

**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, April 3, 2012 at 5:30 p.m. at the **old Blaine County Courthouse Meeting Room, Hailey, Idaho.** The proposed agenda for the meeting is as follows:*

**AGENDA
April 3, 2012**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. UNFINISHED BUSINESS**
 - A. Airport Solutions
 - 1. Chairman Report DISCUSSION
 - 2. Blaine County Report DISCUSSION
 - 3. City of Hailey Report DISCUSSION
 - 4. Airport Manager Report DISCUSS/DIRECT
 - 5. Existing Site DISCUSS/DIRECT
 - 6. Replacement Airport DISCUSS/DIRECT
 - 7. Retain/Improve/Develop Air Service DISCUSS/DIRECT
- IV. NEW BUSINESS**
 - A. FY '12 Budget Discussion DISCUSS/DIRECT
 - B. FY '12 Idaho State Grant – Sun-2012 – Attachment #1 ACTION
 - C. Mead & Hunt Program Management Team Update ACTION
 - D. Gifts, Refreshments & News Retail Concession ACTION
- V. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. February 9, 2012 Regular Meeting – Attachment #2 ACTION
 - B. March 6, 2012 Regular Meeting – Attachment #3 ACTION
- VI. AIRPORT STAFF BRIEF**
 - A. Noise Complaints
 - B. Parking Lot Update
 - C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #4 - #7
 - D. Review Correspondence – Attachment #8
 - E. Fly Sun Valley Alliance Update – Attachments #9, #10
 - F. Airport Weather Interruptions
- VII. PUBLIC COMMENT**
- VIII. ADJOURNMENT**

FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETINGS ARE OPEN TO ALL INTERESTED PARTIES. SHOULD YOU DESIRE TO ATTEND A BOARD MEETING AND NEED A REASONABLE ACCOMMODATION TO DO SO, PLEASE CONTACT THE AIRPORT MANAGER'S OFFICE AT LEAST ONE WEEK IN ADVANCE BY CALLING 788-4956 OR WRITING TO P.O. BOX 929, HAILEY, IDAHO 83333.

III. UNFINISHED BUSINESS

A. Airport Solutions

1. Chairman Report

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

BOARD ACTION: 1. Discussion

2. Blaine County Report

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

BOARD ACTION: 1. Discussion

3. City of Hailey Report

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

BOARD ACTION: 1. Discussion

4. Airport Manager Report

- a. During the March Board meeting, the Board revisited a request from Enterprise Rent-a-Car and the upcoming expiration of the existing auto rental concession agreements. After a lengthy discussion and after weighing all the options, the Board determined it would be appropriate to offer a one-year extension to the existing rental car agencies.

As requested, Staff has contacted both Avis and Hertz and they have accepted the offer for the one-year extension. Airport legal counsel has drafted the lease amendments and they have been forward to Avis and Overland West dba Hertz for execution. Staff anticipates the receipt of the executed Amendments prior to the April meeting.

BOARD ACTION: 1. Discussion

- b. A meeting with the FAA to begin discussing guidance received from the Board during the February Regular Board meeting has been established April 2nd in Renton. A verbal report will be available at the meeting.

BOARD ACTION: 1. Discuss/Direct

5. Existing Site

A meeting with the FAA to begin discussing guidance received from the Board during the February Regular Board meeting has been established April 2nd in

Renton. A verbal report will be available at the meeting.

BOARD ACTION: 1. Discuss/Direct

6. Replacement Airport

A meeting with the FAA to begin discussing guidance received from the Board during the February Regular Board meeting has been established April 2nd in Renton. A verbal report will be available at the meeting.

BOARD ACTION: 1. Discuss/Direct

7. Retain/Improve/Develop Air Service

The Board will recall that in the February Board meeting, Ms. Trina Froehlich, Mead & Hunt, gave the Board a presentation regarding the status of the development of the Draft Passenger Demand Analysis. One of the aspects of the analysis was the "leakage factor", the loss of Blaine County air travelers to other facilities in the region. This item is back on the agenda so that the Board can discuss the Improvement, Development and Retention of local resident use of FMA. Mead & Hunt is preparing a Scope of Service for the development of a plan for the Board to implement in pursuit of this goal.

BOARD ACTION: 1. Discuss/Direct

IV. NEW BUSINESS

A. FY '12 Budget Discussion

The FY '12 budget process began last spring and was completed when the budget was adopted by the Board during the August, 2012 Board meeting. Since the budget process was complete prior to receiving the August 22, 2012 letter from the FAA suspending the EIS, no one could have predicted the impact the letter would have moving forward.

In FY '12, the Board budgeted for \$3,140,000 in AIP revenue and \$3,305,000 in AIP related expenditures. Obviously, since the EIS has been suspended, AIP related expenditures are not taking place on anticipated study work and at an anticipated pace. Subsequently, AIP revenue is not flowing in to match expenditures. Simply stated, EIS work is not being conducted and therefore related and anticipated expenditures and reimbursement is not taking place as well.

The Board also anticipated non-AIP-related expenditures. Categories or line items that the Board prepared for expenditure included the following areas: Project formulation, program manager, financial, public outreach, current site redevelopment master plan, legal and general. The Board budgeted \$410,000 in non-AIP eligible expenditures. These line items are in fact funding the public process and information gathering process that has taken place since the FY began. With almost half the year in the books, more than half of the budget related to non-AIP related Airport

Solutions spending remains. The Board is in a good position to complete the year and not exhaust flexibility with regard to budget.

What is not known at this time is what movement related to improvements at the existing site or related to the ultimate solution, a replacement airport, will be revealed during discussions with the FAA or as the Safety Management System review is completed.

The information provided above is based on reports thru the end of March but before financials for the month of March can be closed, so the data will change before the close out reports are finalized. The information is complete enough to give the Board a good litmus test of preliminary mid-year budget vs. actual expenditure. Airport Staff will update the Board again during the May Board meeting and at that time will include operational expenditure and revenue data for Board information and use.

BOARD ACTION: 1. Discuss/Direct

B. FY '12 Idaho State Grant – SUN-2012 – Attachment #1

Attachment #1 is a copy of the 2012 Idaho Airport Aid Program Grant Offer and Resolution for Board review and action. The Grant Offer will be applied to the following airport projects that have already been completed:

Ford F-350 Truck & Plow: Much of the SUN AOA require snow removal equipment suited for operating in smaller, critical areas such as in the immediate vicinity of airfield lighting and signage. A replacement truck and plow for the Airport's existing, 2001 truck and plow (171,000 miles) is necessary at this time to maintain the viable operational status of the airfield and safety of general aviation, commercial aviation and the flying public.

Total Project: \$32,717.37

Back up Power Generator Acquisition: Back up power for the Hailey ATCT is essential to maintaining Tower operational service in the event of a significant power outage in Blaine County. The County has been advised by Idaho Power that periodic power outages are not unlikely until such time as a major infrastructure upgrade can be implemented in the County. ATCT service is integral to the safety of general aviation, commercial aviation and the flying public in Blaine County.

Total Project: \$15,727.80

Combined Project Total: \$48,445.17

BOARD ACTION: 1. Ratify Idaho Transportation Department Grant Agreement and the Authority Resolution for IAAP Program Number: LNS8SUN/Project Number SUN-2012

C. Mead & Hunt Program Management Team Update

Tom Schnetzer has decided to leave Mead & Hunt. Tom was Mead & Hunt's face and voice in this community for many years. While Staff is sure the Board is sorry to see Tom leave, the reality of the situation is that the Board has selected Mead & Hunt based on the organization's qualifications. Based on the Program Manager Request for Qualification process and subsequent agreements, the Board has the ability to approve or disapprove the individual (key person) that would continue with Tom's responsibilities. Tom's title with Mead & Hunt was Vice President, National Practice Leader – Aviation Planning. Mead & Hunt has agreed to offer Mr. Andy Platz to continue with the Mead & Hunt obligation (key person) that belonged to Tom. Andy's title is President and Group Leader – Aviation Services. Tom, Andy and Matt Dubie met with Staff, Chairman Bowman and Vice Chairman Burke on February 16th. At the time the 16th meeting took place not all members of the Mead & Hunt team had knowledge of Tom's departure. Staff was very adamant that the entire Program Management team remain together. Since that meeting, Staff has been informed that T-O Engineers and Aviation have both been briefed on Tom's departure and that the relationships between each organization continue. Staff believes that Andy Platz is a good fit for this community and recommends that the Board approve him as a principle to continue Tom's work.

BOARD ACTION: 1. Approve/Disapprove Mr. Platz to continue in role established by agreement as a (key Person) replacement for Mr. Schnetzer

D. Gifts, Refreshments & News Retail Concession

The lease agreement between FMA and J. Alyson News-Gifts-Refreshments, the Airport's retail concessionaire expires on March 31. Unfortunately, the LLC under which J. Alyson is organized is also being dissolved. This particular circumstance was unforeseen and regrettable, however beyond the purview of FMA. One of the two principles in J. Alyson, LLC has submitted a request to continue operating a similar retail concession under a reorganized LLC. Staff believes it would be in the best interest of the continuity of the passenger terminal services environment to allow this new entity to enter into a one year retail concession agreement with FMAA, including a one year extension, contingent on successfully meeting pre-determined goals and objectives as agreed upon by the lessee and lessor.

BOARD ACTION: 1. Action

V. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

A. February 9, 2012 Regular Meeting – Attachment #2

BOARD ACTION: 1. Action

B. March 6, 2012 Regular Meeting – Attachment #3

BOARD ACTION: 1. Action

VI. AIRPORT STAFF BRIEF**A. Noise Complaints:**

| LOCATION | DATE | TIME | AIRCRAFT TYPE | INCIDENT DESCRIPTION | ACTION TAKEN |
|------------|------|----------|---------------|--|---|
| Chantrelle | 2/29 | 11:59 pm | Turbo Prop | Late arrival | This was a late air carrier arrival due to a delay in SLC as a result of a passenger becoming ill on an aircraft as it was about to depart. Ops Chief notified caller |
| Chantrelle | 3/1 | 12:33 am | Turbo Prop | Late arrival | This was an air carrier aircraft delayed in SLC due to snow. Ops Chief notified caller. |
| Hailey | 3/4 | 8:45 am | Prop | Acrft departed north over Hailey. Loud. | Acrft operation was appropriate. Caller notified. |
| Chantrelle | 3/11 | 5:08 pm | Misc Jets | Caller complained that Jet departure traffic had been quite heavy for last 2 hours and he was concerned about noise and the volume of fuel being dispersed over Bellevue. Wants every other flight to depart over Hailey. Stated that people don't call the Noise Abatement line because airport staff doesn't care. | Ops Chief made several attempts to contact the caller and left msgs. None were returned. |
| Chantrelle | 3/14 | 12:00 am | Turbo Prop | Caller wanted to know about what he believed was a jet departure at midnight. | This was in fact a turbo-prop LifeFlight departure. Ops Chief contacted caller and explained. |
| Hailey | 3/14 | 12:00 am | Turbo Prop | Caller thought this was a late jet departure. | Same as above. |

| LOCATION | DATE | TIME | AIRCRAFT TYPE | INCIDENT DESCRIPTION | ACTION TAKEN |
|------------|------|---------|------------------|-------------------------|--|
| Chantrelle | | | | | Research revealed that the aircraft approached on a fixed approach (RNAV-W) and was appropriate. Factors likely contributing to low appearance was low cloud cover. Caller notified. |
| | 3/21 | 6:04 pm | Jet | Low approach | |

B. Parking Lot Update

The Car Park Gross/Net Revenues

| | FY 2010 Gross | FY 2010 Net | FY 2011 Gross | FY 2011 Net | FY 2012 Gross | FY 2012 Net |
|----------|------------------|----------------|------------------|----------------|------------------|----------------|
| February | \$16,878.62 | \$8,075.03 | \$16,701.72 | \$7,511.38 | \$16,508.00 | \$7,073.97 |

C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data - Attachments #4 - #7

Attachment #4 is Friedman Memorial Airport Profit & Loss through January 2012.
Attachment #5 is air traffic control tower traffic operations data for February 2012.
Attachment #6 is 2001 - 2012 air traffic control operations data comparison by month.
Attachment #7 is 2008 - 2012 enplanement data including non-revenue passengers.
The following revenue and expense analysis is provided for Board information and review:

January 2011/201

| | | |
|---|---------------------|---------------|
| Total Non-Federal Revenue | January, 2012 | \$196,449.38 |
| Total Non-Federal Revenue | January, 2011 | \$199,411.37 |
| Total Non-Federal Revenue | FY '12 thru January | \$660,213.85 |
| Total Non-Federal Revenue | FY '11 thru January | \$640,409.15 |
| Total Non-Federal Expenses | January, 2012 | \$180,500.86 |
| Total Non-Federal Expenses | January, 2011 | \$170,212.30 |
| Total Non-Federal Expenses | FY '12 thru January | \$742,895.42 |
| Total Non-Federal Expenses | FY '11 thru January | \$733,850.34 |
| *Net Income to include Federal Programs | FY '12 thru January | \$-206,551.20 |
| *Net Income to include Federal Programs | FY '11 thru January | \$-340,705.16 |

*Difference in net income is related to federal transactions.

D. Review Correspondence - Attachment #8

Attachment #8 is information included for Board review.

E. Fly Sun Valley Alliance Update – Attachments #9, #10

Attachment #9 is the February 13, 2012 Fly Sun Valley Alliance Meeting Minutes.
Attachment #10 is the March 12, 2012 Fly Sun Valley Alliance Meeting Agenda.

F. Airport Weather Interruptions for March, 2012

| Airline | Flight Cancellations | Flight Diversions |
|----------------|-----------------------------|--------------------------|
| Horizon Air ** | 4 (wx) | 26 |
| SkyWest | 10 | 18 |

Wx: Weather

Mech: Mechanical

Horizon Air suspended SUN service March 25. Service will resume June 3 to Seattle and June 22 to Los Angeles.

VII. PUBLIC COMMENT

VIII. ADJOURNMENT



IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129
Boise ID 83707-1129

ATTACHMENT #1

(208) 334-8000
itd.idaho.gov

March 16, 2012

Tom Bowman, Chairman
Friedman Memorial Airport Authority
P.O. Box 929
Hailey, ID 83333

**IDAHO AIRPORT AID PROGRAM
FY12 Grant Offer for the
Friedman Memorial Airport
IAAP Program Number: LNS8SUN
IAAP Project Number: SUN-2012**

Project Description: Acquire and install back-up power generator for the Hailey ATCT and acquire truck and snow plow for snow removal in the SUN AOA.

This grant is in the amount of \$20,000 to match \$40,000 from the Friedman Memorial Airport.

Dear Chairman,

Enclosed are two (2) copies each of the Grant Agreement and Airport Authority Resolution for the above referenced project. Please have the Airport Authority ratify both the Grant Agreement and the Airport Authority Resolution, as Chairman please sign both copies of each, and have the Secretary attest to the resolution. Please retain one set for your local records and return one set to me. Please complete these actions by April 20, 2012, as noted on page 2 of the grant. These funds will be available for reimbursement upon receipt of the ratified agreement in this office.

I look forward to working with the Airport Authority on this project. If you have any questions call me at (208) 334-8784.

Sincerely,

William P. Statham
Airport Planning and Development Manager

**IDAHO TRANSPORTATION DEPARTMENT
DIVISION OF AERONAUTICS**

GRANT AGREEMENT

TO: Friedman Memorial Airport Authority
(Hereinafter referred to as the "SPONSOR")

FROM: The State of Idaho, acting through the IDAHO TRANSPORTATION DEPARTMENT,
DIVISION OF AERONAUTICS
(Hereinafter referred to as the "STATE")

WHEREAS, the SPONSOR has submitted to the STATE an application for assistance from the Idaho Airport Aid Program for development of the Friedman Memorial Airport, together with the planning proposal or plans and specifications for the project. This project application has been approved by the STATE and is hereby incorporated herein and made a part thereof;

WHEREAS, the Idaho Transportation Board has approved a project for development of the airport consisting of the following described airport development:

Project Description: Acquire and install back-up power generator for the Hailey ATCT and acquire truck and snow plow for snow removal in the SUN AOA.

Program Number: LNS8SUN

Project Number: SUN-2012

NOW THEREFORE, for the purpose of carrying out the provisions of the Uniform State Aeronautics Department Act of 1947, as amended, and in consideration of the SPONSOR acceptance of this offer, as hereinafter provided, the STATE hereby agrees to pay, as its share of the costs incurred in accomplishing the project, not more than a lump sum amount of \$20,000.

This Grant is made with the following terms and conditions:

1. The maximum obligation of the STATE payable under this Grant shall be \$20,000.
2. The SPONSOR shall:
 - A. Certify the availability of at least \$40,000 to match STATE participation in said project.
 - B. Diligently and expeditiously complete this project and likewise pursue appropriate measures as may be agreed upon by the SPONSOR and the STATE to remedy project delays, including but not limited to litigation or condemnation.
 - C. Carry out and complete the project in accordance with the plans, specifications, and property map, incorporated herein, as they may be revised or modified, with approval of the STATE.
 - D. All contracts for construction involved in this project shall be bid competitively in accordance with bidding procedures otherwise authorized for public entities.

- E. In connection with the acquisition of real property for the project, the SPONSOR shall secure at least two written appraisals by licensed appraisers. The SPONSOR shall not pay in excess of the highest appraisal without the written consent of the STATE or except as directed by a court of competent jurisdiction after a contested trial and a judgment not resulting from agreement between the parties.
 - F. No STATE funds will be paid to the SPONSOR in any case until it certifies in writing that it has funds available and will spend at least the amount designed in Paragraph (A) above, solely for the project in question.
 - G. The SPONSOR agrees to hold said airport open to the flying public for the useful life of the facilities developed under this project. The SPONSOR shall grant no exclusive use or operating agreements, to any person, company, or corporation; that failure to abide by such agreement shall automatically obligate the immediate and full return of all State of Idaho money expended in behalf of the project to the State of Idaho.
3. The allowable costs of the project shall not include any costs determined by the STATE to be ineligible.
4. The STATE reserves the right to amend or withdraw this offer at any time prior to its acceptance by the SPONSOR.
5. This offer shall expire and the STATE shall not be obligated to pay any part of the costs of the project unless this agreement has been accepted by the SPONSOR on or before April 20, 2012 or such subsequent date as may be prescribed in writing by the STATE.

Except for those projects receiving both State and Federal Aid (submit copies of FAA documents), the following inspection schedule and reporting system will be required:

6. Inspection Schedule and Reporting System:

Inspection Schedule and Reporting System will vary for each project. The SPONSOR will be required to make reports and be inspected on the following schedule:

- A. SPONSOR shall report project commencement date.
- B. SPONSOR shall make periodic progress reports as appropriate.
- C. SPONSOR shall receive approval prior to any change in the scope of the project
- D. SPONSOR shall report project completion date and request final inspection and payment.
- E. STATE may make final inspection and shall sign off project as completed.
- F. STATE may arrange for audit of account in accordance with regularly scheduled audit program.

The SPONSOR'S acceptance of this offer and ratification and adoption of the project application incorporated herein shall be evidenced by execution of this instrument by the SPONSOR, as hereinafter provided. Said offer and acceptance shall comprise allocation agreement, constituting the obligation and rights of the State of Idaho and the SPONSOR with respect to the accomplishment of the project and the operation and the maintenance of the airport. Such allocation agreement shall become effective upon the SPONSOR acceptance of this offer and shall remain in full force and effect throughout the useful life of the facilities developed under the project but in any event not to exceed twenty (20) years from the date of acceptance.

STATE OF IDAHO, ITD
Division of Aeronautics

By: _____

John V. DeThomas, Administrator

ACCEPTANCE

THE SPONSOR DOES HEREBY RATIFY AND ADOPT ALL STATEMENTS, representations, warranties, covenants, and agreements contained in the project application and incorporated materials referred to in the foregoing offer and does hereby accept said offer and by such acceptance agrees to all of the terms and conditions thereof.

Executed this _____ day of _____, 2012.

By: _____

Tom Bowman, Chairman
Friedman Memorial Airport Authority

ATTEST:

Susan McBryant, Secretary

I, Susan McBryant, Secretary do hereby certify that the foregoing is a full, true, and correct copy of Resolution No. _____ adopted at a regular meeting of the Airport Authority held on the _____ day of _____, 2012, and that the same is now in full force and effect. IN WITNESS WHEREOF, I have hereunto set my hand and impressed the official seal of the County, this _____ day of _____, 2012.

