

Friedman Memorial Airport Authority



Regular Meeting
May 07, 2013



Approve Friedman Memorial Airport Authority Meeting Minutes

- April 9, 2013 Regular Meeting Minutes
 - Approval

Reports

- Chairman Report
- Blaine County Report
- City of Hailey Report
- Airport Manager Report
- Communication Director Report
 - Coffee Talk
 - Airport Tour

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

Instrument Procedures Feasibility Study

- Final report submitted to staff May 7, 2013
- Conclusions
 - Existing NEXTGEN approaches rarely used
 - Aircraft equipage/crew training requirements
 - Long missed approach (RNP)
 - Existing approaches may see benefits by:
 - Raising climb gradients
 - Reviewing offsets of the Final Approach Course(s) where applicable
 - Review of new missed approach options
 - New IAP options feasible
 - ILS/LDA
 - LPV

Improvement Options

- New approach(es) appear feasible – ILS/LDA, LPV
- Modification of existing approaches

	Approach	Potential Minima (very approximate)	Climb Gradient Required, ft/NM	Usage
1	Offset ILS/LDA similar to GPS-W	1800-3	200	Public
2	Offset ILS/LDA similar to GPS-W	1600-3	≤240	Public
3	Offset ILS/LDA similar to GPS-W	1400-3	≤300	Public
4	Offset ILS/LDA similar to TLS & RNAV-Y	1000-3	400-450	Special
5	RNAV GPS W (modified)	1600-3	>250	Special
6	NDB/DME	2700' or 3 NM reduced?	≤240 >250	Public
7	WAAS-based LPV	1800-3	200-300	Public
8	Modify RNAV W and (future?) ILS missed approaches with navaid to the west			

Follow-up

- FMAA Letter to FAA – Sent week of April 29, 2013
 - Open the lines of communication between FMAA and FAA regarding approaches
 - Keep the process moving forward
 - Leverage study conclusion and recommendations
- Point made - this is a partnership in solving a complex issue

FMAA Letter to FAA

- Requests:
 - Modification of existing approaches
 - FAA input on ILS/LDA option
- Questions:
 - What is the FAA willing and able to do?
 - What is AIP eligible?
 - Timeframes?
 - What can FMAA do to assist FAA to ensure success?



Airport Solutions Existing Site

- Instrument Procedures Feasibility Study
 - Presented by Mr. Dave Mitchell, T-O Engineers & Airport Manager

FAA Meeting Report

- Rick Baird and Dave Mitchell traveled to Helena April 16-17
- Met with Steve Engebrecht (Project Manager) and Dave Stelling (ADO Manager)
- Very productive and positive

FAA Meeting Report – Modifications of Standards

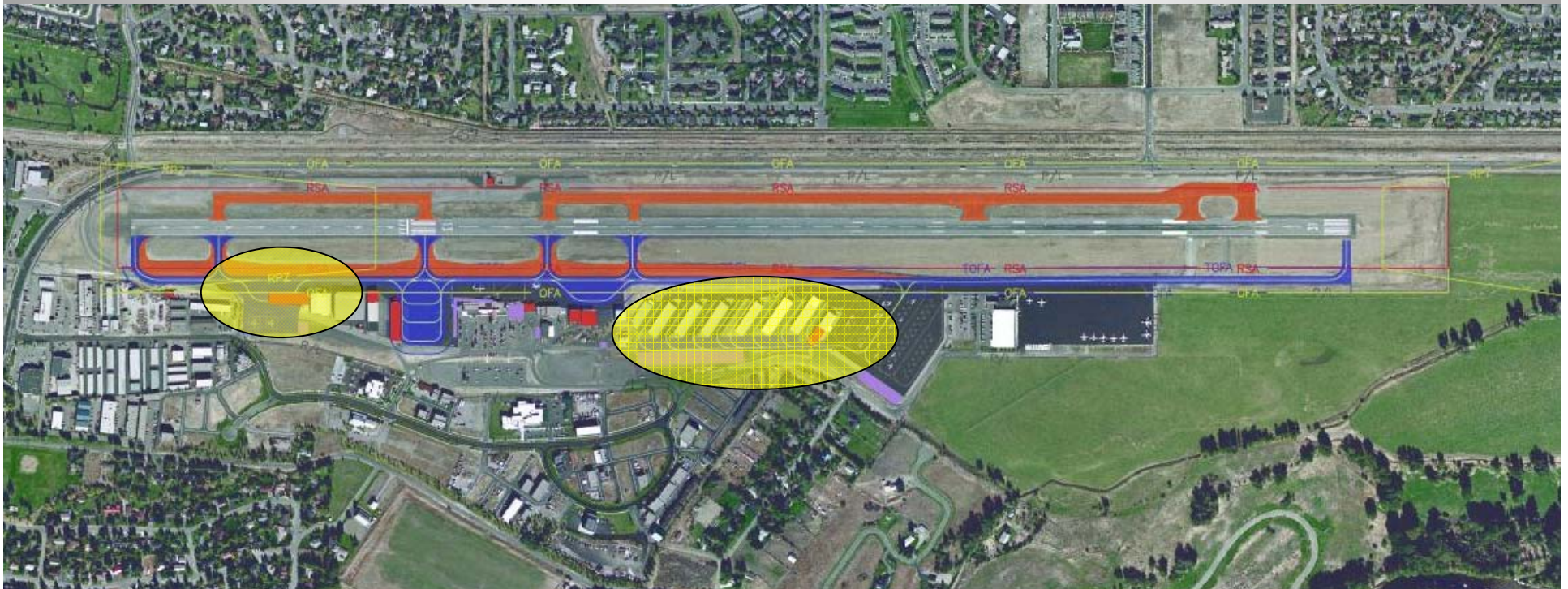
- Discussed status of MOS's and FAA HQ conditions for approval of MOS 1
- FAA staff suggested some improvements to the White Paper re: MOS 1
- MOS 1 documentation will not need to be edited until after the Safety Risk Management Process

