



Friedman Memorial Airport Authority

Regular Board Meeting

March 2, 2021





Approve Agenda



Public Comment

(10 Minutes)



Approval of Meeting Minutes

February 2, Regular Meeting



Reports

Reports

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

Airport Manager's Report

Airport Activity Status

- ▶ February Passenger Enplanements
 - -22% February 2021 vs. February 2020 (unofficial)
- ▶ Operations
 - -3% February 2021 vs. February 2020
 - -1.3% YTD
- ▶ Approach Saves
 - 53 total
 - Dec 3, 2020 to Feb. 28, 2021
 - +15 since 1/31/2021

Short Term Extension to JPA– Update

- ▶ Extension approved by both sponsors
 - Extended to April 15

- ▶ Draft submitted for review
 - Meeting soon

“On the Horizon”

- ▶ Air Traffic Control Tower replacement project update
- ▶ Environmental Assessment update



Airport Staff Brief Questions?



Action
New Business

Election of FMAA Board Officer Positions

- ▶ Board Officer positions:
 - Chairman (Greenberg)
 - Vice-Chairman (Keirn)
 - Secretary (McCleary)
 - Treasurer (Fairfax)

- ▶ Committees
 - Finance/Lease (Keirn, Greenberg, Fairfax)
 - Architectural (Keirn, Fairfax, Fosbury)
 - Personnel (Keirn, McCleary, Haemmerle)
 - Minimum Standards/Rules and Regs (Fairfax, Burke, Fosbury)



Action Continuing Business

None



Discussion and Updates

New Business

None



Discussion and Updates Continuing Business

Miscellaneous

None

Construction and Capital Projects

2022 Project Rehabilitate Runway, Taxiway & Aprons



Rehabilitate Runway, Taxiway & Aprons

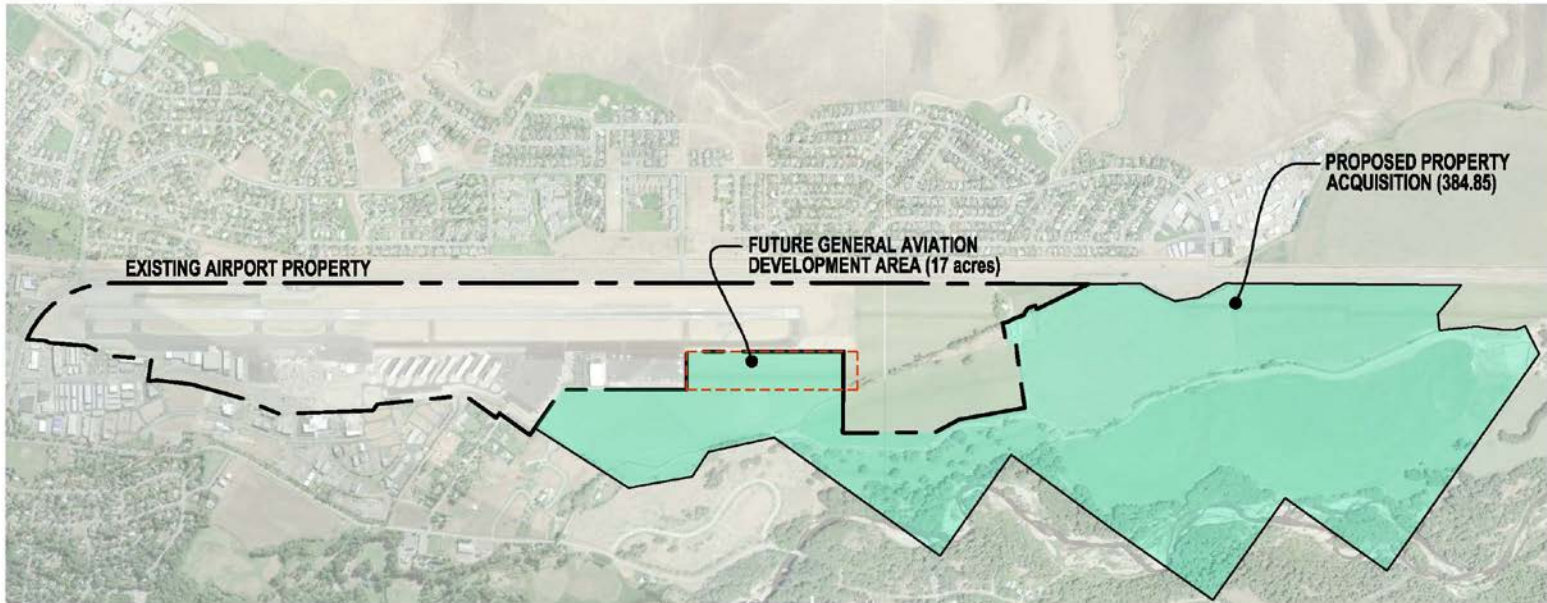
- ▶ Work to date
 - Survey – Nighttime laser scan
 - Geotechnical Investigation
 - Preliminary Design
 - Pavement Design – Runway, Apron, & Shoulder/Blast Pad
 - Drainage Design
 - Surface and Subsurface
 - Airfield Light and Sign Inventory
 - Construction Phasing
 - Preliminary Cost Estimate

