

**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, August 7, 2012 at 5:30 p.m. at the **old Blaine County Courthouse Meeting Room**, Hailey, Idaho. The proposed agenda for the meeting is as follows:

**AGENDA
August 7, 2012**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. PUBLIC HEARING**
 - A. FY '13 Rates & Charges – Attachments #1, #2 ACTION
 - B. FY '13 Budget – Attachments #3, #4 ACTION
- IV. UNFINISHED BUSINESS**
 - A. Airport Solutions
 - 1. Blaine County Report DISCUSSION
 - 2. City of Hailey Report DISCUSSION
 - 3. Airport Manager Report DISCUSSION
 - 4. Interim Communications Director Report
 - a. Coffee Talk DISCUSSION
 - b. Airport Tour DISCUSSION
 - 5. Existing Site
 - a. Friedman Memorial Airport Alternatives – Technical Analysis – Attachment #5 DISCUSS/DIRECT/ACTION
 - 6. Replacement Airport DISCUSS/DIRECT
 - 7. Retain/Improve/Develop Air Service
 - a. FSVA Report DISCUSS/DIRECT
 - b. First Time Schedule Commercial – Jet Service Environmental Assessment (EA) Update DISCUSS/DIRECT
 - c. Air Service Scope of Work – (Seasonal True Market Estimates & Airfare Monitoring) DISCUSS/DIRECT
 - 8. FMAA Primary Snow Removal Equipment With Attachments – Attachment #6 ACTION
- V. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. July 3, 2012 Regular Meeting - Attachment #7 ACTION
- VI. AIRPORT STAFF BRIEF**
 - A. Noise Complaints
 - B. Parking Lot Update
 - C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #8 - #11
 - D. Review Correspondence – Attachment #12
 - E. Fly Sun Valley Alliance Update – Attachments #13, #14
 - F. Airport Weather Interruptions
 - G. Administrative Brief
 - H. Operations Brief
- VII. PUBLIC COMMENT**
- VIII. ADJOURNMENT**

III. PUBLIC HEARING

A. FY '13 Rates and Charges – Attachments #1, #2

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 and 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 the amount of income necessary to make the Airport self-sustaining and shall then 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."

Last month, the Board reviewed a Draft Rates & Charges document which included adjustments to "Security/Airport Identification" fees.

Attachment #1 is the proposed FY '13 Rates and Charges Schedule that the Board reviewed on July 3, 2012. This hearing is noticed to afford one more opportunity for the Board to hear public comment. Attachment #2 is the Public Hearing Notice published on July 25 and August 1, 2012.

BOARD ACTION: 1. Approve the proposed Friedman Memorial Airport
FY '13 Rates and Charges.

B. FY '13 Budget – Attachments #3, #4

Attachment #3 is the FY '13 Budget Worksheet (Combined) for Board review. The Board reviewed and worked on the Draft Budget June 5, and July 3, 2012. As stated in 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. Attachment #4 is the Public Hearing Notice that was published on July 25, and August 1, 2012.

BOARD ACTION: 1. Approve the proposed Friedman Memorial
Airport Budget for FY 2013 in the amount of
\$7,460,472.80.

IV. UNFINISHED BUSINESS

A. Airport Solutions

1. Blaine County Report

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

BOARD ACTION: 1. Discussion

2. City of Hailey Report

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

BOARD ACTION: 1. Discussion

3. Airport Manager Report

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

BOARD ACTION: 1. Discussion

4. Interim Communications Director Report

a. Coffee Talk

BOARD ACTION: 1. Discussion

b. Airport Tour

BOARD ACTION: 1. Discussion

5. Existing Site

a. Friedman Memorial Airport Alternatives – Technical Analysis – Attachment #5

Airport Manager and Dave Mitchell, P.E. T-O Engineers, have completed discussions with the FAA regarding a scope of work for the previously-discussed 90-day planning study, now titled "Airport Alternatives – Technical Analysis". The final scope and proposed fee from T-O Engineers are included as Attachment #5. The FAA has approved the Scope of Work and proposed fee. This analysis will include evaluation of available alternatives at the existing airport site, in order to provide the FAA with the data they need to make informed decisions regarding the non-standard conditions at the airport. The goal will be to complete the evaluation of alternatives within 90-days. Dave Mitchell and Staff will be happy to discuss the scope of work and answer any questions the Board

may have.

Airport Staff has worked with T-O Engineer's, reviewed and commented on several versions of the fee estimate. Staff has compared the proposed fees with several recent planning efforts and is comfortable that the fees are reasonable. Since the fees are less than \$100,000 an independent fee estimate should not be required. Once the Board is comfortable with the Scope of Work and proposed fee, several Board actions may be appropriate.

- BOARD ACTION:
1. Approve the proposed Scope of Work.
 2. Make a determination that the proposed fees are reasonable.
 3. Authorize Chair execution of appropriate contract documents after Staff and Legal Counsel review and after the applicable Grant is in place.

6. Replacement Airport

Since April, Airport Staff and the consultant team have had several discussions with the FAA about the suspended EIS. Each time, the FAA has not been ready for EIS discussions even though action related to finding a replacement airport site is an essential part of the community's dual path forward. The FAA believes that the Technical Analysis discussed above is key to providing vital information related to an EIS discussion. Essentially, the FAA believes that the information will help determine the time line that a Replacement Airport fits in – Is it a mid, long or indefinite planning objective? The FAA believes this information will be valuable to the community as a long term vision is developed. Airport Staff will place this item back on the Board's agenda after the Technical Analysis is completed.

- BOARD ACTION:
1. Discuss/direct

7. Retain/Improve/Develop Air Service

a. FSVA Report

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

- BOARD ACTION:
1. Discuss/direct

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

Work continues on the Environmental Assessment for Operations Specifications approval of regional jet operations at the airport. Analysis

of potential impacts and preparation of a preliminary draft Environmental Assessment document have been completed. Minor delays (approximately one week) were encountered as a result of FAA concerns about using information generated during the EIS as well as concerns with use of the FAA's terminal area forecast for the aviation demand forecast. The draft document has been reviewed by airport staff and provided to FAA for their review. After FAA review is completed, the Environmental Assessment document will be released for public review and comment. Public release of the document is expected to occur in early August. During the public review period, input and comments will be received during an Airport Authority meeting. Dave Mitchell, T-O Engineers and Brad Rolf, Mead & Hunt will attend the meeting to provide a brief presentation, receive comments and answer any questions the Board may have.

BOARD ACTION: 1. Discuss/direct

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

Last month the Board approved the Mead & Hunt Air Service Scope of Work (Seasonal True Market Estimate & Airfare Monitoring) and authorized execution of appropriate agreements. Agreements will soon be in place and progress updates will be available during the October Board meeting.

BOARD ACTION: 1. Discuss/direct

8. FMAA Primary Snow Removal Equipment With Attachments – Attachment #6

Four sealed bids for Procurement of **Snow Removal Equipment with Attachments** consisting of a diesel powered front-end loader, 6 cubic yard snow bucket, 22-foot runway plow, 20-foot ramp plow, and 72-inch pallet forks were received and publically opened at 2:00 p.m. Wednesday, June 27, 2012. Bids were submitted by Arnold Machinery, Western States Caterpillar, Burks Tractor, and CESCO. Attachment #6 is Procurement Bid Summary included for Board information and use.

<u>Bidder</u>	<u>Bid Price</u>	<u>Rank</u>
Arnold Machinery Volvo L110G	\$287,510.00	1
Western States Caterpillar 950K	\$305,934.00	2
Burks Tractor Case 921F	\$314,870.00	3
CESCO John Deere 724K	\$317,653.00	4

Bids were solicited for 120-day delivery and alternate 60-day delivery. Each bidder submitted the same bid price for 120 and 60 day delivery.

The two low bidders were eliminated because the equipment proposed did not meet the specified bucket dump height. Award is recommended to the low responsive

Burks Tractor, Twin Falls who submitted a total bid price of \$314,870.00 for a Case 921 loader, ACS snow bucket and pallet forks, and Wausau runway and ramp plows.

Approval is requested to award to Burks Tractor for \$314,870.00 for the loader and all attachments to be delivered within 60 days of the effective date of the contract.

This project is the result of a new PFC application No. 12-08-C-00-SUN to impose and use a passenger facility charge acknowledged and approved by the FAA on July 5, 2012. The Board discussed and approved to process the new 2012 PFC Application to include acquisition of snow removal equipment on December 6, 2011.

BOARD ACTION: 1. Action

V. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

A. July 3, 2012 Regular Meeting – Attachment #7

BOARD ACTION: 1. Action

VI. AIRPORT STAFF BRIEF

A. Noise Complaints:

- 1. Noise Abatement Notes:** From 1998 thru 2004, the Airport received an average of 29.4 noise abatement concerns (calls) in the month of July. From 2005 thru 2012 the Airport received an average of 6.75 noise abatement concern (calls) in the month of July.

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Hailey	6/19	9:18 a	Stage II Jet	Loud Departure	This was a Stage II jet in a normal and appropriate takeoff to the south. Just loud. Ops Chief spoke w/caller.
Deerfield	6/24	2:10 p	Turbo Prop	Loud Departure	This aircraft is easily distinguished by a loud, whining-type sound. Otherwise a normal operation southbound. Ops Chief lft a msg for the caller.

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Mid Valley	7/1	3:30 p	Unk	Aircraft landing/taking off from/to the north.	Caller was concerned about aircraft flying over her residence, mid-valley. Ops Chief spoke with her and explained operations reacting to wind conditions, which caller understood.
Woodside	7/9	7:12 a	Jet	Extended engine run time.	This was an aircraft that had to "burn off" excess fuel, in response to some mechanical issues. It was unfortunate that the "burn off" took place at the early hour that it did. By the time FMA Ops Chief became aware of the problem, it had long since terminated. Ops Chief spoke with caller.
Woodside	7/11	11:43 p	Jet	Late arrival.	This was an international flight that was delayed in customs at another airport. Ops Chief spoke with the pilots upon their arrival. Ops Chief spoke also with caller.
Chantrelle	7/12	2:11 a		Late	Unable to ID this aircraft. Caller advised that no follow up call was necessary because the Airport won't do anything about the incident anyway.
Bellevue	7/12	1:00 a			Aircraft was carrying an elderly resident who was delayed in transit. Ops Chief spoke with pilot, who apologized and explained that all intentions were to arrive prior to 11p. Ops Chief lft msg w/caller.
Woodside	7/13	5:55 a		Early departure	This was a charter operation scheduled to depart after 6:00 a. Passengers arrived early and insisted on leaving 5 minutes prior to 6:00 a. Ops Chief spoke w/caller.

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Hailey					
	7/19	6:44 p	Turbo Prop	Loud. Landing from N.	This operation was in response to winds from the south. The aircraft was the same as the aircraft previously referenced in this brief. Airport Manager had a constructive discussion with the caller.

B. Parking Lot Update

The Car Park Gross/Net Revenues

Month	FY 2010 Gross	FY 2010 Net	FY 2011 Gross	FY 2011 Net	FY 2012 Gross	FY 2012 Net
June	\$14,200.65	\$6,200.46	\$17,732.83	\$8,336.26	\$17,193.00	\$7,551.28

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

Attachment #8 is Friedman Memorial Airport Profit & Loss through May 2012. Attachment #9 is air traffic control tower traffic operations data for June 2012. Attachment #10 is 2001 - 2012 air traffic control operations data comparison by month. Attachment #11 is 2006 - 2012 enplanement data. The following revenue and expense analysis is provided for Board information and review:

May 2011/2012

Total Non-Federal Revenue	May, 2012	\$106,858.68
Total Non-Federal Revenue	May, 2011	\$107,556.81
Total Non-Federal Revenue	FY '12 thru May	\$1,212,527.51
Total Non-Federal Revenue	FY '11 thru May	\$1,187,289.45
Total Non-Federal Expenses	May, 2012	\$154,554.39
Total Non-Federal Expenses	May, 2011	\$123,723.03
Total Non-Federal Expenses	FY '12 thru May	\$1,301,811.09
Total Non-Federal Expenses	FY '11 thru May	\$1,258,354.50
*Net Income to include Federal Programs	FY '12 thru May	\$-361,474.45
*Net Income to include Federal Programs	FY '11 thru May	\$-418,260.33
*Difference in net income is related to federal transactions.		

D. Review Correspondence - Attachment #12

Attachment #12 is information included for Board review.

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

Attachment #13 is the June 11, 2012 Fly Sun Valley Alliance Meeting Minutes.
Attachment #14 is the July 16, 2012 Fly Sun Valley Alliance Meeting Agenda.

F. Airport Weather Interruptions for July, 2012

Airline	Flight Cancellations	Flight Diversions
Horizon Air	0	0
SkyWest	4 – Mech.	0

Wx: Weather Mech: Mechanical

G. Administrative Brief

a. AIP Project Update

Provided for Board review is the status of active and recently completed/closed AIP projects.

Grant No.	Project Description	Grant Amount	Expenditures to Date	95% of Eligible Expenses	Grant Amount Remaining	Grant/ Project Status
Existing Airport						
34	Acquire snow removal equipment (SRE) (broom and plow) (Phase 2); Rehabilitate apron (Phase 1), design only; Rehabilitate parallel taxiway (Phase 1), design only; Rehabilitate taxilanes (Phase 1); design only	\$266,000.00	\$269,697.83	\$256,213.00	\$9,787.00	CLOSED 02/06/12
35	Rehabilitate parallel taxiways A & B and connector taxiways A2-A28 and B1-B5 and taxilanes (seal coat) (Phase 2), construction; Rehabilitate aprons (seal coat), (Phase 2)(Phase 2)	\$218,200.00	\$224,573.28	\$213,344.00	\$4,856.00	ACTIVE – Engineers Report submitted to FAA in February, 2011
36	Acquire snow removal equipment (SRE), including truck and rotary plow	\$545,500.00	\$565,880.30	\$537,586.00	\$7,414	ACTIVE – Engineers Report submitted to FAA in August , 2011

Replacement Airport						
01	Conduct environmental study for replacement airport for Friedman Memorial Airport, Hailey, Idaho	\$2,245,094.00	\$2,363,256.76	\$2,245,093.00	\$.00	CLOSED 07/08/11
02	Conduct environmental study for replacement airport for Friedman Memorial Airport, Hailey, Idaho (Phase 2)	\$2,500,000.00	\$2,437,377.81	\$2,315,508.00	\$184,492.00	ACTIVE
03	Conduct environmental study for replacement airport for Friedman Memorial Airport, Hailey, Idaho (Phase 3)	\$453,818.00	\$429,914.00	\$408,418.00	\$45,400.00	ACTIVE
04	Conduct environmental study for replacement airport for Friedman Memorial Airport, Hailey, Idaho (Phase 4)	\$2,500,000.00	\$1,543,246.77	\$1,466,084.00	\$1,033,916.00	ACTIVE

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

Project No.	Project Description	PFC Approved Amount	PFC Actual Expense	Over/Under Contract	Project Status
001	Modify SRE Building	\$18,841.00	\$18,841.00	.00	Complete
002	Acquire SRE Broom Truck	\$31,717.00	\$33,456.00	\$1,739.00	Complete
003	Airfield Pavement Rehab	\$13,688.00	\$13,010.00	(\$678.00)	Complete
004	Acquire Rotary Plow	\$27,640.00	\$28,270.00	\$630.00	Complete
005	Draft EIS Phase II	\$218,092.00	\$34,828.00	(\$183,264.00)	Active
006	Communication Switch	\$153,000.00	\$142,000.00	(\$11,000.00)	Complete
007	PFC Admin 11-07-C-00-SUN/Application Preparation	\$18,500.00	\$18,299.00	(\$201.00)	Complete
008	Relocate Power Line – SRE Building	\$24,440.00	\$24,440.00	\$.00	Complete
Total		\$505,918.00	\$313,144.00	(\$192,774.00)	

Collections \$339,168.18
 Expenditures \$310,682.00
 Balance as of 07-10-12..... \$28,486.18

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

On July 5, 2012 the FAA approved this new Notice of Intent to collect at a PFC level of \$4.50 for eligible enplaned passengers at Friedman Memorial Airport. The amount of PFC revenue that FMAA is authorized to collect and use at the Airport under this new acknowledgement is \$527,500.

Project No.	Project Description	PFC Approved Amount
001	Purchase Snow Removal Equipment	\$300,000.00
002	Security Improvements	\$209,000.00
003	Implementation & Admin Costs	\$18,500.00
Total		\$527,500.00

PFC 12-08-C-00-SUN proposed effective date is January 1, 2014. We will continue to collect PFC funds for impose and use until the status of the Draft EIS Phase II is determined.

H. Operations Brief

As you know, July is a busy month at the Airport. We're happy to report that July 4th traffic, as well as that associated with special events, while considerably challenging, was handled safely and efficiently. Special events in July always pose particular challenges. Significant among those are traffic volume and frequency, regional air traffic control (Salt Lake City Center – FAA) the "mix" of large aircraft and the task of accommodating parking and staging for them, as well as assorted security assignments, both planned and unplanned. All in all, through a collaborative team approach with Atlantic Aviation, the air carriers and Airport tenants, everything went well. There will soon be a post event meeting/critique which will serve as a review and initial discussion for future improvements as well as the first planning meeting for next year's similar activities.

Planning is ongoing for the September 15th Airport Appreciation Day event.

The terminal is scheduled for new carpet installation beginning approximately August 15th. The project is contracted to be completed no later than September 10th. It is anticipated that the project will actually take about two weeks. Most work will be conducted at night and in a manner that does not impede normal daily operations in the terminal. A pre-construction planning meeting is tentatively planned for August 9th.

The Board may recall that an RFP for this project was issued in May. Of three potential contractors, one returned a viable proposal. Originally \$50,000.00 had been budgeted for this project. Economics and industry proved that the original amount budgeted fell short of the actual cost, which was \$72,000.00. The Board authorized Staff to proceed with the project during the July Board meeting.

VII. PUBLIC COMMENT

VIII. ADJOURNMENT

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

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

Friedman Memorial Airport Rates & Charges Schedule 10/01/12 - 09/30/13					
Description	Billing Cycle/ Unit	Current Rate	Proposed Rate	Rate Established/ Revised	Approved/ Not Approved
Security/Airport Identification, Cont.					
Broken Badge					
1st Replacement	Annual	\$0.00	No Change	08/07/07	Approved
Additional Replacements	Each Occurrence	\$40.00	No Change	08/07/07	Approved
Unreturned/Lost or Unaccounted Keys	Each Occurrence	\$150.00	No Change	08/07/07	Approved
Training - Airport Infraction	Each Occurrence	\$0.00	\$150.00	10/01/12	
Miscellaneous Fees					
FMAA Packet					
Mailed	Annual	\$95.00	N/A	08/03/10	Approved
Electronic Copy w/o Attach.	Annual	\$30.00	N/A	08/07/07	Approved
FMAA Agenda/Minutes					
Mailed	Annual	\$50.00	N/A	08/07/07	Approved
Electronic Copy w/o Attach.	Annual	\$15.00	N/A	08/07/07	Approved
FMAA Agenda					
Mailed	Annual	\$25.00	N/A	08/07/07	Approved
Electronic Copy w/o Attach.	Annual	\$5.00	N/A	08/07/07	Approved
Photocopies					
1 - 100	Each	\$0.10	\$0.25	08/03/10	Approved
Over 100	Each	\$.10 or direct cost from Independent vendor	\$.25 or direct cost from Independent vendor	08/03/10	Approved

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

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

By: Tom Bowman, Chairman



ATTACHMENT #2

**NOTICE OF A PUBLIC HEARING
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

Public Notice is hereby given that on **Tuesday, August 7, 2012 at 5:30 p.m.** the Friedman Memorial Airport Authority will hold a Public Hearing at the third floor meeting room, **Old County Courthouse**, 206 First Avenue South, Hailey, Idaho.

The purpose of the Public Hearing is to accept comments on the **proposed Friedman Memorial Airport Fiscal Year 2013 Rates & Charges Schedule**. The proposed Rates & Charges Schedule is available for public review at the Airport Manager's Office.

Richard R. Baird, Manager
Friedman Memorial Airport

Published: Idaho Mountain Express Legal July 25 and August 1, 2012

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

ATTACHMENT #3

	FY '10		FY '11		FY '12			FY '13	
	Oct '09 - Mar '10	Year End	Oct '10 - Mar '11	Year End	Oct '11 - Mar '12	Budget	\$ Over Budget	% of Budget	Proposed Budget
INCOME									
4000-00 - AIRCARRIER									
4000-01 - Aircarrier - Lease Space	\$ 42,260.22	\$ 84,520.44	\$ 42,260.22	\$ 84,520.44	\$ 42,260.22	\$ 84,600.00	\$ (42,339.78)	49.95%	\$ 84,600.00
4000-02 - Aircarrier - Landing Fees	\$ 37,539.15	\$ 79,524.36	\$ 49,068.43	\$ 92,241.26	\$ 35,296.57	\$ 96,500.00	\$ (61,203.43)	36.58%	\$ 92,000.00
4000-03 - Aircarrier - Gate Fees	\$ 600.00	\$ 1,200.00	\$ 600.00	\$ 1,200.00	\$ 600.00	\$ 1,200.00	\$ (600.00)	50.00%	\$ 1,200.00
4000-04 - Aircarrier - Utility Fees	\$ 4,661.72	\$ 7,464.64	\$ 4,766.86	\$ 7,500.72	\$ 4,431.90	\$ 7,600.00	\$ (3,168.10)	58.31%	\$ 7,600.00
4010-05 - Aircarrier - Misc.									
4010-03 - Aircarrier - 07 PFC Application	\$ 94,952.49	\$ 202,243.36	\$ 80,837.15	\$ 89,458.67					
4010-06 - Aircarrier - 11 PFC Application			\$ 17,199.24	\$ 123,879.91	\$ 98,036.62	\$ 205,000.00	\$ (106,963.38)	47.82%	\$ 213,000.00
4010-07 - Aircarrier - 12 PFC Application									
Total 4000-00 - AIRCARRIER	\$ 179,913.58	\$ 374,952.80	\$ 194,731.90	\$ 398,801.00	\$ 180,625.31	\$ 394,900.00	\$ (214,274.69)	45.74%	\$ 398,400.00
4020-00 - TERMINAL AUTO PARKING REVENUE									
4020-01 - Automobile Parking - Terminal	\$ 38,049.23	\$ 76,396.35	\$ 45,056.53	\$ 85,276.98	\$ 33,943.90	\$ 92,500.00	\$ (58,556.10)	36.70%	\$ 70,000.00
Total 4020-00 - TERMINAL AUTO PARKING REVENUE	\$ 38,049.23	\$ 76,396.35	\$ 45,056.53	\$ 85,276.98	\$ 33,943.90	\$ 92,500.00	\$ (58,556.10)	36.70%	\$ 70,000.00
4030-00 - AUTO RENTAL REVENUE									
4030-01 - Automobile Rental - Commission	\$ 144,738.03	\$ 311,178.82	\$ 143,382.17	\$ 323,838.96	\$ 150,508.95	\$ 312,000.00	\$ (161,491.05)	48.24%	\$ 325,000.00
4030-02 - Automobile Rental - Counter	\$ 3,758.64	\$ 7,262.38	\$ 3,432.76	\$ 6,992.12	\$ 3,556.68	\$ 7,500.00	\$ (3,943.32)	47.42%	\$ 7,300.00
4030-03 - Automobile Rental - Auto Prkg	\$ 14,540.00	\$ 28,080.00	\$ 14,540.00	\$ 29,080.00	\$ 13,540.00	\$ 28,000.00	\$ (8,460.00)	69.79%	\$ 28,000.00
4030-04 - Automobile Rental - Utilities	\$ 434.04	\$ 558.94	\$ 218.42	\$ 340.02	\$ 202.50	\$ 500.00	\$ (297.50)	40.50%	\$ 500.00
4030-05 - Automobile Rental - Off Airport									
Total 4030-00 - AUTO RENTAL REVENUE	\$ 163,470.71	\$ 347,080.14	\$ 161,593.35	\$ 360,251.10	\$ 173,808.13	\$ 348,000.00	\$ (174,191.87)	49.94%	\$ 401,800.00
4040-00 - TERMINAL CONCESSION REVENUE									
4040-01 - Terminal Shops - Commission	\$ 11.25	\$ 1,547.48	\$ 1,642.86	\$ 2,831.93	\$ 1,153.99	\$ 3,500.00	\$ (2,346.01)	32.97%	\$ 3,500.00
4040-02 - Terminal Shops - Lease Space	\$ 4,085.28	\$ 8,269.64	\$ 4,193.64	\$ 8,445.02	\$ 4,262.52	\$ 8,300.00	\$ (4,106.38)	51.38%	\$ 8,500.00
4040-03 - Terminal Shops - Utility Fees	\$ 333.34	\$ 548.44	\$ 341.65	\$ 546.36	\$ 318.14	\$ 725.00	\$ (383.35)	43.88%	\$ 600.00
4040-10 - Advertising - Commission	\$ 16,498.00	\$ 29,850.00	\$ 16,158.00	\$ 32,151.50	\$ 13,905.00	\$ 33,000.00	\$ (18,842.00)	42.14%	\$ 33,000.00
4040-12 - Terminal ATM	\$ 28.40	\$ 60.00	\$ 38.40	\$ 82.30	\$ 32.80	\$ 32.80	\$ (0.00)	0.00%	\$ 32.80
Total 4040-00 - TERMINAL CONCESSION REVENUE	\$ 20,956.27	\$ 40,275.56	\$ 22,374.55	\$ 44,057.11	\$ 19,672.45	\$ 45,525.00	\$ (25,852.55)	43.21%	\$ 45,600.00
4050-00 - FBO REVENUE									
4050-01 - FBO - Lease Space	\$ 79,118.34	\$ 202,749.46	\$ 99,411.99	\$ 217,501.64	\$ 101,395.70	\$ 223,220.00	\$ (121,824.30)	45.42%	\$ 228,466.00
4050-02 - FBO - Tie-down Fees	\$ 54,404.10	\$ 193,812.14	\$ 52,542.00	\$ 218,933.28	\$ 64,410.92	\$ 193,000.00	\$ (128,589.08)	33.37%	\$ 230,000.00
4050-03 - FBO - Landing Fees - Trans.	\$ 61,095.31	\$ 136,929.71	\$ 87,733.28	\$ 211,783.22	\$ 87,463.60	\$ 197,000.00	\$ (109,536.40)	44.40%	\$ 215,000.00
4050-04 - FBO - Commission	\$ 8,007.10	\$ 15,775.14	\$ 8,313.89	\$ 18,633.17	\$ 8,532.06	\$ 17,000.00	\$ (8,467.94)	50.19%	\$ 20,000.00
4050-05 - FBO - Transfer Fee									
Total 4050-00 - FBO REVENUE	\$ 202,624.85	\$ 549,266.45	\$ 249,001.16	\$ 666,831.31	\$ 261,802.28	\$ 630,220.00	\$ (368,417.72)	41.54%	\$ 694,466.00
4060-00 - FUEL FLOWAGE REVENUE									
4060-01 - Fuel Flowage - FBO	\$ 60,491.50	\$ 144,813.54	\$ 62,504.30	\$ 149,254.12	\$ 74,512.18	\$ 168,600.00	\$ (94,087.82)	44.19%	\$ 172,000.00
4060-02 - Fuel Flowage - Self Fuel									
Total 4060-00 - FUEL FLOWAGE REVENUE	\$ 60,491.50	\$ 144,813.54	\$ 62,504.30	\$ 149,254.12	\$ 74,512.18	\$ 168,600.00	\$ (94,087.82)	44.19%	\$ 172,000.00
4070-00 - TRANSIENT LANDING FEES REVENUE									
4070-01 - Landing Fees - Commercial									
4070-02 - Landing Fees - Non-Comm/Gov't	\$ 201.36	\$ 201.36	\$ 278.64	\$ 478.64	\$ 208.98	\$ 500.00	\$ (221.36)	41.80%	\$ 500.00
Total 4070-00 - TRANSIENT LANDING FEES REVENUE	\$ 201.36	\$ 201.36	\$ 278.64	\$ 478.64	\$ 208.98	\$ 500.00	\$ (221.36)	41.80%	\$ 500.00
4080-00 - LAND LEASE REVENUE									
4080-01 - Land Lease - Hangar	\$ 212,997.64	\$ 444,630.73	\$ 211,789.51	\$ 448,801.12	\$ 221,583.59	\$ 477,512.00	\$ (255,928.41)	46.40%	\$ 493,707.00
4080-02 - Land Lease - Hangar/Trans. Fee			\$ 2,774.00	\$ 2,774.00	\$ 4,038.26	\$ 4,038.26	\$ (0.00)	100.00%	\$ 4,038.26
4080-03 - Land Lease - Hangar/Utilities	\$ 685.63	\$ 1,255.83	\$ 676.08	\$ 1,412.35	\$ 632.82	\$ 1,300.00	\$ (667.18)	48.68%	\$ 1,400.00
4080-04 - Land Lease - Hangar/Equalization									
4080-20 - Land Lease - Hangar/Gov.									
Total 4080-00 - LEASE REVENUE	\$ 213,683.27	\$ 445,886.56	\$ 215,239.59	\$ 526,127.82	\$ 229,677.93	\$ 478,812.00	\$ (249,134.07)	47.97%	\$ 495,107.00