FAA Meeting Report – SRM

- FAA has determined that two SRM panels will be necessary to consider the MOS requests
- Various details were discussed at the meeting
- More in a few minutes...






FAA Meeting Report – Initial Projects

- Focus on T-Hangar area first.
- Include utility relocations, where feasible.



Modifications of Standards

- Status: No change

MOS STATUS		
1	Runway-Parallel Taxiway	
2	Parallel Taxiway OFA Width	
3	Runway OFA Width	
4	Runway Safety Area Grading	
5	Runway-Aircraft Parking	

MOS 1 – Runway - Parallel Taxiway Separation

- Goal: Maximize Runway – Parallel Taxiway Separation
- Problem: Hangars
- This MOS proposes separation of 320', the best we can do without removing buildings, etc.



MOS 1 – White Paper Revisions

- Goal: Strengthen the argument
- Tell more of the story
 - Background
 - Air traffic impacts
- Added graphics/comparisons
- Proposed alternate restrictions



White Paper – Existing Traffic

Aircraft	MTOW (lbs)	Approach Category	Wingspan	WDG	Tail Height	THDG
Embraer 120	23,353	B	64' 11"	II	20' 10"	II
Bombardier Q400	62,500	C	93' 3"	III	27' 2"	II
Canadair CRJ700	67,000	C	76' 3"	II	24' 10"	II
Gulfstream G-IV/450	73,200	D	77' 10"	II	24' 10"	II
Gulfstream G-V/550	89,000	C	98' 6"	III	25' 10"	II
Bombardier Global 5000	92,500	C	94' 0"	III	25' 6"	II
Gulfstream G-650	99,600	C	99' 8"	III	25' 8"	II
Boeing 737-800W	174,200	C	117' 6"	III	41' 2"	III
Airbus A-321 Sharklet	206,132	C	117' 6"	III	39' 8"	III

Note: Boeing 737-800W and Airbus A-321 Sharklet cannot operate at FMA, due to weight limitation. Provided for comparison only.

