

**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 7, 2015 at 5:30 p.m. at the old Blaine County Courthouse Meeting Room Hailey, Idaho. The proposed Agenda for the meeting is as follows:*

**AGENDA
July 7, 2015**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. June 3, 2015 Regular Meeting – Attachment #1 ACTION
- IV. REPORTS**
 - A. Chairman Report DISCUSSION
 - B. Blaine County Report DISCUSSION
 - C. City of Hailey Report DISCUSSION
 - D. Airport Manager Report DISCUSSION
- V. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
 - A. Noise Complaints
 - B. Parking Lot Update
 - C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #2 - #4
 - D. Review Correspondence – Attachment #5
 - E. Airport Commercial Flight Interruptions
- VI. UNFINISHED BUSINESS**
 - A. Airport Solutions
 - 1. Existing Site
 - a. Plan to Meet 2015 Congressional Safety Area Requirement
 - i. Project 3 Terminal Reconfiguration DISCUSS/DIRECT
 - ii. Project 4 Airport Operations Building DISCUSS/DIRECT
 - iii. Project 6 Relocate Taxiway B/Remove Taxiway A/North Apron DISCUSS/DIRECT
 - iv. Project 7 Demolish ARFF/SRE and Administration Buildings and Construct Central Bypass Taxiway DISCUSS/DIRECT
 - v. Future Projects DISCUSS/DIRECT
 - b. Retain/Improve/Develop Air Service
 - i. Fly Sun Valley Alliance Update DISCUSS/DIRECT
 - c. SUN Instrument Approach Improvements Phase 2 Update DISCUSS/DIRECT
 - B. Master Plan Update – Attachments #6, #7 ACTION
 - C. FY '16 Draft Rates and Charges – Attachment #8 DISCUSS/DIRECT
 - D. FY '16 Draft Budget – Attachments #9, #10 DISCUSS/DIRECT
- VII. NEW BUSINESS**
 - A. Friedman Memorial Airport Authority Communications Director DISCUSS/DIRECT
- VIII. PUBLIC COMMENT**
- IX. EXECUTIVE SESSION – I.C. §67- 2345**
- X. ADJOURNMENT**

FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETINGS ARE OPEN TO ALL INTERESTED PARTIES. SHOULD YOU DESIRE TO ATTEND A BOARD MEETING AND NEED A REASONABLE ACCOMMODATION TO DO SO, PLEASE CONTACT THE AIRPORT MANAGER'S OFFICE AT LEAST ONE WEEK IN ADVANCE BY CALLING 788-4956 OR WRITING TO 1616 AIRPORT CIRCLE, HAILEY, IDAHO 83333.

III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES

A. June 3, 2015 Regular Meeting – Attachment #1

BOARD ACTION: 1. Action

IV. REPORTS

A. Chairman Report

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

BOARD ACTION: 1. Discussion

B. Blaine County Report

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

BOARD ACTION: 1. Discussion

C. City of Hailey Report

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

BOARD ACTION: 1. Discussion

D. Airport Manager Report

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

BOARD ACTION: 1. Discussion

V. AIRPORT STAFF BRIEF (5 Minutes Allotted)

A. Noise Complaints:

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Chanterelle	5/27	11:29 pm	Jet	Late departure	This aircraft scheduled a 10:23 pm arrival. It was to drop off passengers, refuel and depart prior to 11:00 pm. The aircraft encountered significant headwinds aloft, delaying arrival until 10:47 pm. During the process of refueling, a mechanical failure occurred which despite best efforts, delayed departure till 11:29 pm.
Chanterelle	6/19	7:07 pm	Jet	Low/Loud approach	Research reveals nothing to indicate a less than appropriate approach. Flight crew is very experienced at operating into FMA and is also under very specific guidance to incorporate the Voluntary Noise Abatement Procedures in all ops.
Hailey	6/22	12:00 pm	Jet	Low/Loud approach from north, over Hailey	Research revealed that winds at that time were 14kts from the south, thus prohibiting an approach from the south. Observation of the approach did not indicate an abnormal descent path. Ops Chief discussed the matter with the flight crew and the caller.
Woodside	6/26	3:45 pm	Misc	No Incident	Caller simply wanted to say that they have lived in Woodside now for 2.5 years and greatly appreciate the airport. They are not offended by aircraft departures and arrivals, the duration of which they consider brief and tolerable. They also do not feel threatened by the airport. They appreciate the service the airport provides and the effort that the FMAA has given to improving the airport and its service. Ops Chief spoke with caller.
Hailey	6/27	7:46 am	Sgl Eng	Departures North	Caller reported that three aircraft departed to the north, beginning approximately 6:30 am. Caller described the activity as "blank" rude. Ops Chief lft msg with caller.

B. Parking Lot Update

The Car Park Gross/Net Revenues

Month	FY 2013 Gross	FY 2013 Net	FY 2014 Gross	FY 2014 Net	FY 2015 Gross	FY 2015 Net
May	\$14,790.00	\$5,639.37	\$4,565.00	\$1,428.58	\$5,938.00	\$1,892.98

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

Attachment #2 is Friedman Memorial Airport Profit & Loss Budget vs. Actual. Attachment #3 is 2001 - 2015 ATCT Traffic Operations data comparison by month. Attachment #4 is 2015 Enplanement, Deplanement and Seat Occupancy data. The following revenue and expense analysis is provided for Board information and review:

April 2014/2015		
Total Non-Federal Revenue	April, 2015	\$185,155.85
Total Non-Federal Revenue	April, 2014	\$186,448.08
Total Non-Federal Revenue	FY '15 thru April	\$1,404,877.45
Total Non-Federal Revenue	FY '14 thru April	\$1,286,627.07
Total Non-Federal Expenses	April, 2015	\$186,497.46
Total Non-Federal Expenses	April, 2014	\$144,400.33
Total Non-Federal Expenses	FY '15 thru April	\$1,410,709.11
Total Non-Federal Expenses	FY '14 thru April	\$1,284,671.15
Net Income to include Federal Programs	FY '15 thru April	\$-3,610,922.33
Net Income to include Federal Programs	FY '14 thru April	\$-261,658.72

D. Review Correspondence - Attachment #5

Attachment #5 is information included for Board review.

E. Airport Commercial Flight Interruptions: 5/20 – 6/19

**Note: DEN, LAX and SFO service all resume 6/26.
SUN reopened after construction closure on 5/22**

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

VI. UNFINISHED BUSINESS

A. Airport Solutions

1. Existing Site

a. Plan to Meet 2015 Congressional Safety Area Requirement

i. Project 3 Terminal Reconfiguration

Conrad Brothers and their team have continued to work toward completion of the Terminal Project. Wall coverings are nearly complete, the HVAC system is up & running and a variety of other small tasks are nearly complete. Other than tenant finish out in the TSA area, the project will be essentially complete until the contractor returns in early September to install the revolving exit lane door.

BOARD ACTION: 1. Discuss/Direct

ii. Project 4 Airport Operations Building

With two months left until contract completion, excellent progress is being made on this project. Paving and most of the other site work will be completed before the meeting. Interior painting and finishing is underway, along with final mechanical and electrical tasks.

BOARD ACTION: 1. Discuss/Direct

iii. Project 6 Relocate Taxiway B/Remove Taxiway A/North Apron

This project is substantially complete! The contract completion for the major phases of work was June 30, but all of the airfield areas were opened to aircraft traffic on June 24. With that, the airport now fully complies with FAA Runway Safety Area criteria. Final markings and other minor work are scheduled for late September.

BOARD ACTION: 1. Discuss/Direct

iv. Project 7 Demolish ARFF/SRE and Administration Buildings and Construct Central Bypass Taxiway

Design of this project is progressing well. The design will be complete and the project will go to bid by approximately July 17. Bids will be opened prior to the August meeting, and the bid results will be presented to the Board at that meeting.

BOARD ACTION: 1. Discuss/Direct

v. Future Projects

Work is progressing on several smaller projects, including the following:

- Terminal Parking Lot Improvements: This work is complete.
- Landscaping Improvements: This project is going well, with completion anticipated in mid-July.
- Runway Rehabilitation: As briefed at the last Board meeting, the runway seal coat was not completed as scheduled, due to weather. This work has been tentatively scheduled for late September, which will be discussed in more detail at the meeting.
- Terminal Tenant Finish Out/Remodel: Negotiations for construction of this work are nearly completed and once they are, work will begin immediately.

BOARD ACTION: 1. Discuss/Direct

b. Retain/Improve/Develop Air Service

i. Fly Sun Valley Alliance Update

This item is on the agenda to permit a Fly Sun Valley Alliance report if appropriate.

BOARD ACTION: 1. Discuss/Direct

c. SUN Instrument Approach Improvements – Phase 2 Update

A significant update is not available this month. It is clear however, that last month's update is the future of approach improvements. The Board and community should anticipate the following: Due to the FAA's automation tool that calculates precipitous terrain, it now appears only a 180 foot ceiling improvement may be feasible on an optimized GPS approach. This is based on a 420 foot/nautical mile climb gradient. This is approximately 300 feet less improvement than DAC's initial analysis and is a surprise to us. Also unexpected is a potential increase to the standard minima of the existing GPS-W approach of 820 feet. This is due to new criteria for the missed approach. New criteria does not allow for a missed approach procedure as per the existing approach. Meeting this new criteria results in higher minima.

Precipitous Terrain continues to be a significant factor in finding solutions to an improved RNP procedure as well. According to FAA Flight Procedures Office (FPO) options are still to be considered for the RNP, with no date for resolution determined as of yet.

Lastly, a recent FAA Regional Airspace Planning Team (RAPT) meeting was held and production schedule of the revised procedures was discussed. Based on the amount of work needed, the only feasible production schedule for SUN is July of 2016.

BOARD ACTION: 1. Discuss/Direct

B. Master Plan Update – Attachments #6, #7

PROGRESS REPORT

Mead & Hunt has delivered revised draft versions of Chapter A, *Inventory of Existing Conditions* (Attachment #6), and Chapter C, *Capacity Analysis & Facility Requirements*, for acceptance by FMAA (Attachment #7). Revisions to Chapter A reflect previous Board direction regarding Alternatives 6 & 7 from the January 2013 *Airport Alternatives Technical Analysis*. Revisions to Chapter C reflect the results of recent air service research completed by Mead & Hunt for the Fly Sun Valley Alliance. These revisions are highlighted within the chapter text in this month's Board information packet.

Mead & Hunt has also delivered a preliminary draft version of Chapter D, *Existing Airport Site Alternatives*. This preliminary draft Chapter is currently being reviewed by Airport staff. Mead & Hunt will attend the August 4th FMAA meeting to present the alternatives identified in this preliminary draft Chapter. Following Board comment, Mead & Hunt will revise the alternatives for presentation at a public meeting at a subsequent date.

Landrum & Brown continues its re-evaluation of previously identified replacement airport sites. Their findings will form the basis for Chapter E, *Replacement Airport Site Analysis*. This chapter is expected to be delivered in advance of the September 1st FMAA meeting, for presentation at the October 6th FMAA meeting.

Mead & Hunt requests Board acceptance of the information and data provided in the revised Chapter A, *Inventory of Existing Conditions*, and Chapter C, *Capacity Analysis & Facility Requirements*.

All working documents developed during the planning process should be considered drafts and can be revised as appropriate, at the direction of the FMAA, up until the Final Master Plan Report is published at the end of the study process.

BOARD ACTION: 1. Action

C. FY '16 Draft Rates and Charges – Attachment #8

Attachment #8 is the proposed Rates & Charges schedule.

Rates & Charges, when integrated into the FY '16 Budget, will provide the Board the ability to operate FMA and meet all of the coming year's needs. Presently, the only Rates & Charges adjustments being proposed are those associated with recovery expenses resulting from lost keys and/or proximity cards. Adjustments still under contemplation are related to Ground Transportation Service Provider fees.

Staff will seek guidance from the Finance Committee and Board regarding Rates & Charges adjustments.

BOARD ACTION: 1. Direct Staff to establish a Public Hearing for the proposed FY '16 Rates and Charges.

D. FY '16 Draft Budget – Attachments #9, #10

Attached for your review are the preliminary FY '16 Budget Worksheets. The Friedman Memorial Airport Authority Rates and Charges Policy states "Each year, during the Friedman Memorial Airport Authority budget process, which takes place from June through September, rates, fees, tolls or charges for the use or availability of the facilities of the Airport shall be established. In order to establish the appropriate amounts for said rates, fees, tolls and charges, the Authority shall first determine, as closely as possible, the specific causes of the operating costs. All revenues generated by the Airport and any local taxes on aviation fuel will be expended by the Authority for the capital or operating costs of the Airport." In accordance with the policy, Staff has been working on a preliminary FY '16 Draft Budget. More Staff analysis is yet to take place on the budget. Again, these budget worksheets are preliminary and will require more assessment/fine tuning. A finished document/proposed budget will be presented for Board consideration in the August packet.

Attachment #9 is the Preliminary FY '16 Budget Worksheet (Combined). The combined work sheet is the draft proposed budget for FY '16. It includes all anticipated federal and state funding applicable to pending Airport projects. Staff has completed analysis of required operating and capitalization expenses for FY '16. This analysis has integrated all available research, information and responsible projection regarding next year's "cost-to-do-business", including specific causes of expense.

The FY '16 Budget:

- Provides the Board the ability to operate FMAA and meet all of the coming year's needs.
- Provides the Board the ability to complete all Runway Safety Area Implementation projects
- Facilitates acquisition of a new Runway Broom/Plow Truck
- Facilitates the continued Master Planning process
- Proposes a maximum of 4% in merit pay adjustment, contingent on exceptional performance. Does not propose any CPI pay adjustment.
- May begin the process of restoring FMAA operational reserves to pre-Runway Safety Area Improvement Project capacity, in FY '17.

Attachment #10 is the Preliminary FY '16 Budget Worksheet (Operational). As you know, this worksheet is not the proposed budget; it is simply a tool to begin discussion of operational revenue and expense data without the distraction of federal grants.

The Board can anticipate presentation of this budget, with any changes or refinements as may be deemed necessary, in the August Board Brief. After the July FMAA meeting, copies of the proposed budget and proposed rates and charges will be available at the Airport Manager's Office for public review. The Board can anticipate a Public Hearing agenda item in the August FMAA meeting for the purpose of review and discussion of a proposed FY '16 Budget. As per the Joint Powers Agreement, the Board is required to hold a public hearing on or before the first Tuesday in August and to approve the budget on or before August 15th

BOARD ACTION: 1. Discuss and direct Staff to establish a Public Hearing for the Proposed FY '16 Budget.

VII. NEW BUSINESS

A. Friedman Memorial Airport Authority Communications Director

As you know, Candice Pate, ANTICIPATE has served as the Board's Communications Director since January 2012. Candice has informed Staff that due to workload associated with Sun Valley Film Festival she is unable to continue as the Board's Communications Director. Staff is anticipating direction from the Board regarding how to proceed with this important work effort.

BOARD ACTION: 1. Discuss/Direct

VIII. PUBLIC COMMENT

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

X. ADJOURNMENT

ATTACHMENT #1

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

**June 3, 2015
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Ron Fairfax, Vice-Chairman – Don Keirn, Board – Lawrence Schoen, Fritz Haemmerle, Jacob Greenberg
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird, Emergency/Operations Chief – Peter Kramer, Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant/Alternate Security Coordinator – Roberta Christensen, Administrative Assistant/IT Systems Management Coordinator – April Dieter, Administrative Assistant – Cecilia Vega
CONSULTANTS: T-O Engineers – Dave Mitchell; R/L/B – Nicholas Latham
AIRPORT TENANTS/PUBLIC: Atlantic Aviation – Michael Rasch; ATCT – George White; FSVA – Eric Seder; SVBR – Bob Crosby; FHR – Mark Reinemann; Donna Serrano, Felicity Roberts, Michelle Calt, Harry Griffith, Richard Fassino, Mike Thompson, Dick Fenton, Baird Gourlay
AIRPORT LEGAL COUNSEL: Lawson Laski Clark & Pogue, PLLC – Jim Laski
PRESS: Idaho Mountain Express – Greg Moore

CALL TO ORDER:

The meeting was called to order at 5:33 p.m. by Chairman Fairfax.

I. APPROVE AGENDA

The agenda was approved as presented.

II. PUBLIC COMMENT

Sun Valley Economic Development representative Harry Griffith thanked the Board for the faith they have shown by improving the Airport. He commented that the improvements helped boost the economy in 2013 and 2014 as approximately 67% of the community is dependent on tourism and the Airport is a critical part of its financial success.

Eric Seder of Ketchum complimented the Board and Staff on a fantastic job on the Airport improvements and the development of the Master Plan Update.

**III. APPROVE FMAA
MEETING MINUTES**

A. May 5, 2015 Regular Meeting (See Brief)

The May 5, 2015 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

MOTION:

Made by Vice-Chairman Keirn to approve the May 5, 2015 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Board Member Greenberg.

**PASSED
BOARD MEMBER HAEMMERLE ABSTAINED**

IV. REPORTS

A. Chairman Report

Chairman Fairfax thanked Conrad Brothers, Knife River, T-O Engineers, and Airport Staff for a job well done on the RSA Improvements Projects. He commented that he is amazed at the amount of construction completed in such a short period of time. Regarding the Master Plan Update, responding to comments made to Board Members, he commented that the master planning team has been directed to review elements of Alternative 7. The Board's goal is to review all possible options that will accommodate current operations at the Airport, which may include parts of Alternative 7. Chairman Fairfax suggested that it would be more productive to wait to comment on these issues until they are presented to the Board in context, rather than discussing them now and attempting to find answers to questions based on assumptions not yet established.

B. Blaine County Report

Board Member Greenberg complimented Board Member Schoen and Airport Manager Baird for attending a Bellevue City Council meeting and answering difficult questions raised at the meeting with grace and patience.

Board Member Schoen commented that he, Operations Chief Kramer and Airport Manager Baird answered questions at the Bellevue Council meeting as best they could and used County GIS tools and other graphical representations of approach patterns of concern to the City of Bellevue. He reported that he was criticized for not fully answering the questions and that questions continue about the same topics. Board Member Schoen summarized that he said that elements of Alternative 7 will be reviewed as potential solutions to space constraints that have developed from the RSA Improvements Project; also, that he understands the concerns being raised. However, both the County and the City have long made plain their support for the 'dual path' and both the FAA and Board have been engaged in an open, transparent public process. He offered that Board Members will attend as many meetings as necessary to answer questions and concerns.

C. City of Hailey Report

Board Member Haemmerle congratulated the engineer team and Airport Staff on a job well done at the Airport. He commented that the true stakeholders of the Airport are the residents of Hailey and Bellevue and therefore should be allowed to ask questions and speak freely about potential concerns. Regarding Alternative 7 of the Master Plan Update, Board Member Haemmerle listed the following suggested change to Chapter A of the Master Plan:

- Change the last sentence on paragraph 5 of page A.5 of Chapter A of the Master Plan Update to "The community and FAA also concluded that Alternative 6, as identified by the analysis, should be used as a basis for future facility planning as part of this Master Plan."

Board Member Haemmerle commented that although there may be a need for more aircraft parking space in the future, he does not believe it should be part of the Master Plan.

D. Airport Manager Report

Airport Manager Baird reported on the following:

- The art on display in the terminal can be attributed to the vision of Lisa Horowitz and the Hailey and Ketchum Art Commissions.
- The JumpStart conference was beneficial; he met with Delta, Alaska, United, and American Airlines to discuss our market, community, and air service. Carol Waller of FSVA will provide a more detailed report next month.
- A Terminal Reconfiguration & RSA Improvements Ribbon Cutting Ceremony is tentatively scheduled for July 2nd.

V. AIRPORT STAFF BRIEF

A. Noise Complaints (See Brief)

Chairman Fairfax asked what percentage of planes abide by the Airport's curfew. He commented that he would like to ensure that pilots who try to land by curfew, but are 10-20 minutes late due to extenuating circumstances, not be reprimanded.

Operations Chief Kramer answered that he believes there are few legitimate curfew breakers. He commented that when discussing noise abatement violations with pilots, he takes the position of finding a solution so the problem does not reoccur, rather than reprimanding the pilots.

Board Member Haemmerle commented that while he generally agrees with Chairman Fairfax, some pilots depart from the Airport after curfew without regard for the community's noise abatement procedures.

B. Parking Lot Update (See Brief)

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

D. Review Correspondence (See Brief)

E. Airport Commercial Flight Interruptions (See Brief)

VI. UNFINISHED BUSINESS

A. Airport Solutions

1. Existing Site

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

i. Project 3 Terminal Reconfiguration (See Brief)

Engineer Mitchell updated the Board on the current status of Project 3 of the RSA Improvements Project.

Board Member Schoen commented that there may be a few aesthetic or structural details in the terminal meriting a change or upgrade and asked how such changes could be managed after project completion.

Airport Manager Baird answered that the present goal is to complete the finishes on time and with high quality, as well as to complete the construction at the south end of the terminal. He suggested that the Board's Design Review Committee meet to discuss the amount of art cases and TV monitors to install in the terminal, as well as how much of the terminal to dedicate to art.

ii. Project 4 Airport Operations Building (See Brief)

Engineer Mitchell updated the Board on the current status of Project 4 of the RSA Improvements Project.

iii. Project 6 Relocate Taxiway B/Remove Taxiway A/North Apron (See Brief)

Engineer Mitchell updated the Board on the current status of Project 6 of the RSA Improvements Project.

Airport Manager Baird briefed the Board that Knife River came to the job prepared and, despite the bad weather conditions, worked very hard and were able to complete the project only 30 hours off schedule.

Board Member Haemmerle commented that he is pleased that Knife River did a good job on the project, but still does not vouch for their way of doing business.

Board Member Schoen asked how the rain affected the progress of Project 6.

Airport Manager Baird answered that when it was raining they had to stop paving, which impacted the project's timeline greatly. Engineer Mitchell added that it did not affect the quality of the finished product.

iv. Project 7 Demolish ARFF/SRE and Administration Buildings and Construct Central Bypass Taxiway (See Brief)

Engineer Mitchell updated the Board on the current status of Project 6 of the RSA Improvements Project.

Airport Manager Baird requested that the Board approve the final Scope of Work and proposed fee for Project 7 in the amount not to exceed \$257,110 and authorize the Chair to execute Work Order 15-02 after the appropriate review.

MOTION: *Made by Board Member Greenberg to approve the final Scope of Work and proposed fee for Project 7 in an amount not to exceed \$257,110 and authorize the Chair to execute Work Order 15-02 after appropriate Staff, Legal Counsel, and FAA review. Seconded by Board Member Schoen.*

PASSED UNANIMOUSLY

v. Future Projects (See Brief)

Engineer Mitchell updated the Board on future projects including parking lot improvements, landscaping improvements, runway rehabilitation, and terminal tenant finish out.

b. Retain/Improve/Develop Air Service

i. Fly Sun Valley Alliance Update (See Brief)

No report was given.

c. SUN Instrument Approach Improvements – Phase 2 Update (See Brief)

Airport Manager Baird updated the Board on Phase 2 of the SUN Instrument Approach Improvements Project.

B. Master Plan Update

Airport Manager Baird briefed the Board on the development of the Master Plan Update.

Chairman Fairfax asked if previously approved chapters of the Master Plan can still be changed.

Airport Manager Baird answered that the Board can change any previously accepted chapter of the Master Plan except Chapter B, the forecast chapter because the changes made to Chapter B have to be accepted by the FAA.

Board Member Haemmerle commented that the conflicting sentences regarding the alternative that serves as a baseline for the Master Plan in Chapters A and C needs to be amended in Chapter A as he does not recall the Board ever voting to include Alternative 7 in the Master Plan. He also requested that the paragraph regarding Alternative 7 on page 6 of Chapter A that discusses the land acquisition of 41 acres and the relocation of Highway 75 be removed from the Master Plan. He commented that removing these items does not mean the Board cannot discuss them in the future if necessary; however, they do not belong in the Master Plan. Board Member Haemmerle asked that the Master Plan also include a time frame for the projected transition from the CRJ 700 to the CRJ 900 discussed in paragraph 6.1 of Chapter C.

Airport Manager Baird commented that he does not foresee that there will be larger aircraft operating at the Airport in the future and that Board Member Haemmerle's suggested changes may be appropriate.

Board Member Greenberg suggested that the Board review the minutes of past meetings where Alternative 7 was discussed to see what was said and what decision the Board may have made.

Airport Manager Baird commented that the Board first reviewed the Alternatives in December 2012 and it was decided to pursue Alternative 6 as the preferred alternative and plan for considering elements of Alternative 7 in the near future in order to determine land acquisition and other requirements related to lost capacity at the Airport (Minutes Attachment #1). He commented that Staff will offer amendments to the Master Plan language to better correspond with the decisions the Board made in 2013 regarding Alternatives 6 and 7.

Board Member Haemmerle commented that during July it would be helpful for Staff to keep track of how many aircraft can be accommodated in the current airport configuration and how many will need to be turned away due to lack of space.

The Board discussed Board Member Haemmerle's comments, agreed that the language in Chapter A could and should be improved, acknowledged that everyone will interpret the Master Plan differently throughout its development, and that FAA requirements must also be considered as the Master Plan process develops.

VII. NEW BUSINESS

A. FY '16 Draft Budget (See Brief)

Airport Manager Baird briefed the Board on the Draft Budget for FY '16.

The Board discussed technical aspects of Airport Manager Baird's presentation including the projected PFC and operational revenue for FY '17 and the loss the budget shows for this year's budget due to federal programs.

B. FY '16 Rates and Charges (See Brief)

Airport Manager Baird briefed the Board on the Draft Rates and Charges for FY '16 and Staff's requested changes.

The Board discussed technical aspects of Airport Manager Baird's presentation including the proposed adjustment for lost keys and lost badging fees.

VIII. PUBLIC COMMENT

No public comment was made.

IX. ADJOURNMENT

The June 3, 2015 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 7:20 p.m.

Lawrence Schoen, Secretary

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

TALKING POINTS for Moving Forward
Friedman Memorial Airport (KSUN); Hailey, Idaho
Date: January 4, 2013

BACKGROUND

After thoughtful deliberation the Friedman Memorial Replacement Airport EIS was suspended in August 2011 for two major reasons:

- issues related to wildlife and
- concerns that the project may not be affordable at this time.

Moving forward, FAA and FMAA are agreeable to a two-pronged approach:

- Interim solution: upgrade the existing airport to comply with airport design standards and request modification to standards (MOS), and
- Long-term solution: proceed with plans for a replacement airport.

NEXT STEPS

Existing airport

1. Update the FMA ALP so that the correction of the existing airport Runway Safety Area (RSA) standard can be accomplished by the statutory deadline of 2015.
2. Pursue a Modification to Standards process for C-III airport design standards (i.e., Runway Object Free Area, Taxiway Object Free Area, Runway to Taxiway separation, Runway Centerline to Aircraft Parking). The airport shall be limited to C-III aircraft with a maximum of 100-foot wingspans and maximum certified takeoff weights of 95,000 pounds.
3. Pursue Alternative 6 as the preferred alternative from the Technical Analysis Report as the basis for improving the existing airport to meet C-III airport design standards. Complete a planning effort in the near future to consider elements of Alternative 7 in order to determine land acquisition and other requirements related to lost capacity at the airport.
4. Pursue Nextgen technology to improve reliability and safety at the existing airport, including potential RNAV approaches.

Replacement airport

1. FAA rules require significant progress be initiated within three years of an EIS Final Decision or the determination expires. Because the FMAA now considers the construction of a new airport to be a long-term solution with no significant progress anticipated within the three year period, FMAA will consider requesting termination of the EIS.
2. FAA will assist the FMAA with a siting study to identify a suitable site for the construction of a replacement airport and use, wherever possible, the technical information gathered during the EIS.

3:24 PM

06/16/15

Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual Combined

October 2014 through April 2015

Ordinary Income/Expense Income	Oct '14 - Apr 15	Budget	\$ Over Budget	% of Budget
4000-00 - AIRCARRIER				
4000-01 - Aircarrier - Lease Space	49,303.59	84,600.00	-35,296.41	58.3%
4000-02 - Aircarrier - Landing Fees	70,047.20	120,101.00	-50,053.80	58.3%
4000-03 - Aircarrier - Gate Fees	700.00	1,200.00	-500.00	58.3%
4000-04 - Aircarrier - Utility Fees	9,116.28	7,600.00	1,516.28	120.0%
4010-06 - Aircarrier - '12 PFC App	56,731.64			
4010-07 - Aircarrier - '14 PFC App	91,205.06	250,000.00	-158,794.94	36.5%
Total 4000-00 - AIRCARRIER	277,103.77	463,501.00	-186,397.23	59.8%
4020-00 - TERMINAL AUTO PARKING REVENUE				
4020-01 - Automobile Parking - Terminal	109,519.16	100,100.00	9,419.16	109.4%
Total 4020-00 - TERMINAL AUTO PARKING REVENUE	109,519.16	100,100.00	9,419.16	109.4%
4030-00 - AUTO RENTAL REVENUE				
4030-01 - Automobile Rental - Commission	224,205.66	390,000.00	-165,794.34	57.5%
4030-02 - Automobile Rental - Counter	7,450.80	12,800.00	-5,349.20	58.2%
4030-03 - Automobile Rental - Auto Prkng	37,665.16	60,900.00	-23,234.84	61.8%
4030-04 - Automobile Rental - Utilities	636.18	1,000.00	-363.82	63.6%
Total 4030-00 - AUTO RENTAL REVENUE	269,957.80	464,700.00	-194,742.20	58.1%
4040-00 - TERMINAL CONCESSION REVENUE				
4040-01 - Terminal Shops - Commission	0.00	1,200.00	-1,200.00	0.0%
4040-02 - Terminal Shops - Lease Space	1,542.38	6,120.00	-4,577.62	25.2%
4040-03 - Terminal Shops - Utility Fees	116.90	600.00	-483.10	19.5%
4040-10 - Advertising - Commission	20,984.78	33,000.00	-12,015.22	63.6%
4040-11 - Vending Machines - Commission	5,767.10	12,000.00	-6,232.90	48.1%
4040-12 - Terminal ATM	46.50			
Total 4040-00 - TERMINAL CONCESSION REVENUE	28,457.66	52,920.00	-24,462.34	53.8%
4050-00 - FBO REVENUE				
4050-01 - FBO - Lease Space	143,913.40	231,500.00	-87,586.60	62.2%
4050-02 - FBO - Tiedown Fees	136,624.89	375,000.00	-238,375.11	36.4%
4050-03 - FBO - Landing Fees - Trans.	128,474.22	345,000.00	-216,525.78	37.2%
4050-04 - FBO - Commission	10,798.18	20,000.00	-9,201.82	54.0%
4050-06 - FBO - Charter	936.38			
Total 4050-00 - FBO REVENUE	420,747.07	971,500.00	-550,752.93	43.3%
4060-00 - FUEL FLOWAGE REVENUE				
4060-01 - Fuel Flowage - FBO	97,987.96	200,000.00	-102,012.04	49.0%
Total 4060-00 - FUEL FLOWAGE REVENUE	97,987.96	200,000.00	-102,012.04	49.0%
4070-00 - TRANSIENT LANDING FEES REVENUE				

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4070-02 · Landing Fees - Non-Comm./Gov't	200.06	500.00	-299.94	40.0%
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	200.06	500.00	-299.94	40.0%
4080-00 · HANGARS REVENUE				
4080-01 · Land Lease - Hangar	280,333.47	430,100.00	-149,766.53	65.2%
4080-02 · Land Lease - Hangar/Trans. Fee	2,437.60	1,000.00	1,437.60	243.8%
4080-03 · Land Lease - Hangar/Utilities	984.85	1,400.00	-415.15	70.3%
4080-20 · Land Lease - Government Revenue	1,176.53	7,150.00	-5,973.47	16.5%
Total 4080-00 · HANGARS REVENUE	284,932.45	439,650.00	-154,717.55	64.8%
4090-00 · TIEDOWN PERMIT FEES REVENUE				
4090-01 · Tiedown Permit Fees (FMA)	9,771.35	10,000.00	-228.65	97.7%
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	9,771.35	10,000.00	-228.65	97.7%
4100-00 · POSTAL CARRIERS REVENUE				
4100-01 · Postal Carriers - Landing Fees	6,220.00	12,000.00	-5,780.00	51.8%
4100-02 · Postal Carriers - Tiedown	2,970.00			
Total 4100-00 · POSTAL CARRIERS REVENUE	9,190.00	12,000.00	-2,810.00	76.6%
4110-00 · MISCELLANEOUS REVENUE				
4110-01 · Misc. Revenue	346.20			
4110-06 · Misc. - Security-Prox. Cards	26,960.00	27,000.00	-40.00	99.9%
4110-09 · Miscellaneous Expense Reimburse	68.99			
Total 4110-00 · MISCELLANEOUS REVENUE	27,375.19	27,000.00	375.19	101.4%
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	13,100.00	12,000.00	1,100.00	109.2%
4120-02 · GTSP - Trip Fee	1,820.00	3,200.00	-1,380.00	56.9%
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	14,920.00	15,200.00	-280.00	98.2%
4400-00 · TSA				
4400-02 · Terminal Lease	3,817.59	6,545.00	-2,727.41	58.3%
Total 4400-00 · TSA	3,817.59	6,545.00	-2,727.41	58.3%
4510-00 · DOT/Small Community Air Service				
4510-01 · Small Community Air Service	0.00	200,000.00	-200,000.00	0.0%
Total 4510-00 · DOT/Small Community Air Service	0.00	200,000.00	-200,000.00	0.0%
4520-00 · INTEREST INCOME				
4520-06 · Interest Income - '12 PFC	17.94			
4520-07 · Interest Income - '14 PFC	496.58			
4600-00 · Interest Income - General	3,588.06	10,000.00	-6,411.94	35.9%

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Total 4520-00 · INTEREST INCOME				
4739-00 · AIP 39 - Safety Area Proj. Imp.	4,102.58	10,000.00	-5,897.42	41.0%
4739-01 · AIP '39 Project I	51,483.75			
Total 4739-00 · AIP 39 - Safety Area Proj. Imp.	51,483.75			
4740-00 · AIP 40 - Safety Area Proj. Imp.	-84,475.00	9,375,000.00	-9,459,475.00	-0.9%
4740-01 · AIP '40 Project II	5,814,253.40			
4740-00 · AIP 40 - Safety Area Proj. Imp. - Other	5,729,778.40	9,375,000.00	-3,645,221.60	61.1%
Total 4740-00 · AIP 40 - Safety Area Proj. Imp.				
4741-00 · AIP 41 - Safety Area Phase III	916,304.64	7,500,000.00	-6,583,695.36	12.2%
4741-01 · AIP '41 SA Phase III	916,304.64	7,500,000.00	-6,583,695.36	12.2%
Total 4741-00 · AIP 41 - Safety Area Phase III	8,255,649.43	19,848,616.00	-11,592,966.57	41.6%
Total Income	8,255,649.43	19,848,616.00	-11,592,966.57	41.6%
Gross Profit				
Expense				
EXPENDITURES				
"A" EXPENSES				
5000-01 · Salaries - Airport Manager	91,525.00	156,900.00	-65,375.00	58.3%
5010-00 · Salaries -Contracts/Finance Adm	53,799.20	88,841.37	-35,042.17	60.6%
5010-01 · Salaries - Office Assist.	102,840.71	176,404.04	-73,563.33	58.3%
5020-00 · Salaries - ARFF/OPS Chief	53,001.08	88,841.37	-35,840.29	59.7%
5030-00 · Salaries - ARFF/OPS Specialist	205,291.35	323,743.52	-118,452.17	63.4%
5040-00 · Salaries-ASC/Sp.Prjct/Ex. Assi	40,836.88	63,740.68	-22,903.80	64.1%
5050-00 · Salaries - Temp.	24,390.38	20,000.00	4,390.38	122.0%
5050-02 · Salaries - Merit Increase	0.00	22,247.13	-22,247.13	0.0%
5060-01 · Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 · Overtime - Snow Removal	14,494.89	15,000.00	-505.11	96.6%
5060-04 · OT - Security	0.00	2,500.00	-2,500.00	0.0%
5100-00 · Retirement	67,426.71	111,481.32	-44,054.61	60.5%
5110-00 · Social Security/Medicare	43,253.88	73,456.68	-30,202.80	58.9%
5120-00 · Life Insurance	1,221.08	1,500.00	-278.92	81.4%
5130-00 · Medical Insurance	107,705.75	183,000.00	-75,294.25	58.9%
5160-00 · Workman's Compensation	14,400.00	15,000.00	-600.00	96.0%
Total "A" EXPENSES	820,186.91	1,344,656.11	-524,469.20	61.0%
"B" EXPENDITURES				
"B" EXPENSES - ADMINISTRATIVE				
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	5,154.83	15,000.00	-9,845.17	34.4%

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Total 6000-00 - TRAVEL EXPENSE	5,154.83	15,000.00	-9,845.17	34.4%
6010-00 - SUPPLIES/EQUIPMENT EXPENSE				
6010-01 - Supplies - Office	7,107.98	13,000.00	-5,892.02	54.7%
6010-03 - Supplies - Computer	2,967.32			
Total 6010-00 - SUPPLIES/EQUIPMENT EXPENSE	10,075.30	13,000.00	-2,924.70	77.5%
6020-00 - INSURANCE				
6020-01 - Insurance - Liability	9,700.00	11,237.60	-1,537.60	86.3%
6020-02 - Insurance - Public Officials	4,867.72	4,489.10	378.62	108.4%
6020-03 - Insurance-Bldg/Unlic.Veh./Prop	46,329.00	33,962.50	12,366.50	136.4%
6020-04 - Insurance - Licensed Vehicles	6,276.00	6,659.40	-383.40	94.2%
Total 6020-00 - INSURANCE	67,172.72	56,348.60	10,824.12	119.2%
6030-00 - UTILITIES				
6030-01 - Utilities - Gas/Terminal	5,053.05	13,000.00	-7,946.95	38.9%
6030-02 - Utilities - Gas/Maintenance	4,000.96	9,500.00	-5,499.04	42.1%
6030-03 - Utilities - Elect./Runway&PAPI	3,892.90	6,700.00	-2,807.10	58.1%
6030-04 - Utilities - Elec./Office/Maint.	7,182.07	11,000.00	-3,817.93	65.3%
6030-05 - Utilities - Electric/Terminal	19,736.25	30,000.00	-10,263.75	65.8%
6030-06 - Utilities - Telephone	9,153.73	12,000.00	-2,846.27	76.3%
6030-07 - Utilities - Water	637.48	1,200.00	-562.52	53.1%
6030-08 - Utilities - Garbage Removal	6,432.14	8,500.00	-2,067.86	75.7%
6030-09 - Utilities - Sewer	1,860.00	2,500.00	-640.00	74.4%
6030-10 - Utilities - Elec./Sewer	8.25	750.00	-741.75	1.1%
6030-11 - Utilities - Electric/Tower	3,296.96	6,000.00	-2,703.04	54.9%
6030-12 - Utilities - Elec./Brdrfd.Hghl	262.63			
6030-15 - Utilities - Elec/AWOS	1,685.24	2,000.00	-314.76	84.3%
6030-16 - Utilities - Elec. Wind Cone	72.51	210.00	-137.49	34.5%
6030-17 - Utilities - Elec.- Hangar	1,927.53			
6040-01 - Service Provider - Weather	0.00	2,000.00	-2,000.00	0.0%
6040-02 - Service Provider - Term. Music	537.80	1,000.00	-462.20	53.8%
6040-03 - Service Provider - Internet/ISP	3,214.96	6,500.00	-3,285.04	49.5%
6040-05 - Service Provider - ISP/Terminal	1,050.00	2,000.00	-950.00	52.5%
6040-06 - Service Provider - SSI Movement	9,850.00	12,000.00	-2,150.00	82.1%
6040-07 - Serv. Provider - Arpt Ins. Soft	0.00	3,750.00	-3,750.00	0.0%
Total 6030-00 - UTILITIES	79,854.46	130,610.00	-50,755.54	61.1%
6050-00 - PROFESSIONAL SERVICES				
6050-01 - Professional Services - Legal	23,697.70	35,000.00	-11,302.30	67.7%
6050-02 - Professional Services - Audit	35,991.88	30,000.00	5,991.88	120.0%
6050-03 - Professional Services - Engineer	0.00	10,000.00	-10,000.00	0.0%
6050-04 - Professional Services - ARFF	3,000.00	2,000.00	1,000.00	150.0%
6050-05 - Professional Services - Gen.	14,903.50			
6050-07 - Professional Services - Archite	0.00	1,000.00	-1,000.00	0.0%
6050-08 - Professional Services - Securit	0.00	4,000.00	-4,000.00	0.0%

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6050-10 · Prof. Svcs.-IT/Comp. Support	6,895.00	14,000.00	-7,105.00	49.3%
6050-11 · Professional Services - Wildlif	0.00	1,000.00	-1,000.00	0.0%
6050-12 · Prof. Serv.- Planning Air Serv.	805.00	15,000.00	-14,195.00	5.4%
6050-13 · Prof. Serv.-Website Des.& Maint	148.75			
6050-15 · Prof. Serv. - Public Outreach	3,828.35	20,000.00	-16,171.65	19.1%
6050-16 · Professional Services - SCASDP	2,237.20			
Total 6050-00 · PROFESSIONAL SERVICES	91,507.38	132,000.00	-40,492.62	69.3%
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				
6060-01 · Maint.-Office Equip./Gen.	143.64	10,000.00	-9,856.36	1.4%
6060-04 · Maintenance - Copier	2,391.35			
6060-05 · Maintenance - Phone	1,393.20			
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	3,928.19	10,000.00	-6,071.81	39.3%
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-01 · Rent/Lease - Office Equip./Gen	0.00	3,400.00	-3,400.00	0.0%
6070-02 · Rent/Lease - Postage Meter	656.00	1,400.00	-744.00	46.9%
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	656.00	4,800.00	-4,144.00	13.7%
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 · Dues/Memberships/Publications	12,959.93	15,000.00	-2,040.07	86.4%
6080-02 · Membership - Internet/Website	110.45			
6080-04 · Airport Marketing	3,509.37	25,000.00	-21,490.63	14.0%
6080-06 · Marketing - SCASDP	5,388.13	225,000.00	-219,611.87	2.4%
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E	21,967.88	265,000.00	-243,032.12	8.3%
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	1,391.96	1,500.00	-108.04	92.8%
Total 6090-00 · POSTAGE	1,391.96	1,500.00	-108.04	92.8%
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	1,863.00	25,000.00	-23,137.00	7.5%
6100-02 · Education/Training - OPS	1,256.50			
6100-03 · Education/Training - ARFF	7,843.92			
6100-05 · Education - Neighborl Flight	794.00			
6100-07 · Education - Public Outreach	2,017.81			
Total 6100-00 · EDUCATION/TRAINING	13,775.23	25,000.00	-11,224.77	55.1%
6110-00 · CONTRACTS				
6110-01 · Contracts - General	12,281.00			
6110-02 · Contracts - FMAA	19,600.00	33,600.00	-14,000.00	58.3%
6110-03 · Contracts - SVA/Fee Collection	34,300.00	58,900.00	-24,600.00	58.2%
6110-04 · Contracts - COH LEO	1,904.00	10,000.00	-8,096.00	19.0%
6110-05 · Contracts - Janitorial	8,934.20	20,000.00	-11,065.80	44.7%

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6110-06 · Electronic Filing System	8,050.00	13,800.00	-5,750.00	58.3%
6110-07 · Contracts - Snow Removal	0.00	15,000.00	-15,000.00	0.0%
6110-08 · Contracts - Eccles Tree Lights	30,000.00	30,000.00	0.00	100.0%
6110-09 · Contracts - Website	240.00	350.00	-110.00	68.6%
6110-10 · Online Email Server Access	1,299.29	2,500.00	-1,200.71	52.0%
6110-11 · Contracts -Security CMS	24,850.00	50,000.00	-25,150.00	49.7%
Total 6110-00 · CONTRACTS	141,458.49	234,150.00	-92,691.51	60.4%
6120-00 · PERMITS				
6120-01 · Permits - General	23.00	100.00	-77.00	23.0%
Total 6120-00 · PERMITS	23.00	100.00	-77.00	23.0%
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	5,863.21	6,500.00	-636.79	90.2%
6140-00 · Bank Fees	262.60	1,000.00	-737.40	26.3%
Total 6130-00 · MISCELLANEOUS EXPENSES	6,125.81	7,500.00	-1,374.19	81.7%
Total "B" EXPENSES - ADMINISTRATIVE	443,091.25	895,008.60	-451,917.35	49.5%
"B" EXPENSES - OPERATIONAL				
6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI				
6500-01 · Supplies/Equipment - General	1,440.54	10,000.00	-8,559.46	14.4%
6500-02 · Supplies/Equipment - Tools	1,895.65			
6500-03 · Supplies/Equipment - Clothing	1,367.26			
6500-04 · Supplies/Equipment - Janitorial	9,825.42			
6500-05 · Supplies/Equipment - Deice	25,691.75	15,000.00	10,691.75	171.3%
6500-06 · Supplies/Equipment - ARFF	2,469.99	5,000.00	-2,530.01	49.4%
Total 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI	42,690.61	30,000.00	12,690.61	142.3%
6510-00 · FUEL/LUBRICANTS				
6510-01 · Fuel/Lubricants - General	33.39	45,000.00	-44,966.61	0.1%
6510-02 · Fuel	18,353.83			
Total 6510-00 · FUEL/LUBRICANTS	18,387.22	45,000.00	-26,612.78	40.9%
6520-00 · VEHICLES/MAINTENANCE				
6520-01 · R/M Equipment - General	2,805.90	25,000.00	-22,194.10	11.2%
6520-02 · R/M Equip. '93 Schmidt Snow	1,678.70			
6520-08 · R/M Equip. - '96 Tiger Tractor	515.91			
6520-17 · R/M Equip. '01 Case 921 Ldr.	98.00			
6520-19 · R/M Equip. '02 Ford F-150 PU	1,511.68			
6520-20 · R/M Equip. - '02 Kodiak Blower	11,129.90			
6520-24 · R/M Equip. - '01 Ford F-250	439.71			
6520-25 · R/M Equip. - '04 Batts De-Ice	12.52			
6520-29 · R/M Equip. - 2010 Wausau Plow	6,068.55			

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6520-30 · R/M Equip. - '05 Ford F-350	3,184.60			
Total 6520-00 · VEHICLES/MAINTENANCE	27,445.47	25,000.00	2,445.47	109.8%
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. General	450.33	7,000.00	-6,549.67	6.4%
6530-04 · ARFF Maint. - Radios	492.32			
6530-05 · ARFF Maint. - '03 E-One	2,076.21			
Total 6530-00 · ARFF MAINTENANCE	3,018.86	7,000.00	-3,981.14	43.1%
6540-00 · REPAIRS/MAINTENANCE - BUILDING				
6540-01 · R/M Bldg. - General	871.32	29,000.00	-28,128.68	3.0%
6540-02 · R/M Bldg. - Terminal	5,724.82			
6540-03 · R/M Bldg. - Shop	1,298.02			
6540-04 · R/M Bldg. - Cold Storage	4,224.88			
6540-05 · R/M Bldg. - Manager's Bldg.	221.65			
6540-07 · R/M Bldg. - Tower	1,473.78			
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	13,814.47	29,000.00	-15,185.53	47.6%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	48.97	12,000.00	-11,951.03	0.4%
6550-04 · R/M - Lights	2,336.80			
6550-05 · R/M - Grounds	665.00			
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	3,050.77	12,000.00	-8,949.23	25.4%
6560-00 · SECURITY EXPENSE				
6560-01 · Security	7,684.70	20,000.00	-12,315.30	38.4%
Total 6560-00 · SECURITY EXPENSE	7,684.70	20,000.00	-12,315.30	38.4%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	6,300.00	25,000.00	-18,700.00	25.2%
6570-02 · R/M Aeronautical Equip. - Tower	2,546.00			
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	13,353.00			
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	22,199.00	25,000.00	-2,801.00	88.8%
Total "B" EXPENSES - OPERATIONAL	138,291.10	193,000.00	-54,708.90	71.7%
Total "B" EXPENDITURES	581,382.35	1,088,008.60	-506,626.25	53.4%
"C" EXPENSES				
7000-00 · MISC. CAPITAL EXPENDITURES				
7000-01 · Contingency	0.00	20,000.00	-20,000.00	0.0%
7000-03 · Landscaping	0.00	0.00	0.00	0.0%
7000-05 · Computer Equipment/Software	5,525.82	30,000.00	-24,474.18	18.4%
7000-08 · ATC Equipment	5,945.00			
7000-24 · ARFF Radios	5,294.36			

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7000-26 · Acquisition - Licensed Vehicles	0.00	0.00	0.00	0.0%
7000-34 · Security Upgrades/Equipment	0.00	16,000.00	-16,000.00	0.0%
7000-41 · Terminal Air Service Support	0.00	20,000.00	-20,000.00	0.0%
7000-42 · Runway Improvements	0.00	200,000.00	-200,000.00	0.0%
7000-43 · Parking Lot Improvements	0.00	500,000.00	-500,000.00	0.0%
7000-44 · Materials for Bench Fabrication	0.00	2,000.00	-2,000.00	0.0%
7000-45 · Heavy Duty Shelving	0.00	2,500.00	-2,500.00	0.0%
7000-46 · Tower Roof	0.00	4,000.00	-4,000.00	0.0%
7000-47 · New Office Improvements	0.00	40,000.00	-40,000.00	0.0%
7000-48 · 139 Compliance Rep. Software	0.00	3,500.00	-3,500.00	0.0%
7000-49 · Heavy Duty Air Over Hydraulic J	0.00	4,000.00	-4,000.00	0.0%
7000-50 · Welding Equipment	0.00	4,500.00	-4,500.00	0.0%
7000-51 · Impact Compressor Gun	0.00	3,500.00	-3,500.00	0.0%
Total 7000-00 · MISC. CAPITAL EXPENDITURES	16,765.18	850,000.00	-833,234.82	2.0%
7539-00 · AIP '39 EXPENSE - Imp. ALP				
7539-03 · AIP '39 -AIP/PFC	62,218.65			
7539-04 · AIP '39 RETAINER	91,066.13			
Total 7539-00 · AIP '39 EXPENSE - Imp. ALP	153,284.78			
7540-00 · AIP '40/PFC EXPENSE - Safety Ar				
7540-01 · AIP '40	112.50	9,375,000.00	-9,374,887.50	0.0%
7540-02 · AIP '40 Non-Eligible	86,044.17			
7540-03 · AIP '40 AIP/PFC	8,300,173.45			
7540-04 · AIP '40 Non Eligible - Terminal	49,939.60	990,750.00	-940,810.40	5.0%
7540-05 · AIP '40 AIP 40/PFC 14	0.00	401,000.00	-401,000.00	0.0%
7540-06 · AIP '40 Non-Eligible - OPS/Adm.	258,216.83			
7540-07 · AIP '40 RETAINER				
7540-09 · Project 5 Retainer	82,684.96			
7540-10 · AOB Retainage	-13,198.52			
7540-11 · Terminal Retainer	-503,561.00			
7540-12 · Non-Eligible OPS Retainer	-9,638.21			
7540-13 · Non-Eligible Terminal Retainer	-8,360.49			
7540-07 · AIP '40 RETAINER - Other	40,081.68			
Total 7540-07 · AIP '40 RETAINER	-411,991.58			
Total 7540-00 · AIP '40/PFC EXPENSE - Safety Ar	8,282,494.97	10,766,750.00	-2,484,255.03	76.9%
7541-00 · AIP 41 SA Ph. III -Runway/Term.				
7541-01 · AIP '41	1,076,070.32	7,500,000.00	-6,423,929.68	14.3%
7541-02 · AIP '41 - Non-Eligible	60,985.44			
7541-05 · Non-Eligible - TSA	5,039.46			
7541-06 · Non-Eligible - Terminal	38,008.62			
7541-07 · AIP '41 RETAINER	-28,115.80			