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

	FY '10		FY '11		FY '12		FY '13	
	Oct '09 - Mar '10	Year End	Oct '10 - Mar '11	Year End	Oct '11 - Mar '12	Budget	% of Budget	Proposed Budget
4090-00 - TIEDOWN PERMIT FEES REVENUE								
4090-01 - Tiedown Permit Fees (FMA)	\$ 21,750.35	\$ 27,303.56	\$ 22,247.92	\$ 17,398.66	\$ 14,669.43	\$ 30,000.00	48.90%	\$ 17,000.00
4090-02 - Tiedown - Gov. Fire Support	\$ -	\$ 7,050.60	\$ -	\$ -	\$ -	\$ 5,000.00		\$ -
Total 4090-00 - TIEDOWN PERMIT FEES REVENUE	\$ 21,750.35	\$ 34,354.16	\$ 22,247.92	\$ 17,398.66	\$ 14,669.43	\$ 35,000.00	41.91%	\$ 17,000.00
4100-00 - POSTAL CARRIERS REVENUE								
4100-01 - Postal Carriers - Landing Fees	\$ 2,873.29	\$ 6,042.65	\$ 4,064.45	\$ 8,417.50	\$ 4,109.95	\$ 8,900.00	46.18%	\$ 8,500.00
4100-02 - Postal Carriers - Tiedown	\$ 2,880.00	\$ 2,880.00	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00		\$ 2,970.00
Total 4100-00 - POSTAL CARRIERS REVENUE	\$ 5,753.29	\$ 8,922.65	\$ 7,034.45	\$ 11,387.50	\$ 7,079.95	\$ 8,900.00	79.55%	\$ 8,500.00
4110-00 - MISCELLANEOUS REVENUE								
4110-01 - Misc. Revenue	\$ 347.49	\$ 15.43	\$ 1.72	\$ 12.72	\$ -	\$ -		\$ -
4110-03 - Misc. - Equipment Sales	\$ -	\$ 4,960.00	\$ (4,960.00)	\$ -	\$ -	\$ -		\$ -
4110-05 - Misc. Incident/Accident	\$ 720.97	\$ 720.97	\$ -	\$ -	\$ -	\$ -		\$ -
4110-06 - Misc. - Security Prox. Cards	\$ 16,720.00	\$ 20,070.00	\$ 20,600.00	\$ 26,560.00	\$ 20,620.00	\$ 25,000.00	82.48%	\$ 27,000.00
4110-08 - Misc. - Security Prox. Release	\$ 60.00	\$ 150.00	\$ 60.00	\$ 510.00	\$ -	\$ -		\$ -
4110-09 - Misc. Expense Reimbursement	\$ -	\$ 405.83	\$ -	\$ (5,718.00)	\$ (715.85)	\$ -		\$ -
Total 4110-00 - MISCELLANEOUS REVENUE	\$ 17,848.46	\$ 26,322.23	\$ 15,701.72	\$ 21,364.72	\$ 19,904.35	\$ 25,000.00	79.62%	\$ 27,000.00
4120-00 - GROUND TRANSP. PERMIT REVENUE								
4120-01 - Ground Transportation Permit	\$ 14,888.00	\$ 16,158.75	\$ 16,740.00	\$ 18,819.71	\$ 12,900.00	\$ 25,000.00	51.60%	\$ 16,000.00
4120-02 - GTSP - Trip Fee	\$ -	\$ -	\$ -	\$ -	\$ 1,450.17	\$ -		\$ -
Total 4120-00 - GROUND TRANSP. PERMIT REVENUE	\$ 14,888.00	\$ 16,158.75	\$ 16,740.00	\$ 18,819.71	\$ 14,350.17	\$ 25,000.00	57.40%	\$ 16,000.00
4400-00 - TSA								
4400-01 - LEO Expense Reimbursement	\$ 65,601.90	\$ 131,564.25	\$ 65,901.90	\$ 131,564.25	\$ 65,962.35	\$ 135,000.00	48.86%	\$ -
4400-02 - Terminal Lease	\$ 4,526.82	\$ 9,053.64	\$ 4,526.82	\$ 9,053.64	\$ 4,526.82	\$ -		\$ -
Total 4400-00 - TSA	\$ 70,128.72	\$ 140,617.89	\$ 70,428.72	\$ 140,617.89	\$ 70,489.17	\$ 135,000.00	52.21%	\$ -
4500-00 - IDAHO STATE GRANT PROGRAM REV.								
4500-08 - SUN-08	\$ 25,000.00	\$ 25,000.00	\$ -	\$ -	\$ -	\$ -		\$ 20,000.00
4500-09 - SUN-09	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
4500-10 - SUN-10	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -	\$ -	\$ -		\$ -
4500-11 - SUN-11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
4500-12 - SUN-12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
4500-13 - SUN-13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Total 4500-00 - IDAHO STATE GRANT PROGRAM REV.	\$ 45,000.00	\$ 45,000.00	\$ -	\$ -	\$ -	\$ 20,000.00	0.00%	\$ 20,000.00
4520-00 - INTEREST INCOME								
4600-00 - Interest Income - General	\$ 6,763.47	\$ 13,680.05	\$ 7,687.43	\$ 15,346.15	\$ 6,091.40	\$ 14,000.00	43.51%	\$ 14,000.00
4520-04 - Interest Income - '07 PFC	\$ 39.46	\$ 59.73	\$ 100.16	\$ 224.49	\$ -	\$ -		\$ -
4520-05 - Interest Income - '11 PFC	\$ -	\$ -	\$ 0.40	\$ 45.88	\$ 92.71	\$ -		\$ -
Total 4520-00 - INTEREST INCOME	\$ 6,802.93	\$ 13,739.78	\$ 7,787.99	\$ 15,616.53	\$ 6,184.11	\$ 14,000.00	44.17%	\$ 14,000.00
4701-00 - AIP 01								
4701-01 - AIP '01-New Arpt. EIS-Phs.I/II	\$ 94,988.00	\$ 142,178.00	\$ -	\$ 253.00	\$ -	\$ -	0.00%	\$ -
Total 4701-00 - AIP 01	\$ 94,988.00	\$ 142,178.00	\$ -	\$ 253.00	\$ -	\$ -	0.00%	\$ -
4702-00 - AIP 02								
4702-01 - AIP '01-New Arpt. EIS-Phs.I/II	\$ 593,764.00	\$ 999,519.00	\$ 240,330.00	\$ 287,245.00	\$ -	\$ 100,000.00	0.00%	\$ 100,000.00
Total 4702-00 - AIP 02	\$ 593,764.00	\$ 999,519.00	\$ 240,330.00	\$ 287,245.00	\$ -	\$ 100,000.00	0.00%	\$ 100,000.00
4703-00 - AIP 03-New Arpt. EIS-Phs.II								
4703-01 - AIP '03 - FAA	\$ 158,125.00	\$ 201,938.00	\$ 201,373.00	\$ 206,409.00	\$ -	\$ 40,000.00	0.00%	\$ 40,000.00
Total 4703-00 - AIP 03	\$ 158,125.00	\$ 201,938.00	\$ 201,373.00	\$ 206,409.00	\$ -	\$ 40,000.00	0.00%	\$ 40,000.00

	FY '10		FY '11		FY '12			FY '13	
	Oct '09 - Mar 10	Year End	Oct '10 - Mar 11	Year End	Oct '11 - Mar '12	Budget	\$ Over Budget	% of Budget	Proposed Budget
4704-01 . AIP 04-New Arpt. EIS-Phs.III/IV									
4704-01 . AIP '04 . FAA	\$ -	\$ 3,788.00	\$ 1,153,394.00	\$ 1,388,670.00	\$ 73,625.00	\$ 1,000,000.00	\$ (926,375.00)	7.36%	\$ 1,000,000.00
Total 4704-00 . AIP 04	\$ -	\$ 3,788.00	\$ 1,153,394.00	\$ 1,388,670.00	\$ 73,625.00	\$ 1,000,000.00	\$ (926,375.00)	7.36%	\$ 1,000,000.00
4705-01 . AIP 05-New Arpt. EIS-Phs.									
4705-01 . AIP '05 . FAA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000.00	\$ (1,000,000.00)	0.00%	\$ 500,000.00
Total 4705-00 . AIP 05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000.00	\$ (1,000,000.00)	0.00%	\$ 500,000.00
4706-01 . AIP 06-New Arpt. EIS-Phs.									
4706-01 . AIP '06 . FAA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000.00	\$ (1,000,000.00)	0.00%	\$ -
Total 4706-00 . AIP 06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000.00	\$ (1,000,000.00)	0.00%	\$ -
4732-00 . AIP 32									
4732-01 . AIP '32 Runway Rehabilitation	\$ 8,823.00	\$ 8,823.00	\$ -	\$ -					\$ -
Total 4732-00 . AIP 32	\$ 8,823.00	\$ 8,823.00	\$ -	\$ -					\$ -
4733-00 . AIP 33									
4733-01 . AIP '33	\$ -	\$ 319,489.00	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	\$ -
Total 4733-00 . AIP 33	\$ -	\$ 319,489.00	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	\$ -
4734-00 . AIP 34 - SRE Acquisition									
4734-01 . AIP '34	\$ 32,532.00	\$ 237,991.00						0.00%	\$ -
Total 4734-00 . AIP 34	\$ 32,532.00	\$ 237,991.00	\$ -	\$ -		\$ -	\$ -	0.00%	\$ -
4735-00 . AIP 35 -Pavement Rehab./SRE Rotary									
4735-01 . AIP '35	\$ 23,831.00	\$ 166,549.00	\$ 39,757.00	\$ 46,795.00	\$ -	\$ -			\$ -
Total 4735-00 . AIP 35	\$ 23,831.00	\$ 166,549.00	\$ 39,757.00	\$ 46,795.00	\$ -	\$ -			\$ -
4736-00 . AIP 36 -SRE Rotary									
4736-01 . AIP '36	\$ -	\$ 45,729.00	\$ 464,666.00	\$ 491,857.00		\$ -	\$ -	0.00%	\$ -
Total 4736-00 . AIP 36	\$ -	\$ 45,729.00	\$ 464,666.00	\$ 491,857.00		\$ -	\$ -	0.00%	\$ -
4737-00 . AIP 37 - SRE Equipment/Broom Truck									
4737-01 . AIP '37	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000.00	\$ (500,000.00)	0.00%	\$ 525,000.00
Total 4737-00 . AIP 37	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000.00	\$ (500,000.00)	0.00%	\$ 525,000.00
4738-00 . AIP 38 - ALP Planning Process									
4738-01 . AIP '38									\$ 750,000.00
Total 4738-00 . AIP 38									\$ 750,000.00
4739-00 . AIP 39 - Implement ALP									
4739-01 . AIP '39									\$ 1,725,000.00
Total 4739-00 . AIP 39									\$ 1,725,000.00
Revenue From Reserve	\$ -	\$ -	\$ -	\$ -					\$ 440,089.80
Total Revenue From Reserve	\$ -	\$ -	\$ -	\$ -					\$ -
TOTAL INCOME	\$ 1,973,625.52	\$ 4,391,992.22	\$ 3,189,250.82	\$ 4,877,512.09	\$ 1,180,553.34	\$ 6,061,957.00	\$ (4,881,33.66)	19.47%	\$7,460,472.80

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

	FY '10		FY '11		FY '12		FY '13 Proposed Budget
	Oct '09 - Mar 10	Year End	Oct '10 - Mar 11	Year End	Oct '11 - Mar '12	Budget	
"A" EXPENSES							
5000-00 - A EXPENDITURES - Other							
5000-01 - Salaries - Airport Manager	\$ 63,701.40	\$ 127,402.80	\$ 63,701.40	\$ 127,624.09	\$ 63,701.40	\$ 127,403.00	\$ 127,403.00
5010-00 - Salaries - Contracts/Finance Adm	\$ 36,192.00	\$ 72,384.00	\$ 37,136.90	\$ 74,306.54	\$ 44,663.80	\$ 82,500.00	\$ 82,500.00
5010-01 - Salaries - Office Asst.	\$ 65,376.51	\$ 130,753.02	\$ 77,033.96	\$ 153,787.85	\$ 81,550.35	\$ 159,195.91	\$ 163,812.58
5020-00 - Salaries - ARFF/OPS Chief	\$ 41,412.00	\$ 78,778.50	\$ 36,542.19	\$ 73,872.66	\$ 41,524.02	\$ 82,500.00	\$ 82,500.00
5030-00 - Salaries - ARFF/OPS Specialist	\$ 148,230.44	\$ 289,205.86	\$ 144,561.42	\$ 290,140.67	\$ 150,732.76	\$ 294,193.00	\$ 302,723.84
5040-00 - Salaries-ASC/Sp.Prjct/Ex. Assi	\$ 28,555.60	\$ 56,519.38	\$ 28,390.30	\$ 57,661.50	\$ 28,307.22	\$ 57,523.00	\$ 59,190.96
5050-00 - Salaries - Temp.	\$ 10,052.81	\$ 10,692.81	\$ 10,323.26	\$ 11,571.01	\$ 9,558.50	\$ 15,000.00	\$ 15,000.00
5050-01 - Salaries - Additional Personnel							
5050-02 - Salaries - Merit Increase							
5060-01 - Overtime - General	\$ -		\$ 13,736.18	\$ 13,736.18		\$ 14,816.45	\$ 20,721.82
5060-02 - Overtime - Show Removal	\$ -				\$ 9,027.44	\$ 2,000.00	\$ 2,000.00
5060-04 - OT - Security	\$ -					\$ 10,000.00	\$ 10,000.00
5070-05 - Compensated Absences Accrued						\$ 2,500.00	\$ 2,500.00
5100-00 - Retirement	\$ 44,692.83	\$ 92,753.54	\$ 47,228.20	\$ 92,655.28	\$ 49,667.78	\$ 98,410.00	\$ 100,815.67
5110-00 - Social Security/Medicare	\$ 28,104.76	\$ 56,028.24	\$ 29,535.85	\$ 58,600.70	\$ 30,967.39	\$ 64,843.80	\$ 66,428.93
5120-00 - Life Insurance	\$ 823.08	\$ 1,504.83	\$ 1,041.26	\$ 1,800.66	\$ 1,040.11	\$ 2,000.00	\$ 2,000.00
5130-00 - Medical Insurance	\$ 69,946.76	\$ 123,472.91	\$ 69,619.32	\$ 138,862.44	\$ 69,898.20	\$ 155,000.00	\$ 155,000.00
5160-00 - Workman's Compensation	\$ 13,085.00	\$ 13,387.75	\$ 14,124.00	\$ 13,663.50		\$ 15,000.00	\$ 15,000.00
TOTAL "A" EXPENDITURES	\$ 550,173.19	\$ 1,080,929.03	\$ 572,974.24	\$ 1,128,519.14	\$ 581,718.77	\$ 1,182,805.16	\$ 1,207,596.80

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

	FY '10		FY '11		FY '12		FY '13	
	Oct '09 - Mar '10	Year End	Oct '10 - Mar '11	Year End	Oct '11 - Mar '12	Budget	\$ Over Budget	% of Budget
"B" EXPENSES - ADMINISTRATIVE								
6000-00 - TRAVEL EXPENSE								
6000-01 - Travel	\$ 6,650.31	\$ 13,518.85	\$ 4,497.04	\$ 7,150.48	\$ 1,215.84	\$ 15,000.00	\$ (13,784.16)	8.11%
Total 6000-00 - TRAVEL EXPENSE	\$ 6,650.31	\$ 13,518.85	\$ 4,497.04	\$ 7,150.48	\$ 1,215.84	\$ 15,000.00	\$ (13,784.16)	8.11%
6010-00 - SUPPLIES/EQUIPMENT EXPENSE								
6010-01 - Supplies - Office	\$ 3,619.26	\$ 7,521.40	\$ 6,800.97	\$ 11,063.21	\$ 8,443.05	\$ 13,500.00	\$ (6,699.03)	62.54%
6010-03 - Supplies - Computer	\$ 1,291.52	\$ 2,848.30	\$ 1,947.25	\$ 4,266.07	\$ 710.33	\$ 13,500.00	\$ (13,500.00)	5.26%
Total 6010-00 - SUPPLIES/EQUIPMENT EXPENSE	\$ 4,910.78	\$ 10,369.70	\$ 8,748.22	\$ 15,349.28	\$ 9,153.38	\$ 13,500.00	\$ (4,346.62)	67.80%
6020-00 - INSURANCE								
6020-01 - Insurance - Liability	\$ 17,200.00	\$ 17,200.00	\$ 17,200.00	\$ 17,825.77	\$ 16,500.00	\$ 18,500.00	\$ (2,000.00)	89.19%
6020-02 - Insurance - Public Officials	\$ 12,715.00	\$ 12,742.50	\$ 12,715.00	\$ 12,731.04	\$ 12,715.00	\$ 13,600.00	\$ (885.00)	93.48%
6020-03 - Insurance - Bldg/Unic.Veh./Prop	\$ 28,839.00	\$ 28,839.00	\$ 27,657.00	\$ 28,409.00	\$ 25,834.00	\$ 29,600.00	\$ (3,766.00)	87.28%
6020-04 - Insurance - Licensed Vehicles	\$ 6,593.00	\$ 6,593.00	\$ 5,458.00	\$ 5,458.00	\$ 5,503.00	\$ 5,900.00	\$ (397.00)	93.27%
6020-05 - Insurance - Crime	\$ 486.00	\$ 486.00	\$ 486.00	\$ 486.00	\$ 278.00	\$ 550.00	\$ (272.00)	50.55%
Total 6020-00 - INSURANCE	\$ 65,833.00	\$ 65,860.50	\$ 63,516.00	\$ 64,909.81	\$ 60,830.00	\$ 68,150.00	\$ (7,320.00)	89.26%
6030-00 - UTILITIES								
6030-01 - Utilities - Gas/Terminal	\$ 6,438.71	\$ 7,952.56	\$ 5,899.37	\$ 7,584.16	\$ 5,712.79	\$ 13,000.00	\$ (7,287.21)	43.94%
6030-02 - Utilities - Gas/Maintenance	\$ 4,059.35	\$ 5,610.16	\$ 4,926.79	\$ 6,822.36	\$ 4,138.74	\$ 8,500.00	\$ (4,361.26)	48.69%
6030-03 - Utilities - Elec./Runway&PAI	\$ 2,898.99	\$ 5,356.23	\$ 3,398.76	\$ 6,038.05	\$ 3,426.71	\$ 6,000.00	\$ (2,573.29)	57.11%
6030-04 - Utilities - Elec./Office/Maint.	\$ 5,681.75	\$ 9,300.85	\$ 5,390.76	\$ 9,257.78	\$ 6,599.96	\$ 9,000.00	\$ (2,400.04)	73.33%
6030-05 - Utilities - Electric/Terminal	\$ 4,199.44	\$ 8,505.00	\$ 5,564.53	\$ 9,788.84	\$ 4,666.88	\$ 7,500.00	\$ (2,833.12)	62.23%
6030-06 - Utilities - Telephone	\$ 7,782.28	\$ 14,078.23	\$ 8,024.98	\$ 15,139.88	\$ 7,304.30	\$ 17,000.00	\$ (9,695.02)	42.97%
6030-07 - Utilities - Water	\$ 389.58	\$ 772.73	\$ 361.52	\$ 718.03	\$ 308.00	\$ 1,200.00	\$ (892.00)	25.67%
6030-08 - Utilities - Garbage Removal	\$ 2,792.47	\$ 6,401.21	\$ 3,810.41	\$ 7,760.90	\$ 3,837.91	\$ 6,000.00	\$ (2,162.09)	63.97%
6030-09 - Utilities - Sewer	\$ 517.03	\$ 1,135.06	\$ 611.79	\$ 1,230.47	\$ 667.98	\$ 1,500.00	\$ (832.02)	44.53%
6030-10 - Utilities - Electric/Tower	\$ 51.02	\$ 81.59	\$ 240.93	\$ 314.41	\$ 238.24	\$ 500.00	\$ (261.76)	59.65%
6030-11 - Utilities - Electric/Tower	\$ 2,680.18	\$ 4,388.38	\$ 2,557.99	\$ 4,268.72	\$ 2,783.66	\$ 4,000.00	\$ (1,216.34)	69.59%
6030-15 - Utilities - Elec/AWOS	\$ 461.66	\$ 878.77	\$ 438.94	\$ 968.42	\$ 401.68	\$ 900.00	\$ (498.32)	44.63%
6030-16 - Utilities - Elec. Wind Cone	\$ 147.00	\$ 245.96	\$ 112.95	\$ 204.21	\$ 67.35	\$ 210.00	\$ (142.65)	32.07%
6030-17 - Utilities - Hangar E-8	\$ 2,328.00	\$ 2,328.00	\$ 2,388.00	\$ 2,388.00	\$ 2,484.00	\$ 2,500.00	\$ (16.00)	99.36%
6040-01 - Service Provider - Weather	\$ 390.00	\$ 780.00	\$ 402.00	\$ 810.00	\$ 410.38	\$ 1,000.00	\$ (589.62)	41.04%
6040-02 - Service Provider - Internet/Cab	\$ 133.82	\$ 3,770.09	\$ 3,794.32	\$ 7,559.09	\$ 2,502.09	\$ 7,000.00	\$ (4,497.91)	35.74%
6040-03 - Service Provider - AWOS NADN			\$ 1,850.00	\$ 1,850.00	\$ 1,222.95	\$ 8,000.00	\$ (6,000.00)	0.00%
6040-04 - Service Provider - ISP/Terminal								
6040-05 - Service Provider - SSI Movement Area								
6040-06 - Service Provider - SSI Movement Area								
Total 6030-00 - UTILITIES	\$ 40,951.28	\$ 71,584.82	\$ 49,872.34	\$ 82,657.01	\$ 46,861.79	\$ 93,810.00	\$ (46,948.21)	49.95%
6050-00 - PROFESSIONAL SERVICES								
6050-01 - Professional Services - Legal	\$ 10,295.70	\$ 20,311.20	\$ 7,041.45	\$ 15,997.05	\$ 13,723.35	\$ 27,500.00	\$ (13,776.65)	49.90%
6050-02 - Professional Services - Audit	\$ 22,809.28	\$ 22,809.28	\$ 24,012.64	\$ 24,012.64	\$ 24,652.72	\$ 24,000.00	\$ 652.72	102.72%
6050-03 - Professional Services - Engineer	\$ 13,571.91	\$ 26,229.45	\$ 11,245.39	\$ 23,922.36	\$ 1,763.97	\$ 27,000.00	\$ (25,236.03)	6.53%
6050-04 - Professional Services - ARFF	\$ 8,920.00	\$ 22,294.30	\$ 5,733.16	\$ 10,693.16	\$ 15,866.76	\$ 4,000.00	\$ (11,866.76)	0.00%
6050-05 - Professional Services - Gen.						\$ 1,000.00	\$ (1,000.00)	0.00%
6050-06 - Professional Services - Archite						\$ 4,000.00	\$ (4,000.00)	0.00%
6050-07 - Professional Services - Security						\$ 12,000.00	\$ (12,000.00)	0.00%
6050-08 - Prof. Svcs./IT/Comp. Support	\$ 4,057.50	\$ 14,241.75	\$ 2,574.00	\$ 5,430.50	\$ 4,970.00	\$ 4,000.00	\$ 970.00	124.25%
6050-09 - Prof. Svcs./IT/Comp. Support	\$ 651.00		\$ 675.00	\$ 675.00	\$ 3,830.00	\$ 12,000.00	\$ (8,170.00)	31.92%
6050-10 - Professional Services - Wildlife					\$ 528.00	\$ 2,000.00	\$ (1,472.00)	26.40%
6050-11 - Professional Services - Wildlife								
6050-12 - Prof. Serv.-Planning - Air Service								
6050-13 - Prof. Serv.-Website Design & Maintenance								
Total 6050-00 - PROFESSIONAL SERVICES	\$ 60,305.39	\$ 108,456.03	\$ 51,281.64	\$ 81,360.49	\$ 65,794.80	\$ 101,500.00	\$ (35,705.20)	64.82%