Susan McBryant, Secretary

Airport Authority Resolution

Exact from the minutes of a regular meeting
of the Friedman Memorial Airport Authority
Held on _____, 2012

The following Resolution was introduced by Chairman Bowman, read in full, considered and adopted:

Resolution number 2012-02 of the Friedman Memorial Airport Authority accepting the Grant Offer of the State of Idaho through the Idaho Transportation Department, Division of Aeronautics, in the maximum amount of \$20,000 to be used under the Idaho Airport Aid Program, Program number: LNS8SUN, Project number: SUN-2012 in the development of the Friedman Memorial Airport; and

Be it resolved by the Chairman and Members of the Friedman Memorial Airport Authority (herein referred to as the "Airport Authority" as follows:

Sec. 1. That the Airport Authority shall accept the Grant Offer of the State of Idaho in the amount of \$20,000, for the purpose of obtaining State Aid under Program Number: LNS8SUN, Project Number: SUN-2012 in the development of the Friedman Memorial Airport; and

Sec. 2. That the Chairman of the Friedman Memorial Airport Authority is hereby authorized and directed to sign the statement of Acceptance of said Grant Offer (entitled Acceptance) on behalf of the Airport Authority. The Secretary is hereby authorized and directed to attest the signature of the Chairman and to impress the official seal of the Airport Authority on the aforesaid statement of Acceptance; and

Sec. 3. A true copy of the Grant Agreement referred to herein be attached hereto and made a part thereof.

Passed by the Airport Authority and approved by the Chairman this ____ day of _____, 2012.

Tom Bowman, Chairman

ATTEST:

Susan McBryant, Secretary

CERTIFICATE

I, Susan McBryant, Secretary do hereby certify that the foregoing is a full, true, and correct copy of Resolution No. _____ adopted at a regular meeting of the Airport Authority held on the ____ day of _____, 2012, and that the same is now in full force and effect. IN WITNESS WHEREOF, I have hereunto set my hand and impressed the official seal of the County, this ____ day of _____, 2012.

Susan McBryant, Secretary

**MINUTES OF A REGULAR MEETING
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY ATTACHMENT #2**

**February 9, 2012
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman –Tom Bowman, Vice-Chairman – Martha Burke, Secretary – Susan McBryant, Board – Lawrence Schoen, Don Keirn, Angenie McCleary, Ron Fairfax

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 – Cecilia Vega

CONSULTANTS: T-O Engineers – Dave Mitchell, Chuck Sundby, Mead & Hunt, Inc. – Trina Froehlich, Interim Communications Director – Candice Pate

AIRPORT TENANTS/PUBLIC: Steve and Sheryl Scholoengerdt, Bill Demun, Karen Province, Chuck Matthiesen, FSVA - Eric Seder, Carol Waller, Maurice Charlat, Wally Huffman, Dick Fenton; WREP - Doug Brown; Larry Helzel, Bob Crosby, Atlantic Aviation - Michael Rasch; Pam Reinschild, Tricia St. George, Julie Lawson, Karen Bossick, Richard Fassino, Bonnie Leighton, Harry Griffith, Milt Adams, Donna Serrano, Margaret Youdall, ATCT - George White; Enterprise - Scott Reese; Russ Sample, Marilyn Plott, Nils Ribi, Carl Harris, Charles Ferries, Jack Northcott, Sue Radford, Hailey Mayor - Fritz Haemmerle

PRESS: Idaho Mountain Express – David Seelig, Katherine Wutz

CALL TO ORDER:

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

I. APPROVE AGENDA

The agenda was approved with the following changes:

III. UNFINISHED BUSINESS (5:30 – 7:00)

A. Replacement Airport

1. ~~City of Hailey Report~~ ~~County Report~~
2. ~~Blaine County Report~~ ~~City Report~~
3. Airport Manager Report – Attachment #1 & #2
 - a. ~~Washington D.C. Trip Report~~
 - b. ~~City of Ketchum Update~~
 - c. ~~SMS Update~~

IV. NEW BUSINESS

A. ~~B.~~ Passenger Demand Analysis – Attachment #6

V. UNFINISHED BUSINESS (CONT.)

A. Replacement Airport (cont.)

4. Reliability Report (Airport Manager/T-O Engineers) – Attachment #3

B. Roadmap Toward Future (High Priority Items)

1. Replacement Airport South of Bellevue Along Highway 75
2. Incremental Improvements at Friedman Airport (ALP?)
3. Retain/Improve/Develop Air Service
4. Other

C. Gallatin Public Affairs Government Relations Agreement – Attachment #4

VI. ~~IV.~~ NEW BUSINESS (CONT.) (7:00 – 8:00)

~~B.~~ A. FY '11 Idaho State Grant – SUN-2011 – Attachment #5

~~B. Passenger Demand Analysis – Attachment #6~~

MOTION:

Made by Board Member Schoen to discuss the Passenger Demand Analysis agenda item after the Replacement Airport discussion. Seconded by Board Member McCleary.

PASSED UNANIMOUSLY

II. PUBLIC COMMENT

Enterprise Rent-A-Car representative Scott Reese expressed that Enterprise remains eager to resume operations on-airport at the vacant counter in the terminal. He commented that although their request to resume on-airport operations was denied in November, they appreciated the Board's willingness to discuss the possibility of conducting an Auto Rental Concession bid before the current Agreements expire on April 30th. He briefed the Board that Enterprise has submitted a formal letter requesting that the Board allow Enterprise to participate in the bid process and requested that the Board address the matter in March.

III. UNFINISHED BUSINESS

A. Replacement Airport

1. City of Hailey Report ~~County Report~~

Board Member Keirn reported that the Hailey City Council has been developing and modifying Guiding Principles for an airport strategic plan. He commented that the City has several items they would like to see changed and during the next Council meeting the City hopes to develop goals and objectives that will coincide with the County's Guiding Principles.

2. Blaine County Report ~~City Report~~

Board Member McCleary reported that the Blaine County Commissioners have also been developing Guiding Principles for an airport strategic plan and has established 7 principles. She briefed the Board that the County will continue to develop elements of the strategic plan that discuss desired outcomes and goals. Board Member McCleary praised Airport Manager Baird on the presentation he gave to the Cities of Ketchum and Sun Valley regarding Airport Updates, at which Board Member Schoen was also present and commented that it was a good meeting with good public comment.

Board Member Schoen added that Attorney Luboviski and the Airport Interim Communications Director, Candace Pate, also attended the Ketchum/Sun Valley meeting.

Chairman Bowman briefed the Board that Idaho State Legislature has been developing a Bill that proposes to reinstate zoning rights for property surrounding an airport to their respective cities and counties. He commented that the proposed Bill would not apply to FMA as the City and County already assume zoning rights for the property surrounding the Airport.

3. Airport Manager Report (See Brief)

a. Washington D.C. Trip Report

b. City of Ketchum Update

Board Member Schoen and Board Member McCleary commented that the public who attended the Ketchum/Sun Valley meeting communicated a sense of urgency and the need to immediately begin work on revising the current Airport Layout Plan (ALP) to reflect the long term goal of a replacement airport.

c. SMS Update

IV. NEW BUSINESS

A. B. Passenger Demand Analysis (See Brief)

Mead & Hunt, Inc., consultant, Trina Froehlich, gave the Board a presentation regarding the status of the development of the Draft Passenger Demand Analysis.

The Board asked Ms. Froehlich questions regarding the purpose and capabilities of the Passenger Demand Analysis and how the information in the analysis was collected.

Fly Sun Valley Alliance Director, Carol Waller, commented that it would be useful to know how many Wood River Valley visitors are flying into Boise rather than FMA. She commented that FSVA has had conversations with the Boise Airport regarding final destinations and she hopes to soon have data available to review the actual amount of passengers flying into the Boise Airport with Sun Valley as their final destination.

Airport Manager Baird commented that the Passenger Demand Analysis (PDA) contains valuable information for FSVA and the Board. He commented that there is a strong need to market the Airport outside of the Wood River Valley.

Board Member Schoen asked how often Ms. Froehlich would recommend that these type of studies be completed in order to remain consistent.

Ms. Froehlich recommended that passenger demand information be continually monitored as data becomes available. She commented that the Board can access quarterly reports from the Department of Transportation that report a quarterly review of airport revenue fares. She commented that the Board can also continue to monitor airfares on a regular basis to see seasonal impact.

Airport Manager Baird commented that Staff is planning to include a line item in next year's budget to allow another PDA to be completed. He commented that the Board's interest and desire to improve and maintain air service will give Staff the ability to learn and explore the information Ms. Froehlich has said is available. Airport Manager Baird asked the Board to prepare to possibly review a scope of work from Mead & Hunt regarding the subject in April.

V. UNFINISHED BUSINESS (CONT.)

A. Replacement Airport (cont.)

4. Reliability Report (Airport Manager/T-O Engineering) (See Brief)

Airport Engineer, Dave Mitchell, gave the Board a presentation describing whether or not reliability can be improved at the existing site.

Board Member Keirn asked why the FAA is no longer focused on implementing the VOR Approach.

Airport Engineer Mitchell answered that the FAA has been investing their navigational funds into developing and implementing WAAS and NextGen, which are both expensive to maintain.

Vice-Chairman Burke asked how the Board should proceed in reconfiguring the south missed approach to lower minimums.

Airport Manager Baird answered that he anticipates direction from the Board to find more information regarding reconfiguring the missed approach. He commented that funding for studying implementation of NextGen, RNP, TPS and WAAS approaches may be provided by the FAA. Airport Manager Baird briefed the Board that there is the possibility of significant funding available for implementation of NextGen and the development of an RNP approach system from the recently passed Reauthorization Bill.

Board Member Fairfax commented that a 1,000' ceiling with 1 to 3 miles of visibility should be the goal strived for. He commented that a 50% improvement in diversion rates would be a significant improvement.

Board Member McBryant commented that a runway length of 8,200' would be ideal, however the Board should not commit to achieving that length as they are currently dealing with conditions that could change.

Board Member Schoen asked questions regarding technical solutions that could possibly be developed and implemented for weather monitoring and reporting in order to improve reliability. The Board continued to ask Airport Engineer Mitchell questions regarding localizer approaches and lateral clearance requirements.

Chairman Bowman commented that while deciding what the ideal runway length needs to be, the focus should be on arrivals rather than departures as the priority is getting people in, not getting people out.

Chairman Bowman suggested that the Board discuss whether or not they should prioritize researching ground-based navigation alternatives for the Airport with emphasis on SkyWest Airlines requirements.

Board Member Fairfax commented that installing a localizer would require the sterilization of land south or north of the Airport and he does not believe that localizers will be a long term solution. He commented that SkyWest aircraft are currently equipped with GPS systems, not dual GPS localizers.

Vice-Chairman Burke commented that she does not feel qualified to state her preference unless the FAA determines how to best improve weather monitoring and if the Board submits a request to the FAA to reconfigure a missed approach at the Airport.

Board Member McCleary commented that it is encouraging to know that reliability can be improved at the Airport. She commented that this information increases the potential to receive FAA funding to improve reliability at the current site, which would improve current diversion rates and visitor and resident experience at the Airport. She suggested that the Board discuss and report the findings regarding reliability with the FAA.

Board Member McBryant recommended that the Board remain open-minded when submitting the Reliability Report to the FAA and suggested that Staff ask the FAA to focus on an area that they would be willing to explore so that the Board can begin researching and know what to support.

Board Member Keirn commented that he supports the new generation of technology and recommended that the Board give the Reliability Report to the FAA and see what will work and what they would be willing to finance. He reminded the Board that the City of Hailey is adamantly opposed to any approaches from the north.

Board Member Fairfax commented that a change in Airport configuration and significant improvement in reliability would lead the FAA to consider this a more reliable Airport and be more willing to fund reliability research and development.

Board Member Schoen reminded the Board of two key criteria the FAA has laid out before the Board; it will be necessary to work together and develop a feasible solution that may not be the ideal solution but a short term solution, and striving towards incremental and continuous improvement with an objective to develop a fully compliant Airport that meets FAA design standards is the goal.

Board Member Schoen asked what the Board's goals or recommendations are, that will accompany the Reliability Report. He commented that he would support Staff putting these potential solutions in context with the understanding that they go hand in hand with the Airport Layout Plan. He commented that the Airport may not be ready for NextGen but may be ready for localizers.

Board Member Schoen also addressed Board Member Keirn's concerns and recognized that it's difficult to research expansion outside the fence before addressing policies in the Amended Joint Powers Agreement; however he does not want that to delay the ability to work on these issues.

Chairman Bowman commented that he does agree that funds should be used to research how to increase reliability and answer why enplanement numbers are not higher. He commented that the Board needs to take a holistic approach and create a desire for people to come here if the goal is to increase enplanements.

Board Member Schoen asked if the percentage of diversions could be lowered if the airline's weather protocol were changed.

Airport Engineer Mitchell answered that if the airline's weather reporting protocol were changed the percentage would decrease by 30%.

Board Member Keirn commented that improving marketing strategies would make a huge difference in enplanements.

Board Member McBryant suggested that the Board formally receive and accept the Reliability Report and direct Staff to present it to the FAA. It should be suggested that the FAA work with Staff to identify the most practical options so that policy decisions can then be discussed.

Board Member Fairfax commented that the Reliability Report and Passenger Demand Analysis show the FAA that there is a potential to improve enplanements at the existing site.

Chairman Bowman directed Staff to submit the Reliability Report and the Passenger Demand Analysis to the FAA with the acknowledgement that the County still establishes a long term solution of a replacement airport. He commented that the FAA will most likely support the less costly solution.

Board Member Schoen commented that he is still unclear in regard to sending the reports back to the FAA and requested clarification as to what the Board is asking the FAA to respond to and what the Board needs to be doing in the meantime.

Chairman Bowman commented that the Board does not have the technical expertise to tell the FAA exactly what is needed. All the Board can do is ask Airport Manager Baird and airport consultants to do the best they can with the information provided.

Board Member Schoen and Board Member McCleary asked if Airport Manager Baird could elaborate on how the pieces of the reliability puzzle go together as he is still unclear as to what the cover letter is indicating.

Airport Manager Baird answered that he understands the Board is prepared to begin discussions with the FAA and requires a good return on investment. He commented that the data within both reports should increase the FAA's confidence that reliability can be improved at the Airport and there is a significant market that indicates enplanements can be grown. Airport Manager Baird requested that the Board allow Staff to begin the process with the FAA, based on the data available and reminded the Board that any anticipated interim improvements made would require an updated ALP.

Board Member McCleary stated that she was unclear on how the ALP related to reliability, but agreed that the Board should begin the process of updating the ALP.

Board Member Schoen commented, that rather than prioritize the research of NextGen; the cover letter should imply that the Board is prepared to begin making incremental improvements directed towards improving air service and reliability and requests FAA guidance to that end.

Chairman Bowman opened the floor for public comment on reliability.

Bellevue resident Margaret Youdall asked how weather forecasting is an important part of planning diversions.

Chairman Bowman requested Ms. Youdall call Airport Manager Baird to receive an answer to her question.

Jack Northcott commented that he believes the RNP approach to be a bad idea and asked the Board to consider the installation of radars and better weather forecasting.

B. Roadmap Toward Future (High Priority Items)

1. Replacement Airport South of Bellevue Along Highway 75

Chairman Bowman briefed the Board that the Blaine County Commissioners have discussed relocating the Airport south of Bellevue, along Highway 75 and have developed a guiding principle that incremental improvements to the existing site need to be made to meet FAA requirements, as well as improving reliability; however, the long term solution remains to be the building of a replacement airport.

Board Member Fairfax commented that the County has to decide whether or not to commit to funding a replacement airport for \$100-150 million dollars. If the County cannot fund a replacement airport, then the focus should be making the current site the best Airport possible for the next 25-30 years. He commented that if this process is stopped now, it will not start up again quickly.

Airport Manager offered that recent discussions with Peter Kirsch would seem to indicate that if the EIS is terminated or cancelled all the work completed and information gathered prior to the termination would be lost. If the EIS is restarted and completed the information has a routine update requirement but is very usable even for long term planning.

The City and County representatives of the Board agreed that the long term solution to reliability and improved air service remains to be a replacement airport, and in order to maintain air service until funding becomes available to build a replacement airport; the current site should be researched for improvements to reliability and air service.

The Board discussed the possibility of the FAA's options to restart, suspend or cancel the EIS. The Board agreed that Staff should discuss reliability at the current site as well as the long term solution of a replacement site with the FAA.

2. Incremental Improvements at Friedman Memorial (ALP?)

3. Retain/Improve/Develop Air Service

Chairman Bowman suggested that the Board work closely with Fly Sun Valley Alliance (FSVA) to develop ideas about how to acquire new air service.

FSVA representative, Carol Waller, commented that it's terrific to hear that the Board is looking to work closely with the FSVA.

Wally Huffman commented that he is concerned that the City of Hailey does not think expanding air service at the current site is a priority.

Board Member McBryant responded that the City's main priority is the retention of commercial air service at the existing site until there is a long term option. She commented that developing air service is open for discussion.

Vice-Chairman Burke commented that she did not concur with Board Member McBryant's comment and feels if air service isn't maintained and developed there is no future for the Airport.

4. Other

C. Gallatin Public Affairs Government Relations Agreement (See Brief)

MOTION:

Made by Vice-Chairman Burke to enter into the Gallatin Public Affairs Government Relations Agreement as amended. Seconded by Board Member Schoen.

PASSED UNANIMOUSLY

VI. ~~IV.~~ NEW BUSINESS (CONT.)

B. A. FY '11 Idaho State Grant – SUN-2011 (See Brief)

Airport Manager requested that the Board authorize the Grant agreement for State Grant program for '11.

MOTION:

Made by Vice-Chairman Burke to ratify the grant agreement and resolution and authorize secretary to enter into the agreement Seconded by Board Member Keirn.

PASSED UNANIMOUSLY

~~B. Passenger Demand Analysis~~

MEETING MINUTES

A. January 3, 2012 Regular Meeting (See Brief)

The January 3, 2012 Friedman Memorial Airport Authority Meeting Minutes were approved with the following change:

III. NEW BUSINESS

A. ~~B.~~ Sustain Blaine Presentation Request

Board Member Schoen commented that he would not want the Board to confuse the polling devices with the statistically significant scientific act of polling. He commented that he is not supportive of the Board's involvement in acquiring the polling devices.

MOTION:

Made by Vice Chair Burke to approve the January 3, 2012 Friedman Memorial Airport Authority Regular Meeting Minutes as amended. Seconded by Board Member Schoen.

PASSED

BOARD MEMBER MCCLEARY ABSTAINED

~~VIII.~~ VI. AIRPORT STAFF BRIEF

A. Noise Complaints

B. Parking Lot Update

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

D. Review Correspondence (See Brief)

E. Fly Sun Valley Alliance Update (See Brief)

F. Airport Weather Interruptions

~~IX.~~ VII. PUBLIC COMMENT

No public comment was made.

~~X.~~ VIII. ADJOURNMENT

The February 9, 2012 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 8:58 p.m.

Susan McBryant, 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.

**MINUTES OF A REGULAR MEETING
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY ATTACHMENT #3**

**March 6, 2012
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman –Tom Bowman, Vice-Chairman – Martha Burke, Secretary – Susan McBryant, Board – Don Keirn, Angenie McCleary, Ron Fairfax
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird; Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant/Assistant Airport Security Coordinator – Roberta Christensen, Administrative Assistant/IT Systems Maintenance Coordinator - April Dieter
AIRPORT LEGAL COUNSEL: Luboviski, Wygle, Fallowfield & Ritzau – Barry Luboviski;
CONSULTANTS: Interim Communication Director – Candice Pate, TO Engineer – Dave Mitchell
AIRPORT TENANTS/PUBLIC: Avis Rent-A-Car – Peter Scheurmier; Enterprise Rent-A-Car – Scott Reese; Hertz Car Rental – Andy Miles, Steve Jones, Barbara Lam-Hales; Len Harlig, Evan Stelma, FSVA – Erick Seder; Julie Lawson, Bob Crosby, Felicity Roberts, ATCT – George White, Nils Ribb, BCPA – Jim Perkins; Atlantic Aviation – Mike Rasch; Darsi Cordingley, John Strauss; Blaine County – Derek Voss; Dick Fenton
PRESS: Idaho Mountain Express – Kate Wutz

CALL TO ORDER:

The meeting was called to order at 5:34 p.m. by Chairman Bowman.