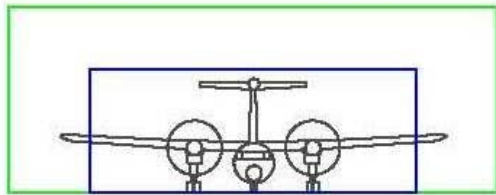
White Paper – Existing Traffic



G 450

WINGSPAN = 77' 10"
TAIL HEIGHT = 25' 4"
MTW = 74,600 LBS

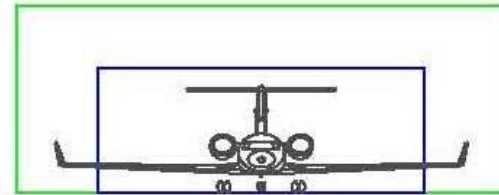
DG II
DG II



Q 400

WINGSPAN = 93' 3"
TAIL HEIGHT = 27' 6"
MTW = 65,200 LBS

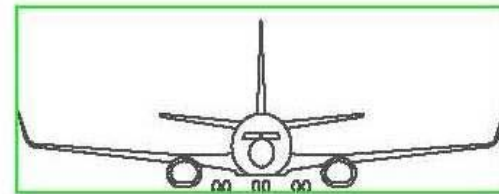
DG III
DG II



G 650

WINGSPAN = 99' 8"
TAIL HEIGHT = 25' 8"
MTW = 99,600 LBS

DG III
DG II



737-800

WINGSPAN = 117' 6"
TAIL HEIGHT = 41' 2"
MTW = 174,200 LBS

DG III
DG III

White Paper – Existing Traffic

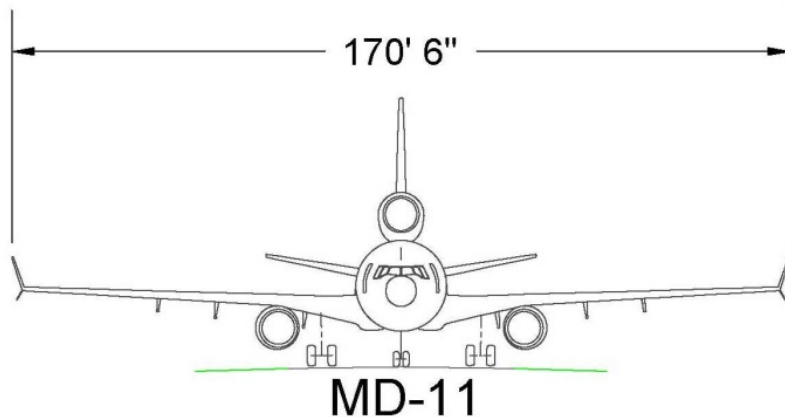
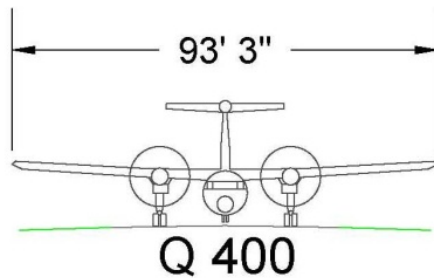
ADG	Wingspan	Tail Height
II	49' - <79'	20' - <30'
III	79' - <118'	30' - <45'

Observations:

- Tail Height: Airplane Design Group is II, not III
- Wingspan: No aircraft are near the upper limit of ADG III
- Existing traffic is much smaller and lighter than the largest aircraft in RDC C-III

White Paper – Separation Standard

- Separation standard of 400' appears to be arbitrary



Q400

Wingspan: 93' 3"

Tail Height: 27' 6"

MTOW: 62,500 lbs

Required Separation: 400'

MD-11

Wingspan: 170' 6"

