

**NOTICE OF A REGULAR MEETING
OF
THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

PLEASE TAKE NOTICE that a regular meeting of the Friedman Memorial Airport Authority shall be held Tuesday, March 8, 2016 at 5:30 p.m. at the old Blaine County Courthouse Meeting Room Hailey, Idaho. All matters shall be considered Joint Decision Matters unless otherwise noted. The proposed Agenda for the meeting is as follows:

**AGENDA
March 8, 2016**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. February 9, 2016 Regular Meeting – Attachment #1 ACTION
- IV. REPORTS**
 - A. Chairman Report DISCUSSION
 - B. Blaine County Report DISCUSSION
 - C. City of Hailey Report DISCUSSION
 - D. Airport Manager Report DISCUSSION
 - E. Communications Director Report (Centerlyne) DISCUSSION
 - F. Fly Sun Valley Alliance Report DISCUSSION
- V. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
 - A. Noise Complaints
 - B. Parking Lot Update
 - C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #2 - #4
 - D. Review Correspondence – Attachment #5
 - E. Airport Commercial Flight Interruptions
 - F. Employee of the 3rd Quarter, 2015 – Attachment #6
 - G. Employee of the 4th Quarter, 2015 – Attachment #7
- VI. OLD BUSINESS**
 - A. Airport Solutions
 - 1. Current Projects
 - a. Plan to Meet 2015 Congressional Safety Area Requirement
 - i. Runway Safety Area Improvements Project DISCUSSION
 - ii. Project Closeout DISCUSSION
 - 2. Future Projects
 - i. Terminal Aircraft Parking Improvements DISCUSSION
 - ii. Terminal Parking Lot Improvements DISCUSSION
 - iii. Terminal Airline Ticketing Office Improvements DISCUSSION
 - B. Voluntary Noise Abatement Program Review Committee - Consideration of Appointments DISCUSS/PUBLIC COMMENT/ACTION
 - C. Master Plan Schedule DISCUSSION
- VII. NEW BUSINESS**
 - A. Discussion of Directing Staff to Gather Information Related to Noise Monitoring/Modeling DISCUSS/DIRECT/PUBLIC COMMENT
 - B. Discussion of Directing Staff to Gather Information Related to Air Quality Monitoring/Modeling DISCUSS/DIRECT/PUBLIC COMMENT
- VIII. PUBLIC COMMENT**
- IX. 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**
- X. ADJOURNMENT**

III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

A. February 9, 2016 Regular Meeting – Attachment #1

BOARD ACTION: 1. Action

IV. REPORTS

A. Chairman Report

This item is on the agenda to permit a Chairman report if appropriate.

BOARD ACTION: 1. Discussion

B. Blaine County Report

This item is on the agenda to permit a County report if appropriate.

BOARD ACTION: 1. Discussion

C. City of Hailey Report

This item is on the agenda to permit a City report if appropriate.

BOARD ACTION: 1. Discussion

D. Airport Manager Report

This item is on the agenda to permit an Airport Manager report if appropriate.

BOARD ACTION: 1. Discussion

E. Communications Director Report (Centerlyne)

This item is on the agenda to permit a Communications Director report if appropriate.

BOARD ACTION: 1. Discussion

F. Fly Sun Valley Alliance Report

This item is on the agenda to permit a report if appropriate.

BOARD ACTION: 1. Discussion

V. AIRPORT STAFF BRIEF (5 Minutes Allotted)

A. Noise Complaints:

Noise Complaints:	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
LOCATION					
Brdfrd Hglds	2/28	4:15 pm	Helo	Low approach over citizen's home	Research indicates the aircraft approached at pattern altitude and landed appropriately at the FBO.
Bellevue	2/15	2:50 am	Turbo Prop	Late Operation	Reporting citizen wanted the pilot and owner of the aircraft notified. Also believes fines should be assessed against those who violate the noise abatement program. Ops Chief responded to the citizen via email and advised that the operation identified was an emergency medevac (Life Flight)
Bellevue	2/20	12:30 pm	2 jets	Reporting citizen was concerned that a jet approaching the airport on the east side of the valley was too close to a jet departing the airport on the west side of the valley.	Ops Chief responded via email. Citizen wants more information that exceeds the parameters of the Noise Concern Response. Ops Chief recommended the citizen request inclusion on an FMAA Board Agenda, for a more detailed air traffic control briefing.

B. Parking Lot Update

The Car Park Gross/Net Revenues

Month	FY 2014 Gross	FY 2014 Net	FY 2015 Gross	FY 2015 Net	FY 2016 Gross	FY 2016 Net
January	\$19,257.00	\$9,251.62	\$26,312.83	\$14,754.36	\$27,240.00	\$15,421.55

C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data - Attachments #2 - #4

Attachment #2 is Friedman Memorial Airport Profit & Loss Budget vs. Actual. Attachment #3 is 2001 - 2016 ATCT Traffic Operations data comparison by month. Attachment #4 is 2016 Enplanement, Deplanement and Seat Occupancy data. The following revenue and expense analysis is provided for Board information and review:

December 2014/2015

Total Non-Federal Revenue	December, 2015	\$174,288.94
Total Non-Federal Revenue	December, 2014	\$185,574.45
Total Non-Federal Revenue	FY '16 thru December	\$553,006.33
Total Non-Federal Revenue	FY '15 thru December	\$541,496.98
Total Non-Federal Expenses	December, 2015	\$258,902.06
Total Non-Federal Expenses	December, 2014	\$208,191.36
Total Non-Federal Expenses	FY '16 thru December	\$758,895.87
Total Non-Federal Expenses	FY '15 thru December	\$632,857.40
Net Income to include Federal Programs	FY '16 thru December	\$-453,755.84
Net Income to include Federal Programs	FY '15 thru December	\$-669,935.62

D. Review Correspondence - Attachment #5

Attachment #5 is information included for Board review.

E. Airport Commercial Flight Interruptions: Dec 20, 2015 – January 19, 2016

<u>Airline</u>	<u>Flight Cancellations</u>	<u>Flight Diversions</u>
Horizon Air	0	0
Delta	0	2
United Express	3	1

F. Employee of the 3rd Quarter, 2015 – Attachment #6

Ms. Susan Harris, Atlantic Aviation – Sun Valley, was selected as the Employee of the 3rd Quarter, 2015. Customer service, knowledge of the airport, responsibility, flexibility and professionalism are among the qualities considered in the selection process. Susan has worked at Atlantic Aviation for many years and her position is Human Resource and Administrative Management. She also manages ground transportation activities during the summer conference in July. Her professionalism, responsibility and ability to evaluate and improve situations, specifically attribute to her selection as Employee of the Quarter. It is a pleasure to have Susan a part of the Atlantic Aviation team and to announce her nomination and selection as Employee of the Quarter.

G. Employee of the 4th Quarter, 2015 – Attachment #7

Ms. Lynn Ramm, Atlantic Aviation – Sun Valley, was selected as the Employee of the 4th Quarter, 2015. Customer service, knowledge of the airport, responsibility, flexibility and professionalism are among the qualities considered in the selection process. Lynn has worked at Atlantic Aviation for many years and her position is Aircraft Maintenance Operations as well as the FBO. She also provides service dispatch data entry to ensure smooth operations during the summer conference in July. Her customer service skills and willingness to expand her responsibilities to increase her capabilities, specifically attribute to her selection as Employee of the Quarter. It is a pleasure to have Lynn a part of the Atlantic Aviation team and to announce her nomination and selection as Employee of the Quarter.

VI. OLD BUSINESS

A. Airport Solutions

1. Current Projects

a. Plan to Meet 2015 Congressional Safety Area Requirement

i. Runway Safety Area Improvements Project

Several "punchlist" items remain in the south end of the terminal, including adjustments to the heating and air conditioning system in the TSA areas of the building. Power requirements to certain areas of the terminal are being analyzed. The polycarbonate panels were delivered on time and the contractor attempted installation the week following President's Day, with little success. The finish on much of the aluminum framing that supports the panels was damaged in transit, so the installation has been delayed until later in March.

BOARD ACTION: 1. Discussion

ii. Project Closeout

The AIP '040 closeout process is complete and funds have been received. The AIP '041 grant will be closed out this summer, following completion of the final "as constructed" survey of the projects. This survey is scheduled for the June timeframe, after the snow has melted.

BOARD ACTION: 1. Discussion

2. Future Projects

i. Terminal Aircraft Parking Improvements

T-O Engineers and Staff are working through the negotiation process of the fee for this project, including an Independent Fee Estimate. The process should be complete and presented to the Board at the April meeting.

BOARD ACTION: 1. Discussion

ii. Terminal Parking Lot Improvements

Improvements to the terminal parking lot to provide additional vehicle parking have been discussed previously. There are no updates for this meeting.

BOARD ACTION: 1. Discussion

iii. Terminal Airline Ticketing Office Improvements

The Board approved a work order to complete this study at the February meeting. Staff anticipates issuing Notice to Proceed to begin work on March 8.

BOARD ACTION: 1. Discussion

B. Voluntary Noise Abatement Program Review Committee – Consideration of Appointments

Nominees for the Voluntary Noise Abatement Committee have been submitted for Board approval/appointment. Those nominees are:

City of Hailey:	Fritz Haemmerle, Peter Lobb, Walt Denekas
Blaine County:	Jacob Greenberg, Patrick Buchanan, Lisa Phillips
Aviation Community:	John Strauss, Dave Wilson, Steven Garman
City of Bellevue:	Amber Mattias, Susan Bernatas
Atlantic Aviation:	Mike Rasch

Additional, non-voting Committee members include:

Friedman Memorial Airport:	Rick Baird, Pete Kramer
Hailey ATCT:	George White

BOARD ACTION: 1. Discuss and Approve/Appoint Nominees
2. Discuss/Consider first meeting date.

C. Master Plan Schedule

Landrum & Brown is in the process of revising Master Plan Chapter E, *Siting Evaluation for Replacement Airport*, based on comments received from the FMAA Board. A final version of this chapter will be delivered to FMAA by the end of March, for inclusion in the April Board packet. Chapter E discussion, action and public hearing will be scheduled for the May Board meeting.

Ricondo & Associates has begun work on Chapter F, *Financial Feasibility Analysis*. It is expected that a draft version of this chapter will be completed by the end of April, for inclusion in the May Board packet. Chapter F discussion, public hearing and Board action will be scheduled for the June Board meeting.

BOARD ACTION: 1. Discussion

VII. NEW BUSINESS

A. Discussion of Directing Staff to Gather Information Related to Noise Modeling/Monitoring

Noise at the airport has not been formally evaluated in some time. Staff requests that the Board discuss if a noise study is appropriate at this time. FAA funding might be available for modeling, and there are other alternatives, including monitoring of noise on the ground, which the Board may wish to consider (these alternatives are usually not FAA AIP-eligible).

BOARD ACTION: 1. Discuss/Direct/Public Comment

B. Discussion of Directing Staff to Gather Information Related to Air Quality Monitoring/Modeling

Similar to item VII A above, air quality at the airport has not been evaluated, and FAA funding is available to fund at least a portion of a study to evaluate and monitor air quality related to airport traffic. Staff requests that the Board discuss the value of evaluating this topic at this time.

BOARD ACTION: 1. Discuss/Direct/Public Comment

VIII. PUBLIC COMMENT

IX. 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

X. ADJOURNMENT

**MINUTES OF A REGULAR MEETING ATTACHMENT #1
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY***

**February 9, 2016
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Ron Fairfax, Vice-Chairman – Don Keirn, Board – Lawrence Schoen, Fritz Haemmerle, Jacob Greenberg, Angenie McCleary, Pat Cooley
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird, Emergency/Operations Chief – Peter Kramer, Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant/Alternate Security Coordinator – Roberta Christensen, Administrative Assistant – Cecilia Vega
CONSULTANTS: T-O Engineers – Dave Mitchell; R/L/B – Nicholas Latham, Mike Smith; Centerlyne – Jeff Bacon, Nancy Glick; Simmons, Clubb, & Hodges CPA – Brad Hodges; RHA – Laurie Harberd
AIRPORT TENANTS/PUBLIC: BLM – Codie Martin, Ammon Wilhelm; Baird Gourlay, Richard Fassino, Peter Hendricks, Michelle Griffith, Glass Cockpit Aviation – John Strauss, City of Bellevue – Bob Leahy, Atlantic Aviation – Mike Rasch, Donna Serrano, Felicity Roberts, Ed Jenkins, Kelsey Brown, Jeffrey Bertz, Harry Griffith, FHR – Marc Reinemann, FSVA – Carol Waller, Walt Denekas, Hertz – Duane Edington, Lisa Phillips, Environmental Attorney – Peter Barton, Nancy Kennette
AIRPORT LEGAL COUNSEL: Lawson Laski Clark & Pogue, PLLC – Jim Laski

CALL TO ORDER:

The meeting was called to order at 5:35 p.m. by Chairman Fairfax.

I. APPROVE AGENDA

The agenda was approved as presented.

II. PUBLIC COMMENT

Nancy Kennette of Kennette Property Management commented that she supports the direction the Airport Board is going, and as a resident of Bellevue, welcomes the planes that fly over her residence and thanks them for supporting the local economy. She also commented that if the Airport were to be relocated, it would have a huge impact on her business.

Hailey business owner and Bellevue resident Jeff Bertz commented that the activity and events at the Airport have helped the client base at his business grow over the years and as a resident of Bellevue he also thanks the planes for visiting and supporting the local economy. He commented that he himself enjoys access to the Airport and the ability it gives him to fly out of Hailey rather than traveling to Boise.

Hertz City Manager Duane Edington commented that recently their revenue has increased by 20% and a large part of this is due to the relationship Hertz has with the Airport. He also thanked the Board, Airport Manager Baird and Atlantic Aviation Manager Mike Rasch for everything they do for Hertz.

III. FMAA FINANCIAL STATEMENTS

FMAA Financial Statements & Other Financial Information Year Ended September 30, 2015 (See Brief)

Rexroat, Harberd & Associates CPA Laurie Harberd briefly summarized and explained the FMAA Financial Statements and Notes to Financial Statements for Fiscal Year 2015.

The Board discussed and clarified aspects of Ms. Harberd's presentation, including the cause for the change in the amount of depreciation reported this year and the reason for the differences between the budgeted and actual expense amounts for FY '15.

Simmons, Clubb & Hodges CPA Brad Hodges briefly summarized the FMAA audit process and outcome for Fiscal Year 2015.

Chairman Fairfax thanked Airport Staff for a job well done on behalf of the Board.

Mr. Hodges commented that Airport Staff should be congratulated for their efforts and commended Administrative Assistant Roberta Christensen for processing approximately \$23 million with only an \$0.80 balance in the reconciliation discrepancy account.

Airport Manager Baird thanked the Board, Airport Staff, and Engineer Mitchell for all their efforts and hard work to ensure the record, report, and presentation of accurate and detailed financials for the Airport. He also thanked Ms. Harberd and Mr. Hodges for all their efforts in preparing the financial statements.

Board Member Schoen commented that he has been advised by Airport Manager Baird that for the upcoming year, he hopes to address the issue of how the long-term liability of compensated absences are accrued. He also suggested that the language regarding the EIS in Note 13 of the Financial Statements be updated to reflect the termination of the EIS process rather than the suspension of it.

Airport Manager Baird commented that Staff will make the suggested change to Note 13 of the Financial Statements.

MOTION:

Made by Board Member Greenberg to approve the Friedman Memorial Airport Authority Financial Statements and Other Financial Information for the year ended September 30, 2015 as amended and direct the Auditor to finalize distribution to the appropriate government agencies. Seconded by Vice-Chairman Keirn.

