

Friedman Memorial Airport

**Terminal Area Plan
Executive Summary**





Introduction

Friedman Memorial Airport (SUN or the Airport) is located at the south end of the Sawtooth Range in the Rocky Mountains of south-central Idaho. Situated in the City of Hailey, SUN serves Sun Valley, Ketchum, Bellevue, and other communities in and around the Wood River Valley. Mountains to the immediate east and west have pushed the city's growth to the north and south of downtown, constraining the Airport's ability to expand to meet growing demand.

The terminal building has undergone several expansions since it was first built in 1976, as it grew to accommodate increased demand and respond to an evolving aviation industry. It was originally a simple structure designed to emulate the mountain chalet-style wood construction of the Sun Valley Resort and has since been added to:

- 1985- Lengthened building along commercial apron-north to south.
- 1991- Added a secure departures lounge/security screening areas.
- 2005- Expanded restrooms and added mechanical space.
- 2015- Added additional departure lounge space.
- 2015- Moved commercial aircraft parking from the facility's east side to the terminal's north side.

This Terminal Area Plan (TAP) identified terminal area functional components requiring renovation, expansion, and/or replacement to meet SUN's needs within the next 10-15 years (2021-2035). The TAP determined the current capacity for each functional component and defined triggers for expansion using quantifiable performance indicators to determine which specific terminal area functional components cease to perform adequately. These triggers were then used to recommend the type, size, design, and timing of terminal area improvements for the Study.



Terminal Capacity Analysis and Program

Nearly all functional components in the terminal building and surrounding area are not currently operating at an acceptable level of service (LOS).

Terminal Component Capacity	
Available Capacity	Terminal Aircraft Apron, Aircraft Gates
Limited Capacity	Terminal Curbside, Arrivals & Departures Restrooms
Over Capacity	Public Parking, Ticketing & Check-In, Checked Baggage Inspection System, Airline Outbound Baggage Area, Security Screening Checkpoint, Departures Lounge, Departures Lounge Restrooms, Baggage Claim

Source: Mead & Hunt, Inc.



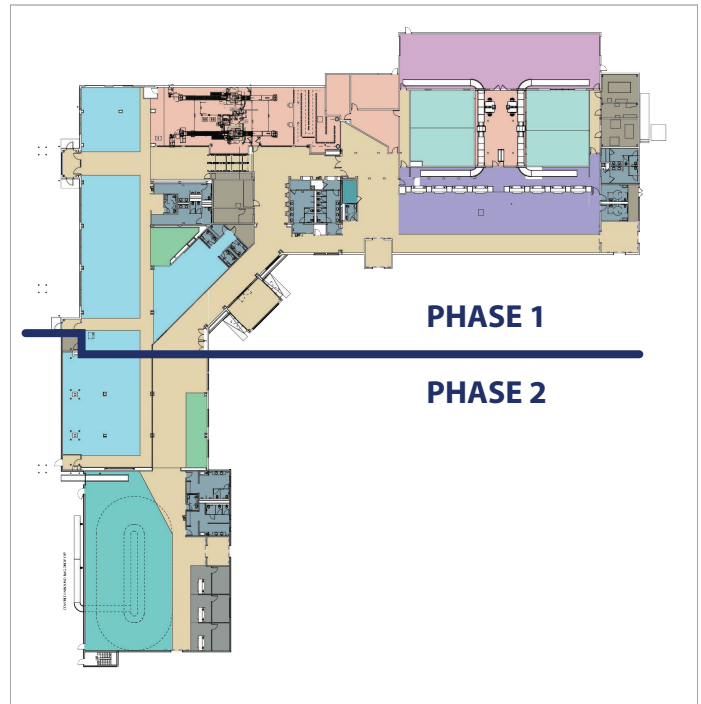
Achieving a highly-functioning facility that adequately meets passenger demand and that encourages tenant competition requires several recommended improvements, including:

- Replacing aging portions of the terminal and expanding the ticket counters/airline ticket office space; and improving the configuration of the baggage screening and outbound baggage make-up, passenger security screening checkpoint, and departures lounge to enhance safety, increase capacity, and provide improved passenger access.
- Repurposing the bus lounge and adjacent spaces to increase the Level of Service in the terminal.
- Expanding the terminal curbside and parking to improve accessibility and ease of access to the terminal building, particularly to achieve compliance with the Americans with Disabilities Act (ADA).
- Constructing a new Snow Removal Equipment (SRE) building near the existing Operations Center to improve airfield maintenance operations and replace aging infrastructure.

