



# Friedman Memorial Airport Authority

## Regular Board Meeting

July 6, 2017





# Approve Agenda



# Public Comment



# Approval of Meeting Minutes

June 6, 2017 Regular Meeting

June 22, 2017 Special Meeting Minutes



# Reports

# Reports

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



# Airport Manager Report

July 6, 2017











# Contract Tower Association Workshop



- ▶ June 18–22, Washington D.C.
- ▶ CTP Update
  - Little support for CTP in WH, OMB, and some levels of FAA
  - Protections in House and Senate bills – FAA reauthorization
  - Need to stay vigilant
- ▶ ATC Corporation
  - FMAA position?



# Remote Tower (rTWR)

► Leesburg, VA









# Other happenings... Updates

- ▶ July 6
  - Congressman Simpson and Senator Risch staff visit
- ▶ July 11–16 Annual Fly-in Event
  - Planning is complete
  - Likely to be the busiest event the airport has seen
  - Airspace consultant on board
  - Outreach – noise abatement program
  - User surveys in place for July
- ▶ Busy in general
  - Air carriers
    - 7–10 departure a day for the next few months
    - High load factors
  - Private activity also busy
- ▶ Eclipse planning... ???
  - Delta adding flights 8/22–23



# “On the Horizon”

- ▶ Budget Public Hearing
- ▶ Update on air carrier apron/parking lot project
- ▶ Approval of Work Orders
  - RLB consulting services – parking lot booth
  - T-O construction and bidding services – apron and parking lot
- ▶ Update on parking lot and audit proposal efforts
- ▶ EA public meeting?



# 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

# Budget

# FY '18 DRAFT 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 DRAFT Budget Review

## ► 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
- 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 DRAFT Budget Review

## ► 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 expense
  - Additional personnel

# FY '18 DRAFT Budget Review

## ► Capital Expenses

- AIP '043/'044 – what will it look like?
  - Bid Opening on July 11<sup>th</sup>
    - Includes:
      - Adjustments to reduce risk of contractor – lower bids?
      - Bid Options to include a scaled down parking lot configuration – if needed
  - Includes \$600,000 of FAA discretionary funds
  - Non-AIP eligible portion of the parking lot project is the primary reason for shortfall

# FY '18 DRAFT Budget Review

Cash & Accrual Summary	2017	2018
Cash as of 9/30 (Previous Year End)	2,032,074.16	2,707,171.02
Less Cash Reserve	<u>-1,000,000.00</u>	<u>-1,000,000.00</u>
Adjusted Cash Total:	<b>1,032,074.16</b>	<b>1,707,171.02</b>
FY '16 Year End Adjustment		
Accounts Receivable	447,290.75	
Accounts Payable	<u>-191,560.73</u>	
	<b>255,730.02</b>	
Projected FY End Net Income/Loss:	<b>419,366.84</b>	<b>-419,220.87</b>
Projected FY End Cash/Accrual:	<u><b>1,707,171.02</b></u>	<u><b>1,287,950.15</b></u>

# FY '18 DRAFT Budget Review

- ▶ Public Hearing must be held on or before the 2<sup>nd</sup> Tuesday in August and Budget must be adopted on or before August 15th
- Any budget revisions would need to be made prior to July 20 to meet publication requirements

# Construction and Capital Projects



# RSA Improvements Project – Update

- ▶ No presentation
- ▶ AIP '041 close-out
  - FAA concurs with numbers
  - T-O preparing final report
  - Staff preparing final pay request – to be submitted when final report is approved


# Terminal Air Carrier Apron and Parking Lot Improvements

## ► Status





# Apron / Parking Lot Status

- ▶ Five prime contractors on plan holders list
  - ▶ As designed, work will take place starting after Labor Day, with completion in Spring 2018
  - ▶ Bids due Tuesday, July 11
  - ▶ Board Action Requested:  
Schedule special meeting to award prior to August meeting
- 

# Airport Planning Projects



# Friedman Memorial Airport (SUN)

Environmental Assessment –  
Land Acquisition and  
Obstruction Removal



# Environmental Assessment Update

- ▶ Biologic Surveys started
- ▶ Cultural Resources Field survey complete
- ▶ Hazmat Scheduled for July
- ▶ Wetlands Scheduled for July

