

**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 3, 2012 at 4:00 p.m. at the **old Blaine County Courthouse Meeting Room**, Hailey, Idaho. The proposed agenda for the meeting is as follows:

**AGENDA
July 3, 2012**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. UNFINISHED BUSINESS**
 - A. Airport Solutions**
 - 1. Blaine County Report DISCUSSION
 - 2. City of Hailey Report DISCUSSION
 - 3. Airport Manager Report DISCUSSION
 - 4. Interim Communications Director Report
 - a. Coffee Talk DISCUSSION
 - b. Airport Tour DISCUSSION
 - 5. Existing Site
 - a. Airport Planning Process – Phase I
Scope of Work – Attachments #1 - #2 DISCUSS/DIRECT/ACTION
 - 6. Replacement Airport DISCUSS/DIRECT
 - 7. Interim Communications Director Position DISCUSS/DIRECT/ACTION
 - 8. Retain/Improve/Develop Air Service
 - a. FSVA Report DISCUSS/DIRECT
 - b. First Time Schedule Commercial – Jet Service
Environmental Assessment (EA) Update DISCUSS/DIRECT/ACTION
 - c. Air Service Scope of Work – (Seasonal True Market Estimates &
Airfare Monitoring) – Attachment #3 DISCUSS/DIRECT/ACTION
- IV. FY '13 RATES & CHARGES/BUDGET – Attachments #4 - #5 ACTION**
- V. NEW BUSINESS**
 - A. FY '12 Airport Appreciation Day DISCUSS/DIRECT**
- VI. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. June 5, 2012 Regular Meeting - Attachment #6 ACTION**
- VII. AIRPORT STAFF BRIEF**
 - A. Noise Complaints
 - B. Parking Lot Update
 - C. Profit & Loss, ATCT Traffic Operations Count
and Enplanement Data – Attachments #7 - #10
 - D. Review Correspondence – Attachment #11
 - E. Fly Sun Valley Alliance Update – Attachments #12, #13
 - F. Airport Weather Interruptions
 - G. License and Use Agreement Off-Airport Rental Car Operator
 - H. Gifts, Refreshments & Retail Concession
 - I. Operations Brief
- VIII. PUBLIC COMMENT**
- IX. EXECUTIVE SESSION - I.C. §67- 2345 (1)(d)**
- X. ADJOURNMENT**

III. UNFINISHED BUSINESS

A. Airport Solutions

1. Blaine County Report

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

BOARD ACTION: 1. Discussion

2. City of Hailey Report

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

BOARD ACTION: 1. Discussion

3. Airport Manager Report

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

BOARD ACTION: 1. Discussion

4. Interim Communications Director Report

a. Coffee Talk

BOARD ACTION: 1. Discussion

b. Airport Tour

BOARD ACTION: 1. Discussion

5. Existing Site

a. Airport Planning Process – Phase 1 Scope of Work – Attachments #1 - #2

Following the June Board meeting, the Airport Manager participated in discussions with the FAA about how to move forward with the EIS process for the new airport site. During the discussions, the FAA stated that they felt that, rather than the more detailed planning study that has been discussed; they would prefer a "90-day" study that looked only at alternatives for the existing site be the next step. Based on this information, Airport Manager and T-O Engineers took the initiative to prepare a draft scope outline for such a study and forwarded this to the FAA for comment on June 14 (see Attachment #1). T-O began working on a detailed scope that matched this outline. Despite some initial misgivings about the 90-day study, Airport Manager and T-O agreed that

this approach could work, as it would allow us to focus on the most important questions related to the planning study and get some answers relatively quickly that will help guide the decision-making and planning processes going forward. Airport Manager will elaborate. Attachment #2 is an Airport Alternatives Development Draft Scope of Work.

Dave Mitchell, T-O will be at the meeting to discuss the scope of work and strategy for moving forward with this project. Once a scope is approved by the FAA and Board, fee and agreement negotiations may move forward.

BOARD ACTION: 1. Discuss/Direct/Action

6. Replacement Airport

As you know, since April, Airport Staff and the consultant team has had several discussions with the FAA about the suspended EIS. Each time, the FAA has not been ready for EIS discussions even though action related to finding a Replacement Airport site is an essential part of the community's dual path forward. The FAA believes that the Airport Planning Process discussed above is key to providing vital information related to an EIS discussion. Essentially, the FAA believes that the information will help determine the time line that a Replacement Airport fits in - Is it a mid, long or indefinite planning objective? The FAA believes this information will be valuable to the community as a long term vision is developed. As/if the 90 day study moves forward, Airport Staff and the consultant team will discuss the following paragraphs which came from the Friedman Memorial Replacement Airport Environmental Impact Statement Purpose and Need/Alternatives Working Paper as a matter of necessity.

Purpose and Need:

1.2.2 CONCLUSION

Over the years, the FMAA has undertaken significant steps to maintain a safe and efficient aviation facility. However, the significant limitations at the current airport site are clear, and their impact has been fully studied and documented in numerous analyses conducted over a period of years. While the preceding section provides only a cursory overview of some of the more significant issues at the Airport, this summary of considerations clearly establishes the rationale for a replacement airport. Considering the NPIAS guiding principles, it can be seen that SUN is no longer "located at optimum site" and cannot be "maintained to appropriate standards" nor is the Airport "efficient" given head-to-head operations, the extent of diversions, and the airfield operational restriction that has been established.

While significant effort has been expended to address design requirements, it is also clear that SUN is not "flexible and expandable, able to meet increased demand and to accommodate new aircraft types", and actions to address this capability would be costly and highly disruptive to the community. Given the physical constraints, the long-term viability of the existing airport site must also be questioned, at least the viability of the Airport to serve in its current role.

Taking these factors into consideration, the purpose and need for a replacement airport for the Wood River Region was developed to guide the EIS pre-planning process. Elements of the purpose and need noted above will be incorporated into the formal purpose and need statement that will guide the subsequent Phase Two elements of the EIS.

BOARD ACTION: 1. Discuss/Direct

7. Interim Communications Director Position

The Board entered into an agreement in January 2012 with Anticipate, LLC to provide Strategic Communications Marketing services to the FMAA. The title that was assigned to the agreement/position was Interim Communications Director. Chairman Bowman has placed this item on the agenda to discuss removing the Interim from the position title.

BOARD ACTION: 1. Discuss/Direct/Action

8. Retain/Improve/Develop Air Service

a. FSVA Report

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

BOARD ACTION: 1. Discuss/Direct

b. First Time Schedule Commercial – Jet Service Environmental Assessment (EA) Update

Work is underway on the Environmental Assessment for Operations Specifications approval of regional jet operations at the airport. The project purpose and need and alternatives chapters have been drafted and analysis of the affected environment and environmental consequences is underway. Initial noise modeling is also being completed. A draft document will be available for review by Staff and FAA the week of July 9th. The project is on schedule, with no significant issues or concerns at this time. Dave Mitchell of T-O Engineers will attend the meeting to provide a brief update and answer any questions the Board may have.

BOARD ACTION: 1. Discuss/Direct/Action

c. Air Service Scope of Work – (Seasonal True Market Estimates & Airfare Monitoring) – Attachment #3

During the May Board meeting, the Board considered a proposal for Air Service Consulting Services from Mead & Hunt. This proposal was solicited by Airport Staff to move forward after Mead & Hunt completed the Passenger Demand Analysis (PDA) for the Board in February. It is now

apparent that a significant group of passengers that live in our area are using other airports. In short, Staff's goal by requesting the Proposal was an answer to the question PDA – "What now?" The goal of the Proposal is to begin answering more questions: "What can be done to reduce leakage from our community to other airports?", "What can be done to retain existing air service?" and "What can be done to develop new air service to our community?" Staff did not ask the Board for approval back in May but did ask for comments and/or suggestions. Staff has included the updated proposal as Attachment #3. The proposal has been tweaked based on Board discussion during the May meeting. Staff believes that the fees associated with accomplishing the work highlighted in the proposal are reasonable. Budget line items are available to support the proposal in the FY '13 Draft Budget. Staff would suggest that the Board and community will find the information gathered from this proposal extremely helpful in the future, as the Board endeavors to retain, improve and develop air service. The Board, when appropriate, can consider approving the Scope of Services and authorize the Chair to execute appropriate agreements after Staff and Legal Counsel review.

BOARD ACTION: 1. Discuss/Direct/Action

IV. FY '13 Rates & Charges/Budget – Attachments #4 - #5

During the June Board meeting, Staff and the Finance Committee presented the Board with a preliminary FY '13 Budget and Rates and Charges for review. Staff, based on meeting comments, has reviewed the preliminary budget and has included the revised draft FY '13 budget (Attachment #4) for consideration. The draft budget includes the following adjustments since the June meeting:

<u>Budget Line Item</u>	<u>Preliminary Budget</u>	<u>Adjusted Budget</u>
4400-01 TSA LEO Expense Reimbursement	\$117,000.00	\$.00
6050-12 Prof. Serv. – Planning – Air Service	\$25,000.00	\$32,000.00
6050-13 Prof. Serv. – Website Design & Maint.	\$5,000.00	\$6,500.00
6080-04 Airport Marketing	\$.00	\$15,000.00
6110-04 Contracts – COH LEO	\$160,291.54	\$15,000.00
6110-09 Contracts – Website	\$1,656.00	\$2,000.00
7000-33 Passenger Terminal Carpet	\$.00	\$30,000.00

Staff also reviewed the Rates & Charges (Attachment #5) and has made some adjustments to the "Security/Airport Identification" fees. Staff anticipates that, at a minimum, the Board should anticipate CPI adjustments to most, if not all, the Rates & Charges categories in the FY '14 Budget process to keep up with the agreement made with tenants to make smaller incremental increases on an annual basis instead of infrequent, larger ones.

BOARD ACTION: 1. Direct Staff to establish a Public Hearing for the proposed FY '13 Rates and Charges.

2. Discuss and direct Staff to establish a Public Hearing for the Proposed FY '13 Budget.

V. NEW BUSINESS

A. FY '12 Airport Appreciation Day

Please mark your calendars and plan to attend Airport Appreciation Day on September 15th from 9:00 a.m.-3:00 p.m. Staff expects this event to be well attended and initial planning indicates there will be food served, music, aircraft rides, static displays and kid friendly entertainment.

BOARD ACTION: 1. Discuss/Direct

VI. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

A. June 5, 2012 Regular Meeting – Attachment #6

BOARD ACTION: 1. Action

VII. AIRPORT STAFF BRIEF

A. Noise Complaints:

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Chantrelle Sub	6/4	12:27 am	Turbo Prop	Late Arrival	This was an air carrier aircraft that diverted to TWF due to high winds at FMA. The aircraft delayed on the ground until wind conditions were satisfactory for their operation. They returned to FMA at approx. 12:27 am. Caller was notified.

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Chantrelle Sub	6/11	6:42 am	Turbo Prop	Early Departure	This aircraft arrived at FMA at 6:35 am. Caller was under the impression that there was a "Curfew" prohibiting aircraft from landing prior to 7:00 am. Ops Chief spoke w/caller and clarified that the Vol. Noise Procedures ask that aircraft not operate prior to 6:00 am and that technically, there is no "Curfew" as the program is voluntary.
Hailey	6/19	9:18 am	Stage II Jet	Loud Arrival	This was a Stage II jet aircraft in a normal operation. Ops Chief had a pleasant discussion with the caller, who was primarily concerned that this noise might be typical of regional jet operations.
Chantrelle	6/23	11:15 am & 5:13 pm	Turbo Props	Low approaches	Caller felt that both approaches, by the same air carrier were extremely low. Research/inquiry by Staff revealed that both approaches were appropriate. Ops Chief responded to caller with that information.
Hailey	6/25	5:51 pm	Turbo Prop	Low approach	Caller reported that a "huge" air carrier aircraft approached the Airport from the North, very low over her daughter's home. Research/inquiry by Staff indicated that the approach from the north was likely predicated by prevailing winds at the time at or above 20 kts, from the South. Inquiry also demonstrated that the aircraft approach was otherwise appropriate.

B. Parking Lot Update

The Car Park Gross/Net Revenues

	FY 2010 Gross	FY 2010 Net	FY 2011 Gross	FY 2011 Net	FY 2012 Gross	FY 2012 Net
May	\$14,294.68	\$6,266.28	\$14,832.19	\$6,015.75	\$13,330.00	\$4,523.03

C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data - Attachments #7 - #10

Attachment #7 is Friedman Memorial Airport Profit & Loss through April 2012.
Attachment #8 is air traffic control tower traffic operations data for May 2012.
Attachment #9 is 2001 - 2012 air traffic control operations data comparison by month.
Attachment #10 is 2008 - 2012 enplanement data including non-revenue passengers.
The following revenue and expense analysis is provided for Board information and review:

April 2011/2012

Total Non-Federal Revenue	April, 2012	\$167,391.79
Total Non-Federal Revenue	April, 2011	\$167,046.05
Total Non-Federal Revenue	FY '12 thru April	\$1,106,384.48
Total Non-Federal Revenue	FY '11 thru April	\$1,079,732.64
Total Non-Federal Expenses	April, 2012	\$131,234.34
Total Non-Federal Expenses	April, 2011	\$145,053.10
Total Non-Federal Expenses	FY '12 thru April	\$1,160,277.86
Total Non-Federal Expenses	FY '11 thru April	\$1,134,631.47
*Net Income to include Federal Programs	FY '12 thru April	\$-168,558.69
*Net Income to include Federal Programs	FY '11 thru April	\$-374,721.34

*Difference in net income is related to federal transactions.

D. Review Correspondence - Attachment #11

Attachment #11 is information included for Board review.

E. Fly Sun Valley Alliance Update – Attachments #12, #13

Attachment #12 is the May 14, 2012 Fly Sun Valley Alliance Meeting Minutes.
Attachment #13 is the June 11, 2012 Fly Sun Valley Alliance Meeting Agenda.

F. Airport Weather Interruptions for June, 2012

Airline	Flight Cancellations	Flight Diversions
Horizon Air	0	0
SkyWest	2 (wx)	1 (wx)*

*This diversion was the result of high winds at FMA. The Flight diverted to TWF and Waited on the ground until winds at FMA were acceptable and then proceeded to FMA a little after midnight.

Wx: Weather Mech: Mechanical

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

G. License and Use Agreement Off-Airport Rental Car Operator

Enterprise Rent-A-Car completed all the inspection requirements, presented all the necessary documents, completed an operational location/procedure tour with the Airport Operations Chief and began operating as an Off-Airport operator on June 25th.

H. Gifts, Refreshments & Retail Concession

Staff received a single proposal for the retail concession space at the terminal. The proposal was presented by Erica Niemi, Susan Hilpert and Rachael Stark of Runway Gift Café, LLC. Staff met with Ms. Niemi to review the proposal they presented. Staff is encouraged by Erica's enthusiasm and her expressed interest to grow the business and evolve as needed to meet the needs of the traveling public and, eventually, the surrounding airport community. Staff received approval from Chairman Bowman and Vice Chairman Burke to proceed into negotiations with legal counsel assistance. Staff has completed that negotiation and the lease became effective on June 21st. Staff encourages the Board to stop in and visit Runway Gifts Cafe.

I. Operations Brief

The Airport underwent its annual, FAR 139 Inspection June 20-21. The inspection was conducted by Mr. Rick Schoder, FAA Northwest Mountain Region Airports District Office. We are pleased to report that there were no significant findings or corrections noted. FAR 139 Inspections are truly an opportunity for FMA Staff and FAA to work together in an effort to really "see the Airport" and learn from each other.

Staff has prepared a "Press Release" for the Idaho Mountain Express, advising Wood River Valley residents and neighbors that insofar as we are beginning summer, so to should residents and neighbors anticipate conspicuously elevated levels of air traffic and activity at the Airport.

VIII. PUBLIC COMMENT

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

X. ADJOURNMENT

FRIEDMAN MEMORIAL AIRPORT PLANNING STUDY, PHASE 1

SCOPE OF WORK

OUTLINE

The purpose of this planning study will be to investigate alternatives for what can be done to provide a safer airport platform for the type and size of aircraft that use the airport today. Based on the recent request by SkyWest Airlines for Operations Specifications approval to operate the CRJ700 at SUN, this type of operation will also be considered. It should be noted, however, that operations by regional jets are not the driver of this study. The study is necessary to address safety improvements that are needed based on the aircraft that currently use the airport, not to accommodate future demand. When it begins to operate at SUN, the CRJ700 will not be the critical aircraft for airfield design.

The goal of this study will be to develop and evaluate alternatives within 90 days. Alternatives evaluated will be limited to steps that can be taken at the existing site without major impact to the community or significant costs. Essentially, options considered in detail will be improvements that can be made within the existing airport property boundary. Some consideration of more significant improvements that require expansion of the airport will be given, but only to evaluate the general costs and impacts of those alternatives. Significant expansion of the airport property will require a robust public involvement program that will not be possible during the short duration of this study – such improvements will be considered in the Phase 2 study. The safety of alternatives developed during this 90-day effort will be evaluated by a Safety Risk Management panel to determine their acceptability from a safety standpoint.

After the alternatives are developed and analyzed, the study will then proceed to prepare Modification of Standards documentation for areas where meeting standards is not feasible. This documentation will then be submitted for FAA review and approval.

Poor reliability at the existing site has a direct impact on the viability of air service at the airport. For this reason, an evaluation of feasible reliability improvements will also be undertaken to determine what improvements are realistically possible.

Due to the short duration of this study and the importance that the community and all affected FAA Lines of Business work together to achieve the desired outcome, the study will include regular communication and face to face meetings with the FAA in Renton, Washington.

After completion of this Phase 1 study, a second study may be entered into, that will include a more formal, longer term planning study for the airport. The Phase 2 study may include location of a new airport site and longer-term options at the existing site, which will only be pursued if a relocated airport is determined to no longer be a viable option. One of the deliverables from the Phase 1 study will be a detailed scope of work for Phase 2.

An outline Scope of Work for this planning study is presented below.

- I. Introduction
 - A. Background
 - B. Project Understanding
 - 1. Focused on “first tier” safety improvements at the existing site
 - 2. 90-day look at alternatives
 - 3. Develop documentation for Modification of Standards
 - 4. Research potential reliability improvements
 - C. Deliverables

1. Alternatives Report
 2. Modifications of Standards documentation
 3. Reliability Report
 4. Scope of Work for Phase 2 Planning Study
- II. Project Management
- A. Scope development
 - B. Meetings and coordination – extensive coordination and meetings with community and FAA (Airports and other Lines of Business) to ensure that all are working toward the same goal.
- III. Public Involvement
- A. FMAA Board Meetings – one to include a public workshop
 - B. Email/webpage communication
- IV. Inventory Deficiencies – Prepare a matrix that summarizes standards and identifies deficiencies in the following areas:
1. RSA
 2. OFA
 3. Runway-Taxiway Separation
 4. Runway-Aircraft Parking Separation
- V. Alternatives – Develop alternative(s) and associated costs for each of the following areas:
- A. RSA
 - B. OFA
 - C. Runway – Taxiway Separation
 - D. Runway – Aircraft Parking Separation
- VI. Modifications of Standards
- A. Develop documents
 - B. Meetings/Coordination
- VII. Reliability Alternatives
- A. RNP
 - B. Ground-based

SCHEDULE

July 3, 2012	Draft Scope and Fee presented to FMAA/Start work on alternatives analysis.
July 2012	IFE
July 17, 2012	Contract approval.
October 1, 2012	Complete alternatives analysis. Begin Modification of Standards documentation preparation.
January 2013	Complete Modification of Standards documentation/Submit
Spring 2013	Prepare Phase 2 Scope of Work.

Friedman Memorial Airport (SUN) Hailey, Idaho Airport Alternatives Development Draft Scope of Work

June 28, 2012

Sponsor: Friedman Memorial Airport Authority

Consultant: T-O Engineers, Inc.

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 jet 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 Airport has two sponsors: the City of Hailey and Blaine County, who have entered into a joint powers agreement that formed the Friedman Memorial Airport Authority (FMAA), which governs and manages the airport.

The Airport is located in a high mountain valley and is surrounded by severe terrain. Due to this terrain, precision instrument approaches are not available and inclement weather causes multiple delays and diversions. The Airport also has a limited amount of property and is bounded on three sides by State Highway 75 and an existing light industrial development. Due primarily to this constrained environment, Federal Aviation Administration (FAA) design standards are not met at the existing site, and the community has been working for over 20 years to resolve this issue.

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 Federal Aviation Administration (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 sites under consideration.

A relocated airport is still the ultimate solution, as it will provide airport infrastructure that will meet standards, accommodate all foreseeable demand and provide a reliable all-weather airport. Locating a site and building a new airport is likely to take time, however, and some improvements are required in order for the Airport to survive and thrive at the existing site.

This effort is limited to data collection and development of alternatives, including cost estimates, so that the community and FAA can make informed decisions about the next steps in the ongoing process to correct the deficiencies at the airport. The purpose of this study is not to select preferred alternatives, but to develop enough data so that the available alternatives can be considered in the decision-making process.



This analysis will be conducted with an accelerated schedule, with the goal of completing the development of alternatives within approximately 90 days, after which a Safety Risk Assessment will be completed to consider the alternatives. Based on the outcome of the alternatives development and this Safety Risk Assessment, documentation for Modifications of Standards, where needed, will be prepared and submitted.

This document outlines the Scope of Work for this alternatives development effort.

Project Understanding

Available data and public sentiment both indicate that air service is critical to the economy of the Wood River Valley region. The economy of this region is largely driven by tourism and the second home market, both of which rely on commercial and general aviation air service. The community's overarching goal is to retain, improve and develop air service (especially commercial service) at the existing site. The goal is to survive and thrive at the existing site and carry that momentum to a new site, where the airport can continue to grow in its role as a transportation hub and economic engine for the region.

Two main factors threaten the vitality of commercial service at the existing airport site:

1. The airport does not meet current FAA design standards. 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 Airport Reference Code for the airport is C-III. Due to the geometry of the existing site, the airport does not meet standards for many criteria, most critically Runway Safety Area and Runway Object Free Area. Currently, operational restrictions allow the Q400 to operate at the airport, but these restrictions were intended as a temporary measure until the new airport was constructed. Additionally, SkyWest Airlines has recently requested permission from the FAA to operate the Canadair Regional Jet (CRJ) 700 at SUN. The CRJ700 is a C-II aircraft, and the airport does not meet C-II standards, either. Improvements toward meeting these standards must be made, in order to retain and improve air service. Commercial air service operations at an airport are subject to review and approval by the FAA, and these areas where standards are not met could stand in the way of that approval.
2. Reliability of the current airport is poor, especially during the winter months. Due to the severe terrain in the vicinity of the airport, visibility minimums are very high for a commercial airport. This means that when clouds, fog or storms are in the vicinity of the airport, aircraft cannot safely land using existing published procedures. In turn, this requires commercial flights to either be cancelled or to divert to Twin Falls or Boise, where passengers are then bussed to Hailey. Available data indicates that these diversions and cancellations lead travelers to choose not to fly to the airport. Based on initial analysis, existing instrument approach procedures could be improved, or better approaches may be possible. Any improvement in minimums will have an associated improvement in reliability, which will improve air service at the airport.

The purpose of this analysis is to develop alternatives that address the issue of non-compliance with standards. Evaluation of potential reliability improvements will be completed separately. The development of alternatives will be completed quickly, so that the community and FAA will have a more complete picture of what can be done at the existing site and what potential improvements will cost. This knowledge can then be used to make decisions about the future of the Airport, both in terms of what steps to take at the existing airport and regarding the process to find a new site.



Background

The Friedman Memorial Airport Authority (FMAA) has been working for many years to improve their airport to meet FAA design standards and accommodate demand. The following paragraphs summarize significant events that have led to the situation the Airport and community find themselves in today.

An Airport Site Selection and Feasibility Study was completed in 1990 in an attempt to accommodate the ever-increasing use of Friedman Memorial Airport by larger and more demanding aircraft. This study concluded that an alternative airport site existed along U.S. Highway 20, in the vicinity of the Moonstone Ranch. Limitations on FAA funds and a lack of community support at that time dictated that the airport remain at its current location. An airport Master Planning Process was initiated, which concluded with the publication of the 1994 Master Plan Update report. This document recommended a comprehensive improvement program aimed at compliance with Airport Reference Code B-III standards. While significant activity by C-II and D-II private aircraft existed at that time, the B-III standard was compatible with the current and foreseeable air carrier fleet.

A significant aspect of the 1994 plan was a preamble, which established a guiding principle for many planning decisions made since that time. This preamble says, in part (underline added for emphasis):

"The Friedman Memorial Airport is critical to the success of our resort economy, yet it has an enormous impact on the adjacent community. The goals of this Master Plan are to eliminate as many of the safety deviations as possible while not expanding the impact on the adjacent community. We seek the highest quality and safest airport possible, within the physical limitations imposed by the geography and the human use of adjacent lands. As pressure for use reaches the physical limits of the facility, we need to look for alternatives away from the valley cities, rather than expansion at the present site."

It has been reported that during this timeframe FMAA believed, incorrectly, that it had some ability to limit the size of aircraft which could use the airfield. Improvements associated with recommendations contained in this plan included a runway shift to the south, removal/relocation of hangars, relocation of parallel taxiways and relocation of aircraft parking aprons. An Airport Layout Plan update was completed in 1998, which addressed the specifics of how these improvements could be best constructed and what deviations would be eliminated, improved or continue to exist. The principle of "no growth" established in the 1994 plan was adhered to.

A key assumption of the 1994 Master Plan Update was that the Airport would be served by commercial carriers operating the BAe 146 regional jet, a B-III aircraft. These operations never materialized. However, in 2001 Horizon Air commenced operation, with FAA approval, of the Bombardier Q400, an Airport Reference Code C-III aircraft. It should also be noted that the FMAA had no participation in the process allowing use of the aircraft at the Airport. This operation commenced while the improvement program to meet B-III standards was still underway. The FAA directed FMAA at that time to complete planned improvements but to also commence a master planning process to evaluate compliance with C-III design standards.

In order to allow the Q400 to operate at Hailey in the interim, the Air Traffic Control Tower and Airport entered into a Letter of Agreement that established procedures to provide an equivalent level of safety during operations by this aircraft. This Letter of Agreement "sterilizes" (i.e., holds all other aircraft off) all taxiways when the Q400 is landing or taking off. This provides a full Runway Safety Area for this C-III



aircraft. It should be noted that the Letter of Agreement only applies to operations by the Q400 commercial service operations, not to any general aviation traffic.

This master planning process took place during the timeframe of 2002-2004, concluding with the 2004 Master Plan Update. The primary focus of that update was to identify and evaluate airport development alternatives that: remedied the design standard deviations associated with existing aviation demand; accommodate future aviation-related demand; respond to airport and community needs; and maximize revenue generating alternatives; all while remaining a good neighbor to surrounding communities. A series of alternatives were developed, and it was determined that significant expansion outside of the existing airport boundaries would be necessary in order to meet design standards. In addition, estimated costs of these improvements were high and the impacts to the community would be significant.

The FMAA concluded that the scope of improvements was not socially and environmentally acceptable and that the improvements would not resolve all issues related to safety and reliability. The determination was made that achieving C-III compliance could best be accomplished at a new site. An Airport Layout Plan and Capital Improvement Program were developed for the existing site that would focus on continued safety improvements and enhancements to benefit commercial service in the interim (up to 10 years). Proposed improvements were subsequently completed between 2005 and 2007. The Letter of Agreement for operations by the Q400 was an important aspect of these interim improvements. While these improvements were being made, an Airport Site Selection and Feasibility Study was undertaken. The Study was completed in 2006 which included the evaluation of 16 alternate sites, three in detail. The Study concluded that all finalist sites were feasible. Following extensive discussion and public process, the FMAA board decided that Site 10, located closest to the resort community, along State Highway 75 and within Blaine County, was the preferred location. The FAA agreed to proceed with an Environmental Impact Statement (EIS) process, as requested by the Airport Authority.

During the period of 2007 to late Summer 2011, the FAA and their consultant team conducted an independent site evaluation process and assessed possible impacts to the environment. Key elements of this study effort include:

- As required by the National Environmental Policy Act, the study was conducted with an “arm’s length” approach that limited community input on the process.
- 17 sites were independently evaluated for ability to meet standards, provide significant improvement to reliability and to accommodate future demand.
- Three finalist sites (all within Blaine County) were selected initially, which was narrowed to two in 2010:
 - Site 10A, located near the original Site 10 in southern Blaine County.
 - Site 12, located along US Highway 20 in western Blaine County, near the Blaine/Camas county line.
- During the EIS process, Western Sage Grouse habitat became a significant concern across the western U.S., leading to calls to list the species. In early 2011, Idaho Fish and Game and the U.S. Fish and Wildlife Service raised significant concerns over the possible impact on sage grouse habitat that would be caused by building an airport at Site 10A.
- Initial planning of the two finalist sites completed in Summer 2011 indicated total project costs for either site to be in excess of \$300 million.