I. APPROVE AGENDA

The agenda was approved with the following changes:

III. AIRPORT STAFF BRIEF

A. G- Employee of the Quarter – Attachment #10

VI. V. AIRPORT STAFF BRIEF (CONT.)

B. A- Noise Complaints

C. B- Parking Lot Update

D. C- Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #3 - #6

E. D- Review Correspondence – Attachment #7

F. E- Fly Sun Valley Alliance Update – Attachments #8, #9

G. F- Airport Weather Interruptions

G. Employee of the Quarter – Attachment #10

H. Administrative Brief

a. AIP Project Update

b. PFC 11-07-C-00-SUN Project Update

c. PFC 12-08-C-00-SUN Application

d. State Grant Status – Attachment #11

MOTION:

Made by Board Member McBryant to approve the agenda as amended. Seconded by Board Member McCleary.

PASSED UNANIMOUSLY

II. PUBLIC COMMENT

No public comment was made.

III. AIRPORT STAFF BRIEF

A. G. Employee of the 4th Quarter (See Brief)

Airport Manager Baird announced that Andy Miles of Overland West Inc. dba Hertz has been selected for Employee of the 4th Quarter for the calendar year 2011. He congratulated Mr. Miles and thanked him for his efforts on behalf of the Board.

Mr. Miles thanked the Board for the Award and commented that Hertz Car Rental has been a great company to work for.

IV. III. UNFINISHED BUSINESS

A. Replacement Airport

1. Blaine County Report

Board Member McCleary reported that in the last month the County has been working on drafting the Airport Strategic Plan. She reported that earlier today the County briefly discussed the City and County Airport Strategic Plans as well as the possible necessity to delineate Board and Staff roles and responsibilities.

2. City of Hailey Report

Board Member Keirn reported that the Hailey City Council has also completed and approved an Airport Strategic Plan for Board review.

3. Airport Manager Report

a. FAA Modernization and Reform Act of 2012

The Board asked clarifying questions regarding the FAA Modernization and Reform Act of 2012 portion of the Power Point Presentation.

b. Meeting with QED & AFCO

Chairman Bowman commented that he has authorized QED (Airport & Aviation Consultants) and Aviation Facilities Company, Inc. (AFCO) representatives to contact Financial Consultant Geoff Wheeler to inquire about Ricondo & Associate's findings for the replacement airport project.

Board Member Keirn asked if QED & AFCO have a particular site in mind that would like to further analyze for a potential replacement airport.

Airport Manager Baird answered that QED & AFCO are studying the analysis that have been completed thus far in the replacement airport process. He briefed the Board that Staff and Chairman Bowman were asked questions particular to site 10A and 12 however, the companies do not have a particular site in mind and no proposal was presented.

B. Roadmap Toward The Future (High Priority Items)

1. Blaine County and City of Hailey Airport Strategic Plans (See Brief)

Board Member McCleary commented that the City Resolution No. 2012-7 and County Airport Strategic Plans are both good documents for the Board to reference from and will be useful tools for educating the public on what the frameworks are for City and County representatives. She suggested that the Board formally acknowledge both documents but not endeavor to merge the documents into one strategic plan specifically for the FMAA as it would not be beneficial for the sponsors to do so.

Vice-Chairman Burke commented that both documents have established the principles both entities have agreed with and appropriately delineates future challenges each sponsor will have.

Board Member Keirn agreed with Board Member McCleary and Vice-Chairman Burke's comments and added that merging the City Resolution and County Airport Strategic Plan would be a timely and unnecessary process. He commented that each plan appropriately represents the separate perspectives and purposes of both entities.

Board Member McBryant agreed with Board Member McCleary and suggested that the Board formally acknowledge both documents. She commented that the City Resolution and County Airport Strategic Plan are instructive at the points where perspectives appropriately follow different directions as well as highly consistent.

Board Member Fairfax agreed that the Board should not try to merge the documents.

Board Member McCleary commented that both documents will be useful in providing clarity regarding the differences in goals and directions for the County and City. She commented that as the Board moves forward to actual decision making, she would hope that the County and City would feel comfortable referencing each document in order to explain how a particular decision fits into each entity's Airport Strategic Plan.

Chairman Bowman commented that the City Resolution and County Airport Strategic Plan will also give Staff the ability to refer to the documents as guidance rather than having to consult with the Board on every issue.

Board Member McCleary commented that it is important that the public understand the thought process behind the City and County's decision making and the plan will help the Board's communications consultant to better communicate that to the public.

Chairman Bowman requested that the Board provide a motion to adopt or accept the City Resolution no. 2012-7 and Blaine County Airport Strategic Plan.

MOTION:

Made by Board Member McCleary to acknowledge and accept the City of Hailey Resolution No. 2012-7/Airport Guiding Principles and Blaine County Airport Strategic Plan. Seconded by Vice-Chairman Burke.

PASSED UNANIMOUSLY

2. Existing Site

Chairman Bowman asked Airport Manager Baird to inquire of the FAA if it would be helpful for a Board Member to attend the meetings in Seattle, WA.

Airport Manager Baird answered that FAA Northwest Mountain Regional Manager Carol Suomi suggested that initially, having a smaller group to meet and discuss technical guidance and next steps would be appropriate. She also mentioned that she will be planning a visit to the community after the smaller meetings are conducted.

Board Member McBryant asked Airport Manager Baird to clarify the purpose of the meetings with the FAA and asked why having a smaller group to discuss next steps would be more appropriate.

Airport Manager Baird commented that the community has decided that a replacement airport is the optimal solution for the future and air service is critical to the Wood River economy. The community also anticipates that necessary steps may need to be taken at the existing site related to design standards and reliability in order to ensure air service in the community's future. He commented that as Airport Manager, his goal is to report the community's decisions to the FAA, suggest that the EIS be restarted and an Airport Layout Planning process be implemented to look at design standards or design deficiencies as well as study reliability, and then report the FAA's reaction back to the Board. Airport Manager Baird answered that he presented the question regarding Board attendance at the meetings to the FAA and received a response from Ms. Suomi that it would be more productive at this point to initially meet in small groups.

Board Member McBryant asked if the Board can anticipate that Staff will begin working with the FAA on the EIS and ALP process at these meetings.

Airport Manager Baird answered that no work with the FAA will be initiated at these meetings. He answered that following the meetings, Staff will report back to the Board, the FAA's reaction to the community's proposal.

Board Member Keirn asked if the FAA will be giving the community guidelines to review or if they will simply announce their response to the community's proposal.

Airport Manager Baird answered that he cannot interpret or try to predict the outcome of the meetings with the FAA at this point.

Chairman Bowman commented that the Board has a lot of good information within the City and County Airport Strategic Plans that should be provided to the FAA with explanation.

Board Member McBryant requested that she be notified by email once Staff has confirmed a date for the meetings with the FAA.

Board Member McCleary asked Airport Manager Baird to clarify what type of reaction Staff is expecting from the FAA.

Airport Manager Baird answered that the type of reaction the FAA will give in response to the community's proposal depends on what their comments may be.

Attorney Lubovski commented that the meetings with the FAA will consist of very technical discussions rather than political, therefore it would make sense for Staff to include the Airport Engineer and replacement airport project consultants in the meetings.

3. Replacement Airport

4. Safety Management System Update

Fly Sun Valley Alliance Representative Eric Seder commented that the FMAA February Agenda included the high priority item of maintaining and developing improvements to air service and the community feels very strongly that that is still the highest priority.

A. Auto Rental Concession Possible Bid Process

Airport Manager Baird requested that the Board discuss the options to regarding the Auto Rental Concession Bid Process.

Attorney Luboviski advised that now would not be a good time for the Board to conduct an Auto Rental Concession Bid Process. He commented that his advice is not based on a legal conclusion, rather, on years of experience with the Auto Rental concession bid process and commented that if the Board chooses to rebid, they would receive a lesser amount of Minimum Annual Guarantees (MAGs) than they currently receive from concessionaires.

Board Member McBryant suggested the Board allow the auto rental concessionaire representatives to comment on the subject. The Board agreed with Board Member McBryant's suggestion.

Enterprise representative, Scott Reese, commented that Enterprise would like to be granted the opportunity to once again become an on-airport concessionaire. He commented that the terms for the current on-airport concessionaires have already been extended twice and it is unusual for airports to allow agreements to be extended that long. In October, Enterprise made a specific request to be allowed back on-airport and competitors argued that Enterprise should not be allowed to operate on-airport until current contracts expired in April 2012 and also supported a new competitive bid process. Mr. Reese respectfully asked the Board to initiate a competitive bid process.

Hertz representative, Steven Jones, thanked the Board for recognizing their local manager, Andy Miles, as Employee of the 4th Quarter for 2011. He commented that while he understands Enterprise's desire to be an on-airport concessionaire, it was their choice to reject the Board's extension offer in 2009. He commented that there is a principle of fairness and loyalty the Board has to address and from an economic standpoint adding three more brands to the Airport would make business in the terminal that much more challenging. Mr. Jones commented that Hertz would support renewing their contract with the Airport.

Avis representative, Peter Schuermier agreed with Mr. Jones's comments and added that increasing competition will be detrimental to the Airport at this point in time. He commented that concessionaires need to be able to provide good service and adding more brands in the terminal will not help that cause.

Chairman Bowman asked Airport Manager Baird to give the Board the history of Enterprise operations at the Airport.

Airport Manager Baird briefed the Board that in 2009 all three auto rental vendors in the terminal were offered a 24 month extension to continue operation in the terminal. While the other two agencies immediately accepted the offer, Enterprise did not and opted to move off-airport. He commented that Enterprise has had the opportunity to operate on the airport since they decided to operate off-airport and to try and blame the fact that they can't serve their customers because of the Board is inappropriate.

Board Member Fairfax commented that the Board can either offer a 12-month extension to the on-airport concessionaires or begin the rebidding process and draft a two year contract for the concessionaires with the highest bids.

Board Member Keirn commented that with the state of the economy, now would not be a good time for the Board to conduct an auto rental concession bid process.

Board Member McBryant commented that the Board did not create this problem and were not the ones that opted out of an agreement before its completion. She commented that Board should not begin a bidding process in such an unstable economy.

Vice-Chairman Burke commented that now is not an appropriate time to rebid. She asked if a 12-month extension would allow the on-airport concessionaires enough time to develop a successful business plan and asked if an 18-24 month extension would allow the existing concessionaires a better opportunity to guarantee a level of success in such a hard economy.

Board Member McCleary agreed with Board comments and suggested that the Board formally direct Staff to initiate discussion with the existing rental car concessionaires in regard to extending their current contracts for 12 months. She commented that if the existing concessionaires are willing to extend their contracts for 12 months, the Board should not open the auto rental concession for rebid.

Vice-Chairman Burke commented that she would support giving the existing concessionaires an opportunity to develop contract extensions with Staff.

Board Member Fairfax commented that he would support extending the existing contracts for no more than one year as the Airport is due for a bid process however, logistically, now is not the right time to conduct one.

Attorney Luboviski commented that he foresees no legal difficulty in extending the existing auto rental concessionaire contracts and recommended that the Board extend the existing contracts for at least a year.

Airport Manager Baird commented that he would be comfortable developing a 12-month lease extension for the existing tenants.

Chairman Bowman directed Staff to contact the existing auto rental concessionaires and offer a 12-month lease extension and report Staff's progress to the Board in April.

Scott Reese clarified that Enterprise did fulfill the 2006 Agreement in its entirety and therefore did not opt to leave the Airport before the Contract expired in April 2009. He commented that Enterprise would respectfully request the opportunity to come on-airport at what the original MAGs were at the end of the 2009 contract.

Chairman Bowman commented that he is sure Enterprise will utilize this year to show the Board that Enterprise can be a responsible off-airport operator. Chairman Bowman gave a 10 minutes recess.

B. Interim Communications Director Report

1. Project Title

Interim Communications Director Candice Pate requested that the Board discuss the recommendation to implement Airport Improvement Project as the new title for the Airport Replacement Project.

Board Member Fairfax commented that Airport Improvement Project has the same acronym as Airport Improvement Program (AIP) which might cause confusion.

Vice-Chairman Burke commented that her only concern is that the recommended title leaves the impression that the improvements will be directed towards the current site.

Airport Engineer Dave Mitchell suggested a project title of Airport Solutions rather

The Board agreed that the recommended title of Airport Solutions was an appropriate replacement for the previous reference name of Airport Replacement Project.

2. Airport Improvement Updates

Board Member McBryant commented that the Board should not be writing the Airport Improvement Updates and should only be suggesting grammatical or formatting edits.

Board Member McCleary commented that implementing the asterisk beside updates that have not yet been discussed by the Board is a good idea. She commented that Airport Manager Baird would be an appropriate person to approve the updates and review Board comments to decide whether or not to implement them. She suggested that Ms. Pate send the Board any significant edits that are made to the first draft.

Vice-Chairman Burke suggested that the entire City Council have the opportunity to review the draft Airport Improvement Updates before distribution as well. She commented that Mayor Haemmerle doesn't feel he is always aware of Airport activities and would feel more included if the draft updates were shared with the City Council at the same time they are sent to the FMAA for review.

Board Member Fairfax commented that he would like to see the updates include a historical perspective to remind people that there are several things to consider when the Board makes decisions. He commented that he would not be comfortable with an in-depth subject going out to the public before the Board has had the opportunity to discuss it.

Board Member McCleary commented that adding three more people that Ms. Pate needs to integrate in the review process and discuss with Airport Manager Baird in such a short amount of time will make the review process even more difficult.

Board Member McBryant commented she does not think that sending the draft update to the City Council members before public distribution would be a painful issue.

Chairman Bowman commented that he strongly disagrees that the Hailey City Council should be recipients of the draft update. He commented that it is appropriate to get input from the Board but at some point it has to stop. He commented that it is not the Board's job to micro-manage day to day operations at the Airport.

Attorney Luboviski commented that it is appropriate for the FMAA City representatives to ask their other council members how they should comment, but it would not be appropriate to email the draft updates to every member of the City Council. He commented that the Board operates the Airport, not the City or County separately.

Vice-Chairman Burke commented that she understands the Board's comments and will report them to the Hailey City Council.

Ms. Pate commented that Board Members and Staff need to have confidence that everyone will be dedicated to following the process of her sending out the draft update, the Board reviewing the draft, and herself and Airport Manager Baird discussing the draft update and Board comments.

Board Member Moser commented that as policy Ms. Pate should not allow the Board to rewrite her composition.

Board Member Keirn commented that this is essentially a newsletter letting people know what's going on at the Airport. He commented that he does not foresee a lot of Board comment going back to Ms. Pate.

Ms. Pate requested that the Board send feedback by replying only to her and not forward the information with their comments.

Airport Manager Baird requested that the Board reply to only Ms. Pate and himself. He commented that he will review emails and ensure that the Board is not trying to rewrite Ms. Pate's composition or make a decision on subjects or issues.

3. flyfma.com and flysvra.com

Ms. Pate suggested that the Board discuss whether or not to combine the flyfma.com website and the flysvra.com website into one website.

The Board agreed that combining the two websites would be an appropriate action to take and gave Staff permission to explore how best to combine the two sites and bring the findings back to the Board.

Dick Fenton commended the Board, Airport Manager and Ms. Pate for integrating the newsletters to help keep the public informed on Airport activities. The newsletters have brought a level of comfort to the replacement airport process and having this available is a huge help for what the Board is trying to accomplish.

Mr. Schuermier commented that the Airport Updates are helping terminal concessionaires inform customers easily and comfortably about Airport activities.

C. Law Enforcement Officer (LEO) Reimbursement Program

VI. ~~V.~~ AIRPORT STAFF BRIEF

~~B.~~ A. Noise Complaints

~~C.~~ B. Parking Lot Update

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

Board Member Fairfax asked that Staff continue to include ATCT Traffic Operations Records from 2000 thru current records in the Board Packets.

~~E.~~ D. Review Correspondence (See Brief)

~~F.~~ E. Fly Sun Valley Alliance Update (See Brief)

~~G.~~ F. Airport Weather Interruptions

~~G.~~ Employee of the Quarter (See Brief)

H. Administrative Brief

a. AIP Project Update

b. PFC 11-07-C-00-SUN Project Update

d. **State Grant Status (See Brief)**

VII. ~~VI.~~ PUBLIC COMMENT

No public comment was made.

VIII. ~~VII.~~ ADJOURNMENT

The March 6, 2012 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 7:50 p.m.

Susan McBryant, 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.*

3:16 PM

03/19/12

Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual(Combined '12)

October 2011 through January 2012

| Ordinary Income/Expense | Oct '11 - Jan 12 | Budget | \$ Over Budget | % of Budget |
|---|-------------------|-------------------|--------------------|--------------|
| Income | | | | |
| 4000-00 · AIRCARRIER | | | | |
| 4000-01 · Aircarrier - Lease Space | 28,173.48 | 84,600.00 | -56,426.52 | 33.3% |
| 4000-02 · Aircarrier - Landing Fees | 20,797.47 | 96,500.00 | -75,702.53 | 21.6% |
| 4000-03 · Aircarrier - Gate Fees | 400.00 | 1,200.00 | -800.00 | 33.3% |
| 4000-04 · Aircarrier - Utility Fees | 2,112.22 | 7,600.00 | -5,487.78 | 27.8% |
| 4010-05 · Aircarrier -'11 PFC Application | 56,066.55 | 205,000.00 | -148,933.45 | 27.3% |
| Total 4000-00 · AIRCARRIER | 107,549.72 | 394,900.00 | -287,350.28 | 27.2% |
| 4020-00 · TERMINAL AUTO PARKING REVENUE | | | | |
| 4020-01 · Automobile Parking - Terminal | 19,980.67 | 92,500.00 | -72,519.33 | 21.6% |
| Total 4020-00 · TERMINAL AUTO PARKING REVENUE | 19,980.67 | 92,500.00 | -72,519.33 | 21.6% |
| 4030-00 · AUTO RENTAL REVENUE | | | | |
| 4030-01 · Automobile Rental - Commission | 95,004.10 | 312,000.00 | -216,995.90 | 30.5% |
| 4030-02 · Automobile Rental - Counter | 2,371.12 | 7,500.00 | -5,128.88 | 31.6% |
| 4030-03 · Automobile Rental - Auto Prkng | 16,360.00 | 28,000.00 | -11,640.00 | 58.4% |
| 4030-04 · Automobile Rental - Utilities | 94.88 | 500.00 | -405.12 | 19.0% |
| Total 4030-00 · AUTO RENTAL REVENUE | 113,830.10 | 348,000.00 | -234,169.90 | 32.7% |
| 4040-00 · TERMINAL CONCESSION REVENUE | | | | |
| 4040-01 · Terminal Shops - Commission | 636.43 | 3,500.00 | -2,863.57 | 18.2% |
| 4040-02 · Terminal Shops - Lease Space | 2,841.68 | 8,300.00 | -5,458.32 | 34.2% |
| 4040-03 · Terminal Shops - Utility Fees | 148.88 | 725.00 | -576.32 | 20.5% |
| 4040-10 · Advertising - Commission | 8,720.00 | 33,000.00 | -24,280.00 | 26.4% |
| 4040-12 · Terminal ATM | 23.00 | | | |
| Total 4040-00 · TERMINAL CONCESSION REVENUE | 12,369.79 | 45,525.00 | -33,155.21 | 27.2% |
| 4050-00 · FBO REVENUE | | | | |
| 4050-01 · FBO - Lease Space | 67,587.06 | 223,220.00 | -155,632.94 | 30.3% |
| 4050-02 · FBO - Tie-down Fees | 36,129.06 | 193,000.00 | -156,870.94 | 18.7% |
| 4050-03 · FBO - Landing Fees - Trans. | 58,918.16 | 197,000.00 | -138,081.84 | 29.9% |
| 4050-04 · FBO - Commission | 5,345.21 | 17,000.00 | -11,654.79 | 31.4% |
| Total 4050-00 · FBO REVENUE | 167,979.49 | 630,220.00 | -462,240.51 | 26.7% |
| 4060-00 · FUEL FLOWAGE REVENUE | | | | |
| 4060-01 · Fuel Flowage - FBO | 51,655.90 | 168,600.00 | -116,944.10 | 30.6% |
| Total 4060-00 · FUEL FLOWAGE REVENUE | 51,655.90 | 168,600.00 | -116,944.10 | 30.6% |
| 4070-00 · TRANSIENT LANDING FEES REVENUE | | | | |
| 4070-02 · Landing Fees - Non-Comm./Gov't | 208.98 | 500.00 | -291.02 | 41.8% |
| Total 4070-00 · TRANSIENT LANDING FEES REVENUE | 208.98 | 500.00 | -291.02 | 41.8% |