PASSED

BOARD MEMBER SCHOEN OPPOSED

BOARD MEMBER HAEMMERLE OPPOSED

Board Member Schoen and Board Member Haemmerle opposed approval of the FY '15 Financial Statements to protest delivery to the Board the day before the hearing, which meant they had inadequate time to review the documents.

VII. UNFINISHED BUSINESS

C. Master Plan Update (See Power Point Presentation)

Bureau of Land Management Wildlife Biologist Ammon Wilhelm and BLM Shoshone Field Manager Codie Martin gave a presentation regarding the Greater Sage-Grouse Plan Amendment Implementation. Mr. Wilhelm also presented the Board and public with a visual aid to roughly outline the Greater Sage-Grouse Habitat Management Area locations in correlation with possible replacement airport sites (Minutes Attachment #1).

Board Member Greenberg asked if the BLM would gain jurisdiction on private land if it was in close proximity to breeding grounds for sage-grouse.

Mr. Wilhelm answered that the BLM has no authority to enforce the Greater Sage-Grouse Conservation Plan on private land. Mr. Martin added that while the BLM has no jurisdiction on private lands, any development on private land would be included in the total 3% disturbance calculation, which could restrict development.

Board Member Haemmerle asked if BLM regulations would also apply to private property if sage-grouse were put on the Endangered Species list.

Mr. Martin answered that BLM regulations would apply to private lands if sage-grouse were listed as an endangered species.

Walt Denekas asked if a financial analysis has been done on how much it will cost per sage-grouse saved in order to implement the Conservation Plan.

Mr. Wilhelm answered that no such calculation has been done at this point in the process.

Board Member Haemmerle asked what events would need to happen in order for sage-grouse to be listed as an endangered species.

Mr. Wilhelm answered that the sage-grouse population will be evaluated again in five years, and if they continue to lose habitat, their population continues to decline or BLM regulations are not sufficient to implement conservation, they would most likely be listed as an endangered species.

Board Member Schoen commented that it will be difficult to account for disturbances to sage-grouse habitat, but harder to reach the adaptive management triggers due to the large size of designated Biologically Specified Units (BSUs).

Board Member Haemmerle asked if the BLM has a sense for the politics of the discussions regarding whether to list sage-grouse as an endangered species.

Mr. Wilhelm commented that he does not think the U.S. Fish and Wildlife Service wants to list sage-grouse as an endangered species, which is why they have encouraged the development and implementation of an adequate conservation plan.

Board Member Schoen asked if the current lawsuits against the conservation plan will delay implementation.

Mr. Wilhelm answered that the BLM is currently implementing the plan.

Walt Denekas asked what replacement airport sites have been eliminated by Priority Habitat Management Areas (PHMA).

Mr. Wilhelm answered that every site under BLM Management south of Highway 20 with the exception of Site 15 is eliminated due to PHMAs.

Attorney Laski briefed the Board that Environmental Attorney Peter Barten is in attendance tonight to answer any general questions the Board may have regarding environmental law.

Board Member Haemmerle asked Mr. Barten how the replacement airport sites that are designated on private property would be affected if sage-grouse were listed as an endangered species.

Mr. Barten answered that if sage-grouse were listed as an endangered species and development of an airport were to disturb the sage-grouse habitat in any way, it would not matter whether the airport was on public or private land and the airport would be liable for the disturbance.

Board Member Haemmerle asked how likely approval to develop an airport on private land would be if sage-grouse were to be designated as an endangered species.

Mr. Barten answered that the listing of sage-grouse as an endangered species would delay and complicate the approval to develop an airport on a site located on private land as it would have to be analyzed with critical habitat criteria.

Board Member Haemmerle asked if Mr. Barten had any general comments based on the Board's discussions tonight.

Mr. Barten commented that the Board should keep in mind that any plan amendments the BLM implements now are subject to change over time, due to factors such as different leadership in the government or impending lawsuits.

Board Member Haemmerle asked if priority areas can ever be changed once they have been designated as such.

Mr. Barten commented that he does not have an answer for that. He commented that the BLM does have the ability to change their regulations over time if they choose to do so.

IV. APPROVE FMAA MEETING MINUTES

A. January 12, 2016 Regular Meeting (See Brief)

The January 12, 2016 Friedman Memorial Airport Authority Meeting Minutes were approved with the following changes:

III. PUBLIC HEARING

A. Master Plan Update – Draft Master Plan Chapter D – Existing Airport Site Alternatives (See Brief & Power Point Presentation)

Board Member Schoen added that the BLM does not have jurisdiction on private lands, but can become involved if development on private lands impacts an adjacent priority habitat management area. He also briefed the Board on the different levels of greater sage grouse land-use management on BLM land (Minutes Attachment #1).

Board Member Schoen commented that, if necessary, he would be willing to pass **introduce** a resolution as a Blaine County Commissioner that the County will not approve development that violates the Blaine County Comprehensive Plan or Land Use Codes ~~in order to~~. **Furthermore, airport construction on some of the private land sites would not receive Army Corps or other federal or state agency permits. These circumstances eliminate** sites that, realistically, would **and could** not be considered **supported** by the County. He commented that the Board **in the MPU** should be clear to the public about what is or isn't a feasible site option ~~in the MPU~~.

MOTION:

Made by Board Member Greenberg to approve the January 12, 2016 Friedman Memorial Airport Authority Regular Meeting Minutes as amended. Seconded by Vice-Chairman Keirn.

PASSED UNANIMOUSLY

V. REPORTS

A. Chairman Report

Chairman Fairfax announced that the Friedman Memorial Airport Authority was nominated for Business of the Year for 2015 by the Hailey Chamber of Commerce and also received an Award of Recognition for the FMAA's continued dedication to the business community and residents of Blaine County, Idaho from the Hailey Chamber of Commerce.

B. Blaine County Report

No report was given.

C. City of Hailey Report

No report was given.

D. Airport Manager Report

Airport Manager Baird reported on the following:

- Staff will brief the Board on snow removal costs during the March Board meeting.
- His participation in the U.S. Contract Tower Association conference in Monterey, California and the information received there regarding the contract tower reauthorization bill currently in progress.

E. Communications Director Report (Power Point Presentation)

Centerlyne representative Jeff Bacon reported on the following:

- January 2016 Facebook social media statistics.
- The continued development of a media plan for 2016.
- The development of a photo and video inventory for advertising purposes.
- Next steps in the marketing plan for the Airport and upcoming projects.

Chairman Fairfax commented that the community seems to have become more engaged in the Airport within the last couple months.

Board Member Schoen asked if upcoming campaign concepts will address general airport-use issues such as leakage.

Mr. Bacon answered that currently the campaigns are focused on the "Check SUN Fares First" message and leakage to other airports.

F. Fly Sun Valley Alliance Report (Power Point Presentation)

Fly Sun Valley Alliance representative Carol Waller reported on the key highlights of the passenger survey results for 2015.

Board Member Schoen requested that Ms. Waller send the Board an electronic copy of the 2015 Passenger Survey Report.

VI. AIRPORT STAFF BRIEF

A. Noise Complaints (See Brief)

B. Parking Lot Update (See Brief)

C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (See Brief)

D. Review Correspondence (See Brief)

E. Airport Commercial Flight Interruptions (See Brief)

VII. UNFINISHED BUSINESS

A. Airport Solutions

1. Existing Site

a. Plan to Meet 2015 Congressional Safety Area Requirement

i. Runway Safety Area Improvements Project (See Brief)

Engineer Mitchell updated the Board on the current status of the RSA Improvements Project.

ii. Project Closeout

Engineer Mitchell updated the Board on the current status of the closeout process for the RSA Improvements Project grants.

b. Future Projects

i. Terminal Aircraft Parking Improvements (See Brief)

Engineer Mitchell updated the Board on the status of the upcoming Terminal Aircraft Parking Improvements project and requested that the Board consider the approval of the Draft Scope of Work for the design of improvements and the authorization of Staff to move forward with fee negotiations.

Airport Manager Baird briefed the Board that approval of the Draft SOW only approves development of the design of the project and does not commit the Board to implementing the project itself.

Board Member Greenberg commented that accommodating an additional commercial airline parking space is inevitable, and given the lead time given to accomplish the project, he supports the Draft SOW.

Board Member Schoen asked if this project will be funded under a new or existing grant.

Engineer Mitchell answered that the aircraft parking project will be funded under a new grant.

Board Member Haemmerle commented that he is frustrated with the layout of the Board's agendas as they do not convey to the public that the Board is taking action related to a scope of work. He suggested that Staff relay this information on future agendas.

The Board discussed Board Member Haemmerle's suggestion and directed Staff to implement Board Member Haemmerle's request.

MOTION: ***Made by Board Member Greenberg to approve the Scope of Work for Work Order 16-03, for terminal apron expansion design only. Seconded by Board Member McCleary.***

PASSED
BOARD MEMBER COOLEY OPPOSED

Board Member Cooley commented that he opposes the motion due to lack of public notice for action being taken on a scope of work and requested that the Board put it on the Board's March agenda.

Chairman Fairfax opened the discussion for public comment.

Walt Denekas agreed that the Board's agendas can be improved. He also suggested that the Board put time limits on the agenda for those making presentations to the Board.

Lisa Phillips commented that, in her opinion, the Board's agenda is comprehensive.

Atlantic Aviation General Manager Mike Rasch commented that he is anxious for the fourth commercial aircraft space to be constructed as soon as possible in order to reduce the need for towing commercial aircraft.

Board Member Haemmerle commented that any issue regarding expansion that the Board will be taking action on should be noted with extreme clarity on the agenda. He commented that if this issue reappears in future meetings, the City is willing to vote against such action.

Vice-Chairman Keirn commented that it clearly states in the meeting brief what kind of action the Board will be considering.

Board Member Haemmerle commented that if the agenda is not read with the meeting brief, the public will be unaware of what kind of action the Board will be taking.

Board Member Schoen commented that he agrees with Board Member Haemmerle and added that the Board should increase public accessibility to the business the Board conducts and include more information related to items requiring action on agendas.

ii. Terminal Parking Lot Improvements (See Brief)

Engineer Mitchell updated the Board on the development status of the upcoming Terminal Parking Lot Improvements project.

Board Member Greenberg asked if the parking lot project will be included as part of the aircraft parking improvements project and if it will be eligible for FAA funding.

Airport Manager Baird answered that the terminal parking lot portion of the project is not eligible for FAA funding and Staff may present the Board with a separate Draft SOW for non-eligible projects sometime this summer.

Board Member Schoen asked if the terminal parking lot ingress and egress is included in the terminal aircraft parking Draft SOW.

Engineer Mitchell answered that ingress and egress for the terminal parking lot project are included in the Draft SOW.

iii. Terminal Airline Ticketing Office Improvements (See Brief)

Engineer Mitchell updated the Board on the status of the upcoming Terminal Airline Ticketing Office Improvements project and requested that the Board consider the approval of the Draft Scope of Work for the development of conceptual design options and a fee not to exceed \$20,000.

Board Member Schoen asked why a fee not-to-exceed has been included for Board consideration for this project and not included for the terminal aircraft parking project. He also asked why the TSA prefers that the baggage scanner be hidden from public viewing.

Airport Manager Baird answered that the fee for this project is smaller than the fee that will be associated with the terminal aircraft project and is therefore easier to estimate.

Engineer Mitchell answered that he is unsure why the TSA prefers that the baggage scanner be hidden from the public's view.

Chairman Fairfax opened the discussion for public comment.

No public comment was made.

Chairman Fairfax commented that he supports the approval of the proposed Draft SOW.

Board Member Cooley commented that he supports moving forward with this project as it is not related to Airport expansion.

MOTION: *Made by Board Member McCleary to approve the Scope of Work for a terminal ticketing and baggage handling remodel addition conceptual design, Work Order 16-02, in an amount not to exceed \$20,000. Seconded by Vice-Chairman Keirn.*

PASSED UNANIMOUSLY

B. Voluntary Noise Abatement/Runway Use Program Review Committee – Consideration of Appointments

Board Member Greenberg briefed the Board that the County has nominated himself, Patrick Buchanan, and Lisa Phillips to represent the County on the committee and will officially appoint them at their next meeting.

Board Member Haemmerle briefed the Board that the City of Hailey has nominated and appointed himself, Peter Lobb and Walt Denekas to represent the City on the committee.

Chairman Fairfax asked the Board, on behalf of Bellevue Mayor Koch, to consider allowing the City of Bellevue to have two representatives on the committee rather than one.

Bob Leahy reported that the City of Bellevue has nominated two Bellevue citizen representatives to serve on the committee and Mayor Koch will be forwarding the names of those citizens to the Board.

Attorney Laski advised the Board to decide whether to include two appointments on the committee from the City of Bellevue and to plan approval of the amended and final list of appointees at the March Board meeting.

The Board discussed Chairman Fairfax's request and agreed to amend the makeup of the committee to include two representatives from the City of Bellevue.

MOTION:

Made by Board Member McCleary to amend the makeup of the Voluntary Noise Abatement/Runway Use Program Review Committee to include two representatives from the City of Bellevue. Seconded by Vice-Chairman Keirn.

PASSED UNANIMOUSLY

Board Member Schoen commented that he is not completely comfortable with the last-minute nature of this amendment. He suggested that once such a large committee is formed, it should choose a regular time and place for meetings and not constantly reschedule meetings to try and accommodate all members.

The Board agreed to approve the final list of appointees at the March Board meeting.

C. Master Plan Update (See Brief)

Airport Manager Baird briefed the Board on the status of Chapters D, E, and F of the Master Plan Update (MPU).

Board Member Haemmerle commented that based on information received tonight related to the current proposed replacement airport sites, he does not anticipate approval of Chapter E of the MPU happening any time soon. He also commented that, in his opinion, there are no practical replacement airport sites and therefore they should no longer be included in the MPU.

Attorney Laski advised the Board to keep information on the current sites in the MPU in order to retain the knowledge of what has been completed.

Board Member Greenberg and Vice-Chairman Keirn agreed with Attorney Laski.

Board Member Schoen commented that he does not see the value of completing technical and financial studies on sites that will never be acceptable.

The Board continued to discuss the pros and cons of preserving the information collected for Sites 1 through 15 in Chapter E of the MPU.

VIII. PUBLIC COMMENT

No public comment was made.

**IX. EXECUTIVE SESSION – MOTION:
I.C. §74-206 (c)(f)**

Made by Board Member McCleary to enter into executive session pursuant to Idaho Code §74-206 paragraph (c) to acquire an interest in real property and paragraph (f) to communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated. Seconded by Board Member Cooley.

