

Friedman Memorial Airport Authority



Regular Meeting
September 3, 2013



Employee of the 2nd Quarter, 2013

Congratulations Ms. Karen Brown
SkyWest Airlines



Approve Friedman Memorial Airport Authority Meeting Minutes

- August 6, 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
 - Check SUN First Campaign

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

Modifications of Standards

MOS STATUS		
1	Runway-Parallel Taxiway	
2	Parallel Taxiway OFA Width	
3	Runway OFA Width	
4	Runway Safety Area Grading	
5	Runway-Aircraft Parking	
6	Existing LOA (w/ ATCT)	
7	LOA (w/o ATCT)	
8	Taxiway Width	

- MOS's 1-5 and 8 have been submitted to FAA for approval

MOS #1

- *No operational restrictions*
- Prior Permission Required (PPR) for all aircraft with wingspans greater than 100'
- FAA is beginning a study on Runway-Taxiway Separation
 - Outcome of this study may result in changes to MOS #1
 - FAA plans to have the study complete within 6-8 months

Formulation – Phasing Plan

- Multiple projects
- Multiple impacts
 - Safety
 - Operations



Formulation – Phasing Plan

- Goals:
 - Safety
 - Limit impacts
 - Airport users
 - Community
 - Efficiency
- Two approaches:
 - Multiple short closures
 - Fewer longer closures

2007 Runway Construction

- Closed for 30 days
- \$4.5 million
- Showed us what can be done when the airport is closed



Formulation – Phasing Plan

- Assumptions
 - During runway/parallel taxiway closures, maximize work hours
 - 7:00 am – 9:00 pm, M-F
 - 9:00 am – 9:00 pm, S-S
 - Will require City of Hailey approval
 - No major airfield work during July
 - Some phases will require pre-staging of materials

2013



Sep

Oct

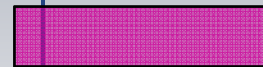
Nov

Dec

Apron Overlay



Road Improvements



Gates/Fence



Spring 2014



Taxilane

Taxiway B/RSA (25 days)

Taxiway B (15 days)

Taxiway B (25 days)

Apr

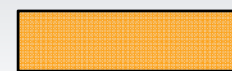
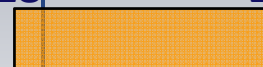
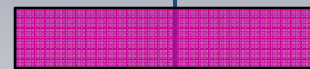
May

Jun

Jul

28

22



Summer 2014



Terminal Apron

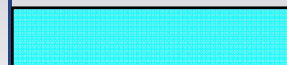
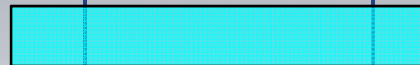
North Hangar Prep

SRE/ARFF Prep

Jul

Aug

Sep



Winter 2014-2015



SRE/ARFF Building

Terminal

Hangar Construction

Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr

Spring 2015



SRE/ARFF Building

Terminal

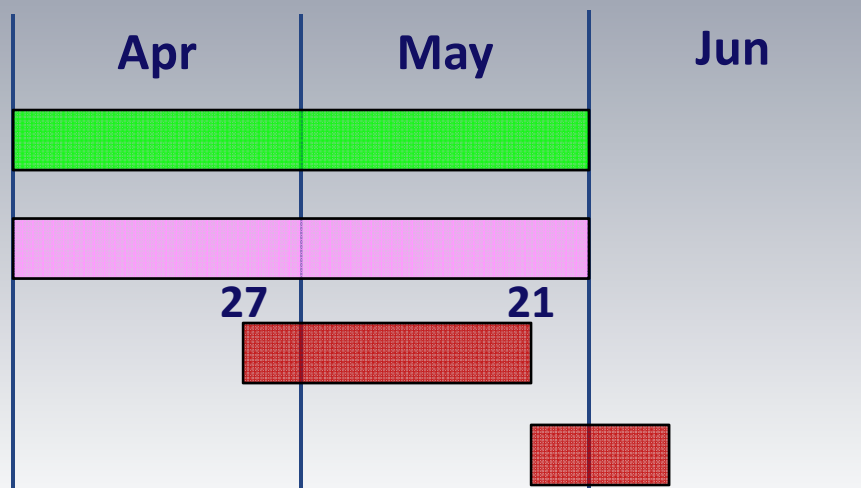
Taxiway B (25 days)

Taxiway B (15 days)