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

	FY '10		FY '11		FY '12		FY '13	
	Oct '09 - Mar 10	Year End	Oct '10 - Mar 11	Year End	Oct '11 - Mar '12	Budget	\$ Over Budget	% of Budget
6060-00 - MAINTENANCE-OFFICE EQUIPMENT								
6060-01 - Maint-Office Equip./Gen.	\$ 3.96	\$ 85.55	\$ 482.69	\$ 482.69		\$ 10,000.00	\$ (10,000.00)	0.00%
6060-02 - Maintenance - Computer	\$ 564.00			\$ 167.18				
6060-03 - Maintenance - Facsimile								
6060-04 - Maintenance - Copier	\$ 1,249.71	\$ 2,429.05	\$ 1,276.78	\$ 3,328.06	\$ 2,585.11			
6060-05 - Maintenance - Telephone			\$ 600.00	\$ 600.00	\$ 119.10			
Total 6060-00 - MAINTENANCE-OFFICE EQUIPMENT	\$ 1,817.67	\$ 2,514.60	\$ 2,359.47	\$ 4,577.93	\$ 2,704.21	\$ 10,000.00	\$ (7,295.79)	27.04%
6070-00 - RENT/LEASE OFFICE EQUIPMENT								
6070-01 - Rent/Lease - Office Equip./Gen	\$ -	\$ -	\$ -	\$ -	\$ 688.00	\$ 1,500.00	\$ (1,500.00)	0.00%
6070-02 - Rent/Lease - Postage Meter	\$ 1,009.30	\$ 1,987.30	\$ 513.79	\$ 1,467.08				
6070-03 - Rent/Lease - Copier	\$ 1,009.30	\$ 1,987.30	\$ 513.79	\$ 1,467.08				
Total 6070-00 - RENT/LEASE OFFICE EQUIPMENT	\$ 2,018.60	\$ 3,974.60	\$ 1,027.58	\$ 2,934.16	\$ 688.00	\$ 1,500.00	\$ (1,500.00)	0.00%
6080-00 - DUES/MEMBERSHIPS/PUBLICATIONS E								
6080-01 - Dues/Memberships/Publications	\$ 9,464.15	\$ 14,070.48	\$ 16,220.10	\$ 19,767.84	\$ 12,524.32	\$ 15,000.00	\$ (2,475.68)	83.50%
6080-02 - Membership - Internet/Website	\$ 1,589.13	\$ 450.00		\$ 129.90				
6080-04 - Airport Marketing								
Total 6080-00 - DUES/MEMBERSHIPS/PUBLICATIONS E	\$ 11,053.28	\$ 14,520.48	\$ 16,220.10	\$ 19,897.74	\$ 12,524.32	\$ 15,000.00	\$ (2,475.68)	83.50%
6090-00 - POSTAGE								
6090-01 - Postage/Courier Service	\$ 643.97	\$ 1,460.92	\$ 1,243.76	\$ 2,459.99	\$ 994.54	\$ 2,700.00	\$ (1,705.46)	36.83%
Total 6090-00 - POSTAGE	\$ 643.97	\$ 1,460.92	\$ 1,243.76	\$ 2,459.99	\$ 994.54	\$ 2,700.00	\$ (1,705.46)	36.83%
6100-00 - EDUCATION/TRAINING								
6100-01 - Education/Training - Admin.	\$ 575.00	\$ 1,715.00	\$ 540.00	\$ 1,437.00	\$ 580.00	\$ 30,000.00	\$ (29,420.00)	1.93%
6100-02 - Education/Training - OPS	\$ 897.72	\$ 4,882.39	\$ 510.00	\$ 984.51	\$ 229.60			
6100-03 - Education/Training - ARFF			\$ 3,305.21	\$ 9,754.94	\$ 6,229.39			
6100-04 - Education/Training - Trt-Ann				\$ 464.40				
6100-05 - Education - Neighbor Flight	\$ 4,198.69	\$ 10,535.17	\$ 920.00	\$ 7,959.47	\$ 195.00			
6100-06 - Education - Security	\$ 75.00	\$ 1,004.62			\$ 375.00			
Total 6100-00 - EDUCATION/TRAINING	\$ 5,746.41	\$ 18,137.18	\$ 5,739.61	\$ 20,600.32	\$ 7,608.99	\$ 30,000.00	\$ (22,391.01)	25.36%
6110-00 - CONTRACTS								
6110-01 - Contracts - General	\$ 30,000.00	\$ 30,000.00	\$ 742.00	\$ 742.00	\$ 400.00			
6110-02 - Contracts - FMAA	\$ 9,000.00	\$ 18,000.00	\$ 12,000.00	\$ 25,600.00	\$ 18,800.00	\$ 24,000.00	\$ (7,200.00)	70.00%
6110-03 - Contracts - SVA/Fee Collection	\$ 23,400.00	\$ 46,800.00	\$ 29,460.00	\$ 58,860.00	\$ 29,400.00	\$ 58,800.00	\$ (29,400.00)	50.00%
6110-04 - Contracts - COH LEO	\$ 77,690.24	\$ 155,807.45	\$ 80,226.19	\$ 160,291.54	\$ 79,926.20	\$ 145,000.00	\$ (65,073.80)	55.12%
6110-05 - Contracts - Janitorial			\$ 6,900.00	\$ 13,800.00	\$ 6,900.00	\$ 10,000.00	\$ (3,100.00)	0.00%
6110-06 - Contracts - Electronic Filing System	\$ 6,950.00	\$ 13,850.00				\$ 13,800.00	\$ (500.00)	90.00%
6110-07 - Contracts - Snow Removal								
6110-08 - Contracts - Eccles Tree Lights			\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ -	100.00%
6110-09 - Contracts - Website			\$ 750.00	\$ 750.00	\$ 750.00	\$ 750.00	\$ -	100.00%
6110-10 - Contracts - Online Email Server Access								
6110-11 - Contracts - Security CMS								
Total 6110-00 - CONTRACTS	\$ 147,040.24	\$ 264,457.45	\$ 160,078.19	\$ 290,043.54	\$ 164,176.20	\$ 318,350.00	\$ (154,173.80)	51.57%
6120-00 - PERMITS								
6120-01 - Permits - General	\$ -	\$ 100.00	\$ -	\$ 100.00				
Total 6120-00 - PERMITS	\$ -	\$ 100.00	\$ -	\$ 100.00				
6130-00 - MISCELLANEOUS EXPENSES								
6130-01 - Misc. - General	\$ 4,567.07	\$ 6,858.98	\$ 3,493.54	\$ 5,654.24	\$ 3,859.08	\$ 8,500.00	\$ (2,640.92)	56.29%
6130-02 - Misc. - Incident/Accident	\$ 480.00	\$ 469.18	\$ 1,000.00	\$ 1,350.00				
6130-04 - Misc. - Green Program						\$ 2,500.00	\$ (2,500.00)	0.00%
6140-00 - Bank Fees	\$ 212.24	\$ 869.31	\$ 242.50	\$ 1,295.95	\$ 666.83			
Total 6130-00 - MISCELLANEOUS EXPENSES	\$ 5,259.31	\$ 8,197.47	\$ 4,736.04	\$ 8,300.19	\$ 4,525.91	\$ 9,000.00	\$ (4,474.09)	48.07%
TOTAL "B" ADMINISTRATIVE EXPENSES	\$ 351,220.94	\$ 581,165.30	\$ 366,806.20	\$ 596,873.66	\$ 376,877.98	\$ 678,510.00	\$ (301,632.02)	55.54%

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

	FY '10		FY '11		FY '12		FY '13
	Oct '09 - Mar '10	Year End	Oct '10 - Mar '11	Year End	Oct '11 - Mar '12	Budget	% of Budget
"B" EXPENSES - OPERATIONAL							
6500-00 - SUPPLIES/EQUIPMENT-ARFF/OPERATION							
6500-01 - Supplies/Equipment - General	\$ 594.58	\$ 1,075.22	\$ 527.68	\$ 1,439.27	\$ 1,005.59	\$ 10,000.00	10.06%
6500-02 - Supplies/Equipment - Tools	\$ 1,325.80	\$ 2,322.29	\$ 1,560.28	\$ 1,793.38	\$ 2,925.92	\$ 10,000.00	10.06%
6500-03 - Supplies/Equipment - Clothing	\$ 115.90	\$ 164.64	\$ 1,878.21	\$ 1,882.97	\$ 298.95	\$ 15,000.00	82.70%
6500-04 - Supplies/Equipment - Janitorial	\$ 5,507.81	\$ 11,967.53	\$ 6,256.76	\$ 12,611.69	\$ 6,525.19	\$ 15,000.00	92.33%
6500-05 - Supplies/Equipment - Deice	\$ 31,852.50	\$ 31,852.50	\$ 23,205.00	\$ 23,205.00	\$ 28,945.00	\$ 35,000.00	82.70%
6500-06 - Supplies/Equipment - ARFF	\$ 95.87	\$ 404.15	\$ 4,861.45	\$ 5,272.84	\$ 4,616.30	\$ 5,000.00	92.33%
Total 6500-00 - SUPPLIES/EQUIPMENT-ARFF/OPERATION	\$ 39,492.46	\$ 47,786.33	\$ 38,289.38	\$ 46,205.14	\$ 44,316.95	\$ 50,000.00	88.63%
6510-00 - FUEL/LUBRICANTS							
6510-01 - Fuel/Lubricants - General	\$ 258.76	\$ 258.76	\$ 76.67	\$ 76.67	\$ 179.50	\$ 50,000.00	0.36%
6510-02 - Fuel	\$ 21,083.47	\$ 26,704.38	\$ 32,130.97	\$ 37,364.36	\$ 26,470.12	\$ 50,000.00	52.94%
6510-03 - Lubricants							
Total 6510-00 - FUEL/LUBRICANTS	\$ 21,342.23	\$ 26,963.14	\$ 32,207.64	\$ 37,441.03	\$ 26,649.62	\$ 50,000.00	53.30%
6520-00 - VEHICLES/MAINTENANCE							
6520-01 - R/M Equipment - General	\$ 1,690.48	\$ 1,766.23	\$ 5,403.31	\$ 6,152.17	\$ 4,095.25	\$ 27,000.00	15.17%
6520-02 - R/M Equip. '93 Schmidt Snow	\$ 1,038.90	\$ 2,091.81	\$ 5,424.43	\$ 158.16	\$ 1,059.78	\$ 27,000.00	15.17%
6520-04 - R/M Equip. '84 Chevy Plow Truck							
6520-05 - R/M Equip. '89 Chevy S-10		\$ 77.96					
6520-07 - R/M Equip. - Norland Snow							
6520-08 - R/M Equip. - '96 Tiger Tractor		\$ 48.58			\$ 69.79		
6520-09 - R/M Equip. - '96 Oshkosh Swp.	\$ 383.75	\$ 404.45	\$ 441.87	\$ 960.08	\$ 3,582.10		
6520-11 - R/M Equip. - '89 J. Deere Ldr.		\$ 3.95	\$ 9.43	\$ 9.43	\$ 171.49		
6520-13 - R/M Equip. - Craico Crack Flr.		\$ 42.64					
6520-16 - R/M Equip. '88 GMC C350							
6520-17 - R/M Equip. '01 Case 921 Ldr.	\$ 1,427.56	\$ 1,427.56	\$ 108.50	\$ 13,986.74	\$ 104.05		
6520-18 - R/M Equip. - '02 Schulte Mower		\$ 482.83					
6520-19 - R/M Equip. - '02 Ford F-150	\$ 299.56	\$ 281.91	\$ 19.25	\$ 32.33	\$ 936.12		
6520-20 - R/M Equip. - '02 Kodiak Blower	\$ 238.39	\$ 238.39	\$ 274.05	\$ 274.05	\$ 37.98		
6520-23 - R/M Equip. - '97 Ford Exped.	\$ (62.83)	\$ (62.83)	\$ 1,317.81	\$ 1,557.78	\$ 166.25		
6520-24 - R/M Equip. - '01 Ford F-250	\$ 2,236.53	\$ 2,537.97	\$ 2,007.72	\$ 3,599.61	\$ 214.61		
6520-25 - R/M Equip. - '04 Batts De-Ice			\$ 8.99	\$ 8.99	\$ 9.73		
6520-26 - R/M Equip. - Fork Lift/Allis C		\$ 295.82					
6520-28 - R/M Equip. - Case 621 Loader		\$ 33.00	\$ 234.61	\$ 384.85	\$ 1,112.00		
6520-29 - R/M Equip. - 2010 Wausau Plow					\$ 148.75		
6520-30 - R/M Equip. - '05 Ford F-350					\$ 65.98		
6520-31 - R/M Equip. - Oshkosh Blower					\$ 11,753.88		
Total 6520-00 - VEHICLES/MAINTENANCE	\$ 7,252.34	\$ 9,670.27	\$ 15,249.97	\$ 34,849.94	\$ 11,753.88	\$ 27,000.00	43.53%
6530-00 - ARFF MAINTENANCE							
6530-01 - ARFF Maint. General		\$ 101.00	\$ -				
6530-02 - ARFF Maint. - 78 Dodge							
6530-03 - ARFF Maint. - '03 E-One		\$ 3.49					
6530-04 - ARFF Maint. - Radios	\$ 43.50	\$ 116.00	\$ 703.60	\$ 884.95	\$ 202.38	\$ 5,000.00	45.14%
6530-05 - ARFF Maint. - '03 E-One		\$ 296.37	\$ 448.55	\$ 448.55	\$ 16.97		
6530-06 - R/A - Veh./Equip.-Snow Removal							
Total 6530-00 - ARFF MAINTENANCE	\$ 43.50	\$ 516.86	\$ 1,152.15	\$ 1,333.50	\$ 2,476.45	\$ 5,000.00	49.53%
6540-00 - REPAIRS/MAINTENANCE - BUILDING							
6540-01 - R/M Bldg. - General	\$ 2,680.58	\$ 1,131.03	\$ 1,919.62	\$ 2,293.59	\$ 1,069.40	\$ 28,000.00	3.82%
6540-02 - R/M Bldg. - Terminal	\$ 5,783.94	\$ 9,331.50	\$ 10,732.55	\$ 14,759.64	\$ 12,889.53	\$ 28,000.00	46.03%
6540-03 - R/M Bldg. - Shop	\$ 1,754.97	\$ 2,333.94	\$ 2,393.22	\$ 2,393.22	\$ 4,575.37		
6540-04 - R/M Bldg. - Cold Storage		\$ 1,093.49	\$ 250.25	\$ 250.25			
6540-05 - R/M Bldg. - Manager's Bldg.		\$ 304.98	\$ 778.38	\$ 1,348.99	\$ 219.77		
6540-07 - R/M Bldg. - Tower	\$ 1,948.89	\$ 2,907.23	\$ 4,540.03	\$ 5,390.63	\$ 4,037.56		
6540-08 - R/M Bldg. - Parking Booth	\$ 270.00	\$ 270.00	\$ 276.90	\$ 276.90			
Total 6540-00 - REPAIRS/MAINTENANCE - BUILDING	\$ 12,438.38	\$ 17,372.17	\$ 20,890.95	\$ 26,713.22	\$ 22,591.63	\$ 28,000.00	77.90%

	FY '10		FY '11		FY '12	% of Budget	FY '13
	Oct '09 - Mar '10	Year End	Oct '10 - Mar '11	Year End			
6550-00 - REPAIRS/MAINTENANCE - AIRSIDE							
6550-01 - R/M - General	\$ 1,087.80	\$ 1,459.04	\$ 265.80	\$ 287.40		1.77%	\$ 15,000.00
6550-02 - R/M - Airfield	\$ 2,623.78	\$ 5,967.18	\$ 133.82	\$ 7,087.45	\$ 64.69		
6550-03 - R/M - Runway				\$ 4,718.72			
6550-04 - R/M - Lights	\$ 21,309.30	\$ 21,687.43	\$ 2,538.85	\$ 4,702.57	\$ 5,676.31		
6550-05 - R/M - Grounds	\$ 1,482.19	\$ 15,195.48	\$ 2,132.57		\$ 570.90		
Total 6550-00 - REPAIRS/MAINTENANCE - AIRSIDE	\$ 26,503.07	\$ 44,309.13	\$ 5,071.04	\$ 16,796.14	\$ 6,311.60	\$ (8,689.00)	\$ 15,000.00
6560-00 - SECURITY EXPENSE							
6560-01 - Security	\$ 3,265.38	\$ 8,950.97	\$ 4,156.85	\$ 10,063.73	\$ 10,163.43	\$ (9,836.57)	\$ 20,000.00
Total 6560-00 - SECURITY EXPENSE	\$ 3,265.38	\$ 8,950.97	\$ 4,156.85	\$ 10,063.73	\$ 10,163.43	\$ (9,836.57)	\$ 20,000.00
6570-00 - REPAIRS/MAINT.-AERONAUTICAL EQU							
6570-01 - R/M Aeronautical Equip - NDB/DME	\$ 4,200.00	\$ 9,100.00	\$ 2,800.00	\$ 7,000.00		12.73%	\$ 22,000.00
6570-02 - R/M Aeronautical Equip - Tower	\$ 104.92	\$ 8,379.81	\$ 661.50	\$ 7,410.40			
6570-03 - R/M Aeron. Equip. - Switching System							
6570-04 - R/M Aeron. Equip. - AWOS/ATIS	\$ 5,700.00	\$ 12,250.00	\$ 3,700.00	\$ 9,700.00	\$ 5,700.00		
6570-05 - R/M Aero.Equip. Flying Hat Lgts	\$ 243.93	\$ 243.93	\$ 350.00	\$ 350.00			
Total 6570-00 - REPAIRS/MAINT.-AERONAUTICAL EQU	\$ 10,248.85	\$ 29,973.74	\$ 7,511.50	\$ 24,460.40	\$ 9,900.00	\$ (12,100.00)	\$ 22,000.00
6580-00 - RENT/LEASE - EQUIPMENT							
6580-01 - R/L - SRE - Loader	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	\$ -
Total 6580-00 - RENT/LEASE - EQUIPMENT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL "B" OPERATIONAL EXPENSES	\$ 120,586.21	\$ 185,542.61	\$ 124,529.48	\$ 197,883.10	\$ 134,162.96	\$ (83,837.04)	\$ 196,000.00
TOTAL "B" EXPENSES	\$ 471,807.15	\$ 766,707.91	\$ 493,335.68	\$ 796,756.76	\$ 511,040.94	\$ (896,510.00)	\$ 825,105.00

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

	FY '10		FY '11		Oct '11 - Mar '12	FY '12		% of Budget	FY '13 Proposed Budget
	Oct '09 - Mar 10	Year End	Oct '10 - Mar 11	Year End		Budget	\$ Over Budget		
"C" EXPENSES									
7000-00 - MISC. CAPITAL EXPENDITURES									
7000-01 - Contingency			\$ -	\$ 3,800.00		\$ 20,000.00	\$ (20,000.00)	0.00%	\$ 50,000.00
7000-03 - Landscaping				\$ 108.54					
7000-04 - Office Equipment - Telephone					\$ 7,590.50	\$ 8,000.00		0.00%	\$ 25,000.00
7000-05 - Computer Equipment/Software	\$ 1,826.43	\$ 7,013.83		\$ 13,437.59	\$ 3,954.34	\$ 12,000.00	\$ (12,000.00)	0.00%	\$ 12,700.00
7000-06 - Asphalt repair									\$ 6,600.00
7000-08 - ATC Equipment			\$ 5,000.00	\$ 7,302.82	\$ (338.99)				
7000-12 - Vehicle Equipment								0.00%	
7000-16 - Easement - Tree Lighting			\$ -					0.00%	\$ 43,000.00
7000-24 - ARFF Radios			\$ -			\$ 50,000.00		0.00%	\$ 13,500.00
7000-26 - New Vehicles			\$ -						
7000-30 - Tires			\$ -					0.00%	
7000-33 - Passenger Terminal Carpet						\$ 95.00	\$ 14,500.00		
7000-34 - Security Upgrades/Equipment						\$ 11,302.85	\$ 104,500.00		\$ 151,400.00
Total 7000-00 - MISC. CAPITAL EXPENDITURES	\$ 1,826.43	\$ 7,013.83	\$ 5,000.00	\$ 24,648.95		\$ (93,197.15)		10.82%	
7500-00 - IDAHO STATE GRANT PROGRAM									
7500-08 - '08 ITD (SUN-07 ITD/FMA)	\$ 50,000.00	\$ 34,053.00						0.00%	
7500-09 - '09 ITD (SUN-09 ITD/FMA)		\$ 50,000.00					\$ -		
7500-10 - '10 ITD (SUN-10 ITD/FMA)	\$ 34,053.00			\$ 40,000.00	\$ 21,989.48	\$ 40,000.00		100.00%	
7500-11 - '11 ITD (SUN-11 ITD/FMA)				\$ 6,245.78	\$ 24,341.67	\$ -	\$ -	0.00%	\$ 40,000.00
7500-12 - '12 ITD (SUN-12 ITD/FMA)	\$ -	\$ -	\$ -			\$ -	\$ -	115.83%	\$ 40,000.00
7500-13 - '13 ITD (SUN-13 ITD/FMA)	\$ -	\$ -							
Total 7500-00 - IDAHO STATE GRANT PROGRAM	\$ 84,053.00	\$ 84,053.00	\$ -	\$ 46,245.78	\$ 46,331.15	\$ 40,000.00	\$ 6,331.15		
7501-00 - AIP '01 EXPENSE								0.00%	
7501-01 - AIP '01 - New Arpt. EIS-Ph.I	\$ 99,988.00	\$ 109,134.87					\$ -		\$ -
7501-02 - AIP '01 - Non Eligible									
7501-03 - AIP '01 - Eligible - Not Reimbursable									
Total 7501-00 - AIP '01 EXPENSE	\$ 99,988.00	\$ 109,134.87	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	\$ -
7502-00 - AIP '02 EXPENSE									
7502-01 - AIP '02 - New Arpt. EIS-Ph.II	\$ 624,871.86	\$ 1,092,477.86	\$ 253,202.00	\$ 281,534.00		\$ 105,264.00	\$ (105,264.00)	0.00%	\$ 105,264.00
7502-02 - AIP '02 - Non AIP Eligible	\$ 22,862.46	\$ 40,039.25	\$ 11,236.72	\$ 11,236.72				0.00%	\$ 105,264.00
Total 7502-00 - AIP '02 EXPENSE	\$ 647,734.32	\$ 1,132,517.11	\$ 264,438.72	\$ 292,770.72	\$ -	\$ 105,264.00	\$ (105,264.00)	0.00%	\$ 105,264.00
7503-00 - AIP '03 EXPENSE									
7503-01 - AIP '03 - New Arpt. EIS-Ph.II	\$ 166,376.00	\$ 212,495.00	\$ 212,047.00	\$ 217,348.00		\$ 42,106.00	\$ (42,106.00)	0.00%	\$ 42,106.00
7503-02 - AIP '03 - Non Reimbursable								0.00%	\$ 42,106.00
Total 7503-00 - AIP '03 EXPENSE	\$ 166,376.00	\$ 212,495.00	\$ 212,047.00	\$ 217,348.00	\$ -	\$ 42,106.00	\$ (42,106.00)	0.00%	\$ 42,106.00
7504-00 - AIP '04 EXPENSE									
7504-01 - AIP '04-New Arpt. EIS-Phs.III/IV	\$ -	\$ 3,987.50	\$ 1,213,859.00	\$ 1,461,759.27	\$ 77,500.00	\$ 1,052,632.00	\$ (975,132.00)	7.36%	\$ 1,052,632.00
7504-02 - AIP '04 - Non Reimbursable	\$ -	\$ 6,082.46	\$ 18,571.38	\$ 64,168.17	\$ 750.00				\$ 1,052,632.00
Total 7504-00 - AIP '04 EXPENSE	\$ -	\$ 10,069.96	\$ 1,232,430.38	\$ 1,525,927.44	\$ 78,250.00	\$ 1,052,632.00	\$ (974,382.00)	7.43%	\$ 1,052,632.00
7505-00 - AIP '05 EXPENSE									
7505-01 - AIP '05-New Arpt. EIS-Phs.	\$ -	\$ -	\$ -			\$ 1,052,632.00	\$ (1,052,632.00)	0.00%	\$ 526,316.00
7505-02 - AIP '05 - Non Reimbursable	\$ -	\$ -	\$ -	\$ -	\$ -			0.00%	\$ 526,316.00
Total 7505-00 - AIP '05 EXPENSE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,052,632.00	\$ (1,052,632.00)	0.00%	\$ -
7506-00 - AIP '06 EXPENSE									
7506-01 - AIP '06-New Arpt. EIS-Phs.	\$ -	\$ -	\$ -			\$ 1,052,632.00	\$ (1,052,632.00)	0.00%	\$ -
7506-02 - AIP '06 - Non Reimbursable	\$ -	\$ -	\$ -	\$ -	\$ -			0.00%	\$ -
Total 7506-00 - AIP '06 EXPENSE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,052,632.00	\$ (1,052,632.00)	0.00%	\$ -

