



Friedman Memorial Airport Authority

Regular Board Meeting

December 6, 2022





Approve Agenda



Public Comment

(10 Minutes)



Approval of Meeting Minutes

November 1, 2022, Regular Meeting



Reports

Reports

- ▶ Chair Report
- ▶ Blaine County Report
- ▶ City of Hailey Report
- ▶ Fly Sun Valley Alliance Report
- ▶ Airport Director's Report

Airport Director's Report

Airport Activity Status

- ▶ October Passenger Enplanements
 - –6% over October 2021
 - +7% YTD vs. 2021
- ▶ Operations (unofficial)
 - –18% from November 2021
 - –10% YTD vs. 2021



Airport Staff Brief Questions?



Action
New Business

Independent Board Member

- ▶ Current term expires on Dec. 31, 2022
 - John Strauss
- ▶ Two options:
 - Reappointment of John Strauss
 - New appointment
 - Recruitment process
- ▶ 2-year term
- ▶ Discussion

ACTION: Reappointment only

Motion to approve reappointment of John Strauss as the Independent Board member for a 2-year term effective January 1, 2023 to December 31, 2024.



Action Continuing Business

None



Discussion and Updates

New Business

FUTURE AERONAUTICAL DEVELOPMENT AT FRIEDMAN MEMORIAL AIRPORT





Upcoming Land Use/Operational Decisions

1. Relocation of air traffic control tower
2. Terminal improvements
3. **Development of newly acquired property on south side**



South side property

- Eccles property is +/-386 acres
- Majority acquired for approach protection
- Some property available for aeronautical development – about 10 acres
 - Per Master Plan
 - EA



Opportunities and options for Eccles property

- For the first time in decades, vacant property is available for aeronautical development
- Availability imposes obligations on Authority
- Master Plan envisions combination of GA apron and hangar development
 - Interest in potential new FBO operator should be assumed

FMAA legal obligations

- Cannot deny access to an aeronautical service provider *if*:
 - Property is available for the proposed use
 - Provider is qualified
- New Eccles property now makes it possible to accommodate a new service provider
- Can impose reasonable requirements
 - Minimum Standards
 - Consistency with Master Plan (so long as don't preclude development)



FMAA strategy considerations

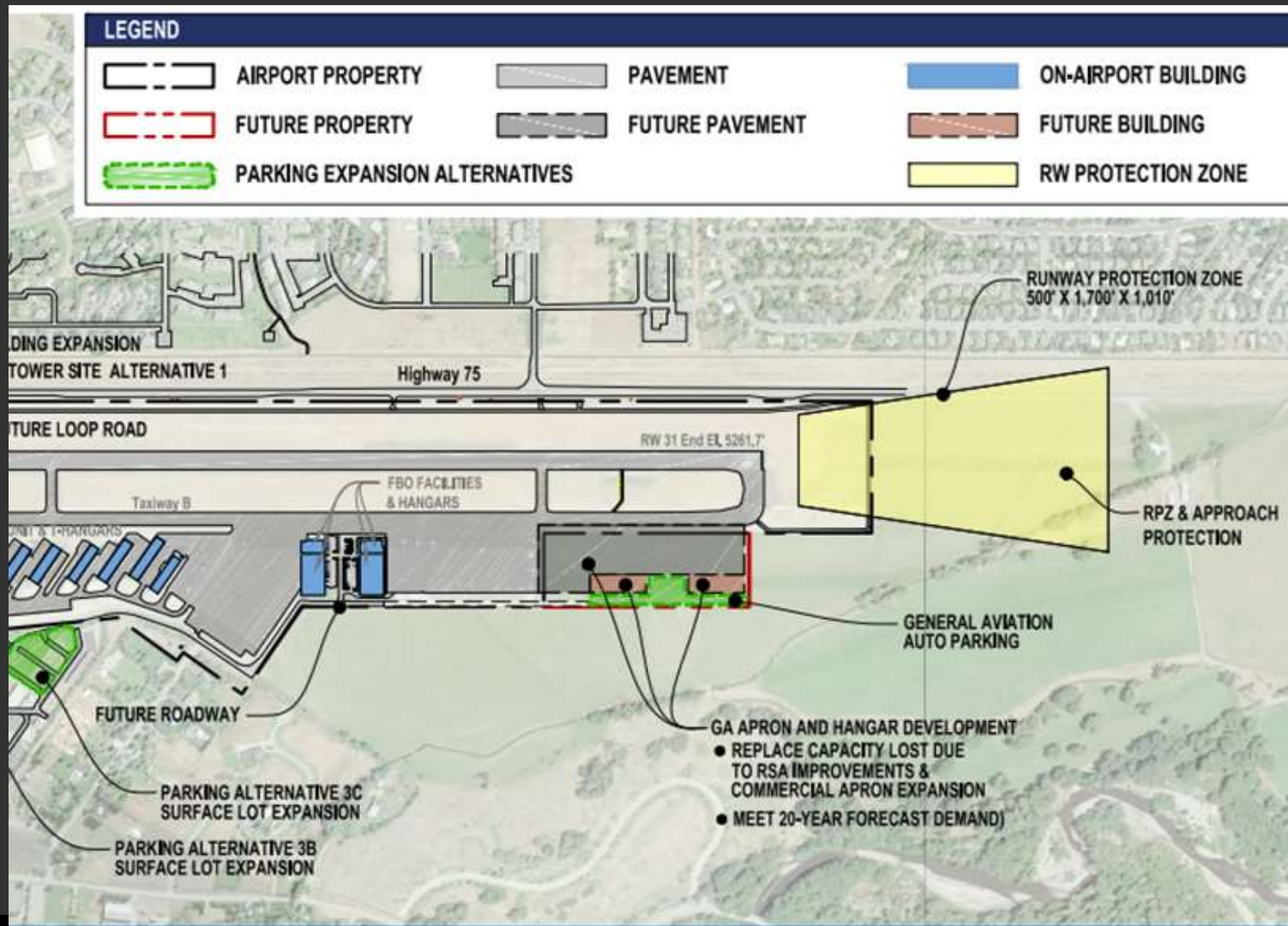
- Development of undeveloped land
- Can accept expressions of interest –
 - First come - first served
 - Competitive process
- FMAA has *already* received informal expressions of interest
- Can take a reasonable time to develop a policy but cannot ‘pocket veto’ expressions of interest



