

**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, May 6, 2014 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
May 6, 2014**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. April 8, 2014 Regular Meeting – Attachment #1 ACTION
- IV. REPORTS**
 - A. Chairman Report DISCUSSION
 - B. Blaine County Report DISCUSSION
 - C. City of Hailey Report DISCUSSION
 - D. Airport Manager Report DISCUSSION
 - E. Communication Director Report DISCUSSION
- V. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
 - A. Noise Complaints
 - B. Parking Lot Update
 - C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #2 - #4
 - D. Mid-year Financial Review
 - E. Review Correspondence – Attachment #5
 - F. Airport Commercial Flight Interruptions
 - G. Administrative Brief
 - 1. PFC Project Status – Attachment #6
 - 2. AIP Project Status
 - H. Master Plan Scope OF Work
- VI. UNFINISHED BUSINESS**
 - A. Airport Solutions
 - 1. Existing Site
 - a. Plan to Meet 2015 Congressional Safety Area Requirement
 - i. Formulation DISCUSS/DIRECT
 - ii. Project 1 Relocate Hangar Taxilane/Overlay Apron/Security Fence Improvements DISCUSS/DIRECT
 - iii. Project 2 Relocate/Extend Taxiway B and Runway Safety Area Grading DISCUSS/DIRECT
 - iv. Project 3 Terminal Reconfiguration DISCUSS/DIRECT
 - v. Project 4 Airport Operations Building DISCUSS/DIRECT
 - vi. Project 5 Terminal Apron Reconstruction/Site Preparations DISCUSS/DIRECT
 - vii. Facility Acquisitions DISCUSS/DIRECT
 - viii. Runway Safety Area Implementation/FY '14 Grant Application (AIP '40) – Attachment #7 DISCUSS/DIRECT
 - b. Retain/Improve/Develop Air Service DISCUSS/DIRECT
 - i. Fly Sun Valley Alliance Update – Attachments #8, #9
- VII. NEW BUSINESS**
 - A. Election of Vice Chair ACTION
 - B. Election of Financial and Lease Committee Member ACTION
 - C. Bank Account - PFC 14-09-C-00-SUN ACTION
- VIII. PUBLIC COMMENT**
- IX. EXECUTIVE SESSION – I.C. §67- 2345**
- X. 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 1616 AIRPORT CIRCLE, HAILEY, IDAHO 83333.

III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES

A. April 8, 2014 Regular Meeting – Attachment #1

BOARD ACTION: 1. Action

IV. REPORTS

A. Chairman Report

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

BOARD ACTION: 1. Discussion

B. Blaine County Report

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

BOARD ACTION: 1. Discussion

C. City of Hailey Report

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

BOARD ACTION: 1. Discussion

D. Airport Manager Report

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

BOARD ACTION: 1. Discussion

E. Communication Director Report

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

BOARD ACTION: 1. Discussion

V. AIRPORT STAFF BRIEF (5 Minutes Allotted)

A. Noise Complaints:

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Chantrelle Sub.	April 6, 2014	12:18 pm		Caller felt the aircraft approached particularly low, from the south.	Research demonstrated the aircraft approached the airport normally. Caller was notified.

B. Parking Lot Update

The Car Park Gross/Net Revenues

Month	FY 2012 Gross	FY 2012 Net	FY 2013 Gross	FY 2013 Net	FY 2014 Gross	FY 2014 Net
March	\$16,330.00	\$6,889.26	\$19,944.00	\$9,773.37	\$29,797.00	\$18,677.60

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

Attachment #2 is Friedman Memorial Airport Profit & Loss Budget vs. Actual. Attachment #3 is 2001 - 2014 ATCT Traffic Operations data comparison by month. Attachment #4 is 2014 Enplanement, Deplanement and Seat Occupancy data. The following revenue and expense analysis is provided for Board information and review:

February 2013/2014

Total Non-Federal Revenue	February, 2014	\$149,861.75
Total Non-Federal Revenue	February, 2013	\$162,974.93
Total Non-Federal Revenue	FY '14 thru February	\$910,103.08
Total Non-Federal Revenue	FY '13 thru February	\$903,208.09
Total Non-Federal Expenses	February, 2014	\$148,721.94
Total Non-Federal Expenses	February, 2013	\$139,915.53
Total Non-Federal Expenses	FY '14 thru February	\$1,001,045.82
Total Non-Federal Expenses	FY '13 thru February	\$869,918.51
Net Income to include Federal Programs	FY '14 thru February	\$-302,611.60
Net Income to include Federal Programs	FY '13 thru February	\$-234,483.74

D. Mid-year Financial Review

Airport Staff has compiled and provided a financial summary highlighting revenue and expenses for the first six months of FY 2014. The summary, while significantly complete, is based on preliminary financial reports that could be revised slightly if additional revenue and expense items are received within the next few weeks.

Aircraft operations and airline enplanement data are also provided for use as follows:

ATCT Traffic Operations for the period October 2013 thru March 2014 totaled 10,834. ATCT Traffic Operations for the period October 2012 thru March 2013 totaled 12,868. This is an 18.7% decrease.

Enplanements for the period of October 2013 thru March 2014 total 29,131. Enplanements for the period of October 2012 thru March 2013 total 25,198. This is a 15.6% increase.

During the period December 2013 thru March 2014, airline enplanements totaled 24,395. During the period December 2012 thru March 2013, airline enplanements totaled 20,711. This is a 17.7% increase. This time period was included in this summary to reflect the months that the new United Express SUN-SFO service was operating

Total operational revenue received thru March 2014 totaled \$1,100,166.69. This is a 6.7% increase compared to the same period in FY 2013. The operational revenue budget for FY 2014 totals \$2,364,570. Based on trend analysis, which includes an estimated revenue reduction of \$80,000.000 due to the construction closure, staff anticipates that year end actual revenue will achieve or slight exceed the approved budget.

Total operational expenses incurred thru March total \$1,141,870.44. This is a 6.8% increase compared to the same period in FY 2013. This increase can be attributed to unanticipated and unbudgeted expenses passenger terminal upgrades to accommodate the United Express SUN- SFO service. Without the upgrade expenses, the actual expense would have reflected a decrease, compared to FY 2013. Trend analysis indicates actual year-end expenses should be equal to or less than the approved budget.

The following revenue line items are highlighted below to demonstrate trend analysis considerations as compared to the same period in FY 2013:

Air Carrier Landing Fee revenue thru March totaled \$44,807.01, reflecting a 21.5% increase.

Air Carrier Passenger Facility Charge Revenue thru March totaled \$113,979.07, reflecting a 7.6% increase.

FBO/GA Landing Fee revenue thru March totaled \$112,088.60, reflecting a 15.4% increase.

FBO/Fuel Flowage revenue thru March totaled \$84,667.14, reflecting a 1.0% decrease.

FBO/GA Transient Tiedown revenue thru March totaled \$88,297.77, reflecting a 23.5% increase.

Auto Rental Commission Revenue thru March totaled \$177,568.92, reflecting an 8.3% increase.

Auto Rental Commission Revenue thru March totaled \$218,434.68 (includes counter space, auto stall and commission fees). This reflects a 14.1% increase.

It is noteworthy that Auto Rental Commission Revenue for the period November thru March 2014 totaled \$158,118.74, reflecting a 9.1% increase in revenue, compared to the same period in FY 2013. This period selection is based on entering into new concession lease agreements with the two existing auto rental agencies and the additional of Enterprise, which was previously operating off-airport.

Terminal Auto Parking revenue thru March totaled \$59,120.38. This reflects a 56.0% increase. The substantial increase can be attributed to an increase in parking facility usage, but is more related to the method of concession fee calculation. Revenue received by the concessionaire that totals \$13,000.00 or less is subject to a 35% commission fee. Gross revenues in excess of \$13,000.00 are subject to a commission fee of 85%. In previous years, the higher commission percentage was not frequently achieved.

E. Review Correspondence - Attachment #5

Attachment #5 is information included for Board review.

F. Airport Commercial Flight Interruptions

April, 2014		
<u>Airline</u>	<u>Flight Cancellations</u>	<u>Flight Diversions</u>
Horizon Air	N/A	N/A
Delta	0	6 (wx)
United Express	N/A	N/A

G. Administrative Brief

1. PFC Project Status

a. PFC 12-08-C-00-SUN

PFC 12 Project Status as of 03/31/14								
Project No.	Project Description	PFC Approved Collection Amt.	Actual Project Expense	Project Exp. Over/Under App. Collection	Adjusted PFC Eligible Expense	Amount Drawn	Amount Remaining to Draw	Project Status
001	Purchase Snow Removal Equip.	\$300,000.00	\$326,933.00	\$26,933.00	\$300,000.00	\$300,000.00	\$0.00	Complete
002	Security Improvements	\$209,000.00	\$216,261.00	\$7,261.00	\$209,000.00	\$66,745.00	\$142,255.00	Complete
003	Implementation & Admin.	\$18,500.00	\$17,722.00	-\$778.00	\$17,722.00	\$17,722.00	\$0.00	Complete
Total:		\$527,500.00	\$560,916.00	\$33,416.00	\$526,722.00	\$384,467.00	\$142,255.00	

b. PFC 14-09-C-00-SUN – Attachment #6

In February, airspace reviews for the RSA projects and the runway rehabilitation project were determined and submitted for Impose and Use. The projects to relocate the SRE/ARFF Bldg., Hangar Demolition & Relocation and Terminal Expansion, were submitted as Impose only.

A Final PFC Application was submitted to the FAA Helena ADO PFC Specialist for review on March 11, 2014. The FAA determined that some project descriptions needed further detail. Staff and Mr. John Anderson, T-O Engineer Consultant, worked with the FAA to complete project descriptions.

Attachment #6 is a letter from the FAA dated April 11, 2014 acknowledging notice of intent to impose a passenger facility charge (PFC) at Friedman Memorial Airport on 19 projects, and to use PFC revenue on 11 projects at SUN.

2. AIP Project Status

	Project Description	Grant Amount	Expenditures to Date	95% of Eligible Expenses	93.75% of Eligible Expenses	Grant Amount Remaining	Grant/Project Status
Existing Airport							
37	Conduct 90-Day Airport Safety Area Standards Study	\$237,230.00	97,160.00	N/A	\$91,087.00	\$146,142.50	ACTIVE
38	RSA Project Formulation to bring airport into compliance with C-III standards.	\$691,860.00	707,969.00	N/A	\$663,721.00	\$80,853.00	ACTIVE
39	RSA Project Project 1	\$2,234,754.00	1,240,313.00		\$1,162,793.00	\$1,071,961.00	ACTIVE
40	RSA Project Project 2	\$18,000,000.00	768,787.10		\$720,738.00	\$17,279,262	ACTIVE
Replacement Airport							
04	Conduct environmental study for replacement airport for Friedman Memorial Airport, Hailey, ID (Phase 4)	\$2,500,000.00	\$1,543,570.77	\$1,466,391.00	N/A	\$1,033,609.00	ACTIVE

H. Master Plan Scope Of Work

The Board approved the Master Plan Scope of Work during the April meeting. Staff is working thru an Independent Fee Estimate and Fee Negotiation Process. Progress will be reported during next month's Regular Board meeting.

VI. UNFINISHED BUSINESS

A. Airport Solutions

1. Existing Site

a. Plan to Meet 2015 Congressional Safety Area Requirement

i. Formulation

The consultant team is still working on final documentation for the Formulation Project. This document should be available for Board review at the June meeting.

BOARD ACTION: 1. Discuss/Direct

ii. Project 1 – Relocate Hangar Taxilane/Overlay Apron/Security Fence Improvements

Notice to Proceed for this spring's phase of Project 1 was issued on April 21, 2014 and the contractor has begun work on the electrical aspects of the project. Earthwork, asphalt removal and other aspects of the project are anticipated to begin on May 5. The project is scheduled to be completed by May 31.

BOARD ACTION: 1. Discuss/Direct

iii. **Project 2 – Relocate/Extend Taxiway B and Runway Safety Area Grading**

Project 2 began on schedule at 8:00 a.m. on April 28, 2014. Initial work efforts include asphalt removal, topsoil stripping, electrical demolition, storm drainage modifications and construction of fill. Thanks to excellent weather, respectable progress is being made.

BOARD ACTION: 1. Discuss/Direct

iv. **Project 3 Terminal Reconfiguration**

The consultant team met with the architectural subcommittee on April 25, primarily to discuss landscaping and the site plan for this project. The building concept was also reviewed one additional time. Following that meeting, the project was prepared for submittal to City of Hailey Planning & Zoning for design review. The design review application will be submitted on May 2, with a hearing before the commission scheduled on June 9.

Members of the architectural team will attend the FMAA Board meeting to present the project as submitted for design review and to answer any questions the Board may have.

BOARD ACTION: 1. Discuss/Direct

v. **Project 4 Airport Operations Building**

The consultant team met with the architectural subcommittee on April 25 regarding this project, as well. One design review package is being submitted to the City of Hailey for both the terminal reconfiguration and Airport Operations Building, to accommodate the review of both projects.

Members of the architectural team will attend the FMAA Board meeting to present the project as submitted for design review and to answer any questions the Board may have.

BOARD ACTION: 1. Discuss/Direct

vi. **Project 5 Terminal Apron Reconstruction/Site Preparation**

Fee negotiations are substantially complete for this project, and the results of the negotiation process will be presented at the FMAA Board meeting. Work on the design continues, with the goal of bidding the project in June.

BOARD ACTION: 1. Discuss/Direct

vii. **Facility Acquisitions**

Initial appraisal reports for the hangars and Forest Service Helitack facility have been received and reviewed. Some coordination between the appraiser and review appraiser was necessary; subsequently revised appraisals have been received and forwarded to the review appraiser. Reviewed appraisals are anticipated soon, and negotiations will begin immediately.

BOARD ACTION: 1. Discuss/Direct

viii. Runway Safety Area Implementation/FY '14 Grant Application (AIP '40) – Attachment #7

The AIP '040 Grant, in the amount of \$18 million, has been processed. The Grant Agreement was received on April 17 and was accepted by Blaine County and City of Hailey on April 21 & 23, respectively. A copy of the executed Grant Agreement is included as Attachment #7.

To date, FMAA has entered into agreements/contracts totaling nearly \$8,000,000 - funded by this grant. Construction bid processes for Project 3, 4 & 5 are scheduled to take place within the next few months - also funded by AIP '040.

BOARD ACTION: 1. Discuss/Direct

b. Retain/Improve/Develop Air Service

i. Fly Sun Valley Alliance Update – Attachments #8, #9

Attachment #8 is the March 13, 2014 Fly Sun Valley Alliance Meeting Minutes. Attachment #9 is the April 17, 2014 Fly Sun Valley Alliance Meeting Agenda. This item is on the agenda to permit a Fly Sun Valley Alliance report if appropriate.

BOARD ACTION: 1. Discuss/Direct

VII. NEW BUSINESS

A. Election of Vice Chair

This item was placed on the agenda to facilitate action that the Board determines appropriate.

BOARD ACTION: 1. Action

B. Election of Financial and Lease Committee Member

This item was placed on the agenda to facilitate action that the Board determines appropriate.

BOARD ACTION: 1. Action

C. Bank Account - PFC 14-09-C-00-SUN

This agenda item is to request approval to establish a new Mountain West bank account for PFC 14-09-C-00-SUN.

BOARD ACTION: 1. Action

VIII. PUBLIC COMMENT

IX. EXECUTIVE SESSION - I.C. §67- 2345

X. ADJOURNMENT

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

**April 8, 2014
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Ron Fairfax, Board – Lawrence Schoen, Angenie McCleary, Fritz Haemmerle, Don Keirn, Jacob Greenberg, Pat Cooley
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird, Emergency/Operations Chief – Peter Kramer, Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant/Alternate Airport Security Coordinator – Roberta Christensen, Administrative Assistant/IT Systems Maintenance Coordinator – April Dieter
AIRPORT LEGAL COUNSEL: Lawson Laski Clark & Pogue, PLLC – Jim Laski
CONSULTANTS: T-O Engineers – Dave Mitchell; Mead & Hunt – Scott Cary, Mitchell Walker; R/L/B – Mike Smith, Michael Bulls, Nick Latham
AIRPORT TENANTS/PUBLIC: The Car Park – Pam Yager, Atlantic Aviation – Mike Rasch, TSA – Tricia Bierle, FSVA – Carol Waller, Avis – Peter Scheurmier, Hertz – Andy Miles, FHR – Marc Reinemann; Len Harlig, Evan Stelma, Donna Serrano
PRESS: Idaho Mountain Express – Greg Moore

CALL TO ORDER:

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

I. APPROVE AGENDA

The agenda was approved with the following changes:

II. OATH OF OFFICE

III. AIRPORT STAFF BRIEF

- A.** ~~H.~~ Employee of the 4th Quarter, 2013 – Attachment #7
- B.** ~~I.~~ Employee of the Calendar Year 2013

VII. V. AIRPORT STAFF BRIEF (5 Minutes Allotted) (cont.)

- C.** ~~A.~~ Noise Complaints
- D.** ~~B.~~ Parking Lot Update
- E.** ~~C.~~ Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #3 - #5
- F.** ~~D.~~ Mid-year Financial Review
- G.** ~~E.~~ Review Correspondence – Attachment #6
- H.** ~~F.~~ Airport Commercial Flight Interruptions
- I.** ~~G.~~ ARFF Re-certification
- ~~H.~~ Employee of the 4th Quarter, 2013 – Attachment #7
- ~~I.~~ Employee of the Calendar Year 2013

MOTION:

Made by Board Member Keirn to approve the April 8, 2014 Agenda as amended. Seconded by Board Member Schoen.