In August 2011, the FAA suspended the EIS process due to concerns with project affordability and environmental issues, primarily the Western Sage Grouse. It was noted that this “pause” in the process would allow the FAA to enter into discussions with the community on affordability and possible



reconsideration of basic assumptions leading to potential site evaluations. On September 13-14, 2011, Donna Taylor, then manager of the FAA Northwest Mountain Region Airports Division, visited the Wood River Valley to explain FAA's position and policies and to answer questions from the Friedman Memorial Airport Authority, elected officials and the public at several meetings and workshops. During the period from mid-September 2011 to March 2012, significant public discussion and technical analysis was conducted relative to airport reliability and possible improvements; value and economic impact of air service to the Wood River Valley; possible improvement options at the airport; passenger demand analysis; and the community's long range vision for aviation service.

This extensive process resulted in three general conclusions:

1. Continued and improved passenger service is extremely important to the community and provides major economic benefit.
2. The ultimate goal remains to build a new airport.
3. The community realizes construction of a new airport will take time, and is willing to make needed improvements to the existing site to retain air service and improve safety.

The Airport's sponsors, Blaine County and City of Hailey have developed policy positions derived from their assessment of community needs and goals. Each sponsor's policies are listed below and will serve as guiding principles for this planning study and its subsequent recommendations.

Blaine County Airport Project Guiding Principles

1. *Robust commercial and general aviation transportation service and infrastructure are vital to the economy of Blaine County.*
2. *Meeting federal design and safety standards in air and ground operations is paramount in planning for air service and related infrastructure.*
3. *Air service and infrastructure improvements are affordable and achievable.*
4. *Minimizing environmental impacts is a high priority in planning for and implementing air service and infrastructure improvements.*
5. *Air Service is an important and interconnected mode of transportation for Blaine County and the region.*
6. *A replacement airport south of Bellevue along State Highway 75 is the long term solution and objective.*

City of Hailey Airport Guiding Principles

1. *The City believes that an airport with commercial service is important to the Wood River Valley.*
2. *The City of Hailey remains committed to the 1994 Master Plan in the long term, which calls for relocation of an airport away from cities.*



3. *The City knows that relocation of the Friedman Memorial Airport may be a very long term process; however, in the meantime, to keep the relocation process moving, the City will request the Friedman Memorial Airport Authority ("FMAA") and the Federal Aviation Administration ("FAA") to restart the EIS process.*
4. *The City knows that the Friedman Memorial Airport may serve as the airport for the Wood River Valley for the short, medium and even long term while airport relocation is pursued.*
5. *The City will support the FMAA and FAA in developing an Airport Layout Plan ("ALP") from the Friedman Memorial Airport that addresses potential reliability improvements, as well as FAA design standard deficiencies. Until the ALP is developed and presented for consideration by the City, the City supports the present configuration and operation of Friedman Memorial Airport.*
6. *In reviewing reliability improvement issues and issues related to FAA design standard compliance, the City will balance any increased reliability with the potential for increased impacts to our citizens and the costs associated with improvements to reliability.*
7. *The City supports the Friedman Memorial Airport; however, that support cannot continue if airport operations and/or physical layout jeopardize the health, safety or quality of life for Hailey citizens (e.g., northern approaches). Safety and quality of life should never be compromised in favor of any other guiding principle.*
8. *The joint governing authorities should develop concrete steps for a dual path approach: short term safety improvements and long term relocation.*

Since the adoption of these guiding principles by both sponsors, two other key events have taken place:

First, SkyWest Airlines requested operations specifications approval to operate the Canadair RJ 700 between Hailey and Salt Lake City, in place of the Embraer EMB120 that the airline currently operates on that route. The role and viability of Regional Jets in the air carrier fleet serving the Wood River Valley has been considered for the last decade as airlines have been replacing their regional turboprop aircraft with 50-, 70-, and 90-passenger Regional Jets. With SkyWest's request, this has become reality for the airport. The CRJ700 is, like most Regional Jets, a C-II aircraft, which exceeds the current airfield's design. Market studies have indicated viable service opportunities via CRJ700 aircraft to both Denver and San Francisco, which would be of major benefit to the community and a major step toward improving air service. SkyWest's request and the viability of additional markets makes it clear that the CRJ700 is the likely aircraft to serve the Airport in the immediate future. These aircraft, along with the existing fleet of the Q400 and private jet aircraft must be considered in planning and analysis.

The second key event was triggered by SkyWest's request. This change of aircraft required modifications to the existing Letter of Agreement at the airport, which in turn required that a Safety Risk Management Panel be convened to analyze the safety risks of these changes. This panel took place at the airport on April 24 and 25, 2012. A formal Safety Risk Management assessment was done on the changes to the operational agreement between the tower and airport, and the result of that assessment was that these operational restrictions could be modified to accommodate the CRJ700. A separate Safety Case Analysis was also conducted, to consider the safety risks related to the non-standard conditions at the airport. This Safety Case Analysis identified several areas of deficiencies that will help to frame the initial



analysis conducted under this Planning Study. It should be noted that this type of safety review is quite new within the FAA and has not been conducted at FMA previously.

This Study will take into account the extensive efforts made in the past twenty-plus years at the airport, including the most recent events. The findings and guiding principles outlined above will be incorporated into the study process and recommendations.

Project Approach

The purpose of this project is to investigate alternatives for what can be done to provide a safer airport platform for the type and size of aircraft that use the airport today. Based on the recent request by SkyWest Airlines to operate the CRJ700 at SUN, this type of operation will also be considered. It should be noted, however, that operations by regional jets are not the driver of this effort. This study is necessary to address safety improvements that are needed based on the commercial and corporate aircraft that currently use the airport, not to accommodate future demand by larger aircraft. When it begins to operate at SUN, the CRJ700 will not be the critical aircraft for airfield design. The CRJ700 is a C-II aircraft and the current Airport Reference Code for the airport is C-III, based on traffic by the Q400, Gulfstream V and other similar aircraft.

The goal of this study will be to develop alternatives within 90 days. Alternatives evaluated will consider full compliance with FAA design standards and other potential alternatives, which may require Modifications of Design Standards. It is expected that the safety of alternatives developed during this 90-day effort will be evaluated by a Safety Risk Management panel to determine their acceptability from a safety standpoint. This panel will be conducted after alternatives have been identified and before the next steps in the study.

After the alternatives are developed and analyzed, the study will then proceed to prepare Modification of Standards documentation for areas where meeting standards is not feasible. This documentation will then be submitted for FAA review and approval.

Due to the short duration of this study and the importance that the community and all affected FAA Lines of Business work together to achieve the desired outcome, the study will include regular communication and face to face meetings with the FAA in Renton, Washington.

The approach to this project will be to move forward quickly with a number of tasks to summarize the current state of the airport and quantify areas of deficiencies. Four major areas of deficiencies have been identified during previous analyses. These four areas were the focus points of discussion during the Safety Case Analysis and are summarized below:

1. **Runway Safety Area:** The Runway Safety Area does not meet C-II or C-III design standards, due to the location of taxiways or portions of taxiways within the RSA on both sides of the runway.
2. **Runway Object Free Area:** The existing airport does not meet C-II or C-III design standards, due to the presence of the air traffic control tower, terminal aircraft parking, east perimeter fence and Highway 75, along with other objects.
3. **Runway to Parallel Taxiway Separation:** Separation standards for runway centerline to parallel taxiway centerline are 300 feet for C-II and 400 feet for C-III. The current separation varies from 180 feet to 335 feet for the various segments of parallel taxiway.
4. **Runway to Aircraft Parking Separation:** By standards, the distance between runway centerline and aircraft parking should be 400 feet for C-II and 500 feet for C-III airports. Parking nearer than this exists in many locations at the airport.



These deficiencies will be analyzed in detail and alternatives will be developed to address them. Where no feasible solution exists, justification for Modifications of Standards will be developed. It is critical to note that FAA policy does not allow for Modifications of Standards for Runway Safety Areas. For the other areas of deficiencies, it is anticipated that Modifications of Standards in some form will be pursued. The final portion of this effort will be the development and submittal of documentation for required Modifications of Standards.

Individual elements of the Study are described in detail below.

STUDY ELEMENTS

Element 1: Study Design

This element will initiate activities for this Planning Study at Friedman Memorial Airport, particularly to develop the study work scope, fee estimate, Professional Services Agreement, contract negotiation and project schedule.

A detailed scope of services and project schedule are important to guide the project through subsequent phases. Design of the study includes development of a comprehensive scope of services, definition of effort necessary to accomplish the work scope and the preparation of a realistic work effort and cost estimates for completing the work. It also serves to organize the project team, which includes the Consultant Team, Airport Management, and the FAA.

1.1 Scope of Work/Fee

This element includes preparation of a draft scope of work, coordination with FMAA to refine the scope, development of a project schedule and preparation of the final scope of work and fee. Included in this element is communication with the FMAA and FAA related to scope development:

- Attend three regular FMAA meetings to present and receive feedback on the draft and final scope documents.
- Participate in two conference calls with FMAA staff and representatives from the FAA Seattle Airports District Office regarding the specific elements and approach to the Study.
- Regular communication with FMAA Staff during the Scope development process.

Element Deliverables:

- Electronic files of the initial and modified draft Scopes of Work, fee estimates, and project schedule; electronic copy of the final draft version of the project schedule, scope of services, fee estimate; and two (2) paper copies of the Final Approved version of the scope of services, fee estimate, project schedule, and two (2) copies of the executed contract for FAA and Airport records.

Element Cost Assumptions:

- Develop two (2) drafts and one (1) final iteration of the Scope of Work, fee estimate matrix, Professional Services Agreement, project schedule and conduct contract negotiation.



- Two (2) meetings in Hailey with the Airport Board will be conducted to facilitate Scope of Work development.
- Additional individual coordination with FMAA and FAA staff via telephone and email is included.

1.2 Negotiation

Included in this element will be services related to coordination and negotiation of the Agreement. The Consultant will provide an electronic copy of the Scope of Work and a blank fee spreadsheet for Sponsor's use in obtaining an Independent Fee Estimate. After the fee comparison is complete, the Consultant will participate in fee negotiations, as necessary.

Element Deliverables:

- Electronic copy of the final Scope of Work and electronic file of the fee matrix for use by the independent estimator.

Element Cost Assumptions:

- Electronic submittal of Scope of Work and fee matrix.
- Negotiations conducted by conference call.

1.3 Agreement

Consultant shall prepare a Professional Services Agreement for services to be provided under the approved Scope of Work.

Element Deliverables:

- Hard copies of executed Agreements, with attachments.

Element Cost Assumptions:

- Hardcopy agreements to consist of two (2) paper copies of the Final Approved version of the SOW, fee estimate, project schedule, and two (2) copies of the executed contract for FAA and Airport records.

Element 2: Project Management

This element will provide appropriate direction and management for the development of this Planning Study as each assignment is undertaken and completed. Constant management will be required throughout the project, including management of the project team; internal and external communication; quality control; grant administration and budget tracking.

2.1 Project Management

This element is an on-going process throughout the project that includes developing an internal structure for the project processes and communication with the project team. Project management duties include:

- Defining roles and responsibilities for team members.
- Developing a project plan and schedule.
- Developing a project strategy and modifying, as required.
- Initiating project activities in sequence, to maximize efficiency and effectiveness.



- Monitoring progress and making required adjustments.

Deliverables:

- Copies of the schedule and project plan will be provided to the Sponsor and FAA as required.

Cost Assumptions:

- Two hours per month by the PM over an assumed period of six months, dedicated specifically to management and control of the project.
- One day to develop a project plan and conduct an internal kickoff meeting by teleconference.

2.2 Team Communication

This element includes regular formal communication throughout the project to discuss progress, challenges and other issues related to the progress of the work. This formal communication is anticipated to include the following:

- Weekly teleconferences of project managers and key individuals from each firm. It is anticipated that project managers will participate in all calls, and the key individuals participating will vary, based on the work being undertaken at the time.

Deliverables:

- As this is an internal aspect of project management, no deliverables are anticipated.

Cost Assumptions:

- Time for teleconferences as described above.

2.3 Sponsor/FAA Communication

In order to maintain control of the project direction and ensure concurrence from the Sponsor, FAA and Consultant Team, regular communication throughout the project will be critical. This will include formal status reports, emails, teleconferences, and face-to-face meetings, as anticipated below. Communication with the public during this effort will be limited to the monthly status updates to the FMAA board described below. No additional public involvement process is anticipated.

- Prepare for and attend a kickoff meeting to be held at FAA Seattle Airports District Office in Renton, Washington. The purpose of this meeting will be to discuss the goals of the study, schedule and other pertinent elements of the effort. Participation is expected to include T-O Project Manager, project managers from key subconsultants (two total), Airport Staff and representatives from affected FAA Lines of Business.
- Prepare for and attend two additional meetings in Renton to discuss preliminary analysis and issues discovered during the course of the project. Participation is expected to include T-O Project Manager and one additional staff member, Airport Staff and representatives from affected FAA Lines of Business.
- Monthly status reports submitted to the Sponsor and FAA with each month's invoice.
- Regular email and telephone communication with the Sponsor and FAA as needed to address specific issues and coordinate various aspects of the project.



- Bi-weekly teleconferences to discuss project status. It is anticipated that participants will include the Airport Manager, Project Managers from each member of the Consultant Team, FAA representatives and others, as appropriate.
- Monthly status updates to the FMAA board by the Consultant Team's Project Manager.
- Record and collect public comment received at FMAA Board meetings and via email, mail and other means of communication.

Deliverables:

- Monthly status reports.

Cost Assumptions:

- Time and travel expenses for meetings and communication noted above.

2.4 Quality Control

Internal processes will be used to ensure the quality of all work products. These processes will include:

- Periodic assessments of progress by project leaders familiar with the type of work underway.
- Quality assurance/control reviews will be completed by a senior T-O Engineers consultant prior to shipment outside of the Project Team.
- Work prepared by T-O Engineers will be reviewed for quality by a senior member of Mead & Hunt or Aviation prior to shipment.

Deliverables:

- As this is an internal aspect of project management, no deliverables are anticipated.

Cost Assumptions:

- Monthly reviews of project files and current work product throughout the project.
- Quality control reviews of work products by senior consultant staff members prior to shipment.
- It is assumed that all internal transmission of documents will be done electronically.

Element 3 Inventory

In a typical Master Plan study, the inventory process essentially documents the existing use and configuration of the airport. This includes documenting the number of existing facilities, based aircraft, etc. to be used as a baseline for forecasting and developing alternatives to meet future demand. In this case, the purpose is not to accommodate future demand, therefore a different approach will be taken.

The purpose of this element will be to analyze the airport and define areas of deficiencies that must be addressed during this Planning Study. Much of this work has been completed in previous studies and during the recent Safety Case Analysis, and this element will collect and summarize those previous findings. An additional check of the airport relative to design standards will also be completed.

Known areas of non-compliance include: Runway Safety Area (dimensions and transverse grading); Runway Object Free Area; Runway to Parallel Taxiway Separation; and Runway to Aircraft Parking Separation. This Phase 1 study will be limited to evaluating areas of non-compliance in these areas.

Also included in this element will be an evaluation of the current and future aircraft fleet expected to use the airport. This is not a formal traffic forecast, but instead an evaluation of the likely aircraft that will be



used by commercial air carriers and the corporate jet users of the airport in the near future. This will be done based on trends in both areas of aviation, with the basic assumption that significant growth in traffic levels are not anticipated at the airport, but changes in the operations that do exist are anticipated, similar to the change from operations by the Emb120 to the CRJ700 that is currently underway.

Findings from this element will be summarized in a technical memorandum that will describe the existing Airport facility and areas where the facility does not meet standards based on current traffic.

3.1 Summarize Deficiencies

Visit the airport to tour the site, document existing conditions with photographs and conduct limited field measurements. Prepare a matrix that summarizes all design standards for Airport Reference Codes C-II and C-III and compares these standards with existing conditions at the airport. Prepare graphics that illustrate the locations and severity of deficiencies for each of the four major areas identified above, plus a combined graphic. Conduct a peer review of the summary matrix and graphics. This peer-review will be completed by a member of the Consultant Team who is not familiar with the airport or the issues faced at the existing site.

Deliverables:

- Matrix.
- Graphics.

Cost Assumptions:

- On site visit will include Project Manager and one technical staff member from T-O.
- Graphics are assumed to include at least 10 separate depictions of deficiencies (one each for each major area for both C-II and C-III standards, plus one combined graphic for each set of standards).

3.2 Aircraft Fleet Evaluation

Collect and review available operational information for the airport, especially the level of operations by controlling aircraft in the C-II and C-III categories. Research trends in the air carrier and general aviation business regarding Regional Jets, other regional air carrier aircraft and large corporate jets. This research will include both collecting data and interviewing air carriers and corporate operators, such as NetJets to determine their future plans for operations at Friedman Memorial Airport. Prepare a memorandum documenting findings.

Deliverables:

- Memorandum.

Cost Assumptions:

- Airport Staff will provide available operational data.
- Interviews will be conducted by telephone or email communication.
- Trend research not gathered by interviews will be completed using available public information.



3.3 Document Deficiencies

Prepare a summary memorandum documenting the existing deficiencies and research related to the future of Regional Jets and other large corporate jet aircraft at the airport.

Deliverables:

- Draft summary for review.
- Final summary.

Cost Assumptions:

- Draft summary will be submitted in PDF format only.
- Final summary will be submitted in both PDF and hardcopy format.

Element 4 Alternatives

This element will analyze alternatives to address the various areas of non-compliance. This will include both alternatives for physical improvements that will correct each situation and potential Modifications of Standards that will be pursued. The different areas of non-compliance are discussed separately below, but they must be considered together so that solutions for one area do not create a conflict with another standard.

There is a wide spectrum of possible solutions to the design standards deficiencies at the Airport. At one end of this spectrum is the status quo, which would require numerous Modification of Standards to allow operations to continue in the long term. It is understood that this solution will not be acceptable to the FAA. At the other end of the spectrum is full compliance with all standards. Concepts of this approach have been evaluated in the past and these evaluations have shown full compliance to be very expensive with very significant environmental impacts.

This element will analyze alternatives for the five areas identified below.

4.1 Full Compliance

As discussed above, full compliance with standards at the existing site will be very difficult and expensive to accomplish. Full compliance must be considered, however, in order to compare various alternatives with what it would take to accomplish full compliance. This has been evaluated in the past, with three basic approaches:

1. Move the runway east to provide Runway Object Free Area and Runway-Parallel Taxiway Separation on the west side of the airfield.
2. Move the runway west to provide Runway Object Free Area on the east side of the airfield.
3. Retain the current runway alignment and move Highway 75 on the east and buildings on the west side.

Detailed information from this previous analysis is available and the work effort related to this study will be limited to reviewing that analysis and updating cost information.

Deliverables:

- Updated graphics.



- Updated cost information.

Cost Assumptions:

- Deliverables will be submitted in electronic format.

4.2 Runway Safety Area

The existing Runway Safety Area does not meet standards in two ways: parallel taxiways exist in the lateral safety area (i.e., the portion of the safety area on either side of the runway) on both sides and there are some areas where the transverse grading of the safety area is slightly steeper or shallower than standards allow.

Current FAA policy does not permit Modifications of Standards for Runway Safety Area dimensions; therefore a physical solution (i.e., relocating Taxiway B and closing Taxiway A) will be the goal for that deficiency. An alternative that could be considered is expanding operational restrictions to provide an equivalent level of safety. These alternatives will be addressed in detail.

For grading deficiencies, it may be possible to obtain an approved Modification of Standards for this condition, and this will be researched along with options to physically correct the situation.

Deliverables:

- Alternative graphics.
- Memorandum describing alternatives.
- Cost estimates for proposed alternatives.

Cost Assumptions:

- Deliverables will be submitted in electronic format.

4.3 Runway Object Free Area

The Runway Object Free Area, based on the existing aircraft traffic at the airport, is 800' wide. On the west, this area includes the terminal aircraft parking apron, and a portion of one hangar. On the east, the area includes the air traffic control tower, fence, terrain and State Highway 75.

Physical improvements to this situation are possible, but may be very difficult and expensive to implement. This element will analyze alternatives, including the following:

- Relocate terminal aircraft parking to the north side of the terminal, with associated reconfiguration of the terminal building. Alternative parking configurations in the area of the terminal will be considered, along with identification of what modifications to the terminal will be required.
- Removal of hangar(s) that penetrate the Object Free Area.
- Relocation of the air traffic control tower. The Airport has an existing tower siting study that was prepared in 2004 and revisited in 2011. Further analysis will be required to locate two (2) alternate sites for the tower and determine costs to construct a new tower at each location.
- Replace the existing fence with a frangible fence.
- Relocate State Highway 75. Consideration of this alternative will require extensive coordination with the Idaho Transportation Department to determine if relocation of the Highway is possible and determine what alternative locations will be acceptable.



Due to the high cost and impact of some of these alternatives, Modifications of Standards for some of these situations will likely be preferable. Therefore, analysis of where to apply for Modifications of Standards and development of documentation will be an aspect of this element. This will include analysis using ACRP Report 51 to determine what different OFA limits will be acceptable, using risk-based analysis procedures.

Deliverables:

- Terminal parking alternative graphics.
- Memorandum describing required modifications to terminal and associated costs.
- Air traffic control tower siting analysis document.
- Highway 75 relocation graphics for use in coordination with Idaho Transportation Department.
- Alternative graphics.
- Memorandum describing alternatives.
- Cost estimates for proposed alternatives.

Cost Assumptions:

- Deliverables will be submitted in electronic format.
- Two members of T-O Staff will travel to Shoshone, Idaho to meet with ITD personnel regarding Highway 75 relocation alternatives.

4.4 Runway to Parallel Taxiway Separation

The standard separation between runway and taxiway centerlines is 400 feet for C-III and 300 feet for C-II. The current separation at the airport varies from 250 feet to 335 feet for Taxiway B and from 180 feet to 250 feet for Taxiway A.

This element will evaluate various alternatives to meet these standards. Clearly, meeting C-III separation will be extremely difficult, as it will require either moving both Highway 75 and the runway to the east or relocating nearly all of the buildings on the west side of the airport, including the terminal. Achieving C-II standards, while not simple, is much more feasible and options for this approach will be analyzed in detail. Options for Taxiway A are limited, due to the limited space available on that side of the airport. Analysis of Taxiway A will focus on closing that taxiway or limiting its use significantly.

Due to the prohibitively high cost and impacts of achieving C-III separation, it is anticipated that Modification(s) of Standards will be pursued in this area as well. The anticipated end result is a combination of physical improvements and Modifications of Standards that will provide an equivalent level of safety when larger aircraft are operating at the airport. Consideration of Modification of Standards will also include analysis using ACRP Report 51.

Deliverables:

- Alternative graphics.
- Memorandum describing alternatives.
- Cost estimates for proposed alternatives.

Cost Assumptions:

- Deliverables will be submitted in electronic format.



4.5 Runway to Aircraft Parking Separation

The separation standard between runway centerline and aircraft parking is 500 feet for C-III and 400 feet for C-II. There is aircraft parking within these limits in several locations, and this element will analyze options to relocate that parking and/or to apply for Modifications of Standards to permit the parking to remain. As discussed above, it is likely that the terminal aircraft parking apron will need to be relocated to meet Object Free Area standards, but other general aviation parking aprons will require evaluation, as well. It is anticipated that a Modification of Design Standards may be the most reasonable solution to non-compliance in this area, and this will be the focus of the analysis.

Deliverables:

- Alternative graphics.
- Memorandum describing alternatives.
- Cost estimates for proposed alternatives.

Cost Assumptions:

- Deliverables will be submitted in electronic format.

Element 5 Safety Risk Management

Following the development of alternatives, a Safety Risk Management Panel will be conducted by the FAA to evaluate the preferred alternatives using Safety Management System principles. The outcome of this Panel will be a Safety Risk Management Document (SRM-D), which will provide guidance on future planning and implementation of improvements, while also serving as justification for requested Modifications of Standards, as described in Element 7.

This element of the study will include services necessary to prepare for and participate in the Safety Risk Management Panel. It is anticipated that the Consultant's role during the panel will be that of an observer/advisor only.

5.1 Preparation

Assist FMAA Staff to prepare for the panel. This will include preparation of documents, graphics and a PowerPoint presentation to be given to all panel participants.

Deliverables:

- Document summarizing alternatives developed during Element 6.
- Graphics depicting existing conditions and preferred alternatives.
- PowerPoint presentation.

Cost Assumptions:

- Documents and graphics will be submitted in hard copy (assume 12 copies) and electronic format.
- Total number of graphics is assumed to be 12, and will be presented in 11X17 color format.
- PowerPoint presentation will consist of 30 or more slides, submitted electronically.



5.2 Participation

Attend and participate in the Panel as an observer/advisor. Present the PowerPoint presentation developed above and assist throughout the panel's deliberations as needed.

Deliverables:

- None.

Cost Assumptions:

- Two members of Consultant's staff will attend and participate in the Panel.
- The Panel will be held at the airport in Hailey and will require two full days to complete. Travel time and expenses, plus time for participation in the panel will be included.

Element 6 Modifications of Standards

This element will include analysis, calculations and development of documentation to be submitted as Modifications of Standards for areas where a feasible physical solution is not available. This element is anticipated to include a significant amount of meetings and coordination with the FAA, at the Seattle Airports District Office, Northwest Mountain Region and perhaps higher in the FAA organization.

Analysis and calculations will focus on using risk-based justification for the requests for Modifications of Standards. Two documents published by the Airport Cooperative Research Program will be used extensively in this analysis:

- *ACRP Report 50 (2011) – Improved Models for Risk Assessment of Runway Safety Areas (RSA)*
- *ACRP Report 51 (2011) – Risk Assessment Method to Support Modification of Airfield Separation Standards*

Preparation of Modifications of Design Standards documents will require significant effort, as Modifications of Standards are approved at FAA headquarters level and complete justification will be necessary. It is assumed that multiple Modifications of Design Standards documents will be required, to address each area where compliance with design standards cannot be achieved.

6.1 Documentation/Applications

Prepare documentation and application paperwork for each area of non-compliance. It is anticipated this will include a total of four sets of documentation (one each for Runway Safety Area, Runway Object Free Area, Runway-Taxiway Separation and Runway-Aircraft Parking Separation).

Deliverables:

- Documentation packets, with appropriate graphics.

Cost Assumptions:

- Deliverables will be submitted in hardcopy format, total of four copies each.

6.2 Coordination

Coordinate with FMAA Staff and FAA throughout the development of Modification of Design Standards documentation. This coordination will include:



- Two trips to FAA Seattle ADO in Renton, Washington to discuss documentation and strategy.
- Three trips to Hailey, Idaho to brief the FMAA board on progress related to documentation.
- Regular telephone and email communication during preparation of the documents.

Deliverables:

- None.

Cost Assumptions:

- Travel time and expenses related to trips noted above.



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June 27, 2012

Rick Baird
Airport Manager
Friedman Memorial Airport
PO Box 929
Hailey, ID 83333

Subject: Proposal for Air Service Consulting Services

Dear Rick,

Based on our discussions, it is my understanding that you are interested in taking steps to increase enplanements by improving passenger usage at Friedman Memorial Airport (SUN) and reducing passenger diversion to Boise Airport (BOI). Mead & Hunt is pleased to submit this proposal for your review, which includes a scope of services and compensation.

Scope of Services

After acceptance of this proposal, Mead & Hunt shall complete the following tasks:

1. Seasonal True Market Estimates

The February analysis of SUN's true market identified a significant number of passengers using BOI for travel to/from the Sun Valley area. This analysis included detailed community data measuring the difference in SUN usage by passengers from Hailey, Ketchum and other area communities. This information can be used to target areas for improvement and to measure the success of these efforts. Measuring the success of programs designed to increase SUN usage will help the Board identify areas to concentrate their efforts and increase SUN passenger enplanements and related revenues.

There is no perfect source of data for passenger diversion information, and consultants differ on the best way to estimate the size of an air service market. Mead & Hunt addresses this issue by basing passenger diversion estimates on market and destination data developed from airline booking/ticketing information from the Airline Reporting Corporation (ARC) mathematically combined with US Department of Transportation (DOT) reported airline information, creating the best possible estimate for your area. Mead & Hunt uses this method for determining passenger diversion because:

- a) It is our judgment that original airline booking/ticketing information, ARC, combined with US DOT airline data is the best method for determining passenger diversion.

