

**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, July 2, 2013 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
July 2, 2013**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. June 4, 2013 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
 - 1. Coffee Talk DISCUSSION
 - 2. Airport Tour DISCUSSION
- V. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
 - A. Noise Complaints
 - B. Parking Lot Update
 - C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #2 - #4
 - D. Review Correspondence – Attachment #5
 - E. Fly Sun Valley Alliance Update – Attachments #6, #7
 - F. Airport Weather Interruptions
 - G. Hailey Tower Closure
 - H. Employee of the Calendar Year, 2012
 - I. Operations Brief
- VI. UNFINISHED BUSINESS**
 - A. Airport Solutions
 - 1. Existing Site
 - a. Plan to Meet 2015 Congressional Safety Area Requirement – Attachments #8, #9 DISCUSS/DIRECT/ACTION
 - b. Instrument Procedures Feasibility Study DISCUSS/DIRECT
 - c. Retain/Improve/Develop Air Service
 - 1. Small Community Air Service Development Program Grant DISCUSS/DIRECT/ACTION
 - 2. Fly Sun Valley Alliance Report DISCUSS/DIRECT
 - 2. Airport Relocation
 - a. EIS Termination DISCUSS/DIRECT
 - B. Auto Rental Concession Lease ACTION
 - C. FY '14 Draft Rates & Charges – Attachment #10 ACTION
 - D. FY '14 Draft Budget – Attachment #11 ACTION
- VII. NEW BUSINESS**
- VIII. PUBLIC COMMENT**
- IX. EXECUTIVE SESSION – I.C. §67- 2345 (1)(f)**
- X. ADJOURNMENT**

IV. REPORTS

A. Chairman Report

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

BOARD ACTION: 1. Discussion

B. Blaine County Report

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

BOARD ACTION: 1. Discussion

C. City of Hailey Report

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

BOARD ACTION: 1. Discussion

D. Airport Manager Report

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

BOARD ACTION: 1. Discussion

E. Communications Director Report

1. Coffee Talk

BOARD ACTION: 1. Discussion

2. Airport Tour

BOARD ACTION: 1. Discussion

V. AIRPORT STAFF BRIEF

A. Noise Complaints:

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Bellevue	6/8	3:30a	Twin Turbine Prop	After hours operation. Caller: "Whomever this was should be told they are no longer welcome."	This was an emergency medevac (Life Flight.) Caller was notified.

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Hailey	6/15	6:45a	Sgl Eng Prop	Two aircraft departures to the North. Caller: "Rude and Inconsiderate"	Research showed that these were normal northbound flights conducted within the Vol Noise Abatement guidelines. Caller notified.
Picabo	6/16	After noon	Helo	Unusually low flight operation over personal property	Ops Chief researched and reported finding to caller.
Ketchum	6/17	AM	Helo	Unusually low flight ops over Ketchum	Ops Chief researched and reported findings to callers.
Lwr Brdfrd	6/22	10:45a	Stage II Jet	Loud Departure	This was an old, Stage II Jet. Nothing inappropriate about the operation. Stage II Jets will be banned in the contiguous US December 31, 2015.
Deerfield	6/23	1:58p	Sgl Eng Prop	Repetitive Touch and Go's over the neighborhood.	Airport Manager to discuss matter with aircraft operator.
Woodside	6/23	4:30 pm	Stage II Jet	Unbelievably Loud	This was an old, Stage II Jet. Nothing inappropriate about the operation. Stage II Jets will be banned in the contiguous US December 31, 2015. Airport Manager discussed with caller.

B. Parking Lot Update

The Car Park Gross/Net Revenues

Month	FY 2011 Gross	FY 2011 Net	FY 2012 Gross	FY 2012 Net	FY 2013 Gross	FY 2013 Net
May	\$14,832.19	\$6,015.75	\$13,330.00	\$4,523.03	\$14,790.00	\$5,639.37

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 - 2012 ATCT Traffic Operations data comparison by month. Attachment #4 is 2012 Enplanement, Deplanement and Seat Occupancy data. The following revenue and expense analysis is provided for Board information and review:

April 2012/2013

Total Non-Federal Revenue	April, 2013	\$171,535.99
Total Non-Federal Revenue	April, 2012	\$167,391.79
Total Non-Federal Revenue	FY '13 thru April	\$1,202,409.03
Total Non-Federal Revenue	FY '12 thru April	\$1,105,668.83
Total Non-Federal Expenses	April, 2013	\$154,011.96
Total Non-Federal Expenses	April, 2012	\$122,705.34
Total Non-Federal Expenses	FY '13 thru April	\$1,222,637.20
Total Non-Federal Expenses	FY '12 thru April	\$1,146,051.70
Net Income to include Federal Programs	FY '13 thru April	\$-259,933.06
Net Income to include Federal Programs	FY '12 thru April	\$-168,228.68

D. Review Correspondence - Attachment #5

Attachment #5 is information included for Board review.

E. Fly Sun Valley Alliance Update – Attachments #6, #7

Attachment #6 is the May 16, 2013 Fly Sun Valley Alliance Meeting Minutes.
Attachment #7 is the June 20, 2013 Fly Sun Valley Alliance Meeting Agenda.

F. Airport Weather Interruptions

	June, 2013	
<u>Airline</u>	<u>Flight Cancellations</u>	<u>Flight Diversions</u>
Horizon Air	0	0
SkyWest	3	0

G. Hailey Tower Closure

As you know, funding for Hailey Tower is secure through September 30 of this year. The President's proposed 2014 budget includes funding for the entire Federal Contract Tower (FCT) program at the national level. It has been reported widely however, that the President's proposed budget anticipates that sequestration issues will be resolved by House and Senate budget processes.

It appears from reading about the national budget process, that huge bipartisan support for Contract Towers still exists in both the Senate and House. That wide support so far, has resulted in specific language in support of and funding for the FCT program in House and Senate subcommittee and committee processes. This item is still on the agenda, even though Board action at this time is not necessary. However, action might be appropriate at any time, should support for the FCT program change.

H. Employee of the Calendar Year, 2012

Ms. April Dieter, Friedman Memorial Airport, was selected as the Friedman Memorial Airport Employee of the Year for 2012. She was selected from a field of 2 extremely qualified nominees. Customer service, knowledge of the airport, responsibility, flexibility and professionalism are among the qualities in the selection process. In the 5 years that April has been a member of the Airport Staff, she routinely and consistently has demonstrated a "can-do" attitude toward any and all assignments, such as, most recently, the development and maintenance of **IFLYSUN.COM**, the new Friedman Memorial website. It is truly a pleasure to have April as part of the Friedman Memorial Airport Team and to announce her nomination and eventual selection as Employee of the Year.

In recognition of her effort and as acknowledgement of this honor, we would like to present April Dieter the following gifts:

Hertz Rent A Car	\$50 Gift Certificate
Serco ATC	Gift Card for KB's
The Car Park	\$40 Gift Cards
Avis Rent A Car	Rental Gift Certificate
SkyWest Airlines	Model Aircraft
Atlantic Aviation	\$50 Gift Certificates
Horizon Air	Model of Q400
Runway Cafe	\$20 Gift Certificate
Friedman Memorial Airport	\$100 Gift Certificate

Again, on behalf of the FMAA and tenants, Congratulations and thank you, April!

I. Operations Brief

The ARFF/Operations Staff has been preparing the Airport for a busy summer season. It is always our philosophy that the Airport is the first and last experience and impression our visitors experience and we want those impressions to be good ones!!!

We regret that Mr. Jared Larna, our Fleet Maintenance Supervisor and ARFF/Ops Officer for the last 6 and a half years has decided to move on to new opportunities and challenges in his life and career. We will miss Jared greatly and appreciate and value the tremendous contributions and dedication we enjoyed with him. That said, we have been conducting a meticulous, state and nation-wide solicitation for candidates to assume the position vacated by Jared. We hope to have made a selection of a candidate by July 4. We are fortunate in that we believe we have several highly qualified applicants from which to choose. We will announce that selection to the Board in the August meeting.

VI. UNFINISHED BUSINESS

A. Airport Solutions

1. Existing Site

a. Plan to Meet 2015 Congressional Safety Area Requirement – Attachments #8, #9

Modifications of Standards

A Safety Risk Management (SRM) panel to consider the Modifications of Standards (MOS) requests was held June 4-5, at the Airport. Though a difficult process, the results were positive. The intent of Safety Management Systems (SMS) is to evaluate changes to the airspace system from a scientific, safety perspective, but it is clear from the two panels that we have participated in, that the process is not free from bureaucracy. During this panel, there was little consideration for the issues raised in our White Paper or other scientific approaches to considering the changes that we have proposed.

That said, MOS's 1-5 were considered by the panel and the outcome was positive for all of them. Notable outcomes include the fact that MOS 1 (runway to parallel taxiway separation) was found to be acceptable, with only one required operational procedure or restriction: Aircraft less than 95,000 lbs. maximum takeoff weight and with wingspans over 100 feet and/or tail heights over 30 feet will require prior permission prior to operating at the airport. It should be noted that there are no aircraft in the current fleet that have these dimensions. Additionally, in consideration of MOS 2 (runway object free area), the panel felt that relocating the tower should be a priority due to its location inside the OFA.

MOS's 6 and 7 were also considered by the panel. After a short discussion, it was determined that the right group was not in the room to discuss MOS 6 (existing Letter of Agreement for commercial C-III operations). Therefore, this issue was tabled and will be considered in a planned future panel. MOS 7 (Letter of Agreement without tower in operation) was considered, with the determination that a tower was critical to operations at the airport. It was made clear by several members of the panel that if the tower were to close, commercial service would not be permitted to continue.

Another outcome of this panel was the need for an eighth MOS, for parallel taxiway width. Based on a recent change to the Airport Design Advisory Circular, the required taxiway width for Q400 aircraft has changed from 50 feet to 75 feet. FAA staff at the Helena ADO and Northwest Mountain Region agree that this is not necessary and creates additional difficulties with implementation of the RSA improvements and are in support of an MOS to construct the taxiway with a width of 50 feet.

Attachment #8 is MOS 1-5 and 8 revised after the SRM panel process and forwarded to the FAA for signature. At some point, the Safety Risk Management Document will meet up with the MOS documents and both will be approved by appropriate authority is the FAA.

Dave Mitchell of T-O and Airport Manager will provide a briefing on the SRM process at the meeting.

Formulation

The T-O team has refined many elements of Alternative 6. This has included reviewing the technical aspects of the projects and getting input from various stakeholders. The refined projects will be presented at the meeting for Board input and review.

Phase 1 Construction Project

As discussed at the last meeting, T-O and staff are moving forward with plans for a construction project to be started this fall. The goal of this project is to make some project progress this year and to secure grant funds to allow project work to begin early in the 2014 construction season. The scope of this project includes construction of a taxi lane to access the t-hangar area from the west, fencing modifications and an overlay of a portion of the existing tie-down apron. The overlay of the apron was added to the scope of this project after the last Board meeting, so that the work can be completed as soon as possible in Spring 2014. This work is needed to strengthen pavement on the apron in order to accommodate heavier aircraft.

T-O revised the scope of work to reflect this additional effort; the scope has been reviewed by the FAA and delivered to Reid Middleton, a firm that will complete the Independent Fee Estimate. The final scope with T-O's proposed fee blacked out is included as Attachment #9. Staff hopes to have the Independent Fee Estimate (IFE) by the meeting and may be able to discuss the T-O fee and the IFE with the Board.

BOARD ACTION: 1. Discuss/Direct/Action

b. Instrument Procedures Feasibility Study

As of this time, Staff has not received a formal response from the FAA regarding the Board's request that they re-evaluate instrument approaches to the airport. Informal conversations with the FAA indicate that discussions are taking place and staff hopes to hear soon what they are willing to consider. Staff expects that the focus of FAA efforts will be on satellite-based (NextGen) approach procedures. The recent analysis completed by Spohnheimer Consultants and T-O evaluated more traditional approaches using ground-based NAVAIDs. The next step in that process would be to complete a more detailed study of what a ground-based approach will accomplish. Staff has budgeted for this study, but recommends delaying initiation of any efforts until we hear from the FAA and can have a more detailed discussion with them about what can be accomplished with the

existing approaches. Staff hopes to hear from FAA this month and will provide a briefing at the August meeting.

BOARD ACTION: 1. Discuss/Direct

c. Retain/Improve/Develop Air Service

1. Small Community Air Service Development Program Grant

FMAA and FSVA were just notified that the order *Soliciting Small Community Air Service Development Program Grants from Communities* has been issued. A grant application is being developed by the Airport in partnership with FSVA. A public/private partnership between FMAA, FSVA, SVC and an air carrier is the most likely team that will evolve from this process and the most likely goal will be related to an east coast air service connection. The grant applications are due Friday, July 26th. FMAA will bear 75% of the cost of grant development and FSVA will handle 25%. Details of this process will be shared with the Chair and Vice Chair as the grant application is developed and reported to the Board during the August Board meeting. Staff would like authorization to continue forward and develop a grant application.

BOARD ACTION: 1. Discuss/Direct/Action

2. Fly Sun Valley Alliance Report

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

BOARD ACTION: 1. Discuss/Direct

2. Airport Relocation

a. EIS Termination

As you know Staff is waiting for FAA determination regarding documentation, if any, appropriate for transmittal to FMAA.

BOARD ACTION: 1. Discuss/Direct

B. Auto Rental Concession Lease

Staff met with the Financial Committee/Lease Committee on June 19th and reviewed the current leases, possible RFP marketing incentive options and revisions that may need to be made to the existing lease template and provisions for auto rental parking and counter location relocations should it be necessary to accommodate the FAA required RSA project.

The following recommendations are included for FMAA review and, if acceptable, approval:

Proceed with a bid process with the ability to select three concessionaires with the

following revisions to the current leases:

- 2 rows of ready auto stalls in the upper lot – 15 stalls ea. /1 row of ready auto stalls in the lower lot – 15 stalls
- 3 rows of additional parking in the lower lot – 10 stalls each – additional stalls needed shall be charged at the advertised parking rate
- Overflow parking adjacent to the southeast terminal parking area (\$12K/year) shall be available to the bidder with the highest, qualified MAG (Maximum Annual Guarantee)
- Two highest bidders shall have the option to dual brand

All typical lease fees will reflect a CPI adjustment. Ex: counter & parking spaces
All revenue generated within 25 miles of the airport shall be considered airport revenue

MAG calculation shall revert back to the 2006 lease language which requires the commission to be calculated on a monthly basis and shall state the commission will be 10% of gross or one-twelfth of the minimum annual rental, whichever is greater.

Article XI – Abatement of Minimum Annual Guarantee will be revised to accommodate the possible needs of the FAA required RSA project(s).

If the Board approves the Committee's recommendations, staff anticipates the following schedule can be achieved:

RFP Documents to be available to Bidders:	July 9, 2013
Pre-Bid Conference:	July 23, 2013
Bid Opening:	August 15, 2013
FMAA Review/Approve Bids:	September 3, 2013
Lease Term:	October 1, 2013 – September 30, 2016

BOARD ACTION: 1. If acceptable, direct staff and legal counsel to proceed with Auto Rental Concession RFP process as presented.

C. FY '14 Draft Rates & Charges – Attachment #10

Since last month's Board meeting, Staff conducted a comparative analysis of Landing Fees, Overnight Transient Aircraft Parking Fees and Fuel Flowage Fees at other, demographically similar airports (primarily resort-type airports) in the West. That comparison demonstrates that FMAA, in some cases, is significantly behind the market standards at other similar facilities.

Staff shared that information with the Finance Committee and suggested that Rates and Charges should be adjusted, based on the comparative analysis and the anticipated deficit spending at FMA in FY '14. Attachment #10, proposed Rates & Charges document for FY '14 includes Finance Committee recommendations to the Board. Staff is of the opinion that while the proposed Rates & Charges schedule for FY '14 brings FMAA closer to the apparent market standards identified in the comparative analysis, they do not yet bring FMAA into a comparable position with other similar airports, nor do they adequately provide FMAA with an equitable mechanism to address anticipated spending in the near term (next 24-36 months.)

The Finance Committee is comfortable with these recommendations for FY '14; however, they are cognizant of the fact that FMAA spending requirements for the next 3-5 years will be clarified in FY '14 and will likely necessitate further review and adjustment of Rates & Charges in the future.

BOARD ACTION: 1. Direct Staff to establish a Public Hearing for the proposed FY '14 Rates and Charges.

D. FY '14 Draft Budget – Attachment #11

During the June Board meeting, Staff and the Finance Committee presented the Board with a preliminary FY '14 Budget and Rates & Charges for review. Staff and the Finance Committee, based on meeting comments, has reviewed the preliminary budget and has included the revised draft FY '14 Budget (Attachment #11) for consideration. The draft budget includes adjustments based on Finance Committee review and comment; it includes adjustments based on the comments of the entire FMAA during the June meeting and includes anticipated revenue based on those proposed adjustments.

The proposed FY '14 Draft Budget:

- Provides the Board the ability to operate FMA and meet all of the coming year's needs.
- Will meet FMA needs regarding Safety Area Implementation projects.
- Does not propose any CPI adjustments in employee compensation.
 - Does include a line item proposing a 2.5% maximum cap for salary adjustments predicated on merit-based performance over the course of the year.
- Will continue to support the Board's goal to Master Plan, sooner, rather than later.
- Supports continued progress toward improved reliability.
- Is designed so that all revenue generated by the Airport and any local taxes on aviation fuel will be expended by the Authority for the capital or operational expenses of the Airport.

BOARD ACTION: 1. Discuss and direct Staff to establish a Public Hearing for the Proposed FY '14 Budget.

VII. NEW BUSINESS

VIII. PUBLIC COMMENT

IX. EXECUTIVE SESSION - I.C. §67- 2345 (1)(f)

X. ADJOURNMENT

ATTACHMENT #1

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

**June 4, 2013
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Ron Fairfax, Vice-Chairman – Susan McBryant, Board – Lawrence Schoen, Angenie McCleary, Fritz Haemmerle, Jacob Greenberg, Don Keirn
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, Administrative Assistant – Cecilia Vega
AIRPORT LEGAL COUNSEL: Luboviski, Wygle, Fallowfield & Ritzau – Barry Luboviski;
CONSULTANTS: T-O Engineers – Dave Mitchell; ANTICIPATE – Candice Pate
AIRPORT TENANTS/PUBLIC: Atlantic Aviation – Mike Rasch; FSVA – Carol Waller; BCPA – Jim Perkins; FHR – Marc Reinemann; Glass Cockpit Aviation – John Strauss; Avis – Peter Schuermier; SVBR – Bob Crosby; Donna Serrano, Evan Stelma, Baird Gourlay
PRESS: Idaho Mountain Express – Jon Mentze

CALL TO ORDER:

The meeting was called to order at 5:40 p.m. by Chairman Fairfax.

I. APPROVE AGENDA

The agenda was approved as presented.

II. PUBLIC COMMENT

No public comment was made.

**III. APPROVE FMAA
MEETING MINUTES**

A. May 7, 2013 Regular Meeting (See Brief)

The May 7, 2013 Friedman Memorial Airport Authority Meeting Minutes were approved as presented:

MOTION:

Made by Board Member McCleary to approve the May 7, 2013 Friedman Memorial Airport Authority Regular Meeting Minutes. Seconded by Board Member Haemmerle.

**PASSED
VICE-CHAIRMAN MCBRYANT ABSTAINED**

IV. REPORTS

A. Chairman Report

No report was given.

B. Blaine County Report

Board Member Schoen reported that the Board of Blaine County Commissioners are eager to hear the progress report from Airport Manager Baird regarding the Safety Risk Management panel meetings.

Board Member Greenberg added that the Board of Blaine County Commissioners recently met with Senator Crapo and thanked him for his support of the air traffic control tower. He reported that the County also encouraged Crapo to continue his support in the future.

C. City of Hailey Report

Board Member Keirn reported that the City of Hailey also awaits news regarding the Safety Risk Management panel meeting.

D. Airport Manager Report

Airport Manager Baird reported that he and FMAA representatives met with Mr. John Sandy, Senator Risch's Chief of Staff, on May 10th and he also met with Senator Crapo on May 29th to discuss upcoming Airport Improvement Projects, Passenger Facility Charges revenue as well as the air traffic control tower and budget sequestration.

E. Communications Director Report

Communications Director Candice Pate reported that the May Airport Tour was well attended however no one attended the May Coffee Talk. She reported that she and Staff are continuing to meet with various companies in the Wood River Valley and are also planning to give an Airport update to the Ketchum City Council soon.

V. AIRPORT STAFF BRIEF

A. Noise Complaints (See Brief)

B. Parking Lot Update (See Brief)

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

D. Review Correspondence (See Brief)

E. Fly Sun Valley Alliance Update (See Brief)

F. Airport Weather Interruptions (See Brief)

VI. UNFINISHED BUSINESS

A. Airport Solutions

1. Existing Site

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

Engineer Mitchell updated the Board on the current status of the RSA formulation project, the Modifications of Standards (MOS) process, as well as the outcome of the Safety Risk Management (SRM) panel meeting held earlier today at the Airport.

Board Member McBryant asked if the FAA is comfortable with the Board proceeding with the MOS process and RSA formulation project simultaneously.

Engineer Mitchell answered that the FAA agrees that the RSA project formulation project needs to be started this year and approves of continuing with that project while the MOS process is in progress as well.

The Board discussed the request to approve the Draft Scope of Work for Phase I of the RSA Improvements project.

MOTION:

Made by Board Member Haemmerle to approve the Draft Scope of Work for Phase I of the RSA Improvements project pending Staff, Legal Counsel and FAA review. Seconded by Board Member Greenberg.

PASSED UNANIMOUSLY

b. Instrument Procedures Feasibility Study (See Brief)

Airport Manager Baird updated the Board on the Instrument Procedures Feasibility Study.

Board Member McBryant commented that she is concerned that the Board is pursuing an instrument procedures solution and it could potentially further delay the other two projects currently in progress.

Airport Manager Baird commented that if the Board moves forward with finding an instrument landing system solution, another SRM would need to be conducted. He suggested that the Board budget for this project for FY '14 should the Board decide to proceed.

c. Retain/Improve/Develop Air Service

FSVA representative Carol Waller reported that she will have the results of the Winter Air Passenger Survey to present to the Board in July.

2. Airport Relocation

a. EIS Termination (See Brief)

B. Hailey Tower Closure

Airport Manager Baird updated the current status of the possible air traffic control tower closure situation.

Board Member Schoen asked if the FAA will take safety into consideration when considering which towers to close if the sequestration has not ended at the end of September.

Airport Manager Baird answered that he cannot speak for the FAA however it would surprise him if the FAA did not complete a safety analysis before they select which towers to close if the sequestration does not end by September 30, 2013.

VII. NEW BUSINESS

A. FY '14 Draft Rates & Charges (See Brief)

Airport Manager Baird briefed the Board on the FY '14 Draft Rates & Charges.

Board Member Greenberg commented that it would be helpful to see a comparison of the Airport's current Rates & Charges schedule with those of similar airports.

B. FY '14 Draft Budget (See Brief)

Airport Manager Baird briefed the Board on the FY '14 Draft Budget.

Board Member Schoen asked if Staff could send the Board the list of goals that the Airport budget supports.

VIII. PUBLIC COMMENT

No public comment was made.

X. ADJOURNMENT

The June 4, 2013 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 6:32 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.*

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined)

October 2012 through April 2013

Ordinary Income/Expense

Income

4000-00 · AIRCARRIER

4000-01 · Aircarrier - Lease Space

4000-02 · Aircarrier - Landing Fees

4000-03 · Aircarrier - Gate Fees

4000-04 · Aircarrier - Utility Fees

4010-05 · Aircarrier -'11 PFC Application

Total 4000-00 · AIRCARRIER

4020-00 · TERMINAL AUTO PARKING REVENUE

4020-01 · Automobile Parking - Terminal

Total 4020-00 · TERMINAL AUTO PARKING REVENUE

4030-00 · AUTO RENTAL REVENUE

4030-01 · Automobile Rental - Commission

4030-02 · Automobile Rental - Counter

4030-03 · Automobile Rental - Auto Prkng

4030-04 · Automobile Rental - Utilities

4030-05 · Automobile Rental - Off. Airpt.

Total 4030-00 · AUTO RENTAL REVENUE

4040-00 · TERMINAL CONCESSION REVENUE

4040-01 · Terminal Shops - Commission

4040-02 · Terminal Shops - Lease Space

4040-03 · Terminal Shops - Utility Fees

4040-10 · Advertising - Commission

4040-12 · Terminal ATM

Total 4040-00 · TERMINAL CONCESSION REVENUE

4050-00 · FBO REVENUE

4050-01 · FBO - Lease Space

4050-02 · FBO - Tiedown Fees

4050-03 · FBO - Landing Fees - Trans.

4050-04 · FBO - Commission

Total 4050-00 · FBO REVENUE

4060-00 · FUEL FLOWAGE REVENUE

4060-01 · Fuel Flowage - FBO

Total 4060-00 · FUEL FLOWAGE REVENUE

Oct '12 - Apr 13	Budget	\$ Over Budget	% of Budget
49,303.59	84,600.00	-35,296.41	58.3%
40,180.74	92,000.00	-51,819.26	43.7%
700.00	1,200.00	-500.00	58.3%
4,330.98	7,600.00	-3,269.02	57.0%
116,096.98	213,000.00	-96,903.02	54.5%
210,612.29	398,400.00	-187,787.71	52.9%
43,137.81	70,000.00	-26,862.19	61.6%
43,137.81	70,000.00	-26,862.19	61.6%
172,693.55	325,000.00	-152,306.45	53.1%
4,699.52	7,300.00	-2,600.48	64.4%
21,130.00	29,000.00	-7,870.00	72.9%
196.24	500.00	-303.76	39.2%
10,745.79	40,000.00	-29,254.21	26.9%
209,465.10	401,800.00	-192,334.90	52.1%
66.00	3,500.00	-3,434.00	1.9%
4,575.01	8,500.00	-3,924.99	53.8%
311.01	600.00	-288.99	51.8%
19,241.23	33,000.00	-13,758.77	58.3%
41.30			
24,234.55	45,600.00	-21,365.45	53.1%
139,548.77	229,466.00	-89,917.23	60.8%
78,874.20	230,000.00	-151,125.80	34.3%
104,067.79	215,000.00	-110,932.21	48.4%
11,315.60	20,000.00	-8,684.40	56.6%
333,806.36	694,466.00	-360,659.64	48.1%
90,316.16	172,000.00	-81,683.84	52.5%
90,316.16	172,000.00	-81,683.84	52.5%

ATTACHMENT #

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined)
October 2012 through April 2013

	Oct '12 - Apr 13	Budget	\$ Over Budget	% of Budget
4070-00 · TRANSIENT LANDING FEES REVENUE				
4070-02 · Landing Fees - Non-Comm./Gov't	278.64	500.00	-221.36	55.7%
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	278.64	500.00	-221.36	55.7%
4080-00 · HANGARS REVENUE				
4080-01 · Land Lease - Hangar	302,468.50	493,707.00	-191,238.50	61.3%
4080-02 · Land Lease - Hangar/Trans. Fee	624.00			
4080-03 · Land Lease - Hangar/Utilities	714.78	1,400.00	-685.22	51.1%
4080-20 · Land Lease - Government Revenue	5,133.39			
Total 4080-00 · HANGARS REVENUE	308,940.67	495,107.00	-186,166.33	62.4%
4090-00 · TIEDOWN PERMIT FEES REVENUE				
4090-01 · Tiedown Permit Fees (FMA)	14,297.62	17,000.00	-2,702.38	84.1%
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	14,297.62	17,000.00	-2,702.38	84.1%
4100-00 · POSTAL CARRIERS REVENUE				
4100-01 · Postal Carriers - Landing Fees	5,035.04	8,500.00	-3,464.96	59.2%
4100-02 · Postal Carriers - Tiedown	2,970.00			
Total 4100-00 · POSTAL CARRIERS REVENUE	8,005.04	8,500.00	-494.96	94.2%
4110-00 · MISCELLANEOUS REVENUE				
4110-01 · Misc. Revenue	35,225.04			
4110-06 · Misc. - Security-Prox. Cards	21,695.00	27,000.00	-5,305.00	80.4%
4110-09 · Miscellaneous Expense Reimburse	-2,201.21			
Total 4110-00 · MISCELLANEOUS REVENUE	54,718.83	27,000.00	27,718.83	202.7%
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	12,900.00	16,000.00	-3,100.00	80.6%
4120-02 · GTSP - Trip Fee	1,800.00			
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	14,700.00	16,000.00	-1,300.00	91.9%
4400-00 · TSA				
4400-02 · Terminal Lease	5,281.29			
Total 4400-00 · TSA	5,281.29			
4500-00 · IDAHO STATE GRANT PROGRAM REV.				
4500-11 · SUN-11	0.00	0.00	0.00	0.0%
4500-13 · SUN-13	0.00	20,000.00	-20,000.00	0.0%
Total 4500-00 · IDAHO STATE GRANT PROGRAM REV.	0.00	20,000.00	-20,000.00	0.0%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined)
October 2012 through April 2013