PASSED UNANIMOUSLY

II. OATH OF OFFICE

Board Member Schoen administered the Oath of Office to City of Hailey representative Pat Cooley.

III. AIRPORT STAFF BRIEF

A. H. Employee of the 4th Quarter, 2013 (See Brief)

Airport Manager Baird announced that Mr. Todd Emerick of the Friedman Memorial Airport ARFF/Operations Staff was selected as the Employee of the 4th Quarter for

Calendar Year 2013. He congratulated Mr. Emerick and thanked him for his efforts and service to Friedman Memorial Airport and the Wood River Valley.

B. I. Employee of the Calendar Year 2013

Airport Manager Baird announced that Mr. Todd Emerick of the Friedman Memorial Airport ARFF/Operations Staff has been selected as Employee of the Year for the Calendar Year 2013. He congratulated Mr. Emerick and thanked him for his efforts and service to the Blaine County community.

IV. II. PUBLIC COMMENT

No public comment was made.

**V. III. APPROVE FMAA
MEETING MINUTES**

A. March 11, 2014 Regular Meeting (See Brief)

The March 11, 2014 Friedman Memorial Airport Authority Meeting Minutes were approved as presented:

MOTION:

Made by Board Member McCleary to approve the March 11, 2014 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Board Member Keirn.

PASSED

BOARD MEMBER COOLEY ABSTAINED

B. March 20, 2014 Special Meeting (See Brief)

The March 20, 2014 Friedman Memorial Airport Authority Meeting Minutes were approved as presented:

MOTION:

Made by Board Member McCleary to approve the March 20, 2014 Friedman Memorial Airport Authority Special Meeting Minutes as presented. Seconded by Board Member Keirn.

PASSED

BOARD MEMBER COOLEY ABSTAINED

VI. IV. REPORTS

A. Chairman Report

Chairman Fairfax and Airport Manager Baird thanked Ms. Susan McBryant for her 15 years of dedicated service to the Board and community.

Susan McBryant commented that she feels lucky to have been given the opportunity to serve on the Friedman Memorial Airport Authority. She thanked former Board Members Martha Burke and Len Harlig for serving with passion and patience. She also thanked Airport Staff for their continuous support and guidance and the City of Hailey for giving her the opportunity to serve her community. Ms. McBryant also apologized to the Blaine County Airport Authority Committee for undervaluing their purpose and help during the replacement airport process and encouraged the Board to develop a similar committee to help with the future replacement airport project.

Chairman Fairfax welcomed Mr. Pat Cooley to the Board and asked the Board to be prepared to elect a new Vice-Chairman and Lease/Finance Committee representative during the May Board Meeting.

B. Blaine County Report

Board Member Schoen reported that the Blaine County Commissioners have accepted the Fiscal Year 2014 Grant Application for the Runway Safety Area (RSA) project.

C. City of Hailey Report

Board Member Haemmerle commented that it is a pleasure to have Board Member Cooley serve on the FMAA as he will bring a new and fresh perspective to the Board.

D. Airport Manager Report

Airport Manager Baird reported that Staff did not schedule a Coffee Talk or Airport Tour for March but plans on scheduling both before the May Board Meeting.

VII. ~~V.~~ AIRPORT STAFF BRIEF

~~C.~~ A. Noise Complaints (See Brief)

~~D.~~ B. Parking Lot Update (See Brief)

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

The Board discussed the possible reasons for the decrease in February air traffic operations.

Airport Manager Baird briefed the Board that the switch from the SkyWest Brasilia aircraft to the CRJ 700, strong winds and inclement weather conditions, and the lack of snowfall were possible contributing factors to the decrease in operations for February.

~~F.~~ D. Mid-year Financial Review (See Brief)

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

~~H.~~ F. Airport Commercial Flight Interruptions (See Brief)

~~I.~~ G. ARFF Re-certification (See Brief)

~~H.~~ Employee of the 4th Quarter, 2013 (See Brief)

~~I.~~ Employee of the Calendar Year 2013

VIII. ~~VI.~~ UNFINISHED BUSINESS

A. Airport Solutions

1. Existing Site

a. Plan to Meet 2015 Congressional Safety Area Requirement (See Brief)

i. Formulation (See Brief)

T-O Engineer Dave Mitchell updated the Board on the current status of the RSA Formulation Project.

ii. Project 1 Relocate Hangar Taxilane/Overlay Apron/Security Fence Improvements (See Brief)

Engineer Mitchell updated the Board on the current status of Project 1 of the RSA Improvements Project.

iii. Project 2 Relocate/Extend Taxiway B and Runway Safety Area Grading (See Brief)

Engineer Mitchell updated the Board on the current status of Project 2 of the RSA Improvements Project.

iv. Project 3 Terminal Reconfiguration (See Brief)

Airport Manager Baird updated the Board on the current status of Project 3 of the RSA Improvements Project.

v. Project 4 Airport Operations Building (See Brief)

Airport Manager Baird updated the Board on the current status of Project 4 of the RSA Improvements Project.

vi. Project 5 Terminal Apron Reconstruction/Site Preparations (See Brief)

Engineer Mitchell updated the Board on the current status of Project 5 of the RSA Improvements Project.

Airport Manager Baird requested Board approval of the revised Scope of Work (SOW) and fee for the Terminal Apron/Site Preparation project.

MOTION: *Made by Board Member Haemmerle to approve the revised Project 5 Terminal Apron/Site Preparation Scope of Work and fee, not to exceed \$503,396 and direct Staff to initiate the independent fee analysis. Seconded by Board Member Keirn.*

PASSED UNANIMOUSLY

vii. Facility Acquisitions (See Brief)

viii. Runway Safety Area Implementation/FY '14 Grant Application (AIP '40)

Airport Manager Baird updated the Board on the current status of the RSA Implementation and Fiscal Year 2014 Grant Application process.

Ruscitto/Latham/Blanton Architect Michael Bulls presented to the Board the updated layout of the Airport Administrative and ARFF/Operations Building.

Mead & Hunt Architect Matt Dubbe presented to the Board the updated layout of the reconfigured terminal.

The Board discussed technical aspects of the architects' presentation including the circulation of the passenger exit lane and which portion of the reconfiguration will be new construction.

Dick Fenton asked if there will be room to expand passenger terminal facilities if future commercial service increases and if the TSA security

checkpoint will consist of a single or double lane.

Mr. Dubbe answered that they have planned for future expansion of the passenger boarding and baggage claim area as well as an increase to a double lane at the TSA security checkpoint if the need arises.

b. Master Plan Scope of Work (SOW) (See Brief)

Mead & Hunt Project Manager Scott Cary briefed the Board on revisions made to the Master Plan SOW.

Airport Manager Baird requested that the Board consider approval of the Master Plan SOW.

Board Member Haemmerle commented that the safety concerns the Airport poses to the surrounding community should be addressed throughout the master planning process.

The Board further discussed Board Member Haemmerle's comment and concurred that the safety of the community should be more emphasized throughout the Master Plan report.

MOTION: *Made by Board Member Haemmerle to approve the Master Plan Scope of Work. Seconded by Board Member Keirn.*

PASSED UNANIMOUSLY

c. Retain/Improve/Develop Air Service

i. Fly Sun Valley Alliance Update (See Brief)

FSVA representative Carol Waller briefed the Board that FSVA will be meeting with Alaska Airlines and SkyWest Airlines to discuss the future air service schedule.

IX. ~~VII.~~ PUBLIC COMMENT No public comment was made.

X. ~~IX.~~ ADJOURNMENT The April 8, 2014 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 7:32 p.m.

Lawrence Schoen, Secretary

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

4:00 PM

04/21/14

Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '14)

October 2013 through February 2014

Ordinary Income/Expense	Oct '13 - Feb 14	Budget	\$ Over Budget	% of Budget
Income				
4000-00 · AIRCARRIER				
4000-01 · Aircarrier - Lease Space	35,216.85	84,600.00	-49,383.15	41.6%
4000-02 · Aircarrier - Landing Fees	33,501.07	101,200.00	-67,698.93	33.1%
4000-03 · Aircarrier - Gate Fees	500.00	1,200.00	-700.00	41.7%
4000-04 · Aircarrier - Utility Fees	4,165.04	7,600.00	-3,434.96	54.8%
4010-05 · Aircarrier -11 PFC Application	0.00	216,000.00	-216,000.00	0.0%
4010-06 · Aircarrier - '12 PFC App	80,180.50			
Total 4000-00 · AIRCARRIER	153,563.46	410,600.00	-257,036.54	37.4%
4020-00 · TERMINAL AUTO PARKING REVENUE				
4020-01 · Automobile Parking - Terminal	40,442.78	80,000.00	-39,557.22	50.6%
Total 4020-00 · TERMINAL AUTO PARKING REVENUE	40,442.78	80,000.00	-39,557.22	50.6%
4030-00 · AUTO RENTAL REVENUE				
4030-01 · Automobile Rental - Commission	140,079.47	350,000.00	-209,920.53	40.0%
4030-02 · Automobile Rental - Counter	4,900.76	7,500.00	-2,599.24	65.3%
4030-03 · Automobile Rental - Auto Prkng	26,190.00	29,100.00	-2,910.00	90.0%
4030-04 · Automobile Rental - Utilities	286.77	400.00	-113.23	71.7%
4030-05 · Automobile Rental - Off. Airpt.	666.51	25,000.00	-24,333.49	2.7%
4030-00 · AUTO RENTAL REVENUE - Other	4,860.00			
Total 4030-00 · AUTO RENTAL REVENUE	176,983.51	412,000.00	-235,016.49	43.0%
4040-00 · TERMINAL CONCESSION REVENUE				
4040-01 · Terminal Shops - Commission	0.00	1,200.00	-1,200.00	0.0%
4040-02 · Terminal Shops - Lease Space	1,090.80	6,120.00	-5,029.20	17.8%
4040-03 · Terminal Shops - Utility Fees	53.08	600.00	-546.92	8.8%
4040-10 · Advertising - Commission	15,681.25	35,000.00	-19,318.75	44.8%
4040-11 · Vending Machines - Commission	4,150.20			
4040-12 · Terminal ATM	31.40			
Total 4040-00 · TERMINAL CONCESSION REVENUE	21,006.73	42,920.00	-21,913.27	48.9%
4050-00 · FBO REVENUE				
4050-01 · FBO - Lease Space	87,067.75	230,000.00	-142,932.25	37.9%
4050-02 · FBO - Tiedown Fees	71,348.97	312,500.00	-241,151.03	22.8%
4050-03 · FBO - Landing Fees - Trans.	91,504.83	287,500.00	-195,995.17	31.8%
4050-04 · FBO - Commission	7,579.97	20,000.00	-12,420.03	37.9%
Total 4050-00 · FBO REVENUE	257,501.52	850,000.00	-592,498.48	30.3%
4060-00 · FUEL FLOWAGE REVENUE				
4060-01 · Fuel Flowage - FBO	67,796.58	200,000.00	-132,203.42	33.9%
Total 4060-00 · FUEL FLOWAGE REVENUE	67,796.58	200,000.00	-132,203.42	33.9%

ATTACHMENT #2

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '14)

October 2013 through February 2014

	Oct '13 - Feb 14	Budget	\$ Over Budget	% of Budget
4070-00 · TRANSIENT LANDING FEES REVENUE				
4070-02 · Landing Fees - Non-Comm./Gov't	306.48	500.00	-193.52	61.3%
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	306.48	500.00	-193.52	61.3%
4080-00 · HANGARS REVENUE				
4080-01 · Land Lease - Hangar	209,366.71	495,000.00	-285,633.29	42.3%
4080-02 · Land Lease - Hangar/Trans. Fee	1,048.80			
4080-03 · Land Lease - Hangar/Utilities	657.01	1,400.00	-742.99	46.9%
4080-20 · Land Lease - Government Revenue	3,463.46	7,150.00	-3,686.54	48.4%
Total 4080-00 · HANGARS REVENUE	214,535.98	503,550.00	-289,014.02	42.6%
4090-00 · TIEDOWN PERMIT FEES REVENUE				
4090-01 · Tiedown Permit Fees (FMA)	11,422.78	16,000.00	-4,577.22	71.4%
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	11,422.78	16,000.00	-4,577.22	71.4%
4100-00 · POSTAL CARRIERS REVENUE				
4100-01 · Postal Carriers - Landing Fees	3,909.56	9,000.00	-5,090.44	43.4%
4100-02 · Postal Carriers - Tiedown	2,970.00			
Total 4100-00 · POSTAL CARRIERS REVENUE	6,879.56	9,000.00	-2,120.44	76.4%
4110-00 · MISCELLANEOUS REVENUE				
4110-01 · Misc. Revenue	-1,988.00			
4110-02 · Misc. - FMA Products	10.00			
4110-06 · Misc. - Security-Prox. Cards	22,800.00	27,000.00	-4,200.00	84.4%
4110-09 · Miscellaneous Expense Reimburse	1,974.50			
Total 4110-00 · MISCELLANEOUS REVENUE	22,796.50	27,000.00	-4,203.50	84.4%
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	13,200.00	14,000.00	-800.00	94.3%
4120-02 · GTSP - Trip Fee	1,420.00	3,000.00	-1,580.00	47.3%
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	14,620.00	17,000.00	-2,380.00	86.0%
4400-00 · TSA				
4400-02 · Terminal Lease	2,726.85	6,600.00	-3,873.15	41.3%
Total 4400-00 · TSA	2,726.85	6,600.00	-3,873.15	41.3%
4520-00 · INTEREST INCOME				
4520-06 · Interest Income - '12 PFC	2.59			
4600-00 · Interest Income - General	2,437.70	12,000.00	-9,562.30	20.3%
Total 4520-00 · INTEREST INCOME	2,440.29	12,000.00	-9,559.71	20.3%
4704-00 · AIP 04-New Arpt. EIS-Phs.III/IV				
4704-01 · AIP '04 - FAA	11,215.00			
Total 4704-00 · AIP 04-New Arpt. EIS-Phs.III/IV	11,215.00			

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '14)