3:24 PM

06/16/15

Accrual Basis

Friedman Memorial Airport

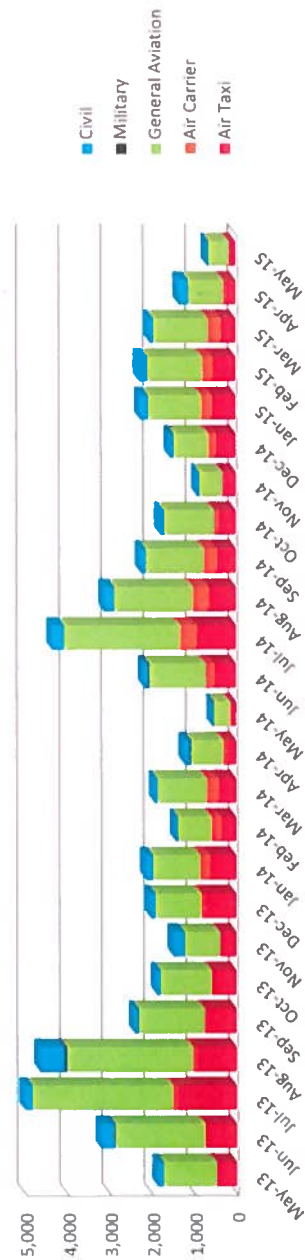
Profit & Loss Budget vs. Actual Combined

October 2014 through April 2015

	Oct '14 - Apr 15	Budget	\$ Over Budget	% of Budget
Total 7541-00 · AIP 41 SA Ph. III -Runway/Term.	1,151,988.04	7,500,000.00	-6,348,011.96	15.4%
9001-00 · PFC 14-09-C-00-SUN				
9001-02 · PFC '14 Acquire SRE	4,344.95	500,000.00	-495,655.05	0.9%
9001-03 · PFC '14 Master Plan	237,106.98	550,000.00	-312,893.02	43.1%
9001-04 · PFC '14 Relocate SW Taxilane By	2,298.00			
9001-05 · PFC '14 Relocate GA Apron	1,849.91			
9001-06 · PFC '14 Perimeter Fence Relocat	159.34			
9001-07 · PFC '14 RSA Grading	19,717.00			
9001-08 · PFC '14 Relocate Taxiway A & B	32,171.67			
9001-09 · PFC '14 Relocate Power to PAPI	462.85			
9001-10 · PFC '14 Relocate AWOS	13.45			
9001-11 · PFC '14 Relocate SRE/ARFF Bldg.	203,660.21			
9001-12 · PFC '14 Relocate Terminal Apron	33,884.00			
9001-13 · PFC '14 Relocate Cargo Apron	10,974.22			
9001-14 · PFC '14 Relocate Hangars	14,722.59			
9001-15 · PFC '14 Rehab Terminal Bldg.	306,430.72			
9001-16 · PFC '14 Relocate N. Taxilane	2,459.52			
9001-17 · PFC '14 Relocate Central Bypass	13.61			
9001-18 · PFC '14 Runway Rehabilitation	12,945.99			
9001-20 · PFC '14 RETAINER	-22,474.45			
9001-00 · PFC 14-09-C-00-SUN - Other	0.00	1,125,000.00	-1,125,000.00	0.0%
Total 9001-00 · PFC 14-09-C-00-SUN	860,740.56	2,175,000.00	-1,314,259.44	39.6%
Total "C" EXPENSES	10,465,273.53	21,291,750.00	-10,826,476.47	49.2%
Total EXPENDITURES	11,866,842.79	23,724,414.71	-11,857,571.92	50.0%
Total Expense	11,866,842.79	23,724,414.71	-11,857,571.92	50.0%
Net Ordinary Income	-3,611,193.36	-3,875,798.71	264,605.35	93.2%
Other Income/Expense				
Other Income	271.03			
Finance Charges				
Total Other Income	271.03			
Net Other Income	271.03	0.00	271.03	100.0%
Net Income	-3,610,922.33	-3,875,798.71	264,876.38	93.2%

ATCT Traffic Operations Record

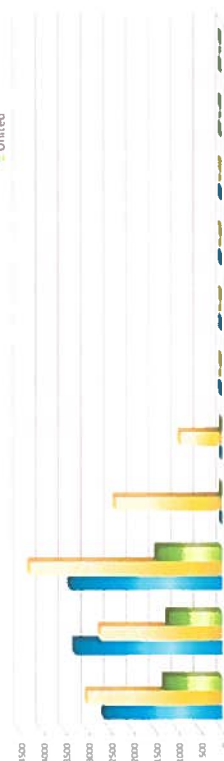
Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
January	3,622	3,893	3,912	2,600	3,028	2,787	4,547	2,520	2,070	2,379	2,408	2,098	2,454	2,128	2,249
February	4,027	4,498	3,073	3,122	3,789	3,597	3,548	2,857	2,244	2,647	2,117	2,205	2,612	1,417	2,268
March	4,952	5,126	3,086	4,097	3,618	2,918	4,677	3,097	2,145	2,709	1,813	1,921	2,753	1,924	2,023
April	2,494	3,649	2,213	2,840	2,462	2,047	2,581	2,113	1,724	1,735	1,604	1,513	1,509	1,210	1,337
May	3,905	4,184	2,654	3,282	2,729	2,134	1,579	2,293	2,280	1,891	1,533	1,693	1,852	555	668
June	4,787	5,039	4,737	4,438	3,674	3,656	5,181	3,334	2,503	3,019	2,898	2,761	3,203	2,164	-
July	6,359	8,796	6,117	5,910	5,424	5,931	7,398	4,704	4,551	5,005	5,004	4,810	5,345	4,345	-
August	6,479	6,917	5,513	5,707	5,722	6,087	8,196	4,570	4,488	4,705	4,326	3,823	4,644	3,114	-
September	3,871	4,636	4,162	4,124	4,609	3,760	4,311	2,696	3,376	3,128	3,359	2,396	2,403	2,237	-
October	3,879	3,656	3,426	2,936	3,570	3,339	3,103	2,134	2,145	2,012	1,886	1,658	1,874	1,760	-
November	3,082	2,698	2,599	2,749	2,260	2,912	2,892	1,670	1,901	1,309	1,114	1,325	1,475	908	-
December	3,401	2,805	3,247	3,227	2,722	3,834	2,699	1,848	2,272	1,811	2,493	2,066	2,016	1,545	-
Totals	50,858	55,897	44,739	45,032	43,607	43,002	50,712	33,836	31,699	32,350	30,555	28,269	32,140	23,307	8,545

Operations
2012-2015
(Cumulative)ATCT Operations Change
(current month vs. same month last year)

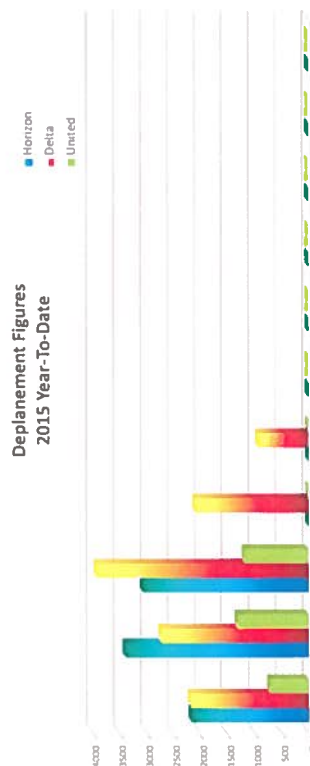
	2015	2014	% Change
Air Taxi	133	109	22%
Air Carrier	26	35	-26%
General Aviation	475	380	25%
Military	10	15	-33%
Civil	24	16	50%
Total	668	555	20.36%

2015 Enplanements												
Date	Alaska Airlines				Delta Airlines				United Airlines			
	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue
Jan-15	2,562	54	2,616	3,058	-14%	2,945	51	2,996	2,585	16%	1,240	37
Feb-15	3,205	56	3,261	2,947	11%	2,616	87	2,703	2,311	17%	1,169	25
Mar-15	3,266	96	3,362	3,285	2%	4,160	104	4,264	3,394	26%	1,395	42
Apr-15	0	0	0	530	-100%	2,296	77	2,373	2,118	12%	0	0
May-15	0	0	0	0	0%	915	20	935	823	14%	0	0
Totals	9,033	206	9,239	9,820	-6%	12,932	339	13,271	11,231	18%	3,804	104
Legend for Chart:												
Date	Alaska Airlines				Delta Airlines				United Airlines			
	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue
Jan-15	2,113	55	2,168	2,432	-11%	2,117	59	2,176	1,901	14%	690	32
Feb-15	3,338	52	3,390	2,631	29%	2,654	75	2,729	2,386	14%	1,306	13
Mar-15	2,967	99	3,066	3,031	1%	3,815	104	3,919	2,926	34%	1,130	62
Apr-15	0	0	0	425	-100%	2,021	71	2,092	1,867	12%	0	0
May-15	0	0	0	0	0%	899	29	928	833	11%	0	0
Totals	8,418	206	8,624	8,519	1%	11,506	338	11,844	9,913	19%	3,126	107
Legend for Chart:												
Date	Alaska Airlines				Delta Airlines				United Airlines			
	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue
Jan-15	2,113	55	2,168	2,432	-11%	2,117	59	2,176	1,901	14%	690	32
Feb-15	3,338	52	3,390	2,631	29%	2,654	75	2,729	2,386	14%	1,306	13
Mar-15	2,967	99	3,066	3,031	1%	3,815	104	3,919	2,926	34%	1,130	62
Apr-15	0	0	0	425	-100%	2,021	71	2,092	1,867	12%	0	0
May-15	0	0	0	0	0%	899	29	928	833	11%	0	0
Totals	8,418	206	8,624	8,519	1%	11,506	338	11,844	9,913	19%	3,126	107

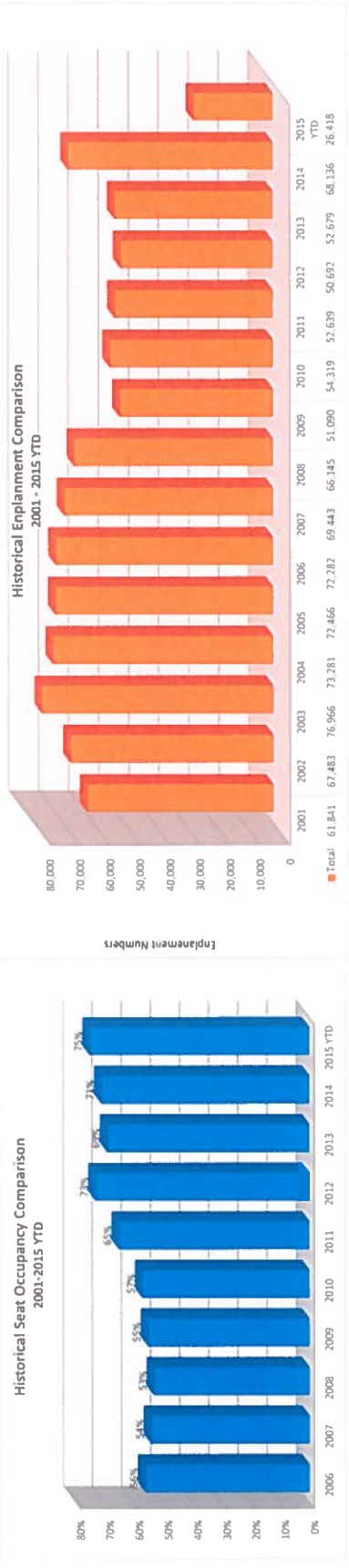
Enplanement Figures
2015 Year-To-Date



Depanement Figures
2015 Year-To-Date



2015 Seat Occupancy																
Date	Alaska Airlines				Delta Airlines				United Airlines				Seat Occupancy Totals			Seat Occupancy Totals Prior Year Month-to-Month Comparison
	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Total Seats Available	Total Seats Occupied	Total Percent Occupied	
Jan-15	44	3,344	2,616	78%	56	3,864	2,996	78%	31	2,046	1,277	62%	9,254	6,889	74%	4%
Feb-15	55	4,180	3,261	78%	51	3,519	2,703	77%	29	1,914	1,194	62%	9,613	7,158	74%	17%
Mar-15	55	4,180	3,362	80%	79	5,451	4,264	78%	33	2,178	1,437	66%	11,809	9,063	77%	15%
Apr-15	0	0	0	0%	51	3,519	2,373	67%	0	0	0	0%	3,519	2,373	67%	-12%
May-15	0	0	0	0%	18	1,242	935	75%	0	0	0	0%	1,242	935	75%	-10%
Totals	154	11,704	9,239	79%	255	17,595	13,271	75%	93	6,138	3,908	64%	35,437	26,418	75%	14%
Note: Total of 68 Seats Available on aircraft for summer months Total of 76 Seats Available on aircraft for winter months Total of 69 Seats Available on aircraft Total of 70 Seats starting in July																
*Seats are capped at 68 during some periods in the summer due to weight and balance requirements and other times of the year seats may be capped due to environmental conditions																



ATTACHMENT #5

**American Association of Airport Executives (AAAE)/
U.S. Contract Tower Association (USCTA)
Contract Tower 2015 FAA Reauthorization and
FY '16 Appropriations Recommendations**

**FAA Contract Tower Background – *The Government/Industry Partnership
Dedicated to Air Traffic Safety***

- The FAA Contract Tower Program (FCT) continues to enjoy strong bipartisan and bicameral support in Congress in recognition of the enhanced safety, improved air traffic control services, and significant FAA cost savings these control towers provide the agency and taxpayers – results that have been validated repeatedly by the Department of Transportation’s Office of Inspector General, including the latest audit of November 2012. Currently, 252 airports in 46 states participate in the program (236 in the fully funded program and 16 in the cost-share program).
- To illustrate the cost-effectiveness of the program to taxpayers, according to FAA statistics, the towers in the FCT Program handle approximately **28 percent** of all U.S. tower operations, but account for just **14 percent** of FAA’s overall budget allotted to air traffic control tower operations.
- As a result of this 33-year highly successful government/industry partnership, the FCT Program: (1) enhances aviation safety at airports that otherwise would not have a tower; (2) provides significant cost savings to FAA and taxpayers; (3) plays a key role in connecting smaller airports and rural communities with the national air transportation system; (4) helps smaller airports retain and develop commercial air service and general aviation; (5) promotes economic development and creates jobs locally; and (6) consistently receives high marks for customer service from aviation users (pilots, airlines, FBOs, flight schools and corporate flight departments).
- All federal contract controllers, the vast majority of whom are former FAA or military controllers, are FAA-certified air traffic controllers who meet the identical training and operating standards as FAA-employed controllers. FAA controls and oversees all aspects of the FCT Program, including operating procedures, staffing plans, certification and medical tests of contract controllers, security and facility evaluations. Also, approximately 80 percent of all contract controllers are veterans.
- Federal contract towers operate together with FAA-staffed facilities throughout the country as part of a unified national air traffic control system.
- Without a federal program that provides necessary funding, sets safety and training standards, certifies operations and monitors all aspects of contract tower facilities, many of these towers would be forced to close.

For further information or questions, please contact Spencer Dickerson of AAAE/USCTA (703/824-0500, ext. 130; sdickerson@aaae.org)

AAAE/USCTA LEGISLATIVE RECOMMENDATIONS IN THE 2015 FAA REAUTHORIZATION LEGISLATION AND FY '16 APPROPRIATIONS FOR THE FAA CONTRACT TOWER PROGRAM

FAA Reauthorization Recommendations

FAA is working to revise the benefit/cost criteria for the contract tower program in a manner that could close some contract towers and/or unfairly shift tower staffing costs to the vast majority of airports with contract towers. AAAE/USCTA's reauthorization recommendations, which the airport industry believes will remove the uncertainty that has been hanging over contract towers the past few years and provide stability to airports, include:

- *Except for cost-share towers, eliminate the annual benefit/cost (b/c) analysis unless an airport's annual traffic drops by more than 25 percent annually;*
- *Prohibit FAA from adding non-site specific/indirect costs to b/c's (i.e. airways facilities costs, depreciation, etc.);*
- *Remove the \$2 million cap on AIP eligibility for contract tower construction to be consistent with other AIP-eligible projects, and*
- *Ensure that airports have an adequate opportunity to respond to an unfavorable cost-benefit analysis.*

AAAE/USCTA have provided full details and suggested legislative language on these proposals to staff of the House Transportation & Infrastructure (T&I) Committee and the Senate Commerce, Science and Transportation Committee. Thirty one (31) Senators and 102 House members signed group letters and sent to the T&I and Commerce Committee leaders in support of our proposals for reauthorization.

Additionally, AAAE/USCTA have discussed with the House T&I and Senate Commerce committees staff the importance of making sure the contract tower program is protected in a potential non-profit ATC corporation that is being considered by Congress as part of FAA reauthorization.

Hill Request – Please contact the House T&I Committee staff and Senate Commerce Committee staff in support of the AAAE/USCTA contract tower legislative proposals for FAA reauthorization as outlined above.

FY '16 Appropriations Recommendation

As Congress continues work on the Department of Transportation/Federal Aviation Administration FY 2016 appropriations bill, the airport industry urges Congress to include the following statutory bill language under the FAA "Operations" section that would provide dedicated funding for the Contract Tower Program:

Provided further, that of the funds appropriated under this heading, not less than \$154,400,000 shall be for the fully funded and cost-share towers in the contract tower program.

Events of the past couple of years have made it abundantly clear that the FAA Contract Tower Program enjoys strong bipartisan support in both chambers of Congress. As such, the airport industry requests that Congress include dedicated and full funding for the program in FY 2016 and extend the bill language that was adopted in the FY 2015 spending bill.

The House approved on June 10 the DOT/FAA appropriations spending bill for FY 2016 that includes \$154.4 million in statutory bill language for the program. The Senate Transportation Appropriations Subcommittee will consider the DOT/FAA FY 2016 spending bill on June 23.

Twenty six (26) Senators and 72 House members signed group letters and sent to the leaders of the Appropriations Committees in support of our funding recommendation.

Hill Request – Please encourage congressional officials to support \$154.4 million in statutory bill language for the contract tower program in the final FY 2016 DOT/FAA appropriations bill.



Rabbit Ears Muddy Pass



45°

Fair

Hi: 72° Lo: 50°



Courtesy photo

Alaska Airlines began serving Yampa Valley Regional Airport with direct ski season flights from Seattle in December 2013

Strong fares, low fuel costs add up to \$15.44 per passenger for Steamboat's winter air program

By Tom Ross

Friday, June 12, 2015

Share this

Email, Facebook, Twitter, LinkedIn

Discuss

13 comments

ADVERTISEMENT

You Need to Click Here and Read This!

Hot (and Cold) Areas in Steamboat's Single Family Home Market

There are four primary group equity markets surrounding Steamboat Springs. The data in this study is from the Steamboat Springs Market using for sale - in order to understand the market as it is. The information in this section is from the 1st of the year to date - in other words, the data presented is often not actually from the 1st of the year to date. The data presented is often not actually from the 1st of the year to date. The data presented is often not actually from the 1st of the year to date. The data presented is often not actually from the 1st of the year to date.

DouglasLabor

Steamboat Springs — Resort and city of Steamboat Springs air service officials went into executive session Friday to talk about prospective contract terms connected with adding new cities to the existing roster of 11 served by direct flights to Yampa Valley Regional Airport in Hayden during ski season.

Steamboat Ski & Resort Corp.'s Airline Program Director Janet Fischer told members of the board of the Local Marketing District that among the hub

cities that airlines have been asked about, but not necessarily those discussed at the end of Friday's meeting, were New York/LaGuardia, Philadelphia, Phoenix, Charlotte, North Carolina, Detroit, Salt Lake City, San Diego and several major cities in Florida.

If you go

What: Celebration of the upcoming June 25 reopening of the runway at Yampa Valley Regional

"Our goal for 2015/2016 is to maintain our 11 core flights in place and to continue to grow ... and also looking at expanding into new markets," Fischer said. "We look for other hubs. A hub city that connects to up to 100 cities works well for us. We don't, at this time, have a new one confirmed to be announced."

Airport. Free hot dogs and hamburgers. Bring bicycles, inline skates and skateboards for a rare chance to ride down the two-mile-long newly resurfaced runway.

When: 11:30 a.m. to 3:30 p.m. Sunday, June 14

Where: Yampa Valley Regional Airport, Routt County Road 51, Hayden

Fischer was speaking to the board of the Local Marketing District. Its members advise the Steamboat Springs City Council on the use of public tax dollars — lodging tax and general sales tax — used in combination with Ski Corp. funds and modest contributions from the business community at large, to put up minimum revenue guarantees needed to secure service contracts with the airlines.

Fischer's remarks came after she announced strong positive financial performance for the 2014-15 winter airline program. Low fuel costs for the airlines that were passed along to the Steamboat flight program, combined with higher average fares paid by travelers on "almost every flight," were the main reasons given for the strong yields on the flights.

The result, Fischer said, was that the airline program will pay the airlines \$1.163 million compared to the maximum exposure in the combined contracts of \$4.47 million. She said on a percentage basis, the 26 percent of maximum guarantees owed the airlines this year is the lowest in nine years (keeping in mind that gross max revenue guarantees have gone up in the time) compared to the next lowest payout of 54 percent in 2006-07.

The strong fiscal performance also dropped the cost per passenger for the airline program to \$15.44 compared to \$42 the previous winter.

At the same time the fiscal performance of the airline program dropped last winter, the number of passengers arriving at YVRA during ski season rose 7.6 percent from 70,000 in 2013-14 to 75,320 in 2014-15 with the help of an additional 8,400 inbound seats.

Really, Fischer said, the positive numbers are the result of applying the strategy of matching additional capacity, or seats, to the days of the week and the days on the calendar when demand is highest.

Passengers pay higher fares on high demand days, but the revenue increase is about more than that. The airline program also reaped the benefit of higher revenues generated by passengers purchasing economy-plus seats, fees for checked bags and purchasing food and beverages.

In addition to looking into adding new cities of flight origin for the coming winter, Fischer said, the program has met with officials of United, American, Alaska and Delta Airlines to talk about growing the capacity of existing non-stops either by securing larger aircraft or, in some cases, increasing frequency.

Nine of 11 routes, including Dallas, Houston, Los Angeles, Seattle, Chicago, Newark, San Francisco, Washing/Dulles and Denver, have been loaded in travel computers for two months, Fischer said.

Delta's flights from Atlanta and Minneapolis are due to be loaded June 20.

To reach Tom Ross, call 970-871-4205, email tross@SteamboatToday.com or follow him on Twitter [@ThomasSRoss1](https://twitter.com/ThomasSRoss1)




More like this story

[Steamboat ski season flight program boosts inbound capacity by 21 percent on Saturdays](#)
[Steamboat ski season flight program seeks new destination cities, focuses seats on peak demand days](#)
[Air travel to Yampa Valley Regional Airport down for summer](#)
[Winter airline program projected to be \\$1 million under cap](#)

[Improved load factors, higher fares boost Steamboat airline program reserves](#)


Comments

- 

Scott Wedel 2 days, 11 hours ago 0


That is overall good news.

But the headline is a lie. It is dividing the program's total costs by the total number of YVRA passengers, instead of number of passengers on the program's flights.

[Sign in to suggest removal](#) [Please Login and/or Verify your account to reply](#)
- 


Eric Morris 2 days, 5 hours ago 0

"When the legend becomes fact... print the legend".

[Sign in to suggest removal](#) [Please Login and/or Verify your account to reply](#)
- 


George Krawzoff 2 days, 2 hours ago 0

Was the \$42 calculated on the same basis as the \$15?

[Sign in to suggest removal](#) [Please Login and/or Verify your account to reply](#)
- 


Scott Wedel 2 days, 1 hour ago 0

Yes.

[1 reply](#) [Sign in to suggest removal](#) [Please Login and/or Verify your account to reply](#)
- 


Jerry carlton 1 day, 22 hours ago 0

Paying taxes on groceries to bring well to do tourists on ski vacations is still wrong.

[Sign in to suggest removal](#) [Please Login and/or Verify your account to reply](#)
- 

mark hartless 4 hours ago 0

Of course it is.

[Sign in to suggest removal](#) [Please Login and/or Verify your account to reply](#)
- 


Scott Wedel 1 day, 21 hours ago 0

This lie should be concerning on two levels.

First is that they are willing to lie to the public.

Second, that they think with the newspaper's cooperation that they will be able to get away with it.

This paper's willingness to print lies from the Chamber does the paper a disservice. Similar lie as claiming the lodging index predicts number of tourists when it was developed to count the total number of pillows in occupied lodging and is known to substantially overstate the actual number of tourists.


[Sign in to suggest removal](#) [Please Login and/or Verify your account to reply](#)
- 

mark hartless 1 day, 19 hours ago 0

"...Low fuel costs for the airlines that were passed along to the Steamboat flight program, combined with higher average fares paid by travelers on "almost every flight," were the main reasons given for the strong yields on the flights."


Here is an example of how Steamboat and all it's citizens benefit from vigorous oil production. Low fuel prices help just about everybody.

Don't believe the lie.. We absolutely CAN "drill our way out".

[Sign in to suggest removal](#) [Please Login and/or Verify your account to reply](#)
- 


George Krawzoff 1 day, 4 hours ago 0

Why don't I feel the "we?"

[Sign in to suggest removal](#) [Please Login and/or Verify your account to reply](#)
- 

Russell scott 21 hours, 32 minutes ago 0

Our family just finished a free bike ride at the Hayden Airport and a Free Lunch. ☺ How about now giving us a reduced airfare.

[Sign in to suggest removal](#) [Please Login and/or Verify your account to reply](#)
- 

0



mark hartless 4 hours 4 minutes ago

"The strong fiscal performance also dropped the cost per passenger for the airline program to \$15.44 compared to \$32 the previous winter."

THAT is the "we"!.

The price of oil dropping, and cost of the airline program going down, are far easier to correlate for many people than the link between a wet May and global warming...

Drill baby drill...

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Tom Willman 1 hour 44 minutes ago

0

Nothing seems to work in this country without a "subsidy". This is what you call "sustainable growth"? Ha! Gimma some of what ya'll are smoking!

Cheers!

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Rick Baird

From: Carol Waller <carol@flysunvalleyalliance.com>
Sent: Monday, June 15, 2015 7:59 AM
To: 'Eric Seder'; dfenton@mdfrealtors.com; 'Jack Sibbach'; 'Ron McNeill'; Rick Baird
Subject: FW: RELEASE: SkyWest Adds Eight Embraer E175s to Fleet, Replacing Older Regional Jets for Alaska Airlines Flying

From: Alaska Airlines News [mailto:news.alerts@alaskaair.com]
Sent: Monday, June 15, 2015 6:20 AM
To: Alaska Airlines News
Subject: RELEASE: SkyWest Adds Eight Embraer E175s to Fleet, Replacing Older Regional Jets for Alaska Airlines Flying

SkyWest Adds Eight Embraer E175s to Fleet, Replacing Older Regional Jets for Alaska Airlines Flying

Inflight amenities include Wi-Fi and inflight entertainment

6/15/2015 5:19:47 AM

St. George, Utah — SkyWest Airlines announced today that they will purchase eight new, dual-class Embraer E175 jets to fly for Alaska Airlines. The new planes, to be delivered in 2016, will replace eight older regional jets SkyWest currently flies for the Seattle-based carrier.

The announcement comes the same month SkyWest takes ownership of the first of seven E175s purchased last fall to be flown for Alaska under a capacity purchase agreement (CPA). The regional carrier will begin flying the planes for Alaska on July 1 with the start of new service from Seattle to both Milwaukee and Oklahoma City, and between Portland, Oregon and St. Louis.

"We're pleased to enhance our Alaska Airlines partnership with these new aircraft," said SkyWest, Inc. President Chip Childs. "Our first E175 flights for Alaska will launch next month, and we look forward to continually improving the product we provide to our partner and their customers with eight additional E175 aircraft next year."

The 76-seat E175 jet will feature 12 seats in first class and 64 in coach. Onboard amenities include Alaska Beyond Entertainment featuring free short subject videos and movies and TV shows for purchase direct to customer devices. Inflight Internet access is also available, as well as Alaska Beyond Delicious which offers Pacific Northwest-inspired food and beverages. Additionally, customers seated in first class will enjoy 110 volt power in every seat.

"The E175 is an excellent regional aircraft that offers customers comforts similar to our mainline jets," said Andrew Harrison, executive vice president and chief revenue officer for Alaska Airlines. "The spacious E175 is particularly well-suited for long, thin routes that are too far for our existing regional aircraft."

SkyWest expects to retire its current regional jet fleet flying for Alaska by fall of 2016.

Editor's note: A high-resolution photo of the Embraer E175 is available for download from Alaska Airlines' online image gallery at <http://bit.ly/1B8G4AW>.

About Alaska Airlines

Alaska Airlines, a subsidiary of Alaska Air Group (NYSE: ALK), together with its partner regional airlines, serves more than 100 cities through an expansive network in the United States, Canada and Mexico. Alaska Airlines ranked "Highest in Customer Satisfaction Among Traditional Carriers in North America" in the J.D. Power North American Airline Satisfaction Study for eight consecutive years from 2008 to 2015. Alaska Airlines' Mileage Plan also ranked "Highest in Customer Satisfaction with Airline Loyalty Rewards Programs" in the J.D. Power 2014 and 2015 Airline Loyalty/Rewards Program Satisfaction Report. For reservations, visit www.alaskaair.com. For more news and information, visit the Alaska Airlines Newsroom at www.alaskaair.com/newsroom.

About SkyWest Airlines

SkyWest Airlines, a subsidiary of SkyWest, Inc. (NASDAQ: SKYW), was named on Forbes 'America's Best Employers 2015' list. As a leading air service provider offering global access to millions of people each month, SkyWest partners with the world's largest network carriers including United Airlines, Delta Air Lines, American Airlines, US Airways and Alaska Airlines. With a fleet of 336 aircraft, SkyWest's more than 10,400 aviation professionals operate nearly 1,800 flights each day to 195 destinations throughout North America. SkyWest is known for its industry-leading workforce, exceptional leadership team, and continued solid operational and economic performance. The airline is headquartered in St. George, Utah. Visit www.skywest.com for more information and follow @SkyWestAirlines on Twitter.

This story is also posted online at <http://www.alaskaair.com/newsroom/>. To unsubscribe to these news alerts, [click here](#) or visit http://www.alaskasworld.com/newsroom/change_unsubscribe.asp

Have questions?

If you need assistance, please call or e-mail 206-392-5101 or newsroom@alaskaair.com

Rick Baird

From: Barbara Cook <barbara.cook@aaae.org>
Sent: Tuesday, June 16, 2015 8:16 PM
To: Rick Baird
Subject: Airport Report Today, June 17, 2015



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DELIVERING THE NEWS YOU NEED ■ AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES ■ JUNE 17, 2015

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Rep. Shuster Outlines Plan To Separate ATO From FAA

Rep. Bill Shuster (R-Pa.), chairman of the House Transportation and Infrastructure Committee, this week outlined his plans to separate the Air Traffic Organization from FAA by creating a "federally chartered, fully independent, not-for-profit corporation." The plan is expected to be the cornerstone of the committee's FAA reauthorization bill.

The U.S. aviation system is at a crossroads, Shuster said, and warned that continuing on the current course would lead to failure. "What we need is a U.S. aviation system that's built for the future. And we need to move forward now."

Shuster said that his plan would save taxpayers billions of dollars annually and put an end to "wasting billions more on failed modernization efforts." He noted, "In the last 20 years, 50 countries around the world have successfully separated out their ATC service. In virtually every place this has been done, safety levels have been maintained or improved, ATC systems have been modernized, service has been improved, and costs have been generally reduced."

FEATURED MEETING

20th Annual North America/Central Europe Airport Issues Conference
October 19 - 21, 2015 | Dubrovnik, Croatia (Hrvatska)

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



UPCOMING EVENTS

Shuster said that he will introduce his FAA reauthorization bill later this month and have the committee consider it promptly. He predicted that the bill could reach the House floor in July before lawmakers adjourn for the annual August recess.

Shuster did not state how his ATC reform proposal would impact funding for airport infrastructure projects. AAAE and ACI-NA have urged Congress to modernize the PFC cap and protect AIP funding in the next FAA bill. The two associations also have stressed that any financing proposal that calls for eliminating aviation excise taxes should retain a dedicated trust fund for airport infrastructure projects.

Senate Panel Approves Neffenger Nomination For TSA

The Senate Homeland Security Committee has approved the nomination of Vice Admiral Peter Neffenger to be TSA Administrator.

The committee vote means the full Senate can now take up the nomination of Neffenger, who is currently vice commandant of the U.S. Coast Guard.

Love Field Modernization Bonds Rated

Fitch has assigned an A rating to \$110 million of Love Field Airport Modernization Corp. senior lien airport revenue bonds, series 2015, issued on behalf of the city of Dallas for Love Field Airport. The rating outlook is stable.

The firm said its rating reflects Love Field's "resilient and growing traffic base within a strong Dallas metropolitan region."

United To Add Aircraft To United Express Fleet

United said it will add 10 Embraer E175 aircraft to the United Express fleet. Additionally, the company said expects that the airline or one of the carriers that operate as United Express will convert 18 more E175 aircraft to firm orders in the near term.

Deliveries of the aircraft will begin next year and continue through the summer of 2017. The new aircraft will replace older, 50-seat regional jets.

New IAAE, USCTA Boards Approved

The AAAE Board of Directors on June 6 approved the 2015-2016 IAAE Board of Directors and USCTA Policy Board.

Members of the 2015-16 IAAE Board of Directors are: Bonnie Allin, A.A.E. (Tucson, Arizona), chair; Tonci Peovic (Brac Island, Croatia), vice chair; Bill Barkhauer, A.A.E. (Morristown, New Jersey), vice chair; George Paldi (Budapest, Hungary); Tom Greer, A.A.E. (Monterey, California); Al Denson, A.A.E. (Birmingham, Alabama); Kelly Johnson, A.A.E. (Northwest Arkansas); Mark Brewer, A.A.E. (Manchester, New Hampshire); Randall Berg, A.A.E. (Salt Lake City); Jeff Mulder, A.A.E. (Tulsa, Oklahoma); John Duval, A.A.E. (Austin Commercial); Elaine Roberts, A.A.E. (Columbus); Jeanne Olivier, A.A.E. (New York); Bob Bogan, A.A.E. (Morristown,

ACE Trusted Agent Training

June 23 - 25, 2015 | Phoenix, AZ

AAAE/IAAE North America/Europe Transatlantic Airport Conference - Airports and Tourism Industries Working Together

June 29 - July 1, 2015 | Limerick, Ireland

22nd Annual AAAE/FAA Airfield Safety, Sign Systems and Maintenance Management Workshop

June 29 - July 1, 2015 | Los Angeles, CA

CAOA Regional Advanced ASOS

June 29 - 30, 2015 | Denver, CO

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

July 12 - 18, 2015 | Alexandria, VA

AAAE Airport Wildlife Manager's Course

July 12 - 15, 2015 | Minneapolis, MN

AAAE General Aviation Issues & Security Conference

July 19 - 21, 2015 | Portland, OR

AAAE/ACI-NA Summer Legislative Fly-In

July 20 - 21, 2015 | Washington, DC

AAAE/AMCG Sponsor Assurances, Leasing Policies & Minimum Standards Workshop

July 21 - 22, 2015 | Portland, OR

AAAE/Northeast Chapter AAAE Hub Airports Winter Operations Conference Snow Academy

July 25 - 26, 2015 | Dallas, TX

Will JFK Runway Closure Create a Summer Air Traffic Jam? - NBC News

JUN 21 2015, 4:51 AM ET

Article by NBCNews



Big crowds, bad weather and the most congested airspace in the nation: If you're flying in or out of New York's JFK International airport this summer, you can now add a fourth potential challenge to your travel plans and peace of mind.

A runway that handles a quarter of JFK's traffic will be closed all summer - the airport's busiest season -- creating the risk of travel delays at an airport already notorious for long waits. Travel to and from JFK, which handles 50 million passengers a year and is the country's number one airport for international travel, peaks during July and August.

The runway, 4L/22R, closed in April to be widened and lengthened and will remain closed through late September. According to the Port Authority of New York and New Jersey, which operates the airport, the \$457 million renovation is meant to enable the airport to handle larger planes, including Airbus 380s, and to satisfy FAA-mandated safety-zone requirements.

The FAA said in April prior to the closing that [it did expect delays](#) because of the construction. But the Port Authority maintains that JFK can operate at near-full capacity with the remaining three runways. That may not provide much reassurance for travelers given the airport's already horrendous reputation for delays. In 2014, fully [25 percent of JFK arrivals](#) were delayed, according to Department of Transportation figures, one of the worst performances at the country's 30 busiest airports. Earlier this month, [statistics whiz Nate Silver crunched the numbers and named JFK the second-worst in the nation for delays](#) between May 2014 and April 2015. Only another New York City airport, LaGuardia, was worse.

So far, however, there have been no construction-related delays. The Port Authority and the airlines have made operational changes to accommodate the new runway configuration. American Airlines, for example, has adjusted block times (i.e., the time from departure gate to arrival gate) and shifted flight schedules so fewer flights land during peak hours.

"We haven't seen any impact whatsoever," said American spokesman Matt Miller. "It's been a great

collaboration between us, the FAA and the Port Authority."

Aviation analyst Bob Mann also says he thinks the Port Authority has done its due diligence. "You can only do this work when the weather permits; unfortunately, that coincides with a period of peak traffic," he said. "All things considered, I would judge that the PA has considered all the options both in terms of what's feasible by time of year and the demands that are placed on the airport during that time of year."

"It's probably a place you don't want to be anywhere near."

The real test, however, will take place in the coming weeks and months as the summer travel season kicks into high gear and JFK turns into a hub for Europe-bound vacationers. If the weather goes bad — as it often does — and additional runways get closed, no amount of schedule adjustment will prevent delays from multiplying.

Travelers got a glimpse of that scenario in March when a previous stage of the construction project forced the airport to limit operations to a single runway. "I was waiting to pick up my wife, whose flight was delayed over an hour," said software executive Michael Pryor, who used the extra time to ascertain that the construction project was to blame. "It was super frustrating."

And given the complex nature of the region's airspace, problems at JFK can quickly spread to other local airports.

"JFK's various runway usage configurations will have an effect on LaGuardia, Newark and Teterboro (New Jersey)," said Phil Derner, founder of the aviation website, NYCAviation.com. "A normal weather event can force JFK to use a runway configuration that can easily shut down Teterboro due to airspace issues and put Newark and LaGuardia onto their own capacity-limiting configurations."

For its part, the FAA has created a temporary plan that entails adapting procedures to handle regional traffic, especially when the weather deteriorates. In a statement to NBC News, the FAA said that the agency "will use various runway configurations and air traffic procedures at the major New York area airports to help minimize congestion that may occur during the construction." The agency's plan will almost certainly come into play as temperatures start to climb, creating ideal conditions for the region's notorious afternoon thunderstorms.

Ultimately, says Derner, the construction project is just another challenge in what is already a challenging situation: "I don't see any of the delays we'd see would be because of the runway project itself but they could be exacerbated a little by any limitations in the runway configurations they can use."

For travelers, it all points to taking a "hope for the best, prepare for the worst" approach when flying in and out of New York this summer. "It's going to



be a little more stressful for passengers but that's just summer," said Derner. "Even if the runway project wasn't going on, people would be stressed."

Michael Pryor, on the other hand, is a bit less sanguine. "On a good day, JFK

isn't great," he told NBC News. "With one runway closed, you can only imagine what will happen if other things go wrong. It's probably a place you don't want to be anywhere near."

Rick Baird

From: Barbara Cook <barbara.cook@aaae.org>
Sent: Tuesday, June 23, 2015 4:24 PM
To: Rick Baird
Subject: Airport Report Today, June 24, 2015



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DELIVERING THE NEWS YOU NEED AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES JUNE 24, 2015

TOP STORIES IN THIS ISSUE

VOL. VI, NUMBER 49

Carrier Fees Top \$1.6 Billion In Quarter

DOT Requests Applications For Air Service Grants

Neffenger Confirmed As TSA Administrator

Senate Subcommittee Clears DOT/FAA Funding Bill

Southwest Florida International Completes Bond Sale

JetBlue To Increase Service From Boston

AAAE Chair Mulder Names Committee Leaders

Digicast Offers Part 139 Training

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Carrier Fees Top \$1.6 Billion In Quarter

With DOT reporting that airlines earned more than \$1.6 billion in additional bag fee and ancillary revenue in the first quarter of 2015, AAAE once again questioned the opposition of carriers to updating the PFC, which last was adjusted by Congress 15 years ago.

"It's hard to reconcile the aggressive resistance of the airline industry to calls from airports for self-help to modernize their facilities while the carriers continue to rake in billions annually in fees from passengers," AAAE President and CEO Todd Hauptli said. "With Congress poised to consider transformational changes to the nation's aviation system, we need lawmakers to act in the long long-term best interest of local communities and the nation by modernizing the PFC program."

Since 2008, airlines have collected more than \$21.8 billion in baggage fees and more than \$17.8 billion extra in ticket change and cancellation fees. That total of nearly \$40 billion in baggage and ticket change fees does not include other airline ancillary charges such as pet transportation, sale of frequent flyer award miles to airline business partners and standby passenger fees. In comparison, airports collectively last year received less than \$2.8 billion from the PFC.

FEATURED MEETING

F. Russell Hoyt National Airports Conference
September 20 - 22, 2015 | Savannah, GA

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



UPCOMING EVENTS

AAAE/SC Chapter AAAE Loretta Scott, A.A.E. Accreditation/ Certification Academy
July 12 - 18, 2015 | Alexandria, VA

Because bag fees are not taxed at the same 7.5 percent excise tax rate applied to base airline tickets, the Airport and Airway Trust Fund lost \$265 million in foregone revenue in 2014 alone. Since 2008, the \$21.8 billion in bag fees that are not taxed have cost the trust fund more than \$1.6 billion in lost revenue.

In related news, DOT reported that U.S. scheduled passenger airlines reported an after-tax net profit of \$3.1 billion in the first quarter of 2015, up from \$241 million in the fourth quarter of 2014 and up from \$507 million in the first quarter of 2014.

DOT Requests Applications For Air Service Grants

DOT is requesting applications for Small Community Air Service Development Program (SCASDP) grants.

Communities and/or consortia of communities interested in obtaining a federal grant to address air service and airfare issues must submit applications and supporting material by 5 p.m. EDT July 22.

The department has up to \$5.5 million available for fiscal year 2015 grants. In previous years, the department's individual grants have ranged from \$20,000 to nearly \$1.6 million.

For further information, go to <http://www.transportation.gov/policy/aviation-policy/small-community-rural-air-service/SCASDP>.

Neffenger Confirmed As TSA Administrator

The Senate has voted to confirm Vice Admiral Peter Neffenger as the new TSA administrator.

Neffenger, previously vice commandant of the U.S. Coast Guard, replaces Francis Taylor, who has been acting TSA Administrator since early June.

Senate Subcommittee Clears DOT/FAA Funding Bill

The Senate Appropriations Transportation-HUD Subcommittee on Tuesday approved a fiscal year 2016 DOT/FAA funding bill.

The measure continues funding for AIP and FAA's Contract Tower Program. Details about specific funding levels for those and other programs will be released at a June 25 full committee markup.

The House narrowly passed its version of the fiscal year 2016 DOT/FAA funding bill earlier this month. The House bill includes \$3.35 billion for AIP and \$154.4 million in dedicated funding for FAA's Contract Tower program and cost-share program.

Southwest Florida International Completes Bond Sale

AAAE Airport Wildlife Manager's Course

July 12 - 15, 2015 | Minneapolis, MN

AAAE General Aviation Issues & Security Conference

July 19 - 21, 2015 | Portland, OR

AAAE/ACI-NA Summer Legislative Fly-In

July 20 - 21, 2015 | Washington, DC

AAAE/AMCG Sponsor Assurances, Leasing Policies & Minimum Standards Workshop

July 21 - 22, 2015 | Portland, OR

AAAE/Northeast Chapter AAAE Hub Airports Winter Operations Conference Snow Academy

July 25 - 26, 2015 | Dallas, TX

Southwest Chapter AAAE Annual Conference and Exposition

July 26 - 29, 2015 | San Jose, CA

AAAE/Northeast Chapter AAAE Hub Airports Winter Operations & Deicing Conference and Exhibition

July 26 - 28, 2015 | Dallas, TX

AAAE ACE Security Review Course

July 28 - 31, 2015 | Alexandria, VA

Great Lakes Chapter AAAE Annual Conference and Exposition

August 6 - 9, 2015 | Cedar Rapids, IA

Rick Baird

From: Adam Snider <aaaae@aaaae.ccsend.com> on behalf of Adam Snider
<adam.snider@aaaae.org>
Sent: Thursday, June 25, 2015 9:04 AM
To: Rick Baird
Subject: PRESS RELEASE: IAAE, USCTA Board Members Approved at AAAE Annual Conference



PRESS RELEASE

**For Immediate Release
June 25, 2015**

IAAE, USCTA Board Members Approved at AAAE Annual Conference

Alexandria, VA - The American Association of Airport Executives (AAAE) Board of Directors voted to approve the membership of the International Association of Airport Executives Board of Directors and the U.S. Contract Tower Association Policy Board at the recently-completed 87th Annual AAAE Conference and Exposition in Philadelphia.

The members of the 2015-16 IAAE Board of Directors are: Bonnie Allin, A.A.E., Chair, President/CEO at the Tucson Airport Authority; Tonci Peovic, Vice Chair, General Manager at Aerodrom Brac; Bill Barkhauer, A.A.E., Vice Chair, Executive Director at Morristown Municipal Airport; George Paldi (Budapest, Hungary); Tom Greer, A.A.E., General Manager at the Monterey Peninsula Airport District; Al Denson, A.A.E., President and CEO of the Birmingham Airport Authority; Kelly Johnson, A.A.E., Airport Director at Northwest Arkansas Regional Airport; Mark Brewer, A.A.E., Airport Director at Manchester-Boston Regional Airport; Randall D. Berg, A.A.E., Director of Airport Operations at the Salt Lake City Department of Airports; Jeff Mulder, A.A.E., Director of Airports at the Tulsa Airports Improvement Trust; John Duval, A.A.E., ACE, National Aviation Director at Austin Commercial; Elaine Roberts, A.A.E., President/CEO at the Columbus Regional Airport Authority; Jeanne Olivier, A.A.E., ACE, Assistant Director for Aviation Security at the Port Authority of New York and New Jersey; Bob Bogan, A.A.E., Deputy Executive Director, Morristown Municipal Airport; Jim Elwood, A.A.E., Airport Director at Jackson Hole Airport; Robert Olislagers, A.A.E., Executive Director at Centennial Airport; Michael Cheyne, A.A.E., Director of Asset Management and Sustainability at Hartsfield-Jackson Atlanta

International Airport; Bruce Carter, A.A.E., Director of Aviation at Quad City International Airport; Scott Brockman, A.A.E., President and CEO of the Memphis-Shelby County Airport Authority; Ben DeCosta, A.A.E., Principal at DeCosta Consulting; Tim Doll, A.A.E., Airport Director at Eugene Airport; Carl Newman, A.A.E., CEO of the Jackson Municipal Airport Authority; Tom Statsny, Airport Manager, Operations at Chicago Midway International Airport; Mark VanLoh, A.A.E., Director of Aviation at Kansas City International Airport; Ron Mathieu, C.M., Executive Director at Bill and Hillary Clinton National Airport; Brad Whited, Airport Director at Fayetteville Regional Airport; Bernie Humphries, A.A.E., Vice President, Operations at Calgary Airport Authority; Cuyler Green, A.A.E., Director of Operations at the Prince George Airport Authority; Jeff Huntus, A.A.E., Airport Manager at Medicine Hat Airport; Paul Ritchi, A.A.E., Senior Manager, Strategic Program Development at the Greater Toronto Airports Authority; Zbigniew Salek, Polish Air Navigation Services Agency; Krzysztof Ochocki (Poznan, Poland); Werner Toepel, Civil Aviation Consultant; Roko Tolic, General Manager at Dubrovnik Airport, Ltd.; Gabriel Dumitrescu, Director, Air Traffic Services, Bucharest Area at Romatsa; Stefan Runcan, President at Astur Mures; Andrew O'Brian, President and CEO at Quiport Corporation; Grzegorz Bykowski, Vice President of the Board at Poznan Airport; Gershon Adzadi, ICT Manager at Ghana Airports Company Ltd.; Roddy Boggus, Senior Vice President, Global Aviation Market Leader at Parsons Brinckerhoff; Patricia Krall, Senior Director Business Development at L-3 Security and Detection Systems; Woodie Woodward, President at Woodward & Associates; Bob Francis, Executive Vice President at Farragut International; Rosie Andolino, CEO and President, MAG US at Manchester Airports Group; Klaus Knoepfle, Managing Director at KK Consult; Theresa Schatz, A.A.E., Senior Program Manager at the Transportation Research Board/Airport Cooperative Research Program; Claudia Holliway, Senior Vice President and National Aviation Market Lead at Michael Baker International; and David Full, Vice President at RS&H.

The members of the 2015-16 USCTA Policy Board are: Walter Strong Jr., A.A.E., Chair, Director at the University of Oklahoma Max Westheimer Airport; Doug Kimmel, Vice Chair, Airport Director, Williamson County Regional Airport; Richard Baird, Airport Manager at Friedman Memorial Airport Authority; Danette Bewley, A.A.E., Vice President of Operations and Projects and COO at the Tucson Airport Authority; Victor Bird, Director of the Oklahoma Aeronautics Commission; Chris Bryant, Airport Manager at Ardmore Municipal Airport; Dave Byers, Director of Airport Development at Quadrex Aviation, LLC; Steve Christmas, Vice President, Aviation at Serco, Inc.; Richard Cloutier, Aviation Director at Concord Regional Airport; Mark Courtney, Airport Director at Lynchburg Regional Airport; Peter Deeks, President at AJT Engineering, Inc.; Jason Devillier, Airport Director at the Iberia Parish Airport Authority; Kelly Dollarhide, Operations Duty Officer at the Jacksonville Aviation Authority; Charles Dove, President of Robinson Aviation Inc. (RVA); Pete Dumont, President of the Air Traffic Control Association; Luis Elguezabal, A.A.E., Airport Director at San Angelo Regional Airport; Bill Ellis, Vice President, Aviation Services at Midwest Air Traffic Control Service Inc.; Paul Estefan, Airport Administrator at Danbury Municipal Airport; Margaret Evanson, Operations and Control Supervisor at Phoenix-Mesa Gateway Airport; Michelle Hannah, Program Manager at the Texas Department of Transportation; Gary Johnson, C.M., Airport Director at Stillwater Regional Airport; Larry Krauter, A.A.E., AICP, CEO at Spokane International Airport; Brian Lally, President at CTBX Aviation Group, LLC; Vinicio Llerena, Airport Director at

New Braunfels Regional Airport; David McCann, Contact Manager at Serco, Inc.; Parker McClellan, A.A.E., Executive Director at Northwest Florida Beaches International Airport; Mike Olson, A.A.E., Executive Director at Central Nebraska Regional Airport; Shane Cordes, President and CEO at Midwest Air Traffic Control Service Inc.; Michael Pearson, Associate Professor at Arizona State University (Associations of Collegiate Training Institutions); Bryan Rodgers, Director at University Park Airport; Tim Rogers, A.A.E., Executive Director at the Salina Airport Authority; John Root, Program Manager at Wolen, LLC; Steve Stockam, Manager at Joplin Regional Airport; Charlie Taylor, Vice President, Air Traffic Services at Robinson Aviation Inc. (RVA); Ken Wiegand, A.A.E., Executive Director at McKinney National Airport; and Todd Woodard, A.A.E., Director of Marketing and Public Affairs at Spokane International Airport.

The 88th Annual AAAE Conference and Exposition will be held May 15-18, 2016, in Houston, Texas. The Houston Airport System will host the event.

###

ABOUT AAAE: Founded in 1928, [AAAE](#) is the world's largest professional organization representing the men and women who work at public-use commercial and general aviation airports. AAAE's 5,000-plus members represent some 850 airports and hundreds of companies and organizations that support the airport industry. Headquartered in Alexandria, Va., AAAE serves its membership through results-oriented representation in Washington, D.C., and delivers a wide range of industry services and professional development opportunities, including training, conferences, and a highly respected accreditation program.



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Director, Public Affairs
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Operators face scrapping aircraft as FAA tightens business jet noise rules

By [KRISTIN MAJCHER](#) WASHINGTON DC

17:00 5 Jul 2013

Source: [FLIGHT](#)

Operators of certain older business jets that fail to meet US Federal Aviation Administration Stage 3 noise limits will be banned from operating in the lower 48 states by the end of 2015.

The ruling, published in the US federal register on 2 July, applies to aircraft weighing 75,000lb (34,050kg) or below.

Congress included the requirement in a section of the FAA Modernisation and Reform Act 2012 in a move to reduce noise at airports.

But the agency believes operators will struggle to dispose of non-compliant aircraft as the ruling's implementation will lead to a glut of them on the market.