	Oct '12 - Apr 13	Budget	\$ Over Budget	% of Budget
4520-00 · INTEREST INCOME				
4520-05 · Interest Income - '11 PFC	164.54			
4600-00 · Interest Income - General	5,992.94	14,000.00	-8,007.06	42.8%
Total 4520-00 · INTEREST INCOME	6,157.48	14,000.00	-7,842.52	44.0%
4702-00 · AIP 02 New Airpt. EIS Phs. II				
4702-01 · AIP 02	0.00	100,000.00	-100,000.00	0.0%
Total 4702-00 · AIP 02 New Airpt. EIS Phs. II	0.00	100,000.00	-100,000.00	0.0%
4703-00 · AIP 03 FMA/FAA				
4703-01 · AIP 03	0.00	40,000.00	-40,000.00	0.0%
Total 4703-00 · AIP 03 FMA/FAA	0.00	40,000.00	-40,000.00	0.0%
4704-00 · AIP 04-New Arpt. EIS-Phs.III/IV				
4704-01 · AIP '04 - FAA	0.00	1,000,000.00	-1,000,000.00	0.0%
Total 4704-00 · AIP 04-New Arpt. EIS-Phs.III/IV	0.00	1,000,000.00	-1,000,000.00	0.0%
4705-00 · AIP 05-New Arpt. EIS-Phs.				
4705-01 · AIP '05 - FAA	0.00	500,000.00	-500,000.00	0.0%
Total 4705-00 · AIP 05-New Arpt. EIS-Phs.	0.00	500,000.00	-500,000.00	0.0%
4737-00 · AIP 37				
4737-01 · AIP '37 - FMA Altern. Analysis	32,772.00	525,000.00	-492,228.00	6.2%
Total 4737-00 · AIP 37	32,772.00	525,000.00	-492,228.00	6.2%
4738-00 · Existing Site Improvement				
4738-01 · AIP '38	0.00	750,000.00	-750,000.00	0.0%
4738-00 · Existing Site Improvement - Other	93,195.00			
Total 4738-00 · Existing Site Improvement	93,195.00	750,000.00	-656,805.00	12.4%
4739-00 · AIP 39 - Implement ALP				
4739-01 · AIP 39	0.00	1,725,000.00	-1,725,000.00	0.0%
Total 4739-00 · AIP 39 - Implement ALP	0.00	1,725,000.00	-1,725,000.00	0.0%
Total Income	1,449,918.84	7,020,373.00	-5,570,454.16	20.7%
Gross Profit	1,449,918.84	7,020,373.00	-5,570,454.16	20.7%

Profit & Loss Budget vs. Actual (Combined)

October 2012 through April 2013

Expense	Oct '12 - Apr 13	Budget	\$ Over Budget	% of Budget
EXPENDITURES				
"A" EXPENSES				
5000-01 · Salaries - Airport Manager	74,318.29	127,403.00	-53,084.71	58.3%
5010-00 · Salaries -Contracts/Finance Adm	49,607.30	82,500.00	-32,892.70	60.1%
5010-01 · Salaries - Office Assist.	98,613.75	163,812.58	-65,198.83	60.2%
5020-00 · Salaries - ARFF/OPS Chief	50,278.11	82,500.00	-32,221.89	60.9%
5030-00 · Salaries - ARFF/OPS Specialist	180,118.35	302,723.84	-122,605.49	59.5%
5040-00 · Salaries-ASC/Sp.Prjct./Ex. Assi	38,041.12	59,190.96	-21,149.84	64.3%
5050-00 · Salaries - Temp.	8,483.25	15,000.00	-6,516.75	56.6%
5050-02 · Salaries - Merit Increase	0.00	20,721.82	-20,721.82	0.0%
5060-01 · Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 · Overtime - Snow Removal	5,648.88	10,000.00	-4,351.12	56.5%
5060-04 · OT - Security	0.00	2,500.00	-2,500.00	0.0%
5100-00 · Retirement	58,431.11	100,815.67	-42,384.56	58.0%
5110-00 · Social Security/Medicare	36,763.25	66,428.93	-29,665.68	55.3%
5120-00 · Life Insurance	1,163.82	2,000.00	-836.18	58.2%
5130-00 · Medical Insurance	88,520.67	155,000.00	-66,479.33	57.1%
5160-00 · Workman's Compensation	13,250.00	15,000.00	-1,750.00	88.3%
Total "A" EXPENSES	703,237.90	1,207,596.80	-504,358.90	58.2%
"B" EXPENDITURES				
"B" EXPENSES - ADMINISTRATIVE				
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	8,615.32	15,000.00	-15,000.00	0.0%
6000-00 · TRAVEL EXPENSE - Other	0.00			
Total 6000-00 · TRAVEL EXPENSE	8,615.32	15,000.00	-6,384.68	57.4%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies - Office	4,993.37	13,500.00	-8,506.63	37.0%
6010-03 · Supplies - Computer	1,766.69			
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	6,760.06	13,500.00	-6,739.94	50.1%
6020-00 · INSURANCE				
6020-01 · Insurance - Liability	16,500.00	18,500.00	-2,000.00	89.2%
6020-02 · Insurance - Public Officials	13,925.00	13,600.00	325.00	102.4%
6020-03 · Insurance-Bldg/Unlic.Veh./Prop	30,393.00	29,600.00	793.00	102.7%
6020-04 · Insurance - Licensed Vehicles	5,353.00	5,900.00	-547.00	90.7%
6020-05 · Insurance - Crime	625.00	550.00	75.00	113.6%
Total 6020-00 · INSURANCE	66,796.00	68,150.00	-1,354.00	98.0%

Profit & Loss Budget vs. Actual (Combined)

October 2012 through April 2013

	Oct '12 - Apr 13	Budget	\$ Over Budget	% of Budget
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	4,912.72	13,000.00	-8,087.28	37.8%
6030-02 · Utilities - Gas/Maintenance	4,556.81	8,500.00	-3,943.19	53.6%
6030-03 · Utilities - Elect./Runway&PAPI	3,888.73	6,000.00	-2,111.27	64.8%
6030-04 · Utilities - Elec./Office/Maint.	8,747.87	9,000.00	-252.13	97.2%
6030-05 · Utilities - Electric/Terminal	4,883.68	7,500.00	-2,616.32	65.1%
6030-06 · Utilities - Telephone	6,668.52	17,000.00	-10,331.48	39.2%
6030-07 · Utilities - Water	386.51	1,200.00	-813.49	32.2%
6030-08 · Utilities - Garbage Removal	4,180.04	6,000.00	-1,819.96	69.7%
6030-09 · Utilities - Sewer	991.72	1,500.00	-508.28	66.1%
6030-10 · Utilities - Elec./Sewer	173.82	500.00	-326.18	34.8%
6030-11 · Utilities - Electric/Tower	3,131.41	4,000.00	-868.59	78.3%
6030-12 · Utilities - Elec./Brdfrd.Hghl	270.51			
6030-15 · Utilities - Elec/AWOS	395.13	900.00	-504.87	43.9%
6030-16 · Utilities - Elec. Wind Cone	80.51	210.00	-129.49	38.3%
6030-17 · Utilities - Elec.- Rosenberg	37.11			
6040-01 · Service Provider - Weather	5,772.00	3,700.00	2,072.00	156.0%
6040-02 · Service Provider - Term. Music	497.66	1,000.00	-502.34	49.8%
6040-03 · Service Provider - Internet/ISP	3,150.00	7,500.00	-4,350.00	42.0%
6040-04 · Service Provider - AWOS NADN	0.00	2,000.00	-2,000.00	0.0%
6040-05 · Service Provider - ISP/Terminal	1,050.00	2,000.00	-950.00	52.5%
6040-06 · Service Provider - SSI Movement	0.00	8,035.00	-8,035.00	0.0%
Total 6030-00 · UTILITIES	53,774.75	99,545.00	-45,770.25	54.0%
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	12,541.05	27,500.00	-14,958.95	45.6%
6050-02 · Professional Services - Audit	24,924.43	25,000.00	-75.57	99.7%
6050-03 · Professional Services - Engineer	1,374.89	27,000.00	-25,625.11	5.1%
6050-04 · Professional Services - ARFF	0.00	2,000.00	-2,000.00	0.0%
6050-05 · Professional Services - Gen.	13,537.08			
6050-06 · Professional Services - Litigat	41,243.20			
6050-07 · Professional Services - Archite	53.00	1,000.00	-947.00	5.3%
6050-08 · Professional Services - Securit	300.00	4,000.00	-3,700.00	7.5%
6050-10 · Prof. Svcs.-IT/Comp. Support	8,707.00	12,000.00	-3,293.00	72.6%
6050-11 · Professional Services - Wildlif	0.00	2,000.00	-2,000.00	0.0%
6050-12 · Prof. Serv.- Planning Air Serv.	11,208.80	32,000.00	-20,791.20	35.0%
6050-13 · Prof. Serv.-Website Des.& Maint	0.00	6,500.00	-6,500.00	0.0%
6050-14 · Professional Services - EA	8,093.61			
6050-00 · PROFESSIONAL SERVICES - Other	-90.00			
Total 6050-00 · PROFESSIONAL SERVICES	121,893.06	139,000.00	-17,106.94	87.7%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined)
October 2012 through April 2013

	Oct '12 - Apr 13	Budget	\$ Over Budget	% of Budget
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				
6060-01 · Maint.-Office Equip./Gen.	0.00	10,000.00	-10,000.00	0.0%
6060-02 · Maintenance - Computer	709.00			
6060-04 · Maintenance - Copier	2,632.76			
6060-05 · Maintenance - Phone	1,062.00			
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	4,403.76	10,000.00	-5,596.24	44.0%
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-01 · Rent/Lease - Office Equip./Gen	0.00	1,500.00	-1,500.00	0.0%
6070-02 · Rent/Lease - Postage Meter	635.28			
6070-03 · Rent/Lease - Copier	0.00	4,000.00	-4,000.00	0.0%
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	635.28	5,500.00	-4,864.72	11.6%
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 · Dues/Memberships/Publications	11,990.11	15,000.00	-3,009.89	79.9%
6080-02 · Membership - Internet/Website	810.50			
6080-04 · Airport Marketing	1,194.76	15,000.00	-13,805.24	8.0%
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS...	13,995.37	30,000.00	-16,004.63	46.7%
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	676.30	2,700.00	-2,023.70	25.0%
6090-00 · POSTAGE - Other	32.65			
Total 6090-00 · POSTAGE	708.95	2,700.00	-1,991.05	26.3%
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	2,116.00	30,000.00	-27,884.00	7.1%
6100-02 · Education/Training - OPS	844.00			
6100-03 · Education/Training - ARFF	7,425.89			
6100-05 · Education - Neighborl Flight	3,618.46			
Total 6100-00 · EDUCATION/TRAINING	14,004.35	30,000.00	-15,995.65	46.7%
6110-00 · CONTRACTS				
6110-01 · Contracts - General	240.00			
6110-02 · Contracts - FMAA	19,600.00	33,600.00	-14,000.00	58.3%
6110-03 · Contracts - SVA/Fee Collection	34,300.00	58,860.00	-24,560.00	58.3%
6110-04 · Contracts - COH LEO	1,564.00	15,000.00	-13,436.00	10.4%
6110-05 · Contracts - Janitorial	0.00	10,000.00	-10,000.00	0.0%
6110-06 · Electronic Filing System	8,050.00	13,800.00	-5,750.00	58.3%
6110-08 · Contracts - Eccles Tree Lights	30,000.00	30,000.00	0.00	100.0%
6110-09 · Contracts - Website	0.00	350.00	-350.00	0.0%

Profit & Loss Budget vs. Actual (Combined)

October 2012 through April 2013

	Oct '12 - Apr 13	Budget	\$ Over Budget	% of Budget
6110-10 · Online Email Server Access	298.04	2,000.00	-1,701.96	14.9%
6110-11 · Contracts -Security CMS	12,457.97	42,500.00	-30,042.03	29.3%
Total 6110-00 · CONTRACTS	106,510.01	206,110.00	-99,599.99	51.7%
6120-00 · PERMITS				
6120-01 · Permits - General	23.00	100.00	-77.00	23.0%
Total 6120-00 · PERMITS	23.00	100.00	-77.00	23.0%
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	4,968.91	6,500.00	-1,531.09	76.4%
6140-00 · Bank Fees	744.93	1,000.00	-255.07	74.5%
6130-00 · MISCELLANEOUS EXPENSES - Other	36.16			
Total 6130-00 · MISCELLANEOUS EXPENSES	5,750.00	7,500.00	-1,750.00	76.7%
Total "B" EXPENSES - ADMINISTRATIVE	403,869.91	627,105.00	-223,235.09	64.4%
"B" EXPENSES - OPERATIONAL				
6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI				
6500-01 · Supplies/Equipment - General	450.77	10,000.00	-9,549.23	4.5%
6500-02 · Supplies/Equipment - Tools	1,135.43			
6500-03 · Supplies/Equipment - Clothing	472.90			
6500-04 · Supplies/Equipment - Janitorial	6,967.26			
6500-05 · Supplies/Equipment - Deice	0.00	15,000.00	-15,000.00	0.0%
6500-06 · Supplies/Equipment - ARFF	122.82	5,000.00	-4,877.18	2.5%
Total 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI	9,149.18	30,000.00	-20,850.82	30.5%
6510-00 · FUEL/LUBRICANTS				
6510-02 · Fuel	19,095.71	50,000.00	-30,904.29	38.2%
Total 6510-00 · FUEL/LUBRICANTS	19,095.71	50,000.00	-30,904.29	38.2%
6520-00 · VEHICLES/MAINTENANCE				
6520-01 · R/M Equipment - General	2,954.47	27,000.00	-24,045.53	10.9%
6520-02 · R/M Equip. '93 Schmidt Snow	681.50			
6520-04 · R/M Equip. '84 Chevy Plow Truck	392.90			
6520-08 · R/M Equip. - '96 Tiger Tractor	1,473.42			
6520-17 · R/M Equip. '01 Case 921 Ldr.	23.16			
6520-19 · R/M Equip. '02 Ford F-150 PU	523.46			
6520-23 · R/M Equip. - '97 Ford Exped.	-6.66			
6520-24 · R/M Equip. - '01 Ford F-250	162.96			
6520-28 · R/M Equip.-Case 621 Loader	217.02			
Total 6520-00 · VEHICLES/MAINTENANCE	6,422.23	27,000.00	-20,577.77	23.8%

Profit & Loss Budget vs. Actual (Combined)

October 2012 through April 2013

	Oct '12 - Apr 13	Budget	\$ Over Budget	% of Budget
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. General	0.00	5,000.00	-5,000.00	0.0%
6530-04 · ARFF Maint. - Radios	2,528.29			
Total 6530-00 · ARFF MAINTENANCE	2,528.29	5,000.00	-2,471.71	50.6%
6540-00 · REPAIRS/MAINTENANCE - BUILDING				
6540-01 · R/M Bldg. - General	1,684.92	29,000.00	-27,315.08	5.8%
6540-02 · R/M Bldg. - Terminal	10,484.14			
6540-03 · R/M Bldg. - Shop	1,556.09			
6540-04 · R/M Bldg. - Cold Storage	298.80			
6540-05 · R/M Bldg. - Manager's Bldg.	245.41			
6540-07 · R/M Bldg. - Tower	4,911.43			
6540-08 · R/M Bldg. - Parking Booth	90.00			
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	19,270.79	29,000.00	-9,729.21	66.5%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	0.00	15,000.00	-15,000.00	0.0%
6550-02 · R/M - Airfield	179.69			
6550-04 · R/M - Lights	1,084.73			
6550-05 · R/M - Grounds	893.00			
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	2,157.42	15,000.00	-12,842.58	14.4%
6560-00 · SECURITY EXPENSE				
6560-01 · Security	3,975.80	20,000.00	-16,024.20	19.9%
6560-00 · SECURITY EXPENSE - Other	200.00			
Total 6560-00 · SECURITY EXPENSE	4,175.80	20,000.00	-15,824.20	20.9%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	4,536.99	22,000.00	-17,463.01	20.6%
6570-02 · R/M Aeronautical Equip. - Tower	402.69			
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	5,700.00			
6570-05 · R/M Aero.Equip. Flying Hat Lgts	375.00			
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	11,014.68	22,000.00	-10,985.32	50.1%
Total "B" EXPENSES - OPERATIONAL	73,814.10	198,000.00	-124,185.90	37.3%
Total "B" EXPENDITURES	477,684.01	825,105.00	-347,420.99	57.9%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined)
October 2012 through April 2013

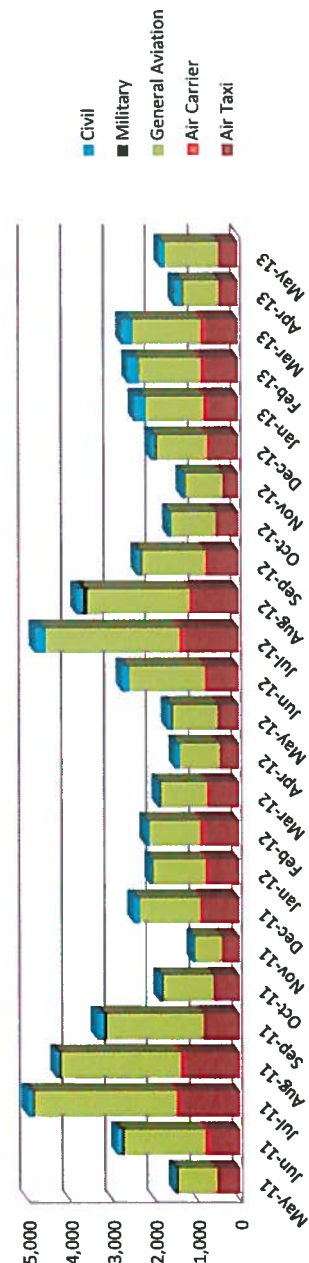
"C" EXPENSES	Oct '12 - Apr 13	Budget	\$ Over Budget	% of Budget
7000-00 · MISC. CAPITAL EXPENDITURES				
7000-01 · Contingency	175.00	50,000.00	-49,825.00	0.4%
7000-04 · Office Equip.- Telephone	7,807.00			
7000-05 · Computer Equipment/Software	7,443.29	25,600.00	-18,156.71	29.1%
7000-06 · Asphalt Repair	12,640.00	12,700.00	-60.00	99.5%
7000-08 · ATC Equipment	0.00	6,600.00	-6,600.00	0.0%
7000-26 · Acquisition - Licensed Vehicles	13,650.00	43,000.00	-29,350.00	31.7%
7000-30 · Tires	0.00	13,500.00	-13,500.00	0.0%
7000-36 · Drivers Training Software	7,125.00			
Total 7000-00 · MISC. CAPITAL EXPENDITURES	48,840.29	151,400.00	-102,559.71	32.3%
7500-00 · IDAHO STATE GRANT PROGRAM				
7500-13 · ITD (SUN-13 ITD/FMA)	0.00	40,000.00	-40,000.00	0.0%
Total 7500-00 · IDAHO STATE GRANT PROGRAM	0.00	40,000.00	-40,000.00	0.0%
7502-00 · AIP 02 EXPENSE				
7502-01 · AIP '02 - New Arpt. EIS-Ph.II	0.00	105,264.00	-105,264.00	0.0%
Total 7502-00 · AIP 02 EXPENSE	0.00	105,264.00	-105,264.00	0.0%
7503-00 · AIP 03 EXPENSE				
7503-01 · AIP '03 - New Arpt. EIS-Ph. III	0.00	42,106.00	-42,106.00	0.0%
Total 7503-00 · AIP 03 EXPENSE	0.00	42,106.00	-42,106.00	0.0%
7504-00 · AIP 04 EXPENSE				
7504-01 · AIP '04-New Arpt.EIS-Phs.III/IV	0.00	1,052,632.00	-1,052,632.00	0.0%
Total 7504-00 · AIP 04 EXPENSE	0.00	1,052,632.00	-1,052,632.00	0.0%
7505-00 · AIP '05 EXPENSE				
7505-01 · AIP '05-New Arpt. EIS-Phs.	0.00	526,316.00	-526,316.00	0.0%
Total 7505-00 · AIP '05 EXPENSE	0.00	526,316.00	-526,316.00	0.0%
7537-00 · AIP '37 EXPENSE				
7537-01 · AIP '37 - FMA Altern. Analysis	36,362.00	552,632.00	-516,270.00	6.6%
7537-02 · AIP '37 - Non-Eligible	2,025.35			
Total 7537-00 · AIP '37 EXPENSE	38,387.35	552,632.00	-514,244.65	6.9%
7538-00 · Improvements to Existing Site				
7538-01 · AIP '38	99,408.00	789,474.00	-690,066.00	12.6%
Total 7538-00 · Improvements to Existing Site	99,408.00	789,474.00	-690,066.00	12.6%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined)
October 2012 through April 2013

	Oct '12 - Apr 13	Budget	\$ Over Budget	% of Budget
7539-00 · AIP '39 EXPENSE - Imp. ALP				
7539-01 · AIP '39 - Eligible	0.00	1,818,947.00	-1,818,947.00	0.0%
Total 7539-00 · AIP '39 EXPENSE - Imp. ALP	0.00	1,818,947.00	-1,818,947.00	0.0%
8000-00 · Replacement Airport				
8000-02 · Project Manager	0.00	10,000.00	-10,000.00	0.0%
8000-03 · Financial	0.00	10,000.00	-10,000.00	0.0%
8000-04 · Public Outreach	19,528.80	60,000.00	-40,471.20	32.5%
8000-05 · Current Site Master Plan	0.00	10,000.00	-10,000.00	0.0%
8000-06 · Legal	6,156.50			
8000-07 · General	1,753.60	50,000.00	-48,246.40	3.5%
Total 8000-00 · Replacement Airport	27,438.90	140,000.00	-112,561.10	19.6%
9000-00 · PFC EXPENSE				
9000-03 · PFC '12	314,855.45	209,000.00	105,855.45	150.6%
Total 9000-00 · PFC EXPENSE	314,855.45	209,000.00	105,855.45	150.6%
Total "C" EXPENSES	528,929.99	5,427,771.00	-4,898,841.01	9.7%
Total EXPENDITURES	1,709,851.90	7,460,472.80	-5,750,620.90	22.9%
Total Expense	1,709,851.90	7,460,472.80	-5,750,620.90	22.9%
Net Ordinary Income	-259,933.06	-440,099.80	180,166.74	59.1%
Net Income	-259,933.06	-440,099.80	180,166.74	59.1%

ATCT Traffic Operations Record

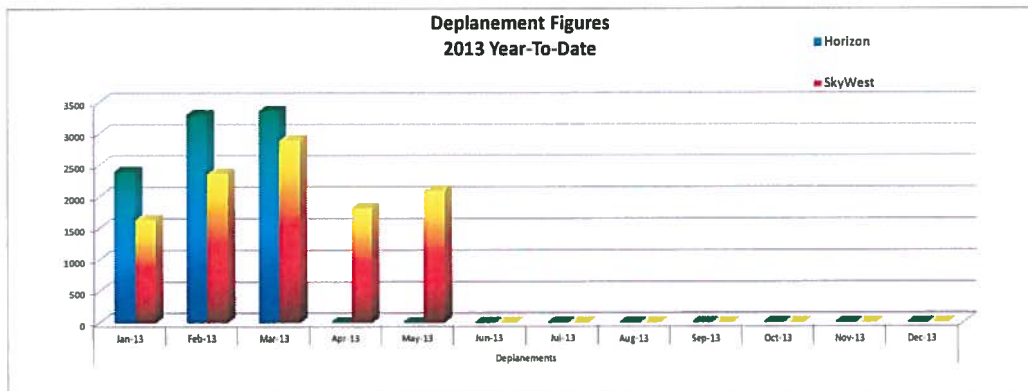
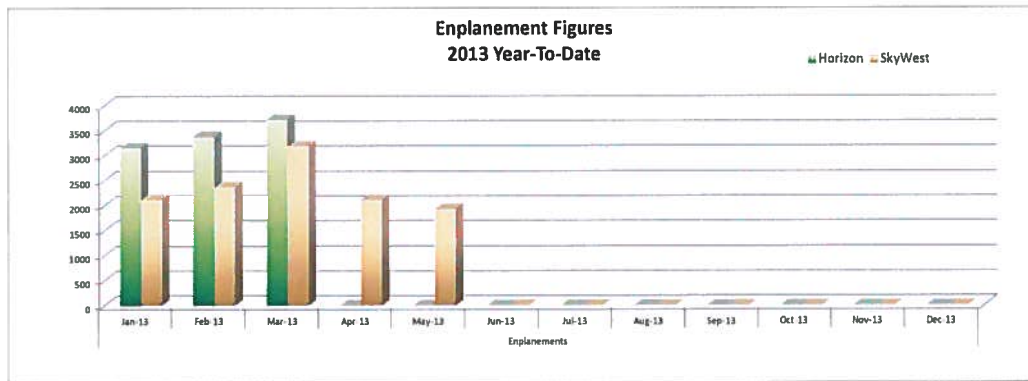
Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
January	3,622	3,893	3,912	2,600	3,028	2,787	4,547	2,520	2,070	2,379	2,408	2,098	2,454		
February	4,027	4,498	3,073	3,122	3,789	3,597	3,548	2,857	2,244	2,647	2,117	2,205	2,612		
March	4,952	5,126	3,086	4,097	3,618	2,918	4,677	3,097	2,145	2,709	1,813	1,921	2,753		
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	0		
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	0		
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	0		
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	0		
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	0		
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	0		
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	0		
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	11,180		

Operations
2011-2013 YTD
(Cumulative)

ATCT Operations Change (current month vs. same month last year)			
	2013	2012	% Change
Air Taxi	466	499	-7%
Air Carrier	0	0	0%
General Aviation	1,260	1,070	18%
Military	2	12	-83%
Civil	124	112	11%
Total	1852	1693	9%

2013 Enplanements													
Date	Alaska Airlines					SkyWest					Current Y-T-D	Prior Y-T-D	Y-T-Y % Change
	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change			
Jan-13	3,079	71	3,150	2,932	7%	2,047	66	2,113	2,395	-12%	5,263	5,327	-1.2%
Feb-13	3,307	67	3,374	2,839	19%	2,307	59	2,366	2,265	4%	11,003	10,431	5.5%
Mar-13	3,630	87	3,717	2,686	38%	3,114	71	3,185	2,827	13%	17,905	15,944	12.3%
Apr-13	0	0	0	0	0%	2,018	96	2,114	2,151	-2%	20,019	18,095	10.6%
May-13	0	0	0	0	0%	1,835	90	1,925	1,974	-2%	21,944	20,069	9.3%
Totals	10,016	225	10,241	8,457	21%	11,321	382	11,703	11,612	1%			
Legend for Chart: Y-T-D = Year-To-Date Y-T-Y = Year-To-Year													

2013 Deplanements													
Date	Alaska Airlines					SkyWest					Current Y-T-D	Prior Y-T-D	Y-T-Y % Change
	Revenue	Non- Revenue	Total	Prior Year Month	M-T-M % Change	Revenue	Non- Revenue	Total	Prior Year Month	M-T-M % Change			
Jan-13	2,320	78	2,398	2,259	6%	1,575	57	1,632	1,679	-3%	4,030	3,938	2.3%
Feb-13	3,226	68	3,294	3,061	8%	2,300	60	2,360	2,260	4%	9,684	9,259	4.6%
Mar-13	3,268	87	3,355	2,506	34%	2,807	84	2,891	2,404	20%	15,930	14,169	12.4%
Apr-13	0	0	0	0	0%	1,739	67	1,806	1,891	-4%	17,736	16,060	10.4%
May-13	0	0	0	0	0%	2,005	81	2,086	2,057	1%	19,822	18,117	9.4%
Totals	8,814	233	9,047	7,826	16%	10,426	349	10,775	10,291	5%			
Legend for Chart: Y-T-D = Year-To-Date Y-T-Y = Year-To-Year													



Friedman Memorial Airport

May 2013

2013 Seat Occupancy

Date	Alaska Airlines				SkyWest 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	Total Seats Occupied		Y-T-Y % Change	Current		Prior		
									Y-T-D	Prior Y-T-D		Y-T-D % Occupied	Y-T-D % Occupied			
Jan-13	59	4,484	3,150	70%	107	3,210	2,113	66%	5,263	5,327	-1%	68.40%	70.07%	-2%		
Feb-13	55	4,180	3,374	81%	116	3,480	2,366	68%	11,003	10,431	5%	71.66%	71.95%	0%		
Mar-13	59	4,484	3,717	83%	140	4,200	3,185	76%	17,905	15,944	12%	74.49%	73.12%	2%		
Apr-13	0	0	0	0%	98	2,940	2,114	72%	20,019	18,095	11%	74.20%	73.84%	0%		
May-12	0	0	0	0%	92	2,760	1,925	70%	21,944	20,069	9%	73.79%	73.69%	0%		
Totals	173	13,148	10,241	78%	553	16,590	11,703	71%								

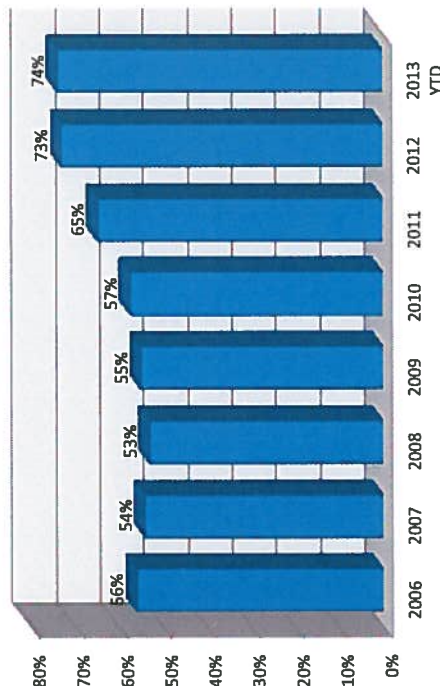
Total of 68 Seats Available on aircraft for summer months
Total of 76 Seats Available on aircraft for winter months

Total of 30 Seats Available on aircraft

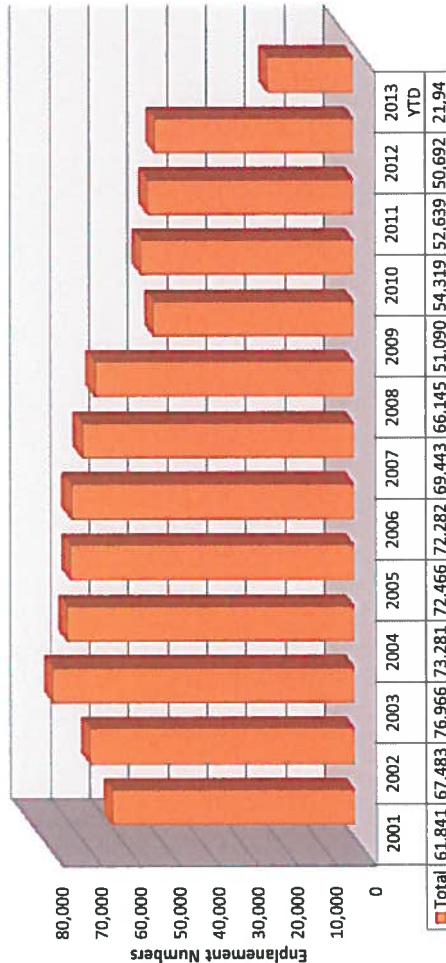
Legend: Y-T-D = Year-to-Date Y-T-Y = Year-To-Year

*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

Historical Seat Occupancy Comparison
2001-2013 YTD



Historical Enplanment Comparison
2001 - 2013 YTD



ATTACHMENT #5[print](#) | [close](#)

SkyWest inks order for up to 200 Embraer E-175s

[ATW Plus](#)[Linda Blachly](#)

Tue, 2013-05-21 16:09

SkyWest Inc., the Utah-based parent of regionals SkyWest Airlines and ExpressJet, has signed a firm order for 40 Embraer E-175 aircraft, which will be operated under a capacity purchase agreement (CPA) with United Airlines. According to Embraer, another 60 firm orders are reconfirmable aircraft, which are subject to SkyWest being awarded CPA agreement contracts with major US airline partners. The agreement also includes options for another 100 E-175s, taking the total order potential up ...