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

	FY '10		FY '11		Oct '11 - Mar '12	FY '12		% of Budget	FY '13
	Oct '09 - Mar '10	Year End	Oct '10 - Mar '11	Year End		Budget	\$ Over Budget		Proposed Budget
7532-00 - AIP '32 EXPENSE	\$ 9,287.50	\$ 9,287.50				\$ -	\$ -	0.00%	\$ -
7532-01 - AIP '32 - Runway Rehabilitation	\$ 9,287.50	\$ 9,287.50				\$ -	\$ -	0.00%	\$ -
Total 7532-00 - AIP '32 EXPENSE									
7533-00 - AIP '33 EXPENSE									
7533-01 - AIP '33 - SRE & Storage Bldg.		\$ 336,363.64			\$ -	\$ -	\$ -	0.00%	\$ -
7533-02 - AIP '33 - SRE (Non-Eligible)	\$ 30.00	\$ 90.90			\$ -	\$ -	\$ -	0.00%	\$ -
7533-03 - AIP '33 - SRE PFC Reimburse					\$ -	\$ -	\$ -	0.00%	\$ -
Total 7533-00 - AIP '33 EXPENSE	\$ 30.00	\$ 336,454.54			\$ -	\$ -	\$ -	0.00%	\$ -
7534-00 - AIP '34 EXPENSE									
7534-01 - AIP '34 - SRE Acquisition Phase II/	\$ 34,243.27	\$ 268,047.93				\$ -	\$ -	0.00%	\$ -
Pavement Rehab. Design	\$ 34,243.27	\$ 268,047.93				\$ -	\$ -	0.00%	\$ -
Total 7534-00 - AIP '34 EXPENSE									
7535-00 - AIP '35 EXPENSE									
7535-01 - AIP '35 - Pavement Rehab./SRE Rotary	\$ 29,341.26	\$ 216,949.55	\$ 34,041.37	\$ 34,041.37		\$ -	\$ -	100.00%	\$ -
7535-02 - AIP '35 - Non-Eligible		\$ 130.41				\$ -	\$ -	100.00%	\$ -
Total 7535-00 - AIP '35 EXPENSE	\$ 29,341.26	\$ 217,079.96	\$ 34,041.37	\$ 34,041.37		\$ -	\$ -		\$ -
7536-00 - AIP '36 EXPENSE									
7536-01 - AIP '36 - SRE Rotary Plow	\$ -	\$ 4,632.14	\$ 515,291.94	\$ 517,328.19		\$ -	\$ -	0.00%	\$ -
Total 7536-00 - AIP '36 EXPENSE	\$ -	\$ 4,632.14	\$ 515,291.94	\$ 517,328.19		\$ -	\$ -	0.00%	\$ -
7537-00 - AIP '37 EXPENSE - SRE Equipment/Broom Truck									
7537-01 - AIP '37 - Eligible	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	0.00%	\$ -
Total 7537-00 - AIP '37 EXPENSE	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	0.00%	\$ -
7538-00 - AIP '38 EXPENSE - ALP Planning Process									
7538-01 - AIP '38 - Eligible						\$ 526,316.00	\$ (526,316.00)	0.00%	\$ 552,632.00
Total 7538-00 - AIP '38 EXPENSE						\$ 526,316.00	\$ (526,316.00)	0.00%	\$ 552,632.00
7539-00 - AIP '39 EXPENSE - Implementing ALP									
7539-01 - AIP '39 - Eligible									\$ 789,474.00
Total 7539-00 - AIP '39 EXPENSE									\$ 789,474.00
8000-00 - Replacement Airport									\$ 1,818,947.00
8000-01 - EIS Project Formulation	\$ 12,364.28	\$ 41,870.58			\$ 1,625.28	\$ 50,000.00	\$ (48,886.00)	0.23%	\$ 10,000.00
8000-02 - Project Manager	\$ 32,603.40	\$ 79,032.15	\$ 13,214.00	\$ 18,008.88	\$ 114.00	\$ 50,000.00	\$ (50,000.00)	0.00%	\$ 10,000.00
8000-03 - Financial	\$ 16,272.22	\$ 18,487.72	\$ 5,960.00	\$ 5,960.00		\$ 60,000.00	\$ (50,000.00)	0.00%	\$ 10,000.00
8000-04 - Public Outreach	\$ 33,980.44	\$ 68,503.81	\$ 40,015.82	\$ 85,672.52	\$ 34,214.72	\$ 60,000.00	\$ (25,785.28)	57.02%	\$ 10,000.00
8000-05 - Current Site Master Plan	\$ -	\$ 3,724.93	\$ 113,304.27	\$ 152,182.39	\$ 2,342.68	\$ 50,000.00	\$ (44,083.81)		\$ 50,000.00
8000-06 - Legal		\$ 2,925.00	\$ 42,380.36	\$ 93,095.30	\$ 5,916.19	\$ 200,000.00	\$ (187,179.18)	38.30%	\$ 140,000.00
8000-07 - Contingency	\$ 95,200.34	\$ 214,544.19	\$ 214,874.25	\$ 406,919.09	\$ 157,033.69	\$ 410,000.00	\$ (252,865.31)		\$ 140,000.00
Total 8000-00 - Replacement Airport									
9000-00 - PFC EXPENSE									
9000-01 - PFC '07 Security Equipment									\$ 209,000.00
9000-02 - PFC '11 - ATCT Switching System**	\$ -	\$ -	\$ -	\$ 10,157.42	\$ 865.00	\$ -	\$ -	0.00%	\$ 209,000.00
9000-03 - PFC '12 - SRE Equipment/Security Improvements**	\$ -	\$ -	\$ -	\$ -	\$ 4,651.51	\$ -	\$ -	0.00%	\$ 209,000.00
Total 9000-00 - PFC EXPENSE	\$ -	\$ -	\$ -	\$ -	\$ 5,516.51	\$ -	\$ -	0.00%	\$ 209,000.00
TOTAL "C" EXPENDITURES	\$ 1,169,080.12	\$ 2,605,330.03	\$ 2,478,123.66	\$ 3,085,229.54	\$ 298,434.20	\$ 4,386,082.00	\$ (4,087,647.80)	6.80%	\$ 5,427,771.00
TOTAL EXPENSE ("A", "B" & "C")	\$ 2,190,060.46	\$ 4,452,966.97	\$ 3,544,433.58	\$ 4,990,505.44	\$ 1,391,193.91	\$ 6,465,477.16	\$ (5,074,283.25)	21.52%	\$ 7,460,472.80
NET INCOME	\$ (216,434.94)	\$ (60,974.75)	\$ (355,182.76)	\$ (112,993.35)	\$ (210,640.57)	\$ (403,520.16)	\$ 182,876.59	52.20%	\$ -

** Reimbursable by PFC

NOTICE OF PUBLIC HEARING

Public notice is hereby given that the **Board of the Friedman Memorial Airport Authority** of Blaine County, Idaho, will meet on **August 7, 2012**, at the hour of **5:30 p.m.** in the **Old Blaine County Courthouse** at Hailey, Idaho, for the purpose of considering and fixing a final budget for the Friedman Memorial Airport Authority and making appropriations for fiscal year 2012-2013, at which time any person may appear and be heard upon any parts of said budget and the following table sets forth the amounts to be appropriated for the coming fiscal year, together with amounts expended for "Salaries", "Benefits" and for "Detail of Other Expenses" during each of the two previous complete fiscal years. The proposed budget may be examined prior to the Public Hearing at the Airfield Manager's Office, Friedman Memorial Airport, Hailey, Idaho.


 Richard R. Baird, Airport Manager

FRIEDMAN MEMORIAL AIRPORT --PROPOSED BUDGET-- FOR FISCAL YEAR ENDED 09/30/13

	ACTUAL EXPENDITURES				TENTATIVE BUDGET					
	FY ENDED 09/30/10			FY ENDED 09/30/11	FY ENDED 09/30/13					
	SALARIES	BENEFITS	DETAIL OF OTHER EXPENSES	SALARIES	BENEFITS	DETAIL OF OTHER EXPENSES	TOTAL TENTATIVE			
GEN. FUND (CUR. EXP.)	770,086.00	287,147.00	3,372,867.00	802,700.50	246,801.88	3,930,745.62	868,352.20	339,244.60	6,252,876.00	\$7,489,472.80

**Friedman Memorial Airport (SUN)
Hailey, Idaho
Airport Alternatives – Technical Analysis
Scope of Work**

July 20, 2012

Sponsor: Friedman Memorial Airport Authority

Consultant: T-O Engineers, Inc.

Introduction

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

The airport does not meet current FAA design standards. Traffic by aircraft such as the Bombardier Q400, operated by Horizon Air, and several models of large GA aircraft (e.g., Gulfstream G-V and Bombardier Global Express) dictates that the Airport Reference Code for the airport is C-III. Due to the geometry of the existing site, the airport does not meet standards for many criteria, most critically the Runway Safety Area. Currently, operational restrictions allow the Q400 to operate at the airport, but these restrictions were intended as a temporary measure until a new airport would be constructed. Additionally, SkyWest Airlines has recently requested permission from the FAA to operate the Canadair Regional Jet 700 (CRJ700) at SUN. The CRJ700 is a C-II aircraft, and the airport does not meet C-II design standards either. Improvements toward meeting these standards must be made, in order to retain and improve air service. Commercial air service operations at an airport are subject to review and approval by the FAA, and these areas where standards are not met, could impact their approval.

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

The FAA is currently evaluating options for moving forward and has determined a need for additional data. The purpose of this effort is to collect and present that data to the Seattle Airports District Office.



This data collection effort includes the development of alternatives for correcting non-standard conditions relative to C-III standards in the following areas:

1. Runway Safety Area
2. Object Free Area
3. Runway-Taxiway Separation
4. Runway-Aircraft Parking Separation

In addition, a schedule will be developed for bringing the Runway Safety Area to standards, as it is a statutory requirement to meet the RSA standard for Part 139 airports by 2015. This includes the Friedman Memorial Airport.

This effort also includes a Modification of Design Standards write-up which proposes mitigation strategies for the non-standard conditions where the improvements to meet standards are determined to be impracticable. The FAA, Airport Sponsor and Consultant will work in partnership on this effort.

The results of this study will provide the data necessary for the FAA to make informed decisions pertaining to the non-standard conditions existing at the Friedman Memorial Airport (SUN). The alternatives analysis will not restrict options to those that can be made within the existing airport property boundary, but instead will consider all alternatives in order to accurately evaluate what can be done to meet standards. It is important to understand the costs and factors associated with meeting standards to determine the practicability of pursuing each option. In addition, this information will be useful in determining whether or not the EIS effort should continue.

Project Approach

The purpose of this project is to investigate alternatives for what can be done to provide a safer airport platform for the type and size of aircraft that use the airport today. This study is necessary to address the safety improvements that are needed based on the commercial and corporate aircraft that currently use the airport, not to accommodate future demand by larger aircraft. The analysis needs to consider the needs of both the Q400 (C-III) and the CRJ700 (C-II).

The goal of this study will be to develop alternatives and costs within 90 days. Alternatives evaluated will consider full compliance with FAA design standards and other potential alternatives, which may require Modifications of Design Standards. It is anticipated that the safety of alternatives developed during this 90-day effort will be evaluated by a Safety Risk Management panel to determine their acceptability from a safety standpoint. Four major areas of deficiencies have been identified during previous analyses:

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



These deficiencies will be analyzed in detail and alternatives will be developed to address them. Where impracticable, justification for Modifications of Standards will be developed. This effort includes the development and submittal of documentation required for submitting Modification of Standards together with possible mitigation strategies to FAA Headquarters. It is critical to note that by statute, FAA policy does not allow for Modifications of Standards for Runway Safety Area dimensions.

This effort consists of technical analyses of various alternatives to achieve compliance with standards at the existing airport site. Evaluation and selection of alternatives is not included. The goal is to develop alternatives that are technically feasible at the existing site, regardless of cost or potential environmental or social impact. Alternatives will be developed to the point that costs and potential impacts can be identified and presented to the FAA. Evaluation of alternatives and, ultimately, selection of preferred alternatives, if necessary, is expected to be addressed as part of a future planning study.

The analysis completed under this effort will make maximum use of the significant information that is available from previous planning efforts and other studies at the airport. Various alternatives for full compliance have been studied in detail previously, and this information will be revisited and updated for this effort. Previous analysis of options that consider less than full compliance has been limited, therefore more detailed consideration will be necessary for such options.

Individual elements of the Study are described in detail on the following pages.

Schedule

Following is the approximate schedule for this effort (all dates are 2012). This schedule is subject to change, depending on Scope of Work and Agreement approval, availability of information provided by others and other factors.

June 14	Submit Draft Scope of Work to FAA for review
June 28	Submit Revised Draft Scope of Work to FAA for review
July 3	Submit/Present Revised Draft Scope of Work to FMAA for review
July 19	Final Approved Scope of Work
July 20	Submit Fee Proposal/Agreement
August 7	Complete Negotiation/FMAA Approval of Agreement/Notice to Proceed
August 15	Teleconference with Seattle ADO
September 4	Status Update to FMAA
October 2	Status Update to FMAA
October 15	Draft Alternatives Product Review Meeting at Seattle ADO
November 6	Submit Alternatives/Present to FMAA
December 15	Submit Modifications of Standards Documentation



STUDY ELEMENTS

Element 1: Study Design

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

A detailed scope of services and project schedule are important to guide the project through subsequent phases. Design of the study includes development of a comprehensive scope of services, definition of effort necessary to accomplish the work scope and the preparation of a realistic work effort and cost estimates for completing the work.

1.1 Scope of Work/Fee

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

- Develop scope of work that describes the project and required tasks.
- Participate in conference calls with FMAA staff and representatives from the FAA Seattle Airports District Office regarding the specific elements and approach to the study as necessary.
- Revisions to the Scope of Work, based on comments received from FMAA and FAA.
- Regular communication with FMAA Staff during the Scope development process.

Element Deliverables:

- Electronic files of the initial and modified draft Scope of Work and project schedule.
- Electronic copy of the final version of the Scope of Work, fee estimate and project schedule.
- Two (2) paper copies of the executed contract (including Scope, fee and schedule) for FAA and Airport records.

Element Cost Assumptions:

- Develop Scope of Work, fee estimate matrix, Professional Services Agreement, project schedule and conduct contract negotiation.
- Additional individual coordination with FMAA and FAA staff via telephone and email is included.

1.2 Negotiation

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

Element Deliverables:

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



Element Cost Assumptions:

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

1.3 Agreement

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

Element Deliverables:

- Hard copies of executed Agreements, with attachments.

Element Cost Assumptions:

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

Element 2: Project Management

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

2.1 Project Management

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

- Defining roles and responsibilities for team members.
- Developing and monitoring a project plan and schedule.
- Developing a project strategy and modifying, as required.
- Initiating project activities in sequence, to maximize efficiency and effectiveness.
- Monitoring progress and making required adjustments.
- Internal communication within the Consultant team.
- Preparation of Application for Federal Assistance for Sponsor's use.
- Quality control of work products prior to submission to Sponsor and/or FAA.

Deliverables:

- Copies of the schedule and project plan will be provided to the Sponsor and FAA as required.
- Completed Application for Federal Assistance.

Cost Assumptions:

- Two hours per month by the PM over an assumed period of four months, dedicated specifically to management and control of the project.
- Regular communication with team members through face-to-face meetings, telephone calls and emails.



2.2 Sponsor/FAA Communication

In order to maintain control of the project direction and ensure concurrence from the Sponsor, FAA and Consultant Team, regular communication throughout the project will be critical. This will include formal status reports, emails, teleconferences, and face-to-face meetings, as anticipated below.

- Prepare for and participate in a teleconference with FAA Seattle Airports District Office in Renton, Washington. The purpose of this call will be to discuss the goals of the study, schedule and other pertinent elements of the effort. Participation is expected to include T-O Project Manager, Airport Staff and representatives from FAA Lines of Business, as determined by Seattle ADO personnel.
- Prepare for and attend a meeting with the Seattle ADO in Renton approximately ¾ of the way thru the study to discuss draft alternatives. Participation is expected to include T-O Project Manager and Senior Planner, Airport Staff and representatives from affected FAA Lines of Business.
- Monthly status reports submitted to the Sponsor and FAA with each month's invoice.
- Regular email and telephone communication with the Sponsor and FAA as needed to address specific issues and coordinate various aspects of the project.
- Teleconferences as necessary to discuss project status. It is anticipated that participants will include T-O staff, Airport Manager, FAA representative(s) and others, as appropriate.
- Monthly status updates to the FMAA board by the Consultant Team's Project Manager (non-eligible task).

Deliverables:

- Monthly status reports.

Cost Assumptions:

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

Element 3 Deficiency Summary

The purpose of this element will be to summarize the areas where the existing site does comply with standards in the following areas: Runway Safety Area (dimensions and transverse grading); Runway Object Free Area; Runway to Parallel Taxiway Separation; and Runway to Aircraft Parking Separation. These areas have been analyzed in detail previously, and this element will simply collect and summarize the areas and extent of deficiencies. This element will include the following tasks:

- Visit the airport to tour the site and document existing conditions with photographs. This site visit will take place in concurrence with another planned visit for a regular FMAA meeting.
- Prepare a matrix that summarizes all design standards for Airport Reference Codes C-II and C-III and compares these standards with existing conditions at the airport.
- Prepare graphics that illustrate the locations and severity of deficiencies for each of the four major areas identified above, plus a combined graphic.

Deliverables:

- Matrix.
- Graphics.



Cost Assumptions:

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

Element 4 Alternatives

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

For each of the four major non-standard conditions, alternatives will be analyzed that consider full compliance, partial compliance and continuing with the current configuration. For areas where full compliance is impracticable, alternatives that include Modifications of Design Standards will be considered. This is a technical analysis only, with the goal of developing the anticipated costs and impacts for the various options. Decisions regarding the various alternatives will not be made during this study; the alternatives will only be summarized and presented for future consideration.

4.1 Runway Safety Area

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

Alternatives in this area must consider the fact that, by statute, the FAA cannot allow Modifications of Standards for Runway Safety Area dimensions. For grading deficiencies, it may be possible to obtain an approved Modification of Standards for this condition, and this will be researched along with options to physically correct the situation.

The FAA is required by statute to have all Runway Safety Areas within compliance by the end of calendar year 2015. One task under this element will be the development of a schedule to achieve Runway Safety Area compliance at the airport, including what projects must be done and in what order.

Deliverables:

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

Cost Assumptions:

- Deliverables will be submitted in electronic format.



4.2 Runway Object Free Area

The Runway Object Free Area, based on the existing aircraft traffic at the airport, is 800' wide. On the west, this area includes the terminal aircraft parking apron, and a portion of at least one hangar. On the east, the area includes the air traffic control tower, fence, terrain and State Highway 75. Physical improvements to this situation that will be considered include:

- Relocate terminal aircraft parking to the north side of the terminal, with associated reconfiguration of the terminal building.
- Removal of hangar(s) that penetrate the Object Free Area.
- Relocation of the air traffic control tower. The Airport has an existing tower siting study that was prepared in 2004 and revisited in 2011. Further analysis will be required to determine costs to construct a new tower.
- Replace the existing fence with a frangible fence.
- Relocate State Highway 75. Consideration of this alternative will require coordination with the Idaho Transportation Department to determine if relocation of the Highway is possible, what alternative locations will be acceptable and what the costs would be.
- Installation of traffic control device(s) on State Highway 75.

Due to the high cost and impact of some of these alternatives, they may not be practicable. Modifications of Standards for some of these situations will likely be preferable. Therefore, analysis of where to apply for Modifications of Standards and development of documentation will be an aspect of this element. This will include analysis using ACRP Report 51, *Risk Assessment Method to Support Modification of Airfield Separation Standards* (2011) to evaluate OFA dimensions at the airport using risk-based analysis procedures.

Deliverables:

- Terminal aircraft parking alternative graphic.
- Memorandum describing required modifications to terminal and associated costs.
- Air traffic control tower cost estimate.
- Alternative graphics.
- Memorandum describing alternatives.
- Cost estimates for proposed alternatives.

Cost Assumptions:

- Deliverables will be submitted in electronic format.

4.3 Runway to Parallel Taxiway Separation

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

This element will evaluate various alternatives to meet these standards. Clearly, meeting C-III separation will be extremely difficult, as it will require either moving both Highway 75 and the runway to the east or relocating nearly all of the buildings on the west side of the airport, including the terminal. Achieving C-II standards, while not simple, is much more feasible and options for this approach will be analyzed in



detail. Options for Taxiway A are limited, due to the limited space available on that side of the airport. Analysis of Taxiway A will focus on closing that taxiway or limiting its use significantly.

Due to the high cost and impacts of achieving C-III separation, it is anticipated that consideration for Modification(s) of Design Standards will be pursued in this area as well. This evaluation will also include analysis using ACRP Report 51.

Deliverables:

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

Cost Assumptions:

- Deliverables will be submitted in electronic format.

4.4 Runway to Aircraft Parking Separation

The separation standard between runway centerline and aircraft parking is 500 feet for C-III and 400 feet for C-II. Aircraft parking exists within these limits in several locations, and this element will develop alternatives to relocate that parking and/or to apply for Modifications of Standards to permit the parking to remain.

Deliverables:

- Alternative graphics.
- Memorandum describing alternatives.
- Cost estimates for proposed alternatives.
- Total cost estimate to meet all standards.

Cost Assumptions:

- Deliverables will be submitted in electronic format.

Element 5 Modifications of Design Standards

Where compliance with standards is impracticable, justification for Modifications of Design Standards will be developed. This effort includes the preparation of FAA Modifications of Design Standards forms for the FAA Seattle ADO's use in assessing the acceptability of the requested modifications and associated coordination.

5.1 Documentation

Prepare documentation for each non-standard condition where it is determined impracticable to meet standards of compliance. It is anticipated this will include a total of four completed Modifications of Design Standards forms (one alternative each for Runway Safety Area, Runway Object Free Area, Runway-Taxiway Separation and Runway-Aircraft Parking Separation).

Deliverables:

- Documentation packets, with appropriate graphics.



Cost Assumptions:

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

5.2 Coordination

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

- Teleconferences with FMAA staff and FAA personnel to discuss and review draft documents as necessary.
- One final trip to Hailey, Idaho to brief the FMAA board on progress related to documentation.
- Regular telephone and email communication during preparation of the documents.

Deliverables:

- None.

Cost Assumptions:

- Travel time and expenses related to trips noted above.