Studies to establish Compliance with Laws Triggered by  
*Federal Action*

- Endangered Species Act
- National Historic Preservation Act
- Clean Air Act & Clean Water Act
- EO 11988 Floodplain Management
  - EO 11990 Protection of Wetlands
  - Farmland Protection Policy Act
    - Section 4(f) – Parks, Historic Sites
    - Others (20+)

# Purpose and Need

- ▶ Purpose: Bring SUN into compliance with FAA Standards by acquiring control of the Runway Protection Zone (RPZ), and acquiring additional rights or property to maintain clear airspace in accordance with FAA Advisory Circular (AC) 150/5300-13A and FAA Order 5100.38D.
- ▶ Need: Ensure safe and efficient use of the airport and surrounding navigable airspace.
  - Based on current and forecasted operations.
  - Control of the RPZ and removal of obstructions will increase safety at the airport and allow control of land uses.

# Master Plan Incorporation

- ▶ Alternatives developed based on recommendations presented in ALP
- ▶ Alternatives are based on built and natural environments
- ▶ Achieve the goals for RPZ acquisition



# Alternatives –

Federal Aviation Regulations (FAR) Part 77: Safe, Efficient Use, and Preservation of the Navigable Airspace.

All Alternatives will Clear and protect area at end of Runway 13/31



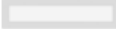

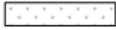



# Alternative 2



## LEGEND

## QUANTITY AFFECTED

	AIRPORT BOUNDARY	
	PROPOSED LAND ACQUISITION	±34 ACRES
	ACTIVE PASTURE AREA	±27 ACRES
	LIGHTS	6 TOTAL
	TREE OR GROUP OF TREES	APPROX. 40
	ACCESS GATE	
	REMOVE BUILDING	NONE
	AFFECTED COVE CANAL	±2273 LF