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Flexjet Reports Major Business Boost

May 28, 2013

*By Russ Niles,
Editor-in-Chief*

Flexjet, the aircraft management arm of Bombardier, says it's hiring pilots to meet the demand of a huge increase in business. While airframe companies have continued to say demand for their products is flat, Flexjet says demand for its services is up 83 percent in the first quarter of 2013 over the same period in 2012. "With the economy picking up speed, owners who have been tentative since the downturn have started to gain more confidence and are taking more and more trips," said Flexjet President Deanna White.



Sales of fractional shares went up 108 percent and jet card sales jumped 48 percent. At Easter, White said flying hours reached levels not seen since 2007. And while OEMs may be waiting for the same effect, White says the uptick in her business mirrors the general improvement in the world economy. "Having the Dow Jones Industrial Average reach a record-breaking 15,000 points is not only a significant financial milestone, but also very good for our industry," she said. "People are ready to get back to business, and Flexjet takes them there."

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**CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES**

May 30, 2013

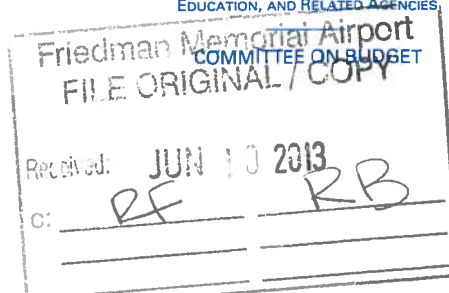
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EDUCATION, AND RELATED AGENCIES



Ron Fairfax
1616 Airport Way
Hailey, ID 83333-8852

Dear Ron:

Thank you for contacting me regarding sequestration impacts to air traffic controllers and other Federal Aviation Administration Employees (FAA). I appreciate hearing from you and having the opportunity to respond.

As you know, the Budget Control Act, passed on August 1, 2011, cut \$917 billion from the budget but also required deeper cuts, creating the Joint Select Committee on Deficit Reduction, known as the "Super Committee" and tasked them with finding a minimum \$1.2 to \$1.5 trillion in savings within the budget. Unfortunately, the Super Committee was unable to reach agreement on a plan to reduce the deficit. Because the Super Committee did not achieve the necessary savings, a series of automatic across the board cuts to discretionary funding totaling \$1.2 trillion have come into effect as of March 1st. These cuts will occur over the course of the next ten years. Half of this sequestration must come from the national defense budget.

I have long opposed making across the board cuts to all government programs, and I also have concerns about the effect the required defense cuts will have on our military and national security. That said, Congress must not simply do away with the sequestration.

As our deficit crisis has grown, both parties have pointed fingers across the aisle and blamed the policies of the other party for our current financial state. Now that the crisis is looming right before us, there is no more time for finger pointing—and, frankly, the American people no longer have the stomach for it. No political party has a monopoly on failed policies or over-the-top rhetoric. What Americans really want is for Republicans and Democrats to set aside their party labels and focus on what is best for the country.

As you may know, Representative Tom Latham (R-IA) introduced H.R. 1765, the Reducing Flight Delays Act on April 26, 2013. This legislation would provide the Secretary of Transportation with the flexibility to transfer certain funds to prevent reduced operations and staffing of the FAA. This bill passed the House of Representatives with my support on April 26, 2013 by a bipartisan vote of 361-41. This legislation now moves to the White House to be signed into law.

Once again, thank you for taking the time to contact me about this issue. As your representative in Congress, it is important to me to know your thoughts and opinions about issues affecting our nation today. I also encourage you to visit my website, www.simpson.house.gov, to sign up for my e-newsletter and to read more about my views on a variety of issues.

Sincerely,

Mike Simpson

NetJets introduces Phenom business jet

Snazzy plane is part of a 10-year, 670-aircraft buying spree



FRED SQUILLANTE | DISPATCH

Jordan Hansell, CEO of NetJets, shows employees the new Phenom 300 business jet at a ceremony at the company's Columbus headquarters. The Phenom is part of NetJets' plan to update its fleet by buying 670 jets at a cost of \$17.6 billion over 10 years.

By [Steve Wartenberg](#)

The Columbus Dispatch • Friday May 31, 2013 1:25 AM

When he talks about NetJets' Phenom 300 aircraft, Robert Switz gets a bit giddy and sounds like a race-car driver.

"It flies like a sports car, like a Ferrari," NetJets' chief pilot said of the sleek jet with swept-back wings and plenty of power. "And the avionics suite is great, so intuitive and easy for crew members to use."

NetJets showed off its first Phenom yesterday at its Columbus headquarters. The ceremony introduced the jet to employees of the company that sells fractional ownership of such aircraft.

Brazil-based Embraer will deliver two Phenoms a month over the next several years, a total that could reach 125 aircraft at a cost just north of \$1 billion. Updates to the Phenom were built to NetJets' specifications.

NetJets CEO Jordan Hansell said the Phenom is a key component of the company's plans. "This aircraft is the tangible representation of all the hard work our team has done over the past few years."

NetJets is just getting started on a 670-aircraft buying spree that it estimates will cost \$17.6 billion over the next 10 years and will completely update its fleet.

The big buy also will give a lift to the manufacturers of business aircraft, an industry that suffered greatly during the recession.

"Nobody has ever done what we're doing," Hansell said of the scope of NetJets' purchases and complete fleet makeover. Surveys indicated current and potential fractional owners wanted more modern and efficient aircraft with roomier cabins filled with amenities, he added.

The Phenom's arrival is the second step in the update. The first took place in November when NetJets took delivery of its first large-cabin Bombardier Global. It could order up to 120 of the planes for \$6.7 billion.

The company also will purchase up to 275 Bombardier Challengers for \$7.3 billion, with the first delivery expected next year, and as many as 150 Cessna Latitudes for \$2.3 billion, with the first delivery slated for 2016.

"It's not a lifeline (for jet manufacturers), but it's a boost at a time when the business-jet market has suffered from five years of continuing downturns," said Michel Merluzeau, a managing partner and aviation analyst with Seattle-based G2 Solutions.

Business-jet deliveries, he said, "have been nothing short of halved of what they were in 2008. It went from 1,200 deliveries to 600 annually."

The annual Honeywell Global Business Aviation Forecast predicts a steady 3 to 4 percent annual bump in business-jet sales through 2022. This equates to the delivery of 10,000 aircraft valued at \$250 billion.

Tough times for jet-makers created a buyer's market, Merluzeau said, "and helped give NetJets the opportunity to really get as much of what they wanted in (the Phenom) and really create a product for their customers that is an A-plus."

NetJets customers buy a piece of an aircraft, and the company handles all the flight operations. For example, the price for a one-eighth ownership share of a Phenom is \$1.1 million, plus a monthly management fee of \$15,000 and an "occupied" fee of \$1,950 per hour.

The management fee includes indirect operating costs such as pilot salaries, hangar use and insurance. The hourly fee includes direct costs such as maintenance, landing costs and fuel.

The Phenom packs a lot of high-tech and luxury features into an aircraft in the light-jet category.

The cabin features six large seats, with an optional seventh in the bathroom. Amenities include a full refreshment center complete with a Keurig coffee maker, an in-flight entertainment center and Wi-Fi, and snack trays under each seat that spring open to reveal Tootsie Rolls and Dean & DeLuca treats.

The Phenom is the first business jet, Switz said, with a touch-screen Prodigy Touch avionics system based on the Garmin 3000 platform. "Everything's right there, easy to see," he said of the navigation instruments and warning and monitoring systems.

Aircraft with swept-back wings are generally more efficient at altitude but require more runway to get up to speed for a safe takeoff.

Not so for the Phenom, Switz said.

"The design of the wings and the power of the engine make takeoffs really easy," the chief pilot said. This is especially important at high-altitude

airports surrounded by mountains, such as the one in Aspen, Colo., when the temperature is high and the air is thin.

"Normally, you'd have to cut back on fuel to take off," Switz said. But the Phenom can take off in these conditions with a full load of fuel, which means it can fly farther before refueling.

Merluzeau said that NetJets has emerged from the downturn in solid shape.

"They look strong, their operation is extremely well rounded, they have a variety of customers, and offer products that address the needs of a variety of customers," he said.

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Gulfstream flying high on demand for new jet

Written by Larry Avila Post-Crescent Media

Jun. 2, 2013 11:40 PM

postcrescent.com

Gulfstream Aerospace Corp., Greenville

What it does: Provides completion, modification and service on company's line of jet aircraft

Employees: 840 full-time, 50 contract workers

Annual payroll: \$60.4 million

Estimated dollars spent with regional suppliers: \$20.4 million


Leadership: Gregory Laabs, vice president/general manager

Website: www.gulfstream.com

Videos


Click on this story on postcrescent.com, to watch:

- Gov. Scott Walker discuss the state's growing aviation industry
- Pete Bunce, president and CEO

 of the General Aviation Manufacturers Association, talk about bringing his group's rally to Gulfstream's facilities in Greenville

GREENVILLE — There's no shortage of activity at Gulfstream Aerospace Corp.'s Greenville facility.

Company representatives say its recent hiring announcement to expand its workforce


 continues and when completed, it will employ nearly 900 people and more growth is possible in the future.

The company's release of its G650 jet, with a base price of \$58 million, has been well received. Gulfstream received more than 200 orders for the planes, which translated to a backlog of work for the company through 2017.

Gregory Laabs, vice president and general manager, who oversees the company's Greenville operations, recently met with Post-Crescent Media. Here's an excerpt of that interview.

Has your company filled all of the 100 new jobs announced earlier this year?

We haven't hired all of the people announced. There's probably between 30 and 40 more we need to close out that group. The jobs we have left are across the board from design

 work to engineering. And we also have positions for cabinet finishing and some sheet metal posts. There are many good jobs still available.


Is the new G650 jet driving all the company's growth?

The 650 has been sold for a couple of years now since we made the initial announcement. Last year deliveries started. Response to the 650 has exceeded what most people expected. It's definitely a well-liked airplane. People love the plane.

The jobs that were added are they only temporary to meet demand for the G650?

These positions are full-time and viewed as long-term. The economy can do a lot of things but barring any downturn, we're one of the stronger aviation companies out there. We have a good backlog of work and a good diverse group of customers. Anything can happen with the economy, but the reality is, looking long term within this site, we're looking at expanding this facility, not retraction but our intent is to add more jobs in the future.

Your site also does a lot of maintenance work. How does that help

 your operation?

The company also has had success with its G280. In the next couple of years, the 650s and 280s in service will need service work, and that means there are opportunities for growth at our facility.

So jets need regular servicing just like a car?

It's more strict because of government regulations, which requires a set of guidelines to follow. There are so many inspections that have to be done. Even a 10-year-old plane, because of all the inspections it must go through, those planes are kept up well.

Why is Gulfstream's Greenville site preferred by some clients?

It's the people. On the service side, once we get a customer and they get service here, they usually stay with us. We do surveys with our customers and every survey has positive comments. I send personal letters to those individuals, thanking them, I think I'm at more than 400 for the year. A positive experience

 , that's what drives them to come back.

Gulfstream is a major employer, but keeps a low profile. Are you trying to change that?

We're a little careful about the exposure we have because we're trying to guard the privacy of our customers. But the reality is, it is good to show what we do outside our facility. We work with the children's museum. We've held blood drives. We do food drives every month and we have a Toys for Tots drive every year.

Are you finding the workers you need through your community partnerships?

We have a good relationship with Fox Valley Technical College. They support us on air frames and mechanics. One of our directors serves on an advisory committee with the college. We do put a lot of effort supporting them and do look to them for technicians when we're looking for people. We also offer internships for their students as well.

— Larry Avila: 920-993-1000 , ext. 292, or lavila@postcrescent.com; on Twitter @LarryAvila

JumpStart Continues to be a Success

By Aneil Patel

Over 450 airport and airline representatives gathered in Atlanta this week for the ACI-NA Small Airports and Marketing & Communications Conference/JumpStart Air Service Development Program. The **ACI-NA JumpStart® Program** is the premier airport-to-airline networking program designed to bring airports and airlines together for face-to-face meetings with a 16-year track record of success.

This year's event will connect over 46 airline route planners from 21 airlines with more than 830 scheduled one-on-one meetings. This number does not take into consideration of the many side-meetings being conducted throughout the conference that is not on the official meeting schedule. With every legacy carrier from the US and Canada, and a number of low cost carriers in attendance, it's sure to be a busy one and half days of meetings.

Airports across all hub sizes had more scheduled meetings this year with an average of 6 meetings. A total of 148 airports, participated in this year's program. Airports in attendance included 12 large hubs, 24 medium hubs, 41 small hubs, 52 non-hubs and 19 Canadian airports. Small and non-hub airports have seen a steady increase both in terms of the number of airports in attendance and the number of meetings scheduled. The increased attendance from small and non-hub airports is what differentiates JumpStart from other similar industry events.

In addition to the one-on-one meetings, airports and airlines will be able to take advantage of the many networking opportunities such as the JumpStart reception held on Wednesday, networking breaks, and the host airport reception to watch "America's team," the Atlanta Braves, and the Pride of Pittsburgh, the Pittsburgh Pirates, battle on the mound!

Posted by Tom Smith on June 3, 2013

<http://www.aci-na.org/blog/2013/06/03/jumpstart-continues-to-be-a-success/>

United to Add 40 Embraer 76-Seat Aircraft to United Express Fleet

SOURCE: GAZETA MERCANTIL INVEST NEWS

CREATED: JUNE 3, 2013

United Airlines announced the signing of a capacity purchase agreement for SkyWest Airlines, Inc., a wholly-owned subsidiary of SkyWest, Inc., to operate 40 Embraer 175 aircraft under the United Express brand.

United Airlines announced Wednesday the signing of a capacity purchase agreement for SkyWest Airlines, Inc., a wholly-owned subsidiary of SkyWest, Inc., to operate 40 Embraer 175 aircraft under the United Express brand.

'SkyWest, Inc. will purchase the 40 76-seat aircraft with deliveries in 2014 and 2015. These aircraft are in addition to 30 Embraer 175 aircraft that United previously announced it will purchase and which will be operated by a United Express carrier, also scheduled for delivery between 2014 and 2015', the company said Wednesday.

'The Embraer 175 is the first 76-seat regional jet aircraft in the United Express fleet. The aircraft will be configured with 12 First, 16 Economy Plus and 48 Economy seats. The design of the aircraft will result in more personal space for customers with wider seats and aisles than those on other regional aircraft. The aircraft can accommodate standard carry-on bags, resulting in more convenience for customers.

As United inducts the new aircraft into the United Express fleet, the company will remove some less efficient regional aircraft from the fleet. The E175s will consume less fuel per seat and will have less CO2 emissions per seat than the aircraft they replace', United announced.

(Newsroom - Agência IN)

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'Sake Toast' for First United Denver-Tokyo Boeing 787 Flight

AIRLINES, BUSINESS TRAVEL, UNITED CONTINENTAL HOLDINGS INC, BOEING CO, BUSINESS NEWS

CNBC.com | Monday, 10 Jun 2013 | 5:29 PM ET

[United Airlines](#) inaugurated [Boeing 787](#) Dreamliner flights from Denver to Tokyo on Monday, marking the Mile High City's first nonstop service to Asia.

Passengers were treated to a Japanese drum ceremony at the gate, along with cake and a sake toast prior to boarding. The flight pushed back a few minutes ahead of schedule and taxied to the runway with a water cannon salute sendoff.

([Read More: United Airlines to Fly Denver-Tokyo Nonstop With Boeing 787](#))

The daily flight to Tokyo's Narita International Airport was originally scheduled to begin March 31, but was delayed because of the worldwide grounding of all Boeing 787s over concerns about the safety of its battery system.

United resumed flying the 787 domestically on March 20 after the Federal Aviation Administration approved a battery fix and lifted the grounding.

([Read More: United 787 Makes Uneventful Return to the Skies](#))

"This new nonstop service between Denver and Tokyo will build a new bridge between Colorado and all of Asia, strengthening our global connectivity and elevating the entire Denver area onto the international stage," said Michael B. Hancock, Denver's mayor, [in a prepared statement](#). "We thank United Airlines for its partnership on this new frontier of opportunity and its commitment to the Denver market."

Seth Miller, a frequent traveler and loyalty program analyst from New York who authors the [Wandering Aramean blog](#), booked his ticket months ago and was among the inaugural passengers.

"I am always looking for opportunities to have unique travel experiences and inaugurals are a good opportunity for that," Miller said. "So much of air travel has become boring, rote repetition; flights like this break that up and provide a refreshing change of pace."

Monday's flight was Miller's third onboard a 787 and he had absolutely no qualms about the jetliner's safety.

"I have no concerns about making the trip and see no reason I should," he said. "Air travel remains incredibly safe, far more than even my shuttle ride to the airport this morning."

([Read More: Onboard United's Inaugural 787 Dreamliner Flight](#))

United's nonstop flight departs Denver daily at 12:35 p.m. and arrives in Tokyo at 3:30 p.m. the following day. The return flight departs Tokyo at 5:25 p.m. and arrives in Denver at 1:15 p.m. the same day.

Monday's flight is the intended use of the long-range Dreamliner for United. Additional international 787 routes for the airline beginning this summer include Houston-London, Houston-Lagos, Los Angeles-Shanghai and Los Angeles-Tokyo.

—By *CNBC's Darren Booth*.

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Demolition paves way for new Atlantic Aviation facility at Reno-Tahoe airport

Jun. 21, 2013 | 0 Comments

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A A



Atlantic Aviation and Reno Sparks airport officials watch as the Atlantic Aviation building off Rock Boulevard is demolished Thursday. The demolition of the building makes way for a new \$7 million terminal and hangar for general aviation tenants and aircraft. / Andy Barron/RGJ

Written by
Bill O'Driscoll

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Crews Thursday demolished the old Atlantic Aviation building at Reno-Tahoe International Airport to make way for a new \$7 million terminal and hangar for general aviation.


"This is a community project and we're very bullish on Reno," Louis Pepper, CEO of Texas-based Atlantic Aviation, said before heavy machinery began chewing away at the old building along Rock Boulevard on the east side of the airport. "It's very important to have a first-class facility to give first and last impressions for business people."

Reno-Tahoe Airport Authority President/CEO Krys Bart said the new facility, when it opens in 2014, will help broaden the airport's reach for business travelers.

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The Atlantic Aviation building off Rock Boulevard is demolished on Thursday to make way for a new \$7 million terminal for general aviation tenants and aircraft. / Andy Barron/RGJ

NEW ATLANTIC AVIATION COMPLEX

Where: 655 S. Rock Blvd.

What: 13,000-square-foot, two-story terminal, 29,800-

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"It's a great way of opening up the market to people who otherwise may not land here," she said. "We've vastly improved the experience for commercial travelers; now this will enhance the experience on the east side of the airport (for general aviation)."

The new complex will include a two-story, 13,000-square-foot terminal and a 29,800-square-foot attached aircraft hangar along with rebuilt parking, signage and landscaping.

Atlantic Aviation, which is financing the project, operates at 65 locations across the country, including its Reno operations with two dozen employees. Pepper said Atlantic's clientele typically are corporate business travelers — "high-net-worth people" — flying private aircraft.

"So it's important that we have a quality facility," he said of the new terminal and hangar.

Bart, who is retiring at month's end after 14 years, said the project will generate more than \$500,000 in local tax revenue as well as jobs by the contractor, United Construction.

Earlier this spring, the airport completed its \$27 million Gateway Project with a centralized ground-floor security checkpoint area and expanded upstairs retail/restaurant corridor.

[Cattle drive rolls in to mark the start](#)

Jun 20, 2013



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After House Cuts, FAA Budget Set To Fare Better Under Senate Bill

By Kerry Lynch

Source: Aviation Daily



June 25, 2013

While the House is calling for substantial cuts, FAA's budget stands to fare better under the Senate version of the fiscal 2014 transportation funding bill that is scheduled for consideration this week.

Credit: Architect of the Capitol

The Senate transportation, housing and urban development subcommittee will vote on its version of the fiscal 2014 funding bill on June 25, followed by the full Senate Appropriations Committee on June 27 – the same day the House Appropriations Committee is set to consider its own bill.

The House and Senate bills will be significantly different, since the House bill includes steep cuts over the Obama administration's request and the fiscal 2013 enacted level. The Senate bill is expected to seek an increase.

The House allocated a total of \$44.1 billion for the entire fiscal 2014 transportation, housing, urban development and related agencies budget. This was \$7 billion less than the \$51.698 billion enacted in fiscal 2013 and the \$51.605 billion that the White House requested. This means FAA, along with other agencies covered by the bill, would endure cuts below sequestration levels under that bill. The facilities and equipment account, which helps maintain the national air transportation system equipment and supports NextGen funding, would take the biggest hit under the House bill.

House appropriations Democrats protested the allocation, saying it would, among other things, hurt progress on NextGen. Conversely, the Senate is allocating \$54.045 billion for the fiscal 2014 transportation, housing, urban development and related agencies budget – an increase over the enacted and requested levels.

While the House bill calls for steep cuts, the legislation approved by the House transportation, housing and urban development subcommittee last week includes funding to avoid air traffic controller furloughs and protect the contract tower program from sequestration cuts. The Senate version likely will contain similar measures, given the strong support in both the House and Senate for the contract tower program and full controller staffing levels. Both Senate Appropriations Committee Chairman Barbara Mikulski (D-Md.) and member Sen. Jerry Moran (R-Kan.) have led an effort to preserve contract towers and ensure furloughs are avoided.

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Rick Baird

From: Spencer Dickerson <Spencer.Dickerson@aaae.org>
Sent: Thursday, June 27, 2013 9:52 AM
To: Spencer Dickerson
Subject: Additional Good news on FY '14 Contract Tower Funding

Importance: High

TO: Airports and Others Interested in the FAA Contract Tower Program

We have additional good news to report on FAA Contract Tower Program funding for FY 2014.

The Senate DOT/FAA appropriations bill for FY '14, approved today by the full Senate Appropriations Committee, includes \$140.35 million in dedicated funding for the Contract Tower Program, including \$10.35 million for the cost-share program. AAAE and USCTA have advocated for additional specificity in the annual DOT/FAA funding bill to highlight congressional support for the program and the expectation from lawmakers that program remain operational and not subject to targeting for disproportionate cuts from the Administration to deal with sequestration and other factors. The House DOT/FAA appropriations bill for FY '14 includes \$140 million in dedicated funding for the Contract Tower Program, including \$10.35 million for the cost-share program. These funding levels, if enacted into law, should keep all 251 FAA contract towers open throughout fiscal year 2014.

Although this is obviously positive news for contract towers given the huge battle we have had this year, please keep in mind this is just the first step on a long road toward a final FY 2014 approps bill. The full House and Senate will now need to act on their respective appropriations bills and then it is anyone's guess what will happen next given the uncertainty of the budget and sequestration and the strong likelihood of a continuing resolution to keep the overall government operating beyond September 30.

Many thanks for all of the emails, calls, Hill meetings, and letters from airports, controllers and others interested in the program on the appropriations process. Clearly, the constant communications the past few weeks from the industry to Capitol Hill has made a huge difference in our collective efforts to maximize funding for the program.

We will keep you posted.

Spencer Dickerson
President - Meetings and International
AAAE
601 Madison St., 4th Floor
Alexandria, VA 22314
phone 703/824-0500, ext. 130
sdickerson@aaae.org

Rick Baird

From: Joel Bacon <joel.bacon@aaae.org>
Sent: Thursday, June 27, 2013 11:01 AM
To: Rick Baird
Subject: Airport Alert: House Appropriations Committee Approves FY 2014 DOT/FAA Funding Bill



House Appropriations Committee Approves FY 2014 DOT/FAA Funding Bill
Measure Proposes \$3.35 Billion for AIP, \$140 Million in Dedicated Funding for Contract Towers

June 27, 2013

The House Appropriations Committee has just approved its version of legislation to fund DOT and FAA for the fiscal year (2014) that begins on October 1. As we have reported, the House measure proposes **\$3.35 billion in funding for AIP**, a positive development given the overall budget situation and the fact that the House is proceeding with annual spending bills at overall funding levels below the post-sequestration amounts provided in FY 2013 (and well below the funding levels being pursued by the Senate).

The House draft also proposes a minimum of **\$140 million in dedicated funding** for the Contract Tower Program, including \$10.35 million for the cost-share program. AAAE and its affiliate the U.S. Contract Tower Association have advocated for additional specificity in the annual DOT/FAA funding bill to highlight congressional support for the program and the expectation from lawmakers that contract towers remain operational and not subject to targeting for disproportionate cuts from the Administration to deal with sequestration and other factors.

In a sign of just how tough the budget environment is overall, the House committee-approved bill provides funding at \$756 million below the FY 2013 enacted level for FAA and \$103.3 million below the level caused by automatic sequestration cuts. Within those reduced funding levels, House lawmakers have been forced to propose significant reductions to the FAA Facilities and Equipment account to \$2.155 billion - well below the budget request of \$2.8 billion. The FAA Operations Account is slated to receive \$9.522 billion in the House draft, which is below the requested level of \$9.7 billion.

Despite these cuts, committee leaders contend that funding in the measure will "keep the air traffic control system fully operational, avoid the need for furloughs of essential air-traffic control personnel, and preserve funding for the FAA's Next Generation Air Transportation Systems (NextGen) that are under current deployment." On NextGen specifically, Subcommittee Chairman Tom Latham (R-IA) has said that the House bill will fund current priorities and defer or scale back programs in a way that will not impact safety or operations in FY 2014.

The following is a summary of key provisions in the House committee-approved [FY 2014 DOT/FAA spending bill](#) and [committee report](#):

AIP Funding: The House committee-approved DOT/FAA funding bill proposes \$3.35 billion in AIP funding for FY 2014. Of the \$3.35 billion, the House bill designates \$106.6 million for administration of the program, \$15 million for the Airport Cooperative Research Program, and \$29.5 million for airport technology research. The House bill does not include funding for the Small Community Air Service Development Program. The measure continues the prohibition on the use of AIP funds for "the replacement of baggage conveyor systems, reconfiguration of terminal baggage areas, or other airport improvements that are necessary to install bulk explosive detection systems."

Contract Tower Program/Cost-Sharing Program: The House committee-approved bill designates that there be a minimum of \$140 million in dedicated funding for the Contract Tower Program, including \$10.35 million for the cost-share program. The inclusion of funding specified for the program is viewed as important in pushing back against any future effort to target contract towers for disproportionate cuts.

FAA Cost Free Space: The House committee-approved bill once again includes a AAAE-supported general provision prohibiting the FAA from requiring airports to provide space free of charge in airport-owned buildings. Also of note, the House bill does not include a narrow provision that would prevent airports from receiving AIP funds unless they agree to provide cost-free space in non-revenue producing areas to DOT "for the purpose of conducting outreach on air passenger rights." AAAE has opposed that narrow provision.

Small Community Air Service Development Program: The House committee-approved bill does not include funding for the program.

Essential Air Service: The House committee-approved bill provides a total of \$216 million for EAS -- \$27 million below the FY 2013 enacted funding level. The committee report accompanying the House bill notes that lawmakers are concerned about growing EAS costs and encourage DOT to "explore reforms to the program that will create greater competition among carriers and control overall costs." Notably, the House bill includes language prohibiting the use of funds "to provide essential air service to communities that require a rate of subsidy per passenger in excess of \$500."

Airport Cooperative Research: The House committee-approved bill proposes \$15 million in AIP funding for the Airport Cooperative Research Program.

FAA Operations: The House committee-approved bill includes \$9.522 billion for FAA operations - \$185 million below the level requested by the Administration and \$132 million below the amount provided in FY 2013. The Trust Fund share of FAA operations under the House bill is \$6.484 billion, leaving a proposed general fund contribution of \$3.037 billion.

ATC Modernization (FAA Facilities and Equipment): The House committee-approved bill proposes significant reductions to \$2.155 billion for the FAA F&E account, which funds

NextGen programs. The F&E account is targeted to shoulder much of the burden of reduced funding levels in the House bill, and the \$2.155 billion figure is a decrease of \$575 million below the FY 2013 level and \$623 million below the amount requested by the Administration. In contrast, the Senate draft DOT/FAA spending bill proposes \$2.730 billion for FAA F&E.