October 2013 through February 2014

	Oct '13 - Feb 14	Budget	\$ Over Budget	% of Budget
4738-00 - Existing Site Improvement				
4738-01 - AIP '38	0.00	400,000.00	-400,000.00	0.0%
4738-00 - Existing Site Improvement - Other	117,709.00			
Total 4738-00 - Existing Site Improvement	117,709.00	400,000.00	-282,291.00	29.4%
4739-00 - AIP 39 - Safety Area Proj. Imp.				
4739-01 - AIP '39 Project I	898,890.00	500,000.00	398,890.00	179.8%
Total 4739-00 - AIP 39 - Safety Area Proj. Imp.	898,890.00	500,000.00	398,890.00	179.8%
4740-00 - AIP 40 - Safety Area Proj. Imp.				
4740-01 - AIP '40 Project II	0.00	15,000,000.00	-15,000,000.00	0.0%
4740-00 - AIP 40 - Safety Area Proj. Imp. - Other	497,938.00			
Total 4740-00 - AIP 40 - Safety Area Proj. Imp.	497,938.00	15,000,000.00	-14,502,062.00	3.3%
Total Income	2,518,775.02	18,487,170.00	-15,968,394.98	13.6%
Gross Profit	2,518,775.02	18,487,170.00	-15,968,394.98	13.6%
Expense				
EXPENDITURES				
"A" EXPENSES				
5000-01 - Salaries - Airport Manager	53,110.94	127,402.00	-74,291.06	41.7%
5010-00 - Salaries - Contracts/Finance Adm	36,114.00	84,975.00	-48,861.00	42.5%
5010-01 - Salaries - Office Assist.	77,076.45	168,726.96	-91,650.51	45.7%
5020-00 - Salaries - ARFF/OPS Chief	37,239.18	84,975.00	-47,735.82	43.8%
5030-00 - Salaries - ARFF/OPS Specialist	129,105.63	309,170.06	-180,064.43	41.8%
5040-00 - Salaries-ASC/Sp.Prjct./Ex. Assi	26,586.64	60,966.69	-34,380.05	43.6%
5050-00 - Salaries - Temp.	6,712.25	15,000.00	-8,287.75	44.7%
5050-02 - Salaries - Merit Increase	0.00	19,392.11	-19,392.11	0.0%
5060-01 - Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 - Overtime - Snow Removal	1,236.74	10,000.00	-8,763.26	12.4%
5060-04 - OT - Security	0.00	2,500.00	-2,500.00	0.0%
5100-00 - Retirement	42,453.34	102,761.11	-60,307.77	41.3%
5110-00 - Social Security/Medicare	26,549.26	67,710.81	-41,161.55	39.2%
5120-00 - Life Insurance	865.50	2,000.00	-1,134.50	43.3%
5130-00 - Medical Insurance	68,513.56	166,924.92	-98,411.36	41.0%
5160-00 - Workman's Compensation	12,428.00	15,000.00	-2,572.00	82.9%
Total "A" EXPENSES	517,991.49	1,239,504.66	-721,513.17	41.8%
"B" EXPENDITURES				
"B" EXPENSES - ADMINISTRATIVE				
6000-00 - TRAVEL EXPENSE	3,065.09	15,000.00	-11,934.91	20.4%
6000-01 - Travel				
Total 6000-00 - TRAVEL EXPENSE	3,065.09	15,000.00	-11,934.91	20.4%

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '14)

October 2013 through February 2014

	Oct '13 - Feb 14	Budget	\$ Over Budget	% of Budget
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies - Office	4,192.83	13,000.00	-8,807.17	32.3%
6010-03 · Supplies - Computer	797.77			
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	4,990.60	13,000.00	-8,009.40	38.4%
6020-00 · INSURANCE				
6020-01 · Insurance - Liability	10,216.00	19,425.00	-9,209.00	52.6%
6020-02 · Insurance - Public Officials	4,081.00	14,700.00	-10,619.00	27.8%
6020-03 · Insurance-Bldg/Unlic.Veh./Prop	30,875.00	31,920.00	-1,045.00	96.7%
6020-04 · Insurance - Licensed Vehicles	6,054.00	6,195.00	-141.00	97.7%
6020-05 · Insurance - Crime	0.00	660.00	-660.00	0.0%
Total 6020-00 · INSURANCE	51,226.00	72,900.00	-21,674.00	70.3%
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	753.99	13,000.00	-12,246.01	5.8%
6030-02 · Utilities - Gas/Maintenance	7,708.32	7,000.00	708.32	110.1%
6030-03 · Utilities - Elect./Runway&PAPI	3,432.30	6,700.00	-3,267.70	51.2%
6030-04 · Utilities - Elec./Office/Maint.	5,337.89	11,000.00	-5,662.11	48.5%
6030-05 · Utilities - Electric/Terminal	12,059.25	11,000.00	1,059.25	109.6%
6030-06 · Utilities - Telephone	12,800.59	17,000.00	-4,199.41	75.3%
6030-07 · Utilities - Water	276.74	1,200.00	-923.26	23.1%
6030-08 · Utilities - Garbage Removal	4,066.11	8,500.00	-4,433.89	47.8%
6030-09 · Utilities - Sewer	854.85	1,500.00	-645.15	57.0%
6030-10 · Utilities - Elec./Sewer	321.99	500.00	-178.01	64.4%
6030-11 · Utilities - Electric/Tower	2,645.05	5,000.00	-2,354.95	52.9%
6030-12 · Utilities - Elec./Brdfrd.Hghi	351.84			
6030-15 · Utilities - Elec/AWOS	949.88	900.00	49.88	105.5%
6030-16 · Utilities - Elec. Wind Cone	62.16	210.00	-147.84	29.6%
6030-17 · Utilities - Elec.- Rosenberg	26.40			
6040-01 · Service Provider - Weather	2,079.00	4,000.00	-1,921.00	52.0%
6040-02 · Service Provider - Term. Music	364.40	1,000.00	-635.60	36.4%
6040-03 · Service Provider - Internet/ISP	2,407.33	6,500.00	-4,092.67	37.0%
6040-05 · Service Provider - ISP/Terminal	750.00	2,000.00	-1,250.00	37.5%
6040-06 · Service Provider - SSI Movement	0.00	12,000.00	-12,000.00	0.0%
Total 6030-00 · UTILITIES	57,248.09	109,010.00	-51,761.91	52.5%
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	12,290.85	35,000.00	-22,709.15	35.1%
6050-02 · Professional Services - Audit	26,012.20	30,000.00	-3,987.80	86.7%
6050-03 · Professional Services - Engineer	790.00	10,000.00	-9,210.00	7.9%
6050-04 · Professional Services - ARFF	0.00	2,000.00	-2,000.00	0.0%
6050-05 · Professional Services - Gen.	63.75	1,000.00	-1,000.00	0.0%
6050-07 · Professional Services - Archite	0.00	4,000.00	-2,960.00	26.0%
6050-08 · Professional Services - Securit	1,040.00	14,000.00	-10,565.49	24.5%
6050-10 · Prof. Svcs.-IT/Comp. Support	3,434.51			
6050-11 · Professional Services - Wildlif	0.00	1,000.00	-1,000.00	0.0%
6050-12 · Prof. Serv.- Planning Air Serv.	3,980.00	35,000.00	-31,020.00	11.4%

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '14)

October 2013 through February 2014

	Oct '13 - Feb 14	Budget	\$ Over Budget	% of Budget
6050-13 · Prof. Serv.-Website Des.& Maint	1,083.75			
6050-15 · Prof. Serv. - Public Outreach	0.00	20,000.00	-20,000.00	0.0%
Total 6050-00 · PROFESSIONAL SERVICES	48,695.06	152,000.00	-103,304.94	32.0%
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				
6060-01 · Maint.-Office Equip./Gen.	115.64	10,000.00	-9,884.36	1.2%
6060-04 · Maintenance - Copier	1,556.36			
6060-05 · Maintenance - Phone	1,393.20			
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	3,065.20	10,000.00	-6,934.80	30.7%
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-01 · Rent/Lease - Office Equip./Gen	0.00	3,400.00	-3,400.00	0.0%
6070-02 · Rent/Lease - Postage Meter	312.00	1,400.00	-1,088.00	22.3%
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	312.00	4,800.00	-4,488.00	6.5%
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 · Dues/Memberships/Publications	11,762.50	15,000.00	-3,237.50	78.4%
6080-02 · Membership - Internet/Website	69.97			
6080-04 · Airport Marketing	15,237.10	20,000.00	-4,762.90	76.2%
6080-06 · Marketing - SCSDP	864.00			
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E	27,933.57	35,000.00	-7,066.43	79.8%
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	542.26	1,500.00	-957.74	36.2%
Total 6090-00 · POSTAGE	542.26	1,500.00	-957.74	36.2%
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	2,611.00	25,000.00	-22,389.00	10.4%
6100-02 · Education/Training - OPS	1,055.00			
6100-05 · Education - Neighborl Flight	5,952.55			
6100-07 · Education - Public Outreach	536.88			
Total 6100-00 · EDUCATION/TRAINING	10,155.43	25,000.00	-14,844.57	40.6%
6110-00 · CONTRACTS				
6110-01 · Contracts - General	30,000.00			
6110-02 · Contracts - FMAA	14,000.00	33,600.00	-19,600.00	41.7%
6110-03 · Contracts - SVA/Fee Collection	24,500.00	58,900.00	-34,400.00	41.6%
6110-04 · Contracts - COH LEO	1,360.00	10,000.00	-8,640.00	13.6%
6110-05 · Contracts - Janitorial	0.00	10,000.00	-10,000.00	0.0%
6110-06 · Electronic Filing System	5,750.00	13,800.00	-8,050.00	41.7%
6110-08 · Contracts - Eccles Tree Lights	0.00	30,000.00	-30,000.00	0.0%
6110-09 · Contracts - Website	0.00	350.00	-350.00	0.0%
6110-10 · Online Email Server Access	697.67	2,500.00	-1,802.33	27.9%
6110-11 · Contracts -Security CMS	17,800.00	42,500.00	-24,700.00	41.9%
Total 6110-00 · CONTRACTS	94,107.67	201,650.00	-107,542.33	46.7%

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '14)

October 2013 through February 2014

	Oct '13 - Feb 14	Budget	\$ Over Budget	% of Budget
6120-00 · PERMITS				
6120-01 · Permits - General	0.00	100.00	-100.00	0.0%
Total 6120-00 · PERMITS	0.00	100.00	-100.00	0.0%
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	4,483.46	6,500.00	-2,016.54	69.0%
6140-00 · Bank Fees	364.53	1,000.00	-635.47	36.5%
6130-00 · MISCELLANEOUS EXPENSES - Other	-31.60			
Total 6130-00 · MISCELLANEOUS EXPENSES	4,816.39	7,500.00	-2,683.61	64.2%
Total "B" EXPENSES - ADMINISTRATIVE	306,157.36	647,460.00	-341,302.64	47.3%
"B" EXPENSES - OPERATIONAL				
6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI				
6500-01 · Supplies/Equipment - General	584.62	10,000.00	-9,415.38	5.8%
6500-02 · Supplies/Equipment - Tools	441.71			
6500-03 · Supplies/Equipment - Clothing	189.55			
6500-04 · Supplies/Equipment - Janitorial	5,653.98			
6500-05 · Supplies/Equipment - Deice	0.00	15,000.00	-15,000.00	0.0%
6500-06 · Supplies/Equipment - ARFF	159.00	5,000.00	-4,841.00	3.2%
Total 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI	7,028.86	30,000.00	-22,971.14	23.4%
6510-00 · FUEL/LUBRICANTS				
6510-01 · Fuel/Lubricants - General	26.37	45,000.00	-44,973.63	0.1%
6510-02 · Fuel	23,443.28			
6510-03 · Lubricants	65.94			
Total 6510-00 · FUEL/LUBRICANTS	23,535.59	45,000.00	-21,464.41	52.3%
6520-00 · VEHICLES/MAINTENANCE				
6520-01 · R/M Equipment - General	4,057.53	25,000.00	-20,942.47	16.2%
6520-02 · R/M Equip. '93 Schmidt Snow	1,450.14			
6520-04 · R/M Equip. '84 Chevy Plow Truck	-8.00			
6520-09 · R/M Equip. - '96 Oshkosh Swp.	340.83			
6520-17 · R/M Equip. '01 Case 921 Ldr.	127.02			
6520-19 · R/M Equip. '02 Ford F-150 PU	292.25			
6520-24 · R/M Equip. - '01 Ford F-250	34.29			
6520-28 · R/M Equip.-Case 621 Loader	494.11			
6520-29 · R/M Equip.- 2010 Wausau Plow	3,633.57			
6520-30 · R/M Equip.-'05 Ford F-350	148.33			
6520-32 · R/M Equip. - '09 Mini Truck	32.76			
Total 6520-00 · VEHICLES/MAINTENANCE	10,602.83	25,000.00	-14,397.17	42.4%
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. General	65.00	5,000.00	-4,935.00	1.3%
6530-04 · ARFF Maint. - Radios	1,489.21			
Total 6530-00 · ARFF MAINTENANCE	1,554.21	5,000.00	-3,445.79	31.1%

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '14)

October 2013 through February 2014

	Oct '13 - Feb 14	Budget	\$ Over Budget	% of Budget
6540-00 · REPAIRS/MAINTENANCE - BUILDING				
6540-01 · R/M Bldg. - General	3,159.80	29,000.00	-25,840.20	10.9%
6540-02 · R/M Bldg. - Terminal	21,938.93			
6540-04 · R/M Bldg. - Cold Storage	1,536.12			
6540-05 · R/M Bldg. - Manager's Bldg.	218.57			
6540-07 · R/M Bldg. - Tower	3.32			
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	26,856.74	29,000.00	-2,143.26	92.6%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	424.95	15,000.00	-14,575.05	2.8%
6550-02 · R/M - Airfield	937.91			
6550-04 · R/M - Lights	1,150.41			
6550-05 · R/M - Grounds	911.99			
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	3,425.26	15,000.00	-11,574.74	22.8%
6560-00 · SECURITY EXPENSE				
6560-01 · Security	6,712.67	20,000.00	-13,287.33	33.6%
Total 6560-00 · SECURITY EXPENSE	6,712.67	20,000.00	-13,287.33	33.6%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	4,995.00	22,000.00	-17,005.00	22.7%
6570-02 · R/M Aeronautical Equip. - Tower	1,840.35			
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	5,700.00			
6570-05 · R/M Aero.Equip. Flying Hat Lgts	1,189.00			
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	13,724.35	22,000.00	-8,275.65	62.4%
Total "B" EXPENSES - OPERATIONAL	93,440.51	191,000.00	-97,559.49	48.9%
Total "B" EXPENDITURES	399,597.87	838,460.00	-438,862.13	47.7%
"C" EXPENSES				
7000-00 · MISC. CAPITAL EXPENDITURES				
7000-01 · Contingency	0.00	35,000.00	-35,000.00	0.0%
7000-05 · Computer Equipment/Software	1,862.09	30,000.00	-28,137.91	6.2%
7000-13 · Parking Mngmnt. Equipment	26,555.55			
7000-36 · Drivers Training Software	9,850.00			
7000-37 · Tractor Rake Attachment	0.00	6,000.00	-6,000.00	0.0%
7000-38 · Snow Monitoring Telemetry Eq.	0.00	7,000.00	-7,000.00	0.0%
7000-39 · Air Pass. Terminal - Int. Paint	0.00	10,000.00	-10,000.00	0.0%
7000-40 · Weather Viewing Equipment	0.00	20,000.00	-20,000.00	0.0%
7000-41 · Terminal Air Service Support	46,589.70			
Total 7000-00 · MISC. CAPITAL EXPENDITURES	84,857.34	108,000.00	-23,142.66	78.6%
7504-00 · AIP 04 EXPENSE				
7504-01 · AIP '04-New Arpt.EIS-Phs.III/IV	11,805.50			
Total 7504-00 · AIP 04 EXPENSE	11,805.50			

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '14)

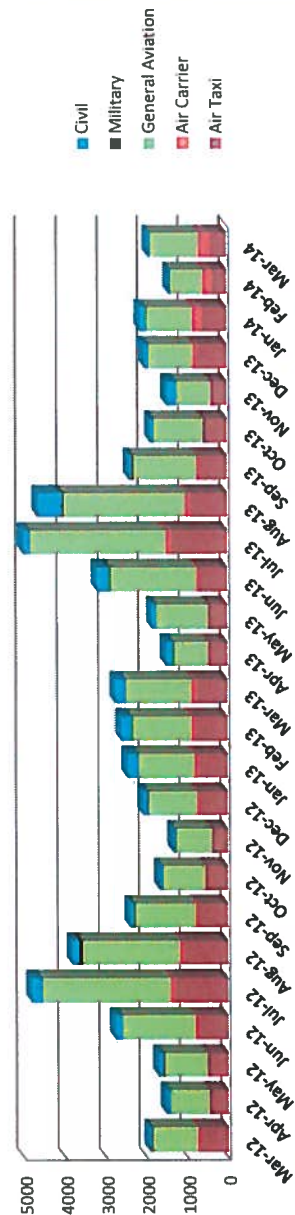
October 2013 through February 2014

	Oct '13 - Feb 14	Budget	\$ Over Budget	% of Budget
7538-00 - Improvements to Existing Site				
7538-01 - AIP '38	125,555.65	425,000.00	-299,444.35	29.5%
Total 7538-00 - Improvements to Existing Site	125,555.65	425,000.00	-299,444.35	29.5%
7539-00 - AIP '39 EXPENSE - Imp. ALP				
7539-01 - AIP '39 - Eligible	1,006,076.03	535,000.00	471,076.03	188.1%
Total 7539-00 - AIP '39 EXPENSE - Imp. ALP	1,006,076.03	535,000.00	471,076.03	188.1%
7540-00 - AIP '40 EXPENSE - Safety Area				
7540-01 - AIP '40 Eligible	531,134.20	16,000,000.00	-15,468,865.80	3.3%
Total 7540-00 - AIP '40 EXPENSE - Safety Area	531,134.20	16,000,000.00	-15,468,865.80	3.3%
7600-00 - PFC - Security Equipment	535.00			
8000-00 - Replacement Airport	2,759.02			
8000-04 - Public Outreach	-40.00			
8000-07 - General	2,719.02			
Total 8000-00 - Replacement Airport	2,719.02			
9000-00 - PFC EXPENSE				
9000-03 - PFC '12	133,880.00			
9000-06 - PFC '12 - Security Improvements	133,880.00			
Total 9000-03 - PFC '12	133,880.00			
Total 9000-00 - PFC EXPENSE	133,880.00			
9001-00 - PFC '14				
9001-01 - PFC '14 RSA Formulation	7,478.90			
Total 9001-00 - PFC '14	7,478.90			
Total "C" EXPENSES	1,904,041.64	17,068,000.00	-15,163,958.36	11.2%
Total EXPENDITURES				
Total Expense	2,821,631.00	19,145,964.66	-16,324,333.66	14.7%
	2,821,631.00	19,145,964.66	-16,324,333.66	14.7%
Net Ordinary Income	-302,855.98	-658,794.66	355,938.68	46.0%
Other Income/Expense				
Other Income	244.38			
Finance Charges	244.38			
Total Other Income	244.38			
Net Other Income	244.38	0.00	244.38	100.0%
Net Income	-302,611.60	-658,794.66	356,183.06	45.9%