- b) The survey sample is significantly larger than other methods used for collecting passenger diversion information.
- c) ARC data is accepted and used by most airlines.

Mead & Hunt will complete an analysis of the airport's primary catchment area using ARC data and reported origin and destination data following the winter and summer seasons as the data becomes available. By reviewing the true market seasonally, airport usage patterns can be determined and particular areas within the catchment area can be targeted for additional market, etc. by season.

Keep in mind that US DOT data typically lags from three to six months behind. The output of this effort will be a letter and spreadsheet with the top domestic and international true markets with a comparison to prior reporting periods.

2. Airfare Monitoring

The primary purpose of monitoring airfares at SUN is to identify non-competitive airfares with competing airports to prevent local passenger diversion. As carriers like Delta, SkyWest and Alaska have grown, the pricing departments responsible for filing and maintaining airfares have had to rely on systems to track competitive fares. With constant changes it is not uncommon for airfare relationships to change resulting in excessive fare premiums between SUN and BOI fares. Local passengers that are using BOI for their air service needs often do so because of differences in airfares. To reduce passenger diversion, periodic tracking of airfares and follow-up communication with air carriers will help to minimize unintentional pricing disparities.

To monitor airfares at SUN, Mead & Hunt recommends comparing local walk-up, business, and leisure airfares with airfares at BOI, regardless of the air carrier providing the airfare. This report identifies airfares that may be causing diversion from the SUN catchment area. Mead & Hunt will also compare Alaska Airlines and Delta Air Lines walk-up, business, and leisure airfares with airfares that Alaska and Delta offers at the competing airport. This comparison provides the airfare information needed for follow-up communication with individual airlines.

The airfare comparisons will be based on a snapshot of published airfares obtained through one of the Global Distribution/Computer Reservations Systems (GDS/CRS). Fare comparisons will include SUN's top 25 catchment area destinations. Because of pricing dynamics, many airfares (i.e. time sensitive sale airfares) are obsolete within days and perhaps hours; however, overall "structural airfare" relationships tend to be constant, and this is the focus for possible changes. For this reason, time-sensitive (sale) airfares will be ignored.

Mead & Hunt proposes to use the following definitions for monitored airfares:

- | | |
|----------|--|
| Walk-up | No advance purchase, no restrictions, and fully refundable. |
| Business | No Saturday night stay required, no more than a one-day minimum stay requirement, may be non-refundable, and may require a seven-day advance purchase. |

Leisure The lowest published airfare excluding time sensitive sale airfares.

Business fares and leisure fares may require a roundtrip purchase; however, for the purpose of these reports, all fares will be shown as one-way.

Mead & Hunt will provide the airfare comparisons electronically in Excel format. The date of the first monthly report will be determined upon contract signing. Subsequent monthly reports will be completed within 30 days of the end of the previous month. If airfare monitoring shows that carriers are keeping SUN fares in line with BOI the frequency of monitoring will be reduced to a quarterly maintenance basis.

3. Additional services

Additional services may be requested by SUN that are not described above. Additional services typically include but are not limited to: the preparation of ad hoc reports; ongoing performance monitoring; identification of potential new carriers and destinations for further evaluation; use of Mead & Hunt contacts for communication with airlines; coordination with SUN community to solidify support for air service initiatives such as an Airline Travel Bank or Small Community Air Service Development Program; review of marketing initiatives to aggressively promote new or improved service; and other elements as identified on an as needed basis.

For this effort we believe that Mead & Hunt can assist SUN in a number of areas that will need to be evaluated to determine the value to this effort and the work required for completion. Initially we suggest consideration of the following:

- a) Compare results of the true market estimates with recent resort survey data. Depending on the outcome of this exercise Mead & Hunt may recommend the collection of additional travel information via a new survey targeting hospitality properties in the area.
- b) Monitor available leisure airfares from key markets including nonstop markets like Los Angeles and Seattle plus a limited number of other key markets to SUN, BOI and competitive resorts. This would track available fares over time for specific travel periods such as holidays (Christmas, President's Holiday), other peaks like spring break, July 4th, and off-peak periods like mid-January and slack periods between seasons.
- c) Assist SUN in identifying value options for SUN versus BOI including current services (e.g. free Wi-Fi, parking rates, rental car rates, other) and evaluate potential changes that could have a meaningful impact in reducing passenger diversion and increasing SUN enplanements and revenues.

Ongoing monitoring of booking trends will help identify areas for marketing focus and measure improvement over time.

Compensation

Mead & Hunt will be compensated for the work described under Scope of Services as set forth below:

1. True Market Estimate

Mead & Hunt will be compensated on a lump sum basis and will invoice based on the percent of project completed. Work effort is approximated at 50 hours per season.

True Market Estimate (per season)\$8,500

2. Airfare Monitoring

Mead & Hunt will be compensated on a lump sum basis. Work effort is approximated at five to six hours per report.

Airfare monitoring (per month/per report) \$995

3. Additional Services

Additional services provided by Mead & Hunt not described above or in other supporting documentation will be accommodated with a separate task order or billed in accordance with the Standard Billing Rate Schedule, attached hereto and incorporated herein by reference.

The following are Mead & Hunt's Standard Billing Rates for services billed on a time-and-materials basis. Standard billing rates are subject to annual adjustments in January of each year. Mead & Hunt reserves the right to change billing rates based on increases in unforeseen operational costs.

Standard Billing Rates	
Clerical	\$73.00 / hour
Accounting/Administrative Assistant	\$88.00 / hour
Technical Editor	\$100.00 / hour
Senior Editor	\$148.00 / hour
Consultant	\$120.00 / hour
Senior Consultant	\$185.00 / hour
Expenses	
Company or Personal Car Mileage	\$0.90 / mile
Air and Surface Transportation	Cost plus 10%
Lodging and Subsistence	Cost plus 10%
Out-of-Pocket Direct Job Expenses	Cost plus 10%

Please send all correspondence to my attention at the following address:

Mead & Hunt, Inc.
152 Ginger Hill Court
Glen Carbon, IL 62034
Phone: 618-656-2848

Rick Baird
June 27, 2012
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We appreciate the opportunity to submit this proposal to SUN.

Respectfully submitted,
MEAD & HUNT, Inc.

A handwritten signature in black ink that reads "Ron McNeill". The signature is written in a cursive style with a large, stylized "R" and "M".

Ron McNeill
Senior Consultant

Friedman Memorial Airport
FY '13 Budget (Combined)
October 2011 through March 2012

	FY '10		FY '11		Oct '11 - Mar '12	FY '12		% of Budget	FY '13
	Oct 09 - Mar 10	Year End	Oct '10 - Mar '11	Year End		Budget	\$ Over Budget		Proposed 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)	49.95%	\$ 84,600.00
4000-02 - Aircarrier - Landing Fees	\$ 37,539.15	\$ 75,078.30	\$ 49,088.43	\$ 98,176.86	\$ 35,298.57	\$ 95,600.00	\$ (61,203.43)	36.58%	\$ 95,600.00
4000-03 - Aircarrier - Gate Fees	\$ 600.00	\$ 1,200.00	\$ 600.00	\$ 1,200.00	\$ 600.00	\$ 1,200.00	\$ (600.00)	50.00%	\$ 1,200.00
4000-04 - Aircarrier - Utility Fees	\$ 4,661.72	\$ 7,464.64	\$ 4,766.96	\$ 7,500.72	\$ 4,431.80	\$ 7,600.00	\$ (3,168.10)	58.31%	\$ 7,600.00
4010-05 - Aircarrier - Misc.									
4010-03 - Aircarrier - 07 PFC Application	\$ 94,852.49	\$ 202,243.36	\$ 60,837.15	\$ 98,458.67	\$ 98,036.62	\$ 205,000.00	\$ (106,963.38)	47.82%	\$ 213,000.00
4010-06 - Aircarrier - 11 PFC Application			\$ 17,198.24	\$ 123,879.91					
4010-07 - Aircarrier - 12 PFC Application									
Total 4000-00 - AIRCARRIER	\$ 179,913.58	\$ 374,952.80	\$ 194,731.90	\$ 398,801.00	\$ 180,525.31	\$ 394,900.00	\$ (214,274.69)	45.74%	\$ 398,400.00
4020-00 - TERMINAL AUTO PARKING REVENUE									
4020-01 - Automobile Parking - Terminal	\$ 38,049.23	\$ 76,098.46	\$ 45,056.53	\$ 90,113.06	\$ 33,943.80	\$ 92,500.00	\$ (58,556.10)	36.70%	\$ 70,000.00
Total 4020-00 - TERMINAL AUTO PARKING REVENUE	\$ 38,049.23	\$ 76,098.46	\$ 45,056.53	\$ 90,113.06	\$ 33,943.80	\$ 92,500.00	\$ (58,556.10)	36.70%	\$ 70,000.00
4030-00 - AUTO RENTAL REVENUE									
4030-01 - Automobile Rental - Commission	\$ 144,738.03	\$ 311,178.82	\$ 143,382.17	\$ 323,838.96	\$ 150,508.95	\$ 312,000.00	\$ (161,491.05)	48.24%	\$ 325,000.00
4030-02 - Automobile Rental - Counter	\$ 3,758.64	\$ 7,517.28	\$ 3,452.76	\$ 6,905.52	\$ 3,568.88	\$ 7,500.00	\$ (3,931.12)	47.47%	\$ 7,300.00
4030-03 - Automobile Rental - Auto Pricing	\$ 14,540.00	\$ 29,080.00	\$ 14,540.00	\$ 29,080.00	\$ 19,540.00	\$ 28,000.00	\$ (8,460.00)	66.21%	\$ 28,000.00
4030-04 - Automobile Rental - Utilities	\$ 434.04	\$ 558.94	\$ 218.42	\$ 340.02	\$ 202.50	\$ 500.00	\$ (297.50)	40.50%	\$ 500.00
4030-05 - Automobile Rental - Off Airport									
Total 4030-00 - AUTO RENTAL REVENUE	\$ 163,470.71	\$ 347,080.14	\$ 161,593.35	\$ 360,251.10	\$ 173,808.13	\$ 348,000.00	\$ (174,191.87)	49.34%	\$ 401,800.00
4040-00 - TERMINAL CONCESSION REVENUE									
4040-01 - Terminal Shops - Commission	\$ 11.25	\$ 1,547.48	\$ 1,842.86	\$ 2,831.83	\$ 1,153.99	\$ 3,500.00	\$ (2,346.01)	32.97%	\$ 3,500.00
4040-02 - Terminal Shops - Lease Space	\$ 4,085.28	\$ 8,170.56	\$ 4,193.84	\$ 8,445.02	\$ 4,282.52	\$ 8,300.00	\$ (4,017.48)	51.36%	\$ 8,500.00
4040-03 - Terminal Shops - Utility Fees	\$ 333.34	\$ 544.44	\$ 341.65	\$ 546.36	\$ 318.14	\$ 725.00	\$ (406.86)	43.88%	\$ 800.00
4040-10 - Advertising - Commission	\$ 16,498.00	\$ 29,850.00	\$ 16,158.00	\$ 32,151.50	\$ 13,905.00	\$ 83,000.00	\$ (69,095.00)	16.74%	\$ 83,000.00
4040-12 - Terminal ATM	\$ 28.40	\$ 60.00	\$ 36.40	\$ 82.50	\$ 32.80	\$ 50.00	\$ (17.20)	65.60%	\$ 50.00
Total 4040-00 - TERMINAL CONCESSION REVENUE	\$ 20,956.27	\$ 40,275.56	\$ 22,374.55	\$ 44,057.11	\$ 19,672.45	\$ 46,525.00	\$ (26,852.55)	42.21%	\$ 46,600.00
4050-00 - FBO REVENUE									
4050-01 - FBO - Lease Space	\$ 79,118.34	\$ 202,749.46	\$ 99,411.99	\$ 217,501.64	\$ 101,395.70	\$ 223,220.00	\$ (121,824.30)	45.40%	\$ 228,486.00
4050-02 - FBO - Tie-down Fees	\$ 54,404.10	\$ 108,808.20	\$ 52,642.00	\$ 105,284.00	\$ 64,410.92	\$ 193,000.00	\$ (128,589.08)	33.37%	\$ 230,000.00
4050-03 - FBO - Landing Fees - Trans.	\$ 61,085.31	\$ 122,170.62	\$ 87,733.28	\$ 175,466.56	\$ 87,463.80	\$ 197,000.00	\$ (109,536.40)	44.40%	\$ 215,000.00
4050-04 - FBO - Commission	\$ 8,007.10	\$ 16,014.20	\$ 8,313.89	\$ 16,627.78	\$ 8,632.06	\$ 17,000.00	\$ (8,367.94)	50.19%	\$ 20,000.00
4050-05 - FBO - Transfer Fee								0.00%	
Total 4050-00 - FBO REVENUE	\$ 202,624.85	\$ 549,286.45	\$ 248,001.16	\$ 666,831.31	\$ 261,802.28	\$ 630,220.00	\$ (368,417.72)	41.54%	\$ 694,466.00
4060-00 - FUEL FLOWAGE REVENUE									
4060-01 - Fuel Flowage - FBO	\$ 60,491.50	\$ 144,813.54	\$ 62,504.30	\$ 149,254.12	\$ 74,512.18	\$ 188,600.00	\$ (94,087.82)	44.19%	\$ 172,000.00
4060-02 - Fuel Flowage - Self Fuel									
Total 4060-00 - FUEL FLOWAGE REVENUE	\$ 60,491.50	\$ 144,813.54	\$ 62,504.30	\$ 149,254.12	\$ 74,512.18	\$ 188,600.00	\$ (94,087.82)	44.19%	\$ 172,000.00
4070-00 - TRANSIENT LANDING FEES REVENUE									
4070-01 - Landing Fees - Commercial	\$ 201.36	\$ 201.36	\$ 278.64	\$ 478.64	\$ 208.98	\$ 500.00	\$ (221.36)	41.50%	\$ 500.00
4070-02 - Landing Fees - Non-Comm/Gov't	\$ 201.36	\$ 201.36	\$ 278.64	\$ 478.64	\$ 208.98	\$ 500.00	\$ (221.36)	41.50%	\$ 500.00
Total 4070-00 - TRANSIENT LANDING FEES REVENUE	\$ 402.72	\$ 402.72	\$ 557.28	\$ 957.28	\$ 417.96	\$ 1,000.00	\$ (582.04)	41.50%	\$ 1,000.00
4080-00 - LAND LEASE REVENUE									
4080-01 - Land Lease - Hangar	\$ 212,997.64	\$ 444,630.73	\$ 211,789.51	\$ 440,801.12	\$ 221,583.59	\$ 477,512.00	\$ (255,928.41)	46.40%	\$ 493,707.00
4080-02 - Land Lease - Hangar/Trans. Fee			\$ 2,774.00	\$ 2,774.00	\$ 4,039.26	\$ 1,300.00	\$ 4,039.26	48.56%	\$ 1,400.00
4080-03 - Land Lease - Hangar/Utilities	\$ 685.63	\$ 1,255.83	\$ 678.08	\$ 1,412.35	\$ 632.82	\$ 1,300.00	\$ (667.18)	48.56%	\$ 1,400.00
4080-04 - Land Lease - Hangar Equalization									
4080-20 - Land Lease - Hangar/Gov.					\$ 3,422.28	\$ 478,812.00	\$ (475,389.72)	47.97%	\$ 495,107.00
Total 4080-00 - LEASE REVENUE	\$ 213,683.27	\$ 445,886.56	\$ 215,239.59	\$ 528,127.82	\$ 229,677.93	\$ 478,812.00	\$ (249,134.07)	47.97%	\$ 495,107.00

Friedman Memorial Airport
FY '13 Budget (Combined)
October 2011 through March 2012

	FY '10		FY '11		FY '12		FY '13	
	Oct '09 - Mar '10	Year End	Oct '10 - Mar '11	Year End	Oct '11 - Mar '12	Budget	% of Budget	Proposed Budget
4090-00 - TIEDOWN PERMIT FEES REVENUE								
4090-01 - Tiedown Permit Fees (FMA)	\$ 21,750.35	\$ 27,303.56	\$ 22,247.92	\$ 17,398.66	\$ 14,869.43	\$ 30,000.00	49.90%	\$ 17,000.00
4090-02 - Tiedown - Gov. Fire Support	\$ 21,750.35	\$ 7,050.60	\$ 22,247.92	\$ 17,398.66	\$ 14,869.43	\$ 5,000.00	41.91%	\$ 17,000.00
Total 4090-00 - TIEDOWN PERMIT FEES REVENUE		\$ 34,354.16				\$ (20,330.57)		
4100-00 - POSTAL CARRIERS REVENUE								
4100-01 - Postal Carriers - Landing Fees	\$ 2,873.29	\$ 6,042.65	\$ 4,064.45	\$ 8,417.50	\$ 4,108.95	\$ 8,900.00	46.18%	\$ 8,500.00
4100-02 - Postal Carriers - Tiedown	\$ 2,880.00	\$ 2,880.00	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	79.55%	\$ 8,500.00
Total 4100-00 - POSTAL CARRIERS REVENUE	\$ 5,753.29	\$ 8,922.65	\$ 7,034.45	\$ 11,387.50	\$ 7,078.95	\$ (1,820.05)		
4110-00 - MISCELLANEOUS REVENUE								
4110-01 - Misc. Revenue	\$ 347.49	\$ 15.43	\$ 1.72	\$ 12.72				
4110-03 - Misc. - Equipment Sales	\$ 720.97	\$ 4,960.00	\$ (4,960.00)					
4110-06 - Misc. Incident/Accident	\$ 16,720.00	\$ 20,070.00	\$ 20,600.00	\$ 28,560.00	\$ 20,620.00	\$ 25,000.00	82.48%	\$ 27,000.00
4110-08 - Misc. - Security Prox. Cards	\$ 60.00	\$ 150.00	\$ 60.00	\$ 510.00	\$ (715.65)			
4110-09 - Misc. Expense Reimbursement	\$ 17,848.46	\$ 405.83	\$ 15,701.72	\$ (5,718.00)	\$ 19,904.35	\$ 25,000.00	79.62%	\$ 27,000.00
Total 4110-00 - MISCELLANEOUS REVENUE	\$ 14,888.00	\$ 16,158.75	\$ 16,740.00	\$ 18,819.71	\$ 12,900.00	\$ 25,000.00	51.60%	\$ 16,000.00
4120-00 - GROUND TRANSP. PERMIT REVENUE								
4120-01 - Ground Transportation Permit	\$ 14,888.00	\$ 16,158.75	\$ 16,740.00	\$ 18,819.71	\$ 14,350.17	\$ 25,000.00	57.40%	\$ 16,000.00
4120-02 - GTSP - Trip Fee								
Total 4120-00 - GROUND TRANSP. PERMIT REVENUE	\$ 14,888.00	\$ 16,158.75	\$ 16,740.00	\$ 18,819.71	\$ 14,350.17	\$ (10,649.83)		
4400-00 - TSA								
4400-01 - LEO Expense Reimbursement	\$ 65,601.90	\$ 131,564.25	\$ 65,901.90	\$ 131,564.25	\$ 65,982.35	\$ 135,000.00	48.86%	\$ -
4400-02 - Terminal Lease	\$ 4,526.82	\$ 9,053.64	\$ 4,526.82	\$ 9,053.64	\$ 4,526.82	\$ -	52.21%	\$ -
Total 4400-00 - TSA	\$ 70,128.72	\$ 140,617.89	\$ 70,428.72	\$ 140,617.89	\$ 70,489.17	\$ (64,510.83)		
4500-00 - IDAHO STATE GRANT PROGRAM REV.								
4500-08 - SUN-08	\$ 25,000.00	\$ 25,000.00				\$ 20,000.00	0.00%	\$ 20,000.00
4500-09 - SUN-09	\$ 20,000.00	\$ 20,000.00				\$ 20,000.00	0.00%	\$ 20,000.00
4500-10 - SUN-10								
4500-11 - SUN-11								
4500-12 - SUN-12								
4500-13 - SUN-13								
Total 4500-00 - IDAHO STATE GRANT PROGRAM REV.	\$ 45,000.00	\$ 45,000.00	\$ -	\$ 20,000.00	\$ -	\$ (20,000.00)	0.00%	\$ 14,000.00
4520-00 - INTEREST INCOME								
4520-04 - Interest Income - General	\$ 6,763.47	\$ 13,680.05	\$ 7,697.43	\$ 15,346.15	\$ 6,091.40	\$ 14,000.00	43.51%	\$ 14,000.00
4520-05 - Interest Income - '07 PFC	\$ 39.46	\$ 59.73	\$ 100.16	\$ 224.49	\$ 92.71	\$ 14,000.00	44.17%	\$ 14,000.00
4520-05 - Interest Income - '11 PFC	\$ 6,802.93	\$ 13,739.78	\$ 7,797.99	\$ 15,616.53	\$ 6,184.11	\$ 14,000.00	44.17%	\$ 14,000.00
Total 4520-00 - INTEREST INCOME	\$ 94,988.00	\$ 142,178.00	\$ -	\$ 253.00	\$ -	\$ -	0.00%	\$ -
4701-00 - AIP 01								
4701-01 - AIP '01-New Aplt. EIS-Phs./II	\$ 94,988.00	\$ 142,178.00	\$ -	\$ 253.00	\$ -	\$ -	0.00%	\$ -
Total 4701-00 - AIP 01								
4702-00 - AIP 02								
4702-01 - AIP '01-New Aplt. EIS-Phs./II	\$ 593,764.00	\$ 999,519.00	\$ 240,330.00	\$ 267,245.00	\$ -	\$ 100,000.00	0.00%	\$ 100,000.00
Total 4702-00 - AIP 02	\$ 593,764.00	\$ 999,519.00	\$ 240,330.00	\$ 267,245.00	\$ -	\$ (100,000.00)	0.00%	\$ 100,000.00
4703-00 - AIP 03-New Aplt. EIS-Phs./II								
4703-01 - AIP '03 - FAA	\$ 158,125.00	\$ 201,938.00	\$ 201,373.00	\$ 206,409.00	\$ -	\$ 40,000.00	0.00%	\$ 40,000.00
Total 4703-00 - AIP 03	\$ 158,125.00	\$ 201,938.00	\$ 201,373.00	\$ 206,409.00	\$ -	\$ (40,000.00)	0.00%	\$ 40,000.00

"A" EXPENSES	FY '10			FY '11			FY '12			FY '13		
	Oct '09	Mar '10	Year End	Oct '10	Mar '11	Year End	Oct '11	Mar '12	Budget	\$ Over Budget	% of Budget	Proposed Budget
5000-00 - A EXPENDITURES												
5000-01 - Salaries - Airport Manager	\$ 63,701.40	\$ 127,402.80		\$ 63,701.40	\$ 127,624.09		\$ 63,701.40		\$ 127,403.00	\$ (63,701.60)	50.00%	\$ 127,403.00
5010-00 - A EXPENDITURES												
5010-01 - Salaries - Airport Manager	\$ 38,192.00	\$ 72,384.00		\$ 37,186.90	\$ 74,306.54		\$ 44,983.60		\$ 82,500.00	\$ (77,816.40)	54.18%	\$ 82,500.00
5010-01 - Salaries - Contracts/Finance Adm	\$ 65,376.51	\$ 135,102.09		\$ 73,033.96	\$ 153,787.85		\$ 81,550.35		\$ 159,195.81	\$ (77,645.56)	51.23%	\$ 159,195.81
5020-00 - Salaries - Office Assist.	\$ 41,412.00	\$ 78,778.50		\$ 36,542.19	\$ 73,872.66		\$ 41,524.02		\$ 82,600.00	\$ (40,975.88)	50.33%	\$ 82,600.00
5030-00 - Salaries - ARFF/OPS Chief	\$ 148,230.44	\$ 289,205.86		\$ 144,561.42	\$ 290,140.87		\$ 150,782.78		\$ 284,183.00	\$ (143,400.22)	51.26%	\$ 302,723.84
5040-00 - Salaries-ASC/Sp.Prjct./Ex. Assi	\$ 28,555.60	\$ 56,519.38		\$ 28,390.30	\$ 57,661.50		\$ 29,307.22		\$ 57,523.00	\$ (28,215.78)	50.36%	\$ 59,180.96
5050-01 - Salaries - Temp.	\$ 10,052.81	\$ 10,692.81		\$ 10,323.26	\$ 11,571.01		\$ 9,558.50		\$ 15,000.00	\$ (5,441.50)	63.72%	\$ 15,000.00
5050-01 - Salaries - Additional Personnel												
5050-02 - Salaries - Merit Increase												
5060-01 - Overtime - General									\$ 14,818.45	\$ (14,818.45)	0.00%	\$ 20,721.82
5060-02 - Overtime - Snow Removal									\$ 2,000.00	\$ (2,000.00)	0.00%	\$ 2,000.00
5060-04 - OT - Security				\$ 13,736.18		\$ 13,736.18	\$ 9,027.44		\$ 10,000.00	\$ (972.56)	90.27%	\$ 10,000.00
5070-05 - Compensated Absences Accrued									\$ 2,500.00	\$ (2,500.00)	0.00%	\$ 2,500.00
5100-00 - Retirement	\$ 44,692.83	\$ 92,763.54		\$ 47,228.20	\$ 92,416.08		\$ 49,667.78		\$ 98,410.00	\$ (48,742.22)	50.47%	\$ 100,815.67
5110-00 - Social Security/Medicare	\$ 28,104.76	\$ 58,028.24		\$ 29,535.85	\$ 58,600.70		\$ 30,987.39		\$ 64,843.80	\$ (33,876.41)	47.16%	\$ 68,426.93
5120-00 - Life Insurance	\$ 823.08	\$ 1,504.83		\$ 1,041.26	\$ 1,800.66		\$ 1,040.11		\$ 2,000.00	\$ (958.89)	52.01%	\$ 2,000.00
5130-00 - Medical Insurance	\$ 69,946.76	\$ 123,472.91		\$ 69,619.32	\$ 138,682.44		\$ 69,898.20		\$ 155,000.00	\$ (85,101.80)	45.10%	\$ 155,000.00
5160-00 - Workman's Compensation	\$ 13,085.00	\$ 13,387.75		\$ 14,124.00	\$ 13,663.50				\$ 15,000.00	\$ (1,000.00)	0.00%	\$ 15,000.00
TOTAL "A" EXPENDITURES	\$ 550,173.19	\$ 1,080,929.03		\$ 572,974.24	\$ 1,128,519.14		\$ 581,718.77		\$ 1,182,295.16	\$ (60,338.39)	48.18%	\$ 1,207,586.80

Friedman Memorial Airport
FY '13 Budget (Combined)
October 2011 through March 2012