FAA Research, Engineering, and Development: The House committee-approved bill proposes \$145 million for FAA research, engineering, and development - a reduction from the \$166 million request.

What's Next?

The House bill now moves to consideration by the full House of Representative, although timing is unclear. Eventually, House and Senate leaders will have to reconcile the House version of the FY 2014 DOT/FAA spending bill with the version currently working its way through the Senate (look for a separate report today on the Senate bill). That task will not be easy given the very different budget blueprints guiding the Republican-controlled House and the Democrat-controlled Senate. Stay tuned...

For more information, contact [Joel Bacon](#) at 703-575-2478.



[Todd Hauptli](#), President, AAAE Gov
[Joel Bacon](#), Vice President
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Rick Baird

From: Gwen Basaria <gwen.papineau@aaae.org>
Sent: Thursday, June 27, 2013 10:17 AM
To: Rick Baird
Subject: Airport Alert: Senate Approves Foxx for Transportation Secretary



Senate Approves Foxx for Transportation Secretary

June 27, 2013

In an unanimous vote, the Senate today approved Charlotte Mayor Anthony Foxx to be the 17th Secretary of Transportation.

Foxx received a warm reception when he appeared before the Senate Commerce Committee last month ([read the ALA Hearing Report](#)). Foxx described his transportation-related experience including overseeing the expansion of the Charlotte-Douglas International Airport. He also discussed his support for working with aviation stakeholders to accelerate the deployment of NextGen.

Ranking Member John Thune (R-SD) told Foxx that he couldn't support his nomination until he received responses to letters that he and some of his House and Senate colleagues sent to DOT and FAA officials regarding sequestration. Thune argued that the agencies did not adequately prepare to implement the across-the-board cuts, and he spoke out against the administration's plan to close 149 contract towers.

Foxx assured the Ranking Member that he would be responsive to lawmakers. He also indicated that he would work with Congress to avoid any sequestration-related surprises.

The 42-year-old Foxx replaces outgoing Transportation Secretary Ray LaHood, who has served in the Cabinet since January 2009.



FLY SUN VALLEY ALLIANCE BOARD MEETING MINUTES

Thursday, May 16, 2013 8:00am, Sun Valley Resort

Board Members Present: Eric Seder, Dick Fenton, Peter Scheurmier, Jack Sibbach, Tim Silva, Maurice Charlat, Arlene Schieven, Lisa Horowitz, Michelle Griffith, Jacob Greenberg, Patrick Buchanan. Staff: Carol Waller.

Board Members Absent: , Wally Huffman, Martha Burke, Deb Fox, Rick Baird

TOPIC DISCUSSED:

Consent Items:

- April Minutes: Maurice moved to approve, Jack seconded VOTE: All in favor
- April FY13 YTD Financials & Payables: Peter moved to approve, Jack seconded VOTE: All in favor

Committee Reports:

Funding

- **FSVA City Updates:** Gave to SV Council on April 4th; Ketchum council update will be May 20
- **FSVA FY14 Budget Presentations:** Blaine County, May 1, 10:20am; Sun Valley, June 11, 10am; Ketchum/Hailey TBD
All board members encouraged to attend these presentations
- **1% for Air Initiative:** Independent campaign committees for Ketchum and Hailey being formed. Doug Brown to take leadership role in campaign organization and implementation. Board asked to have Doug attend June FSVA Board meeting to present an update – SVMA board members will be invited to sit in on that part of the meeting too.

Programs/Fundraising

- **Realtors for Air:** Working on wrapping up very successful FY13 RFA Program and launching the FY14 program, which begins July 1. FSVA will be providing greater ongoing recognition for 100% offices through ads, posters, etc.

Air Service Initiatives/Research/Promotions:

Alaska Airlines MRG performance update:

- Summer 2013 bookings YTD pacing slightly higher than last year.

New Service Update: Discussions continuing to progress

Airport Update: (Pete Kramer)

- Airport Tower– FAA funding in place through Sept, FMAA working with Congressional delegation and others on long term funding solution. FMAA is committed to keeping the tower operational.
- Airport Layout Plan process is underway; expect 60-90 day accelerated planning effort; SMR Panel in early June
- FMAA received Reliability Improvement Report; is reviewing options with FAA

Research:

- Winter SUN air passenger research project has been completed, over 500 surveys collected. Will receive report soon.
- Surveyor being hired for summer – will start in June. Carol working with firm on finalizing survey questions and schedule.

Air Service Marketing Update: SVR is now marketing summer flights through ads, email, etc. SVMA will start summer campaign in key air markets in June. SVR also working on email confirmation system with guests that automatically alerts them to air service options to SUN.

Monthly Directors Report: Provided for review.

Respectfully Submitted, Carol Waller, FSVA Director



REALTORS FOR AIR – HOW YOUR SUPPORT IS HELPING US RETAIN AND IMPROVE AIR SERVICE

This past year, the new Realtors for Air Program has raised \$65,000 to support air service to Sun Valley. 100% of these funds have gone to support:

Retention and expansion of non-stop summer & winter daily Alaska Airlines flights from SEA and LAX.
Your investment is working!



THE GOOD NEWS.....

- * **More Passengers: Winter 2012.13 Enplanements + 12%**
- * **More Seats: Total Winter Seats + 4%**

Note: Alaska season expanded, ran flights 1 week longer through Easter.

14 additional flights = 1064 additional seats, most all of them filled with visitors!



More Service: 2013 Seat Capacity & Flights Increasing

- * Alaska Airlines will run summer flights through Sept 22
- * SkyWest will increase flights year-round beginning June 1

FLY SUN VALLEY ALLIANCE ACCOMPLISHMENTS – MORE AIR SERVICE ON THE WAY!

- Secured expanded schedule with Alaska Airlines for winter 2012.13 and summer 2013
And we are currently negotiating more flights, extended season with Alaska for winter and summer 2013.14!
- Influenced SkyWest into adding more flights year-round to SUN, from 3-5 in off season and from 5- 7 in peak season.
- Negotiating for new non-stop winter & summer service from SFO to potentially begin Dec. 2013

THANK YOU FOR YOUR INVESTMENT!

YOU CAN BE PROUD THAT REALTORS FOR AIR IS DIRECTLY HELPING RETAIN AND IMPROVE AIR SERVICE TO SUN VALLEY!

FSVA Funds raised from Business Community to Support Air Service: This year, the total private sector support raised by FSVA from the business community is \$252K. This includes the \$65K from Realtors for Air and the remaining \$182,000 from Business Support Ski Pass sales, Ski for Air Service Day, and other.

A note on Airline Contract Confidentiality & Costs: While the airline MRG caps and out of pocket actual MRG and diversion bussing costs for these flights are confidential, per contracts with the airline, Fly Sun Valley Alliance shares 50% of the cost with Sun Valley Resort. In addition, Fly Sun Valley Alliance funds the services of our experienced airline consultant, who assists us with negotiating with the airlines to secure us the best possible MRG contract terms.



REALTORS FOR AIR **SUN VALLEY** INVESTING IN OUR COMMUNITY

100% SUPPORTERS OF AIR SERVICE

Fly Sun Valley Alliance and the Sun Valley Board of Realtors would like to recognize these local real estate companies that are enthusiastically and generously contributing to the Realtors for Air program to help support commercial air service at SUN by having 100% participation within their offices.

2013.14 EARLY SUPPORTERS

- Hanggi & Co
- John Alan Partners
- Keller Williams Sun Valley
- McCann Daech Fenton
- Paul Kenny & Matt Bogue Commercial Real Estate
- Sun Valley Associates
- Sun Valley Real Estate
- The Brokerage Real Estate LLC
- The Kirk Group
- Windermere Real Estate

2012.13 SUPPORTERS

- Coldwell Banker Distinctive Properties
- Hanggi & Co
- John Alan Partners
- Keller Williams Sun Valley
- McCann Daech Fenton
- Paul Kenny & Matt Bogue Commercial Real Estate
- River Run Realty
- Sun Valley Associates
- Sun Valley Real Estate
(Exclusive Affiliate of Christie's International Real Estate)
- Sun Valley Sotheby's International Realty
- The Brokerage Real Estate LLC
- The Kirk Group
- Thunder Spring Real Estate
- Windermere Real Estate



Sun Valley Board of Realtors



www.flysunvalleyalliance.com



Monthly Report May, 2013

1. AIR SERVICE

AIR SERVICE RETENTION, IMPROVEMENT, DEVELOPMENT

- Received/reviewed Alaska Airlines advance booking report for summer 2013.
- Continued discussions/negotiations/analysis with Alaska for new annual 2013.14 winter/summer contract
- Continued discussions with airline and consultant regarding potential new service
- Ongoing communication/work with airlines, M&H consultant, FMA re: booking & enplanement reports, analysis, airfare monitoring reports, leakage data, etc.
- Attended various meetings/sent correspondence on air service with local officials, FMAA, local business, etc.
- Prepared/presented FSVA update report to City of Ketchum
- Provided information via monthly FSVA Enews and ongoing social media postings; updated website as needed

2. FUNDING

REALTORS FOR AIR PROGRAM:

- Continued to promote, track & coordinate benefits for offices; provided air service update, tracked payments.
Results YTD: \$65,000+ received in pledges from 187 realtors in 16 offices.
- Continued work on new program elements and development of action plan for FY 14 RFA program.

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 FY14 draft budget, presented to board; Prepared FY14 budget presentations for public funding partners.

4. RESEARCH/OTHER

- Worked with RRC Associates research firm on finalizing winter survey report; creation of summer survey form and survey schedule, advertising and hiring of summer surveyor position to start early June.
- Continued work on compiling/tracking relevant comparative data and information of air service

KEY PERFORMANCE METRICS PROGRESS

1. Retain 24,000 current seats on non-stop service from SEA and LAX in winter 2012/13 and summer 2013.
Exceeded: Winter 2012/13 contract successfully negotiated and completed – extended service to March 31, 1064 more seats. Summer 2013 negotiations completed – expanded schedule to September 22,
2. Reduce 2012-13 winter & summer MRG payout for contracted service by 20%, (\$150,000) through combination of negotiated MRG cap, modification of schedule, and yield pricing mgmt, assuming the cost per trip identified by airline remains constant with prior year.
Exceeded: Negotiated lower MRG cap for winter 2012-13 contract, reduced MRG payout by over 30%; Negotiated better schedule and contract terms for summer 2013 MRG contract.
3. Conduct 1500 air passenger surveys in 2012-13 at SUN (in conjunction with professional research firm) and work with FMA and consultants on other research to utilize in decision-making to improve air service and enplanements.
In progress: 500 winter surveys completed –summer surveys to be done June - September.
4. Raise at least \$150,000 in private sector funds for air service support program by 9/30/13.
Exceeded: Raised/received \$246,767 in private sector funds ytd thru 4/30/13.



FLY SUN VALLEY ALLIANCE BOARD OF DIRECTORS MEETING
Thursday, June 20, 8:00am – 10:00am – CAMAS ROOM, SUN VALLEY INN

AGENDA:

Welcome to guests – SVMA Board members and Doug Brown

- Overview on 1% for Air LOT campaign planning effort – Doug
(SVMA members and Doug Brown excused)

1. Consent Items:

- Approval of May Meeting Minutes (*attached*)
- Approval of May YTD financials & payables (*attached*)

2. Program Reports:

Funding

- FY 14 Budget Presentations: *All budget presentations have been completed*
- Realtors for Air: launch of program for FY14 underway – *new logo/ads/materials developed*

3. Air Service Initiatives/Research/Promotion

- Summer 2013 AS YTD Booking report
- AS Negotiations for 2013.14 underway
- Potential new service update
- SCASDP Grant for FY14
- Airport update – Rick
- Air Service Marketing Update – Jack & Arlene
- Research: SUN Air Pax surveys – *summer surveys underway*
- Other

Other attachments:

- *May FSVA Report*
- *2013 YTD SUN Enplanement & Seat Occupancy Report*

REMINDER! Board Bios & photos - now on website [HERE](#), some still needed!

Modification Of Airport Design Standards #1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NORTHWEST MOUNTAIN REGION
AIRPORT IMPROVEMENT PROGRAM

MODIFICATION OF AIRPORT DESIGN STANDARDS

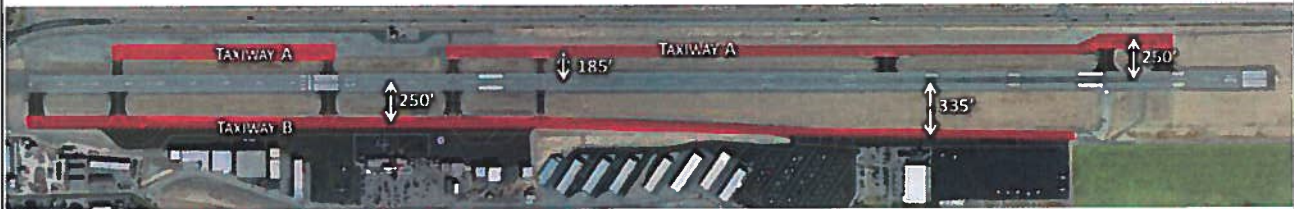
BACKGROUND		
1. AIRPORT: Friedman Memorial Airport	2. LOCATION(CITY,STATE): Hailey, ID	3. LOC ID: SUN
4. EFFECTED RUNWAY/TAXIWAY: RUNWAY 13-31 TAXIWAY B	5. APPROACH (EACH RUNWAY): RW 13 VISUAL RW 31 NPI	6. AIRPORT REF. CODE (ARC): C-III
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY): Bombardier Q-400 and Gulfstream G-V		
MODIFICATION OF STANDARDS		
8. TITLE OF STANDARD BEING MODIFIED (CITE REFERENCE DOCUMENT): Runway to Parallel Taxiway Separation, Advisory Circular 150/5300-13A, Airport Design (AC 150/5300-13A)		
9. STANDARD/REQUIREMENT: 400 feet, per Table 3-8 on page 94 of AC 5300-13A.		
10. PROPOSED: 320 feet.		
11. EXPLAIN WHY STANDARD CANNOT BE MET (FAA ORDER 5300.1F): In the airport's current configuration, relocation of Parallel Taxiway B to a separation of 400 feet would either require relocating the runway, adjacent Highway 75 and other facilities to the east or relocating all existing airport facilities to the west. Neither of these options are seen as practicable and providing a less than standard Runway to Parallel Taxiway Separation will provide an acceptable level of safety, based on the aircraft traffic at the airport.		
12. DISCUSS VIABLE ALTERNATIVES (FAA ORDER 5300.1F): The airport sponsor has considered three alternatives to improve Runway To Parallel Taxiway Separation at the airport. The first two alternatives, though viable, are not practicable, due to cost and environmental impact.		
<ol style="list-style-type: none"> 1. Relocate Runway And All Airport Facilities To The West – Not Practicable <ul style="list-style-type: none"> • Essentially reconstructs the entire airport west of existing facilities, including the terminal, FBO facilities, all hangars and maintenance/ARFF facilities. • Total estimated cost exceeds \$144 million. 2. Relocate Runway and Highway to the East – Not Practicable <ul style="list-style-type: none"> • Requires relocation of approximately 2 miles of State Highway 75 to the east. • Requires acquisition of over 100 homes to accommodate relocated highway. • Idaho Transportation Department has completed an Environmental Impact Statement study for a proposed project on this highway, which identifies the following environmental impacts of the highway in this location, all of which would be exacerbated significantly by relocating the highway as described. Note that an environmental analysis for the proposed action relative to the airport has not been completed – these impacts are identified based on previous studies and would require further evaluation. <ul style="list-style-type: none"> o Historical Resources: Relocation of the highway would require removal of a railroad berm that has been identified as a potential historic structure. o Noise: The noise levels of a relocated highway may exceed those permitted by Federal Highway Administration guidelines and require mitigation. Mitigation is difficult at this location, due to local ordinances prohibiting construction of noise walls. o Environmental Justice: The adjacent neighborhood is high density, with relatively low incomes and a high minority population. Based on these factors, relocating the highway could induce environmental justice impacts. • Costs for this alternative are estimated to exceed \$115 million. 3. Relocate Taxiway B to 320-foot Separation From Runway 13-31 and extend to Runway 31 end <ul style="list-style-type: none"> • A separation of 320' from Runway 13-31 to Taxiway B is the maximum distance the taxiway can be relocated without the need to remove numerous existing hangars/facilities (including the passenger terminal) and acquire land. • Requires reconstruction of Taxiway B. • Requires relocation of several hangars and terminal parking apron to accommodate aircraft parking and maneuvering. • Based on existing traffic at the airport, this will provide an acceptable level of safety. (See explanation below.) • Total estimated cost of approximately \$9 million 		

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MODIFICATION OF AIRPORT DESIGN STANDARDS

13. STATE WHY MODIFICATION WOULD PROVIDE ACCEPTABLE LEVEL OF SAFETY, ECONOMY, DURABILITY, AND WORKMANSHIP (FAA ORDER 5300.1F):

Currently the airport is served by partial parallel taxiways on each side of Runway 13-31. Taxiway A runs along the east side of the Runway at a separation of 185' to 250' from runway centerline. Taxiway B runs along the west side of the runway at a separation of 250' to 335'. There are also four (4) connecting taxiways crossing the runway from Taxiway A to Taxiway B. The current taxiway configuration is shown in the figure below:



As both Taxiway A and portions of Taxiway B are in the Runway Safety Area (RSA), a Letter of Agreement (LOA) between the ACTC, FAA and the airport is currently in place allowing Category C commercial aircraft to operate at the airfield. This LOA requires all taxiways to be sterilized during the operation of Category C commercial aircraft to provide a compliant RSA. This LOA does not include any provisions for the operation of general aviation Category C or D aircraft currently using the airfield.

In order to meet RSA standards, Taxiway A must be removed and Taxiway B relocated to a minimum separation of 320'. By removing Taxiway A and relocating Taxiway B, there will no longer be a need for the LOA as the airport would have a compliant RSA. In addition, the removal of Taxiway A will also eliminate the four (4) connecting taxiways currently crossing the runway resulting in an increased level of safety. The relocation of Taxiway B to 320' is less than the current design standard of 400' and the risk associated with this separation is described below.

Runway to Parallel Taxiway separation serves two purposes; the first is to prevent an aircraft on the taxiway from colliding with an aircraft that departs the runway surface during landing or takeoff and the second is to prevent an aircraft executing a missed approach from colliding with an aircraft on the taxiway.

With a runway to parallel taxiway separation of 320 feet, the goal is to avoid simultaneous C-III operations on the runway and parallel taxiway. Based on the typical one way in/one way out operational flow for larger aircraft current as well as the configuration of the airport that requires departing aircraft to taxi from the FBO located on the far south end of the airfield (near the Runway 31 end) to the Runway 13 end, up to four (4) operations per hour of C-III can be safely and efficiently accommodated (assumes 15 minutes taxi time per departure). However, to further ensure safe operations by C-III aircraft, the airport considers an average of 12 C-III operations per day (one C-III aircraft operation per hour during daylight hours) to be a reasonable threshold at which the 320-foot runway/taxiway separation should be evaluated.

Current baseline total annual operations at SUN are approximately 30,400 (total annual operations for the years 2010-2012 average 30,391). Of the total annual operations occurring at Hailey, current annual C-III operations (both GA and commercial service) occur at an average rate of less than 5 per day, significantly less than 12 per day. Therefore, the airport proposes to evaluate operational levels on a regular basis and, when average C-III operations reach 12 per day, this Modification of Standards will be re-evaluated. Even if the threshold is not reached, the MOS will be re-evaluated no more than 10 years from approval date to ensure that this configuration is still providing an acceptable level of safety.

Not only does the relocation of Taxiway B to 320' provide an acceptable level of safety, the proposed improvements will also provide additional safety improvements including:

- Full Length Parallel Taxiway (Eliminate the need for back taxiing)
- Removal of four (4) Runway crossings
- Reduce operational impacts by removing the need for the LOA
- Compliant, RSA, OFZ and Part 77 Primary Surface

Modification Of Airport Design Standards #2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NORTHWEST MOUNTAIN REGION
AIRPORT IMPROVEMENT PROGRAM

MODIFICATION OF AIRPORT DESIGN STANDARDS

BACKGROUND		
1. AIRPORT: Friedman Memorial Airport	2. LOCATION(CITY,STATE): Hailey, ID	3. LOC ID: SUN
4. EFFECTED RUNWAY/TAXIWAY: TAXIWAY B	5. APPROACH (EACH RUNWAY): RW 13 VISUAL RW 31 NPI	6. AIRPORT REF. CODE (ARC): C-III
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY): Bombardier Q-400 and Gulfstream G-V		
MODIFICATION OF STANDARDS		
8. TITLE OF STANDARD BEING MODIFIED (CITE REFERENCE DOCUMENT): Parallel Taxiway Object Free Area (OFA), Advisory Circular 150/5300-13A, <i>Airport Design</i> (Advisory Circular 150/5300-13A)		
9. STANDARD/REQUIREMENT: 186 feet per Table 4-1 on page 124 of AC 150/5300-13A.		
10. PROPOSED: 160 feet.		
11. EXPLAIN WHY STANDARD CANNOT BE MET (FAA ORDER 5300.1F): In a separate modification request, the airport proposes relocating Taxiway B to 320 feet separation from Runway 13-31. In the airport's current configuration, relocation of Parallel Taxiway B to a separation of 320 feet with a full C-III Taxiway OFA of 186 feet would require significant modification to existing airport facilities, along with property acquisition and removal of adjacent buildings. This significant effort is not necessary, due to current and anticipated aircraft traffic at the airport.		
12. DISCUSS VIABLE ALTERNATIVES (FAA ORDER 5300.1F): The airport sponsors have considered two alternatives for Taxiway OFA on Taxiway B. Though both are viable, the first is not seen as practicable, due to the high costs and impacts, nor is it seen as necessary, due to the existing traffic at the airport.		
<ol style="list-style-type: none"> 1. Provide full C-III Taxiway OFA <ul style="list-style-type: none"> • Requires removal/relocation of 6 private hangars (1 of which is multi-unit condo hangars) on the north end of the airfield along with relocation of the FBO access at the south end of the airfield. • Several businesses northwest of the airport outside of the existing property boundary would need to be acquired and removed. • The estimated cost of removing the hangars and reconfiguring the FBO is at least \$8.5 million. The estimated cost of acquiring the land northwest of the airport is \$2.5 million, for a total cost in excess of \$11 million. 2. Reduce Taxiway OFA to 160 feet. <ul style="list-style-type: none"> • Provides acceptable level of safety for aircraft that currently use the airport. • There is no cost associated with this alternative. 		

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MODIFICATION OF AIRPORT DESIGN STANDARDS

13. STATE WHY MODIFICATION WOULD PROVIDE ACCEPTABLE LEVEL OF SAFETY, ECONOMY, DURABILITY, AND WORKMANSHIP (FAA ORDER 5300.1F):

In the airport's current configuration, relocation of Parallel Taxiway B to a separation of 320 feet with a full C-III Taxiway OFA of 186 feet would require significant modification to existing airport facilities, along with property acquisition and removal of adjacent buildings. When considering the current and anticipated traffic at the airport, these improvements are not necessary. The published pavement strength for Runway 13-31 at SUN is 95,000 pounds. For the current fleet of all available aircraft, no aircraft with a maximum takeoff weight of 95,000 pounds or less has a wingspan of greater than 100 feet. Therefore, existing and anticipated aircraft traffic will include only aircraft with wingspans less than 100 feet. The relocation of Taxiway B to 320' with a Taxiway OFA of 160' is shown in the figure below.



Using equation #2 from Table 1 in Engineering Brief (EB) 78 and this maximum wingspan, an aircraft specific Taxiway OFA was calculated. Equation #2 from EB 78 gives the separation from centerline to an object as $0.7 \times \text{Wingspan} + 10$ feet. Using the 100' wingspan described above, this calculation results in a Taxiway OFA of 160 feet. For the aircraft that use the airport, this Taxiway OFA meets standards and therefore will provide an acceptable level of safety.


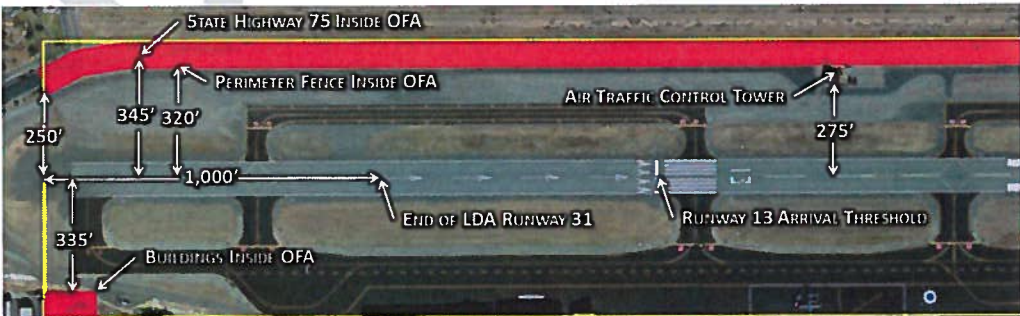
This MOS is based on the current fleet of all available aircraft and the airports published pavement strength. Should an aircraft with wingspan greater than 100' but takeoff weight less than the airport's published pavement strength enter the fleet an operational procedure will be put in place.

A Safety Risk Assessment was conducted at the airport on June 4-5, 2013. This MOS was considered by that panel and, as the proposed Taxiway OFA was calculated under the procedure outlined in EB 78, the panel determined that there was no risk associated with this proposed MOS.

Modification Of Airport Design Standards #3

U.S. DEPARTMENT OF TRANSPORTATION
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NORTHWEST MOUNTAIN REGION
AIRPORT IMPROVEMENT PROGRAM

MODIFICATION OF AIRPORT DESIGN STANDARDS

BACKGROUND		
1. AIRPORT: Friedman Memorial Airport	2. LOCATION(CITY,STATE): Hailey, ID	3. LOC ID: SUN
4. EFFECTED RUNWAY/TAXIWAY: RUNWAY 13-31	5. APPROACH (EACH RUNWAY): RW 13 VISUAL RW 31 NPI	6. AIRPORT REF. CODE (ARC): C-III
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY): Bombardier Q-400 and Gulfstream G-V		
MODIFICATION OF STANDARDS		
8. TITLE OF STANDARD BEING MODIFIED (CITE REFERENCE DOCUMENT): Runway Object Free Area (OFA), Advisory Circular 150/5300-13A, Airport Design (AC 150/5300-13A)		
9. STANDARD/REQUIREMENT: 800 feet (400 foot either side of centerline) per Table 3-8 on page 94 of AC 150/5300-13A.		
10. PROPOSED: Varies see below.		
11. EXPLAIN WHY STANDARD CANNOT BE MET (FAA ORDER 5300.1F): The FAA design standard for Runway OFA Width for ARC C-III is 800', centered on the runway. The deficiencies in the existing Runway OFA at SUN are shown in the Figure below:		
		
<p>The current deficiencies include:</p> <ul style="list-style-type: none"> • Aircraft Parking Inside OFA (To be relocated) • Hangar Inside OFA (To be relocated) • Air Traffic Control Tower (ATCT) Inside OFA (To be relocated) • Propane Tank at Base of ATCT (To be relocated) • Perimeter Fence Inside OFA (250'-320' from Runway CL) • State Highway 75 Inside OFA (275'-345' from Runway CL) • Off Airport Buildings Inside OFA (335' from Runway CL) 		
<p>This MOS includes the Perimeter Fence, State Highway 75 and the Off Airport Buildings inside the OFA; all of which are located off or at the edge of airport property. The remainder of the OFA deficiencies are located on airport property and could be relocated. The ATCT will be relocated outside of the OFA once a feasible site for the tower is found through a tower siting study. State Highway 75 and the Perimeter Fence run parallel to Runway 13-31 from south to north until approximately 210' from the Runway 13 pavement end at which point they curve toward the runway until they are a minimum distance of 250' for the Perimeter Fence and 275' for State Highway 75 from the extended runway centerline. The following figure shows the deficiencies on the north end of the airfield in more detail:</p>		
		

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As SUN is currently configured using declared distances, the OFA for arrivals and departures in each direction have different deficiencies with the exception of the ATCT which penetrates both. The OFA to the east of Runway 13-31 for both arrivals and departures is penetrated by both State Highway 75 and the Perimeter Fence at 345' and 320' respectively. The OFA for Runway 13 departures and Runway 31 arrivals are penetrated to a greater degree at the north end of the airfield by the Perimeter Fence and State Highway 75 along with two buildings located off airport property. The deficiencies are summarized in the following table:

Runway OFA	State Highway 75	Perimeter Fence	Off Airport Buildings	ATCT
13 Arrivals	345'	320'	None	275'
13 Departures	275' to 345'	250' to 320'	335'	275'
31 Arrivals	275' to 345'	250' to 320'	335'	275'
31 Departures	345'	320'	None	275'

In order to meet OFA requirements either the runway and all airport facilities would have to be shifted to the West or State Highway 75 would have to be shifted to the East.

Neither of these options are seen as practicable and providing a less than standard OFA will provide an acceptable level of safety, based on the aircraft traffic at the airport.

12. DISCUSS VIABLE ALTERNATIVES (FAA ORDER 5300.1F):

The airport sponsor has considered three alternatives to provide a Runway OFA at the airport that complies with standards. The first two alternatives, though viable, are not practicable, due to cost and environmental impact.