Data compiled by the FAA shows 599 US-registered business jets are affected by the rule, 382 of which it believes cannot be made compliant with Stage 3 noise limits because there are no modifications available. The remaining 217 aircraft are all [Gulfstream](#) GIIIs and GIIIs.



Marketplace Recommendations



Delta TechOps
Facilities



Reliable Component
Maintenance



Advanced Composite
Maintenance

Ads Powered with

US-BASED BUSINESS JETS AFFECTED BY FAA RULING

Aircraft type	No of aircraft	Max retail value (\$)	Av scrap value (\$)
Dassault Falcon 20C/CF/D/DF/DC/ECM/E/F	69	850,000	2,118
Gulfstream II (G-1159/B/TT/SP)	109	1,050,000	8,075
Gulfstream III (G-1159A)	108	2,200,000	8,075
Hawker Siddeley HS 125-1/2/3	8	200,000	2,440
Hawker Siddeley HS 125-400	7	200,000	2,440
Hawker Siddeley HS 125-600	12	400,000	2,440
IAI-1123	1	400,000	2,261
Learjet 23	3	100,000	1,355
Learjet 24	78	280,000	1,355
Learjet 25	143	600,000	1,355
Learjet 28	4	400,000	1,355
Lockheed L-1329 Jetstar II	13	800,000	4,845
Rockwell 1121 Jet Commander	3	235,000	2,128
Rockwell Sabre 40	15	290,000	2,518
Rockwell Sabre 50	1	235,000	2,299
Rockwell Sabre 60	24	330,000	2,299
Rockwell UTX/T-39 Sabreliner	1	235,000	1,759

SOURCE: FAA/Blue Book Price Digest Winter 2011

However, the FAA's predictions are already inaccurate. Although it lists 69 US-registered [Dassault Falcon 20s](#) within the 382 unmodifiable jets, both the airframer and its engine supplier, GE, insist hush kits are still available for the type's CF700 engines.

The agency acknowledges its estimate is now out of date, but says it was based on information from the engine manufacturer in 2012, which suggested the hush kits had ceased production in 2003. "The FAA has just learned that manufacturing of the hush kit began again in early 2013 under a different manufacturer. This may have the effect of reducing the estimated cost to comply with the ban Congress mandated on these aircraft," it says.

The modification, contained within a communication from GE to CF700 overhaul shops in December, includes a new fan exit guide vane assembly with additional guide vanes. The parts are available via Noise Reduction Engineering, owned by Michigan-based Kalitta Turbines.

The FAA's forecast could decline further too, if a hush kit modification is introduced for [Bombardier Learjet 20s](#). The [Learjet 23](#), 24, 25 and 28 models are included on the list of affected aircraft types.

HUSH KITS

[Bombardier](#) says that while there is no hush kit currently available for [Learjet 20-series](#) jets, third-party providers are developing a modification for introduction prior to the 2015 deadline. Most of these models operating in the USA are Learjet 24s and 25s, with at least 78 and 143 aircraft respectively.

The 217 Gulfstream IIs and IIIs affected by the rule, have hush kits available for each via Quiet Technology Aerospace and Hubbard Aviation Technologies. But the modifications are costly, with operators charged \$850,000-1.5 million, says the FAA, using estimates from the providers. This exceeds the average pre-law retail value of the Gulfstream II, the agency notes.

The FAA also points out that an unknown number of Falcon 20s, Gulfstream IIs and IIIs and Learjets may have already received hush kit modifications. Some Falcon 20s have also been retrofitted with Stage 3-compliant Honeywell TFE731 engines, says Dassault.

Other models affected by the noise restrictions include the Israel Aerospace Industries 1123 Westwind, the Lockheed L-1329 [Jetstar](#), and Rockwell's Jet Commander plus its Sabre 40, 50, 60 and Sabreliner.

Besides purchasing hush kits, operators of the affected models have few other options but to sell them to parties outside the USA, scrap them or part them out. Selling the aircraft could prove difficult in a limited global market and several countries have already passed their own noise restrictions, including Australia, Austria, Belgium, [Hong Kong](#), Japan, Singapore and Switzerland.

A total of 392 of the affected aircraft types are registered outside the USA, with nearly half based in Mexico, making it hard for US operators to sell the aircraft across the border. "A lack of demand for the banned airplanes will leave most owners with no choice other than to sell the airplanes for their scrap value," it states. A move by many operators to sell them outside the USA will cause "a glut in the marketplace", it adds.

Gulfstream acknowledges the ruling could affect the market for used aircraft. It says: "The pre-owned market could see an uptick in the number of available GLIs and GIIIs once this ruling goes into effect. This, in turn, could impact returns."

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Sent: Friday, June 26, 2015 5:44 PM
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House Panel Advances Transportation Security Bills

The House Homeland Security Committee last week approved a series of bills concerning airport employee vetting, "managed inclusion" to provide expedited screening, and PreCheck, continuing its active agenda on aviation security following recent, high-profile incidents and critical DHS Inspector General reports.

The committee also approved several other measures to enhance border security; refine the Visa Waiver Program; and establish notification, certification and justification requirements for the further utilization of international preclearance facilities by Customs and Border Protection.

Committee Chairman Mike McCaul (R-Texas) stated that, "This committee takes the issue seriously, which is why we have decided to move swiftly to mark-up bills to eliminate transportation security gaps, so that Americans can continue to fly with confidence."

The measures now go to the full House for deliberation.

HIGHLIGHT

REGISTRATION NOW OPEN FOR 2015 NATIONAL AIRPORTS CONFERENCE IN SAVANNAH, GEORGIA

Registration is now open for AAAE's signature National Airports Conference (NAC), set for Sept. 20-22, 2015, in Savannah, Georgia.

The NAC will offer three days of timely discussions, important networking events, and debates over the future direction of the nation's aviation sector. This year's conference theme, "Shaping a Stronger Industry," will focus on steps the industry can take to create strategies that work in today's and tomorrow's aviation marketplace.

Committee members said that they will pursue additional legislation in the weeks ahead to further address aviation worker vetting and access control issues and to authorize the full array of TSA programs.

Senate Committee Approves DOT/FAA Funding

The Senate Appropriations Committee on Thursday approved its version of legislation to fund DOT and FAA for fiscal year 2016.

Among the bill's provisions are \$3.35 billion for AIP and \$154.4 million for FAA's Contract Tower Program and cost-share program. The measure also continues the AAAE-backed provision prohibiting FAA from requiring airports to provide cost-free space; and proposes \$10 million for the Small Community Air Service Development Program and would allow certain small hub airports previously ineligible for participation in the program to apply for grants in fiscal year 2016.

The committee report accompanying the Senate DOT funding bill includes language opposing efforts to remove the Air Traffic Organization out from under FAA's jurisdiction.

Spirit Airlines To Build Hangar At Detroit Metro

Spirit Airlines will construct a maintenance hangar at Detroit Metro with \$1 million in support from the Michigan Strategic Fund, according to the Michigan Economic Development Corp.

The carrier will spend \$31.7 million to build a 126,000-square-foot hangar, which will create 84 jobs related to commercial airline maintenance and repair.

The Wayne County Airport Authority is supporting the project by investing in site preparation. "It is very gratifying to see the hard work of our team, and the support of our local and state partners, come together to accomplish new development and job growth at our airport," said airport authority CEO Thomas Naughton, C.M.

United Buys Stake In Brazilian Carrier

United and Azul Brazilian Airlines announced a new strategic partnership in which United will acquire a 5 percent stake in Azul, Brazil's third-largest airline, paving the way for the carriers to cooperate on a range of customer benefits.

These benefits include code sharing, expanded connection opportunities on routes between the U.S. and Brazil, in addition to other points in North and South America, and joint loyalty program participation.

Through a wholly owned subsidiary, United will invest \$100 million for its economic stake in Azul, which includes one seat on Azul's board of directors.

BWI Gains New Flights To Caribbean

Join executives and other senior leaders from airports across the nation to exchange ideas and discuss specific topics such as innovative non-aeronautical revenue development, hosting national events, UAS/UAV, app-based transportation companies, coping with airport emergencies, and much more. Roundtables will allow delegates to discuss TSA and FAA issues with agency representatives.

For information and to register, [click here](#).

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15th Annual Airport Noise Mitigation Symposium
October 7 - 9, 2015 | Los Angeles, CA

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July 12 - 18, 2015 | Alexandria, VA

AAAE Airport Wildlife Manager's Course

July 12 - 15, 2015 | Minneapolis, MN

AAAE General Aviation Issues & Security Conference

July 19 - 21, 2015 | Portland, OR

AAAE/ACI-NA Summer Legislative Fly-In

July 20 - 21, 2015 | Washington, DC

AAAE/AMCG Sponsor Assurances, Leasing Policies & Minimum Standards Workshop

July 21 - 22, 2015 | Portland, OR

AAAE/Northeast Chapter AAAE Hub Airports Winter Operations Conference Snow Academy

July 25 - 26, 2015 | Dallas, TX

Southwest Chapter AAAE Annual Conference and Exposition

July 26 - 29, 2015 | San Jose, CA

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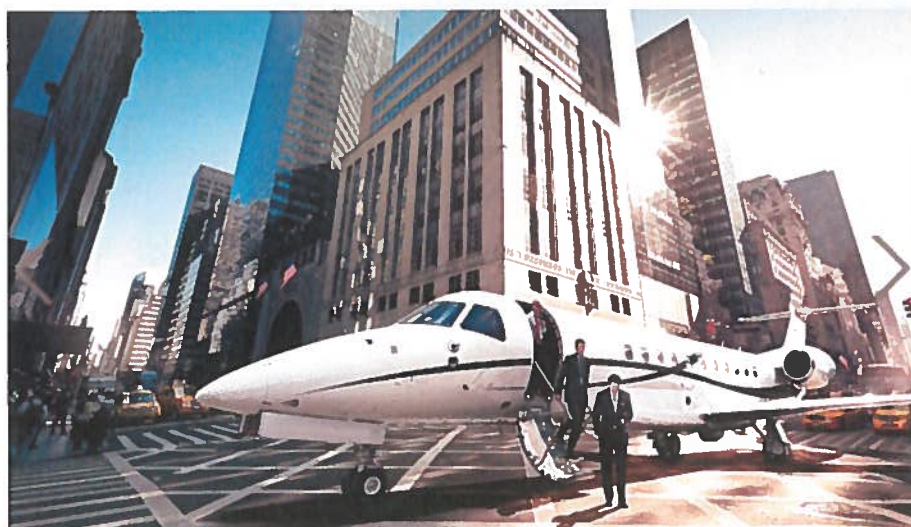
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Can Uber-style apps make affordable private jets a reality?

Miquel Ros, for CNN

Updated 5:34 AM ET, Wed June 10, 2015



15 photos

Victor – Victor began when CEO Clive Jackson was no longer able to travel in business class directly between London and his second home in Mallorca, Spain. Spotting a niche in the market, he aimed to open up the charter market and show fliers how affordable they can be.

1 of 15

Hide Caption



(CNN)—Here's the scenario:

The business meet wraps up in Boston, now an urgent situation is developing in Los Angeles.

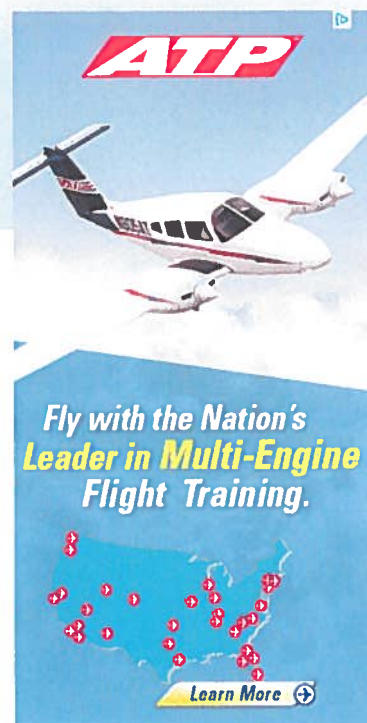
A quick check of flight schedules reveals there's a premium-rate business-class seat available.

However, the flight doesn't depart until first thing tomorrow.

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In the wake of [Uber](#) shaking up the taxi market and [Airbnb](#) impacting accommodations, that most exclusive industry of all, executive aviation, could soon be disrupted in the same way.

So does that mean that ordinary business travelers could soon be switching to low-cost private aircraft in the same way they've been switching to cheaper, convenient cabs across town?

Some aviation entrepreneurs think so.

They're creating simple, sleek mobile apps to optimize spare capacity in the private jet market and create a smooth booking experience.

Obviously private aviation isn't going to be for the masses, but what if this exclusive preserve of the super-rich is about to become accessible to the merely affluent -- those that today fill the front cabin section of commercial aircraft?

Instead of calling a broker or buying into shared exec jet ownership, these new apps allow travelers to secure a private aircraft with just a few clicks and no membership fees.

Online marketplaces like [Jetsmarter](#), [Victor](#) or [Ubair](#) rely on complex predictive algorithms to aggregate aircraft availability data from hundreds of private jet operators and provide quotes within seconds.

Cheaper than driving?

"We are a high tech big data company at core," says Sergey Petrossov, Jetsmarter's founder, adding that most of his company's clients are newcomers to executive aviation.

Petrossov sees a future where the executive jet industry goes the way of the Uber-reshaped taxi market.

He believes apps could even become so efficient that prices drop to the point where private aircraft not only take business from traditional operators and airlines, but from road transport.

Fleets of small propeller aircraft could lure people away from cars and into the skies.

Richard Koe, managing director of aviation market intelligence consultancy WINGX, is more cautious.

Yes, some new players are streamlining the booking process, he says, but that might not be enough to bring prices down to levels that'll open up private flights to greater numbers.



Victor recently acquired YoungJets, responsible for masterminding music tours for the likes of Rihanna.

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Empty-leg solutions

Koe instead [US sinks World Online](#) players might simply end up taking business from traditional brokers rather than disrupt the industry's structure.

They could, however, offer an efficient solution to the problem of so-called empty legs.

These happen when private jets fly without passengers as operators reposition them.

According to some industry estimates, empty legs account for more than a third of all private flights.

[Jetsuite](#), a light-jet operator based in California, pioneered discounted online sales of empty legs and others have followed suit.



Building your own private jet
10:24

PLAY VIDEO

Jetsmarter even offers empty legs for free to clients signing up for its optional membership plan.

There's a major drawback though.

The rigid and unpredictable nature of empty legs doesn't really suit the flexibility needs of the private jet crowd.

While heavily discounted "empty leg" flights make for excellent marketing material, only a fraction of those actually end up being sold.

With on-demand charters still the bread and butter of exec aviation marketplaces, it's in precisely this area that digitization can make a difference by adding extra layers of transparency.

Which is why Victor, a UK-based company that's just closed an \$8 million funding round to expand in the United States, has decided to make of transparency its chief selling point.

Normally, passengers calling a broker would be told very little about the aircraft they're hiring -- nothing about the plane type, the operator or the commission they're being charged, says Victor's founder and CEO Clive Jackson.

By making all these details available through its website and app, Victor hopes to build long-term trust-based relationships with its clients.

All-you-can-fly

Other players are experimenting with new pricing models instead.

[JetMe](#) offers a reverse-auction feature on its website and app.

Customers enter the destination and dates of their flight on Jetme's website or app and are given a tentative quote based on an analysis of market prices.

They're then given the option to submit their own bid.

Jetme's system is smart enough to tell users what chances their bid has of being accepted by aircraft operators, allowing them to make a more informed decision on whether to submit it.

California-based [Surfair](#) and its East Coast equivalent, [Beacon](#), are proposing an entirely different model: a flat fee all-you-can-fly membership.

Members pay a monthly fee (\$1,750 for Surfair, \$2,000 for Beacon) that allows them to fly as many times as possible on certain routes.

This model is more akin to that of scheduled airlines than to that of executive jet charter operators, since flights are limited to a number of trunk routes and passengers share the aircraft with other travelers.

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However, this might suit the needs of ultra-frequent fliers who find themselves commuting between two given cities, let's say, New York and Boston, several times per week.

Beacon CEO Wade Eyerly claims this way of flying has helped seal many business deals, as the flights provide a perfect venue for professional networking.

Those that do not mind sharing the ride with strangers can also use [BlackJet](#).

Launched in 2012 with the backing of some A-list celebrities, BlackJet has been recently repositioned as a marketplace for private jet seats after undergoing some financial turbulence.



Surfair offers an all-you-can-fly membership package.

Winner takes all?

Blackjet lets members book seats, at a significant discount, on private flights that've already been scheduled but are not flying at full capacity.

The limitation, as in the case of empty legs, is that passengers are dependent on aircraft being available on their route and time of choice.

Pere Suau-Sanchez, a lecturer in air transport management at the UK's Cranfield University, says this tradeoff between cost and flexibility, together with the fact that many airlines have been busy [improving their first- and business-class products](#) to keep top-tier corporate clients, could be a significant obstacle when it comes to attracting new customers.



Introducing time share for private jets 06:31

PLAY VIDEO

So which one of these models will last?

Will there be a winner-takes-all scenario or a more fragmented market, with each player catering to the needs of specific market segments?

The jury is out.

If what happened to other industries after going digital is any guide, we might see a significant degree of consolidation among these marketplaces, perhaps with smaller players holding their ground by catering to niche markets and offering different business models.

The democratization of private flying has proven elusive so far and it's likely to remain a challenging proposition.

However, if just one of these ambitious aviation entrepreneurs manages to get their way, the super-rich might soon have to start looking for new, more unassailable, status symbols.

CHAPTER A

Inventory of Existing Conditions

1. Introduction

The focus of this Master Plan document is on the total Friedman Memorial Airport facility and its environs, with the overall planning goal being the development of an aviation facility that will allow air services to survive and thrive. This initial *Inventory of Existing Conditions* chapter examines three basic elements involved with the existing and future development of Friedman Memorial Airport. These elements are: 1) airport facilities (runways, taxiways, aircraft parking aprons, terminal buildings, hangars, maintenance facilities, ground access, etc.); 2) the relationship to the overall airport and airspace systems; and, 3) the airport environs. Subsequent chapters detail the Airport's forecast of aviation activity, the ability of airport facilities to safely and efficiently meet the needs associated with the projected aviation activity, the compatibility of the Airport with surrounding lands uses, and recommended future development within and around airport property. The Inventory chapter consists of the following sections:

- Airport Background
- Previous Planning Studies
- Airport Role
- Airport Facilities
- Airspace Systems and NAVAIDS
- Airport Environs
- Environmental Review

1.1. Airport Background

As illustrated in **Figure A1** and **Figure A2**, the Friedman Memorial Airport is located in Blaine County, and the City of Hailey, Idaho. The Airport is the primary airport providing commercial and general aviation air services for the Wood River Valley and South Central Idaho, including the communities of Hailey, Bellevue, Ketchum, Sun Valley, and Carey.

In 1931, the Friedman family deeded a portion of their land to the City of Hailey for use as an airport, with the condition that if the land should ever cease to be used as an airport, the property would revert back to the Friedman heirs. In the years since the Airport has expanded and grown its facilities and traffic through investment from the City of Hailey, Blaine County, the State of Idaho, and the Federal Aviation Administration (FAA). Commercial passenger service at the Airport began in 1960, and since then passenger service has thrived. In 1994, the Friedman Memorial Airport Authority (FMAA) was formed, replacing the Blaine County Airport Commission.

The Airport currently faces numerous design and reliability constraints at its existing site, including but not limited to non-compliance with FAA design standards related to size of aircraft operating at the airport; surrounding mountainous terrain that limits aircraft approaches and departures; and an Airport property footprint that restricts its ability to meet potential long-term needs. For several decades, the FMAA has evaluated the limitations of the current Airport site and explored the potential need to replace the Airport at an alternate site that poses fewer constraints.

In 2005, the United States Congress passed a law that states “not later than December 31, 2015, the owner and operator of an airport certificated under 49 U.S.C. 44706 shall improve the airport’s runway safety areas to comply with the Federal Aviation Administration design standards required by 14 CFR Part 139.” Partially because the runway safety area at the Airport does not meet FAA design standards, the FMAA has spent the last decade developing actionable plans for meeting the safety area standard, either at the existing site or an alternate site.

An Airport Master Plan completed in 2004 resulted in the Authority approving a study for determining alternative airport locations and possible new airport sites. In 2006, a Site Selection and Feasibility Study concluded that the current airport site was no longer a viable option for future airport operations. Based on the results of these and previous planning studies, the Federal Aviation Administration (FAA) issued a Notice of Intent (NOI) to Prepare an EIS for a Replacement Airport Near Hailey, ID, in November 2007. As of August 2011, the FAA suspended indefinitely any further work on the EIS, citing increased anticipated costs of the project and potential impacts to wildlife.

Following suspension of the replacement airport EIS process in 2011, the FMAA led an 18-month public process to determine the appropriate path forward for the airport. In January 2013, Airport Alternatives Technical Analysis, Alternative 6, *Less Than Full Compliance, No Land Acquisition* was selected as the path forward for achieving temporary compliance with FAA standards at the existing site through the end of 2015. Six Modification of Airport Design Standards (MOS) were approved by the FAA in November 2013, stipulating specific airfield improvements while imposing restrictions on aircraft types and operating procedures. The stipulations included a limit of airport use to aircraft less than 95,000 pounds gross weight, and with wingspans less than 100 feet (unless an FAA-approved operational procedure is put into place to mitigate impacts related to wingspans greater than 100 feet).

The recent public process resulted in the adoption of a “dual path” approach for future Airport facility planning. The FAA is in support of this approach, which is focused on satisfying the operational requirements of existing and potential future airport users, whether at the existing Airport site or at a replacement site. Given the renewed focus upon the existing Airport site, along with additional changes that have transpired within the aviation industry on a local, regional, and national level that impact aviation facilities services at the Airport, the FMAA has identified the need to update its Master Plan. This Airport Master Plan Update is a means of analyzing current and forecasted operational characteristics and facilities, to further evaluate the ability of the existing Airport site to meet the needs of its users.

SOURCE: Google Maps, 2014.



FIGURE A1 Airport Location Map

Friedman Memorial Airport Master Plan Update

SOURCE Google Maps, 2014.



FIGURE A2 Airport Vicinity Map

1.2. Previous Planning Studies

A number of studies and planning documents have been completed over time relating to the growth, development, and operation of the Friedman Memorial Airport. Listed below is a summary of some of the more recent planning studies.

1.2.1. 2004 Airport Master Plan Update

The 2004 Master Plan Update explored both short-term and long-term alternatives to rectify the Airport's deviations from FAA design standards. The Airport Authority opted to initiate required short-term improvements, but due to the combination of high cost, negative community reaction to required land acquisition, and lack of resolution for long-term airport growth requirements, the Authority also approved a study for investigating alternative airport locations and selection of a new airport site.

1.2.2. 2006 Wood River Region Airport Site Selection and Feasibility Study

This 2006 Study was conducted as a result of the findings and conclusions reached by the 2004 FMA Master Plan Update. The goal of the study was to identify alternate airport locations, select a preferred site from these locations, and conduct a conceptual level financial feasibility analysis for the new airport. This study confirmed that the current airport site was no longer a viable option to pursue when considering how to correct deficiencies with FAA standards for current and future airport operations. The Study evaluated 16 potential sites for a replacement airport in Blaine County. The study involved 25 stakeholder groups, ranging from local and state officials, to business and community leaders. At the conclusion of this Study, the FMAA Board selected a preferred site in southern Blaine County, south of U.S. Highway 20 and east of State Highway 75. Since the publication of the 2006 study, this preferred site has been referred to as Site 10A.

1.2.3. Replacement Airport Environmental Impact Statement (EIS)

The purpose of the EIS was to consider the siting and construction of a replacement airport. The EIS provided detailed analysis of 17 potential sites for a replacement airport. The intent of the EIS process was to determine and identify all impacts to the environment associated with each of the three options, such as, but not limited to, noise, air quality, water quality, wetlands, fish, wildlife, plants, farmlands, floodplains, historic/tribal resources, hazardous wastes, socioeconomic, and economic factors. In August 2011, the FAA announced the indefinite suspension of the EIS, as a result of increased anticipated costs of the project and potential impacts to wildlife. On March 13, 2013, the FMAA Board requested that the FAA formally terminate the replacement airport EIS.

1.2.4. 2013 Airport Alternatives Technical Analysis

The purpose of this technical analysis was to investigate alternatives that could provide an increased level of safety at the airport for the type and size of aircraft that utilize the facility. The conclusion of the community and the FAA was that Alternative 6, as identified by the analysis, would be pursued. A phasing and funding plan was then developed to implement the projects from Alternative 6 that are necessary to achieve a standard Runway Safety Area (RSA). The community and FAA also concluded that Alternative 7, as identified by the analysis, should be used as a basis for future facility planning as part of this Master Plan. In January 2013, the FMAA Board was briefed on a document entitled "Talking Points for Moving Forward", developed by Airport Staff and the FAA. This document stated that Technical Analysis Alternative 6 would be pursued as "the basis for improving the existing Airport to meet C-III airport design standards." The talking points also stated that the FMAA would "complete a planning effort in the near future to consider elements of Alternative 7 in order to determine land acquisition and other requirements related to lost capacity at the Airport." Alternatives 6 and 7 are briefly described in the following paragraphs.

Alternative 6 or *Less Than Full Compliance – No Land Acquisition*, results in a reconfiguration of Taxiway B on the west of Runway 13/31. Alternative 6 contains no land acquisition, nor runway extension or runway shift, and leaves State Highway 75 in its current location. To accommodate the relocated Taxiway B Object Free Area (TOFA), the commercial terminal aircraft apron will be shifted from the east side of the building to the north side of the building. Also, the existing taxiway that provides access to the general aviation hangar complex will be relocated. This will result in the removal/relocation of four existing general aviation hangars, and a building owned by the United States Forest Service. Modifications of Standards (MOS) are necessary for Alternative 6, including MOS for the Runway OFA Clearing, Runway RSA Grading, Runway to Parallel Taxiway Separation, Taxiway OFA, and Runway Centerline to Aircraft Parking Separation.

Alternative 7, *Less Than Full Compliance – Modest Land Acquisition*, includes the provisions of Alternative 6 and two additional considerations:

- 1) Proposed land acquisition adjacent to the Airport, south and west of the existing FBO. The land acquisition on the south end of the Airport would provide a replacement area for aircraft parking and structures displaced due to the shift of Taxiway B.
- 2) Alternative 7 included the Relocation of Highway 75 to the east, but within the existing right-of-way. Alternative 7 will be re-evaluated and will form the basis for future facility configuration planning in subsequent chapters of this Master Plan.

1.3. Airport Role

The Friedman Memorial Airport is a publicly owned airport, and is jointly owned by the City of Hailey and Blaine County. The Airport is operated by the Friedman Memorial Airport Authority (FMAA) Board. The Board is comprised of three representatives appointed by the City of Hailey, three appointed by Blaine County, and a seventh member unanimously agreed upon by the six appointed members. The Airport Manager provides the primary staff support to the Friedman Memorial Airport Authority, managing and supervising airport personnel, and maintaining a safe, legal, efficient, and profitable operation.

The Airport encompasses 209 acres and is located 5,320 feet above mean sea level. The Federal Aviation Administration (FAA) categorizes the Airport as a non-hub commercial service airport (FAA Site Number 04206). The Airport Reference Point (ARP) is Latitude 43° 30' 13.6"N and Longitude 114° 17' 44.0"W.

Currently, the Airport is served by three airlines on a daily basis during the peak tourist season: Delta Airlines, Alaska Airlines, and United Airlines. These three airlines provide non-stop flights to Denver, Los Angeles, Seattle, San Francisco, and Salt Lake City (see Chapter 2, *Aviation Activity Forecasts*, for additional information regarding commercial service).

Friedman Memorial Airport is part of the National Plan of Integrated Airport Systems (NPIAS), a national airport system plan developed by the Federal Aviation Administration (FAA), which identifies nearly 3,400 existing and proposed airports that are significant to national air transportation and thus eligible to receive Federal grants under the Airport Improvement Program (AIP). The NPIAS also includes estimates of the amount of AIP money needed to fund infrastructure development projects.

The current NPIAS report, *National Plan of Integrated Airport Systems (NPIAS) 2015-2019*, lists Friedman Memorial Airport as a Nonhub Primary Airport. Commercial service airports that enplane less than 0.05 percent of all commercial passengers enplanements but have more than 10,000 annual enplanements are categorized as nonhub primary airports. There are 251 nonhub primary airports nationwide that together account of 3 percent of total national enplanements. These airports are also heavily used by general aviation aircraft, with an average of 88 based aircraft per airport.

Friedman Memorial Airport is also part of and classified by the Idaho Airport System Plan (IASP). The latest IASP was published in 2010, and defined Friedman Memorial as a Commercial Service Airport. According to the plan a Commercial Service Airport accommodates scheduled major/national or regional/commuter commercial air carrier

service in addition to air cargo, business aviation, and all types of general aviation. Friedman Memorial is one of seven airports that are classified as Commercial Service Airports within the State of Idaho.

As part of the latest IASP, the Idaho Transportation Department Division of Aeronautics commissioned an Economic Impact Analysis report for each of Idaho's 75 public-use airports. The IASP estimated that 1,550 local jobs and \$120 million in annual economic output were attributable to the Friedman Memorial Airport in 2007, making it the second-largest airport in the State in terms of economic impact. According to Sun Valley Economic Development (SVED), a 501(c)6 non-profit public-private partnership focused on Blaine County economic issues (formerly known as Sustain Blaine), this represented nearly 20 percent of the total Blaine County economy in 2007.

In 2011, Sustain Blaine reviewed the findings of the IASP Economic Impact Analysis and found that the analysis was based on key financial assumptions that were overly conservative when considering the Wood River Valley economy compared to other Idaho communities. By modifying a few of these assumptions to reflect unique local circumstances, Sustain Blaine found that the IASP may have underestimated economic impacts related to visitor spending, general aviation spending, and average payroll per employee, and estimated that \$143 million in annual economic output in 2010 was attributable to the airport when using the IASP methodology and modifying these key assumptions. This was substantially higher than the IASP estimate, even though the Sustain Blaine analysis accounted for the severe economic recession that began between 2007 and 2010.

Sustain Blaine has also promoted an alternate methodology for estimating the airport's economic impact based on a sector-by-sector GDP allocation analysis of the Blaine County economy. This methodology accounts for the local economy's focus on sectors such as real estate and tourism that are "heavily reliant" on air service provided by the Airport. This alternate methodology found that the Airport's economic impact may have been as high as \$345 million in economic output in 2010, representing almost half of Blaine County GDP.

2. Airport Facilities Inventory

The Friedman Memorial Airport is operated with one runway, along with parallel and connecting taxiways which serve the runway and provide access to the terminal and other landside facilities on the Airport. **Figure A3** provides a graphic representation of the existing airport facilities. The following narrative is a description of Alternative 6 from the 2013 *Airport Alternatives Technical Analysis*, as at the time of the writing of this chapter improvements identified by Alternative 6 are under construction and are anticipated to be completed by the end of 2015.

Friedman Memorial Airport is surrounded by rising terrain to the north, east, and west. As a result, a majority of operations are conducted in a "head-to-head" fashion, meaning that most departures utilize Runway 13, while most arrivals utilize Runway 31. Not all operations at Friedman Memorial Airport are conducted in this fashion, as occasionally aircraft land from and depart to the north. All operations are coordinated by Air Traffic Control Tower (ATCT) personnel while the tower is open.

SOURCE: AERIAL: Google Maps, 2014, AERIAL: Toothman-Orton Engineers/Mead & Hunt.



FIGURE A3 Existing Airport Layout

2.1. Airfield Layout

The arrangement and interaction of airfield components (runway, taxiways, and ramp entrances) refers to the layout or “design” of the airfield. Friedman Memorial Airport is served by one runway, Runway 13/31, which has a full length parallel taxiway with seven exit taxiways.

The majority of the Airport’s existing landside facilities are located west of Runway 13/31, and include the commercial passenger terminal, the Fixed Based Operator (FBO), the general aviation hangars and apron, and other services.

2.2. Environmental Conditions

Climatological conditions specific to the location of an airport not only influence the layout of the airfield, but also affect the use of the runway system. Surface wind conditions have a direct effect on operations at an airport; runways not oriented to take fullest advantage of prevailing winds will restrict the capacity of an airport to varying degrees. When landing and taking off, aircraft are able to operate properly on a runway as long as the wind component perpendicular to the direction of travel (defined as a crosswind) is not excessive.

Wind Coverage. Surface wind conditions (i.e., direction and speed) generally determine the desired alignment and configuration of the runway system. Wind conditions affect all airplanes to varying degrees; however, the ability to land and takeoff in crosswind conditions varies according to pilot proficiency and aircraft type. Generally, the smaller the aircraft, the more it is affected by crosswinds.

The allowable crosswind component is dependent upon the Runway Design Code (RDC) for the type of aircraft that utilize the Airport on a regular basis. The current RDC for Runway 13/31 is C-III, resulting in a 16-knot crosswind component. Runway is not only utilized by C-III aircraft, but by aircraft in larger and smaller RDC classifications, therefore all crosswind components are displayed. Table A1 illustrates the crosswind component standard per Runway Design Code classification.

Table A1 CROSSWIND COMPONENT PER RUNWAY DESIGN CODE (RDC)

RDC	Crosswind Component
A-I and B-I	10.5-Knots
A-II and B-II	13-Knots
A-III, B-III, C-I through C-III, D-I through D-III	16-Knots
A-IV and B-IV, C-IV through C-VI, D-IV through D-VI	20-Knots
E-I through E-VI	20-Knots

SOURCE: FAA AC 150/5300-13A, *Airport Design*, Change 1. Table 3-1

To determine wind velocity and direction at Friedman Memorial Airport, wind data was obtained for the years 2004-2013 from observations taken at the Airport. There were 139,100 periodic observations recorded during this time period. Figure A4 illustrates the all-weather wind coverage provided at Friedman Memorial Airport. The desirable wind coverage for an airport is 95 percent, based on the total number of weather observations during the recorded period. This means that the runway orientation and configuration should be such that the maximum crosswind component is not exceeded more than five percent of the time.

Table A2 quantifies the wind coverage offered by the Airport's existing runway system, including the coverage for each runway end. Based on the all-weather wind analysis for Friedman Memorial Airport, utilizing the Wind Rose File Generator and Wind Analysis Tool on the FAA Airports GIS Program website, the existing runway configuration provides the following all-weather wind coverage: 99.97 percent for the 20-knot crosswind component, 99.92 percent for the 16-knot crosswind component, 99.61 percent for the 13-knot crosswind component, and 99.22 percent of the 10.5-knot crosswind component.

Table A3 and **Table A4** quantify the wind coverage under Visual Flight Rules (VFR) conditions, and wind coverage under Instrument Flight Rules (IFR) conditions, respectively. Visual Flight Rules (VFR) conditions occur whenever the cloud ceiling is at least 1,000 feet above the ground level and the visibility is at least three statute miles. Instrument Flight Rules (IFR) conditions occur when the reported cloud ceiling is less than 1,000 feet and visibility is less than three miles. As illustrated in the following tables, local wind conditions at Friedman Memorial Airport favor the utilization of Runway 31 during all-weather and VFR conditions, while local wind conditions favor Runway 13 during IFR conditions. Further analysis of the wind coverage and the impacts on the Airport's capacity and operations will be developed in the *Facility Requirements* Chapter.

Table A2 ALL-WEATHER WIND COVERAGE SUMMARY

Wind Coverage Provided Under All-Weather Conditions				
	10.5-Knot	13-Knot	16-Knot	20-Knot
Runway 13/31	99.25%	99.63%	99.94%	99.99%
Runway 13	52.29%	52.57%	52.82%	52.87%
Runway 31	90.51%	90.77%	91.01%	91.05%

SOURCE: National Oceanic and Atmospheric Administration, National Climatic Data Center, Station 725865, Friedman Memorial Airport, Hailey, ID. Period of Reporting 2004-2013; 139,100 Total Observations, and tailwind component of 5-knots.

Table A3 VFR-WEATHER WIND COVERAGE SUMMARY

Wind Coverage Provided Under VFR-Weather Conditions				
	10.5-Knot	13-Knot	16-Knot	20-Knot
Runway 13/31	99.24%	99.62%	99.93%	99.99%
Runway 13	50.81%	51.08%	51.35%	51.39%
Runway 31	90.80%	91.07%	91.31%	91.35%

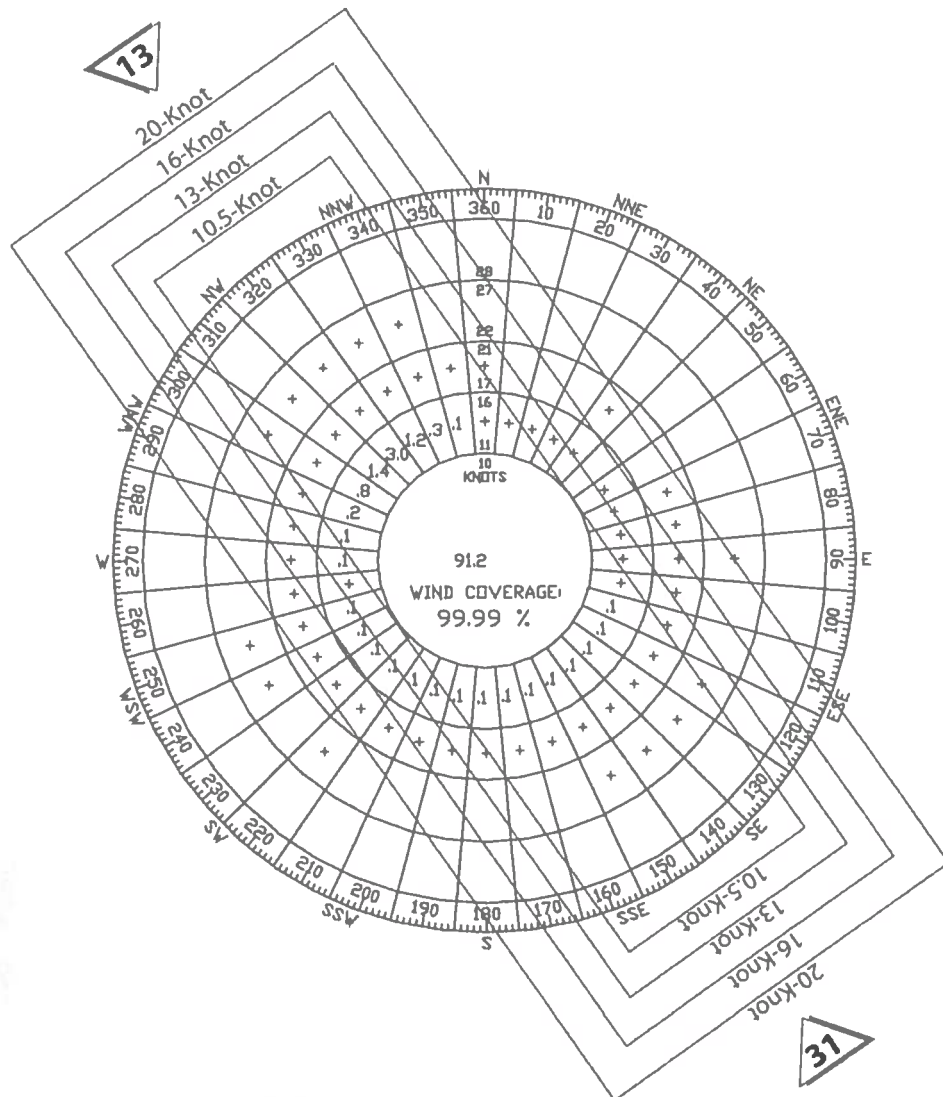
SOURCE: National Oceanic and Atmospheric Administration, National Climatic Data Center, Station 725865, Friedman Memorial Airport, Hailey, ID. Period of Reporting 2004-2013; 132,940 Total Observations, and tailwind component of 5-knots.

Table A4 IFR-WEATHER WIND COVERAGE SUMMARY

Wind Coverage Provided Under IFR-Weather Conditions				
	10.5-Knot	13-Knot	16-Knot	20-Knot
Runway 13/31	99.66%	99.83%	99.99%	100.00%
Runway 13	85.99%	86.13%	86.27%	86.28%
Runway 31	84.02%	84.15%	84.28%	84.30%

SOURCE: National Oceanic and Atmospheric Administration, National Climatic Data Center, Station 725865, Friedman Memorial Airport, Hailey, ID. Period of Reporting 2004-2013; 6,224 Total Observations, and tailwind component of 5-knots.

Figure A4
All-Weather Wind Rose



2.3. Airside Facilities

Runway. Runway 13/31 is 7,550 feet long and 100 feet wide. The runway is constructed of grooved asphalt, in good condition, and has a gross weight bearing capacity of 65,000 pounds single wheel, 95,000 pounds double wheel, and 150,000 pounds double tandem wheel landing gear. The runway is equipped with High Intensity Runway Lights (HIRL), and a four-light Precision Approach Path Indicator (PAPI) on Runway 31.

Runway 13 is marked with nonprecision instrument approach markings, in good condition, while Runway 31 is marked with precision instrument approach markings, considered to be in fair condition. Runway 31 is served by RNAV GPS and RNP approaches, and Runway 13/31 is served by a circling NDB/DME instrument approach. Due to the topography of the Wood River Valley, availability of instrument approach and departure procedures, and access to the en-route navigational system, nearly 95 percent of operations land on Runway 31 and depart on Runway 13.

Friedman Memorial Airport currently has declared distances in place for Runway 13/31. Declared distances are distances the Airport declares and the FAA approves as available for an airplane's takeoff run, takeoff distance, accelerate-stop distance, and landing distance requirements. These distances are defined as follows:

- Takeoff run available (TORA) – the runway length declared available and suitable for the ground run of an airplane taking off;
- Takeoff distance available (TODA) – the TORA plus the length of any remaining runway or clearway beyond the far end of the TORA;
- Accelerate-stop distance available (ASDA) – the runway plus stopway (area beyond the takeoff runway capable of supporting aircraft during an aborted takeoff) length declared available and suitable for the acceleration and deceleration of an airplane aborting a takeoff; and
- Landing distance available (LDA) – the runway length declared available and suitable for a landing airplane.

According to FAA guidance Advisory Circular 150/5300-13A, *Airport Design*, Change 1, "Declared distances may be used to obtain additional RSA and/or ROFA prior to the runway's threshold (the start of the LDA) and/or beyond the stop end of the LDA and ASDA, to mitigate unacceptable incompatible land uses in the runway protection zone (RPZ), to meet runway approach and/or departure surface clearance requirements, in accordance with airport design standards, or to mitigate environmental impacts. Declared distances may also be used as an incremental improvement technique when it is not practical to fully meet these requirements. However, declared distances may only be used for these purposes where it is impracticable to meet the airport design standards or to mitigate the environmental impacts by other means, and the use of declared distances is practical."

Table A5 summarizes the declared distances in use at Friedman Memorial Airport. These distances are depicted in Figure A5.

Table A5 RUNWAY 13/31 DECLARED DISTANCES

Runway	Take Off Run Available (TORA)	Take Off Distance Available (TODA)	Accelerate Stop Distance Available (ASDS)	Landing Distance Available (LDA)
Runway 31	5,850 Feet	7,550 Feet	6,631 Feet	6,631 Feet
Runway 13	7,150 Feet	7,550 Feet	7,150 Feet	5,400 Feet

SOURCE: FAA, Airport/Facility Directory, 2014.

Taxiways. In addition to the runway, Friedman Memorial Airport has several taxiways that provide access to the terminal area and other aviation facilities. Taxiway B is a 50 foot wide full parallel taxiway serving the west side and both ends of Runway 13/31, and is connected to Runway 13/31 by connector taxiways, B1, B2, B3, B4, B5, B6, and B7. Taxiway edge lights at Friedman Memorial Airport are Medium Intensity Taxiway Lights (MITL).

Central Bypass Taxiway. The relocation of connector B4 to the south will impact the existing central bypass taxiway. The central bypass taxiway is critical to operations at the airport as it allows simultaneous operation of opposite flow traffic on Taxiway B. To mitigate this conflict, the central bypass taxiway has been moved approximately 250 feet to the north. To mitigate direct access to the runway from the apron adjacent to the connector B4, the addition of a surface painted “No Taxi” island is included to reduce runway incursions.

Modifications of Standards. Currently Friedman Memorial Airport has six Modification of Standards (MOS), including:

- MOS 1 – Runway Centerline to Parallel Taxiway Centerline
 - This MOS is to allow a Runway Centerline to Parallel Taxiway Centerline of 320 feet, while the standard is 400 feet, for a proposed full length parallel taxiway, due to man-made constraint’s including hangars, the Terminal Building, and airplane parking.
- MOS 2 – Parallel Taxiway Object Free Area (TOFA) Width
 - This MOS is to allow a TOFA width of 160 feet, while the standard is 186 feet, due to man-made constraints including hangars, the Terminal Building, and airplane parking.
- MOS 3 – Runway Object Free Area (ROFA) Width
 - This MOS is to allow the following structure to remain in the ROFA: State Highway 75, Perimeter Fence, and Off Airport Buildings.
 - Existing objects in the ROFA that are planned to be removed, include: Aircraft Parking, Hangars, Portions of the Airport Perimeter Fence, Air Traffic Control Tower and Facilities.
- MOS 4 – Runway Safety Area (RSA) Grading
 - This MOS is to allow the existing RSA transverse grades of 0% to 1%, while the standard is 1.5% to 3%.
- MOS 5 – Runway Centerline to Aircraft Parking Area
 - This MOS is to allow a Runway Centerline to Aircraft Parking Area separation of 400 feet, while the standard is 500 feet.
- MOS 8 – Taxiway Width
 - This MOS is to allow a parallel taxiway width of 50 feet plus 10 foot paved shoulders, while the standard is 75 feet with a taxiway edge safety margin of 15 feet.

The Modifications of Standards will be re-evaluated by the FAA a minimum of every five (5) years, and are depicted in Figure A5.

SOURCE: AERIAL: Google Maps, 2014, CAD: Toothman-Orton Engineers/Mead & Hunt.



FIGURE A5 MOS and Declared Distances

2.4. Landside Facilities

Landside development at the Friedman Memorial Airport includes commercial passenger terminal facilities, general aviation facilities, aircraft storage facilities, aircraft parking aprons, Fixed Based Operator (FBO) facilities, fuel storage facilities, and access roadways.

Commercial Passenger Terminal Facilities. During development of Alternative 6, it was determined that Commercial Terminal aircraft parking apron would need to be relocated to the north side of the building, to remove the parked aircraft from Taxiway B TOFA. Relocating the commercial aircraft parking apron from the east side of the building to the north side of the building required a new means for the travelling public to get to and from the aircraft. Investigation of the Terminal Building determined that a reconfiguration of the then existing Terminal Building would pose significant challenges to the independent movement of ramp vehicle, baggage, and passengers. It was also determine that a configuration would result in a non-compliance issue with the current Transportation Security Administration's (TSA) passenger handling requirements. These factors resulted in reconfiguration and expansion of the Commercial Passenger Terminal Building.

The new Commercial Passenger Terminal Building is designed to accommodate (1) Dash-8 Q400 and (2) CRJ-700 departures within a peak period. At 76 seats for the Q400 and 70 seats for the CRJ-700 aircraft, there will be 216 departing seats during the peak period. At a 90% load factor during the peak travel season, the terminal will be designed to accommodate a peak period departing passenger demand of 194 departing passengers.

The Terminal will be designed to meet this peak period demand while accommodating the traveling public's needs. The security checkpoint, secured holdroom, baggage claim, ticketing counter, and public restrooms will be sized to accommodate peak period departing passengers. **Figure A6** depicts the expected layout of the Commercial Passenger Terminal Building as of December 31, 2015.

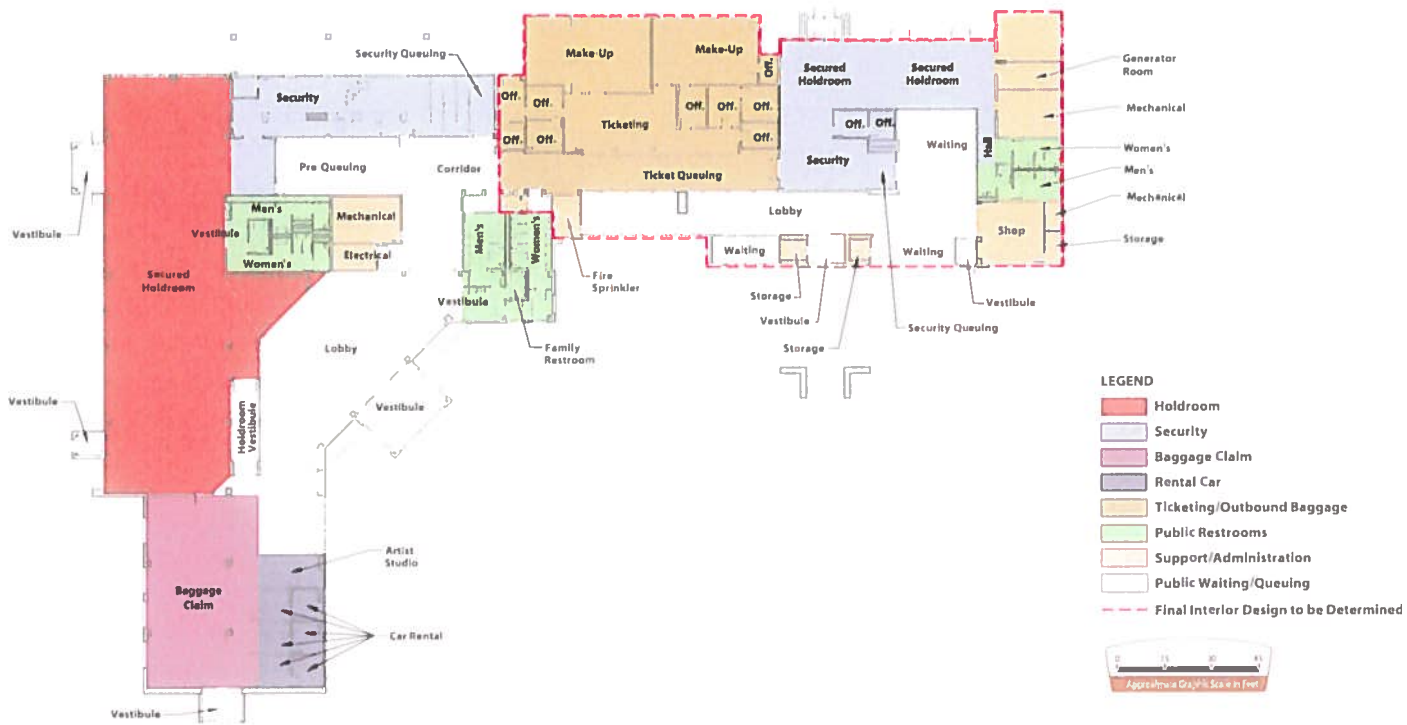


FIGURE A-5 Commercial Terminal Building

Friedman Memorial Airport Master Plan Update

Fixed Base Operator (FBO) Facilities. Friedman Memorial Airport has one full service Fixed Based Operator (FBO), Atlantic Aviation, which offers aircraft maintenance, fuel service, aircraft rental, and hangar and tie-down storage. Additional services offered through the FBO include flight instruction, aircraft sales, and aviation charter service.

Aprons. There are four primary apron areas at Friedman Memorial Airport. The apron areas include the air carrier apron, the general aviation apron, cargo apron, and the Fixed Based Operator (FBO) apron. The FBO apron located at the southern end of the Airport is approximately 272,000 square feet and accommodates many different general aviation aircraft. The general aviation apron located north of the FBO, and south of the general aviation hangars is approximately 327,000 square feet and has tie-down locations for 81 aircraft. The commercial service apron is located north of the commercial terminal building, is approximately 124,000 square feet, and can accommodate three commercial aircraft. The commercial apron was relocated from the east side to the north side of the terminal building in 2014, and the number of available commercial aircraft parking positions was reduced from four to three due to improvements to the airfield that were completed at the same time. The new cargo apron located on the north side of the field near Taxiway B2, will accommodate Fed Ex and UPS freight aircraft operations.

Air Traffic Control Tower (ATCT). The FAA Air Traffic Control Tower (ATCT) is located on the east side of and approximately midway along Runway 13/31, across the Airport from the Commercial Passenger Terminal Facilities. The ATCT is operated under the FAA Contract Tower Program and is open daily from 7:00 AM until 11:00 PM. The ATCT is a three-story building with an interior gross area of 840 square feet, not including the catwalk area. An ATCT Concept and Budget Report completed in 2004 found that the tower has several deficiencies, including its location within the Runway Object Free Area, and it is dated, worn, and cramped facilities. The 2004 study recommended relocating and upgrading the ATCT, and identified eight alternative sites throughout the Airport property, three of which were studied in detail. The findings and recommendations of the 2004 study will be re-evaluated as part of this Master Plan.