**Friedman Memorial Airport (SUN)
Airport Alternatives - Technical Analysis
Fee Estimate**

July 20, 2012

Task	Description	Personnel Hours							Labor Fee	Expenses		TOTAL FEE
		Project Manager	Senior Engineer	Project Planner	Project Engineer	Estimator	Engineer In Training	Admin. Assistant		Travel	Repro.	
Element 1 - Study Design												
1.1	Scope of Work/Fee	40	8					8	56	\$7,960		\$7,960
1.2	Negotiation	2							2	\$310		\$310
1.3	Agreement	2						5	7	\$510		\$510
Subtotal, Element 1		44	8	0	0	0	0	13	65	\$8,780	\$0	\$8,780
Element 2 - Project Management												
2.1	Project Management	40	8	10					58	\$8,940		\$8,940
2.2	Sponsor/FAA Communication	50		30					80	\$11,650	\$1,760	\$13,410
Subtotal, Element 2		90	8	40	0	0	0	0	138	\$20,590	\$1,760	\$22,350
Element 3 - Deficiency Summary												
	Summary Matrix and Graphics	4	2	10	16		20		52	\$5,440		\$5,440
Subtotal, Element 3		4	2	10	16	0	20	0	52	\$5,440	\$0	\$5,440
Element 4 - Alternatives												
4.1	Runway Safety Area	8	1	10	12	6	80		117	\$10,330		\$10,350
4.2	Runway Object Free Area	10	1	12	20	6	90		139	\$12,480		\$12,500
	Air Traffic Control Tower Estimate	1		2		12			15	\$1,795		\$1,795
	State Highway 75 Coordination/Analysis	1	2	2		4	40		49	\$4,035		\$4,035
4.3	Runway to Parallel Taxiway Separation	6	1	8	12	4	60		91	\$8,130		\$8,150
4.4	Runway to Aircraft Parking Separation	4	1	6	10	4	60		85	\$7,340		\$7,360
Subtotal, Element 4		30	6	40	54	36	330	0	496	\$44,110	\$0	\$44,190
Element 5 - Modifications of Design Standards												
5.1	Documentation	12		16	32	6	40	16	122	\$11,590		\$11,790
5.2	Coordination	10		10					20	\$2,850	\$1,760	\$4,610
Subtotal, Element 5		22	0	26	32	6	40	16	142	\$14,440	\$1,760	\$16,400
TOTALS, ELIGIBLE TASKS		190	24	116	102	42	390	29	893	\$93,360	\$3,520	\$97,160
INELIGIBLE TASK												
	FMAA Status Updates - See Element 2.2	14							14	\$2,170	\$640	\$2,810
TOTALS, ELIGIBLE AND INELIGIBLE TASKS												
		204	24	116	102	42	390	29	907	\$95,530	\$4,160	\$99,970

BID SUMMARY									
PROJECT TITLE: PROCUREMENT OF SNOW REMOVAL EQUIPMENT with ATTACHMENTS									
OWNER: Friedman Memorial Airport Authority									
ENGINEER: T-O Engineers									
BID OPENING: June 27, 2012, 2:00 p.m.									
LOCATION: Office of the Airport Manager, Friedman Memorial Airport, Hailey, Idaho									
BID INFORMATION:									
		Bidder #1		Bidder #2		Bidder #3		Bidder #4	
CONTRACTOR:		ENGINEER'S ESTIMATE	Arnold Machinery Volvo L110G	Western States Cat 950K	Burks Tractor Case 921F	CESCO John Deere 724K			
Acknowledge Addenda		N/A	X	X	X	X			
Bid Signed		N/A	X	X	X	X			
Bid Bond		N/A	X	X	X	X			
Additional Bid Forms									
Non-Collusion Affidavit		N/A	X	X	X	X			
Joint Venture Statement		N/A	N/A	N/A	N/A	N/A			
Specification Compliance Statement		N/A	X	X	X	X			
Bid Schedule A. Procurement of Snow Removal Equipment with Attachments									
Item 1. Front-End Loader with ACS Quick Coupler System		\$215,000.00	\$218,818.00	\$248,348.00	\$236,365.00	\$239,778.00			
Item 2. 6 cubic yard Snow Bucket		\$17,500.00	\$11,553.00	\$9,629.00	\$10,010.00	\$10,761.00			
Item 3. 22 ft. Runway/Taxiway Plow		\$28,000.00	\$21,191.00	\$22,417.00	\$37,185.00	\$39,979.00			
Item 4. 20 ft. Ramp Plow		\$20,000.00	\$25,346.00	\$16,484.00	\$19,760.00	\$20,952.00			
Item 5. Pallet Forks		\$4,500.00	\$10,612.00	\$9,056.00	\$11,550.00	\$6,183.00			
Total Bid Schedule A. Procurement of Snow Removal Equipment with Attachments 120-day Delivery		\$285,000.00	\$287,510.00	\$305,934.00	\$314,870.00	\$317,653.00			
Add Alternates:									
Total Bid Schedule A. Plus Add Alternates 60-Day Delivery		\$285,000.00	\$287,510.00	\$305,934.00	\$314,870.00	\$317,653.00			
Bidder Rank			1	2	3	4			

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

**July 3, 2012
4:00 P.M.**

- IN ATTENDANCE:** **BOARD MEMBERS:** Chairman –Tom Bowman, Secretary – Susan McBryant, Board – Lawrence Schoen, Angenie McCleary, Ron Fairfax, Don Keirn
Conference Call: Vice-Chairman Burke
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird, Emergency/Operations Chief – Peter Kramer; Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant/Alternate Airport Security Coordinator – Roberta Christensen, Administrative Assistant/IT Systems Maintenance Coordinator - April Dieter, Administrative Assistant – Cecilia Vega
AIRPORT LEGAL COUNSEL: Luboviski, Wygle, Fallowfield & Ritzau – Barry Luboviski;
CONSULTANTS: T-O Engineers – Dave Mitchell; ANTICIPATE – Candice Pate
AIRPORT TENANTS/PUBLIC: Atlantic Aviation – Mike Rasch, FSV – Carol Waller; WREP – Doug Brown; BCPA – Jim Perkins; Evan Stelma, Chuck Matthiesen, John Strauss, Harry Griffith, Marc Reinemann, Julie Lawson, Runway Café - Erica Niemi; BC – Derek Voss; Mike Penrose, Len Harlig, Donna Serrano, Julie Lawson, Nils Ribbi, Bonnie Leighton, Eric Seder; ATCT – George White; Dick Fenton
PRESS: Idaho Mountain Express – Kate Wutz
- CALL TO ORDER:** The meeting was called to order at 4:05 p.m. by Chairman Bowman.
- I. APPROVE AGENDA** The agenda was approved as presented.
- II. PUBLIC COMMENT** No public comment was made.
- III. UNFINISHED BUSINESS**
- A. Airport Solutions**
- 1. Blaine County Report**
Board Member McCleary had no updates to report for the Blaine County Commissioners.
- 2. City of Hailey Report**
Board Member Keirn reported that the Hailey City Council has expressed frustration over the various new Airport studies currently being developed, but overall the Council is neutral about the subject.
- 3. Airport Manager Report**
Airport Manager Baird updated the Board on the recently approved PFC program and the terminal carpet project currently in progress. He suggested that the Board allow Staff to complete the terminal carpet project this fiscal year rather than splitting the project between FY '12 and '13.
- Board Member McBryant commented that the Board has not been diligently focused on the Airport facilities currently in use and the carpet project is only one of several improvements the Airport terminal needs.
- The Board agreed that it would be prudent to complete the terminal carpet project within this fiscal year and agreed to allow Staff to edit the FY '13 draft budget and add the \$30,000 dollars allocated for the carpet project to the contingency line

item.

Chairman Bowman directed Staff to investigate recycling opportunities for the old carpet.

4. Interim Communications Director Report

a. Coffee Talk

Interim Communications Director Candice Pate reported on the “Coffee Talk” event that took place at Zaneys on June 25, 2012.

b. Airport Tour

Interim Communications Director Candice Pate reported on the “Airport Tours” event that took place at the Airport on June 26, 2012.

Board Member Schoen asked if these types of events are appropriate venues for discussing generalities or more technical and specific questions regarding the Airport project. He asked if there would be any reason why someone should feel like a certain type of question would not be responded to.

Interim Communications Director Pate answered that there's no reason why the coffee talks and airport tours could not be venues to answer more specific questions related to the Airport project as well as generalities.

Doug Brown commented that the airport tour was great as it wasn't configured in a public meeting setting and was a great opportunity for anyone to casually sit down with Airport Manager Baird, ask any question they wanted, and get a straight answer. He commented that actually seeing the obstacles on the runway compared to seeing it on a map was also beneficial and encouraged the Board to invite different non-profit organizations in the Wood River Valley to get involved in these events so they are better educated about the process as well.

Board Member McCleary asked if these events could be set up to target certain stakeholder groups and if individuals could sign up for these events as a group.

Interim Communications Director Pate answered that organizing certain groups to attend these events would not be a problem and she and Staff would be more than willing to tailor the events to meet the group's needs. She commented that she will be consistently reaching out to city council members and certain stakeholder groups to attend these events as well.

5. Existing Site

Airport Manager Baird briefed the Board on the status of the Airport Planning Process Scope of Work (SOW).

a. Airport Planning Process – Phase I Scope of Work (See Brief)

T-O Engineer Dave Mitchell briefed the Board on the development of the Airport Planning Study Scope of Work (SOW) with the FAA. He requested that the Board authorize himself and Staff to proceed with finalizing the SOW, develop a fee negotiation/Independent Fee Estimate and approve the submittal of a grant application to the FAA for the project.

Board Member McBryant asked if Staff will be doing a modification of standards for all possible alternatives or just the ones that follow the County's and City's guiding principles.

Engineer Mitchell answered that the FAA has repeatedly said they will need to

investigate all alternatives, however he is unsure whether or not the FAA will want to revisit alternatives that the City and County would not approve of.

Board Member Schoen suggested that any language that refers to what may or may not be feasible or too expensive or difficult to implement, be eliminated from the SOW so as not to pre-qualify an outcome based on the County's and City's guiding principles. He commented that this would allow the guiding principles to become effective in the evaluation phase.

The Board agreed that language that refers to what may or may not be feasible or achievable should be eliminated from the SOW in order to present an objective approach to the FAA. Chairman Bowman directed Engineer Mitchell to make the appropriate changes to the draft SOW.

Board Member McCleary asked if any part of the SOW will be focused on reliability. She also asked if reliability will be analyzed once data from the alternatives is gathered.

Engineer Mitchell answered that studying reliability is not part of the current SOW but will be included in the next phase of the study.

Chairman Bowman opened the meeting for public comment.

Dick Fenton asked if FAA believes there's a potential for improving reliability or if they are choosing not to address the issue of reliability at the moment.

Engineer Mitchell answered that the FAA is concerned that not enough is known about the possibilities regarding reliability and do not want to invest funds into studying reliability at this time. The FAA is not opposed to improving reliability at the Airport.

Atlantic Aviation General Manager, Mike Rasch, commented that he would hope that Atlantic Aviation will be allowed to provide input once discussions regarding modifications to standards begin.

Glass Cockpit Aviation owner, John Strauss, commented that the more information that is gathered in the planning stage, the better and less arduous the entire process will become.

Dick Fenton asked that the Board do what they can to keep the public aware on what's going on with this process and to view every option as creatively as possible. He commented that he hopes the Board will be able to find a low cost and high impact solution.

Board Member McBryant commented that the public needs to understand that the alternatives that the Board previously said would not be looked at will be looked at in this 90-day study and the political evaluation will not commence until after the completion of the study.

Chairman Bowman directed Staff and Engineer Mitchell to proceed with finalizing the SOW and asked the Board to authorize Staff to prepare a grant application.

MOTION: *Made by Vice-Chairman Burke to authorize Staff to prepare a grant application. Seconded by Board Member Schoen.*

PASSED UNANIMOUSLY

6. Replacement Airport

Airport Manager Baird briefed the Board about the status of the suspension of the EIS and recent discussions with the FAA regarding the EIS.

7. Interim Communications Director Position

Airport Manager Baird requested that the Board discuss making Ms. Candice Pate the permanent Communications Director.

The Board was very supportive of the Communications Director position and supported that the position no longer be interim for Ms. Pate.

Board Member McBryant commented that the City was very supportive of Ms. Pate's public relations work and asked if Attorney Luboviski could help the Board better define the Communications Director position within the current contract.

Attorney Luboviski answered that he will discuss the contract with Ms. Pate and make any appropriate revisions.

8. Retain/Improve/Develop Air Service

a. FSVA Report

Fly Sun Valley Alliance Director, Carol Waller, reported to the Board regarding the status of FSVA efforts towards improving and developing air service to the Wood River Valley.

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

Engineer Mitchell briefed the Board regarding the development and progress of the Environmental Assessment.

c. Air Service Scope of Work – (Seasonal True Market Estimate & Airfare Monitoring) (See Brief)

Airport Manager Baird briefed the Board on the status of the Air Service Scope of Work and presented the Air Service Scope of Work (SOW) to the Board for consideration and action.

The Board agreed that air service information should be available to the public as it is key market information to have. Continued development of this effort by the Board to improve and enhance air service and obtain the essential data needed for negotiating MRGs will be an ongoing project.

MOTION:

Made by Board Member Schoen to approve the Scope of Services and authorize the Chair to execute appropriate agreements after Staff and Legal Counsel review. Seconded by Board Member Keirn.

PASSED UNANIMOUSLY

IV. FY '13 RATES & CHARGES/BUDGET

Airport Manager Baird briefed the Board on adjustments made to the draft FY '13 Rates & Charges and Budget since the June 2012 Board meeting.

Chairman Bowman directed Staff to schedule the public hearing for the proposed FY '13 Rates and Charges and FY '13 Budget for the August 2012 Board meeting.

V. NEW BUSINESS

A. FY '12 Airport Appreciation Day

Airport Manager Baird briefed the Board on the date and time of the September 15, 2012 Airport Appreciation Day and the status of initial planning for the event.

VI. APPROVE FMAA MEETING MINUTES

A. June 5, 2012 Regular Meeting (See Brief)

The June 5, 2012 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

MOTION:

Made by Board Member McCleary to approved the June 5, 2012 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Vice-Chairman Burke.

PASSED UNANIMOUSLY

VII. AIRPORT STAFF BRIEF

A. Noise Complaints

Board Member Fairfax complimented Hailey for their understanding of planes that need to land from the North in the summer when wind conditions make it unsafe to land from the South.

B. Parking Lot Update

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

D. Review Correspondence (See Brief)

Board Member Schoen commented that the new fees that airlines are proposing further hinders the traveler's experience and is completely negative for air travel.

E. Fly Sun Valley Alliance Update (See Brief)

F. Airport Weather Interruptions

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

H. Gifts, Refreshments & Retail Concession

I. Operations Brief

VIII. PUBLIC COMMENT

Airport Operations Chief, Peter Kramer, commented that the Airport has participated with the City of Hailey in a Woodside project and has taken on approximately 4000 yards of asphalt millings, which is a tremendous recycling effort collectively.

Atlantic Aviation General Manager, Mike Rasch, commented that he has been in daily contact with conference planners and they are very aware of the Friedman Memorial Airport Noise Abatement Program and support it completely.

John Strauss commented that the FAA recently hosted a Safety Team Meeting and 35 pilots attended the event. He commented that there was a larger attendance here than Boise and Nampa have had for similar meetings.

Jim Perkins commented that the Airport Appreciation Day is a great opportunity to present a positive spin on the Airport and celebrate the fact that this community has maintained an airport strip here for 80 years, which is very significant. He commented that the event should be publicized as broadly as possible and officials from the state of Idaho as well as local government agencies, non-profit organizations and FAA officials that have been helpful in keeping this airport going should be invited.

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

MOTION:

***Made by Board Member McCleary to enter Executive Session under federal code I.C. §67-2345 (1)(d).
Seconded by Board Member Keirn.***

ROLL CALL VOTE:

<i>Board Member Fairfax</i>	YES
<i>Board Member McCleary</i>	YES
<i>Board Member McBryant</i>	YES
<i>Chairman Bowman</i>	YES
<i>Board Member Schoen</i>	YES
<i>Board Member Keirn</i>	YES

PASSED UNANIMOUSLY

X. ADJOURNMENT

The July 3, 2012 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 5:45 p.m.

Susan McBryant, Secretary

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

11:30 AM

8/24/12

Accrual Basis

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

ATTACHMENT

	Oct '11 - May 12	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
4000-00 . AIRCARRIER				
4000-01 . Aircarrier - Lease Space	56,346.96	84,600.00	-28,253.04	66.6%
4000-02 . Aircarrier - Landing Fees	41,367.31	96,500.00	-55,132.69	42.9%
4000-03 . Aircarrier - Gate Fees	800.00	1,200.00	-400.00	66.7%
4000-04 . Aircarrier - Utility Fees	4,491.90	7,600.00	-3,108.10	59.1%
4010-05 . Aircarrier -11 PFC Application	121,465.95	205,000.00	-83,534.05	59.3%
Total 4000-00 . AIRCARRIER	224,472.12	394,900.00	-170,427.88	56.8%
4020-00 . TERMINAL AUTO PARKING REVENUE				
4020-01 . Automobile Parking - Terminal	43,016.93	92,500.00	-49,483.07	46.5%
Total 4020-00 . TERMINAL AUTO PARKING REVENUE	43,016.93	92,500.00	-49,483.07	46.5%
4030-00 . AUTO RENTAL REVENUE				
4030-01 . Automobile Rental - Commission	182,862.79	312,000.00	-129,137.21	58.6%
4030-02 . Automobile Rental - Counter	4,820.82	7,500.00	-2,679.18	64.3%
4030-03 . Automobile Rental - Auto Prkng	22,720.00	28,000.00	-5,280.00	81.1%
4030-04 . Automobile Rental - Utilities	202.50	500.00	-297.50	40.5%
Total 4030-00 . AUTO RENTAL REVENUE	210,606.11	348,000.00	-137,393.89	60.5%
4040-00 . TERMINAL CONCESSION REVENUE				
4040-01 . Terminal Shops - Commission	1,244.76	3,500.00	-2,255.24	35.6%
4040-02 . Terminal Shops - Lease Space	5,621.06	8,300.00	-2,678.94	67.7%
4040-03 . Terminal Shops - Utility Fees	361.80	725.00	-363.20	49.9%
4040-10 . Advertising - Commission	17,395.00	33,000.00	-15,605.00	52.7%
4040-12 . Terminal ATM	38.80			
Total 4040-00 . TERMINAL CONCESSION REVENUE	24,661.42	45,525.00	-20,863.58	54.2%
4050-00 . FBO REVENUE				
4050-01 . FBO - Lease Space	154,366.59	223,220.00	-68,853.41	69.2%
4050-02 . FBO - Tiedown Fees	78,314.12	193,000.00	-114,685.88	40.6%
4050-03 . FBO - Landing Fees - Trans.	103,828.21	197,000.00	-93,171.79	52.7%
4050-04 . FBO - Commission	9,845.84	17,000.00	-7,154.16	57.9%
Total 4050-00 . FBO REVENUE	346,354.76	630,220.00	-283,865.24	55.0%
4060-00 . FUEL FLOWAGE REVENUE				
4060-01 . Fuel Flowage - FBO	84,112.78	168,600.00	-84,487.22	49.9%
Total 4060-00 . FUEL FLOWAGE REVENUE	84,112.78	168,600.00	-84,487.22	49.9%
4070-00 . TRANSIENT LANDING FEES REVENUE				
4070-02 . Landing Fees - Non-Comm./Gov't	208.98	500.00	-291.02	41.8%
Total 4070-00 . TRANSIENT LANDING FEES REVENUE	208.98	500.00	-291.02	41.8%

11:30 AM

07/24/12

Accrual Basis

Friedman Memorial Airport

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

October 2011 through May 2012

	Oct '11 - May 12	Budget	\$ Over Budget	% of Budget
4080-00 · HANGARS REVENUE				
4080-01 · Land Lease - Hangar	323,147.93	477,512.00	-154,364.07	67.7%
4080-02 · Land Lease - Hangar/Trans. Fee	4,151.26			
4080-03 · Land Lease - Hangar/Utilities	871.19	1,300.00	-428.81	67.0%
4080-20 · Land Lease - Government Revenue	5,133.39			
Total 4080-00 · HANGARS REVENUE	333,303.77	478,812.00	-145,508.23	69.6%
4090-00 · TIEDOWN PERMIT FEES REVENUE				
4090-01 · Tiedown Permit Fees (FMA)	15,066.46	30,000.00	-14,933.54	50.2%
4090-02 · Tiedown - Gov. Fire Support	0.00	5,000.00	-5,000.00	0.0%
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	15,066.46	35,000.00	-19,933.54	43.0%
4100-00 · POSTAL CARRIERS REVENUE				
4100-01 · Postal Carriers - Landing Fees	5,535.66	8,900.00	-3,364.34	62.2%
4100-02 · Postal Carriers - Tiedown	2,970.00			
Total 4100-00 · POSTAL CARRIERS REVENUE	8,505.66	8,900.00	-394.34	95.6%
4110-00 · MISCELLANEOUS REVENUE				
4110-06 · Misc. - Security-Prox. Cards	21,820.00	25,000.00	-3,180.00	87.3%
4110-09 · Miscellaneous Expense Reimburse	-715.65			
Total 4110-00 · MISCELLANEOUS REVENUE	21,104.35	25,000.00	-3,895.65	84.4%
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	12,900.00	25,000.00	-12,100.00	51.6%
4120-02 · GTSP - Trip Fee	1,890.17			
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	14,790.17	25,000.00	-10,209.83	59.2%
4400-00 · TSA				
4400-01 · LEO Expense Reimbursement	77,837.25	135,000.00	-57,162.75	57.7%
4400-02 · Terminal Lease	6,035.76			
Total 4400-00 · TSA	83,873.01	135,000.00	-51,126.99	62.1%
4500-00 · IDAHO STATE GRANT PROGRAM REV.				
4500-12 · SUN-12	20,000.00	20,000.00	0.00	100.0%
Total 4500-00 · IDAHO STATE GRANT PROGRAM REV.	20,000.00	20,000.00	0.00	100.0%
4520-00 · INTEREST INCOME				
4520-05 · Interest Income - '11 PFC	146.14			
4600-00 · Interest Income - General	7,828.75	14,000.00	-6,171.25	55.9%
Total 4520-00 · INTEREST INCOME	7,974.89	14,000.00	-6,025.11	57.0%
4702-00 · AIP 02 New Airpt. EIS Phs. II				
4702-01 · AIP 02	0.00	100,000.00	-100,000.00	0.0%
Total 4702-00 · AIP 02 New Airpt. EIS Phs. II	0.00	100,000.00	-100,000.00	0.0%

11:30 AM

07/24/12

Accrual Basis

Friedman Memorial Airport

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

October 2011 through May 2012

	Oct '11 - May 12	Budget	\$ Over Budget	% of Budget
4703-00 · AIP 03 FMA/FAA				
4703-01 · AIP 03	0.00	40,000.00	-40,000.00	0.0%
Total 4703-00 · AIP 03 FMA/FAA	0.00	40,000.00	-40,000.00	0.0%
4704-00 · AIP 04-New Arpt. EIS-Phs.III/IV				
4704-01 · AIP '04 - FAA	73,625.00	1,000,000.00	-926,375.00	7.4%
Total 4704-00 · AIP 04-New Arpt. EIS-Phs.III/IV	73,625.00	1,000,000.00	-926,375.00	7.4%
4705-00 · AIP 05-New Arpt. EIS-Phs.				
4705-01 · AIP '05 - FAA	0.00	1,000,000.00	-1,000,000.00	0.0%
Total 4705-00 · AIP 05-New Arpt. EIS-Phs.	0.00	1,000,000.00	-1,000,000.00	0.0%
4706-00 · AIP 06-New Arpt. EIS-Phs.				
4706-01 · AIP 06-New Arpt. EIS-Phs.	0.00	1,000,000.00	-1,000,000.00	0.0%
Total 4706-00 · AIP 06-New Arpt. EIS-Phs.	0.00	1,000,000.00	-1,000,000.00	0.0%
4737-00 · AIP 37 - SRE Equipment				
4737-01 · AIP '37	0.00	500,000.00	-500,000.00	0.0%
Total 4737-00 · AIP 37 - SRE Equipment	0.00	500,000.00	-500,000.00	0.0%
Total Income	1,511,676.41	6,061,957.00	-4,550,280.59	24.9%
Gross Profit	1,511,676.41	6,061,957.00	-4,550,280.59	24.9%
Expense				
5000-00 · A EXPENDITURES				
5000-01 · Salaries - Airport Manager	84,935.20	127,403.00	-42,467.80	66.7%
5010-00 · Salaries -Contracts/Finance Adm	58,432.40	82,500.00	-24,067.60	70.8%
5010-01 · Salaries - Office Assist.	108,361.82	159,195.91	-50,834.09	68.1%
5020-00 · Salaries - ARFF/OPS Chief	55,471.12	82,500.00	-27,028.88	67.2%
5030-00 · Salaries - ARFF/OPS Specialist	201,078.00	294,193.00	-93,115.00	68.3%
5040-00 · Salaries-ASC/Sp.Prjct./Ex. Assi	39,216.41	57,523.00	-18,306.59	68.2%
5050-00 · Salaries - Temp.	9,558.50	15,000.00	-5,441.50	63.7%
5050-02 · Salaries - Merit Increase	0.00	14,816.45	-14,816.45	0.0%
5060-01 · Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 · Overtime - Snow Removal	9,027.44	10,000.00	-972.56	90.3%
5060-04 · OT - Security	0.00	2,500.00	-2,500.00	0.0%
5100-00 · Retirement	65,449.87	98,410.00	-32,960.13	66.5%
5110-00 · Social Security/Medicare	41,096.52	64,843.80	-23,747.28	63.4%
5120-00 · Life Insurance	1,372.63	2,000.00	-627.37	68.6%
5130-00 · Medical Insurance	104,847.30	155,000.00	-50,152.70	67.6%
5160-00 · Workman's Compensation	-2,197.00	15,000.00	-17,197.00	-14.6%
Total 5000-00 · A EXPENDITURES	776,650.21	1,182,885.16	-406,234.95	65.7%