Options

- Option 1: Let the marketplace decide
- Option 2: Develop ourselves
- Option 3: Engage in a competitive process
- Only option that is *not* available: keep it vacant indefinitely

Master Plan



SUN Hangar Alternative 1

FBO 150' x 260'
ADG I Condo Hangar 40' x 315'
ADG II Box Hangars 120' x 100'



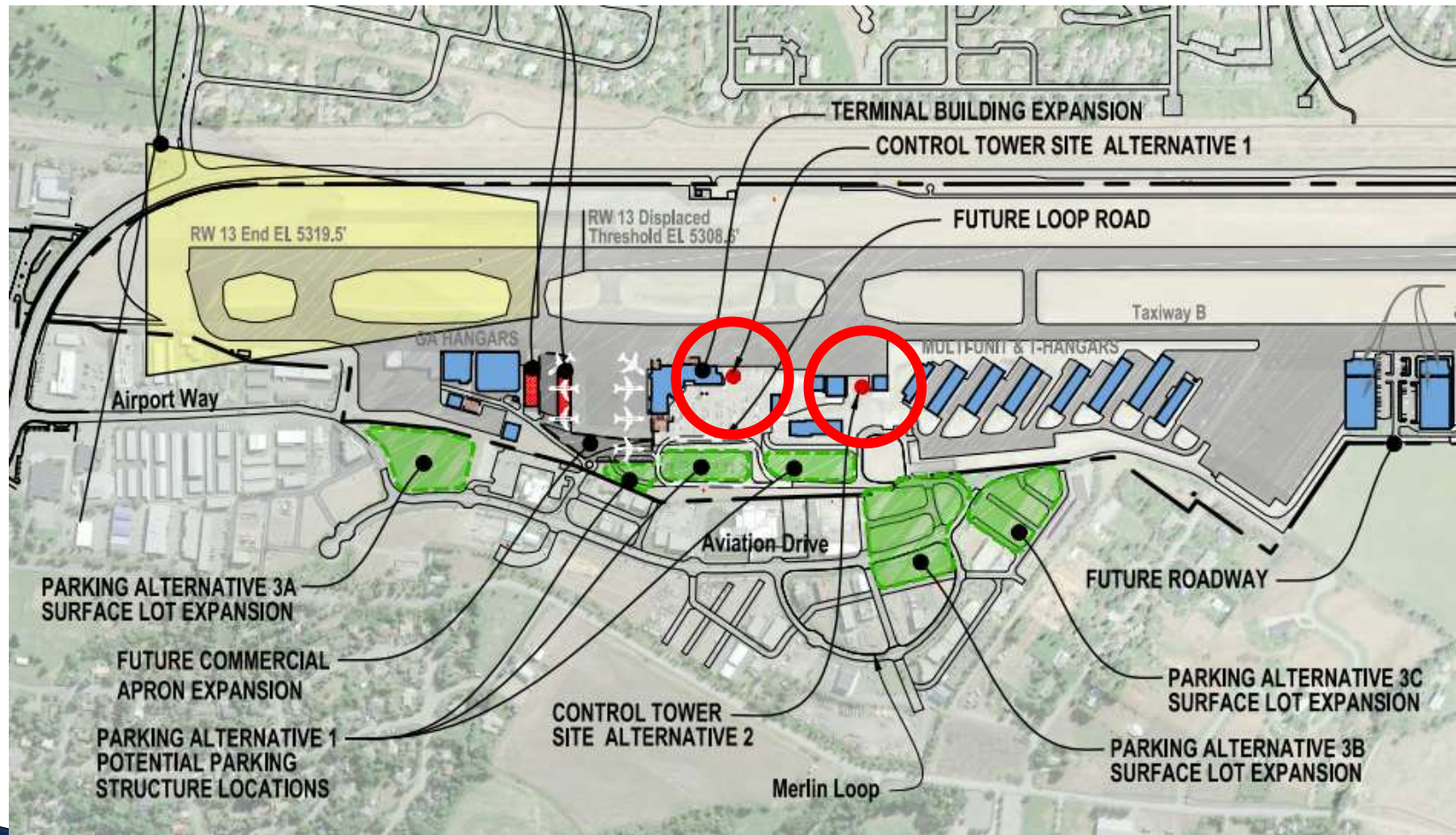
SUN Hangar Alternative 2

FBO 150' x 260'
ADG I Nested T Hangars 40' x 315'