Hangar Facilities. There are multiple hangar facilities at Friedman Memorial Airport all located on the west side of Runway 13/31. Currently there are eight t-hangar and multi-unit hangar structures in the general aviation area. Located near the Commercial Passenger Terminal Building are an additional seven hangar structures. Hangar structures can be leased either through the FBO or through the *FMAA Hangar Lease Renewal Policy*. The lease policy provides opportunities for existing lessees to remain as tenants in the future; maintains a diversity of aircraft on the Airport; takes the speculative/investment float out of the future hangar leases; and improves Airport revenues as recommended by the FAA.

Fuel Storage Facilities. The fuel farm at Friedman Memorial Airport is located near the north end of the general aviation hangars west of Taxiway B. According to the most recent Stormwater Pollution Prevention Plan (SWPPP), the fuel farm consists of four (4) aboveground 20,000 gallon fuel storage tanks, all containing Jet-A fuel, and one (1) underground 12,000 gallon fuel storage tank containing 100LL Avgas. There are also three 500 gallon tanks located at the fuel farm that store unleaded gasoline, diesel fuel, and fuel additive for winter operations, respectively. The FBO handles the majority of the fuel service at Friedman Memorial Airport, via five (5) mobile tanker trucks, four (4) with 5,000 gallon capacities for Jet-A fuel and one (1) with a 1,250 gallon capacity for 100LL Avgas. Aircraft are refueled on aircraft ramps and parking aprons.

There are also three fueling stations located throughout the Airport property. One is a self-service fuel station for aviation gasoline, a 5,000 gallon 100LL Avgas underground tank, owned and operated by the FBO, and available for public use. This self-service station is located near the south end of the general aviation hangar area west of Taxiway B. The second fuel station is located at the FBO, is used for refueling the FBO vehicles, and is not available for public use. The third fuel station is a 1,000 gallon diesel fuel tank located at the airport maintenance facility. This station is for re-fueling of airport maintenance vehicles and is not available for public use.

Aircraft Rescue and Fire Fighting (ARFF) Facility/Snow Removal Equipment (SRE). Relocating the central bypass taxiway requires the relocation of the existing SRE/ARFF and administration buildings to meet separation standards associated with the central bypass taxiway safety area. The Airport currently has more than ten SRE vehicles, a primary ARFF vehicle, and one back-up ARFF vehicle. The ARFF, SRE and administration building will be collocated to increase efficiency of the building and airport staff. This is illustrated in Figure A7.

The ARFF/SRE/Administration building is approximately 15,000 square feet. There will be four bays for SRE storage, along with an SRE Maintenance Office, a Welding Shop, a Flammable Liquid Storage room, a Maintenance Storage room, and a Maintenance Shop. The ARFF section of the building will have two bays for vehicle storage, Locker Room, Laundry Facility, Exercise Room, and Changing Rooms. The Administration portion of the building will house an Airport Manager Office, a Watch Room, a Training Room, an Airport Security Coordinator Office, Conference Room, Other Offices, and various other amenities.

Friedman Memorial Airport has signed on to the *Wood River Valley Mutual Assistance Agreement*, along with the Cities of Ketchum, Sun Valley, Bellevue, and Hailey, the Ketchum Rural Fire Protection District, Wood River Fire Protection District, Carey Fire Protection District, West Magic Fire Protection District, and Smiley Creek Fire Protection District. All that have signed the Mutual Assistance Agreement agree to maintain equipment and personnel who are trained to provide various levels of service in control of fire, fire prevention, emergency medical service, hazardous materials response and/or other emergency support. The purpose of the Agreement is for the members to provide assistance to each other in the event of a major fire, disaster or other emergency and to work cooperatively with each other to protect life and property.

The existing Aircraft Rescue and Firefighting (ARFF) unit at Friedman Memorial Airport is classified as Index A. The ARFF index is determined by a combination of the length of air carrier aircraft, and average daily departures of air carrier aircraft. The longest aircraft with an average of five or more daily departures determines the Index required for the Airport. When there are fewer than five average daily departures of the longest air carrier aircraft serving the Airport, the Index required for the Airport will be the next lower Index group than the Index group prescribed for the longest aircraft. Currently Friedman Memorial Airport is serviced by the Bombardier Dash 8 – Q400 at 107 feet long, and by the Bombardier CRJ 700 at 106 feet long. Since Friedman Memorial Airport has less than an average of five daily departures that are classified as Index B, which includes aircraft at least 90 feet but less than 126 feet in length, it is classified as Index A.

Rental Car Support/Ground Transportation. Currently Friedman Memorial Airport offers car rental services on-site in the Commercial Terminal. Five rental car companies offer rental car services, including Avis, Budget, Hertz, Enterprise, and National.

A variety of ground transportation options are available at Friedman Memorial Airport, connecting the Airport to the surrounding hotels, tourist attractions, businesses, and residences. These options include hotel courtesy shuttles, taxis, and other public transportation means. Public transportation for the Wood River Valley is provided by Mountain Rides, which provides free town bus, commuter bus, commuter vanpool and special needs transportation.

Weather Monitoring Equipment. The current weather monitoring equipment at Friedman Memorial Airport is an Automated Weather Observing System (AWOS) III. The AWOS-III is located on the south end of the airfield, adjacent to Taxiway B6, and the FBO apron. An AWOS measures meteorological parameters, reduces and analyzes the data via computer, and broadcasts weather reports which can be received by aircraft operating up to 10,000 feet about the ground and within 25 nautical miles of the station when the tower open; when the tower is closed this information is available from the Automatic Terminal Information Service (ATIS). An AWOS III system measures and reports wind data (including speed, direction, and gust), dew point, altimeter, density altitude, visibility, precipitation accumulation, and cloud height.

An AWOS II station was installed in the air traffic control tower in 2014 for back-up weather monitoring in the event that the AWOS III is out of service. The AWOS II is capable of monitoring all of the same weather variables as an AWOS III, with the exception of sky condition, cloud ceiling height, and liquid precipitation accumulation.

Vehicular Access and Parking. Ground access to Friedman Memorial Airport is provided from State Highway 75 via Airport Way, which is located on the west side of the Airport. The road provides access to the commercial terminal building, as well as access to the general aviation facilities.

Public parking is available on the west side of the Airport, adjacent to the commercial passenger terminal building. When full build out the new Commercial Passenger Terminal and the ARFF/SRE/Administration building is complete in December 2015, there will be 218 Short-Term parking spots, and 108 Long-Term parking spots.

The short-term parking lot is open at all hours of the day, every day of the year, and is located in the upper parking lot. The first half hour of parking is free to accommodate people dropping off passengers at the terminal. The short-term parking lot can accommodate vehicle parking needs from less than a half hour, to a monthly rate.

The long-term parking lot is also open all hours of the day, and every day of the year. The long-term parking lot is in the lower parking lot further west of the terminal building, and allows the first half hour of parking to be free to accommodate the drop off of passengers. The long-term parking lot is intended to accommodate longer than 24 hour parking and has monthly rates available.

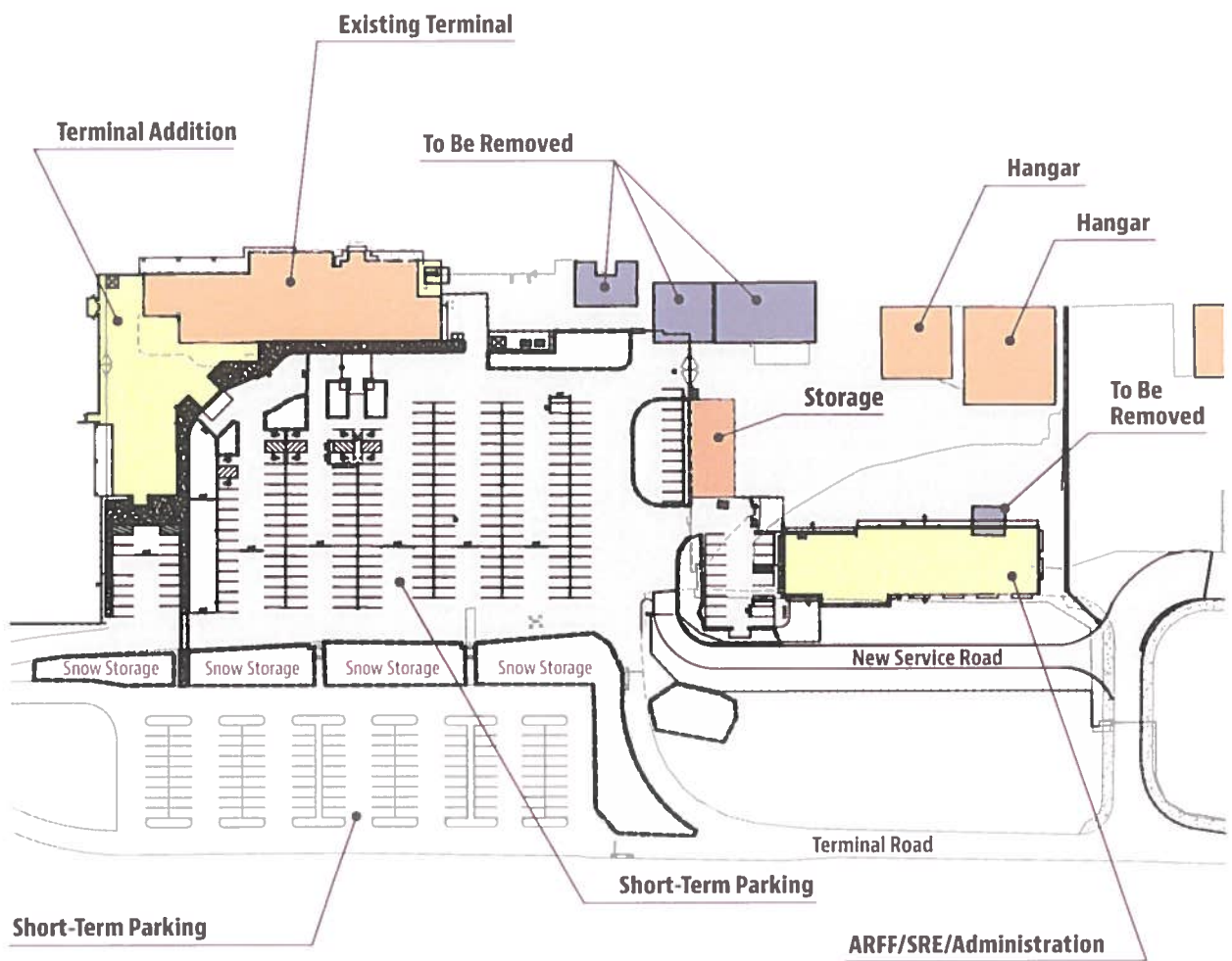


FIGURE A7 Terminal Area Layout

2.5. Airspace System and NAVAIDS

Friedman Memorial Airport, as with all airports, functions within the local, regional, and national systems of airports and airspace. **Figure A8** and the following narrative provide a brief description of the Airport's role as an element within these systems.

2.5.1. Air Traffic Service Areas and Aviation Communications

FAA air traffic controllers, stationed in Air Route Traffic Control Centers (ARTCC), provide positive air traffic control within defined geographic jurisdictions. There are twenty-two geographic ARTCC jurisdictions established throughout the continental United States. Airspace in the vicinity of Friedman Memorial Airport is contained within the Salt Lake ARTCC jurisdiction. The Salt Lake ARTCC includes airspace in portions of Idaho, Montana, North Dakota, South Dakota, Wyoming, Utah, Nevada, and Oregon.

Aviation communication facilities associated with the Airport include the Friedman Memorial Airport Traffic Control Tower (frequencies: 125.6 common traffic advisory frequency (CTAF) and Tower, and 121.7 Ground), and the Aeronautical Advisory Station (UNICOM) on frequency 122.95. In addition, the Airport has an Automated Terminal Information System (ATIS) that can be accessed on frequency 128.225. Salt Lake Center is accessed on frequency 118.05, and the Automated Weather Observing System (AWOS-III) can be accessed by phone at (208) 788-9213. The Automatic Terminal Information Service (ATIS) is also available via phone at (208) 788-2108.

2.5.2. Airspace

Friedman Memorial Airport is a controlled airport with an Air Traffic Control Tower (ATCT) open from 7:00 a.m. to 11:00 p.m. The immediate area surrounding the Airport is classified as Class D airspace (Class D airspace is that airspace that extends from the surface up to, and including, 7,800 feet MSL within a four nautical mile radius of the Airport, and that airspace within 1.8 miles each side of the 159° bearing from the airport, extending from the four nautical mile radius to six nautical miles southeast of the airport). The Class D airspace is effective during 1400-0600 Zulu, or while the ATCT is open, and reverts to Class E airspace whence the tower is closed. As mentioned previously, the tower is staffed by an independent contractor under the FAA Contract Tower Program.

Controlled airspace is a generic term that covers the different classification of airspace and defined dimensions within which air traffic control service is provided in accordance with the airspace classification. Controlled airspace consists of, Class A, B, C, D, and E airspace. Class D airspace generally extends from the surface to 2,500 feet above the airport elevation surrounding those airports that have an operational control tower. The configuration of Class D airspace, such as that at Friedman Memorial Airport, will be tailored to meet the operation needs of the areas. Class E airspace is generally controlled airspace that is not designated A, B, C, or D. Except for 18,000 feet Mean Sea Level (MSL), Class E airspace has no defined vertical limit, but rather it extend upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace.

Required equipment for an aircraft entering Class D airspace is an operable two-way radio. Prior to entering Class D airspace the pilot of an aircraft must establish two-way radio communications with the ATC facility providing ATC services, and maintain those communions while in the Class D airspace. Pilots of arriving aircraft should contact the control tower on the publicized frequency and give their position, altitude, destination, and any special request(s). Class E airspace has no specific equipment requirements and no specific entry requirements under VFR conditions.

2.5.3. FAR Part 77 Surfaces

The criteria contained in Federal Aviation Regulations (FAR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, apply to existing and proposed manmade object and/or objects of natural growth and terrain (i.e., obstructions). These guidelines define the critical areas in the vicinity of airport that should be kept free of obstructions. Secondary areas may contain obstructions if they are determined to be non-hazardous by an aeronautical study and/or if they are marked and lighted as specified in the aeronautical study determination. Airfield navigational aids as well as lighting and visual aids, by nature of their location, may constitute obstructions. However, these objects do not violate FAR Part 77 requirements, as they are essential to the operation of the Airport and are considered “fixed-by-function”.

According to the 2012 Environmental Assessment and Finding of No Significant Impact for the Initiation of Turbojet Service for Friedman Memorial Airport, there are a number of FAR Part 77 penetrations existing in the vicinity of the Airport. These include segments of State Highway 75, various on-Airport buildings and equipment, and a number of off-airport trees. These penetration have been addressed through use of a displaced threshold for Runway 13, installation of obstruction lights, and adjustments to the instrument approach minimums.

2.5.4. Navigational Aids

As illustrated in **Figure A8**, a variety of navigational facilities are available to pilots in the vicinity of Friedman Memorial Airport, whether located at the field or at other locations in the region. Some of these navigational aids are available to en-route air traffic as well. In addition, there is a complement of navigational aids (NAVAIDS) that allow instrument approaches to the Airport. The NAVAIDS available for use by pilots in the vicinity of and on approach to the Airport include a Non-Directional radio Beacon (NDB) facility, Airport Beacon, Precision Approach Path Indicators (PAPI), and wind cones.

NDBs are general purpose low- or medium- frequency radio beacons that an aircraft equipped with a loop antenna can home in on or determine its bearing relative to the sending facility. The Hailey NDB is located approximately 12 nautical miles southeast of the Airport and broadcast on a frequency of 220. Presently there are two straight-in instrument approach procedures and one circling only approach. The RNAV (GPS) W approach at Friedman Memorial Airport has two different approach criteria, one based on a Lateral Navigation (LNAV) approach, and one based on a circling approach. The LNAV approach is a non-precision approach that provides lateral guidance. The instrument approaches for Friedman Memorial Airport are listed in **Table A6**.

Table A6 INSTRUMENT APPROACH PROCEDURES

Approach	Designated Runway(s)	Decision Height (AGL)	Visibility Minimums
RNAV (GPS) W (LNAV)	Runway 31	1790' AGL	1 ¼ mile ¹ , 1 ½ mile ² , 3 miles ³
RNAV (GPS) W (Circling)	Runway 31	1862' AGL	1 ¼ mile ¹ , 1 ½ mile ² , 3 miles ³
RNAV (RNP) Y	Runway 31	974' AGL	3 miles ⁴
NDB/DME-A	Circling	2720' AGL	5 miles ⁴

SOURCE: U.S. Terminal Procedures October 16, 2014 through November 13, 2014.

NOTE: ¹Authorized for use by Category A aircraft

²Authorized for use by Category B aircraft

³Authorized for use by Category C aircraft

⁴Authorized for use by Category A, B, and C aircraft

Each of the approaches have additional restrictions that apply, as follows:

- RNAV (GPS) W RWY 31
 - Circling not available at night
 - Circling not available east of Runway 13/31
 - Distance Measuring Equipment (DME) and DME RNP-0.3 not available
 - Visibility reduction by helicopters is not available
- RNAV (RNP) Y RWY 31
 - GPS is required
 - When Visual Glide Slope Indicator (VGSI) is inoperative, procedure is not available at night
 - For uncompensated Baro-VNAV systems, the procedure is not available below -14° F or above 99° F
 - Missed approach requires RNP less than 1.0 and a minimum climb of 330 feet per NM to 14,500 feet.
- NDB/DME-A
 - Circling is not available northeast of Runway 13/31
 - Visibility reduction by helicopters is not available
 - When the control tower is closed, the procedure is not authorized
 - Procedure is not available at night.

2.5.5. Voluntary Noise Abatement Program

Friedman Memorial Airport currently maintains a voluntary noise abatement program to promote “Good Neighbor Flying”. The goals of the Noise Abatement Program are to have Airport operations that are compatible with the surrounding communities; to educate, involve and engage the community and flying public about addressing noise issues; to commit to being a good neighbor; to respond to each concern and take action as appropriate; and to strive for continued and increased success of the program.



Friedman Memorial Airport Master Plan Update

3. Airport Environs

An important step in the airport planning process is to identify land uses, zoning patterns, and the various land use planning and control documents used to guide development of property surrounding an airport. Planning for land use compatibility with airport development requires knowledge of what land uses are proposed and what, if any, changes need to be made.

Friedman Memorial Airport is located within the city limits of the City of Hailey. The following paragraphs provide a generalized description of the zoning, and existing land use patterns for the areas surrounding the Airport.

3.1. Existing Zoning

The City of Hailey and Blaine County both have zoning regulations that help guide development. The City's Zoning Ordinance pertains to the area within its corporate limits, while the County's Zoning Rules pertain to the unincorporated areas surrounding the city. Existing zoning is depicted in **Figure A9**.

Zoning in the City of Hailey is administered by the Community Development Department. The Community Development Department handles all application for land use development within the City of Hailey. Friedman Memorial Airport is within the Airport Zone District. The Airport Zone District is intended to provide an area that would allow regularly scheduled commercial passenger aircraft service to be used by the general public. The Airport District is also intended to allow other general aviation services for private aircraft and charter operations in conjunction with regularly scheduled commercial passenger aircraft services.

City of Hailey Comprehensive Plan. The 2012 Comprehensive Plan, was created as a guide to land use changes over time. The Plan states that, "as a member of the Friedman Memorial Airport Authority, it is the intent of the City to relocate the airport operations out of the city limits due to the increasing safety hazards and noise and air pollution impacts on nearby neighborhoods, schools, businesses, and other public and private uses." One of the goals of the Plan is to, "continue cooperation with Blaine County and the Friedman Memorial Airport Authority in regional planning efforts to optimally relocate the airport and plan for the long term redevelopment of the site within the city limits to ensure that changes in land use are beneficial to the community of Hailey."

Blaine County Comprehensive Plan. The Blaine County Aviation System, adopted in 2009, as a section of the Comprehensive Plan, states that Friedman Memorial Airport is the only airport in the County serving both general aviation and commercial air carriers. A general principle plan was to have air facilities that are compatible with the surrounding communities, maintain a respectful balance between aviation needs and the requirements of residents, businesses, and other public and private uses in the neighboring areas and the community at large. The plan also stated that, "a replacement airport should be sited in Blaine County, along the Highway 75 transportation corridor. It should be capable of accommodating existing and future aviation operational demand and demand for facilities, in terrain that allows for Category I instrument approach and missed approach capability, for both ends of the primary runway."

The Plan also states that the ordinances and measures to protect the air facility and aviation uses from incompatible neighboring development shall include an Airport Overlay District to regulate land use.

3.2. Airport Environs Overlay Zoning

In 2014, the Idaho State Legislature passed legislation, known as Senate Bill 1265, which removed the authority of the Idaho Transportation Department (ITD) to zone for airports as previously afforded under Title 21 of the State Statutes. The bill also added new planning responsibilities for local zoning jurisdictions related to airport planning. Under Title 67, Chapter 65 of the State Statutes, airports are now considered essential public facilities and political jurisdictions are required to have a separate Public Airport Facilities section within their comprehensive plans. The bill also establishes notification requirements for political subdivisions to implement regarding their local planning and zoning activities, and how these actions may affect an airport they own or are influenced by.

Blaine County Code, Title 9, Chapter 18, *Airport Vicinity Overlay District (AV)*, establishes a district to prevent encroachment on airspace, to prevent interference from light and electromagnetic sources on runway approaches, and to prevent intensive human use of runway approaches.

The Airport Vicinity Overlay District prescribes three geometrically defined areas. These are described below in relation to Friedman Memorial Airport:

- **Runway Proper:** A rectangle whose width is 500 feet and whose length (L) is the maximum planned or foreseeable length of the runway.
 - Width: 500 Feet
 - Length: 7,550 Feet (L)
 - Permitted Uses: Only those uses necessary for the operation of the Airport
 - Accessory Uses: None
- **Primary Safety Zone:** That portion of the approach area to the runway measuring in length $\frac{2}{3} L$, and a width flaring on both sides from 500 feet (immediately adjacent to the runway proper), at a rate of one lateral foot for every ten feet in length
 - Width: 500 Feet Inner, 1,003 Feet Outer
 - Length: 5,033 Feet
 - Permitted Uses: Agricultural purposes, recreational uses without structures, parks, golf course, cemeteries or water impoundments
 - Accessory Uses: Additional buildings or uses on the same premises which are clearly and customarily incidental to the principal permitted use
- **Secondary Safety Zone:** On both extremities of the Primary Safety Zone, measuring in $\frac{1}{3} L$, and flaring in within in the same manner
 - Width: 1,003 Feet Inner, 1,254 Feet Outer
 - Length: 2,517 Feet
 - Permitted Uses: Agricultural purposes, recreational uses, and residential uses
 - Accessory Uses: Additional buildings or uses on the same premises which are clearly and customarily incidental to the principal permitted use

3.3. Existing Land Use

The Airport is located within the City of Hailey and encompasses 209 acres of land. North and east of the Airport is a mixture of residential and commercial uses. McKercher City Pak and Hailey Cemetery are located immediately north of the Airport. Non-residential development is located to the immediate northwest and includes a church located at the intersection of State Highway 75 and Airport Way, and other commercial/industrial development near Airport Way and Aviation Drive. Further to the northwest is the historical center of Hailey which has a mixture of commercial and residential uses. To the west of the Airport there is a mixture of light industrial and lower-density residentially-designated areas which currently have limited development. Residential land uses are located southeast of the Airport and land uses are predominantly agricultural and open/undeveloped land with a few scattered residences along Broadford Road. A small residential area is located to the southwest along Broadford Highlands Way. The Big Wood River, which flows north to south through the valley, is located approximately 4,000 feet west of the Airport. The City of Bellevue is located approximately two miles to the southeast, with the Chantrelle subdivision being the closest residential land use within the jurisdiction. The land uses described above are depicted in **Figure A10**.

SOURCE: BASE: Google Maps, 2014. LAND USE: City of Hailey, Blaine County.

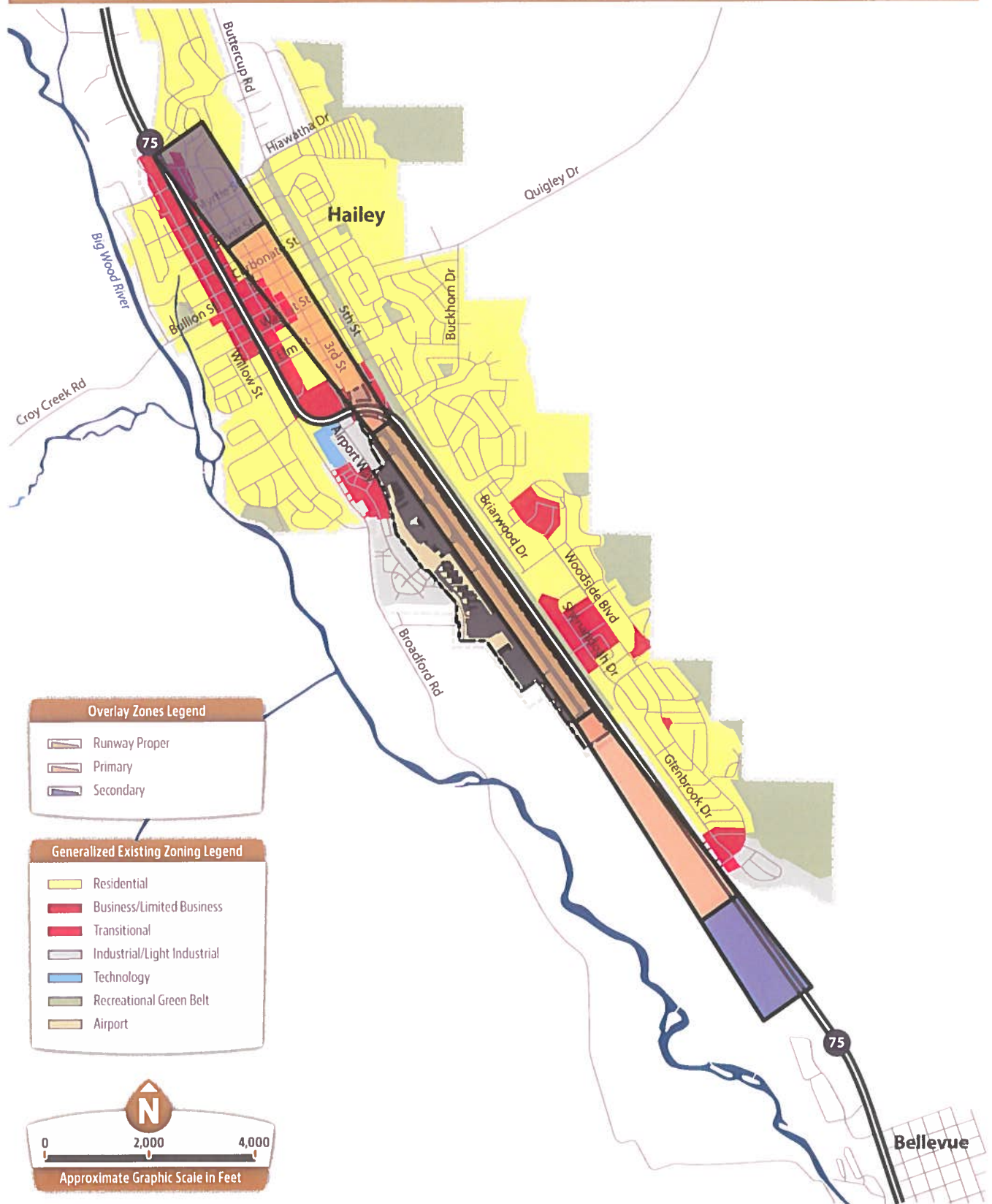


FIGURE A9 Generalized Existing Zoning with Overlay Zones

SOURCE: BASE: Google Maps, 2014. LAND USE: City of Hailey, City of Bellevue & Blaine County.

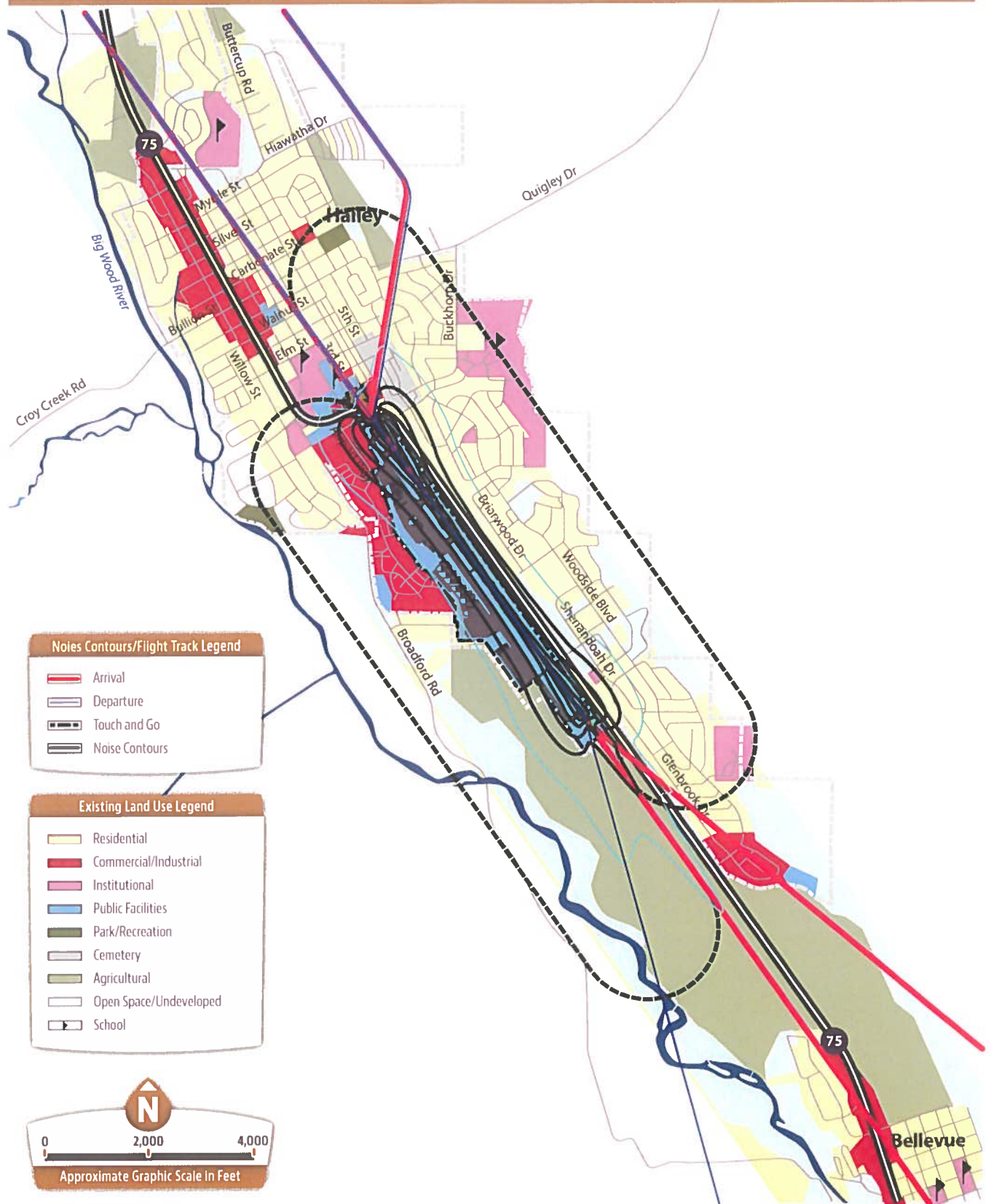


FIGURE A10 Generalized Existing Land Use

4. Environmental Review

Environmental considerations and factors are important to review during the airport planning process when analyzing development alternatives and identifying preferred alternatives. It is necessary to provide the airport sponsor with the information needed to expedite environmental processing that may be required in support of future airport development projects. The following sections provide brief descriptions of environmental impact categories that are pertinent to airport planning, as well as airport-specific environmental information.

4.1. Farmland

The Farmland Protection and Policy Act (FPPA), was enacted to minimize the loss of prime farmland and unique farmland as a result of a Federal action resulting in the converting of designated lands to nonagricultural use. Federal agencies that authorize actions that result in the conversion of prime farmland not already committed to urban development or water storage are responsible for compliance with FPPA. Compliance is to be coordinated with the U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS).

According to the Blaine County Soils Map, prepared by the USDA, NRCS, the airport property contains four types of soil, and two types of farmland. These are listed below in order of prevalence on airport property.

- Gimlett very gravelly sandy loam, 0 to 2 percent slopes
 - Prime farmland if irrigated
- Little Wood very gravelly loam, 0 to 2 percent slopes
 - Prime farmland if irrigated
- Iskanat gravelly clay loam, 0 to 2 percent slopes
 - Farmland of statewide importance, if irrigated
- Balaam-Adamson complex, cool, 0 to 2 percent slopes
 - Prime farmland if irrigated

Prime farmland is a classification defined by NRCS, National Soil Survey Handbook (NSSH) to mean “land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses.”

4.2. Floodplains

Executive Order 11988 directs federal agencies to take action to reduce the risk of flood loss, minimize the impacts of floods on human safety, health, and welfare, and restore and preserve the natural and beneficial values served by floodplains.

According to the Federal Emergency Management Agency (FEMA), published floodplain maps, Friedman Memorial Airport is not located within a surveyed floodplain. The 100 year and 500 year floodplains are adjacent to the Airport, on the east side of Highway 75, but do not directly impact Airport property. Floodplains in the vicinity of the airport are illustrated in **Figure A11**.

4.3. Hazardous Material, Pollution Prevention, and Solid Waste

The handling and disposal of hazardous materials, chemicals, substances, and wastes are primarily governed by four laws: the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA)(as amended by the Superfund Amendments and Reauthorization Act of 1986 and the Community Environmental Response Facilitation Act of 1992); the Pollution Prevention Act of 1990; the Toxic Substances Control Act of 1976 (TSCA), as amended; and the Resource Conservation and Recovery Act of 1976 (RCRA) (as amended by the Solid Waste Disposal Act of 1980 (SWDA), the Hazardous and Solid Waste Amendment of 1984, and the Federal Facility Compliance Act of 1992 (FFCA)). The first and last statutes are of most importance to the FAA in proposing actions that could affect or be affected by hazardous materials, pollution, and solid waste.

Construction activities can generate hazardous waste and some construction materials constitute hazardous substances. These include fuel, oil, lubricants, paints, solvents, concrete-curing compounds, fertilizers, herbicides, and pesticides. Proper practices should be implemented to prevent or minimize the potential for these hazardous substances to be released into the environment. Chemicals, petroleum-based products, and waste materials, including solid and liquid waste, should be stored in areas specifically designed to prevent discharge into storm water runoff. Areas used for storage of toxic materials should be designed with full enclosure in mind, such as the establishment of a dike around the perimeter of the storage area. Construction equipment maintenance should be performed in a designated area and control measures, such as drip pans to contain petroleum products, should be implemented. Spills should be cleaned up immediately and disposed of properly.

4.4. Historical, Architectural, Archeological, and Cultural Inventories

Section 106 of the National Historic Preservation Act requires federal agencies, or their designated representatives, to take into account the effects of their undertaking on historic properties, which include archeological sites, buildings, structures, objects, and districts.

According to the National Park Service's National Register of Historic Places (NRHP), there are currently 21 historic properties listed in Blaine County. Of these, 11 are within the limits of the City of Hailey. The nearest NRHP property to the Airport that is not within the City of Hailey is the Bellevue Historic District in the City of Bellevue, approximately 2.5 miles southeast of the Airport. NRHP properties within the City of Hailey are clustered in an area northwest of the Airport and are summarized in **Table A7**.

Table A7 HISTORIC PROPERTIES LOCATED NEAR THE AIRPORT

Historic Property Name	Address or Approximate Location	Approximate Distance and Direction from the Airport Boundary
St. Charles of the Valley Catholic Church and Rectory	Pine & 1 st Streets	0.4 miles Northwest
Rialto Hotel	201 S. Main Street	0.5 miles Northwest
Emmanuel Episcopal Church	101 S. 2 nd Avenue	0.6 miles Northwest
Werthheimer Building	101 S. Main Street	0.6 miles Northwest
Blaine County Courthouse	1 st & Croy Streets	0.6 miles Northwest
Pound Homer House	314 2 nd Ave., S.	0.5 miles Northwest
J.C. Fox Building	S. Main Street	0.6 miles Northwest
Hailey Masonic Lodge	100 S. 2 nd Avenue	0.6 miles Northwest
Fox-Worswick House	119 E. Bullion Street	0.6 miles Northwest
Eben S. and Elizabeth S. Chase House	203 E. Bullion Street	0.6 miles Northwest
W.H. Watt Building	120 N. Main Street	0.7 miles Northwest

SOURCE: National Register of Historic Places – Western Region Spatial Data, accessed November 7, 2014 (http://nrhp.focus.nps.gov/natreg/docs/google_earth_layers.html)

The Native American Consultation Database (NACD), maintained by the National Park Service, indicates that the Shoshone-Bannock Tribe of the Wind River Reservation, Wyoming has historic ties and interests in Blaine County.

The 2012 Final Environmental Assessment, assessed the potential impacts of the initiation of turbojet service on historical, cultural, archeological, and architectural resources. Sites were identified within the EA Study Area that were listed or eligible for inclusion in the NRHP. In addition to the sites listed on the NRHP list in the table above, four other sites were identified as eligible: the Hiawatha Canal, located approximately 1.0 miles north of the Airport boundary; the Hailey Armory, approximately 0.5 miles to the west; the Galena Toll Road State Highway 75 site, located at the southeast edge of the Airport; and the Cove Canal, approximately 1.0 miles to the southeast.

4.5. Threatened and Endangered Species

The Endangered Species Act, as amended, requires each Federal agency to ensure that any action authorized, funded, or carried out by such agency is not likely to jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of habitat of such species. The U.S. Fish and Wildlife Service list for Blaine County currently includes the Greater sage-grouse as a Candidate species, the Whitebark pine as a Candidate species, the Bull Trout as a Threatened Species, the Canada Lynx as a Threatened Species, and the Gray Wolf as a Recovery Species. There is no know habitat for these species at the Friedman Memorial Airport. These species are listed in Table A8.

Table A8 BLAINE COUNTY ENDANGERED, THREATENED, AND CANDIDATE SPECIES

Group	Common Name	Scientific Name	Status
Birds	Greater sage-grouse	<i>Centrocercus urophasianus</i>	Candidate
Conifers and Cycads	Whitebark pine	<i>Pinus albicaulis</i>	Candidate
Fishes	Bull Trout	<i>Salvelinus confluentus</i>	Threatened
Mammals	Gray Wolf	<i>Canis lupus</i>	Recovery
Mammals	Canada Lynx	<i>Lynx Canadensis</i>	Threatened

SOURCE: U.S. Fish & Wildlife Service, Environmental Conservation Online System, Species by County Report, Species that are known or are believed to occur in this county, access November 7, 2014 (<http://www.fws.gov/endangered>).

4.6. Section 4(f) Properties

According to the Section 4(f) of the Department of Transportation Act (recodified as 49 USC, Subtitle I, Section 303), no publicly owned park, recreation area, wildlife or waterfowl refuge, or land of historic site that is of national, state or local significance shall be used acquired, or affected by programs or projects requiring federal assistance for implementation unless there is no feasible or prudent alternative.

There are a number of potential Section 4(f) resources in the Airport vicinity. Public parks in the vicinity include: Hailey Skate Park, Lawrence Heagle Park, Lions Park, Keefer Park, Balmoral Park, Old Cutters Park, Curtis Park, Deerfield Park, Foxmoor Park, Roberta McKercher Park, and Hop Porter Park. Toe of the Hill Trail is a non-motorized, diverse use trail that runs along the foothills east of the Woodside Subdivision south of the Airport. The Blaine County Recreation District manages the Wood River Trail, a multi-use trail running north-south through the City of Hailey along the east side of the Airport, as well as the Croy Nordic Ski Trails west of the City along Croy Creek Road. In addition, the Hailey Cemetery is located immediately north of the Airport. Area schools include Woodside Elementary School, Wood River Middle School, and Wood River High School. Historic sites listed or eligible for listing on the National Register of Historic Places (NRHP) are discussed in the section of this chapter entitled *Historical, Architectural, Archeological, and Cultural Inventories*. There are not Idaho State Historical Society sites or wildlife or waterfowl refuges in the Airport vicinity. Potential Section 4(f) properties are illustrated in Figure A11.

4.7. Water Quality

Water quality considerations related to airport development often include increased surface runoff and erosion, and pollution from fuel, oil, solvents, and deicing fluids. Potential pollution could come from petroleum products spilled on the surface and carried through drainage channels off of airport property. During a storm, storm water can pick up these dilute concentrations of oil, grease, fuel, and de-icing chemicals from runways, taxiways, parking lots, fuel storage facilities, and access roads, which can then drain into the surface water or ground water systems, thereby polluting them. State and Federal laws and regulations have been established to safeguard these storage facilities and prevent extensive storm water pollution. Additionally, water pollution is regulated by the National Pollutant Discharge Elimination System (NPDES) permit program by controlling sources that discharge pollutants into water of the United States.

The Friedman Memorial Airport is within the Big Wood watershed. The northern portion of the Friedman Memorial Airport is located within the Quigley Creek subwatershed, while the remaining portion of the property is within the Slaughterhouse-Big Wood River subwatershed. The closest names streams or rivers to the Airport are Justus Ditch, approximately 500 feet to the west, Cove Canal, approximately 400 feet to the west, and the Big Wood River, approximately 0.5 miles to the west.

Friedman Memorial Airport has in place a Storm Water Pollution Plan (SWPPP), which was prepared for the Airport in 2008, to comply with the requirements of the National Pollutant Discharge Elimination System (NPDES), Clean Water Act of 1987 and the Multi-Sector General Permit (MSGP)-2000 for industrial activity. The SWPPP authors performed a site assessment for runoff and erosion, detailed existing potential sources of pollutants, and recommended facilities, monitoring practice, and procedures to reduce the contribution of pollutants from the Airport to surface waters, as well as treatment measures to be employed when pollutants encounter surface runoff.

Aircraft fueling and de-icing services are performed on the apron by Atlantic Aviation-Sun Valley as well as the commercial air carriers utilizing mobile equipment. Airport pavement surfaces are also de-iced by the airport. In 2007, approximately 1,248,155 gallons of Jet A and AVGAS was dispensed at the airport. In addition, during the 2007-2008 winter season, approximately 3,000-5,000 gallons of Propylene Glycol was dispensed by Skywest Airlines and approx. 2,172-3,000 by Horizon Airlines for aircraft de-icing activities. Approximately 2,500 gallons of Propylene Glycol was also dispensed for airport pavement deicing.

De-icing Activities. De-icing of aircraft takes place during the winter months typically between November and March. Aircraft de-icing agent is stored in one 5,000 gallon and one 1,000 gallon above ground tanks located at the north end of the terminal building. Agent is also stored in the mobile equipment which performs de-icing operations. Runways or taxiways are also de-iced as necessary. The airport operates a 1,000 gallon trailer and a 325 gallon truck mounted tank. Both are stored indoors when not in use. Areas likely to be contaminated with de-icing fluid include the pavement of the runway and primary taxiway and the aircraft parking aprons adjacent to the FBO and terminal buildings, where aircraft are typically de-iced. The majority of de-icing fluids evaporate rather than run-off. Any run-off will be captured in drywells with little or no stormwater contamination.

Maintenance Activities. Numerous lubricants for airport vehicle maintenance are stored in various quantities up to 55 gallons in the airport equipment maintenance facility. Because these materials are stored indoors, there is very little likelihood of contamination of stormwater. Aircraft maintenance also takes place primarily indoors; therefore, there is very little likelihood of contamination of stormwater from these activities. Selected solvents, paints, oils etc. are used during aircraft maintenance activities, these are typically used indoors. Aircraft are occasionally serviced outdoors on the aprons. During these times, there is a slight potential for stormwater contamination from dripped materials. Training for employees at the airport includes the requirement to use drip pans and like devices during outdoor maintenance activities.

Waste Disposal Practices. Wastes generated at the airport are limited to used oils and solvents, used engine and aircraft parts, and general refuse. The airport operates a used oil recovery tank of 600 gallon capacity for storage of waste oils prior to recycling. In addition, the FBO also operates a used oil recovery tank of 150 gallons. General refuse is disposed of in dumpsters which have lids to prevent any contamination with stormwater. Therefore there is very little opportunity for contamination of stormwater.

Airport Maintenance. Herbicides are applied annually within the Airport's property and around light fixtures to prevent plant growth. Fertilizers, weed killers, soil sterilants and pest control chemicals will be properly labeled and stored indoors or outdoors in a covered area to avoid stormwater contamination. Also, such chemicals are not applied within a 48 hour time period of forecasted precipitation.

4.8. Wetlands

Wetlands are defined as areas inundated by surface or groundwater, with a frequency sufficient to support vegetation or aquatic life requiring saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands and other Waters of the U.S. may be classified as "jurisdictional" or "non-jurisdictional." Jurisdictional wetlands and designated Waters of the U.S. are under the authority of and are regulated by the U.S. Army Corps of Engineers (ACOE). Section 404 of the *Clean Water Act*, gives the ACOE the jurisdictional authority to regulate disposal of dredge or fill materials in Waters of the U.S., including coastal wetlands, tidelands and marine waters below the High Tide Line (HTL), as well as streams and freshwater wetlands above the Ordinary High Water (OHW) line of streams that are adjacent to waters of the U.S. The ACOE must be consulted whenever jurisdictional wetlands and other Waters of the U.S. are present.

According to the National Wetlands Inventory (NWI) maps maintained by the U.S. Fish and Wildlife Service, there are no wetlands on airport property, but there are wetlands within 300 feet of the airport boundary, west of the FBO complex. The location of wetlands near airport property are illustrated in **Figure A11**.

SOURCE: BASE: Google Maps, 2014.

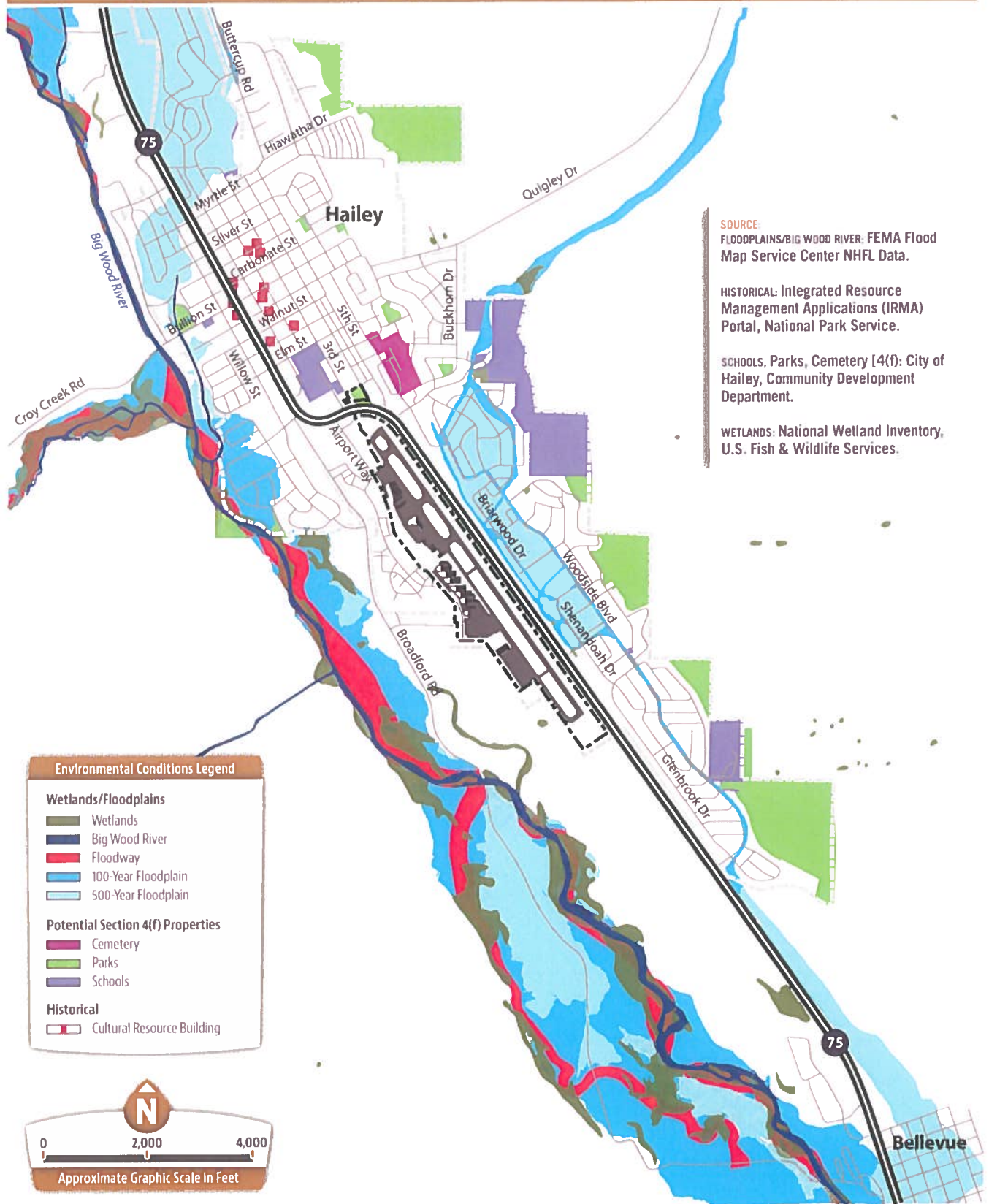


FIGURE A11 Environmental Conditions Map

5. Summary

The goal of this chapter is to provide general background information pertaining to Friedman Memorial Airport, its operating environment, and its physical surrounding. The *Inventory of Existing Conditions* chapter is vital from the standpoint that it will be used as a reference in the analysis and design process, which is required to prepare the airport's future development plan.

The next step in the planning process is to formulate forecasts for the quantity and type of future aviation activity expected to occur at the Airport during the forthcoming twenty years.

CHAPTER C

Capacity Analysis & Facility Requirements

1. Introduction

This chapter considers the ability of facilities at Friedman Memorial Airport (SUN) to accommodate existing and projected activity. In order to identify the facilities required to adequately serve future needs, it is necessary to translate the forecast aviation activity into specific types and quantities. Current and forecasted activity levels have been compared to the Airport's operational capacity, using established Federal Aviation Administration (FAA) criteria and the findings from previous chapters.

As of this writing, the Friedman Memorial Airport Authority (FMAA) is in the process of implementing Alternative 6 of the 2013 *Airport Alternatives Technical Analysis* in order to comply with Congressionally-mandated Runway Safety Area (RSA) criteria by December 31, 2015. Alternative 6 involves a combination of airfield improvements and FAA Modifications of Standards (MOSs). The airfield improvements have impacted landside facilities, resulting in the need to relocate those facilities.

Improvements related to implementation of Alternative 6 are ongoing. Thus, it is important to distinguish between pre- and post-Alternative 6 conditions to prevent confusion about the status of existing facilities at SUN. The following information has been identified for each type of facility:

- 1) Existing conditions prior to the implementation of Alternative 6;
- 2) Existing conditions after implementation of Alternative 6; and
- 3) Projected facility needs beyond implementation of Alternative 6 and throughout the 20-year planning period.

This Master Plan pursues the dual path approach described in the City of Hailey and Blaine County guiding principles by developing a plan that best meets the needs of the current Airport site while also providing planning-level analysis for a relocated Airport. Planning thresholds for improving the existing site or relocating the Airport are identified at the conclusion of this chapter. Alternatives will be developed in a subsequent chapter of this Master Plan that accommodate threshold needs at both the existing site and a replacement site.

Following identification of key terms, local government Airport policies, and recent Airport planning efforts, the capacity analysis and facility requirements are presented in the following sections:

- Airfield Capacity
- Airside Facility Requirements
- Landside Facility Requirements
- Support Facility Requirements
- Facility Requirements Summary: Dual Path Planning Thresholds

CHAPTER C Capacity Analysis & Facility Requirements

Key Terms

Definitions for several key terms used in this chapter are provided below. The **Glossary** accompanying this document also provides definitions for technical terminology, acronyms, and phrases used in this Master Plan.