ROLL CALL VOTE:

Chairman Fairfax	Yes
Vice-Chairman Keirn	Yes
Board Member Greenberg	Yes
Board Member Schoen	Yes
Board Member Haemmerle	Yes
Board Member McCleary	Yes
Board Member Cooley	Yes

PASSED UNANIMOUSLY

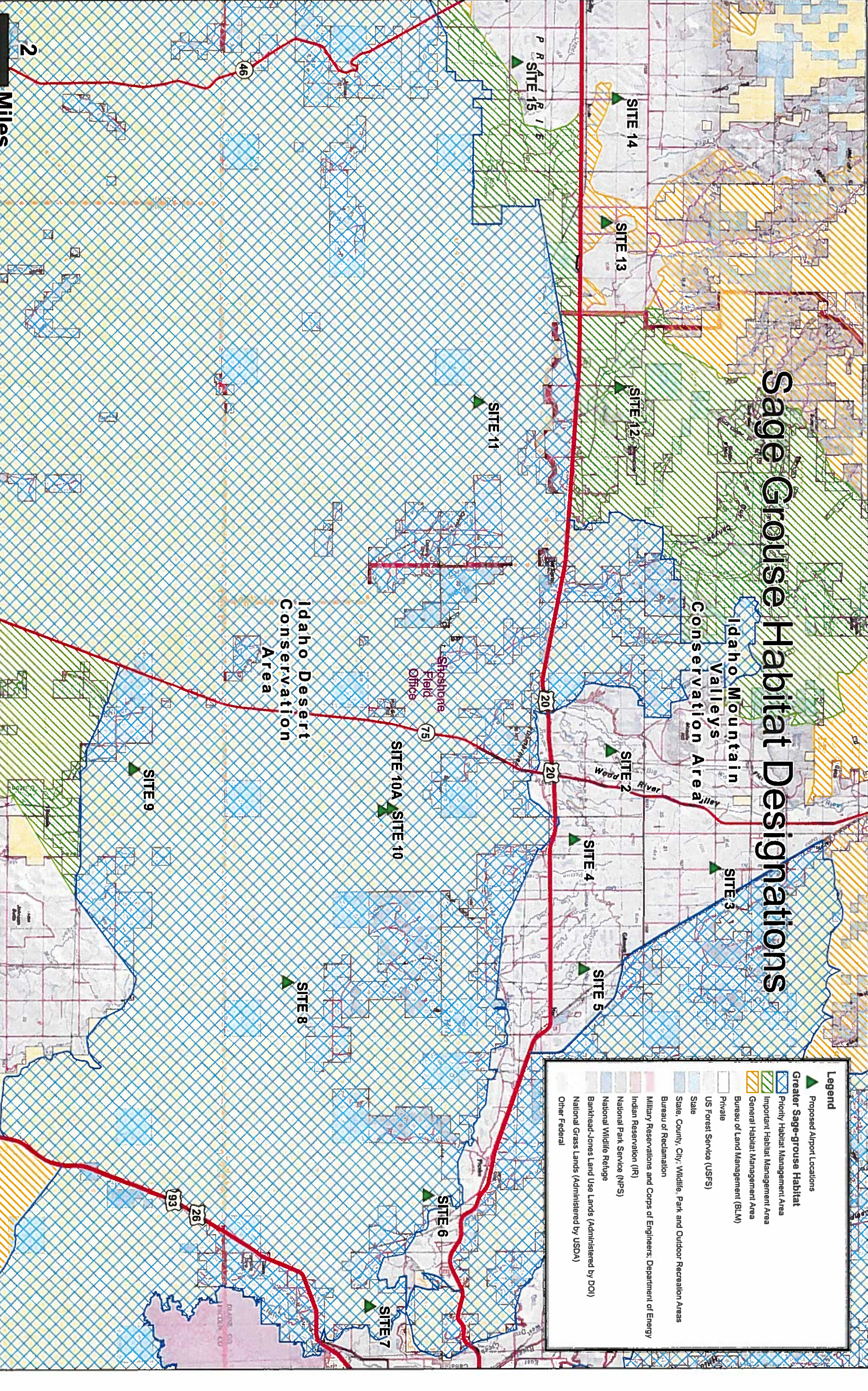
IX. ADJOURNMENT

The February 9, 2016 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 9:05 p.m.

Lawrence Schoen, Secretary

* *Additional resources/materials that should be reviewed with these meeting minutes include but are not limited to the Friedman Memorial Airport Authority Board Packet briefing, the PowerPoint presentation prepared for this meeting and any referenced attachments.*

Sage Grouse Habitat Designations



Legend

- Proposed Airport Locations
- Greater Sage-grouse Habitat
 - Priority Habitat Management Area
 - Important Habitat Management Area
 - General Habitat Management Area
- Bureau of Land Management (BLM)
- Private
- US Forest Service (USFS)
- State
- State, County, City, Wildlife, Park and Outdoor Recreation Areas
- Bureau of Reclamation
- Military Reservations and Corps of Engineers, Department of Energy
- Indian Reservation (IR)
- National Park Service (NPS)
- National Wildlife Refuge
- Bankhead-Jones Land Use Lands (Administered by DOI)
- National Grass Lands (Administered by USDA)
- Other Federal

4:11 PM

02/22/16

Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '16)
October through December 2015

Ordinary Income/Expense	Oct - Dec 15	Budget	\$ Over Budget	% of Budget
Income				
4000-00 · AIRCARRIER				
4000-01 · Aircarrier - Lease Space	21,130.29	84,520.44	-63,390.15	25.0%
4000-02 · Aircarrier - Landing Fees	21,286.80	150,000.00	-128,713.20	14.2%
4000-03 · Aircarrier - Gate Fees	300.00	1,200.00	-900.00	25.0%
4000-04 · Aircarrier - Utility Fees	6,391.12	16,041.00	-9,649.88	39.8%
4010-07 · Aircarrier - '14 PFC App	70,027.80	301,500.00	-231,472.20	23.2%
Total 4000-00 · AIRCARRIER	119,136.01	553,261.44	-434,125.43	21.5%
4020-00 · TERMINAL AUTO PARKING REVENUE				
4020-01 · Automobile Parking - Terminal	43,785.03	200,000.00	-156,214.97	21.9%
Total 4020-00 · TERMINAL AUTO PARKING REVENUE	43,785.03	200,000.00	-156,214.97	21.9%
4030-00 · AUTO RENTAL REVENUE				
4030-01 · Automobile Rental - Commission	68,298.37	485,000.00	-416,701.63	14.1%
4030-02 · Automobile Rental - Counter	6,686.46	25,000.00	-18,313.54	26.7%
4030-03 · Automobile Rental - Auto Prkng	26,603.48	59,285.27	-32,681.79	44.9%
4030-04 · Automobile Rental - Utilities	450.06	2,500.00	-2,049.94	18.0%
Total 4030-00 · AUTO RENTAL REVENUE	102,038.37	571,785.27	-469,746.90	17.8%
4040-00 · TERMINAL CONCESSION REVENUE				
4040-10 · Advertising - Commission	8,192.50	33,000.00	-24,807.50	24.8%
4040-11 · Vending Machines - Commission	3,516.91	15,000.00	-11,483.09	23.4%
4040-12 · Terminal ATM	46.50			
Total 4040-00 · TERMINAL CONCESSION REVENUE	11,755.91	48,000.00	-36,244.09	24.5%
4050-00 · FBO REVENUE				
4050-01 · FBO - Lease Space	52,452.47	225,189.60	-172,737.13	23.3%
4050-02 · FBO - Tiedown Fees	43,823.12	460,000.00	-416,176.88	9.5%
4050-03 · FBO - Landing Fees - Trans.	51,279.06	275,000.00	-223,720.94	18.6%
4050-04 · FBO - Commission	3,171.80	18,000.00	-14,828.20	17.6%
Total 4050-00 · FBO REVENUE	150,726.45	978,189.60	-827,463.15	15.4%
4060-00 · FUEL FLOWAGE REVENUE				
4060-01 · Fuel Flowage - FBO	40,574.82	210,000.00	-169,425.18	19.3%
Total 4060-00 · FUEL FLOWAGE REVENUE	40,574.82	210,000.00	-169,425.18	19.3%
4070-00 · TRANSIENT LANDING FEES REVENUE				
4070-02 · Landing Fees - Non-Comm./Gov't	200.06	500.00	-299.94	40.0%
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	200.06	500.00	-299.94	40.0%
4080-00 · HANGARS REVENUE				
4080-01 · Land Lease - Hangar	100,830.12	571,006.43	-470,176.31	17.7%

4:11 PM

02/22/16

Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '16)
October through December 2015

	Oct - Dec 15	Budget	\$ Over Budget	% of Budget
4080-02 · Land Lease - Hangar/Trans. Fee	1,015.60	5,384.00	-4,368.40	18.9%
4080-03 · Land Lease - Hangar/Utilities	484.49	1,563.00	-1,078.51	31.0%
Total 4080-00 · HANGARS REVENUE	102,330.21	577,953.43	-475,623.22	17.7%
4090-00 · TIEDOWN PERMIT FEES REVENUE				
4090-01 · Tiedown Permit Fees (FMA)	9,048.00	11,649.00	-2,601.00	77.7%
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	9,048.00	11,649.00	-2,601.00	77.7%
4100-00 · POSTAL CARRIERS REVENUE				
4100-01 · Postal Carriers - Landing Fees	2,260.80	13,000.00	-10,739.20	17.4%
4100-02 · Postal Carriers - Tiedown	2,970.00			
Total 4100-00 · POSTAL CARRIERS REVENUE	5,230.80	13,000.00	-7,769.20	40.2%
4110-00 · MISCELLANEOUS REVENUE				
4110-01 · Misc. Revenue	17.25			
4110-06 · Misc. - Security-Prox. Cards	21,030.00	32,000.00	-10,970.00	65.7%
4110-09 · Miscellaneous Expense Reimburse	-505.14			
Total 4110-00 · MISCELLANEOUS REVENUE	20,542.11	32,000.00	-11,457.89	64.2%
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	13,600.00	13,500.00	100.00	100.7%
4120-02 · GTSP - Trip Fee	840.00	3,080.00	-2,240.00	27.3%
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	14,440.00	16,580.00	-2,140.00	87.1%
4400-00 · TSA				
4400-02 · Terminal Lease	2,545.26	40,000.00	-37,454.74	6.4%
Total 4400-00 · TSA	2,545.26	40,000.00	-37,454.74	6.4%
4510-00 · DOT/Small Community Air Service				
4510-01 · Small Community Air Service	0.00	150,000.00	-150,000.00	0.0%
Total 4510-00 · DOT/Small Community Air Service	0.00	150,000.00	-150,000.00	0.0%
4520-00 · INTEREST INCOME				
4520-07 · Interest Income - '14 PFC	1.57			
4600-00 · Interest Income - General	681.10	3,080.00	-2,398.90	22.1%
Total 4520-00 · INTEREST INCOME	682.67	3,080.00	-2,397.33	22.2%
4740-00 · AIP 40 - Safety Area Proj. Imp.				
4740-01 · AIP '40 Project II	0.00	25,000.00	-25,000.00	0.0%
Total 4740-00 · AIP 40 - Safety Area Proj. Imp.	0.00	25,000.00	-25,000.00	0.0%
4741-00 · AIP 41 - Safety Area Phase III				
4741-01 · AIP '41 SA Phase III	355,903.00	1,500,000.00	-1,144,097.00	23.7%

4:11 PM

02/22/16

Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '16)
October through December 2015

	Oct - Dec 15	Budget	\$ Over Budget	% of Budget
4741-02 - TSA Office RA				
Total 4741-00 - AIP 41 - Safety Area Phase III	0.00	210,000.00	-210,000.00	0.0%
4742-00 - AIP 42 - Project TBD				
4742-01 - AIP 42 Project TBD	355,903.00	1,710,000.00	-1,354,097.00	20.8%
Total 4742-00 - AIP 42 - Project TBD	0.00	1,125,000.00	-1,125,000.00	0.0%
Total Income	0.00	1,125,000.00	-1,125,000.00	0.0%
Gross Profit	978,938.70	6,265,998.74	-5,287,060.04	15.6%
Expense	978,938.70	6,265,998.74	-5,287,060.04	15.6%
EXPENDITURES				
"A" EXPENSES				
5000-01 - Salaries - Airport Manager	39,225.00	156,900.00	-117,675.00	25.0%
5010-00 - Salaries -Contracts/Finance Adm	23,743.20	92,217.86	-68,474.66	25.7%
5010-01 - Salaries - Office Assist.	47,874.57	181,696.16	-133,821.59	26.3%
5020-00 - Salaries - ARFF/OPS Chief	23,056.80	92,217.86	-69,161.06	25.0%
5030-00 - Salaries - ARFF/OPS Specialist	76,214.71	319,890.40	-243,675.69	23.8%
5040-00 - Salaries-ASC/Sp.Prjct./Ex. Assi	17,392.90	65,652.90	-48,260.00	26.5%
5050-00 - Salaries - Temp.	6,489.00	25,000.00	-18,511.00	26.0%
5050-02 - Salaries - Merit Increase	0.00	36,000.00	-36,000.00	0.0%
5060-01 - Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 - Overtime - Snow Removal	2,320.73	20,000.00	-17,679.27	11.6%
5060-04 - OT - Security	0.00	2,500.00	-2,500.00	0.0%
5100-00 - Retirement	27,265.29	114,290.95	-87,025.66	23.9%
5110-00 - Social Security/Medicare	15,150.52	75,307.99	-60,157.47	20.1%
5120-00 - Life Insurance	515.89	1,500.00	-984.11	34.4%
5130-00 - Medical Insurance	54,131.18	190,000.00	-135,868.82	28.5%
5160-00 - Workman's Compensation	0.00	15,000.00	-15,000.00	0.0%
Total "A" EXPENSES	333,379.79	1,390,174.12	-1,056,794.33	24.0%
"B" EXPENDITURES				
"B" EXPENSES - ADMINISTRATIVE				
6000-00 - TRAVEL EXPENSE				
6000-01 - Travel	2,508.85	12,000.00	-9,491.15	20.9%
Total 6000-00 - TRAVEL EXPENSE	2,508.85	12,000.00	-9,491.15	20.9%
6010-00 - SUPPLIES/EQUIPMENT EXPENSE				
6010-01 - Supplies - Office	19,096.34	13,000.00	6,096.34	146.9%
6010-03 - Supplies - Computer	1,348.46			
Total 6010-00 - SUPPLIES/EQUIPMENT EXPENSE	20,444.80	13,000.00	7,444.80	157.3%
6020-00 - INSURANCE				
6020-01 - Insurance - Liability	9,700.00	11,800.00	-2,100.00	82.2%

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '16)

October through December 2015

	Oct - Dec 15	Budget	\$ Over Budget	% of Budget
6020-02 · Insurance - Public Officials	5,161.54	4,715.00	446.54	109.5%
6020-03 · Insurance-Bldg/Unlic.Veh./Prop	35,341.42	35,660.00	-318.58	99.1%
6020-04 · Insurance - Licensed Vehicles	6,559.00	6,992.00	-433.00	93.8%
Total 6020-00 · INSURANCE	56,761.96	59,167.00	-2,405.04	95.9%
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	4,384.64	9,000.00	-4,615.36	48.7%
6030-02 · Utilities - Gas/Maintenance	1,949.61	5,062.00	-3,112.39	38.5%
6030-03 · Utilities - Elect./Runway&PAPI	1,998.45	7,000.00	-5,001.55	28.5%
6030-04 · Utilities - Elec./Office/Maint.	2,519.91	15,000.00	-12,480.09	16.8%
6030-05 · Utilities - Electric/Terminal	8,736.68	34,600.00	-25,863.32	25.3%
6030-06 · Utilities - Telephone	4,655.32	12,184.46	-7,529.14	38.2%
6030-07 · Utilities - Water	173.94	798.90	-624.96	21.8%
6030-08 · Utilities - Garbage Removal	2,492.29	9,849.99	-7,357.70	25.3%
6030-09 · Utilities - Sewer	739.50	2,384.52	-1,645.02	31.0%
6030-11 · Utilities - Electric/Tower	1,261.95	6,000.00	-4,738.05	21.0%
6030-12 · Utilities - Elec./Bldg/Hghl	207.24	723.18	-515.94	28.7%
6030-15 · Utilities - Elec/AWOS	945.51	2,552.53	-1,607.02	37.0%
6030-16 · Utilities - Elec. Wind Cone	37.61	140.24	-102.63	26.8%
6030-17 · Utilities - Elec.- Hangar	16.53	210.82	-194.29	7.8%
Total 6030-00 · UTILITIES	30,119.18	105,506.64	-75,387.46	28.5%
6040-00 · SERVICE PROVIDER				
6040-01 · Service Provider - Weat/Flight	0.00	2,079.00	-2,079.00	0.0%
6040-02 · Service Provider - Term. Music	300.67	895.00	-594.33	33.6%
6040-03 · Service Provider - Internet/ISP	1,485.00	10,000.00	-8,515.00	14.9%
6040-05 · Service Provider - ISP/Terminal	450.00	1,800.00	-1,350.00	25.0%
6040-06 · Service Provider - SSI Movement	9,850.00	9,850.00	0.00	100.0%
Total 6040-00 · SERVICE PROVIDER	12,085.67	24,624.00	-12,538.33	49.1%
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	14,611.40	35,000.00	-20,388.60	41.7%
6050-02 · Professional Services - Audit	0.00	45,000.00	-45,000.00	0.0%
6050-03 · Professional Services - Engineer	0.00	10,000.00	-10,000.00	0.0%
6050-04 · Professional Services - ARFF	0.00	2,000.00	-2,000.00	0.0%
6050-05 · Professional Services - Gen.	5,568.75	63.75	5,505.00	8,735.3%
6050-07 · Professional Services - Archite	0.00	66,000.00	-66,000.00	0.0%
6050-08 · Professional Services - Securit	0.00	4,000.00	-4,000.00	0.0%
6050-10 · Prof. Svcs.-IT/Comp. Support	6,285.00	14,000.00	-7,715.00	44.9%
6050-12 · Prof. Serv.- Planning Air Serv.	6,795.52	15,000.00	-8,204.48	45.3%
6050-13 · Prof. Serv.-Website Des.& Maint	1,147.50	1,912.50	-765.00	60.0%
6050-15 · Prof. Serv. - Public Outreach	6,584.07	20,000.00	-13,415.93	32.9%
Total 6050-00 · PROFESSIONAL SERVICES	40,992.24	212,976.25	-171,984.01	19.2%
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				