	FY '10		FY '11		FY '12		FY '13
	Oct '09 - Mar '10	Year End	Oct '10 - Mar '11	Year End	Oct '11 - Mar '12	Budget	% of Budget
"B" EXPENSES - ADMINISTRATIVE							
6000-00 - TRAVEL EXPENSE	\$ 6,650.31	\$ 13,518.85	\$ 4,497.04	\$ 7,150.48	\$ 1,215.84	\$ 15,000.00	8.11%
6000-01 - Travel	\$ 6,650.31	\$ 13,518.85	\$ 4,497.04	\$ 7,150.48	\$ 1,215.84	\$ 15,000.00	8.11%
Total 6000-00 - TRAVEL EXPENSE							
6010-00 - SUPPLIES/EQUIPMENT EXPENSE							
6010-01 - Supplies - Office	\$ 3,619.26	\$ 7,521.40	\$ 6,800.97	\$ 11,083.21	\$ 8,443.05	\$ 13,500.00	62.54%
6010-03 - Supplies - Computer	\$ 1,291.52	\$ 2,848.30	\$ 1,947.25	\$ 4,266.07	\$ 710.33	\$ 13,500.00	67.80%
Total 6010-00 - SUPPLIES/EQUIPMENT EXPENSE							
6020-00 - INSURANCE							
6020-01 - Insurance - Liability	\$ 17,200.00	\$ 17,200.00	\$ 17,200.00	\$ 17,825.77	\$ 18,500.00	\$ 18,500.00	88.19%
6020-02 - Insurance - Public Officials	\$ 12,715.00	\$ 12,742.50	\$ 12,715.00	\$ 12,731.04	\$ 12,715.00	\$ 13,600.00	93.45%
6020-03 - Insurance-Bldg/Unic.Veh./Prop	\$ 28,839.00	\$ 28,839.00	\$ 27,657.00	\$ 28,409.00	\$ 25,834.00	\$ 29,600.00	87.28%
6020-04 - Insurance - Licensed Vehicles	\$ 6,593.00	\$ 6,593.00	\$ 5,458.00	\$ 5,458.00	\$ 5,503.00	\$ 5,900.00	93.27%
6020-05 - Insurance - Crime	\$ 486.00	\$ 486.00	\$ 486.00	\$ 486.00	\$ 278.00	\$ 550.00	50.45%
Total 6020-00 - INSURANCE							
6030-00 - UTILITIES							
6030-01 - Utilities - Gas/Terminal	\$ 6,438.71	\$ 7,952.56	\$ 5,899.37	\$ 7,584.16	\$ 5,712.79	\$ 13,000.00	43.94%
6030-02 - Utilities - Gas/Maintenance	\$ 4,059.35	\$ 5,610.16	\$ 4,826.79	\$ 6,622.36	\$ 4,138.74	\$ 8,500.00	48.89%
6030-03 - Utilities - Elec./Runway&PAI	\$ 2,898.99	\$ 5,356.23	\$ 3,398.75	\$ 6,038.05	\$ 3,426.71	\$ 6,000.00	57.11%
6030-04 - Utilities - Elec./Office/Maint.	\$ 5,681.75	\$ 9,300.65	\$ 5,390.76	\$ 9,257.78	\$ 6,589.96	\$ 9,000.00	73.33%
6030-05 - Utilities - Electric/Terminal	\$ 4,199.44	\$ 8,005.00	\$ 5,664.53	\$ 9,788.84	\$ 4,666.88	\$ 7,500.00	62.23%
6030-06 - Utilities - Telephone	\$ 7,782.28	\$ 14,078.23	\$ 8,024.98	\$ 15,139.88	\$ 7,304.30	\$ 17,000.00	42.97%
6030-07 - Utilities - Water	\$ 389.58	\$ 772.73	\$ 361.52	\$ 718.03	\$ 308.00	\$ 1,200.00	25.67%
6030-08 - Utilities - Garbage Removal	\$ 2,792.47	\$ 6,401.21	\$ 3,810.41	\$ 7,760.30	\$ 3,837.91	\$ 6,000.00	63.97%
6030-09 - Utilities - Sewer	\$ 517.03	\$ 1,135.06	\$ 611.79	\$ 1,230.47	\$ 687.98	\$ 1,500.00	44.53%
6030-10 - Utilities - Elec./Sewer	\$ 51.02	\$ 81.59	\$ 240.93	\$ 314.41	\$ 268.24	\$ 500.00	53.65%
6030-11 - Utilities - Electric/Tower	\$ 2,680.18	\$ 4,388.38	\$ 2,557.99	\$ 4,268.72	\$ 2,783.66	\$ 4,000.00	69.59%
6030-15 - Utilities - Elec/AWOS	\$ 461.66	\$ 876.77	\$ 438.94	\$ 988.42	\$ 401.68	\$ 900.00	44.63%
6030-16 - Utilities - Elec. Wind Cone	\$ 147.00	\$ 245.96	\$ 112.95	\$ 204.21	\$ 67.35	\$ 210.00	32.07%
6030-17 - Utilities - Hangar E-8			\$ 108.30	\$ 134.29	\$ 28.17		
6040-01 - Service Provider - Weather	\$ 2,328.00	\$ 2,328.00	\$ 2,388.00	\$ 2,388.00	\$ 2,484.00	\$ 2,500.00	99.36%
6040-02 - Service Provider - Term. Music	\$ 390.00	\$ 780.00	\$ 402.00	\$ 810.00	\$ 410.38	\$ 1,000.00	41.04%
6040-03 - Service Provider - Internet/Cab	\$ 133.82	\$ 3,770.09	\$ 3,784.32	\$ 7,559.08	\$ 2,502.08	\$ 7,000.00	35.74%
6040-04 - Service Provider - AWOS NADN			\$ 1,850.00	\$ 1,850.00	\$ 1,222.95	\$ 8,000.00	0.00%
6040-05 - Service Provider - ISP/Terminal							
6040-06 - Service Provider - SSI Movement Area							
Total 6030-00 - UTILITIES							
6050-00 - PROFESSIONAL SERVICES							
6050-01 - Professional Services - Legal	\$ 10,285.70	\$ 20,311.20	\$ 7,041.45	\$ 15,987.05	\$ 13,723.35	\$ 27,500.00	49.90%
6050-02 - Professional Services - Audit	\$ 22,809.28	\$ 22,809.28	\$ 24,012.64	\$ 24,012.64	\$ 24,852.72	\$ 24,000.00	102.72%
6050-03 - Professional Services - Engineer	\$ 13,571.91	\$ 26,229.45	\$ 11,245.39	\$ 23,922.36	\$ 1,763.97	\$ 27,000.00	6.53%
6050-04 - Professional Services - ARFF		\$ 2,570.05		\$ 628.78		\$ 4,000.00	0.00%
6050-05 - Professional Services - Gen.	\$ 8,920.00	\$ 22,294.30	\$ 5,733.16	\$ 10,693.16	\$ 15,868.78	\$ 15,868.78	100.00%
6050-07 - Professional Services - Archite						\$ 1,000.00	0.00%
6050-08 - Professional Services - Security						\$ 4,000.00	0.00%
6050-10 - Prof. Svcs.-IT/Comp. Support	\$ 4,057.50	\$ 14,241.75	\$ 2,574.00	\$ 5,430.50	\$ 4,870.00	\$ 12,000.00	40.58%
6050-11 - Professional Services - Wildlife	\$ 651.00		\$ 675.00	\$ 675.00	\$ 528.00	\$ 2,000.00	26.40%
6050-12 - Prof. Serv.-Planning - Air Service							
6050-13 - Prof. Serv.-Website Design & Maintenance							
Total 6050-00 - PROFESSIONAL SERVICES							

Friedman Memorial Airport
FY '13 Budget (Combined)
October 2011 through March 2012

	FY '10		FY '11		FY '12		FY '13	
	Oct '09 - Mar '10	Year End	Oct '10 - Mar '11	Year End	Oct '11 - Mar '12	Budget	\$ Over Budget	% of Budget
6050-00 - MAINTENANCE-OFFICE EQUIPMENT								
6050-01 - Maint-Office Equip./Gen.	\$ 3.96	\$ 85.55	\$ 482.69	\$ 482.69		\$ 10,000.00	\$ (10,000.00)	0.00%
6050-02 - Maintenance - Computer	\$ 564.00		\$ 187.18	\$ 187.18				
6050-03 - Maintenance - Facsimile								
6050-04 - Maintenance - Copier	\$ 1,249.71	\$ 2,429.05	\$ 1,276.78	\$ 3,328.06	\$ 2,585.11			
6050-05 - Maintenance - Telephone			\$ 600.00	\$ 600.00	\$ 118.10			
Total 6050-00 - MAINTENANCE-OFFICE EQUIPMENT	\$ 1,817.67	\$ 2,514.60	\$ 2,369.47	\$ 4,577.93	\$ 2,704.21	\$ 10,000.00	\$ (7,295.79)	27.04%
6070-00 - RENT/LEASE OFFICE EQUIPMENT								
6070-01 - Rent/Lease - Office Equip./Gen	\$ -	\$ -	\$ -	\$ -	\$ 688.00	\$ 1,500.00	\$ (1,500.00)	0.00%
6070-02 - Rent/Lease - Postage Meter	\$ 1,009.30	\$ 1,987.30	\$ 513.79	\$ 1,467.08				
6070-03 - Rent/Lease - Copier	\$ 1,009.30	\$ 1,987.30	\$ 513.79	\$ 1,467.08				
Total 6070-00 - RENT/LEASE OFFICE EQUIPMENT	\$ 1,009.30	\$ 1,987.30	\$ 513.79	\$ 1,467.08	\$ 688.00	\$ 1,500.00	\$ (812.00)	46.67%
6090-00 - DUES/MEMBERSHIPS/PUBLICATIONS E								
6090-01 - Dues/Memberships/Publications	\$ 9,464.15	\$ 14,070.48	\$ 16,220.10	\$ 18,767.84	\$ 12,524.32	\$ 15,000.00	\$ (2,475.68)	83.50%
6090-02 - Membership - Internet/Website	\$ 1,589.13	\$ 450.00		\$ 129.90				
6090-04 - Airport Marketing								
Total 6090-00 - DUES/MEMBERSHIPS/PUBLICATIONS E	\$ 11,053.28	\$ 14,520.48	\$ 16,220.10	\$ 18,897.54	\$ 12,524.32	\$ 15,000.00	\$ (2,475.68)	83.50%
6090-00 - POSTAGE								
6090-01 - Postage/Courier Service	\$ 643.97	\$ 1,460.92	\$ 1,243.76	\$ 2,459.98	\$ 984.54	\$ 2,700.00	\$ (1,705.46)	36.83%
Total 6090-00 - POSTAGE	\$ 643.97	\$ 1,460.92	\$ 1,243.76	\$ 2,459.98	\$ 984.54	\$ 2,700.00	\$ (1,705.46)	36.83%
6100-00 - EDUCATION/TRAINING								
6100-01 - Education/Training - Admin.	\$ 575.00	\$ 1,715.00	\$ 540.00	\$ 1,437.00	\$ 580.00	\$ 30,000.00	\$ (29,420.00)	1.93%
6100-02 - Education/Training - OPS	\$ 897.72		\$ 510.00	\$ 984.51	\$ 229.80			
6100-03 - Education/Training - ARFF		\$ 4,882.39	\$ 3,305.21	\$ 8,754.94	\$ 6,229.39			
6100-04 - Education/Training - Trf-Ann			\$ 464.40	\$ 464.40				
6100-05 - Education - Neighbor Flight	\$ 4,198.69	\$ 10,535.17	\$ 820.00	\$ 7,959.47	\$ 195.00			
6100-06 - Education - Security	\$ 75.00	\$ 1,004.62			\$ 375.00			
Total 6100-00 - EDUCATION/TRAINING	\$ 5,746.41	\$ 18,137.16	\$ 5,739.61	\$ 20,600.92	\$ 7,608.99	\$ 30,000.00	\$ (22,391.01)	25.36%
6110-00 - CONTRACTS								
6110-01 - Contracts - General	\$ 30,000.00	\$ 30,000.00	\$ 742.00	\$ 742.00	\$ 400.00	\$ 24,000.00	\$ (7,200.00)	70.00%
6110-02 - Contracts - FMAA	\$ 9,000.00	\$ 18,000.00	\$ 12,000.00	\$ 25,600.00	\$ 18,800.00	\$ 58,800.00	\$ (29,400.00)	50.00%
6110-03 - Contracts - SVA/Fee Collection	\$ 23,400.00	\$ 48,800.00	\$ 29,460.00	\$ 58,860.00	\$ 29,400.00	\$ 145,000.00	\$ (85,073.80)	55.12%
6110-04 - Contracts - COH LEO	\$ 77,690.24	\$ 155,807.45	\$ 80,228.19	\$ 160,291.54	\$ 79,928.20	\$ 10,000.00	\$ (69,900.00)	50.00%
6110-05 - Contracts - Janitorial								
6110-06 - Contracts - Electronic Filing System	\$ 6,950.00	\$ 13,850.00	\$ 6,900.00	\$ 13,800.00	\$ 9,900.00	\$ 30,000.00	\$ (20,100.00)	100.00%
6110-07 - Contracts - Snow Removal			\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 750.00	\$ (29,250.00)	100.00%
6110-08 - Contracts - Eccles Tree Lights			\$ 750.00	\$ 750.00				
6110-09 - Contracts - Website								
6110-10 - Contracts - Online Email Server Access								
6110-11 - Contracts - Security CMS								
Total 6110-00 - CONTRACTS	\$ 147,040.24	\$ 284,457.45	\$ 180,078.19	\$ 290,043.54	\$ 184,176.20	\$ 318,350.00	\$ (134,173.80)	51.57%
6120-00 - PERMITS								
6120-01 - Permits - General	\$ -	\$ 100.00	\$ -	\$ 100.00				
Total 6120-00 - PERMITS	\$ -	\$ 100.00	\$ -	\$ 100.00				
6130-00 - MISCELLANEOUS EXPENSES								
6130-01 - Misc. - General	\$ 4,567.07	\$ 6,858.98	\$ 3,493.54	\$ 5,654.24	\$ 3,659.08	\$ 6,500.00	\$ (2,840.92)	56.29%
6130-02 - Misc. - Incident/Accident	\$ 480.00	\$ 469.18	\$ 1,000.00	\$ 1,350.00				
6130-04 - Misc. - Green Program								
6140-00 - Bank Fees	\$ 212.24	\$ 889.31	\$ 242.60	\$ 1,295.95	\$ 686.83	\$ 2,500.00	\$ (1,813.17)	0.00%
Total 6130-00 - MISCELLANEOUS EXPENSES	\$ 5,259.31	\$ 8,197.47	\$ 4,736.04	\$ 8,300.19	\$ 4,345.91	\$ 9,000.00	\$ (4,654.09)	48.07%
TOTAL 'B' ADMINISTRATIVE EXPENSES	\$ 351,220.94	\$ 581,165.30	\$ 368,806.20	\$ 596,673.66	\$ 378,877.99	\$ 678,910.00	\$ (301,032.01)	55.84%

Friedman Memorial Airport
FY '13 Budget (Combined)
October 2011 through March 2012

	FY 10		FY '11		FY 12		% of Budget	FY '13
	Oct '09 - Mar '10	Year End	Oct '10 - Mar '11	Year End	Budget	\$ Over Budget		
"B" EXPENSES - OPERATIONAL								
6500-00 - SUPPLIES/EQUIPMENT-ARFF/OPERATION								
6500-01 - Supplies/Equipment - General	\$ 594.58	\$ 1,075.22	\$ 527.68	\$ 1,439.27	\$ 1,005.59	\$ 10,000.00	\$ (9,472.32)	10.06%
6500-02 - Supplies/Equipment - Tools	\$ 1,325.90	\$ 2,322.29	\$ 1,560.28	\$ 1,793.38	\$ 2,925.92			\$ 10,000.00
6500-03 - Supplies/Equipment - Clothing	\$ 115.90	\$ 164.64	\$ 1,878.21	\$ 1,882.97	\$ 298.95			
6500-04 - Supplies/Equipment - Janitorial	\$ 5,507.81	\$ 11,987.53	\$ 6,258.76	\$ 12,611.68	\$ 8,525.19			
6500-05 - Supplies/Equipment - Deice	\$ 31,852.50	\$ 31,852.50	\$ 23,205.00	\$ 23,205.00	\$ 28,945.00	\$ 35,000.00	\$ (11,795.00)	82.70%
6500-06 - Supplies/Equipment - ARFF	\$ 95.87	\$ 404.15	\$ 4,861.45	\$ 5,272.84	\$ 4,816.30	\$ 5,000.00	\$ (188.55)	92.33%
Total 6500-00 - SUPPLIES/EQUIPMENT-ARFF/OPERATION	\$ 39,492.46	\$ 47,786.33	\$ 38,289.38	\$ 46,205.14	\$ 44,316.95	\$ 60,000.00	\$ (5,683.05)	88.63%
6510-00 - FUEL/LUBRICANTS								
6510-01 - Fuel/Lubricants - General	\$ 258.76	\$ 258.76	\$ 76.67	\$ 76.67	\$ 179.50	\$ 50,000.00	\$ (49,820.50)	0.36%
6510-02 - Fuel	\$ 21,083.47	\$ 26,704.38	\$ 32,130.97	\$ 37,394.36	\$ 28,470.12			\$ 50,000.00
6510-03 - Lubricants								
Total 6510-00 - FUEL/LUBRICANTS	\$ 21,342.23	\$ 26,963.14	\$ 32,207.64	\$ 37,461.03	\$ 28,649.62	\$ 50,000.00	\$ (23,350.38)	53.30%
6520-00 - VEHICLES/MAINTENANCE								
6520-01 - R/M Equipment - General	\$ 1,690.48	\$ 1,766.23	\$ 5,403.31	\$ 6,152.17	\$ 4,085.25	\$ 27,000.00	\$ (22,904.75)	15.17%
6520-02 - R/M Equip. '93 Schmidt Snow	\$ 1,038.90	\$ 2,091.81	\$ 5,424.43	\$ 7,725.75	\$ 1,059.78			\$ 27,000.00
6520-04 - R/M Equip. '84 Chevy Plow Truck				\$ 158.16				
6520-05 - R/M Equip. - '89 Chevy S-10		\$ 77.96						
6520-07 - R/M Equip. - Norland Snow								
6520-08 - R/M Equip. - '96 Tiger Tractor		\$ 48.58			\$ 66.78			
6520-09 - R/M Equip. - '96 Oshkosh Swp.	\$ 383.75	\$ 404.45	\$ 441.87	\$ 980.08	\$ 3,562.10			
6520-11 - R/M Equip. - '89 J. Deere Ldr.		\$ 3.95	\$ 8.43	\$ 9.43	\$ 171.49			
6520-13 - R/M Equip. - Cralco Crack Fir.		\$ 42.64						
6520-16 - R/M Equip. '88 GMC C350								
6520-17 - R/M Equip. '01 Case 921 Ldr.	\$ 1,427.56	\$ 1,427.56	\$ 108.50	\$ 13,986.74	\$ 104.05			
6520-18 - R/M Equip. - '02 Schulte Mower		\$ 482.83						
6520-19 - R/M Equip. - '02 Ford F-150	\$ 299.56	\$ 281.91	\$ 19.25	\$ 32.33	\$ 936.12			
6520-20 - R/M Equip. - '02 Kodiak Blower	\$ 238.39	\$ 238.39	\$ 274.05	\$ 274.05	\$ 37.98			
6520-23 - R/M Equip. - '97 Ford Exped.	\$ (62.83)	\$ (62.83)	\$ 1,317.81	\$ 1,557.78	\$ 166.25			
6520-24 - R/M Equip. - '01 Ford F-250	\$ 2,236.53	\$ 2,537.97	\$ 2,007.72	\$ 3,598.61	\$ 214.61			
6520-25 - R/M Equip. - '04 Batts De-Ice			\$ 8.99	\$ 8.99	\$ 9.73			
6520-26 - R/M Equip. - Fork Lift/Atlas C	\$ 295.82	\$ 295.82						
6520-28 - R/M Equip. - Case 621 Loader		\$ 33.00	\$ 234.61	\$ 384.85	\$ 1,112.00			
6520-29 - R/M Equip. - 2010 Wausau Plow					\$ 148.75			
6520-30 - R/M Equip. - '05 Ford F-350					\$ 65.98			
6520-31 - R/M Equip. - Oshkosh Blower					\$ 11,753.88	\$ 27,000.00	\$ (15,246.12)	43.53%
Total 6520-00 - VEHICLES/MAINTENANCE	\$ 7,252.34	\$ 9,670.27	\$ 15,249.97	\$ 34,849.94	\$ 11,753.88	\$ 27,000.00	\$ (15,246.12)	43.53%
6530-00 - ARFF MAINTENANCE								
6530-01 - ARFF Maint. General								\$ 27,000.00
6530-02 - ARFF Maint. - '78 Dodge								
6530-03 - ARFF Maint. - '03 E-One		\$ 101.00	\$ -		\$ 2,257.10	\$ 5,000.00	\$ (2,742.90)	45.14%
6530-04 - ARFF Maint. - Radios	\$ 43.50	\$ 116.00	\$ 703.80	\$ 884.95	\$ 202.38			\$ 5,000.00
6530-05 - ARFF Maint. - '03 E-One		\$ 296.37	\$ 448.55	\$ 448.55	\$ 16.97			
6530-06 - R/L - Veh./Equip.-Snow Removal								
Total 6530-00 - ARFF MAINTENANCE	\$ 43.50	\$ 516.86	\$ 1,152.15	\$ 1,333.50	\$ 2,478.45	\$ 5,000.00	\$ (2,523.55)	48.53%
6540-00 - REPAIRS/MAINTENANCE - BUILDING								
6540-01 - R/M Bldg. - General	\$ 2,680.58	\$ 1,131.03	\$ 1,919.62	\$ 2,293.59	\$ 1,069.40	\$ 29,000.00	\$ (27,930.60)	3.69%
6540-02 - R/M Bldg. - Terminal	\$ 5,783.94	\$ 9,331.50	\$ 10,732.55	\$ 14,759.64	\$ 12,688.53			\$ 29,000.00
6540-03 - R/M Bldg. - Shop	\$ 1,754.97	\$ 2,333.94	\$ 2,383.22	\$ 2,383.22	\$ 4,575.37			
6540-04 - R/M Bldg. - Cold Storage		\$ 1,093.49	\$ 250.25	\$ 250.25	\$ 219.77			
6540-05 - R/M Bldg. - Manager's Bldg.		\$ 304.98	\$ 778.38	\$ 1,348.99	\$ 219.77			
6540-07 - R/M Bldg. - Tower	\$ 1,948.89	\$ 2,907.23	\$ 4,540.03	\$ 5,390.63	\$ 4,037.56			
6540-08 - R/M Bldg. - Parking Booth	\$ 270.00	\$ 270.00	\$ 278.90	\$ 278.90				
Total 6540-00 - REPAIRS/MAINTENANCE - BUILDING	\$ 12,438.38	\$ 17,372.17	\$ 20,890.95	\$ 26,713.22	\$ 22,691.63	\$ 29,000.00	\$ (6,408.37)	77.90%

Friedman Memorial Airport
FY '13 Budget (Combined)
October 2011 through March 2012

	FY '10		FY '11		FY '12		FY '13	
	Oct '09 - Mar '10	Year End	Oct '10 - Mar '11	Year End	Oct '11 - Mar '12	Budget	\$ Over Budget	% of Budget
"C" - EXPENSES								
7000-00 - MISC. CAPITAL EXPENDITURES								
7000-01 - Contingency		\$ 3,800.00		\$ 3,800.00		\$ 20,000.00	\$ (20,000.00)	0.00%
7000-03 - Landscaping		\$ 108.54		\$ 108.54		\$ 8,000.00	\$ (7,891.46)	0.00%
7000-04 - Office Equipment - Telephone						\$ 12,000.00	\$ (12,000.00)	0.00%
7000-05 - Computer Equipment/Software								
7000-06 - Asphalt repair	\$ 1,826.43	\$ 7,013.83		\$ 13,437.59	\$ 3,954.34	\$ 12,000.00	\$ (8,045.66)	0.00%
7000-08 - ATC Equipment			\$ 5,000.00	\$ 7,302.82	\$ (938.99)			
7000-12 - Vehicle Equipment								
7000-16 - Easement - Tree Lighting								
7000-24 - ARFF Radios								
7000-26 - New Vehicles								
7000-30 - Tires								
7000-33 - Passenger Terminal Carpet								
7000-34 - Security Upgrades/Equipment								
Total 7000-00 - MISC. CAPITAL EXPENDITURES	\$ 1,826.43	\$ 7,013.83	\$ 5,000.00	\$ 24,648.95	\$ 11,302.65	\$ 104,500.00	\$ (93,197.35)	10.82%
7500-00 - IDAHO STATE GRANT PROGRAM								
7500-08 - '08 ITD (SUN-07 ITD/FMA)	\$ 50,000.00	\$ 34,053.00				\$ 50,000.00	\$ -	0.00%
7500-09 - '09 ITD (SUN-08 ITD/FMA)	\$ 34,053.00	\$ 50,000.00				\$ 40,000.00	\$ 10,000.00	100.00%
7500-10 - '10 ITD (SUN-09 ITD/FMA)						\$ -	\$ 24,341.67	0.00%
7500-11 - '11 ITD (SUN-10 ITD/FMA)						\$ 40,000.00	\$ -	116.83%
7500-12 - '12 ITD (SUN-11 ITD/FMA)						\$ -	\$ 6,331.15	0.00%
7500-13 - '13 ITD (SUN-12 ITD/FMA)	\$ 84,053.00	\$ 84,053.00				\$ 40,000.00	\$ -	0.00%
Total 7500-00 - IDAHO STATE GRANT PROGRAM	\$ 99,988.00	\$ 109,134.87				\$ -	\$ -	0.00%
7501-00 - AIP '01 EXPENSE								
7501-01 - AIP '01 - New Arpt. EIS-Ph.I								
7501-02 - AIP '01 - Non Eligible								
7501-03 - AIP '01 - Eligible - Not Reimbursable								
Total 7501-00 - AIP '01 EXPENSE	\$ 99,988.00	\$ 109,134.87				\$ -	\$ -	0.00%
7502-00 - AIP '02 EXPENSE								
7502-01 - AIP '02 - New Arpt. EIS-Ph.II	\$ 624,871.86	\$ 1,092,477.85	\$ 253,202.00	\$ 281,534.00		\$ 105,284.00	\$ (105,284.00)	0.00%
7502-02 - AIP '02 - Non AIP Eligible	\$ 22,862.46	\$ 40,039.25	\$ 11,238.72	\$ 11,238.72		\$ -	\$ -	0.00%
Total 7502-00 - AIP '02 EXPENSE	\$ 647,734.32	\$ 1,132,517.11	\$ 264,438.72	\$ 292,770.72		\$ 105,284.00	\$ (105,284.00)	0.00%
7503-00 - AIP '03 EXPENSE								
7503-01 - AIP '03 - New Arpt. EIS-Ph.II	\$ 166,376.00	\$ 212,495.00	\$ 212,047.00	\$ 217,348.00		\$ 42,106.00	\$ (42,106.00)	0.00%
7503-02 - AIP '03 - Non Reimbursable						\$ -	\$ -	0.00%
Total 7503-00 - AIP '03 EXPENSE	\$ 166,376.00	\$ 212,495.00	\$ 212,047.00	\$ 217,348.00		\$ 42,106.00	\$ (42,106.00)	0.00%
7504-00 - AIP '04 EXPENSE								
7504-01 - AIP '04 - New Arpt. EIS-Phs.III/IV	\$ -	\$ 3,987.50	\$ 1,213,859.00	\$ 1,481,759.27	\$ 77,500.00	\$ 1,052,632.00	\$ (975,132.00)	7.34%
7504-02 - AIP '04 - Non Reimbursable	\$ -	\$ 6,082.46	\$ 18,571.38	\$ 84,168.17	\$ 750.00	\$ -	\$ -	0.00%
Total 7504-00 - AIP '04 EXPENSE	\$ -	\$ 10,069.96	\$ 1,232,430.38	\$ 1,525,927.44	\$ 78,250.00	\$ 1,052,632.00	\$ (974,382.00)	7.43%
7505-00 - AIP '05 EXPENSE								
7505-01 - AIP '05 - New Arpt. EIS-Phs.	\$ -	\$ -	\$ -	\$ -		\$ 1,052,632.00	\$ (1,052,632.00)	0.00%
7505-02 - AIP '05 - Non Reimbursable	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	0.00%
Total 7505-00 - AIP '05 EXPENSE	\$ -	\$ -	\$ -	\$ -		\$ 1,052,632.00	\$ (1,052,632.00)	0.00%
7506-00 - AIP '06 EXPENSE								
7506-01 - AIP '06 - New Arpt. EIS-Phs.	\$ -	\$ -	\$ -	\$ -		\$ 1,052,632.00	\$ (1,052,632.00)	0.00%
7506-02 - AIP '06 - Non Reimbursable	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	0.00%
Total 7506-00 - AIP '06 EXPENSE	\$ -	\$ -	\$ -	\$ -		\$ 1,052,632.00	\$ (1,052,632.00)	0.00%

Friedman Memorial Airport
FY '13 Budget (Combined)
October 2011 through March 2012