1. Relocate Runway And All Airport Facilities To The West – Not Practicable
 - Essentially reconstructs the entire airport west of existing facilities, including the terminal, FBO facilities, all hangars and maintenance/ARFF facilities.
 - Total estimated cost exceeds \$144 million.
2. Relocate Highway to the East – Not Practicable
 - Requires relocation of approximately 2 miles of State Highway 75 approximately 75 feet to the east.
 - A large neighborhood exists east of the airport in this location and relocating the highway will greatly increase the environmental impact of the highway on that neighborhood. Idaho Transportation Department has completed an Environmental Impact Statement study for a proposed project on this highway, which identifies the following environmental impacts of the highway in this location, all of which would be exacerbated significantly by relocating the highway as described. Note that an environmental analysis for the proposed action relative to the airport has not been completed – these impacts are identified based on previous studies and would require further evaluation.
 - Historical Resources: Relocation of the highway would require removal of a railroad berm that has been identified as a potential historic structure.
 - Noise: The noise levels of a relocated highway may exceed those permitted by Federal Highway Administration guidelines and require mitigation. Mitigation is difficult at this location, due to local ordinances prohibiting construction of noise walls.
 - Environmental Justice: The adjacent neighborhood is high density, with relatively low incomes and a high minority population. Based on these factors, relocating the highway could induce environmental justice impacts.
 - Costs for relocating the highway are estimated to exceed \$17 million.
3. Allow Highway, Fence, and Off-Airport Buildings To Remain
 - Do not relocate State Highway 75.
 - Coordination will continue with the Idaho Transportation Department to determine the feasibility of shifting State Highway 75 away from the runway without causing significant environmental impacts.
 - Based on existing traffic at the airport, this will provide an acceptable level of safety. (See explanation below.)
 - Costs for this alternative is estimated to be \$0

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MODIFICATION OF AIRPORT DESIGN STANDARDS

13. STATE WHY MODIFICATION WOULD PROVIDE ACCEPTABLE LEVEL OF SAFETY, ECONOMY, DURABILITY, AND WORKMANSHIP (FAA ORDER 5300.1F):

Current aircraft traffic at SUN averages approximately 30,400 operations per year. Of those operations, less than 15% are C-I or larger, which require an 800' OFA. This low number of operations reduces the risk of an accident related to the sub-standard OFA. With the proposed improvements described below, this configuration will provide an acceptable level of safety for the traffic at the airport.

With the exception of the ATCT, the objects with the closest separations are all located on the north end of the airfield. At SUN, over 90% of operations arrive from and depart to the south, due to terrain in the vicinity of the airport. Though each of these objects penetrates the departure OFA for Runway 13, the risk of an incident is actually much lower as an aircraft would be taking off in the opposite direction of the objects. For arrivals on Runway 31, due to the use of declared distances, the objects are located a minimum of 1,000' from the end of the runway declared suitable for landing operations. Therefore, the risk of striking these objects is low. The individual objects are addressed below:

- Perimeter fence at 250', extreme northeast corner of the OFA. The fence in this area, located less than 320' from the Runway 13/31 centerline, will be replaced with frangible fence to reduce the severity of impact, should an aircraft depart from the runway and end up at this extreme edge of the OFA.
- Perimeter fence at 320' from runway centerline (along east edge of airport property). Due to the separation to this object and the low number of operations at SUN, this fence location is not deemed to be a significant safety risk.
- State Highway 75 at 275', extreme northeast corner of the OFA. Based on the location at the extreme of the OFA, this location is not deemed to be a high safety risk. Moving the Highway would require approval and participation from the Idaho Transportation Department. The airport has discussed moving the highway during a planned future project, and this may be possible. Continued efforts will be made to move the highway as far as possible from the runway. Additionally, the airport will work with the Idaho Transportation Department to add "Low Flying Aircraft" signs along the highway near the north end of the airport. The Airport Diagram and information in the Airport/Facilities Directory and 5010 form will be updated to show the location of the highway.
- State Highway 75 at 345, along east boundary of airport. Due to the separation to this object and the low number of operations at SUN, the highway in this location is not deemed to be a high safety risk. As discussed above, continued efforts will be made to move the highway as far as possible from the runway during future project(s).
- Off airport buildings at 335', northwest corner of the OFA. These buildings are outside the control of the airport, but 90% of landings are from the south (opposite runway end from buildings) and 90% of takeoffs are to the north (away from the buildings), the buildings are beyond the Runway 13 threshold, and the ground elevation at the location of the buildings is significantly lower than the Runway 13 end elevation. Based on operations, building location and this difference in elevation, these buildings are not deemed to be a credible hazard.
- Air Traffic Control Tower, 275'. The tower is seen as a safety risk and will be relocated as soon as possible (not less than 10 years from the date of approval of this MOS.)

Objects in the ROFA are planned for removal as follows:

- Aircraft parking in the ROFA will be removed no later than December 31, 2015.
- Hangar located in the ROFA will be removed no later than December 31, 2015.
- Propane tank at the base of the ATCT will be removed by December 31, 2013.
- ATCT will be moved as soon as possible. A tower siting study is required prior to relocating the tower. In the meantime, the Airport Diagram and information in the Airport/Facility Directory and 5010 form will be updated to note the close proximity of the ATCT to the runway, and local outreach will be made to notify pilots of the close proximity of the ATCT to the runway.

A Safety Risk Assessment was conducted at the airport on June 4-5, 2013. This MOS was considered by that panel and, with the proposed changes noted above, the panel determined that the safety risk was acceptable for all of the objects within the OFA, with the exception of the Air Traffic Control Tower. The panel recommended that the tower be relocated as soon as possible, for this reason.

Modification Of Airport Design Standards #4

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NORTHWEST MOUNTAIN REGION
AIRPORT IMPROVEMENT PROGRAM

MODIFICATION OF AIRPORT DESIGN STANDARDS

BACKGROUND		
1. AIRPORT: Friedman Memorial Airport	2. LOCATION(CITY,STATE): Hailey, ID	3. LOC ID: SUN
4. EFFECTED RUNWAY/TAXIWAY: RUNWAY 13-31	5. APPROACH (EACH RUNWAY): RW 13 VISUAL RW 31 NPI	6. AIRPORT REF. CODE (ARC): C-III
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY): Bombardier Q-400 and Gulfstream G-V		
MODIFICATION OF STANDARDS		
8. TITLE OF STANDARD BEING MODIFIED (CITE REFERENCE DOCUMENT): Runway Safety Area (RSA) Grading, Advisory Circular 150/5300-13A, <i>Airport Design</i> (AC 150/5300-13A)		
9. STANDARD/REQUIREMENT: Per Figure 3-23 on page 82 of AC 5300-13, the RSA transverse grades vary from 1.5% to 3% from the edge of runway shoulder down to the edge of the runway safety area.		
10. PROPOSED: Existing transverse grades in the north half of the airport vary from 0% to 1% to remain.		
11. EXPLAIN WHY STANDARD CANNOT BE MET (FAA ORDER 5300.1F): In order to meet the RSA grading standards, approximately 250,000 cubic yards of excavation would be disposed of offsite in addition to approximately 50,000 yards of onsite embankment. The estimated cost of disposing of the material offsite alone is over \$3.7 million dollars. In the mountain environment of Hailey, the project would need to occur in the summer during peak travel times and the airport's single runway would need to be shut down for approximately 90 days to complete the work. The closure of the airport for an extended period of time would have significant negative economic impacts on the community.		
12. DISCUSS VIABLE ALTERNATIVES (FAA ORDER 5300.1F): The airport sponsor has considered two alternatives to meet this standard. Though viable, the first alternative is not seen as practicable due to cost and operational impacts relative to the improvement in safety. 1. Grade the RSA so transverse grades are -1.5% to -3%. <ul style="list-style-type: none"> Requires excavation of over 300,000 cubic yards of material, over 250,000 of which would need to be disposed of off-site. Additional cost of over \$3.7 million to dispose of material off site. Additional cost of \$1.5 million to relocate storm drainage system. Would require runway shut down of up to 90 days during summer months, with a huge negative impact to the airport and local economy. 2. Allow existing grades of 0% to +1% to remain. <ul style="list-style-type: none"> Provides acceptable level of safety, as described below. No operational or cost impacts. 		

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MODIFICATION OF AIRPORT DESIGN STANDARDS

13. STATE WHY MODIFICATION WOULD PROVIDE ACCEPTABLE LEVEL OF SAFETY, ECONOMY, DURABILITY, AND WORKMANSHIP (FAA ORDER 5300.1F):

The following figure shows the areas on the airfield that do not currently meet RSA transverse grading standards. Note that areas where the existing grade is steeper than standard will be filled to provide grades that meet standards.



From AC 150/5300-13A, the purpose of the RSA is to *"enhance the safety of aircraft which undershoot, overrun or veer off the runway, and it provides greater accessibility for fire fighting and rescue equipment during such incidents."* The distance an aircraft departs from the runway is affected by three (3) major elements: weight of the aircraft, speed of the aircraft and RSA gradient. The third variable and the subject of this modification, the RSA gradient, affects the rate at which an aircraft slows after departing the runway. The steeper the gradient the longer it will take for an aircraft to stop. The existing transverse RSA gradients at SUN are flatter than standard; meaning an aircraft would actually come to a stop sooner if all other variables were equal. Paragraph 307 f in AC 5300-13 describes this condition: *"Keeping negative grades to the minimum practicable contributes to the effectiveness of the RSA."* Though flatter than standard, the RSA at SUN is graded smoothly and is capable of safely accommodating an aircraft without damage, in the case of a veer off.

The negative aspect of gradients flatter than standard are the inability to adequately drain the RSA during rainfall events. The existing RSA at SUN drains extremely well, with no accumulation of water. Existing soils are typically poorly-graded gravels (USCS classification GP or GP-GM) that drain very well. The local climate is dry, with an average annual rainfall of only 16 inches. In addition, the runway is equipped with a storm drainage system that collects and removes drainage efficiently. The following table summarizes the design requirements that would be met at SUN:

RSA Requirement	Standard Met
Cleared and Graded	Yes
Drained by grading or storm sewers	Yes
Capable of supporting SRE, ARFF and aircraft	Yes
Free of objects	Yes

As the proposed RSA at SUN will meet the RSA requirements as shown above, the grades flatter than standard will provide an acceptable level of safety and result in significant cost and operational savings.

A Safety Risk Assessment was conducted at the airport on June 4-5, 2013. This MOS was considered by that panel and, due to the dry environment and free-draining soils noted above, the panel determined that there was no risk associated with this proposed MOS.

Modification Of Airport Design Standards #5

U.S. DEPARTMENT OF TRANSPORTATION
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NORTHWEST MOUNTAIN REGION
AIRPORT IMPROVEMENT PROGRAM

MODIFICATION OF AIRPORT DESIGN STANDARDS

BACKGROUND		
1. AIRPORT: Friedman Memorial Airport	2. LOCATION(CITY,STATE): Hailey, ID	3. LOC ID: SUN
4. EFFECTED RUNWAY/TAXIWAY: RUNWAY 13-31	5. APPROACH (EACH RUNWAY): RW 13 VISUAL RW 31 NPI	6. AIRPORT REF. CODE (ARC): C-III
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY): Bombardier Q-400 and Gulfstream G-V		
MODIFICATION OF STANDARDS		
8. TITLE OF STANDARD BEING MODIFIED (CITE REFERENCE DOCUMENT): Runway to Aircraft Parking Area, Advisory Circular 150/5300-13A, <i>Airport Design</i> (Advisory Circular 150/5300-13A)		
9. STANDARD/REQUIREMENT: 500 feet per Table 3-8 on page 94 of AC 150/5300-13A.		
10. PROPOSED: 400 feet		
11. EXPLAIN WHY STANDARD CANNOT BE MET (FAA ORDER 5300.1F): In the airport's current configuration, relocation of aircraft parking area to a separation of 500 feet would either require the reconfiguration of all airfield facilities on the west side of the airport or relocating the runway and Highway 75 to the east to provide the required separation. Neither of these options are seen as practicable and providing a separation of 400 feet between Runway 13-31 and Aircraft Parking will provide an acceptable level of safety, based on the aircraft traffic at the airport.		
12. DISCUSS VIABLE ALTERNATIVES (FAA ORDER 5300.1F): The airport sponsor has considered three alternatives to provide meet or improve compliance with standards at the airport, including Runway to Aircraft Parking Separation. The first two alternatives, though viable, are not practicable, due to cost and environmental impact.		
<ol style="list-style-type: none"> 1. Relocate Terminal and Aircraft Parking To The Southwest – Not Necessary <ul style="list-style-type: none"> • Acquire 30 Acres of land, relocate terminal building and access road, extend utilities and construct 50,000 SY of aircraft parking • Total estimated cost exceeds \$30 million. 2. Relocate Runway and Highway to the East – Not Practicable <ul style="list-style-type: none"> • Requires relocation of approximately 2 miles of State Highway 75 approximately 75 feet to the east. • A large neighborhood exists east of the airport in this location and relocating the highway will greatly increase the environmental impact of the highway on that neighborhood. Idaho Transportation Department has completed an Environmental Impact Statement study for a proposed project on this highway, which identifies the following environmental impacts of the highway in this location, all of which would be exacerbated significantly by relocating the highway as described. Note that an environmental analysis for the proposed action relative to the airport has not been completed – these impacts are identified based on previous studies and would require further evaluation. <ul style="list-style-type: none"> ○ Historical Resources: Relocation of the highway would require removal of a railroad berm that has been identified as a potential historic structure. ○ Noise: The noise levels of a relocated highway may exceed those permitted by Federal Highway Administration guidelines and require mitigation. Mitigation is difficult at this location, due to local ordinances prohibiting construction of noise walls. ○ Environmental Justice: The adjacent neighborhood is high density, with relatively low incomes and a high minority population. Based on these factors, relocating the highway could induce environmental justice impacts. • Costs for relocating the Runway and Highway are estimated to exceed \$119 million. 3. Reconfigure Aircraft Parking to Provide 400 Feet Separation <ul style="list-style-type: none"> • Can be accomplished along with other proposed standards improvements, without additional cost or environmental impact. • Provides acceptable level of safety. 		

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NORTHWEST MOUNTAIN REGION
AIRPORT IMPROVEMENT PROGRAM

MODIFICATION OF AIRPORT DESIGN STANDARDS

13. STATE WHY MODIFICATION WOULD PROVIDE ACCEPTABLE LEVEL OF SAFETY, ECONOMY, DURABILITY, AND WORKMANSHIP (FAA ORDER 5300.1F):

Currently at SUN, multiple aircraft parking areas are located within 500' of the runway centerline including the terminal area parking, located as close as 320' from the runway centerline. The commercial aircraft currently using the terminal area include the Bombardier Q400, the Embraer EMB120 (Brasilia) and the Canadair Regional Jet 700. Various general aviation aircraft including the Gulfstream V and Global Express currently park within 500' of the runway centerline as well. The majority of general aviation aircraft currently park at 400' or greater from runway centerline. The current aircraft parking is shown in the figure below:



According to AC 150/5300-13A Paragraph 321 a (3), "Runway to aircraft parking area separation is determined by the landing and takeoff flight path profiles and physical characteristics of the aircraft. The runway to parking area separation standard precludes any part of a parked aircraft (tail, wingtip, nose, etc.) from being within the ROFA or penetrating the OFZ."

A runway to aircraft parking area separation of 400 feet would preclude any part of a parked aircraft from penetrating the Runway OFA or the Runway OFZ. In addition, a separation of 400 feet would also provide the following benefits:

1. Prevent parked aircraft from penetrating the Runway Primary Surface
2. Prevent parked aircraft from penetrating the Runway Transitional Surface
3. Prevent parked aircraft from penetrating the Taxiway OFA

As the proposed aircraft parking configuration would meet the intent of the standard as stated in AC 150/5300-13A, the level of safety is deemed to be acceptable.

A Safety Risk Assessment was conducted at the airport on June 4-5, 2013. This MOS was considered by that panel and, as the proposed aircraft parking configuration met the intent of the standard, the panel determined that the risk associated with this proposed MOS was acceptable.

Modification Of Airport Design Standards #8

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NORTHWEST MOUNTAIN REGION
AIRPORT IMPROVEMENT PROGRAM

MODIFICATION OF AIRPORT DESIGN STANDARDS

BACKGROUND		
1. AIRPORT: Friedman Memorial Airport	2. LOCATION(CITY,STATE): Hailey, ID	3. LOC ID: SUN
4. EFFECTED RUNWAY/TAXIWAY: TAXIWAY B	5. APPROACH (EACH RUNWAY): RW 13 VISUAL RW 31 NPI	6. AIRPORT REF. CODE (ARC): C-III
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY): Bombardier Q-400 and Gulfstream G-V		
MODIFICATION OF STANDARDS		
8. TITLE OF STANDARD BEING MODIFIED (CITE REFERENCE DOCUMENT): Parallel Taxiway Width, Advisory Circular 150/5300-13A, <i>Airport Design</i>		
9. STANDARD/REQUIREMENT: 75 feet width for Q400 aircraft (Taxiway Design Group 5).		
10. PROPOSED: 50 feet, plus 10 feet paved shoulders.		
11. EXPLAIN WHY STANDARD CANNOT BE MET (FAA ORDER 5300.1F): In a separate modification request, the airport proposes relocating Taxiway B to 320 feet separation from Runway 13-31. This is the maximum separation that can be attained at the existing airport, based on current aircraft traffic and the location of existing facilities. At this separation, with a 75-foot taxiway width, it is possible for the wingtip of an aircraft at the edge of the taxiway to penetrate the Runway Safety Area.		
12. DISCUSS VIABLE ALTERNATIVES (FAA ORDER 5300.1F): The airport sponsors have considered two alternatives for Taxiway Width on Taxiway B. Though both are viable, the first is not seen as practicable, due to the high costs and impacts. The second alternative is much more cost effective and still provides appropriate safety margins for the limited number of Taxiway Design Group 5 (TDG 5) aircraft that use the airport.		
1. Provide full 75' taxiway width. <ul style="list-style-type: none"> • In order to ensure that no part of any aircraft on the parallel taxiway would penetrate the RSA, a minimum Runway to Parallel Taxiway separation of 329' would be required. This in turn would require removal/relocation of 6 private hangars (1 of which is multi-unit condo hangars) on the north end of the airfield along with relocation of the FBO access at the south end of the airfield. • Several businesses northwest of the airport outside of the existing property boundary would need to be acquired and removed. • The estimated cost of removing the hangars and reconfiguring the FBO is at least \$8.5 million. The estimated cost of acquiring the land northwest of the airport is \$2.5 million, for a total cost in excess of \$11 million. 2. Provide 50' taxiway width, with 10' paved shoulders. <ul style="list-style-type: none"> • Prevents any penetration of RSA by any part of aircraft taxiing on the parallel taxiway. • Provides adequate Taxiway Edge Safety margin for Q400 aircraft, the only TDG 5 aircraft that currently use the airfield. 		

U.S. DEPARTMENT OF TRANSPORTATION
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NORTHWEST MOUNTAIN REGION
AIRPORT IMPROVEMENT PROGRAM

MODIFICATION OF AIRPORT DESIGN STANDARDS

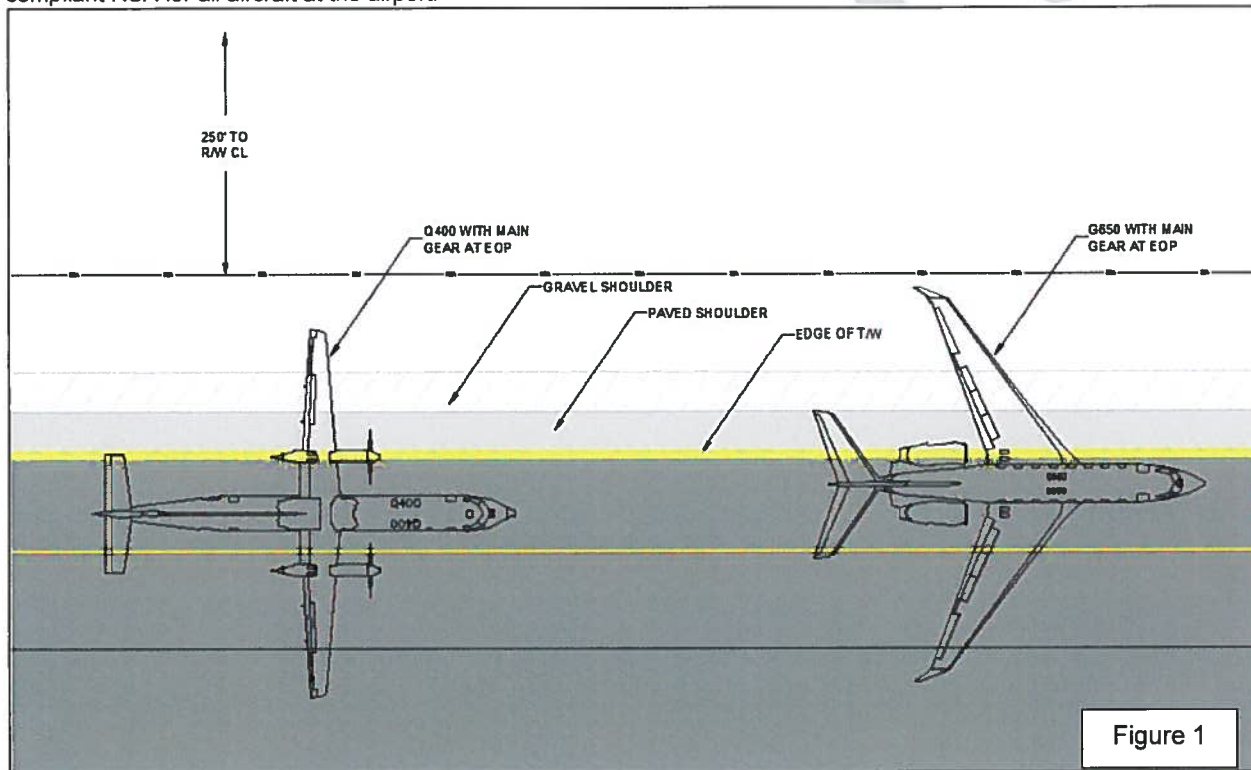
13. STATE WHY MODIFICATION WOULD PROVIDE ACCEPTABLE LEVEL OF SAFETY, ECONOMY, DURABILITY, AND WORKMANSHIP (FAA ORDER 5300.1F):

The Bombardier Q400 measures 45.7' from cockpit to main gear and has a main gear width of 31.4'. Entering Figure 4-1 in AC 150/5300-13A, the Taxiway Design Group (TDG) for this aircraft is in the lower limits of TDG 5. All other aircraft traffic at the airport falls in TDG 3 or lower. The Q400 is operated at SUN by Horizon Air with a current maximum of 4 operations per day. The required taxiway width for TDG 5 is 75' (AC 150/5300-13A, Table 4-2).

The aircraft with the largest wingspan that currently operates at the airport is the Gulfstream G650, with a wingspan of 99.6' and main gear width of 16.9'. At the proposed Runway-Parallel Taxiway Separation of 320' and with a taxiway width of 75', the tip of the G650 wing would penetrate the RSA by over nearly nine feet, assuming the main gear are at the edge of the taxiway. Protection of the RSA is a higher priority than taxiway width.

According to Table 4-2 in AC 150/5300-13A, the required Taxiway Edge Safety Margin for TDG 5 is 15'. In order to provide this Taxiway Edge Safety Margin for the Q400, the required taxiway width would be $31.4' + 2(15') = 61.4'$. At this taxiway width, the tip of a G650 wing would still penetrate the RSA.

The proposed taxiway width of 50' will prevent any part of any aircraft that currently uses the airport from penetrating the RSA, as shown in Figure 1. Providing 10' paved shoulders, constructed to accommodate limited passes of the Q400 will provide a Taxiway Edge Safety Margin of at least 19.3' in all straight portions of the parallel taxiway. Intersections and fillets will be designed for TDG 5, which will provide a minimum Taxiway Edge Safety Margin of approximately 22.2'. With these Taxiway Edge Safety Margins, this taxiway width will provide a safe taxiing environment for the Q400, while providing a compliant RSA for all aircraft at the airport.



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
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AIRPORT IMPROVEMENT PROGRAM

MODIFICATION OF AIRPORT DESIGN STANDARDS

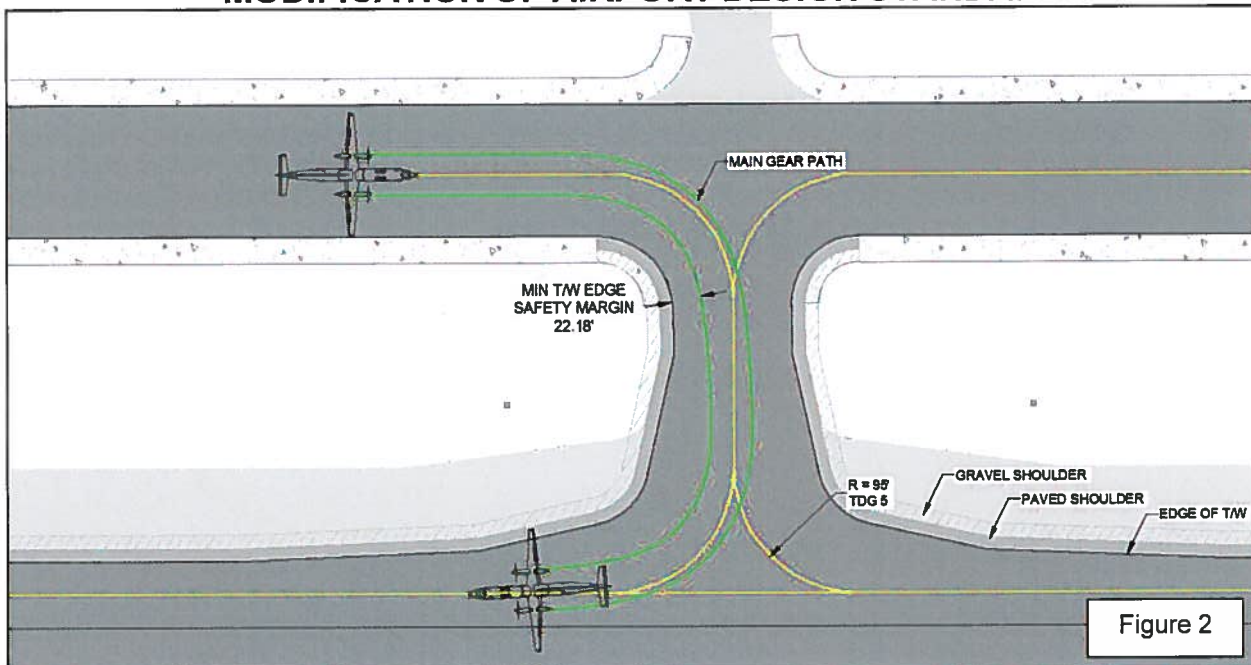


Figure 2

This MOS is based on the current fleet of all available aircraft and the airport's published pavement strength. The current published pavement strength for the airport is 95,000 lbs. Based on the current fleet of all available aircraft, there are no aircraft with wingspans greater than 100' that weigh less than 95,000 lbs. Should an aircraft with wingspan greater than 100' but takeoff weight less than the airport's published pavement strength enter the fleet, this MOS will be reconsidered to ensure that the RSA is protected at all times.



Work Order 13-06

Friedman Memorial Airport (SUN)

Hailey, Idaho

RSA Improvements, Phase 1

This Work Order shall be attached to, made a part of, and incorporated by reference into a Master Professional Services Agreement between the Friedman Memorial Airport Authority and T-O Engineers, Inc., dated February 1, 2013.

SCOPE OF WORK

The Scope of Work, dated June 26, 2013 for this effort is attached as Exhibit A. This document describes the anticipated work effort and schedule in detail.

FEES

Fees for services provided under this Work Order will be determined and billed as follows:

- Phases 1-4, Lump Sum Method:
- Phases 5-8, Time and Materials Method:
- **Total Fee:**

Fees for the phases of work will be calculated with the methods listed above, as defined in the Agreement. Fees have been calculated using Consultant's current Fee Schedule. A detailed Fee Proposal, dated June 26, 2013 is attached as Exhibit B.



IN WITNESS WHEREOF, Client and Consultant have made and executed this WORK ORDER 13-04 to the AGREEMENT the day and year first above written.

FOR: FRIEDMAN MEMORIAL AIRPORT AUTHORITY

By: _____
Title: _____
Date: _____

FOR: T-O ENGINEERS, INC.

By:  _____
David A. Mitchell, P.E.
Title: Aviation Services Manager/Vice President
Date: June 26, 2013



WORK ORDER 13-06

EXHIBIT A

Friedman Memorial Airport (SUN)

Hailey, Idaho

RSA Improvements - Phase 1

Relocate South Hangar Taxilane, Overlay Aircraft Parking Apron and Modify Airfield Perimeter Fencing

This Work Order 13-06 shall be attached to, made a part of, and incorporated by reference into the above Agreement. Proposed project work is to include the following generally described physical improvements to Airport Facilities:

1. Relocate the South Hangar Taxilane to provide access to these hangars. The current access will be removed during construction of future RSA improvements.
2. Overlay a portion of existing GA aircraft parking apron to strengthen the pavement and accommodate larger aircraft displaced by RSA improvements.
3. Modify the existing airfield perimeter fence to make it frangible along the curved portion of the fence at the northeastern boundary of the airfield.
4. Remove an existing above ground propane tank and install a new, underground tank adjacent to the airport's Air Traffic Control Tower.

INTRODUCTION:

The Friedman Memorial Airport is located in Hailey, Idaho. This airport serves the Wood River Valley region of Idaho, including the Sun Valley resort area. The Airport is currently served by two commercial service air carriers: SkyWest and Horizon Air. A large number of corporate jets and other general aviation aircraft also use the airfield for business, recreation and travel to and from the large number of second homes in the area. The Friedman Memorial Airport Authority (FMAA) governs and manages the airport under a joint powers agreement between the City of Hailey and Blaine County, who co-sponsor the airport.