Rehabilitate Runway, Taxiway & Aprons

- ▶ Construction Phasing
 - Anticipating a 30-day Runway Closure
 - Late April – Late May
 - Plan to request additional working hours
 - 7AM to 9PM M-F
 - 8AM to 7PM Saturday
 - 9AM to 7PM Sunday
 - Request truck access from SH 75 with Traffic Control
- ▶ Preliminary Construction Cost Estimate
 - \$6.6 Million AIP Eligible Cost
- ▶ Plan to bid project in June

Airport Planning Projects

Environmental Assessment – Land



NOTE: This illustration is intended for study purposes only and is not intended for implementation.

FIGURE 1 Property Acquisition – South



Environmental Assessment – Land

- ▶ Efforts to date:
 - Project description
 - Purpose and Need
 - Project Alternatives
 - Identification of affected environment and potential environmental consequences
 - Field visit (biological resources) – September 28–30
 - Draft deliverables submitted

- ▶ Agency coordination
 - FAA/SHPO coordination – progress!

- ▶ Next Steps:
 - Consultant and staff coordination with FAA to properly address SHPO comments
 - Overview and FMAA direction at the April meeting

Terminal Area Plan

Figure 1: SUN Terminal Area Planning Limits



Source: SUN Airport Master Plan

Terminal Area Plan

▶ Initial efforts to date:

- Terminal area existing conditions analysis
- Enplanement/passenger profile
- Tenant Interviews (week of Nov. 9)
- Capacity analysis

▶ Next Steps:

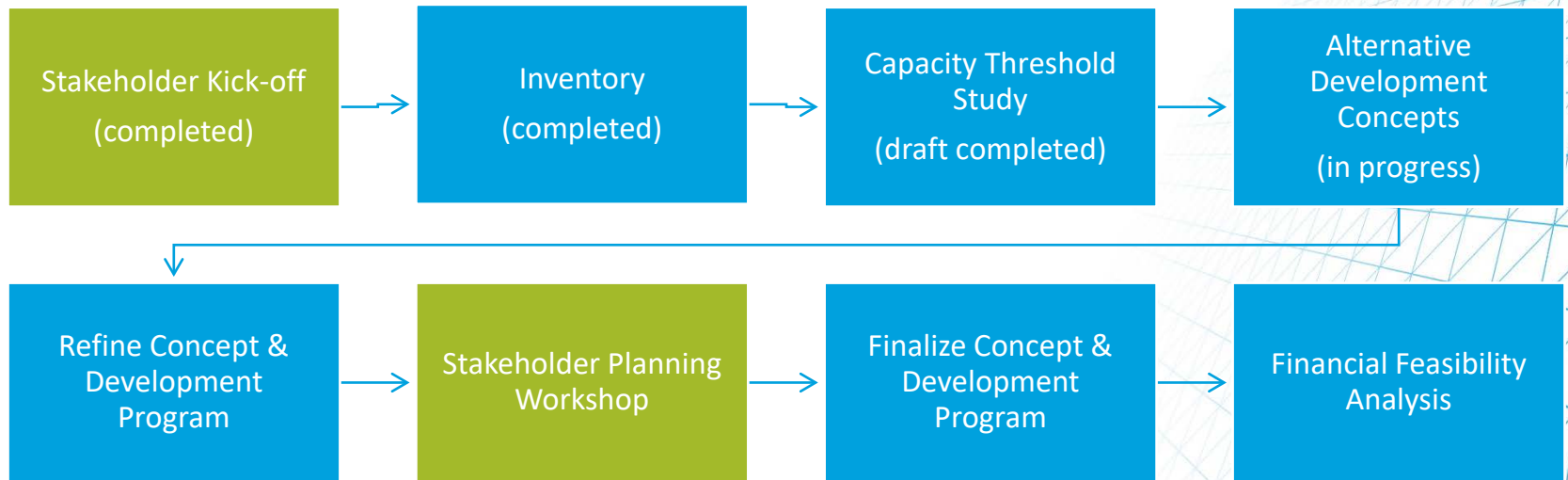
- Draft capacity trigger report submittal
 - Staff review
- Alternatives analysis