The following Terminal Space Program recommends that the terminal be expanded by over 50,000 square feet to meet Planning Activity Level (PAL) 3 demand with an acceptable Level of Service. PAL 3 activity levels are likely to occur within the next 10-15 years at SUN.

The 2015 terminal expansion project was built to meet minimum requirements due to budget constraints. This TAP identified significant capacity deficiencies in component equipment in addition to space allocation for:

- Curbside and parking
- Ticketing and baggage check-in
- Checked baggage screening
- Airline ground handling and passenger service support operations
- Security screening checkpoint operations and queuing
- Baggage claim systems and handling operations



Terminal Renovation and Expansion Concept

Following interviews with tenants, stakeholders, Airport staff, and the Airport Authority Board, a recommended terminal renovation and expansion concept was developed. The two-phase concept includes the following elements:

- Both eastward and westward footprint expansion accommodating for reconfigured outbound baggage, airline ticketing, and TSA spaces.
- A second TSA secure screening lane to increase capacity and reduce passenger queue times.
- Family restrooms and a mother’s room added to the departures lounge. The space could potentially be supplemented with areas aimed at improving airport access for historically disadvantaged populations, such as gender-neutral restrooms, multi-sensory rooms, service animal relief areas, clearly legible wayfinding signage, and non-denomination reflection spaces.
- A relocated and expanded baggage claim, freeing up existing space for a new departures lounge.
- Relocated rental car offices and counters, freeing space for additional concessions areas.
- Potential energy efficiency enhancement through effective space reuse and replacement of aging terminal systems, minimization of environmental impacts, and incorporation of sustainable building features.

Terminal Renovation/Expansion Summary

Project	Estimated Cost
Terminal Design and Soft Costs ¹	\$ 3,830,883
Construct Terminal Expansion Phase 1 and 2	\$ 17,500,000
Total Terminal Area Plan	\$ 21,330,883

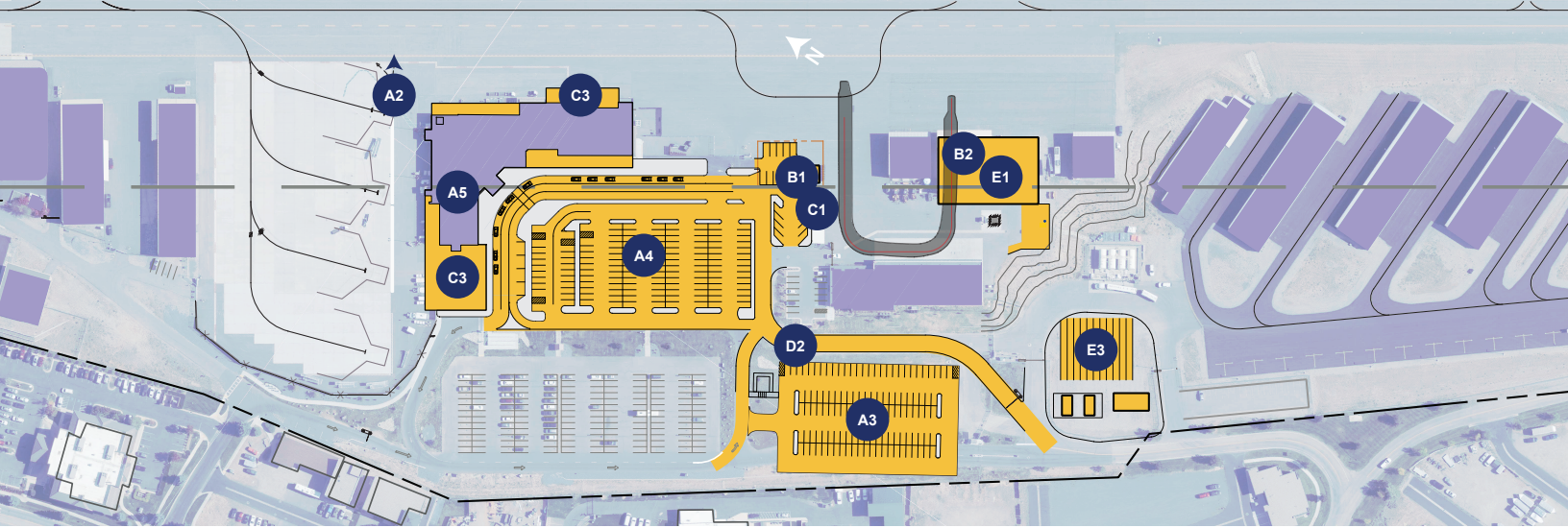
Source: Mead & Hunt, Inc. and Ricondo
 Notes: 1) Soft Costs for the terminal project include inspecting/testing, insurance, bonding, and owner’s contingency. 2) Fiscal Year (FY) ending September 30.



