

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

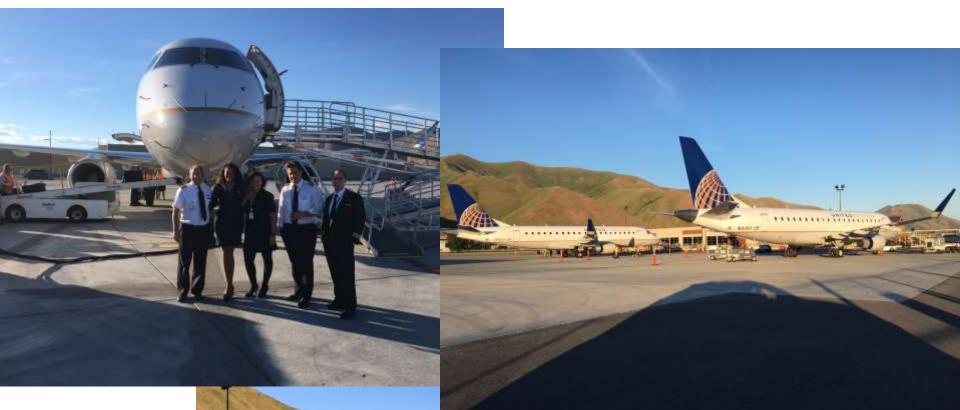
- Chairman Report
- Blaine County Report
- City of Hailey Report
- Airport Manager Report
- Fly Sun Valley Alliance Report



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



- 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



- 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



Capital Expenses

- AIP '043/'044 what will it look like?
 - Bid Opening on July 11th
 - 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



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

- Public Hearing must be held on or before the 2nd 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





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
- Clean Air Act & Clean Water Act
 CO 11088 Floodplain Managama
- 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



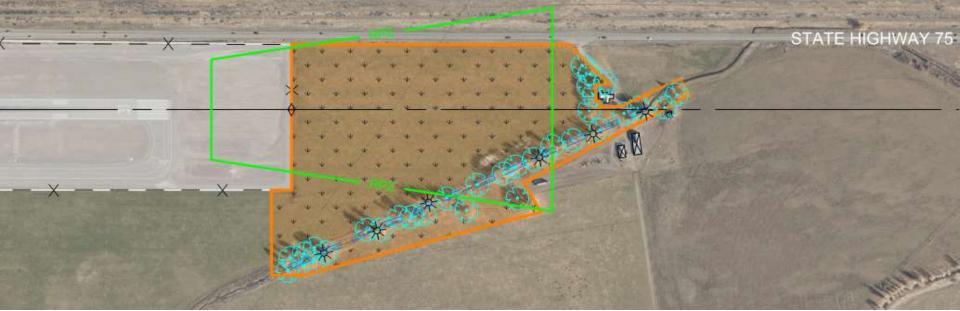
Alternatives -

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

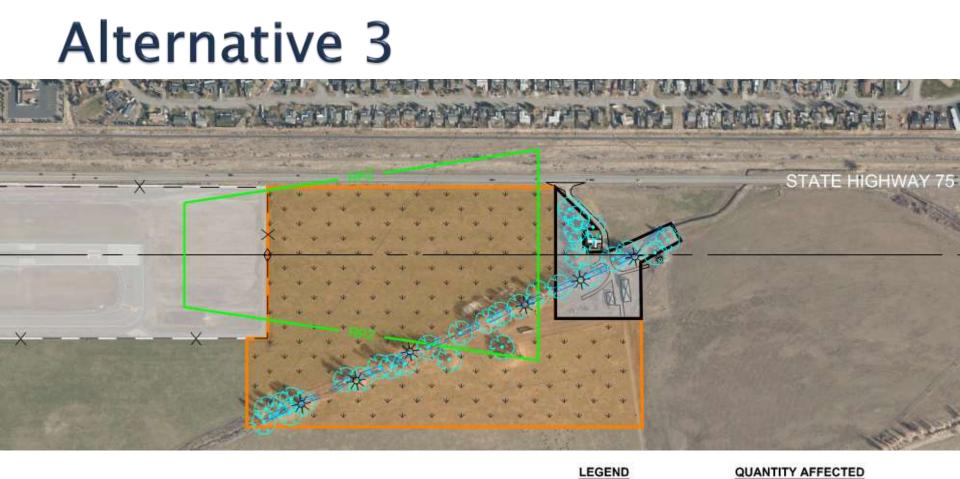
All Alternatives will Clear and protect area at end of Runway 13/31