Airfield Capacity – The maximum number of aircraft operations that can occur within a specific interval of time under specific operating conditions assuming a continuous demand for service.

Airports Cooperative Research Program (ACRP) – An industry-driven, applied research program managed by the Transportation Research Board (TRB) that develops near-term, practical solutions to problems faced by airport operators.

Airport Reference Code (ARC) – An airport designation that signifies the airport's highest Runway Design Code (RDC), minus the third (visibility) component of the RDC. The ARC is used for planning and design only and does not limit the aircraft that may be able to operate safely on the airport.

Airside Facilities – Facilities that are accessible to aircraft, such as runways and taxiways.

"Alternative 6" – A collection of improvements to airport facilities completed in 2014 and 2015, and described in the *Airport Alternatives Technical Analysis*, dated January 2013.

Annual Service Volume (ASV) – Used by the FAA as an indicator of relative operating capacity, ASV is an estimate of an airport's annual capacity that accounts for differences in runway use, aircraft mix, weather conditions, etc. that would be encountered over a year's time. ASV assumes an acceptable level of aircraft delay as described in FAA Advisory Circular (AC) 150/5060-5, *Airport Capacity and Delay*.

Design Aircraft – An aircraft with characteristics that determine the application of airport design standards for a specific runway, taxiway, taxilane, apron, or other facility. This aircraft can be a specific aircraft model or a composite of several aircraft using, expected, or intended to use the airport or part of the airport. (Also called "critical aircraft" or "critical design aircraft".)

Displaced Threshold – A landing threshold that is located at a point on the runway beyond the beginning of the runway.

Instrument Flight Rules (IFR) Operations – Aircraft operations conducted by pilots with reference to instruments in the flight deck, with navigation accomplished by reference to electronic signals.

Landside Facilities – Facilities that support airside facilities, but are not part of the aircraft movement area, such as terminal buildings, hangars, aprons, access roads, and parking facilities.

Large Aircraft – An aircraft with a maximum certificated takeoff weight (MTOW) greater than 12,500 pounds.

Modification of Standards (MOS) – Any approved nonconformance to FAA standards, other than dimensional standards for Runway Safety Areas (RSAs), applicable to an airport design, construction, or equipment procurement project that is necessary to accommodate an unusual local condition for a specific project on a case-by-case basis while maintaining an acceptable level of safety.

Runway Design Code (RDC) – A code signifying the design standards to which a runway is to be built.

Runway Object Free Area (OFA) – An area centered on the ground on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by remaining clear of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

Runway Safety Area (RSA) – A defined surface surrounding a runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway.

Visual Flight Rules (VFR) Operations – Operations conducted by pilots with only visual reference to the ground, obstructions, and other aircraft.

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1.1. FMAA Joint Powers Agreement and City/County Guiding Principles

Three local documents that are important to consider when planning for future development at SUN include:

1. The *Amended and Restated Joint Powers Agreement, Friedman Memorial Airport*, between Blaine County and the City of Hailey;
2. The *Blaine County Airport Strategic Plan* Guiding Principles; and
3. The City of Hailey's *Guiding Principles for the Operation and Relocation and Discontinuation of the Friedman Memorial Airport*. The key points of these documents are described below.

The *Amended and Restated Joint Powers Agreement* states that "there shall be no expansion of the land base of the Existing Airport beyond what has been established by the Master Plan," (Article VI, Section 6.1 A.). "Master Plan" is defined as the 1991 Master Plan Update, or its successor. This restriction places significant constraints on development at the existing site.

Blaine County Commissioners approved the *Blaine County Airport Strategic Plan* in February 2012. The Plan lists "six guiding principles determined by the Board of County Commissioners to be essential to the success of the airport project." These County guiding principles support the needs of the current Airport while also supporting Airport replacement in the long term. These are:

1. Robust commercial and general aviation transportation service 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.

In March 2012, the Hailey City Council approved Resolution No. 2012 adopting guiding principles for the operation, relocation, and discontinuation of the Friedman Memorial Airport at its existing site. These are:

1. The City believes that an airport with commercial service is important to the Wood River Valley. But, the City believes loss of commercial service, which results in a general aviation airport only, is highly undesirable.
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 FMAA and the 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...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 the 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.

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approaches and takeoffs over north Hailey). 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.

1.2. Alternative 6 Runway Safety Area Improvements

Following FAA suspension of the Replacement Airport EIS process in 2011, the FMAA led an 18-month public process to determine appropriate short-term improvements at the Airport, as suggested by the FAA. The 2013 *Airport Alternatives Technical Analysis* presented a set of alternatives for improving the Airport to meet standards and to identify required MOSs where standards could not be met. After reviewing the alternatives, the community and FAA selected Alternative 6, *Less Than Full Compliance, No Land Acquisition*, as the path forward for achieving compliance with FAA RSA dimensional standards at the existing site. This section provides an overview of the Alternative 6 improvements, to establish a baseline for future needs.

The Alternative 6 improvements in combination with the MOSs will bring the RSA dimensions into compliance with FAA C-III standards. The process of constructing a compliant RSA and relocating Taxiway B is planned for completion in September 2015. The related relocation and removal of other facilities planned as part of Alternative 6 will be completed as funding and timing allow. The Alternative 6 improvements and current MOSs are described below.

Airside Improvements. Several changes to the airfield are planned and are in various stages of completion at the time of this writing. The Alternative 6 airfield improvements include:

- Removal of Taxiway A;
- Relocation of Taxiway B at 320 feet from the runway centerline;
- Extension of Taxiway B as a full-length parallel taxiway; and
- Relocation of the Automated Weather Observing System (AWOS) to a location adjacent to the FBO apron west of its existing location.

Landside Improvements. Several changes to landside facilities will also result from the RSA improvements, as a number of landside facilities must be removed or relocated to accommodate the airfield development. The Alternative 6 landside improvements include:

- Relocation/removal of aircraft parking as well as a number of hangars in several locations, resulting in a net loss of aircraft parking and hangars;
- Construction of a new taxilane to access T-hangars south of the terminal area;
- Relocation of the commercial aircraft parking apron and bypass taxiway;
- Relocation of the Airport Traffic Control Tower (ATCT) (not included in the initial projects and to be completed by 2023);
- Relocation and consolidation of the airport office, maintenance, and firefighting buildings; and
- Reconstruction of the bus route access road and closure of the winter bus route.

Modifications of Standards. FAA protection and separation standards will be met through six FAA Modifications of Standards (MOSs) recently approved by FAA. The MOSs stipulated specific airfield improvements while imposing restrictions on aircraft types and operating procedures. The stipulations essentially limit use of the Airport to aircraft less than 95,000 pounds gross weight, and with wingspans less than 100 feet (unless an FAA-approved operational procedure is put into place to mitigate impacts related to wingspans greater than 100 feet). The MOSs are listed in **Table C1**.

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Table C1 MODIFICATIONS OF STANDARDS

	Title	Description	FAA Approval Date
MOS 1	Runway Centerline to Parallel Taxiway Centerline	Allows a Runway Centerline to Parallel Taxiway Centerline of 320 feet, while the standard is 400 feet, for a proposed full length parallel taxiway, due to man-made constraints including hangars, the Terminal Building, and airplane parking.	November 2013
MOS 2	Parallel Taxiway Object Free Area (TOFA) Width	Allows a TOFA width of 160 feet, while the standard is 186 feet, due to man-made constraints including hangars, the Terminal Building, and airplane parking.	November 2013
MOS 3	Runway Object Free Area (ROFA) Width	Allows the following structures to remain in the ROFA: State Highway 75, Perimeter Fence, and Off Airport Buildings.	November 2013
MOS 4	Runway Safety Area (RSA) Grading	Allows the existing RSA transverse grades of 0% to 1%, while the standard is 1.5% to 3%.	November 2013
MOS 5	Runway Centerline to Aircraft Parking Area	Allows a Runway Centerline to Aircraft Parking Area separation of 400 feet, while the standard is 500 feet.	November 2013
MOS 8	Taxiway Width	Allows a parallel taxiway width of 50 feet plus 10 foot paved shoulders, while the standard for width is 75 feet with taxiway edge safety margin of 15 feet. Intersections and fillets will be designed to accommodate Taxiway Design Group (TDG) 5 aircraft so that the required taxiway edge safety margin is provided for all aircraft operating at SUN.	November 2013

SOURCE: Federal Aviation Administration (FAA).

NOTE: Draft MOS 6 and MOS 7 were initially developed to address operational restrictions that were later deemed unnecessary by the FAA; thus the number gap from MOS 5 to MOS 8.

2. Airfield Capacity

Airfield capacity refers to the maximum number of aircraft operations that a specific airfield configuration can accommodate during a specified time interval of continuous demand. This theoretical level of capacity is influenced by weather conditions, number and configuration of exit taxiways, types of aircraft that use a facility, when and how that use occurs, and air traffic control/airspace handling procedures. An airfield capacity analysis was conducted for SUN using methods described in FAA AC 150/5060-5, *Airport Capacity and Delay*, to identify possible deficiencies in the present and future airport physical plan. The purpose of the analysis is to develop a clearer picture of the capacity of the existing airfield layout, taking into account the unique circumstances at SUN in which operations are conducted almost exclusively in a head-to-head pattern. In this pattern, takeoffs and landings take place in opposite directions, while a standard arrangement would direct both arrivals and departures in the same direction.

The Airfield Capacity analysis is presented in the following sections:

- Factors Affecting Runway Capacity at SUN
- Annual Service Volume
- Comparison with ACRP Report 79 Methodology
- Airfield Capacity Recommendations

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2.1. Factors Affecting Runway Capacity at SUN

The prevailing head-to-head pattern at SUN, in which aircraft arrive to the north and depart to the south, negatively affects the operational efficiency of Runway 13/31, because additional delay and air traffic control coordination is needed to safely stagger operations. The tower facilitates head-to-head operations because it is the safest pattern based on the surrounding mountainous terrain, which prohibits instrument flight rules (IFR) departures to and arrivals from the north. The head-to-head pattern also supports voluntary noise abatement over the City of Hailey, although the Voluntary Noise Abatement Procedures are not the primary reason for the pattern. Although the head-to-head pattern limits runway capacity, the safety benefits of the pattern generally take precedence over any congestion concerns. The head-to-head pattern represents the general policy of the Airport.

The canyons north of the Airport sometimes contribute to challenging crosswinds at low altitudes. The runway also slopes uphill to the north, favoring takeoffs to the south and landings to the north. Furthermore, there is a longer declared landing distance available on Runway 31, and longer declared takeoff distance available on Runway 13. Thus, operations to and from the north can only take place under certain conditions.

Arrivals generally take place from the south because that is the preferred direction from a safety perspective. However unusually strong southerly tailwinds sometimes make takeoffs to and landings from the north desirable. IFR departures are only possible to the south; departures to the north must follow visual flight rules (VFR). Smaller aircraft may operate to and from the north under VFR conditions. Approval for departures to the north must be requested from the tower, as the tower cannot solicit VFR climbs to the north. The first operator to request reversed procedures when the tailwind is high will often cause other operators to follow suit. A large increase in IFR operations in the future would be the biggest threat to the site's efficiency as IFR operations are currently restricted to the head-to-head pattern.

The FAA's airport capacity estimation methodologies do not provide guidance regarding single runway "head-to-head" operating environments such as SUN. The FAA methodologies assume that arrival and departure operations are conducted in the same direction on a given runway, as the FAA generally discourages opposite direction operations. In order to ensure that the head-to-head pattern is properly accounted for in the analysis, the hourly capacity of the airfield and its operating conditions were determined through conversations with Airport and control tower personnel.

2.2. Annual Service Volume

The formula for calculating ASV contains three variables: weighted hourly capacity in terms of aircraft operations (C_w); the ratio of annual demand to average daily demand in the peak month (D); and the ratio of average daily demand to average peak hour demand during the peak month (H). Detailed calculations used to derive these values for SUN are included in Appendix B to this Master Plan. Using these values, the theoretical Annual Service Volume (ASV) for 2014 is calculated as follows:

$$ASV = C_w * D * H$$

$$ASV = 32.1 * 193.7 * 10.0$$

$$ASV = 62,200 \text{ operations}$$

The percentage of ASV reached may be calculated by dividing the ASV by the total annual demand. The theoretical percentage of ASV reached in 2014 is calculated as follows:

$$ASV = 62,200 \text{ operations}$$

$$\text{Annual demand} = 28,480$$

$$\% \text{ of ASV reached} = 28,480 / 62,200$$

$$\% \text{ of ASV reached} = 45.8\%$$

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The AC does not provide any direct guidance on how the ASV may change over time. Therefore, a typical airfield capacity analysis fixes the ASV at a given number (in this case 62,200 operations) throughout the planning period. Aircraft operations forecasts are then compared to the static ASV to determine if and when the airport will need additional airfield capacity in the future. Forecasted annual operations are compared to this capacity estimate in Table C2.

Table C2 PROJECTED ANNUAL SERVICE VOLUME (ASV) AND DEMAND/CAPACITY

Year	Projected Annual Operations	Percentage of ASV Reached
2019	30,636	49.3%
2024	32,918	52.9%
2029	35,189	56.8%
2034	37,612	60.5%

SOURCE: Mead & Hunt analysis.

Current FAA guidelines in the National Plan of Integrated Airport Systems (NPIAS) call for planning capacity improvements when annual operations reach 60% to 75% of the ASV. This percentage was chosen to give airports adequate time to plan for improvements, complete environmental review, and purchase land if necessary prior to construction, which should occur before 80% of ASV is reached.

Airfield capacity improvements at SUN would likely involve construction of a second runway. However, a second runway is not possible at the existing site given land use and airspace constraints. Therefore, this analysis identifies operational thresholds at which detailed planning for the replacement airport should be considered based on the inability of the existing single-runway site to meet demand. As shown in Table C2, aircraft operations are forecasted to approach the 60% of ASV threshold in 2034. However, this threshold has been identified by FAA as the point at which initial airfield capacity planning should begin and does not indicate that the airfield is exceeding capacity. Therefore, the single runway at SUN is expected to accommodate forecasted operations and airfield capacity planning will not be needed during the 20-year planning period, based on FAA criteria.

2.3. Comparison with ACRP Report 79 Methodology

AC 150/5060-5 was published in 1983 and in the process of being updated. In 2012, the Airport Cooperative Research Program (ACRP) published new capacity analysis guidelines in ACRP Report 79, *Evaluating Airfield Capacity*. ACRP Report 79 is expected to form the basis for the updated AC. Until publication of the new AC, AC 150/5060-5 is the only approved guidance for analyzing airfield capacity for SUN.

As part of ACRP Report 79, a Prototype Airfield Capacity Spreadsheet Model was developed. The ACRP guidelines are expected to form the basis for an update of AC 150/5060-5. The Prototype Model builds upon the base calculations and theory in AC 150/5060-5. It offers a more user-friendly and potentially more detailed and accurate analysis than AC 150/5060-5. The Prototype Model is meant to be used for a basic level of analysis for simple to moderately complex airfield configurations, and it calculates hourly capacity levels and ASV for three airfield configurations: single runway, dual parallel runways, and dual intersecting runways. Through a variety of inputs and adjustments, the model can be customized to fit the conditions at the airport in question.

Similarly to the AC 150/5060-5 methodology, the Prototype Model does not offer an explicit way to account for the type of head-to-head operational procedures in place at SUN. Thus, it does not present a significantly better analysis method for SUN than the AC in terms of accounting for the head-to-head operational conditions, which is the most significant factor for SUN's potential airfield capacity. For that reason, a comparative capacity analysis using the ACRP Report 79 methodology was not conducted.

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2.4. Airfield Capacity Recommendations

Based on the operations forecasts presented in Chapter B, the Airport is expected to reach 60% of ASV at the end of the 20-year planning period. Therefore, this Master Plan concludes that there is no need for the Airport to plan on airfield capacity improvements before 2034.

3. Airside Facility Requirements

This section consists of an analysis of requirements related to *airside* facilities. Requirements related to *landside* facilities are addressed in a subsequent section. The airside facilities examined in the sections below include:

- Dimensional Criteria
 - Runway Length
 - Airfield Design Standards
 - Taxiway Design Standards
- Runway Pavement Strength/Condition
- Instrument Approaches, Navigational Aids, and Airfield Lighting
- FAR Part 77 and Threshold Siting Surfaces

3.1. Dimensional Criteria

The types of aircraft expected to operate at Friedman Memorial Airport in the future (the “design aircraft”) determine FAA-specified design standards for the Airport. The design aircraft at SUN is based not on a single specific aircraft, but on a composite of aircraft that together comprise the current and planned fleet for the runway. The current design aircraft is a composite of the Bombardier Q400 and several models of large general aviation aircraft including the Gulfstream G-V and Bombardier Global Express, as identified in the 2013 *Airport Alternatives Technical Analysis*.

According to FAA AC 150/5300-13, *Airport Design*, the first step in defining an airport’s design geometry is to determine its Airport Reference Code (ARC). The ARC is used for planning and design purposes only and does not limit the aircraft that may be able to operate safely on the airport. The ARC signifies the airport’s highest Runway Design Code (RDC), minus the third (visibility) component of the RDC. The RDC is comprised of three components: 1) the Aircraft Approach Category (AAC) depicted by a letter and indicative of approach speed; 2) the Airplane Design Group (ADG) depicted by a Roman numeral and indicative of either the aircraft wingspan or tail height, whichever is most restrictive; and 3) the existing or planned visibility minimums for instrument approach procedures to the runway, expressed by Runway Visual Range (RVR) values in feet.

Representative aircraft within the most demanding AAC and ADG categories operating on Runway 13/31 are summarized in Table C3.

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Table C3 REPRESENTATIVE RUNWAY 13/31 DESIGN AIRCRAFT BY AAC & ADG

Aircraft Type	Gross Weight (lbs)	Approach Speed (knots)	Aircraft Approach Category (AAC)	Wingspan (feet)	Tail Height (feet)	Aircraft Design Group (ADG)
Commercial						
Bombardier Q400	64,500	129	C	93.3	27.4	III
Bombardier CRJ700	72,750	137	C	76.3	24.8	II
Bombardier CRJ900	80,500	141	D	81.5	24.6	III
Embraer E170	79,340	124	C	85.3	32.3	III
Embraer E175	82,700	124	C	85.3	31.9	III
Embraer E175-E2	97,730	Unknown	Unknown	101.7	32.7	III
Mitsubishi MRJ90	87,303	Unknown	Unknown	95.9	34.4	III
General Aviation / Air Taxi						
Cessna Citation X	36,100	129	C	63.9	19.3	II
Gulfstream IV	73,200	145	D	77.8	24.5	II
Gulfstream V	85,500	140	C	93.5	25.8	III
Bombardier Global Express	92,750	122	C	94.0	25.5	III

SOURCE: AC 150/5300-13A, *Airport Design*; Aircraft Manufacturer Specifications; Mead & Hunt analysis.

NOTE: Performance characteristics for the Embraer E175-E2 and Mitsubishi MRJ90 are unknown at this time because these aircraft have not entered the commercial fleet as of 2015. These aircraft are listed in the table for comparison purposes only.

The RDC RVR value for Runway 13/31 is 5000, as this value applies to all runways with visibility minimums of one statute mile or greater. Due to airspace constraints surrounding the Airport and given existing instrument approach technologies, Runway 13/31 minimums are unlikely to be reduced below one statute mile in the foreseeable future. Based on the preceding information and analysis, the existing and planned ultimate RDC for Runway 13/31 is C-III-5000.

Aircraft that fall under AAC D do currently operate at SUN in the form of heavy business jets, including the Gulfstream IV as shown in Table C4 above. However, AAC D aircraft are not the design aircraft for determination of the RDC because they only operate at SUN occasionally and are not the Airport's target user group.

3.1.1. Runway Length

Alternative 6 will not involve significant changes to Runway 13/31. Runway 13/31 is the only runway at SUN, and it accommodates small aircraft traffic as well as large aircraft traffic that requires more runway length to operate. An airport's recommended runway length is determined by the performance characteristics of the most demanding aircraft in its operational fleet. Runway 13/31 is currently 7,550 feet long.

As airlines consider establishing additional scheduled air service at the Airport, a wide variety of aircraft could ultimately end up serving the community. Some of these aircraft would benefit from a longer runway than what is currently provided in order to conduct operations at the Airport. Seat capacities, airlines, and potential destinations for future commercial service aircraft are summarized in Table C4.

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Table C4 EXISTING AND POTENTIAL FUTURE COMMERCIAL AIRCRAFT AND DESTINATIONS

Aircraft	Model/Engine Type	Seats (range)	Airline	Existing/Potential Destinations
Bombardier Q400	402/PWC 150 A	76	Alaska	SEA, LAX, PDX
Bombardier CRJ700	CL-600-2C10/GE CF34-8C1	65-70	Alaska, United, American	SLC, SEA, LAX, SFO, DEN, ORD, PDX, DFW, IAH
Bombardier CRJ900	CL-600-2D24, CL-600-2D15/GE CF 34-8C5	76-88	Delta, American	SLC, SEA, LAX, DFW
Embraer E170	LR, SU or SE/CF 34-8E5	70-78	Delta, United, American	SLC, SEA, LAX, SFO, DEN, ORD, DFW, IAH
Embraer E175	LR/CF 34-8E5	70-88	United, American	LAX, SFO, DEN, ORD, DFW, IAH
Embraer E175-E2	PW1700G	80-88	SkyWest	Unknown
Mitsubishi MRJ90	PW1217G	70-92	SkyWest	Unknown

SOURCE: Aircraft manufacturer web pages, Friedman Memorial Airport flight schedule, Mead & Hunt.

NOTES: Existing/potential destinations for the Embraer E175-E2 and Mitsubishi MRJ90 are unknown at this time because these aircraft have not entered the commercial fleet as of 2015. These aircraft are listed in the table for comparison purposes only. Although some aircraft have more than one model or engine type, the model having the largest maximum take-off weight and the engine requiring the longest runway length was used for analysis. If multiple models or engine types were available to choose from, the model/engine type used in the analysis is noted. Where more than one model and/or engine type is listed, it indicates that there was no significant difference between them for purposes of runway length analysis.

Currently, Alaska Airlines operates scheduled service at SUN with the turboprop Bombardier Q400, while Delta Airlines and United Airlines operates with the regional jet CRJ700. Delta Airlines transitioned from the EMB120 Brasilia to the CRJ700, a larger regional jet aircraft, in January 2014. All of these operators currently operate with weight restrictions on Runway 13/31 in various weather conditions, which require that the airlines operate with less than a full useful load.

Current destinations include Seattle, San Francisco, Denver, Salt Lake City, and Los Angeles. The farthest haul length of these destinations is Los Angeles at approximately 605 nautical miles. Although these destinations do not necessitate a significant fuel load, longer haul lengths for potential future destinations such as Chicago, Houston, and Dallas/Fort Worth may necessitate the use of aircraft with more than 70 seats in order to accommodate those destinations at SUN.

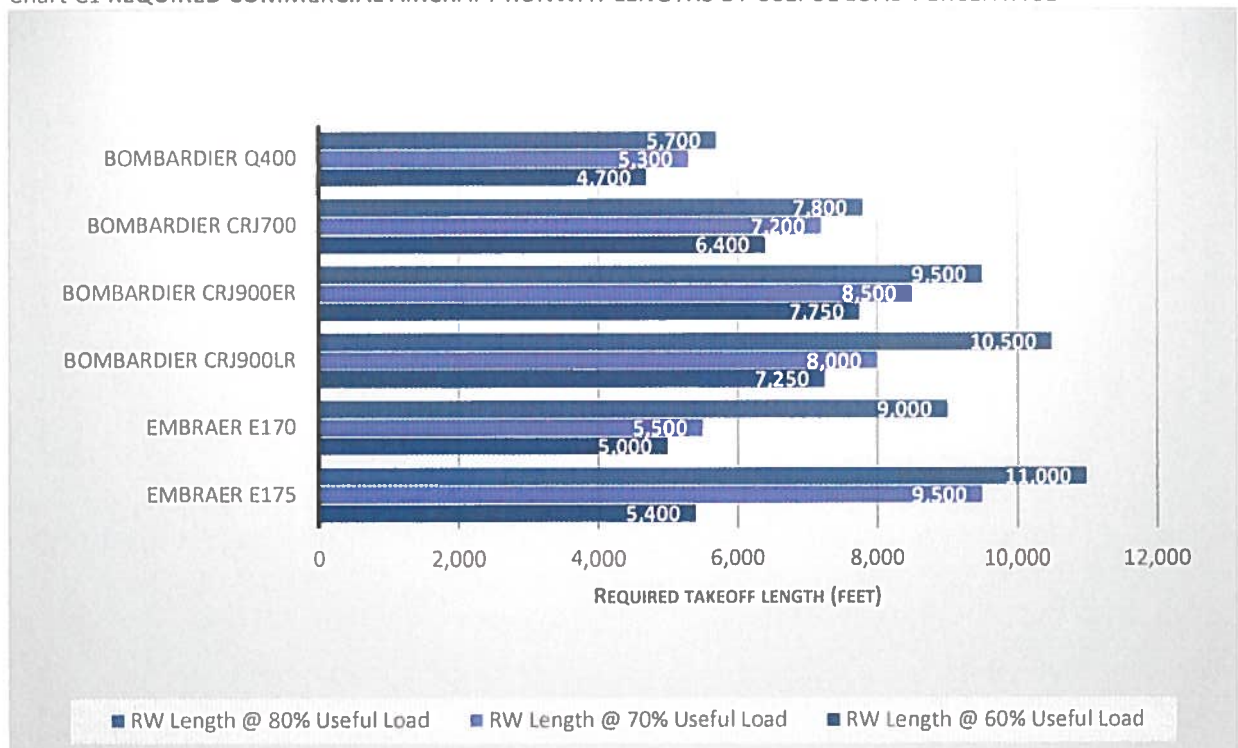
According to FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design*, the design objective for the primary runway is to provide a runway length for all airplanes that will regularly use it without causing operational weight restrictions. Runway length requirements are determined by applying the Airport's mean high temperature (85.3 degrees Fahrenheit) for the hottest month (July); elevation (5,320 feet); and the design aircraft's typical operating weight. Airport Planning Manuals (APMs) from aircraft manufacturers are utilized, when available, to determine required runway lengths under specific operating scenarios. This runway length analysis is based on takeoff distance, not landing distance, because the takeoff distances required by the existing and expected future commercial aircraft at SUN are generally longer than landing distances.

The site constraints and airport elevation at SUN typically dictate that large commercial aircraft cannot take off at maximum takeoff weight (MTOW). Based on operating conditions at SUN, operating weights of 60%, 70%, and 80% of maximum useful load were used to analyze existing and potential future commercial aircraft to represent various possibilities for actual operating takeoff weight. AC 150/5325-4B states that an aircraft's useful load is "the difference between the maximum allowable structural gross weight and the operating empty weight...In other words, useful load consists of passengers, cargo, and usable fuel."

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Chart C1 presents a range of lengths to demonstrate the impact of aircraft size and type, haul length, and useful load on runway length requirements at SUN. Extension of Runway 13/31 beyond its existing length would be required to accommodate these aircraft in some hypothetical operational scenarios. The runway lengths presented in Chart C1 were interpolated from the APMs and are therefore estimates meant for planning purposes only. Actual airline runway length needs may vary from these runway lengths at the specific useful loads identified.

Chart C1 REQUIRED COMMERCIAL AIRCRAFT RUNWAY LENGTHS BY USEFUL LOAD PERCENTAGE



SOURCE: Airport Planning Manuals, Mead & Hunt.

NOTE: Requirements shown are approximate and may not reflect actual airline needs. Assumptions include: dry runway conditions, zero effective runway gradient, zero effective wind, and airport elevation of 5,320 feet above mean sea level (AMSL).

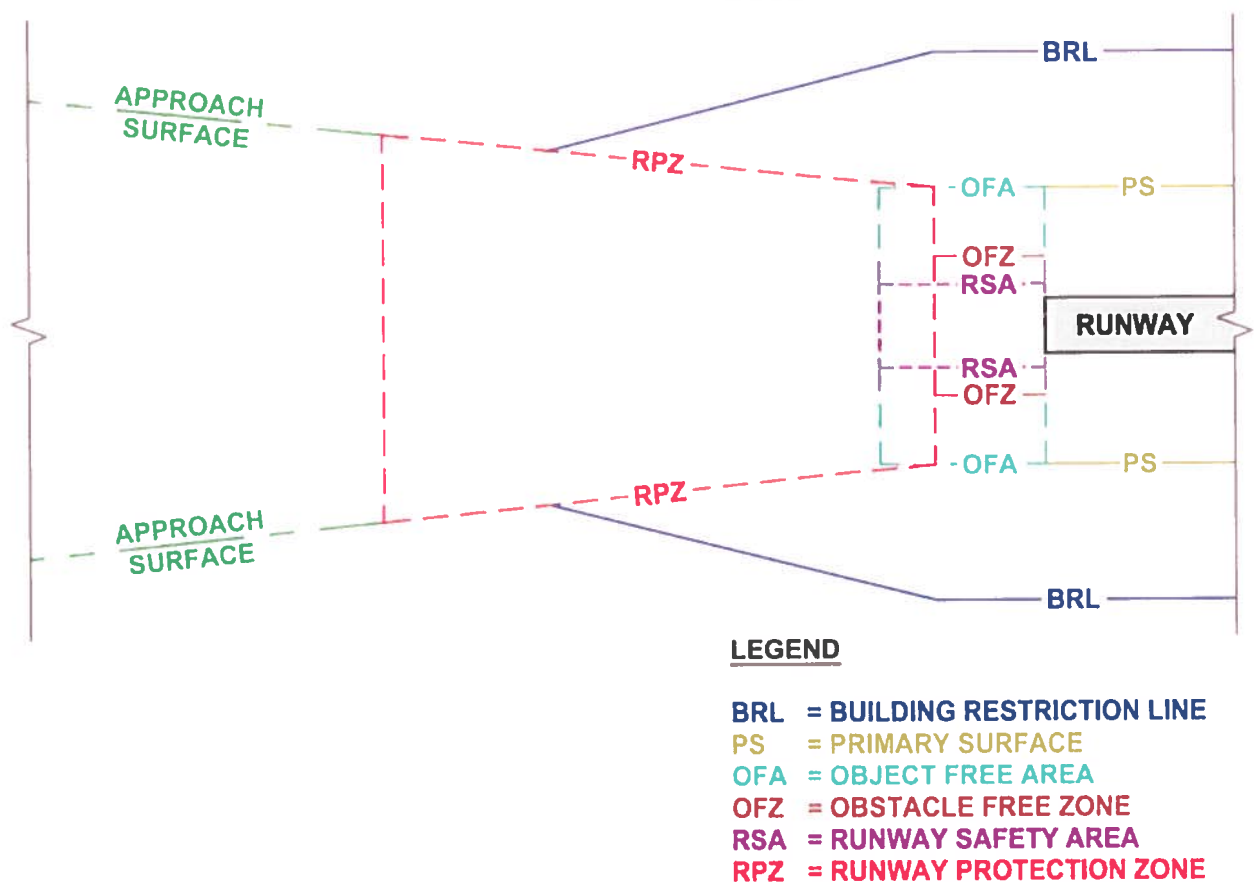
Based on the existing runway length and the figures presented in Chart C1, any significant change in commercial service resulting in the use of aircraft with greater than 70 seats may result in the need for additional runway length. A significant change in airline fleet mix that cannot be accommodated by the existing runway length in accordance with airline needs will challenge the Airport's ability to adapt to changing market conditions and airline trends. One example of such a change would be a transition away from use of CRJ700s by airlines operating at SUN, which is already beginning to take place at other airports. The CRJ900 would ordinarily be considered a likely replacement, but it typically performs poorly at airports in mountainous environments; furthermore, the CRJ900 is expected to require approval from the FAA to operate at SUN based on its performance characteristics. Other potential replacement aircraft such as the E170 or E175 are expected to incur weight penalties at SUN that may be unacceptable to airlines serving the Airport.

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3.1.2. Airfield Design Standards

This section presents FAA design standards for various airfield dimensions as they relate to Friedman Memorial Airport. The purpose of this analysis is to identify design standards that might drive the need for future airfield improvements, in the event that the recent FAA MOSs were to be invalidated at some point in the future. A generalized visual depiction of various safety areas is shown in **Figure C1**. The dimensional criteria illustrated in **Table C5** are those required for Runway 13/31, and include the existing dimension for the corresponding facility. As indicated in the table, under the Post-Alternative 6 condition, Runway 13/31 either meets or exceeds the identified requirements, or has an MOS in place for that specific design standard.

Figure C1 AIRFIELD SAFETY AREAS



SOURCE: AC 150/5300-13A, *Airport Design*; Mead & Hunt.

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Table C5 RDC C-III-5000 RUNWAY DIMENSIONAL STANDARDS (IN FEET)

Design Standard	Meets Standards as of 2015?	Pre-Alternative 6 Dimension	Post-Alternative 6 Dimension	Runway Design Code C-III-5000 Standard
Runway Width	Yes	100	100	100 ¹
Blast Pad Width	N/A ²	N/A	N/A	140 ¹
Blast Pad Length	N/A ²	N/A	N/A	200
Runway Centerline to Parallel Taxiway Centerline	No – MOS 1	185/250 ³	320	400
Runway Centerline to A/C Parking	No – MOS 5	260	400	500
Runway Centerline to Holdline	Yes	150/200 ³	252	252
Runway Safety Area (RSA)				
Length Beyond Departure End	Yes	1,000	1,000	1,000
Length Prior to Landing Threshold	Yes	600	600	600
Width	Yes	350	500	500
Runway Object Free Area (ROFA)				
Length Beyond RW End	Yes	1,000	1,000	1,000
Length Prior to Landing Threshold	Yes	600	600	600
Width	No – MOS 3	539	675	800
Runway Obstacle Free Zone (ROFZ)				
Length Beyond Runway End	Yes	200	200	200
Width	Yes	275	400	400
Precision Obstacle Free Zone (POFZ)				
Length	N/A ⁴	N/A	N/A	N/A
Width	N/A ⁴	N/A	N/A	N/A

SOURCES: AC 150/5300-13A, *Airport Design*; January 2013 Airport Alternatives Technical Analysis; SUN Airport Layout Plan.

1. Although the runway width standard for C-III is 150 feet, for airplanes with MTOW of 150,000 lbs or less and visibility minimums of not less than ¼ mile, the standard runway width is 100 feet, shoulder width is 20 feet, and blast pad width is 140 feet.

2. Runway 13/31 does not currently have blast pads on either end of the runway. Although not required, blast pads at runway ends should extend across the full width of the runway plus the shoulders to prevent erosion.

3. The first distance is the minimum separation that applied to the east side of the runway before Alternative 6, and the second distance is the minimum separation that applied to the west side of the runway before Alternative 6.

4. POFZ standards apply to runway ends with vertically-guided approaches and approach minima below 250 feet cloud ceiling or ¼ statute mile. Neither end of Runway 13/31 meets both of these criteria; therefore, the POFZ does not apply to Runway 13/31.

Existing and ultimate airfield dimensions shown in Table C5 are described below.

Runway Width. The runway is 100 feet wide. Although the runway width standard for C-III-5000 is 150 feet, AC 150/5300-13A states that for airplanes with maximum certificated takeoff weight of 150,000 pounds or less and approach visibility minimums of not less than ¼ mile, the standard runway width is 100 feet. Because the Modifications of Standards (MOS) at SUN limit use of the Airport to aircraft less than 95,000 pounds gross weight, the required runway width is 100 feet and Runway 13/31 currently meets the width standard.

Runway Centerline to Parallel Taxiway Centerline Separation. Prior to implementation of Alternative 6, the Runway 13/31 centerline to parallel taxiway centerline separation did not meet the C-III-5000 standard on either side of the runway. Implementation of Alternative 6 will result in further separation of parallel Taxiway B from the runway and removal of parallel Taxiway A. However, MOS 1 will allow the new Taxiway B separation to remain below the standard of 400 feet.

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Runway Centerline to Aircraft Parking Separation. Prior to implementation of Alternative 6, the Runway 13/31 centerline to aircraft parking separation did not meet the C-III-5000 standard on the west side of the runway. Implementation of Alternative 6 will relocate the commercial and air cargo aprons, and reduce the size of the general aviation aprons, to meet the standard separation requirement.

Runway Centerline to Holdline Separation. Prior to implementation of Alternative 6, the Runway 13/31 centerline to holdline separation did not meet the C-III standard on either side of the runway. Implementation of Alternative 6 will result in all holdlines complying with the FAA runway separation standard.

Runway Safety Area (RSA). Prior to implementation of Alternative 6, the Runway 13/31 RSA did not meet the C-III-5000 width standard due to parallel taxiways within the RSA on both sides of the runway. Implementation of Alternative 6 will result in the RSA meeting width and length standards; however, MOS 4 will allow existing RSA transverse grades below the standard to remain in place.

Runway Object Free Area (ROFA). Prior to implementation of Alternative 6, the Runway 13/31 ROFA did not meet the C-III-5000 width standard due to parallel taxiways, commercial aircraft parking, east perimeter fence, air traffic control tower, and State Highway 75 within the ROFA, among other objects. Implementation of Alternative 6 will result in an increase of ROFA width by removing many of these objects from the ROFA; however, MOS 3 will allow the existing east perimeter fence and State Highway 75 to remain within the ROFA.

Runway Obstacle Free Zone (ROFZ). Prior to implementation of Alternative 6, the Runway 13/31 ROFZ did not meet the C-III-5000 width standard due to parallel taxiways within the ROFZ on both sides of the runway. Implementation of Alternative 6 will result in the ROFZ meeting width and length standards.

Precision Obstacle Free Zone (POFZ). The POFZ standard does not apply to Runway 13/31 based on existing and potential future instrument approach procedures to the runway.

Runway Protection Zones (RPZ). Prior to implementation of Alternative 6, only portions of the approach and departure RPZs beyond either end of the runway were within the current airport property boundary and/or existing airspace easement limits. Implementation of Alternative 6 will not result in increased compliance with the RPZ standard. However, based on current policy and discussions with the FAA, the existing RPZ conditions and encroachments will be allowed to remain in place. It should be noted that there are several potential future events identified by FAA guidance that would require detailed review of alternatives, which may represent a threshold for further consideration and planning for a replacement airport. These potential future events include the following, if an incompatible land use would enter the limits of the RPZ as a result:

- An airfield project;
- A change in the critical design aircraft that increases the RPZ dimensions;
- A new or revised instrument approach procedure that increases the RPZ dimensions; or
- A local development proposal in the RPZ.

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3.1.3. Taxiway Design Standards

Taxiway design standards are based on both the Aircraft Design Group (ADG) and Taxiway Design Group (TDG) for the most demanding aircraft expected to use the taxiway in question. As mentioned previously, the ADG is based on aircraft wingspan and tail height. The TDG, a new concept introduced by recent revisions to FAA AC 150/5300-13A, is based on aircraft cockpit-to-main-gear distance (comparable to aircraft wheelbase) and main gear width. The ADG and TDG for the most demanding commercial and general aviation aircraft operating at SUN are summarized in Table C6.

Table C6 REPRESENTATIVE TAXIWAY DESIGN AIRCRAFT BY ADG & TDG

Aircraft Type	Wingspan (feet)	Tail Height (feet)	Aircraft Design Group (ADG)	Wheelbase (feet)	Main Gear Width (feet)	Taxiway Design Group (TDG)
Commercial						
Bombardier Q400	93.3	27.4	III	45.8	33.2	5
Bombardier CRJ700	76.3	24.8	II	49.2	13.5	2
Bombardier CRJ900	81.5	24.6	III	56.8	13.4	4
Embraer E170	85.3	32.3	III	34.8	17.0	2
Embraer E175	85.3	32.3	III	37.4	17.0	2
Embraer E175-E2	101.7	32.7	III	Unknown	Unknown	Unknown
Mitsubishi MRJ90	95.9	34.4	III	Unknown	Unknown	Unknown
General Aviation / Air Taxi						
Cessna Citation X	63.9	19.3	II	29.9	13.0	1B
Gulfstream IV	77.8	24.5	II	38.1	13.7	1B
Gulfstream V	93.5	25.8	III	45.0	14.4	2

SOURCE: Mead & Hunt analysis.

NOTE: Taxiway Design Groups for the Embraer E175-E2 and Mitsubishi MRJ90 are unknown at this time because these aircraft have not entered the commercial fleet as of 2015. These aircraft are listed in the table for comparison purposes only.

As shown in Table C6, the most demanding ADG at SUN is III (various aircraft) and the most demanding TDG is 5 (the Bombardier Q400). The taxiway dimensional standards illustrated in Table C7 are those required for these ADG and TDG categories. As indicated in the table, under the Post-Alternative 6 condition, Runway 13/31 either meets or exceeds the identified requirements, or has an MOS in place for that specific design standard. The parallel taxiway and all terminal area taxiways should meet these design requirements; other taxiways can be designed to less demanding standards if they are not expected to be used by commercial aircraft.

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Table C7 ADG III AND TDG 5 TAXIWAY DIMENSIONAL STANDARDS (IN FEET)

Design Standard	Meets Standards?	Post-Alternative 6 Dimension	Runway Design Code C-III-5000 Standard
Taxiway B Width	No – MOS 8	50	75
Taxiway B Shoulder Width	No – MOS 8	10	30
Taxiway Safety Area Width	Yes	118	118
Taxiway Object Free Area Width	No – MOS 2	160	186
Taxilane Object Free Area Width	Yes	162	162

SOURCE: Mead & Hunt analysis.

Prior to implementation of Alternative 6, sterilization procedures were in place that required clearing the parallel taxiways of aircraft during commercial aircraft operations. These procedures will be eliminated following relocation of parallel Taxiway B.

Prior to implementation of Alternative 6, parallel Taxiway A acted as a capacity “release valve” for small aircraft during peak periods to allow for takeoffs and landings by large aircraft. Removal of the taxiway under Alternative 6 will therefore have a negative effect on the runway’s operational capacity. To mitigate for this capacity loss, Alternative 6 includes relocation of some of the runway’s exit taxiways, as well as addition of a new exit taxiway and extension of Taxiway B for the full length of the runway, to better manage aircraft entrance and exit flow from Runway 13/31 while meeting FAA design standards. Alternative 6 will also result in relocation of the Airport’s bypass taxiways located adjacent to and west of Taxiway B.

3.2. Runway Pavement Strength/Condition

The pavement strength of Runway 13/31 is rated for aircraft weighing up to 65,000 pounds with single wheel main landing gear configurations, and up to 95,000 pounds for aircraft with dual wheel main landing gear configurations. A review of the maximum gross weight and main landing gear configuration of the design aircraft types indicates the strength of the runway is sufficient to meet demand throughout the planning period. According to the most recent pavement evaluation completed in 2015, all Runway 13/31 pavements are in good condition. Though no changes are necessary to increase the strength of the runway, it is recommended that pavement for any future runway reconstruction or rehabilitation projects be capable of retaining these existing weight bearing capacities.

3.3. Instrument Approaches, Navigational Aids, and Airfield Lighting

Instrument approach procedures, navigational aids, and airfield lighting at SUN are currently limited due to natural terrain obstructing approach obstacle clearance surfaces and surrounding land uses constraining effective equipment siting. In 2013, the Airport Authority commissioned a feasibility study for improving approach procedures and navigational aids at the Airport to better support users. This study identified several potential improvements to approach procedures and navigational aids that are currently undergoing more in-depth review independently of this Master Plan Update. The results from this in-depth study are expected to be available in 2015 prior to publication of the final Master Plan. These results will be incorporated into the final version of the Master Plan report. At the time of this writing, potential improvements to instrument approaches are not expected to increase the design standards described in this chapter.

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3.4. FAR Part 77 and Threshold Siting Surfaces

Obstruction clearing standards are established to create a safer environment for aircraft operations on or near the airport. These standards take the form of imaginary sloping surfaces that are trapezoidal in shape. The standards contained in Federal Aviation Regulations (FAR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, apply to existing and proposed manmade objects and/or objects of natural growth and terrain (i.e. obstructions). The Airport should ensure that, to the extent practicable, threshold siting surfaces identified by AC 150/5300-13A are also protected from proposed development and natural vegetation growth.

The specific size, slope, and starting point of the imaginary surfaces depend upon the approach and departure procedures in place for a specific runway end (or lack thereof), and the type of aircraft expected to approach and depart the runway. Procedures and aircraft types are different for each end of Runway 13/31; therefore, different imaginary surfaces apply to either end of the runway. The dimensions of these surfaces are presented in Table C8.

Table C8 STANDARD AIRSPACE SURFACES FOR SUN

Airspace Surface Dimensions	Standard Dimension	
	Runway 13	Runway 31
Part 77 Approach Surface	Visual	NPI > ¼ mile
Surface Beginning Point Beyond Runway End	200	200
Inner Width	500	500
Length	5,000	10,000
Outer Width	1,500	3,500
Slope	20:1	34:1
Approach Threshold Siting Surface	Type 3	Type 5
Surface Beginning Point Beyond Runway End	0	200
Inner Width	400	800
Length	1,500	10,000
Outer Width	1,000	3,800
Slope	20:1	20:1
Departure Threshold Siting Surface	N/A	Type 9
Surface Beginning Point Beyond Runway End	N/A	0
Inner Width	N/A	1,000
Length	N/A	10,200
Outer Width	N/A	6,466
Slope	N/A	40:1

NOTE: Type 3 approach threshold siting surface applies to the "approach end of runways expected to serve large airplanes (visual day/night); or instrument minimums ≥ 1 statute mile (day only)." Type 5 approach threshold siting surface applies to the "approach end of runways expected to support instrument night operations serving greater than Category B aircraft." Type 9 departure threshold siting surface does not apply to Runway 13 as IFR departures are not authorized on this runway.

There are currently numerous penetrations to the various surfaces described in Table C8 at SUN. Some of these penetrations have been mitigated by displacing the Runway 13 threshold, installing obstruction lighting, and/or removing man-made and natural objects. However, given physical constraints surrounding the Airport, it is not realistic to remove all obstructions to these surfaces; therefore the Airport has approach and departure minimums that are significantly higher than standard minimums. Potential future improvements to approach and departure procedures at SUN may result in more demanding airspace surfaces.

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4. Landside Facility Requirements

Landside facilities are those facilities that support the airside facilities, but are not part of the aircraft movement area. These consist of such facilities as terminal buildings, hangars, aprons, access roads, and support facilities. The landside facilities examined in the sections below include:

- Airport Traffic Control Tower (ATCT)
- Commercial Passenger Terminal Area Facilities
 - Passenger Terminal Building
 - Automobile Parking Facilities
 - Air Carrier Apron Space
 - Terminal Area Roadway System
- General Aviation Facilities
 - General Aviation Hangar Facilities
 - General Aviation Apron Space
 - FBO and Corporate Facilities
 - Air Cargo Areas

4.1. Airport Traffic Control Tower

The Airport Traffic Control Tower (ATCT) is currently located on the east side of the airfield. The ATCT is within the Runway Object Free Area (ROFA). The ATCT is also an FAR Part 77 transitional surface penetration, does not meet FAA ATCT siting criteria guidance contained in FAA Order 6480.4, *Airport Traffic Control Tower Siting Process*. Thus, the ATCT does not meet FAA standards. Its facilities are also dated and cramped, and do not meet building code requirements.

The ATCT provides a number of critical safety benefits. Due to the surrounding mountainous terrain and frequent low-visibility conditions, operations at SUN are extremely technical. The presence of the tower at the Airport significantly decreases the risk of runway incursions and other accidents and provides on-site monitoring of weather conditions that is invaluable to pilots negotiating take-offs and landings. In addition, the Airport's head-to-head operational pattern and single parallel taxiway necessitate significant coordination by tower personnel to properly accommodate takeoffs and landings and maintain efficiency. The FAA has stated that the SUN must have an ATCT in order to maintain commercial passenger service in the future. The ATCT therefore benefits the community and regional economy by ensuring that residents and visitors can access the Sun Valley region in a consistently safe and timely manner.

Modification to Standard (MOS) 3 allowed several structures to remain in the ROFA; however, the MOS is conditioned on removal of several structures from the ROFA including the ATCT and its supporting facilities. MOS 3 states that the ATCT in its current location is a safety risk and must be relocated as soon as possible, no more than 10 years from the MOS date of approval. Under Alternative 6, the ATCT is planned to be relocated to a new site outside of the ROFA by November 2023.

An *ATCT Concept and Budget Report* completed in 2004 recommended relocating and upgrading the ATCT, and identified eight alternative sites throughout the Airport property. Three alternative sites with the clearest line-of-sight to existing and anticipated airport surfaces under tower control were identified, and construction concepts were studied in detail for these three sites. A new ATCT siting analysis will be included in the Alternatives chapter of this Master Plan. The siting analysis will re-evaluate the 2004 study, identify additional potential sites, and discuss opportunities and constraints of each site. A final site will be recommended that best meets required FAA criteria and other considerations such as topography, access, and construction cost.

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4.2. Commercial Passenger Terminal Area Facilities

The passenger terminal area is located on the west side of the runway, between the general aviation hangar areas to the north and south. The Alternative 6 improvements to Taxiway B have necessitated moving the commercial aircraft parking apron from the east side of the building to the north side to remove parked aircraft from the Taxiway B TOFA. In addition, the terminal building is undergoing an expansion and reconfiguration project in order for the building to continue to function properly and efficiently given the relocated commercial aircraft parking apron. This project is planned for completion in September 2015.

The following sections identify potential future requirements for the passenger terminal building, automobile parking, air carrier apron space, and terminal area roadway system throughout the 20-year planning period. Improvements to be completed as part of Alternative 6 are clearly identified.

4.2.1. Passenger Terminal Building

The existing terminal building houses a public waiting/queuing area, ticketing, airline ticket offices (ATOs), outbound baggage area, secure holdroom, Transportation Security Administration (TSA) security area, baggage claim, rental car counters, and three public restrooms, including a restroom within the secure holdroom. Prior to implementation of Alternative 6, the total footprint of the passenger terminal building was 14,320 square feet (SF).

Once the on-going terminal building reconfiguration and expansion project is completed in 2015, the estimated overall terminal size will be 34,150 square feet. The terminal reconfiguration and expansion project includes the following elements:

- Reconfiguration to the north and west will house new waiting areas, security screening, secure hold room, concessions, baggage claim and rental car counters.
- Security Screening Checkpoint (SSCP) layout will be designed in accordance to the TSA Checkpoint Design Guide Rev. 5.1.
- Existing concessions will be relocated to the secure hold room.
- Commercial aircraft apron, lighting, and ground service equipment (GSE) parking will be added north and west of the terminal building.
- The terminal parking lot will be reconfigured to accommodate the new building space.

Terminal capacity is a measure of cumulative space dedicated to accommodating passengers for a certain period of time and for a certain purpose. Design capacity is based on expected flight departure and arrival schedules, with specific areas assigned to different functions, from ticketing to baggage claim, and the estimated time required for passengers to process through each functional area. Demand within a terminal building is dynamic, constantly changing in the various functional spaces, and is driven by flight schedule, aircraft size, and load factor, as well as amount of time prior to departure that passengers arrive at the terminal. The closer passengers arrive together in any period prior to departure, the greater the demand on the facility, its functional areas, and its staff.

For the purposes of this Master Plan, terminal capacity is expressed in terms of passenger enplanements. For reference, the passenger activity forecasts presented in Chapter B are summarized in **Table C9** below.

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Table C9 SUMMARY OF PASSENGER ACTIVITY FORECASTS

Activity Measure	2014 (Actual/ Estimated)	2019 (Projected)	2024 (Projected)	2034 (Projected)
Annual Passenger Enplanements	66,409	78,797	93,496	131,630
Annual Air Carrier Departures	1,420	1,614	1,804	2,227
Average Enplanements Per Departure	47	49	52	59
Average Passenger Load Factor	69%	71%	73%	76%
Average Seats Per Departure	68	69	71	76
Peak Hour Enplanements ¹	102	115	136	192
Average Daily Departures	7	8	9	11

SOURCE: Mead & Hunt analysis.

¹ "Peak hour enplanements" represents the peak hour of the average day of the peak month.