Terminal Space Program Recommendations

Planning Activity Level (PAL)	Existing	PAL 1	PAL 2	PAL 3	PAL 4	PAL 5
Annual Enplanements		95,000	115,000	130,000	145,000	160,000
Peak Hour Enplanements		200	242	273	305	336
Concourse - Gates	0	4	4	4	4	5
Concourse - Sq.ft.	6,665	13,716	15,315	16,630	18,626	20,533
Security Checkpoint - Lanes	1	2	2	2	2	3
Security Checkpoint - Sq.ft.	2,470	3,800	3,800	3,800	3,800	5,700
Terminal Public Space - Sq.ft.	14,065	15,883	17,923	19,749	22,459	24,287
Terminal Nonpublic Space	6,910	8,932	9,794	10,453	11,274	11,933
Utilities, Structures, and Chases	2,795	4,032	4,464	4,896	5,904	6,336
Total - Sq.ft.	32,905	46,363	51,296	55,527	62,063	68,789

Source: Mead & Hunt, Inc.



Capital Improvement Program

Projects by Year	Estimated Cost
FY 2022	\$ 14,355,096
A1* Other Projects as Needed	\$ 0
A2 Rehabilitate Runway (Mill and Overlay)	\$ 7,202,000
A3 Parking Lot Expansion - South Lot	\$ 800,000
A4 Parking Lot Rehabilitation	\$ 550,000
A5 Terminal Design and Soft Costs	\$ 3,830,883
A6* Other Projects and Equipment	\$ 1,972,213
FY 2023	\$ 2,776,652
B1 Control Tower Siting/Design/Permitting	\$ 425,000
B2 Construct SRE Storage Building	\$ 2,144,180
B3 Design/Construct Short Term Parking	\$ 207,472
FY 2024	\$ 24,750,000
C1 Construct Control Tower, Site Prep, Parking	\$ 6,500,000
C2* Airport Master Plan Update	\$ 750,000
C3 Construct Terminal Expansion Phase 1 and 2	\$ 17,500,000
FY 2025	\$ 2,151,500
D1* New General Aviation Hangar Area	\$ 1,400,000
D2 Design/Construct South Parking Lot/Exit Road	\$ 751,500
FY 2026	\$ 4,090,989
E1 Acquire SRE Equipment	\$ 750,000
E2* Airfield Pavement Maintenance	\$ 500,000
E3 Design/Construct Rental Car QTA Facility	\$ 2,840,989
Total Capital Improvement Program	\$ 48,124,237

Source: Mead & Hunt, Inc. and Ricondo
 *Table item not represented on CIP map

Financial Implementation Analysis

The financial feasibility assesses the estimated financial impact of the terminal projects in addition to SUN's other capital projects. The analysis was conducted by Ricondo and examines airline rates and charges, airport operating costs, and overall net cash flow for the Airport. The financial analysis was conducted on a fiscal year basis (fiscal years ending September 30), with financial projections through FY 2026. The analysis also serves as a critical planning tool for the Federal Aviation Administration (FAA) in establishing priorities and budgeting potential grant funding for SUN when compared with the needs of other airports.

The Terminal Area Plan is structured to be financially feasible as it:

- Is a reasonable funding plan
- Maintains and assumes reasonable airport rates and charges
- Results in a reasonable Costs per Enplanement (CPE)
- Maintains positive cash flow.

The financial analysis also includes several assumptions and considerations. The plan:

- Assumes continued authorization and appropriation of AIP grants.
- Includes significant emphasis on AIP discretionary funds.
- Provides cushion for potential AIP discretionary shortfall.
- Is based on more conservative passenger forecasts than the terminal space program.
- Does not include a potential future increase in Passenger Facility Charge level (which would require Congressional action).

The TAP projects and improvements outlined in this Executive Summary are not just needed for the future of SUN, they are needed **TODAY**. These projects and improvements are vital to the Airport's ability to accommodate current demand and future activity levels. The next steps in the process will likely be a NEPA environmental analysis of the proposed improvements and coordination with funding agencies to maximize the potential for grant funding for design and construction of the TAP recommendations.

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