ATTACHMENT #4

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual(Combined '12)

October 2011 through January 2012

| | Oct '11 - Jan 12 | Budget | \$ Over Budget | % of Budget |
|--|------------------|------------|----------------|-------------|
| 4080-00 · HANGARS REVENUE | | | | |
| 4080-01 · Land Lease - Hangar | 180,991.71 | 477,512.00 | -296,520.29 | 37.9% |
| 4080-02 · Land Lease - Hangar/Trans. Fee | 2,937.00 | | | |
| 4080-03 · Land Lease - Hangar/Utilities | 392.60 | 1,300.00 | -907.40 | 30.2% |
| 4080-20 · Land Lease - Government Revenue | 3,422.26 | | | |
| Total 4080-00 · HANGARS REVENUE | 187,743.57 | 478,812.00 | -291,068.43 | 39.2% |
| 4090-00 · TIEDOWN PERMIT FEES REVENUE | | | | |
| 4090-01 · Tiedown Permit Fees (FMA) | 15,182.30 | 30,000.00 | -14,817.70 | 50.6% |
| 4090-02 · Tiedown - Gov. Fire Support | 0.00 | 5,000.00 | -5,000.00 | 0.0% |
| Total 4090-00 · TIEDOWN PERMIT FEES REVENUE | 15,182.30 | 35,000.00 | -19,817.70 | 43.4% |
| 4100-00 · POSTAL CARRIERS REVENUE | | | | |
| 4100-01 · Postal Carriers - Landing Fees | 2,750.15 | 8,900.00 | -6,149.85 | 30.9% |
| 4100-02 · Postal Carriers - Tiedown | 2,970.00 | | | |
| Total 4100-00 · POSTAL CARRIERS REVENUE | 5,720.15 | 8,900.00 | -3,179.85 | 64.3% |
| 4110-00 · MISCELLANEOUS REVENUE | | | | |
| 4110-06 · Misc. - Security-Prox. Cards | 19,410.00 | 25,000.00 | -5,590.00 | 77.6% |
| 4110-08 · Misc.-Security Prox. Reissue | 150.00 | | | |
| Total 4110-00 · MISCELLANEOUS REVENUE | 19,560.00 | 25,000.00 | -5,440.00 | 78.2% |
| 4120-00 · GROUND TRANSP. PERMIT REVENUE | | | | |
| 4120-01 · Ground Transportation Permit | 13,639.04 | 25,000.00 | -11,360.96 | 54.6% |
| Total 4120-00 · GROUND TRANSP. PERMIT REVENUE | 13,639.04 | 25,000.00 | -11,360.96 | 54.6% |
| 4400-00 · TSA | | | | |
| 4400-01 · LEO Expense Reimbursement | 44,335.35 | 135,000.00 | -90,664.65 | 32.8% |
| 4400-02 · Terminal Lease | 3,017.88 | | | |
| Total 4400-00 · TSA | 47,353.23 | 135,000.00 | -87,646.77 | 35.1% |
| 4500-00 · IDAHO STATE GRANT PROGRAM REV. | | | | |
| 4500-12 · SUN-12 | 0.00 | 20,000.00 | -20,000.00 | 0.0% |
| Total 4500-00 · IDAHO STATE GRANT PROGRAM REV. | 0.00 | 20,000.00 | -20,000.00 | 0.0% |
| 4520-00 · INTEREST INCOME | | | | |
| 4520-05 · Interest Income - '11 PFC | 46.85 | | | |
| 4600-00 · Interest Income - General | 4,305.95 | 14,000.00 | -9,694.05 | 30.8% |
| Total 4520-00 · INTEREST INCOME | 4,352.80 | 14,000.00 | -9,647.20 | 31.1% |
| 4702-00 · AIP 02 New Airpt. EIS Phs. II | | | | |
| 4702-01 · AIP 02 | 0.00 | 100,000.00 | -100,000.00 | 0.0% |
| Total 4702-00 · AIP 02 New Airpt. EIS Phs. II | 0.00 | 100,000.00 | -100,000.00 | 0.0% |

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Accrual Basis

Friedman Memorial Airport

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October 2011 through January 2012

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|---|------------------|--------------|----------------|-------------|
| 4703-00 · AIP 03 FMA/FAA | | | | |
| 4703-01 · AIP 03 | 0.00 | 40,000.00 | -40,000.00 | 0.0% |
| Total 4703-00 · AIP 03 FMA/FAA | | 40,000.00 | -40,000.00 | 0.0% |
| 4704-00 · AIP 04-New Arpt. EIS-Phs.III/IV | | | | |
| 4704-01 · AIP '04 - FAA | 73,625.00 | 1,000,000.00 | -926,375.00 | 7.4% |
| Total 4704-00 · AIP 04-New Arpt. EIS-Phs.III/IV | 73,625.00 | 1,000,000.00 | -926,375.00 | 7.4% |
| 4705-00 · AIP 05-New Arpt. EIS-Phs. | | | | |
| 4705-01 · AIP '05 - FAA | 0.00 | 1,000,000.00 | -1,000,000.00 | 0.0% |
| Total 4705-00 · AIP 05-New Arpt. EIS-Phs. | 0.00 | 1,000,000.00 | -1,000,000.00 | 0.0% |
| 4706-00 · AIP 06-New Arpt. EIS-Phs. | | | | |
| 4706-01 · AIP 06-New Arpt. EIS-Phs. | 0.00 | 1,000,000.00 | -1,000,000.00 | 0.0% |
| Total 4706-00 · AIP 06-New Arpt. EIS-Phs. | 0.00 | 1,000,000.00 | -1,000,000.00 | 0.0% |
| 4737-00 · AIP 37 - TBD | | | | |
| 4737-01 · AIP '37 | 0.00 | 500,000.00 | -500,000.00 | 0.0% |
| Total 4737-00 · AIP 37 - TBD | 0.00 | 500,000.00 | -500,000.00 | 0.0% |
| Total Income | 840,750.74 | 6,061,957.00 | -5,221,206.26 | 13.9% |
| Gross Profit | 840,750.74 | 6,061,957.00 | -5,221,206.26 | 13.9% |
| Expense | | | | |
| 5000-00 · A EXPENDITURES | | | | |
| 5000-01 · Salaries - Airport Manager | 42,467.60 | 127,403.00 | -84,935.40 | 33.3% |
| 5010-00 · Salaries -Contracts/Finance Adm | 30,934.80 | 82,500.00 | -51,565.20 | 37.5% |
| 5010-01 · Salaries - Office Assist. | 54,766.91 | 159,195.91 | -104,429.00 | 34.4% |
| 5020-00 · Salaries - ARFF/OPS Chief | 27,775.22 | 82,500.00 | -54,724.78 | 33.7% |
| 5030-00 · Salaries - ARFF/OPS Specialist | 100,834.60 | 294,193.00 | -193,358.40 | 34.3% |
| 5040-00 · Salaries-ASC/Sp.Prjct./Ex. Assi | 19,538.14 | 57,523.00 | -37,984.86 | 34.0% |
| 5050-00 · Salaries - Temp. | 5,806.50 | 15,000.00 | -9,193.50 | 38.7% |
| 5050-02 · Salaries - Merit Increase | 0.00 | 14,816.45 | -14,816.45 | 0.0% |
| 5060-01 · Overtime - General | 0.00 | 2,000.00 | -2,000.00 | 0.0% |
| 5060-02 · Overtime - Snow Removal | 1,967.98 | 10,000.00 | -8,032.02 | 19.7% |
| 5060-04 · OT - Security | 0.00 | 2,500.00 | -2,500.00 | 0.0% |
| 5100-00 · Retirement | 32,710.97 | 98,410.00 | -65,699.03 | 33.2% |
| 5110-00 · Social Security/Medicare | 20,075.97 | 64,843.80 | -44,767.83 | 31.0% |
| 5120-00 · Life Insurance | 782.35 | 2,000.00 | -1,217.65 | 39.1% |
| 5130-00 · Medical Insurance | 46,598.80 | 155,000.00 | -108,401.20 | 30.1% |
| 5160-00 · Workman's Compensation | 0.00 | 15,000.00 | -15,000.00 | 0.0% |
| Total 5000-00 · A EXPENDITURES | 384,259.84 | 1,182,885.16 | -798,625.32 | 32.5% |

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual(Combined '12)

October 2011 through January 2012

| | Oct '11 - Jan 12 | Budget | \$ Over Budget | % of Budget |
|--|------------------|-----------|----------------|-------------|
| 6000-00 · TRAVEL EXPENSE | | | | |
| 6000-01 · Travel | 1,231.02 | 15,000.00 | -13,768.98 | 8.2% |
| Total 6000-00 · TRAVEL EXPENSE | 1,231.02 | 15,000.00 | -13,768.98 | 8.2% |
| 6010-00 · SUPPLIES/EQUIPMENT EXPENSE | | | | |
| 6010-01 · Supplies - Office | 4,607.31 | 13,500.00 | -8,892.69 | 34.1% |
| 6010-03 · Supplies - Computer | 481.49 | | | |
| Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE | 5,088.80 | 13,500.00 | -8,411.20 | 37.7% |
| 6020-00 · INSURANCE | | | | |
| 6020-01 · Insurance - Liability | 16,500.00 | 18,500.00 | -2,000.00 | 89.2% |
| 6020-02 · Insurance - Public Officials | 12,715.00 | 13,600.00 | -885.00 | 93.5% |
| 6020-03 · Insurance-Bldg/Unlic.Veh./Prop | 25,834.00 | 29,600.00 | -3,766.00 | 87.3% |
| 6020-04 · Insurance - Licensed Vehicles | 5,503.00 | 5,900.00 | -397.00 | 93.3% |
| 6020-05 · Insurance - Crime | 278.00 | 550.00 | -272.00 | 50.5% |
| Total 6020-00 · INSURANCE | 60,830.00 | 68,150.00 | -7,320.00 | 89.3% |
| 6030-00 · UTILITIES | | | | |
| 6030-01 · Utilities - Gas/Terminal | 3,842.28 | 13,000.00 | -9,157.72 | 29.6% |
| 6030-02 · Utilities - Gas/Maintenance | 2,648.61 | 8,500.00 | -5,851.39 | 31.2% |
| 6030-03 · Utilities - Elect./Runway&PAPI | 2,215.98 | 6,000.00 | -3,784.02 | 36.9% |
| 6030-04 · Utilities - Elec./Office/Maint. | 3,948.87 | 9,000.00 | -5,051.13 | 43.9% |
| 6030-05 · Utilities - Electric/Terminal | 2,534.52 | 7,500.00 | -4,965.48 | 33.8% |
| 6030-06 · Utilities - Telephone | 3,822.75 | 17,000.00 | -13,177.25 | 22.5% |
| 6030-07 · Utilities - Water | 202.80 | 1,200.00 | -997.20 | 16.9% |
| 6030-08 · Utilities - Garbage Removal | 2,543.00 | 6,000.00 | -3,457.00 | 42.4% |
| 6030-09 · Utilities - Sewer | 445.32 | 1,500.00 | -1,054.68 | 29.7% |
| 6030-10 · Utilities - Elec./Sewer | 223.00 | 500.00 | -277.00 | 44.6% |
| 6030-11 · Utilities - Electric/Tower | 1,757.32 | 4,000.00 | -2,242.68 | 43.9% |
| 6030-15 · Utilities - Elec/AWOS | 257.19 | 900.00 | -642.81 | 28.6% |
| 6030-16 · Utilities - Elec. Wind Cone | 45.10 | 210.00 | -164.90 | 21.5% |
| 6030-17 · Utilities - Elec.- Rosenberg | 17.49 | | | |
| 6040-01 · Service Provider - Weather | 2,484.00 | 2,500.00 | -16.00 | 99.4% |
| 6040-02 · Service Provider - Term. Music | 272.00 | 1,000.00 | -728.00 | 27.2% |
| 6040-03 · Service Provider - Internet/ISP | 1,548.39 | 7,000.00 | -5,451.61 | 22.1% |
| 6040-04 · Service Provider - AWOS NADN | 0.00 | 8,000.00 | -8,000.00 | 0.0% |
| 6040-05 · Service Provider - ISP/Terminal | 922.95 | | | |
| Total 6030-00 · UTILITIES | 29,731.57 | 93,810.00 | -64,078.43 | 31.7% |

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual(Combined '12)

October 2011 through January 2012

| | Oct '11 - Jan 12 | Budget | \$ Over Budget | % of Budget |
|--|------------------|-------------------|-------------------|--------------|
| 6050-00 · PROFESSIONAL SERVICES | | | | |
| 6050-01 · Professional Services - Legal | 8,211.45 | 27,500.00 | -19,288.55 | 29.9% |
| 6050-02 · Professional Services - CPA | 24,554.72 | 24,000.00 | 554.72 | 102.3% |
| 6050-03 · Professional Services - Engineer | 1,763.97 | 27,000.00 | -25,236.03 | 6.5% |
| 6050-04 · Professional Services - ARFF | 0.00 | 4,000.00 | -4,000.00 | 0.0% |
| 6050-05 · Professional Services - Gen. | 2,320.00 | | | |
| 6050-07 · Professional Services - Archite | 0.00 | 1,000.00 | -1,000.00 | 0.0% |
| 6050-08 · Professional Services - Securit | 45.00 | 4,000.00 | -3,955.00 | 1.1% |
| 6050-09 · Profess. Svcs.-Lrg. Jet Def | 15,866.76 | | | |
| 6050-10 · Prof. Svcs.-IT/Comp. Support | 3,357.50 | 12,000.00 | -8,642.50 | 28.0% |
| 6050-11 · Professional Services - Wildlif | 528.00 | 2,000.00 | -1,472.00 | 26.4% |
| Total 6050-00 · PROFESSIONAL SERVICES | 56,647.40 | 101,500.00 | -44,852.60 | 55.8% |
| 6060-00 · MAINTENANCE-OFFICE EQUIPMENT | | | | |
| 6060-01 · Maint.-Office Equip./Gen. | 0.00 | 10,000.00 | -10,000.00 | 0.0% |
| 6060-04 · Maintenance - Copier | 1,969.47 | | | |
| 6060-05 · Maintenance - Phone | 119.10 | | | |
| Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT | 2,088.57 | 10,000.00 | -7,911.43 | 20.9% |
| 6070-00 · RENT/LEASE OFFICE EQUIPMENT | | | | |
| 6070-02 · Rent/Lease - Postage Meter | 344.00 | 1,500.00 | -1,156.00 | 22.9% |
| Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT | 344.00 | 1,500.00 | -1,156.00 | 22.9% |
| 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E | | | | |
| 6080-01 · Dues/Memberships/Publications | 13,241.25 | 15,000.00 | -1,758.75 | 88.3% |
| Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E | 13,241.25 | 15,000.00 | -1,758.75 | 88.3% |
| 6090-00 · POSTAGE | | | | |
| 6090-01 · Postage/Courier Service | 866.52 | 2,700.00 | -1,833.48 | 32.1% |
| Total 6090-00 · POSTAGE | 866.52 | 2,700.00 | -1,833.48 | 32.1% |
| 6100-00 · EDUCATION/TRAINING | | | | |
| 6100-01 · Education/Training - Admin. | 680.00 | 30,000.00 | -29,320.00 | 2.3% |
| 6100-05 · Education - Neighborl Flight | 195.00 | | | |
| 6100-06 · Education - Security | 375.00 | | | |
| Total 6100-00 · EDUCATION/TRAINING | 1,250.00 | 30,000.00 | -28,750.00 | 4.2% |
| 6110-00 · CONTRACTS | | | | |
| 6110-01 · Contracts - General | 400.00 | | | |
| 6110-02 · Contracts - FMAA | 11,200.00 | 24,000.00 | -12,800.00 | 46.7% |
| 6110-03 · Contracts - SVA/Fee Collection | 19,600.00 | 58,800.00 | -39,200.00 | 33.3% |
| 6110-04 · Contracts - COH LEO | 53,576.90 | 145,000.00 | -91,423.10 | 36.9% |
| 6110-05 · Contracts - Janitorial | 0.00 | 10,000.00 | -10,000.00 | 0.0% |
| 6110-06 · Electronic Filing System | 4,600.00 | 13,800.00 | -9,200.00 | 33.3% |
| 6110-08 · Contracts - Eccles Tree Lights | 30,000.00 | 30,000.00 | 0.00 | 100.0% |

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Accrual Basis

Friedman Memorial Airport

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October 2011 through January 2012

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|--|-------------------|-------------------|--------------------|--------------|
| 6110-09 · Contracts - Website | 750.00 | 750.00 | 0.00 | 100.0% |
| 6110-10 · Security - Badge Automation | 0.00 | 36,000.00 | -36,000.00 | 0.0% |
| Total 6110-00 · CONTRACTS | 120,126.90 | 318,350.00 | -198,223.10 | 37.7% |
| 6130-00 · MISCELLANEOUS EXPENSES | | | | |
| 6130-01 · Misc. - General | 2,962.76 | 6,500.00 | -3,537.24 | 45.6% |
| 6130-04 · Misc. Green Program | 0.00 | 2,500.00 | -2,500.00 | 0.0% |
| 6140-00 · Bank Fees | 167.00 | | | |
| Total 6130-00 · MISCELLANEOUS EXPENSES | 3,129.76 | 9,000.00 | -5,870.24 | 34.8% |
| 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI | | | | |
| 6500-01 · Supplies/Equipment - General | 148.85 | | | |
| 6500-02 · Supplies/Equipment - Tools | 2,518.41 | 10,000.00 | -9,851.15 | 1.5% |
| 6500-03 · Supplies/Equipment - Clothing | 74.24 | | | |
| 6500-04 · Supplies/Equipment - Janitorial | 3,123.18 | | | |
| 6500-05 · Supplies/Equipment - Deice | 28,945.00 | 35,000.00 | -6,055.00 | 82.7% |
| 6500-06 · Supplies/Equipment - ARFF | 0.00 | 5,000.00 | -5,000.00 | 0.0% |
| Total 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI | 34,809.68 | 50,000.00 | -15,190.32 | 69.6% |
| 6510-00 · FUEL/LUBRICANTS | | | | |
| 6510-01 · Fuel/Lubricants - General | 179.50 | 50,000.00 | -49,820.50 | 0.4% |
| 6510-02 · Fuel | 20,391.96 | | | |
| Total 6510-00 · FUEL/LUBRICANTS | 20,571.46 | 50,000.00 | -29,428.54 | 41.1% |
| 6520-00 · VEHICLES/MAINTENANCE | | | | |
| 6520-01 · R/M Equipment - General | 3,585.96 | 27,000.00 | -23,414.04 | 13.3% |
| 6520-02 · R/M Equip. '93 Schmidt Snow | 1,004.18 | | | |
| 6520-09 · R/M Equip. - '96 Oshkosh Swp. | 3,562.10 | | | |
| 6520-11 · R/M Equip. - '89 J. Deere Ldr. | 171.49 | | | |
| 6520-17 · R/M Equip. '01 Case 921 Ldr. | 104.05 | | | |
| 6520-19 · R/M Equip. '02 Ford F-150 PU | 936.12 | | | |
| 6520-20 · R/M Equip. - '02 Kodiak Blower | 37.98 | | | |
| 6520-23 · R/M Equip. - '97 Ford Exped. | 166.25 | | | |
| 6520-24 · R/M Equip. - '01 Ford F-250 | 214.61 | | | |
| 6520-25 · R/M Equip. - '04 Batts De-Ice | 9.73 | | | |
| 6520-30 · R/M Equip.-'05 Ford F-350 | 148.75 | | | |
| 6520-31 · R/M Equip. - Oshkosh Blower | 65.98 | | | |
| Total 6520-00 · VEHICLES/MAINTENANCE | 10,007.20 | 27,000.00 | -16,992.80 | 37.1% |
| 6530-00 · ARFF MAINTENANCE | | | | |
| 6530-01 · ARFF Maint. General | 2,257.10 | 5,000.00 | -2,742.90 | 45.1% |
| 6530-04 · ARFF Maint. - Radios | 202.38 | | | |
| 6530-05 · ARFF MAInt. - '03 E-One | 16.97 | | | |
| Total 6530-00 · ARFF MAINTENANCE | 2,476.45 | 5,000.00 | -2,523.55 | 49.5% |

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual(Combined '12)