11:30 AM

07/24/12

Accrual Basis

Friedman Memorial Airport

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

October 2011 through May 2012

	Oct '11 - May 12	Budget	\$ Over Budget	% of Budget
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	3,945.66	15,000.00	-11,054.34	26.3%
Total 6000-00 · TRAVEL EXPENSE	3,945.66	15,000.00	-11,054.34	26.3%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies - Office	10,227.11	13,500.00	-3,272.89	75.8%
6010-03 · Supplies - Computer	820.32			
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	11,047.43	13,500.00	-2,452.57	81.8%
6020-00 · INSURANCE				
6020-01 · Insurance - Liability	16,500.00	18,500.00	-2,000.00	89.2%
6020-02 · Insurance - Public Officials	12,715.00	13,600.00	-885.00	93.5%
6020-03 · Insurance-Bldg/Unlic.Veh./Prop	25,834.00	29,600.00	-3,766.00	87.3%
6020-04 · Insurance - Licensed Vehicles	5,503.00	5,900.00	-397.00	93.3%
6020-05 · Insurance - Crime	278.00	550.00	-272.00	50.5%
Total 6020-00 · INSURANCE	60,830.00	68,150.00	-7,320.00	89.3%
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	5,789.76	13,000.00	-7,210.24	44.5%
6030-02 · Utilities - Gas/Maintenance	4,596.99	8,500.00	-3,903.01	54.1%
6030-03 · Utilities - Elect./Runway&PAPI	4,346.55	6,000.00	-1,653.45	72.4%
6030-04 · Utilities - Elec./Office/Maint.	8,507.37	9,000.00	-492.63	94.5%
6030-05 · Utilities - Electric/Terminal	6,106.82	7,500.00	-1,393.18	81.4%
6030-06 · Utilities - Telephone	10,242.00	17,000.00	-6,758.00	60.2%
6030-07 · Utilities - Water	406.60	1,200.00	-793.40	33.9%
6030-08 · Utilities - Garbage Removal	5,094.00	6,000.00	-906.00	84.9%
6030-09 · Utilities - Sewer	912.37	1,500.00	-587.63	60.8%
6030-10 · Utilities - Elec./Sewer	329.49	500.00	-170.51	65.9%
6030-11 · Utilities - Electric/Tower	3,479.67	4,000.00	-520.33	87.0%
6030-15 · Utilities - Elec/AWOS	465.46	900.00	-434.54	51.7%
6030-16 · Utilities - Elec. Wind Cone	87.40	210.00	-122.60	41.6%
6030-17 · Utilities - Elec.- Rosenberg	38.67			
6040-01 · Service Provider - Weather	2,484.00	2,500.00	-16.00	99.4%
6040-02 · Service Provider - Term. Music	551.14	1,000.00	-448.86	55.1%
6040-03 · Service Provider - Internet/ISP	3,428.19	7,000.00	-3,571.81	49.0%
6040-04 · Service Provider - AWOS NADN	0.00	8,000.00	-8,000.00	0.0%
6040-05 · Service Provider - ISP/Terminal	1,522.95			
Total 6030-00 · UTILITIES	58,389.43	93,810.00	-35,420.57	62.2%

11:30 AM

07/24/12

Accrual Basis

Friedman Memorial Airport

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

October 2011 through May 2012

	Oct '11 - May 12	Budget	\$ Over Budget	% of Budget
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	16,417.20	27,500.00	-11,082.80	59.7%
6050-02 · Professional Services - CPA	24,652.72	24,000.00	652.72	102.7%
6050-03 · Professional Services - Engineer	3,589.66	27,000.00	-23,410.34	13.3%
6050-04 · Professional Services - ARFF	0.00	4,000.00	-4,000.00	0.0%
6050-05 · Professional Services - Gen.	21,065.96			
6050-07 · Professional Services - Archite	0.00	1,000.00	-1,000.00	0.0%
6050-08 · Professional Services - Securit	4,970.00	4,000.00	970.00	124.3%
6050-10 · Prof. Svcs.-IT/Comp. Support	5,207.50	12,000.00	-6,792.50	43.4%
6050-11 · Professional Services - Wildlif	528.00	2,000.00	-1,472.00	26.4%
6050-13 · Prof. Serv.-Website Des.& Maint	460.00			
Total 6050-00 · PROFESSIONAL SERVICES	76,891.04	101,500.00	-24,608.96	75.8%
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				
6060-01 · Maint.-Office Equip./Gen.	105.00	10,000.00	-9,895.00	1.1%
6060-04 · Maintenance - Copier	2,790.15			
6060-05 · Maintenance - Phone	119.10			
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	3,014.25	10,000.00	-6,985.75	30.1%
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-02 · Rent/Lease - Postage Meter	631.21	1,500.00	-868.79	42.1%
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	631.21	1,500.00	-868.79	42.1%
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 · Dues/Memberships/Publications	13,983.14	15,000.00	-1,016.86	93.2%
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E	13,983.14	15,000.00	-1,016.86	93.2%
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	1,364.54	2,700.00	-1,335.46	50.5%
Total 6090-00 · POSTAGE	1,364.54	2,700.00	-1,335.46	50.5%
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	1,030.00	30,000.00	-28,970.00	3.4%
6100-02 · Education/Training - OPS	229.60			
6100-03 · Education/Training - ARFF	6,417.81			
6100-05 · Education - Neighborl Flight	195.00			
6100-06 · Education - Security	375.00			
Total 6100-00 · EDUCATION/TRAINING	8,247.41	30,000.00	-21,752.59	27.5%

11:30 AM

07/24/12

Accrual Basis

Friedman Memorial Airport

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

October 2011 through May 2012

	Oct '11 - May 12	Budget	\$ Over Budget	% of Budget
6110-00 · CONTRACTS				
6110-01 · Contracts - General	600.00			
6110-02 · Contracts - FMAA	22,400.00	24,000.00	-1,600.00	93.3%
6110-03 · Contracts - SVA/Fee Collection	39,200.00	58,800.00	-19,600.00	66.7%
6110-04 · Contracts - COH LEO	106,714.65	145,000.00	-38,285.35	73.6%
6110-05 · Contracts - Janitorial	0.00	10,000.00	-10,000.00	0.0%
6110-06 · Electronic Filing System	9,200.00	13,800.00	-4,600.00	66.7%
6110-08 · Contracts - Eccles Tree Lights	30,000.00	30,000.00	0.00	100.0%
6110-09 · Contracts - Website	750.00	750.00	0.00	100.0%
6110-10 · Online Email Server Access	0.00	36,000.00	-36,000.00	0.0%
6110-11 · Contracts -Security CMS	1,000.00			
Total 6110-00 · CONTRACTS	209,864.65	318,350.00	-108,485.35	65.9%
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	5,094.42	6,500.00	-1,405.58	78.4%
6130-04 · Misc. Green Program	0.00	2,500.00	-2,500.00	0.0%
6140-00 · Bank Fees	745.63			
Total 6130-00 · MISCELLANEOUS EXPENSES	5,840.05	9,000.00	-3,159.95	64.9%
6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI				
6500-01 · Supplies/Equipment - General	1,149.17	10,000.00	-8,850.83	11.5%
6500-02 · Supplies/Equipment - Tools	3,039.17			
6500-03 · Supplies/Equipment - Clothing	1,247.60			
6500-04 · Supplies/Equipment - Janitorial	7,535.74			
6500-05 · Supplies/Equipment - Deice	28,945.00	35,000.00	-6,055.00	82.7%
6500-06 · Supplies/Equipment - ARFF	4,616.30	5,000.00	-383.70	92.3%
Total 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI	46,532.98	50,000.00	-3,467.02	93.1%
6510-00 · FUEL/LUBRICANTS				
6510-01 · Fuel/Lubricants - General	179.50	50,000.00	-49,820.50	0.4%
6510-02 · Fuel	27,663.29			
Total 6510-00 · FUEL/LUBRICANTS	27,842.79	50,000.00	-22,157.21	55.7%
6520-00 · VEHICLES/MAINTENANCE				
6520-01 · R/M Equipment - General	5,407.76	27,000.00	-21,592.24	20.0%
6520-02 · R/M Equip. '93 Schmidt Snow	1,778.06			
6520-04 · R/M Equip. '84 Chevy Plow Truck	8.00			
6520-08 · R/M Equip. - '96 Tiger Tractor	4,044.29			
6520-09 · R/M Equip. - '96 Oshkosh Swp.	3,562.10			
6520-11 · R/M Equip. - '89 J. Deere Ldr.	171.49			
6520-17 · R/M Equip. '01 Case 921 Ldr.	104.05			
6520-18 · R/M Equip. - '97 Chevy Blazer	22.46			
6520-19 · R/M Equip. '02 Ford F-150 PU	1,050.99			
6520-20 · R/M Equip. - '02 Kodiak Blower	37.98			
6520-23 · R/M Equip. - '97 Ford Exped.	166.25			
6520-24 · R/M Equip. - '01 Ford F-250	743.20			
6520-25 · R/M Equip. - '04 Batts De-Ice	9.73			

11:30 AM

07/24/12

Accrual Basis

Friedman Memorial Airport

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

October 2011 through May 2012

	Oct '11 - May 12	Budget	\$ Over Budget	% of Budget
6520-29 · R/M Equip.- 2010 Wausau Plow	1,134.49			
6520-30 · R/M Equip.-'05 Ford F-350	148.75			
6520-31 · R/M Equip. - Oshkosh Blower	65.98			
Total 6520-00 · VEHICLES/MAINTENANCE	18,455.58	27,000.00	-8,544.42	68.4%
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. General	2,257.10	5,000.00	-2,742.90	45.1%
6530-04 · ARFF Maint. - Radios	202.38			
6530-05 · ARFF Maint. - '03 E-One	16.97			
Total 6530-00 · ARFF MAINTENANCE	2,476.45	5,000.00	-2,523.55	49.5%
6540-00 · REPAIRS/MAINTENANCE - BUILDING				
6540-01 · R/M Bldg. - General	1,069.40	29,000.00	-27,930.60	3.7%
6540-02 · R/M Bldg. - Terminal	14,873.07			
6540-03 · R/M Bldg. - Shop	4,575.37			
6540-05 · R/M Bldg. - Manager's Bldg.	550.55			
6540-07 · R/M Bldg. - Tower	7,517.08			
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	28,585.47	29,000.00	-414.53	98.6%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	0.00	15,000.00	-15,000.00	0.0%
6550-02 · R/M - Airfield	6,882.07			
6550-04 · R/M - Lights	6,285.40			
6550-05 · R/M - Grounds	3,396.55			
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	16,564.02	15,000.00	1,564.02	110.4%
6560-00 · SECURITY EXPENSE				
6560-01 · Security	9,813.43	20,000.00	-10,186.57	49.1%
6560-00 · SECURITY EXPENSE - Other	350.00			
Total 6560-00 · SECURITY EXPENSE	10,163.43	20,000.00	-9,836.57	50.8%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	4,200.00	22,000.00	-17,800.00	19.1%
6570-02 · R/M Aeronautical Equip. - Tower	4,463.15			
6570-04 · R/M Aeron. Equip.- AWOS/ATIS	5,700.00			
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	14,363.15	22,000.00	-7,636.85	65.3%
7000-00 · MISC. CAPITAL EXPENDITURES				
7000-01 · Contingency	0.00	20,000.00	-20,000.00	0.0%
7000-04 · Office Equip.-Telephone	7,590.50	8,000.00	-409.50	94.9%
7000-05 · Computer Equipment/Software	6,954.34	12,000.00	-5,045.66	58.0%
7000-08 · ATC Equipment	-336.99			
7000-33 · Passenger Terminal Carpet	0.00	50,000.00	-50,000.00	0.0%
7000-34 · Security Upgrades/Equipment	95.00	14,500.00	-14,405.00	0.7%
Total 7000-00 · MISC. CAPITAL EXPENDITURES	14,302.85	104,500.00	-90,197.15	13.7%

11:30 AM

07/24/12

Accrual Basis

Friedman Memorial Airport

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

October 2011 through May 2012

	Oct '11 - May 12	Budget	\$ Over Budget	% of Budget
7500-00 · IDAHO STATE GRANT PROGRAM				
7500-11 · '11 ITD (SUN-11 ITD/FMA)	21,989.48			
7500-12 · '12 ITD (SUN-12 ITD/FMA)	24,341.67	40,000.00	-15,658.33	60.9%
Total 7500-00 · IDAHO STATE GRANT PROGRAM	46,331.15	40,000.00	6,331.15	115.8%
7502-00 · AIP 02 EXPENSE				
7502-01 · AIP '02 - New Arpt. EIS-Ph.II	0.00	105,264.00	-105,264.00	0.0%
Total 7502-00 · AIP 02 EXPENSE	0.00	105,264.00	-105,264.00	0.0%
7503-00 · AIP 03 EXPENSE				
7503-01 · AIP '03 - New Arpt. EIS-Ph. III	0.00	42,106.00	-42,106.00	0.0%
Total 7503-00 · AIP 03 EXPENSE	0.00	42,106.00	-42,106.00	0.0%
7504-00 · AIP 04 EXPENSE				
7504-01 · AIP '04-New Arpt.EIS-Phs.III/IV	77,500.00	1,052,632.00	-975,132.00	7.4%
7504-02 · AIP '04 - Non-eligible	750.00			
Total 7504-00 · AIP 04 EXPENSE	78,250.00	1,052,632.00	-974,382.00	7.4%
7505-00 · AIP '05 EXPENSE				
7505-01 · AIP '05-New Arpt. EIS-Phs.	0.00	1,052,632.00	-1,052,632.00	0.0%
Total 7505-00 · AIP '05 EXPENSE	0.00	1,052,632.00	-1,052,632.00	0.0%
7506-00 · AIP '06 EXPENSE				
7506-01 · AIP '06-New Arpt. EIS-Phs.	0.00	1,052,632.00	-1,052,632.00	0.0%
Total 7506-00 · AIP '06 EXPENSE	0.00	1,052,632.00	-1,052,632.00	0.0%
7537-00 · AIP '37 EXPENSE				
7537-01 · AIP '37 - TBD	0.00	526,316.00	-526,316.00	0.0%
Total 7537-00 · AIP '37 EXPENSE	0.00	526,316.00	-526,316.00	0.0%
8000-00 · Replacement Airport				
8000-01 · EIS Project Formulation	1,625.28			
8000-02 · Project Manager	0.00	50,000.00	-50,000.00	0.0%
8000-03 · Financial	0.00	50,000.00	-50,000.00	0.0%
8000-04 · Public Outreach	40,713.93	60,000.00	-19,286.07	67.9%
8000-05 · Current Site Master Plan	2,342.68			
8000-06 · Legal	6,564.19	50,000.00	-43,435.81	13.1%
8000-07 · General	133,901.85	200,000.00	-66,098.15	67.0%
8000-00 · Replacement Airport - Other	114.00			
Total 8000-00 · Replacement Airport	185,261.93	410,000.00	-224,738.07	45.2%

11:30 AM

07/24/12

Accrual Basis

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

	Oct '11 - May 12	Budget	\$ Over Budget	% of Budget
9000-00 · PFC EXPENSE				
9000-02 · PFC'11 - ATCT Switching System	131,843.01			
9000-03 · PFC '12 - SRE Equipm./Sec. Impr	21,479.03			
	153,322.04			
Total 9000-00 · PFC EXPENSE				
Total Expense	1,873,150.86	6,465,477.16	-4,592,326.30	29.0%
Net Ordinary Income	-361,474.45	-403,520.16	42,045.71	89.6%
Net Income	-361,474.45	-403,520.16	42,045.71	89.6%

FAA CONTRACT TOWER - AIRPORT OPERATIONS COUNT RECORD

Facility Name: Halley Tower										Location: Halley, ID										Mo. 0 6 1 2		Yr. 2		Location Ident. S U N					
Airport Operations Count										Facility Operating Hours										1		6		0					
ITINERANT										VFR										LOCAL									
Day	AC	AT	GA	MI	Total IFR Itinerant Ops	AC	AT	GA	MI	Total VFR Itinerant Ops	Civil	Military	Total Local Ops	Total Airport Operations															
01		21	17		38		2	52		64	18		18	120															
02		17	10		27			15		15			4	42															
03	2	17	10		29		1	40		41	4		4	74															
04	4	15	6		25		3	19		22			27	47															
05		14	3		17		6	4		10			35	27															
06	2	16	8		26		2	37		39			51	35															
07	2	16	4		22		4	25		29			44	51															
08	2	21	6		29		7	8		15			23	44															
09	2	12	7		21			2		2			6	23															
10	2	23	11		36		2	25		27	6		6	66															
11	2	15	16		33		1	38		39	10		10	82															
12	2	14	5		21		2	28		30			4	54															
13	2	15	12		29		2	35		37	4		4	76															
14	2	14	11		27		1	50		51	11		11	83															
15	2	20	23		45		2	41		43			4	84															
16	2	20	7		29		4	29		33	4		4	64															
17	2	22	13		37		6	27		33	14		14	84															
18	2	23	17		42		2	19		21	2		2	6															
19	2	21	10		33		4	17		21				5															
20	2	29	10		41		6	56		62	8		8	11															
21	2	17	18		37		2	46		48	18		18	10															
22	4	27	25		56		2	47		49	2		2	10															
23	4	24	20		48		4	64		68	8		8	12															
24	4	25	21		50		3	55		58	4		4	11															
25	4	27	20		51		4	39		43	22		22	11															
26	4	29	22		55		4	30		34				3															
27	4	28	24		56		2	33		35	14		14	10															
28	4	24	32		60		5	55		60	5		5	12															
29	4	37	40		81		4	77		81	16		16	11															
30	4	29	22		55		2	73		75				11															
31														25															
Total	74	632	450		1156		89	1096		1185	171		171	25															

ATTACHMENT #8

2011

FAA CONTRACT TOWER OVERFLIGHT SUMMARY RECORD

Facility Name

Hailey Tower

Location:
Hailey, ID

OVERFLIGHT COUNT

Mo. 0 | 6 | Yr. 1 | 2 | Loc Ident. S | U | N

Day	IFR OVERFLIGHTS					VFR OVERFLIGHTS					Total Overflights
	AC	AT	GA	MI	Total	AC	AT	GA	MI	Total	
01								15		15	15
02								4		4	4
03								4		4	4
04						2				2	2
05											
06											
07											
08								2		2	2
09							4	7		11	11
10								11		11	11
11								12		12	12
12								4		4	4
13								12		12	12
14								4		4	4
15								17		17	17
16						2		18	2	22	22
17								2		2	2
18								6		6	6
19								4		4	4
20								16		16	16
21								13		13	13
22								14		14	14
23								24	2	26	26
24											
25											
26							4			4	4
27								27		27	27
28								3		3	3
29								4		4	4
30								10		10	10
31											
Total						2	10	233	4	249	249

2011

181

ATCT TRAFFIC OPERATIONS RECORDS																		
Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
January	3,622	3,893	3,912	2,600	3,028	2,787	4,547	2,520	2,070	2,379	2,408	2,098						
February	4,027	4,498	3,073	3,122	3,789	3,597	3,548	2,857	2,244	2,647	2,117	2,205						
March	4,942	5,126	3,086	4,097	3,618	2,918	4,677	3,097	2,145	2,709	1,813	1,921						
April	2,494	3,649	2,213	2,840	2,462	2,047	2,581	2,113	1,724	1,735	1,604	1,513						
May	3,905	4,184	2,654	3,282	2,729	2,134	1,579	2,293	2,280	1,891	1,533	1,693						
June	4,787	5,039	4,737	4,438	3,674	3,656	5,181	3,334	2,503	3,019	2,898	2,761						
July	6,359	8,796	6,117	5,910	5,424	5,931	7,398	4,704	4,551	5,005	5,004							
August	6,479	6,917	5,513	5,707	5,722	6,087	8,196	4,570	4,488	4,705	4,326							
September	3,871	4,636	4,162	4,124	4,609	3,760	4,311	2,696	3,376	3,128	3,359							
October	3,879	3,656	3,426	2,936	3,570	3,339	3,103	2,134	2,145	2,012	1,886							
November	3,082	2,698	2,599	2,749	2,260	2,912	2,892	1,670	1,901	1,309	1,114							
December	3,401	2,805	3,247	3,227	2,722	3,834	2,699	1,848	2,272	1,811	2,493							
Total	50,848	55,897	44,739	45,032	43,607	43,002	50,712	33,836	31,699	32,350	30,555	12,191	0	0	0	0	0	0

TRAFFICATC.OPS.2001-2020

Airport Occupancy Data
January 2012 - December 2012

Horizon	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	YTD	Jun-11
Enplanements														
Revenue	2,859	2,782	2,598	0	0	1,336							9,575	1,873
Non-Revenue	73	57	88	0	0	90							308	139
Total	2,932	2,839	2,686	0	0	1,426	0	0	0	0	0	0	9,883	2,012
Departure Flights	57	41	48	0	0	36							182	60
Seats per plane	70	70	70	70	70	70	70	70	70	70	70	70	840	70
Seats	3,990	2,870	3,360	0	0	2,520	0	0	0	0	0	0	12,740	4,200
% occupied	73%	99%	80%	0%	0%	57%	0%	0%	0%	0%	0%	0%	78%	48%

Skywest	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	YTD	Jun-11
Enplanements														
Revenue	2,326	2,161	2,749	2,068	1,858	2,468							13,630	2,362
Non-Revenue	69	104	78	83	116	90							540	126
Total	2,395	2,265	2,827	2,151	1,974	2,558	0	0	0	0	0	0	14,170	2,488
Departure Flights	109	126	122	90	91	133							671	184
Seats per plane	30	30	30	30	30	30	30	30	30	30	30	30	360	30
Seats	3,270	3,780	3,660	2,700	2,730	3,990	0	0	0	0	0	0	20,130	5,520
% occupied	73%	60%	77%	80%	72%	64%	0%	0%	0%	0%	0%	0%	70%	45%

TOTAL YTD	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	YTD	Jun-11
Enplanements														
Revenue	5,185	4,943	5,347	2,068	1,858	3,804	0	0	0	0	0	0	23,205	4,235
Non-Revenue	142	161	166	83	116	180	0	0	0	0	0	0	848	265
Total	5,327	5,104	5,513	2,151	1,974	3,984	0	0	0	0	0	0	24,053	4,500
Departure Flights	166	167	170	90	91	169	0	0	0	0	0	0	853	244
Seats	7,260	6,650	7,020	2,700	2,730	6,510	0	0	0	0	0	0	32,870	9,720
% occupied	73%	77%	79%	80%	72%	61%	0%	0%	0%	0%	0%	0%	73%	46%

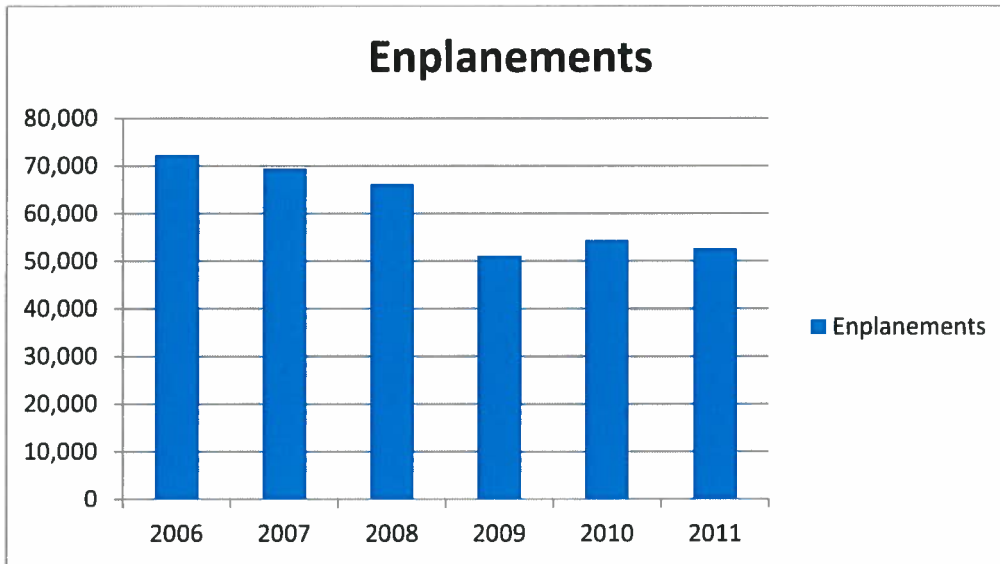
	2006	2007	2008	2009	2010	2011	2012
Horizon							
Enplanements						1336	
Revenue	23,218	22,029	20,940	11,002	15,331	90	9,575
Non-Revenue	1,113	995	1,016	488	537	584	308
Total	24,331	23,024	21,956	11,490	15,868	36	9,883
Departure Flights	594	551	624	325	452	351	182
Seats per plane	840	840	840	840	840	12,636	840
Seats	41,580	38,570	43,680	22,750	31,640	0	12,740
% occupied	59%	60%	50%	51%	50%	73%	78%

Skywest							
Enplanements						2,468	
Revenue	46,262	44,981	42,599	38,078	37,004	90	13,630
Non-Revenue	1,689	1,143	1,609	1,522	1,447	1,330	540
Total	47,951	46,419	44,208	39,600	38,451	133	14,170
Departure Flights	2,950	3,038	2,714	2,319	2,077	1,870	671
Seats per plane	360	360	360	360	360	360	360
Seats	88,500	91,140	81,420	69,570	62,310	56,100	20,130
% occupied	54%	51%	54%	57%	62%	62%	70%

TOTAL YTD							
Enplanements							
Revenue	69,480	67,010	63,539	49,080	52,335	50,697	23,205
Non-Revenue	2,802	2,433	2,625	2,010	1,984	1,914	848
Total	72,282	69,443	66,164	51,090	54,319	52,611	24,053
Departure Flights	3,544	3,589	3,338	2,644	2,529	2,221	853
Seats	130,080	129,710	125,100	92,320	93,950	80,670	32,870
% occupied	56%	54%	53%	55%	58%	65%	73%