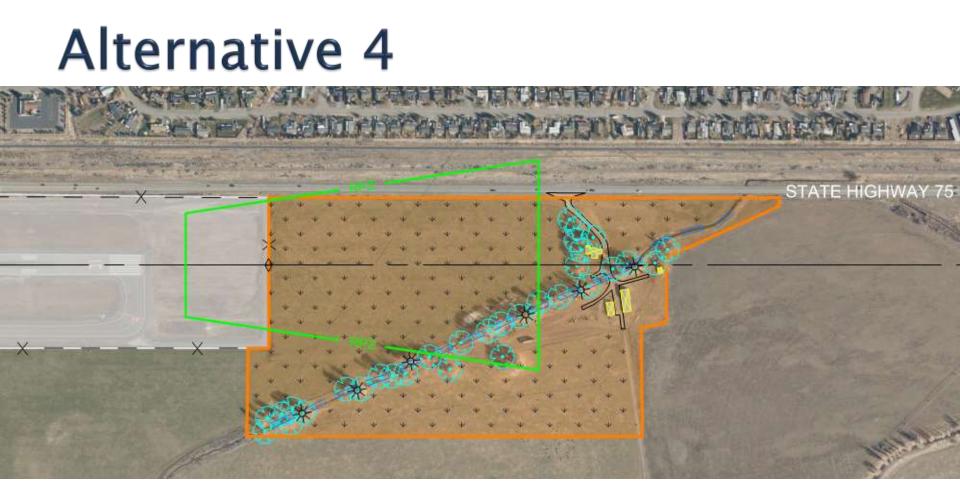
Alternative 2



Ī	EGEND	QUANTITY AFFECTED				
	AIRPORT BOUNDARY					
	PROPOSED LAND ACQUISITION	±34 ACRES				
	ACTIVE PASTURE AREA	±27 ACRES				
*	LIGHTS	6 TOTAL				
$\mathbf{ \bigcirc }$	TREE OR GROUP OF TREES	APPROX. 40				
Φ	ACCESS GATE					
>	REMOVE BUILDING	NONE				
$=$ $=$ \cdot	AFFECTED COVE CANAL	±2273 LF				



QUANTITY AFFE				
±42 ACRES				
SITION ±4 ACRES				
±37 ACRES				
6 TOTAL				
APPROX. 40				
NONE				
±2273 LF				



Ī	LEGEND	QUANTITY AFFECTED
	AIRPORT BOUNDARY	
	PROPOSED LAND ACQUISITION	±52 ACRES
* * * * * * *	ACTIVE PASTURE AREA	±40 ACRES
*	LIGHTS	6 TOTAL
ε	TREE OR GROUP OF TREES	APPROX. 40
Φ	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 F. 1. Alternative Coloritor								
Table 5-1: Alternatives Selection								
	Alternative 1: No Action Alternative	Alternative 2	Alternative 3	Alternative 4				
Facility Requirem	ents and Ability to	Meet FAA Design	Criteria					
RPZ								
Land Acquisition and Easements								
Compatibility with Future Needs								
Obstruction Removal								
Implementation I	easibility							
Community Need								
Costs and Land Availability								
Environmental Composite								
Public Involvement								
Potential for Envi	ronmental Impacts	s						
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!







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





ALASKA AIR APPROVED TO CONDUCT OWN RNP FLIGHT VALIDATION

Porest 32 April 2028 21 50

Alazka Avlines such 8 became the first sinine approved by US FAA to conduct its sum Required taisgate Partimiance Egits salidation, which multi-lead to faster RDP procedure approvals.

Director-Aerospace & Technology Sarah Datas told ATM/Online that the camero is not suit too much term it will save but added. "We could probably elements six months but of the process." She explained that in the part," we submit the documentation to PAA for the procedure and they review it and determine whether it is neady to flight wildplot. This could be anywhere too as months to a year of review." Your, "PAA are there and to a lag. They will use the entire package of one."

Captains Kon Rackley and Mile Adams and RNP Procedure Developer Matt King received FAA approad in December 2002 and canned out their first validation flight in January in Adah, Alastia is the only scheduled carrier saming the weather challenged argost in the Alastian Islands than.

Interestingly, attitude the andre present RVF in the rod-1000s in its nearestake state, it has not made the docision to introduce RVF at every airport it sorves, as "Outbread Advises summerly is persiving. Subtra and, "When you get into the Lower 48 (states) most of the angrots we same see exploratoped with ground-basist nearest.