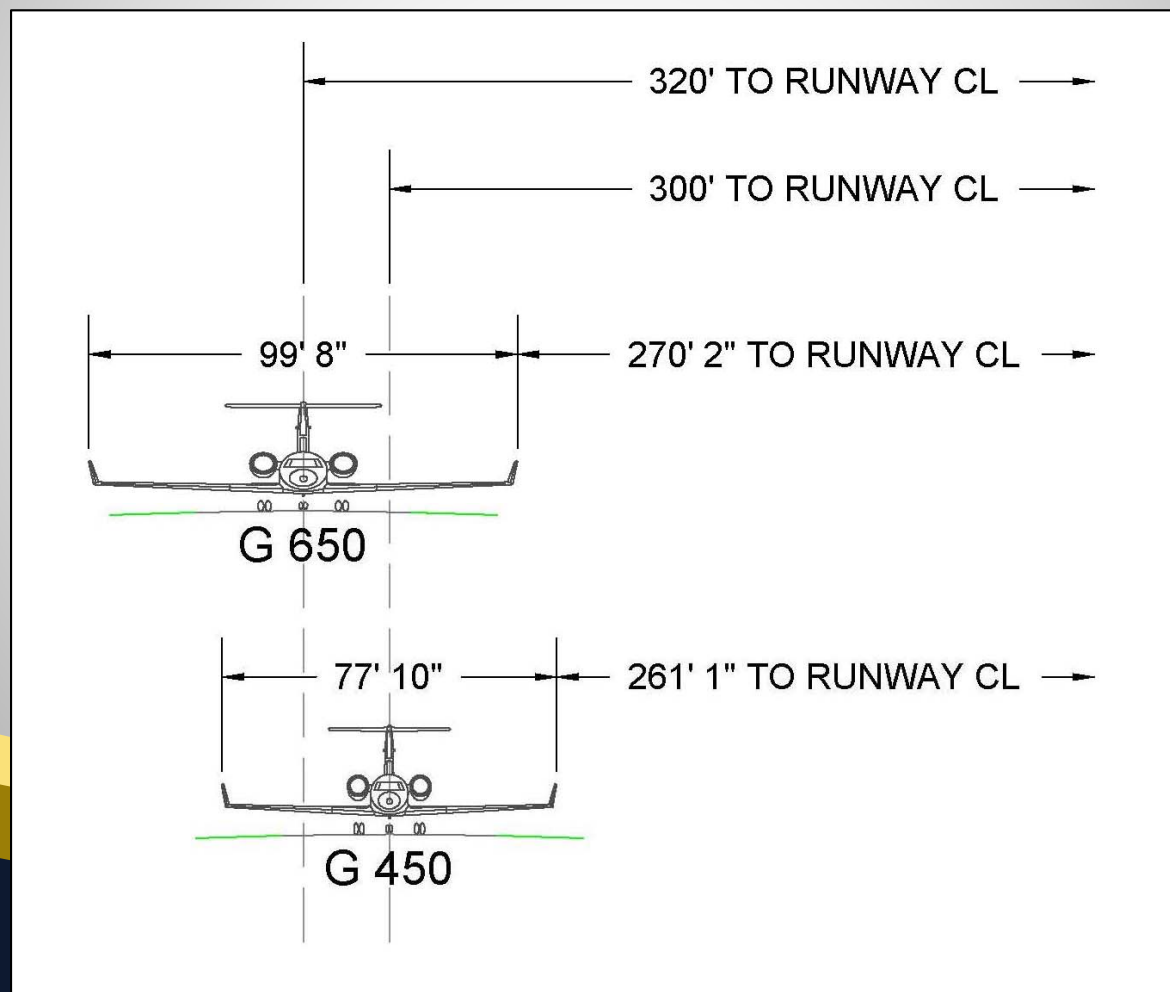
Tail Height: 58' 10"

MTOW: 630,500 lbs

Required Separation: 400'

White Paper – Proposed Geometry

- Distance from wingtip to runway centerline is greater than ADG II standards



White Paper – Proposed Restrictions

- For aircraft <100' wingspan and <30' tail height, no restrictions
- For aircraft >100' wingspan or >30' tail height ("large aircraft"):
 - Prior permission required
 - Taxiway B sterilized for landing or take off by large aircraft
 - No other aircraft operations when large aircraft taxiing on Taxiway B

New Modification of Standards

- Current Letter of Agreement between Airport, Tower and FAA
 - Operational procedures for operations by Category C commercial aircraft
 - Relies heavily on tower
- FAA HQ has asked that the airport formalize LOA into a Modification of Standards
 - Documents procedure with tower
 - Identifies what will be done if tower is closed

New Modification of Standards

- Need MOS documentation
 - Form
 - Graphics
- Staff, Consultants and tower/FBO staff will discuss procedures
 - Very difficult without tower
- MOS will be considered along with others in Safety Risk Management process