ATCT Traffic Operations Record

Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
January	3,622	3,893	3,912	2,600	3,028	2,787	4,547	2,520	2,070	2,379	2,408	2,098	2,454	2,128	
February	4,027	4,498	3,073	3,122	3,789	3,597	3,548	2,857	2,244	2,647	2,117	2,205	2,612	1,417	
March	4,952	5,126	3,086	4,097	3,618	2,918	4,677	3,097	2,145	2,709	1,813	1,921	2,753	1,924	
April	2,494	3,649	2,213	2,840	2,462	2,047	2,581	2,113	1,724	1,735	1,604	1,513	1,509		
May	3,905	4,184	2,654	3,282	2,729	2,134	1,579	2,293	2,280	1,891	1,533	1,693	1,852		
June	4,787	5,039	4,737	4,438	3,674	3,656	5,181	3,334	2,503	3,019	2,898	2,761	3,203		
July	6,359	8,796	6,117	5,910	5,424	5,931	7,398	4,704	4,551	5,005	5,004	4,810	5,345		
August	6,479	6,917	5,513	5,707	5,722	6,087	8,196	4,570	4,488	4,705	4,326	3,823	4,644		
September	3,871	4,636	4,162	4,124	4,609	3,760	4,311	2,696	3,376	3,128	3,359	2,396	2,403		
October	3,879	3,656	3,426	2,936	3,570	3,339	3,103	2,134	2,145	2,012	1,886	1,658	1,874		
November	3,082	2,698	2,599	2,749	2,260	2,912	2,892	1,670	1,901	1,309	1,114	1,325	1,475		
December	3,401	2,805	3,247	3,227	2,722	3,834	2,699	1,848	2,272	1,811	2,493	2,066	2,016		
Totals	50,858	55,897	44,739	45,032	43,607	43,002	50,712	33,836	31,699	32,350	30,555	28,269	32,140	5,469	

Operations
2012-2014 YTD
(Cumulative)



ATCT Operations Change (current month vs. same month last year)				
	2014	2013	% Change	
Air Taxi	399	771	-48%	
Air Carrier	295	116	154%	
General Aviation	1,172	1,598	-27%	
Military	2	2	0%	
Civil	56	266	-79%	
Total	1924	2753	-30.11%	

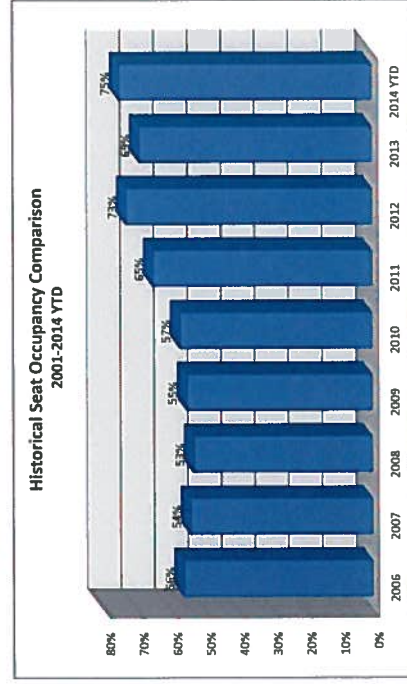
Legend for Chart:

Legend for Chart:



Friedman Memorial Airport
March 2014

2014 Seat Occupancy														
Qtr	Alaska Airlines				Delta Airlines				United Airlines				Annual Seat Occupancy Totals Year-to-Year Comparison	
	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Total Seats Occupied Y-T-D	Total Seats Occupied Prior Y-T-D
Jan-14	52	3,952	3,058	77%	74	3,390	2,585	76%	25	1,650	992	60%	6,635	5,263
Feb-14	44	3,344	2,947	88%	54	3,726	2,311	62%	19	1,254	854	68%	12,747	11,003
Mar-14	50	3,800	3,285	86%	71	4,899	3,394	69%	24	1,584	1,125	71%	20,551	17,905
Totals	146	11,096	9,290	84%	199	12,015	8,290	69%	68	4,488	2,971	66%		
Note: Total of 68 Seats Available on aircraft for summer months Total of 76 Seats Available on aircraft for winter months *Seats are capped at 68 during some periods in the summer due to weight and balance requirements and other times of the year seats may be capped due to environmental conditions														
Legend: Y-T-D = Year-to-Date Y-T-Y = Year-To-Year														



ATTACHMENT #5

APMs LINKS EMBRAER SITES OUR CUSTOMERS ENVIRONMENT CONTACT TURBOPROPS

SEARCH



ERJS E-JETS MARKET INFO COMMERCIAL NEWS MEDIA CENTER SERVICES & SUPPORT

EMBRAER 175

*MORE SEATS. MORE REVENUE.
LOWER UNIT COST.*

Tapping the gap between regional and mainline aircraft with an E-Jet means you can pick your starting point. The E175's flexible configuration lets you determine the optimal number of seats you need to match capacity to market demand. Moreover, complete family commonality makes it easy to introduce larger E-Jets to serve the 70 to 120-seat segment any way you want.



SPECIFICATIONS E175

E175 RANGE ECONOMICS EFFICIENCY ENGINEERING ERGONOMICS ENVIRONMENT



E-JETS GO THE DISTANCE

The Advanced Range (AR) version of the E175 can carry a full load of passengers up to 2,000 nm (3,706 km). See how far the E175 flies by choosing a city near you.

Ranges are indicative only, are based on ISA temperatures, zero winds, and maximum passengers in standard, single-class configuration and are not to be used for flight planning or dispatch.

Embraer E-Jet family

From Wikipedia, the free encyclopedia
(Redirected from Embraer E-Jets)

The **Embraer E-Jet family** is a series of narrow-body medium-range twin-engine jet airliners produced by Brazilian aerospace conglomerate Embraer. Launched at the Paris Air Show in 1999, and entering production in 2002, the aircraft series has been a commercial success.^[3] The aircraft is used by both mainline and regional airlines around the world. As of 31 December 2012, there is a backlog of 185 firm orders for the E-Jets, 580 options and 908 units delivered.^[4]

Contents

- 1 Design and development
 - 1.1 E-Jets Second Generation
- 2 Operational history
- 3 Variants
 - 3.1 E-170 and 175
 - 3.2 E-190 and 195
 - 3.3 Embraer Lineage 1000
 - 3.4 Undeveloped variants
 - 3.4.1 E-195X
- 4 Operators
- 5 Orders and deliveries
- 6 Accidents and incidents
- 7 Specifications
- 8 See also
- 9 References
- 10 External links

Design and development

The Embraer E-Jets line is composed of two main commercial families and a business jet variant. The smaller E-170 and E-175 make up the base model aircraft. The E-190 and E-195 are stretched versions, with different engines and larger wing, horizontal stabilizer and landing gear structures. The 170 and 175 share 95% commonality, as do the 190 and 195. The two families share near 89% commonality, with identical fuselage cross-sections and avionics, featuring the Honeywell Primus Epic Electronic Flight Instrument System (EFIS) suite.^[5] The E-jets also have winglets to improve the efficiency.^[*citation needed*]

All E-Jets use four-abreast seating (2+2) and have a "double-bubble" design, which Embraer developed for its commercial passenger jets, that provides stand-up headroom. The E-190/195 series of aircraft have similar capacities to the initial versions of the McDonnell Douglas DC-9 and Boeing 737, which have always been considered mainline airliners. The E-Jets has jet engines which produce less noise, which allows them to operate in airports such as London City Airport which have strict noise restrictions.^[*citation needed*]

Embraer first disclosed that it was studying a new 70-seat aircraft, which it called the EMB 170, in 1997, concurrently with announcing the development of its ERJ 135.^[7] The EMB 170 was to feature a new wing and larger-diameter fuselage mated to the nose and cockpit of the ERJ 145.^{[8][9]} In February 1999 Embraer announced it had abandoned the derivative approach in favour of an all-new design.^[*citation needed*]

The E-jet family was formally launched at the Paris Air Show in June 1999. Launch customers for the aircraft were the French airline Régionale Compagnie Aérienne Européenne with ten orders and five options for the E-170, and the Swiss airline Crossair with an order for 30 E-170s and 30 E-190s.^[12] Production of parts to build the prototype and test airframes began in July 2000.^[13] Full production began in 2002, at a new factory built by Embraer at its São José dos Campos base.^[14] After several delays in the certification process, the E-170 received type certification from the aviation authorities of Brazil, Europe and the United States in February 2004.^[*citation needed*]

E-Jets Second Generation

Main article: Embraer E-Jet E2 family

In November 2011, Embraer announced that it would develop revamped versions of the E-Jets family with improved engines, rather than an all-new aircraft.^[17] The new variants are to be powered by new more efficient engines with larger diameter fans, and include slightly taller landing gear, and possibly a new aluminum or carbon fiber-based wing. The new E-Jet variants are to be better-positioned to compete with the Bombardier CSeries. Air Lease Corp has tentatively named the revamped E-Jet the E-198, and has advised Embraer to stretch the E-190 by one row (seating 118 in a one-class configuration) and the E-195 by two to three rows (seating 130 to 134). Later on, Embraer named it "second generation". The new variants are to enter service in 2018.^[18]

GE, Pratt & Whitney, and Rolls-Royce were all possible engine suppliers.^[19] Pratt & Whitney's geared turbofan engine was selected in January 2013 for the new E-Jets versions.^[*citation needed*] The Honeywell Primus Epic 2 was selected as the avionics package.^[22]

In February 2012, Embraer announced it was studying the development of a new variant with 130 seating capacity.^[23] The study was expected to be completed by the end of 2012.^[24]

Operational history

E-Jet family E-170/E-175/E-190/E-195



An Embraer 170 in new livery of launch customer LOT Polish Airlines landing at Amsterdam Airport (2012).

Role	Airliner
National origin	Brazil
Manufacturer	Embraer
First flight	February 19, 2002
Introduction	March 17, 2004 with LOT Polish Airlines
Status	In service
Primary users	Republic Airlines JetBlue Airways Air Canada Compass Airlines
Produced	2001–present
Number built	998 (December 31, 2013) ^[1]
Unit cost	E-170: US\$28.5 million; E-195: \$47.0 million ^[2]
Variants	Embraer Lineage 1000
Developed into	Embraer E-Jet E2 family



Interior of an Embraer E-170

The first E-170s were delivered in the second week of March 2004 to LOT Polish Airlines, followed by US Airways subsidiary MidAtlantic Airways and Alitalia^{[15][25]} (launch customer Crossair had in the meantime ceased to exist after its takeover of Swissair, and fellow launch customer Régional Compagnie Aérienne deferred its order,^[26] not receiving its first E-jet—an E-190LR—until 2006.^[27]) LOT operated the first commercial flight of an E-jet on 17 March 2004, from Warsaw to Vienna.^[28] The largest single order for any type of E-Jets has come from JetBlue for 100 E-190s, and options for 100 more.^[5]

The 400th E-jet was delivered in 2008, to Republic Airlines in the U.S.^[29] On 6 November of that year, JetBlue set the record for the longest flight of the E-190 family when one of its aircraft made a non-stop flight from Anchorage, Alaska (Ted Stevens Anchorage International Airport) to Buffalo, New York (Buffalo Niagara International Airport), a total of 2,694 nmi (4,989 km). This was an empty aircraft on a non-revenue flight. The aircraft eventually returned to JFK after a two-month-long charter service with Vice Presidential candidate Sarah Palin.^[30] In September 2009 the 600th E-jet built was delivered to LOT Polish Airlines.^[31]

On 13 September 2013 a ceremony was held at the Embraer factory in São José dos Campos to mark the delivery of the 1,000th E-jet family aircraft, an E-175, to Republic Airlines. The E-175 was delivered in an American Eagle Airlines colour scheme with a special "1,000th E-Jet" decal above the cabin windows.^{[29][32]}

Variants

E-170 and 175

The E-170/E-175 models in the 80-seat range are the smaller in the E-Jet family. They are powered with General Electric CF34-8E engines of 14,200 pounds (62.28 kN) thrust each. The E-170 and E-175 directly compete with the Bombardier CRJ-700 and Bombardier CRJ-900, respectively, and loosely compete with the turboprop Bombardier Q400. They also seek to replace the market segment occupied by earlier competing designs such as the BAe 146 and Fokker 70.

The Embraer 170 was the first version produced. The prototype 170-001, registration PP-XJE, was rolled out on 29 October 2001, with first flight 119 days later on 19 February 2002. The aircraft was displayed to the public in May 2002 at the Regional Airline Association convention. After a positive response from the airline community, Embraer launched the E-175. First flight of the stretched E-175 was on June 2003.^[33] The launch U.S. customer For the EMB 170 was US Airways, after FAA certification, the aircraft entered into revenue service on April 4, 2004 operated by the MidAtlantic division of US Airways, Inc. The first E-175 was delivered to Air Canada and entered service in July 2005.^[33] The 170-001 prototype performed its last flight on April 11, 2012. Its destiny was disassembly in the US for spare parts.

E-190 and 195

The E-190/195 models are a larger stretch of the E-170/175 models fitted with a new, larger wing, larger horizontal stabilizer and a new engine, the GE CF34-10E,^[5] rated at 18,500 lb (82.30 kN). These aircraft compete with the Bombardier CRJ-1000. In addition, being in the 110-seat range, they compete with smaller mainline jets including the Boeing 717-200 and 737-500/-600, the Airbus A318, and some of the upcoming Bombardier CSeries.

The first flight of the E-190 was on March 12, 2004 (PP-XMA),^[34] with the first flight of the E-195 (PP-XMJ)^[34] on December 7 of the same year. The launch customer of the E-190 was New York-based low-cost carrier JetBlue with 100 orders and 100 options. British low-cost carrier Flybe launched the E-195 with 14 orders and 12 options.^[35]

As the 190/195 models are of mainline aircraft size, many airlines will operate them as such, fitting them with a business class section and operating them themselves, instead of having them flown by a regional airline partner.^[citation needed] For example, Air Canada operates 45 E-190 aircraft fitted with 9 business-class and 88 economy-class seats (currently modifying from 84 seats) as part of its primary fleet.

Embraer Lineage 1000

Main article: Embraer Lineage 1000

On 2 May 2006, Embraer announced plans for the business jet variant of the E-190. This would have the same structure as the E-190, but with an extended range of up to 4,200 nm, and luxury seating for up to 19. It was certified by the USA Federal Aviation Administration on 7 January 2009. The first two production aircraft were delivered in December 2008.