The airport does not meet current FAA design standards in several critical areas. Traffic by aircraft such as the Bombardier Q400, operated by Horizon Air, and several models of large GA aircraft (e.g., Gulfstream G-V and Bombardier Global Express) dictates that the Runway Design Code for the airport is C-III. Due to the geometry and spatial limitations of the existing site, the airport does not meet standards for many criteria, most critically the Runway Safety Area (RSA).

Until recently, the planned solution was to relocate the airport to a new site south of the existing airport and away from the valley cities. The FAA was conducting an Environmental Impact Statement (EIS) study for a new location until the decision was made to suspend the study in August 2011, due to financial and environmental concerns with the final two sites under consideration.



FMAA recently completed a Technical Analysis of available alternatives for improving the airport to meet standards where practical and to identify required Modifications of Standards, where standards cannot be met. This analysis identified seven alternative airport configurations and the costs and possible environmental impacts associated with each. Upon review of the Analysis, the conclusion of the community and the FAA was that Alternative 6 would be pursued, with additional future planning to consider elements of Alternative 7 that are necessary to accommodate airport uses displaced by construction of Alternative 6. A graphic of Alternative 6 is attached.

Alternative 6 identifies projects within the existing perimeter fence at SUN that will accomplish the following:

1. Full compliance with C-III RSA dimensions.
2. Minimum runway to parallel taxiway separation of 320'.
3. All aircraft parking outside of the Runway OFA.

In order to accomplish this, a large amount of construction must be done, including relocation and extension of the primary parallel taxiway on the west side of Runway 13/31 (Taxiway B), removal of a secondary parallel taxiway on the east side of the runway (Taxiway A), relocation of multiple hangars and various other improvements. All of these improvements must be completed prior to December 31, 2015. By Congressional mandate, all commercial service airports must have compliant Runway Safety Areas by that date.

The airport is currently completing a project formulation study that will evaluate all of the necessary improvements identified in the Alternative 6 graphic. It is important that a portion of the work be accomplished during 2013, therefore the airport has identified the work described in this Work Order for completion this year. The preferred alternative for the work area in this project has been identified and developed as part of this formulation study.

PROJECT APPROACH:

This project includes elements which represent the first step toward a Runway Safety Area at the airport that complies with FAA RSA standards. In order to provide a compliant RSA, Taxiway B must be relocated 70 feet to the west. In order to clear the way for the relocation of Taxiway B, multiple other operational areas must be relocated, as well. One of these areas is the taxilane serving the south hangar complex. When Taxiway B is relocated, the existing taxilane serving these hangars will not be accessible, therefore the access taxilane must be relocated to the west end of the hangars. Various utilities must be relocated and a minor realignment of the airport access road in that area will also be necessary to provide adequate access for the relocated taxilane. Additionally, modifications to the perimeter fence, including the installation of two new access gates will be required.

The GA aircraft parking apron adjacent to this taxilane is designed for small aircraft only. After Taxiway B is relocated, a portion of the available large aircraft parking at the airport will be displaced. A large area of the GA apron will be overlaid to strengthen the pavement in order to accommodate these larger aircraft.

The project also includes modifications to the existing airfield perimeter fence. The existing perimeter fencing along the entire eastern boundary and northern boundary is inside the runway OFA. All or some of this portion of the fence will be replaced with frangible fencing.



Finally, an above ground propane tank is located adjacent to the Air Traffic Control Tower to fuel the back-up generator for the tower. This tank is located within the Runway Object Free Area and must be replaced with an underground tank, for safety reasons.

It is anticipated that AIP will fund 93.75% of eligible project costs. (Match for small hub and non-hub airports in Idaho is 93.75%.) Friedman Memorial Airport will provide all other required funds. The estimated total construction budget for the work items is approximately \$1,800,000.

Professional services to be provided shall include all phases of the project, including design, bidding construction, closeout and grant administration.

Design professional services to be provided shall include incidental planning, civil design, grant administration, preliminary design, final design, and the overall coordination of all phases of the project with the Owner and the FAA. Design Services and associated expenses (Phases 1-4 below) will be provided on a lump sum basis. Basic planning for this design was completed under the Formulation Study mentioned above.

Construction Services provided under this Work Order will include bidding, construction, closeout and additional services necessary to complete the project. Construction services and associated expenses (Phases 5-8 below) will be provided on a time and materials basis.

Professional services anticipated include services necessary to accomplish the following:

- Contract Administration
- Planning and Formulation
- Preliminary Design
- Final Design
- Project bidding assistance and administration
- Grant administration
- Construction inspection
- Closeout
- Coordination of all phases of the Project with the Owner and the FAA.

CONTRACTS AND BIDDING:

The bidding and construction documents will be structured to allow flexibility in award, depending on available funding. The project will be bid with three schedules. The schedules are described as follows:

- South Hangar Taxiway Relocation
- Apron Overlay
- Airfield Fencing

After bids are opened, Engineer and Owner will discuss possible award options. If adequate funds are available from all sources, all work will be awarded. Award of all elements may not be possible. This Work Order does not include any services related to repackaging or re-bidding work elements at a later date. If such services are necessary, they will be added by amendment or considered an additional service to this agreement.

It is anticipated that a portion of the project will not be completed during the fall of 2013, due to weather limitations. Most likely, the apron overlay and possibly paving of the taxiway will be delayed until Spring 2014.



AVAILABLE INFORMATION:

- Previous Airport Layout Plan (ALP) drawings, most recently updated by T-O Engineers in 2010.
- Design, construction and as-constructed drawings, survey data and geotechnical information from AIP 3-16-0016-007 through '036 projects, prepared by Toothman-Orton Engineering Co. (now T-O Engineers).
- 2012 Technical Analysis, prepared by T-O Engineers.
- Preferred taxilane alternative developed under a separate Project Formulation effort (see attached graphic).



SCOPE OF PROFESSIONAL SERVICES

PHASE 1 - CONTRACT ADMINISTRATION

During the course of the Project the following general administrative services shall be provided.

- 1.1 Coordinate with Owner to evaluate scope, budget and approach to project. Travel to and meet with the Airport to discuss the project scope and approach.
- 1.2 Prepare a Work Order specifically addressing this project. The Work Order shall include a detailed Scope of Professional Services narrative. Review the Scope with Owner and FAA and modify as necessary, based on comments received. The Work Order shall also include a detailed cost proposal based on estimates of professional service man hours, hourly rates and lump sum costs required to accomplish the design development and construction administration of the work.
- 1.3 Provide Scope of Work and blank cost proposal spreadsheet to Owner for use in obtaining an Independent Fee Estimator for review. One teleconference is anticipated to describe and discuss the project scope.
- 1.4 Advise and coordinate with Owner and FAA through the Phase 1 tasks.
- 1.5 Project management and administration to include monthly cost accounting and budget analysis, invoicing and monitoring of project progress.

PHASE 2 - PLANNING AND FORMULATION

The following Consultant tasks shall be considered planning and formulation relative to this project:

- 2.1 Prepare for and participate in a pre-design conference with FAA personnel and the Owner. This conference shall be conducted according to current guidance from the FAA Northwest Mountain Region. The conference will take place via conference call. After the meeting, prepare notes to document what was discussed.
- 2.2 Utilize topographic survey gathered in May of 2013 to design the project. Engineer shall analyze the data and prepare base drawings and digital terrain models for use in the analysis and design. Base drawings shall include all topographic information plus known underground utilities, structures, NAVAIDs, etc.
- 2.3 Coordinate with survey subconsultant to perform survey and confirm property line boundaries, fence alignments and public right of way along airport way on west side of the airport. A qualified survey subconsultant will collect the required data for the project (see Phase 8). After data has been collected, Engineer shall analyze and incorporate the data into the project base map for use in subsequent phases of the project.
- 2.4 Determine geotechnical information required to design the project and prepare a scope of geotechnical services. A qualified geotechnical subconsultant will collect the required data for the project (see Phase 8). After data has been collected, Engineer shall analyze and summarize the data for use in subsequent phases of the project.



- 2.5 Determine electrical requirements necessary for the automatic vehicle gates, included in this project, and prepare a scope of electrical services. A qualified electrical engineer subconsultant will collect the required data for the project (see Phase 8).
- 2.6 Refine the taxilane geometry prepared during the previous project formulation effort. This will consist of checking the proposed horizontal geometry, profile and connections to existing hangar access pavements. (Complete topographic survey information was not available during the formulation effort, therefore assumptions, especially regarding vertical design, must be verified as part of this task.)
- 2.7 Evaluate pavement overlay for the southern two-thirds of the GA Apron, from the east-west grade break line to the south. Determine the required vehicle access and parking associated with this apron, and the final geometry for expansion to the west. Include work to coordinate with airport to develop estimated fleet mix for pavement strength calculations and evaluation of existing drainage features.
- 2.8 Prepare a preliminary design of the realigned access road, including modifications to existing landscape berms between the airport and the adjacent Broadford Highlands neighborhood. Coordinate this preliminary design with the City of Hailey and modify, based on comments received.
- 2.9 Prepare a preliminary design of the perimeter fence and gates in the taxilane area, considering security and vehicle access to both the GA apron and the taxilane area.
- 2.10 Determine a construction phasing strategy that will allow completion of the project with a minimum impact to aircraft operations and general public vehicle access. Due to the location of the proposed improvements, it is not anticipated that a complex phasing strategy will be necessary.
- 2.11 Coordinate replacement of the above ground propane tank with an underground tank. It is anticipated this work will be designed and constructed by the local propane utility.
- 2.12 Prepare FAA Form 7460-1, Notice of Construction for the project improvements.
- 2.13 Identify utilities that must be relocated and coordinate with various public utilities responsible. It is anticipated that this will include water, sewer, power, natural gas and telephone. Water and sewer relocations will be completed as part of this project. Power, natural gas and telephone relocations will be completed by the respective utilities (see Phase 8).
- 2.14 Identify areas of fence that require modification and prepare preliminary design of those modifications. Check the fence location relative to the airport property line, using survey data collected by a qualified subconsultant. Discuss alternatives for making the fence frangible with Staff and FAA.
- 2.15 Prepare preliminary opinions of construction cost and construction time required to complete construction of the various elements of the project. Summarize and submit to Owner and FAA for review and discussion.



- 2.16 Coordinate with the Owner and FAA during this phase of the project. This will include one meeting in Hailey with the Airport Staff to discuss the preliminary design drawings and refine the project approach, schedule, phasing and budget.
- 2.17 Coordinate internally with T-O staff during this phase of the project to discuss key aspects of the design.

PHASE 3 - PRELIMINARY DESIGN

The preliminary design services shall commence upon completion of Phase 2 tasks. Preliminary design phase services shall include:

- 3.1 Prepare a preliminary design of the taxilane and other project elements, including final horizontal geometry, profile(s) and grading.
- 3.2 Based on aircraft traffic in the south hangar area, design a recommended pavement section. Design analysis shall be based on the current version of FAA AC 150/5320-6 as well as other FAA design procedures considered to be applicable, i.e., layered elastic design. Prepare a report for inclusion in the Engineer's Design Report. Prepare a separate pavement design for the overlay of the GA apron, based upon the estimated fleet mix (larger aircraft) anticipated to utilize the apron.
- 3.3 Prepare a preliminary surface and subsurface drainage design for disposal of storm drainage from the new taxilane, extended GA Apron, and realigned access road pavement. It is not anticipated that any of the existing drainage basins will be useable without extensive modification following construction of the new pavement. It is assumed that storm water will be disposed of in drywells, with pretreatment in grassy swales. Prepare a report for inclusion in the Engineer's Design Report.
- 3.4 Prepare a preliminary design of water line relocation, including at least four fire hydrants. Water line shall be designed to City of Hailey requirements. Submit design to City for review.
- 3.5 Prepare a preliminary design of sewer line relocation. Sewer line shall be designed to City of Hailey requirements. Submit design to City for review.
- 3.6 Develop an erosion and sediment control plan for the project, to be included in the bidding and construction drawings. This plan shall apply approved Best Management Practices for the State of Idaho.
- 3.7 Develop a pavement marking plan.
- 3.8 Develop fencing plans for both the frangible fence and the perimeter fence modifications and gates at the taxilane area. Include appropriate details for all elements of the fence and gates.
- 3.9 Prepare preliminary construction specifications and bid documents. Specifications shall be based on the current version of FAA AC 150/5370-10 and current regional notices. Bid documents shall include Notice Inviting Bids, Bid Schedules, Agreement, forms and other contract documents and "boiler plate" items necessary to solicit bids and execute contracts following award.
- 3.10 Prepare a preliminary design and construction plan set to a completion level of approximately 75%. The anticipated number of sheets in this submittal is 24. Submit two sets to Owner for review and comment. Meet with Owner to review the plans and obtain additional direction for completion of the design and construction plans. This meeting will be held in Hailey with two members of the project team in attendance.



- 3.11 Revise preliminary cost estimates, based on preliminary design.
- 3.12 Coordinate internally with T-O staff during this phase of the project to discuss key aspects of the design.
- 3.13 Coordinate with the Owner and FAA during this phase of the project.
- 3.14 Travel time required for Phase 3 tasks. Anticipate 1 round trip with two members of the project team.

PHASE 4 - FINAL DESIGN

The Final Design phase shall include the preparation of detailed construction plans and specifications, required design report, cost estimates, bid and contract documents suitable for obtaining competitive bids for construction of improvements. Final Design Services shall include the following work tasks:

- 4.1 Finalize taxilane, GA Apron Overlay, and fence designs.
- 4.2 Finalize water line design.
- 4.3 Finalize sewer line design.
- 4.4 Prepare final design and construction plans, including a Construction Sequence and Safety Plan.
- 4.5 Prepare final construction specifications and bid documents based on the current version of FAA AC 150/5370-10 "Standards for Specifying Construction on Airports", including regional Notices published by the FAA Seattle Airports Districts Office.
- 4.6 Prepare a final engineer's opinion of probable construct cost, based on the final design.
- 4.7 Prepare a stand-alone Construction Safety and Project Phasing plan for submittal to the FAA for review.
- 4.8 Prepare the Engineer's Design Report including plan review checklists in conformance with FAA guidelines.
- 4.9 Submit final design drawings (estimate 24 sheets), specifications and design report Owner and FAA for final review and comment. An on-site design review meeting is not anticipated. Comments will be discussed via telephone and email.
- 4.10 Revise drawings and specifications based on final review comments and prepare 100% (bid set) documents. Submit up to three complete sets of final documents to Owner and one set of final documents to the FAA.
- 4.11 Coordinate internally with T-O staff during this phase of the project to discuss key aspects of the design.
- 4.12 Coordinate with the Owner and FAA during this phase of the project. On-site meetings are not anticipated during this phase.

PHASE 5 - BIDDING

Assist the Owner in the competitive sealed bid and contractor selection process. Prepare and process contract award and construction agreement documents for the Owner. Bidding phase services shall include the following tasks:

- 5.1 Administer the public bid advertisement process including bid document reproduction and distribution of documents to plan rooms, contractors and suppliers. Prepare advertisement(s) for



the project and submit to appropriate newspaper(s) for publication. Maintain a "bidders list" and distribute plans as requested. Assist Owner in promoting bidder interest in an appropriate geographic area for project work tasks.

- 5.2 Prepare a detailed Pre-Bid Conference agenda and conduct a Pre-Bid Conference to familiarize bidders and interested parties with the construction project scope and requirements. Prepare and issue minutes of the conference after the meeting. The meeting will be held at the Airport. It is assumed the Project Manager and one additional staff member will attend the Pre-Bid Conference.
- 5.3 Respond to questions that arise during the Contractors' bid preparation process. Issue addenda or other clarifications as required.
- 5.4 Assist the Owner in preparation for the project Bid Opening as required, including preparation of a Project Bid Summary form. It is anticipated that the Consultant will attend and conduct the Bid Opening in Hailey. After opening bids, Consultant will take copies back to Boise office, to evaluate the qualifications of bidders and responsiveness to bidding criteria, including compliance with Buy American requirements.
- 5.5 Prepare a detailed Bid Tabulation documenting bid results and submit to Owner and FAA.
- 5.6 Assist the Owner with review and analysis of bids received, in accordance with Program Guidance Letter 12-03. Provide Engineer's recommendation of award letter to Owner.
- 5.7 Prepare and distribute Notice of Award, Construction Agreement and other contract documents. Review Construction Agreement, bonds and insurance documents submitted by Contractor, and assist Owner and Contractor in processing documents for the project.
- 5.8 Coordinate with FAA and Owner throughout the bid and award process. Submit bid documentation including copies of all executed contract documents as required by the FAA.
- 5.9 Travel time for Consultant personnel associated with tasks listed in Phase 5. Anticipate 2 round trips.

PHASE 6 - CONSTRUCTION

During the construction phase, the Consultant shall administer all aspects of the construction contract over which the Consultant can be expected to have realistic control in order to assist the Owner in monitoring and documenting the construction process for design compliance, quality assurance, and cost control. Time for construction phase services assumes completion of the project in two distinct phases: the first in Fall 2013, which will include utility and roadway relocations, fencing modifications, demolition, earthwork, base course construction and some paving; the second phase will be completed in Spring 2014 and will include completion of paving, including the overlay. This project assumes working 5 days per week at 10 hours per day. Any construction time overruns may require additional Consultant time and associated fees. These additional fees will be negotiated by addendum to this Work Order. Construction phase services shall more specifically include the following work tasks:



- 6.1 Provide pre-construction coordination; prepare a detailed Pre-Construction Conference agenda and displays; conduct a Pre-Construction Conference on behalf of the Owner in Hailey, and prepare and issue minutes of the Pre-Construction Conference; advise the FAA of Pre-Construction Conference dates and include FAA items in conference agenda. Complete FAA Pre-Construction conference checklist.
- 6.2 Prepare a construction management plan for the project, in accordance with FAA guidance.
- 6.3 Review, comment, and process Contractors' material submittals (including review of compliance with Buy American requirements), particularly Work Schedule, Operational Safety Plan, and Quality Control Plan. Assist Contractor as required, clarifying specification and documenting submittal requirements. Coordinate construction activity schedule with Owner.
- 6.4 Provide at least one experienced Resident Project Representative to monitor and document construction activities, conformance with schedules, plans and specifications; review and document construction quantities; document significant conversations, situations, events or changed conditions; document input or visits from local authorities and officials; prepare and submit routine inspection reports; and maintain a project diary. During paving operations, an additional experienced staff member will also be onsite. It is assumed paving operations with test strip will last 8 days.
- 6.5 Organize and conduct weekly construction meetings with Owner, Contractor and others as appropriate. Contractor's schedule review and work progress will be discussed at all meetings. The Resident Project Representative will hold these meetings on or near the construction site at the airport. Project Manager will also attend weekly meetings. Anticipate 11 total meetings during project duration.
- 6.6 Provide office administration support and assistance to the Resident Project Representative with senior design, management or other personnel as field activities may require.
- 6.7 Review and approve Contractor monthly Pay Requests. Submit approved pay requests to the Owner for approval and payment.
- 6.8 Monitor and coordinate Contractor Quality Control Program pursuant to current FAA specifications for Quality Control and Quality Assurance. This will include all required Quality Assurance testing, to be performed by a qualified testing laboratory.
- 6.9 Conduct Substantial Completion and Final Completion Inspections with the Owner and Contractor. Advise and coordinate with FAA of inspection dates. Produce substantial and final completion inspection certificates and document "punch list" items. It is anticipated that senior design or management personnel will attend either the Substantial Completion or Final Inspection at the Airport.
- 6.10 Assist Owner with review of Contractor Wage and EEO documentation review.
- 6.11 Prepare, negotiate and process Contract Change Orders/Supplemental Agreements, as required. Man-hour estimates and costs are to be based on normal construction events as experienced by the Consultant for projects of this type and size.



- 6.12 Coordinate with Owner and FAA throughout the construction process. Submit required construction documentation, including weekly activity report forms, mix designs, change orders, etc. Coordinate with Owner and FAA verbally concerning change orders, as required.
- 6.13 Travel time for Consultant personnel associated with tasks listed in Phase 6.

PHASE 7 – CLOSEOUT/DOCUMENTATION

Phase 7 shall consist of project closeout and documentation services. Operational phase services shall include the following tasks:

- 7.1 Prepare As-Constructed Revisions to Design and Construction Drawings for project improvements. Provide Owner with copies of Record Drawings, including two electronic copies – one for Owner and one to be submitted to the FAA.
- 7.2 Prepare an As-Constructed Airport Layout Plan (ALP) to document improvements, if necessary. A current effort to update the ALP is under way and, if timing allows for as-constructed improvements from this project to be included in that update, this task will not be necessary.
- 7.3 Document the Project work and accomplishments in a Final Construction Report in accordance with FAA guidelines.
- 7.4 Coordinate with Contractors on Owner's behalf to obtain lien releases from subcontractors and Prime Contractor in preparation to making final payment. Coordinate with Contractors, Owner and the Idaho State Tax Commission to obtain a tax release prior to releasing any retainage.
- 7.5 Assist Owner with overall budget status analysis and reports, closeout documentation review, and coordination with the FAA, as requested by the Owner. Assist in preparation of required project certifications.

PHASE 8 – ADDITIONAL SERVICES

Consultant shall provide the following services as "Additional Services":

- 8.1 Assist the Owner with Grant Administration tasks.
 - 8.1.1 Prepare a Grant Application for submittal to FAA. Update the Grant Application for FAA-AIP funding assistance based on project bid results. Assist Owner in coordination of Grant Application submittal and process.
 - 8.1.2 Assist the Owner to prepare and process required certifications for submittal to the FAA.
 - 8.1.3 Provide periodic project budget updates to Owner during prosecution of the work.
- 8.2 Assist the Owner with preparation of three-year Disadvantaged Business Enterprise (DBE) goals, in accordance with Federal requirements. These goals will address this project for 2013 plus the construction project anticipated for 2014. Additional DBE services to be provided shall include annual reporting for FY 2013 and 2014.



- 8.3 Provide geotechnical services required for the project. These services are anticipated to be performed by a qualified subconsultant and will include services in the following areas:
- 8.3.1 Design: Collect geotechnical information necessary to design the project. Consultant's services for this task will include coordination with the Owner and subconsultant during the course of the data collection, along with escorting the subconsultant on site during collection of samples. Geotechnical investigation is expected to include four test holes and two pavement borings.
 - 8.3.2 Construction: Provide testing necessary for quality assurance testing during construction. Consultant's services will include coordination with the subconsultant to ensure that appropriate testing is completed.
- 8.4 Provide surveying services for the project, to include property line research and survey along the north and east airport property boundaries to verify that the location of the frangible fence, and along western boundary to confirm property line, fence line and public right of way adjacent to project limits. Also included will be survey and preparation of utility easements for relocated underground utilities (five total). Survey services will be performed by a qualified subconsultant. Consultant's services during this task will include coordination with the Owner and subconsultant.
- 8.5 Electrical Service Requirements: Coordinate electrical service requirements for new automatic access vehicle gate locations. Electrical services will be performed by a qualified subconsultant. Consultant's services during this task will include coordination with the Owner and subconsultant.
- 8.6 Environmental Coordination: Coordinate environmental clearance for the project with the FAA. It is assumed that this project will be categorically excluded from further environmental study and that no checklist or other documentation is required. Prepare and submit the FAA Northwest Mountain Region's Categorical Exclusion Checklist.
- 8.7 Assist and coordinate with independent auditors in locating appropriate documents for performing A-133 annual audit. In addition to finding appropriate project files, answer questions concerning Contractors wage rates and interview forms as required.
- 8.8 Assist the owner in coordinating the relocation of multiple underground utilities within the project limits. Work effort will include coordination with Idaho Power, City of Hailey, Intermountain Gas and Qwest Communications. It is anticipated that the Airport will contract directly with Idaho Power and Qwest Communications to relocate their services prior to the construction.
- 8.9 Assist the Owner with preparation of a Notice of Intent to be filed for the project Storm Water Pollution Prevention Plan (SWPPP). The Contractor will be responsible to file a separate Notice of Intent and comply with the SWPPP as shown in the plans. Consultant shall monitor the Contractor's performance of these tasks throughout construction.



PROJECT SCHEDULE

The following dates summarize the target completion of significant project tasks.

ACTIVITY	COMPLETION
Submit Draft Scope and Fee to Owner and FAA	June 25, 2013
Complete Independent Fee Estimate Review	July 1, 2013
Work Order Negotiation Complete	July 2, 2013
Initiate Design	July 2, 2013
Preliminary Design – Complete	July 15, 2013
Final Design – Complete	August 7, 2013
Advertise Project	July 25, 2013
Bid Opening	August 25, 2013
Award Project	August 30, 2013
Pre-Construction Conference/NTP	September 3, 2013
2013 Construction	September 3, 2013 – November 1, 2013
2014 Construction	May 2014
Closeout	June 2014

Dates are subject to change, based on grant timing, weather and the needs of the Owner.



South Hangar Taxilane



9777 CHINDEN BOULEVARD
BOISE, IDAHO 83714-2008
PHONE: (208) 323-2288 FAX: (208) 323-2395
EFILE: I:\Model\IC_BM_PR Opt.8 DATE: MAY 2013 JOB: 130005

Friedman Memorial Airport Rates & Charges Schedule 10/01/13 - 09/30/14					
Description	Billing Cycle/ Unit	Current Rate	Proposed Rate	Rate Established/ Revised	Approved/ Not Approved
Auto Parking - Passenger Terminal					
0 to 1/2 Hr.	Hour	\$0.00	No Change	06/05/02	
1/2 Hr. - 1 1/2 Hrs.	Hour	\$2.00	No Change	06/05/02	
1 1/2 Hrs. - 2 Hrs.	Hour	\$3.00	No Change	08/03/04	
2 Hrs. to 2 1/2 Hrs.	Hour	\$4.00	No Change	08/03/04	
2 1/2 Hrs. - 3 Hrs.	Hour	\$5.00	No Change	08/03/04	
3 Hrs. - 24 Hrs.	Hour	\$8.00	No Change	08/03/10	
Monthly - Lower Lot (prearranged)	Monthly	\$130.00	No Change	08/01/06	
Auto Parking - Auto Rental Overflow					
SW Terminal & Former Access Rd.					
Prearranged	Monthly	\$1,500.00	No Change	08/03/10	
Prearranged	Annual	\$10,000.00	No Change	08/01/06	
Advertising - Passenger Terminal					
Framed Poster 2 x 3					
Premier Location	Annual	\$2,400.00	No Change	08/03/10	
Superior Location	Annual	\$2,100.00	No Change	08/03/10	
Standard Location	Annual	\$1,800.00	No Change	08/01/06	
Basic Location	Annual	\$1,200.00	No Change	08/03/10	
Budget Location	Annual	\$900.00	No Change	08/03/10	
Wall Display					
Small	Annual	\$3,600.00	No Change	08/03/10	
Large	Annual	\$4,800.00	No Change	08/03/10	
Premium Floor Display Case	Annual	\$6,000.00	No Change	08/03/10	
Courtesy Phones					
8"x10"	Annual	\$450.00	No Change	08/01/06	
8" x 21 1/2"	Annual	\$900.00	No Change	08/01/06	
24" x 24"	Annual	\$1,200.00	No Change	08/03/10	
26" x 57"	Annual	\$1,920.00	No Change	08/03/10	
Brochure Rack					
Self-Stocked	Annual	\$120.00	No Change	08/03/10	
Self-Stocked	Monthly	\$15.00	No Change	08/03/10	
Full-Service	Annual	\$300.00	No Change	08/01/06	
Discount Organizations					
Non-Profit	Monthly	50% Discount	No Change	08/03/10	
Ad Agency	Monthly	15% Discount	No Change	08/03/10	
Ground Transportation Service Providers					
Application Processing Fee	Annual	\$200.00	No Change	08/01/06	
Vehicle Permit (15 or less passengers)	Each	\$400.00	No Change	08/01/06	
Vehicle Permit (16 or more passengers)	Each	\$0.00	No Change	08/04/11	
Application Change Fee NOTE: Permits being transferred to same vehicle due to windshield replacement are not subject to Change Fee if permit is returned	Each	\$100.00	No Change	08/01/06	
Vehicle permit reissuance after voluntary suspension of no more than 3 months	Each	\$0.00	No Change	08/04/11	
Permitted Vehicle Fee (courtesy veh. exempt)	Each Veh./Month	\$20.00	No Change	08/04/11	

**Friedman Memorial Airport
Rates & Charges Schedule
10/01/12 - 09/30/13**

Description	Billing Cycle/ Unit	Current Rate	Proposed Rate	Rate Established/ Revised	Approved/ Not Approved
Landing Fees					
Signatory - A/C over 6,000 lbs. mtow	per 1,000 lbs.	\$1.30	\$1.43	08/03/10	
Non-Signatory - A/C over 6,000 lbs. mtow	per 1,000 lbs.	\$2.00	\$2.50	08/03/10	
Fuel Flowage					
AvGas	per Gallon	\$0.10	No Change	08/04/11	
JetA	per Gallon	\$0.12	No Change	08/04/11	
Tiedown - Based					
Single	Annual	\$495.00	No Change	08/03/10	
Twin	Annual	\$706.00	No Change	08/03/10	
Sublease	Annual	\$100.00	No Change	08/01/06	
Change/Cancellation	Each Occurrence	\$100.00	No Change	08/03/10	
Permit Deposit	Per Permit	\$100.00	No Change	08/03/10	
Unpermitted/Unauthorized Auto Parking	Each Occurrence	\$55.00 plus daily auto parking fees	No Change	08/01/06	
Tiedown - Transient					
Single Prop					
Piston	Nightly	\$12.00	\$15.00	08/01/06	
Turbo	Nightly	\$60.00	\$75.00	08/03/10	
Twin Prop					
Piston	Nightly	\$30.00	\$37.50	08/01/06	
Turbo	Nightly	\$70.00	\$87.50	08/03/10	
Jets					
Less than 10,000 lbs. mtow	Nightly	\$60.00	\$80.00	08/03/10	
10,001 - 15,000 lbs. mtow	Nightly	\$70.00	\$100.00	08/03/10	
15,001 - 45,000 lbs. mtow	Nightly	\$100.00	\$150.00	08/03/10	
45,001 - 75,000 lbs. mtow	Nightly	\$200.00	\$250.00	08/03/10	
75,001 lbs. and over mtow	Nightly	N/A	\$325.00	08/03/10	
Helicopters					
Less than 4,000 lbs. mtow	Nightly	\$70.00	No Change	08/03/10	
4,001 - 6,000 lbs. mtow	Nightly	\$100.00	No Change	08/03/10	
6,001 and over mtow	Nightly	\$200.00	No Change	08/03/10	
Security/Airport Identification					
Airport Identification Badge (AIB) - AOA					
Setup	Each Occurrence	\$40.00	No Change	08/07/07	
System Maintenance	Annual	\$40.00	No Change	08/07/07	
Renewal	Each Occurrence	\$40.00	\$50.00	08/07/07	
Reactivation - Involuntary Suspension and/or Security Infraction	Each	\$40.00	No Change	08/04/11	
AOA Lost/Unreturned/Unaccounted For	Each Occurrence	\$60.00	\$100.00	08/07/07	
Airport Identification Badge (AIB) - SIDA					
Setup	Each Occurrence	\$60.00	No Change	08/07/07	
System Maintenance	Annual	\$60.00	No Change	08/07/07	
Renewal	Each Occurrence	\$60.00	No Change	08/07/07	
CHRC - Criminal History Record Check	Each Occurrence	\$50.00	No Change	08/07/07	
Reactivation - Involuntary Suspension and/or Security Infraction	Each Occurrence	\$60.00	No Change	08/07/07	
SIDA Lost/Unreturned/Unaccounted For	Each Occurrence	\$60.00	\$250.00	08/07/07	

Friedman Memorial Airport Rates & Charges Schedule 10/01/12 - 09/30/13					
Description	Billing Cycle/ Unit	Current Rate	Proposed Rate	Rate Established/ Revised	Approved/ Not Approved
Security/Airport Identification, Cont.					
Broken Badge					
1st Replacement	Annual	\$0.00	No Change	08/07/07	
Security/Airport Identification					
Unreturned/Lost or Unaccounted Keys	Each Occurrence	\$150.00	No Change	08/07/07	
Training - Airport Infraction	Each Occurrence	\$150.00	No Change	10/01/12	
Miscellaneous Fees					
1 - 100	Each	\$0.10	\$0.25	08/03/10	
Over 100	Each	\$.25 or direct cost from Independent vendor	No Change	08/03/10	

PASSED AND ADOPTED BY THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY this 7th day of August, 2012.