Safety Risk Management - Background

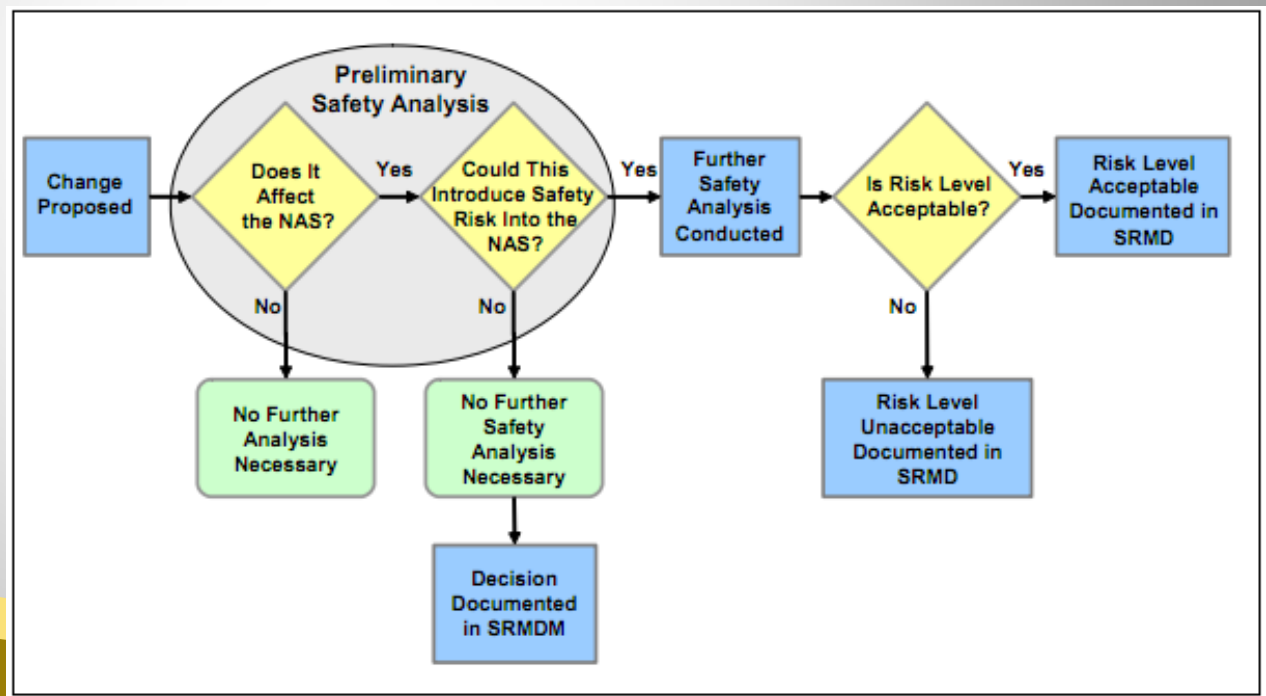
Safety Management System (SMS)

- Formalized, proactive approach to managing safety
- Focused on process control, rather than on reactive analysis and remedial actions
- A systematic process for managing risks
- Ultimately, system-wide
- Currently, required for specific changes

Safety Risk Management - Background

Safety Risk Management (SRM)

- Goal: Effective risk mitigations for changes, based on documented data
- Process:
 - Formal
 - Defined in FAA guidance
 - Usually involves an SRM Panel



Safety Risk Management - Background

- Panels made up of representatives from broad backgrounds
 - Airport
 - FAA (various lines of business)
 - Airport users
 - Airline(s)
- Examine changes and assess risks

Severity Likelihood	SEVERITY				
	5	4	Major	Hazardous	Catastrophic
			2	1	
Frequent A					
Probable B					
Remote C					
Extremely Remote D					
Extremely Improbable E					*

High Risk

Medium Risk

Low Risk

* Unacceptable with Single Point and/or Common Cause Failures

Safety Risk Management – MOS's

- Two panels will be required:
 1. Panel 1: Consider MOS requests (FAA Airports Division)
 2. Panel 2: Consider operational impacts of final MOS's from Panel 1

Safety Risk Management – Panel 1

- Evaluate safety of proposed MOS's
 - The first one in FAA Airports Division's history to address MOS's
- Airport is responsible to:
 - Prepare for
 - Host
 - Facilitate (by consultant)
- Planned for June 4-5 at Atlantic Aviation

Safety Risk Management – Panel 1

- Anticipated participants:
 - Airport Manager
 - Tower Representative
 - Airline Representatives
 - FBO
 - NetJets/Fractional Representative
 - FAA Airports Division (HQ, Region and District Office)
 - FAA Air Traffic Division (Region and Salt Lake Center)
 - FAA Flight Standards (Region)
 - FAA Flight Procedures (Region)
 - FAA Technical Operations
 - Others?