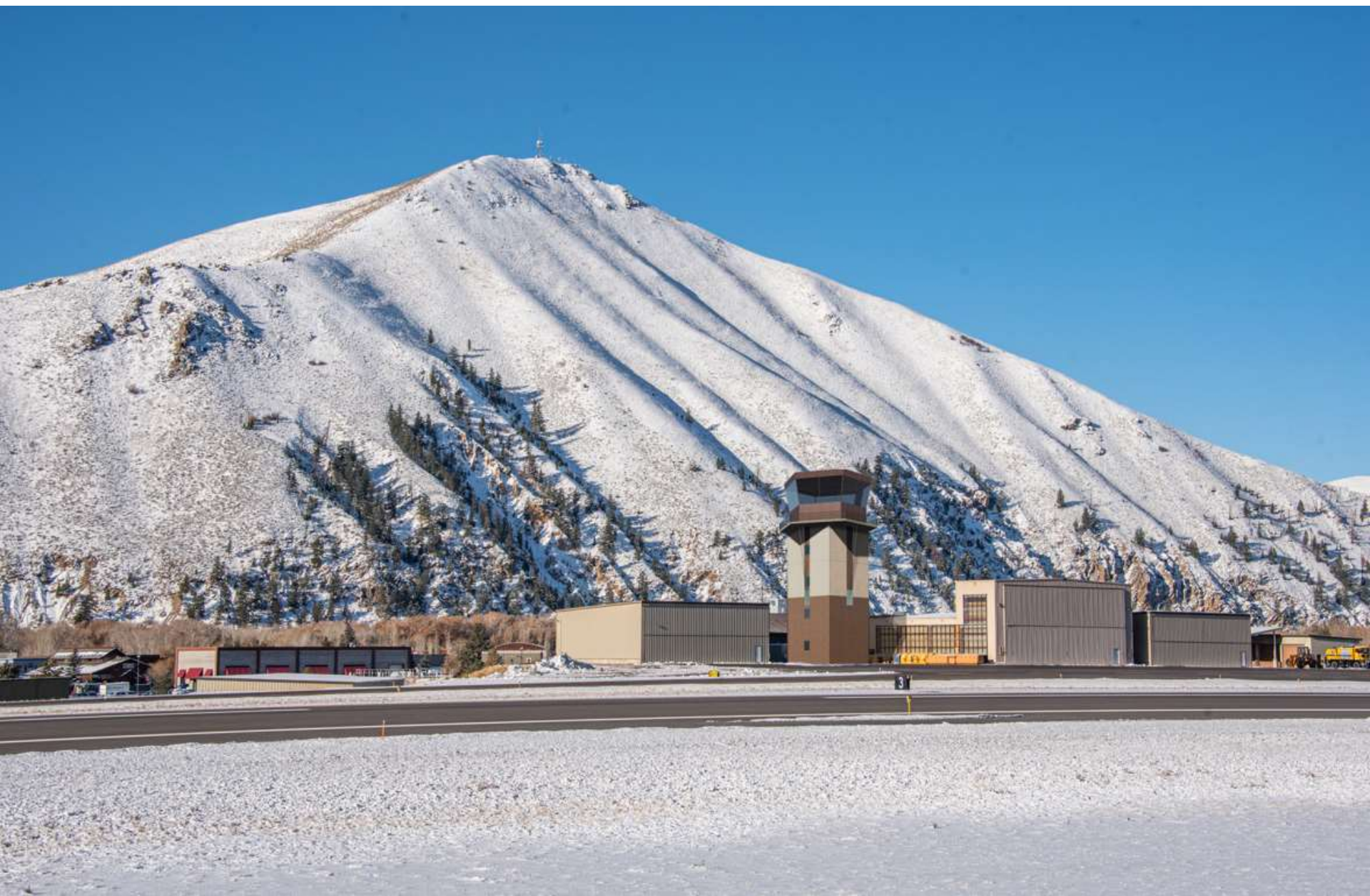


Miscellaneous

Control Tower Replacement Project









Control Tower Replacement Project

► Recap

- May 2022
 - FAA notice – rTWR Third Pilot Program designation (conditional)
 - Controller costs (airport)
 - Acceptable documentation
- June 2022
 - FMAA concurrence with project Statement of Work
 - Contract TBD
 - Contacted by FAA NextGen Office
 - FAA change in course for rTWR program
- July–October
 - Raytheon|Frequentis initial document submittals to FAA
 - “intake” documents
 - Not under contract

Control Tower Replacement Project

► Recap con't...

- September–October
 - Coordination with FAA Airports Division
 - Concerns
 - No certified system in the system
 - Timing – end of CY2023 tower relocation schedule
 - Rare funding opportunities (BIL)
- Current status
 - Need to move forward
 - Options
 - rTWR
 - Conventional “Sticks and Bricks”
 - Board discussion and direction

Control Tower Replacement Project

- ▶ Timing – Operational
 - rTWR
 - FAA predicted schedule
 - Up to 5 years
 - System design approval
 - Operational approval
 - Vendor believes less
 - +/- 2 years
 - Conventional Tower
 - +/- 2 years
 - Both
 - Environmental
 - Siting
 - Design
 - Construction

Control Tower Replacement Project