4:11 PM

02/22/16

Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '16)
October through December 2015

	Oct - Dec 15	Budget	\$ Over Budget	% of Budget
6060-01 • Maint.-Office Equip./Gen.	0.00	10,000.00	-10,000.00	0.0%
6060-04 • Maintenance - Copier	871.70			
6060-05 • Maintenance - Phone	1,401.38			
Total 6060-00 • MAINTENANCE-OFFICE EQUIPMENT	2,273.08	10,000.00	-7,726.92	22.7%
6070-00 • RENT/LEASE OFFICE EQUIPMENT				
6070-01 • Rent/Lease - Office Equip./Gen	0.00	3,400.00	-3,400.00	0.0%
6070-02 • Rent/Lease - Postage Meter	312.00	1,400.00	-1,088.00	22.3%
Total 6070-00 • RENT/LEASE OFFICE EQUIPMENT	312.00	4,800.00	-4,488.00	6.5%
6080-00 • DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 • Dues/Memberships/Publications	5,839.10	13,000.00	-7,160.90	44.9%
6080-04 • Airport Marketing	1,160.00	20,000.00	-18,840.00	5.8%
Total 6080-00 • DUES/MEMBERSHIPS/PUBLICATIONS E	6,999.10	33,000.00	-26,000.90	21.2%
6090-00 • POSTAGE				
6090-01 • Postage/Courier Service	544.74	1,500.00	-955.26	36.3%
Total 6090-00 • POSTAGE	544.74	1,500.00	-955.26	36.3%
6100-00 • EDUCATION/TRAINING				
6100-01 • Education/Training - Admin.	2,781.00	15,000.00	-12,219.00	18.5%
6100-02 • Education/Training - OPS	2,334.30			
6100-03 • Education/Training - ARFF	65.00			
6100-07 • Education - Public Outreach	1,118.84			
Total 6100-00 • EDUCATION/TRAINING	6,299.14	15,000.00	-8,700.86	42.0%
6110-00 • CONTRACTS				
6110-01 • Contracts - General	13,403.40			
6110-02 • Contracts - FMAA	10,500.00	42,000.00	-31,500.00	25.0%
6110-03 • Contracts - SVA/Fee Collection	14,700.00	58,900.00	-44,200.00	25.0%
6110-04 • Contracts - COH LEO	816.00	5,000.00	-4,184.00	16.3%
6110-05 • Contracts - Janitorial	4,800.00	30,000.00	-25,200.00	16.0%
6110-06 • Electronic Filing System	3,450.00	13,800.00	-10,350.00	25.0%
6110-07 • Contracts - Snow Removal	43,047.00	15,000.00	28,047.00	287.0%
6110-08 • Contracts - Eccles Tree Lights	30,000.00	30,000.00	0.00	100.0%
6110-09 • Contracts - Website	0.00	350.00	-350.00	0.0%
6110-10 • Online Email Server Access	714.00	15,000.00	-14,286.00	4.8%
6110-11 • Contracts - Security CMS	10,650.00	50,000.00	-39,350.00	21.3%
6110-13 • Contracts - FIDS	0.00	6,200.00	-6,200.00	0.0%
6110-14 • Contracts - TV	186.78	6,000.00	-5,813.22	3.1%
6110-15 • Contracts - 139 Airfield Rcord	0.00	3,000.00	-3,000.00	0.0%
Total 6110-00 • CONTRACTS	132,267.18	275,250.00	-142,982.82	48.1%
6120-00 • PERMITS				

4:11 PM

02/22/16

Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '16)
 October through December 2015

	Oct - Dec 15	Budget	\$ Over Budget	% of Budget
6120-01 · Permits - General	23.00	100.00	-77.00	23.0%
Total 6120-00 · PERMITS	23.00	100.00	-77.00	23.0%
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	3,974.18	6,500.00	-2,525.82	61.1%
6140-00 · Bank Fees	122.50	1,000.00	-877.50	12.3%
Total 6130-00 · MISCELLANEOUS EXPENSES	4,096.68	7,500.00	-3,403.32	54.6%
Total "B" EXPENSES - ADMINISTRATIVE	315,727.62	774,423.89	-458,696.27	40.8%
"B" EXPENSES - OPERATIONAL				
6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI				
6500-01 · Supplies/Equipment - General	869.60	10,000.00	-9,130.40	8.7%
6500-02 · Supplies/Equipment - Tools	1,127.95			
6500-03 · Supplies/Equipment - Clothing	235.30			
6500-04 · Supplies/Equipment - Janitorial	10,439.08			
6500-05 · Supplies/Equipment - Delce	53,182.10	20,000.00	33,182.10	265.9%
6500-06 · Supplies/Equipment - ARFF	237.00	5,000.00	-4,763.00	4.7%
Total 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI	66,091.03	35,000.00	31,091.03	188.8%
6510-00 · FUEL/LUBRICANTS				
6510-01 · Fuel/Lubricants - General	0.00	35,000.00	-35,000.00	0.0%
6510-02 · Fuel	13,370.31			
Total 6510-00 · FUEL/LUBRICANTS	13,370.31	35,000.00	-21,629.69	38.2%
6520-00 · VEHICLES/MAINTENANCE				
6520-01 · R/M Equipment - General	596.08	25,000.00	-24,403.92	2.4%
6520-09 · R/M Equip. - '96 Oshkosh Swp.	486.94			
6520-17 · R/M Equip. '01 Case 921 Ldr.	672.66			
6520-19 · R/M Equip. '02 Ford F-150 PU	1,701.06			
6520-24 · R/M Equip. - '01 Ford F-250	251.36			
6520-25 · R/M Equip. - '04 Batts De-Ice	39.39			
6520-29 · R/M Equip.- 2010 Wausau Plow	3,306.49			
6520-30 · R/M Equip.-'05 Ford F-350	734.52			
6520-31 · R/M Equip. - Oshkosh Blower	320.46			
6520-34 · R/M Equip. - '12 Case 921F Load	165.10			
Total 6520-00 · VEHICLES/MAINTENANCE	8,274.06	25,000.00	-16,725.94	33.1%
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. General	0.00	7,000.00	-7,000.00	0.0%
6530-03 · ARFF Maint. - '87 Oshkosh	279.02			
6530-05 · ARFF MAInt. - '03 E-One	78.63			
Total 6530-00 · ARFF MAINTENANCE	357.65	7,000.00	-6,642.35	5.1%
6540-00 · REPAIRS/MAINTENANCE - BUILDING				

4:11 PM

02/22/16

Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '16)

October through December 2015

	Oct - Dec 15	Budget	\$ Over Budget	% of Budget
6540-01 · R/M Bldg. - General	213.91	20,000.00	-19,786.09	1.1%
6540-02 · R/M Bldg. - Terminal	3,749.84			
6540-03 · R/M Bldg. - Shop	420.00			
6540-05 · R/M Bldg. - Manager's Bldg.	13.56			
6540-07 · R/M Bldg. - Tower	11.38			
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	4,408.69	20,000.00	-15,591.31	22.0%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	0.00	10,000.00	-10,000.00	0.0%
6550-04 · R/M - Lights	6,524.65			
6550-05 · R/M - Grounds	1,521.10			
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	8,045.75	10,000.00	-1,954.25	80.5%
6560-00 · SECURITY EXPENSE				
6560-01 · Security	4,043.21	20,000.00	-15,956.79	20.2%
Total 6560-00 · SECURITY EXPENSE	4,043.21	20,000.00	-15,956.79	20.2%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	0.00	25,000.00	-25,000.00	0.0%
6570-02 · R/M Aeronautical Equip. - Tower	214.86			
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU - Ot...	5,148.00			
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	5,362.86	25,000.00	-19,637.14	21.5%
Total "B" EXPENSES - OPERATIONAL	109,953.56	177,000.00	-67,046.44	62.1%
Total "B" EXPENDITURES	425,681.18	951,423.89	-525,742.71	44.7%
"C" EXPENSES				
7000-00 · MISC. CAPITAL EXPENDITURES				
7000-01 · Contingency	0.00	20,000.00	-20,000.00	0.0%
7000-05 · Computer Equipment/Software	0.00	30,000.00	-30,000.00	0.0%
7000-14 · Retrofit Kit - Broom	0.00	4,000.00	-4,000.00	0.0%
7000-17 · Battery Jump Kit Lrg. System	0.00	2,200.00	-2,200.00	0.0%
7000-18 · Sweeper Brushes	0.00	10,000.00	-10,000.00	0.0%
7000-19 · Fork Lift	0.00	20,000.00	-20,000.00	0.0%
7000-20 · Sweeper Axles (Brushes)	0.00	8,000.00	-8,000.00	0.0%
7000-21 · Truck Spreader	0.00	8,000.00	-8,000.00	0.0%
7000-22 · Airline Ticketing Office Improv	0.00	200,000.00	-200,000.00	0.0%
7000-23 · SRE (Took Cat)	0.00	60,000.00	-60,000.00	0.0%
Total 7000-00 · MISC. CAPITAL EXPENDITURES	0.00	362,200.00	-362,200.00	0.0%
7110-00 · Small Comm. Air Service				
7110-01 · Small Comm. Air Serv.	0.00	150,000.00	-150,000.00	0.0%
Total 7110-00 · Small Comm. Air Service	0.00	150,000.00	-150,000.00	0.0%

4:11 PM

02/22/16

Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '16)

October through December 2015

	Oct - Dec 15	Budget	\$ Over Budget	% of Budget
7540-00 · AIP '40/PFC EXPENSE - Safety Ar				
7540-01 · AIP '40	0.00	26,565.00	-26,565.00	0.0%
7540-02 · AIP '40 Non-Eligible	5,800.57			
7540-03 · AIP '40 AIP/PFC	1,040.44			
7540-04 · AIP '40 Non Eligible - Terminal	129.53			
7540-06 · AIP '40 Non-Eligible - OPS/Adm.	536.37			
Total 7540-00 · AIP '40/PFC EXPENSE - Safety Ar	7,506.91	26,565.00	-19,058.09	28.3%
7541-00 · AIP 41 SA Ph. III -Runway/Term.				
7541-01 · AIP '41	527,388.10	1,600,000.00	-1,072,611.90	33.0%
7541-02 · AIP '41 - Non-Eligible	9,337.66			
7541-05 · Non-Eligible - TSA	4,951.53	260,000.00	-255,048.47	1.9%
7541-06 · Non-Eligible - Terminal	775.49			
7541-07 · AIP '41 RETAINER	24,772.45			
7541-08 · AIP '41 RETAINER PFC	1,764.16			
7541-09 · AIP '41 Non-Elig Retainer	8,620.28			
Total 7541-00 · AIP 41 SA Ph. III -Runway/Term.	577,609.67	1,860,000.00	-1,282,390.33	31.1%
7542-00 · AIP '42 EXPENSE - TBD				
7542-01 · AIP '42 - Eligible	3,012.50	1,200,000.00	-1,196,987.50	0.3%
7542-00 · AIP '42 EXPENSE - TBD - Other	0.00	0.00	0.00	0.0%
Total 7542-00 · AIP '42 EXPENSE - TBD	3,012.50	1,200,000.00	-1,196,987.50	0.3%
9001-00 · PFC 14-09-C-00-SUN				
9001-02 · PFC '14 Acquire SRE	643.75	500,000.00	-499,356.25	0.1%
9001-03 · PFC '14 Master Plan	49,632.16	175,000.00	-125,367.84	28.4%
9001-04 · PFC '14 Relocate SW Taxi lane By	29,076.02			
9001-07 · PFC '14 RSA Grading	253.65			
9001-08 · PFC '14 Relocate Taxiway A & B	413.87			
9001-09 · PFC '14 Relocate Power to PAPI	85.20			
9001-11 · PFC '14 Relocate SRE/ARFF Bldg.	4,573.56			
9001-14 · PFC '14 Relocate Hangars	193.38			
9001-15 · PFC '14 Rehab Terminal Bldg.	269.60			
9001-16 · PFC '14 Relocate N. Taxi lane	32.09			
9001-17 · PFC '14 Relocate Central Bypass	331.21			
9001-18 · PFC '14 Runway Rehabilitation	0.00	131,700.00	-131,700.00	0.0%
Total 9001-00 · PFC 14-09-C-00-SUN	85,504.49	806,700.00	-721,195.51	10.6%
Total "C" EXPENSES	673,633.57	4,405,465.00	-3,731,831.43	15.3%
Total EXPENDITURES	1,432,694.54	6,747,063.01	-5,314,368.47	21.2%
Total Expense	1,432,694.54	6,747,063.01	-5,314,368.47	21.2%
Net Ordinary Income	-453,755.84	-481,064.27	27,308.43	94.3%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '16)
October through December 2015

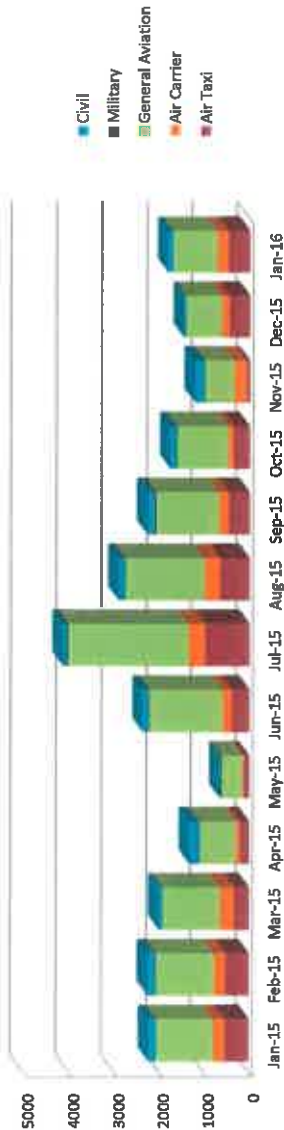
	Oct - Dec 15	Budget	\$ Over Budget	% of Budget
Net Income	-453,755.84	-481,064.27	27,308.43	94.3%