Undeveloped variants

E-195X

Embraer considered producing an aircraft which was known as the E-195X, a stretched version of the E-195. It would have seated approximately 130 passengers. The E-195X was apparently a response to an American Airlines request for an aircraft to replace its McDonnell Douglas MD-80s.^[36] Embraer abandoned plans for the 195X in May 2010, following concerns that its range would be too short.^[37]

Operators

Main article: List of Embraer E-Jets operators

- Embraer 170** (or EMB 170-100)—As of July 2011 180 Embraer 170 aircraft (all variants) are in airline service, with 8 orders. Major operators include: Republic Airlines (48), Shuttle America (28), Saudia (15), EgyptAir Express (12) and LOT Polish Airlines (10).^[38] About 15 airlines operate the type in smaller numbers.^[39]
- Embraer 175** (or EMB 170-200)—As of July 2011, 136 Embraer 175 aircraft are in airline service, with 53 further orders. Major operators include Air Canada (15), Flybe (9), Kenya Airways (8), Alitalia CityLiner (6) and LOT Polish Airlines (12).^[38] Major firm orders include 54 aircraft for Republic Airlines, and 36 aircraft for Compass Airlines a subsidiary of the privately held Trans States Holdings.^[39] Flybe, the British airline, ordered 35 Embraer 175 with options for an extra 60 and "purchase rights" for 40 more at the 2010 Farnborough airshow.^[40]
- Embraer 190** (or EMB 190-100)—As of July 2011, 349 Embraer 190 aircraft (all variants) are in airline service, with 170 orders. Operators include Air Astana with two aircraft in operation and 6 more in order, Air Canada with 45 aircraft (with







options for 60 more), JetBlue Airways with 47 aircraft (104 firm orders), Copa Airlines with 26, KLM Cityhopper (22), Aeroméxico Connect (19), Virgin Australia (18), Azul Brazilian Airlines (10), TRIP Linhas Aéreas (10), Lufthansa CityLine (9), Bulgaria Air (4), and Nas Air (Saudi Arabia) (4). Other orders include 32 aircraft for US Airways and 20 for Austral Líneas Aéreas (Argentina).^[39]

- **Embraer 195** (or EMB 190-200)—As of July 2011, 75 Embraer 195 aircraft (all variants) are in service and 30 firm orders. Major operators are Azul Brazilian Airlines (29), Flybe (14), Lufthansa CityLine (19), Air Europa (11) and Air Dolomiti (5). Azul Brazilian Airlines have ordered an additional 41 aircraft of this type.^[39]

Orders and deliveries

List of Embraer's E-Jet family deliveries and orders:

Model	Photo	Firm Orders	Options	Deliveries	Firm Order Backlog
E-170		188	26	187	1
E-175		375	472	187	188
E-190		569	169	496	73
E-195		145	22	128	17
Total		1277	689	998	279

Source: Embraer Meets Aircraft Delivery Guidance for 2013, with 90 Commercial and 119 Executive Jets^[1]

Accidents and incidents

- On 24 August 2010, Henan Airlines Flight 8387, an Embraer E-190 that departed from Harbin, People's Republic of China, crash landed about 1 km short of the runway at Yichun Lindu Airport, resulting in 42 deaths.^[41]
- 16 September 2011: TAME Flight 148, Embraer E-190 registration HC-CEZ, flying from Loja with 97 passengers and 6 crew on board, slipped off the runway at Mariscal Sucre International Airport.^[42]
- 27 February 2012: Shuttle America Flight 5124, an Embraer E-170, flying from Atlanta with 67 passengers and 4 crew on board, made an emergency landing without nose gear extended at Newark Airport.^{[43][44]}
- 29 June 2012: Tianjin Airlines Flight 7554, an Embraer E-190, flying from Hotan Airport to Ürümqi Diwopu International Airport experienced an attempted hijacking in the western Chinese province of Xinjiang that was thwarted by passengers and crew members.^[45]
- 29 November 2013: LAM Mozambique Airlines Flight 470, an Embraer 190, crashed in Namibia, killing all 33 aboard (27 passengers, 6 crew members).^[46] The co-pilot reportedly left the cockpit to use the toilet. He was then locked out by the captain, who dramatically reduced the aircraft's altitude and ignored various automated warnings ahead of the high-speed impact.^[47]



Lufthansa Cityline E195LR



Montenegro Airlines Embraer 195

Specifications

Variant	E-170 (ERJ170-100)	E-175 (ERJ170-200)	E-190 (ERJ190-100)	E-195 (ERJ190-200)
Flight Deck Crew	2 pilots			
Passenger capacity	80 (1-class, 29 in/30 in pitch) 78 (1-class, 30 in/31 in) 70 (1-class, 32 in) 70 (2-class, 36 in/32 in) ^[48]	88 (1-class, 30 in pitch) 86 (1-class, 31 in) 78 (1-class, 32 in) 78 (2-class, standard) ^[49]	114 (1-class, 29 in/30 in pitch) 106 (1-class, 31 in) 98 (1-class, 32 in) 94 (2-class, standard) ^[50]	122 (1-class, 30 in/31 in pitch) 118 (1-class, 31 in) 108 (1-class, 32 in) 106 (2-class, standard) ^[51]
Length	29.90 m (98 ft 1 in)	31.68 m (103 ft 11 in)	36.24 m (118 ft 11 in)	38.65 m (126 ft 10 in)
Wingspan	26.00 m (85 ft 4 in)		28.72 m (94 ft 3 in)	
Height	9.67 m (32 ft 4 in)		10.28 m (34 ft 7 in)	
Empty Weight	21,140 kg (46,610 lb)	21,810 kg (48,080 lb)	28,080 kg (61,910 lb)	28,970 kg (63,870 lb)
Maximum takeoff weight	35,990 kg (79,340 lb) (STD) 37,200 kg (82,000 lb) (LR) 38,600 kg (85,100 lb) (AR)	37,500 kg (82,700 lb) (STD) 38,790 kg (85,520 lb) (LR) 40,370 kg (89,000 lb) (AR)	47,790 kg (105,360 lb) (STD) 50,300 kg (110,900 lb) (LR) 51,800 kg (114,200 lb) (AR)	48,790 kg (107,560 lb) (STD) 50,790 kg (111,970 lb) (LR) 52,290 kg (115,280 lb) (AR)
Max payload weight	9,100 kg (20,100 lb) (STD&LR) 9,840 kg (21,690 lb) (AR)	10,080 kg (22,220 lb) (STD&LR) 10,360 kg (22,840 lb) (AR)	13,080 kg (28,840 lb)	13,650 kg (30,090 lb)
Takeoff Run at MTOW	1,644 m (5,394 ft)	2,244 m (7,362 ft)	2,056 m (6,745 ft)	2,179 m (7,149 ft)
Powerplants	2× GE CF34-8E turbofans 61.4 kN (13,800 lbf) thrust each 63.2 kN (14,200 lbf) APR thrust each		2× GE CF34-10E turbofans 82.3 kN (18,500 lbf) thrust each 89 kN (20,000 lbf) APR thrust each	
Maximum speed	890 km/h (481 kn, Mach 0.82)			
Range	STD: 3,334 km (1,800 nmi) LR: 3,889 km (2,100 nmi) AR: 3,892 km (2,102 nmi)	STD: 3,334 km (1,800 nmi) LR: 3,889 km (2,100 nmi) AR: 3,706 km (2,001 nmi)	STD: 3,334 km (1,800 nmi) LR: 4,260 km (2,300 nmi) AR: 4,448 km (2,402 nmi)	STD: 2,593 km (1,400 nmi) LR: 3,334 km (1,800 nmi) AR: 4,077 km (2,201 nmi)
Maximum fuel load	9,335 kg (20,580 lb)		12,971 kg (28,596 lb)	
Service ceiling	12,500 m (41,000 ft)			
Thrust-to-weight	0.42:1	0.39:1	0.41:1	0.39:1
Fuselage and cabin cross-section				
Outer width	3.01 m (9 ft 11 in)			
Cabin width	2.74 m (9 ft 0 in)			
Outer height	3.35 m (11 ft 0 in)			
Cabin height	2.00 m (6 ft 7 in)			

Sources: Embraer E-jet^[52]

See also

- Comparison of commercial aircraft

Related development

- Embraer Regional Jet
- Embraer Lineage 1000
- Embraer KC-390
- Embraer E-Jet E2 family

Aircraft of comparable role, configuration and era

- Airbus A318
- Antonov An-148
- Boeing 717
- Boeing 737-600
- Bombardier CRJ700 series
- Bombardier CSeries
- Comac ARJ21
- Fokker 70/100
- Mitsubishi MRJ 70/MRJ 90
- Sukhoi Superjet 100
- Tupolev Tu-334

Related lists

- List of civil aircraft
- List of active Brazilian military aircraft

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FOR IMMEDIATE RELEASE

Denver International Airport Launches Premium Reserved Parking Program

DENVER — April 3, 2014 — Travelers driving to Denver International Airport (DIA) now have the option to reserve a premium parking space online, guaranteeing space in one of the airport's two convenient parking garages.

Travelers may reserve a space online by visiting www.diareservedparking.com or by calling 1-866-330-7275. Reservations can be made up to one year in advance and guarantee parking availability in either the east or west parking garages. Customers pay an up-front reservation fee of \$4 per day, in addition to the standard garage rate of \$23 per day upon exiting the airport.

A total of 186 parking spaces are dedicated to the reserved parking program: 84 spaces are located on Level 1, row A, in the east garage, and 102 spaces are located on Level 1, row M, in the west garage. Reserved parking spaces are marked and available only to those customers who have made a reservation and provided their vehicle information.

"Reserved parking is a long sought after amenity at our airport, as it can provide travelers the comfort and convenience of knowing where they will park when they arrive at the airport," said Kim Day, Denver's Manager of Aviation. "We believe our business travelers in particular will take advantage of this new premium service."


Many travelers begin their journey by parking in one of DIA's 40,000 parking spaces. The new reserved parking program is just one of several planned projects aimed at improving customer satisfaction and providing additional value for travelers who park at the airport. The airport will test the new service and make adjustments as needed, based on customer demand.

Denver International Airport is the 13th-busiest airport in the world and the fifth-busiest airport in the United States. With more than 50 million passengers traveling through the airport each year, DIA is one of the busiest airline hubs in the world's largest aviation

market. DIA is the primary economic engine for the state of Colorado, generating more than \$26 billion for the region annually. For more information visit www.flydenver.com, check us out on YouTube and Pinterest, like us on Facebook and follow us on Twitter.





###

If you would rather not receive future communications from Denver International Airport, let us know by clicking [here](#).
Denver International Airport, 8500 Pena Blvd, Denver, CO 80249-6205 United States



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FAA Modifying AIP Grant Assurances

Executive Summary: The FAA published a notice in the [Federal Register](#) on Thursday, April 3, 2014 regarding proposed changes to several AIP grant assurances and is seeking comments on these changes due back to the FAA on or before May 5, 2014. Although there are several grant assurance changes, the most notable change relates to Assurance 25 on airport revenue.

Who is impacted? Airports who receive federal grant money through the AIP are impacted.

Suggested Airport Actions: Airports should review the detailed changes outlined in the [Federal Register](#) notice and submit comments to the FAA by **Monday, May 5, 2014**. If you have specific concerns that you would like ACI-NA to consider for potential submission, please contact [Tom Devine](#).

Specific Information: The FAA is making several changes to the AIP grant assurances and if finalized, will affect grants issued in 2014 and beyond. The first change is minor typographical corrections throughout the grant assurances. These changes are identified as inconsequential by the FAA.

The second change is to Assurance 25, to clarify that airport planning grants taken by airports for planning projects are subject to the airport revenue use assurance past the completion of the planning projects.

Assurance 1 is updated to reflect administrative changes to meet the latest in general federal requirements. Assurance 10 is modified to remove a requirement that the chief executive officer of a state certifies an airport development project is in compliance with applicable air and water quality standards. Assurance 10 is further modified to require a sponsor to provide an updated airport layout plan to a Metropolitan Planning Organization upon request.

The notice also includes modifications to several Assurances related to the inclusion of updated Title VI requirements, a modification of Assurance 37 to specifically identify that the assurance applies to airport concession disadvantaged business enterprises, and lastly, Assurance 20 is changed to delete language that is not applicable regarding non-airport sponsors.

If you have any questions or comments, please contact [Liyang Gu](#) or [Matt Cornelius](#).

This notice has been distributed to the Business Diversity, Commercial Management, Environmental Affairs, Finance, Legal Affairs and Ops/Tech Committees

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U.S. airports are 'awful.' Here's the problem

By **Chuck Thompson**, CNN

updated 10:02 AM EDT, Thu April 3, 2014

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STORY HIGHLIGHTS

The Economist says U.S. airports are beset by "soggy pizza, surly security staff"

Highest placement of U.S. airport in recent "top 100" list is No. 27

Airports Council International North America chief reacts to spate of negative press

Public management of airports at root of many problems experienced by travelers

(CNN) — Pity the poor U.S. airport; its self-esteem has taken a beating in recent months.

In February, as reported by the [New York Daily News](#), Vice President Joe Biden said New York's frequently lambasted LaGuardia Airport "feels like it's in some third world country."

"Why did we lead the world economically for so long?" Biden lamented. "We had the most modern infrastructure in the world."

In March, the UK-based Skytrax consultancy released its annual list of the [world's top 100 airports](#).

The highest ranking any U.S. airport managed to muster was No. 27, achieved by the relatively small Cincinnati/Northern Kentucky International Airport.

Now, The Economist has joined the dogpile.

After combing through data on more than a million flights in 2013, the venerable British magazine concludes in its current issue that U.S. airports are "awful," beset by "soggy pizza, surly security staff and endless queues."

The [Economist](#) article poses the million- (or, rather, multimillion-) dollar question: "Why are foreign airports better than America's?"

Despite all this, Burke, and perhaps at least some of the millions of visitors who continue to pour into U.S. airports each year, remains bullish about the future of U.S. airports.

But can U.S. airports realistically improve vis-a-vis their international counterparts in, say, the next five to 10 years?

"Yes, but it's going to take an unwavering commitment to upgrading our infrastructure," Burke said. "It's crucial that Congress and the American public recognize that infrastructure investment in airports is reinvestment in the communities they connect to rest of the world."

"And in an increasingly global marketplace, the U.S. will require world-leading airports to stay competitive."

Or, by now, simply to catch up to a field that has already, by many estimates, flown far ahead of them.

And the world's best airport is ...

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Dr M. Humayoun Khan • 13 days ago

Biggest problem is the humiliation one faces when returning from an overseas visit; even if you are an American passport holder for 35 years and 60 years old and a highly specialized doctor you are singled out for a 2 hour wait while they call some super secret place in Washington to clear your name. Should they not check people before they board a flight. This does not fail and happens every time. Depart of homeland security website has a form you can fill hoping this humiliation would stop but it does not work. My credit card companies know more about me then the quadrillion dollar NSA. That explains how the evil guys escape the dragnet of NSA.

471 • Reply • Share



Butch Irish → [Dr M. Humayoun Khan](#) • 12 days ago

And what's really funny is that every time they do a "drill" to see if anyone can penetrate security... THEY DO! And now we are going to add 2,000 more

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U.S. Department
of Transportation

**Federal Aviation
Administration**

Northwest Mountain Region
Colorado, Idaho, Montana
Oregon, Utah, Washington,
Wyoming

1601 Lind Avenue, S. W.
Renton, Washington 98057

April 11, 2014

Mr. Richard R. Baird
Friedman Memorial Airport Authority
P.O. Box 929
Hailey, ID 83333

RE: PFC Application: 14-09-C-00-SUN

Dear Mr. Baird:

In accordance with section 158.30(e) Title 14, Code of Federal Regulations, Part 158 (14 CFR 158), the Federal Aviation Administration (FAA) acknowledges your notice of intent to impose a passenger facility charge (PFC) at Friedman Memorial Airport (SUN) on 19 projects, and to use PFC revenue on 11 projects at SUN.

The authority to impose a PFC is contingent on your continued compliance with the terms of Part 158 and any conditions included in this letter. Your notice of intent, submitted on March 11, 2014 has been assigned the following PFC number: 14-09-C-00-SUN.

The FAA does not have any particular objections to your proposed projects, or your notice of intent, in total. Therefore, the FAA acknowledges that you will begin collecting a PFC for SUN at a \$4.50 level with a charge-effective date of July 1, 2014 and complete your collections on July 1, 2028. Furthermore, the FAA acknowledges that you will collect the following amounts for the following projects identified below.