The capacity of the terminal building is discussed and analyzed in the following sections:

- Pre-Alternative 6 Terminal Capacity
- Post-Alternative 6 Terminal Capacity – Design Peak Hour
- Post-Alternative 6 Terminal Capacity – Constrained Peak Hour
- Post-Alternative 6 Terminal Capacity – Restricted Peak Hour

PRE-ALTERNATIVE 6 TERMINAL CAPACITY

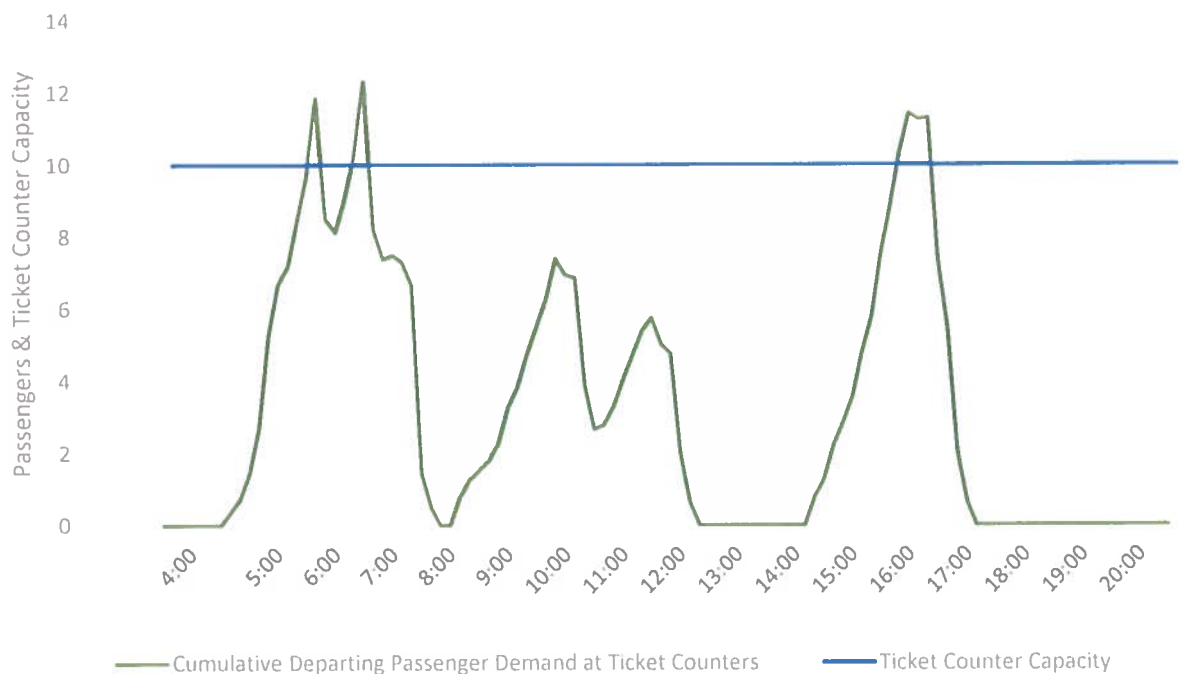
The existing terminal was built in 1985 and expanded in 1991 and 2005 to its pre-Alternative 6 configuration. The pre-Alternative 6 facility accommodated passenger demand limited by aircraft size without closely scheduled arrivals or departures. The 2013 flight schedule was largely operated by Delta Airlines with Embraer 120 Brasilia turboprop aircraft. With a total capacity of thirty passengers, terminal components were sufficient to handle passenger demand for this aircraft size. With the introduction of the Q-400 in the early 2000s and the CRJ-700 regional jet in 2014, passengers began to experience a lower level of service as measured by space per passenger and processing capability measured in time.

Methods of operating specific functional areas served to manage increasing congestion in the terminal. The TSA could limit passenger access to the secure holdroom for closely scheduled departures, holding the following flight's passengers in the non-secure area until the first flight has boarded or departed. An arriving flight's passengers and visitors would fill the baggage claim hall, but they occupied this area for a short time, allowing the next arriving flight's passengers to disembark to a largely empty claim hall. While the claim hall was perceived as congested, the time passengers experienced this congestion was relatively short. Under the pre-Alternative 6 layout, all arriving passengers would enter the terminal at the claim hall, increasing congestion in the hall for a short time as those passengers with carry-on luggage make their way to the exit around those who are queued throughout the space.

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Chart C2 below demonstrates passenger demand at ticket counters over a typical operating day in August 2014. Passengers arriving at the terminal do so at various times prior to a flight's departure and are summed in ten minute increments. This distribution of passengers allows the airlines to process passengers over time with fewer ticket agents and counters. Ticketing capacity is shown at ten passengers at any given time. Even though there are eight ticket counter positions a maximum of two to three positions is utilized by each air carrier in processing passengers. Processing time is an average, allowing a simple model to demonstrate limits on ticketing capacity. As more flights move into the peak hour, ticketing will become constrained earlier in the 20-year planning period than the other functional areas.

Chart C2 DEPARTING PASSENGER DEMAND AT TICKETING/CHECK-IN – 2014 FLIGHT SCHEDULE



SOURCE: Mead & Hunt analysis.

POST-ALTERNATIVE 6 TERMINAL CAPACITY – DESIGN PEAK HOUR

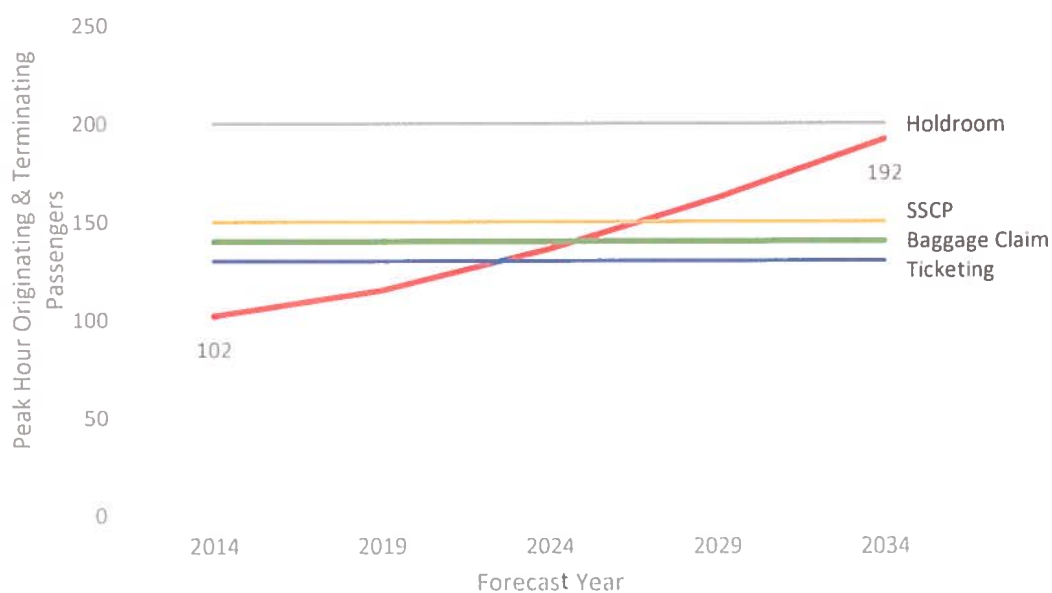
The primary goal of relocating some terminal components to the north side of the building is to accommodate flight operations in the near-term while also providing some additional capacity for the long-term. The terminal reconfiguration and expansion project will provide greater overall terminal passenger capacity through an increase in secure holdroom, arrivals lobby, and baggage claim hall areas. The existing baggage claim will become a new passenger security checkpoint and non-secure waiting area, resulting in a more efficient building layout with greater operational flexibility. These changes will allow the Airport to handle passengers for three peak hour departures within the secure holdroom and two peak hour arrivals within the bag claim hall at a higher level of service, as measured by space per passenger and time required to process through the various functional areas. The layout of the reconfigured terminal building is presented in Chapter A, Figure A6.

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Continuous improvements in airline electronic ticketing, check-in, and boarding pass printing has allowed more passengers to be processed with the same or fewer traditional ticket counters. Passengers often use standalone kiosks to check-in for their flights. Ticket counter services have taken on a greater proportion of baggage check-in versus passenger check-in, requiring substantially less time per passenger than traditional check-in and boarding pass printing. There will be a limit to these savings as more departing passengers enter the terminal during a higher peak departures period, at which time expansion of the ticket counter area may be necessary. For the foreseeable future, with ticketing process improvements, limited peak hour flight scheduling, and passenger earliness distributions spreading demand out over a longer period, the ticketing area will serve with an adequate level of service as measured by passenger wait times and queues.

The post-Alternative 6 design peak hour capacity for the four main terminal components is shown in **Chart C3**. These capacity estimates are predicated on the amount of available space, and chairs in the case of the secure holdroom, to accommodate passengers prior to their departures; demonstrated capacity for passenger security screening; number of ticket counters and passenger processing times; and linear feet of claim device for baggage claim.

Chart C3 SUMMARY FORECAST DEMAND VS. MAJOR TERMINAL COMPONENT CAPACITY POST-2015 EXPANSION



SOURCE: Mead & Hunt analysis.

An acceptable level of service governs terminal capacity for the 2015 expansion. The airport will be able to monitor demand to capacity and level of service in order to determine when future expansion of specific functional areas is required. While post-Alternative 6 holdroom capacity appears to be sufficient through the planning period, this will be dependent upon airline scheduling during the peak hour. As with other functional areas, managing demand will continue to be necessary, but holdroom capacity should be the least taxed through the 20-year planning period.

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POST-ALTERNATIVE 6 TERMINAL CAPACITY – CONSTRAINED PEAK HOUR

As noted in Chapter B, departing flights at a resort airport are often scheduled during the early morning hours. Additional flights during the peak hour will begin to place pressure on the functional areas – passengers will experience congestion, queuing and increased wait times in some but not all areas. The Airport, working with the TSA, has the option of managing which flight's passengers are allowed into the secure holdroom while maintaining a hold on those passengers whose flights depart later in the hour until other flights have boarded or departed. A design element supporting this scenario is the airport's inclusion of a second waiting area in the existing terminal. A portion of the existing holdroom will become a pre-departure waiting area, or lounge, that will serve as an overflow waiting area for passengers who arrive early for their departures and may find the security screening waiting area or arrivals lobby full. This multi-purpose space will have flight information displays and public address speakers to keep passengers apprised of their departures and provide an additional level of comfort in seating options similar to the arrivals lobby.

The effect of additional departing flights during the peak hour is shown in Chart C3 approximately at the mid-range of the 20-year planning period. Ticketing, baggage claim, and security screening will be affected the most by closely spaced departures. While three departures can be accommodated in the terminal during the peak hour, scheduling onto the peak hour shoulders would place additional demand on the facility as passengers increase incrementally.

Ticketing processing capacity will become a greater concern as the gains from electronic check-in are overcome by the volume of passengers checking baggage at the ticket counters. The possibility of remote self-tagging of baggage is an option, although bag self-tagging may require that tags be printed at the Airport so they can be correlated with the passenger. Self-tagging would reduce congestion at the ticket counter as self-checked bags can be input into the system at a separate take-away belt, removing these passengers from the ticket counter queues. Space for a self-check, self-tagging position is available within the ticketing area just north of the existing counters, if reserved for this future use. Additional space for self-check-in kiosks is available along the west wall of the ticket hall. These kiosks will provide necessary capacity to carry a higher number of departures during the peak period, although at a lower level of service as the space is very limited and congestion will be higher than what is normally considered acceptable.

Checked baggage screening will require upgrade to an in-line system. Although limited, this will provide additional screening capability as transportation security officers (TSO's) would be able to manage secondary screening and other tasks without having to load the bags into the screening device. Installing a take-away belt leading directly to the screening device behind the ticket counters would provide in-line screening capability. TSO's would be able to work the screening device output belt, moving bags to either the airlines' baggage make-up area or to additional screening using explosive trace detection (ETD) devices.

POST-ALTERNATIVE 6 TERMINAL CAPACITY – RESTRICTED PEAK HOUR

All terminal components will experience congestion during the peak hour toward the latter part of the 20-year planning period, if forecasted passenger levels materialize. This may cause some passengers to miss their flights if they do not allow additional time for departure processing. Terminal space will remain the main issue, as the ticket hall becomes congested and passengers queue out of the designated queuing areas into circulation and waiting areas for extended periods during the peak hour. Passengers who have completed check-in will be maneuvering around queues to get to security screening, and security screening queuing will begin to back into ticketing and the arrivals lobby. Once the peak hour has passed, the terminal will resume normal operation as flights are spaced further apart.

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Limited building expansion to reduce congestion is possible and can be managed separately for different functional areas. Planning for expansion to reduce congestion and increase passenger level of service in the long-term was included in the 2015 terminal expansion design. Potential future capacity-enhancing measures will be described in more detail in Chapter D.

4.2.2. Automobile Parking Facilities

Automobile parking at SUN is located west of the terminal building. SUN offers both short- and long-term parking at hourly/monthly rates. Long-term parking is located in the lower parking lot farthest to the west of the terminal building, and short-term parking is located in the upper lot adjacent to the terminal building. The pre-Alternative 6 parking facilities included 338/308 spaces (summer/winter spaces). There are fewer available spaces in winter due to space required for snow storage. The post-Alternative 6 parking facilities include 360/349 spaces. Based on these figures, an analysis of potential future parking needs was prepared based on the ratio of post-Alternative 6 parking spaces to 2014 enplanements. Enplanements are a good indicator of parking needs, as they are representative of the Airport's customer base. Projected parking needs were determined based on the peak month enplanement forecast.

In 2014, there were 10,285 enplanements during the peak month of July. Peak month enplanements are projected to increase to 21,061 in 2034. Based on the ratio of 2014 enplanements to current parking spots, parking requirements in 2034 are projected to be approximately 737 summer spaces and approximately 714 winter spaces. These estimations indicate that the Airport will require approximately a 104% increase in parking over current levels by the end of the planning period, roughly doubling the current number of parking spaces.

4.2.3. Air Carrier Apron Space

Prior to implementation of Alternative 6, the air carrier apron was located to the east of and immediately adjacent to the passenger terminal building. However, the majority of the apron was located within the Runway 13/31 ROFA and therefore was relocated to the north of the terminal building as part of Alternative 6. Prior to Alternative 6, the amount of apron space dedicated solely to air carrier parking was 65,619 square feet (SF). Following Alternative 6, the new air carrier apron has an area of 63,785 SF, representing a reduction of approximately 2,000 SF.

It is important to note that these apron space numbers may not capture the true loss in air carrier aircraft parking associated with Alternative 6. Although the new air carrier apron located north of the terminal building was formerly designated for air cargo use, it was also used for commercial aircraft parking overflow during peak periods when the former air carrier apron east of the terminal was at capacity. In addition, the airlines formerly used Taxiway B south of the FBO for parking during peak times as well. Although this overflow parking area cannot technically be considered an aircraft parking apron, it is nevertheless no longer available because Taxiway B will now extend all the way to the south end of the runway. The post-Alternative 6 air carrier apron is capable of accommodating simultaneous parking by three regional commercial aircraft. During peak seasons, all three of these parking positions are occupied during remain overnight (RON) operations by the airlines.

Future service by new airlines and/or to new destinations are likely to result in a more demanding peak commercial aircraft parking scenario than the current air carrier apron can handle. Several potential future commercial aircraft parking scenarios were identified corresponding to near-term (5 year), mid-term (10 year), and long-term (20 year) commercial operations forecasts presented in Chapter B. These scenarios are identified with estimated air carrier apron space requirements in **Table C10**.

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Table C10 COMMERCIAL AIRCRAFT PARKING SCENARIOS

Design Standard	Peak Aircraft Parking	Required Apron Space Estimate	EMB120	Q400	CRJ700	CRJ900	E170/E175	E175-E2	MRJ90
Pre-Alternative 6	2	40,000	1	1					
Current Peak Scenario – 3 RONs	3	60,000			3				
Near-term Peak Scenario #1	4	82,000			4				
Near-term Peak Scenario #2	5	108,000		1	4				
Near-term Peak Scenario #3	6	134,000		1	4	1			
Mid-term Peak Scenario #1	6	136,000		1	3	2			
Mid-term Peak Scenario #2	6	138,000		1	2	2	1		
Mid-term Peak Scenario #3	6	140,000		1	1	2	2		
Long-term Peak Scenario #1	6	144,000				2	2	1	1
Long-term Peak Scenario #2	7	170,000				2	2	2	1

SOURCE: Mead & Hunt analysis.

As shown in Table C10, any increase over three simultaneous commercial service aircraft will require either an apron expansion, aircraft towing to the FBO apron, or passenger bussing. These alternatives will be explored in the next chapter of the Master Plan.

4.2.4. Terminal Area Roadway System

Ground access to the Airport is provided from the north via Airport Way, which runs north-south along the west side of the Airport and connects to State Highway 75 at its north end. State Highway 75 runs along the eastern side of the Airport. Aviation Drive continues south along the length of the Airport, providing access to commercial/industrial development west of the Airport and the Atlantic Aviation facilities at the south end of the Airport. No major changes to the terminal road system are planned as part of Alternative 6, nor are there any known changes planned during the 20-year planning period that would impact access to the Airport. There are no known issues or problems with the current terminal area roadway system or its signage, nor any known traffic delays occurring on a regular basis. The roadway system is expected to be adequate for handling increased traffic levels that could be associated with increased activity at the Airport during the planning period. However, alternate ground access points may need to be considered in conjunction with other potential improvements which affect the existing roadway layout, such as potential parking lot and commercial aircraft apron improvements.

4.3. General Aviation Facilities

General aviation (GA) facilities at Friedman Memorial Airport include hangar facilities and aircraft parking apron. Alternative 6 will result in a net loss of GA hangar and aircraft parking apron resulting from the shift of Taxiway B and associated relocation of the commercial service apron to the north side of the terminal building, as well as construction of a new bypass taxiway. Analysis of GA facilities is crucial to determining whether and how the Airport can continue to operate efficiently at its current site, as peak events for GA activity tend to strain existing resources.

CHAPTER C **Capacity Analysis & Facility Requirements**

4.3.1. General Aviation Hangar Facilities

Alternative 6 resulted in a slight net loss of GA hangar space. Five hangars were removed; of these, one belonged to the FBO and was used for transient aircraft storage, while the remaining four were used for based aircraft storage. Two of the based aircraft hangars will be rebuilt in new locations. Projected growth in based aircraft presented in Chapter B indicates that continued strong demand for hangar space is expected in the future. Based aircraft is projected to grow from 157 in 2014 to 213 in 2034, equivalent to an increase of 56 based aircraft over the 20-year planning period. However, there is little available land for construction of new hangars or relocation of hangars within the current Airport boundary, and the ability of the Airport to acquire land for hangar construction or relocation is uncertain.

4.3.2. General Aviation Apron Space

GA apron capacity is an important concern at SUN. During the Airport's annual peak event in July, a large number of transient GA and air taxi aircraft must be accommodated on the aprons, which tend to overflow and create congestion. Ideally, the Airport should comfortably accommodate the peak level of parked GA aircraft to reduce congestion and potential safety issues. Although July tends to host the peak event of the year in terms of GA apron demand, demand also approaches peak levels during other key times of the year, such as at Christmas and over Presidents Day weekend.

There are two main GA aprons at SUN, the first of which is located south of the T-hangar area but north of the FBO building, and the second of which is located immediately south of the FBO building. Prior to implementation of Alternative 6, the combined area of these two aprons available for peak event GA and air taxi aircraft parking was approximately 600,000 square feet (SF). During peak events, the former air cargo apron north of the terminal building provided an additional 100,000 SF for overflow GA and air taxi parking. Therefore the Airport had approximately 700,000 SF of apron available for GA and air taxi parking during peak events prior to implementation of Alternative 6. In recent years, these apron areas have been at or near capacity for the duration of the peak event.

There will be a net loss in available peak event GA and air taxi aircraft parking space after completion of Alternative 6 improvements. Approximately 180,000 SF will be lost due to relocation of parallel Taxiway B and associated Taxiway Object Free Area (TOFA); new taxilanes for accessing new small aircraft tie-downs west of the T-hangar area; and the re-purposing of the former air cargo apron for passenger air carrier aircraft parking. The new air cargo apron at the north end of the Airport will replace a portion of the former air cargo apron, and approximately 30,000 SF of this new apron could be used for peak event GA and air taxi parking. Therefore the net reduction in available apron for peak event GA and air taxi parking following implementation of Alternative 6 is approximately 150,000 SF.

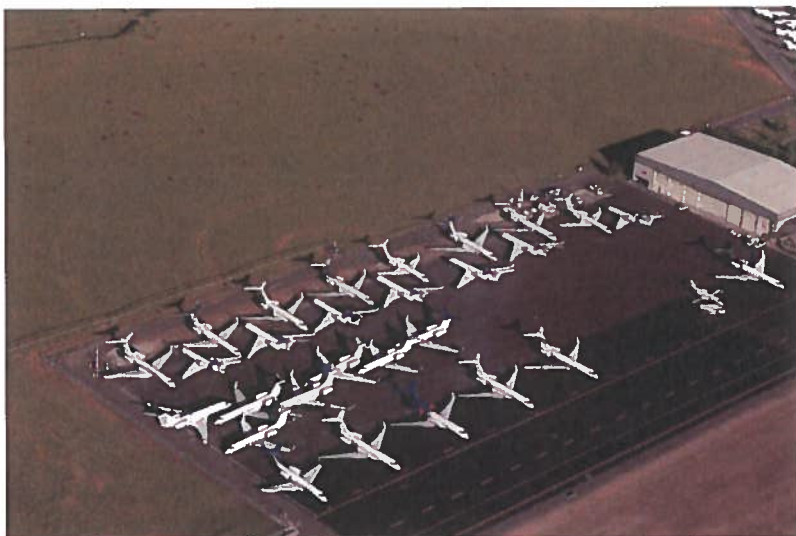
Projected GA and air taxi apron space needs are related to the peak event operations forecasts presented in Chapter B. These forecasts project an increase in peak day GA and air taxi operations, from 285 in 2014 to 377 in 2034, with aircraft type fleet mix proportions expected to remain constant. This represents 32 percent overall increase in peak day operations. Assuming a consistent ratio of required available apron to peak day operations, the Airport will need an additional 225,000 SF of GA and air taxi apron to meet 20-year forecast demand, over and above the 150,000 SF lost following implementation of Alternative 6.

There are no industry-standard guidelines for determining GA apron space requirements. Appendix 5 of FAA AC 150/5300-13A, states that "the total amount of apron area required is based on local conditions," and that the apron area per aircraft should be based on the design aircraft or fleet mix selected for the design. Airport Cooperative Research Program (ACRP) Report 96, *Apron Planning and Design Guidebook*, recommends determining GA apron size requirements based on the number and size of aircraft anticipated to use the apron during peak periods. The report also recommends that as much flexibility in apron size and configuration as possible should be incorporated in light of the significant fleet diversity within GA activity.

CHAPTER C **Capacity Analysis & Facility Requirements**

SUN has a demonstrated need for additional GA apron space during peak times based on the congestion that occurs during the annual peak event. The peak event lasts about one week, but the Airport also experiences similar activity levels during major holidays. The current GA aprons have been expanded to the maximum extent possible within the existing Airport footprint considering the constraints of the airfield, airport property line, and surrounding landside facilities. Figures C2 and C3 illustrate typical GA apron parking patterns during peak times.

Figure C2 PEAK PERIOD APRON PARKING – AREA 1



SOURCE: Airport Management.

Figure C3 PEAK PERIOD APRON PARKING – AREA 2



SOURCE: Airport Management.

CHAPTER C Capacity Analysis & Facility Requirements

4.3.3 Air Cargo Areas

Prior to implementation of Alternative 6, the apron immediately north of the passenger terminal building was designated for air cargo use by Federal Express (FedEx) and the United Parcel Service (UPS). This apron had a total area of 106,084 SF. The air cargo apron was relocated to the northwest corner of the airfield as part of Alternative 6. This new apron has an area of 52,800 SF and is designed to accommodate two large twin turboprop cargo aircraft and associated ground support vehicles. It can also be used for additional large aircraft overflow parking during peak periods. However, it is important to note that cargo operations were relocated to the GA apron south the T-hangar area during construction of the new cargo apron. This arrangement worked well for cargo operators, and as a result, is likely to continue with the new air cargo apron being used for GA aircraft parking.

5. Support Facility Requirements

5.1. Maintenance Facilities

Prior to implementation of Alternative 6, storage and maintenance of airport equipment was limited to a 3,185 SF facility located south of the passenger terminal building. This facility did not meet the Airport's needs. In order to accommodate the construction of a new bypass taxiway, the maintenance facility is being relocated to a multi-purpose Airport operations building located to the west. This multi-purpose facility will be approximately 14,000 SF in size, with approximately 50 percent of that total dedicated to equipment storage and maintenance. This facility is expected to meet Airport needs for maintaining facilities within the existing Airport footprint throughout the 20-year planning period.

5.2. ARFF Facilities

Prior to implementation of Alternative 6, Aircraft Rescue and Firefighting Facility (ARFF) equipment and staff were housed in a 4,435 SF stand-alone facility located next to the equipment storage and maintenance building. ARFF functions will also be relocated to the multi-purpose Airport operations facility currently under construction. Approximately 20 percent of the new facility will be dedicated to ARFF functions. This facility is expected to meet Airport needs for emergency response within the existing Airport footprint throughout the 20-year planning period.

5.3. Fuel Storage

The Airport's fuel storage facility is located west of the GA T-hangars. The Fixed Base Operator (FBO), Atlantic Aviation, recently added a fourth 20,000-gallon Jet A fuel tank to the fuel facility. This facility is expected to meet aircraft fueling needs within the existing Airport footprint throughout the planning period.

5.4. Snow Storage

Existing snow storage capacity is limited and any future increases in overall airside or landside pavements (e.g., runway, aprons, and parking lots) will result in a corresponding increase in snow storage needs that further constrain development options at the existing Airport site.

CHAPTER C Capacity Analysis & Facility Requirements

6. Facility Requirements Summary: Dual Path Planning Thresholds

The Airport's current site presents several operational challenges and limitations. In accordance with the "dual path" approach of this Master Plan, this facility requirements summary identifies planning thresholds indicating the practicality or necessity of either significantly reconfiguring the existing site or relocating the Airport within the next 20 years, based on the analysis presented in this chapter. Dual path planning thresholds are generally related to facilities that will be severely constrained in the future at the current site, and are defined in terms of potential future aviation activity levels, regulatory changes, changes in community needs, and land use considerations.

Dual path planning thresholds, where they apply, are identified below. Specific thresholds were not identified for those facilities that are expected to meet needs throughout the 20-year planning period.

6.1. Dual Path Planning Thresholds

Runway Length

This chapter identifies a likely range of runway length requirements for each commercial aircraft that may potentially serve the Airport in the future. It is important to recognize that actual length requirements will be dependent on airline operating needs. The following threshold was identified pertaining to runway length:

- A significant change in airline fleet mix that cannot be accommodated by the existing runway length in accordance with airline needs **may hinder will challenge** the Airport's ability to adapt to changing market conditions and airline trends. The most likely such scenario at SUN would be the airlines' eventual retirement of CRJ700 regional jets. It is not known exactly when this may occur, nor what type of aircraft airlines would prefer to replace the CRJ700 with at SUN. The CRJ900 would ordinarily be considered a likely replacement, but it typically performs poorly at airports in mountainous environments; furthermore, the CRJ900 is expected to require approval from the FAA to operate at SUN based on its performance characteristics. Other potential replacement aircraft such as the E170 or E175 are expected to incur weight penalties at SUN that may be unacceptable to airlines serving the Airport. **Another factor affecting the airline fleet would be if the community determines it is necessary to serve destinations much further afield from those currently served., such as Chicago, Dallas, or Houston, additional runway length may be required.**

Runway/Taxiway Design Standards

The current C-III design aircraft for Runway 13/31 is not expected to change during the 20-year planning period. However, the following thresholds were identified pertaining to runway/taxiway design standards, should current conditions change during the planning period:

- The CRJ900 must be certificated as an Aircraft Approach Category (AAC) D aircraft, which means that FAA approval may be required for CRJ900 operations at SUN. Therefore, future air service options are limited if Runway 13/31 remains a C-III runway.
- The Airport currently operates under several Modifications of Standards (MOSs). The recently approved MOSs essentially limit use of the Airport to aircraft less than 95,000 pounds gross weight with wingspans less than 100 feet. The MOSs support the safety of operations at the Airport. However, they may limit the Airport's future air service options if regulatory conditions change. FAA reviews MOSs every five to ten years; if one or more of the MOSs were to be invalidated by the FAA in the future, the current site will likely be unable to achieve full compliance with C-III standards without significant reconfiguration or expansion beyond its current footprint, as was determined by the 2013 *Airport Alternatives Technical Analysis*. If MOS invalidation were to occur, the community may have the option to accept additional operational limitations rather than pursue reconfiguration, expansion, or relocation of the Airport.

CHAPTER C **Capacity Analysis & Facility Requirements**

Passenger Terminal Area Facilities

The ability of passenger terminal area facilities to accommodate future demand will be primarily dependent on peak passenger enplanements and the commercial air service schedule. Renovation of the terminal building, relocation of the air carrier apron, and expansion of the parking lots, to be completed in 2015, is designed to accommodate existing and immediately foreseeable passenger demand. However, significant increases in passenger enplanements or changes in the airline departure schedule (such as an increase in the number of flights or multiple flights having similar arrival or departure times) may create congestion and necessitate further improvements to these facilities at some point within the 20-year planning period to more comfortably meet demand. Thus, significant increases in peak enplanements and commercial operations represent thresholds indicating that a relocated airport site may accommodate the activity more effectively. The following thresholds were identified for passenger terminal area facilities:

- A commercial passenger service schedule in which there are four or more near-simultaneous commercial flights is expected to require more air carrier apron space adjacent to the terminal building, and/or revisions to the airline schedule, to allow for passenger loading and unloading during peak periods. Four or more commercial remain overnight (RON) operations would require some form of tug-in/tug-out aircraft maneuvering and management, and may be more efficiently addressed with additional air carrier apron near the terminal.
- A peak hour consisting of 200 or more passenger enplanements may require further expansion of certain functional areas within the terminal building to alleviate congestion.
- Additional automobile parking is expected to be needed, with approximately 100 additional parking spaces required every five years to meet peak month forecast demand.
- Alternate ground access points may need to be considered in conjunction with other potential improvements which affect the existing roadway layout, such as potential parking lot and commercial aircraft apron improvements.

General Aviation Facilities

Continued strain on general aviation (GA) facilities during peak events is expected throughout the 20-year planning period. The following thresholds were identified for GA facilities:

- The based aircraft forecast indicates a future need for additional hangars. An increase of greater than 10 percent over current based aircraft numbers will likely require some new hangar facilities.
- The two GA aprons are currently undersized for peak events. If small non-jet aircraft parking is not needed during the peak period, jet aircraft parking capacity could currently be as high as 80 aircraft given existing aprons located north and south of the FBO building. However, apron capacity may be reduced below this level if the specific GA fleet mix present at the time has a higher proportion of large jet aircraft. Existing peak demand for GA and air taxi aircraft parking currently exceeds this capacity estimate, based on the GA and air taxi peak operations forecast presented in Chapter B. Aircraft parking capacity issues are expected to worsen over time, as the number of aircraft looking to park during peak events increases along with peak event operations.

CHAPTER C **Capacity Analysis & Facility Requirements**

6.2. Other Findings

Runway Capacity

The 20-year operations forecast does not exceed the FAA-recommended capacity planning threshold for a second runway at the Airport. Runway 13/31 provides sufficient capacity to accommodate projected operations throughout the 20-year planning period and for some years beyond, based on FAA criteria. However, the capacity of the runway is likely more limited than the analysis indicates due to required air traffic control procedures and clearances for both arrivals and departures, given the challenging terrain and head-to-head operating procedures at the Airport.

Airport Traffic Control Tower

The tower at SUN provides critical safety and efficiency benefits given the surrounding terrain and typical weather patterns, and the FAA has indicated that a tower must remain at SUN in order for commercial air service to continue into the future. A new location for the tower will be identified in a subsequent chapter of this Master Plan. Assuming a viable tower location is identified within the existing Airport property boundary, the relocated tower is expected to resolve issues with the existing facility and to serve the Airport well throughout the 20-year planning period.

Instrument Approaches and Airspace Surfaces

Identification of potential planning thresholds related to instrument approaches and airspace surfaces is dependent on the outcome of the standalone instrument approach study currently underway as of this writing. Potential thresholds will be identified by the Master Plan following publication of this study.

Other Facilities

Recent air cargo, SRE/maintenance, and ARFF facility projects are expected to provide adequate capacity throughout the 20-year planning period. Existing snow storage capacity is limited and any future increases in overall airside or landside pavements (e.g., runway, aprons, and parking lots) will result in a corresponding increase in snow storage needs that further constrain development options at the existing Airport site.

6.3. Other Threshold Considerations

Two other considerations that should be included in the threshold discussion relate to external factors and do not fit neatly into the facility groupings above. The implications of these considerations for the identification of airport relocation thresholds are currently undefined. However, it is likely that these considerations will become critical at some point in the future, possibly within the 20-year planning period, and may prove to be a deciding factor in the dual path planning process.

Commercial Passenger Service

Expansion and growth in the commercial passenger service market at SUN could be hampered in the future by site constraints on facility improvements. Lack of flexibility to meet airline needs may result in a negative impact on the local economy over time.

Land Use and Noise

Non-airport development has encroached closely upon the Airport boundary in recent years. This type of development increases the potential for noise issues and compromises the Airport's ability to meet future needs. The Airport should work cooperatively with the communities it serves to prevent the creation of new incompatible land uses in the Airport vicinity and avoid increases in average aircraft noise levels. Encroachment of development around the Airport will continue to create tension between the Airport and its neighbors, and it will be much easier to prevent incompatible uses than to address them after they have been built.

**Friedman Memorial Airport
Rates & Charges Schedule
10/01/15 - 09/30/16**

ATTACHMENT #8

Description	Billing Cycle/ Unit	Current Rate	Proposed Rate	Rate Established/ Revised	Approved/ Not Approved
Auto Parking - Passenger Terminal					
0 to 1/2 Hr.	Hour	\$0.00	No Change	06/05/02	
1/2 Hr. - 1 1/2 Hrs.	Hour	\$2.00	No Change	06/05/02	
1 1/2 Hrs. - 2 Hrs.	Hour	\$3.00	No Change	08/03/04	
2 Hrs. to 2 1/2 Hrs.	Hour	\$4.00	No Change	08/03/04	
2 1/2 Hrs. - 3 Hrs.	Hour	\$5.00	No Change	08/03/04	
3 Hrs. - 24 Hrs.	Hour	\$9.00	No Change	08/05/14	
Monthly - Lower Lot (prearranged)	Monthly	\$140.00	No Change	08/05/14	
Auto Parking - Auto Rental Overflow					
SW Terminal & Former Access Rd.					
Prearranged	Monthly	\$1,500.00	No Change	08/03/10	
Prearranged	Annual	\$14,000.00	No Change	08/06/13	
Advertising					
Framed Poster 2 x 3					
Premier Location	Annual	\$2,400.00	No Change	08/03/10	
Superior Location	Annual	\$2,100.00	No Change	08/03/10	
Standard Location	Annual	\$1,800.00	No Change	08/01/06	
Basic Location	Annual	\$1,200.00	No Change	08/03/10	
Budget Location	Annual	\$900.00	No Change	08/03/10	
Wall Display					
Small	Annual	\$3,600.00	No Change	08/03/10	
Large	Annual	\$4,800.00	No Change	08/03/10	
Premium Floor Display Case	Annual	\$6,000.00	No Change	08/03/10	
Courtesy Phones					
8"x10"	Annual	\$450.00	No Change	08/01/06	
8" x 21 1/2"	Annual	\$900.00	No Change	08/01/06	
24" x 24"	Annual	\$1,200.00	No Change	08/03/10	
26" x 57"	Annual	\$1,920.00	No Change	08/03/10	
Brochure Rack					
Self-Stocked	Annual	\$120.00	No Change	08/03/10	
Self-Stocked	Monthly	\$15.00	No Change	08/03/10	
Full-Service	Annual	\$300.00	No Change	08/01/06	
Discount Organizations					
Non-Profit	Monthly	50% Discount	No Change	08/03/10	
Ad Agency	Monthly	15% Discount	No Change	08/03/10	
Ground Transportation Service Providers					
Application Processing Fee	Annual	\$200.00	No Change	08/01/06	
Vehicle Permit (15 or less passengers)	Each Veh./Month	\$400.00	No Change	08/01/06	
Vehicle Permit (16 or more passengers)	Each Veh./Month	\$600.00	No Change	08/04/11	
Application Change Fee NOTE: Permits being transferred to same vehicle due to windshield replacement are not subject to Change Fee if permit is returned	Each	\$100.00	No Change	08/01/06	
Vehicle permit reissuance after voluntary suspension of no more than 3 months	Each	\$0.00	No Change	08/04/11	
Permitted Vehicle Fee (courtesy veh. exempt)	Each Veh./Month	\$20.00	No Change	08/04/11	

**Friedman Memorial Airport
Rates & Charges Schedule
10/01/15 - 09/30/16**

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.	\$1.60	No Change	08/05/14	
Non-Signatory - A/C Design Group A/B I-II over 6,000 lbs. mtow	per 1,000 lbs.	\$2.50	No Change	08/05/14	
Non-Signatory - A/C Design Group C/D I-II	per 1,000 lbs.	\$3.25	No Change	08/05/14	
Non-Signatory - A/C Design Group C-III	per 1,000 lbs.	\$4.00	No Change	08/05/14	
Fuel Flowage					
AvGas	per Gallon	\$0.10	No Change	08/04/11	
JetA	per Gallon	\$0.12	No Change	08/04/11	
Tiedown - Based					
Single	Annual	\$495.00	No Change	08/03/10	
Lights	Annual	\$742.50	No Change	08/05/14	
Lights/Power	Annual	\$990.00	No Change	08/05/14	
Twin	Annual	\$706.00	No Change	08/03/10	
Lights	Annual	\$1,113.75	No Change	08/05/14	
Lights/Power	Annual	\$1,412.00	No Change	08/05/14	
Sublease	Annual	\$100.00	No Change	08/01/06	
Change/Cancellation	Each Occurrence	\$100.00	No Change	08/03/10	
Permit Deposit	Per Permit	\$100.00	No Change	08/03/10	
Unpermitted/Unauthorized Auto Parking	Each Occurrence	\$55.00 plus daily auto parking fees	No Change	08/01/06	
Tiedown - Transient					
Single Prop					
Piston	Nightly	\$15.00	No Change	09/06/13	
Turbo	Nightly	\$75.00	No Change	09/06/13	
Twin Prop					
Piston	Nightly	\$37.50	No Change	09/06/13	
Turbo	Nightly	\$87.50	No Change	09/06/13	
Jets					
Less than 10,000 lbs. mtow	Nightly	\$90.00	No Change	08/05/14	
10,001 - 15,000 lbs. mtow	Nightly	\$115.00	No Change	08/05/14	
15,001 - 45,000 lbs. mtow	Nightly	\$175.00	No Change	08/05/14	
45,001 - 75,000 lbs. mtow	Nightly	\$300.00	No Change	08/05/14	
75,001 lbs. and over mtow	Nightly	\$400.00	No Change	08/05/14	
Helicopters					
Less than 4,000 lbs. mtow	Nightly	\$70.00	No Change	08/06/13	
4,001 - 6,000 lbs. mtow	Nightly	\$100.00	No Change	08/06/13	
6,001 and over mtow	Nightly	\$200.00	No Change	08/06/13	
Security/Airport Identification					
Airport Identification Badge (AIB) - AOA					
Setup (Includes Sys. Maint. Thru Sept. 30)	Each Occurrence	\$80.00	No Change	08/06/13	
System Maintenance (not collected from badges issued after Aug. of the same year)	Annual	\$40.00	No Change	08/07/07	
Renewal	Each Occurrence	\$50.00	No Change	08/06/13	
Reactivation - Involuntary Suspension and/or Security Infraction	Each	\$40.00	No Change	08/04/11	
AOA Lost/Unreturned/Unaccounted For	Each Occurrence	\$100.00	\$500.00	08/06/13	

Friedman Memorial Airport Rates & Charges Schedule 10/01/15 - 09/30/16					
Description	Billing Cycle/ Unit	Current Rate	Proposed Rate	Rate Established/	Approved/ Not Approved
Security/Airport Identification, Cont.					
Airport Identification Badge (AIB) - SIDA					
Setup (Includes Sys. Maint. Thru Sept. 30)	Each Occurrence	\$120.00	No Change	08/05/14	
System Maintenance (not collected from badges issued after Aug. of the same year)	Annual	\$60.00	No Change	08/07/07	
Renewal	Each Occurrence	\$60.00	No Change	08/07/07	
CHRC - Criminal History Record Check	Each Occurrence	\$50.00	No Change	08/07/07	
Reactivation - Involuntary Suspension and/or Security Infraction	Each Occurrence	\$60.00	No Change	08/07/07	
SIDA Lost/Unreturned/Unaccounted For	Each Occurrence	\$250.00	\$500.00	09/06/13	
Broken Badge					
Additional Replacements	Annual	\$40.00	No Change	08/07/07	
Additional Replacements	Each Occurrence	\$40.00	No Change	08/07/07	
Unreturned/Lost or Unaccounted Keys	Each Occurrence	\$150.00	\$500.00	08/07/07	
Training - Airport Infraction	Each Occurrence	\$150.00	No Change	10/01/12	
Miscellaneous Fees					
Copies	0.25 or direct cost	No Change	09/06/13	9/6/2013	

PASSED AND ADOPTED BY THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY this 4th day of August, 2015.
FRIEDMAN MEMORIAL AIRPORT AUTHORITY

By: Ronald Fairfax, Chairman

Friedman Memorial Airport
FY '16 Budget (COMBINED)
October 2014 through March 2015

	FY '13		FY '14		FY '15		FY '16	
	Oct '12 - Mar '13	Year End	Oct '13 - Mar '14	Year End	Oct '14 - Mar '15	Budget	\$ Over/Under Budget	% of Budget
INCOME								
4000-00 - AIRCARRIER								
4000-01 - Aircarrier - Lease Space	\$ 42,260.22	\$ 84,520.44	\$ 42,260.22	\$ 84,520.44	\$ 42,260.22	\$ 84,600.00	\$ (42,339.78)	49.95%
4000-02 - Aircarrier - Landing Fees	\$ 36,893.82	\$ 82,178.69	\$ 44,807.01	\$ 102,602.61	\$ 64,580.00	\$ 120,101.00	\$ (55,521.00)	53.77%
4000-03 - Aircarrier - Gate Fees	\$ 600.00	\$ 1,200.00	\$ 600.00	\$ 1,200.00	\$ 600.00	\$ 1,200.00	\$ (600.00)	50.00%
4000-04 - Aircarrier - Utility Fees	\$ 4,300.98	\$ 8,653.78	\$ 8,651.28	\$ 16,041.66	\$ 9,086.28	\$ 7,600.00	\$ 1,486.28	119.56%
4000-05 - Aircarrier - Misc.								
4010-05 - Aircarrier - '11 PFC Application	\$ 101,591.73	\$ 129,730.32						
4010-06 - Aircarrier - '12 PFC Application		\$ 82,812.40						
4010-07 - Aircarrier - '14 PFC Application								
Total 4000-00 - AIRCARRIER	\$ 185,646.75	\$ 389,295.63	\$ 210,497.58	\$ 454,445.53	\$ 81,051.30	\$ 250,000.00	\$ (169,948.70)	32.42%
4020-00 - TERMINAL AUTO PARKING REVENUE								
4020-01 - Automobile Parking - Terminal	\$ 37,894.67	\$ 85,788.49	\$ 59,120.38	\$ 144,931.23	\$ 100,453.98	\$ 100,100.00	\$ 353.98	100.35%
Total 4020-00 - TERMINAL AUTO PARKING REVENUE	\$ 37,894.67	\$ 85,788.49	\$ 59,120.38	\$ 144,931.23	\$ 100,453.98	\$ 100,100.00	\$ 353.98	100.35%
4030-00 - AUTO RENTAL REVENUE								
4030-01 - Automobile Rental - Commission	\$ 153,909.88	\$ 330,656.61	\$ 176,902.41	\$ 419,855.46	\$ 204,207.66	\$ 390,000.00	\$ (185,792.34)	52.36%
4030-02 - Automobile Rental - Counter	\$ 4,028.16	\$ 8,203.32	\$ 5,950.76	\$ 12,250.76	\$ 6,384.00	\$ 12,800.00	\$ (6,416.00)	49.88%
4030-03 - Automobile Rental - Auto Pkng	\$ 19,540.00	\$ 29,650.00	\$ 34,915.00	\$ 55,771.66	\$ 34,276.80	\$ 60,900.00	\$ (26,623.20)	56.28%
4030-04 - Automobile Rental - Utilities	\$ 196.24	\$ 404.48	\$ 619.38	\$ 1,168.38	\$ 636.18	\$ 1,000.00	\$ (363.82)	63.62%
4030-05 - Automobile Rental - Off Airport	\$ 10,017.76	\$ 20,512.65	\$ 666.51	\$ 666.51				
Total 4030-00 - AUTO RENTAL REVENUE	\$ 187,692.04	\$ 389,427.06	\$ 219,054.06	\$ 489,712.77	\$ 245,504.84	\$ 484,700.00	\$ (219,195.36)	52.83%
4040-00 - TERMINAL CONCESSION REVENUE								
4040-01 - Terminal Shops - Commission	\$ 66.00	\$ 888.20				\$ 1,200.00	\$ (1,200.00)	0.00%
4040-02 - Terminal Shops - Lease Space	\$ 4,358.58	\$ 5,664.08	\$ 1,308.96	\$ 2,626.64	\$ 1,322.04	\$ 6,120.00	\$ (4,797.96)	21.60%
4040-03 - Terminal Shops - Utility Fees	\$ 311.01	\$ 685.41	\$ 114.38	\$ 234.96	\$ 116.90	\$ 600.00	\$ (483.10)	19.48%
4040-10 - Advertising - Commission	\$ 17,524.98	\$ 31,911.98	\$ 17,441.25	\$ 31,936.25	\$ 18,485.00	\$ 33,000.00	\$ (14,515.00)	56.02%
4040-11 - Vending Machines - Commission		\$ 697.91	\$ 6,545.34	\$ 13,862.34	\$ 5,359.57	\$ 12,000.00	\$ (6,640.43)	44.66%
4040-12 - Terminal ATM	\$ 38.70	\$ 67.50	\$ 43.70	\$ 62.12	\$ 46.50		\$ (46.50)	
Total 4040-00 - TERMINAL CONCESSION REVENUE	\$ 22,299.27	\$ 39,915.08	\$ 25,453.63	\$ 48,722.31	\$ 25,330.01	\$ 52,920.00	\$ (27,589.99)	47.86%
4050-00 - FBO REVENUE								
4050-01 - FBO - Lease Space	\$ 103,346.30	\$ 226,243.90	\$ 104,482.73	\$ 228,395.71	\$ 109,392.34	\$ 231,500.00	\$ (122,107.66)	47.25%
4050-02 - FBO - Tie-down Fees	\$ 71,514.00	\$ 237,596.36	\$ 88,297.77	\$ 312,967.15	\$ 129,179.03	\$ 375,000.00	\$ (245,820.97)	34.45%
4050-03 - FBO - Landing Fees - Trans.	\$ 97,155.61	\$ 209,036.22	\$ 112,088.60	\$ 251,595.30	\$ 121,690.90	\$ 345,000.00	\$ (223,309.10)	35.27%
4050-04 - FBO - Commission	\$ 10,432.91	\$ 18,428.42	\$ 9,444.61	\$ 18,220.69	\$ 10,119.69	\$ 20,000.00	\$ (9,880.31)	50.60%
4050-06 - FBO - Charter					\$ 928.80			
Total 4050-00 - FBO REVENUE	\$ 282,448.82	\$ 691,304.90	\$ 314,313.71	\$ 811,176.85	\$ 371,308.78	\$ 971,500.00	\$ (601,118.04)	38.22%
4060-00 - FUEL FLOWAGE REVENUE								
4060-01 - Fuel Flowage - FBO	\$ 85,497.56	\$ 190,493.40	\$ 84,667.14	\$ 198,046.24	\$ 92,704.04	\$ 200,000.00	\$ (107,295.96)	46.35%
Total 4060-00 - FUEL FLOWAGE REVENUE	\$ 85,497.56	\$ 190,493.40	\$ 84,667.14	\$ 198,046.24	\$ 92,704.04	\$ 200,000.00	\$ (107,295.96)	46.35%
4070-00 - TRANSIENT LANDING FEES REVENUE								
4070-01 - Landing Fees - Commercial	\$ 278.64	\$ 278.64	\$ 306.48	\$ 511.68	\$ 200.06	\$ 500.00	\$ (299.94)	40.01%
4070-02 - Landing Fees - Non-Comm/Gov't	\$ 278.64	\$ 278.64	\$ 306.48	\$ 511.68	\$ 200.06	\$ 500.00	\$ (299.94)	40.01%
Total 4070-00 - TRANSIENT LANDING FEES REVENUE	\$ 557.28	\$ 557.28	\$ 612.96	\$ 1,023.36	\$ 400.12	\$ 1,000.00	\$ (599.88)	40.01%
4080-00 - LAND LEASE REVENUE								
4080-01 - Land Lease - Hangar	\$ 231,274.28	\$ 487,467.18	\$ 234,415.88	\$ 480,789.28	\$ 204,271.09	\$ 430,100.00	\$ (225,828.91)	47.49%
4080-02 - Land Lease - Hangar/Trans. Fee	\$ 405.00	\$ 969.00	\$ 1,103.00	\$ 5,384.20	\$ 2,105.60	\$ 1,000.00	\$ 1,105.60	210.56%
4080-03 - Land Lease - Hangar/Utilities	\$ 595.65	\$ 1,310.43	\$ 774.71	\$ 1,563.91	\$ 848.11	\$ 1,400.00	\$ (551.89)	60.58%
4080-04 - Land Lease - Hangar Equalization		\$ 6,844.52		\$ 7,226.92	\$ 1,176.53	\$ 1,176.53	\$ (7,150.00)	0.00%
4080-20 - Land Lease - Land Lease Govt. USFS/BLM	\$ 3,422.26		\$ 3,463.46			\$ 7,150.00	\$ (7,150.00)	0.00%
Total 4080-00 - LEASE REVENUE	\$ 235,697.19	\$ 496,591.13	\$ 239,757.05	\$ 494,964.31	\$ 208,401.33	\$ 439,650.00	\$ (231,248.67)	47.40%

Friedman Memorial Airport
FY '16 Budget (COMBINED)
October 2014 through March 2015