Friedman Memorial Airport
January 2016

ATCT Traffic Operations Record

Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
January	3,622	3,893	3,912	2,600	3,028	2,787	4,547	2,520	2,070	2,379	2,408	2,098	2,454	2,128	2,249	1,842
February	4,027	4,498	3,073	3,122	3,789	3,597	3,548	2,857	2,244	2,647	2,117	2,205	2,612	1,417	2,268	
March	4,952	5,126	3,086	4,097	3,618	2,918	4,677	3,097	2,145	2,709	1,813	1,921	2,753	1,924	2,023	
April	2,494	3,649	2,213	2,840	2,462	2,047	2,581	2,113	1,724	1,735	1,604	1,513	1,509	1,210	1,337	
May	3,905	4,184	2,654	3,282	2,729	2,134	1,579	2,293	2,280	1,891	1,533	1,693	1,852	555	668	
June	4,787	5,039	4,737	4,438	3,674	3,656	5,181	3,334	2,503	3,019	2,898	2,761	3,203	2,164	2,387	
July	6,359	8,796	6,117	5,910	5,424	5,931	7,398	4,704	4,551	5,005	5,004	4,810	5,345	4,345	4,159	
August	6,479	6,917	5,513	5,707	5,722	6,087	8,196	4,570	4,488	4,705	4,326	3,823	4,644	3,114	2,932	
September	3,871	4,836	4,162	4,124	4,609	3,760	4,311	2,696	3,376	3,128	3,359	2,396	2,403	2,237	2,292	
October	3,879	3,656	3,426	2,936	3,570	3,339	3,103	2,134	2,145	2,012	1,886	1,658	1,874	1,760	1,789	
November	3,082	2,698	2,599	2,749	2,260	2,912	2,892	1,670	1,901	1,309	1,114	1,325	1,475	908	1,229	
December	3,401	2,805	3,247	3,227	2,722	3,834	2,699	1,848	2,272	1,811	2,493	2,066	2,016	1,545	1,482	
Totals	50,858	55,897	44,739	45,032	43,607	43,002	50,712	33,836	31,699	32,350	30,555	28,269	32,140	23,307	24,815	

Operations
2015-2016
(Cumulative)



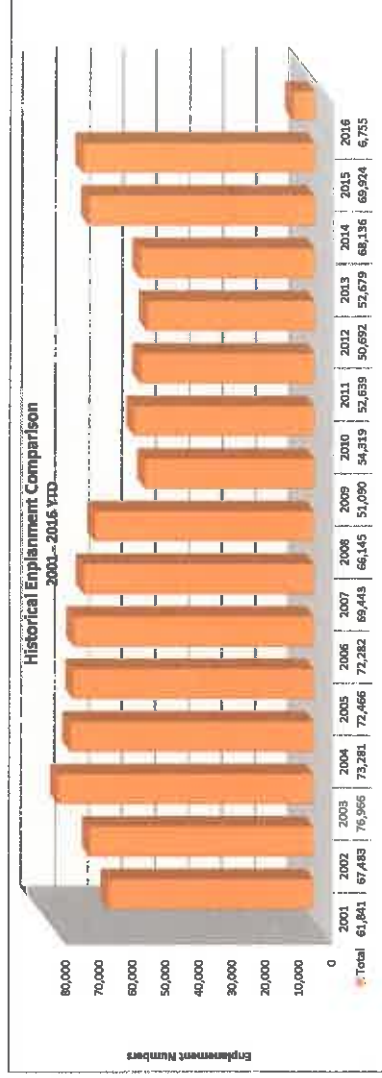
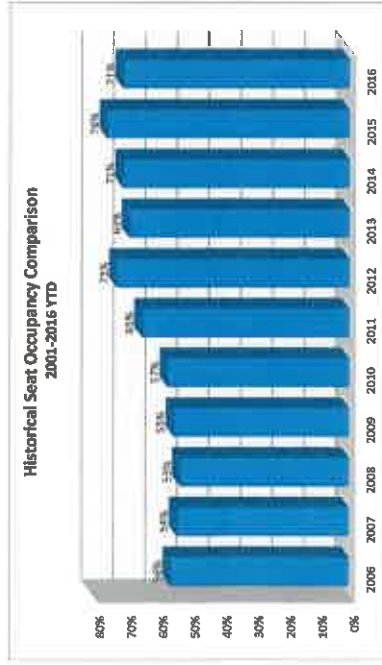
ATCT Operations Change (current month vs. same month last year)			
	2016	2015	% Change
Air Taxi	482	540	-11%
Air Carrier	351	354	-5%
General Aviation	996	1,223	-22%
Military	0	0	100%
Civil	113	172	-34%
Total	1,842	2,249	-18.10%

Friedman Memorial Airport
January 2016

2016 Enplanements															
Date	Alaska Airlines				Delta Airlines				United Airlines						
	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change
	Total Enp.														
Jan-16	3,194	38	3,232	2,616	24%	2,285	41	2,326	2,996	-22%	1,166	31	1,197	1,277	-6%
Totals	3,194	38	3,232	2,616	24%	2,285	41	2,326	2,996	-22%	1,166	31	1,197	1,277	-6%
Legend for Chart:												Total Enp.	6,755	6,889	-1.9%

Friedman Memorial Airport
January 2016

2016 Seat Occupancy																													
2016 Q1	Allegiant Airlines					Delta Airlines					United Airlines					Seat Occupancy Totals					Seat Occupancy Totals Comparison								
	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied		Departure Flights	Seats Available	Seats Occupied	Percent Occupied		Departure Flights	Seats Available	Seats Occupied	Percent Occupied		Total Seats Available	Total Seats Occupied	Total Percent Occupied		Prior Year % Change Total	Prior Year % Seats Occupied	Prior Year % Change Total	Prior Year % Seats Occupied	Month-to-Month Change Total	Month-to-Month Occupied				
Jan-16	60	4,560	3,232	71%		44	3,036	2,326	77%		30	1,980	1,197	60%			9,576	6,755	71%			3%	-2%		-4%				
Totals	60	4,560	3,232	71%		44	3,036	2,326	77%		30	1,980	1,197	60%			9,576	6,755	71%										
Note:	Total of 68 Seats Available on aircraft for summer months																												
	Total of 76 Seats Available on aircraft for winter months																												
	Seats are capped at 68 during some periods in the summer due to weight and balance requirements and other items of the year seats may be capped due to environmental conditions																												
															Total of 66 Seats Available on aircraft from Jan. - June														
															Total of 70 Seats starting in July														



January 21, 2016

FEB 01 2016

Manager
Federal Aviation Administration
Helena Airports District Office
FAA Building
2725 Skyway Drive, Suite 2
Helena, MT 59602-1213

HLN-ADD

Dear Sir,

As a resident of Hailey, Idaho I attended a Friedman Memorial Airport Authority meeting on January 12, 2016. During this meeting it was learned without any public comment period that an Environmental Checklist for Categorical Exclusion (CatEx) will be submitted to the Federal Aviation Administration on January 15, 2016, for future proposed expansion projects. This letter is to bring to your attention a serious issue involving airport disposal of hazardous waste over a protected wellhead area that may not have been addressed.

During the Friedman Memorial Airport Authority meeting on December 1, 2015, I and others in attendance heard an overview of each project completed as part of the recent Airport Improvement Project. After researching information presented by Engineer Mitchell who is a consultant for the airport I found a serious concern that may be impacting a Wellhead Protection area that supplies water to the city of Bellevue south of the airport.

Chairman Fairfax asked what is being done with the de-ice fluid after it is used during the winter months? In a quote from the airport meeting minutes "Engineer Mitchell answered that de-icing fluid is self-treated before it goes into the ground. He commented that self-treatment is possible due to the low concentration of de-icing fluid and the amount of time it takes to reach the ground. If usage of de-icing fluid increases, an underground vault would be used to treat the fluid and divert it to a different location."

An overhead view of the recent changes made to the airport (See attachment 1) show two swales were created at the Southwest end of the runway 31. Engineer Mitchell spoke about how captured de-icing fluid would travel from the ramp areas through a pipe to the newly established swales. He also said that if there is a lot of usage they can divert fluid to a holding tank for treatment. The method of treatment was not discussed.

A Blaine County Land Use Information Map (See attachment 2) shows the wellhead protection area extends under the airport from the South end of runway 31 directly under the swales. Wellhead protection is regulated under the Safe Drinking Water Act (42 U.S.C. 330f-300j). During the recent meeting on January 12, 2016, Airport Manager Rick Baird reported that due to the heavy snow this season they dispensed quite a bit of de-icing fluid.

It is understood that the manufacturers of de-icing fluids are attempting to make them more environmentally friendly and hold patents to unknown chemicals used in their products. Their decay is questionable depending on many factors. I personally don't feel that the discharge of any captured hazardous material over such an important ground water source can be mitigated or justified. Questions are raised about the hazardous waste that is not captured and is washed off of the tarmac onto the earth. Please take this information into consideration and investigate this potential hazard to the city of Bellevue's primary water source before approving the CatEx for future expansion.

Sincerely,

A handwritten signature in cursive script, appearing to read "Bill Rae".

Bill Rae
PO Box 4848
Hailey, ID 83333
9072291291

c.c. USEPA District 10
Idaho DEQ

Attachment #1



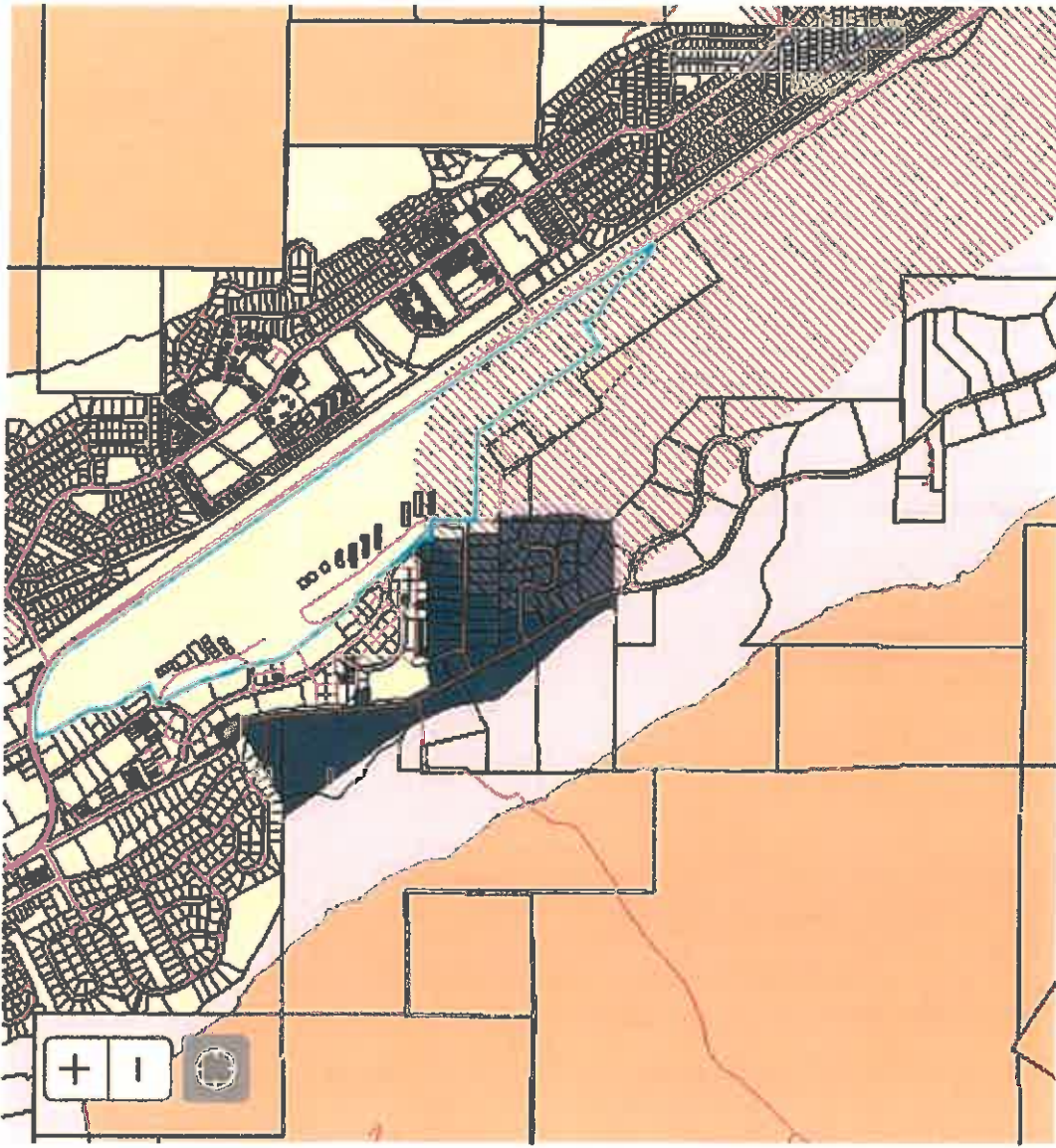
Google earth

feet 600
meters 200



Land Use Information Map

Parcel Number / Owner Name / Address / Legal Description RPH2N18015001C



- ☒ Flood Information
- ☐ Contours
- ☒ Land Use Information
 - ☐ Co. Reference Roads
 - ☒ Arterial Roads
 - ☐ Collector/Major Roads
 - ☒ Roads
 - ☒ Parcels
 - ☐ Deer Winter Range
 - ☐ Elk Winter Range
 - ☒ Wellhead Protection
 - ☐ Wetlands
 - ☐ Mountain Overlay (MOD)
 - ☐ MOD 100ft Buffer
 - ☐ MOD SC1(visible from Hwy75)
 - ☐ TDR Receiving
 - ☐ TDR Sending
 - ☐ Community Housing Overlay
 - ☐ Seasonal Use
 - ☐ Plats
 - ☐ Parcel Determination Parcels



February 9, 2016

Rick Baird, Airport Manager

Friedman Memorial Airport

PO Box 929

Hailey, ID 83333

RE: Minimum Standards Update

Dear Rick,

I have been reviewing the Minimum Standards for Friedman Memorial Airport and note that the last time they were amended was in 1997, over eighteen years ago. Since that time there have been enormous changes in the airport configuration as well as the equipment and facilities that exist.

I would like to know if the Friedman Memorial Airport Authority would plan a new review of the Minimum Standards. With the completion of the various projects I think it would be timely to do so.

I would be happy to attend any meetings and provide any input desired from your FBO.

Please let me know what the desires of the Authority is with regard to this matter.

Thanks, Mike

Michael T. Rasch | General Manager – Sun Valley

T: 208.788.9511 | M: 208.961.1434

E: michael.rasch@atlanticaviation.com

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ATLANTIC AVIATION SERVICES • 208-788-9511 • P.O. BOX 1085 • HAILEY, ID 83333
MAILING ADDRESS • 2230 AVIATION DR. • HAILEY, ID 83333

February 11, 2016

Manager
Federal Aviation Administration
Helena Airports District Office
FAA Building
2725 Skyway Drive, Suite 2
Helena, Montana 59602-1213

RECEIVED

FEB 17 2016

HLN-ADO

To Whom It May Concern:

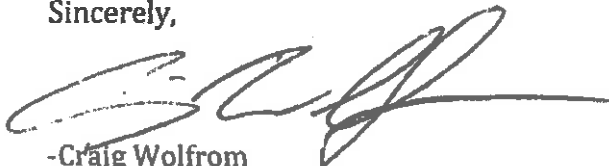
I believe the FAA should reject Friedman Memorial Airport Authority's request for a waiver on the Environmental Checklist for Categorical Exclusion (CatEx) which has recently been submitted for consideration in regards to expanding parking for commercial aircraft.