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

By: Ronald Fairfax, Chairman

Friedman Memorial Airport
FY '14 Budget (Combined)
October 2012 through March 2013

	FY '11		FY '12		FY '13		FY '14	
	Oct '10 - Mar '11	Year End	Oct '11 - Mar '12	Year End	Oct '12 - Mar '13	Budget	\$ Over Budget	% of Budget
INCOME								
4000-00 - AIRCARRIER								
4000-01 - Aircarrier - Lease Space	\$ 42,260.22	\$ 84,520.44	\$ 42,260.22	\$ 84,520.44	\$ 42,260.22	\$ 84,600.00	\$ (42,339.78)	50.00%
4000-02 - Aircarrier - Landing Fees	\$ 49,068.43	\$ 92,241.26	\$ 35,296.57	\$ 77,637.05	\$ 36,893.82	\$ 92,000.00	\$ (55,106.18)	45.46%
4000-03 - Aircarrier - Gate Fees	\$ 600.00	\$ 1,200.00	\$ 600.00	\$ 1,200.00	\$ 600.00	\$ 1,200.00	\$ (600.00)	50.00%
4000-04 - Aircarrier - Utility Fees	\$ 4,766.86	\$ 7,500.72	\$ 4,431.90	\$ 7,714.82	\$ 4,300.98	\$ 7,600.00	\$ (3,299.02)	57.45%
4010-05 - Aircarrier - Misc.								
4010-03 - Aircarrier - 07 PFC Application	\$ 80,837.15	\$ 89,458.67						
4010-03 - Aircarrier - 11 PFC Application	\$ 17,199.24	\$ 123,879.91						
4010-07 - Aircarrier - 12 PFC Application								
Total 4000-00 - AIRCARRIER	\$ 194,731.90	\$ 398,801.00	\$ 180,625.31	\$ 302,677.82	\$ 183,648.75	\$ 398,400.00	\$ (212,753.25)	46.80%
4020-00 - TERMINAL AUTO PARKING REVENUE								
4020-01 - Automobile Parking - Terminal	\$ 45,056.53	\$ 85,276.98	\$ 33,943.90	\$ 70,711.27	\$ 37,894.67	\$ 70,000.00	\$ (32,105.33)	54.14%
Total 4020-00 - TERMINAL AUTO PARKING REVENUE	\$ 45,056.53	\$ 85,276.98	\$ 33,943.90	\$ 70,711.27	\$ 37,894.67	\$ 70,000.00	\$ (32,105.33)	54.14%
4030-00 - AUTO RENTAL REVENUE								
4030-01 - Automobile Rental - Commission	\$ 143,382.17	\$ 323,838.96	\$ 150,508.95	\$ 344,952.89	\$ 153,503.85	\$ 325,000.00	\$ (174,491.05)	48.31%
4030-02 - Automobile Rental - Counter	\$ 3,452.76	\$ 6,992.12	\$ 3,556.68	\$ 7,506.26	\$ 4,028.16	\$ 7,300.00	\$ (3,743.32)	46.72%
4030-03 - Automobile Rental - Auto Pricing	\$ 14,540.00	\$ 29,080.00	\$ 19,540.00	\$ 29,080.00	\$ 19,540.00	\$ 29,000.00	\$ (9,460.00)	67.38%
4030-04 - Automobile Rental - Utilities	\$ 218.42	\$ 340.02	\$ 202.50	\$ 350.28	\$ 196.24	\$ 500.00	\$ (297.50)	40.50%
4030-05 - Automobile Rental - Off Airport					\$ 10,017.76	\$ 40,000.00	\$ (29,982.24)	46.71%
Total 4030-00 - AUTO RENTAL REVENUE	\$ 161,593.35	\$ 360,251.10	\$ 173,808.13	\$ 381,869.23	\$ 187,692.04	\$ 401,800.00	\$ (214,107.96)	46.71%
4040-00 - TERMINAL CONCESSION REVENUE								
4040-01 - Terminal Shops - Commission	\$ 1,642.86	\$ 2,831.93	\$ 1,153.99	\$ 1,244.76	\$ 86.00	\$ 3,500.00	\$ (2,346.01)	32.97%
4040-02 - Terminal Shops - Lease Space	\$ 4,193.64	\$ 8,445.02	\$ 4,282.52	\$ 6,486.78	\$ 4,358.58	\$ 8,500.00	\$ (4,308.38)	50.15%
4040-03 - Terminal Shops - Utility Fees	\$ 341.65	\$ 546.36	\$ 318.14	\$ 525.31	\$ 311.01	\$ 600.00	\$ (284.35)	53.02%
4040-10 - Advertising - Commission	\$ 16,158.00	\$ 32,151.50	\$ 13,905.00	\$ 28,639.50	\$ 17,524.98	\$ 33,000.00	\$ (16,842.00)	42.14%
4040-12 - Terminal ATM	\$ 38.40	\$ 82.30	\$ 32.80	\$ 59.90	\$ 38.70	\$ 40,000.00	\$ (39,961.30)	0.00%
Total 4040-00 - TERMINAL CONCESSION REVENUE	\$ 22,374.55	\$ 44,057.11	\$ 19,672.45	\$ 36,956.25	\$ 22,299.27	\$ 45,600.00	\$ (23,300.73)	48.90%
4050-00 - FBO REVENUE								
4050-01 - FBO - Lease Space	\$ 99,411.99	\$ 217,501.64	\$ 101,395.70	\$ 222,952.03	\$ 103,348.30	\$ 228,466.00	\$ (126,119.70)	44.19%
4050-02 - FBO - Tie-down Fees	\$ 52,542.00	\$ 218,933.28	\$ 64,410.92	\$ 229,507.30	\$ 71,514.00	\$ 230,000.00	\$ (158,486.00)	28.00%
4050-03 - FBO - Landing Fees - Trans.	\$ 87,733.28	\$ 211,763.22	\$ 87,463.60	\$ 208,243.24	\$ 97,155.61	\$ 215,000.00	\$ (117,844.39)	40.68%
4050-04 - FBO - Commission	\$ 8,313.89	\$ 18,633.17	\$ 8,532.06	\$ 14,336.82	\$ 10,432.91	\$ 20,000.00	\$ (9,567.09)	42.66%
4050-05 - FBO - Transfer Fee								
Total 4050-00 - FBO REVENUE	\$ 248,001.16	\$ 666,831.31	\$ 261,802.28	\$ 675,039.39	\$ 282,449.82	\$ 694,466.00	\$ (412,017.18)	40.67%
4060-00 - FUEL FLOWAGE REVENUE								
4060-01 - Fuel Flowage - FBO	\$ 62,504.30	\$ 149,254.12	\$ 74,512.18	\$ 177,286.50	\$ 85,497.56	\$ 172,000.00	\$ (86,502.44)	49.71%
4060-02 - Fuel Flowage - Self Fuel								
Total 4060-00 - FUEL FLOWAGE REVENUE	\$ 62,504.30	\$ 149,254.12	\$ 74,512.18	\$ 177,286.50	\$ 85,497.56	\$ 172,000.00	\$ (86,502.44)	49.71%
4070-00 - TRANSIENT LANDING FEES REVENUE								
4070-01 - Landing Fees - Commercial	\$ 278.64	\$ 478.64	\$ 208.98	\$ 208.98	\$ 278.64	\$ 500.00	\$ (221.36)	55.73%
4070-02 - Landing Fees - Non-Comm/Gov't								
Total 4070-00 - TRANSIENT LANDING FEES REVENUE	\$ 278.64	\$ 478.64	\$ 208.98	\$ 208.98	\$ 278.64	\$ 500.00	\$ (221.36)	55.73%
4080-00 - LAND LEASE REVENUE								
4080-01 - Land Lease - Hangar	\$ 211,789.51	\$ 449,801.12	\$ 221,583.59	\$ 471,533.08	\$ 231,274.28	\$ 493,707.00	\$ (262,432.72)	44.88%
4080-02 - Land Lease - Hangar/Trans. Fee	\$ 2,774.00	\$ 2,774.00	\$ 4,039.26	\$ 5,035.26	\$ 405.00	\$ 1,400.00	\$ (904.35)	45.20%
4080-03 - Land Lease - Hangar/Utilities	\$ 676.08	\$ 1,412.35	\$ 632.82	\$ 1,344.23	\$ 595.85	\$ 1,400.00	\$ (804.35)	45.20%
4080-04 - Land Lease - Hangar Equalization		\$ 70,000.00						
4080-20 - Land Lease - Land Lease Govt. USFS/BLM		\$ 2,140.35	\$ 3,422.26	\$ 7,044.52	\$ 3,422.26	\$ 495,107.00	\$ (491,684.78)	47.61%
Total 4080-00 - LEASE REVENUE	\$ 215,239.59	\$ 526,127.82	\$ 229,677.93	\$ 484,957.09	\$ 235,697.19	\$ 495,107.00	\$ (259,409.81)	47.61%

Friedman Memorial Airport
FY '14 Budget (Combined)
October 2012 through March 2013

	FY '11		FY '12		FY '13		FY '14	
	Oct '10 - Mar '11	Year End	Oct '11 - Mar '12	Year End	Oct '12 - Mar '13	Budget	\$ Over Budget	% of Budget
4090-00 - TIEDOWN PERMIT FEES REVENUE								
4090-01 - Tiedown Permit Fees (FMA)	\$ 22,247.92	\$ 17,398.66	\$ 14,669.43	\$ 15,929.22	\$ 14,297.62	\$ 17,000.00	\$ 5,247.92	84.10%
Total 4090-00 - TIEDOWN PERMIT FEES REVENUE	\$ 22,247.92	\$ 17,398.66	\$ 14,669.43	\$ 15,929.22	\$ 14,297.62	\$ 17,000.00	\$ (2,702.38)	84.10%
4100-00 - POSTAL CARRIERS REVENUE								
4100-01 - Postal Carriers - Landing Fees	\$ 4,064.45	\$ 8,417.50	\$ 4,109.95	\$ 8,533.46	\$ 4,328.79	\$ 8,500.00	\$ (4,390.05)	48.35%
4100-02 - Postal Carriers - Tiedown	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ -	100.00%
Total 4100-00 - POSTAL CARRIERS REVENUE	\$ 7,034.45	\$ 11,387.50	\$ 7,079.95	\$ 11,503.46	\$ 7,298.79	\$ 8,500.00	\$ (1,492.05)	85.88%
4110-00 - MISCELLANEOUS REVENUE								
4110-01 - Misc. Revenue	\$ 1.72	\$ 12.72			\$ 35,225.04	\$ 35,225.04	\$ -	100.00%
4110-03 - Misc. - Equipment Sales	\$ (4,960.00)							
4110-05 - Misc. Incident/Accident								
4110-06 - Misc. - Security-Prox. Cards	\$ 20,600.00	\$ 26,560.00	\$ 20,620.00	\$ 25,130.00	\$ 20,670.00	\$ 27,000.00	\$ (6,330.00)	76.56%
4110-08 - Misc. - Security Prox. Release	\$ 60.00	\$ 510.00						
4110-09 - Misc. Expense Reimbursement	\$ 15,701.72	\$ 21,364.72	\$ (715.65)	\$ 7,334.89	\$ (2,201.21)	\$ 27,000.00	\$ (2,201.21)	196.87%
Total 4110-00 - MISCELLANEOUS REVENUE	\$ 15,701.72	\$ 21,364.72	\$ 19,904.35	\$ 32,464.89	\$ 53,693.83	\$ 27,000.00	\$ 26,693.83	196.87%
4120-00 - GROUND TRANSP. PERMIT REVENUE								
4120-01 - Ground Transportation Permit	\$ 16,740.00	\$ 18,819.71	\$ 12,900.00	\$ 12,400.00	\$ 12,900.00	\$ 16,000.00	\$ (3,100.00)	80.63%
4120-02 - GTSP - Trip Fee			\$ 1,450.17	\$ 2,810.17	\$ 1,540.00	\$ 3,000.00	\$ 1,540.00	#DIV/0!
Total 4120-00 - GROUND TRANSP. PERMIT REVENUE	\$ 16,740.00	\$ 18,819.71	\$ 14,350.17	\$ 15,210.17	\$ 14,440.00	\$ 16,000.00	\$ (1,560.00)	90.25%
4400-00 - TSA								
4400-01 - LEO Expense Reimbursement	\$ 65,901.90	\$ 131,564.25	\$ 65,982.35	\$ 116,472.04	\$ 4,526.82	\$ -	\$ 4,526.82	
4400-02 - Terminal Lease	\$ 4,526.82	\$ 9,053.64	\$ 4,526.82	\$ 9,053.64	\$ 4,526.82	\$ -	\$ 4,526.82	
Total 4400-00 - TSA	\$ 70,428.72	\$ 140,617.89	\$ 70,489.17	\$ 125,525.68	\$ 4,526.82	\$ -	\$ 4,526.82	
4500-00 - IDAHO STATE GRANT PROGRAM REV.								
4500-08 - SUN-08								
4500-09 - SUN-09								
4500-10 - SUN-10								
4500-11 - SUN-11	\$ -	\$ 20,000.00	\$ -	\$ 20,000.00	\$ -	\$ 20,000.00	\$ (20,000.00)	0.00%
4500-12 - SUN-12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000.00	\$ (20,000.00)	0.00%
4500-13 - SUN-13	\$ -	\$ 20,000.00	\$ -	\$ 20,000.00	\$ -	\$ 20,000.00	\$ (20,000.00)	0.00%
Total 4500-00 - IDAHO STATE GRANT PROGRAM REV.	\$ -	\$ 20,000.00	\$ -	\$ 20,000.00	\$ -	\$ 20,000.00	\$ (20,000.00)	0.00%
4520-00 - INTEREST INCOME								
4520-04 - Interest Income - General	\$ 7,697.43	\$ 15,346.15	\$ 6,091.40	\$ 11,358.44	\$ 5,278.59	\$ 14,000.00	\$ (7,908.80)	43.51%
4520-04 - Interest Income - '07 PFC	\$ 100.16	\$ 224.49						
4520-05 - Interest Income - '11 PFC	\$ 0.40	\$ 45.89	\$ 92.71	\$ 218.48	\$ 134.62	\$ 14,000.00	\$ (13,865.38)	38.67%
Total 4520-00 - INTEREST INCOME	\$ 7,797.99	\$ 15,616.53	\$ 6,184.11	\$ 11,576.92	\$ 5,413.21	\$ 14,000.00	\$ (8,586.79)	38.67%
4701-00 - AIP 01								
4701-01 - AIP '01-New Arpt. EIS-Phs.I/II	\$ -	\$ 253.00	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%
Total 4701-00 - AIP 01	\$ -	\$ 253.00	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%
4702-00 - AIP 02								
4702-01 - AIP '01-New Arpt. EIS-Phs.I/II	\$ 240,330.00	\$ 267,245.00	\$ -	\$ -	\$ -	\$ 100,000.00	\$ (100,000.00)	0.00%
Total 4702-00 - AIP 02	\$ 240,330.00	\$ 267,245.00	\$ -	\$ -	\$ -	\$ 100,000.00	\$ (100,000.00)	0.00%
4703-00 - AIP 03-New Arpt. EIS-Phs.II								
4703-01 - AIP '03 - FAA	\$ 201,373.00	\$ 206,409.00	\$ -	\$ -	\$ -	\$ 40,000.00	\$ (40,000.00)	0.00%
Total 4703-00 - AIP 03	\$ 201,373.00	\$ 206,409.00	\$ -	\$ -	\$ -	\$ 40,000.00	\$ (40,000.00)	0.00%

[illegible]

Friedman Memorial Airport
FY '14 Budget (Combined)
October 2012 through March 2013

	FY '11		FY '12		FY '13			FY '14	
	Oct '10 - Mar '11	Year End	Oct '11 - Mar '12	Year End	Oct '12 - Mar '13	Budget	\$ Over Budget	% of Budget	Proposed Budget
"A" EXPENSES									
5000-00 - A EXPENDITURES - Other									
5000-01 - Salaries - Airport Manager	\$ 63,701.40	\$ 127,624.09	\$ 63,701.40	\$ 127,402.80	\$ 63,701.39	\$ 127,403.00	\$ (39,305.78)	50.00%	\$ 127,402.00
5010-00 - Salaries - Contracts/Finance Adm	\$ 37,135.90	\$ 74,306.54	\$ 44,683.60	\$ 85,930.00	\$ 42,594.24	\$ 82,500.00	\$ (39,305.78)	54.16%	\$ 84,975.00
5010-01 - Salaries - Office Assist.	\$ 77,033.96	\$ 153,787.85	\$ 81,550.35	\$ 164,100.68	\$ 84,554.87	\$ 163,812.58	\$ (79,257.71)	49.78%	\$ 168,726.98
5020-00 - Salaries - ARFF/OPS Chief	\$ 36,542.19	\$ 73,872.66	\$ 41,524.02	\$ 83,920.56	\$ 43,285.05	\$ 82,500.00	\$ (39,234.95)	50.33%	\$ 84,975.00
5030-00 - Salaries - ARFF/OPS Specialist	\$ 144,561.42	\$ 290,140.67	\$ 150,792.78	\$ 301,328.21	\$ 154,388.77	\$ 302,723.84	\$ (148,335.07)	49.81%	\$ 309,170.06
5040-00 - Salaries-ASC/Sp.Prjct/Ex. Asst	\$ 28,390.30	\$ 57,661.50	\$ 29,307.22	\$ 58,829.83	\$ 31,509.71	\$ 59,190.96	\$ (27,681.25)	49.51%	\$ 60,966.69
5050-00 - Salaries - Temp.	\$ 10,323.26	\$ 11,571.01	\$ 9,558.50	\$ 9,670.50	\$ 8,483.25	\$ 15,000.00	\$ (6,516.75)	63.72%	\$ 15,000.00
5050-01 - Salaries - Additional Personnel									
5050-02 - Salaries - Merit Increase									
5060-01 - Overtime - General	\$ 13,736.18	\$ 13,736.18	\$ 9,027.44	\$ 9,027.44	\$ -	\$ 20,721.82	\$ (20,721.82)	0.00%	\$ 19,392.11
5060-02 - Overtime - Snow Removal					\$ 5,646.88	\$ 2,000.00	\$ (4,351.12)	90.27%	\$ 2,000.00
5060-04 - OT - Security						\$ 2,500.00	\$ (2,500.00)	0.00%	\$ 2,500.00
5070-05 - Compensated Absences Accrued									
5100-00 - Retirement	\$ 47,228.20	\$ 92,655.28	\$ 49,687.78	\$ 97,111.28	\$ 50,192.25	\$ 100,815.67	\$ (50,623.42)	49.27%	\$ 102,761.11
5110-00 - Social Security/Medicare	\$ 29,535.85	\$ 58,600.70	\$ 30,987.39	\$ 61,493.88	\$ 31,446.83	\$ 66,428.93	\$ (34,982.10)	46.62%	\$ 67,710.81
5120-00 - Life Insurance	\$ 1,041.26	\$ 1,800.66	\$ 1,040.11	\$ 2,037.67	\$ 997.56	\$ 2,000.00	\$ (1,002.44)	52.01%	\$ 2,000.00
5130-00 - Medical Insurance	\$ 69,619.32	\$ 138,682.44	\$ 69,898.20	\$ 139,796.40	\$ 75,874.88	\$ 155,000.00	\$ (79,125.14)	45.10%	\$ 166,824.92
5160-00 - Workman's Compensation	\$ 14,124.00	\$ 13,663.50		\$ 13,613.00	\$ 13,250.00	\$ 15,000.00	\$ (1,750.00)	88.33%	\$ 15,000.00
TOTAL "A" EXPENDITURES	\$ 572,974.24	\$ 1,129,519.14	\$ 581,718.77	\$ 1,169,218.00	\$ 605,907.46	\$ 1,207,596.80	\$ (601,689.33)	50.17%	\$ 1,239,504.66

Friedman Memorial Airport
FY 14 Budget (Combined)
October 2012 through March 2013

	FY '11		FY '12		FY '13		FY '14	
	Oct '10 - Mar '11	Year End	Oct '11 - Mar '12	Year End	Oct '12 - Mar '13	Budget	% of Budget	Proposed Budget
"B" EXPENSES - ADMINISTRATIVE								
6000-00 - TRAVEL EXPENSE								
6000-01 - Travel	\$ 4,497.04	\$ 7,150.48	\$ 1,215.84	\$ 5,838.08	\$ 8,930.51	\$ 15,000.00	48.20%	\$ 15,000.00
Total 6000-00 - TRAVEL EXPENSE	\$ 4,497.04	\$ 7,150.48	\$ 1,215.84	\$ 5,838.08	\$ 8,930.51	\$ 15,000.00	48.20%	\$ 15,000.00
6010-00 - SUPPLIES/EQUIPMENT EXPENSE								
6010-01 - Supplies - Office	\$ 6,800.97	\$ 11,083.21	\$ 8,443.05	\$ 13,341.50	\$ 4,283.83	\$ 13,500.00	31.80%	\$ 13,000.00
6010-03 - Supplies - Computer	\$ 1,947.25	\$ 4,266.07	\$ 710.33	\$ 1,437.45	\$ 1,152.99	\$ 1,500.00	76.86%	\$ 1,500.00
Total 6010-00 - SUPPLIES/EQUIPMENT EXPENSE	\$ 8,748.22	\$ 15,349.28	\$ 9,153.38	\$ 14,778.95	\$ 5,436.82	\$ 15,000.00	36.24%	\$ 14,500.00
6020-00 - INSURANCE								
6020-01 - Insurance - Liability	\$ 17,200.00	\$ 17,825.77	\$ 16,500.00	\$ 16,500.00	\$ 16,500.00	\$ 18,500.00	89.19%	\$ 19,425.00
6020-02 - Insurance - Public Officials	\$ 12,715.00	\$ 12,731.04	\$ 12,715.00	\$ 12,958.00	\$ 13,825.00	\$ 13,800.00	93.49%	\$ 14,700.00
6020-03 - Insurance - Blog/Unlic.Veh./Prop	\$ 27,057.00	\$ 28,409.00	\$ 25,834.00	\$ 25,834.00	\$ 30,993.00	\$ 29,800.00	87.28%	\$ 31,920.00
6020-04 - Insurance - Licensed Vehicles	\$ 5,458.00	\$ 5,458.00	\$ 5,503.00	\$ 5,503.00	\$ 5,952.00	\$ 5,900.00	99.27%	\$ 6,195.00
6020-05 - Insurance - Crime	\$ 486.00	\$ 486.00	\$ 278.00	\$ 278.00	\$ 635.00	\$ 550.00	86.60%	\$ 680.00
Total 6020-00 - INSURANCE	\$ 63,516.00	\$ 64,909.81	\$ 60,830.00	\$ 61,073.00	\$ 66,796.00	\$ 68,150.00	98.01%	\$ 72,900.00
6030-00 - UTILITIES								
6030-01 - Utilities - Gas/Terminal	\$ 5,899.37	\$ 7,584.16	\$ 5,712.79	\$ 6,132.45	\$ 4,912.72	\$ 13,000.00	37.79%	\$ 13,000.00
6030-02 - Utilities - Gas/Maintenance	\$ 4,926.79	\$ 6,622.36	\$ 4,138.74	\$ 4,695.24	\$ 4,107.47	\$ 8,500.00	48.32%	\$ 7,000.00
6030-03 - Utilities - Elec./Runway&PAPI	\$ 3,396.76	\$ 6,038.05	\$ 3,426.71	\$ 6,191.81	\$ 3,421.91	\$ 8,000.00	42.77%	\$ 7,000.00
6030-04 - Utilities - Elec./Office/Maint.	\$ 5,390.76	\$ 9,257.78	\$ 6,599.96	\$ 10,739.13	\$ 7,442.32	\$ 9,000.00	82.69%	\$ 11,000.00
6030-05 - Utilities - Electric/Terminal	\$ 5,564.53	\$ 9,788.84	\$ 4,666.88	\$ 9,474.49	\$ 4,245.95	\$ 7,500.00	56.63%	\$ 11,000.00
6030-06 - Utilities - Telephone	\$ 8,024.98	\$ 15,139.88	\$ 7,304.30	\$ 14,337.89	\$ 8,086.22	\$ 17,000.00	47.56%	\$ 17,000.00
6030-07 - Utilities - Water	\$ 361.52	\$ 718.03	\$ 308.00	\$ 626.80	\$ 332.33	\$ 1,200.00	27.69%	\$ 1,200.00
6030-08 - Utilities - Garbage Removal	\$ 3,810.41	\$ 7,760.30	\$ 3,837.91	\$ 8,125.67	\$ 3,534.19	\$ 8,000.00	44.18%	\$ 8,500.00
6030-09 - Utilities - Sewer	\$ 611.79	\$ 1,230.47	\$ 667.98	\$ 1,400.88	\$ 856.80	\$ 1,500.00	57.12%	\$ 1,500.00
6030-10 - Utilities - Elec./Sewer	\$ 240.93	\$ 314.41	\$ 298.24	\$ 496.23	\$ 147.39	\$ 500.00	29.48%	\$ 500.00
6030-11 - Utilities - Electric/Tower	\$ 2,557.99	\$ 4,268.72	\$ 2,783.66	\$ 4,615.37	\$ 2,747.89	\$ 4,000.00	68.70%	\$ 5,000.00
6030-12 - Utilities - Elec./Brldg/Hght	\$ 438.94	\$ 988.42	\$ 401.68	\$ 742.06	\$ 231.96	\$ 900.00	25.78%	\$ 900.00
6030-13 - Utilities - Elec/AWOS	\$ 112.95	\$ 204.21	\$ 67.35	\$ 125.68	\$ 335.62	\$ 500.00	67.12%	\$ 500.00
6030-16 - Utilities - Elec. Wind Cone	\$ 108.30	\$ 134.29	\$ 28.17	\$ 60.82	\$ 69.89	\$ 210.00	33.28%	\$ 210.00
6040-01 - Service Provider - Weather	\$ 2,388.00	\$ 2,388.00	\$ 2,484.00	\$ 2,484.00	\$ 5,772.00	\$ 3,700.00	156.00%	\$ 4,000.00
6040-02 - Service Provider - Term. Music	\$ 402.00	\$ 810.00	\$ 410.38	\$ 832.58	\$ 424.78	\$ 1,000.00	42.48%	\$ 1,000.00
6040-03 - Service Provider - Internet/Cab	\$ 3,784.32	\$ 7,559.09	\$ 2,502.09	\$ 5,228.19	\$ 2,700.00	\$ 7,500.00	36.00%	\$ 6,500.00
6040-04 - Service Provider - AWOS NADN	\$ 1,850.00	\$ 1,850.00	\$ 1,222.95	\$ 2,122.95	\$ 900.00	\$ 2,000.00	45.00%	\$ 2,000.00
6040-05 - Service Provider - ISP/Terminal						\$ 2,000.00		\$ 2,000.00
6040-06 - Service Provider - SSI Movement Area						\$ 8,035.00		\$ 12,000.00
Total 6030-00 - UTILITIES	\$ 49,872.34	\$ 82,657.01	\$ 48,861.79	\$ 78,432.02	\$ 48,702.29	\$ 99,545.00	48.92%	\$ 109,010.00
6050-00 - PROFESSIONAL SERVICES								
6050-01 - Professional Services - Legal	\$ 7,041.45	\$ 15,997.05	\$ 13,723.35	\$ 22,921.20	\$ 10,275.15	\$ 27,500.00	37.36%	\$ 35,000.00
6050-02 - Professional Services - Audit	\$ 24,012.64	\$ 24,012.64	\$ 24,652.72	\$ 24,652.72	\$ 24,924.43	\$ 25,000.00	99.70%	\$ 30,000.00
6050-03 - Professional Services - Engineer	\$ 11,245.39	\$ 23,922.36	\$ 1,783.97	\$ 4,707.67	\$ 1,264.89	\$ 27,000.00	4.68%	\$ 10,000.00
6050-04 - Professional Services - ARFF		\$ 629.78		\$ 4,000.00		\$ 2,000.00	0.00%	\$ 2,000.00
6050-05 - Professional Services - Gen.	\$ 5,733.16	\$ 10,693.16	\$ 15,866.76	\$ 22,065.96	\$ 13,537.08	\$ 13,537.08	100.00%	\$ 13,537.08
6050-06 - Professional Services - Litigation						\$ 22,122.70		\$ 22,122.70
6050-07 - Professional Services - Archite						\$ 1,000.00		\$ 1,000.00
6050-08 - Professional Services - Securit			\$ 4,970.00	\$ 5,225.00	\$ 53.00	\$ 4,000.00	1.33%	\$ 4,000.00
6050-10 - Prof. Svcs.-IT/Comp. Support	\$ 2,574.00	\$ 5,430.50	\$ 3,830.00	\$ 10,605.00	\$ 7,897.00	\$ 12,000.00	65.81%	\$ 14,000.00
6050-11 - Professional Services - Wildlife	\$ 675.00	\$ 675.00	\$ 528.00	\$ 528.00		\$ 2,000.00	0.00%	\$ 2,000.00
6050-12 - Prof. Serv.-Planning - Air Service					\$ 9,903.80	\$ 32,000.00	30.97%	\$ 35,000.00
6050-13 - Prof. Serv.-Website Design & Maintenance						\$ 16,500.00	0.00%	\$ 16,500.00
6050-14 - Professional Services - EA			\$ 460.00	\$ 460.00	\$ 8,093.61	\$ 8,093.61	100.00%	\$ 8,093.61
6050-15 - Professional Services - Public Outreach						\$ 139,000.00		\$ 139,000.00
Total 6050-00 - PROFESSIONAL SERVICES	\$ 51,281.64	\$ 81,360.49	\$ 65,794.80	\$ 159,707.42	\$ 98,177.66	\$ 139,000.00	70.63%	\$ 152,000.00