October 2011 through January 2012

| | Oct '11 - Jan 12 | Budget | \$ Over Budget | % of Budget |
|--|------------------|-------------------|--------------------|---------------|
| 6540-00 · REPAIRS/MAINTENANCE - BUILDING | | | | |
| 6540-01 · R/M Bldg. - General | 985.21 | 29,000.00 | -28,014.79 | 3.4% |
| 6540-02 · R/M Bldg. - Terminal | 12,155.92 | | | |
| 6540-03 · R/M Bldg. - Shop | 3,385.27 | | | |
| 6540-05 · R/M Bldg. - Manager's Bldg. | 207.78 | | | |
| 6540-07 · R/M Bldg. - Tower | 4,037.56 | | | |
| Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING | 20,771.74 | 29,000.00 | -8,228.26 | 71.6% |
| 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE | | | | |
| 6550-01 · R/M - General | 0.00 | 15,000.00 | -15,000.00 | 0.0% |
| 6550-02 · R/M - Airfield | 64.69 | | | |
| 6550-04 · R/M - Lights | 5,676.31 | | | |
| 6550-05 · R/M - Grounds | 380.00 | | | |
| Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE | 6,121.00 | 15,000.00 | -8,879.00 | 40.8% |
| 6560-00 · SECURITY EXPENSE | | | | |
| 6560-01 · Security | 7,023.25 | 20,000.00 | -12,976.75 | 35.1% |
| 6560-00 · SECURITY EXPENSE - Other | 350.00 | | | |
| Total 6560-00 · SECURITY EXPENSE | 7,373.25 | 20,000.00 | -12,626.75 | 36.9% |
| 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU | | | | |
| 6570-01 · R/M Aeronautical Equip - NOB/DME | 2,100.00 | 22,000.00 | -19,900.00 | 9.5% |
| 6570-04 · R/M Aeron. Equip. - AWOS/ATIS | 2,850.00 | | | |
| Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU | 4,950.00 | 22,000.00 | -17,050.00 | 22.5% |
| 66900 · Reconciliation Discrepancies | -0.01 | | | |
| 7000-00 · MISC. CAPITAL EXPENDITURES | | | | |
| 7000-01 · Contingency | 0.00 | 20,000.00 | -20,000.00 | 0.0% |
| 7000-04 · Office Equip.-Telephone | 7,590.50 | 8,000.00 | -409.50 | 94.9% |
| 7000-05 · Computer Equipment/Software | 3,954.34 | 12,000.00 | -8,045.66 | 33.0% |
| 7000-33 · Passenger Terminal Carpet | 0.00 | 50,000.00 | -50,000.00 | 0.0% |
| 7000-34 · Security Upgrades/Equipment | 0.00 | 14,500.00 | -14,500.00 | 0.0% |
| Total 7000-00 · MISC. CAPITAL EXPENDITURES | 11,544.84 | 104,500.00 | -92,955.16 | 11.0% |
| 7500-00 · IDAHO STATE GRANT PROGRAM | | | | |
| 7500-11 · '11 ITD (SUN-11 ITD/FMA) | 21,989.48 | | | |
| 7500-12 · '12 ITD (SUN-12 ITD/FMA) | 24,341.67 | 40,000.00 | -15,658.33 | 60.9% |
| Total 7500-00 · IDAHO STATE GRANT PROGRAM | 46,331.15 | 40,000.00 | 6,331.15 | 115.8% |
| 7502-00 · AIP 02 EXPENSE | | | | |
| 7502-01 · AIP '02 - New Arpt. EIS-Ph.II | 0.00 | 105,264.00 | -105,264.00 | 0.0% |
| Total 7502-00 · AIP 02 EXPENSE | 0.00 | 105,264.00 | -105,264.00 | 0.0% |
| 7503-00 · AIP 03 EXPENSE | | | | |
| 7503-01 · AIP '03 - New Arpt. EIS-Ph. III | 0.00 | 42,106.00 | -42,106.00 | 0.0% |
| Total 7503-00 · AIP 03 EXPENSE | 0.00 | 42,106.00 | -42,106.00 | 0.0% |

3:16 PM

03/19/12

Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual(Combined '12)

October 2011 through January 2012

| | Oct '11 - Jan 12 | Budget | \$ Over Budget | % of Budget |
|---|------------------|--------------|----------------|-------------|
| 7504-00 · AIP 04 EXPENSE | | | | |
| 7504-01 · AIP '04-New Arpt.EIS-Phs.III/IV | 77,500.00 | 1,052,632.00 | -975,132.00 | 7.4% |
| 7504-02 · AIP '04 - Non-eligible | 750.00 | | | |
| Total 7504-00 · AIP 04 EXPENSE | 78,250.00 | 1,052,632.00 | -974,382.00 | 7.4% |
| 7505-00 · AIP '05 EXPENSE | | | | |
| 7505-01 · AIP '05-New Arpt. EIS-Phs. | 0.00 | 1,052,632.00 | -1,052,632.00 | 0.0% |
| Total 7505-00 · AIP '05 EXPENSE | 0.00 | 1,052,632.00 | -1,052,632.00 | 0.0% |
| 7506-00 · AIP '06 EXPENSE | | | | |
| 7506-01 · AIP '06-New Arpt. EIS-Phs. | 0.00 | 1,052,632.00 | -1,052,632.00 | 0.0% |
| Total 7506-00 · AIP '06 EXPENSE | 0.00 | 1,052,632.00 | -1,052,632.00 | 0.0% |
| 7537-00 · AIP '37 EXPENSE | | | | |
| 7537-01 · AIP '37 - TBD | 0.00 | 526,316.00 | -526,316.00 | 0.0% |
| Total 7537-00 · AIP '37 EXPENSE | 0.00 | 526,316.00 | -526,316.00 | 0.0% |
| 8000-00 · Replacement Airport | | | | |
| 8000-01 · EIS Project Formulation | 1,073.45 | | | |
| 8000-02 · Project Manager | 0.00 | 50,000.00 | -50,000.00 | 0.0% |
| 8000-03 · Financial | 0.00 | 50,000.00 | -50,000.00 | 0.0% |
| 8000-04 · Public Outreach | 24,880.44 | 60,000.00 | -35,119.56 | 41.5% |
| 8000-05 · Current Site Master Plan | 2,342.68 | | | |
| 8000-06 · Legal | 3,922.79 | 50,000.00 | -46,077.21 | 7.8% |
| 8000-07 · General | 93,009.14 | 200,000.00 | -106,990.86 | 46.5% |
| 8000-00 · Replacement Airport - Other | 114.00 | | | |
| Total 8000-00 · Replacement Airport | 125,342.50 | 410,000.00 | -284,657.50 | 30.6% |
| Total Expense | 1,047,384.89 | 6,465,477.16 | -5,418,092.27 | 16.2% |
| Net Ordinary Income | -206,634.15 | -403,520.16 | 196,886.01 | 51.2% |
| Other Income/Expense | | | | |
| Other Income | 82.95 | | | |
| Finance Charges | 82.95 | | | |
| Total Other Income | 82.95 | 0.00 | 82.95 | 100.0% |
| Net Other Income | | | | |
| Net Income | -206,551.20 | -403,520.16 | 196,968.96 | 51.2% |

| FAA CONTRACT TOWER - AIRPORT OPERATIONS COUNT RECORD | | | | | | | | | | | | | | | |
|--|--|--|--|----------------------|--|--|--|-----|--|-----|--|-----------------|--|---|--|
| Facility Name: Hailey/Friedman Memorial Airport FCT | | | | Location: Hailey, ID | | | | Mo. | | Yr. | | Location Ident. | | | |
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| Airport Operations Count | | | | | | | | | | | | | | | |
| Facility Operating Hours | | | | | | | | | | | | | | | |
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| LOCAL | | | | | | | | | | | | | | | |
| Total Airport Operations | | | | | | | | | | | | | | | |
| Total Local Ops | | | | | | | | | | | | | | | |
| Total VFR Inherent Ops | | | | | | | | | | | | | | | |
| Total Military | | | | | | | | | | | | | | | |
| Total Civil | | | | | | | | | | | | | | | |
| Total AT | | | | | | | | | | | | | | | |
| Total GA | | | | | | | | | | | | | | | |
| Total MI | | | | | | | | | | | | | | | |
| Total AC | | | | | | | | | | | | | | | |
| Total IFR Inherent Ops | | | | | | | | | | | | | | | |
| Total VFR Inherent Ops | | | | | | | | | | | | | | | |
| Total Military | | | | | | | | | | | | | | | |
| Total Civil | | | | | | | | | | | | | | | |
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| Total IFR Inherent Ops | | | | | | | | | | | | | | | |
| Total VFR Inherent Ops | | | | | | | | | | | | | | | |
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| Total IFR Inherent Ops | | | | | | | | | | | | | | | |
| Total VFR Inherent Ops | | | | | | | | | | | | | | | |
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| Total VFR Inherent Ops | | | | | | | | | | | | | | | |
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| Total VFR Inherent Ops | | | | | | | | | | | | | | | |
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| FAA CONTRACT TOWER OVERFLIGHT SUMMARY RECORD | | | | | | | | | | | | | |
|--|----|----|------------|----|-------|-----------------|----|-----|----|------------|----|-------------------|----|
| Facility Name | | | Location: | | | Mo. | | Yr. | | Loc Ident. | | | |
| Hailey/Friedman Memorial Airport FCT | | | Hailey, ID | | | 0 | 2 | 1 | 2 | S | U | N | |
| OVERFLIGHT COUNT | | | | | | | | | | | | | |
| IFR OVERFLIGHTS | | | | | | VFR OVERFLIGHTS | | | | | | Total Overflights | |
| Day | AC | AT | GA | MI | Total | AC | AT | GA | MI | Total | | | |
| 01 | | | | | | | | | | | | | |
| 02 | | | | | | | | 3 | | | 3 | | 3 |
| 03 | | | | | | | | 7 | | | 7 | | 7 |
| 04 | | | | | | | | 2 | | | 2 | | 2 |
| 05 | | | | | | | | 3 | | | 3 | | 3 |
| 06 | | | | | | | | | | | | | |
| 07 | | | | | | | | 2 | | | 2 | | 2 |
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| 09 | | | | | | | | | | | | | |
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| 30 | | | | | | | | | | | | | |
| 31 | | | | | | | | | | | | | |
| Total | | | | | | | 8 | 57 | | | 75 | | 75 |

| ATCT TRAFFIC OPERATIONS RECORDS | | | | | | | | | | | | | | | | | | | | |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|------|------|------|------|------|------|------|------|
| Month | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| 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 | | | | | | | | |
| 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 | | | | | | | | |
| March | 4,942 | 5,126 | 3,086 | 4,097 | 3,618 | 2,918 | 4,677 | 3,097 | 2,145 | 2,709 | 1,813 | | | | | | | | | |
| April | 2,494 | 3,649 | 2,213 | 2,840 | 2,462 | 2,047 | 2,581 | 2,113 | 1,724 | 1,735 | 1,604 | | | | | | | | | |
| May | 3,905 | 4,184 | 2,654 | 3,282 | 2,729 | 2,134 | 1,579 | 2,293 | 2,280 | 1,891 | 1,891 | | | | | | | | | |
| June | 4,787 | 5,039 | 4,737 | 4,438 | 3,674 | 3,656 | 5,181 | 3,334 | 2,503 | 3,019 | 2,898 | | | | | | | | | |
| July | 6,359 | 8,796 | 6,117 | 5,910 | 5,424 | 5,931 | 7,398 | 4,704 | 4,551 | 5,005 | 5,004 | | | | | | | | | |
| August | 6,479 | 6,917 | 5,513 | 5,707 | 5,722 | 6,087 | 8,196 | 4,570 | 4,488 | 4,705 | 4,326 | | | | | | | | | |
| September | 3,871 | 4,636 | 4,162 | 4,124 | 4,609 | 3,760 | 4,311 | 2,696 | 3,376 | 3,128 | 3,359 | | | | | | | | | |
| October | 3,879 | 3,656 | 3,426 | 2,936 | 3,570 | 3,339 | 3,103 | 2,134 | 2,145 | 2,012 | 1,886 | | | | | | | | | |
| November | 3,082 | 2,698 | 2,599 | 2,749 | 2,260 | 2,912 | 2,892 | 1,670 | 1,901 | 1,309 | 1,114 | | | | | | | | | |
| December | 3,401 | 2,805 | 3,247 | 3,227 | 2,722 | 3,834 | 2,699 | 1,848 | 2,272 | 1,811 | 2,493 | | | | | | | | | |
| Total | 50,848 | 55,897 | 44,739 | 45,032 | 43,607 | 43,002 | 50,712 | 33,836 | 31,699 | 32,350 | 30,913 | 4,303 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

TRAFFIC.OPS.2001-2020

SKYWEST ENPLANEMENT DATA INCLUDING NON-REVENUE PASSENGERS

| MONTH | 2008 | | | 2009 | | | 2010 | | | 2011 | | |
|-----------|--------------------|----------------------------|--------|--------------------|----------------------------|--------|--------------------|----------------------------|--------|--------------------|----------------------------|--------|
| | Revenue SUN/SLC | Non- Revenue SUN/SLC | Total | Revenue SUN/SLC | Non- Revenue SUN/SLC | Total | Revenue SUN/SLC | Non- Revenue SUN/SLC | Total | Revenue SUN/SLC | Non- Revenue SUN/SLC | Total |
| January | 3,033 | 64 | 3097 | 2,881 | 117 | 2998 | 2,750 | 73 | 2,823 | 2,966 | 106 | 3072 |
| February | 3,691 | 120 | 3811 | 2,994 | 126 | 3120 | 2,786 | 103 | 2889 | 2,675 | 116 | 2791 |
| March | 4,982 | 130 | 5112 | 3,489 | 129 | 3618 | 3,680 | 107 | 3787 | 2,999 | 96 | 3095 |
| April | 2,790 | 133 | 2923 | 2,252 | 113 | 2365 | 2,517 | 133 | 2650 | 2,272 | 94 | 2366 |
| May | 2,572 | 139 | 2711 | 2,248 | 150 | 2398 | 2,064 | 138 | 2202 | 1,942 | 108 | 2050 |
| June | 3,841 | 149 | 3990 | 3,241 | 130 | 3371 | 2,888 | 174 | 3062 | 2,362 | 126 | 2488 |
| July | 5,019 | 224 | 5243 | 4,736 | 183 | 4919 | 4,336 | 183 | 4519 | 4,078 | 135 | 4213 |
| August | 5,739 | 179 | 5918 | 5,650 | 161 | 5811 | 5,511 | 144 | 5655 | 4,615 | 139 | 4754 |
| September | 3,962 | 134 | 4096 | 3,779 | 135 | 3914 | 3,768 | 115 | 3883 | 3,477 | 127 | 3604 |
| October | 2,937 | 163 | 3100 | 2,673 | 113 | 2786 | 2,975 | 132 | 3107 | 2,495 | 131 | 2626 |
| November | 2,215 | 100 | 2315 | 2,100 | 81 | 2181 | 1,963 | 100 | 2063 | 1,693 | 75 | 1768 |
| December | 1,799 | 74 | 1873 | 2,035 | 84 | 2119 | 1,766 | 45 | 1811 | 1,870 | 77 | 1947 |
| Total | 42,580 | 1,609 | 44,189 | 38,078 | 1,522 | 39,600 | 37,004 | 1,447 | 38,451 | 33,444 | 1,330 | 34,774 |

[illegible]

ENPLANEMENT FIGURES INCLUDING NON-REVENUE PASSENGERS

2008 - 2011

HORIZON AIRLINES

| MONTH | 2008 | | | | 2009 | | | | 2010 | | | | 2011 | | | |
|-----------|---------|-----------------|--------|--|---------|-----------------|--------|--|---------|-----------------|--------|--|---------|-----------------|--------|--|
| | Revenue | Non- Revenue | Total | | Revenue | Non- Revenue | Total | | Revenue | Non- Revenue | Total | | Revenue | Non- Revenue | Total | |
| January | 2,192 | 70 | 2,262 | | 1,436 | 90 | 1,526 | | 2,059 | 48 | 2,107 | | 2,592 | 68 | 2,660 | |
| February | 2,942 | 116 | 3,058 | | 2,124 | 77 | 2,201 | | 2,549 | 53 | 2,602 | | 2,356 | 63 | 2,419 | |
| March | 3,574 | 129 | 3,703 | | 2,229 | 110 | 2,339 | | 1,853 | 62 | 1,915 | | 1,429 | 37 | 1,466 | |
| April | 1,031 | 102 | 1,133 | | 511 | 42 | 553 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| May | 724 | 70 | 794 | | 533 | 44 | 577 | | 67 | 4 | 71 | | 280 | 22 | 302 | |
| June | 1,215 | 86 | 1,301 | | 693 | 38 | 731 | | 944 | 91 | 1,035 | | 1,873 | 139 | 2,012 | |
| July | 2,761 | 125 | 2,886 | | 1,075 | 21 | 1,096 | | 3,014 | 111 | 3,125 | | 3,362 | 93 | 3,455 | |
| August | 3,031 | 108 | 3,139 | | 1,303 | 39 | 1,342 | | 3,613 | 131 | 3,744 | | 3,757 | 116 | 3,873 | |
| September | 1,421 | 74 | 1,495 | | 236 | 8 | 244 | | 551 | 24 | 575 | | 498 | 10 | 508 | |
| October | 949 | 39 | 988 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| November | 510 | 35 | 545 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| December | 590 | 62 | 652 | | 862 | 19 | 881 | | 681 | 13 | 694 | | 1,131 | 39 | 1,170 | |
| Total | 20,940 | 1,016 | 21,956 | | 11,002 | 488 | 11,490 | | 15,331 | 537 | 15,868 | | 17,278 | 587 | 17,865 | |

FREE ENTERPRISE

ATTACHMENT #8

Airports Equal Jobs

by Janet Kavinsky (<http://www.freeenterprise.com/author/janet-kavinsky>)

Feb
29,
2012

0 (http://www.freeenterprise.com/infrastructure/airports-equal-jobs#disqus_thread)



Across the front of the U.S. Chamber of Commerce is a giant banner. Facing the White House, it reads "J-O-B-S."

As the head of the Chamber's Transportation & Infrastructure division you don't have to tell *me* that airports mean jobs, but with the recent proposal by the Obama Administration to cut airport investment, and the cuts to authorized programs in the FAA reauthorization bill, Airports Council International's (ACI) report (<http://airportsforthefuture.org/>) carries a timely message: AIRPORTS EQUAL JOBS.

As the ACI report says, many of those jobs and economic effects are direct: over 1.2 million jobs are found at the nation's commercial airports, visitor spending supports another 3.6 million jobs, and construction work employed more than 72,000 workers in 2010. Visitors using airports spend more than \$217 million annually (and, yes, I'm one of those visitors dropping money at Cinnabon and Xpress Spa).

But the economic impact goes well beyond that. The direct dollars that end up in the hands of the people and companies in the airport industry continue to circulate throughout the economy.

Airports are a lynchpin for the success of other industries: individuals most often think of travel and tourism, and the U.S. travel industry is a cornerstone of the U.S. economy, representing \$1.8 trillion in economic output and supporting 14 million American jobs. But the next time you're at an airport, either watching cargo being loaded on your passenger flight or taxing past Atlas, UPS or FedEx planes, think of how airports support jobs in high value and just-in-time manufacturing, as well as the air cargo industry. And of course, those business travelers you're sitting next to can do their jobs in sales, consulting and other services sector areas thanks to the airport.

So before you check in for your next flight, check out ACI's study of The Economic Impact of Commercial Airports (<http://airportsforthefuture.org/>).

(4)

Lisa Emerick

From: Blaine County Pilots <bcpa.members@gmail.com>
Sent: Friday, March 02, 2012 3:56 PM
To: Lisa Emerick; Rick Baird; Steve Guthrie
Cc: Angenie McCleary; Fairfax, Ron; Fritz Haemmerle; Larry Schoen; Martha Burke; Tom Bowman
Subject: Rick Baird - Blaine County Pilots Association - thank you

Dear Rick,

Just a quick note to express the appreciation of the members of the Blaine County Pilots Association for taking time out of your Tuesday evening to speak at our annual members meeting. We were all interested to hear your description and current history on a number of projects and meetings that impact the Friedman Airport. Your honest assessment of the current issues facing the airport is always well received.

Please thank Lisa and Steve for their attendance and willingness to answer any questions directed towards their area of expertise.

Hopefully we did not do too much damage to your training room.

Sincerely

Blaine County Pilots Association

latimes.com/business/money/la-fi-mo-airline-accident-2011-to-new-low-20120306,0,7558210.story

latimes.com

Airline accident rate drops to new low in 2011

By Hugo Martin

4:05 PM PST, March 6, 2012

If you are deathly afraid of flying, here's something that might calm your nerves: The number of airline accidents worldwide dropped in 2011, reaching record low numbers for Western-built planes.