The reasons I feel the request should be denied and that the FAA should embark on further studies are:

1. the need for increased commercial parking has not been proven by any study;
2. additional commercial parking will lead to an increase in both day and night air traffic (noise) over the towns of Hailey and, especially, Bellevue, Idaho;
3. additional commercial flights will increase the odds of an accident occurring what with Friedman Memorial Airport operating with Opposite Direction Operations;
4. numerous parks have been created within a few hundred yards of Friedman Memorial Airport which will be impacted by the increase in commercial jet traffic;
5. and the density of residential homes has significantly increased since the previous FAA study.

Again, I urge you to reject Friedman Memorial Airport's request for a waiver on the CatEx checklist and require further studies regarding how the proposed project will affect the cities of Hailey and Bellevue, Idaho.

Sincerely,



-Craig Wolfrom
217 North 5th Street
Bellevue, Idaho 83313

DSS
- Diane
- Steve

February 16, 2016

Manager, Helena Airports District Office
Federal Aviation Administration
FAA Building
2725 Skyway Drive, Ste. 2
Helena, MT 59602-1213

Dear Sir/Madam:

As residents of Blaine County, Idaho, and proximal neighbors of Friedman Memorial Airport (KSUN) in Hailey, Idaho, my husband and I have been following the ongoing process of airport expansion at Friedman. Recently, at the January 12, 2016 Friedman Memorial Airport Authority meeting it was learned that not only would no public comment be allowed on the subject, but that an Environmental Checklist for Categorical Exclusion would be submitted to the F.A.A. for future airport expansion projects at KSUN. The fact that all expansion will proceed without any future environmental studies due to the CatEx designation is of great concern to us. In fact, our concern is that our municipal water, as well as many residential wells surrounding the airport property, may be contaminated by hazardous waste from the Friedman Airport's improper disposal of de-icing fluids within a designated Wellhead Protection zone.

During the December 1, 2015 meeting of the F.M.A.A. Board, attendees were given an "update" of the current expansion at the airport. As part of the presentation, the question of what the capture and treatment methods were for the de-icing fluid being used at Friedman in the winter. It was noted by quotes from the meeting minutes that "Engineer Mitchell answered that the de-icing fluid is self-treated before it goes into the ground. Mitchell commented that self-treatment is possible due to the low concentrations of de-icing fluid and the amount of time it takes for the fluid to reach the ground. If usage of de-icing fluid increases, an underground vault would be used to treat the fluid and divert it to another location." It was also noted that the de-ice fluid is currently diverted to the south end of the airport into two new swales in the ground which were constructed for this express purpose. Also during this meeting, the airport manager, Mr. Richard Baird, noted that actually due to the heavy winter, a large amount of de-ice fluid had been used.

This lack of treatment for the de-icing fluid is very concerning to me as the town we live in sits directly south of the airport and the drinking water comes from a well whose Wellhead Protection area sits underneath the south end of the runway running west underneath the swales. This means that untreated de-icing fluid is being drained into the ground and aquifer in a Wellhead Protection zone which is providing drinking water to an entire municipality. I have included a copy of the Blaine County Land Use Information Map to further clarify the location.

As you are undoubtedly aware, Wellhead Protection is regulated under the Safe Drinking Water Act (42 U.S.C. 300f-300j).

We implore you to stop the disposal of untreated hazardous waste into the ground and aquifer of a Wellhead Protection zone while investigating the alternative options for de-icing fluid treatment and disposal. As well we ask that you investigate the hazard to the City of Bellevue and its municipal water source prior to granting a CatEx for future Airport expansion projects at Friedman Memorial Airport in Hailey, Idaho.

Sincerely,

A handwritten signature in black ink, appearing to read "Evan Lister Stelma". The signature is fluid and cursive, with a long horizontal stroke at the end.

Evan Lister Stelma

P.O. Box 84

Bellevue, Idaho 83313

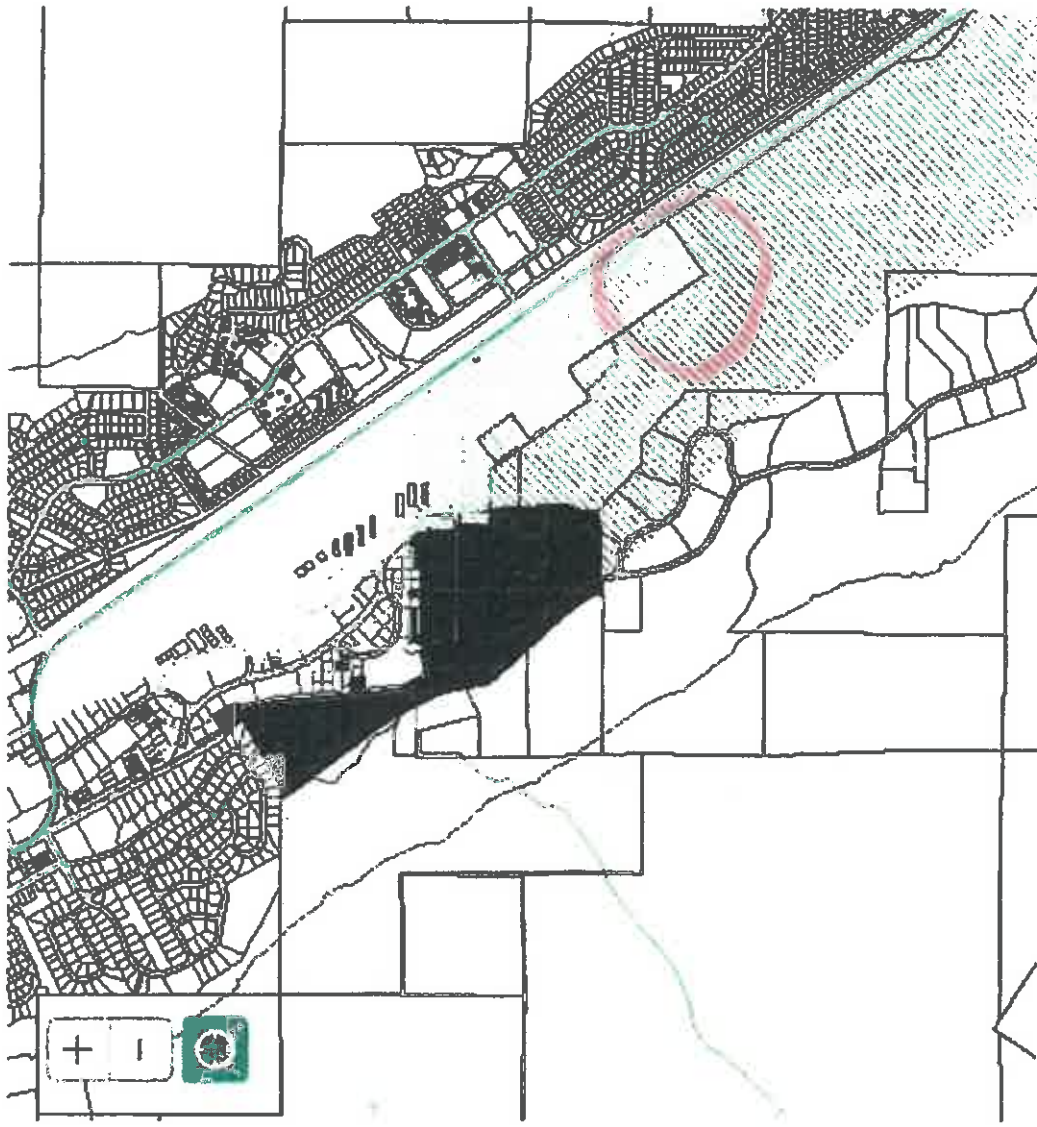
(208)788-9421

Cc: Idaho Department of Environmental Quality
USEPA District 10

Attachment #2

Land Use Information Map

RPH2N 18015001C



Flood Information

Contours

Land Use Information

Co. Reference Roads

Arterial Roads

Collector/Major Roads

Roads

Parcels

Deer Winter Range

Elk Winter Range

Wellhead Protection

Wetlands

Mountain Overlay (MOD)

MOD 100ft Buffer

MOD SC1(visible from Hwy75)

TDR Receiving

TDR Sending

Community Housing Overlay

Seasonal Use

Plats

Parcel Determination Parcels

February 18, 2016

Mr. Dave Stelling
Manager FAA Helena ADO
2725 Skyway Drive, Suite 2
Helena, MT 59602-1213

Dear Sir:

I am a resident of Bellevue, Idaho, a unique mountain community that sits at the mouth of the Sawtooth Mountains *and* at the south end of Friedman Memorial Airport (KSUN).

At a recent KSUN airport board meeting, the board indicated it will submit an Environmental Checklist for Categorical Exclusion (CatEx) for the purposes of future expansion. I am concerned, along with others, about this exemption being approved as it has the potential of contaminating the water supply of our city through the disposal of hazardous waste that is part and parcel of the de-icing process at KSUN.

In addition to this issue, I take exemption to the continual studies being done to 'improve' KSUN. Understanding that the RSA was congressionally mandated, I feel any additional expenditures of time and money should be focused on one thing and one thing only and that is relocation. Being surrounded on three sides by mountains with two cities directly below air traffic, and the many inherent difficulties and restrictions associated with that environment, should certainly justify the need for relocation rather than any expansion. The safety of the airport users, as well as the public below, must be the overriding objective.

In April of 2009 a letter from FAA's Jason Pitts confirms that 'feasibility of technological improvements to approaches at the existing airport' (KSUN) do not exist (either from the North or the South). In addition, Donna Taylor had expressed her concerns that, because of the surrounding mountainous terrain, this airport cannot be 'fixed'.

Also, I would like to request that instead of spending money on expansion, that that valuable (and scarce) resource be spent doing an environmental study on the impact of the overhead air traffic during peak season come this July. Technology should be in place, on a permanent basis, to officially record the noise levels in addition to the impact of exhaust fumes to our communities. That technology exists but for whatever reason, it has never been put in place at KSUN. Being surrounded by mountains makes the impact from those issues much more pronounced. Your consideration to this request would be greatly appreciated.

In closing, before any CatEx is granted to KSUN, I trust you will examine, to the absolute fullest extent possible, all the ramifications of any expansion, especially those that would impact our water supplies. The thought of hazardous de-icing waste contaminating our cities critical water source is alarming. This CatEx must be given a thorough examination and be dissected to the fullest extent before any approvals are considered, let alone approved.

I appreciate the opportunity to submit my concerns and thank you in advance for your consideration.

Donna Serrano
P O Box 4002
Hailey, ID 83333
djserrano@cox.net

cc: Idaho Department of Environmental Quality
District 10, EPA

Rick Baird

From: craig.f.powers@faa.gov
Sent: Friday, February 19, 2016 10:50 AM
To: Rick Baird
Cc: Emilio.Chaviano@faa.gov; Rashell.Rosenkranz@faa.gov
Subject: RE: Safety Hotline inquiry

Hello, Mr. Baird-

I have been advised that due to federal regulations, any additional information on this topic must be made via a Freedom of Information Act (FOIA) request. The phone number to call is (425) 203-4199. Thank you very much.

Best regards,

Craig F. Powers
Quality Control Group, AJV-W13
FAA Western Service Center
1601 E. Valley Rd.
Renton, WA 98057
425-203-4322
craig.f.powers@faa.gov

From: Rick Baird [mailto:Rick@iflysun.com]
Sent: Thursday, February 18, 2016 1:11 PM
To: Powers, Craig F (FAA)
Subject: RE: Safety Hotline inquiry

Hi Craig:

Any more specifics about what the complaint might be? Hope you are having a wonderful day, Thank you, Rick.

Best Regards,



Richard R. Baird
Friedman Memorial Airport
Airport Manager
(208) 788-4956 x106 Work
(208) 720-1830 Mobile
rick@iflysun.com
1616 Airport Circle
Hailey, Idaho 83333

From: craig.f.powers@faa.gov [mailto:craig.f.powers@faa.gov]
Sent: Wednesday, February 17, 2016 1:47 PM
To: Rick Baird <Rick@iflysun.com>

Cc: Jurell.Holmes@faa.gov; Rashell.Rosenkranz@faa.gov; stephen.d.pearce@faa.gov

Subject: re: Safety Hotline inquiry

Good afternoon, Mr. Baird-

Our office is investigating an inquiry received via the Aviation Safety Hotline regarding operations at Friedman Memorial Airport. As part of the complaint, the author contends that "many residents have voiced concern over the tower, airport management and have lost trust in its operation."

I am interested in obtaining any documentation you may have which specifically addresses these issues. In reviewing archived editions of the *Idaho Mountain Express* I have found articles describing airport expansion projects and noise complaints, but nothing further.

Thank you in advance for your assistance, and please do not hesitate to contact me if you have any questions.

Best regards,

Craig F. Powers
Quality Control Group, AJV-W13
FAA Western Service Center
1601 E. Valley Rd.
Renton, WA 98057
425-203-4322
craig.f.powers@faa.gov



Federal Aviation Administration

FOIA Form

Your request has been submitted

×

Your FOIA request has been submitted. Save or print this page for your records.

Richard R Baird
Friedman Memorial Airport
1616 Airport Circle

Hailey, ID 83333

February 24, 2016

Federal Aviation Administration
Federal Aviation Administration
Western Service Area Air Traffic Organization FOIA Coordinator
Mailcode: AJO2-W52
1601 Lind Avenue SW
Renton, WA 98057-4056

FOIA Coordinator:

This is a request under the Freedom of Information Act. I request that a copy of the following documents (or documents containing the following information) be provided to me:

On February 17, 2016 I received an E-mail from Craig Powers Quality Control Group, AJV-W13. Mr. Powers is investigating an inquiry received via the Aviation Safety Hotline regarding operations at Friedman Memorial Airport. In the e-mail Mr. Powers indicated that he was interested in obtaining any documentation I may have which specifically addresses the issues raised in the hotline complaint. I called Mr. Powers and provided him comment related to his e-mail. I also let Mr. Powers know that it would be much easier to provide information if I had more detail related to the hotline complaint. In a follow-up e-mail Mr. Power informed me that to get more detail I would have to file a FOIA request. I am requesting all information related to the inquiry/hotline complaint referenced in the February 17 e-mail. This request

includes any response to the inquiry provided by the FAA. The purpose of this request is to get information that would allow the Friedman Memorial Airport to insure that they have provide all information to Mr. Powers that is necessary for him to appropriately respond to the hotline inquiry.

In order to determine my status to assess fees, you should know that my fee category is:
all others.

The maximum dollar amount I am willing to pay for this request is \$100. Please notify me if the fees will exceed \$25.00 or the maximum dollar amount I entered.

Thank you for your consideration of this request.

Sincerely,

Richard R Baird
Airport Manager

Phone: 208-788-9003
rick@iflysun.com

Page last modified: October 12, 2012 9:24:22 AM EDT

This page was originally published at: http://www.faa.gov/foia/email_foia/submitted/



U.S. Department
of Transportation
**Federal Aviation
Administration**

FOIA Program Management Branch
800 Independence Avenue SW
Washington, DC 20591

March 02, 2016

Mr. Richard Baird
Airport Manager
Friedman Memorial Airport Authority
1616 Airport Circle
Hailey, ID 83333

Re: Freedom of Information Act (FOIA) Request 2016-004040

Dear Mr. Baird:

This letter acknowledges receipt of your FOIA request dated February 24, 2016, concerning Aviation Safety Hotline investigation regarding operations at Friedman Memorial Airport.

Your request has been assigned for action to the office(s) listed below:

Federal Aviation Administration
Office of Audit and Evaluation
800 Independence Avenue SW
Washington, DC 20591

Contact: Pamela Curtis
FOIA Coordinator
(202) 267-3510

Should you wish to inquire as to the status of your request, please contact the assigned FOIA coordinator(s). Please refer to the above referenced number on all future correspondence regarding this request.