# Alternative 3



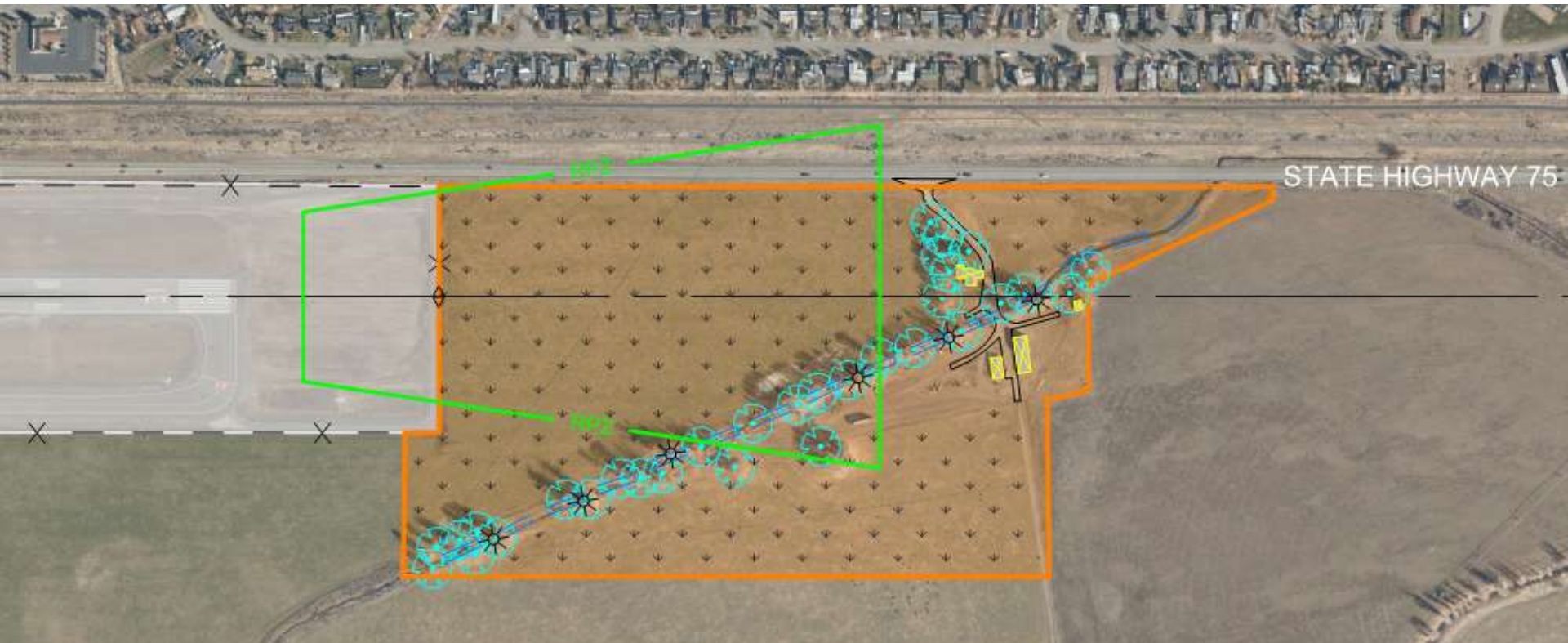
## LEGEND

## 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



## 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 Criteria

Interaction:

- Airport Board
- FAA
- Landowner
- Public Involvement

Results of studies and outreach will be scored and Preferred Alternative will be selected

Table 5-1: Alternatives Selection				
	Alternative 1: No Action Alternative	Alternative 2	Alternative 3	Alternative 4
Facility Requirements and Ability to Meet FAA Design Criteria				
RPZ				
Land Acquisition and Easements				
Compatibility with Future Needs				
Obstruction Removal				
Implementation Feasibility				
Community Need				
Costs and Land Availability				
Environmental Composite				
Public Involvement				
Potential for Environmental Impacts				
Biologic Resources				
Visual Effects				
Noise Compatibility				
Cultural Resources				
Hazardous Materials				
Section 4(f)				
Total Score				

# Next Steps

- ▶ Selection of a Preferred Alternative
  - Landowner discussions
  - FMAA Airport Board preference
  - Environmental conditions ranking
  - FAA weigh in on selection process
  - Public meeting in August?
- ▶ Draft EA started
  - Purpose and Need drafted
  - Baseline Conditions established



# New Business



# Instrument Approach Improvements

- ▶ Welcome Matt King!





& SERVICES GROUP

# Global Navigation Sciences

& Services Group

## Experience : PBN/Procedure Design Alaska Airlines, 36 procedures developed system-wide



- Principle Engineer, RNP development at Alaska Airlines
- Retired from Alaska Air Group Feb., 2017 after 18 years to advance new products with my company, GNS.
- Developed patented procedure design software, NavGen, used by Alaska
- Signed off on KSUN QX procedures in 2015 and accompanied Cody Hargreaves on the obstacle evaluation







Featuring case studies and best practices from:

**Vicki Cox - FAA**  
SVP for NextGen and Operations Planning

**Matt King - Alaska Airlines**  
RNP Procedure Developer

**Joe Kolshak - United Airlines**  
SVP Operations

**Jeff Martin - Southwest Airlines**  
RNP Lead and Senior Director, Flight Operations

**John McGraw - FAA, ASO**  
Deputy Director for Flight Standards Policy

**Walter White - Southern California TRACON**  
Support Manager, Airspace and Procedures



# Why Such a Long Name GNS&SG?

(**Global Navigation Sciences** & Services Group)

- GNS, LLC founded in 2009, is a successful aircraft products company that's expanding in leaps and bounds. Two new products introduced and worldwide distribution.
- Services Group , a separate Idaho based S-Corp, formed in January 2017 by members to advance satellite instrument flight procedures



# Global Navigation Sciences



- Website:  
[Globalnavigationsciences.com](http://Globalnavigationsciences.com)

## Question: Why is this business so hard and why start a business where others have failed?

- Intensely regulated business : FAA confusing and evolving TERPS criteria/regulation
- = (Criteria + Public Safety + Navigation Technology + Aircraft Performance + Environmental Impacts)
- Multiply X (continually evolving)
- Dust settled after 10 years; FAA AFS-460 has few customers
- Competitors have high overhead or lack experience
- 20 years past and competitors have not come up with a model that is cost effective for the airport or the operator while staying in business at the same time
- GNS&SG has the advantage to learn where others have failed (not revolutionizing the airspace, not beating our heads against the ATC wall)

## Answer Cont.

- GNS&SG business model is my personal challenge to advance Performance Based Navigation (PBN), service the airports who need it the most.
- Employ skilled individuals who are very interested in this technology.
- People with great industry experience want to work for GNS&SG - can cherry pick key individuals without creating excessive overhead.
- GNS&SG has the Proprietary Software analysis tools that others don't which streamlines design and cuts costs - Not paying 3<sup>rd</sup> party developer.