Safety Risk Management – Panel 1

- Facilitator
 - Independent
 - Formally trained
 - Facilitation
 - FAA SRM process
- Facilitation subconsultant – Ken Ibold
 - Experience
 - 30 years in aviation planning
 - SMS expert
 - RS&H
 - National firm
 - Aviation a core business

Safety Risk Management – Panel 1

Process

- Develop 'Change Proposal' document
- Conduct Preliminary Hazard Assessment
 - Teleconference
 - Identify main issues before the panel
- Prepare for panel
 - Presentations
 - Graphics
- Conduct panel
- Develop documentation

Safety Risk Management – Panel 2

- FAA Air Traffic Division responsible to:
 - Prepare
 - Facilitate
- Will be held at the airport
- Consider air traffic implications of MOS's, as refined by Panel 1
- Participants similar

Amendment #1 to T-O Scope of Work

Scope:

- Services related to preparation of new MOS to formalize Letter of Agreement
- Services related to SRM assistance
 - Facilitation (RS&H)
 - Technical Support (T-O)

Fees:

- Additional fees: \$61,410.00
- Revised total fee: \$727,985.00

RSA Improvements Project Formulation

- Making progress
 - GA Parking and Access
 - North End Geometry
 - Terminal Area Planning
 - Building Relocations
 - Survey



Actions/Input Requested

- Action: Approve T-O scope and fee for Amendment #1
 - Subject to FAA/legal review
- Input:
 - White paper?
 - SRM process?
 - Progress report?

What's Next?

- Prepare MOS to replace Letter of Agreement
- Prepare for/conduct SRM Panel
- Continue with formulation tasks
- Scope initial project and prepare for design
 - Scope/fee by next meeting
 - Bids by end of July
 - Construct in September



Airport Solutions Existing Site

- Retain/Improve/Develop Air Service
 - Fly Sun Valley Alliance Report

EIS Termination

- Termination notice is published in the National Register
- Staff is working with the Helena ADO to preserve as much of the material and information developed during the project as possible
- Last EIS grant is still open pending the information preservation plan cost

Hailey Tower Closure

- Litigation Activity
 - Joint Opening Brief filed May 6th
 - Summary of Petitioners available for Board review

Hailey Tower Closure

- Legislation

- Reduce Flight Delay Act of 2013 passed by the Senate April 25th
- Reduce Flight Delay Act of 2013 passed by the House April 26th
- April 27th FAA announced that it intended to stop all furloughs of FAA Personnel but remained silent on the 149 Contact Towers

Hailey Tower Closure

- Senators Moran and Blumenthal circulated a Senate letter in hopes of getting FAA to commit now to keeping contract towers open beyond June 15th
 - Senators Crapo and Risch co-signed letter along with 39 colleagues
- Congressman Goodlatte and Congresswoman Wilson circulated a House letter similar to the Senate letter
 - Congressmen Simpson and Labrador co-signed the letter along with 69 colleagues

Hailey Tower Closure

- 70 Mayors sent a letter to the Secretary of Transportation and Administrator of the FAA asking that the 149 towers be funded
 - Mayor Haemmerle co-signed this effort
- As of today, the FAA still remains silent on the 149 contract towers

Hailey Tower Closure

- Changing requirements
- How would FMA provide a sterile taxiway environment for certain aircraft
 - List of certain aircraft is growing - now includes Embraer E-120
- Plan to list and demonstrate what actions might be available to ensure a sterile taxiway environment for all scheduled commercial aircraft due to FAA mid-week

Hailey Tower Closure

- MOS of plan will be developed
 - Sterile taxiway MOS without a tower will be part of the June 4th & 5th SRM panel

Hailey Tower Closure

- Board Direction/Guidance
 - Board goal to accept the FAA's offer to keep Hailey Tower in the FCT program for an additional 30 days may not be available
 - Many issues related to the tripartite agreement unresolved
 - Staff will continue to work and resolve issues

Hailey Tower Closure

- Serco Proposal
 - Serco will preserve tower operations as a NFCT from June 16th – September 30th
 - Proposed purchase order type agreement being reviewed by Staff and Legal Counsel
 - Cost of the service will be approximately \$169,956
- Staff recommends that the Board keep the tower operational during the Summer

Hailey Tower Closure

- Staff believes that tower funding through September might be accomplished without amending the FY13 budget
- The Board should anticipate that the entire cost of keeping the tower operational will come from operational reserves
- An action by the Board to fund the tower through September 30 would provide time for legislative measures and litigation actions to provide outcomes

Auto Rental Concession Lease

- Staff has extended the current leases to September 30, 2013
- FMAA Board Chair met with Staff and Financial Committee/Lease Committee on April 29th, 2013
- Staff anticipates meeting with the entire Lease Committee in June, 2013
- Development of an RFP package/schedule to be presented to the Board in July



Public Comment



Thank you