Sincerely,

**SUSAN H
MCLEAN**

Susan Mclean
Regional FOIA Mgmt. Specialist

Digitally signed by SUSAN H MCLEAN
DN: c=US, o=U.S. Government,
ou=FEDERAL AVIATION ADMINISTRATION,
cn=SUSAN H MCLEAN
Date: 2016.03.02 13:43:15 -05'00'

Rick Baird

From: Rick Baird
Sent: Thursday, February 25, 2016 3:06 PM
To: 'Steve.Engebrecht@faa.gov'; dmitchell@to-engineers.com
Cc: Diane.Stilson@faa.gov; Dave.Stelling@faa.gov
Subject: RE: Hailey Apron Expansion Opposition Letters

Hi Steve:

I will begin working with Dave and craft a response to your questions in the next few days.

I have two questions at this point and then a couple of comments. The questions are related to the letters. Since the letters are about Friedman Memorial Airport might we have a copy? Second question - Once the FAA replies to the letters will we be provided a copy?

Before we implemented the Runway Safety Area project we could park at least 6 maybe 7 CRJ700 or Q-400 aircraft at the terminal. This project is an improvement/expansion of the new apron that now provides service to the terminal. It is not an expansion of capacity or of our ability to handle air carrier aircraft. It does not even get us to where we were two years ago. Second comment- As you know I am very familiar with our Master Planning Process. While the Board has accepted the alternatives developed in Chapter D they have not agree on a single project. Only time will tell if concepts become a reality.

I think another comment that is appropriate is related to Chapter D alternatives. There is not a single alternative that will increase the size of aircraft that will use this airport and there is not a single project that will increase capacity of the airport. The aircraft will come weather we build aprons or not. If we do not have room to park them our users will simply drop those riding in the back and depart. They will return at a later date to pick up their passengers. This needlessly doubles the impact on the environment and on those who live in the immediate vicinity of the Airport. Second improving our terminal apron will not increase commercial operations. The passengers and aircraft operations will come even if we do not make the improvements. We are already experiencing the need for four aircraft at the terminal at a time. Since we only have three spots we are repositioning or tugging aircraft which is needlessly increasing impact on the environment and on those in the immediate vicinity of the Airport.

Thank you for all that you do for this community, Rick.

Best Regards,



Richard R. Baird
Friedman Memorial Airport
Airport Manager
(208) 788-4956 x106 Work
(208) 720-1850 Mobile
rick@iflysun.com
1616 Airport Circle
Hailey, Idaho 83333

From: Steve.Engebrecht@faa.gov [mailto:Steve.Engebrecht@faa.gov]
Sent: Thursday, February 25, 2016 12:03 PM
To: Rick Baird <Rick@iflysun.com>; dmitchell@to-engineers.com

Cc: Diane.Stilson@faa.gov; Dave.Stelling@faa.gov
Subject: Hailey Apron Expansion Opposition Letters

Rick/Dave:

We have received four letters in the past month regarding the Cat-Ex for the proposed commercial apron expansion. Other items of concern were also mentioned in the letters. We have reviewed the letters, the Cat-Ex for the apron expansion, and Draft Chapters B, C, and D of the ongoing Master Plan. Prior to responding to the letters, we have some questions that we'd like to discuss with you. The following summarizes the concerns mentioned in the letters, and our questions relating to each concern.

1. Concern about FAA approval of the Cat-Ex for "proposed expansion projects". Concerns relate to disposal of de-icing fluid, discharge in the wellhead protection area, whether or not the de-icing fluid is considered a hazardous waste, the "heavy use" of de-icing fluid required this winter, whether or not options for collection and disposal have been considered, and potential hazard to the City of Bellevue's drinking water.

Diane has been in contact with the Idaho DEQ and EPA. Neither organization expressed any concerns with how de-icing fluid is currently handled at the airport. During review of the draft Master Plan chapters we noted the preferred alternative for the commercial apron is ultimate expansion to accommodate seven (7) aircraft parking spaces. This requires removal of 2 hangars, and it appears that the only option for replacement of these hangars is land acquisition. We also didn't find an estimated time frame for when commercial apron expansion would be required. The Cat-Ex is for addition of one commercial parking space.

- a. Why is the apron expansion needed now?
 - b. When do you anticipate that additional apron expansion will be needed/implemented?
 - c. We understand that the airport typically uses less than 5,000 gallons of de-icing fluid per year. Is this correct?
 - d. With the "heavy use" of de-icing fluid this year, how much do you expect to use?
 - e. At ultimate build out of the commercial apron, how much de-icing fluid do you expect to use?
 - f. We understand that Cryotech E36 is used at the airport for de-icing aircraft? Is this correct? Are any other de-icing agents used?
 - g. What, if any, options for collection and disposal of de-icing fluids have been considered? Why have these options not been implemented?
 - h. Diane has asked for clarification to a statement you provided: This method of stormwater (runoff) treatment exceeds the standards for the treatment of stormwater in Blaine County.
2. Focus of the Master Plan should be on relocation of the Airport, not plans to improve and expand the existing airport.

No questions on this, we will write a response.

3. Due to the forecast increase in both commercial and general aviation traffic, concern for safety of the general public due to the location of the Cities of Hailey and Bellevue in relation to the airport. Also, concern for safety of airport users due to terrain near the airport and opposite direction traffic at the airport.
 - a. We noted forecast operations of 27,564 by the year 2034 (an increase of 9,132 operations from 2014). This is less than or near operations noted in 2004-2007. Can you provide operations numbers for 1997-2003?
 - b. We will write a response.
4. Concern about impact of noise in Bellevue and Hailey. Increase flights will result in more noise both day and night. There is much more residential development and more parks in the vicinity of the airport since the last noise study was completed.

- a. We can write a response as to how airport noise is measured and impacts evaluated.
 - b. Would you be interested in completing a new Part 150 noise study, based on the operations forecast in the Master Plan? This could be funded with an AIP grant.
5. Concern about impact of aircraft emissions with increased traffic.
- a. Would you be interested in completing an air quality analysis, based on the operations forecasts in the Master Plan? This cost could be included with an AIP grant.

Please review and we can discuss these items further.

Steve L. Engebrecht, P.E.
Lead Civil Engineer, Compliance Specialist
Helena Airports District Office
406-449-5279
steve.engebrecht@faa.gov

Rick Baird

From: Rick Baird
Sent: Monday, February 29, 2016 4:19 PM
To: 'Steve.Engebrecht@faa.gov'
Cc: 'dmitchell@to-engineers.com'; pk@iflysun.com
Subject: RE: Hailey Apron Expansion Opposition Letters
Attachments: Air-Traffic-Historical-Record-2015.pdf

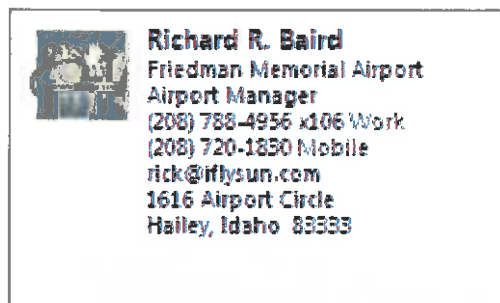
Hi Steve:

Several of us have provided information to answer your questions. I have also sent information to Diane. The project to improve the Air Carrier Apron and associated Cat Ex have very little to do with the concerns expressed. The apron improvements are not going to increase impact on people and or the environment. The aircraft will come even if this project is not completed. Not having adequate space will not decrease environmental and individual impact it will increase it. Second the Airport Deices pavement and we very seldom deice aprons. Most of the fluid is used on the Runway and on the part of B taxiway that has a slope. The additional pavement will not lead to more fluid being used. To help Diane with the deice answer, we now have 2 Broom apparatus. We have invested heavily in equipment to significantly reduce the amount of pavement deice material that is used.

When we discussed the need to improve the air carrier apron I forgot to mention that during one of the reposition maneuvers we had to complete included a case where the waiting aircraft was in section 4 at the north end of the airport. We had to tug the disabled aircraft to section 4 via taxiway B. The holding aircraft transitioned to the air carrier apron on the runway since the tugged aircraft was on B taxiway. We do not like to use the runway in that manner.

Please let me know if we can help or provide more information. Thank you, Rick.

Best Regards,



From: Steve.Engebrecht@faa.gov [mailto:Steve.Engebrecht@faa.gov]
Sent: Thursday, February 25, 2016 12:03 PM
To: Rick Baird <Rick@iflysun.com>; dmitchell@to-engineers.com
Cc: Diane.Stilson@faa.gov; Dave.Stelling@faa.gov
Subject: Hailey Apron Expansion Opposition Letters

Rick/Dave:

We have received four letters in the past month regarding the Cat-Ex for the proposed commercial apron expansion. Other items of concern were also mentioned in the letters. We have reviewed the letters, the Cat-Ex for the apron expansion, and Draft Chapters B, C, and D of the ongoing Master Plan. Prior to responding to the letters, we have

some questions that we'd like to discuss with you. The following summarizes the concerns mentioned in the letters, and our questions relating to each concern.

1. Concern about FAA approval of the Cat-Ex for "proposed expansion projects". Concerns relate to disposal of de-icing fluid, discharge in the wellhead protection area, whether or not the de-icing fluid is considered a hazardous waste, the "heavy use" of de-icing fluid required this winter, whether or not options for collection and disposal have been considered, and potential hazard to the City of Bellevue's drinking water.

Diane has been in contact with the Idaho DEQ and EPA. Neither organization expressed any concerns with how de-icing fluid is currently handled at the airport. During review of the draft Master Plan chapters we noted the preferred alternative for the commercial apron is ultimate expansion to accommodate seven (7) aircraft parking spaces. This requires removal of 2 hangars, and it appears that the only option for replacement of these hangars is land acquisition. We also didn't find an estimated time frame for when commercial apron expansion would be required. The Cat-Ex is for addition of one commercial parking space.

- a. Why is the apron expansion needed now? Rick addressed this pretty well. Current demand for this summer indicates the likelihood of four aircraft remaining overnight, plus discussions with airlines indicate that it will be extremely likely in Summer 2017. The point of starting the process now is so that we would be in a position to build the apron as early as possible in 2017, to accommodate that demand.
- b. When do you anticipate that additional apron expansion will be needed/implemented? See previous answer. If you mean additional expansion beyond this, I don't know. The forecast indicates the need for a fifth spot as soon as the "near term" forecast window, with up to seven needed within the planning window.
- c. We understand that the airport typically uses less than 5,000 gallons of de-icing fluid per year. Is this correct? The Airport typically uses between 2,000 and 3000 gallons.
- d. With the "heavy use" of de-icing fluid this year, how much do you expect to use? This year the Airport will use right at 5,000 gallons.
- e. At ultimate build out of the commercial apron, how much de-icing fluid do you expect to use? Last year the two Air Carriers used about 2,500 gallons. I would estimate that this year the two will use around 5,000 gallons. It is highly unlikely that gallon usage by the Air Carriers will exceed that by much even at build out. Remember when it is snowing which is when most aircraft deicing takes place the weather is below landing minimums and Air Carrier aircraft are not getting to and from the Airport.
- f. We understand that Cryotech E36 is used at the airport for de-icing aircraft? Is this correct? That is not correct. Cryotech E36 is used by the Airport to deice pavement. Are any other de-icing agents used? Max Flight 04 and UCAR Flightguard AD-49 is used to deice aircraft. The Air Carriers deice their aircraft and Atlantic Sun Valley deices general aviation aircraft.
- g. What, if any, options for collection and disposal of de-icing fluids have been considered? Why have these options not been implemented? We constructed the north apron with collection into a vault. This vault is designed so that the de-icing fluid collects in the bottom, then flows into the storm drain when it reaches capacity of the vault (1,500 gal). If it reaches this capacity, it will flow into the storm drain, then down to the grassy swales and drywells. As currently configured, the vault could be pumped periodically and de-icing recycled or disposed of in the sanitary sewer system. We looked at setting it up to divert it into the sanitary sewer system, but the sewer department required that this only be done during certain times of day (peak flow, to ensure maximum dilution), so we held off on implementing that, due to costs and complexities of pumping, controls, etc. Why have these options not been implemented? Quantity of de-icing fluid did not meet the threshold to treat.
- h. Diane has asked for clarification to a statement you provided: This method of stormwater (runoff) treatment exceeds the standards for the treatment of stormwater in Blaine County. There are no formal standards for stormwater treatment in the County, but typical methods in the County and the City involve direct injection wells, without any grassy swale pretreatment.

2. Focus of the Master Plan should be on relocation of the Airport, not plans to improve and expand the existing airport. There are no formal standards for stormwater treatment in the County, but typical methods in the County and the City involve direct injection wells, without any grassy swale pretreatment.

No questions on this, we will write a response.

3. Due to the forecast increase in both commercial and general aviation traffic, concern for safety of the general public due to the location of the Cities of Hailey and Bellevue in relation to the airport. Also, concern for safety of airport users due to terrain near the airport and opposite direction traffic at the airport.
 - a. We noted forecast operations of 27,564 by the year 2034 (an increase of 9,132 operations from 2014). This is less than or near operations noted in 2004-2007. Can you provide operations numbers for 1997-2003? I have attached aircraft operation data for your use. Note that we were three times busier in 1996.
 - b. We will write a response.
4. Concern about impact of noise in Bellevue and Hailey. Increase flights will result in more noise both day and night. There is much more residential development and more parks in the vicinity of the airport since the last noise study was completed.
 - a. We can write a response as to how airport noise is measured and impacts evaluated.
 - b. Would you be interested in completing a new Part 150 noise study, based on the operations forecast in the Master Plan? This could be funded with an AIP grant. I believe that is a good idea and will approach the Board with the idea. I have been talking to Landrum & Brown about this idea for a couple of months.
5. Concern about impact of aircraft emissions with increased traffic.
 - a. Would you be interested in completing an air quality analysis, based on the operations forecasts in the Master Plan? This cost could be included with an AIP grant. Yes. I have also been making industry enquiries regarding how useful this information might be.

Please review and we can discuss these items further.

Steve L. Engebrecht, P.E.
Lead Civil Engineer, Compliance Specialist
Helena Airports District Office
406-449-5279
steve.engebrecht@faa.gov



iflySUN.com

**Air Traffic Record
1996 - 2015**

Calendar Year	Air Taxi	Air Carrier	General Aviation	Military	Civil	Total
1996	16,834	36	57,708	22	9,833	84,433
1997	14,894	28	55,164	6	9,088	79,180
1998	16,672	5	49,036	8	7,502	73,223
1999	19,913	4	51,445	34	6,887	78,283
2000	24,358	14	55,023	21	6,007	85,423
2001	12,747	222	32,595	27	5,257	50,848
2002	15,087	994	32,540	47	7,229	55,897
2003	13,206	1,414	25,751	54	4,314	44,739
2004	13,698	1,129	25,595	30	4,580	45,032
2005	14,335	1,137	24,854	19	3,262	43,607
2006	14,252	1,168	23,715	35	3,832	43,002
2007	13,863	1,131	29,588	112	6,018	50,712
2008	10,555	2,131	19,731	77	1,342	33,836
2009	10,327	688	19,009	189	1,486	31,699
2010	10,076	948	19,504	218	1,604	32,350
2011	9,682	734	18,796	239	1,104	30,555
2012	8,556	712	17,537	154	1,310	28,269
2013	8,499	817	19,678	111	3,035	32,140
2014	5,213	2,624	14,142	102	1,226	23,307
2015	5,186	2,611	15,381	103	1,534	24,815

Rick Baird

From: Pete Kramer
Sent: Monday, February 29, 2016 2:07 PM
To: Rick Baird
Subject: FW: FW: Aircraft Concern Form



Pete Kramer
Friedman Memorial Airport
Emergency Services/Airfield Oper...
(208) 788-4956 x105 Work
(208) 720-3837 Mobile
pk@iflysun.com
PO Box 929
Hailey, Idaho 83333
<http://www.iflysun.com>

From: Craig Wolfrom [mailto:craig@craigwolfrom.com]
Sent: Monday, February 29, 2016 1:45 PM
To: Pete Kramer <pk@iflysun.com>
Subject: Re: FW: Aircraft Concern Form

What is the minimum distance two aircraft can be in proximity to one another while landing and taking off at KSUN?