Alapta is studying whether PTB² paths can provide "a more efficient way to get into such around " However "this inquires indexign of anspicot. It requires a lot of coordination with an traffic, a requires merging of equipped and nonequipped surcealt, it requires additional toxis by an traffic, with white that is definitively the direction we went this to go, it is not readily available today. The camer has ROM² procedures in place at 25 amptions and they how to add the more this year, including its Sentitive hour.

Dy Party First



Captains Kim Rackley and Mike Adams and RNP Procedure Developer **Matt King** received FAA approval in December 2008 and carried out their validation flight in January in Adak. Alaska is the only scheduled carrier serving the weather-challenged airport in the Aleutian Island chain

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First 3rd party developer (non-FAA) Letter of Authorization by the FAA.





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



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B scotterter Brighterer generation

• Website:

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

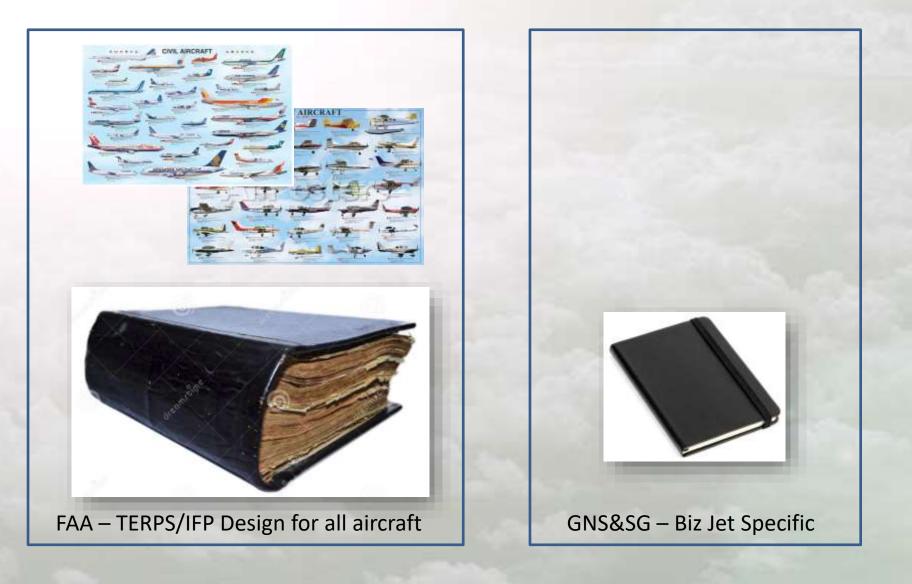
pick key individuals without creating excessive overhead.

 GNS&SG has the Proprietary Software analysis tools that others don't which streamlines design and cuts costs - Not paying 3rd party developer.



Criteria Driven Model

A Strategy for Success





How does this Help KSUN?



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



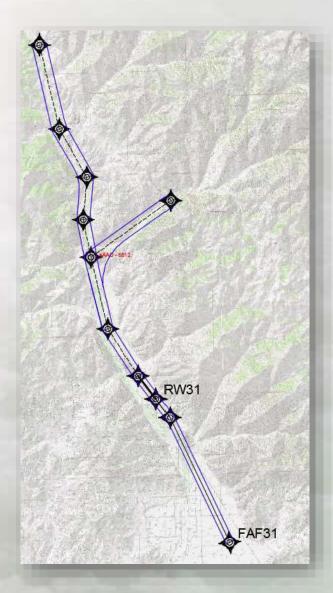


- GNS&SG (little book) Criteria excludes many navigation limitations by including only those capable business Jets
- Accountable obstacle much narrower



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
- Flight Validation / Sim Testing / Nav database
- Annual Maintenance

Recurrent onsite obstacle surveys

Daily NOTAMs / temporary obstacle monitoring

Biennial flight procedure review

Charting maintenance; 56-day cycle

\$24,000 \$TBD (\$5000-\$10,000) \$22,000

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*	1	✓
Bombardier Q400*	✓	✓
Embraera 175/195*	✓	✓
Cessna Citation*	✓	√
King Air Fleet *	✓	√
Pilatus PC-12 *	✓	✓
LearJet 45, 50, 60	✓	√
Mitsubishi MU-2 *	1	1
Dessault Falcon*	1	1
Pilatus PC-12*	1	✓



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, eurocontrol/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 8th 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!