	FY '10		FY '11		FY '12		FY '13	
	Oct '09 - Mar '10	Year End	Oct '10 - Mar '11	Year End	Oct '11 - Mar '12	Budget	% of Budget	Proposed Budget
7532-00 - AIP '32 EXPENSE								
7532-01 - AIP '32 - Runway Rehabilitation	\$ 9,287.50	\$ 9,287.50					0.00%	\$ -
Total 7532-00 - AIP '32 EXPENSE	\$ 9,287.50	\$ 9,287.50					0.00%	\$ -
7533-00 - AIP '33 EXPENSE								
7533-01 - AIP '33 - SRE & Storage Bldg.		\$ 336,363.64					0.00%	\$ -
7533-02 - AIP '33 - SRE (Non-Eligible)	\$ 30.00	\$ 90.90					0.00%	\$ -
7533-03 - AIP '33 - SRE PFC Reimburse							0.00%	\$ -
Total 7533-00 - AIP '33 EXPENSE	\$ 30.00	\$ 336,454.54					0.00%	\$ -
7534-00 - AIP '34 EXPENSE								
7534-01 - AIP '34 - SRE Acquisition Phase IV								
Pavement Rehab. Design	\$ 34,243.27	\$ 268,047.93					0.00%	\$ -
Total 7534-00 - AIP '34 EXPENSE	\$ 34,243.27	\$ 268,047.93					0.00%	\$ -
7535-00 - AIP '35 EXPENSE								
7535-01 - AIP '35 - Pavement Rehab./SRE Rotary	\$ 29,341.26	\$ 216,949.55	\$ 34,041.37	\$ 34,041.37				\$ -
7535-02 - AIP '35 - Non-Eligible		\$ 130.41						\$ -
Total 7535-00 - AIP '35 EXPENSE	\$ 29,341.26	\$ 217,079.96	\$ 34,041.37	\$ 34,041.37			100.00%	\$ -
7536-00 - AIP '36 EXPENSE								
7536-01 - AIP '36 - SRE Rotary Plow		\$ 4,632.14	\$ 515,291.94	\$ 517,328.19			0.00%	\$ -
Total 7536-00 - AIP '36 EXPENSE		\$ 4,632.14	\$ 515,291.94	\$ 517,328.19			0.00%	\$ -
7537-00 - AIP '37 EXPENSE - SRE Equipment/Broom Truck								
7537-01 - AIP '37 - Eligible								
Total 7537-00 - AIP '37 EXPENSE								
7538-00 - AIP '38 EXPENSE - ALP Planning Process								
7538-01 - AIP '38 - Eligible								
Total 7538-00 - AIP '38 EXPENSE								\$ 552,632.00
7539-00 - AIP '39 EXPENSE - Implementing ALP								
7539-01 - AIP '39 - Eligible								\$ 788,474.00
Total 7539-00 - AIP '39 EXPENSE								\$ 1,818,947.00
8000-00 - Replacement Airport								
8000-01 - EIS Project Formulation	\$ 12,364.28	\$ 41,870.58						
8000-02 - Project Manager	\$ 32,603.40	\$ 79,032.15						
8000-03 - Financial	\$ 16,272.22	\$ 18,487.72	\$ 13,214.00	\$ 18,008.88	\$ 1,625.28	\$ 50,000.00	0.23%	\$ 10,000.00
8000-04 - Public Outreach	\$ 33,960.44	\$ 68,503.81	\$ 5,960.00	\$ 5,960.00	\$ 114.00	\$ 50,000.00	0.00%	\$ 10,000.00
8000-05 - Current Site Master Plan		\$ 3,724.93	\$ 40,015.62	\$ 85,672.52	\$ 34,214.72	\$ 60,000.00	57.02%	\$ 60,000.00
8000-06 - Legal		\$ 2,925.00	\$ 113,304.27	\$ 152,182.39	\$ 2,242.88	\$ 50,000.00		\$ 10,000.00
8000-07 - Contingency			\$ 42,380.56	\$ 93,095.30	\$ 5,916.19	\$ 50,000.00		\$ 50,000.00
Total 8000-00 - Replacement Airport	\$ 95,200.34	\$ 214,544.19	\$ 214,874.25	\$ 406,919.09	\$ 157,033.69	\$ 410,000.00	38.30%	\$ 140,000.00
9000-00 - PFC EXPENSE								
9000-01 - PFC '07 Security Equipment								
9000-02 - PFC '11 - ATCT Switching System**	\$ -	\$ -	\$ -	\$ 10,157.42	\$ 985.00		0.00%	\$ 208,000.00
9000-03 - PFC '12 - SRE Equipment/Security Improvements**	\$ -	\$ -	\$ -	\$ -	\$ 4,851.51		0.00%	\$ 208,000.00
Total 9000-00 - PFC EXPENSE	\$ -	\$ -	\$ -	\$ -	\$ 5,516.51		0.00%	\$ -
TOTAL "C" EXPENDITURES	\$ 1,168,090.12	\$ 2,605,330.03	\$ 2,478,123.66	\$ 3,065,229.64	\$ 284,434.20	\$ 4,346,082.00	6.80%	\$5,427,771.00
TOTAL EXPENSE ("A", "B" & "C")	\$ 2,190,060.46	\$ 4,482,965.97	\$ 3,544,433.56	\$ 4,990,505.44	\$ 1,391,193.91	\$ 6,486,477.16	21.52%	\$ 7,480,472.90
NET INCOME	\$ (216,434.94)	\$ (60,974.75)	\$ (395,182.76)	\$ (112,993.35)	\$ (210,640.57)	\$ (403,650.16)	62.20%	\$ (440,099.80)

** Reimbursable by PFC

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
Auto Parking - Passenger Terminal					
0 to 1/2 Hr.	Hour	\$0.00	No Change	06/05/02	Approved
1/2 Hr. - 1 1/2 Hrs.	Hour	\$2.00	No Change	06/05/02	Approved
1 1/2 Hrs. - 2 Hrs.	Hour	\$3.00	No Change	08/03/04	Approved
2 Hrs. to 2 1/2 Hrs.	Hour	\$4.00	No Change	08/03/04	Approved
2 1/2 Hrs. - 3 Hrs.	Hour	\$5.00	No Change	08/03/04	Approved
3 Hrs. - 24 Hrs.	Hour	\$8.00	No Change	08/03/10	Approved
Monthly - Lower Lot (prearranged)	Monthly	\$130.00	No Change	08/01/06	Approved
Auto Parking - Auto Rental Overflow					
SW Terminal & Former Access Rd.					
Prearranged	Monthly	\$1,500.00	No Change	08/03/10	Approved
Prearranged	Annual	\$10,000.00	No Change	08/01/06	Approved
Advertising - Passenger Terminal					
Framed Poster 2 x 3					
Premier Location	Annual	\$2,400.00	No Change	08/03/10	Approved
Superior Location	Annual	\$2,100.00	No Change	08/03/10	Approved
Standard Location	Annual	\$1,800.00	No Change	08/01/06	Approved
Basic Location	Annual	\$1,200.00	No Change	08/03/10	Approved
Budget Location	Annual	\$900.00	No Change	08/03/10	Approved
Wall Display					
Small	Annual	\$3,600.00	No Change	08/03/10	Approved
Large	Annual	\$4,800.00	No Change	08/03/10	Approved
Premium Floor Display Case	Annual	\$6,000.00	No Change	08/03/10	Approved
Courtesy Phones					
8"x10"	Annual	\$450.00	No Change	08/01/06	Approved
8" x 21 1/2"	Annual	\$900.00	No Change	08/01/06	Approved
24" x 24"	Annual	\$1,200.00	No Change	08/03/10	Approved
26" x 57"	Annual	\$1,920.00	No Change	08/03/10	Approved
Brochure Rack					
Self-Stocked	Annual	\$120.00	No Change	08/03/10	Approved
Self-Stocked	Monthly	\$15.00	No Change	08/03/10	Approved
Full-Service	Annual	\$300.00	No Change	08/01/06	Approved
Discount Organizations					
Non-Profit	Monthly	50% Discount	No Change	08/03/10	Approved
Ad Agency	Monthly	15% Discount	No Change	08/03/10	Approved
Ground Transportation Service Providers					
Application Processing Fee	Annual	\$200.00	No Change	08/01/06	Approved
Vehicle Permit (15 or less passengers)	Each	\$400.00	No Change	08/01/06	Approved
Vehicle Permit (16 or more passengers)	Each	\$0.00	No Change	08/04/11	Approved
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	Approved
Vehicle permit reissuance after voluntary suspension of no more than 3 months	Each	\$0.00	No Change	08/04/11	Approved
Permitted Vehicle Fee (courtesy veh. exempt)	Each Veh./Month	\$20.00	No Change	08/04/11	Approved

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	No Change	08/03/10	Approved
Non-Signatory - A/C over 6,000 lbs. mtow	per 1,000 lbs.	\$2.00	No Change	08/03/10	Approved
Fuel Flowage					
AvGas	per Gallon	\$0.10	No Change	08/04/11	Approved
JetA	per Gallon	\$0.12	No Change	08/04/11	Approved
Tiedown - Based					
Single	Annual	\$495.00	No Change	08/03/10	Approved
Twin	Annual	\$706.00	No Change	08/03/10	Approved
Sublease	Annual	\$100.00	No Change	08/01/06	Approved
Change/Cancellation	Each Occurrence	\$100.00	No Change	08/03/10	Approved
Permit Deposit	Per Permit	\$100.00	No Change	08/03/10	Approved
Unpermitted/Unauthorized Auto Parking	Each Occurrence	\$55.00 plus daily auto parking fees	No Change	08/01/06	Approved
Tiedown - Transient					
Single Prop					
Piston	Nightly	\$12.00	No Change	08/01/06	Approved
Turbo	Nightly	\$60.00	No Change	08/03/10	Approved
Twin Prop					
Piston	Nightly	\$30.00	No Change	08/01/06	Approved
Turbo	Nightly	\$70.00	No Change	08/03/10	Approved
Jets					
Less than 10,000 lbs. mtow	Nightly	\$60.00	No Change	08/03/10	Approved
10,001 - 15,000 lbs. mtow	Nightly	\$70.00	No Change	08/03/10	Approved
15,001 - 45,000 lbs. mtow	Nightly	\$100.00	No Change	08/03/10	Approved
45,001 lbs. and over mtow	Nightly	\$200.00	No Change	08/03/10	Approved
Helicopters					
Less than 4,000 lbs. mtow	Nightly	\$70.00	No Change	08/03/10	Approved
4,001 - 6,000 lbs. mtow	Nightly	\$100.00	No Change	08/03/10	Approved
6,001 and over mtow	Nightly	\$200.00	No Change	08/03/10	Approved
Security/Airport Identification					
Airport Identification Bage (AIB)					
Setup	Each Occurrence	\$40.00	No Change	08/07/07	Approved
System Maintenance	Annual	\$40.00	No Change	08/07/07	Approved
Renewal	Each Occurrence	\$40.00	\$50.00	08/07/07	
Reactivation - Involuntary Suspension and/or Security Infraction	Each	\$0.00	No Change	08/04/11	Approved
Reactivation - Voluntary Suspension (Maintenance Fees must be Current)	Each	\$0.00	No Change	08/03/10	Approved
AOA Lost/Unreturned/Unaccounted For	Each Occurrence	\$60.00	\$100.00	08/07/07	
Airport Identification Bage - SIDA					
Setup/Renewal	Each Occurrence	\$60.00	No Change	08/07/07	Approved
System Maintenance	Annual	\$60.00	No Change	08/07/07	Approved
CHRC - Criminal History Record Check	Each Occurrence	\$50.00	No Change	08/07/07	Approved
Reactivation	Each Occurrence	\$60.00	No Change	08/07/07	Approved
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	Approved
Additional Replacements	Each Occurrence	\$40.00	No Change	08/07/07	Approved
Unreturned/Lost or Unaccounted for AOA/Secured Area Keys	Each Occurrence	\$150.00	No Change	08/07/07	Approved
Miscellaneous Fees					
FMAA Packet					
Mailed	Annual	\$95.00	N/A	08/03/10	Approved
Electronic Copy w/o Attach.	Annual	\$30.00	N/A	08/07/07	Approved
FMAA Agenda/Minutes					
Mailed	Annual	\$50.00	N/A	08/07/07	Approved
Electronic Copy w/o Attach.	Annual	\$15.00	N/A	08/07/07	Approved
FMAA Agenda					
Mailed	Annual	\$25.00	N/A	08/07/07	Approved
Electronic Copy w/o Attach.	Annual	\$5.00	N/A	08/07/07	Approved
Photocopies					
1 - 100	Each	\$0.10	\$0.25	08/03/10	Approved
Over 100	Each	\$.10 or direct cost from Independent vendor	0.25 or direct cost from Independent vendor	08/03/10	Approved

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

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

By: Tom Bowman, Chairman

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

**June 5, 2012
5:30 P.M.**

IN ATTENDANCE:

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

FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird, Emergency/Operations Chief – Peter Kramer; Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant/Assistant 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; Mead & Hunt – Brad Rolf

AIRPORT TENANTS/PUBLIC: Atlantic Aviation – Brian Blackburn; FSVA – Carol Waller, Bonnie Leighton, Evan Stelma; BCPA – Jim Perkins; John Strauss, Marc Reinemann, Nils Ribí, Bob Crosby, Len Harlig, ATCT – George White, The Car Park – Pam Yager, Christine Kyes; Felicity Roberts

PRESS: Idaho Mountain Express – Kate Wutz

CALL TO ORDER:

The meeting was called to order at 5:31 p.m. by Chairman Bowman.

I. APPROVE AGENDA

The agenda was approved with the following changes:

III. AIRPORT STAFF BRIEF

A. H. Employee of 1st Quarter, 2012 – Attachment #15

VII. VI. AIRPORT STAFF BRIEF

B. A. Noise Complaints

C. B. Parking Lot Update

**D. C. Profit & Loss, ATCT Traffic Operations Count
and Enplanement Data – Attachments #8 - #11**

E. D. Review Correspondence – Attachment #12

F. E. Fly Sun Valley Alliance Update – Attachments #13, #14

G. F. Airport Weather Interruptions

H. G. License and Use Agreement Off-Airport Rental Car Operator

H. Employee of 1st Quarter, 2012 – Attachment #15

I. Law Enforcement Officer (LEO) Reimbursement Program

V. IV. NEW BUSINESS

B. TSA/LEO Report

MOTION:

***Made by Vice-Chairman Burke to approve the Agenda
as amended. Seconded by Board Member Keirn.***

PASSED UNANIMOUSLY

II. PUBLIC COMMENT

No public comment was made.

A. H. Employee of 1st Quarter, 2012 – Attachment #15

Airport Manager Baird announced that Christine Kyes of The Car Park has been selected for Employee of the 1st Quarter for the calendar year 2012. He congratulated Ms. Kyes and thanked her for her efforts and service to the Wood River Valley.

Chairman Bowman thanked Ms. Kyes for her devotion to providing excellent customer service to the flying public of the Wood River Valley on behalf of the Board.

IV. III. UNFINISHED BUSINESS

A. Airport Solutions

1. Chairman Report

No report was given.

2. Blaine County Report

No report was given.

3. City of Hailey Report

Board Member McBryant commented that she has reported to the City of Hailey that she has been in contact with the heirs to the underlying property at the Friedman Airport and gave them a complete update on the current status and operations at the Airport. She reported that the heirs are comfortable with what's currently happening at the Airport.

4. Airport Manager Report

Airport Manager Baird reported that the 2012 Airport Appreciation Day will be held on September 15th.

Airport Manager Baird presented Contracts/Finance Administrator, Lisa Emerick and Emergency/Operations Chief, Peter Kramer with an Award for 20 years of dedicated and loyal service to the Friedman Memorial Airport and Wood River Valley.

5. Interim Communications Director Report

Interim Communications Director, Candice Pate, reported to the Board the current goals and proposed solutions to enhance the communications strategy.

The Board discussed Ms. Pate's proposed solutions for an enhanced FMAA communications strategy. The Board agreed that the public should be allowed the opportunity to submit questions before Airport communications events and Board Members should make an effort to attend the events as well.

Chairman Bowman opened the discussion regarding the Interim Communications Director Report for public comment.

Nils Ribí commented that it would be a good idea for the Board and Airport Staff to make contact with the cities of Blaine County on a regular basis to discuss Airport Solutions Updates.

John Strauss commented that he will support any strategy that will reduce Airport Manager Baird's workload as there are legitimate business reasons to contact Airport Manager Baird as well.

Chairman Bowman suggested that Ms. Pate develop feedback surveys for each event as well as keep track of the attendance to the events.

The Board agreed with Ms. Pate's proposed solutions and directed her to begin implementing the communications strategy.

6. Existing Site

a. Airport Layout Plan – Planning Process Scope of Work (See Brief)

T-O Engineer, Dave Mitchell, presented to the Board the planning process Scope of Work (SOW) for the drafting of an Airport Planning study that will ultimately lead to an updated Airport Layout Plan (ALP).

Airport Engineer Mitchell asked the Board to discuss the implementation of a limited technical advisory committee to utilize during the alternatives development phase.

The Board discussed the proposed concept of utilizing a technical advisory committee during the ALP process and was supportive of the concept.

Board Member Schoen asked if the technical advisory committee will be making policy decisions.

Airport Engineer Mitchell answered that it is not the consultant's intent to have the technical advisory committee make policy decisions but rather help the consultants and Staff make decisions regarding what technical aspects will need to go to the Board for discussion.

Chairman Bowman commented that the Board is in concurrence with the technical advisory committee concept.

Airport Engineer Mitchell asked the Board to discuss the proposed reliability alternatives.

The Board discussed the alternatives and decided that they will continue to plan on studying both performance based navigation and ground based navigation alternatives until more information is gathered from the FAA and a cost-benefit ratio analysis has been completed.

Airport Engineer Mitchell asked the Board to discuss the proposed next steps to the planning process and draft SOW.

Chairman Bowman asked how long it will take to complete the final contract with the FAA once the SOW is finalized.

Airport Manager Baird answered that it will take approximately 45 days.

Attorney Lubovski asked if Staff plans to submit the SOW to the FAA after tonight's suggested edits are implemented or if the Board will need to review the document again before it's submitted.

Airport Manager Baird answered that Staff will be corresponding with the FAA soon in order to find out if the FAA will participate financially in a reliability study.

Board Member Schoen suggested a revision to the draft SOW (see Minutes Attachment #1).

The majority of the Board agreed that the suggested language modification was appropriate and did not excessively change the meaning of the paragraph but defined it in greater detail.

Vice-Chairman Burke commented that the City of Hailey has reviewed the current draft SOW and is comfortable with the language as is. She commented that the City Council may not support the proposed language change.

Chairman Bowman commented that the majority of the Board concurred with Board Member Schoen's suggested edit to the ALP SOW. He directed Airport Engineer Mitchell to implement the edit and opened the discussion regarding the ALP SOW planning process for public comment.

Len Harlig suggested that the Board discuss the concept of researching navigational improvements with the FAA prior to undergoing the study in order to ensure the FAA's support to any proposed system that may be considered.

Bonnie Leighton commented that Board Member Schoen's suggested edits gives the impression that the Board views expansion as an acceptable alternative. She commented that the Hailey City Council is opposed to any expansion alternative and she feels that the suggested language change goes against the wishes of the Hailey City Council.

7. Replacement Airport

Airport Manager Baird briefed the Board on the current status of the FAA evaluation of the replacement airport project.

8. Retain/Improve/Develop Air Service

a. FSVA Report

Fly Sun Valley Alliance Director, Carol Waller, gave the Board a report regarding the current pursuit of new marketing access points and future possible airline service opportunities.

b. First Time Schedule Commercial – Jet Service Environmental Assessment (See Brief)

Brad Rolf of Mead & Hunt, Inc. presented the Board with a summary of the purpose and process of an Environmental Assessment (EA).

The Board asked Mr. Rolf questions regarding the EA process with the FAA and what the time frame for completion looks like for this project.

Mr. Rolf and Airport Manager Baird briefed the Board that they hope the FAA will be able to publish their findings by September of this year and the goal is to have regional jets utilizing the Airport by this winter.

Airport Manager Baird reminded the Board that SkyWest has not announced that they are planning on using the CRJ700 at the Airport at any specific time and they will not make that decision until all FAA requirements have been met.

Chairman Bowman commented that getting this project approved has been a significant investment by the Board for the economy of this community.

John Strauss asked where else the CRJ700 aircraft operates.

Airport Manager Baird answered that the CRJ700 is used frequently in the Western United States and primarily in the Salt Lake City market.

The Board asked Mr. Rolf questions regarding the CRJ700 and its role in the review process.

Mr. Rolf briefed the Board that the review is specific only to the SkyWest CRJ700 aircraft and no other aircraft has been requested by SkyWest Airlines for review.

Airport Manager Baird asked the Board to provide a motion to allow Staff to move forward with the EA process.

MOTION: *Made by Vice-Chairman Burke to approve the T-O Engineers and Mead & Hunt Scope of Services and Fee for an Environmental Assessment for Changes to SkyWest Airlines' Operations Specifications and to enter into a contractual arrangement with T-O Engineers to perform those services. Seconded by Board Member Schoen.*

PASSED UNANIMOUSLY

c. Small Community Air Service Development Program Grant-In-Aid

Airport Manager Baird briefed the Board on the current status and process of the Small Community Air Service Development Program Grant-In-Aid.

The Board supported the direction Staff has taken with the program and agreed to move forward with it.

9. Website Update

Airport Manager Baird briefed the Board on the proposal to merge the www.flyfma.com website with the www.flysvra.com replacement airport website.

The Board approved the proposal and directed Staff to proceed with the project.

B. FY '13 Budget Process (See Brief)

Airport Manager Baird briefed the Board on the current status and process of developing the FY '13 Budget.

The Finance Committee reported that Staff responded appropriately to all revenue projection concerns, clerical areas have been corrected in the preliminary draft budget and they are comfortable with the proposed FY '13 Budget.

The Board approved Staff's proposal to schedule a July Board meeting adequate to accommodate budget review and discussion and establish an appropriate Public Hearing for the proposed FY '13 Budget.

C. Election Timing of FMAA Officers

Board Member McCleary asked the Board to discuss whether or not to defer the election of FMAA Officers until January, 2013.

Chairman Bowman directed Attorney Luboviski to amend the FMAA Bylaws regarding this matter with Board Member McCleary and Board Member McBryant and asked that the Chairman serve on a month to month basis.

The Board agreed to Board Member McCleary's request to defer the election of officers no sooner than January, 2013.

MOTION: *Made by Board Member McCleary to defer elections until January, 2013. Seconded by Board Member Keirn.*

PASSED UNANIMOUSLY

V. IV. NEW BUSINESS

A. Gifts, Refreshments & Retail Concession (See Brief)

Airport Manager Baird briefed the Board that the current Gifts, Refreshments & Retail Concession, Runway Café, LLC, have dissolved their LLC and Requests for Proposals (RFPs) have been sent out to various concessionaires in the community and advertised in the local media. Staff will provide a recommendation to the Board at the July Board meeting.

B. TSA/LEO Report

Airport Manager Baird briefed the Board that the TSA/LEO Agreement will be expiring at the end of September. He recommended that Staff opt out of the LEO program and use an alternative response time to provide terminal security.

The Board approved Staff's recommendation to use an alternative response time in place of the LEO program.

VI. V. APPROVE FMAA MEETING MINUTES

A. May 1, 2012 Regular Meeting (See Brief)

The May 1, 2012 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

MOTION: *Made by Vice-Chairman Burke to approved the May 1, 2012 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Board Member McCleary.*

PASSED UNANIMOUSLY

VII. VI. AIRPORT STAFF BRIEF

B. A. Noise Complaints

C. B. Parking Lot Update

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

E. D. Review Correspondence (See Brief)

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

~~G.~~ F. Airport Weather Interruptions

~~H.~~ G. License and Use Agreement Off-Airport Rental Car Operator

~~H.~~ Employee of the 1st Quarter, 2012 – Attachment #15

I. Law Enforcement Officer (LEO) Reimbursement Program

~~VIII.~~ VII. PUBLIC COMMENT

The Board changed the July 3, 2012 Board meeting time to convene at 4 pm and adjourn at 5:30 pm.

~~IX.~~ VIII. ADJOURNMENT

The June 5, 2012 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 8:13 p.m.

Susan McBryant, Secretary

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

Airport Planning Study
Draft Scope of Work

suggested revisions: page 2, last paragraph

to read:

"Third, the planning study is constrained. As the ultimate solution for the issues faced by the airport is a new airport, improvements to the existing airport site will be limited to reasonable and practical alternatives necessary to meet standards. The benefits and costs of any improvements that require significant investment of funds or significant expansion of the airport property would have to be weighed against the probability of likely alternatives at a replacement site, within an acceptable time frame."

10:01 AM

06/13/12

Accrual Basis

Friedman Memorial Airport

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

October 2011 through April 2012

Ordinary Income/Expense	Oct '11 - Apr 12	Budget	\$ Over Budget	% of Budget
Income				
4000-00 · AIRCARRIER				
4000-01 · Aircarrier - Lease Space	49,303.59	84,600.00	-35,296.41	58.3%
4000-02 · Aircarrier - Landing Fees	38,315.17	96,500.00	-58,184.83	39.7%
4000-03 · Aircarrier - Gate Fees	700.00	1,200.00	-500.00	58.3%
4000-04 · Aircarrier - Utility Fees	4,461.90	7,600.00	-3,138.10	58.7%
4010-05 · Aircarrier -'11 PFC Application	108,231.55	205,000.00	-96,768.45	52.8%
Total 4000-00 · AIRCARRIER	201,012.21	394,900.00	-193,887.79	50.9%
4020-00 · TERMINAL AUTO PARKING REVENUE				
4020-01 · Automobile Parking - Terminal	38,493.90	92,500.00	-54,006.10	41.6%
Total 4020-00 · TERMINAL AUTO PARKING REVENUE	38,493.90	92,500.00	-54,006.10	41.6%
4030-00 · AUTO RENTAL REVENUE				
4030-01 · Automobile Rental - Commission	169,292.62	312,000.00	-142,707.38	54.3%
4030-02 · Automobile Rental - Counter	4,149.46	7,500.00	-3,350.54	55.3%
4030-03 · Automobile Rental - Auto Prkng	21,130.00	28,000.00	-6,870.00	75.5%
4030-04 · Automobile Rental - Utilities	202.50	500.00	-297.50	40.5%
Total 4030-00 · AUTO RENTAL REVENUE	194,774.58	348,000.00	-153,225.42	56.0%
4040-00 · TERMINAL CONCESSION REVENUE				
4040-01 · Terminal Shops - Commission	1,153.99	3,500.00	-2,346.01	33.0%
4040-02 · Terminal Shops - Lease Space	4,899.29	8,300.00	-3,400.71	59.0%
4040-03 · Terminal Shops - Utility Fees	318.14	725.00	-406.86	43.9%
4040-10 · Advertising - Commission	15,256.25	33,000.00	-17,743.75	46.2%
4040-12 · Terminal ATM	35.90			
Total 4040-00 · TERMINAL CONCESSION REVENUE	21,663.57	45,525.00	-23,861.43	47.6%
4050-00 · FBO REVENUE				
4050-01 · FBO - Lease Space	137,330.30	223,220.00	-85,889.70	61.5%
4050-02 · FBO - Tiedown Fees	70,059.32	193,000.00	-122,940.68	36.3%
4050-03 · FBO - Landing Fees - Trans.	96,171.33	197,000.00	-100,828.67	48.8%
4050-04 · FBO - Commission	9,257.50	17,000.00	-7,742.50	54.5%
Total 4050-00 · FBO REVENUE	312,818.45	630,220.00	-317,401.55	49.6%
4060-00 · FUEL FLOWAGE REVENUE				
4060-01 · Fuel Flowage - FBO	79,313.74	168,600.00	-89,286.26	47.0%
Total 4060-00 · FUEL FLOWAGE REVENUE	79,313.74	168,600.00	-89,286.26	47.0%
4070-00 · TRANSIENT LANDING FEES REVENUE				
4070-02 · Landing Fees - Non-Comm./Gov't	208.98	500.00	-291.02	41.8%
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	208.98	500.00	-291.02	41.8%