► Current Estimated Costs and Funding Options

- rTWR
 - +/- \$7 million
 - Control room facility
 - Local only funds
 - Not currently eligible for FAA AIP grant funds
- Conventional Tower
 - +/- \$7.5 to \$8 million
 - FAA AIP eligible (up to 93.75%)
 - BIL funds (100%)
 - Specific Tower project set asides
- BIL Grant Application (Oct. 24)
 - Environmental
 - Siting
 - Design
 - FMAA commitment of local funds
 - Board Chair
 - Finance committee
 - Not binding

Control Tower Replacement Project

► Risk Assessment

- rTWR
 - Timing
 - Cost
 - Local funds only
 - Controller costs now FAA
 - Unknown lifecycle costs
 - Annual O&M
 - Technology refresh (new cameras, LCDs, hardware/software)
 - Raytheon willing to discuss absorbing O&M cost for first five years
 - System certification not guaranteed by FAA
 - Raytheon willing to discuss a guarantee on getting system design approval
- Conventional Tower
 - Timing
 - Known design and approval/certification process
 - Cost
 - Available FAA funding sources
 - Known lifecycle costs
- Timing beyond 2023
 - Both
 - FAA has been coordinated with and supportive of SUN's due diligence

Construction and Capital Projects

None

Airport Planning Projects

None



Public Comment



Thank You!