Friedman Memorial Airport
FY '14 Budget (Combined)
October 2012 through March 2013

	FY '11		FY '12		FY '13		FY '14 Proposed Budget
	Oct '10 - Mar '11	Year End	Oct '11 - Mar '12	Year End	Oct '12 - Mar '13	Budget	% of Budget
6060-00 - MAINTENANCE-OFFICE EQUIPMENT							
6060-01 - Maint.-Office Equip./Gen.	\$ 482.69	\$ 482.69	\$ -	\$ 271.99	\$ -	\$ 10,000.00	0.00%
6060-02 - Maintenance - Computer	\$ 167.18	\$ 167.18	\$ -	\$ 421.86	\$ -	\$ (10,000.00)	0.00%
6060-03 - Maintenance - Facsimile	\$ -	\$ -	\$ 2,585.11	\$ 4,009.89	\$ 1,881.22	\$ -	
6060-04 - Maintenance - Copier	\$ 1,276.78	\$ 3,328.06	\$ 119.10	\$ 456.68	\$ 1,062.00	\$ -	
6060-05 - Maintenance - Telephone	\$ 600.00	\$ 600.00	\$ -	\$ -	\$ -	\$ -	
Total 6060-00 - MAINTENANCE-OFFICE EQUIPMENT	\$ 2,359.47	\$ 4,577.93	\$ 2,704.21	\$ 5,160.42	\$ 3,652.22	\$ 10,000.00	36.52%
6070-00 - RENT/LEASE OFFICE EQUIPMENT							
6070-01 - Rent/Lease - Office Equip./Gen	\$ -	\$ -	\$ -	\$ 1,255.21	\$ -	\$ 1,500.00	0.00%
6070-02 - Rent/Lease - Postage Meter	\$ 513.79	\$ 1,467.08	\$ 688.00	\$ 482.00	\$ 835.28	\$ -	
6070-03 - Rent/Lease - Copier	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total 6070-00 - RENT/LEASE OFFICE EQUIPMENT	\$ 513.79	\$ 1,467.08	\$ 688.00	\$ 1,717.21	\$ 835.28	\$ 4,800.00	11.55%
6080-00 - DUES/MEMBERSHIPS/PUBLICATIONS E							
6080-01 - Dues/Memberships/Publications	\$ 16,220.10	\$ 19,767.64	\$ 12,524.32	\$ 14,965.22	\$ 10,990.11	\$ 15,000.00	73.27%
6080-02 - Membership - Internet/Website	\$ -	\$ 129.90	\$ -	\$ 282.17	\$ -	\$ -	
6080-04 - Airport Marketing	\$ -	\$ -	\$ -	\$ -	\$ 185.98	\$ 15,000.00	14.81%
Total 6080-00 - DUES/MEMBERSHIPS/PUBLICATIONS	\$ 16,220.10	\$ 19,897.54	\$ 12,524.32	\$ 15,227.39	\$ 11,176.09	\$ 30,000.00	37.25%
6090-00 - POSTAGE							
6090-01 - Postage/Courier Service	\$ 1,243.76	\$ 2,459.99	\$ 994.54	\$ 1,802.47	\$ 640.30	\$ 2,700.00	23.71%
Total 6090-00 - POSTAGE	\$ 1,243.76	\$ 2,459.99	\$ 994.54	\$ 1,802.47	\$ 640.30	\$ 2,700.00	23.71%
6100-00 - EDUCATION/TRAINING							
6100-01 - Education/Training - Admin.	\$ 540.00	\$ 1,437.00	\$ 580.00	\$ 2,353.00	\$ 2,116.00	\$ 30,000.00	7.05%
6100-02 - Education/Training - OPS	\$ 510.00	\$ 984.51	\$ 229.60	\$ 229.60	\$ 844.20	\$ -	
6100-03 - Education/Training - ARFF	\$ 3,305.21	\$ 9,754.94	\$ 6,229.39	\$ 7,037.29	\$ 4,083.14	\$ -	
6100-04 - Education/Training - Tri-Ann	\$ 464.40	\$ 464.40	\$ -	\$ -	\$ -	\$ -	
6100-05 - Education - Neighbor Flight	\$ 920.00	\$ 7,959.47	\$ 195.00	\$ 11,982.33	\$ 3,618.46	\$ -	
6100-06 - Education - Security	\$ -	\$ -	\$ 375.00	\$ 525.00	\$ -	\$ -	
Total 6100-00 - EDUCATION/TRAINING	\$ 5,739.61	\$ 20,600.32	\$ 7,609.99	\$ 22,127.22	\$ 10,661.60	\$ 30,000.00	35.54%
6110-00 - CONTRACTS							
6110-01 - Contracts - General	\$ 742.00	\$ 742.00	\$ 400.00	\$ 600.00	\$ -	\$ 240.00	
6110-02 - Contracts - FMAA	\$ 12,000.00	\$ 25,600.00	\$ 16,800.00	\$ 33,800.00	\$ 16,800.00	\$ 18,800.00	50.00%
6110-03 - Contracts - All/Fee Collection	\$ 29,460.00	\$ 58,860.00	\$ 29,400.00	\$ 58,800.00	\$ 29,400.00	\$ 58,860.00	49.95%
6110-04 - Contracts - COH LEO	\$ 80,226.19	\$ 160,291.54	\$ 79,926.20	\$ 160,291.55	\$ 1,292.00	\$ 45,000.00	8.61%
6110-05 - Contracts - Janitorial	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000.00	0.00%
6110-06 - Contracts - Electronic Filing System	\$ 6,900.00	\$ 13,800.00	\$ 6,900.00	\$ 13,800.00	\$ 6,900.00	\$ 13,800.00	50.00%
6110-07 - Contracts - Snow Removal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
6110-08 - Contracts - Eccles Tree Lights	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	100.00%
6110-09 - Contracts - Website	\$ 750.00	\$ 750.00	\$ 750.00	\$ 750.00	\$ 647.79	\$ 350.00	0.00%
6110-10 - Contracts - Online Email Server Access	\$ -	\$ -	\$ -	\$ 615.81	\$ -	\$ 2,500.00	47.39%
6110-11 - Contracts - Security CMS	\$ 160,078.19	\$ 280,043.54	\$ 164,176.20	\$ 19,545.78	\$ 8,997.97	\$ 42,500.00	20.96%
Total 6110-00 - CONTRACTS	\$ 160,078.19	\$ 280,043.54	\$ 164,176.20	\$ 318,003.14	\$ 94,487.75	\$ 206,110.00	45.84%
6120-00 - PERMITS							
6120-01 - Permits - General	\$ -	\$ 100.00	\$ -	\$ 100.00	\$ 23.00	\$ 100.00	23.00%
Total 6120-00 - PERMITS	\$ -	\$ 100.00	\$ -	\$ 100.00	\$ 23.00	\$ 100.00	23.00%
6130-00 - MISCELLANEOUS EXPENSES							
6130-01 - Misc. - General	\$ 3,493.54	\$ 5,654.24	\$ 3,659.08	\$ 7,840.93	\$ 4,766.80	\$ 6,500.00	73.34%
6130-02 - Misc. - Incident/Accident	\$ 1,000.00	\$ 1,350.00	\$ -	\$ -	\$ -	\$ -	
6130-04 - Misc. - Green Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
6140-00 - Bank Fees	\$ 242.50	\$ 1,295.95	\$ 666.63	\$ 908.93	\$ 682.58	\$ 1,000.00	
Total 6130-00 - MISCELLANEOUS EXPENSES	\$ 4,736.04	\$ 8,300.19	\$ 4,325.91	\$ 8,749.86	\$ 5,449.38	\$ 7,500.00	72.79%
TOTAL "B" ADMINISTRATIVE EXPENSES	\$ 366,806.20	\$ 599,873.66	\$ 376,877.98	\$ 692,717.18	\$ 352,768.30	\$ 627,105.00	56.26%

Friedman Memorial Airport
FY 14 Budget (Combined)
October 2012 through March 2013

	FY '11		FY '12		FY '13		FY '14	
	Oct '10 - Mar '11	Year End	Oct '11 - Mar '12	Year End	Oct '12 - Mar '13	Budget	% of Budget	Proposed Budget
"B" EXPENSES - OPERATIONAL								
6500-00 - SUPPLIES/EQUIPMENT-ARFF/OPERATION								
6500-01 - Supplies/Equipment - General	\$ 527.68	\$ 1,439.27	\$ 1,005.59	\$ 1,516.11	\$ 421.94	\$ 10,000.00	10.06%	\$ 10,000.00
6500-02 - Supplies/Equipment - Tools	\$ 1,560.28	\$ 1,793.38	\$ 2,925.92	\$ 3,429.78	\$ 1,110.65	\$		
6500-03 - Supplies/Equipment - Clothing	\$ 1,878.21	\$ 1,882.97	\$ 298.95	\$ 1,247.60	\$ 225.92	\$		
6500-04 - Supplies/Equipment - Janitorial	\$ 6,266.76	\$ 12,611.68	\$ 6,525.19	\$ 12,431.72	\$ 5,889.33	\$		
6500-05 - Supplies/Equipment - Deice	\$ 23,205.00	\$ 23,205.00	\$ 28,945.00	\$ 28,945.00	\$	\$ 15,000.00	182.87%	\$ 15,000.00
6500-06 - Supplies/Equipment - ARFF	\$ 4,881.45	\$ 5,272.84	\$ 4,616.30	\$ 4,616.30	\$ 122.82	\$ 5,000.00	92.33%	\$ 5,000.00
Total 6500-00 - SUPPLIES/EQUIPMENT-ARFF/OPERATION	\$ 38,289.38	\$ 46,205.14	\$ 44,316.95	\$ 52,186.51	\$ 7,770.66	\$ 30,000.00	25.90%	\$ 30,000.00
6510-00 - FUEL/LUBRICANTS								
6510-01 - Fuel/Lubricants - General	\$ 76.67	\$ 76.67	\$ 179.50	\$ 179.5	\$	\$ 50,000.00	37.08%	\$ 45,000.00
6510-02 - Fuel	\$ 32,130.97	\$ 37,384.36	\$ 26,470.12	\$ 35,672.84	\$ 18,542.47	\$		
6510-03 - Lubricants	\$	\$	\$	\$	\$	\$		
Total 6510-00 - FUEL/LUBRICANTS	\$ 32,207.64	\$ 37,461.03	\$ 26,649.62	\$ 36,052.34	\$ 18,542.47	\$ 50,000.00	37.08%	\$ 45,000.00
6520-00 - VEHICLES/MAINTENANCE								
6520-01 - R/M Equipment - General	\$ 5,403.31	\$ 6,152.17	\$ 4,095.25	\$ 5,994.31	\$ 2,760.92	\$ 27,000.00	10.23%	\$ 25,000.00
6520-02 - R/M Equip. '93 Schmidt Snow	\$ 5,424.43	\$ 7,725.75	\$ 1,059.78	\$ 1,778.06	\$ 681.50	\$		
6520-04 - R/M Equip. '84 Chevy Plow Truck	\$ 158.16	\$	\$ 8.00	\$ 8.00	\$ 224.38	\$		
6520-06 - R/M Equip. '96 Tiger Tractor	\$ 441.87	\$ 960.08	\$ 69.79	\$ 4,671.92	\$ 1,473.42	\$		
6520-09 - R/M Equip. - '96 Oshkosh Swp.	\$ 9.43	\$ 9.43	\$ 3,582.10	\$ 3,582.10	\$	\$		
6520-11 - R/M Equip. - '89 J. Deere Ldr.	\$	\$	\$ 171.49	\$ 171.49	\$	\$		
6520-13 - R/M Equip. - Craico Crack Fir.	\$	\$	\$	\$	\$	\$		
6520-16 - R/M Equip. '88 GMC C350	\$	\$	\$	\$	\$	\$		
6520-17 - R/M Equip. '01 Case 921 Ldr.	\$ 108.50	\$ 13,986.74	\$ 104.05	\$ 104.05	\$ 23.16	\$		
6520-18 - R/M Equip. - '02 Schulte Mower	\$	\$	\$ 22.46	\$ 22.46	\$	\$		
6520-19 - R/M Equip. - '02 Ford F-150	\$ 19.25	\$ 32.33	\$ 938.12	\$ 1,050.99	\$ 372.76	\$		
6520-20 - R/M Equip. - '02 Kodiak Blower	\$ 274.05	\$ 274.05	\$ 37.98	\$ 37.98	\$	\$		
6520-23 - R/M Equip. - '97 Ford Exped.	\$ 1,317.81	\$ 1,557.78	\$ 166.25	\$ 175.25	\$ (8.88)	\$		
6520-24 - R/M Equip. - '01 Ford F-250	\$ 2,007.72	\$ 3,599.61	\$ 214.81	\$ 533.35	\$ 162.36	\$		
6520-25 - R/M Equip. - '04 Batts De-Ice	\$ 8.99	\$ 8.99	\$ 9.73	\$ 9.73	\$	\$		
6520-26 - R/M Equip. - Fork Lift/AMIS C	\$	\$	\$	\$	\$	\$		
6520-28 - R/M Equip. - Case 621 Loader	\$ 234.61	\$ 384.85	\$ 1,112.00	\$ 3,793.97	\$ 217.02	\$		
6520-29 - R/M Equip. - 2010 Wausau Plow	\$	\$	\$ 148.75	\$ 487.50	\$	\$		
6520-30 - R/M Equip. - '05 Ford F-350	\$	\$	\$	\$ 65.98	\$	\$		
6520-31 - R/M Equip. - Oshkosh Blower	\$	\$	\$	\$	\$	\$		
6520-32 - R/M Equip. - '09 Mini Truck	\$	\$	\$	\$	\$	\$		
6520-33 - R/M Equip. - '78 Dodge Flatbed Truck	\$	\$	\$	\$	\$	\$		
Total 6520-00 - VEHICLES/MAINTENANCE	\$ 15,249.97	\$ 34,849.94	\$ 11,753.88	\$ 22,467.14	\$ 5,910.06	\$ 27,000.00	21.89%	\$ 25,000.00
6530-00 - ARFF MAINTENANCE								
6530-01 - ARFF Maint. General	\$	\$	\$	\$	\$	\$		
6530-02 - ARFF Maint. - '78 Dodge	\$	\$	\$ 2,257.10	\$ 2,257.10	\$	\$ 5,000.00	45.14%	\$ 5,000.00
6530-03 - ARFF Maint. - '03 E-One	\$	\$	\$	\$	\$	\$		
6530-04 - ARFF Maint. - Radios	\$ 703.60	\$ 884.95	\$ 202.38	\$ 202.38	\$ 2,408.29	\$		
6530-05 - ARFF Maint. - '03 E-One	\$ 448.55	\$ 448.55	\$ 16.97	\$ 16.97	\$	\$		
6530-06 - R/L - Veh/Equip.-Snow Removal	\$	\$	\$	\$	\$	\$		
Total 6530-00 - ARFF MAINTENANCE	\$ 1,152.15	\$ 1,333.50	\$ 2,473.45	\$ 2,476.45	\$ 2,408.29	\$ 5,000.00	48.17%	\$ 5,000.00
6540-00 - REPAIRS/MAINTENANCE - BUILDING								
6540-01 - R/M Bldg. - General	\$ 1,919.62	\$ 2,293.59	\$ 1,069.40	\$ 1,069.40	\$ 1,684.92	\$ 29,000.00	3.69%	\$ 29,000.00
6540-02 - R/M Bldg. - Terminal	\$ 10,732.55	\$ 14,759.64	\$ 12,689.53	\$ 17,315.90	\$ 8,345.85	\$		
6540-03 - R/M Bldg. - Shop	\$ 2,393.22	\$ 2,393.22	\$ 4,575.37	\$ 4,758.51	\$ 1,556.09	\$		
6540-04 - R/M Bldg. - Cold Storage	\$ 250.25	\$ 250.25	\$	\$	\$ 298.80	\$		
6540-05 - R/M Bldg. - Manager's Bldg.	\$ 776.38	\$ 1,348.99	\$ 219.77	\$ 1,083.32	\$ 245.41	\$		
6540-07 - R/M Bldg. - Tower	\$ 4,540.03	\$ 5,390.63	\$ 4,037.56	\$ 8,367.22	\$ 4,911.43	\$		
6540-08 - R/M Bldg. - Parking Booth	\$ 276.90	\$ 276.90	\$	\$	\$ 90.00	\$		
Total 6540-00 - REPAIRS/MAINTENANCE - BUILDING	\$ 20,890.95	\$ 26,713.22	\$ 22,597.83	\$ 32,604.35	\$ 17,132.50	\$ 29,000.00	59.08%	\$ 29,000.00

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	FY '11		FY '12		FY '13		FY '14
	Oct '10 - Mar '11	Year End	Oct '11 - Mar '12	Year End	Oct '12 - Mar '13	Budget	
C" EXPENSES							
7000-00 - MISC. CAPITAL EXPENDITURES							
7000-01 - Contingency	\$ 3,800.00		\$ -		\$ 175.00	\$ 50,000.00	\$ 35,000.00
7000-03 - Landscaping	\$ 108.54					\$ (50,000.00)	
7000-04 - Office Equipment - Telephone		\$ 7,590.50	\$ 7,590.50	\$ 7,590.50	\$ 7,807.00		
7000-05 - Computer Equipment/Software	\$ 13,437.59		\$ 3,954.34	\$ 11,349.00	\$ 7,443.29	\$ 25,600.00	\$ 30,000.00
7000-06 - Asphalt repair					\$ 12,840.00	\$ (60.00)	
7000-07 - Website Design							
7000-08 - ATC Equipment	\$ 5,000.00	\$ 7,302.82	\$ (336.99)	\$ (336.99)		\$ 8,600.00	
7000-12 - Vehicle Equipment							
7000-16 - Easement - Tree Lighting							
7000-24 - ARFF Radios							
7000-26 - Licensed Vehicles					\$ 13,550.00	\$ 43,000.00	
7000-30 - Tires						\$ (13,590.00)	
7000-33 - Passenger Terminal Carpet				\$ 83,796.73			
7000-34 - Security Upgrades/Equipment				\$ 95.00			
7000-36 - Drivers Training Software							
7000-37 - Tractor Rake Attachment					\$ 7,425.00		\$ 6,000.00
7000-38 - Snow Monitoring Telemetry Equip.							\$ 7,000.00
7000-39 - Air Passenger Terminal - Interior Paint							\$ 10,000.00
7000-40 - Weather Viewing Equipment							\$ 20,000.00
Total 7000-00 - MISC. CAPITAL EXPENDITURES	\$ 5,000.00	\$ 24,648.95	\$ 11,302.85	\$ 102,494.24	\$ 48,740.29	\$ 151,400.00	\$ 108,000.00
7500-00 - IDAHO STATE GRANT PROGRAM							
7500-08 - '08 ITD (SUN-07 ITD/FMA)							
7500-09 - '09 ITD (SUN-09 ITD/FMA)							
7500-10 - '10 ITD (SUN-10 ITD/FMA)							
7500-11 - '11 ITD (SUN-11 ITD/FMA)	\$ 40,000.00	\$ 21,989.48	\$ 21,989.48	\$ 21,989.48			
7500-12 - '12 ITD (SUN-12 ITD/FMA)	\$ -	\$ 6,245.78	\$ 24,341.67	\$ 24,341.67		\$ -	
7500-13 - '13 ITD (SUN-13 ITD/FMA)	\$ -	\$ -	\$ -			\$ 40,000.00	
Total 7500-00 - IDAHO STATE GRANT PROGRAM	\$ -	\$ 48,245.78	\$ 48,331.15	\$ 48,331.15		\$ 40,000.00	\$ -
7502-00 - AIP '02 EXPENSE							
7502-01 - AIP '02 - New Arpt. EIS-Ph.II	\$ 253,202.00	\$ 281,534.00				\$ 105,264.00	\$ -
7502-02 - AIP '02 - Non AIP Eligible	\$ 11,236.72	\$ 11,236.72				\$ -	
Total 7502-00 - AIP '02 EXPENSE	\$ 264,438.72	\$ 292,770.72				\$ 105,264.00	\$ -
7503-00 - AIP '03 EXPENSE							
7503-01 - AIP '03 - New Arpt. EIS-Ph.II	\$ 212,047.00	\$ 217,348.00				\$ 42,106.00	
7503-02 - AIP '03 - Non Reimbursable							
Total 7503-00 - AIP '03 EXPENSE	\$ 212,047.00	\$ 217,348.00				\$ 42,106.00	\$ -
7504-00 - AIP '04 EXPENSE							
7504-01 - AIP '04-New Arpt. EIS-Phs.III/IV	\$ 1,213,859.00	\$ 1,461,759.27	\$ 77,500.00	\$ 77,500.00		\$ 1,052,632.00	
7504-02 - AIP '04 - Non Reimbursable	\$ 18,571.38	\$ 64,168.17	\$ 750.00	\$ 750.00			
Total 7504-00 - AIP '04 EXPENSE	\$ 1,232,430.38	\$ 1,525,927.44	\$ 78,250.00	\$ 78,250.00		\$ 1,052,632.00	\$ -
7505-00 - AIP '05 EXPENSE							
7505-01 - AIP '05-New Arpt. EIS-Phs.	\$ -	\$ -	\$ -	\$ -		\$ 526,316.00	
7505-02 - AIP '05 - Non Reimbursable	\$ -	\$ -	\$ -	\$ -			
Total 7505-00 - AIP '05 EXPENSE	\$ -	\$ -	\$ -	\$ -		\$ 526,316.00	\$ -
7535-00 - AIP '35 EXPENSE							
7535-01 - AIP '35 - Pavement Rehab./SRE Rotary	\$ 34,041.37	\$ 34,041.37					\$ -
7535-02 - AIP '35 - Non-Eligible							
Total 7535-00 - AIP '35 EXPENSE	\$ 34,041.37	\$ 34,041.37	\$ -	\$ -			\$ -

Friedman Memorial Airport
FY '14 Budget (Combined)
October 2012 through March 2013

	FY '11		FY '12		FY '13		FY '14	
	Oct '10 - Mar '11	Year End	Oct '11 - Mar '12	Year End	Oct '12 - Mar '13	Budget	\$ Over Budget	% of Budget
7536-00 - AIP '36 EXPENSE								
7536-01 - AIP '36 - SRE Rotary Plow	\$ 515,291.94	\$ 517,328.19						0.00%
Total 7536-00 - AIP '36 EXPENSE	\$ 515,291.94	\$ 517,328.19	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%
7537-00 - AIP '37 EXPENSE - SRE Equipment/Broom Truck								
7537-01 - AIP '37 - Eligible	\$ -	\$ -	\$ -	\$ 82,203.00	\$ 36,362.00	\$ 552,632.00	\$ (516,270.00)	6.58%
7537-02 - AIP '37 - Non-Eligible	\$ -	\$ -	\$ -	\$ -	\$ 2,025.35	\$ -	\$ -	
Total 7537-00 - AIP '37 EXPENSE	\$ -	\$ -	\$ -	\$ 82,203.00	\$ 38,387.35	\$ 552,632.00	\$ (514,244.65)	6.95%
7538-00 - AIP '38 EXPENSE - Project Formulation RSA								
7538-01 - AIP '38 - Eligible					\$ 82,488.52		\$ 82,488.52	0.00%
Total 7538-00 - AIP '38 EXPENSE					\$ 82,488.52	\$ 789,474.00	\$ (726,985.48)	0.00%
7539-00 - AIP '39 EXPENSE - Safety Area Project I								
7539-01 - AIP '39 - Eligible					\$ 1,818,947.00	\$ 1,818,947.00	\$ (1,818,947.00)	0.00%
Total 7539-00 - AIP '39 EXPENSE					\$ 1,818,947.00	\$ 1,818,947.00	\$ (1,818,947.00)	0.00%
7540-00 - AIP '40 EXPENSE - Safety Area Project II								
7540-01 - AIP '40 - Eligible								
Total 7540-00 - AIP '40 EXPENSE							\$ 16,000,000.00	
8000-00 - Replacement Airport								
8000-01 - EIS Project Formulation	\$ 13,214.00	\$ 18,008.88	\$ 1,625.28	\$ 1,625.28		\$ 10,000.00	\$ (9,886.00)	1.14%
8000-02 - Project Manager	\$ 5,960.00	\$ 5,960.00	\$ 114.00	\$ 114.00		\$ 10,000.00	\$ (10,000.00)	0.00%
8000-03 - Financial	\$ 40,015.62	\$ 85,872.52	\$ 34,214.72	\$ 57,032.03	\$ 16,072.80	\$ 60,000.00	\$ (25,785.28)	57.02%
8000-04 - Public Outreach	\$ 113,304.27	\$ 152,182.39	\$ 2,342.68	\$ 2,342.68		\$ 10,000.00	\$ (7,657.32)	
8000-05 - Current Site Master Plan	\$ 42,380.36	\$ 93,095.30	\$ 5,916.19	\$ 7,090.69	\$ 3,240.00	\$ -	\$ 5,916.19	
8000-06 - Legal		\$ 52,000.00	\$ 112,820.82	\$ 135,421.43	\$ 1,753.60	\$ 50,000.00	\$ 62,820.82	
8000-07 - General	\$ 214,874.25	\$ 406,919.09	\$ 157,033.69	\$ 203,626.11	\$ 21,066.40	\$ 140,000.00	\$ (118,933.60)	15.05%
Total 8000-00 - Replacement Airport								
9000-00 - PFC EXPENSE								
9000-01 - PFC '07 Security Equipment	\$ -	\$ 10,157.42	\$ 865.00	\$ 131,843.01		\$ -	\$ -	0.00%
9000-02 - PFC '11 - ATCT Switching System**	\$ -	\$ -	\$ 4,651.51	\$ 29,638.96	\$ 314,855.45	\$ 209,000.00	\$ 105,855.45	150.65%
9000-03 - PFC '12 - SRE Equipment/Security Improv								
9000-04 - PFC '12 - Master Plan Update								
9000-05 - PFC '12 - Approach Procedure Development								
Total 9000-00 - PFC EXPENSE	\$ -	\$ -	\$ 5,516.51	\$ 161,481.97	\$ 314,855.45	\$ 209,000.00	\$ 105,855.45	150.65%
TOTAL "C" EXPENDITURES	\$ 2,478,123.66	\$ 3,065,229.54	\$ 290,434.20	\$ 654,386.47	\$ 485,536.01	\$ 5,427,771.00	\$ (4,942,232.99)	8.95%
TOTAL EXPENSE ("A", "B", & "C")	\$ 3,544,433.58	\$ 4,990,505.44	\$ 1,391,193.91	\$ 2,738,356.83	\$ 1,512,647.86	\$ 7,460,472.80	\$ (5,947,824.84)	20.27%
TOTAL INCOME	\$ 3,189,250.82	\$ 4,877,512.09	\$ 1,180,553.34	\$ 2,493,876.87	\$ 1,189,898.21	\$ 7,020,373.00	\$ (5,830,474.79)	18.66%
NET INCOME	\$ (355,182.76)	\$ (112,993.35)	\$ (210,640.57)	\$ (244,479.96)	\$ (322,649.75)	\$ (440,099.80)	\$ 97,450.05	77.86%

** Reimbursable by PFC