	FY '13		FY '14		FY '15		FY '16	
	Oct '12 - Mar '13	Year End	Oct '13 - Mar '14	Year End	Oct '14 - Mar '15	Budget	\$ Over/Under Budget	% of Budget
4090-00 - TIEDOWN PERMIT FEES REVENUE								
4090-01 - Tiedown Permit Fees (FMA)	\$ 14,297.62	\$ 13,281.98	\$ 11,422.78	\$ 11,649.58	\$ 9,771.35	\$ 10,000.00	\$ (228.65)	97.71%
Total 4090-00 - TIEDOWN PERMIT FEES REVENUE	\$ 14,297.62	\$ 13,281.98	\$ 11,422.78	\$ 11,649.58	\$ 9,771.35	\$ 10,000.00	\$ (228.65)	97.71%
4100-00 - POSTAL CARRIERS REVENUE								
4100-01 - Postal Carriers - Landing Fees	\$ 4,329.79	\$ 8,722.49	\$ 4,649.32	\$ 9,109.15	\$ 5,450.40	\$ 12,000.00	\$ (6,549.60)	45.42%
4100-02 - Postal Carriers - Tiedown	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ -	100.00%
Total 4100-00 - POSTAL CARRIERS REVENUE	\$ 7,299.79	\$ 11,692.49	\$ 7,619.32	\$ 12,079.15	\$ 8,420.40	\$ 12,000.00	\$ (3,579.60)	70.17%
4110-00 - MISCELLANEOUS REVENUE								
4110-01 - Misc. Revenue	\$ 35,225.04	\$ 37,976.04	\$ (1,988.00)	\$ (1,211.16)	\$ 346.20	\$ 346.20	\$ -	100.00%
4110-02 - Misc. - FMA Products			\$ 10.00				\$ -	
4110-05 - Misc. Incident/Accident							\$ -	
4110-06 - Misc. - Security Prox. Cards	\$ 20,670.00	\$ 28,435.00	\$ 24,170.00	\$ 32,110.00	\$ 23,580.00	\$ 27,000.00	\$ (3,420.00)	87.33%
4110-08 - Misc. - Security Prox. Reissue	\$ (2,201.21)	\$ (2,201.21)	\$ 1,974.50	\$ 2,231.45	\$ 68.99	\$ 68.99	\$ -	100.00%
4110-09 - Misc. Expense Reimbursement		\$ (263.33)					\$ -	
Total 4110-00 - MISCELLANEOUS REVENUE - Other	\$ 53,693.83	\$ 63,946.50	\$ 24,166.50	\$ 33,130.29	\$ 23,995.19	\$ 27,000.00	\$ (3,004.81)	88.87%
4120-00 - GROUND TRANSP. PERMIT REVENUE								
4120-01 - Ground Transportation Permit	\$ 12,900.00	\$ 13,300.00	\$ 13,200.00	\$ 13,500.00	\$ 13,000.00	\$ 12,000.00	\$ 1,000.00	108.33%
4120-02 - GTSP - Trip Fee	\$ 1,540.00	\$ 3,200.00	\$ 1,680.00	\$ 3,080.00	\$ 1,560.00	\$ 3,200.00	\$ (1,640.00)	48.75%
Total 4120-00 - GROUND TRANSP. PERMIT REVENUE	\$ 14,440.00	\$ 16,500.00	\$ 14,880.00	\$ 16,580.00	\$ 14,560.00	\$ 15,200.00	\$ (640.00)	95.79%
4400-00 - TSA								
4400-01 - LEO Expense Reimbursement	\$ 4,526.82	\$ 8,635.44	\$ 3,272.22	\$ 6,544.44	\$ 3,272.22	\$ 6,545.00	\$ (3,272.78)	50.00%
4400-02 - Terminal Lease	\$ 4,526.82	\$ 8,635.44	\$ 3,272.22	\$ 6,544.44	\$ 3,272.22	\$ 6,545.00	\$ (3,272.78)	50.00%
Total 4400-00 - TSA	\$ 9,053.64	\$ 17,270.88	\$ 6,544.44	\$ 13,088.88	\$ 6,544.44	\$ 13,090.00	\$ (3,545.56)	46.25%
4500-00 - IDAHO STATE GRANT PROGRAM REV.								
4500-11 - SUN-11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%
4500-12 - SUN-12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%
4500-13 - SUN-13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%
Total 4500-00 - IDAHO STATE GRANT PROGRAM RE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%
4510-00 - SMALL COMMUNITY AIR SERV. GRANT								
4510-01 - Small Community Air Service Grant	\$ 5,278.59	\$ 9,053.69	\$ 2,909.43	\$ 6,158.39	\$ 2,893.18	\$ 10,000.00	\$ (7,106.82)	28.93%
Total 4510-00 - SMALL COMMUNITY AIR SERV. GRANT	\$ 5,278.59	\$ 9,053.69	\$ 2,909.43	\$ 6,158.39	\$ 2,893.18	\$ 10,000.00	\$ (7,106.82)	28.93%
4600-00 - INTEREST INCOME								
4600-00 - Interest Income - General	\$ 134.62	\$ 201.67	\$ 6.09	\$ 10.79	\$ 17.94	\$ 34.72	\$ -	100.00%
4600-05 - Interest Income - '11 PFC								
4600-06 - Interest Income - '12 PFC								
4600-07 - Interest Income - '14 PFC								
Total 4600-00 - INTEREST INCOME	\$ 5,413.21	\$ 9,265.43	\$ 2,915.52	\$ 6,169.18	\$ 2,945.84	\$ 10,000.00	\$ (7,054.16)	29.46%

Friedman Memorial Airport
FY '16 Budget (COMBINED)
October 2014 through March 2015

	FY '13		FY '14		FY '15		FY '16	
	Oct '12 - Mar '13	Year End	Oct '13 - Mar '14	Year End	Oct '14 - Mar '15	Budget	% of Budget	Proposed Budget
4704-01 - AIP 04-New Arpt. EIS-Phs.III/IV								
4704-01 - AIP 04 - FAA	\$ -	\$ -	\$ 11,215.00	\$ -	\$ -	\$ -	0.00%	\$ -
Total 4704-00 - AIP 04	\$ -	\$ -	\$ 11,215.00	\$ -	\$ -	\$ -	0.00%	\$ -
4737-00 - AIP 37 - Safety Area Standards Study								
4737-01 - AIP 37	\$ 32,772.00	\$ 32,772.00					0.00%	
Total 4737-00 - AIP 37	\$ 32,772.00	\$ 32,772.00					0.00%	\$ -
4738-00 - AIP 38 - Safety Area Project Formulation								
4738-01 - AIP 38	\$ 546,012.00	\$ 546,012.00	\$ 125,940.00	\$ 140,245.00		\$ -		\$ -
Total 4738-00 - AIP 38	\$ 546,012.00	\$ 546,012.00	\$ 125,940.00	\$ 140,245.00		\$ -		\$ -
4739-00 - AIP 39 - Safety Area Project Imp.								
4739-01 - AIP 39 Project I	\$ 219,597.00	\$ 219,597.00	\$ 900,554.06	\$ 1,850,338.00	\$ 10,197.05	\$ 10,197.05		\$ -
Total 4739-00 - AIP 39	\$ 219,597.00	\$ 219,597.00	\$ 900,554.06	\$ 1,850,338.00	\$ 10,197.05	\$ 10,197.05		\$ -
4740-00 - AIP 40 - Safety Area Project Imp.								
4740-01 - AIP 40 Project II			\$ 535,233.00	\$ 8,984,149.00	\$ 4,717,653.54	\$ 9,375,000.00	50.32%	\$ 488,750.00
Total 4740-00 - AIP 40			\$ 535,233.00	\$ 8,984,149.00	\$ 4,717,653.54	\$ 9,375,000.00	50.32%	\$ 488,750.00
4741-00 - AIP 41 - Safety Area Phase III								
4741-01 - AIP 41 SA Phase III						\$ 7,500,000.00	0.00%	\$ 1,875,000.00
4741-02 - AIP 41 TSA Office RA								\$ 210,000.00
Total 4741-00 - AIP 41						\$ 7,500,000.00	0.00%	\$ 2,085,000.00
4742-00 - AIP 42 - Project TBD								
4742-01 - AIP 42 Project TBD								\$ 1,125,000.00
Total 4742-00 - AIP 42								\$ 1,125,000.00
Revenue From Reserve	\$ -	\$ -	\$ -	\$ -				\$ -
Total Revenue From Reserve	\$ -	\$ -	\$ -	\$ -				\$ -
TOTAL INCOME	\$ 1,169,896.21	\$ 3,204,797.17	\$ 2,790,388.43	\$ 13,703,397.56	\$ 6,089,027.85	\$ 19,840,616.00	30.68%	\$7,064,748.74

Friedman Memorial Airport
FY '16 Budget (COMBINED)
October 2014 through March 2015

	FY '13		FY '14		FY '15			FY '16	
	Oct '12 - Mar '13	Year End	Oct '13 - Mar '14	Year End	Oct '14 - Mar '15	Budget	\$ Over/Under Budget	% of Budget	Proposed Budget
A EXPENSES									
5000-00 - A EXPENDITURES									
5000-01 - Salaries - Airport Manager	\$ 63,701.39	\$ 127,402.79	\$ 63,727.84	\$ 127,426.23	\$ 78,450.00	\$ 156,900.00	\$ (78,450.00)	50.00%	\$ 156,900.00
5010-00 - Salaries - Contracts/Finance Adm	\$ 42,594.24	\$ 84,943.01	\$ 43,336.80	\$ 86,906.10	\$ 46,113.60	\$ 88,841.37	\$ (42,727.77)	51.91%	\$ 88,217.86
5010-01 - Salaries - Office Assist.	\$ 84,554.67	\$ 169,064.56	\$ 91,662.83	\$ 173,960.51	\$ 88,064.05	\$ 176,404.04	\$ (88,339.99)	49.92%	\$ 181,686.16
5020-00 - Salaries - ARFF/OPS Chief	\$ 43,265.05	\$ 86,067.09	\$ 44,461.98	\$ 88,491.90	\$ 45,315.48	\$ 88,841.37	\$ (43,525.89)	51.01%	\$ 92,217.86
5030-00 - Salaries - ARFF/OPS Specialist	\$ 154,388.77	\$ 307,305.36	\$ 154,656.73	\$ 320,184.04	\$ 152,699.67	\$ 323,743.52	\$ (171,052.85)	47.16%	\$ 319,890.40
5040-00 - Salaries - ASC/Sp.Prjct./Ex. Assl	\$ 31,509.71	\$ 63,207.29	\$ 31,743.30	\$ 63,838.47	\$ 35,009.84	\$ 63,740.68	\$ (28,730.84)	54.93%	\$ 65,652.90
5050-00 - Salaries - Temp.	\$ 8,483.25	\$ 8,483.25	\$ 6,712.25	\$ 10,800.25	\$ 24,341.38	\$ 20,000.00	\$ 4,341.38	121.71%	\$ 25,000.00
5050-01 - Salaries - Additional Personnel									
5050-02 - Salaries - Merit Increase									
5060-01 - Overtime - General						\$ 22,247.13	\$ (22,247.13)	0.00%	\$ 36,000.00
5060-02 - Overtime - Snow Removal	\$ 5,648.88	\$ 5,648.88	\$ 6,151.27	\$ 6,151.27	\$ 14,484.89	\$ 15,000.00	\$ (505.11)	96.63%	\$ 20,000.00
5060-04 - OT - Security						\$ 2,500.00	\$ (2,500.00)	0.00%	\$ 2,500.00
5070-05 - Compensated Absences Accrued									
5100-00 - Retirement	\$ 50,192.25	\$ 13,716.92	\$ 51,192.34	\$ 4,163.95	\$ 55,625.07	\$ 111,481.32	\$ (55,856.25)	49.90%	\$ 114,290.95
5110-00 - Social Security/Medicare	\$ 31,446.83	\$ 98,327.57	\$ 32,176.72	\$ 101,731.85	\$ 35,673.67	\$ 73,456.68	\$ (37,782.81)	48.56%	\$ 75,307.99
5120-00 - Life Insurance	\$ 997.56	\$ 62,837.30	\$ 1,043.16	\$ 64,599.12	\$ 1,037.68	\$ 1,500.00	\$ (462.32)	69.16%	\$ 1,500.00
5130-00 - Medical Insurance	\$ 75,874.86	\$ 1,995.12	\$ 81,765.08	\$ 2,101.94	\$ 92,079.71	\$ 183,000.00	\$ (90,920.29)	50.32%	\$ 190,000.00
5160-00 - Workman's Compensation	\$ 13,250.00	\$ 143,431.02	\$ 12,428.00	\$ 162,312.30	\$ 14,400.00	\$ 15,000.00	\$ (600.00)	96.00%	\$ 15,000.00
5170-00 - Unemployment Claims		\$ 2,107.94		\$ 199.00					
TOTAL *A* EXPENDITURES	\$ 605,907.46	\$ 1,189,768.10	\$ 621,058.30	\$ 1,225,297.93	\$ 683,296.24	\$ 1,344,656.11	\$ (661,359.87)	50.82%	\$ 1,390,174.12

Friedman Memorial Airport
FY '16 Budget (COMBINED)
October 2014 through March 2015

	FY '13		FY '14		FY '15		% of Budget	FY '16 Proposed Budget
	Oct '12 - Mar '13	Year End	Oct '13 - Mar '14	Year End	Oct '14 - Mar '15	Budget		
"B" EXPENSES - ADMINISTRATIVE								
6000-00 - TRAVEL EXPENSE								
6000-01 - Travel	\$ 6,930.51	\$ 12,837.53	\$ 3,065.09	\$ 7,513.89	\$ 4,415.03	\$ 15,000.00	29.43%	\$ 12,000.00
Total 6000-00 - TRAVEL EXPENSE	\$ 6,930.51	\$ 12,837.53	\$ 3,065.09	\$ 7,513.89	\$ 4,415.03	\$ 15,000.00	29.43%	\$ 12,000.00
6010-00 - SUPPLIES/EQUIPMENT EXPENSE								
6010-01 - Supplies - Office	\$ 4,293.23	\$ 10,812.40	\$ 4,828.45	\$ 7,015.30	\$ 6,827.35	\$ 13,000.00	50.96%	\$ 13,000.00
6010-03 - Supplies - Computer	\$ 1,152.99	\$ 2,673.87	\$ 797.77	\$ 3,197.21	\$ 2,947.46	\$ 2,947.46		
Total 6010-00 - SUPPLIES/EQUIPMENT EXPENSE	\$ 5,446.22	\$ 13,486.27	\$ 5,626.22	\$ 10,212.51	\$ 9,774.81	\$ 13,000.00	73.65%	\$ 13,000.00
6020-00 - INSURANCE								
6020-01 - Insurance - Liability	\$ 16,500.00	\$ 16,610.00	\$ 10,216.00	\$ 10,216.00	\$ 9,700.00	\$ 11,237.60	86.32%	\$ 11,800.00
6020-02 - Insurance - Public Officials	\$ 13,925.00	\$ 14,601.83	\$ 4,081.00	\$ 4,081.00	\$ 4,867.72	\$ 4,489.10	108.43%	\$ 4,715.00
6020-03 - Insurance-Bldg/Unic.Veh./Prop	\$ 30,393.00	\$ 30,393.00	\$ 30,875.00	\$ 31,238.00	\$ 46,329.00	\$ 33,962.50	136.41%	\$ 35,660.00
6020-04 - Insurance - Licensed Vehicles	\$ 5,353.00	\$ 5,700.00	\$ 6,054.00	\$ 6,054.00	\$ 6,276.00	\$ 6,659.40	94.24%	\$ 6,992.00
6020-05 - Insurance - Crime	\$ 625.00	\$ 625.00						
Total 6020-00 - INSURANCE	\$ 66,796.00	\$ 67,929.83	\$ 51,226.00	\$ 51,589.00	\$ 67,172.72	\$ 56,348.60	119.21%	\$ 59,187.00
6030-00 - UTILITIES								
6030-01 - Utilities - Gas/Terminal	\$ 4,912.72	\$ 5,659.64	\$ 3,596.21	\$ 4,196.26	\$ 4,815.10	\$ 13,000.00	37.04%	\$ 9,000.00
6030-02 - Utilities - Gas/Maintenance	\$ 4,107.47	\$ 4,430.65	\$ 5,874.14	\$ 6,442.27	\$ 3,796.50	\$ 9,500.00	39.96%	\$ 5,062.00
6030-03 - Utilities - Elect/Runway&PAPI	\$ 3,421.91	\$ 6,144.67	\$ 4,129.07	\$ 6,523.57	\$ 3,436.68	\$ 6,700.00	51.29%	\$ 7,000.00
6030-04 - Utilities - Elec/Office/Maint.	\$ 7,442.32	\$ 11,875.47	\$ 6,561.22	\$ 11,519.29	\$ 6,286.75	\$ 11,000.00	57.15%	\$ 15,000.00
6030-05 - Utilities - Electric/Terminal	\$ 4,245.95	\$ 11,815.69	\$ 14,585.07	\$ 28,174.11	\$ 17,299.13	\$ 30,000.00	57.66%	\$ 34,600.00
6030-06 - Utilities - Telephone	\$ 6,086.22	\$ 12,281.26	\$ 5,688.79	\$ 12,184.46	\$ 7,891.93	\$ 12,000.00	65.77%	\$ 12,184.46
6030-07 - Utilities - Water	\$ 332.33	\$ 686.16	\$ 335.20	\$ 798.90	\$ 500.68	\$ 1,500.00	41.72%	\$ 798.90
6030-08 - Utilities - Garbage Removal	\$ 3,934.19	\$ 7,428.42	\$ 4,925.45	\$ 9,849.99	\$ 5,100.52	\$ 8,200.00	60.01%	\$ 9,849.99
6030-09 - Utilities - Sewer	\$ 856.80	\$ 1,872.37	\$ 1,040.34	\$ 2,384.52	\$ 1,604.40	\$ 2,500.00	64.18%	\$ 2,384.52
6030-10 - Utilities - Elec/Sewer	\$ 147.39	\$ 322.26	\$ 321.99	\$ 625.48	\$ 8.25	\$ 750.00	1.10%	
6030-11 - Utilities - Electric/Tower	\$ 2,747.88	\$ 4,802.25	\$ 3,136.15	\$ 5,214.21	\$ 2,885.57	\$ 6,000.00	48.09%	\$ 6,000.00
6030-12 - Utilities - Elec/Brdfrd. Hghl	\$ 231.96	\$ 461.68	\$ 418.84	\$ 723.18	\$ 238.86	\$ 2,000.00	11.94%	\$ 723.18
6030-15 - Utilities - Elec/AWOS	\$ 335.62	\$ 654.29	\$ 1,022.10	\$ 2,552.53	\$ 1,454.31	\$ 2,000.00	72.72%	\$ 2,552.53
6030-16 - Utilities - Elec. Wind Cone	\$ 69.89	\$ 130.75	\$ 74.27	\$ 140.24	\$ 59.39	\$ 210.00	28.28%	\$ 140.24
6030-17 - Utilities - Hangar E-8	\$ 31.86	\$ 64.66	\$ 31.65	\$ 210.82	\$ 1,750.26	\$ 1,750.26		\$ 210.82
6040-01 - Service Provider - Weather	\$ 5,772.00	\$ 5,772.00	\$ 2,079.00	\$ 2,079.00	\$ 2,000.00	\$ 2,000.00	0.00%	\$ 2,079.00
6040-02 - Service Provider - Term. Music	\$ 424.78	\$ 862.06	\$ 440.20	\$ 895.00	\$ 459.40	\$ 1,000.00	45.84%	\$ 895.00
6040-03 - Service Provider - Internet/Cab	\$ 2,700.00	\$ 5,447.05	\$ 2,857.33	\$ 5,747.86	\$ 2,764.96	\$ 6,500.00	42.54%	\$ 10,000.00
6040-05 - Service Provider - ISP/Terminal	\$ 900.00	\$ 1,800.00	\$ 900.00	\$ 1,800.00	\$ 900.00	\$ 2,000.00	45.00%	\$ 1,800.00
6040-06 - Service Provider - SSI Movement Area				\$ 9,850.00	\$ 9,850.00	\$ 12,000.00	82.08%	\$ 9,850.00
6040-06 - Service Provider - Arpt. Insp. Software						\$ 3,750.00		
Total 6030-00 - UTILITIES	\$ 48,702.29	\$ 82,511.53	\$ 58,017.02	\$ 111,911.69	\$ 71,101.69	\$ 130,610.00	54.44%	\$ 130,130.64
6050-00 - PROFESSIONAL SERVICES								
6050-01 - Professional Services - Legal	\$ 10,275.15	\$ 20,506.65	\$ 14,170.85	\$ 29,210.85	\$ 20,827.70	\$ 35,000.00	59.51%	\$ 35,000.00
6050-02 - Professional Services - Audit	\$ 24,924.43	\$ 28,224.43	\$ 26,012.20	\$ 26,457.70	\$ 35,991.88	\$ 30,000.00	119.97%	\$ 45,000.00
6050-03 - Professional Services - Engineer	\$ 1,264.89	\$ 6,595.89	\$ 790.00	\$ 11,571.75	\$ 3,000.00	\$ 10,000.00	0.00%	\$ 10,000.00
6050-04 - Professional Services - ARFF				\$ 2,000.00	\$ 3,000.00	\$ 2,000.00	150.00%	\$ 2,000.00
6050-05 - Professional Services - Gen.	\$ 13,537.08	\$ 13,537.08	\$ 63.75	\$ 63.75	\$ 14,903.50	\$ 14,903.50		\$ 63.75
6050-06 - Professional Services - Litigation	\$ 22,122.70	\$ 46,311.73				\$ 1,000.00	0.00%	\$ 66,000.00
6050-07 - Professional Services - Archite	\$ 53.00	\$ 53.00	\$ 1,040.00	\$ 1,040.00		\$ 4,000.00	0.00%	\$ 4,000.00
6050-08 - Professional Services - Securit	\$ 300.00	\$ 3,119.26	\$ 4,484.51	\$ 6,023.51	\$ 5,957.50	\$ 14,000.00	42.55%	\$ 14,000.00
6050-10 - Prof. Svcs.-IT/Comp. Support	\$ 7,697.00	\$ 10,887.00			\$ 805.00	\$ 1,000.00	0.00%	\$ 1,000.00
6050-11 - Professional Services - Wildlife				\$ 16,183.81	\$ 148.75	\$ 15,000.00	5.37%	\$ 15,000.00
6050-12 - Prof. Serv.-Planning - Air Service	\$ 9,909.80	\$ 25,633.80	\$ 4,477.50	\$ 1,912.50	\$ 3,828.35	\$ 20,000.00		\$ 20,000.00
6050-13 - Prof. Serv.-Website Design & Maintenance		\$ 2,607.98	\$ 1,083.75	\$ 1,912.50	\$ 2,237.20			
6050-14 - Professional Services - EA	\$ 8,093.61	\$ 8,093.61						
6050-15 - Professional Services - Public Outreach			\$ 3,337.50	\$ 24,083.50		\$ 20,000.00		\$ 20,000.00
6050-16 - Professional Services - SCASDP								
6050-00 - PROFESSIONAL SERVICES - Other	\$ 98,177.66	\$ 165,490.43	\$ 55,460.06	\$ 118,547.37	\$ 87,699.88	\$ 132,000.00	66.44%	\$ 212,976.25
Total 6050-00 - PROFESSIONAL SERVICES	\$ 98,177.66	\$ 165,490.43	\$ 55,460.06	\$ 118,547.37	\$ 87,699.88	\$ 132,000.00	66.44%	\$ 212,976.25

Friedman Memorial Airport
FY 16 Budget (COMBINED)
October 2014 through March 2015

	FY '13		FY '14		FY '15		FY '16		
	Oct '12 - Mar '13	Year End	Oct '13 - Mar '14	Year End	Oct '14 - Mar '15	Budget	\$ Over/Under Budget	% of Budget	Proposed Budget
6060-00 - MAINTENANCE-OFFICE EQUIPMENT									
6060-01 - Maint.-Office Equip./Gen.	\$ 709.00	\$ 249.24	\$ 115.64	\$ 396.15	\$ 143.64	\$ 10,000.00	\$ (9,856.36)	1.44%	\$ 10,000.00
6060-02 - Maintenance - Computer	\$ 1,881.22	\$ 2,719.19	\$ 1,556.36	\$ 153.44	\$ 1,558.02	\$ 1,558.02	\$ 1,558.02		
6060-04 - Maintenance - Copier	\$ 1,062.00	\$ 3,958.80	\$ 1,393.20	\$ 3,074.66	\$ 1,393.20	\$ 1,393.20	\$ 1,393.20		
6060-05 - Maintenance - Telephone	\$ 3,652.22	\$ 1,330.20	\$ 3,065.20	\$ 1,393.20	\$ 3,094.86	\$ 10,000.00	\$ (6,905.14)	30.95%	\$ 10,000.00
Total 6060-00 - MAINTENANCE-OFFICE EQUIPMENT		\$ 8,257.43		\$ 5,017.45					
6070-00 - RENT/LEASE OFFICE EQUIPMENT									
6070-01 - Rent/Lease - Office Equip./Gen	\$ 635.28	\$ 1,259.28	\$ 624.00	\$ 1,248.00	\$ 656.00	\$ 3,400.00	\$ (3,400.00)	0.00%	\$ 3,400.00
6070-02 - Rent/Lease - Postage Meter	\$ 635.28	\$ 1,259.28	\$ 624.00	\$ 1,248.00	\$ 656.00	\$ 1,400.00	\$ (744.00)		\$ 1,400.00
6070-03 - Rent/Lease - Copier						\$ 4,800.00	\$ (4,144.00)	13.67%	\$ 4,800.00
Total 6070-00 - RENT/LEASE OFFICE EQUIPMENT									
6080-00 - DUES/MEMBERSHIPS/PUBLICATIONS E									
6080-01 - Dues/Memberships/Publications	\$ 10,990.11	\$ 16,451.28	\$ 12,566.17	\$ 14,502.28	\$ 12,114.53	\$ 15,000.00	\$ (2,885.47)	80.76%	\$ 13,000.00
6080-02 - Membership - Internet/Website	\$ 185.98	\$ 864.48	\$ 69.97	\$ 251.45	\$ 110.45	\$ 25,000.00	\$ 110.45		\$ 20,000.00
6080-04 - Airport Marketing		\$ 1,369.76	\$ 17,112.75	\$ 19,253.47	\$ 3,124.37	\$ 25,000.00	\$ (21,875.63)		\$ 20,000.00
6080-06 - Marketing-SCASDP			\$ 1,394.10	\$ 330,013.26	\$ 5,138.13	\$ 225,000.00	\$ (219,861.87)		
Total 6080-00 - DUES/MEMBERSHIPS/PUBLICATION		\$ 18,685.52		\$ 364,020.46		\$ 285,000.00	\$ (244,512.52)	7.73%	\$ 33,000.00
6090-00 - POSTAGE									
6090-01 - Postage/Courier Service	\$ 640.30	\$ 1,448.44	\$ 612.26	\$ 1,218.04	\$ 1,108.58	\$ 1,500.00	\$ (391.42)	73.91%	\$ 1,500.00
Total 6090-00 - POSTAGE		\$ 1,448.44		\$ 1,218.04		\$ 1,500.00	\$ (391.42)	73.91%	\$ 1,500.00
6100-00 - EDUCATION/TRAINING									
6100-01 - Education/Training - Admin.	\$ 2,116.00	\$ 4,206.00	\$ 2,611.00	\$ 4,528.00	\$ 1,173.00	\$ 25,000.00	\$ (23,827.00)	4.69%	\$ 15,000.00
6100-02 - Education/Training - OPS	\$ 844.00	\$ 844.00	\$ 1,055.00	\$ 1,055.00	\$ 1,256.50	\$ 25,000.00	\$ 1,256.50		
6100-03 - Education/Training - ARFF	\$ 4,083.14	\$ 8,628.95	\$ 644.99	\$ 11,349.58	\$ 1,510.03	\$ 25,000.00	\$ 1,510.03		
6100-04 - Education/Training - Tri-Ann									
6100-05 - Education - Neighbor Flight	\$ 3,618.46	\$ 4,285.16	\$ 5,952.55	\$ 9,722.69	\$ 794.00	\$ 794.00	\$ 794.00		
6100-06 - Education - Security				\$ 900.00		\$ 794.00	\$ -		
6100-07 - Education - Public Outreach				\$ 297.69		\$ 794.00	\$ -		
Total 6100-00 - EDUCATION/TRAINING		\$ 17,954.11		\$ 297.69		\$ 25,000.00	\$ 2,017.81	27.01%	\$ 15,000.00
6110-00 - CONTRACTS									
6110-01 - Contracts - General	\$ 240.00	\$ 1,165.00	\$ 30,000.00	\$ 2,200.00	\$ 11,056.00	\$ 33,600.00	\$ (16,800.00)	50.00%	\$ 42,000.00
6110-02 - Contracts - FMAA	\$ 16,800.00	\$ 33,600.00	\$ 16,800.00	\$ 33,600.00	\$ 16,800.00	\$ 33,600.00	\$ (16,800.00)	49.92%	\$ 58,900.00
6110-03 - Contracts - AII/Fee Collection	\$ 29,400.00	\$ 58,800.00	\$ 29,400.00	\$ 58,800.00	\$ 29,400.00	\$ 58,900.00	\$ (29,500.00)	16.32%	\$ 5,000.00
6110-04 - Contracts - COH LEO	\$ 1,292.00	\$ 4,012.00	\$ 1,632.00	\$ 3,264.00	\$ 1,632.00	\$ 10,000.00	\$ (8,368.00)	39.87%	\$ 30,000.00
6110-05 - Contracts - Janitorial	\$ 6,900.00	\$ 13,800.00	\$ 6,900.00	\$ 13,800.00	\$ 6,900.00	\$ 20,000.00	\$ (12,025.80)	50.00%	\$ 13,800.00
6110-06 - Contracts - Electronic Filing System						\$ 13,800.00	\$ (15,000.00)	100.00%	\$ 15,000.00
6110-07 - Contracts - Snow Removal						\$ 15,000.00	\$ (15,000.00)	68.57%	\$ 30,000.00
6110-08 - Contracts - Eccles Tree Lights	\$ 30,000.00	\$ 30,000.00		\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ (110.00)	100.00%	\$ 350.00
6110-09 - Contracts - Website	\$ 947.78	\$ 930.74	\$ 836.87	\$ 1,641.27	\$ 1,061.29	\$ 350.00	\$ (240.00)	42.45%	\$ 15,000.00
6110-10 - Contracts - Online Email Server Access	\$ 8,907.97	\$ 24,052.97	\$ 21,350.00	\$ 42,650.00	\$ 21,300.00	\$ 2,500.00	\$ (1,438.71)	42.60%	\$ 50,000.00
6110-11 - Contracts - Security CMS						\$ 50,000.00	\$ (28,700.00)		\$ 6,200.00
6110-12 - Contracts - FIDS									\$ 6,000.00
6110-13 - Contracts - TV									\$ 3,000.00
6110-14 - Contracts - 139 Airfield Rcord Keeping									\$ 275,250.00
Total 6110-00 - CONTRACTS		\$ 166,360.71		\$ 185,955.27		\$ 234,150.00	\$ (107,786.51)	53.97%	\$ 275,250.00
6120-00 - PERMITS									
6120-01 - Permits - General	\$ 23.00	\$ 23.00			\$ 23.00	\$ 100.00	\$ (77.00)	23.00%	\$ 100.00
Total 6120-00 - PERMITS		\$ 23.00				\$ 100.00	\$ (77.00)	23.00%	\$ 100.00
6130-00 - MISCELLANEOUS EXPENSES									
6130-01 - Misc. - General	\$ 4,766.80	\$ 7,868.23	\$ 5,004.24	\$ 7,130.40	\$ 5,399.28	\$ 6,500.00	\$ (1,100.72)	83.07%	\$ 6,500.00
6130-02 - Misc. - Incident/Accident									
6140-00 - Bank Fees	\$ 692.58	\$ 965.28	\$ 670.68	\$ 1,352.96	\$ 224.20	\$ 1,000.00	\$ (775.80)		\$ 1,000.00
6130-00 - MISC. EXPENSES - Other									
Total 6130-00 - MISCELLANEOUS EXPENSES		\$ 8,833.51		\$ (31.60)		\$ 7,500.00	\$ (1,876.52)	74.98%	\$ 7,500.00
TOTAL "B" ADMINISTRATIVE EXPENSES	\$ 352,788.30	\$ 565,077.59	\$ 332,201.45	\$ 893,538.40	\$ 404,072.36	\$ 895,008.60	\$ (490,936.24)	45.15%	\$ 774,423.89

Friedman Memorial Airport
FY '16 Budget (COMBINED)
October 2014 through March 2015

	FY '13		FY '14		FY '15		FY '16
	Oct '12 - Mar '13	Year End	Oct '13 - Mar '14	Year End	Oct '14 - Mar '15	Budget	% of Budget
B EXPENSES - OPERATIONAL							
6500-00 - SUPPLIES/EQUIPMENT - ARFF/OPERATION							
6500-01 - Supplies/Equipment - General	\$ 421.94	\$ 716.23	\$ 785.22	\$ 1,860.58	\$ 1,420.66	\$ 10,000.00	14.21%
6500-02 - Supplies/Equipment - Tools	\$ 1,110.65	\$ 2,050.51	\$ 465.99	\$ 2,169.74	\$ 1,866.12	\$ 10,000.00	
6500-03 - Supplies/Equipment - Clothing	\$ 225.92	\$ 936.75	\$ 189.55	\$ 388.76	\$ 1,258.11	\$ 10,000.00	
6500-04 - Supplies/Equipment - Janitorial	\$ 5,889.33	\$ 13,143.42	\$ 7,602.56	\$ 14,691.38	\$ 9,027.57	\$ 20,000.00	171.28%
6500-05 - Supplies/Equipment - Deice	\$ 122.82	\$ 4,247.85	\$ 159.00	\$ 382.34	\$ 2,469.99	\$ 5,000.00	49.40%
6500-06 - Supplies/Equipment - ARFF	\$ 7,770.66	\$ 21,094.76	\$ 9,202.32	\$ 19,472.80	\$ 11,734.20	\$ 35,000.00	139.11%
Total 6500-00 - SUPPLIES/EQUIPMENT-ARFF/OPERI							
6510-00 - FUEL/LUBRICANTS							
6510-01 - Fuel/Lubricants - General			\$ 26.37	\$ 26.37	\$ 33.39	\$ 45,000.00	0.07%
6510-02 - Fuel	\$ 18,542.47	\$ 21,874.00	\$ 23,861.45	\$ 28,586.66	\$ 17,977.12	\$ 35,000.00	39.95%
6510-03 - Lubricants			\$ 65.94	\$ 125.90			
Total 6510-00 - FUEL/LUBRICANTS	\$ 18,542.47	\$ 21,874.00	\$ 23,953.76	\$ 28,738.93	\$ 18,010.51	\$ 45,000.00	40.02%
6520-00 - VEHICLES/MAINTENANCE							
6520-01 - RM Equipment - General	\$ 2,760.92	\$ 3,504.02	\$ 4,365.81	\$ 5,442.87	\$ 2,659.16	\$ 25,000.00	10.64%
6520-02 - RM Equip. '93 Schmidt Snow	\$ 681.50	\$ 681.50	\$ 1,450.14	\$ 6,421.95	\$ 1,878.70	\$ 25,000.00	
6520-04 - RM Equip. '84 Chevy Plow Truck	\$ 224.98	\$ 392.90	\$ (8.00)	\$ (8.00)		\$ 25,000.00	
6520-06 - RM Equip. '85 Ford Dump				\$ 702.78			
6520-08 - RM Equip. '96 Tiger Tractor	\$ 1,473.42	\$ 2,722.25		\$ 828.17	\$ 515.91		
6520-09 - RM Equip. '96 Oshkosh Swp.			\$ 340.83	\$ 828.17			
6520-11 - RM Equip. '89 J. Deere Ldr.							
6520-13 - RM Equip. - Calico Crack Flr.	\$ 23.16	\$ 23.16	\$ 127.02	\$ 2,192.38	\$ 98.00	\$ 98.00	
6520-17 - RM Equip. '01 Case 921 Ldr.				\$ 127.02			
6520-18 - RM Equip. '02 Schulte Mower	\$ 372.76	\$ 2,436.89	\$ 292.25	\$ 315.23	\$ 1,511.68	\$ 11,129.90	15.11%
6520-19 - RM Equip. '02 Ford F-150					\$ 11,129.90	\$ 11,129.90	
6520-20 - RM Equip. '02 Kodiak Blower	\$ (6.66)	\$ 12.03		\$ 177.96	\$ 439.71	\$ 439.71	
6520-23 - RM Equip. '87 Ford Exped.	\$ 162.96	\$ 592.84	\$ 34.29	\$ 140.92	\$ 12.52	\$ 12.52	
6520-24 - RM Equip. '01 Ford F-250							
6520-25 - RM Equip. '04 Batts De-Ice							
6520-26 - RM Equip. - Fork Lift/Ailis C							
6520-28 - RM Equip. - Case 621 Loader	\$ 217.02	\$ 217.02	\$ 494.11	\$ 494.11	\$ 6,068.55	\$ 6,068.55	
6520-29 - RM Equip. - 2010 Wausau Plow		\$ 117.62	\$ 3,633.57	\$ 9,136.51	\$ 2,068.68	\$ 2,068.68	
6520-30 - RM Equip. '05 Ford F-350			\$ 148.33	\$ 605.35			
6520-31 - RM Equip. - Oshkosh Blower		\$ 161.40	\$ 53.53	\$ 58.51			
6520-32 - RM Equip. '09 Mini Truck							
6520-33 - RM Equip. - 78 Dodge Flatbed Truck							
6520-34 - RM Equip. '12 Case 921F Loader							
6520-35 - RM Equip. '14 Ford Explorer	\$ 5,910.06	\$ 10,861.63	\$ 10,931.88	\$ 27,073.59	\$ 26,182.81	\$ 25,000.00	104.73%
Total 6520-00 - VEHICLES/MAINTENANCE				\$ 436.83			
6530-00 - ARFF MAINTENANCE							
6530-01 - ARFF Maint. General			\$ 65.00	\$ 1,754.06	\$ 450.33	\$ 7,000.00	6.43%
6530-03 - ARFF Maint. - '87 Oshkosh	\$ 2,408.29	\$ 2,670.79	\$ 4,189.28	\$ 1,489.21	\$ 492.32	\$ 492.32	
6530-04 - ARFF Maint. - Radios		\$ 1216.14	\$ 238.68	\$ 2,477.84	\$ 2,048.91	\$ 2,048.91	
6530-05 - ARFF Maint. - '03 E-One	\$ 2,408.29	\$ 3,886.93	\$ 4,492.96	\$ 5,721.11	\$ 2,891.58	\$ 7,000.00	42.74%
Total 6530-00 - ARFF MAINTENANCE							
6540-00 - REPAIRS/MAINTENANCE - BUILDING							
6540-01 - RM Bldg. - General	\$ 1,684.92	\$ 2,403.86	\$ 3,159.80	\$ 3,870.16	\$ 871.32	\$ 20,000.00	3.00%
6540-02 - RM Bldg. - Terminal	\$ 8,345.85	\$ 19,543.27	\$ 8,767.11	\$ 19,028.96	\$ 5,724.82	\$ 20,000.00	
6540-03 - RM Bldg. - Shop	\$ 1,556.09	\$ 3,154.44	\$ 233.77	\$ 966.27	\$ 1,298.02		
6540-04 - RM Bldg. - Cold Storage	\$ 298.80	\$ 298.80	\$ 1,536.12	\$ 1,536.12	\$ 4,224.88		
6540-05 - RM Bldg. - Manager's Bldg.	\$ 245.41	\$ 572.68	\$ 484.57	\$ 1,203.99	\$ 221.65		
6540-07 - RM Bldg. - Tower	\$ 4,911.43	\$ 9,972.51	\$ 74.31	\$ 2,969.83	\$ 843.18		
6540-08 - RM Bldg. - Parking Booth	\$ 90.00	\$ 215.97					
Total 6540-00 - REPAIRS/MAINTENANCE - BUILDING	\$ 17,132.50	\$ 36,161.53	\$ 14,255.68	\$ 29,575.33	\$ 13,183.87	\$ 29,000.00	45.46%
Total 6540-00 - REPAIRS/MAINTENANCE - BUILDING					\$ 15,916.13	\$ 20,000.00	

Friedman Memorial Airport
FY '16 Budget (COMBINED)
October 2014 through March 2015

	FY '13		FY '14		FY '15		FY '16	
	Oct '12 - Mar '13	Year End	Oct '13 - Mar '14	Year End	Oct '14 - Mar '15	Budget	\$ Over/Under Budget	% of Budget
6550-00 - REPAIRS/MAINTENANCE - AIRSIDE								
6550-01 - R/M - General	\$ 179.69	\$ 3,449.16	\$ 424.95	\$ 924.95		\$ 12,000.00	\$ (12,000.00)	0.00%
6550-02 - R/M - Airfield			\$ 937.91	\$ 1,103.29			\$ -	
6550-03 - R/M - Runway							\$ -	
6550-04 - R/M - Lights	\$ 1,084.73	\$ 2,222.85	\$ 1,150.41	\$ 3,725.68	\$ 2,336.80		\$ 2,336.80	
6550-05 - R/M - Grounds	\$ 798.00	\$ 1,368.00	\$ 1,006.99	\$ 3,168.32	\$ 570.00		\$ 570.00	
6550-00 - REPAIRS/MAINTENANCE - AIRSIDE								
Total 6550-00 - REPAIRS/MAINTENANCE - AIRSIDE	\$ 2,062.42	\$ 7,208.18	\$ 3,520.26	\$ 8,922.24	\$ 2,906.80	\$ 12,000.00	\$ (9,093.20)	24.22%
6560-00 - SECURITY EXPENSE								
6560-01 - Security	\$ 3,875.80	\$ 22,704.68	\$ 9,478.35	\$ 13,946.37	\$ 7,615.70	\$ 20,000.00	\$ (12,384.30)	38.08%
Total 6560-00 - SECURITY EXPENSE	\$ 3,875.80	\$ 22,704.68	\$ 9,478.35	\$ 13,946.37	\$ 7,615.70	\$ 20,000.00	\$ (12,384.30)	38.08%
6570-00 - REPAIRS/MAINT.-AERONAUTICAL EQUIP								
6570-01 - R/M Aeronautical Equip - NDB/DME	\$ 4,536.99	\$ 8,736.99	\$ 4,995.00	\$ 8,400.00	\$ 4,200.00	\$ 25,000.00	\$ (20,800.00)	16.80%
6570-02 - R/M Aeronautical Equip. - Tower		\$ 1,399.91	\$ 1,872.14	\$ 3,980.93			\$ -	
6570-03 - R/M Aeron. Equip. - Switching System		\$ 2,400.00	\$ 81.52	\$ 2,943.25			\$ -	
6570-04 - R/M Aeron. Equip. - AWOS/ATIS	\$ 5,700.00	\$ 11,400.00	\$ 5,700.00	\$ 11,407.39	\$ 10,503.00		\$ 10,503.00	
6570-05 - R/M Aero Equip. Flying Hat Lght	\$ 375.00	\$ 375	\$ 1,189.00	\$ 1,189.00			\$ -	
Total 6570-00 - REPAIRS/MAINT.-AERONAUTICAL EQUIP	\$ 10,611.99	\$ 24,311.90	\$ 13,837.66	\$ 27,920.57	\$ 14,703.00	\$ 25,000.00	\$ (10,297.00)	58.81%
TOTAL "B" OPERATIONAL EXPENSES	\$ 68,314.19	\$ 148,103.61	\$ 89,672.87	\$ 161,370.94	\$ 127,328.45	\$ 193,000.00	\$ (65,671.55)	65.97%
TOTAL "B" EXPENSES	\$ 421,102.49	\$ 713,181.20	\$ 421,874.32	\$ 1,054,909.34	\$ 531,400.81	\$ 1,088,008.60	\$ (556,607.79)	48.84%

Friedman Memorial Airport
FY '16 Budget (COMBINED)
October 2014 through March 2015

	FY '13		FY '14		FY '15		FY '16 Proposed Budget
	Oct '12 - Mar '13	Year End	Oct '13 - Mar '14	Year End	Oct '14 - Mar '15	Budget	% of Budget
C EXPENSES							
7000-00 - MISC. CAPITAL EXPENDITURES							
7000-01 - Contingency	\$ 175.00	\$ 175.00	\$	\$ 19,064.00	\$	\$ 20,000.00	0.00%
7000-04 - Office Equipment - Telephone	\$ 7,807.00	\$ 7,807.00	\$ 1,862.09	\$ 1,650.00	\$	\$	
7000-05 - Computer Equipment/Software	\$ 7,443.29	\$ 7,443.29	\$	\$ 1,862.09	\$ 5,525.82	\$ 30,000.00	18.42%
7000-06 - Asphalt repair	\$ 12,640.00	\$ 12,640.00	\$	\$	\$	\$	
7000-07 - Website Design	\$	\$ 6,850.00	\$	\$	\$	\$	
7000-08 - ATC Equipment			\$ 157.05	\$ 33,142.31	\$ 5,945.00	\$	
7000-13 - Parking Mngmnt.Equipment						\$	
7000-14 - Retrofit Kit - Broom						\$	
7000-17 - Battery Jump Kit Lrg. System						\$	
7000-18 - Sweeper Brushes						\$	
7000-19 - Fork Lift						\$	
7000-20 - Sweeper Axles (Brushes)						\$	
7000-21 - Truck Spreader						\$	
7000-22 - Airline Ticketing Office Improvements					\$ 5,294.36	\$	
7000-24 - ARFF Radios						\$	
7000-26 - Licensed Vehicles	\$ 13,550.00	\$ 13,650.00	\$ 26,555.55	\$ 29,255.62	\$	\$	
7000-33 - Passenger Terminal Carpet						\$	
7000-34 - Security Upgrades/Equipment			\$ 9,850.00		\$	\$	
7000-36 - Drivers Training Software	\$ 7,125.00	\$ 7,125.00	\$		\$	\$	
7000-37 - Tractor Rake Attachment						\$	
7000-38 - Snow Monitoring Telemetry Equip.						\$	
7000-39 - Air Passenger Terminal - Interior Paint			\$ 6,830.00	\$ 6,830.00	\$	\$	
7000-40 - Weather Viewing Equipment			\$		\$	\$	
7000-41 - Terminal Air Service Support			\$ 52,639.70	\$ 53,644.05	\$	\$	
7000-42 - Runway Improvements						\$	
7000-43 - Parking Lot Improvements						\$	
7000-44 - Materials for Bench Fabrication						\$	
7000-45 - Heavy Duty Shelving						\$	
7000-46 - Tower Roof						\$	
7000-47 - New Office Improvements						\$	
7000-48 - 139 Compliance Reporting Software						\$	
7000-49 - Heavy Duty Air Over Hydraulic Jacks						\$	
7000-50 - Welding Equipment						\$	
7000-51 - Impact Compressor Gun						\$	
Total 7000-00 - MISC. CAPITAL EXPENDITURES	\$ 48,740.29	\$ 55,690.29	\$ 97,894.39	\$ 145,448.07	\$ 16,765.18	\$ 850,000.00	1.97%
7110-00 - SMALL COMMUNITY AIR SERVICE						\$	
7110-01 - Small Community Air Service						\$	
Total 7110-00 - SMALL COMMUNITY AIR SERVICE						\$	
7500-00 - IDAHO STATE GRANT PROGRAM						\$	
7500-08 - '08 ITD (SUN-07 ITD/FMA)						\$	
7500-09 - '09 ITD (SUN-08 ITD/FMA)						\$	
7500-10 - '10 ITD (SUN-09 ITD/FMA)						\$	
7500-11 - '11 ITD (SUN-10 ITD/FMA)						\$	
7500-12 - '12 ITD (SUN-11 ITD/FMA)						\$	
7500-13 - '13 ITD (SUN-12 ITD/FMA)						\$	
Total 7500-00 - IDAHO STATE GRANT PROGRAM	\$	\$	\$	\$	\$	\$	
7504-00 - AIP '04 EXPENSE						\$	
7504-01 - AIP '04-New Airt. EIS-Phs.III/IV			\$ 11,805.50	\$ 11,805.50	\$	\$	
7504-02 - AIP '04 - Non Reimbursable			\$		\$	\$	
Total 7504-00 - AIP '04 EXPENSE	\$	\$	\$ 11,805.50	\$ 11,805.50	\$	\$	
7537-00 - AIP '37 EXPENSE - Safety Area Standards Study						\$	
7537-01 - AIP '37 - Eligible	\$ 36,362.00	\$ 36,362.00				\$	
7537-02 - AIP '37 - Non-Eligible	\$ 2,025.35	\$ 2,025.35				\$	
Total 7537-00 - AIP '37 EXPENSE	\$ 38,387.35	\$ 38,387.35	\$	\$	\$	\$	

Friedman Memorial Airport
FY '16 Budget (COMBINED)
October 2014 through March 2015

	FY '13		FY '14		FY '15		FY '16	
	Oct '12 - Mar '13	Year End	Oct '13 - Mar '14	Year End	Oct '14 - Mar '15	Budget	% of Budget	Proposed Budget
7538-00 - AIP '38 EXPENSE - Project Formulation RSA								
7538-01 - AIP '38- Eligible	\$ 62,488.52	\$ 582,413.78	\$ 134,920.15	\$ 149,545.24	\$ -	\$ -	0.00%	
7538-02 - AIP '38- Non-Eligible		\$ 454.06						
Total 7538-00 - AIP '38 EXPENSE	\$ 62,488.52	\$ 582,867.84	\$ 134,920.15	\$ 149,545.24	\$ -	\$ -	0.00%	\$ -
7539-00 - AIP '39 EXPENSE - Safety Area Project I								
7539-01 - AIP '39- Eligible	\$ -	\$ 234,237.28	\$ 1,010,534.93	\$ 4,500.00	\$ 62,218.65	\$ 62,218.65	0.00%	
7539-02 - AIP '39 Non-Eligible				\$ 1,938,972.01	\$ 91,066.13			
7539-03 - AIP '39 - AIP/PFC				\$ (91,066.13)	\$ 153,284.78			
7539-04 - AIP '39 - RETAINER								
Total 7539-00 - AIP '39 EXPENSE	\$ -	\$ 234,237.28	\$ 1,010,534.93	\$ 1,852,405.88	\$ 153,284.78	\$ 153,284.78	0.00%	\$ -
7540-00 - AIP '40 EXPENSE - Safety Area Project II								
7540-01 - AIP '40								
7540-02 - AIP '40 Non Eligible			\$ 213,209.18	\$ 288.41	\$ 112.50	\$ 9,375,000.00	0.00%	\$ 500,000.00
7540-03 - AIP '40 PFC '14			\$ 12,000.00	\$ 14,151.59	\$ 78,887.12	\$ (9,374,887.50)		
7540-04 - AIP '40 Non-Eligible - Terminal			\$ 572,676.56	\$ 9,131,342.62	\$ 6,021,819.14			
7540-05 - AIP '40 AIP 40/PFC '14				\$ 11,435.50	\$ 23,611.59	\$ 990,750.00	2.38%	
7540-06 - AIP '40 Non-Eligible - OPS/Admin Bldg.					\$ -	\$ 401,000.00	0.00%	
7540-07 - AIP '40 RETAINER				\$ 42,164.40	\$ 173,945.00			
7540-09 - Project 5 Retainer				\$ (144,755.05)	\$ 40,881.68			
7540-10 - AOB Retainer					\$ 82,684.96			
7540-11 - Terminal Retainer					\$ (13,198.52)			
7540-12 - Non-Eligible OPS Retainer					\$ (310,642.85)			
7540-13 - Non-Eligible Terminal Retainer					\$ (5,424.62)			
Total 7540-00 - AIP '40 EXPENSE	\$ -	\$ 797,885.74	\$ 9,054,627.47	\$ 9,054,627.47	\$ 6,086,102.26	\$ 10,766,750.00	56.53%	\$ 500,000.00
7541-00 - AIP '41 EXPENSE - Safety Area Phase III								
7541-01 - AIP '41- Eligible								
7541-02 - AIP '41- Non-Eligible								
7541-03 - AIP '41- AIP/PFC								
7541-04 - AIP '41- AIP FMA Portion								
7541-05 - AIP '41- Non-Eligible TSA								
7541-06 - AIP '41- Non-Eligible Terminal								
7541-07 - AIP '41- RETAINER								
Total 7541-00 - AIP '41 EXPENSE	\$ -	\$ -	\$ -	\$ -	\$ (26,842.17)	\$ 7,500,000.00	13.28%	\$ 2,000,000.00
7542-00 - AIP '42 EXPENSE - Project TBD								
7542-01 - AIP '42- Eligible								
7542-02 - AIP '42- Non-Eligible								
Total 7542-00 - AIP '42 EXPENSE	\$ -	\$ -	\$ -	\$ -	\$ 988,805.36	\$ (6,511,194.64)	13.18%	\$ 2,260,000.00
8000-00 - Replacement Airport								
8000-01 - EIS Project Formulation								
8000-02 - Project Manager								
8000-03 - Financial								
8000-04 - Public Outreach	\$ 16,072.80	\$ 29,464.57	\$ 172.97	\$ 249.56	\$ -	\$ -		
8000-05 - Current Site Master Plan	\$ 3,240.00	\$ 6,440.00	\$ (40.00)	\$ (40.00)	\$ -	\$ -		
8000-06 - Legal	\$ 1,753.60	\$ 353.60	\$ -	\$ -	\$ -	\$ -		
8000-07 - General	\$ 21,066.40	\$ 36,258.17	\$ 132.97	\$ 209.56	\$ -	\$ -		
Total 8000-00 - Replacement Airport	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
9000-00 - PFC EXPENSE								
9000-01 - PFC '07 Security Equipment			\$ 535.00					
9000-02 - PFC '11 - ATCT Switching System**								
9000-03 - PFC '12 - SRE Equipment/Security Improv	\$ 314,855.45	\$ 315,015.45	\$ 133,880.00	\$ 133,880.00	\$ -	\$ -		
9000-06 - PFC '12 - Security Improvements	\$ 314,855.45	\$ 82,381.13	\$ 134,415.00	\$ 133,880.00	\$ -	\$ -		
Total 9000-00 - PFC EXPENSE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -

Friedman Memorial Airport
FY '16 Budget (COMBINED)
October 2014 through March 2015