SUN Terminal Area Plan

Friedman
Memorial
Airport
Authority

March 2, 2021

Revised Terminal Area Planning Process

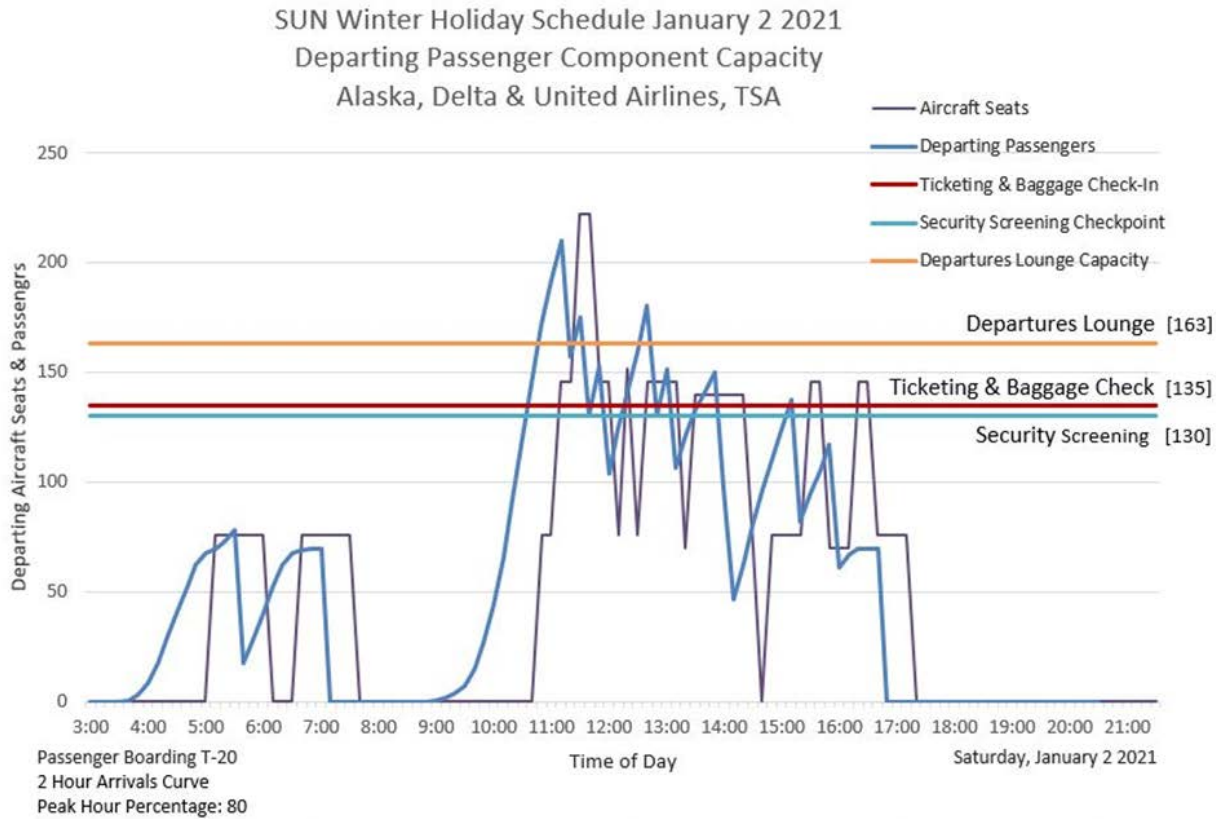


Capacity Analysis Summary

Functional Component	Practical Capacity
Terminal Curbside	
Public Parking	
Terminal Aircraft Apron	
Aircraft Gates	
Ticketing & Check-In	
Checked Baggage Inspection System	