On Monday, February 29, 2016, Pete Kramer <pk@iflysun.com> wrote:

Mr. Wolfrom:

Your wording is indeed unfortunate. You state that "...around 12:30 pm two jets occupied the same air space over Bellevue, they were traveling in opposite directions..." That statement suggests the possibility of a "near-miss" or potential "mid-air accident" scenario. In your follow up response, you state that the approaching aircraft did so over your home, simultaneously with an aircraft departing approximately over the Lee's Gulch/Townsend Gulch area. Separation of approximately 1.5 miles, with one aircraft in decelerating descent mode, while another is in accelerating ascent mode, hardly constitutes the "same air space" in the context that you suggest. You also don't state what the perceived altitudes of each aircraft are. You can be certain that the departing aircraft had ascended to a height well above the altitude of the descending aircraft. Suggestion of dangerous operation can promote an entirely different interpretation by aviation professionals, depending on how widely an opinion such as this may be disseminated.

Your concern for your home, family and community is admirable and nobody would ever suggest otherwise, including airport staff or Board members. Nobody claims a "higher authority" or empowerment to "condemn" your concern as unfortunate. As I have stated, what is unfortunate is your choice of terminology.

I trust that you harbor confidence in the abilities of various and all public service safety agencies and staffs to insure your safety, although you are probably not comprehensively versed in the various strategies, policies, procedures and regulations within which those many agencies operate in the conduct of providing that safety. You could correctly consider air traffic controllers in that same category of public safety providers.

I have previously recommended that if you are interested in insight regarding air traffic control regulations and procedures, you should ask in advance, to be put on an FMAA Board Meeting agenda, wherein you can ask your questions and receive answers. I've also stated that this noise concern mechanism provided by Friedman Memorial Airport is not a platform for an air traffic control question, answer and debate forum. Again, as a public official yourself, you should recognize the value to the entire community for whom you are concerned, to address these types of matters in a very public forum.



Pete Kramer

Friedman Memorial Airport
Emergency Services/Airfield Oper...
(208) 788-4956 x105 Work
(208) 720-3837 Mobile
pk@iflysun.com
PO Box 929
Hailey, Idaho 83333
<http://www.iflysun.com>

From: Craig Wolf from [<mailto:craig@craigwolffrom.com>]

Sent: Friday, February 26, 2016 5:36 PM

To: Pete Kramer <pk@iflysun.com>

Subject: Re: FW: Aircraft Concern Form

Mr. Kramer, I am flabbergasted that you find my original wording "unfortunate!" I request that you explain to me how my concern for my home, family, and community is unfortunate. What higher authority do you have that you feel you can condemn my concern as unfortunate?

Regardless of your findings, I am well aware of what I witnessed--a northbound arriving jet over my home near Bellevue elementary school simultaneous with a southbound departing jet over the Townsend/Lee's Gulch area. To me, these two aircraft were entirely too close to one another both in space and in arrival and departure timing.

Please answer this question, what is the minimum amount of space (distance and time) two aircraft are allowed when arriving or departing at Friedman Memorial Airport?

-Craig Wolfrom

Cell: 208-309-3262 Tel: 208-578-3601

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On Thu, Feb 25, 2016 at 12:04 PM, Pete Kramer <pk@iflysun.com> wrote:

Mr. Wolfrom:

Your concern is appreciated. It was thoroughly researched by the Airport Manager and Hailey Air Traffic Control Chief. I can report that there is no evidence to substantiate your perception that two aircraft occupied the same air space over Bellevue at the date and the time you report. The air traffic controllers operating at Friedman Memorial Airport are highly skilled and experienced. They operate within very specific FAA procedures and under tremendous scrutiny. Safety, for aircraft and the communities over which they may operate is always paramount.

Since the safe operation of the aircraft is ultimately the responsibility of the pilot and safe separation of traffic is the responsibility of air traffic control, southern approaches and departures afford the greatest measure of flight safety because of the increased air space maneuverability south of the airfield:

- a) Operators prefer to avoid the rapidly rising terrain north of the airfield
- b) The airport and runway are graded in declining configuration to the south, which means take offs to the south are downhill and landings from the south are uphill; both of which are conventionally ideal.

c) Departures to the south are afforded the maximum amount of take off pavement. Arrivals from the south are also afforded the maximum available take off pavement

d) IFR (Instrument Flight Rules) enroute infrastructure is designed for entry south of the airport

e) Instrument approach procedures support arrivals from the south and instrument departure procedures support departures to the south, exclusively

f) Crossing winds to the south are not nearly as challenging as they are to the north, and with the significantly increased maneuverability to the south, they are quite a bit more manageable

The choice of wording in your original concern is unfortunate. You should be cautioned that randomly describing your observation in the manner you did can be interpreted entirely differently by aviation professionals. This format is in place as a mechanism for the public to inquire about the nature of specific observations or to report observations. If you have questions about how and why aircraft operate in this airspace, we recommend you attend the monthly FMAA Board meeting and address those questions there. The FMAA Board welcomes forthright comment and discussion in a public forum

There is certainly nothing objectionable about your inquiry and we encourage you to remain vigilant and contact us with your observations and questions as often as you deem necessary

Pete Kramer
Operations Chief
Friedman Memorial Airport

-----Original Message-----

From: pk@iflysun.com [mailto:pk@iflysun.com]

Sent: Saturday, February 20, 2016 12:31 PM

To: Pete Kramer <pk@iflysun.com>

Subject: Aircraft Concern Form

Title:

First Name: Craig

Last Name: Wolfrom

Street Address: 217 N 5th Street

City: Bellevue

State: Idaho

Zip: 83313

Phone: [208-578-3601](tel:208-578-3601)

Email: wolfrom.craig@gmail.com

Event Date: 2/20/2016

Time: 12:30 PM

Type Of Complaint: other

Aircraft Type: business

Comments: Today, around 12:30pm two jets occupied the same airspace over Bellevue, they were traveling in opposite directions. This was the case earlier in the week as well. I am very concerned about Friedman Memorial airport's use of opposite direction operation and the increased risk this places on the citizen's of Bellevue. I do not understand why the air traffic tower is allowing jets to be so close to one another in the same airspace and why they do not move to a safer take off and departure procedure by having air traffic land

from the south and depart to the north or vice-versa. At a minimum, I do not understand why the tower does not space opposite direction operations out more so that two aircraft are not occupying the same space.
Response Type: Email

Cell: 208-309-3262 Tel: 208-578-3601

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Rick Baird

From: Rick Baird
Sent: Thursday, March 03, 2016 2:56 PM
To: 'Craig Wolfrom'
Cc: pk@iflysun.com
Subject: RE: Minimum Distance

Hi Mr. Wolfrom:

Your original question was "What is the minimum distance two aircraft can be in proximity to one another while landing and taking off at KSUN". The answer to that question depends on the circumstances and operation that is taking place. I assume your question is in regard to your February observation at approximately 1230 pm and the question is easy to answer. The departing aircraft must have begun its takeoff roll before the arriving aircraft reached five miles from the runway. Thank you, Rick.

Best Regards,



Richard R. Baird
Friedman Memorial Airport
Airport Manager
(208) 788-4956 x106 Work
(208) 720-1850 Mobile
rick@iflysun.com
1616 Airport Circle
Hailey, Idaho 83333

From: Craig Wolfrom [mailto:wolfrom.craig@gmail.com]
Sent: Tuesday, March 01, 2016 3:32 PM
To: Pete Kramer <pk@iflysun.com>; Rick Baird <Rick@iflysun.com>
Subject: Minimum Distance

Greetings,

As per my previous emails, I would like to know what the minimum distance two aircraft can be in proximity to one another in the air space surrounding KSUN?

Thank you,
-Craig Wolfrom

Rick Baird

From: Craig Wolfrom <wolfrom.craig@gmail.com>
Sent: Tuesday, March 01, 2016 3:32 PM
To: Pete Kramer; Rick Baird
Subject: Minimum Distance

Greetings,

As per my previous emails, I would like to know what the minimum distance two aircraft can be in proximity to one another in the air space surrounding KSUN?

Thank you,
-Craig Wolfrom

Rick Baird

From: Barbara Cook <barbara.cook@aaae.org>
Sent: Tuesday, March 01, 2016 4:58 PM
To: Rick Baird
Subject: Airport Report Today, February 29, 2016



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DELIVERING THE NEWS YOU NEED ■ AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES ■ FEBRUARY 29, 2016

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House To Delay Considering 'Transformational' FAA Bill

Republic Airways Files For Chapter 11 Reorganization

AAAE Participates In Transportation Security Roundtable

DFW Opens New Section Of Terminal B

FAA To Form Small UAS Rulemaking Panel With Industry

Bill Would Require Stakeholder Role In FAA Decision-Making

Highlight Airport Magazine's February/March Issue Is Now Available Online

Denver Posts Record-Setting Concessions Sales

Fresno Yosemite Airport Adds Lyft Service

Digicast Offers More Than Part 139 Training

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House To Delay Considering 'Transformational' FAA Bill

House leaders have decided to shelve plans to consider House Transportation and Infrastructure Committee Chairman Bill Shuster's (R-Pa.) "transformational" FAA reauthorization bill for now, according to published reports.

That makes it increasingly likely that an extension of FAA programs will be required before the March 31 deadline, and lawmakers already are in discussions regarding the details of an extension. While AAAE is urging Congress to approve a long-term extension, lawmakers may well limit it to two-three months.

Shuster described the delay in floor consideration of his FAA bill as simply providing additional time to educate members of Congress and allay concerns about the legislation.

In the meantime, the Senate Commerce Committee is making steady progress on a potential bipartisan version of FAA reauthorization legislation that does not include the controversial air traffic control reforms that are in Shuster's bill. Committee

HIGHLIGHT

AIRPORT MAGAZINE'S
FEBRUARY/MARCH ISSUE IS NOW
AVAILABLE ONLINE

The February/March issue of AAAE's *Airport Magazine* is now available online at www.airportmagazine.net. Printed copies of the issue are in the mail to association members and magazine subscribers.

Articles in this Issue include a review of 2015 and outlook for 2016 from *Airport Magazine's* Editorial Advisory Board; FOD detection technology; the use of glass in passenger boarding bridges; the use of customer analytics; regulating UAS operations near airports; and a look at Morristown Municipal Airport's

leaders could release a bill as early as this week, with committee consideration possible as early as March 9.

Republic Airways Files For Chapter 11 Reorganization

Republic Airways Holdings and certain of its subsidiaries have filed for Chapter 11 bankruptcy reorganization, saying it is in their best interest. The company said it would continue normal flight operations during the bankruptcy proceeding.

"We worked hard to avoid this step," said Bryan Bedford, Republic's chairman, president and CEO. "Over the last several months, we've attempted to restructure the obligations on our out-of-favor aircraft – made so by a nationwide pilot shortage – and to increase our revenues. It's become clear that this process has reached an impasse and that any further delay would unnecessarily waste valuable resources of the enterprise. Our filing today is a result of our loss of revenue during the past several quarters associated with grounding aircraft due to a lack of pilot resources, combined with the reality that our negotiating effort with key stakeholders shows no apparent prospect of a near term resolution."

AAAE Participates In Transportation Security Roundtable

AAAE last week participated in an industry roundtable hosted by House Homeland Security Transportation Security Subcommittee Chairman John Katko (R-N.Y.) that centered on the administration's fiscal year 2017 budget request for DHS and TSA.

In addition to AAAE, industry participants were aviation associations such as ACI-NA, A4A and Airport Consultants Council, vendor representatives, labor groups, travel associations and surface transportation interests.

AAAE representatives addressed screening checkpoint staffing and increased wait times at airports across the country. Specifically, AAAE staff members stressed the need for full allocation of staffing for checkpoint lanes to meet growing demand in the short term, as well as effective longer-term solutions to manage throughput through the checkpoints. These solutions could include increased PreCheck enrollment options and increased PreCheck operating lanes. AAAE representatives also pointed out the security vulnerabilities inherent in long checkpoint lines and suggested the reallocation of TSA Transportation Security Officer resources to the checkpoints.

Separately, DHS Secretary Jeh Johnson testified before congressional panels twice last week to state that increased checkpoint wait times are a direct result of TSA's renewed focus on aviation security, as well as an increase in the number of travelers.

DFW Opens New Section Of Terminal B

Dallas Fort Worth International has opened a new section of Terminal B, including gates B4 through B11 and the corresponding ticketing hall, two bag claims and a security checkpoint.

promotion of AAAE accreditation programs.

Our CEO Conversation column features Emilio Gonzalez, director of the Miami-Dade Aviation Department.

Our \$100 Out-of-the-Box Idea winner for this issue is Rich Mueller, director of facilities and operations at Port of Moses Lake, Washington, for his description of how Grant County International allows the military to "take over" the airfield in joint training exercises.

Submit your Out-of-the-Box idea to barbara.cook@aaae.org. If your idea is selected for publication, you win \$100!

FEATURED MEETING

AAAE/USCTA/FAA Contract Tower Workshop
June 22 - 23, 2016 | Washington, DC

Prime Partners are AAAE corporate member companies that work with the association to support the airport community.



UPCOMING EVENTS

AAAE Unmanned Aircraft System (UAS) Training for Law Enforcement Officers
March 14 - 15, 2016 | Alexandria, VA

AAAE/ACI-NA Washington Legislative Conference
March 15 - 16, 2016 | Washington, DC

AAAE/SC Chapter AAAE Loretta Scott, A.A.E. Accreditation/Certification Academy
March 20 - 26, 2016 | Dallas, TX

AAAE/ACI-NA Airport Board Members and Commissioners Conference
April 10 - 12, 2016 | Indianapolis, IN

Ground Handling Initiatives Workshop is now Airport FBO Ownership Workshop
April 11, 2016 | Raleigh, NC

National Air Service Conference is now National Airport Economic Development

FEB 9 2016



February 9, 2016

Friedman Memorial Airport

Po Box 929

Hailey, ID 83333

I wish to nominate Susan Harris for Employee of the 3rd Quarter, 2015. Susan has worked at Atlantic Aviation for many years. Her position is a dual one with Human Resource and Administrative management duties.

Susan gives wise council in our managers meetings. She volunteers on various projects.

One thing I enjoy about Susan is her constant questioning of situations and events that ultimately lead to excellent suggestions to make things better.

Susan also manages our ground transportation activities during the Summer Conference in July. This is a big job that involves the procurement of many individuals to assist with driving, gate security and other important jobs.

Please support me in supporting Susan with your vote as an employee of the 3rd quarter, 2015.

Michael T. Rasch, General Manager

FEB 09 2016

FRIEDMAN MEMORIAL
AIRPORT



February 9, 2016

Friedman Memorial Airport

Po Box 929

Hailey, ID 83333

I wish to nominate Lynn Ramm for Employee of the 4th Quarter, 2015. Lynn has worked at Atlantic Aviation for many years. Her position involves both duties for the Aircraft Maintenance operations as well as the FBO. She has significant customer contact as she manages our accounts receivable operations and provides access for our self service fuel farm to our customers.

Lynn is always looking for duties to expand her responsibilities and increase her capabilities and talents.

During the big Summer Conference in July Lynn provides service dispatch data entry to make sure our operations go smoothly and we do not miss any opportunity to provide the best in service to our customers.

Please support me in supporting Lynn with your vote as an employee of the 4th quarter, 2015.

Michael T. Rasch, General Manager