Among all aircraft types, the total number of accidents in which a passenger plane was destroyed or substantially damaged dropped from 94 accidents in 2010 to 92 last year, according to a [study released Tuesday](#) by the International Air Transport Assn., a trade group for the world's biggest airlines.

Among Western-built aircraft, the number of accidents dropped from 17 in 2010 to 11 last year, according to the report. That means the rate of accidents among Western-built planes was about one crash for every 2.7 million flights, the lowest in aviation history, the trade group said.

The number of airline fatalities dropped from 786 in 2010 to 486 in 2011, according to the report.

The most significant drop in accidents took place in Africa, which had only eight airline accidents in 2011, compared with 18 in 2010, the report said.

The number of airline accidents in North America dropped from 18 in 2010 to 17 last year.

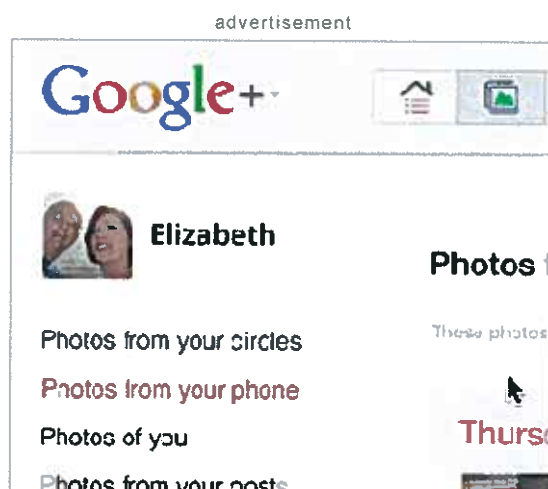
ALSO:

[Airlines roll back latest fare hike attempt](#)

[Self-serve kiosks are the new look for American Airlines at LAX](#)

[Airlines set record low rates for lost baggage, bumped passengers](#)

advertisement



The advertisement is a Google+ profile card for a user named Elizabeth. It features the Google+ logo at the top left, followed by a small profile picture of Elizabeth and her name. To the right of the name are icons for a home page and a photo album. Below the name, there is a section titled 'Photos from your circles' with a sub-header 'Photos from your phone'. Underneath, it says 'Photos of you' and 'Photos from your posts'. On the right side of the card, there is a section titled 'Photos f' (likely 'Photos from') with a sub-header 'These photos' and a thumbnail image of a person's face. The word 'Thursd' is partially visible at the bottom right of the card.

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{http://ox-d.aviationpros.com/w/1.0/rc?ts=0c2lkPTk3NTN8YXVpZD0xMDI5NzF8YWlkPTI1MzgyNXxwdWI9MTQzMzB8bG1kPTEzNDY2MHx0PTF8cmIkPTdkMTE2YjQ2LTU3MjU1NDg4ZC11NTJiLV

FAA: Expect High Air Fares Most Of This Decade

JOAN LOWY SOURCE: ASSOCIATED PRESS

U.S. airline travel is expected to nearly double over the next 20 years, the FAA said, but in the near term, airline capacity will shrink

Created: March 8, 2012

WASHINGTON (AP) — Air fares are likely to stay high throughout this decade, as passenger travel grows but airline capacity shrinks, according to a government forecast issued Thursday.

In its annual economic analysis, the Federal Aviation Administration said travelers won't get much relief until airlines start getting more competition, which is years off. The FAA predicted that more airline mergers and consolidation will shrink the number of cities served and the number of flights available in the nation's air travel network.

U.S. airline travel is expected to nearly double over the next 20 years, the FAA said, but in the near term, airline capacity will shrink.

The forecast is for the number of miles flown by paying passengers to rise from 815 billion in 2011 to 1.57 trillion in 2032, with an average increase of 3.2 percent a year.

"Imagine a carrier the size of Jet Blue coming into the system every 10 months," Michael Huerta, the FAA's acting administrator, said in a statement. "That is the demand we are forecasting."

Airlines are expected to do their best to match the number of seats available to consumer demand so that planes fly as full as possible.

Last month, Southwest, JetBlue, United, Delta, American and US Airways raised prices on many medium-length and long flights by \$10 per round trip, citing the high cost of jet fuel. Airlines raised fares about a dozen times in 2011.

The price of oil is expected to remain high, increasing to \$110 a barrel by 2015 and \$138 a barrel by 2032, the FAA noted.

Major airports forecast to see the greatest growth in air traffic — better than 2.5 percent a year — are Midway in Chicago, John F. Kennedy International in New York, Washington Dulles International in Virginia, McCarran International in Las Vegas, Orlando International in Florida and Houston Intercontinental.

The growth in airline travel won't be evenly distributed. The miles passengers fly on domestic flights are forecast to decrease slightly this year and then grow an average of 2.8 percent a year over the next two decades. But passenger miles on international flights are predicted to increase 2.2 percent this year and then grow an average of 4.4 percent a year.

The fastest growth will be travel between the U.S. and South America, followed by travel to and from Asia.

The report underscores the need to continue moving forward with the FAA's transition from an air traffic system based on World War II-era radar technology to one based on GPS technology, federal officials said. The system is expected to allow planes to fly more direct routes to destinations and to take off and land closer together, saving time, money and fuel.

**YOUR OPINION
ADDS VALUE TO THE STORY**

LEAVE A COMMENT

- SHARE YOUR EXPERTISE
- OFFER A DIFFERENT PERSPECTIVE
- DISCUSS KEY POINTS WITH PEERS

The total number of people flying commercially on U.S. airlines will increase by 0.2 percent to 732 million in 2012, then to 746 million in 2013. After that, air travel is expected to pick up more rapidly, reaching 1 billion passengers by 2024. That's three years later than the FAA had previously forecast. By 2032, annual passengers are expected to total 1.2 billion.



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March 8, 2012

The Honorable Mike Simpson
U.S House of Representatives
Washington, DC 20515

Dear Congressman Simpson:

Friedman Memorial Airport (SUN) would like to call your attention to one of the Federal Aviation Administration's most successful and cost-effective industry/government aviation safety partnerships – the FAA Contract Tower (FCT) Program. The Administration's budget request for FY 2013 includes a 15% cut for this program; as such, your assistance in making sure funding is protected for this vital air traffic safety program would be greatly appreciated by our aviation community.

We respectfully request that you contact Congressman Harold Rogers, Chairman of the House Appropriations Committee and Congressman Tom Latham, Chairman of the House Appropriations Subcommittee on Transportation, Housing, and Urban Development and Related Agencies, to support funding of \$136.1 million for the regular FAA Contract Tower Program in addition to \$10.35 million authorized for the continuation of the contract tower cost-sharing program in the DOT/FAA FY 2013 Appropriations bill.

Friedman Memorial Airport is very pleased to be a part of the FCT Program. For three decades, this program has provided essential air traffic safety services at a tremendous value to the FAA and taxpayers. To illustrate the cost-effectiveness of this safety program, the FAA contract towers handled approximately **28 %** of all tower operations for just **9%** of FAA's total air traffic control tower (ATCT) budget.

Currently, 249 smaller airports in 46 states, including our airport, participate in the program. The safety, cost-effectiveness and air traffic efficiency record of the FCT program has been validated numerous times over the past two decades by the Department of Transportation Office of the Inspector General and FAA safety audits, as well as by the National Transportation Safety Board.

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As a result of this 30-year government/industry partnership, the FCT program: (1) enhances aviation safety at smaller airports that otherwise would not have an Air Traffic Control Tower; (2) provides significant savings to the FAA and taxpayers; (3) helps small airports with retaining and developing commercial air service and general aviation; (4) promotes economic development and creates jobs locally, and (5) consistently receives high marks for customer service from aviation users and pilots. Moreover, federal contract towers operate together with FAA-staffed facilities throughout the country as part of a unified national air traffic control system.

All federal contract air traffic controllers are FAA-certified and virtually all have FAA or military air traffic control experience. FAA also controls and oversees all aspects of the federal contract tower program, such as operating procedures, as well as equipment and staffing plans.

The bottom line for Friedman Memorial Airport is without this highly successful federal program, FAA budget constraints could force closure of our air traffic control tower or, at a minimum, force our local community to pay for air traffic safety services that are the clear responsibility of the federal government.

Friedman Memorial Airport is located in a mountainous environment with rapidly rising terrain on three quadrants. Effective safety of flight operations is a tremendous challenge/task and in present day traffic circumstances, can only be provided through an air traffic control tower. Additionally, Friedman Memorial Airport serves a resort community environment that is critically dependent on: (1) commercial air service and (2) a large volume of corporate jet traffic. Neither of these two air traffic components would be viable without a local air traffic control tower. In fact, four of Idaho's six commercial air service airports, Pocatello, Idaho Falls, Lewiston and Sun Valley (Friedman Memorial) are controlled by FCT towers. Boise and Twin Falls airports enjoy FAA-operated air traffic control towers. A loss of air traffic control services at the four airports previously mentioned poses the risk of dramatically diminishing the level of safety currently provided at those facilities. Smaller airports such as ours, nationwide, are struggling to attract and retain commercial and general aviation. The potential loss of air traffic control service projects that struggle into even greater peril in Idaho, as well as across the nation.

Congressman Simpson
March 8, 2012
Page 3

Thank you for your time and efforts to support the FCT program. We look forward to working with you and your staff to ensure its future success.

Sincerely

A handwritten signature in black ink, appearing to read 'Rick Baird', with a long horizontal flourish extending to the right.

Richard R. Baird
Airport Manager
Friedman Memorial Airport (SUN)
Hailey, Idaho



(http://ox-d.aviationpros.com/w/1.0/rc?ts=0c2lkPTk3NTN8YXVpZD0xMDI5NzF8YWlkPTI1MzgyNXxwdWI9MTQzMzB8bGikPTEzNDY2MHx0PTF8cmIkPWUyNGI3Y2U0LTQ1ZjUINGMzZS05NTkz

Aviation Industry Groups Urge Congress To Fully Fund FAA Contract Tower Program

STATES NEWS SERVICE SOURCE: STATES NEWS SERVICE

The associations have asked Congress for \$136.1 million for the fully funded contract towers as well as \$10.35 million authorized for the continuation of the Contract Tower Cost-sharing Program

Created: March 21, 2012

The following information was released by the American Association of Airport Executives:

A dozen associations representing a cross-section of aviation stakeholders is urging Congress to continue its support of FAA's Contract Tower Program, the public-industry partnership that has provided safe, cost-effective and efficient air traffic control tower services to hundreds of U.S. communities for 30 years.

The associations have asked Congress for \$136.1 million for the fully funded contract towers as well as \$10.35 million authorized for the continuation of the Contract Tower Cost-sharing Program.

"Full funding of the Contract Tower Program will permit continuation of this important FAA safety program and allow additional non-towered airports to receive the vital safety benefits of a control tower," the 12 organizations wrote in a letter to leaders of the House and Senate appropriations committees.

The FAA Contract Tower Program has provided hundreds of communities with cost-effective, efficient and safe air traffic services since 1982. Currently, 249 airports in 46 states participate in the program-airports that, absent the program, would not have air traffic control towers. FAA contract towers handle about 28 percent of all air traffic control tower (ATCT) aircraft operations in the U.S., but account for just 14 percent of FAA's overall ATCT budget. Most importantly, the safety and efficiency record of the FAA Contract Tower Program has been validated numerous times by the DOT Inspector General (IG) and FAA safety audits, as well as by the National Transportation Safety Board.

Every contract tower controller is an FAA-certified air traffic controller who meets the identical training and operating standards as FAA-employed controllers. Most have FAA or military air traffic control experience. FAA controls and oversees all aspects of the federal Contract Tower Program, including operating procedures, staffing plans, certification and medical tests of contract controllers, security and facility evaluations. Moreover, federal contract towers operate together with FAA-staffed facilities throughout the country as part of a unified national air traffic control system.

The letter was signed by the American Association of Airport Executives, Aircraft Owners and Pilots Association, Regional Airline Association, National Business Aviation Association, National Association of State Aviation Officials, Airports Council International-North America, General Aviation Manufacturers Association, Air Traffic Control Association, National Air Transportation Association, Cargo Airline Association, Air Carrier Association of America, and the Regional Air Cargo Carriers Association.

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| Aviation Industry Groups Urge Congress To Fully Fund FAA Contract Tower Program (/news/10658932/aviation-industry-groups-urge-congress-to-fully-fund-faa-contract-tower-program) The associations have asked Congress for \$136.1 million for the fully funded contract towers as well as \$10.35 million for the continuation of the Contract Towers Cost-sharing Program. | Contract Towers (/article/10388289/contract-towers) Contract Towers Chair of USCTA talks about the program, following a favorable government report By John F. Infanger, Editorial Director July 2000 MOSINEE, WI — James... | Critical Aviation Projects Come to a Halt Due to Congressional Inaction (/press_release/10389597/critical-aviation-projects-come-to-a-halt-due-to-congressional-inaction) Nearly 4,000 FAA personnel, many needed to oversee various aspects of these projects, were furloughed on Saturday. | Critical Aviation Projects Come to a Halt Due to Congressional Inaction (/news/10371380/critical-aviation-projects-come-to-a-halt-due-to-congressional-inaction) Dozens of "stop work orders" have been issued for major projects designed to build and modernize control towers and other aviation infrastructure from coast to coast. |
| Reference: (/search/communication:292/v), Funding (/search/funding:315/v), Safety (/search/safety:362/v), Communications (/search/communications:1866/v), Trade Associations & Events (/search/trade-associations-events:5089/v) | | | |

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Rick Baird

From: Spencer Dickerson <Spencer.Dickerson@aaae.org>
Sent: Wednesday, March 28, 2012 6:11 AM
To: Spencer Dickerson
Subject: FW: Approps

TO: USCTA Policy Board

Thought you like to see this exchange below between Huerta and Congressman Carter of Texas last week at the House approps hearing.

LATHAM:
Judge Carter?

CARTER:
Thank you, Mr. Chairman.

Mr. Huerta, the president's '13 budget imposes a \$2 million cut in «**FAA**» contract tower program. This is one of the most successful air traffic incentive programs around. While this may not feel like a whole lot of cut for the size of this federal budget, it represents potentially an \$8,000 cut for -- per contract tower if distributed equally among the 248 airports.

If only general «**aviation**» airport control towers were hit, it would be \$16,000 cut for airport. In Texas, we have invested a great deal of time and money instructing contract towers with the understanding that the «**FAA**» would provide funding for the operation.

Georgetown Airport which is in my district, in fact, quite close to my home is a general«**aviation**» airport. And -- but across Texas, we are involved in this -- this program. Can you explain why the administration is recommending the reductions when this is a very cost-effective safety program for general «**aviation**» (inaudible)?

HUERTA:

Certainly. The contract power program in the cost share elements, one of the things that the president has suggested is that we relook at and analyze the cost benefit calculation that determines the relative amount of local share that goes with that.

And the President's proposal is to update that and increase the local share requirement. At the same time, however, we do recognize that reauthorization has asked for an 18-month moratorium on if any updates are to be made before those changes would actually be implemented. And so, that will make it difficult to achieve the \$2 million cost saving that we project based on the President's request for 2013.

Nonetheless, I think the question still is out there that it does make sense for us to update the cost share formulas associated with the contract tower program. We haven't done that for four years and that is something that we need to do. And we want to work with all the stakeholders to come up with an equitable resolution there.

CARTER:

Maybe this is -- sort of a move anti to general «**aviation**» -- general «**aviation**» creates 1.3 million jobs and contributes \$150 billion to our economy. It's important to us. In Texas alone, we have 391 public-use airports, 50,932 pilots, 31,690 general «**aviation**» aircraft and it's an important part for getting across a big state. In fact, anybody in politics in Texas that's run in statewide and doesn't have access to a private airplane is not going to get elected. It's just generally that important.

And I'm asking the question directly. There are many in general «aviation» that think that issue with contract towers is just one step into discouraging general «aviation». What's the Department of Transportation, the «FAA» doing to encourage general «aviation»? Is there a move to discourage general «aviation»?

HUERTA:

There is not a move to discourage general «aviation». It represents a very significant element, as you point out, of contribution to the economy. And in terms of operations in the system overall, I think it reflects -- it reflects well over -- it's the majority of «aviation» operations that exist in the national air space system.

What the President's proposal attempts to do is to recognize that over time, the general fund contribution to the operation of the «FAA» has gradually crept up. And what we're looking to do is find ways to assign more of those costs to the users of the system.

But we recognize that -- that this is an important contribution. We're trying to do it as equitably as we possibly can.

CARTER:

Well, we say a trend of -- a concept to transportation in this administration and in order to push that concept, we're trying to come up with things and we're seeing the president on the stump today talking about issues to push people over into rail and so forth.

I'm from Texas -- 110 miles an hour. We drive 110 miles an hour.

(LAUGHTER)

CARTER:

It is -- I'm all for the 225-mile an hour train.

(UNKNOWN)

Sure.

CARTER:

But I'm not for a 110-mile an hour train especially (inaudible) like 40 miles of the 200-mile stretch. So it may fit D.C. It may fit Chicago. It may fit New York. It may fit the east coast.

I would argue it doesn't fit the Midwest. I would argue at least that central part of the country (inaudible) Texas and I don't want us to start discouraging one transportation means which is being effective and used in our state because other states want to encourage pushing resources over into rail.

I'm not anti-rail. My granddaddy was an engineer on the railroad. But for effectiveness in my state, general «aviation» is very important to us. And so, I wanted to raise that issue because I certainly wouldn't want to see us discourage general «aviation».

Thank you, Mr. Chairman.



March 12, 2012

Friedman Memorial Airport Authority
Chairman Thomas Bowman
Vice-Chairman Martha Burke
Secretary Susan McBryant
Board Member Lawrence Schoen
Board Member Donald Keirn
Board Member Angenie McCleary
Board Member Ronald Fairfax
P.O. Box 929
1616 Airport Way
Hailey, Idaho 83333

Dear Chairman Bowman and Authority Officers and Board Members:

Below please find the following formal request by Enterprise Rent-A-Car Company of UT, LLC to resume on-airport rental car operations at the Friedman Memorial Airport ("Airport") as of May 1, 2012.

REQUEST: We would like to enter back into our on-airport concession agreement at the Airport and commence our on-airport operations as of May 1, 2012. We are expressly willing to meet our 2006 minimum annual guarantee ("MAG") obligation of \$87,780.96. As an on-airport rental car company ("RAC") with an \$87,780.96 MAG, we would intend to operate an "Enterprise" counter with a single (small) pre-approved drive alliance sign indicating we would honor reservations from both of our other brands ("Alamo" & "National") as well.

As an on-airport RAC, we would agree to be bound by the 2006 MAG obligations.
Again, we will agree to be obligated to pay our 2006 MAG (\$87,780.96) going forward.

As an on-airport RAC, we would operate as a single entity.
We would operate our on-airport concession as a single entity:

Enterprise Rent-A-Car Company of UT, LLC, d/b/a Alamo Rent A Car, Enterprise Rent A Car, & National Rent A Car, a Delaware limited liability company

We would also prepare/provide only one set of financial records for our single entity's operations at the Airport.

As an on-airport RAC, we would operate "Enterprise" as our primary brand and honor "Alamo" and "National" reservations as well.

Our counter would be fitted out primarily with "Enterprise" signage (i.e., back wall, etc.) and would include a single, small (pre-approved) drive alliance sign honoring reservations from both

of our other brands ("Alamo" & "National"). We would need to offer/operate all three of our brands to be able to commit to our \$87,780.96 MAG.

As an on-airport RAC, we would receive an in-terminal customer service counter area along with car parking stalls in the terminal parking lot.

We would gladly occupy the same counter we used before. We would also request that roughly fifteen (15) car parking stalls be made available to us in the terminal parking lot.

BENEFITS TO THE AIRPORT IN GRANTING THIS REQUEST:

The Airport gains financially by getting a third guaranteed MAG --- an additional \$87,780.96 in guaranteed annual revenue.

The Airport improves customer service levels by providing the traveling public with more on-airport rental car brands from which to choose.

The Airport gains by filling a vacant in-terminal counter.

ADDITIONAL FACTS THAT SUPPORT GRANTING THIS REQUEST:

Our October 2011 request to enter back into our on-airport concession agreement at the Airport was denied in part because there were still six months remaining on the latest extension term.

The latest extension term ends on April 30, 2012.