ATTACHMENT 7

10:01 AM

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Accrual Basis

Friedman Memorial Airport

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

October 2011 through April 2012

	Oct '11 - Apr 12	Budget	\$ Over Budget	% of Budget
4080-00 · HANGARS REVENUE				
4080-01 · Land Lease - Hangar	290,848.04	477,512.00	-186,663.96	60.9%
4080-02 · Land Lease - Hangar/Trans. Fee	4,095.26			
4080-03 · Land Lease - Hangar/Utilities	752.93	1,300.00	-547.07	57.9%
4080-20 · Land Lease - Government Revenue	5,133.39			
Total 4080-00 · HANGARS REVENUE	300,829.62	478,812.00	-177,982.38	62.8%
4090-00 · TIEDOWN PERMIT FEES REVENUE				
4090-01 · Tiedown Permit Fees (FMA)	14,669.43	30,000.00	-15,330.57	48.9%
4090-02 · Tiedown - Gov. Fire Support	0.00	5,000.00	-5,000.00	0.0%
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	14,669.43	35,000.00	-20,330.57	41.9%
4100-00 · POSTAL CARRIERS REVENUE				
4100-01 · Postal Carriers - Landing Fees	4,811.69	8,900.00	-4,088.31	54.1%
4100-02 · Postal Carriers - Tiedown	2,970.00			
Total 4100-00 · POSTAL CARRIERS REVENUE	7,781.69	8,900.00	-1,118.31	87.4%
4110-00 · MISCELLANEOUS REVENUE				
4110-06 · Misc. - Security-Prox. Cards	21,580.00	25,000.00	-3,420.00	86.3%
Total 4110-00 · MISCELLANEOUS REVENUE	21,580.00	25,000.00	-3,420.00	86.3%
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	12,900.00	25,000.00	-12,100.00	51.6%
4120-02 · GTSP - Trip Fee	1,670.17			
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	14,570.17	25,000.00	-10,429.83	58.3%
4400-00 · TSA				
4400-01 · LEO Expense Reimbursement	75,532.50	135,000.00	-59,467.50	56.0%
4400-02 · Terminal Lease	5,281.29			
Total 4400-00 · TSA	80,813.79	135,000.00	-54,186.21	59.9%
4500-00 · IDAHO STATE GRANT PROGRAM REV.				
4500-12 · SUN-12	20,000.00	20,000.00	0.00	100.0%
Total 4500-00 · IDAHO STATE GRANT PROGRAM REV.	20,000.00	20,000.00	0.00	100.0%
4520-00 · INTEREST INCOME				
4520-05 · Interest Income - '11 PFC	117.84			
4600-00 · Interest Income - General	6,935.59	14,000.00	-7,064.41	49.5%
Total 4520-00 · INTEREST INCOME	7,053.43	14,000.00	-6,946.57	50.4%
4702-00 · AIP 02 New Airpt. EIS Phs. II				
4702-01 · AIP 02	0.00	100,000.00	-100,000.00	0.0%
Total 4702-00 · AIP 02 New Airpt. EIS Phs. II	0.00	100,000.00	-100,000.00	0.0%

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Accrual Basis

Friedman Memorial Airport

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

October 2011 through April 2012

	Oct '11 - Apr 12	Budget	\$ Over Budget	% of Budget
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				
4704-00 · AIP 04-New Arpt. EIS-Phs.III/IV	0.00	40,000.00	-40,000.00	0.0%
4704-01 · AIP '04 - FAA	73,625.00	1,000,000.00	-926,375.00	7.4%
Total 4704-00 · AIP 04-New Arpt. EIS-Phs.III/IV	73,625.00	1,000,000.00	-926,375.00	7.4%
4705-00 · AIP 05-New Arpt. EIS-Phs.				
4705-01 · AIP '05 - FAA	0.00	1,000,000.00	-1,000,000.00	0.0%
Total 4705-00 · AIP 05-New Arpt. EIS-Phs.	0.00	1,000,000.00	-1,000,000.00	0.0%
4706-00 · AIP 06-New Arpt. EIS-Phs.				
4706-01 · AIP 06-New Arpt. EIS-Phs.	0.00	1,000,000.00	-1,000,000.00	0.0%
Total 4706-00 · AIP 06-New Arpt. EIS-Phs.	0.00	1,000,000.00	-1,000,000.00	0.0%
4737-00 · AIP 37 - SRE Equipment				
4737-01 · AIP '37	0.00	500,000.00	-500,000.00	0.0%
Total 4737-00 · AIP 37 - SRE Equipment	0.00	500,000.00	-500,000.00	0.0%
Total Income	1,389,208.56	6,061,957.00	-4,672,748.44	22.9%
Gross Profit	1,389,208.56	6,061,957.00	-4,672,748.44	22.9%
Expense				
5000-00 · A EXPENDITURES				
5000-01 · Salaries - Airport Manager	74,318.30	127,403.00	-53,084.70	58.3%
5010-00 · Salaries -Contracts/Finance Adm	51,558.00	82,500.00	-30,942.00	62.5%
5010-01 · Salaries - Office Assist.	94,942.08	159,195.91	-64,253.83	59.6%
5020-00 · Salaries - ARFF/OPS Chief	48,814.85	82,500.00	-33,685.15	59.2%
5030-00 · Salaries - ARFF/OPS Specialist	175,880.79	294,193.00	-118,312.21	59.8%
5040-00 · Salaries-ASC/Sp.Prjct./Ex. Assi	34,191.76	57,523.00	-23,331.24	59.4%
5050-00 · Salaries - Temp.	9,558.50	15,000.00	-5,441.50	63.7%
5050-02 · Salaries - Merit Increase	0.00	14,816.45	-14,816.45	0.0%
5060-01 · Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 · Overtime - Snow Removal	9,027.44	10,000.00	-972.56	90.3%
5060-04 · OT - Security	0.00	2,500.00	-2,500.00	0.0%
5100-00 · Retirement	57,579.58	98,410.00	-40,830.42	58.5%
5110-00 · Social Security/Medicare	36,051.51	64,843.80	-28,792.29	55.6%
5120-00 · Life Insurance	1,206.37	2,000.00	-793.63	60.3%
5130-00 · Medical Insurance	81,547.90	155,000.00	-73,452.10	52.6%
5160-00 · Workman's Compensation	0.00	15,000.00	-15,000.00	0.0%
Total 5000-00 · A EXPENDITURES	674,677.08	1,182,885.16	-508,208.08	57.0%

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Accrual Basis

Friedman Memorial Airport

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

October 2011 through April 2012

	Oct '11 - Apr 12	Budget	\$ Over Budget	% of Budget
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	3,677.60	15,000.00	-11,322.40	24.5%
Total 6000-00 · TRAVEL EXPENSE	3,677.60	15,000.00	-11,322.40	24.5%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies - Office	10,079.77	13,500.00	-3,420.23	74.7%
6010-03 · Supplies - Computer	710.33			
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	10,790.10	13,500.00	-2,709.90	79.9%
6020-00 · INSURANCE				
6020-01 · Insurance - Liability	16,500.00	18,500.00	-2,000.00	89.2%
6020-02 · Insurance - Public Officials	12,715.00	13,600.00	-885.00	93.5%
6020-03 · Insurance-Bldg/Unlic.Veh./Prop	25,834.00	29,600.00	-3,766.00	87.3%
6020-04 · Insurance - Licensed Vehicles	5,503.00	5,900.00	-397.00	93.3%
6020-05 · Insurance - Crime	278.00	550.00	-272.00	50.5%
Total 6020-00 · INSURANCE	60,830.00	68,150.00	-7,320.00	89.3%
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	5,712.79	13,000.00	-7,287.21	43.9%
6030-02 · Utilities - Gas/Maintenance	4,508.01	8,500.00	-3,991.99	53.0%
6030-03 · Utilities - Elect./Runway&PAPl	3,965.60	6,000.00	-2,034.40	66.1%
6030-04 · Utilities - Elec./Office/Maint.	7,738.17	9,000.00	-1,261.83	86.0%
6030-05 · Utilities - Electric/Terminal	5,368.14	7,500.00	-2,131.86	71.6%
6030-06 · Utilities - Telephone	9,161.41	17,000.00	-7,838.59	53.9%
6030-07 · Utilities - Water	357.40	1,200.00	-842.60	29.8%
6030-08 · Utilities - Garbage Removal	4,441.39	6,000.00	-1,558.61	74.0%
6030-09 · Utilities - Sewer	791.32	1,500.00	-708.68	52.8%
6030-10 · Utilities - Elec./Sewer	315.42	500.00	-184.58	63.1%
6030-11 · Utilities - Electric/Tower	3,158.36	4,000.00	-841.64	79.0%
6030-15 · Utilities - Elec/AWOS	465.46	900.00	-434.54	51.7%
6030-16 · Utilities - Elec. Wind Cone	77.47	210.00	-132.53	36.9%
6030-17 · Utilities - Elec.- Rosenberg	33.42			
6040-01 · Service Provider - Weather	2,484.00	2,500.00	-16.00	99.4%
6040-02 · Service Provider - Term. Music	480.76	1,000.00	-519.24	48.1%
6040-03 · Service Provider - Internet/ISP	2,978.19	7,000.00	-4,021.81	42.5%
6040-04 · Service Provider - AWOS NADN	0.00	8,000.00	-8,000.00	0.0%
6040-05 · Service Provider - ISP/Terminal	1,372.95			
Total 6030-00 · UTILITIES	53,410.26	93,810.00	-40,399.74	56.9%

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Accrual Basis

Friedman Memorial Airport

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

October 2011 through April 2012

	Oct '11 - Apr 12	Budget	\$ Over Budget	% of Budget
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	15,417.30	27,500.00	-12,082.70	56.1%
6050-02 · Professional Services - CPA	24,652.72	24,000.00	652.72	102.7%
6050-03 · Professional Services - Engineer	2,638.97	27,000.00	-24,361.03	9.8%
6050-04 · Professional Services - ARFF	0.00	4,000.00	-4,000.00	0.0%
6050-05 · Professional Services - Gen.	28,172.27	1,000.00	-1,000.00	0.0%
6050-07 · Professional Services - Archite	0.00	4,000.00	970.00	124.3%
6050-08 · Professional Services - Securit	4,970.00	12,000.00	-7,802.50	35.0%
6050-10 · Prof. Svcs.-IT/Comp. Support	4,197.50	2,000.00	-1,472.00	26.4%
6050-11 · Professional Services - Wildlif	528.00			
6050-13 · Prof. Serv.-Website Des.& Maint	460.00			
Total 6050-00 · PROFESSIONAL SERVICES	81,036.76	101,500.00	-20,463.24	79.8%
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				
6060-01 · Maint.-Office Equip./Gen.	105.00	10,000.00	-9,895.00	1.1%
6060-04 · Maintenance - Copier	2,737.08			
6060-05 · Maintenance - Phone	119.10			
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	2,961.18	10,000.00	-7,038.82	29.6%
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-02 · Rent/Lease - Postage Meter	631.21	1,500.00	-868.79	42.1%
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	631.21	1,500.00	-868.79	42.1%
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 · Dues/Memberships/Publications	13,584.32	15,000.00	-1,415.68	90.6%
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E	13,584.32	15,000.00	-1,415.68	90.6%
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	1,344.54	2,700.00	-1,355.46	49.8%
Total 6090-00 · POSTAGE	1,344.54	2,700.00	-1,355.46	49.8%
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	1,030.00	30,000.00	-28,970.00	3.4%
6100-02 · Education/Training - OPS	229.60			
6100-03 · Education/Training - ARFF	6,417.81			
6100-05 · Education - Neighborl Flight	195.00			
6100-06 · Education - Security	375.00			
Total 6100-00 · EDUCATION/TRAINING	8,247.41	30,000.00	-21,752.59	27.5%

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Accrual Basis

Friedman Memorial Airport

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

October 2011 through April 2012

	Oct '11 - Apr 12	Budget	\$ Over Budget	% of Budget
6110-00 · CONTRACTS				
6110-01 · Contracts - General	400.00			
6110-02 · Contracts - FMAA	19,600.00	24,000.00	-4,400.00	81.7%
6110-03 · Contracts - SVA/Free Collection	34,300.00	58,800.00	-24,500.00	58.3%
6110-04 · Contracts - COH LEO	93,100.85	145,000.00	-51,899.15	64.2%
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	750.00	750.00	0.00	100.0%
6110-10 · Online Email Server Access	0.00	36,000.00	-36,000.00	0.0%
Total 6110-00 · CONTRACTS	186,200.85	318,350.00	-132,149.15	58.5%
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	4,131.20	6,500.00	-2,368.80	63.6%
6130-04 · Misc. Green Program	0.00	2,500.00	-2,500.00	0.0%
6140-00 · Bank Fees	704.73			
Total 6130-00 · MISCELLANEOUS EXPENSES	4,835.93	9,000.00	-4,164.07	53.7%
6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI				
6500-01 · Supplies/Equipment - General	1,111.04	10,000.00	-8,888.96	11.1%
6500-02 · Supplies/Equipment - Tools	2,949.52			
6500-03 · Supplies/Equipment - Clothing	298.95			
6500-04 · Supplies/Equipment - Janitorial	6,997.80			
6500-05 · Supplies/Equipment - Deice	28,945.00	35,000.00	-6,055.00	82.7%
6500-06 · Supplies/Equipment - ARFF	4,616.30	5,000.00	-383.70	92.3%
Total 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI	44,918.61	50,000.00	-5,081.39	89.8%
6510-00 · FUEL/LUBRICANTS				
6510-01 · Fuel/Lubricants - General	179.50	50,000.00	-49,820.50	0.4%
6510-02 · Fuel	26,874.80			
Total 6510-00 · FUEL/LUBRICANTS	27,054.30	50,000.00	-22,945.70	54.1%
6520-00 · VEHICLES/MAINTENANCE				
6520-01 · R/M Equipment - General	4,332.01	27,000.00	-22,667.99	16.0%
6520-02 · R/M Equip. '93 Schmidt Snow	1,778.06			
6520-04 · R/M Equip. '84 Chevy Plow Truck	8.00			
6520-08 · R/M Equip. - '96 Tiger Tractor	69.79			
6520-09 · R/M Equip. - '96 Oshkosh Swp.	3,562.10			
6520-11 · R/M Equip. - '99 J. Deere Ldr.	171.49			
6520-17 · R/M Equip. '01 Case 921 Ldr.	104.05			
6520-18 · R/M Equip. - '97 Chevy Blazer	22.46			
6520-19 · R/M Equip. '02 Ford F-150 PU	1,050.99			
6520-20 · R/M Equip. - '02 Kodiak Blower	37.98			
6520-23 · R/M Equip. - '97 Ford Exped.	166.25			
6520-24 · R/M Equip. - '01 Ford F-250	705.41			
6520-25 · R/M Equip. - '04 Batts De-Ice	9.73			
6520-29 · R/M Equip.- 2010 Wausau Plow	1,134.49			

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Accrual Basis

Friedman Memorial Airport

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

October 2011 through April 2012

	Oct '11 - Apr 12	Budget	\$ Over Budget	% of Budget
6520-30 · R/M Equip.-'05 Ford F-350	148.75			
6520-31 · R/M Equip. - Oshkosh Blower	65.98			
Total 6520-00 · VEHICLES/MAINTENANCE	13,367.54	27,000.00	-13,632.46	49.5%
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. General	2,257.10	5,000.00	-2,742.90	45.1%
6530-04 · ARFF Maint. - Radios	202.38			
6530-05 · ARFF MAINT. - '03 E-One	16.97			
Total 6530-00 · ARFF MAINTENANCE	2,476.45	5,000.00	-2,523.55	49.5%
6540-00 · REPAIRS/MAINTENANCE - BUILDING				
6540-01 · R/M Bldg. - General	1,069.40	29,000.00	-27,930.60	3.7%
6540-02 · R/M Bldg. - Terminal	12,713.47			
6540-03 · R/M Bldg. - Shop	4,575.37			
6540-05 · R/M Bldg. - Manager's Bldg.	550.55			
6540-07 · R/M Bldg. - Tower	4,757.08			
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	23,665.87	29,000.00	-5,334.13	81.6%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	0.00	15,000.00	-15,000.00	0.0%
6550-02 · R/M - Airfield	2,236.31			
6550-04 · R/M - Lights	5,861.11			
6550-05 · R/M - Grounds	665.00			
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	8,762.42	15,000.00	-6,237.58	58.4%
6560-00 · SECURITY EXPENSE				
6560-01 · Security	9,813.43	20,000.00	-10,186.57	49.1%
6560-00 · SECURITY EXPENSE - Other	350.00			
Total 6560-00 · SECURITY EXPENSE	10,163.43	20,000.00	-9,836.57	50.8%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	4,200.00	22,000.00	-17,800.00	19.1%
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	5,700.00			
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	9,900.00	22,000.00	-12,100.00	45.0%
7000-00 · MISC. CAPITAL EXPENDITURES				
7000-01 · Contingency	0.00	20,000.00	-20,000.00	0.0%
7000-04 · Office Equip.-Telephone	7,590.50	8,000.00	-409.50	94.9%
7000-05 · Computer Equipment/Software	3,954.34	12,000.00	-8,045.66	33.0%
7000-08 · ATC Equipment	-336.99			
7000-33 · Passenger Terminal Carpet	0.00	50,000.00	-50,000.00	0.0%
7000-34 · Security Upgrades/Equipment	95.00	14,500.00	-14,405.00	0.7%
Total 7000-00 · MISC. CAPITAL EXPENDITURES	11,302.85	104,500.00	-93,197.15	10.8%

10:01 AM

06/13/12

Accrual Basis

Friedman Memorial Airport

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

October 2011 through April 2012

	Oct '11 - Apr 12	Budget	\$ Over Budget	% of Budget
7500-00 · IDAHO STATE GRANT PROGRAM				
7500-11 · '11 ITD (SUN-11 ITD/FMA)	21,989.48			
7500-12 · '12 ITD (SUN-12 ITD/FMA)	24,341.67	40,000.00	-15,658.33	60.9%
Total 7500-00 · IDAHO STATE GRANT PROGRAM	46,331.15	40,000.00	6,331.15	115.8%
7502-00 · AIP 02 EXPENSE				
7502-01 · AIP '02 - New Arpt. EIS-Ph. II	0.00	105,264.00	-105,264.00	0.0%
Total 7502-00 · AIP 02 EXPENSE		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		42,106.00	-42,106.00	0.0%
7504-00 · AIP 04 EXPENSE				
7504-01 · AIP '04-New Arpt. EIS-Phs. III/IV	77,500.00	1,052,632.00	-975,132.00	7.4%
7504-02 · AIP '04 - Non-eligible	750.00			
Total 7504-00 · AIP 04 EXPENSE	78,250.00	1,052,632.00	-974,382.00	7.4%
7505-00 · AIP '05 EXPENSE				
7505-01 · AIP '05-New Arpt. EIS-Phs.	0.00	1,052,632.00	-1,052,632.00	0.0%
Total 7505-00 · AIP '05 EXPENSE	0.00	1,052,632.00	-1,052,632.00	0.0%
7506-00 · AIP '06 EXPENSE				
7506-01 · AIP '06-New Arpt. EIS-Phs.	0.00	1,052,632.00	-1,052,632.00	0.0%
Total 7506-00 · AIP '06 EXPENSE		1,052,632.00	-1,052,632.00	0.0%
7537-00 · AIP '37 EXPENSE				
7537-01 · AIP '37 - TBD	0.00	526,316.00	-526,316.00	0.0%
Total 7537-00 · AIP '37 EXPENSE	0.00	526,316.00	-526,316.00	0.0%
8000-00 · Replacement Airport				
8000-01 · EIS Project Formulation	1,625.28			
8000-02 · Project Manager	0.00	50,000.00	-50,000.00	0.0%
8000-03 · Financial	0.00	50,000.00	-50,000.00	0.0%
8000-04 · Public Outreach	36,984.63	60,000.00	-23,015.37	61.6%
8000-05 · Current Site Master Plan	2,342.68			
8000-06 · Legal	6,564.19	50,000.00	-43,435.81	13.1%
8000-07 · General	130,851.61	200,000.00	-69,148.39	65.4%
8000-00 · Replacement Airport - Other	114.00			
Total 8000-00 · Replacement Airport	178,482.39	410,000.00	-231,517.61	43.5%

10:01 AM

06/13/12

Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual(Combined '12)
 October 2011 through April 2012

	Oct '11 - Apr 12	Budget	\$ Over Budget	% of Budget
9000-00 · PFC EXPENSE				
9000-02 · ATCT Switching System (PFC '10)	865.00			
Total 9000-00 · PFC EXPENSE	865.00			
Total Expense	1,557,767.25	6,465,477.16	-4,907,709.91	24.1%
Net Ordinary Income	-168,558.69	-403,520.16	234,961.47	41.8%
Net Income	-168,558.69	-403,520.16	234,961.47	41.8%

FAA CONTRACT TOWER - AIRPORT OPERATIONS COUNT RECORD																				
Facility Name: Hailey/Friedman Memorial Airport FCT					Location: Hailey, ID					Mo.		Yr.		Location Ident.						
										O		5		S U N						
Airport Operations Count					Facility Operating Hours										1		6		O	
LOCAL																				
ITINERANT																				
IFR					VFR					Total Airport Operations										
Day	AC	AT	GA	MI	Total IFR Inherent Ops	AC	AT	GA	MI	Total VFR Inherent Ops	Civil	Military	Total Local Ops							
01		14	12		26		3	22		25						51				
02		11	3		14		3	4		7						21				
03		13	4		17		3	3		6						23				
04		14	4		18		1	11		12						30				
05		10	2		12		2	14		16						28				
06		12	8		20			27		27	2		2			49				
07		9	3		12		2	8		10						22				
08		15	4	1	20		3	20	1	24	14		14			56				
09		11	5		16		2	29		31						47				
10		12	7		19		6	22		28						47				
11		16	8		24		3	19		22						46				
12		15	3		18		3	41		44	12		12			74				
13		12	6		18		1	31		32	14		14			64				
14		12	9		21		3	33		36						57				
15		14	4		18		4	14		18						36				
16		18	5		23		3	45		48	6		6			77				
17		20	14		34		2	37		39	2		2			75				
18		14	8		22		4	9		13						35				
19		13	7		20		4	36		40						60				
20		10	9		19			37		37	26		26			82				
21		11	8		19		2	9		11						30				
22		15	14		29		2	3		5						34				
23		10	9		19		4	16		20						39				
24		17	9		26		2	14		16						42				
25		20	16		36		2	8		10	8		8			54				
26		12			12		1			1						13				
27		7	9		16			6		6						22				
28		18	21		39		1	55	4	60	10		10			109				
29		10	14		24		3	42		45						69				
30		15	6	2	23		3	44		47	12		12			82				
31		21	8		29		2	60		62	6		6			97				
Total		421	239	3	663		74	719	5	798	112		112			1573				

1398

2011

2011

135

FAA CONTRACT TOWER OVERFLIGHT SUMMARY RECORD												
Facility Name			Location:			Mo.		Yr.		Loc Ident.		
Hailey/Friedman Memorial Airport FCT			Hailey, ID			0	5	1	2	S	U	N
OVERFLIGHT COUNT												
IFR OVERFLIGHTS						VFR OVERFLIGHTS					Total Overflights	
Day	AC	A ⁺	GA	MI	Total	AC	AT	GA	MI	Total		
01								17		17	17	17
02												
03												
04												
05								2		2	2	2
06												
07								2		2	2	2
08												
09								5		5	5	5
10							4			4	4	4
11								10		10	10	10
12								6		6	6	6
13								8		8	8	8
14								2		2	2	2
15								2		2	2	2
16								2		2	2	2
17								6		6	6	6
18								4		4	4	4
19								7		7	7	7
20								5		5	5	5
21												
22												
23												
24												
25												
26												
27												
28								20	4	24	24	24
29								6		6	6	6
30								2		2	2	2
31								6		6	6	6
Total							4	112	4	120	120	120

ATCT TRAFFIC OPERATIONS RECORDS																		
Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
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						
Febuary	4,027	4,498	3,073	3,122	3,789	3,597	3,548	2,857	2,244	2,647	2,117	2,205						
March	4,942	5,126	3,086	4,097	3,618	2,918	4,677	3,097	2,145	2,709	1,813	1,921						
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						
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						
June	4,787	5,039	4,737	4,438	3,674	3,656	5,181	3,334	2,503	3,019	2,898							
July	6,359	8,796	6,117	5,910	5,424	5,931	7,398	4,704	4,551	5,005	5,004							
August	6,479	6,917	5,513	5,707	5,722	6,087	8,196	4,570	4,488	4,705	4,326							
September	3,871	4,636	4,162	4,124	4,609	3,760	4,311	2,696	3,376	3,128	3,359							
October	3,879	3,656	3,426	2,936	3,570	3,339	3,103	2,134	2,145	2,012	1,886							
November	3,082	2,698	2,599	2,749	2,260	2,912	2,892	1,670	1,901	1,309	1,114							
December	3,401	2,805	3,247	3,227	2,722	3,834	2,699	1,848	2,272	1,811	2,493							
Total	50,848	55,897	44,739	45,032	43,607	43,002	50,712	33,836	31,699	32,350	30,555	9,430	0	0	0	0	0	0

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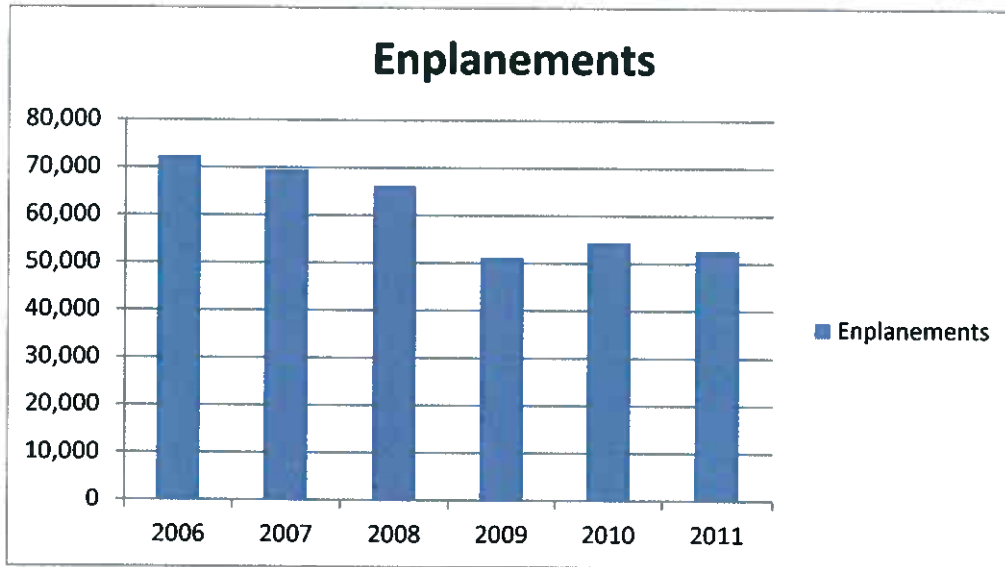
	2006	2007	2008	2009	2010	2011	2012
Horizon							
Enplanements							
Revenue	23,218	22,029	20,940	11,002	15,331	17,253	8,239
Non-Revenue	1,113	995	1,016	488	537	584	218
Total	24,331	23,024	21,956	11,490	15,868	17,837	8,457
Departure Flights	594	551	624	325	452	351	146
Seats per plane	840	840	840	840	840	840	840
Seats	41,580	38,570	43,680	22,750	31,640	24,570	10,220
% occupied	59%	60%	50%	51%	50%	73%	83%

Skywest							
Enplanements							
Revenue	46,262	44,981	42,599	38,078	37,004	33,444	11,162
Non-Revenue	1,689	1,143	1,609	1,522	1,447	1,330	450
Total	47,951	46,419	44,208	39,600	38,451	34,774	11,612
Departure Flights	2,950	3,038	2,714	2,319	2,077	1,870	538
Seats per plane	360	360	360	360	360	360	360
Seats	88,500	91,140	81,420	69,570	62,310	56,100	16,140
% occupied	54%	51%	54%	57%	62%	62%	72%

TOTAL YTD							
Enplanements							
Revenue	69,480	67,010	63,539	49,080	52,335	50,697	19,401
Non-Revenue	2,802	2,433	2,625	2,010	1,984	1,914	668
Total	72,282	69,443	66,164	51,090	54,319	52,611	20,069
Departure Flights	3,544	3,589	3,338	2,644	2,529	2,221	684
Seats	130,080	129,710	125,100	92,320	93,950	80,670	26,360
% occupied	56%	54%	53%	55%	58%	65%	76%

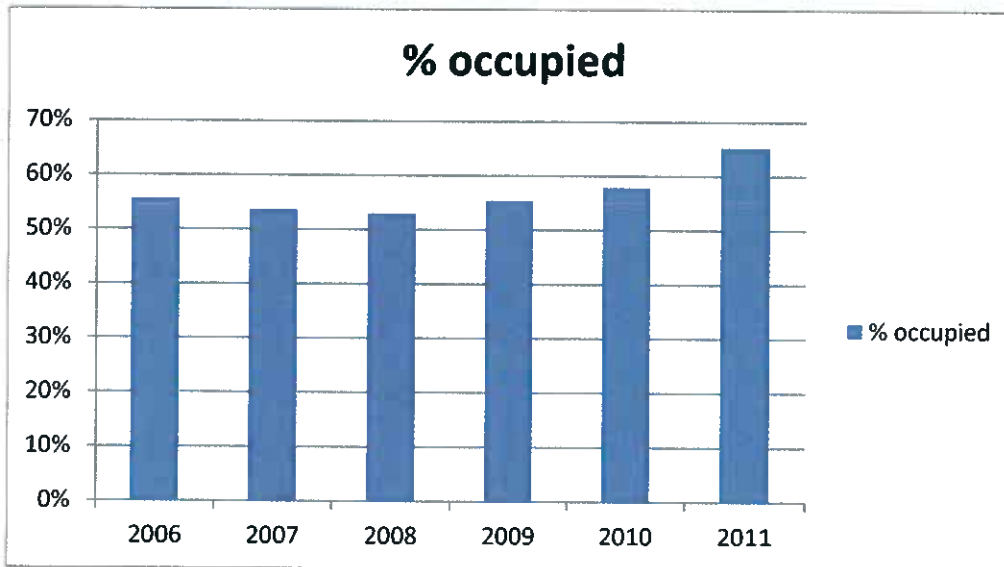
Graphic 1

	2006	2007	2008	2009	2010	2011	2012
Enplanements	72,282	69,443	66,164	51,090	54,319	52,611	20,069



Graphic 2

	2006	2007	2008	2009	2010	2011	2012
% occupied	56%	54%	53%	55%	58%	65%	76%





Airports and the Wealth of Cities

RICHARD FLORIDA MAY 23, 2012 COMMENTS



Airports are much more than places to catch planes, attend an in-transit business meeting, or do some duty-free shopping; they are among the largest investments a city and region make. Earlier I [charted the geography of airport activity across U.S. metros](#). Today I take a close look at how airports affect the economic growth and development of cities and regions.