<u>Num.</u>	<u>Project Title</u>	<u>PFC Level</u>	<u>Type</u>	<u>Project Status</u>	<u>Approved PFC</u>
001	Runway Safety Area Formulation.	\$4.50	Concurrent	Acknowledged	\$44,375
002	Acquire Snow Removal Equipment.	\$4.50	Concurrent	Acknowledged	\$500,000
003	Master Plan.	\$4.50	Concurrent	Acknowledged	\$550,000
004	Relocate Southwest Taxiway Bypass.	\$4.50	Concurrent	Acknowledged	\$83,480
005	Relocate General Aviation Apron.	\$4.50	Concurrent	Acknowledged	\$67,208
006	Perimeter Fence Relocation.	\$4.50	Concurrent	Acknowledged	\$17,125
007	Runway Safety Area Grading.	\$4.50	Concurrent	Acknowledged	\$189,818
008	Relocate Taxiway A & Obliterate Taxiway B.	\$4.50	Concurrent	Acknowledged	\$309,704
009	Relocate Power Supply to PAPI.	\$4.50	Concurrent	Acknowledged	\$5,196

<u>Num.</u>	<u>Project Title</u>	<u>PFC Level</u>	<u>Type</u>	<u>Project Status</u>	<u>Approved PFC</u>
010	Relocate AWOS.	\$4.50	Concurrent	Acknowledged	\$1,443
011	Relocate SRE/ARFF Building.	\$4.50	Impose	Acknowledged	\$164,176
012	Relocate Terminal Area Apron.	\$4.50	Impose	Acknowledged	\$100,000
013	Relocate Cargo Apron.	\$4.50	Impose	Acknowledged	\$63,761
014	Relocate Hangars.	\$4.50	Impose	Acknowledged	\$144,695
015	Rehabilitate Terminal Building.	\$4.50	Impose	Acknowledged	\$331,170
016	Relocate North Taxiway.	\$4.50	Impose	Acknowledged	\$24,000
017	Relocate Central Bypass Apron.	\$4.50	Impose	Acknowledged	\$24,188
018	Runway Rehabilitation.	\$4.50	Impose	Acknowledged	\$150,000
019	PFC Administration.	\$4.50	Concurrent	Acknowledged	<u>\$16,920</u>
Total:					\$2,787,259

All projects are pay-as-you go financed. The public agency did not receive any disagreements as a result of their public notice and air carrier consultation meeting.

The FAA also acknowledges your proposal to exempt that class of air carrier defined as: Air Taxi/Commercial Operators (ATCO) filing FAA Form 1800-31 from the requirement to collect the PFC. We request that you notify the carriers in each excluded class, which were listed in your notice of intent, of their exemption.

All public agencies collecting PFC's are subject to reporting, recordkeeping, and auditing requirements as described in Part 158, Subpart D (section 158.61 et. seq.).

The charge-effective date must be the first day of the month and must be at least 30 days from the date of this letter. We request that you provide a copy of your notice to the FAA when you notify the domestic and foreign air carriers to begin collecting PFC's. Also, you are responsible for coordinating any construction with the appropriate federal offices, as you would with any non-federally funded construction.

Be advised, section 158.33(a)(1) requires you to implement your concurrent impose and use projects, that the FAA has not objected to, within 2 years of the date of this letter. Section 158.33(a)(1) requires the public agency to begin implementation of a project no later than 2 years after receiving clearance to use PFC revenue on that project.

In addition, section 158.33(c) requires you to submit notice of intent to use PFC revenue or request for extension if the implementation schedule has been delayed, within 3 years of this date for those impose-only projects that the FAA has not objected to in this letter.

Also be advised, that the ability to collect on this application is governed by either the charge-expiration date, noted above, or when full collection authority (PFC collections plus interest) is reached - whichever comes first. Therefore, it is important to monitor your rate of collection.

A decision summary table showing the cumulative history of PFC decisions for SUN is enclosed for your use. We have also enclosed the list of advisory circulars with which you must comply in accordance with your certification of assurance number 9, Standards and Specifications. Also, you may wish to check out our website to confirm whether this action has been recorded on the

'PFC Approved Locations, Collections, and Expiration Dates' report. It is generated each month, and is located at: www.faa.gov/airports/pfc/monthly_reports.

If you have any questions pertaining to this application, please contact Mr. Jason Garwood of the Helena Airports District Office, at: (406) 449-5271.

Sincerely,

A handwritten signature in black ink that reads "Carolyn T. Read". The signature is written in a cursive style with a large, stylized "C" and "R".

Carolyn T. Read
Manager, Planning, Environmental and Financial Programs Branch
Northwest Mountain Region

Enclosures

Decision Summary Report

Application Number	Approved for Collection	Approved for Use
93-01-C-00-SUN	\$188,000	\$188,000
93-01-C-01-SUN	0	0
94-02-C-00-SUN	144,637	144,637
94-02-C-01-SUN	68,321	68,321
94-02-C-02-SUN	0	0
96-03-I-00-SUN	621,000	0
96-03-I-01-SUN	(54,665)	0
96-03-I-02-SUN	(8,204)	0
99-04-C-00-SUN	1,085,105	1,651,440
99-04-C-01-SUN	(134,359)	(134,359)
99-04-C-02-SUN	0	(8,204)
05-05-C-00-SUN	711,054	711,054
05-05-C-01-SUN	35,159	35,159
05-05-C-02-SUN	(2,225)	(2,225)
07-06-C-00-SUN	691,368	691,368
07-06-C-01-SUN	71,858	71,858
07-06-C-02-SUN	(54,029)	(54,029)
11-07-C-00-SUN	505,918	505,918
11-07-C-01-SUN	(195,143)	(195,143)
12-08-C-00-SUN	527,500	527,500
14-09-C-00-SUN	<u>2,787,259</u>	<u>1,785,269</u>
Report Total	\$6,988,554	\$5,986,564



U.S. Department of Transportation
Federal Aviation Administration

GRANT AGREEMENT

Date of Offer: April 17, 2014
Project No: 3-16-0016-040-2014
Contract No: DOT-FA14NM-2001
DUNS No: 155993603

TO: City of Hailey and County of Blaine, Idaho (herein called the "Sponsor")

FROM: The United States of America (acting through the Federal Aviation Administration, herein called the "FAA")

WHEREAS, the Sponsor has submitted to the FAA a Project Application dated **March 20, 2014** for a grant of Federal funds for a project at or associated with the Friedman Memorial Airport, Hailey, Idaho, which Project Application, as approved by the FAA, is hereby incorporated herein and made a part hereof; and

WHEREAS, the FAA has approved a project for the Airport (herein called the "Project") consisting of the following:

Construct Runway 13/31 Safety Area to meet RSA lateral dimension criteria (Phase II includes Relocate Partial Parallel Taxiway; Relocate Terminal Apron and Hangar Access Taxiway; Acquire buildings; Remodel existing Terminal Building (to accept aircraft parking on the north side to get aircraft out of the runway and relocated Taxiway B object free areas); Relocate ARFF/SRE building; Grade portion of Runway Safety Area)

all as more particularly described in the Project Application.

Now therefore, pursuant to and for the purpose of carrying out the provisions of Title 49, United States Code, as amended, herein called "the Act", and in consideration of (a) the Sponsor's adoption and ratification of the representations and assurances contained in said Project Application and its acceptance of this Offer as hereinafter provided, and (b) the benefits to accrue to the United States and the public from the accomplishment of the Project and compliance with the assurances and conditions as herein provided, **The Federal Aviation Administration, For And On Behalf Of The United States, Hereby Offers And Agrees** to pay, as the United States share of the allowable costs incurred in accomplishing the Project, 93.75 percent.

This Offer is made on and subject to the following terms and conditions:

CONDITIONS

1. The maximum obligation of the United States payable under this Offer shall be \$18,000,000.00. For the purposes of any future grant amendments which may increase the foregoing maximum obligation of the United States under the provisions of Section 47108(b) of the Act, the following amounts are being specified for this purpose:

\$	0.00	for planning
\$	18,000,000.00	for airport development or noise program implementation
2. The allowable costs of the project shall not include any costs determined by the FAA to be ineligible for consideration as to allowability under the Act.
3. Payment of the United States share of the allowable project costs will be made pursuant to and in accordance with the provisions of such regulations and procedures as the Secretary shall prescribe. Final determination of the United States share will be based upon the final audit of the total amount of allowable project costs and settlement will be made for any upward or downward adjustments to the Federal share of costs.

4. The Sponsor shall carry out and complete the project without undue delay and in accordance with the terms hereof, and such regulations and procedures as the Secretary shall prescribe, and agrees to comply with the assurances which were made part of the project application.
5. The FAA reserves the right to amend or withdraw this offer at any time prior to its acceptance by the Sponsor.
6. This Offer shall expire and the United States shall not be obligated to pay any part of the costs of the project unless this Offer has been accepted by the Sponsor on or before **May 2, 2014**, or such subsequent date as may be prescribed in writing by the FAA.
7. The Sponsor shall take all steps, including litigation if necessary, to recover Federal funds spent fraudulently, wastefully, or in violation of Federal antitrust statutes, or misused in any other manner in any project upon which Federal funds have been expended. For the purposes of this grant agreement, the term "Federal funds" means funds however used or disbursed by the Sponsor that were originally paid pursuant to this or any other Federal grant agreement. It shall obtain the approval of the Secretary as to any determination of the amount of the Federal share of such funds. It shall return the recovered Federal share, including funds recovered by settlement, order or judgment, to the Secretary. It shall furnish to the Secretary, upon request, all documents and records pertaining to the determination of the amount of the Federal share or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the Sponsor, in court or otherwise, involving the recovery of such Federal share shall be approved in advance by the Secretary.
8. The United States shall not be responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with this grant agreement.

9. **Central Contractor Registration and Universal Identifier Requirements**

A. Requirement for Central Contractor Registration (CCR)

Unless you are exempted from this requirement under 2 CFR 25.110, you as the recipient must maintain the currency of your information in the CCR until you submit the final financial report required under this award or receive the final payment, whichever is later. This requires that you review and update the information at least annually after the initial registration, and more frequently if required by changes in your information or another award term.

B. Requirement for Data Universal Numbering System (DUNS) Numbers

If you are authorized to make subawards under this award, you:

1. Must notify potential subrecipients that no entity (*see* definition in paragraph C of this award term) may receive a subaward from you unless the entity has provided its DUNS number to you.
2. May not make a subaward to an entity unless the entity has provided its DUNS number to you.

C. Definitions

For purposes of this award term:

1. *Central Contractor Registration (CCR)* means the Federal repository into which an entity must provide information required for the conduct of business as a recipient. Additional information about registration procedures may be found at the CCR Internet site (currently at <http://www.ccr.gov>).

2. *Data Universal Numbering System*

(*DUNS*) number means the nine-digit number established and assigned by Dun and Bradstreet, Inc. (D&B) to uniquely identify business entities. A DUNS number may be obtained from D&B by telephone (currently 866-705-5711) or the Internet (currently at <http://fedgov.dnb.com/webform>).

3. *Entity*, as it is used in this award term, means all of the following, as defined at 2 CFR part 25, subpart C:

- a. A Governmental organization, which is a State, local government, or Indian Tribe;
- b. A foreign public entity;

- c. A domestic or foreign nonprofit organization;
- d. A domestic or foreign for-profit organization; and
- e. A Federal agency, but only as a subrecipient under an award or subaward to a non-Federal entity.

4. *Subaward*:

- a. This term means a legal instrument to provide support for the performance of any portion of the substantive project or program for which you received this award and that you as the recipient award to an eligible subrecipient.
- b. The term does not include your procurement of property and services needed to carry out the project or program (for further explanation, *see* Sec. 210 of the attachment to OMB Circular A-133, "Audits of States, Local Governments, and Non-Profit Organizations"). A subaward may be provided through any legal agreement, including an agreement that you consider a contract.

5. *Subrecipient* means an entity that:

- a. Receives a subaward from you under this award; and
- b. Is accountable to you for the use of the Federal funds provided by the subaward.
- c. A subaward may be provided through any legal agreement, including an agreement that you consider a contract.

10. **ELECTRONIC GRANT PAYMENT(S)**: The requirements set forth in these terms and conditions supersede previous financial invoicing requirements for FAA grantees. Each payment request under this grant agreement must be made electronically via the Delphi eInvoicing System for Department of Transportation (DOT) Financial Assistance Awardees. The following are the procedures for accessing and utilizing the Delphi eInvoicing System.

a. **Grant Recipient Requirements.**

- (1) Grantees must have Internet access to register and submit payment requests through the Delphi eInvoicing system unless, under limited circumstances, a waiver is granted by the FAA and DOT under section (c) below.
- (2) Grantees must submit payment requests electronically and the FAA will process payment requests electronically.

b. **System User Access.**

- (1) Grantees must contact the FAA Airports District/Regional Office and officially submit a written request to sign up for the system. The FAA Office of Airports will provide the grantee's name, email address and telephone number to the DOT Financial Management Office. The DOT will then invite the grantee via email to sign up for the system and require the grantee to complete two forms. The grantee will complete a web based DOT registration form and download the Proof of Identification form to verify the grantee's identity.
- (2) The grantee must complete the Proof of Identification form, and present it to a Notary Public for verification. The grantee will return the notarized form to:

DOT Enterprise Services Center
 FAA Accounts Payable, AMZ-100
 PO Box 25710
 Oklahoma City, OK 73125

- (3) The DOT will validate the both forms and email a user ID and password to the grantee. Grantees should contact the FAA Airports District/Regional Office with any changes to their system information.

Note: Additional information, including access forms and training materials, can be found on the DOT eInvoicing website (<http://www.dot.gov/cfo/delphi-einvoicing-system.html>).

- c. **Waivers.** DOT Financial Management officials may, on a case by case basis, waive the requirement to register and use the electronic grant payment system based on user requests and concurrence of the FAA. Waiver request forms can be obtained on the DOT eInvoicing website (<http://www.dot.gov/cfo/delphi-einvoicing-system.html>) or by contacting the FAA Airports District/Regional Office. Recipients must explain why they are unable to use or access the Internet to register and enter payment requests.
- (1) All waiver requests should be sent to the FAA Airports District/Regional Office for concurrence, prior to sending to the Director of the Office of Financial Management, US Department of Transportation, Office of Financial Management, B-30, room W93-431, 1200 New Jersey Avenue SE, Washington DC 20590-0001, DOTElectronicInvoicing@dot.gov. The Director of the DOT Office of Financial Management will confirm or deny the request within approximately 30 days.
- (2) If a grantee is granted a waiver, the grantee should submit all hard-copy invoices directly to:
- DOT/FAA
PO Box 25082
AMZ-110
Oklahoma City, OK 73125

SPECIAL CONDITIONS

11. **FINANCIAL REPORTING REQUIREMENTS:** The Sponsor agrees to submit a **Federal Financial Report** (FAA Form SF-425) for all open grants to the Airports District Office within 90 days following the end of each Federal fiscal year and with each Final Project Closeout Report.

The Sponsor further agrees to submit an **Outlay Report and Request for Reimbursement** (FAA Form SF-271 for construction projects) or **Request for Advance or Reimbursement** (FAA Form SF-270 for non-construction projects) to the Airports District Office within 90 days following the end of each Federal fiscal year and with each Final Project Closeout Report.

12. **FINAL PAYMENT:** The Sponsor understands and agrees that in accordance with 49 USC 47111, no payments totaling more than 90 percent of United States Government's share of the project's estimated allowable cost may be made before the project is determined to be satisfactorily completed.

If the project is determined to be satisfactorily complete and proper documentation is submitted by the Sponsor to the Airports District Office (ADO), then the ADO may approve payments up to 97.5 percent of United States Government's share of the project's estimated allowable cost. "Satisfactorily complete" means the following: (1) The project results in a complete, usable unit of work as defined in the grant agreement; and (2) The sponsor submits necessary documents showing that the project is substantially complete per the contract requirements, or has a plan (that FAA agrees with) that addresses all elements contained on the punch list.

13. **SPONSOR PERFORMANCE REPORT:**

For non-construction projects – the Sponsor understands and agrees that in accordance with 49 CFR 18.40 the Sponsor shall submit a Quarterly Performance Report to the Airports District Office (ADO) within 30 calendar days from the end of the quarter, beginning in the quarter in which the project begins, and for each following quarter until the project is substantially complete. If a major project or schedule change occurs between Quarterly Performance Reports, the sponsor must submit an out of cycle performance report to the ADO. The performance report for non-construction projects shall include the following as a minimum:

- a. A comparison of proposed objectives to actual accomplishments.
- b. Reasons for any slippage or lack of accomplishment in a given area.
- c. Impacts on other AIP-funded projects.
- d. Impacts to projects funded by PFC, other FAA programs, or the sponsor.
- e. Identification and explanation of any anticipated cost overruns.

For construction projects – FAA Form 5370-1 Construction Progress and Inspection Report satisfies the performance reporting requirement. The sponsor must submit FAA Form 5370-1 to the ADO on a **weekly basis** during construction and at least quarterly when the project is in winter shutdown, until the project is substantially complete. Form 5370-1 requires the following information:

- a. Estimated percent completion to date of construction phases.
- b. Work completed or in progress during the period.
- c. Brief Weather Summary during the period including approximate rainfall and period of below freezing temperature.
- d. Contract time: Number of days charged to date and last working day charged.
- e. Summary of laboratory and field testing during the period.
- f. Work anticipated by the contractor for the next period.
- g. Problem areas and other comments.