# Criteria Driven Model

A Strategy for Success



FAA – TERPS/IFP Design for all aircraft



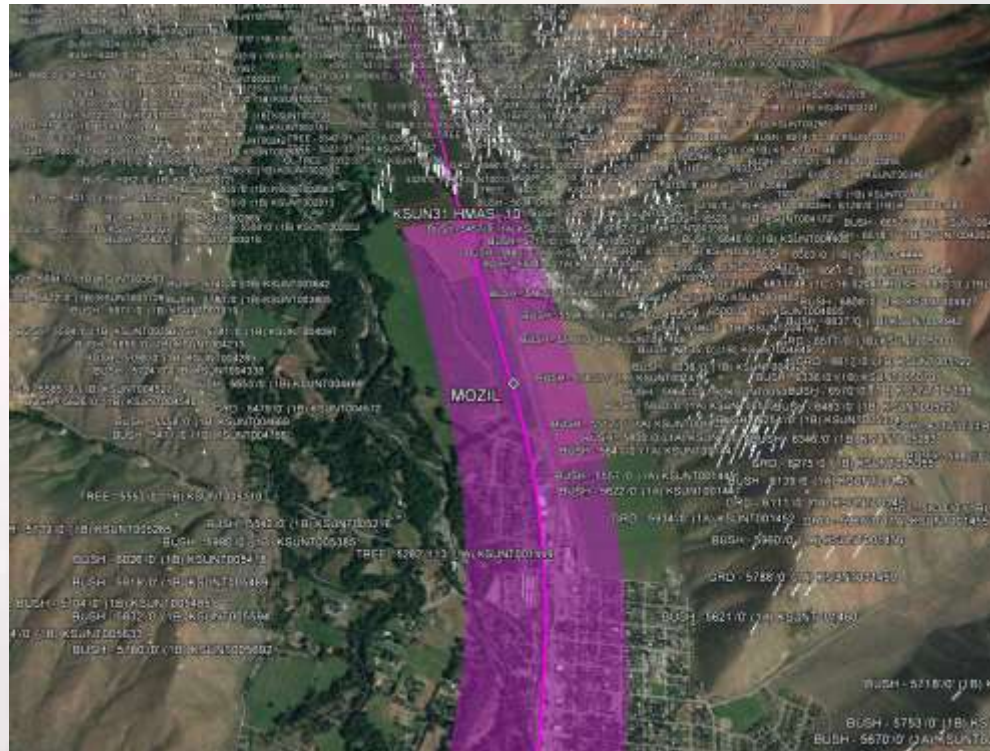
GNS&SG – Biz Jet Specific



# How does this Help KSUN?



- FAA Criteria (Big Book) includes navigation limitation of many aircraft
- Accountable obstacle area very wide

