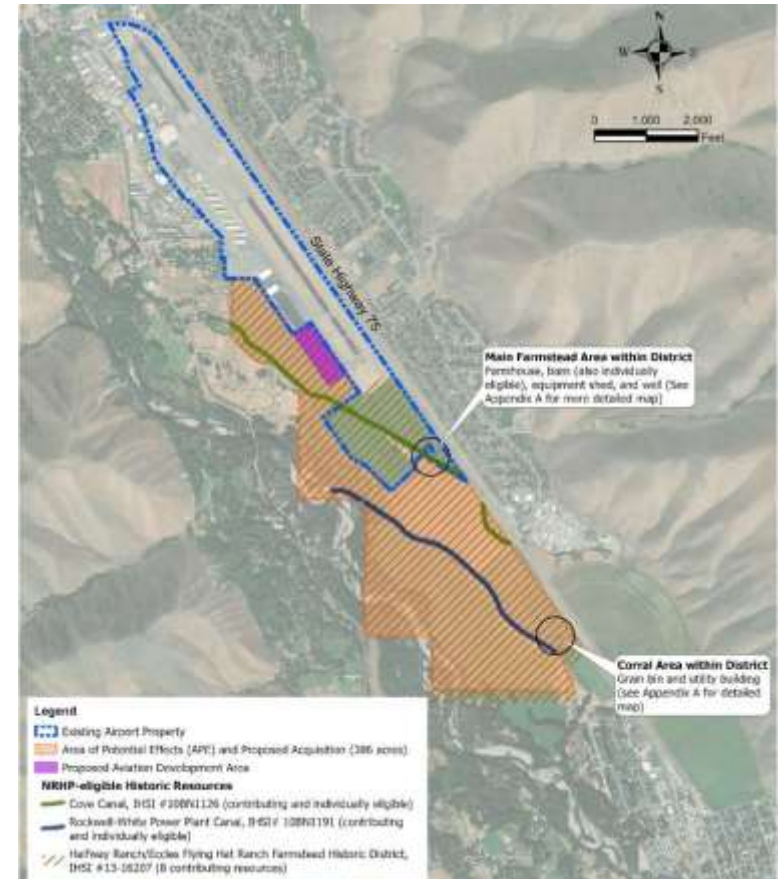


DOT Section 4(f)

- De minimis Impacts for Historic Sites
 - FAA determined that the project will have "no adverse effect" on the historic site

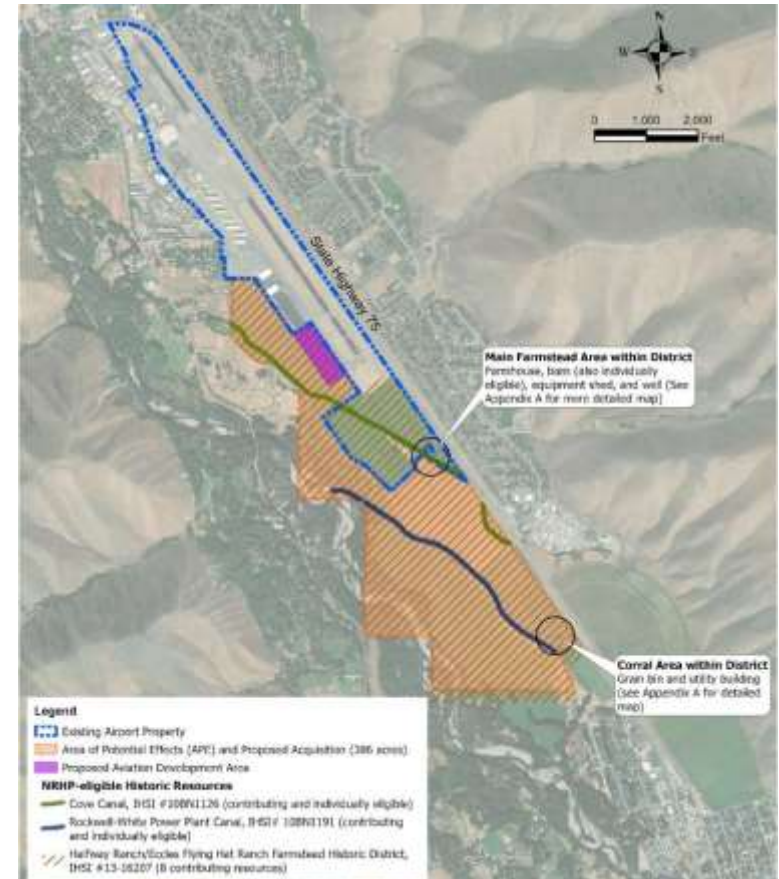
FAA Section 106 Determination

- FAA determined No Historic Properties Adversely Affected
- State Historic Preservation Office (SHPO) has Concurred with FAA determination



FMAA Responsibilities

- FMAA to include a special lease provision in future agricultural lease agreements to provide for the maintenance of contributing elements of the property in the Historic District
- Future modifications to property could require Section 106 and DOT Section 4(f) determinations



Stakeholder Outreach

- Public comment period beginning in May
- Project website with virtual public workshop
- Document posted on website and published in local locations



Questions

Clarifications

Answers

Discussion

Thank You.

Terminal Area Plan

Update



Public Comment

Executive Session

I.C. §74-206 (c) To acquire an interest in real property which is not owned by a public agency



Thank You!