14. **A-133 AUDIT:** The Sponsor shall provide for a Single Audit in accordance with Office of Management and Budget Circular A-133. The Sponsor shall submit the Single Audit reporting package to the Federal Audit Clearinghouse on the Federal Audit Clearinghouse's Internet Data Entry System at <http://harvester.census.gov/fac/collect/ddeindex.html>. The Sponsor shall also provide one copy of the completed A-133 Audit to the Helena Airports District Office.
15. **BUY AMERICAN REQUIREMENT:** Unless otherwise approved by the FAA, the Sponsor will not acquire or permit any contractor or subcontractor to acquire any steel or manufactured products produced outside the United States to be used for any project for airport development or noise compatibility for which funds are provided under this grant. The Sponsor will include in every contract a provision implementing this Special Condition.
16. **AIRPORT SPONSOR ASSURANCES:** The attached "Assurances" for "Airport Sponsors" dated 3/2014, are hereby incorporated herein and made a part of the Project Application submitted by the Sponsor dated March 20, 2014.
17. **INFORMAL LETTER AMENDMENT OF AIP PROJECTS:** It is mutually understood and agreed that if, during the life of the project, the FAA determines that the maximum grant obligation of the United States exceeds the expected needs of the Sponsor by \$25,000.00 or five percent (5%), whichever is greater, the maximum obligation of the United States can be unilaterally reduced by letter from the FAA advising of the budget change. Conversely, if there is an overrun in the total actual eligible and allowable project costs, FAA may increase the maximum grant obligation of the United States to cover the amount of the overrun not to exceed the statutory percent limitation and will advise the Sponsor by letter of the increase. It is further understood and agreed that if, during the life of the project, the FAA determines that a change in the grant description is advantageous and in the best interests of the United States, the change in grant description will be unilaterally amended by letter from the FAA. Upon issuance of the aforementioned letter, either the grant obligation of the United States is adjusted to the amount specified or the grant description is amended to the description specified.
18. **MAXIMUM OBLIGATION INCREASE FOR PRIMARY AIRPORTS:** In accordance with Section 47108(b) of the Act, as amended, the maximum obligation of the United States, as stated in Condition No. 1 of this Grant Offer:
 - a. may not be increased for a planning project;
 - b. may be increased by not more than 15 percent for development projects;
 - c. may be increased by not more than 15 percent for land projects.

19. **TRAFFICKING IN PERSONS:**

a. Provisions applicable to a recipient that is a private entity.

1. You as the recipient, your employees, subrecipients under this award, and subrecipients' employees may not—
 - i. Engage in severe forms of trafficking in persons during the period of time that the award is in effect;
 - ii. Procure a commercial sex act during the period of time that the award is in effect; or
 - iii. Use forced labor in the performance of the award or subawards under the award.
2. We as the Federal awarding agency may unilaterally terminate this award, without penalty, if you or a subrecipient that is a private entity —
 - i. Is determined to have violated a prohibition in paragraph a.1 of this award term; or
 - ii. Has an employee who is determined by the agency official authorized to terminate the award to have violated a prohibition in paragraph a.1 of this award term through conduct that is either—
 - A. Associated with performance under this award; or
 - B. Imputed to you or the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR part 180, "OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," as implemented by our agency at 49 CFR Part 29.

b. Provision applicable to a recipient other than a private entity. We as the Federal awarding agency may unilaterally terminate this award, without penalty, if a subrecipient that is a private entity--

1. Is determined to have violated an applicable prohibition in paragraph a.1 of this award term; or
2. Has an employee who is determined by the agency official authorized to terminate the award to have violated an applicable prohibition in paragraph a.1 of this award term through conduct that is either--
 - i. Associated with performance under this award; or
 - ii. Imputed to the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR part 180, "OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," as implemented by our agency at 49 CFR Part 29.

c. Provisions applicable to any recipient.

1. You must inform us immediately of any information you receive from any source alleging a violation of a prohibition in paragraph a.1 of this award term.
2. Our right to terminate unilaterally that is described in paragraph a.2 or b of this section:
 - i. Implements section 106(g) of the Trafficking Victims Protection Act of 2000 (TVPA), as amended (22 U.S.C. 7104(g)), and
 - ii. Is in addition to all other remedies for noncompliance that are available to us under this award.
3. You must include the requirements of paragraph a.1 of this award term in any subaward you make to a private entity.

d. Definitions. For purposes of this award term:

1. "Employee" means either:
 - i. An individual employed by you or a subrecipient who is engaged in the performance of the project or program under this award; or

ii. Another person engaged in the performance of the project or program under this award and not compensated by you including, but not limited to, a volunteer or individual whose services are contributed by a third party as an in-kind contribution toward cost sharing or matching requirements.

2. "Forced labor" means labor obtained by any of the following methods: the recruitment, harboring, transportation, provision, or obtaining of a person for labor or services, through the use of force, fraud, or coercion for the purpose of subjection to involuntary servitude, peonage, debt bondage, or slavery.

3. "Private entity":

i. Means any entity other than a State, local government, Indian tribe, or foreign public entity, as those terms are defined in 2 CFR 175.25.

ii. Includes:

A. A nonprofit organization, including any nonprofit institution of higher education, hospital, or tribal organization other than one included in the definition of Indian tribe at 2 CFR 175.25(b).

B. A for-profit organization.

4. "Severe forms of trafficking in persons," "commercial sex act," and "coercion" have the meanings given at section 103 of the TVPA, as amended (22 U.S.C. 7102).

20. **PAVEMENT MAINTENANCE MANAGEMENT PROGRAM:** For a project to replace or reconstruct pavement at the airport, the Sponsor shall implement an effective airport pavement maintenance management program as is required by Airport Sponsor Assurance Number C-11. The Sponsor shall use such program for the useful life of any pavement constructed, reconstructed, or repaired with federal financial assistance at the airport. As a minimum, the program must conform with the provisions outlined below:

PAVEMENT MAINTENANCE MANAGEMENT PROGRAM

An effective pavement maintenance management program is one that details the procedures to be followed to assure that proper pavement maintenance, both preventive and repair, is performed. An airport sponsor may use any form of inspection program it deems appropriate. The program must, as a minimum, include the following:

a. **Pavement Inventory.** The following must be depicted in an appropriate form and level of detail:

- (1) location of all runways, taxiways, and aprons;
- (2) dimensions;
- (3) type of pavement, and;
- (4) year of construction or most recent major rehabilitation.

For compliance with the Airport Improvement Program (AIP) assurances, pavements that have been constructed, reconstructed, or repaired with federal financial assistance shall be so depicted.

b. **Inspection Schedule.**

- (1) **Detailed Inspection.** A detailed inspection must be performed at least once a year. If a history of recorded pavement deterioration is available, i.e., Pavement Condition Index (PCI) survey as set forth in Advisory Circular 150/5380-6, "Guidelines and Procedures for Maintenance of Airport Pavements," the frequency of inspections may be extended to three years.
- (2) **Drive-By Inspection.** A drive-by inspection must be performed a minimum of once per month to detect unexpected changes in the pavement condition.

c. **Record Keeping.** Complete information on the findings of all detailed inspections and on the maintenance performed must be recorded and kept on file for a minimum of five years. The types of distress, their locations, and remedial action, scheduled or performed, must be documented. The minimum information to be recorded is listed below:

- (1) inspection date,
- (2) location,
- (3) distress types, and
- (4) maintenance scheduled or performed.

For drive-by inspections, the date of inspection and any maintenance performed must be recorded.

- d. **Information Retrieval.** An airport sponsor may use any form of record keeping it deems appropriate, so long as the information and records produced by the pavement survey can be retrieved to provide a report to the FAA as may be required.
- e. **Reference.** Refer to Advisory Circular 150/5380-6, "Guidelines and Procedures for Maintenance of Airport Pavements," for specific guidelines and procedures for maintaining airport pavements and establishing an effective maintenance program. Specific types of distress, their probable causes, inspection guidelines, and recommended methods of repair are presented.

20. **PROJECTS WHICH CONTAIN PAVING WORK IN EXCESS OF \$250,000:** The Sponsor agrees to perform the following:

- a. Furnish a construction management program to FAA prior to the start of construction which shall detail the measures and procedures to be used to comply with the quality control provisions of the construction contract, including, but not limited to, all quality control provisions and tests required by the Federal specifications. The program shall include as a minimum:
 - (1) The name of the person representing the Sponsor who has overall responsibility for contract administration for the project and the authority to take necessary actions to comply with the contract.
 - (2) Names of testing laboratories and consulting engineer firms with quality control responsibilities on the project, together with a description of the services to be provided.
 - (3) Procedures for determining that testing laboratories meet the requirements of the American Society of Testing and Materials standards on laboratory evaluation, referenced in the contract specifications (D 3666, C 1077).
 - (4) Qualifications of engineering supervision and construction inspection personnel.
 - (5) A listing of all tests required by the contract specifications, including the type and frequency of tests to be taken, the method of sampling, the applicable test standard, and the acceptance criteria or tolerances permitted for each type of test.
 - (6) Procedures for ensuring that the tests are taken in accordance with the program, that they are documented daily, and that the proper corrective actions, where necessary, are undertaken.
- b. Submit at completion of the project, a final test and quality control report documenting the results of all tests performed, highlighting those tests that failed or did not meet the applicable test standard. The report shall include the pay reductions applied and the reasons for accepting any out-of-tolerance material. An interim test and quality control report shall be submitted, if requested by the FAA.
- c. Failure to provide a complete report as described in paragraph b, or failure to perform such tests, shall, absent any compelling justification, result in a reduction in Federal participation for costs incurred in connection with construction of the applicable pavement. Such reduction shall be at the discretion of the FAA and will be based on the type or types of required tests not performed or not documented and will be commensurate with the proportion of applicable pavement with respect to the total pavement constructed under the grant agreement.
- d. The FAA, at its discretion, reserves the right to conduct independent tests and to reduce grant payments accordingly if such independent tests determine that sponsor test results are inaccurate.

21. **BUILDING AIP PRORATION:** For purposes of computing the United States' share of the allowable project costs of the grant, the percentage of allowable cost of the **Remodel existing Terminal Building and Relocate ARFF/SRE building** projects included in the grant must be determined. Allowable grant costs will be determined for each of these projects and will be prorated based on the ratio of eligible building area to total building area. All costs related to these projects, including administrative, engineering/architectural, and construction costs are subject to the proration. It is understood and agreed by and between the parties hereto that the United States shall

not be obligated to make any payments under this agreement for these projects until the percentage of allowable grant costs have been calculated by the Sponsor and approved by the FAA.

22. **AUTOMATED WEATHER OBSERVING SYSTEMS (AWOS):** The Sponsor agrees to provide for the continuous operation and maintenance of any Non-Federal AWOS funded under this grant for the useful life of the equipment. The AWOS must be installed and maintained in accordance with FAA Advisory Circular (AC) 150/5220-16 "Automated Weather Observing Systems (AWOS) for Non-Federal Applications", current version. Maintenance technicians must have the proper FAA verification authority to perform applicable periodic and corrective maintenance tasks as well as equipment performance verification. The technicians must possess a valid FCC General Radiotelephone Operators License (PG), if the equipment utilizes an integral transmitter. The Sponsor agrees to take the necessary actions to initiate the AWOS commissioning by the FAA. The Sponsor agrees to establish, or update existing documentation, as requested by the FAA, including but not limited to, a Memorandum of Agreement (MOA) with the FAA and an Operations Maintenance Manual (OMM) to more specifically describe the operational, maintenance, and documentation requirements for the AWOS. The FAA will not take over the ownership, operation, or maintenance of any Sponsor-acquired equipment.
23. It is understood and agreed that the County of Blaine and the City of Hailey authorized the execution of the Application for Federal Assistance dated March 20, 2014 and Standard DOT Title VI Assurances dated March 20, 2014, on their behalf by Richard Baird, Airport Manager, and that they jointly and severally adopted and ratified the representations and assurances contained therein; and that the word "Sponsor" as used in the project application and other assurances is deemed to include the County of Blaine and the City of Hailey.

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, and this Offer and Acceptance shall comprise a Grant Agreement, as provided by the Act, constituting the contractual obligations and rights of the United States and the Sponsor with respect to the accomplishment of the Project and compliance with the assurances and conditions as provided herein. Such Grant Agreement shall become effective upon the Sponsor's acceptance of this Offer.

UNITED STATES OF AMERICA
FEDERAL AVIATION ADMINISTRATION

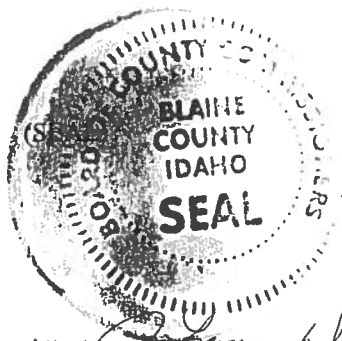

David S. Stelling, Manager
Helena Airports District Office

ACCEPTANCE

The Sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the Project Application and incorporated materials referred to in the foregoing Offer and does hereby accept this Offer and by such acceptance agrees to comply with all of the terms and conditions in this Offer and in the Project Application.

I declare under penalty of perjury that the foregoing is true and correct. Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C Section 1001 (False Statements) and could subject you to fines, imprisonment or both.

Executed this 21st day of April, 2014.



County of Blaine, Idaho

Name of Sponsor

By: _____

(Sponsor's Designated Official Representative)

Title: _____

Chairman

Attest: _____

Title: _____

Shannon Hage

Clerk

CERTIFICATE OF SPONSOR'S ATTORNEY

I, Jim J. Thomas, acting as Attorney for the Sponsor do hereby certify:

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of Idaho. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor relating thereto, and find that the acceptance thereof by said Sponsor and Sponsor's official representative has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said State and the Act. In addition, for grants involving projects to be carried out on property not owned by the Sponsor, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

Dated at Blaine County this 22nd day of April, 2014.

Signature of Sponsor's Attorney

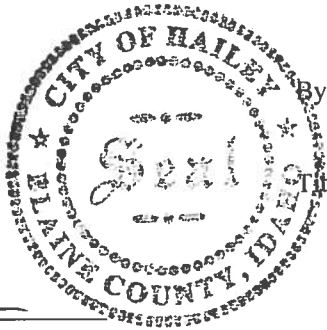
ACCEPTANCE

The Sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the Project Application and incorporated materials referred to in the foregoing Offer and does hereby accept this Offer and by such acceptance agrees to comply with all of the terms and conditions in this Offer and in the Project Application.

I declare under penalty of perjury that the foregoing is true and correct. Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C Section 1001 (False Statements) and could subject you to fines, imprisonment or both.

Executed this 23rd day of April, 2014.

(SEAL)



City of Hailey, Idaho

Name of Sponsor

By:

[Signature]
(Sponsor's Designated Official Representative)

Title:

Mayor

Attest: [Signature]

Title: City Clerk

CERTIFICATE OF SPONSOR'S ATTORNEY

I, Ned Williamson, acting as Attorney for the Sponsor do hereby certify:

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of Idaho. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor relating thereto, and find that the acceptance thereof by said Sponsor and Sponsor's official representative has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said State and the Act. In addition, for grants involving projects to be carried out on property not owned by the Sponsor, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

Dated at Hailey, Idaho this 23rd day of April, 2014.

[Signature]

Signature of Sponsor's Attorney



FLY SUN VALLEY ALLIANCE BOARD MEETING MINUTES

Thursday, March 13, 2014 8:00am, Friedman Memorial Airport

Board Members Present: Eric Seder, Dick Fenton, Jack Sibbach, Tim Silva, Arlene Schieven, Deb Fox, Rick Baird, Walt Denekas, Jacob Greenberg, Baird Gourlay. Staff: Carol Waller.

Board Members Absent: Martha Burke, Patrick Buchanan, Peter Scheurmier, Wally Huffman, Michelle Griffith, Maurice Charlat,

Guests: Jack Bariteau, Richard Dowling – SV Express

TOPIC DISCUSSED:

Consent Items:

- **February Minutes:** Jack moved to approve, Tim seconded VOTE: All in favor
- **February FY14 YTD Financials & Payables:** Jack moved to approve, Tim seconded VOTE: All in favor
 - Carol noted a new financial report form and separate bank account has been created to show clean separation between income/expense from 1% LOT funds.

Reports:

Resolution: Board passed a resolution of appreciation to past board member Lisa Horowitz for all of her work on FSVA over the past several years.