Apr

May

Jun



Summer 2015



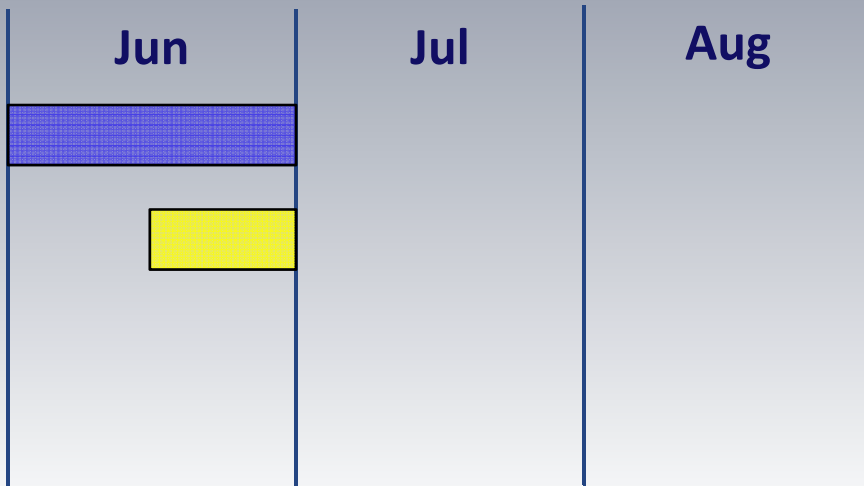
North Bypass/Cargo

South Bypass

Jun

Jul

Aug



Phasing - Conclusions

- It can be done
- Two major closures are better
 - Safer
 - More efficient
 - Less impact
- Sequence is very important

Phasing - Concerns

- Weather
- Grant timing

Formulation – Status Update

- Funding
 - Funding discussions with FAA are the next step
 - Preliminary plan at October meeting
- Buildings
 - SRE/ARFF Building: Concept being developed by RLB
 - Terminal Building: Concepts being refined by Mead & Hunt
- Environmental – Nearly complete
- ALP – Nearly complete
- Documentation – Report by November
- AGIS survey – Ongoing until Spring 2014

Phase 1 Bids

- Bids were opened on August 26, 2013
- Results:

Contractor	Total Bid	Difference From Low Bid	% From Low Bid
Knife River	\$2,270,694.00	-	-
Western Construction	\$2,274,576.10	\$3,882.10	0.2%
Engineer's Estimate	\$2,407,839.50	\$137,145.50	6.0%
Idaho Sand and Gravel	\$2,521,841.50	\$251,147.50	11.1%
Granite Excavation	\$2,658,894.96	\$388,200.96	17.1%

Phase 1 Bids

- Lowest Bidders Comparison

Bid Schedule	Knife River	Western	Diff.
Schedule A – Taxilane	\$1,014,793.80	\$966,039.50	\$48,754.30
Schedule B – Apron Overlay	\$843,768.70	\$860,463.60	(\$16,694.90)
Schedule C – Fencing/Gates	\$412,131.50	\$448,073.00	(\$35,941.50)
Total	\$2,279,694.00	\$2,274,576.1	(\$3,882.10)

Low Bidder – Knife River

- Bid is responsive
- Major Subconsultants
 - Paving: Valley Paving, Bellevue
 - Electrical: Balanced Rock Electric, Twin Falls
 - Fencing/Gates: Westline Fence, Moreland, Idaho

Budget

Funding Source	Amount
AIP (93.75%)	\$2,234,754
Airport (6.25%)	\$148,987
AIP Subtotal	\$2,383,741
PFC	\$133,000
TOTAL	\$2,516,741

Budget

- Expenses:

Description	Amount
Engineering	\$273,822
Construction (Knife River Bid)	\$2,270,694
Utility Relocations (Estimated)	\$130,000
TOTAL	\$2,674,516

Budget

Comparison	
Available Funding	\$2,516,741
Expenses	\$2,674,516
Difference	(\$157,775)

Award

- Options:
 - Re-bid
 - Eliminate one bid schedule
 - Eliminate portion(s) of bid schedule(s)

Award – Re-Bid

- Adds costs
- Adds risk
- Eliminates opportunity to complete any work this year

Award – Eliminate Entire Schedule

- Solves budget issue
- Will impact phasing plan
- Could change award (e.g., if we eliminate Schedule B):

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Total	\$2,279,694.00 \$1,426,925.30	\$2,274,576.1 \$1,414,112.50	(\$3,882.10) \$12,812.80

Award – Eliminate Portion(s) of Schedule(s)

- Reduce scope (e.g., taxilane pavement)
- Reduce quantities (asphalt is estimated high)
- Stay on schedule



What's Next?