Functional Component	Practical Capacity
Airline Outbound Baggage Area	
Security Screening Checkpoint	
Departures Lounge	
Departures Lounge Restrooms	
Arrivals & Departures Restrooms	
Baggage Claim	

Peak Day Passenger Profile



- On January 2, 2021, demand exceeded capacity in all interior terminal areas

Vehicle Access / Curbside

- Roadway is not separate from parking
- Porte cochere and parking limits curbside traffic to two lanes
- Curb length is short
 - Five spaces each on departure/arrival curbs
 - Buses and shuttles create additional congestion
- Minimum industry standard for curb is three lanes



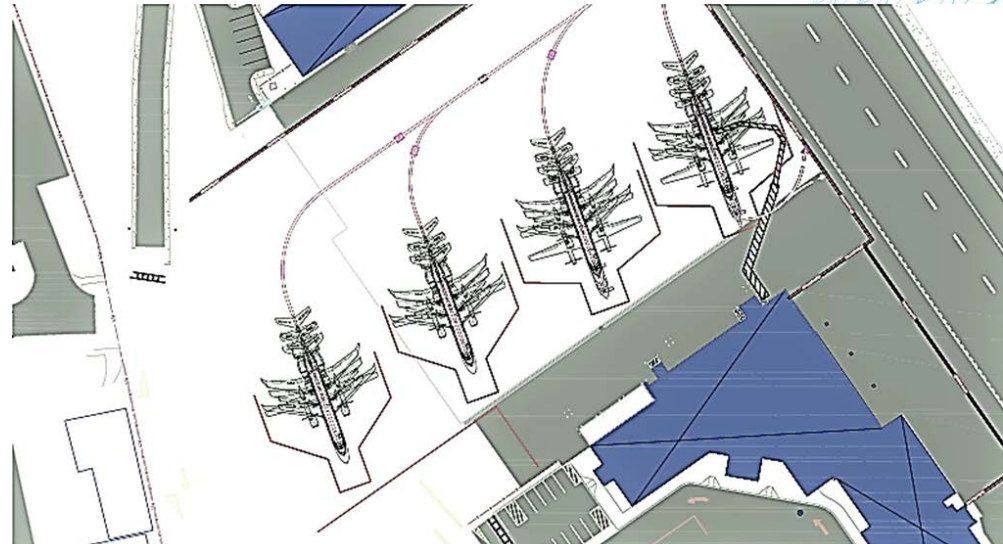
Public Parking

- Additional parking capacity required on 17 occasions in 2019
- Parking occupancy regularly exceeds maximum recommended 85%
- Cell phone lot at remote location would reduce congestion and increase capacity – but would likely not see frequent use if outside gate
- On-site parking expansion will affect rental car operations

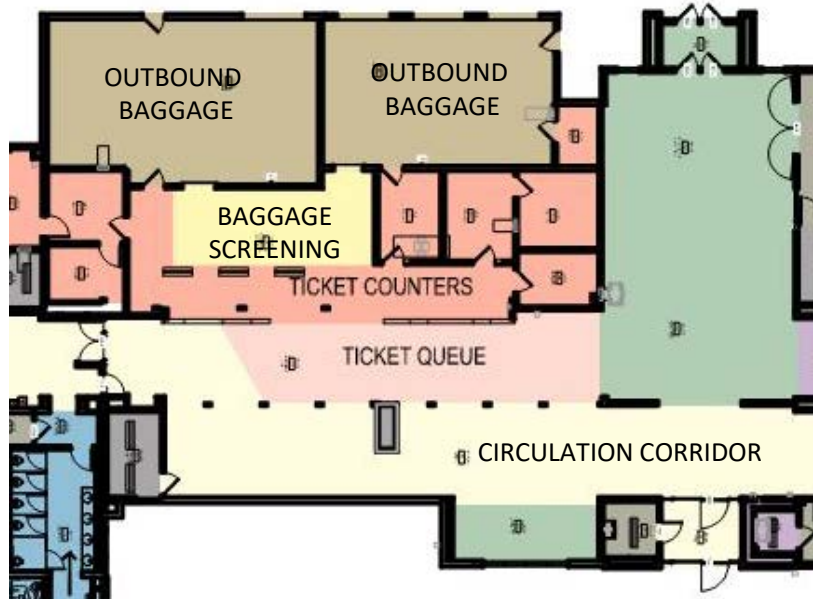


Aircraft Apron / Gates

- Apron can accommodate four aircraft
 - Departures lounge can accommodate three flights but at low level of service
 - Number of lounge seats only adequate for two flights
- Once any single gate approaches six to seven flights per day, an additional gate will likely be needed