According to [John Kasarda](#) these include “time-sensitive manufacturing and distribution; hotel, entertainment, retail, convention, trade and exhibition complexes; and office buildings that house air-travel intensive executives and professionals. The close connection between airports and regional development has been noted in several studies. A careful statistical [study](#) by economist Richard Green finds associations between airport passengers and both metro population and employment growth, while controlling for other factors that would be expected to shape growth. A second [study](#) by economist Jan Brueckner also notes a close connection between airline passengers and regional employment growth, finding that a 10 percent increase in passengers in a metro generates a one percent increase in regional employment. It finds, however, that airports and airline service contribute more to knowledge and service-based businesses than industrial manufacturing. The study concludes that: “the evidence confirms the common view that good airline service is an important factor in urban economic development.”

Airports have a bigger effect on economic development by moving people as opposed to cargo.

Airports function anchor a new [aerotropolis model](#) of economic development, according to [John Kasarda](#) and [Greg Lindsay](#), that promises to “shape business location and urban development in the 21st century as much as highways did in the 20th century, railroads in the 19th and seaports in the 18th.”

Airports move two kinds of things—goods or cargo and people. In fact, a good deal of the argument about airports and economic development has focused on moving things and the business and industries that grow up around that. But in today’s economy, the ability to move people who generate and share knowledge matters even more.

With the help of my [Martin Prosperity Institute](#) colleague Charlotta Mellander, I took a fresh look at the connection between airports and economic development. Mellander conducted a basic correlation analysis, comparing airport activity to key indicators of

regional development—economic output, income and wages; high tech industry and levels of innovation; human capital levels and the concentration of knowledge, professional and creative class workforce. (These findings are part of a [larger study](#) which includes multivariate analysis). As always,

It's important to remember that the associations we uncovered do not prove causation; other factors that we haven't considered might play an equal or greater role. They do, however, point the way to further lines of inquiry.

Airports have a bigger effect on economic development by moving people as opposed to cargo. Both the number of passengers and flights are related to economic output, wages, and incomes. However, we find little association between any of the above and cargo.

Airports are also closely associated with key characteristics of knowledge-based or post-industrial economies. Both the number of flights and passengers are correlated with the percent of adults that are college grads, the share of the workforce employed in knowledge-based, professional, and creative class jobs, and even more so with concentrations of high-tech industry. Again, we found little association between such factors and the amount of cargo that passes through metro airports.

The role of airports in moving people became even clearer when we examined airport activity on a per capita basis. The number of airport passengers per capita is associated with higher metro economic output, wages, and incomes, as well as with the share of college grads and even more so with high-tech industry concentration. Conversely, the number of flights per capita had no significant association with income, wages, or economic output and was negatively associated with high-tech industry, human capital, and the creative class. Cargo per capita was significantly associated with only one variable, economic output per capita.

Mellander then used multivariate analysis to try to sort out the effects of airport activity alongside other key factors on regional economic development. She first looked at what factors were associated with a metro having an airport. The size of population, naturally, was a key one, but two others mattered as well – the average temperature of a metro, and the extent of its artistic and culturally creative community. In other words, airports were more likely to exist in bigger, warmer and more creative metros.

Next she turned to the effects of having an airport on regional economic development. She used economic output per capita, the standard measure of regional productivity, as the dependent variable, and included airport activity alongside human capital (the share of college grads), the unemployment rate, high-tech industry and the shares of artistic and cultural creatives, among other factors in her analysis. She used passengers per capita as her measure of airport activity to examine the effect of people-oriented airport activity on regional productivity.

She found that such airport activity is significantly associated with regional wealth and productivity. She also found human capital levels, the unemployment rate and level of artistic and cultural creatives to be significantly associated with regional productivity, while metro size and high-tech industry are not. It appears that it is not size per se that affects regional productivity but the things that size may help metros garner – like airports, higher levels of human capital and artistic and cultural creatives. It is not moving cargo, but the capacity to move people that matters.

Our findings lend additional support to Kasarda and Lindsay's aerotropolis model of economic development. Airports play a substantial role on the economic growth and development of cities and regions. In today's knowledge economy, far and away, the most precious cargo they move is people.

Keywords: economic development, Regional Planning, Airports



Richard Florida is Senior Editor at *The Atlantic* and Director of the Martin Prosperity Institute at the University of Toronto's Rotman School of Management. He is a frequent speaker to communities, business and professional organizations, and founder of the Creative Class Group, whose current client list can be found [here](#). [All posts](#) »

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Embraer Expects Flood Of Large Regional Jet Orders From U.S. Carriers

By Robert Wall

Source: Aviation Daily



June 06, 2012

Expected changes to AMR Corp.'s scope clause provision with its American Airlines pilots should result in large orders from U.S. carriers, says Paulo Caesar Silva, Embraer's president for Commercial Aviation.

There is "huge opportunity that we see now in the U.S. market," Silva says, adding, "We estimate that in the next few years there will be 400-500 aircraft that will have to be acquired by these major airlines in the United States."

American will place "a huge order" in the next year, Silva says, noting "this will be the driver" for others, including Delta Air Lines—which is ridding its regional feed of many 50-seat jets—to seek more regional jets in the 70-plus size range, which includes Embraer's E-175 airframe.

Silva also expects United Airlines will seek greater scope clause relief from its pilots groups.

Embraer is currently negotiating with AMR about the return of ERJ regional jets from its American Eagle Airlines division. AMR has said it wants to relax its strict scope clause, which currently limits its feed to 50-seat jets, to 88-seat aircraft.

Growth in the U.S. could be critical for Embraer as other markets are softening with declines in gross domestic product growth. Embraer's outlook sees 4,125 90- to 120-seat regional jets sold through 2030, most of them expected in the last decade, while the forecast for the 61- to 90-seat segment is for 2,670 aircraft. The 30- to 60-seat market will be relatively quiet, with only 15 aircraft to be sold in the next decade and 430 through 2030.

Deliveries to North America will dominate, with around one-third of the market or 2,350 units. Europe will be next, followed by China and Latin America, predicts Embraer.

Embraer also is close to finalizing an upgrade package for its E-Jet family to improve fuel burn and maintenance cycles. A major aerodynamic clean-up program now under way is expected to trim 5% of fuel burn on the E-175 variant and 3% on the E-190, and a drag reduction effort still in development could include a modified winglet design, says Silva.

The first elements of the package, offering about 1% better fuel burn, are planned for next year, along with enhanced inspection intervals. A-checks will be extended to 750 hours from 600 hours and C-checks to 7,500 flight hours from 6,000 flight hours. In addition, Embraer is working on enhanced structural and prognostic capabilities to manage engine health.

Also planned for current-generation regional jets are new avionics and a new interior, but those efforts are still being determined.

One of the first enhancements planned for the E-Jets is Controller Pilot Data Link Communication to improve flight operations, a feature that is expected to be ready this year.

Silva says many of the design elements for the second-generation E-Jets, planned for the end of the decade, remain under development, with the engine decision due by year-end. The airframer is still unclear if it will be able to use one wing for all re-engined E-175s, E-190s and E-195s, although that decision will depend partly on the engine choice.

The new aircraft also will feature further maintenance enhancements and Embraer is working with suppliers to provide a more comprehensive maintenance package.

Separately, Silva says Embraer continues to evaluate the turboprop market, but currently sees no reasonable point of entry.

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MINNPOST

Delta plans to fly fewer 50-seat planes with cramped cabins

By **Liz Fedor** | 06/07/12

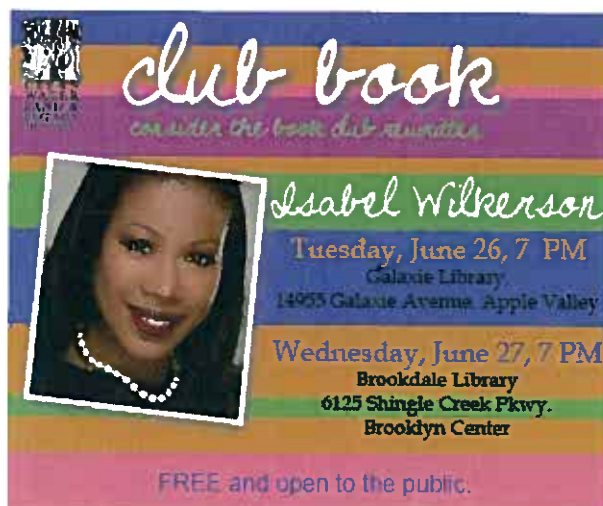
If you dislike flying in 50-seat regional jets, you'll love the labor deal that Delta Air Lines recently struck with its pilots union.

Under the new labor pact, Delta Air Lines would remove 218 small 50-seat planes from its fleet, meaning passengers would get to fly on larger and roomier planes.



Delta pilots will start voting on their labor agreement later this month. If they ratify the tentative agreement, a 4 percent pay increase would take effect immediately and by Jan. 1 pay rates would be 12.8 percent higher than they are today. The pilots' tentative agreement boosts pay by 19.7 percent by Jan. 1, 2015.

The labor deal was negotiated at a feverish pace by the Delta unit of the Air Line Pilots Association (ALPA). Airline industry insiders were stunned that Delta could reach a deal with its union pilots more than seven months before the current contract's amendable date of Dec. 31, 2012. It often takes years for big airlines and their pilots unions to negotiate labor agreements.



Delta was eager to get a speedy deal because it wanted to accelerate the restructuring of its fleet. The pilots union saw the opportunity to improve pay scales for its members, but the deal also increases the amount of flying that is done by Delta mainline pilots, as opposed to regional carrier pilots.

For example, many Twin Cities customers who book Delta flights to regional centers end up flying out of the airport on 50-seat regional jets flown by pilots who work for Pinnacle or

SkyWest. They are both Delta Connection carriers and they supply service to Delta.

The Delta ALPA labor agreement is a complex document that specifies the scope of flying that will be done by Delta pilots and by regional carrier pilots.

There is a strong and mutual interest in the new labor pact, because Delta management wanted to operate more large aircraft and the Delta pilots wanted to fly them.

In a "Negotiators Notepad" that the union recently circulated to pilots, ALPA leaders stated that Delta currently contracts with regional carriers to fly 343 50-seat airplanes. The new labor deal caps the number of 50-seaters that can be flown for Delta to 125 airplanes, so Delta would eliminate 218 small planes from its fleet.

Delta plans to add 88 Boeing 717s, which seat 117 passengers and have first-class cabins. Delta reached a deal with Boeing and Southwest to lease the planes, which have been operated by AirTran Airways that was acquired by Southwest.

"If the pilots agreement is ratified, we would be in a position to begin adding these 717s to our mainline fleet next year," Delta CEO Richard Anderson said in a recent message to Delta employees. "We would mostly use them to replace inefficient 50-seat regional jets."

The chief executive emphasized that the Boeing 717s would improve the "onboard experience" for passengers. No doubt tall passengers would concur as well as people who feel cramped in the 50-seaters.

Anderson and the union indicated the deal also gives Delta quicker access to 70 additional 76-seat aircraft that feature first-class cabins. The "Negotiators Notepad" said the Boeing 717s would be incorporated into the fleet first. Then Delta could start adding 76-seaters and phasing out more 50-seat airplanes.

"The Company plans to accomplish this reduction by exchanging with the [Delta Connection regional] carriers 76-seat aircraft for 50-seat aircraft on approximately a 2 for 1 basis," the union memo stated. Two 50-seat planes would be taken out of operation for every 76-seat jet placed into operation.

Delta ALPA reported that Delta management wants to dramatically reduce the 50-seat plane fleet because of "looming maintenance costs, high fuel prices and customer preferences."

Delta pilots handle international flying, but a large portion of domestic routes are being operated by regional carriers under the Delta Connection banner.

In a memo to Delta pilots, the union said that Delta pilots have been doing about 54 percent of Delta's domestic flying, while the rest was handled by regional pilots. After the fleet plan restructuring is completed, the union said that Delta pilots will be operating 64 percent of Delta's flights within the United States.

- Delta acquired Eagan-based Northwest Airlines in October 2008, and thousands of the pilots who'll be voting on this new labor deal took hefty pay cuts during the Delta and Northwest bankruptcies. If Delta pilots approve the deal negotiated by ALPA, they'll see pay increases in their scales and many first officers can move up to captains as mainline domestic flying expands.

While pilots will get bigger paychecks, passengers can look forward to bigger planes and more head room.

Fedor can be reached at lfedor@minnpost.com.

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ABOUT THE AUTHOR:



Liz Fedor

Liz Fedor writes about the intersection between business and government. She reported on the airline industry and manufacturing sector for the Star Tribune.

COMMENTS (2)

Congestion reduction

SUBMITTED BY **NEAL GENDLER** ON JUNE 7, 2012 - 10:48PM.

Delta's welcome change -- welcome if you don't fly for one of its regional carriers, anyway -- has a positive secondary effect: removing 218 aircraft from operation would make a pinhole-size dent in reducing air traffic congestion.

It's not much, but it's a start. Fewer aircraft movements usually mean greater on-time performance. Of course, airlines have been reducing aircraft movements for several years, much to the discomfort of those of us cramming into airplanes with every seat full and every overhead storage bin close to bursting.

And although some will find so-called Boeing 717 an improvement over smaller aircraft, it's still just a skinny DC-9 at heart.

Also Known As Fewer Flight Options

SUBMITTED BY JEROME DAWSON ON JUNE 8, 2012 - 3:27PM.

Sure, larger planes mean (maybe) more passenger comfort. Big maybe, however.

The amount of seat space you are given may not be all that much more than you had on a regional jet. Of course, every airline is free to space out the seats to their desire so your experience on any given airplane type will often be different depending on the airline you fly. Overhead bin space will likely be better but, given some of the duffle bags I've seen people shove over my head, I'm not unhappy when people have to check their larger "carry-on" bags at the gate. Every bag checked is one less roadblock when getting on and off the plane.

More importantly, do your math. Fewer airplanes mean fewer flights to your city or, if the number of people boarding those larger planes don't add up to the satisfaction of the airline, you may lose the service altogether. If you live in a hub city you might not mind fewer flight options. If you live in a spoke city, it's a different story.

Bottom line: Be careful what you wish for.

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**Boise
Airport**



June 8, 2012

Ms. Aloha Ley
Associate Director, Small Community Program
1200 New Jersey Avenue SE
Washington DC 20590

Re: Legal Sponsor Boise Airport DUNS #155795230 EIN #82-6000165 Congressional District ID #02

Dear Ms. Ley,

On behalf of the Boise Airport and the Friedman Memorial Airport, please accept this letter and attached application as our joint proposal for funding for a grant from the US Department of Transportation under the Small Community Air Service Development Program. Boise Airport will serve as the official grant applicant and legal sponsor.

We have agreed to join efforts in order to leverage our limited resources to improve air service and access to the entire region and improve connectivity between our communities. Decreased airline seat capacity, frequencies, and destinations, as well as increased fares, are posing significant challenges to the businesses and residents in Southwestern Idaho. As one of the most geographically isolated regions in the country, air service is critical to our economy and way of life.

Our proposal has significant local support and financial contributions from both airports and various business organizations in both regions.

By awarding this grant, you would be enabling the entire region of Southwestern Idaho to expand business relationships and improve opportunities for our communities. Please feel free to contact us with any questions. Thank you for your consideration.

Sincerely,

Rebecca Hupp, A.A.E
Airport Director
Boise Airport

Sincerely,

Rick Baird
Airport Director
Friedman Memorial Airport

support projects where facility modifications are completed from prior year funds and to recapitalize existing equipment; \$4 million is to install advanced surveillance systems; and \$18.8 million is for payroll. The legislation calls for a minimum of \$9 million in funding to be available to purchase and install "certified explosives detection systems at medium and small-sized airports."

Now that the House has completed consideration of its version of the DHS spending bill, attention turns to the Senate, where the committee-approved bill is awaiting consideration and possible amendment by the full chamber. House and Senate negotiators eventually will have to reconcile differences between the two versions of the legislation.

AAAE/IAAE/GAMA/IATA Transatlantic Aviation Issues Conference

June 26 - 28, 2012 | Brussels, Belgium

AAAE/SC Chapter AAAE Loretta Scott, A.A.E. Accreditation/Certification Academy

July 8 - 14, 2012 | Alexandria, VA

AAAE Airport Wildlife Manager's Course

July 8 - 11, 2012 | Bloomington, MN

AAAE/SC Chapter AAAE Airports Conference of the Americas

July 15 - 17, 2012 | San Jose, Costa Rica

AAAE/Northeast Chapter Large Hub Winter Operations and Deicing Conference and Exhibition

July 15 - 17, 2012 | Arlington, VA

House Panel Clears DOT/FAA Funding Bill

The House Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies has approved its version of legislation to fund DOT and FAA for fiscal year 2013, which begins Oct 1.

The measure, which is expected to be taken up by the House Appropriations Committee the week of June 18, proposes \$3.35 billion in funding for AIP.

The legislation also includes a provision supported by AAAE that would return the federal share to 95 percent for AIP grants issued for certain ongoing, phased projects at smaller airports.

The Senate fiscal year 2013 DOT/FAA spending bill, which was cleared by the Senate Appropriations Committee on April 19 and is now awaiting Senate floor consideration, also addresses the local match issue.

Fitch Rates Massport Bonds

Fitch has assigned a double A rating to the Massachusetts Port Authority's (Massport) \$285 million series 2012-A and 2012-B revenue bonds.

Fitch also affirmed the following outstanding Massport ratings: \$1.1 billion parity revenue bonds at double A and \$145 million PFC revenue bonds at A plus.

The rating outlook is stable for all of Massport's debt, Fitch said.

U.S., Korea To Reciprocate On Trusted Traveler

DHS said that on June 12 it will implement a reciprocal agreement with the Republic of Korea covering each country's trusted traveler program — the U.S. Global Entry program and Korea's Smart Entry Service.

Korea is the third country to have a fully reciprocal, publicly available trusted traveler program with the U.S., joining the Netherlands and Canada, and is the first permanent trusted traveler program the U.S. has in Asia.

TSA's Pistole Outlines Agency Initiatives

The Washington Post

[Back to previous page](#)



TSA reputation comes under fire

By [Joe Davidson](#), Published: June 11

Like a heat-seeking missile, House Republicans are fixed on the Transportation Security Administration, and they are being helped by a small, but attention-grabbing, group of its officers.

With their actions, the officers seem almost eager to trash the agency's reputation.

The latest group of transportation security officers (TSO) aiding and abetting attacks on the agency's character are the 42 employees facing discipline on charges that they did not conduct random, secondary screenings at the airport in Fort Myers, Fla., last year.

On June 1, the TSA recommended that five employees face dismissal and 37 be suspended on allegations that they did not do the checks over a two-month period.

"What does it take to get fired at TSA?" Rep. Mike D. Rogers (R-Ala.), chairman of the Homeland Security transportation subcommittee asked TSA Administrator John S. Pistole at a [hearing](#) last week.

John Gage, president of the American Federation of Government Employees, which represents the security officers, said in an interview that supervisors told the officers not to do the random checks.

The five recommended for termination were supervisory transportation security officers, responsible only for checkpoint security, and not the overall Fort Myers operation. But the top TSA official at the airport, his deputy and another manager are among those who face suspension.

Forty-two disciplinary actions — involving 15 percent of the Fort Myers staff — at one time is huge, but it's not a TSA record. A year ago, the TSA moved to fire more than 30 [Honolulu International Airport](#) employees, out of 48 facing disciplinary action on allegations of improper screening of checked baggage.

Incidents like those at Fort Myers and Honolulu can smear the agency in a more significant way than the occasional over zealous pat-down. Yet, as egregious as those more serious situations are, they were not the main focus of the hearing. Instead, Rogers targeted the size of the TSO staff, which numbers almost 50,000.

Rogers said he “strongly” believes the TSA “is bloated with personnel.”

“It could reduce its ranks by 30 percent to 40 percent and still be able to do the job just as effectively,” he said. “I also believe that if we had that leaner, smaller workforce, the public would have greater confidence, because the public is upset when they go in the airport and see all these people standing around doing nothing. And then the ones they do interact with seem unprofessional.”

That's a bad rap on the officers, who screen airline passengers and baggage, but it fits nicely with the larger Republican agenda to cut the size of government and complements a GOP push for greater privatization of the workforce. The TSA and its parent agency, the Department of Homeland Security, have been the subject of a series of critical hearings called by the House Republican majority..

In response to Rogers's call for deep personnel cuts, Pistole, at first, was vague. “Well, that's a very challenging proposition from a number of standpoints,” he said.

Rogers pressed: “You've got an image problem in the Congress. Half the Congress wants to just get rid of the department, because they think it's useless. . . . Do you agree that you could dramatically reduce your workforce . . . and still do the job just as effectively, if not more professionally and effectively?”

Pistole: “No, I don't agree with that. That's a huge number.”

Gage dismissed as nonsense Rogers's claim that the TSA is bloated.

“TSA is fairly efficient,” he said. “I think it really has an outstanding record. . . . This is not a job you can try to do on the cheap.”

With a starting annual salary of \$25,000 for TSOs, Uncle Sam is getting help on the cheap for a demanding job dealing with sometimes-disagreeable passengers.

But that angle wasn't one the panel explored. The thrust of the hearing was clear from its title: “TSA's Efforts to Fix Its Poor Customer Service Reputation and Become a Leaner, Smarter Agency.”

Rep. Sheila Jackson Lee (Tex.), the subcommittee's top Democrat, objected to the title because she said the majority of the officers are “committed to the service of this nation.” Rep. Cedric L. Richmond (D-La.) told Pistole: “I think the title is unfair to you.”

Richmond urged Pistole to do customer-satisfaction surveys. Pistole said his agency's unflattering reputation developed because “in large part, we're defined by anecdotes.” Out of 525,000 calls to the TSA contact center this year, Pistole said, about 7 percent were complaints.

Seven percent isn't much, but it equals 36,750 calls, and that's a lot of anecdotes. Small children and old ladies getting searched doesn't make for good TSA press. Neither did last month's frisking of [Henry Kissinger](#). But he wasn't upset. Pistole said the former secretary of state issued a news release and sent Pistole a letter saying the officers treated him "with respect and courtesy."

Pistole probably doesn't get too many letters like that from passengers getting a pat-down.

"By definition," he said, "our job can be confrontational."

Previous columns by Joe Davidson are available at wapo.st/JoeDavidson . Follow the Federal Diary on Twitter: [@JoeDavidsonWP](https://twitter.com/JoeDavidsonWP).

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Vail Daily column: Airport is integral part of economy

JUNE, 15 2012
CHRIS ROMER
VAIL VALLEY PARTNERSHIP
VAIL, CO COLORADO

Ever wonder what the value of the Eagle County Regional Airport and general aviation is to the community?

It's a good time to ask that question as the Eagle County Regional Airport master plan process kicked off on March 1, 2011, and will result in a 20-year plan outlining the needs of current and future users of the airport. This 24-month process is important for ensuring that safe and orderly development can occur at EGE that is consistent with the goals of the community. It will determine what facilities are needed, when they will be needed and how much they will cost.

While the master plan is an important strategic document to help create the Airport Layout Plan set for FAA approval and establish future facility needs, it is not a business or marketing plan. And importantly, the Master Plan is not an indication of future carrier service.

But keep in mind that EGE (commercial service), the Vail Valley Jet Center (general aviation), and the rest of the general aviation community are vital economic drivers for Eagle County. In fact, every five years the Colorado Division of Aeronautics conducts a statewide economic impact study including all commercial and general aviation airports in Colorado. They break it down to overall economic impact by airport, and even further, into other sub-impact groups.

The last time this study was done was in 2008. You may be surprised to learn that the study demonstrates that the Eagle County Regional Airport has a \$982 million impact, with visitor spending estimated at \$2,070 per visitor.

Airport related employment connected to EGE is 10,467 — making the airport and related services a huge component of our economy and our community. This includes the economic impacts of on-airport businesses and tenants (terminal concessionaires, the military, the Vail Valley Jet Center, etc).

As we continue to strive to grow our economy and focus on new and emerging business segments that do not rely 100 percent on tourism, the Eagle County Regional Airport is an integral part of our story. Research shows that when businesses consider relocation or expansion, proximity to a commercial airport is among the top three factors they consider (and proximity to a general aviation airport is in the top five).

Of course, tourism and the positive impacts of tourism remain our bread and butter here in the Vail Valley. The sales tax revenue paid by guests coming through the Eagle County Airport benefit the entire county — from Gypsum collecting sales tax on every car rental to the resort areas of Vail and Beaver Creek collecting lodging taxes.

As we look ahead, Eagle County is working on the master planning process to help outline the future capital needs and infrastructure at the airport. Vail Resorts, the Eagle Air Alliance, and Airport management continue to focus on developing new and more commercial service. The Vail Valley Jet Center continues to provide the highest level of service to our general aviation guests. Eagle County and others are researching the development of an international terminal. And we all benefit from their efforts, as the airport is big business and is a big part of our economy and future economic development.

If you are interested in more, the complete study is available here:
http://www.coloradodot.info/programs/aeronautics/PDF_Files/2008EconImpact.pdf

What can your business do to help? If you benefit from these efforts, get off the sidelines and join the

Partnership. If you are already a member, tell your neighbors to join to help us do more here in the valley. Additionally, consider joining the Eagle Air Alliance, where your dollars contribute directly to efforts to support additional air service into the community. For more information, contact Greg Phillips, EGE Aviation Director, at 970-328-2680 or Kent Myers, EGE Air Alliance, at 970-390-7207.

As always, I encourage all member businesses to get engaged with the Partnership and to contact us with any suggestions you may have to help us better serve you and for non-members to join the Partnership. Call us at 970-476-1000 or stop by our offices in Avon at Traer Creek Plaza to share your feedback.

<http://www.vaildaily.com/apps/pbcs.dll/article?AID=/20120615/BIZ/120619896/1078&ParentProfile=1062&template=printart>



*"The Firm goes to Washington,
only with a whole lot more action."*
—James Patterson

POLITICO

Rand Paul files bills that take aim at TSA

By: **Burgess Everett**
June 15, 2012 05:25 PM EDT

TSA critics have their champion: Sen. Rand Paul has dropped a pair of bills that would essentially end the agency as Americans know it.

The Kentucky Republican introduced legislation that would gut the Transportation Security Administration's government-operated screening program and establish a passenger bill of rights. **One bill** would require that the mostly federalized program be turned over to private screeners and allow airports — with Department of Homeland Security approval — to select companies to handle the work.

The **second bill** would permit travelers to opt out of pat-downs and be rescreened, allow them to call a lawyer when detained, increase the role of dogs in explosive detection, let passengers "appropriately object to mistreatment," allow children 12 years old and younger to avoid "unnecessary pat-downs" and require the distribution of the new rights at airports.

That legislation also would let airports decide to privatize if wanted and expand TSA's PreCheck program for trusted travelers.

"While aviation security is undoubtedly important, we must be diligent in protecting the rights of all Americans, such as their freedom from being subjected to humiliating and intrusive searches by TSA agents, especially when there is no obvious cause," Paul said in a statement. "It is important that the rules and boundaries of our airport screening process be transparent and easily available to travelers so that proper restraints are in place on screeners. Travelers should be empowered with the knowledge necessary to protect themselves from a violation of their rights and dignity."

The TSA did not have an immediate comment.

Paul himself said the TSA detained him **earlier this year** after he objected to a pat-down after setting off an imaging machine. He asked to be rescreened but was rebuffed by screeners in Nashville. Paul **teased** the release of the legislative package in early May atop a fundraising letter for the Campaign for Liberty.