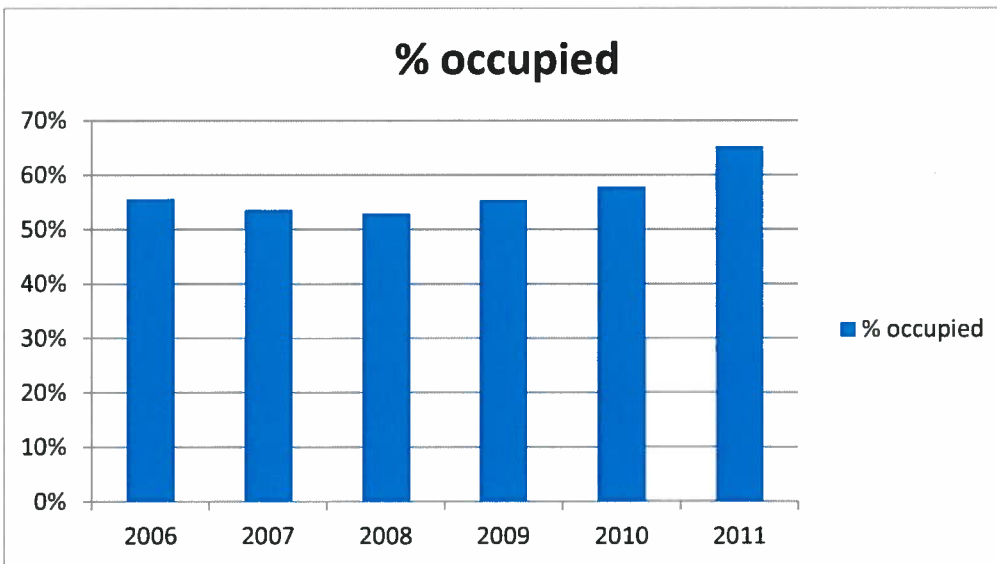
Graphic 1

	2006	2007	2008	2009	2010	2011	2012
Enplanements	72,282	69,443	66,164	51,090	54,319	52,611	24,053

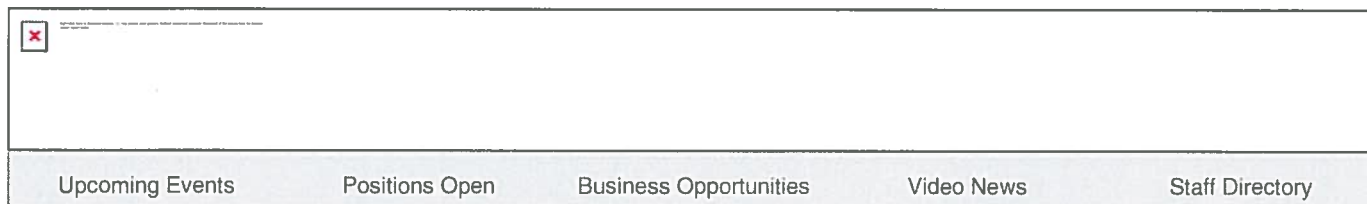


Graphic 2

	2006	2007	2008	2009	2010	2011	2012
% occupied	56%	54%	53%	55%	58%	65%	73%



From: Barbara Cook <barbara.cook@aaa.org>
Sent: Friday, July 06, 2012 2:27 PM
To: Rick Baird
Subject: Airport Report Today, July 9, 2012



Upcoming Events

Positions Open

Business Opportunities

Video News

Staff Directory

DELIVERING THE NEWS YOU NEED



AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES



JULY 9, 2012

TOP STORIES IN THIS ISSUE

VOL. III, NUMBER 54

U.S. Carriers Report Baggage, Reservation Fees	Aviation Issues Conference Held In Brussels
Groundbreaking Set For San Francisco Tower	Great Lakes Chapter Requests ARFF Award Nominations
American Sets Schedule For Boeing 777-300ER Deployment	Southeast Chapter-AAAE Leaders Take Office
Boeing Reports Increase In Plane Deliveries	Aviation Security, Screening Bids Requested
Virginia's Manassas Airport Extends Runway	ANTN Dicast Offers Pay-Per-View Option
Inbound Travel To U.S. Increases In April	Did You Know

[Need Help?](#) [Editorial Suggestions/Questions](#) | [Technical Assistance](#) | [E-mail Address Changes](#)

U.S. Carriers Report Baggage, Reservation Fees

U.S. passenger airlines collected \$816 million in baggage fees and \$631 million from reservation change fees from January through March 2012, DOT said.

The airlines reported a 0.7 percent profit margin in the first quarter of 2012, up from the 0.5 percent loss in the first quarter of 2011, DOT said.

Groundbreaking Set For San Francisco Tower

DOT Secretary Ray LaHood, FAA Acting Administrator Michael Huerta, San Francisco Mayor Edwin Lee and San Francisco Airport Director John Martin will break ground July 9 on a new, 221-foot-tall air traffic control tower and base building at San Francisco International.

American Sets Schedule For Boeing 777-300ER Deployment

American announced that Los Angeles-London Heathrow will be the third route on which the carrier will deploy Boeing 777-300ER equipment.

FEATURED MEETING

AAAE Airport Pavement Maintenance and Evaluation Workshop
 October 11 - 12, 2012 | Columbus, OH

UPCOMING EVENTS

AAAE/SC Chapter AAAE Airports Conference of the Americas
 July 15 - 17, 2012 | San Jose, Costa Rica
AAAE/Northeast Chapter Large Hub Winter Operations and Deicing Conference and Exhibition
 July 15 - 17, 2012 | Arlington, VA
2012 AAAE/ALA Summer Legislative Issues Conference
 July 16 - 17, 2012 | Washington, DC
AAAE ACE Security Review Course
 July 16 - 19, 2012 | Alexandria, VA
Southwest Chapter AAAE Annual Conference and Exposition
 July 22 - 25, 2012 | Santa Rosa, CA

Rick Baird

From: Barbara Cook <barbara.cook@aaae.org>
Sent: Tuesday, July 10, 2012 3:23 PM
To: Rick Baird
Subject: Airport Report Today, July 11, 2012



DELIVERING THE NEWS YOU NEED ■ AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES ■ JULY 11, 2012

TOP STORIES IN THIS ISSUE

VOL. III, NUMBER 55

House Panel To Review FAA Contract Tower Program	DOT Posts Tarmac Delay Report For May
TSA Implements PreCheck At Tampa International	TSA Issues Maintenance Order On Detection Units
Miami's Baggage Handling System Completed	FAA Issues New Fact Sheet On EMAS
United Schedules New Domestic, International Flights	Aer Lingus To Move To JetBlue Terminal At JFK
House Panel Discusses TSA Operations	Great Lakes Chapter Requests ARFF Award Nominations
Southwest, Delta Confirm Plan To Lease Aircraft	ANTN Dicast Offers Pay-Per-View Option
Jackson-Evers, Miss., Airport Ratings Affirmed	Did You Know
Southwest Plans Washington, D.C.-St. Louis Service	

[Need Help?](#) | [Editorial Suggestions/Questions](#) | [Technical Assistance](#) | [E-mail Address Changes](#)

House Panel To Review FAA Contract Tower Program

U.S. Contract Tower Association (USCTA) Policy Board Chair Walt Strong, A.A.E., administrator of the University of Oklahoma's Max Westheimer Airport, will highlight the importance of continued federal support for FAA's Contract Tower Program next week at a hearing before the House aviation subcommittee.

Strong has been invited to testify on behalf of AAAE and USCTA and will join representatives of FAA, DOT's Office of Inspector General, the Aircraft Owners and Pilots Association, and the National Air Traffic Controllers at the hearing, which will provide "A Review of the FAA's Contract Tower Program."

Subcommittee leaders, all of whom have been supportive of the program, have scheduled the hearing to look at the potential impact of budget constraints and a soon-to-be released assessment from the DOT Inspector General of the program's effectiveness. The DOT IG repeatedly has validated that the contract

AAAE COMMITTEES TO MEET DURING NAC

The following AAAE committee meetings have been scheduled to meet during the AAAE National Airports Conference (NAC), Oct. 21-23 in New Orleans. We invite you to attend this important conference. Find registration information at <http://events.aaae.org/sites/120901/index.cfm>.

Sunday, Oct. 21, 3-4:30 p.m.

- Transportation Security Services
- Airline Economics/Air Service
- Finance and Administration

Monday, Oct. 22, 7:30-8:30 a.m.

- Military Relations

tower program provides enhanced safety, improved air traffic control services and FAA cost savings, and the new report is expected to be positive as well.

In his testimony, Strong will highlight the economic and safety benefits of the program to his airport and community and to the other 249 participating FAA contract tower airports across the country.

TSA Implements PreCheck At Tampa International

Tampa International on Tuesday became the 17th airport at which TSA's PreCheck passenger pre-screening program is available.

At Tampa, select Delta frequent flyers and members of U.S. Customs and Border Protection Trusted Traveler programs will be eligible to participate and may receive expedited screening benefits when traveling domestically, TSA announced.

To date, more than 1.7 million passengers have experienced PreCheck, the agency said.

Miami's Baggage Handling System Completed

Miami International's new automated North Terminal baggage handling system has completed its final 105 days of observation, allowing the airport to begin dismantling the former 20-year-old system.

The new inline baggage system has the capacity to screen and transport 6,400 bags per hour from North Terminal's 152 ticket counters to all 50 of the facility's aircraft gates. Since the system began full operation in March, it has successfully handled more than 3 million bags and met its performance specifications, according to the airport. Comprised of 22 explosives detection machines and 12 miles of conveyor belts, the \$220 million system electronically scans an identification tag on each bag and automatically directs the bag to its assigned gate for departure.

Removing the old 100,000-square-foot baggage shed from North Terminal also allows for final completion of the facility's remaining areas by March 2013, according to the airport. Remaining to be completed are the last three of Concourse D's 50 gates (D-26, 27 and 28); the new international arrivals facility, scheduled to partially open on July 31 at 94 percent completion; and full connection of the new baggage system to all 10 of the international arrival facility's baggage claim carousels.

United Schedules New Domestic, International Flights

United on Tuesday announced plans to launch year-round and seasonal service on several new international and domestic routes, including:

- daily transpacific and transatlantic flights from San Francisco;
- flights from Chicago to points in the U.S., Canada, Mexico and the Caribbean;
- service between Washington, D.C., and San Salvador; and

Tuesday, Oct. 23, 7:30-8:30 a.m.

- Operations/Safety/Planning

FEATURED MEETING

AAAE Parking and Landside Management Workshop

October 10 - 11, 2012 | Las Vegas, NV

UPCOMING EVENTS

Regional Advanced ASOS Onsite - E. Iowa Airport

July 17 - 18, 2012 | ,

Southwest Chapter AAAE Annual Conference and Exposition

July 22 - 25, 2012 | Santa Rosa, CA

AAAE/USCTA/FAA Contract Tower Program Workshop

July 30 - August 1, 2012 | Washington, DC

Great Lakes Chapter AAAE Annual Conference

August 2 - 5, 2012 | Appleton, WI

AAAE Regional Advanced Airport Safety and Operations Specialist School (ASOS)

August 4 - 5, 2012 | Colorado Springs, CO

AAAE/NW Chapter AAAE Airport Facilities Management Conference

August 5 - 7, 2012 | Colorado Springs, CO

AAAE ACE Airfield Lighting Maintenance Review Course

August 6 - 9, 2012 | Alexandria, VA

2012 Bird Strike Committee USA Meeting

August 13 - 16, 2012 | Memphis, TN

14 CFR Part 139.321 Supervisor Fire Training

August 14 - 15, 2012 | Alexandria, VA

Northeast Chapter AAAE Annual Conference and Exposition

August 18 - 22, 2012 | Providence, RI



FEEDING
AMERICA

LEARN MORE

Ad
Council

THE GLOBE AND MAIL 

July 11, 2012

Rival's SkyWest deal sideswipes Bombardier's jet ambitions

By BERTRAND MAROTTE

Mitsubishi Aircraft clinches agreement to sell 100 regional planes to SkyWest

Bombardier Inc.'s efforts to win a big regional-jet contract have been dealt a blow with the announcement that rival Mitsubishi Aircraft Corp. has clinched an agreement to sell 100 regional planes to U.S. commuter airline SkyWest Inc.

St-George, Utah-based SkyWest has been a major Bombardier regional-jet customer in the past and the plane maker was considered to be a leading candidate to win a big contract with the carrier.

The agreement in principle between Japan's Mitsubishi and SkyWest is for 100 jets to replace SkyWest's current fleets in its ExpressJet and SkyWest Airlines divisions.

The planes would range in size from 70 to 90 seats and the delivery time frame is 2017 to 2020.

The agreement – valued at \$4.2-billion (U.S.) was announced at the Farnborough air show outside London on Wednesday.

SkyWest's total regional-jet fleet count is about 500.

Marc Duchesne, spokesman for Bombardier's commercial aircraft unit, said in a telephone interview from Farnborough that the Mitsubishi-SkyWest agreement has not been finalized and is only a letter of intent.

"We're still in discussions with [SkyWest] for a big order. In no way is the game over," he said.

Montreal-based Bombardier has over the years sold a total of 425 regional jets to the airline and the relationship with SkyWest is a good one, he added.

Bombardier also has the advantage of being able to deliver planes to SkyWest immediately, while Mitsubishi's MRJs (Mitsubishi Regional Jets) are still in development, said Mr. Duchesne.

On another front, he said Bombardier will announce an order for its Q400 turboprop planes on Thursday.

On Tuesday, Bombardier said Latvia-based Air Baltic Corp. had signed a letter of intent to buy 10 C Series aircraft and take purchase rights on another 10 of the jets. The C Series is an all-new single-aisle jet in the 90- to 140-seat range.

RBC Dominion Securities analyst Walter Spracklin said in a research note Wednesday it's important to keep in mind that SkyWest will be looking to replace a total of more than 400 aircraft over the next decade, "and as such keeps the door open for further order announcements" that might well involve Bombardier and/or its Brazilian rival Embraer.

"The real surprise here is that SkyWest has elected to purchase the MRJ, which has had only 70 orders logged and has had to overcome delays and developmental issues. Long term, this order for Mitsubishi provides validity to the 70-

to 90-seat MRJ and likely adds to the competitive landscape for the [Embraer] E170/190 and the [Bombardier] CRJ700/900 regional jetliners."

The Globe and Mail, Inc.



The Globe and Mail Inc. All Rights Reserved.. Permission granted for up to 5 copies. All rights reserved.
You may forward this article or get additional permissions by typing http://license.icopyright.net/3.8425?icx_id=4406364 into any web browser. The Globe and Mail, Inc. and The Globe and Mail logos are registered trademarks of The Globe and Mail, Inc. The iCopyright logo is a registered trademark of iCopyright, Inc.



GOP wants more private air traffic control towers

By Keith Laing - 07/18/12 06:15 PM ET

The Federal Aviation Administration could save money by contracting out more of its air traffic control towers, Republicans argued Wednesday.

The chairman of the House Transportation and Infrastructure Committee's subcommittee on Aviation, Rep. Tom Petri (R-Wis.), pointed to a study from the Department of Transportation that flight towers staffed under the FAA's Contract Tower Program were cost-effective.

"The [DOT inspector general] determined that contract towers had a lower number and rate of reported safety incidents than similar FAA towers," Petri said in a statement after conducting a hearing Wednesday.

"The IG also found that the contract towers provided air traffic services to low-activity airports at lower costs than the FAA could otherwise provide," he continued. "The IG determined that the average contract tower costs roughly \$1.5 million less to operate than a comparable FAA tower — due largely to lower staffing and salary levels."

The FAA was sharply criticized last year for multiple reports of its air traffic controllers sleeping on the job. Petri said Wednesday that private controllers handle about 28 percent of the aviation traffic in the United States.

Panelists at the Aviation subpanel hearing he chaired on Wednesday agreed with his assessment.

"Between 1998 and 2003, we completed four reviews of the Contract Tower Program," the author of

the study, DOT Inspector General Calvin Scovel said in a written testimony. "Overall, we found little difference in the safety or quality of services provided by similar FAA and contract towers. Contract towers continue to provide safe air traffic services and are strongly supported by users."

FAA Air Traffic Organization Chief Operating Officer David Grizzle said the agency was supportive because the agency is "always investigating ways to operate more cost-effectively by reviewing and adjusting, as necessary, staffing levels, operating hours, and deployment of system enhancements.

"We agree with Congress about the importance of the cost share program and are committed to working in an effective fashion with stakeholders to optimize how this program can contribute to our optimal management of the [national aerospace system]," Grizzle said.

The Washington, D.C.-based National Air Traffic Controllers Association said, however, that the comparison between contract flight towers and FAA towers was not apples-to-apples.

"There is a fundamental difference between an FAA tower and a contract tower," NACTA Vice President Trish Gilbert told the committee. "The FAA model was built on the premise of redundancy to prioritize safety above all, whereas a contract tower has incentive to prioritize the bottom line."

Gilbert said the air traffic controllers association supported the Contract Tower Program, but she said it was important to keep in mind the distinctions.

"NATCA is not criticizing the fact that profit margins are a factor, but we must keep this reality in mind," she said of contracted flight towers. "In addition to the different motivations, there exists a stark difference between a contract tower and a FAA tower's support systems, including equipment and facility maintenance and staffing."

Petri said there was enough room in the national aviation system for both types of flight towers.

"We are talking about towers at low activity airports, but they are also airports with mixed use and other operational conditions that make it essential they have a tower to ensure safety," he said.

Contract Tower Association Policy Board Chairman Walter Strong added that all contract controllers are "FAA-certified air traffic controllers who meet the [same] identical training and operation standards as FAA controllers.

"FAA controls and oversees all aspects of the contract tower program, including operating procedures, staffing plans, certification and medical tests of contract controllers, security and facility evaluations," Strong said.

Source:

<http://thehill.com/blogs/transportation-report/aviation/238815-gop-wants-more-private-air-traffic-control-towers>

The contents of this site are © 2012 Capitol Hill Publishing Corp., a subsidiary of News Communications, Inc.

[Sign In](#) | [Register](#) | [Print Subscription](#) | [Today's Paper](#) | [Discussions](#) | [Going Out Guide](#) | [Personal Post](#) | [Archives](#) | [Blogs](#) | [Photos](#) | [Videos](#) | [Topics](#)
[Politics](#) | [Opinions](#) | [Local](#) | [Sports](#) | [National](#) | [World](#) | [Business](#) | [Tech](#) | [Lifestyle](#) | [Entertainment](#) | [Jobs](#) | [Classifieds](#)

POLITICS

 **Personal Post**
EVERYTHING YOU LOVE!

[In the News](#) | [Super PACs](#) | [Michele Bachmann](#) | [Romney's travels](#) | [Medicare](#) | [Gun control](#)
[SAVE YOUR MONEY](#)


Oakley® Sunglasses Order Direct From the Source! Free Shipping on Orders Over \$50. www.Oakley.com

Ray-Ban® - Official Site Free Overnight Shipping All Orders! Shop the Ray-Ban® Official Site. www.Ray-Ban.com

2.3% Mortgage Refinance No Hidden Fees. No SSN req. Calculate New Payment! 2.9%APR Refinance.RateQuot.com

Federal Eye

Keeping tabs on the federal government

[Send a News Tip](#) | [The Fed Page](#) | [XML](#) [RSS Feed](#)

SPEAK UP

[Ask Your Government](#)

SEARCH THIS BLOG

Go

BLOGROLL

- [The Best Defense](#)
- [The Cable](#)
- [Capital Insider](#)
- [Dorobek Insider](#)
- [Drudge Report](#)
- [FedBlog](#)
- [Federal Daily](#)
- [FedInsider](#)
- [FedLine](#)
- [Federal News Radio](#)
- [FedScoop](#)
- [FedSmith](#)
- [Federal Times](#)
- [FEMA Blog](#)
- [Global Radio News](#)
- [Government BookTalk](#)
- [Government Accountability Office](#)
- [Government Executive](#)
- [GovLoop](#)
- [Main Justice](#)
- [MeriTalk](#)
- [My Cup of IT](#)
- [NASA Watch](#)
- [NextGov](#)
- [Oh My Gov!](#)
- [CPSC's OnSafety Blog](#)
- [Partnership for Public Service](#)
- [The OMB Blog](#)
- [Postal News](#)
- [Project on Government Oversight Blog](#)
- [Scott Butterworth's Blog](#)
- [Tackle the Wire](#)
- [The TSA Blog](#)
- [Turtle Bay: Inside the U.N.](#)
- [VA Watchdog Today](#)
- [Washington Whispers](#)

SUBSCRIBE

Select...

RELATED LINKS

- [2Chambers](#)

Posted at 06:00 AM ET, 07/23/2012

Union says contract with TSA is near

By [Joe Davidson](#)

The union representing about 45,000 transportation security officers (TSO) says it is on the verge of finalizing a contract with the Transportation Security Administration (TSA).

"Following marathon negotiations, AFGE and TSA are close to a historic labor contract," John Gage, president of the American Federation of Government Employees, said Sunday. "We have partial agreement, but we ran out of time at about 3 a.m. Saturday before we could complete the entire agreement. Both parties remain committed to reaching an agreement and will go forward from here to bring the negotiations process to a successful conclusion."

Eye Opener



This would be the first labor agreement for the officers who screen passengers and baggage at the nation's airports. They choose [AFGE](#) as their bargaining agent 13 months ago, after more than a decade of pushing for collective bargaining rights.

The length of time it has taken to reach agreement led to frustration in the union and among Democrats in Congress. "I'm quite sure the workers are frustrated ... and a little anxious," Bill Lyons, AFGE's first TSO organizer and acting director of the union's membership and organization department, said in June.

In late May, Democratic Reps. Nita M. Lowey (N.Y.) and Bennie Thompson (Miss.) sent [letters](#) to Gage and TSA Administrator John S. Pistole urging them to reach an agreement quickly.

The lawmakers told Gage and Pistole that "now is the time ... to show leadership."

federaldiary@washpost.com
Twitter: [@JoeDavidsonWP](#)

Previous columns by Joe Davidson are available at wapo.st/JoeDavidson.

By [Joe Davidson](#) | 06:00 AM ET, 07/23/2012Previous: [Postal worker leaves significant art collection](#)Next: [Defense bill includes additional eye-research funding for military](#)

14

Comments

[Discussion Policy](#) | [FAQ](#) | [About Discussions](#)

Add your comment

Type your comment here



BRITISH AIRWAYS

We crafted our menu for 30,000 feet, as carefully as we do our airplanes.

To Fly. To Serve.

[FIND OUT MORE](#)

The Post Most: Politics

Most Popular

1. [How super PACs are saving Romney](#)
2. [Federal vs. private-sector pay: No comparison is definitive, auditors say](#)
3. [Scariest chart of the day for Democrats](#)
4. [2012 has more intraparty incumbent battles than ever before](#)
5. [Sarah Palin gets into Arizona race](#)

Top Videos

Top Galleries

[Campaign 2012 tools](#)

**Seize Today's
Top Bargains!**

Price / availability subject
to change
© 2010 Nextag, Inc.



Pruning Set
FISKARS 2 pk
\$19.99*
1 seller



Fiskars ft
Bypass Pruner
\$39.97*
1 seller



Fiskars
93916935 TREE
\$46.54*
1 seller

Your Town. Your Voice.

News~Sentinel.com

10

0

Like

3

0

comments 0

Hospitality Hosts offer cheery help, cookie to air passengers arriving at Fort Wayne International Airport

By Kayleen Reusser of The News-Sentinel
Saturday, July 21, 2012 - 12:01 am

You have to admit there's something cheery about being greeted with a cookie and a smile.

As a Hospitality Host at Fort Wayne International airport (FWA), Jacque Gay is happy to do both as she greets visitors arriving by plane to the airport.

Wearing the standard Hospitality Host blue vest, she stands a few feet from the security post in the terminal when planes land. As deplaning passengers enter the terminal, she greets each with a grin and a freshly-baked, complimentary cookie from the large basket she carries on her arm (Ellison Bakery is located across the street from the airport and supplies the cookies).

"Allegiant Airline flights are usually full, so we may hand out 300 cookies in a few minutes," said Gay.

According to Hospitality Host coordinator Judy Lake, Gay and other FWA volunteers (there are approximately 60) have distributed 1.4 million cookies since 2008.

"Our volunteers are like goodwill ambassadors giving away cookies and smiles," said Lake. "According to our research, 70 percent of passengers that arrive in FWA are business travelers. Another 30 percent may not have flown recently or flown at all. They are unsure what to do. Our Hospitality Hosts can offer great service to all of these groups."

Operating from the airport's Welcome Center, they offer assistance to passengers with information about community events, directions to hotels and restaurants, flight information, and distribute free luggage tags and written material to adults. Kids are awarded balloons.

The Welcome Center Information Desk is staffed by Hospitality Hosts from 8:30 a.m.-8:30 p.m. daily.

"People stop by our Welcome Center to charge their electronic devices or just to sit in a comfy seat while waiting for their flight," said Gay.

"During each encounter, we try to present Fort Wayne in a positive way."

Hospitality Hosts may also answer phones, clean seating areas of trash and notify airport police if they spot unattended luggage. When a tour of the airport is scheduled, Gay and other Hospitality Hosts often assist. In 12 years since Lake has been the program's director, Hospitality Hosts have volunteered approximately 150,000 hours of service.