Departures Hall



- Effective capacity of 135 pax/hr based on counter positions
- SkyWest requires two more counter positions to manage peak demand
- No space for new airline entrant
- Passenger queue spills into circulation corridor
- Baggage screening area undersized for equipment and staff
- Outbound baggage rooms should be combined to accommodate tugs

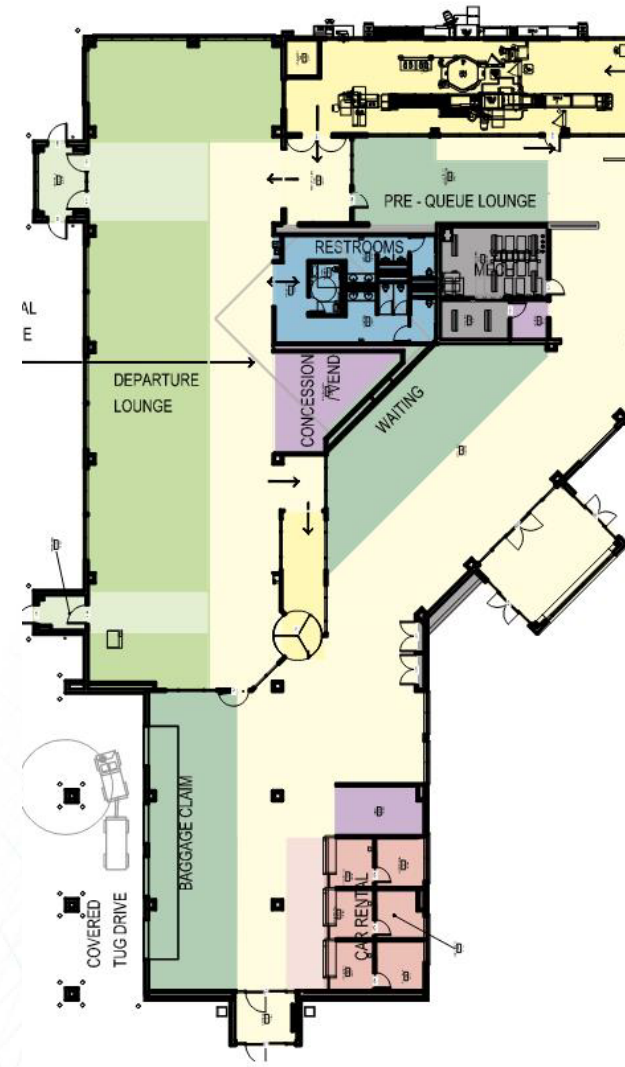
Security Checkpoint

CHECKPOINT

- Peak scheduling and carry-on ratios limit effective capacity to 130 departing passengers per hour
- Adding a checkpoint lane is challenging given surrounding constraints
- New technologies may increase capacity but require additional space

Departures Lounge

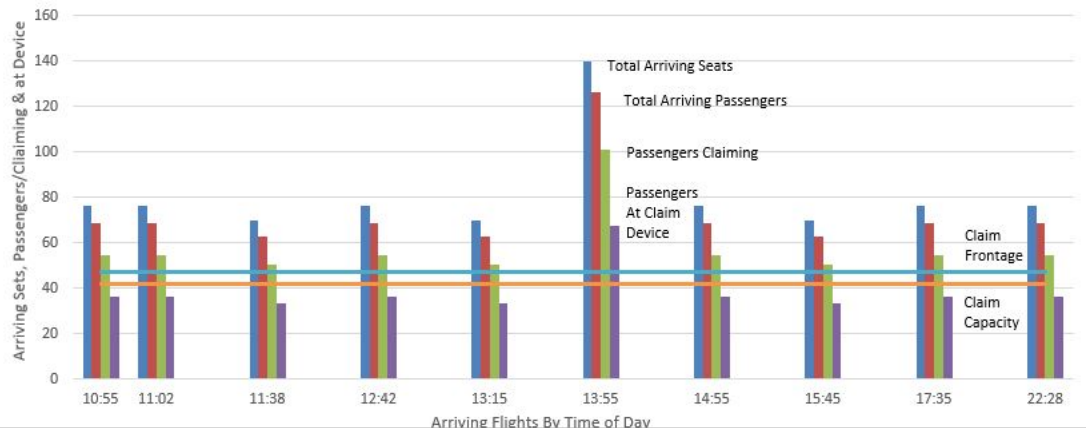
- Effective capacity is 192 departing passengers on three simultaneous flights
- Practical capacity is 163 departing passengers
 - Due to limited individual space and standing room only for large percentage of passengers
- Adequate circulation areas
- Additional space and fixtures needed in restrooms
- Non-revenue producing services would enhance passenger experience
 - Service animal relief area
 - Mother's room
 - Business area
 - Play area