- Complete SRM Panel documentation
- Continue with formulation tasks
 - Develop funding plan (present in October)
 - Finalize terminal and ARFF/SRE building concepts
 - Documentation
 - ALP update
 - AGIS survey
- Execute grant offer for Phase 1 construction
- Award contract(?)
- Begin work in late September(?)

RFQ – Engineer and Architect Services

- The significant change in direction, caused by the suspension and subsequent termination of the EIS at the existing site has made it necessary to again solicit statements of qualifications for engineering and architectural services
- Statements of Qualifications (SOQ) are due September 26th
- It is appropriate for the Board to establish a committee to evaluate SOQs
- If selection is not completed during the October Board meeting a Special Meeting may be necessary

RFQ – On-call Planning Services

- Significant change in direction at the existing site has made it necessary to again solicit statements of qualifications for on-call planning services
- Statements of Qualifications (SOQ) are due September 26th
- It is appropriate for the Board to establish a committee to evaluate SOQs
- If selection is not completed during the October Board meeting a Special Meeting may be necessary

Fly Sun Valley Alliance Report

- Retain/Improve/Develop Air Service
 - Staff included the Press Release announcing New SFO-SUN CRJ700 nonstop flights beginning December 12
 - Fly Sun Valley Alliance Report

EIS Termination

- Staff is working with the FAA to preserve as much of the information gathered in the EIS process as possible
- All EIS material will be maintained by the FAA
- FMAA will have possession of all material made public and have access to scientific/factual material gathered to produce the documents that were released to the public

Auto Rental Concession Lease

- Last month, the Board directed Airport Staff to develop the Auto Rental Concession Lease Agreement based upon recommendation from the Finance Committee
- Airport Staff and the Finance Committee have updated the lease
- Lease was sent to each concessionaire with a lease execution deadline of September 19th
- Agreements will be effective November 1, 2013

Hailey ATCT Funding Update

- The last financial crisis/threat regarding the Federal Contract Tower (FCT) Program was resolved thru September 30, 2013
- Staff advised that this scenario may be replayed in FY' 2014
- The President, House and Senate have all included funding for the FCT program in their recommended FY' 2014 budgets
- Most industry literature indicates that an approved budget in place by October 1st is unlikely

Hailey ATCT Funding Update

- The FCT program, like many other Federal Programs, very well may be dependent upon Continuing Resolution (CR) when October 1 arrives
- Airport Staff will continue to keep Idaho's national elected delegation up-to-date on FCT funding as we move closer to FY' 2014
- Individuals and organizations interested in ensuring funding for Hailey Tower should continue to make the tower part of discussions with elected officials at all levels



Small Community Air Service Development Program Grant

- The community is now simply waiting for Department of Transportation to complete their selection process and announce which communities were successful in their effort to secure grant money for their air service project

NEW BUSINESS

Beaver Creek Fire Impact

- Numerous air carrier and GA operations diverted or cancelled as a result of poor atmospheric conditions (smoke) that rendered approaches and departures prohibitive because of visibility minimums
- Temporary flight Restriction (TFR) was established to protect fire suppression aircraft operations
 - Over time, the TFR actually absorbed part of the air space that is in place to enable flights into and out of Friedman Memorial Airport
 - The TFR absorbed controlled airspace west and north of the airport
- Hailey ATCT was faced with an enormous challenge to effectively, safely and successfully coordinate fire flight operation in the area and integrate them with GA and commercial traffic attempting to utilize the airport.

Beaver Creek Fire Impact

- At one point in time, the Tower was working 18 fire suppression aircraft into and out of Hailey air space. The 18 aircraft included two DC-10s
- Such an event would be challenging in a great flying environment, and was made much more difficult based on atmospheric and logistic conditions prevalent at the time
- In light of some of the other exceptionally challenging air traffic conditions already experienced this summer and now the fire, Hailey ATCT has performed professionally, safely and as a full team member of the community
- Atlantic Aviation – Sun Valley graciously offer their conference room to the Incident Command air group and it was in continuous operation as a command post through out the fire suppression effort



Public Comment



Thank you



Slide Title