Funding

- **1% LOT/Air Service Board Update:**
 - **ASB meeting March 12:** The meeting was short and smooth. ASB unanimously approved contracts for FY14 & 15 with FSVA & SVMA. Budget and SOW/Performance Metrics for FY14 included, with FY15 budget and SOW/Performance Metrics to be determined as part of the ASB FY15 budget process. Next ASB will be June 4.
 - Eric noted that a lot of work was done by all parties to achieve this successful outcome. Rick noted that what FSVA had achieved in a very short time was remarkable, from the successful passage of the 1%LOT for sustainable funding to the 30,000+ new seats coming into SUN in 2012, including a new carrier and two new nonstop flights from new cities. Next meeting was set for June 4 in Sun Valley.

Air Service Initiatives/Research/Promotions:

- **Airline Meetings:** Three United officials came to Sun Valley for meetings March 10-11, (as did our consultant Ron McNeill) and all parties felt it was very productive. They were glad to experience the destination and are clearly interested and committed to working with us to make the SFO and DEN flights successful. FSVA working on setting up meetings in April with Alaska and Delta airline officials.
- **Booking Reports/Update:** Winter booking update on LAX, SEA, SFO was presented/reviewed.
- **SUN Airport Update:**
 - FMAA is continuing full speed ahead on its airport improvement program, Phase II will begin in April/May, airport will need to be closed for this work (April 28-May 22). FMAA is administering USDOT SCASDP grant.
 - Discussed need for a community PR campaign based on "90 minutes" to educate people that for morning summer flights, when we have SFO, SLC and DEN all leaving between 6:50am and 8:30am, they need to arrive at the airport 90 minutes prior to departure to check in. All parties should participate (FSVA, FMAA, SVMA, SVR, local hotels, etc). Carol will create campaign proposal and bring it to all parties for review at April meeting.
- **Air Service Marketing**
 - **Local Air Service Marketing (FSVA/FMAA):** FSVA and FMAA continuing to partner on local marketing – recently placed ads promoting fare sale on April Alaska flights. FSVA's new poster at airport is up.
 - **External Air Service Marketing:** SVC and SVMA winter marketing continuing through March. Planning and outreach for summer is already underway.
- **Research:** FSVA Winter Air Passenger Survey at SUN is running a little behind in collections due to all the diversions in Feb/early March. Surveyor will try to make up by end of March. Hope to secure at least 600 surveys for the season.

Diversion Bussing Discussion: Richard Dowling of SV Express came to discuss current challenges and opportunities for improvements with diversion bussing operation. Jack Bariteau was invited to the meeting because of his interest in the subject. All agreed on what needs to be done and Richard will be presenting several options for operational and equipment improvements for next winter for review. All recognized that FSVA will need to likely help financially support this service to a greater extent than we do now through the air service contracts if we want our customers to have an improved experience.

Monthly Directors Report: Provided for review.

2014 YTD SUN Enplanements & Seat Occupancy Reports: Provided for review

Respectfully Submitted, Carol Waller, FSVA Director



Monthly Report March 2014

1. AIR SERVICE

AIR SERVICE RETENTION, IMPROVEMENT, DEVELOPMENT

- Monitored weekly booking reports for AS and UA winter flights; fares, etc
- Worked with consultant on booking curve tracking, load factor/MRG analysis for winter flights
- Local Air Marketing – created/implemented new campaign for Alaska April fare sale
- Worked with research firm on compilation of visitor/2nd homeowner geo data from air pax surveys, skier surveys, BC non-resident property owners, web visits, etc, to identify top key eastern markets to target for marketing new service
- Promoted/administered “United Locals Only Fare Discount” program, launched in Dec, processed 61 to date
(Admin involves provision of unique discount pin #s for local passengers, tracking, email confirmations, etc)
- Diversion bussing improvement efforts –followed up with airlines, bus company on issues
- Ongoing communication/work with airlines, M&H consultant, FMA , customers, etc; attended meetings with stakeholders
- Provided information via FSVA Enews and ongoing social media postings; updated website content as needed
- Coordinated arrangements for SV meetings in March with United and Alaska officials, held meetings with United officials

2. FUNDING

REALTORS FOR AIR PROGRAM Continued implementation of RFA FY14 which included: new materials, recognition ads, meetings, tracking of commitments and benefits follow-up, etc. **Results: 15 offices as 100% offices; \$52,000 committed**

BUSINESS SUPPORT SKI PASS PROGRAM Results: \$166,000 in passes sold. 17% higher than projected budget of \$140K

SKI FOR AIR SERVICE DAY: Results: Over \$23,000 net income through raffle & lift ticket sales.

1% LOT: Worked with city staff/attorney on Air Service Board items - developed timelines and cash flow scenarios, worked on contracts and projected payment schedule with attorney and staff. Attended March Air Service Board meeting.

▪ **BOARD/ADMIN BUSINESS**

- Developed/compiled/distributed all materials for monthly Board Packets; prepared minutes from meeting(s) Prepared Monthly Report. Reviewed Financials, approved invoices/signed & processed checks, reviewed payables list, presented to Board for review/approval. Made deposits as needed.
- Prepared draft FY14 budget and FY15 projected budget, with 1% LOT additional income projections; revised as necessary

4. RESEARCH/OTHER

- Continued winter 2013/14 air passenger survey collection at airport
- Continued work on compiling/tracking relevant comparative data and information of air service

FY14 KEY PERFORMANCE METRICS PROGRESS

- **RETAIN/EXPAND CURRENT AIR SERVICE:**
 - Retain contracted nonstop SEA,LAX, and new SFO flights; **DONE**
 - Expand seats by 10% (2,500) for SEA and LAX flights in 2014 calendar year, by extending flights in spring and fall. **DONE**
- **Total 2014 air service improvements YTD: 30% increase in seats 2014 vs 2013**
- **MINIMIZE AIR SERVICE CONTRACT COSTS:** Work with airlines & marketing partners to increase load factors & minimize air service costs
- **NEW AIR SERVICE:** Pursue at least one new non-stop market flight for 2014.15 **DONE**
- **RESEARCH:** Conduct 1000+ air passenger surveys at SUN; continue with competitive analysis, economic impact and air service ROI research.
- **FUNDRAISING:** Raise at least \$230K in private sector funding for air service contract expense by 9/30/14. **\$231K as of 3/31/2014**

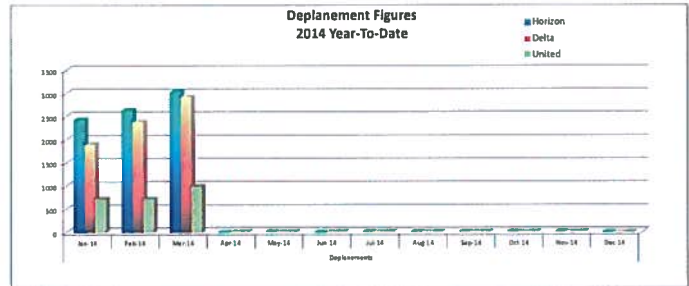
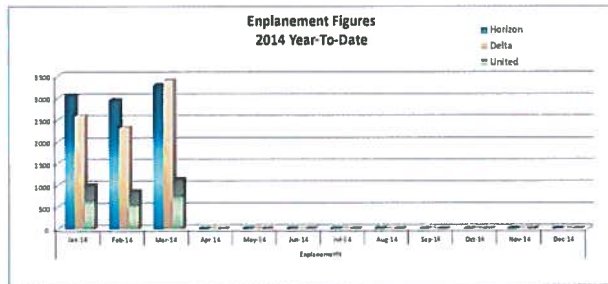
Friedman Memorial Airport
March 2014

2014 Enplanements																
Date	Alaska Airlines					Delta Airlines					United Airlines					Current Y-T-D
	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	
Jan-14	2,991	67	3,058	3,150	-3%	2,483	102	2,585	2,113	22%	965	27	992	0	0%	6,635
Feb-14	2,871	76	2,947	3,374	-13%	2,249	62	2,311	2,366	-2%	841	13	854	0	0%	12,747
Mar-14	3,187	98	3,285	3,717	-12%	3,275	119	3,394	3,185	7%	1,097	28	1,125	0	0%	20,551
Totals	9,049	241	9,290	10,241	-9%	8,007	283	8,290	7,664	8%	2,903	68	2,971	0	0%	

Legend for Chart: Y-T-D = Year-To-Date Y-T-Y = Year-To-Year

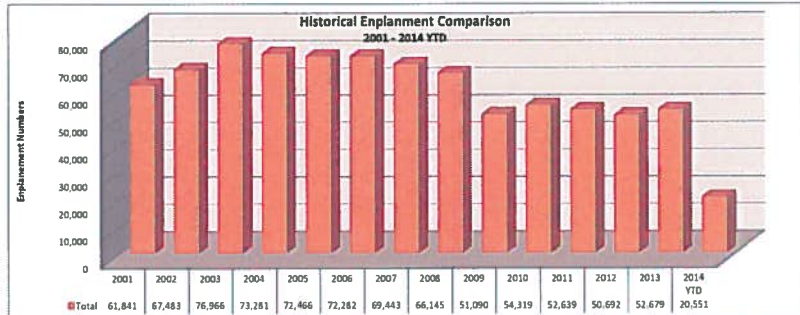
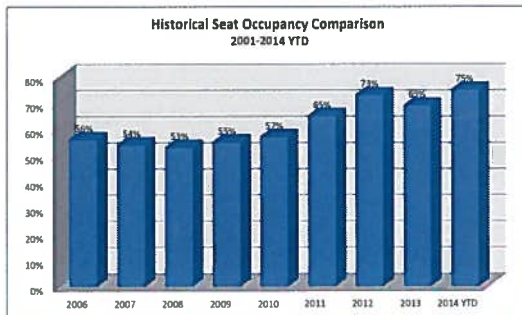
2014 Deplanements																
Date	Alaska Airlines					Delta Airlines					United Airlines					Current Y-T-D
	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	
Jan-14	2,366	66	2,432	2,398	1%	1,820	81	1,901	1,632	16%	696	23	719	0	0%	5,052
Feb-14	2,543	88	2,631	3,294	-20%	2,334	52	2,386	2,360	1%	711	12	723	0	0%	10,792
Mar-14	2,940	91	3,031	3,355	-10%	2,815	111	2,926	2,891	1%	966	27	993	0	0%	17,742
Totals	7,849	245	8,094	9,047	-11%	6,969	244	7,213	6,883	5%	2,373	62	2,435	0	0%	

Legend for Chart: Y-T-D = Year-To-Date Y-T-Y = Year-To-Year



Friedman Memorial Airport
March 2014

2014 Seat Occupancy																		
Date	Alaska Airlines				Delta Airlines				United Airlines				Annual Seat Occupancy Totals Year-to-Year Comparison			Annual Seat Occupancy Percentages Year-to-Year Comparison		
	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Total Seats Occupied Y-T-D	Total Seats Occupied Prior Y-T-D	Y-T-Y % Change	Current Y-T-D % Occupied	Prior Y-T-D % Occupied	Y-T-Y % Change
Jan-14	52	3,952	3,058	77%	74	3,390	2,585	76%	25	1,650	992	60%	6,635	5,263	26%	74%	68%	8%
Feb-14	44	3,344	2,947	88%	54	3,726	2,311	62%	19	1,254	854	68%	12,747	11,003	16%	74%	72%	2%
Mar-14	50	3,800	3,285	86%	71	4,899	3,394	69%	24	1,584	1,125	71%	20,551	17,905	15%	75%	74%	1%
Totals	146	11,096	9,290	84%	199	12,015	8,290	69%	68	4,488	2,971	66%						
Note: Total of 68 Seats Available on aircraft for summer months Total of 70 Seats Available on aircraft for winter months Total of 69 Seats Available on aircraft Total of 66 Seats Available on aircraft																		
Legend													Y-T-D = Year-to-Date			Y-T-Y = Year-To-Year		
*Seats are capped at 65 during some periods in the summer due to weight and balance requirements and other times of the year seats may be capped due to environmental conditions																		



Friedman Memorial Airport
Terminal Expansion & Airport Operations Building
April 11, 2014

MEETING NOTES – City of Hailey Community Development Director – Micah Austin

Nick Latham, Mike Smith, and Paul Stoops met with Micah Austin, Community Development Director for the City of Hailey; 8:30 AM on site at the FMA Parking Lot.

We discussed the FMA Terminal and Airport Operations Building projects and the associated Design Review Submittal to the City of Hailey as follows:

1. Nick gave Micah a verbal summary of the scope and impacts pertaining to each project site location, parking, circulation, utilities, etc...
2. Various site utilities around the Airport Operations Building site will need to be relocated or abandoned prior to the start of construction. Micah inquired as to whether the sewer main and water main in that area were the property of the airport or the City of Hailey
3. Micah instructed RLB to contact Roger Parker and Cole Balis with the City of Hailey Public Works Department in order to confirm ownership of water and sewer utilities and to develop a plan of action for relocating those services.
4. Landscaping was discussed at length regarding several critical areas. The main priority in Micah's opinion was to focus landscaping efforts on the Airport entry road area as well as the embankments planned for the west side of the Airport Operations Building site.
5. Micah expressed concerns with the lack of landscaping present in the Mead & Hunt preliminary floor plan/site plan drawing for the Terminal Expansion. He asked that efforts be made to provide some form of landscaping or soft-scapes in the parking area islands and around the Terminal building to the extent possible. The existing conifer at the porte cochere should probably be kept.
6. Micah inquired as to whether the Airport Operations Building "Big Box" roof line could be broken up or further articulated in some way. Nick responded that further articulation was unlikely given budgetary concerns. Nick did not feel that Micah understood the massing of the building. It is RLB's intention to use landscaping on the west facing façade.
7. Both projects will be required to comply with the City of Hailey Build Better program. This requires buildings to be 10% more energy efficient than the 2009 IECC. Any new construction over 10,000 square feet requires an energy model to validate that claim, as well as additional conservation measures as required by the ordinance (See City of Hailey – Build Better Program - Attached). The General contractors for both projects will be required to participate in Hailey's construction recycling program as part of this effort.
8. Exterior lighting was discussed in areas around the Terminal parking areas as well as the air side areas for both buildings. Exterior lighting shall conform to the City of Hailey Dark Sky ordinance, unless FAA regulations require lighting levels in excess of those restrictions. In that case, FAA regulatory documentation should be provided to substantiate that discrepancy.

9. Signage was discussed and it was decided that signage will be submitted after the Design Review submittal under a separate application after being coordinated and approved by all parties involved. Micah agreed with this approach as said the staff report will reflect that position.
10. Micah would like to schedule a site visit and walk-through with all the P&Z commissioners shortly after the Design Review Submittal. The corners of both building should be staked prior to the site visit and any there important site information should be marked in some form. The design team will discuss who from Mead & Hunt and TO Engineers, if any, should be present. It may work well to schedule the site visit to coincide with the FMAAB regular meeting on May 6th, when Dave and Matt are in the valley.

If you have any questions or comments regarding these notes, please contact Nicholas Latham or Mike Smith

Thanks,
Nick / Mike

NL/MS



FLY SUN VALLEY ALLIANCE BOARD OF DIRECTORS MEETING

Thursday, April 17, 2014 8:00am – 10:00am
SUN VALLEY RESORT - Camas Room – SV Inn

AGENDA:

1. Consent Items:

- Review/approval of March 13 Meeting Minutes (*attached*)
- Review/approval of March YTD financials & payables (*to be distributed*)

2. Reports:

- City of Ketchum: council approval of 2nd FY14 payment of \$25K to be discussed 5/2
- Air Service Board:
 - YTD 1% LOT collections and distribution report (*expect to receive 4/22*)
 - Winter recap and FY15 budget to be presented to ASB at next meeting on June 4
- Fundraising: Realtors for Air Program – collecting commitments for FY14; developing program for FY15

3. Air Service Initiatives/Research/Promotion

- Upcoming airline meetings: AS-April 18; DL-April 23; Jumpstart conference in June
- Winter Final booking/MRG report summary for AS and UA flights (*to be distributed*)
- Overview of winter air service performance - booking reports vs. SUN stats (*attached*)
- Diversion bussing – follow up improvement plans, potential costs
- Research – Air Service marketing analysis completed (*attached*)
- Winter SUN air passenger surveys completed; results expected in May
- Local Air Marketing: promoting in summer pubs (SV Source, SV Mag, SVSS program, etc) – FSVA+FMAA
- External Air Service Marketing update
- Airport update
- Other

Other attachments:

- March FSVA Report
- 2014 YTD SUN Enplanement & Seat Occupancy Report