Arrivals Hall & Baggage Claim

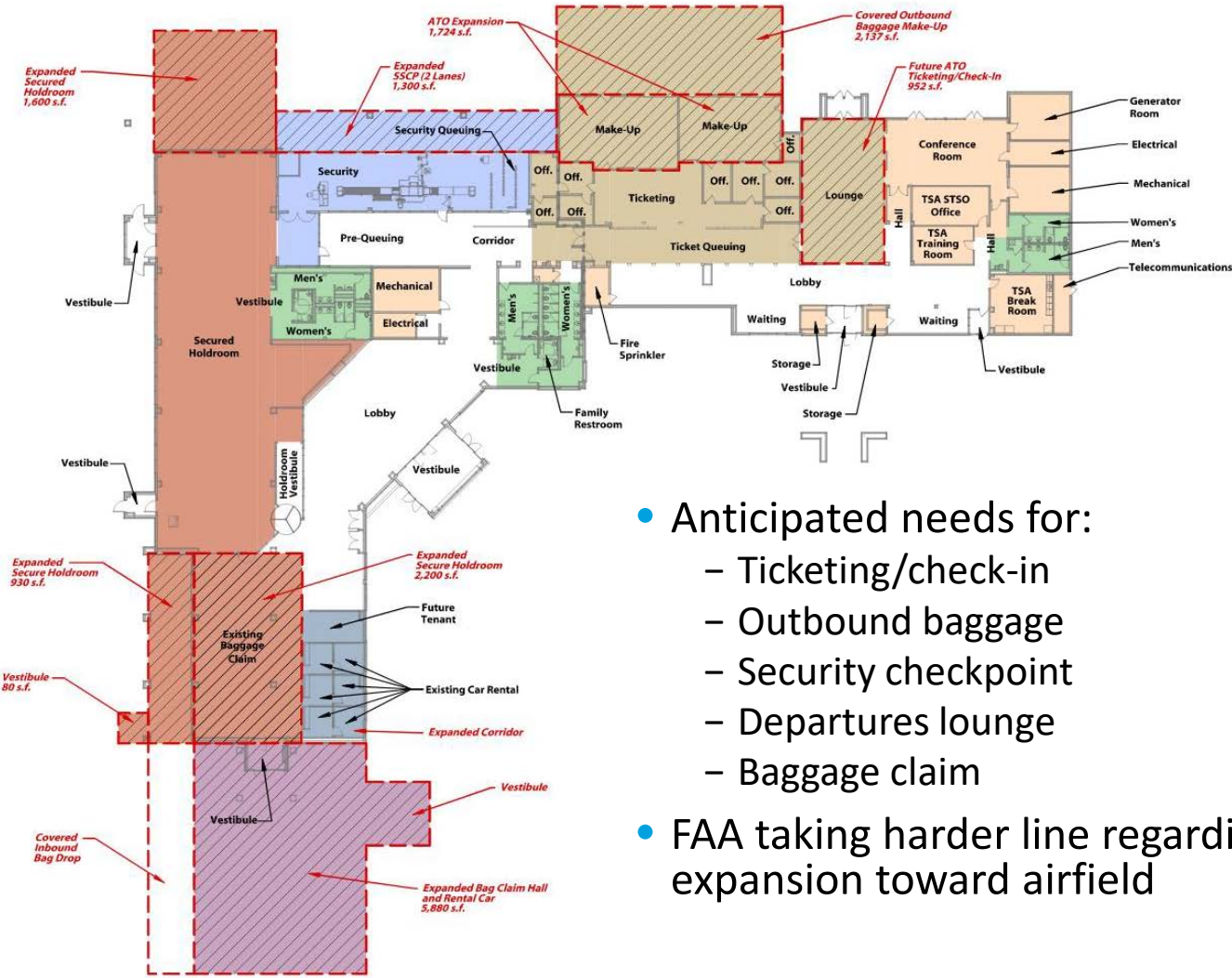


SUN Winter Holiday Schedule January 2 2021
Arriving Passengers Baggage Claim Device Capacity
Alaska, Delta & United Airlines