	FY '13		FY '14		FY '15		FY '16	
	Oct '12 - Mar '13	Year End	Oct '13 - Mar '14	Year End	Oct '14 - Mar '15	Budget	% of Budget	Proposed Budget
9001-00 - PFC '14						\$ 1,125,000.00		
9001-01 - PFC '14 RSA Formulation			\$ 585.28	\$ 49.06	\$ 3,988.75	\$ 500,000.00		\$ 500,000.00
9001-02 - PFC '14 Acquire SRE				\$ 8,350.00	\$ 209,219.69	\$ 550,000.00		\$ 175,000.00
9001-03 - PFC '14 Master Plan			\$ 613.50	\$ 72,177.62	\$ 2,298.00		0.80%	
9001-04 - PFC '14 Relocate SW Taxi Lane			\$ 404.60	\$ 57,087.16	\$ 1,849.91		38.04%	
9001-05 - PFC '14 Relocate GA Apron			\$ 3,398.37	\$ 11,168.35	\$ 159.34	\$ 2,298.00		
9001-06 - PFC '14 Perimeter Fence Relocation			\$ 10,599.92	\$ 123,793.00	\$ 18,482.98	\$ 159.34		
9001-07 - PFC '14 RSA Grading			\$ 17,294.66	\$ 202,254.86	\$ 30,158.12	\$ 30,158.12		
9001-08 - PFC '14 Relocate Taxiway A & B			\$ 5,270.90	\$ 8,369.40	\$ 48.34	\$ 48.34		
9001-09 - PFC '14 Relocate Power to PAPI			\$ 134.72	\$ 941.09	\$ 13.45	\$ 13.45		
9001-10 - PFC '14 Relocate AWOS				\$ 44,485.55	\$ 158,673.11	\$ 158,673.11		
9001-11 - PFC '14 Relocate SRE/ARFF Building				\$ 40,939.68	\$ 33,884.00	\$ 33,884.00		
9001-12 - PFC '14 Relocate Terminal Apron				\$ 2,087.75	\$ 10,839.84	\$ 10,839.84		
9001-13 - PFC '14 Relocate Cargo Apron			\$ 1,479.84	\$ 108,135.16	\$ 13,781.72	\$ 13,781.72		
9001-14 - PFC '14 Relocate Hangars				\$ 66,111.52	\$ 199,060.34	\$ 199,060.34		
9001-15 - PFC '14 Rehab Terminal Bldg.				\$ 2,239.67	\$ 2,239.67	\$ 2,239.67		
9001-16 - PFC '14 Relocate N. Taxi Lane								
9001-17 - PFC '14 Relocate Central Bypass								
9001-18 - PFC '14 Runway Rehabilitation			\$ 7,478.90	\$ 8,941.40	\$ 9,665.00			
9001-19 - PFC '14 Administration				\$ (12,193.72)	\$ (9,613.24)			
9001-20 - PFC '14 RETAINER			\$ 47,260.69	\$ 743,167.66	\$ 684,749.02	\$ 2,175,000.00		\$ 675,000.00
Total 9001-00 - PFC '14						\$ (1,490,250.98)		
TOTAL "C" EXPENDITURES	\$ 485,538.01	\$ 1,344,837.51	\$ 2,234,849.37	\$ 12,091,089.38	\$ 7,929,706.60	\$ 21,291,750.00		\$ 5,137,200.00
TOTAL EXPENSE ("A", "B" & "C")	\$ 1,512,547.96	\$ 3,247,806.81	\$ 3,277,781.99	\$ 14,371,296.65	\$ 9,144,403.65	\$ 23,724,414.71	37.24%	\$ 7,478,798.07
TOTAL INCOME	\$ 1,169,898.21	\$ 3,204,797.17	\$ 2,790,388.43	\$ 13,703,397.56	\$ 6,089,027.85	\$ 19,848,616.00		\$ 7,064,748.74
NET INCOME/LOSS	\$ (342,649.75)	\$ (43,009.64)	\$ (487,393.56)	\$ (667,899.09)	\$ (3,055,375.80)	\$ (3,875,798.71)	78.83%	\$ (414,049.27)

** Reimbursable by PFC

Friedman Memorial Airport
FY 16 Budget (OPERATIONAL)
October 2014 through March 2015

	FY '13		FY '14		FY '15		FY '16	
	Oct '12 - Mar 13	Year End	Oct '13 - Mar 14	Year End	Oct '14 - Mar 15	Budget	\$ Over Budget	% of Budget
INCOME								
4000-00 - AIRCARRIER								
4000-01 - Aircarrier - Lease Space	\$ 42,260.22	\$ 84,520.44	\$ 42,260.22	\$ 84,520.44	\$ 42,260.22	\$ 84,520.00	\$ (42,339.78)	49.95%
4000-02 - Aircarrier - Landing Fees	\$ 36,893.82	\$ 82,178.69	\$ 44,807.01	\$ 102,602.61	\$ 64,580.00	\$ 120,101.00	\$ (55,521.00)	53.77%
4000-03 - Aircarrier - Gate Fees	\$ 600.00	\$ 1,200.00	\$ 600.00	\$ 1,200.00	\$ 600.00	\$ 1,200.00	\$ (600.00)	50.00%
4000-04 - Aircarrier - Utility Fees	\$ 4,300.98	\$ 8,553.78	\$ 8,851.28	\$ 16,041.86	\$ 9,085.28	\$ 7,600.00	\$ 1,485.28	119.56%
4010-05 - Aircarrier - Misc.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Total 4000-00 - AIRCARRIER	\$ 84,055.02	\$ 176,752.91	\$ 96,518.51	\$ 204,364.91	\$ 116,526.50	\$ 213,501.00	\$ (96,974.50)	54.58%
4020-00 - TERMINAL AUTO PARKING REVENUE								
4020-01 - Automobile Parking - Terminal	\$ 37,894.67	\$ 85,788.49	\$ 59,120.38	\$ 144,931.23	\$ 100,453.98	\$ 100,100.00	\$ 353.98	100.35%
Total 4020-00 - TERMINAL AUTO PARKING REVENUE	\$ 37,894.67	\$ 85,788.49	\$ 59,120.38	\$ 144,931.23	\$ 100,453.98	\$ 100,100.00	\$ 353.98	100.35%
4030-00 - AUTO RENTAL REVENUE								
4030-01 - Automobile Rental - Commission	\$ 153,909.88	\$ 330,656.61	\$ 176,902.41	\$ 419,855.46	\$ 204,207.66	\$ 390,000.00	\$ (185,792.34)	45.36%
4030-02 - Automobile Rental - Counter	\$ 4,028.16	\$ 8,203.32	\$ 5,950.76	\$ 12,250.76	\$ 6,384.00	\$ 12,800.00	\$ (6,416.00)	46.49%
4030-03 - Automobile Rental - Auto Prkng	\$ 19,540.00	\$ 29,080.00	\$ 28,840.00	\$ 55,771.66	\$ 34,276.80	\$ 60,900.00	\$ (26,623.20)	47.36%
4030-04 - Automobile Rental - Utilities	\$ 196.24	\$ 404.48	\$ 619.38	\$ 1,168.38	\$ 635.18	\$ 1,000.00	\$ (363.82)	61.94%
4030-05 - Automobile Rental - Off Airpt.	\$ 10,017.76	\$ 20,512.65	\$ 666.51	\$ 666.51	\$ -	\$ -	\$ -	-
4030-00 - AUTO RENTAL REVENUE - Other	\$ -	\$ 570.00	\$ 6,075.00	\$ -	\$ -	\$ -	\$ -	-
Total 4030-00 - AUTO RENTAL REVENUE	\$ 187,692.04	\$ 389,427.06	\$ 219,054.06	\$ 489,712.77	\$ 245,504.64	\$ 464,700.00	\$ (219,195.36)	52.83%
4040-00 - TERMINAL CONCESSION REVENUE								
4040-01 - Terminal Shops - Commission	\$ 66.00	\$ 888.20	\$ -	\$ -	\$ -	\$ 1,200.00	\$ (1,200.00)	0.00%
4040-02 - Terminal Shops - Lease Space	\$ 4,358.58	\$ 5,664.08	\$ 1,308.96	\$ 2,826.64	\$ 1,322.04	\$ 6,120.00	\$ (4,797.96)	21.60%
4040-03 - Terminal Shops - Utility Fees	\$ 311.01	\$ 685.41	\$ 114.38	\$ 234.96	\$ 116.90	\$ 600.00	\$ (483.10)	19.48%
4040-10 - Advertising - Commission	\$ 17,524.98	\$ 31,911.98	\$ 17,441.25	\$ 31,936.25	\$ 18,485.00	\$ 33,000.00	\$ (14,515.00)	56.02%
4040-11 - Vending Machines - Commission	\$ -	\$ 697.91	\$ 6,545.34	\$ 13,862.34	\$ 5,359.57	\$ 12,000.00	\$ (6,640.43)	44.66%
4040-12 - Terminal ATM	\$ 38.70	\$ 67.50	\$ 43.70	\$ 62.12	\$ 46.50	\$ -	\$ 46.50	-
Total 4040-00 - TERMINAL CONCESSION REVENUE	\$ 22,299.27	\$ 39,915.08	\$ 25,453.63	\$ 48,722.31	\$ 25,330.01	\$ 52,920.00	\$ (27,589.99)	47.86%
4050-00 - FBO REVENUE								
4050-01 - FBO - Lease Space	\$ 103,346.30	\$ 226,243.90	\$ 104,482.73	\$ 228,395.71	\$ 109,392.34	\$ 231,500.00	\$ (122,107.66)	47.25%
4050-02 - FBO - Tiedown Fees	\$ 71,514.00	\$ 237,596.36	\$ 88,297.77	\$ 312,967.15	\$ 129,179.03	\$ 375,000.00	\$ (245,820.97)	34.45%
4050-03 - FBO - Landing Fees - Trans.	\$ 97,155.61	\$ 209,036.22	\$ 112,088.60	\$ 251,595.30	\$ 121,690.90	\$ 345,000.00	\$ (223,309.10)	35.27%
4050-04 - FBO - Commission	\$ 10,432.91	\$ 18,428.42	\$ 9,444.61	\$ 18,220.69	\$ 10,119.69	\$ 20,000.00	\$ (9,880.31)	50.60%
4050-06 - FBO - Charter	\$ -	\$ -	\$ -	\$ -	\$ 928.80	\$ -	\$ 928.80	-
Total 4050-00 - FBO REVENUE	\$ 282,448.82	\$ 691,304.90	\$ 314,313.71	\$ 811,178.85	\$ 371,308.76	\$ 971,500.00	\$ (600,191.24)	38.22%
4060-00 - FUEL FLOWAGE REVENUE								
4060-01 - Fuel Flowage - FBO	\$ 85,497.56	\$ 190,493.40	\$ 84,667.14	\$ 198,046.24	\$ 92,704.04	\$ 200,000.00	\$ (107,295.96)	46.35%
Total 4060-00 - FUEL FLOWAGE REVENUE	\$ 85,497.56	\$ 190,493.40	\$ 84,667.14	\$ 198,046.24	\$ 92,704.04	\$ 200,000.00	\$ (107,295.96)	46.35%
4070-00 - TRANSIENT LANDING FEES REVENUE								
4070-01 - Landing Fees - Commercial	\$ 278.64	\$ 278.64	\$ 306.48	\$ 511.68	\$ 200.06	\$ 500.00	\$ (299.94)	40.01%
4070-02 - Landing Fees - Non-Comm./Govt	\$ -	\$ -	\$ -	\$ -	\$ 200.06	\$ 500.00	\$ (299.94)	40.01%
Total 4070-00 - TRANSIENT LANDING FEES REVENUE	\$ 278.64	\$ 278.64	\$ 306.48	\$ 511.68	\$ 200.06	\$ 500.00	\$ (299.94)	40.01%

Friedman Memorial Airport
FY '16 Budget (OPERATIONAL)
October 2014 through March 2015

	FY '13		FY '14		FY '15		FY '16	
	Oct '12	Mar '13	Year End	Oct '13	Mar '14	Year End	Oct '14	Mar '15
							Budget	% of Budget
4080-00 - LAND LEASE REVENUE								
4080-01 - Land Lease - Hangar	\$ 231,274.28	\$ 487,467.18	\$ 234,415.88	\$ 480,789.28	\$ 204,271.09	\$ 430,100.00	\$ (195,684.12)	54.50%
4080-02 - Land Lease - Hangar/Trans. Fee	\$ 405.00	\$ 969.00	\$ 1,103.00	\$ 5,384.20	\$ 2,105.60	\$ 1,000.00	\$ 1,105.60	55.34%
4080-03 - Land Lease - Hangar/Utilities	\$ 595.65	\$ 1,310.43	\$ 774.71	\$ 1,563.91	\$ 848.11	\$ 1,400.00	\$ (625.29)	
4080-04 - Land Lease - Hangar Equalization	\$ 3,422.26	\$ 6,844.52	\$ 3,463.46	\$ 7,226.92	\$ 1,176.53	\$ 7,150.00	\$ (7,150.00)	
4080-20 - Land Lease - Govt. USFS/BLM	\$ 235,697.19	\$ 496,591.13	\$ 239,757.05	\$ 494,964.31	\$ 208,401.33	\$ 439,650.00	\$ (231,248.67)	47.40%
Total 4080-00 - LEASE REVENUE								
4090-00 - TIEDOWN PERMIT FEES REVENUE								
4090-01 - Tiedown Permit Fees (FMA)	\$ 14,297.62	\$ 13,281.98	\$ 11,422.78	\$ 11,649.58	\$ 9,771.35	\$ 10,000.00	\$ (228.65)	97.71%
4090-02 - Tiedown Gov. Fire Support	\$ 14,297.62	\$ 13,281.98	\$ 11,422.78	\$ 11,649.58	\$ 9,771.35	\$ 10,000.00	\$ (228.65)	97.71%
Total 4090-00 - TIEDOWN PERMIT FEES REVENUE								
4100-00 - POSTAL CARRIERS REVENUE								
4100-01 - Postal Carriers - Landing Fees	\$ 4,329.79	\$ 8,722.49	\$ 4,649.32	\$ 9,109.15	\$ 5,450.40	\$ 12,000.00	\$ (6,549.60)	45.42%
4100-02 - Postal Carriers - Tiedown	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	70.17%
Total 4100-00 - POSTAL CARRIERS REVENUE	\$ 7,299.79	\$ 11,692.49	\$ 7,619.32	\$ 12,079.15	\$ 8,420.40	\$ 12,000.00	\$ (3,579.60)	
4110-00 - MISCELLANEOUS REVENUE								
4110-01 - Misc. Revenue	\$ 35,225.04	\$ 37,976.04	\$ (1,988.00)	\$ 346.20	\$ 346.20	\$ 346.20	\$ 346.20	
4110-02 - Misc. - FMA Products			\$ 10.00					
4110-03 - Misc. - Equipment Sales								
4110-05 - Misc. Incident/Accident								
4110-06 - Misc. - Security-Prox. Cards	\$ 20,670.00	\$ 28,435.00	\$ 24,170.00	\$ 32,110.00	\$ 23,580.00	\$ 27,000.00	\$ (2,830.00)	89.52%
4110-07 - Misc. - Litigation								
4110-08 - Misc. Security Prox. Reissue								
4110-09 - Misc. Expense Reimb.	\$ (2,201.21)	\$ (2,201.21)	\$ 1,974.50	\$ 2,231.45	\$ 68.99	\$ 68.99	\$ 68.99	
4900-00 - GAIN/LOSS ON EQUIP. DISP.								
4110-00 - MISCELLANEOUS REVENUE - Other	\$ 53,693.83	\$ (263.33)	\$ 24,166.50	\$ 31,880.29	\$ 23,995.19	\$ 27,000.00	\$ (3,004.81)	88.87%
Total 4110-00 - MISCELLANEOUS REVENUE	\$ 53,693.83	\$ 63,946.50	\$ 24,166.50	\$ 31,880.29	\$ 23,995.19	\$ 27,000.00	\$ (3,004.81)	
4120-00 - GROUND TRANSP. PERMIT REVENUE								
4120-01 - Ground Transportation Permit	\$ 12,900.00	\$ 13,300.00	\$ 13,200.00	\$ 13,500.00	\$ 13,000.00	\$ 12,000.00	\$ 1,000.00	108.33%
4120-02 - GTSP - Trip Fee	\$ 1,540.00	\$ 3,200.00	\$ 1,680.00	\$ 3,080.00	\$ 1,560.00	\$ 3,300.00	\$ (1,640.00)	95.79%
Total 4120-00 - GROUND TRANSP. PERMIT REVENUE	\$ 14,440.00	\$ 16,500.00	\$ 14,880.00	\$ 16,580.00	\$ 14,560.00	\$ 15,300.00	\$ (840.00)	
4400-00 - TSA								
4400-01 - LEO Expense Reimbursement								
4400-02 - Terminal Lease								
Total 4400-00 - TSA								
4520-00 - INTEREST INCOME								
4600-00 - Interest Income - General	\$ 5,278.59	\$ 9,053.69	\$ 2,909.43	\$ 6,158.39	\$ 2,893.18	\$ 10,000.00	\$ (7,106.82)	28.93%
Total 4520-00 - INTEREST INCOME	\$ 5,278.59	\$ 9,053.69	\$ 2,909.43	\$ 6,158.39	\$ 2,893.18	\$ 10,000.00	\$ (7,106.82)	28.93%
TOTAL INCOME	\$ 1,030,873.04	\$ 2,185,026.27	\$ 1,100,188.99	\$ 2,470,779.71	\$ 1,220,069.44	\$ 2,517,071.00	\$ (1,297,001.56)	48.47%

	FY '13			FY '14			FY '15			% of Budget	Proposed Budget
	Oct '12- Mar 13	Year End	Oct '13- Mar 14	Year End	Oct '14- Mar 15	Budget	\$ Over Budget				
"A" EXPENSES											
5000-00 - A EXPENDITURES											
5000-00 - A EXPENDITURES - Other											
5000-01 - Salaries - Airport Manager	\$ 63,701.39	\$ 127,402.79	\$ 63,727.84	\$ 127,429.23	\$ 78,450.00	\$ 158,900.00	\$ (78,450.00)	\$ 50.00%	\$ 158,900.00		
5010-00 - Salaries -Contracts/Finance Adm	\$ 42,594.24	\$ 84,943.01	\$ 43,336.80	\$ 86,906.10	\$ 46,113.60	\$ 89,841.37	\$ (42,727.77)	\$ 51.91%	\$ 92,217.86		
5010-01 - Salaries - Office Assist.	\$ 84,554.67	\$ 169,064.56	\$ 91,662.83	\$ 173,960.51	\$ 88,064.05	\$ 176,404.04	\$ (88,339.99)	\$ 49.92%	\$ 181,696.16		
5020-00 - Salaries - ARFF/OPS Chief	\$ 43,265.05	\$ 88,067.09	\$ 44,461.98	\$ 88,491.90	\$ 45,515.48	\$ 89,841.37	\$ (43,525.69)	\$ 51.01%	\$ 92,217.86		
5030-00 - Salaries - ARFF/OPS Specialist	\$ 154,388.77	\$ 307,305.36	\$ 154,656.73	\$ 320,184.04	\$ 152,690.67	\$ 323,743.52	\$ (171,052.85)	\$ 47.16%	\$ 319,890.40		
5040-00 - Salaries-ASC/Sp.Prct/Ex. Assi	\$ 31,509.71	\$ 63,207.29	\$ 31,743.30	\$ 63,838.47	\$ 35,009.84	\$ 63,740.68	\$ (28,730.84)	\$ 54.93%	\$ 65,652.90		
5050-00 - Salaries - Temp.	\$ 8,483.25	\$ 8,483.25	\$ 6,712.25	\$ 10,800.25	\$ 24,341.38	\$ 20,000.00	\$ 4,341.38	\$ 121.71%	\$ 25,000.00		
5050-01 - Salaries-Arpt. Reloc. Add. Personnel						\$ 22,247.13	\$ (22,247.13)	\$ 0.00%	\$ 36,000.00		
5050-02 - Salaries - Merit Increase						\$ 2,000.00	\$ (2,000.00)	\$ 0.00%	\$ 2,000.00		
5060-01 - Overtime - General	\$ 5,648.88	\$ 5,648.88	\$ 6,151.27	\$ 6,151.27	\$ 14,494.89	\$ 15,000.00	\$ (505.11)	\$ 96.63%	\$ 20,000.00		
5060-02 - Overtime - Snow Removal						\$ 2,500.00	\$ (2,500.00)	\$ 0.00%	\$ 2,500.00		
5060-04 - OT - Security											
5070-05 - Compensated Absences Accrued	\$ 50,192.25	\$ 98,327.57	\$ 51,192.34	\$ 4,163.95	\$ 55,625.07	\$ 111,481.32	\$ (55,856.25)	\$ 48.90%	\$ 114,290.95		
5100-00 - Retirement	\$ 31,446.83	\$ 62,837.30	\$ 32,176.72	\$ 64,599.12	\$ 35,673.87	\$ 73,456.68	\$ (37,782.81)	\$ 48.56%	\$ 75,307.99		
5110-00 - Social Security/Medicare						\$ 1,037.68	\$ (1,037.68)	\$ 69.18%	\$ 1,500.00		
5120-00 - Life Insurance	\$ 997.56	\$ 1,995.12	\$ 1,043.16	\$ 2,101.94	\$ 92,079.71	\$ 183,000.00	\$ (90,920.29)	\$ 50.32%	\$ 190,000.00		
5130-00 - Medical Insurance	\$ 75,874.86	\$ 143,431.02	\$ 81,765.08	\$ 162,312.30	\$ 14,400.00	\$ 15,000.00	\$ (600.00)	\$ 96.00%	\$ 15,000.00		
5160-00 - Workman's Compensation	\$ 13,250.00	\$ 13,250.00	\$ 12,428.00	\$ 12,428.00	\$ 14,400.00	\$ 15,000.00	\$ (600.00)	\$ 96.00%	\$ 15,000.00		
5170-00 - Unemployment Claims		\$ 2,107.94		\$ 199.00							
TOTAL "A" EXPENDITURES	\$ 605,907.46	\$ 1,189,768.10	\$ 621,058.30	\$ 1,225,297.93	\$ 683,296.24	\$ 1,344,656.11	\$ (661,359.87)	\$ 50.82%	\$ 1,390,174.12		

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Friedman Memorial Airport
FY '16 Budget (OPERATIONAL)
October 2014 through March 2015

	FY '13			FY '14			FY '15			FY '16		
	Oct '12	Mar '13	Year End	Oct '13	Mar '14	Year End	Oct '14	Mar '15	Budget	\$ Over Budget	% of Budget	Proposed Budget
6050-00 - PROFESSIONAL SERVICES												
6050-01 - Professional Services - Legal	\$ 10,275.15	\$	\$ 20,506.65	\$ 14,170.85	\$	\$ 29,210.85	\$ 20,827.70	\$	\$ 35,000.00	\$ (24,724.85)	59.51%	\$ 35,000.00
6050-02 - Professional Services - Audit	\$ 24,924.43	\$	\$ 28,224.43	\$ 26,012.20	\$	\$ 26,457.70	\$ 35,591.88	\$	\$ 30,000.00	\$ (5,075.57)	119.97%	\$ 45,000.00
6050-03 - Professional Services - Engineer	\$ 1,264.89	\$	\$ 6,595.89	\$ 790.00	\$	\$ 11,571.75	\$ 3,000.00	\$	\$ 10,000.00	\$ (8,735.11)	0.00%	\$ 10,000.00
6050-04 - Professional Services - ARFF	\$ 13,537.08	\$	\$ 13,537.08	\$ 63.75	\$	\$ 2,000.00	\$ 3,000.00	\$	\$ 2,000.00	\$ (2,000.00)	150.00%	\$ 2,000.00
6050-05 - Professional Services - Gen.	\$ 22,122.70	\$	\$ 46,311.73	\$ 63.75	\$	\$ 63.75	\$ 14,903.50	\$	\$ 1,000.00	\$ (14,903.50)	0.00%	\$ 66,000.00
6050-06 - Professional Services - Litigation	\$ 53.00	\$	\$ 53.00	\$ 1,040.00	\$	\$ 1,040.00	\$ 5,957.50	\$	\$ 4,000.00	\$ (3,700.00)	0.00%	\$ 4,000.00
6050-07 - Professional Services - Archite	\$ 300.00	\$	\$ 3,119.26	\$ 4,484.51	\$	\$ 6,023.51	\$ 5,957.50	\$	\$ 14,000.00	\$ (6,303.00)	42.55%	\$ 14,000.00
6050-08 - Professional Services - Security	\$ 7,697.00	\$	\$ 10,887.00	\$ 4,477.50	\$	\$ 16,183.81	\$ 805.00	\$	\$ 1,000.00	\$ (1,000.00)	0.00%	\$ 1,000.00
6050-10 - Prof. Svcs.-IT/Comp. Support	\$ 9,909.80	\$	\$ 25,633.80	\$ 4,477.50	\$	\$ 16,183.81	\$ 805.00	\$	\$ 15,000.00	\$ (14,195.00)	5.37%	\$ 15,000.00
6050-12 - Prof. Serv.-Planning - Air Serv.	\$ 8,093.61	\$	\$ 2,607.98	\$ 1,083.75	\$	\$ 1,912.50	\$ 148.75	\$	\$ 15,000.00	\$ 148.75		\$ 1,912.50
6050-13 - Prof. Serv.Website Design & Maint.									\$	\$ -		\$ 20,000.00
6050-14 - Professional Services - EA									\$	\$ -		\$ 20,000.00
6050-15 - Professional Services - Public Outreach									\$	\$ -		\$ 20,000.00
Total 6050-00 - PROFESSIONAL SERVICES	\$ 98,177.66	\$	\$ 165,480.43	\$ 55,460.06	\$ 118,547.37	\$ 118,547.37	\$ 85,462.68	\$	\$ 132,000.00	\$ (46,537.32)	64.74%	\$ 212,976.25
6060-00 - MAINTENANCE-OFFICE EQUIPMENT												
6060-01 - Maint-Office Equip./Gen.	\$ 709.00	\$	\$ 249.24	\$ 115.64	\$	\$ 396.15	\$ 143.64	\$	\$ 10,000.00	\$ (9,856.36)	1.44%	\$ 10,000.00
6060-02 - Maintenance - Computer	\$ 1,881.22	\$	\$ 3,958.80	\$ 1,556.36	\$	\$ 3,074.66	\$ 1,558.02	\$	\$ 1,558.02	\$ 1,558.02		\$ 1,558.02
6060-04 - Maintenance - Copier	\$ 1,062.00	\$	\$ 1,330.20	\$ 1,393.20	\$	\$ 1,393.20	\$ 1,393.20	\$	\$ 1,393.20	\$ 1,393.20		\$ 1,393.20
6060-05 - Maintenance - Telephone	\$ 3,652.22	\$	\$ 8,257.43	\$ 3,065.20	\$	\$ 5,017.45	\$ 3,094.66	\$	\$ 10,000.00	\$ (6,905.14)	30.95%	\$ 10,000.00
Total 6060-00 - MAINTENANCE-OFFICE EQUIPMENT												
6070-00 - RENT/LEASE OFFICE EQUIPMENT												
6070-01 - Rent/Lease - Office Equip./Gen	\$ 635.28	\$	\$ 1,259.28	\$ 624.00	\$	\$ 1,248.00	\$ 656.00	\$	\$ 3,400.00	\$ (3,400.00)	0.00%	\$ 3,400.00
6070-02 - Rent/Lease - Postage Meter									\$ 1,400.00	\$ (744.00)		\$ 1,400.00
6070-03 - Rent/Lease - Copier									\$ 4,800.00	\$ (4,144.00)	13.67%	\$ 4,800.00
Total 6070-00 - RENT/LEASE OFFICE EQUIPMENT												
6080-00 - DUES/MEMBERSHIPS/PUBLICATIONS E												
6080-01 - Dues/Memberships/Publications	\$ 10,990.11	\$	\$ 16,451.28	\$ 12,566.17	\$	\$ 14,502.28	\$ 12,114.53	\$	\$ 15,000.00	\$ (2,885.47)	80.76%	\$ 13,000.00
6080-02 - Membership - Internet/Website	\$ 864.48	\$	\$ 69.97	\$ 69.97	\$	\$ 251.45	\$ 110.45	\$	\$ 110.45	\$ 110.45		\$ 110.45
6080-04 - Airport Marketing	\$ 185.98	\$	\$ 1,369.76	\$ 17,112.75	\$	\$ 19,253.47	\$ 3,124.37	\$	\$ 25,000.00	\$ (21,875.63)	38.37%	\$ 20,000.00
Total 6080-00 - DUES/MEMBERSHIPS/PUBLICATIONS	\$ 11,176.09	\$	\$ 18,685.52	\$ 29,748.89	\$	\$ 34,007.20	\$ 15,349.35	\$	\$ 40,000.00	\$ (24,650.65)	38.37%	\$ 33,000.00
6090-00 - POSTAGE												
6090-01 - Postage/Counter Service	\$ 640.30	\$	\$ 1,448.44	\$ 612.26	\$	\$ 1,218.04	\$ 1,108.58	\$	\$ 1,500.00	\$ (391.42)	73.91%	\$ 1,500.00
6090-00 - POSTAGE - Other									\$ 1,500.00	\$ (391.42)	73.91%	\$ 1,500.00
Total 6090-00 - POSTAGE												
6100-00 - EDUCATION/TRAINING												
6100-01 - Education/Training - Admin.	\$ 2,116.00	\$	\$ 4,206.00	\$ 2,611.00	\$	\$ 4,528.00	\$ 1,173.00	\$	\$ 25,000.00	\$ (23,827.00)	4.69%	\$ 15,000.00
6100-02 - Education/Training - OPS	\$ 844.00	\$	\$ 844.00	\$ 1,055.00	\$	\$ 1,055.00	\$ 1,256.50	\$	\$ 1,256.50	\$ 1,256.50		\$ 1,256.50
6100-03 - Education/Training - ARFF	\$ 4,083.14	\$	\$ 8,628.95	\$ 644.99	\$	\$ 11,349.58	\$ 1,510.03	\$	\$ 1,510.03	\$ 1,510.03		\$ 1,510.03
6100-04 - Education/Training - Tr-Arr									\$	\$ -		\$ 794.00
6100-05 - Education - Neighbor Flight	\$ 3,618.46	\$	\$ 4,285.16	\$ 5,952.55	\$	\$ 9,722.69	\$ 794.00	\$	\$ 794.00	\$ 794.00		\$ 794.00
6100-06 - Education - Security									\$	\$ -		\$ 794.00
6100-07 - Education - Public Outreach	\$ 10,661.60	\$	\$ 17,964.11	\$ 536.88	\$	\$ 297.69	\$ 2,017.81	\$	\$ 25,000.00	\$ (18,248.66)	27.01%	\$ 15,000.00
Total 6100-00 - EDUCATION/TRAINING												

Friedman Memorial Airport
FY '16 Budget (OPERATIONAL)
October 2014 through March 2015

	FY '13		FY '14		FY '15		% of Budget	FY '16
	Oct '12- Mar 13	Year End	Oct '13- Mar 14	Year End	Oct '14- Mar 15	Budget	\$ Over Budget	Proposed Budget
6110-00 - CONTRACTS								
6110-01 - Contracts - General	\$ 240.00	\$ 1,165.00	\$ 30,000.00	\$ 2,200.00	\$ 11,056.00	\$ 11,056.00	\$	\$ 42,000.00
6110-02 - Contracts - FMAA	\$ 16,800.00	\$ 33,600.00	\$ 16,800.00	\$ 33,600.00	\$ 16,800.00	\$ (16,800.00)	\$	\$ 58,900.00
6110-03 - Contracts - SVA/Fee Collection	\$ 29,400.00	\$ 58,800.00	\$ 29,400.00	\$ 58,800.00	\$ 29,400.00	\$ (29,500.00)	\$	\$ 5,000.00
6110-04 - Contracts - COH LEO	\$ 1,292.00	\$ 4,012.00	\$ 1,632.00	\$ 3,264.00	\$ 1,632.00	\$ (8,368.00)	\$	\$ 30,000.00
6110-05 - Contracts - Janitorial	\$ 6,900.00	\$ 13,800.00	\$ 6,900.00	\$ 13,800.00	\$ 7,974.20	\$ (8,900.00)	\$	\$ 13,800.00
6110-06 - Contracts - Electronic Filing System	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ (15,000.00)	\$	\$ 15,000.00
6110-07 - Contracts - Snow Removal	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$	\$	\$ 30,000.00
6110-08 - Contracts - Eccles Tree Lights	\$ 947.78	\$ 930.74	\$ 836.87	\$ 1,641.27	\$ 240.00	\$ 350.00	\$	\$ 350.00
6110-09 - Contracts - Website	\$ 8,907.97	\$ 24,052.97	\$ 21,350.00	\$ 42,650.00	\$ 1,061.29	\$ 2,500.00	\$ (1,438.71)	\$ 15,000.00
6110-10 - Contracts - Online Email Server Access					\$ 21,300.00	\$ 50,000.00	\$ (29,700.00)	\$ 50,000.00
6110-11 - Contracts - Security CMS								\$ 6,200.00
6110-12 - Contracts - FIDS								\$ 6,000.00
6110-13 - Contracts - TV								\$ 3,000.00
6110-14 - Contracts - 139 Airfield Rcord Keeping								\$ 275,250.00
Total 6110-00 - CONTRACTS	\$ 94,487.75	\$ 166,360.71	\$ 106,918.87	\$ 185,955.27	\$ 126,363.49	\$ 234,150.00	\$ (107,786.51)	\$ 53.97%
6120-00 - PERMITS								
6120-01 - Permits - General	\$ 23.00	\$ 23.00			\$ 23.00	\$ 100.00	\$ (77.00)	\$ 23.00%
Total 6120-00 - PERMITS	\$ 23.00	\$ 23.00			\$ 23.00	\$ 100.00	\$ (77.00)	\$ 23.00%
6130-00 - MISCELLANEOUS EXPENSES								
6130-01 - Misc. - General	\$ 4,766.80	\$ 7,868.23	\$ 5,004.24	\$ 7,130.40	\$ 5,399.28	\$ 6,500.00	\$ (1,100.72)	\$ 83.07%
6130-02 - Misc. - Incident/Accident		\$ 965.28					\$	
6130-04 - Misc. - Green Program							\$	
6140-00 - Bank Fees	\$ 692.58		\$ 670.68	\$ 1,352.96	\$ 224.20	\$ 1,000.00	\$ (775.80)	\$ 22.42%
6130-00 - MISC. EXPENSES - Other	\$ 5,459.38	\$ 8,833.51	\$ 5,643.32	\$ 8,451.76	\$ 5,623.48	\$ 7,500.00	\$ (1,876.52)	\$ 74.98%
Total 6130-00 - MISCELLANEOUS EXPENSES	\$ 352,788.30	\$ 565,077.59	\$ 330,807.35	\$ 563,525.14	\$ 396,697.03	\$ 670,008.60	\$ (273,311.57)	\$ 59.21%
TOTAL "B" ADMINISTRATIVE EXPENSES								\$ 774,423.89

Friedman Memorial Airport
FY '16 Budget (OPERATIONAL)
October 2014 through March 2015

	FY '13		FY '14		FY '15		FY '16
	Oct '12 - Mar '13	Year End	Oct '13 - Mar '14	Year End	Oct '14 - Mar '15	Budget	Proposed Budget
"B" EXPENSES - OPERATIONAL							
6500-00 - SUPPLIES/EQUIPMENT-ARFF/OPERATI							
6500-01 - Supplies/Equipment - General	\$ 421.94	\$ 716.23	\$ 785.22	\$ 1,860.58	\$ 1,420.68	\$ (8,579.34)	\$ 10,000.00
6500-02 - Supplies/Equipment - Tools	\$ 1,110.65	\$ 2,050.51	\$ 485.99	\$ 2,169.74	\$ 1,865.12	\$ 1,865.12	
6500-03 - Supplies/Equipment - Clothing	\$ 225.92	\$ 936.75	\$ 189.55	\$ 368.76	\$ 1,258.11	\$ 1,258.11	
6500-04 - Supplies/Equipment - Janitorial	\$ 5,889.33	\$ 13,143.42	\$ 7,602.56	\$ 14,691.38	\$ 9,027.56	\$ 9,027.56	
6500-05 - Supplies/Equipment - Deice	\$ 122.82	\$ 4,247.85	\$ 159.00	\$ 382.34	\$ 25,691.75	\$ 10,691.75	\$ 20,000.00
6500-06 - Supplies/Equipment - ARFF	\$ 7,770.66	\$ 21,094.76	\$ 9,202.32	\$ 19,472.80	\$ 2,469.99	\$ (2,530.01)	\$ 5,000.00
Total 6500-00 - SUPPLIES/EQUIPMENT-ARFF/OPER					\$ 41,734.19	\$ 11,734.19	\$ 35,000.00
6510-00 - FUEL/LUBRICANTS							
6510-01 - Fuel/Lubricants - General			\$ 26.37	\$ 26.37	\$ 33.39	\$ (44,966.61)	\$ 35,000.00
6510-02 - Fuel	\$ 18,542.47	\$ 21,874.00	\$ 23,861.45	\$ 28,586.66	\$ 17,977.12	\$ 17,977.12	
6510-03 - Lubricants			\$ 65.94	\$ 125.90			
Total 6510-00 - FUEL/LUBRICANTS	\$ 18,542.47	\$ 21,874.00	\$ 23,927.40	\$ 28,712.56	\$ 18,010.51	\$ (26,989.49)	\$ 35,000.00
6520-00 - VEHICLES/MAINTENANCE							
6520-01 - R/M Equipment - General	\$ 2,760.92	\$ 3,504.02	\$ 4,385.81	\$ 5,442.87	\$ 2,659.16	\$ (22,340.84)	\$ 25,000.00
6520-02 - R/M Equip. - '93 Schmidt Snow	\$ 681.50	\$ 681.50	\$ 1,450.14	\$ 6,421.95	\$ 1,678.70	\$ 1,678.70	
6520-04 - R/M Equip. - '84 Chevy Plow Truck	\$ 224.98	\$ 392.90	\$ (8.00)	\$ (8.00)			
6520-06 - R/M Equip. - '85 Ford Dump	\$ 1,473.42	\$ 2,722.25		\$ 702.78			
6520-08 - R/M Equip. - '96 Tiger Tractor			\$ 340.83	\$ 829.17	\$ 515.91	\$ 515.91	
6520-09 - R/M Equip. - '96 Oshkosh Swp.				\$ 829.17			
6520-11 - R/M Equip. - '89 J. Deere Ldr.				\$ 2,192.38			
6520-13 - R/M Equip. - '01 Case 921 Ldr.	\$ 23.16	\$ 23.16	\$ 127.02	\$ 127.02	\$ 98.00	\$ 98.00	
6520-18 - R/M Equip. - '97 Chevrolet Blazer							
6520-19 - R/M Equip. - '02 Ford F-150	\$ 372.76	\$ 2,436.89	\$ 292.25	\$ 315.23	\$ 1,511.68	\$ 1,511.68	
6520-20 - R/M Equip. - '02 Kodiak Blower					\$ 11,129.90	\$ 11,129.90	
6520-23 - R/M Equip. - '97 Ford Exped.	\$ (6.66)	\$ 12.03		\$ 177.96	\$ 439.71	\$ 439.71	
6520-24 - R/M Equip. - '01 Ford F-250	\$ 162.96	\$ 592.84	\$ 34.29	\$ 140.92			
6520-25 - R/M Equip. - '04 Batts De-ice					\$ 12.52	\$ 12.52	
6520-26 - R/M Equip. - Fork Lift/Allis C.							
6520-28 - R/M Equip. - Case 621 Loader	\$ 217.02	\$ 217.02	\$ 494.11	\$ 494.11			
6520-29 - R/M Equip. - 2010 Wausau Plow			\$ 3,633.57	\$ 9,136.51	\$ 6,068.55	\$ 6,068.55	
6520-30 - R/M Equip. - '05 Ford F-350	\$	\$ 117.62	\$ 148.33	\$ 605.35	\$ 2,068.68	\$ 2,068.68	
6520-31 - R/M Equip. - Oshkosh Blower							
6520-32 - R/M Equip. - '09 Mini Truck			\$ 53.53	\$ 58.51			
6520-33 - R/M Equip. - '78 Dodge Flatbed Truck		\$ 161.40					
6520-35 - R/M Equip. - '14 Ford Explorer	\$ 5,910.06	\$ 10,861.63	\$ 10,931.88	\$ 436.83	\$ 26,182.81	\$ 1,182.81	\$ 25,000.00
Total 6520-00 - VEHICLES/MAINTENANCE				\$ 27,073.59	\$ 26,182.81	\$ 1,182.81	\$ 25,000.00
6530-00 - ARFF MAINTENANCE							
6530-01 - ARFF Maint. General			\$ 65.00		\$ 450.33	\$ (6,549.67)	\$ 7,000.00
6530-03 - ARFF Maint. - '87 Oshkosh				\$ 1,754.06			
6530-04 - ARFF Maint. - Radios	\$ 2,408.29	\$ 2,670.79	\$ 4,189.28	\$ 1,489.21	\$ 492.32	\$ 492.32	
6530-05 - ARFF Maint. - '03 E-One	\$	\$ 1,216.14	\$ 238.68	\$ 2,477.84	\$ 2,048.91		
Total 6530-00 - ARFF MAINTENANCE	\$ 2,408.29	\$ 3,886.93	\$ 4,492.96	\$ 5,721.11	\$ 2,991.56	\$ (4,008.44)	\$ 7,000.00

Friedman Memorial Airport
FY '16 Budget (OPERATIONAL)
October 2014 through March 2015

	FY '13			FY '14			FY '15			% of Budget	Proposed Budget
	Oct '12 - Mar '13	Year End	Oct '13 - Mar '14	Year End	Oct '14 - Mar '15	Budget	\$ Over Budget				
6540-00 - REPAIRS/MAINTENANCE - BUILDING											
6540-01 - R/M Bldg. - General	\$ 1,684.92	\$ 2,403.86	\$ 3,159.80	\$ 3,870.16	\$ 871.32	\$ 29,000.00	\$ (28,128.68)		\$	20,000.00	
6540-02 - R/M Bldg. - Terminal	\$ 8,345.85	\$ 19,543.27	\$ 8,767.11	\$ 19,028.96	\$ 5,724.82		\$ 5,724.82				
6540-03 - R/M Bldg. - Shop	\$ 1,556.09	\$ 3,154.44	\$ 233.77	\$ 966.27	\$ 1,238.02		\$ 1,238.02				
6540-04 - R/M Bldg. - Cold Storage	\$ 298.80	\$ 298.80	\$ 1,536.12	\$ 1,536.12	\$ 4,224.88		\$ 4,224.88				
6540-05 - R/M Bldg. - Manager's Bldg.	\$ 245.41	\$ 572.68	\$ 484.57	\$ 1,203.99	\$ 221.65		\$ 221.65				
6540-07 - R/M Bldg. - Tower	\$ 4,911.43	\$ 9,972.51	\$ 74.31	\$ 2,989.83	\$ 843.18		\$ 843.18				
6540-08 - R/M Bldg. - Parking Booth	\$ 90.00	\$ 215.97									
Total 6540-00 - REPAIRS/MAINTENANCE - BUILDING	\$ 17,132.50	\$ 36,161.53	\$ 14,255.68	\$ 29,575.33	\$ 13,183.87	\$ 29,000.00	\$ (15,816.13)	45.46%	\$	20,000.00	
6550-00 - REPAIRS/MAINTENANCE - AIRSIDE											
6550-01 - R/M - General			\$ 424.95	\$ 924.95		\$ 12,000.00	\$ (12,000.00)	0.00%	\$	10,000.00	
6550-02 - R/M - Airfield				\$ 1,103.29							
6550-03 - R/M - Runway											
6550-04 - R/M - Lights	\$ 1,084.73	\$ 2,222.85	\$ 1,150.41	\$ 3,725.68	\$ 2,336.80		\$ 2,336.80				
6550-05 - R/M - Grounds	\$ 798.00	\$ 1,368.00	\$ 1,006.99	\$ 3,168.32	\$ 570.00		\$ 570.00				
6550-00 - REPAIRS/MAINTENANCE - AIRSIDE - Other		\$ 168.17									
Total 6550-00 - REPAIRS/MAINTENANCE - AIRSIDE	\$ 2,062.42	\$ 7,208.18	\$ 3,520.26	\$ 8,922.24	\$ 2,906.80	\$ 12,000.00	\$ (9,093.20)	24.22%	\$	10,000.00	
6560-00 - SECURITY EXPENSE											
6560-01 - Security	\$ 3,875.80	\$ 22,704.68	\$ 9,478.35	\$ 13,946.37	\$ 7,615.70	\$ 20,000.00	\$ (12,384.30)	38.08%	\$	20,000.00	
Total 6560-00 - SECURITY EXPENSE	\$ 3,875.80	\$ 22,704.68	\$ 9,478.35	\$ 13,946.37	\$ 7,615.70	\$ 20,000.00	\$ (12,384.30)	38.08%	\$	20,000.00	
6570-00 - REPAIRS/MAINT-AERONAUTICAL EOU											
6570-01 - R/M Aeronautical Equip. - NDB/DME	\$ 4,536.99	\$ 8,736.99	\$ 4,995.00	\$ 8,400.00	\$ 4,200.00	\$ 25,000.00	\$ (20,800.00)	16.80%	\$	25,000.00	
6570-02 - R/M Aeronautical Equip. - Tower		\$ 1,399.91	\$ 1,872.14	\$ 3,980.93							
6570-03 - R/M Aeron. Equip. - Switching System	\$ 5,700.00	\$ 2,400.00	\$ 81.52	\$ 2,943.25	\$ 10,503.00		\$ 10,503.00				
6570-04 - R/M Aeron. Equip. - AWOS/ATIS		\$ 11,400.00	\$ 5,700.00	\$ 11,407.39							
6570-05 - R/M Aero Equip. Flying Hat Lgts	\$ 375.00	\$ 375.00	\$ 1,189.00	\$ 1,189.00							
Total 6570-00 - REPAIRS/MAINT-AERONAUTICAL E	\$ 10,611.99	\$ 24,311.90	\$ 13,837.66	\$ 27,920.57	\$ 14,703.00	\$ 25,000.00	\$ (10,297.00)	58.81%	\$	25,000.00	
TOTAL "B" OPERATIONAL EXPENSES											
Total "B" OPERATIONAL EXPENSES	\$ 68,314.19	\$ 148,103.61	\$ 89,672.87	\$ 161,370.94	\$ 127,328.44	\$ 193,000.00	\$ (65,671.56)	65.97%	\$	177,000.00	
TOTAL "B" EXPENSES											
TOTAL "B" EXPENSES	\$ 421,102.49	\$ 713,181.20	\$ 420,480.22	\$ 724,896.08	\$ 524,025.47	\$ 863,008.60	\$ (338,983.13)	60.72%	\$	951,423.89	

"C" EXPENSES	FY '13		FY '14		FY '15		% of Budget	Proposed Budget
	Oct '12- Mar 13	Year End	Oct '13- Mar 14	Year End	Oct '14- Mar 15	Budget		
7000-00 - MISC. CAPITAL EXPENDITURES								
7000-01 - Contingency	\$ 175.00	\$ 175.00		\$ 19,064.00		\$ 20,000.00	\$ (20,000.00)	\$ 20,000.00
7000-04 - Office Equip. - Telephone	\$ 7,807.00	\$ 7,807.00		\$ 1,850.00				
7000-05 - Computer Equipment/Software	\$ 7,443.29	\$ 7,443.29	\$ 1,862.09	\$ 1,862.09	\$ 5,525.82	\$ 30,000.00	\$ (24,474.18)	\$ 30,000.00
7000-06 - Asphalt repair	\$ 12,640.00	\$ 6,850.00				\$	\$	
7000-07 - Website Design								
7000-08 - ATC Equipment			\$ 157.05	\$ 33,142.31	\$ 5,945.00		\$ 5,945.00	
7000-13 - Parking Mngmt. Equipment								\$ 4,000.00
7000-14 - Retrofit Kit - Broom								\$ 2,200.00
7000-17 - Battery Jump Kit Lrg. System								\$ 10,000.00
7000-18 - Sweeper Brushes								\$ 20,000.00
7000-19 - Fork Lift								\$ 8,000.00
7000-20 - Sweeper Axles (Brushes)								\$ 8,000.00
7000-21 - Truck Spreader								\$ 230,000.00
7000-22 - Airline Ticketing Office Improvements	\$				\$ 5,294.36		\$ 5,294.36	
7000-24 - ARFF Radios	\$ 13,550.00	\$ 13,650.00	\$ 26,555.55	\$ 29,255.82				
7000-26 - Licensed Vehicles								
7000-33 - Passenger Terminal Carpet								
7000-34 - Security Upgrades/Equipment						\$ 16,000.00	\$ (16,000.00)	
7000-36 - Drivers Training Software	\$ 7,125.00		\$ 9,850.00					
7000-37 - Tractor Rake Attachment								
7000-38 - Snow Monitoring Telemetry Equip.								
7000-39 - Air Passenger Terminal - Interior Paint			\$ 6,830.00	\$ 6,830.00				
7000-40 - Weather Viewing Equipment						\$ 20,000.00	\$ (20,000.00)	\$ 20,000.00
7000-41 - Terminal Air Serv. Support			\$ 52,639.70	\$ 53,644.05		\$ 200,000.00	\$ (200,000.00)	
7000-42 - Runway Improvements						\$ 500,000.00	\$ (500,000.00)	
7000-43 - Parking Lot Improvements						\$ 2,000.00	\$ (2,000.00)	
7000-44 - Materials for Bench Fabrication						\$ 2,500.00	\$ (2,500.00)	
7000-45 - Heavy Duty Shelving						\$ 4,000.00	\$ (4,000.00)	
7000-46 - Tower Roof						\$ 40,000.00	\$ (40,000.00)	
7000-47 - New Office Improvements						\$ 3,500.00	\$ (3,500.00)	
7000-48 - 139 Compliance Reporting Software						\$ 4,000.00	\$ (4,000.00)	
7000-49 - Heavy Duty Air Over Hydraulic Jacks						\$ 4,500.00	\$ (4,500.00)	
7000-50 - Welding Equipment						\$ 3,500.00	\$ (3,500.00)	
7000-51 - Impact Compressor Gun						\$ 3,500.00	\$ (3,500.00)	
Total 7000-00 - MISC. CAPITAL EXPENDITURES	\$ 48,740.29	\$ 55,690.29	\$ 97,894.39	\$ 145,448.07	\$ 16,765.18	\$ 850,000.00	\$ (833,234.82)	\$ 352,200.00
TOTAL "C" EXPENDITURES	\$ 48,740.29	\$ 55,690.29	\$ 97,894.39	\$ 145,448.07	\$ 16,765.18	\$ 850,000.00	\$ (833,234.82)	\$ 352,200.00
TOTAL EXPENSE ("A", "B" + "C")	\$ 1,075,750.24	\$ 1,958,659.59	\$ 1,139,432.91	\$ 2,095,642.06	\$ 1,224,086.89	\$ 3,067,664.71	\$ (1,833,577.82)	\$ 2,693,798.01
TOTAL INCOME	\$ 1,030,873.04	\$ 2,185,026.27	\$ 1,100,186.99	\$ 2,470,779.71	\$ 1,220,069.44	\$ 2,517,071.00	\$ (1,297,001.56)	\$ 2,934,496.80
NET INCOME	\$ (44,877.20)	\$ 226,366.68	\$ (39,243.92)	\$ 375,137.63	\$ (4,017.45)	\$ (540,593.71)	\$ 536,578.26	\$ 240,701.55

OPERATIONS FUND REPLEISHMENT				
	Projected Expense	CPI	Adjusted Projected Expense	Amortization (# of Years)
7540-04 Terminal Improvements	\$ 990,750.00	2.5%	\$ 1,015,519.00	20
7540-05 Operations Bldg. Improvements	\$ 401,000.00	2.5%	\$ 411,025.00	20
7000-41 Parking Lot Improvements	\$ 500,000.00	2.5%	\$ 512,500.00	20
7000-42 Runway Improvements	\$ 200,000.00	2.5%	\$ 205,000.00	10
TOTAL OPERATIONS FUND REPLEISHMENT	\$ 2,091,750.00		\$ 2,144,044.00	
TOTAL FY 2015 EXPENDITURES				
TOTAL FY 2015 EXPENSE/OPS FUND REPLEISHMENT				
TOTAL INCOME				
NET INCOME				
			\$ 2,934,499.60	\$
			\$ 3,051,951.60	\$
			\$ 25,000.00	\$
			\$ (3,026,951.60)	\$