This 2006 rental car concession agreement has already been extended twice --- it was extended two years from May 2009 to April 2011 and extended again from May 2011 to April 2012.

Hertz and Avis/Budget have benefitted for six years under the current concession term (extended twice).

Hertz and Avis/Budget have no present right or privilege to operate beyond April 30.

Hertz and Avis/Budget should not be given an indefinite privilege to operate beyond April 30 as the only two on-airport RACS.

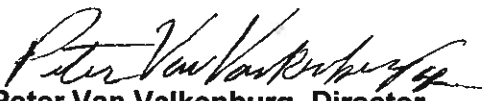
Hertz and Avis/Budget previously supported the concept of a RAC bid in 2012 (however, they are now asking for yet another extension).

Hertz specifically supported the bid concept (in writing) last year: "We welcome the bid process and feel in a market the size of Hailey/Sun Valley it is a necessary part of doing business in a seasonal market."

In summary, we just want the opportunity to operate on-airport here. We have repeatedly and respectfully requested the Board to initiate a new competitive bid process. If the Board decides not to conduct a bid at this time, we ask that the Board include us in any offer to further extend the current concessions.

Thank you,

ENTERPRISE RENT-A-CAR COMPANY OF UT, LLC

By: 
Peter Van Valkenburg, Director
Airport Properties and Relations
310-721-8950

Cc: Richard Baird, Airport Manager



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FAA Northwest Mountain Region Airports Conference

April 16, 2012 • Pre-Conference Workshop

April 17–18, 2012 • Main Conference

Westin Hotel Seattle

Preliminary Agenda (exact times are tentative)

Please note: Meeting rooms are available each day before and after the conference and all afternoon on Wednesday for Sponsors and Consultants to have project specific meetings with your ADO project engineers and planners. Contact your project manager to sign up for a meeting.

Monday April 16, 2012

Pre-Conference Workshop with buffet lunch (optional, extra fee day)

8:00am-4:00pm

- Markings
- Snow Removal
- NOTAMs
- 139 discrepancies
- HQ guest speaker
- Operator Information - Hub Airports
- Operator Information - Non-hub Airports

Tuesday April 17, 2012

Full Day of Sessions; Lunch included

8:00am-6:00pm

- Welcome - Regional Administrator
- View from the Top
- Division Manager's Comments - Vision for our Region
- ADO Manager's - What's New in the ADO!
- How to Make More Money for your Airport

Concurrent Sessions

Each will be offered twice

- SMS and Wildlife Hazard Assessments
- On-Time Delivery of Procedures and ATO Coordination
- Sustainable Planning Make Dollars and Cents
- TSA and Standard ADO Procedures

Mariners vs. Indians Baseball Game (optional extra ticket event)

Wednesday April 18, 2012

Half Day of Sessions; No lunch
8:00am-1:00pm

Concurrent Sessions

Each will be offered twice

- Removing Hot Spots and Eliminating Confusing Airport Geometry
- Airports GIS
- What's New in the AIP Grant Program

FAA Northwest Mountain Region Airports Conference
April 16-18, 2012 • The Westin Hotel, Seattle, Washington

NorthJersey.com

Jet traffic down at Teterboro

BY RICHARD NEWMAN

Monday, March 19, 2012 Last updated: Monday March 19, 2012, 10:27 AM

Monthly flight totals at Teterboro Airport declined at the end of last year, perhaps reflecting a broader slowdown in the recovery of the private jet business, industry experts say.

Declines at Teterboro, by far the country's busiest airport for private jets, were 3.6 percent in October and December compared with the same months a year earlier, according to data from the Port Authority of New York and New Jersey, which owns the airport. The November decline was 1.4 percent.



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BY THE NUMBERS

Flights at Teterboro, the top business jet airport in the country, have been on the rise since bottoming out in 2009, but the pace of growth slowed last year. Flight numbers include private jets and other general aviation aircraft.

| | |
|------|---------|
| 2007 | 182,101 |
| 2008 | 162,433 |
| 2009 | 137,890 |
| 2010 | 148,530 |
| 2011 | 152,247 |

Source: Port Authority of New York and New Jersey

"It is indicative of what's going on nationally," said Dan Hubbard, spokesman for the National Business Aviation Association.



The recovery has "leveled off," he said. The private jet business has struggled since the financial crisis hit in 2008.

"We've definitely seen a flattening in the fall of 2011 and it's continued into 2012," said Ken Forester, chief executive officer of The Meridian Cos., a Teterboro-based seller of charter flights, which manages 23 jets for corporate and individual owners.

"I assume it's related to the overall economy. I think there is more uncertainty than there was a year ago," Forester said.

Private jet travel soared in the years leading up to the 2008 financial crisis, as more executives and millionaires eschewed the hassles of commercial flying. At the same time, opportunities abounded for shared ownership of jets with international reach from companies such as NetJets.

But the industry was battered by the economic downturn, and its image and prestige were tainted by auto executives seeking taxpayer bailouts who flew in high

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style to Washington, D.C., to testify before Congress.

As the economy improved last year, so did private jet travel. But the rebound that looked robust in 2010 has slowed.

According to the Federal Aviation Administration, business jet takeoffs and landings peaked at 4.8 million in 2007 and plunged nearly 30 percent to 3.4 million in 2009.

Last year, flights increased 2.9 percent to 3.8 million, after an 11.4 percent rise in 2010.

Flights at [Teterboro](#) increased 1.8 percent in 2011 after an 8.4 percent increase in 2010. Those increases followed five straight years of declines.

Generally, private jet travel goes up and down with the economy. Signs have been mostly positive lately and corporate profits strong, so reasons for the slowdown are hard to figure.

Concerns about the European debt crisis "may have spooked folks," said Brian Foley, a business aviation analyst in Sparta. "No recovery runs in a straight line from A to B," he said.



The General Aviation Manufacturers Association said last month that 681 new business jets were delivered in 2011, compared with 727 deliveries in 2010. The group's chairman said lack of access to credit was a main concern.

"We're just pressing ahead," Forester said. "We are assuming we are generally in an upward economy."

Meridian's business dropped by 40 percent after the Lehman Brothers investment bank collapsed in 2008, he said. But as business picked up in 2010, 5 percent pay cuts and profit sharing bonuses were restored and the company has added three planes to its fleet in the past year.

"We've got tremendous price competition now but we are happy with the way things are going, as long as this dip is temporary," Forester said.

Email: newman@northjersey.com

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- Courtesy of Pitkin County

Commissioners favor phasing Aspen airport project

MARCH, 21 2012
[JANET URQUHART](#)
 THE ASPEN TIMES

ASPEN CO COLORADO

ASPEN – A five-phase approach to transitioning from the existing commercial facilities at the Aspen-Pitkin County Airport to a new terminal and a parking garage won general favor with county commissioners Tuesday, though the garage itself and the number of additional parking spaces remained sticking points. And one commissioner balked at the prospect of a terminal that is nearly double the size of the current building.

A master plan for future airport facilities has been under review for more than a year, and commissioners continued to refine the proposal this week as a consulting team and airport officials work toward a final plan that is expected to be ready for review in July. Detailed financial information is expected in May.

The new, 20-year master plan is a Federal Aviation Administration requirement and will designate space for future facilities that might or might not actually be constructed, said Jim Elwood, airport aviation director.

"It's a space-reservation plan," he said.

"It is about allowing the Board of County Commissioners to respond to any improvement proposal that comes forward," said consultant Mark McFarland, of Barnard Dunkelberg & Co.

Because the airport accepts federal dollars for various projects, the county has to respond to development proposals – allowing more than one fixed-base operator, for example – but it can determine where those facilities should go and has oversight over the size and aesthetics of what's built, Elwood said.

A second fixed-base operator on the west, or Owl Creek Road, side of the runway has been accommodated in the master planning so far, though some commissioners have pushed to keep all additional development on the east or Highway 82 side, where it currently exists.

"I am not convinced we can't fit two minimum-standard (fixed-base operators) on the east side," Commissioner Jack Hatfield said.

Space constraints would make putting two fixed-base operators on the east side difficult, according to consultants.

The existing fixed-base operator, operated by Atlantic Aviation, provides services to general aviation, or private aircraft, and sells fuel to both private and commercial operators.

On Tuesday, consultants presented a plan that eliminates sites for large, private aircraft hangars on the west side of the airport – buildings that could measure 14,400 square feet and be as tall as 30 feet – and envisions only small, enclosed hangars on the east side, which would be about as tall as the existing "patio hangars" that provide only a roof over airplanes.

Commissioners also were shown computerized images depicting potential buildings on both the east and west sides as they would be seen from various spots.

"We thought it would be important for you to understand how these things would look, mass-wise, from various viewing angles," McFarlane said.

Hatfield continued to be the most critical of the plan, decrying the need to build “the Taj Mahal of airports.”

The existing terminal is 45,000 square feet in size, but current needs dictate a facility of 64,000 square feet, consultant Tim Malloy said. The master plan calls for an 80,000-square-foot building based on future projections of airport use and security requirements. Two stories are envisioned, and the building would be raised 7 feet above the elevation of the existing building to solve drainage problems.

“I’m not convinced at all that we need an 80,000-square-foot terminal,” Hatfield said. “I absolutely do not support underground parking.”

Several commissioners called for more discussion about parking needs for customers, rental cars and employees. Underground parking with a landscaped roof would consolidate 926 spaces scattered about the airport now and meet projected future needs with some 1,300 spaces in all.

Commissioner Rachel Richards said a plan that includes a level of surface parking to cut costs should be explored, while Commissioner Michael Owsley called for a “robust” discussion about parking at a future date.

The phased approach to construction, which commissioners asked to be analyzed, would allow use of the existing terminal while other elements are developed, including construction of a new concourse, changes to the aircraft parking apron outside the terminal and construction of the parking structure. Ultimately, the rest of a new terminal would be built, connecting to the new concourse, and the present terminal would be razed. The ballpark financial estimate for the terminal and associated improvements is \$121 million.

The projects won’t happen unless they’re financially feasible and the community deems them necessary, Elwood predicted. Everything envisioned in a 20-year plan won’t be constructed immediately, he said.

It’s anticipated that federal funds will contribute significantly to airport improvements, though private enterprise could fund projects, particularly those associated with general aviation.

“There’s not going to be any facilities that are proposed that are not financially feasible,” McFarlane said.

While commissioners continue to fine-tune the master plan, the proposal as it currently stands began making the rounds within the community this week. Presentations to various groups are planned. The first occurred Monday with the Snowmass-Capitol Creek Caucus. Presentations to the Aspen Rotary and Aspen Board of Realtors are scheduled Thursday.

janet@aspentimes.com

<http://www.aspentimes.com/apps/pbcs.dll/article?AID=/20120321/NEWS/120329978/1077&ParentProfile=1058&template=printart>

Fly.com Study Shows Rise in Domestic Flights

Source: Wireless News

Created: March 26, 2012

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Fly.com, an airfare search engine, announced the results of a data study that shows a significant shift in destination preference among travelers flying out of New York City, San Francisco, Chicago, Los Angeles and Houston.

According to a release, the study used 1 million Fly.com user searches to identify and compare the top route preferences (from the five origin cities) during Feb. 12 - March 12, against those searches made during the same period in 2011.

The company said its findings indicate that interest in European destinations has considerably diminished, compared with last year. Instead, U.S. travelers are opting for domestic destinations, particularly cities in California and Nevada. This is likely due to rising airfare prices for international routes, which are up as much as 70 percent to cities such as London and Barcelona. In contrast, fares for popular domestic flight routes have fallen by more than 40 percent in 2012.

The study also revealed a 2012 trend for destinations closer to home, with many of the top five flight routes out of New York City, San Francisco, Chicago, Los Angeles and Houston involving destinations that were less than a four-hour flight away.

"These are very significant year-on-year changes in traveler preference," said Warren Chang, VP and general manager of Fly.com. "And it is clear that new low-cost carrier routes, as well as surging oil

prices and airline consolidation across the Atlantic, have played an instrumental role in affecting this change."

New York City: Barcelona dropped out of the top five most popular destinations for New Yorkers, as prices surged 31 percent this year. Moreover, better fares for routes to Los Angeles, San Francisco and Las Vegas most likely driven by increased airline competition has helped drive popularity for Western destinations.

2012 Top 5 Routes 2011-2012 Price Change

1. San Francisco Down 13 percent
2. San Juan, Puerto Rico Down 18 percent
3. Las Vegas Down 3 percent
4. Orlando Up 16 percent
5. Miami Up 8 percent

2011 Top 5 Routes 2011-2012 Price Change

1. Miami Up 8 percent
2. Ft. Lauderdale Down 10 percent
3. Barcelona Up 31 percent
4. Orlando Up 16 percent
5. Los Angeles Down 14 percent

San Francisco: New York knocked London off its perch as the most popular destination for Bay Area travelers in 2012. And, with the exception of routes to London and Miami, the most popular San Francisco flight routes in 2011 and 2012 (combined) have all dropped in price. This demonstrates how travelers are benefiting from increased competition among Virgin America, JetBlue Airways, Alaska Airlines and Hawaiian Airlines as these airlines and others continue to duke it out over the most popular West Coast routes.

2012 Top 5 Routes 2011-2012 Price Change

1. New York Down 17 percent
2. Honolulu Down 15 percent

3. Las Vegas Down 12 percent
4. Los Angeles Down 2 percent
5. New Orleans Down 2 percent

2011 Top 5 Routes 2011-2012 Price Change

1. London Up 44 percent
2. Miami Up 27 percent
3. Las Vegas Down 12 percent
4. Chicago Down 31 percent
5. Honolulu Down 15 percent

Chicago: Chicago is the only major metro area with lower prices to Florida. As a result, Orlando and Fort Lauderdale both make the top five route list this year. In addition, new routes from Spirit Airlines to Dallas and Las Vegas offer travelers the biggest cost savings, with as much as 42 percent fare reductions. No international destination is featured in the top five in 2012.

2012 Top 5 Routes 2011-2012 Price Change

1. Las Vegas Down 35 percent
2. New York Up 7 percent
3. Orlando Down 13 percent
4. Los Angeles Down 40 percent
5. Ft. Lauderdale Down 4 percent

2011 Top 5 Routes 2011-2012 Price Change

1. Barcelona Up 11 percent
2. Orlando Down 13 percent
3. San Francisco Down 33 percent
4. Las Vegas Down 35 percent



5. Dallas Down 42 percent

Los Angeles: Airfares to London jumped 44 percent in 2012, turning Los Angeles travelers off the lure of the Olympic city, while Las Vegas fares dropped as much as 29 percent thanks to low-cost airline competition. Likewise, a new carrier route to Chicago offers airfare savings of as much as 40 percent. San Francisco also makes the top five list in 2012.

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Fly.com Study Shows Rise in Domestic Flights

Source: Wireless News

Created: March 26, 2012

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2012 Top 5 Routes 2011-2012 Price Change

1. Honolulu Down 18 percent
2. New York Down 13 percent
3. Las Vegas Down 29 percent
4. Chicago Down 40 percent
5. San Francisco Down 11 percent

2011 Top 5 Routes 2011-2012 Price Change

1. London Up 44 percent
2. Honolulu Down 18 percent
3. New York Down 13 percent
4. Miami Up 5 percent
5. Las Vegas Down 29 percent

Houston: London prices have almost doubled since last year, pushing it far out of the top five. But Houston travelers show their consistent demand for domestic destinations, with three of the 2011 top flight routes also making the 2012 short list.

2012 Top 5 Routes 2011-2012 Price Change

1. Las Vegas Down 11 percent
2. New York Up 19 percent
3. Los Angeles Down 29 percent
4. Orlando Up 11 percent
5. San Francisco Up 12 percent

2011 Top 5 Routes 2011-2012 Price Change

1. London Up 71 percent
2. Las Vegas Down 11 percent
3. Los Angeles Down 29 percent
4. Denver Down 26 percent
5. New York Up 12 percent

More information:

www.fly.com

THE ASSOCIATED PRESS March 26, 2012, 5:49PM ET

Lawmakers call airport screeners ineffective, rude

By LARRY MARGASAK

WASHINGTON

House members of both parties on Monday teed off against the agency in charge of airport and port anti-terrorist screening, saying it uses ineffective tactics, wastes money on faulty equipment and treats travelers rudely.

"We're not cattle," said Rep. Gerald Connolly, D-Va., adding that "barking orders" undermines the good work of the Transportation Security Administration.

TSA officials told a hearing that airport screening is getting better for U.S. travelers, because the agency is moving away from a one-size-fits-all system. Instead, the TSA is expanding programs to identify travelers posing a risk, while allowing those who provide personal information in advance to go through a fast line.

A report by the Government Accountability Office, Congress' investigative agency, agreed with lawmakers that several key programs of the TSA have been flawed.

Stephen Lord, director of the GAO's homeland security program, offered the investigators' assessment of the TSA at a joint hearing of the committees on Transportation and Infrastructure; and Oversight and Government Reform. The findings:

--TSA deployed its Screening of Passengers by Observation Techniques program nationwide before determining whether it was valid to use behavior and appearance to reliably identify passengers posing a risk. It was not known whether any of those caught were terrorists. Rather, the program nabbed illegal aliens, drug offenders, those carrying fraudulent documents and people with outstanding warrants.

--While 640 full-body scanners were deployed to detect both liquids and metals, some of the units were not being used regularly, thereby decreasing benefits of machines that cost \$250,000 each to buy and install.

--The Transportation Worker Identification Credential program used for 2.1 million workers at ports and on ships has been unable to provide reasonable assurance that only qualified individuals can acquire the card.

Christopher McLaughlin and Stephen Sadler, two TSA assistant administrators, emphasized that help is on the way, but spent most of the hearing fending off lawmakers' angry comments.

McLaughlin said TSA is working on easing the checkpoint experience for children and senior citizens, including ending a requirement for them that shoes be removed and conducting less intrusive pat downs.

He said that the TSA Pre-Check system, the fast-lane screening program, has been expanded to a dozen airports and more than 500,000 passengers and received positive feedback. He said any U.S. citizen in the Customs and Border Protection's trusted traveler programs will qualify for streamlined screening when flying from 14 international locations.

None of this satisfied the committee members.

Oversight Chairman Darrell Issa, R-Calif., said TSA wasted millions of taxpayer dollars developing equipment that didn't work, leaving in its wake "a dire picture of ineffectiveness."

Rep. Tom Petri, R-Wis., said TSA treated traveling Americans "like prisoners."

The chairman of the Transportation Committee, Republican John Mica of Florida, said faulty equipment was hauled away from a storage site "as our investigators were appearing on the scene."

And Issa read comments from Americans who accepted his Internet invitation to write about their experiences on the committee's Facebook site.

A Marine in dress blues said he was forced to remove his trousers because his shirt stays spooked a screener. A disabled person complained about constant groping. So did a traveler with a medical device that can't go through machines generating radiation. And a 61-year-old traveler who had an artificial leg since age 4 gave up traveling, tired of having her breast checked rather than her leg.

Rep. Steve Cohen, a Democrat from Memphis, said screeners went through all the items of a woman known as one of the richest in his town.

He said it should have been obvious from her expensive possessions that "this woman wants to live."

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Nation & World

Originally published Monday, March 26, 2012 at 4:45 PM

Airport body scanners go unused, waste millions, report concludes

Some of the body scanners that peer through passengers' clothing at U.S. airport checkpoints often go unused, wasting millions of dollars, a government report found.

By Alan Levin

Bloomberg News

WASHINGTON — Some of the body scanners that peer through passengers' clothing at U.S. airport checkpoints often go unused, wasting millions of dollars, a government report found.

Scanners at a portion of the airports were used as little as 5 percent of the days after they were installed by the Transportation Security Administration (TSA), Stephen Lord, director of homeland security and justice issues at the U.S. Government Accountability Office (GAO), said in testimony prepared for a House hearing Monday.

"The limited use of some of these machines may indicate that there was not a clear need for them at the time they were acquired at the locations in which they were deployed," Lord said in testimony at a joint hearing of the House oversight and transportation committees.

The scanners, made by L-3 Communications Holdings and OSI Systems' Rapiscan, were deployed after the unsuccessful bombing attempt Dec. 25, 2009, of a Northwest Airlines flight near Detroit. A suspected terrorist smuggled explosives onto the flight in his underwear past airport metal detectors. The bomb failed to detonate.

While not addressing the GAO's specific points, J. Kawika Riley, a TSA spokesman, acknowledged in an email statement that the initial placement of the scanners was "not optimal." The agency is taking steps to use them more efficiently, Riley said.