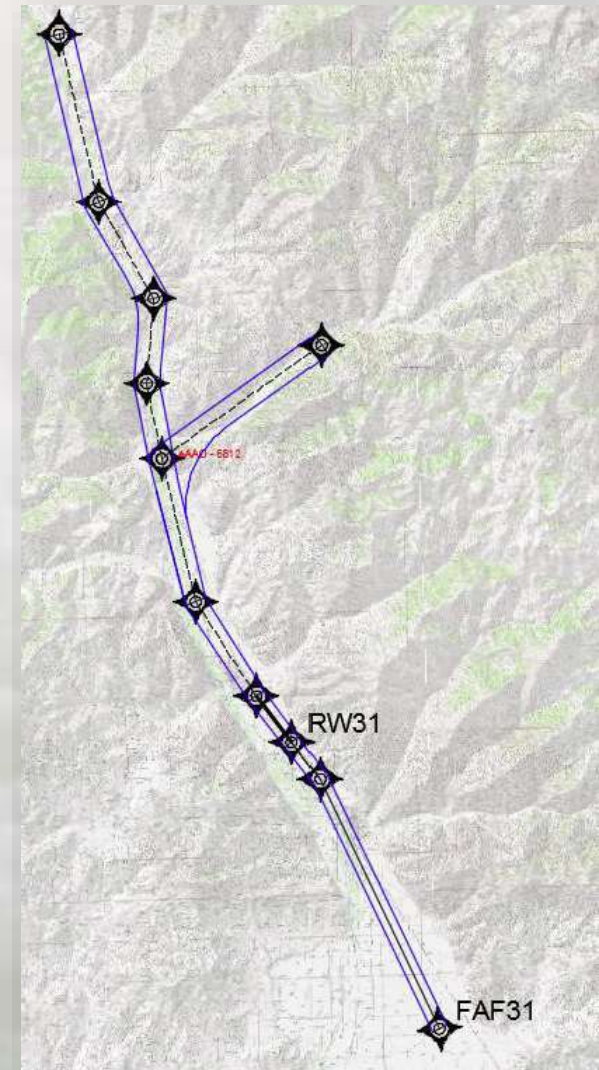


- GNS&SG (little book) Criteria excludes many navigation limitations by including only those capable business Jets
- Accountable obstacle much narrower



## Results

- Lower minima
- More aircraft landing on inclement days
- Operating efficiencies go **up**
- Revenues go **up**



# Cost Breakdown

Who is responsible for what cost?

## Airport

- Procedure design \$24,000
- Flight Validation / Sim Testing / Nav database \$TBD (\$5000-\$10,000)
- Annual Maintenance \$22,000
  - Recurrent onsite obstacle surveys
  - Daily NOTAMs / temporary obstacle monitoring
  - Biennial flight procedure review
  - Charting maintenance; 56-day cycle

## Operators

- Annual criteria license fee (maintenance); Scaled single user to fleet \$TBD (\$1,200 - \$9,600)

# Qualifying Aircraft Matrix

Which type of aircraft qualify?

1. (WAAS/SBAS) Equipped = “Yes”
2. Secondary Inertial Based Nav Source = “Yes”
3. Did they pay for that option = “...I don’t know”



	WAAS /SBAS / LPV	ADIRU / IRU / AHRS
Bombardier CRJ*	✓	✓
Bombardier Q400*	✓	✓
Embraera 175/195*	✓	✓
Cessna Citation*	✓	✓
King Air Fleet *	✓	✓
Pilatus PC-12 *	✓	✓
LearJet 45, 50, 60	✓	✓
Mitsubishi MU-2 *	✓	✓
Dessault Falcon*	✓	✓
Pilatus PC-12*	✓	✓

# Break Ground



## *... and Move forward*

- FAA has encouraged me to get involved and promote this model.
- After 15 years, \$500M public funding, seminars, suits on podiums, euro-control/FAA studies, and where are we... and who has benefited?



1. **Network driven model that requires operators to disclose their avionic equipment options to determine participation rate. (Email survey)**
  - a) Do you have WAAS / LPV capability?
  - b) What is your Inertial Navigation Technology?
  - c) How often do you fly to KSUN?
  
2. Refined analysis of qualified avionic equipment to develop criteria.



# Work Ahead

## Marketing to Operators

- Cooperation with Business Jet owners and manufacturers to develop criteria
- Operators must realize the cost benefit of license fee
- Cooperation with FISDO / operating certificate regulator
- Logistics of licensed chart distribution
- Need customers and participating airports

## FAA

- Criteria approval
- FAA web based shared site for procedure design docs, maintenance logs, and obstacle data available to the FAA and airport authorities



Questions?

# Mountain West Saving Account

- ▶ Board Action Requested:  
Approval to open savings account to manage payroll contributions made to Flex Spending and/or Dependent Care Account Plans

# August Meeting Date Change

- ▶ August 8<sup>th</sup> proposed
- ▶ Discussion



# 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!