The most recent Federal Aviation Administration bill made it easier for airports to contract with privatized screeners, but only 16 airports currently participate in the privatized program. The TSA recently approved an application for Orlando's Sanford International Airport to enter the program.

Recently, the TSA fired or suspended dozens of workers at another Florida airport for not conducting required supplementary screening procedures, and on Friday the agency **announced plans** to fire seven workers related to a bribery scandal.

House Transportation Committee Chairman Rep. John Mica (R-Fla.), a leading critic of the TSA, said Friday in a statement that allowing additional privatization would be a step in the right direction.

"Transitioning to private security operations under federal standards and supervision will get TSA out of the HR business and back into the security business," Mica said. "Earlier this week, TSA granted the first application under the new reforms to allow an airport to convert to the private-federal screening model. We will bring onboard the other 400-plus U.S. airports that still operate under the Soviet-style all-federal screening model."

This article first appeared on POLITICO Pro at 5:20 p.m. on June 15, 2012.

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www.chicagotribune.com/business/ct-biz-0624-airline-outlook-20120623,0,4167834.story

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Cheap fares, togetherness may be in the past for families planning to fly

Travel experts say new, more expensive airline policies impact families the most

By [Gregory Kamp](#), Chicago Tribune reporter

8:02 AM CDT, June 23, 2012

As thousands of Americans jet off to distant locations for surf and sun this summer, the journey might involve more hassle and unexpected expense than in recent years, especially for families.

Planes will be crowded — forget about enjoying an empty middle seat — and keeping family members seated together on flights could be a challenge. Meanwhile, airfares are higher, and annoying fees continue to proliferate.

"With the spread of more kinds of fees and charges and the reality of fuller airplanes, (potential problems are) just going to be amplified this summer," said Chris Chiames, spokesman for online travel agent Orbitz Worldwide.

Families, in particular, might encounter hassles and expenses now that some airlines charge extra fees to choose seats, namely coveted aisle and window seats and roomier seats near emergency exits. Families might find it difficult to group themselves without paying extra, industry experts say. United Airlines a month ago stopped early boarding for families with young children, joining American Airlines, which halted the practice earlier.

Those changes were recently highlighted in a Consumer Travel Alliance news release titled "Why do airlines hate families?"

"Most people take one airline trip a year, maybe. They don't know how things have changed," said Charlie Leocha, director of the Consumer Travel Alliance. "The overview is, the airlines are making it more complicated to fly and more complicated to know what's included in your ticket. It will be a summer of surprises."

The good news is that planes are generally operating more on time than in recent years, and fewer checked bags are being lost or mishandled. Meanwhile, children and the elderly will have less hassle passing through airport security.

Here's a rundown of what to expect.

Crowds. Airlines are generally flying full planes to try to preserve profits in an era of high jet-fuel prices.

U.S. carriers filled about 82 percent of all available seats last year, the highest annual rate in more than a decade, according to federal statistics. And summer flights are typically more crowded: 87 percent full in July 2011, for example.

With few or no empty seats, passengers and airlines have little flexibility for booking flights, switching seats or rebooking missed connections.

All told, U.S. airlines will carry an average of 2.24 million travelers globally every day from June through August, according to A4A, an airline industry association.

Seat fees. Among the newest changes is the ability to pay more for a particular seat in coach.

"The airlines, in their frenzy to find more and more ancillary fees to charge people, have come upon new systems of charging people for window and aisle seats," Leocha said. "If you want a seat reservation to keep your whole family together in one row ... you'll have to pay for a seat reservation."

On some airlines, a family of four might have to pay an extra \$150 each way in seat reservation fees to sit next to one another, Leocha said.

Suzanne Rowan Kelleher, co-founder and editor-in-chief of family travel website WeJustGotBack.com, said she's seen the problem.

"It's not uncommon at all for a 3-year-old to be in one aisle and her parents to be two or three rows up," she said. "You rely on the kindness of strangers (to switch seats). But why should you have to deal with that? I think it's just crazy."

Kelleher said she was fortunate during a recent trip when passengers offered to swap seats so she could sit near her children.

"It's incredibly stressful for the kid and the parents to deal with this when they get on the plane," she said.

Nowadays, you can't count on the generosity of strangers, especially if you want to swap your middle seat. That's because some have paid extra to sit in the aisle or window seat and will be reluctant to switch.

"They think, 'Hey, I paid extra for this seat. I'd love to be able to swap with you, but I'm not getting anything out of it,'" Leocha said. "Now that you put prices on the different seats, it starts to eliminate the help-your-neighbor attitude."

Sen. Charles Schumer, D-N.Y., recently urged airlines to allow families with young children to sit together without paying extra. JetBlue and Virgin America publicly said they would.

"Airlines have been trying to nickel-and-dime fliers for years, but their latest proposal that could separate families is the most outrageous yet," Schumer said in a statement.

The Consumer Travel Alliance has advocated that airlines voluntarily waive seat-reservation fees for children ages 6 and younger.

Priority boarding. Some airlines no longer allow families with young children to board first.

"That's going to have repercussions, not only for families who are no longer able to pre-board but for business travelers who are going to be waiting in line to get to their seat while the family in front of them tries to keep their kids corralled and get everything situated," said Erin Bowen, a Purdue University professor, mother of young children and lead researcher for the Airline Passenger Survey.

A contrary point of view, however, is that boarding early isn't an advantage.



"To be honest, a lot of families don't like boarding early because if you're the first to board, you're on the plane a half-hour to 45 minutes before the plane takes off," Kelleher said, adding that boarding early just adds more time for children to get restless and disruptive in the confined space. "If you have kids, it's often handy to be among the last to board, provided that you're sitting together."

Delta, US Airways, JetBlue and Virgin America allow families with toddlers to board before general boarding, according to the Consumer Travel Alliance.

It's an idea United has experimented with recently. Starting in late August 2011, United began boarding families after elite fliers and before general boarding. But it didn't work out, and United last month ended the practice of early boarding for families.

"It caused more confusion than it solved, so we went back to having families board with their boarding group," United spokesman Rahsaan Johnson said. "Fewer boarding groups actually makes the process faster."

Boarding efficiency aside, the disadvantage of families not boarding early is the potential lack of overhead bin space, a scarcer commodity since airlines instituted checked-bag fees and more passengers carry on luggage.

Bag fees. Customer satisfaction surveys disagree on whether airlines overall are getting better or worse, but surveys agree about one thing: Customers hate checked-luggage fees.

"This is one area where families, especially with toddlers, are stuck, because there's no way you can travel with a toddler without an extra bag that you have to check," Leocha said. Infants and toddlers might require multiple clothing changes per day, diapers, toys, baby bottles and special blankets. That means paying checked-bag fees on many airlines. "Families get hit disproportionately," he said.

And travelers might not know how much those fees could be. Besides varying widely among airlines, fees can depend on what credit card you use to buy tickets, what level of frequent flier you are or whether you pay for the checked bag online ahead of time. If a traveling companion gets a free checked bag because of flier status or a certain credit card, you might get free checked bags too.

"It's become incredibly complex," Leocha said. "Airline passengers don't know how much their ancillary fees are when they buy their airfares." That makes it difficult to compare prices accurately among airlines, he said.

Southwest Airlines, which operates out of Midway International Airport, continues its policy of not charging for the first two checked bags. By contrast, Spirit Airlines, which flies out of O'Hare International Airport, is one of the few airlines to charge extra not only for checked bags but also for carry-on bags. It also charges for seat assignments.

"They don't nickel-and-dime you, they five-and-10 you," said George Hobica, founder of travel site Airfarewatchdog.

On time. Among the good news is that airlines as a group are more on time than they have been in a long time. Indeed, when it comes to on-time performance, baggage handling, fewer customer complaints and overbooked flights, U.S. airlines are performing at their highest level in at least 22 years, according to the latest Airline Quality Rating, a joint project of researchers at Purdue University and Wichita State University.

The chances your flight will be on time? About 80 to 85 percent. Fortunately, the chances that your checked luggage will arrive at your destination when you do is much higher, about 99.7 percent.

Tech offerings. Many airlines offer in-flight wireless Internet access and in-seat entertainment, such as television and on-demand movies, for additional charge. They are options that can make a flight more enjoyable and might occupy squirrely youngsters.

About half of U.S. mainline aircraft, which excludes small regional jets, offer in-flight Wi-Fi service, generally at prices of \$5 to \$13. However, United, Chicago's largest carrier, does not offer Wi-Fi on its Chicago flights; it plans to later this year. American Airlines, US Airways and Southwest Airlines are partially outfitted with onboard Internet, while Delta, AirTran (now owned by Southwest), Virgin America and Alaska Airlines are sure bets to offer it.

TSA. Airport security has a few changes since last year. The Transportation Security Administration no longer requires children ages 12 and younger to remove their shoes when going through airport security checks. And at many airports, passengers ages 75 and older will be able to leave on shoes and a light jacket or outerwear when passing through security.

Infrequent travelers can remind themselves about procedures, such as the 3-1-1 rule for liquids, gels and aerosols in carry-on bags, by going online to <http://www.tsa.gov>.

Fares. If you haven't booked summer airfare yet, you're likely to find higher fares, although that will vary by route, Hobica said.

The average domestic airfare this summer of \$443 is nearly 5 percent more than last summer, and international flights are about 11 percent more expensive, at \$1,346, according to an analysis by the travel website Kayak.com. A4A points out, however, that fares have risen slower than inflation, making them relatively cheaper today than in 2000, even including optional fees.

If you can delay your vacation until mid-August, when students go back to school in many areas of the country, you might find some good fare sales, experts say.

In general, the advice for summertime air travel is buyer beware.

"Consumers have to get a lot more savvy about looking at the fine print and knowing what's included and what's not included," Kelleher said. "Not only can it be a miserable experience, but you're paying more for it."

"How can you travel more affordably this summer? Make this the summer of the road trip."

ekarp@tribune.com

Several changes make it a challenge for families to sit together on flights. Here are tips on how to stick together.

- Buy tickets early and reserve the free seats in the back of the plane before seat reservation fees kick in. Or choose to fly an airline that doesn't have seat reservations, such as Southwest.

- If you can't get enough seats together, split up the group and select aisle and window seats. They're easier to bargain with. Passengers sitting in middle seats near the rest of your family will gladly switch seats.

- If you used a traditional travel agency to book flights, ask its personnel to help. Sometimes, agencies have "preferred status" with certain airlines and can book you a seat that might normally be closed.

Source: Charlie Leocha, director, Consumer Travel Alliance.

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Airports develop plans for diversions, tarmac delays

By Bart Jansen, USA TODAY

Updated 4/22/2012 3:57 PM

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Airports are scrambling to develop plans to deal with the unexpected arrival of planes, especially during bad weather, to keep passengers from being stuck for hours on their tarmacs.

Airlines have long had plans for where to send planes when routes are blocked by weather or planes suffer mechanical problems. They face huge fines if they keep passengers waiting on the tarmac for three or four hours.

But after some passengers sat for more than seven hours on Hartford's airport tarmac during an Oct. 29 snowstorm, Congress ordered all the nation's airports to submit plans to the [Transportation Department](#) for dealing with diverted planes.

Those plans are due May 14, and must include how the airport will provide for getting passengers off planes after long tarmac delays, how they'll share facilities and make gates available during an emergency, and how they'll provide a secure area for international passengers who haven't cleared immigration and customs.

By Mark Lennihan, AP

Planes taxi on a runway at John F. Kennedy International in New York in 2008.

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A plane can show up from an airline that doesn't usually fly there. An international flight could arrive where there are no Customs and Border Protection officers.

Airport executives have been meeting for months with each other, airline representatives and the [Federal Aviation Administration](#) to sort out responsibilities in an emergency.

"The difficulty is that every airport is different," says Deborah McElroy, executive vice president for policy and external affairs for Airports Council International-North America. "There has been a lot of discussion about who will do what and when."

Airlines have to let passengers off planes that are delayed on a tarmac for more than three hours for a domestic flight and four hours for an international flight. They also must provide passengers with food, water and toilet facilities. Failure to do so could mean \$27,500 fines for each passenger.

As of February, airports could be fined \$25,000 for violations in handling diverted flights.

"Gone are the days when airports can just turn a blind eye to poor airline passengers and the crews on the planes," says Kate Hanni, who has campaigned for passenger rights as head of FlyersRights.org since she suffered a lengthy delay.

Unexpected guests

Airport officials say they're at a disadvantage because airlines don't necessarily alert them when flights are headed their way.

Airports may not have the equipment to deal with unfamiliar planes. At night, gates might be occupied by other planes, making it harder for diverted flights to unload passengers and luggage.

At Dallas/Fort Worth International, James Crites, executive vice president for operations, found that airlines each developed diversion plans without realizing others can overwhelm the same location. He's urging airlines to spread diverted flights among airports.

"Don't even land them in an area that's going to get nailed by the sleet and the snow," Crites says. "It was kind of an eye-opener this past year."

Bangor International in Maine learned how to deal with diversions because the airport is along the path for European flights.

In one case, a 2004 flight from London to Washington was diverted to Bangor because passenger [Yusuf Islam](#), the musician formerly known as [Cat Stevens](#), was aboard despite being on a no-fly list.

Tony Caruso Jr., the assistant airport director, says local plans call for refueling planes and supplying food and perhaps lodging for passengers stranded unexpectedly.

Caruso says the airport stores up to 2 million gallons of fuel to cope with unexpected flights.

The airport's catering contract calls for providing meals when several hundred unexpected passengers arrive. Caruso's staffers have contacted hotels and bus companies, so they know where to turn for lodging and transportation for overnight stays.

At Hartford, pilots diverted 28 flights in a massive snowstorm from New York City-area airports. As snow piled up and water ran out, some pilots pleaded to get to the 22 gates that were already occupied and where the staff was overwhelmed.

Some airports have struggled with emergencies and devising plans because they haven't been notified in the past if they're an emergency destination until a flight arrives — and then they often don't control the equipment for towing or unloading planes.

Videos

Raw Video: Debby soaks Florida's Gulf Coast

Raw Video: 3 Missing After Okla. Train Wreck

Raw Video: Coast Guard rescues stranded family dogs

Photos

Cruise Ship Tours

National Parks

Regional aircraft in airline fleets

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Floods cut part of I-10 as Debby storms over Fla.



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FLY SUN VALLEY ALLIANCE MEETING MINUTES

Monday, May 14, 8:00am – 8am, Sun Valley Resort

Board Members Present: Eric Seder, Dick Fenton, Arlene Schieven, Peter Scheurmier, Jack Sibbach, Maurice Charlat, Warren Benjamin
Staff: Carol Waller.

Board Members Absent: Martha Burke, Patrick Buchanan, Lisa Horowitz, Michelle Griffith, Rick Baird, Deb Fox

TOPIC DISCUSSED:

Consent Items:

- April Board Minutes: Maurice moved to approve, Warren seconded VOTE: All in favor
 - April FY12 YTD Financials: Jack moved to approve, Warren seconded. VOTE: All in favor
 - Draft FY 2013 Budget: Dick moved to approve, Warren seconded. VOTE: All in favor.
- Carol is scheduling budget requests/presentations: *Sun Valley-May16, BC-May 21, Ketchum, Hailey June TBD*

Committee Reports:

1. Funding Committee

Long-Term Funding: Eric reported that key FSVA board members were having conversations with elected officials and other stakeholders regarding potential options for sustainable long-term funding for FSVA air service support/development efforts.

Presentations: Rep Wendy Jaquet and Carol will be attending an "Air Service Summit" in Boise May 15, hosted by the Boise Chamber. Carol prepared presentation on WRV air service for Wendy to present.

2. Program Committee

Fundraising: Carol and committee working to develop expanded business support program to be launched by July.

Air Service Initiatives/Research/Promotions:

- Alaska Airlines MRG performance update from Mead & Hunt: Winter season final report showed overall bookings/passengers for season were down 6% from previous winter. Revenues up 18% but flight costs were up 25%+more due to fuel. SEA showed positive overall revenue but LAX was worse than last year, so considerable MRG payout required.
- Alaska Airlines Summer 2012 Service: Summer season contract negotiations completed, were successful in shifting start dates and end dates later to minimize MRG impacts of low travel in late May/June that we had last year. SEA flights will run June 3-Sept 16; LAX flights will run June 22-Sept 16. Must have aggressive marketing program for June and September flights. Carol working with AS/SVR/SVMA on continuing to implement and push early season fare sales.
- Airport Update: Outcome of SMS meetings was FAA allowance of regional jet service at FMA pending outcome of an Environmental Assessment, which FMAA will need to approve. Expected to take 60-90 days to implement EA, so will know more about potential for future regional jet service at SUN by late summer. Rick will work with FSVA to review potential expanded Scope of Work for consultants to include elements such as detailed analysis of passenger leakage at SUN by season/destination, ongoing tracking/comparison of fares, and other methods of identifying potential improvements that could be made to reduce leakage and stimulate increased use of SUN,
- Potential new service:
There is another potential new carrier interested in service between BOI-SUN, and discussions are taking place. FSVA also helping coordinate partnership support regarding BOI FY13 USDOT SCASDG to secure funding for new service from DFW-BOI (which could also help SV, esp since it is a top skier market), and also new service BOI-SUN.
- Air Service Marketing Update: SVMA and SVR continuing marketing efforts
- Research:
 - Rocky Mountain Air Service News: (compilations of articles related to air service in competitive set) provided.

Monthly Directors Report: Provided for review.

Respectfully Submitted, Carol Waller, FSVA Director



June 1, 2012

Aloha Ley, Associate Director
USDOT Small Community Program
1200 New Jersey Avenue SE
Washington DC 20590

Re: Boise Airport SCASDP FY13 Grant Application

Dear Ms. Ley:

We are pleased to support the USDOT Small Communities Air Service Development Grant being submitted by the Boise Airport/City of Boise to secure new mainline non-stop service from Dallas-Fort Worth, as well as new commuter service between Boise and Sun Valley.

Sun Valley is a world-renowned visitor and meeting destination, serves as headquarters for a number of global companies, and has a strong segment of the local population who commute in and out of our area for work, so air access is critical to our overall economy. Our organization, Fly Sun Valley Alliance (FSVA), works actively to support air service access at our community's Friedman Memorial Airport (SUN), but we also recognize the value of Boise as a key air service gateway for our region.

We are very excited about the possibility of securing new daily year-round commuter service between Boise and Sun Valley, as it would provide a valuable air access link that is currently missing and sorely needed. We know from a recently completed Passenger Demand Analysis that over 60% of Sun Valley's local air travelers use BOI instead of SUN because of the broader availability of flights, carriers and markets served. Therefore, this new BOI-SUN service would not only benefit visitors and local residents by providing an air access connection to carriers serving BOI, but it would likely be utilized heavily by local residents who regularly travel to Boise for business.

In addition, we know our area would also greatly benefit from new service into BOI from DFW, and our community is willing to help in various ways to help build demand and promote that service in the DFW market area.

We ask you to carefully consider this SCASDP grant request from the Boise Airport – it will be a key factor in creating a stronger economy for our respective communities and we are happy to partner in making these new air service programs a success.

A handwritten signature in blue ink, appearing to read "Eric Seder".

Eric Seder, FSVA Board President

A handwritten signature in blue ink, appearing to read "Carol Waller".

Carol Waller, FSVA Executive Director



June 1, 2012

Aloha Ley, Associate Director
USDOT Small Community Program
1200 New Jersey Avenue SE
Washington DC 20590

Re: Boise Airport SCASDP FY13 Grant Application

Dear Ms. Ley:

We are writing to express our partnership and support of City of Boise's Airport USDOT Small Communities Air Service Development Program Grant for FY13 to secure new daily non-stop service from the Dallas-Fort Worth market area, as well as add new commuter service between Boise and Sun Valley, Idaho.

Our organizations and business are actively involved with promoting the Sun Valley destination to leisure and business travelers, and economic development initiatives that are supported by increased air service access. We strongly believe that partnering, supporting and collaborating with the Boise Airport, the other major air service gateway for our region, to continue to develop new access options for our citizens and our visitors, is a win-win for all involved – our communities and the airlines.

MARKETING SUPPORT FOR NEW DFW-BOI NON-STOP SERVICE

In support of new service to BOI from DFW, we, along with other local business partners, would actively participate in marketing the service in the following ways:

Advertising/PR:

- Aggressively promote the service during all seasons through online advertising, special promotions in-market with airlines and other co-partners, such as top area ski shops and retailers, media outlets, etc.
- Promote the service through targeted email campaigns, Facebook advertising, social media outreach on Facebook, Twitter, and PR media outreach.
- Develop and promote special packages and promotions with airline.

Direct Sales

- Attend consumer and industry ski shows in fall season to spur interest in travel to Idaho from DFW area skiers (which is one of the top skier markets in the US). Work with wholesalers, Texas Ski Council and affiliated ski clubs to promote flights.
- Send Sun Valley sales representatives (through professional affiliations such as ALHI and Paradigm) to contact meeting & convention group planners to solicit group business year-round.

The approximate in-kind value of what we would commit to collectively marketing the new DFW-BOI service is estimated at \$50,000.

MARKETING & SUPPORT FOR NEW BOI-SUN COMMUTER SERVICE

At present, we know from air passenger surveys at SUN that over 45% of our local resident travelers using SUN are traveling for business. Furthermore, we know from a recently completed Passenger Demand Analysis that 62% of local Sun Valley area residents are flying out of another regional airport instead of SUN, primarily BOI. We know that there exists a tremendous opportunity to support daily business travel between Boise and Sun Valley, as well as allow another convenient connecting access option for air travelers to Boise on carriers who currently do not serve SUN.

Our small area serves as corporate headquarters for a number of national/global companies including Power Engineers, Smith Sport Optics, Scott USA, Rocky Mountain Hardware, Marketron, Omni Health Media and ScottEVest. These companies do extensive business outside our area so for them, air service access is critical. Any new options for direct connecting service direct to Boise, as well as service to a new major southeast market such as DFW, is very important to their long-term economic success.

We ask you to carefully consider this SCASDP grant request from the Boise Airport – it will be a key factor in creating a stronger economy for our respective communities and we are happy to partner in making these new air service programs a success.

Regards,



Jack Sibbach, Director of Marketing/PR
Sun Valley Resort
www.sunvalley.com



Arlene Schieven, President/CMO
Sun Valley Marketing Alliance
www.visitsunvalley.com



Patrick Buchanan, Board President
Hailey Chamber of Commerce
www.haileyidaho.com



Monthly Director's Report May, 2012

1. TRANSPORTATION SERVICES

AIR SERVICE PROGRAM

- Received/reviewed Alaska Airlines booking/MRG projection reports. Reviewed diversion bussing bills/costs.
- Analyzed summer 2012 booking projections based on 2011 actual and developed fare proposal to stimulate traffic for June flights for AS review. Helped develop and promote 2 fare sales in May.
- Ongoing communication/work with M&H consultant re: winter summary, booking & enplanement reports, etc.
- Prepared presentation for and attended Boise Chamber's Air Service Summit on May 15
- Attended various meetings re: air service with local officials, FMAA, etc.
- Assisted SVBoard of Realtors rep with air service overview report for May Western Realtors meeting
- Wrote and submitted support letters from FSVA, SVMA, SVR and HaileyCC for partnership on Boise Airport FY 2013 SCASDP grant.

BOISE SHUTTLE SERVICE

- Monitored customer service delivery issues, maintained communication.

2. FUNDING

STATE/LOCAL FUNDING OPTIONS:

- Continued follow-up/communications with legal counsel, board, stakeholders on assessment of MRG funding options. Continued with additional research collection from other destinations.

ACCESS SUN VALLEY CARD

- Continued promotion on reduced scale: Created/sent ENews updates – updated database of holders and businesses on ongoing basis. Continued promotion of Get It Now Hot Deals!, deals, business participants and other air service news via FSVA Facebook.
- Processed 2 new card orders. Answered customer and business questions, handled customer & business issues

BUSINESS SUPPORT PROGRAM/TRANSFERABLE SKI PASSES – prepared expanded 2012-13 Business Support program proposal for review by Sun Valley Resort.

FSVA COMMUNITY SKI DAY – no action

3. BOARD/ADMIN BUSINESS

- Developed/compiled/distributed all materials for monthly Board Packets; prepared minutes from meeting. Prepared Monthly Report. Reviewed Financials, approved invoices/signed & processed checks, reviewed payables list, presented to President for review/approval. Made deposits as needed.
- Prepared and presented FY13 funding requests to City of Sun Valley and Blaine County. Working on same for cities of Ketchum and Hailey for June.

4. RESEARCH/OTHER

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



FLY SUN VALLEY ALLIANCE BOARD OF DIRECTORS MEETING
Monday, June 11, 8:00am – 10:00am – Friedman Memorial Airport

AGENDA:

Welcome County Commissioner Tom Bowman, guest

Election of new FSVA board members: Wally Huffman, Tim Silva
To fill open board positions (new board list attached)

1. Consent Items:

- Approval of May Meeting Minutes *(attached)*
- Approval of May financials *(attached)*
- Budget Proposals & Presentations update
(SV: May 16, 10am, Blaine County: May 21, 11am, K-TBD; H – June 18 Tentative)

2. Committee Reports:

Funding Committee:

- Long-term funding – legal & strategy, research, mtgs update *(Overview to be distributed)*
- FSVA/Air Service Presentations: Boise Chamber Air Service Summit report

Programs Committee:

- FY 2013 Business Support Program proposal – *in progress, goal to launch in July*

3. Air Service Initiatives/Research/Promotion

- Summer AS 2012 SUN Booking Update *(to be distributed)*
- Summer fare promotions; need to start planning for fall now
- Air service Marketing update – Jack & Arlene
- Winter AS 2012/13 Contract/Schedule Negotiations; working on now
- BOI fy13 USDOT SCASDP grant – re: FSVA&FMA partnership *(attached)*
- FSVA on planning team for FMA Airport Appreciation Day – Sept
- Airport update – Rick
 - EA update/timeline
 - Proposed Scope of Work for Leakage Study Follow-Up

Other attachments:

- May Director Report

FLY SUN VALLEY ALLIANCE 2011 BOARD OF DIRECTORS

2012 FLY SUN VALLEY BOARD OF DIRECTORS LIST						
Term Expires	NAME	BUSINESS/AFFILIATION	JOIN DATE	Email Address	PHONE	Committee
2012	Eric Seder	SV Shutters&Shades/WREP	2010	svshutters@cox-internet.com		Funding
2012	Jack Sibbach	Sun Valley Resort Rep	2008	jsibbach@sunvalley.com		Funding
2012	Martha Burke	City of Hailey Councilmember/FMAA Board	2010	martha@flyfma.com		
2012	Rick Baird	FMAA Manager	2008	rick@flyfma.com		
2012	Tim Silva	Sun Valley Resort	2012	tsilva@sunvalley.com		Funding
2013	Deb Fox	ResortQuest/Lodging	2008	dsfox@resortquest.com		Programs
2013	Dick Fenton	MDF Realtors/Real Estate	2008	dfenton@mdfrealtors.com		Funding
2013	Patrick Buchanan	State Farm Insurance/Hailey Chamber Rep	2011	patrick@5binsurance.com	721-1405	Funding
2013	Michelle Griffith	City of Sun Valley Councilmember	2012	svmichelleski@gmail.com		
2013	Wally Huffman	Consultant	2012	whuffman@sunvalley.com	622-2105	Funding
2014	Maurice Charlat	Consultant	2008	mmcmec@cox.net		Programs
2014	Warren Benjamin	Consultant	2011	thebeni4@gmail.com		Programs
2014	Lisa Horowitz	City of Ketchum Rep	2010	lhorowitz@kechumidaho.org		Programs
2014	Peter Schuermier	At Large/Avis/Transportation	2010	peter-s@sunvalley.net		
2014	Arlene Schieven	SV Marketing Alliance Rep	2011	arlene@visitsunvalley.com		
BOARD MEMBERS = 14; 10 VOTING, 4 EX-OFFICIO						
BLUE/BOLD INDICATES VOTING MEMBER						
Executive Committee 2012						
	NAME	OFFICE HELD				
	Eric Seder	President				
	Jack Sibbach	Vice-President				
	Deb Fox	Secretary				
	Dick Fenton	Treasurer				
	Maurice Charlat	Past President				
	STAFF					
	Carol Waller	Director		carol@flysunvalleyalliance.com	720-3965	

FLY SUN VALLEY ALLIANCE 2011 BOARD OF DIRECTORS

note: FSVA incorporated on 8-22-2007 so full year board terms began in 2008.				