Lord's testimony doesn't say how many scanners aren't being used or identify the airports.

Some scanners are used less than 30 percent of the time, according to Lord's testimony. At one of 12 airports that GAO investigators visited, the TSA deployed three scanners in a terminal that typically handled one flight a day with about 230 passengers.

Darrell Issa, the California Republican who is chairman of the Oversight Committee, called the TSA "bloated" and likened U.S. airport security to a leaky ship.

Lord, in his testimony, also questioned the effectiveness of a TSA program intended to detect suspicious behavior.

"Questions related to the program's validity will remain" until the agency demonstrates conclusively that it can identify terrorists and improve security, according to the GAO testimony.

The TSA has about 3,000 officers trained to detect suspicious behavior at about 160 airports, according to the testimony.

There have been 2,273 arrests after TSA officers questioned people under the program, according to the agency's written testimony. TSA officials told the GAO that they weren't aware of any terrorist or person planning to engage in terrorist-related activities who had been arrested under the program, Lord said in his written testimony.

Originally published March 2, 2012 at 12:49 PM | Page modified March 2, 2012 at 2:37 PM

TSA admits it erred in forcing nursing mother to use breast pump

An agent at a Hawaii airport was wrong to tell a nursing mother she couldn't board a plane with her breast pump, the Transportation Security Administration said, and then compelling her to use it in a public restroom.

The Associated Press

LIHUE, Hawaii —

An agent at a Hawaii airport was wrong to tell a nursing mother she couldn't board a plane with her breast pump, the Transportation Security Administration said.

"We accept responsibility for the apparent misunderstanding and any inconvenience or embarrassment this incident may have caused her," the TSA said in a statement to KITV (<http://bit.ly/wlBHV3>). The agent at the Lihue airport on Kauai mistakenly told the mother she could only bring the pump onboard if it was "medically necessary," the statement said.

Amy Strand, traveling with her 9-month-old daughter, Eva, on Wednesday, was allowed to board the plane home to Maui only after going to a bathroom to pump and then showing the agent the full bottles. She said the agent insisted that security rules required that the device could be brought onboard only if it contained milk.

"I asked him if there was a private place I could pump and he said, no you can go in the women's bathroom," said Strand, a high school vice principal. The only electrical outlet in the bathroom was next to a sink facing a wall of mirrors, she said, forcing her to pump while standing in front of other women.

"I had to stand in front of the mirrors and the sinks and pump my breast, in front of every tourist that walked into that bathroom," she said, adding that the experience left her "embarrassed and humiliated."

Strand said the TSA has since told her the agent involved will go through remediation training and that a memo will be sent to agents at the airport about how to handle similar situations in the future.

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BOZEMAN NEWS

Security changes at 2 Montana airports

Posted: Mar 2, 2012 6:39 AM by Montana's News Station

Updated: Mar 2, 2012 6:50 AM



BOZEMAN- Some new body imaging machines are being installed at the Bozeman Yellowstone International Airport.

The scanners, which allow TSA personnel to scan a high resolution image through a person's clothing to look for weapons, have caused considerable controversial around the country since they went into widespread use almost two years ago. Initially smaller airports like those in Montana weren't using the devices.

Airport personnel were trained on how to operate the machines Thursday, but Airport Director Brian Sprenger tells us the machines will probably not be in use until this weekend.

Meanwhile another change is coming to an airport in south-central Montana with West Yellowstone being given the go ahead and hire private screeners

When West Yellowstone Airport for the season, the TSA flies in six people to staff the airport's one-lane security checkpoint and then every fall, it flies the screeners home.

But the TSA recently announced it will allow the state-owned airport to hire a private company to conduct the TSA screening, making those six screener jobs available to local residents and, quite possibly, saving the federal government money.

Locally hired screeners cost half as much as flown-in screeners, because the government doesn't have to pay for travel, per diem and housing, according to a 2008 report by the Department of Homeland Security's Office of Inspector General

That came to \$219 a day, versus \$511 per day, in 2005, the year cited in the report.

But the TSA's decision to allow West Yellowstone to privatize its security workforce is a rare concession these days. The TSA simultaneously rejected requests to privatize screening at two other airports including at Butte's Bert Mooney Airport.

- information from CNN included in this report

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- Details emerging in fatal Missoula crash
- 5452 views
- One killed in early Sunday Missoula crash
- 4182 views
- Man severely hurt by Missoula hit and run drunk driver
- 2466 views
- VIDEO: Wolf spotted at Kalispell Middle School
- 2323 views
- Corvallis student killed in crash near Victor
- 2097 views
- Details emerge in Missoula car v. pole crash
- 2072 views
- Details emerge in fatal Eastside Highway crash
- 2000 views
- 1 dead, 1 hurt in Marias Pass avalanche
- 1953 views
- Man nearly rolls vehicle into Missoula house
- 1643 views
- Woman hit by car in Missoula
- 1373 views

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FLY SUN VALLEY ALLIANCE MEETING MINUTES

Thursday, February 13, 8:00am – 10am, Sun Valley Resort

Board Members Present: Eric Seder, , Maurice Charlat, Warren Benjamin, Martha Burke, Dick Fenton, Lisa Horowitz, Arlene Schieven, Deb Fox, Michelle Griffith. Staff: Carol Waller.

Board Members Absent: . Jack Sibbach, Rick Baird, Patrick Buchanan, Peter Scheurmier

TOPIC DISCUSSED:

Consent Items:

- January Board Minutes: Warren moved to approve, Maurice seconded VOTE: All in favor
- January FY12 YTD Financials: Warren moved to approve, Dick seconded. VOTE: All in favor
- 2012 Board Slate: Board & officer terms for 2012 were proposed, retaining same officers for another year. President – Eric Seder, VP – Jack Sibbach, Treasurer: Dick Fenton, Secretary – Deb Fox. VOTE: All in favor.
- Monthly FSVA Board Meetings: Board meetings will continue to be held 2nd Monday of each month, rotating between Sun Valley Resort and FMA. Carol will send board new calendar for remainder of 2012.

Committee Reports:

1. Funding Committee

MRG Legal Assessment/Airport Meetings: Eric reported that MRG legal assessment work from HT is still in progress. Meetings in Hailey (1/30) and KSV (2/6) and FMAA meeting (2/9) were discussed. Very important that FSVA continue to take active role in communicating importance of commercial air service and doing what needs to be done to ensure we maintain service and have opportunity to expand service for the short-medium term, regardless of decisions regarding long-term relocation process/options. FSVA Board members encouraged to continue to reach out to elected officials and other stakeholders on importance of air service and funding, and to encourage local businesses to do same.

2. Program Committee

ACCESS SUN VALLEY CARD: Update included in board packets;

Transferable Ski Passes: Update included in board packets; one additional sale in Jan, slight increase over prior year.

Ski for Air Service Community Ski Day: All agreed this event was a great success, not only in 100% sell-out and funds raised through tickets and raffle, but also in enhanced awareness of air service and generation of positive PR & community goodwill. Carol was commended for her successful efforts to develop and implement this new event, other board members who participated through volunteering and donation of raffle prizes also thanked.

Air Service Initiatives/Research/Promotions:

- Alaska Airlines MRG performance update from Mead & Hunt: Winter bookings for all months (Dec – March) still running behind YTD last year for season. Dec 2011 revenues were much higher due to additional flights and much higher fares even though load factors were lower than 2010. Cost/flight was significantly higher (23% for LAX and 26% for SEA) but the MRG variance was still positive and LAX improved. February and March booking curves attached show that inbound bookings are softer than prior year – especially SEA. Carol will discuss possible spring fare promotion with AS to stimulate late Feb/March bookings.
- Airport Update: FMAA continuing to be involved with various city/public meetings for outreach and input on current situation and potential options.
- Potential new service:
M&H will update new service pro-forma with data from Leakage Study and visitor travel data from SV Resort. FSVA and FMA have also met with another new airline interested in starting BOI-SUN service this spring.
- Air Service Marketing Update: SVMA and SVR continuing marketing efforts in air service markets.
- Research:
 - SUN Leakage Study: M&H presented findings to FMAA at their meeting on Feb 9.
 - Rocky Mountain Air Service News (compilations of articles related to air service in competitive set) provided.

Monthly Directors Report: Provided for review.

Respectfully Submitted, Carol Waller, FSVA Director

COMPARISON OF VARIOUS RESORT WINTER FLIGHTS 2011-12

| DESTINATION | AIRLINE | # DAYS/WEEK | # FLIGHTS/WEEK | AIRCRAFT CAPACITY | SEATS/WEEK | SEATS/SEASON |
|--|-----------------|--------------------|----------------|-------------------|-------------|--------------|
| JACKSON HOLE (JAC) WINTER 2011-12 FLIGHTS INBOUND | | | | | | |
| Atlanta | Delta | 1 Daily; 2 on Sat | 9 | 757 | 188 | 23688 |
| Chicago | American | 2 on Sat | 2 | 757 | 188 | 5264 |
| Chicago | United | 1 Daily | 7 | 752 | 180 | 17640 |
| Dallas | American | 1 Daily | 7 | 757 | 188 | 18424 |
| Denver | United Express | 3 Daily | 21 | CRJ 700 | 66 | 1386 |
| Los Angeles | United Express | 1 Daily | 7 | CRJ 700 | 66 | 462 |
| Salt Lake City | Delta | 2 Daily | 14 | CRJ 700 | 66 | 924 |
| Salt Lake City | SkyWest/DeltaCo | 2 Daily | 21 | CRJ700 | 66 | 1386 |
| New York (LGA) | United | 1 Daily | 7 | 319/757 | 124 | 868 |
| New York (EWR) | United | 1 Daily | 7 | 757/319 | 188 | 1316 |
| TOTAL | | | 102 | | 1320 | 10986 |
| JACKSON HOLE (JAC) SUMMER FLIGHTS 2011 INBOUND | | | | | | |
| Atlanta | Delta | 1 on Sat | 1 | 757 | 188 | 188 |
| Chicago | United | 3 Daily | 21 | 319 | 124 | 2604 |
| Chicago | American | 1 on sat | 1 | 757 | 188 | 188 |
| Dallas/Ft Worth | American | 1 Daily; 1 Sat | 8 | 757 | 188 | 1504 |
| Denver | United Express | 1 daily | 7 | CRJ700 | 66 | 462 |
| Denver | United | 1 daily | 7 | CRJ700 | 66 | 462 |
| Denver | United | 2 daily | 14 | 319 | 124 | 1736 |
| Los Angeles | united Express | 1 daily; 1 Fri-Mon | 11 | CRJ700 | 66 | 726 |
| Minneapolis | Delta | 1 Tues-Sun | 6 | 319 | 124 | 744 |
| Salt Lake City | Delta | 2 daily | 14 | 319 | 124 | 1736 |
| Salt Lake City | SkyWest/DeltaCo | 2 daily | 14 | CRJ700 | 66 | 924 |
| TOTAL | | | 104 | | 1324 | 11274 |
| VAIL (EGE) WINTER FLIGHTS 2011-12 INBOUND | | | | | | |
| Atlanta | Delta | 1 daily | 7 | 757 | 188 | 1316 |
| Chicago | American | 1 daily; 1 Sat | 8 | 757 | 188 | 1504 |
| Dallas | American | 2 daily; 1 Sat | 15 | 757 | 188 | 2820 |
| Denver | United | 1 daily; 1 Sun-Fri | 12 | 320 | 179 | 2148 |
| Denver | United Express | 2 daily; | 14 | CRJ700 | 66 | 924 |
| Houston | Continental | 1 daily | 14 | 737 | 160 | 2240 |
| Los Angeles | American | 1 daily | 7 | 757 | 188 | 1316 |
| Miami | American | 1 daily; 1 Th-Mon | 12 | 757 | 188 | 2256 |
| Minneapolis | Delta | 1 Sat | 1 | 757 | 188 | 188 |
| New York (LGA) | American | 1 sat | 1 | 757 | 188 | 188 |
| New York (JFK) | American | 1 daily | 7 | 757 | 188 | 1316 |
| Newark (EWR) | Continental | 1 daily | 7 | 737 | 160 | 1120 |
| TOTAL | | | 105 | | 2069 | 17336 |
| VAIL (EGE) SUMMER FLIGHTS 2011 INBOUND | | | | | | |
| Dallas | American | 1 daily | 7 | 757 | 188 | 1316 |
| Denver | United Express | 4 daily; 2 Sat,Sun | 32 | CRJ700 | 66 | 2112 |
| TOTAL | | | 39 | | 254 | 3428 |

STEAMBOAT SPRINGS (HDN) WINTER FLIGHTS 2011-12

| | | | | | | | |
|--------------|----------------|--------------|-----------|--------|-------------|-------------|---------------|
| Atlanta | Delta | 1 daily | 7 | 737 | 160 | 1120 | 15680 |
| Chicago | American | 1 daily | 7 | 737 | 160 | 1120 | 15680 |
| Chicago | American Eagle | 2 on Tes/Wed | 2 | CRJ700 | 66 | 132 | 1848 |
| Dallas/FW | American | 1 daily | 7 | 757 | 188 | 1316 | 18424 |
| Denver | United Express | 4 daily | 28 | CRJ700 | 66 | 1848 | 25872 |
| Denver | Frontier | 1 daily | 7 | ERJ190 | 99 | 693 | 9702 |
| Houston | United | 1 daily | 7 | 737 | 160 | 1120 | 15680 |
| Minneapolis | Compass | 1 daily | 7 | ERJ175 | 70 | 490 | 6860 |
| Newark | United | 2 Sat/Sun | 4 | 737 | 124 | 496 | 6944 |
| TOTAL | | | 76 | | 1093 | 8335 | 116690 |

STEAMBOAT SPRING (HDN) SUMMER FLIGHTS 2011 INBOUND

| | | | | | | | |
|--------------|----------------|-----------------|-----------|-----|-----------|-------------|--------------|
| Denver | United Express | 5 flights daily | 35 | CRJ | 50 | 1750 | 24500 |
| TOTAL | | | 35 | | 50 | 1750 | 24500 |

ASPEN (ASE) WINTER FLIGHTS 2011-12 INBOUND

| | | | | | | | |
|---------------|----------------|----------|------------|--------|------------|--------------|---------------|
| Chicago | United Express | 4 daily | 28 | CRJ700 | 66 | 1848 | 25872 |
| Dallas | American Eagle | 1 daily | 7 | CRJ700 | 66 | 462 | 6468 |
| Denver | United Express | 10 daily | 70 | CRJ700 | 66 | 4620 | 64680 |
| Denver | Frontier | 3 daily | 21 | Q400 | 76 | 1596 | 22344 |
| Houston | United Express | 1 daily | 7 | CRJ700 | 66 | 462 | 6468 |
| Los Angeles | American Eagle | 4 daily | 28 | CRJ700 | 66 | 1848 | 25872 |
| San Francisco | United Express | 1 daily | 7 | CRJ700 | 66 | 462 | 6468 |
| TOTAL | | | 168 | | 406 | 11298 | 158172 |

SUN VALLEY (SUN) WINTER FLIGHTS 2011-12 INBOUND

| | | | | | | | |
|----------------|-----------------|---------|-----------|--------|------------|-------------|--------------|
| Los Angeles | Alaska | 1 daily | 7 | Q400 | 76 | 532 | 7448 |
| Seattle | Alaska | 1 daily | 7 | Q400 | 76 | 532 | 7448 |
| Salt Lake City | SkyWest/DeltaCo | 4 daily | 28 | emb120 | 30 | 840 | 11760 |
| TOTAL | | | 42 | | 182 | 1904 | 26656 |

SUN VALLEY (SUN) SUMMER FLIGHTS 2011 INBOUND

| | | | | | | | |
|----------------|---------|---------|-----------|--------|------------|-------------|--------------|
| Los Angeles | Alaska | 1 daily | 7 | Q400 | 76 | 532 | 7448 |
| Seattle | Alaska | 1 daily | 7 | Q400 | 76 | 532 | 7448 |
| Salt Lake City | SkyWest | 7 daily | 49 | emb120 | 30 | 1470 | 20580 |
| TOTAL | | | 63 | | 182 | 2534 | 35476 |



Monthly Director's Report February, 2012

1. TRANSPORTATION SERVICES

AIR SERVICE PROGRAM

- Received/reviewed Alaska Airlines booking/MRG projection reports. Promoted spring fare sale on AS flights and Alaska Airlines/SV Resort/SV Film Festival sweepstakes via FSVA outreach channels (social media, Email, press/PR, etc), shared with lodging properties and other local businesses , etc
- Continued negotiations with AS for summer 2011 schedule/contract in conjunction with SV Resort & M&H.
- Ongoing communication/work with M&H consultant re: proforma, securing visitor data from SV Resort to incorporate in leakage study update, data enplanement reports, etc.
- Attended various meetings re: air service with local officials, FMAA, etc.
- Provided Guest OP-Ed to Mt. Express and shared with stakeholders. Provided information and data to SVPN regarding March article on air service, and additional information for future issues.
- Confirmed attendance to make FSVA presentation at Idaho Travel Council in March and Sun Valley Board of Realtors general membership meeting in April.
- Provided enplanement data and airport update to potential hotel investor. Followed up with new regional Idaho airline about service to Sun Valley, wrote letter in support of their proposed operations to FAA.

BOISE SHUTTLE SERVICE

- Monitored customer service delivery issues, maintained communication.

2. FUNDRAISING

ACCESS SUN VALLEY CARD

- Continued promotion on reduced scale: Created/sent ENews updates – updated database of customers and businesses on ongoing basis. Continued promotion of Get It Now Hot Deals!, deals, business participants and other air service news via FSVA Facebook. Posted economic studies and articles on FSVA website.
- Processed **1 new card order**. Answered customer and business questions, handled customer & business issues.

STATE/LOCAL FUNDING OPTIONS:

- Continued follow-up with legal counsel on pursuit of options on assessment of MRG funding, still awaiting info.

TRANSFERABLE SKI PASSES

- Handled minor requests from a few TP pass holders.

FSVA COMMUNITY SKI DAY

- Finalized report/P&L for event and following up accounting for event.

3. BOARD/ADMIN BUSINESS

- Developed/compiled/distributed all materials for monthly Board Packets; prepared minutes from meeting. Prepared Monthly Report. Reviewed Financials, approved invoices/signed & processed checks, reviewed payables list, presented to President for review/approval. Made deposits as needed. Followed up with 1099s, etc.

4. RESEARCH/OTHER

- Continued work on compiling/tracking relevant comparative data and information of air service re: SUN and within competitive set of ski resorts. Worked with FMAA staff on updating historical seats/enplanement data.
- Compiled monthly issue of FSVA Rocky Mtn Air Services News, and distributed to key stakeholders.



FLY SUN VALLEY ALLIANCE BOARD OF DIRECTORS MEETING

Monday, March 12, 8:00am – 10:00am – **SUN VALLEY RESORT**

Columbine Room, just off lobby of Sun Valley Inn

AGENDA:

1. Consent Items:

- Approval of February Meeting Minutes (*attached*)
- Approval of February financials (*attached*)

2. Committee Reports:

Funding Committee:

- Long-term funding update – legal update and strategy outline
- FSVA/Air Service Presentations:
 - To Idaho Travel Council – March 14
 - To SV Board of Realtors - April 10
- SB Economic Forum - March 15

Programs Committee:

- New fundraising ideas (*to be distributed*)
- 30th Anniversary of Alaska Airlines service to SUN in Dec 2012 – ideas!

3. Air Service Initiatives/Research/Promotion

- Alaska Airlines winter booking update/MRG projection from Mead & Hunt (*attached*);
- Negotiations with AS: contract/schedule finalized for summer 2012 (*see below*)
- Update on competing air service (*attached*)
- New regional carrier/service update
- New Service Initiatives: proforma update, meeting with airlines March-April
- Airport update – Rick
- Air service Marketing update – Jack & Arlene
 - AS Spring Fare Sale (s) mktg recap
 - Summer & fall marketing/promotions for air service
 - New air service marketing plan

Other attachments:

- February Director Report
- March Rocky Mtn Flight News

SUMMER 2012 ALASKA AIRLINES FLIGHT SCHEDULE FOR SUN

SEATTLE – SUN: June 3 – September 16 (daily non-stop)

Depart SEA 8:20am, arrive SUN 11:02am

Depart SUN 5:45pm, arrive SEA 6:35pm

LOS ANGELES – SUN: June 22 – September 16 (daily non-stop);

Depart LAX 1:45pm, arrive SUN 5:09pm

Depart SUN 11:35am, arrive LAX 1:09pm