- Claim device, frontage, and waiting area at or above capacity
 - Claim device capacity of 42 bags
 - Waiting area capacity of 60 pax
- Great room underutilized
- Rental car offices too small and counters too close to claim devices
- Restroom in claim area would be more convenient for arriving passengers

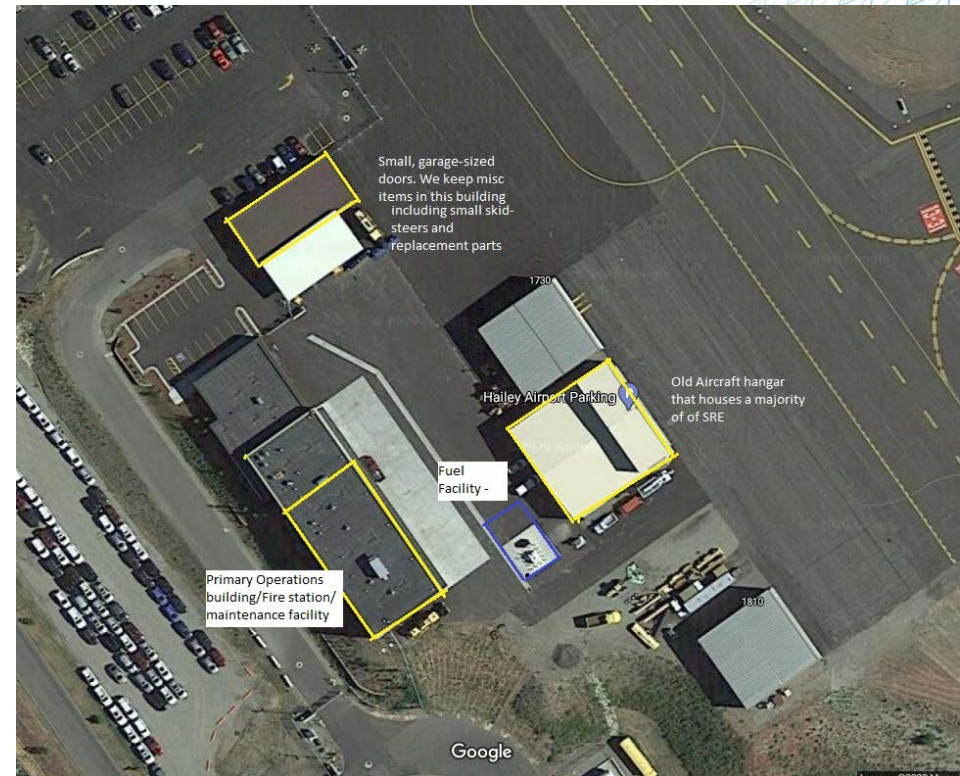
Master Plan Concepts



- Anticipated needs for:
 - Ticketing/check-in
 - Outbound baggage
 - Security checkpoint
 - Departures lounge
 - Baggage claim
- FAA taking harder line regarding expansion toward airfield

Airport Administration, Operations, & Maintenance

- Only 7,000 square feet of space for SRE fleet in Operations Center
- Larger modern multi-function equipment must be stored outside
- Other equipment is housed in cold storage building and hangars
- Federal funding eligibility criteria indicate likely justification for approximately 20,000 additional square feet of storage space



Next Steps

Project Elements	March					April				May					June
	1	8	15	22	29	5	12	19	26	3	10	17	24	31	7
Establish Recommended 10-Year Space Program	█	█													
FAA Meeting			█												
Develop Initial Concepts in Coordination with Airport staff	█	█	█	█	█										
Present Space Program & Initial Concepts to FMAA Board						█									
Refine Preferred Concept & Development Program							█	█	█						
Stakeholder Planning Workshop										█					
FAA Meeting											█				
Incorporate Stakeholder Input into Preferred Concept												█	█	█	
Present Refined Concept to FMAA Board															█



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!