Still, Gay believes greeting visitors is one of the most important facets of working as a Hospitality Host.

"Many visitors tell us Fort Wayne International is the only airport in which people do this," she said. "We are the first thing they see as they enter the terminal, and it's like a positive message from us to them about our city."

Hospitality Hosts may have had a large part in FWA being recognized in a 2004 USA Today newspaper article as "the Friendliest Airport in the Nation."

Although staffed with several dozen volunteers, Lake said she is always looking for more people to help.

"We need people who like working with the public and are at least 18 years of age," said Lake. "They also must be willing to commit to one four-hour shift in a two-week period."

Gay has been a Hospitality Host since 1999 when a friend recommended she apply for a position. After completing a series of training classes taught by Lake and other experienced volunteers, Gay began volunteering regularly. Today, she conducts tours and often substitutes for fellow Hospitality Hosts during emergencies.

Gay said she has been rewarded by working as a Hospitality Host volunteer.

"I've seen so many heartwarming scenarios," she added.

When a wounded military warrior arrived at the airport a few years ago, dozens of members of the community showed up to thank him for his service.

"It gave me goose bumps to watch," she said.



More Information

Learn more

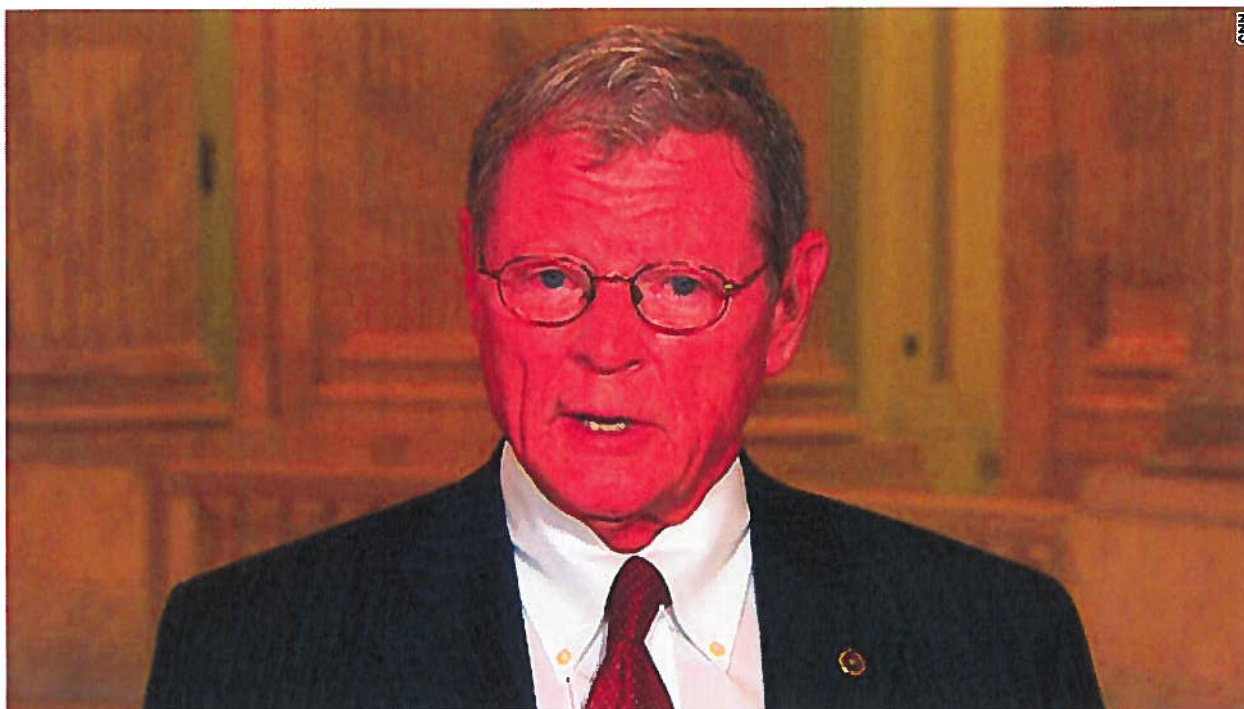
For more information about volunteering as a Hospitality Host, pick up a brochure on job requirements at the airport Welcome Center. Information is also available by calling Hospitality Host coordinator Judy Lake at 747-4146, Ext. 440.

Bill heading to White House gives pilots increased ability to fight FAA - CNN.com

By Todd Sperry, CNN

updated 4:13 PM EDT, Tue July 24, 2012

CNN.com



Sen. James Inhofe, R-Oklahoma, a pilot, is spearheading legislation to institute a "Pilot's Bill of Rights."

Washington (CNN) -- Fueled by a close call on a runway two years ago involving a U.S. senator, general aviation pilots will soon have increased leverage when facing FAA disciplinary action under a bill awaiting President Barack Obama's signature.

The legislation was spearheaded by Sen. James Inhofe, R-Oklahoma, whose own piloting incident led to increased scrutiny by the Federal Aviation Administration.

Inhofe, an experienced pilot with more than 10,000 flying hours, faced an FAA investigation after landing his private plane on a closed runway, sending ground workers scrambling for safety.

In the October 2010 incident, the investigators said the runway was clearly marked with a large "X" indicating it was closed. Additionally, a notice warning pilots the runway was closed had been issued. Such notices, called NOTAMs (Notices to Airmen), are supposed to be checked by all pilots prior to departure.

Inhofe said he didn't check for FAA warnings.

Supporters of the "Pilot's Bill of Rights" say the new measure passed by the House and Senate gives general aviation pilots the ability to fight charges levied against them by FAA officials.

Highlights of the bill include:

-- Allowing pilots to appeal National Transportation Safety Board rulings in federal district court. Previously, pilots could only appeal FAA findings to an NTSB administrative law judge.

-- Requiring the FAA to inform pilots when they're being investigated and notify them that any response by the pilot can be used as evidence against them.

-- Forcing the FAA to share all evidence with the pilot before any enforcement action is enacted.

-- Requiring the Government Accountability Office (GAO) to review the FAA's medical certification process. Pilots have argued that current FAA medical forms are easily misunderstood, resulting in those who are under investigation being accused of falsifying the documents.

"This bill remedies many of the most serious deficiencies in the relationship between general aviation and the FAA, and ensures that pilots are, like everyone else, treated in a fair and equitable manner by the justice system," Inhofe said after the bill passed by voice vote in the House.

Pilot advocacy groups lauded the news. "This is a landmark bill for general aviation, and protecting GA pilots' freedom to fly," said Lorraine Howerton, Aircraft Owners and Pilots Association vice president of legislative affairs, said on the AOPA's website.

Inhofe told the Washington Post at the time, "I called the [Federal Aviation Administration] when I landed to tell them what had happened" and to see if there was any problem ... Since there was no accident, there appeared to be no significant problem."

Pilot rescued after U.S. jet crash in Japan

GAO investigators: Some student pilots in U.S. illegally

Official: 3 Americans die as private jet crashes in France

© 2012 Cable News Network. Turner Broadcasting System, Inc. All Rights Reserved.

AOPA

Congressmen expect long fight over user fees

By Jim Moore



General aviation faces a life-or-death struggle in years to come, as the White House and Congress lock horns over user fees. House GA Caucus Co-Chairman Sam Graves (R-Mo.)

said there is no end in sight to the White House push to extract dollars from pilots—piston or otherwise—and the stakes are high.

“It would destroy general aviation, absolutely destroy it,” Graves said of the bid to raise general fund dollars that most recently took the form of a \$100-per-flight fee for turbine aircraft using air traffic control services. “We’re committed to fighting.”

Graves was joined by aviation subcommittee Chairman Tom Petri (R-Wis.), Rep. Reid Ribble (R-Wis.), and Rep. Blake Farenthold (R-Texas), each a longtime GA supporter, for a Congressional Town Hall discussion at EAA AirVenture in Oshkosh, Wis., July 27. AOPA President Craig Fuller was among the audience, often nodding in agreement as Graves and his colleagues called on the audience to take action—and join one or more of the aviation associations (AOPA and EAA chief among them) working hard to make sure the voice of the entire aviation community is heard as decisions are made.

“You need to belong to as many of them as you possibly can,” Graves said. “They’re all out there fighting for you.”

Rep. Sam Graves (R-Mo.), co-chairman of the House GA Caucus, called on pilots to make sure they belong to as many organizations as possible to amplify the voice of general aviation and prevent GA from being doomed by user fees.

When it comes to lobbying, personal messages from pilots do get attention, more so than a form letter, said Farenthold. Better still, when possible, is an in-person visit. “That really gets my attention,” said Ribble.

Graves said that the EPA push to limit the use of avgas ranks among his top two concerns for the future of aviation, along with user fees. The four congressmen in attendance were all committed to protecting the availability of fuel until a [safe](#) and suitable replacement can be developed and distributed. Petri noted that there is some federal investment in research, though more can be done. “It’s not being ignored,” Petri said.

More than one member of the audience was concerned about the proliferation of unmanned [vehicles](#), and the threat they pose absent proven ability to see and avoid air traffic. Another issue on the minds of audience members is the joint AOPA/EAA petition for an exemption to allow pilots to fly aircraft slightly larger than LSA standards under certain circumstances without a third-class medical—an effort the congressmen have personally supported with a letter to the FAA.

July 27, 2012

Rick Baird

From: Barbara Cook <barbara.cook@aaae.org>
Sent: Tuesday, July 31, 2012 4:36 PM
To: Rick Baird
Subject: Airport Report Today, August 1, 2012



[Upcoming Events](#)

[Positions Open](#)

[Business Opportunities](#)

[Video News](#)

[Staff Directory](#)

DELIVERING THE NEWS YOU NEED



AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES



AUGUST 1, 2012

TOP STORIES IN THIS ISSUE

VOL. III, NUMBER 61

Agreement Reached On Federal Funding	Naples, Fla., Airport Named GA Airport Of The Year
FAA Publishes Through-The-Fence Policy	AAAE Committees To Meet During NAC
Senate Panel Clears Huerta Nomination To FAA	Latin American/Caribbean Conference Held
TSA Screens 2 Million Passengers Through PreCheck	Philadelphia's Mark Gale, A.A.E., Honored
NTSB Investigates Engine Failure On Dreamliner	ANTN Dicast Offers Pay-Per-View Option
TSA Expands Pre-Check At Chicago O'Hare	Did You Know
Abu Dhabi Records Strong Gains In First Half	

[Need Help?](#) [Editorial Suggestions/Questions](#) | [Technical Assistance](#) | [E-mail Address Changes](#)

Agreement Reached On Federal Funding

Senate Majority Leader Harry Reid (D-Nev.) announced Tuesday that he, House Speaker John Boehner (R-Ohio) and the White House have reached agreement on a "continuing resolution" to fund the federal government through March 2013.

The funding agreement -- which is expected to be voted on and approved in September after Congress returns from its traditional August recess -- would eliminate the prospect of an election year government shutdown in the fall and clear the decks for Congress to focus on the "fiscal cliff" issues that must be dealt with following the November election.

The continuing resolution is expected to ensure that federal departments and agencies, including DOT, FAA, DHS, TSA and Customs and Border Protection have funding to continue operations for the first six months of fiscal year 2013, which begins Oct. 1. In previous years, FAA has required a full six months of funding before issuing AIP grants, so the agreement potentially could allow the agency to begin issuing fiscal year 2013 grants early in the year. The final details of the

FEATURED MEETING

AAAE/Chicago Department of Aviation Airports Going Green Conference
November 4 - 7, 2012 | Chicago, IL

UPCOMING EVENTS

2012 Bird Strike Committee USA Meeting
August 13 - 16, 2012 | Memphis, TN
14 CFR Part 139.321 Supervisor Fire Training
August 14 - 15, 2012 | Alexandria, VA
Northeast Chapter AAAE Annual Conference and Exposition
August 18 - 22, 2012 | Providence, RI
AAAE/IAAE Canada Conference: The Evolution of the Airport and Air Carrier Industry-What Does it Mean for My Airport?



FLY SUN VALLEY ALLIANCE MEETING MINUTES

Monday, June 11, 8:00am – 8am, Sun Valley Resort

Board Members Present: Eric Seder, Dick Fenton, Peter Scheurmier, Michelle Griffith, Jack Sibbach, Maurice Charlat, Warren Benjamin, Rick Baird, Tim Silva, Wally Huffman. Staff: Carol Waller.

Board Members Absent: Martha Burke, Patrick Buchanan, Lisa Horowitz, Deb Fox, Arlene Schieven

TOPIC DISCUSSED:

New board members:

SV Resort General Manager Tim Silva and Consultant Wally Huffman were proposed as new FSVA board members to fill open seats. Warren moved to approve, Peter seconded. VOTE: All in favor

Consent Items:

- May Board Minutes: Warren moved to approve, Maurice seconded VOTE: All in favor
- May FY12 YTD Financials: Warren moved to approve, Maurice seconded. VOTE: All in favor

Committee Reports:

1. Funding Committee

City Budget Process: Presentations have been made to all cities/county for FY13

Long-Term Funding: FSVA working to advance details for sustainable long-term funding for FSVA air service support/development efforts. Board voted to support concept of one contract with JPA.

2. Program Committee

Fundraising: Carol working with SVC on new Air Support Ski Pass Program for 2012-13 season.

Air Service Initiatives/Research/Promotions:

- Presentation at May Boise Air Service Summit: FSVA prepped Rep. Wendy Jaquet who made the presentation on SV air service challenges and opportunities, which was well received. Also making presentation on air service were national air service consultant Mike Boyd/The Boyd Group and Rebecca Hupp, Boise Airport Manager.
- Alaska Airlines MRG performance update from Mead & Hunt: Summer season bookings tracking relatively strong for July and August, similar to 2011. Early June SEA flights still weak, although recent fare sales have helped drive bookings.
- Alaska Airlines Boarding Pass Deals: Sun Valley Resort and another local business offering special AS boarding pass holder deals for summer season which FSVA is helping promote.
- Air Service Marketing Update: SVMA and SVR continuing marketing efforts
- New Horizon Air President Glenn Johnson visit to Sun Valley: Carol working to arrange this summer.
- Alaska Airlines Winter 2012-13 Service: Winter season negotiations in progress, to be completed by July 1.
- Airport Update: Outcome of SMS meetings was FAA allowance of regional jet service at FMA pending outcome of an Environmental Assessment, which FMAA will need to approve. Expected to take 60-90 days to implement EA, so will know more about potential for future regional jet service at SUN by late summer. Rick will work with FSVA to review potential expanded Scope of Work for consultants to include elements such as detailed analysis of passenger leakage at SUN by season/destination, ongoing tracking/comparison of fares, and other methods of identifying potential improvements that could be made to reduce leakage and stimulate increased use of SUN.
- Potential new service/BOI Grant:
FSVA helped coordinate partnership support regarding BOI FY13 USDOT SCASDG to secure funding for new service from DFW-BOI and also new service BOI-SUN.
- Research:
 - Rocky Mountain Air Service News: (compilations of articles related to air service in competitive set) provided.

Monthly Directors Report: Provided for review.

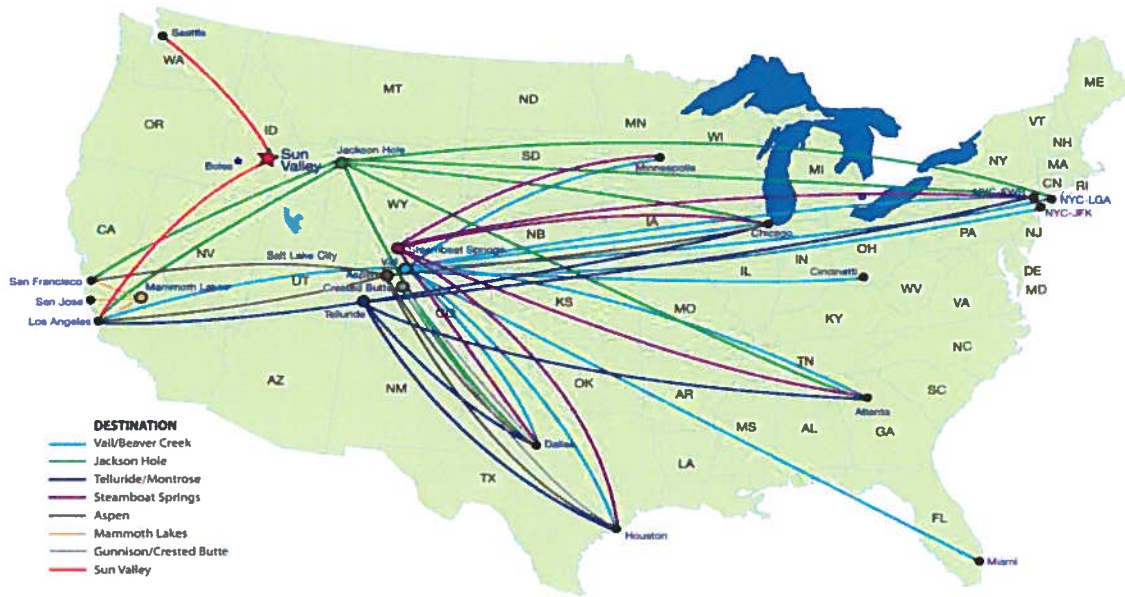
Respectfully Submitted, Carol Waller, FSVA Director

YES TO AIR! 1% LOT BALLOT INITIATIVE

THE FACTS:

- Our community has fallen far behind our competing Rocky Mt. communities in non-stop air service

ROCKY MOUNTAIN NON-STOP SERVICE FROM MAJOR MARKETS



- Other communities have partnered financially with their resorts to build successful air service programs.
- The only way for our community to secure new air service is to buy it (with MRGs).
- The only way to succeed once new air service is secured is to promote it.
- A 1% LOT for air service in the WRV would generate around \$2MM per year for 5 years.

This new air service support initiative would:

- Maintain existing non-stop flights seasonal flights from LAX and SEA
- Allow for more promotion & extension of season to increase passengers on LAX and SEA flights by 20% = 4000 per year
- Procure SFO seasonal non-stop service with a resulting load of 9000 passengers per year.
- Allow for adequate promotion of new SFO service
- Procure 2 additional non-stop destinations over the 5 year period, resulting in an additional 18,000 passengers per year.

The results would be:

- 31,000 more passengers per year.** Of these, 24,000 would be visitors/second home owners.
- These new visitor passengers would spend **\$40MM per year** directly in our local economy
- With a 3x multiplier effect, **this means adding \$120MM annually** into our local economy.
- Over 5 years, we could potentially add over \$400MM** into our local economy

Maintaining and enhancing our commercial air service is not only necessary if we are to grow our economy, but it will have a large effect in the first year, unlike any other initiative.

COMPONENTS OF A SUCCESSFUL PROGRAM

- **MRGs**
 - Must be done in partnership with Sun Valley Company: SVC committed to 50% share costs
 - FSVA has run SUN air service MRG program for over 10+ years and has partnered with Sun Valley Company on:
 - ✓ Establishing seasonal summer & winter non-stop LAX service in 2003
 - ✓ Procuring winter Oakland service from 2003 - 2008
 - ✓ Negotiating MRGs annually with Alaska Airlines/Horizon Air to maintain flights
- **Marketing/Promotion**
 - Must be a coordinated effort in support of filling seats w/visitors on existing and future flights.
 - Must be a coordinated effort between SVMA, Sun Valley Company, Airlines and FSVA.
- **Other**
 - Research, forecasting, tracking, negotiation, etc. are necessary functions.

Key Organizations/ Entities

- **JPA**
 - At a minimum, MRG component of tax must flow through a JPA.
 - Legal requirement that each JPA member must have a seat
 - JPA roles could range from administrative, which is not a separate legal entity but would annually enter into a contract for services with recipient(s) of tax money, to establishing a separate JPA entity with legal corporate status which would make ongoing policy decisions to be executed by recipients of tax money—contracts with recipients would still be annual.
- **Cities**
 - Responsible for collection of tax and remittance to JPA
 - Could be primary recipients of periodic reports and budget submittals, or could delegate responsibilities to JPA
- **Airport Owners**
 - Either Hailey or the County or both must participate in the JPA.
- **Contract for Services**
 - This is the controlling document between the JPA, as disburser of the tax proceeds, and whatever organization(s) receive them. It will have at least these features:
 - Term of 1 year or less
 - Reporting requirements
 - Reference to approved strategic plan with budget and direction to execute it
 - Standards and criteria for replacement of contracting organization(s) .

Key Assumptions

- The voting public wishes to implement an additional 1% LOT specifically to maintain and enhance commercial air service.
- The organizations with the expertise and experience necessary to execute the key strategic elements of this program will necessarily include FSVA, SVMA and Sun Valley Company.

DRAFT BALLOT QUESTION

SPECIAL NON PROPERTY TAX ELECTION

CITY OF KETCHUM
STATE OF IDAHO

November 6, 2012

QUESTION: Shall the City of Ketchum, Idaho (the "City") adopt Ordinance No. [____], which shall provide for the imposition and collection of, for a period of five (5) years from its effective date of _____, 2012, certain non-property taxes to raise the current rates of LOT as follows:

(A) **A one percent (1%)** food and beverage tax on the sale price on all sales transactions described: as furnishing, preparing, or service food, meals, or drinks and nondepreciable goods and services directly consumed by customers included in the charge thereof.

(B) **A one percent (1%)** tax on the sales price of the following sales: admission to a place for an event in the City of Ketchum; the use of or privilege of using tangible personal property or facilities for recreation, including golf membership and fees, but not ski lift facilities; providing hotel, motel, campground, or trailer court accommodations, nondepreciable goods directly consumed by customers and included services, except where residence is maintained continuously under the terms of a lease or similar agreement for a period in excess of thirty (30) days; the lease or rental of tangible personal property; the interstate transportation for hire by air of freight or passenger, except (1) as part of a regularly scheduled flight by a certified air carrier, under authority of the United States, or (2) when providing air ambulance services; any sale, regardless where generated, for admission to a place for an event taking place within the City of Ketchum; any sale, regardless where generated, for the use of the privilege of using tangible personal property or facilities for recreation in the City of Ketchum.

(C) **A one percent (1%)** tax on the sale price of all remaining tangible personal property not described in (B) above.

(D) **A one percent (1%)** tax on the sale of all ski lift tickets and season ski passes.

(E) **A one percent (1%)** hotel-motel room occupancy sales tax on receipts from all short term rental (30 days or less) charges for hotel rooms, motel rooms, condominium units, tourist homes or other sleeping accommodations or living unit.

(F) **A one percent (1%)** liquor-by-the-drink sales tax on all sales at retail of liquor-by-the-drink, including liquor, beer, wine and all other alcoholic beverages, for consumption on the premises or at an event or activity in the City of Ketchum.

(1) The purposes for which the revenues derived from the additional one percent (1%) of each of said taxes shall be used, pursuant to a joint powers agreement, are as follows:

a) maintaining and increasing commercial air service to the local area through the use of Minimum Revenue Guarantees or other inducements to providers; b) promoting the existing service and any future service to increase passengers; c) for all ancillary costs which are associated with the ongoing effort to maintain and increase commercial air service, including reasonable program management costs; and d) direct costs to collect and enforce the tax, including administrative and legal fees.

all as provided in Ordinance No. [_____] adopted by the Council of the City on _____, 2012?

IN FAVOR	→	<input type="text"/>
AGAINST	→	<input type="text"/>

YES TO AIR! 1% FOR AIR LOT BALLOT INITIATIVE

Q & A

What is the Proposed 1% Yes to Air Program?

The Yes to Air program proposes to levy a new 1% FOR AIR Local Option Tax (LOT) for 5 years in the Cities of Hailey, Ketchum and Sun Valley to enable the community to partner with the Sun Valley Company in their ongoing efforts to keep commercial air service from Los Angeles and Seattle and to expand service to up to 3 additional cities over this period. The tax would be payable on all items that are currently subject to LOT, but would not affect the existing LOT.

What is the Problem?

We are losing business because of lack of air service. We are at a huge competitive disadvantage with our limited and declining air service access. Total seats flying into SUN are now below 1990 levels, while virtually all of our competitors have seen significant increases over this time. Since peak in 2003 (when new LAX and OAK nonstop service was added with MRGs), ***our seats have decreased 44% and our enplanements have decreased 31%***

Virtually all of Sun Valley's competitor resort communities have significantly better non-stop service from major markets, most of which involve substantial Minimum Revenue Guarantees (MRGs). ***Looking at just four competitors (Aspen, Vail, Steamboat and Jackson), this past winter they were served by a combined 240+ non-stop major market flights per week, compared to Sun Valley's 14.***

What is an MRG and Why Do We Need to Pay Airlines to Fly Here?

An MRG is a Minimum Revenue Guarantee. In certain cases, airlines require a certain revenue level to be guaranteed by a community to secure operation of a specific flight. The community that wants the service for its residents/visitors/customers takes on the financial risk, instead of the airline. The amount owed to the airline at the end of the MRG contract period is the net difference between the maximum contract amount and the actual revenue received. While MRG contracts are absolutely necessary for us to continue with Los Angeles and Seattle service, as well as to expand service into any other non-stop markets, a coordinated marketing program involving the community, the resort and the airline will reduce the actual payout under the contract by increasing the revenues received from fares. **More passengers = more revenue = less MRG cost.**

Minimum Revenue Guarantees are required by most airlines serving seasonal destinations such as SUN.

Even larger cities such as Salt Lake City, Portland and Pittsburgh have/had MRG contracts with airlines for specific service.

In most competing ski resort destinations, up to 90% of the air seats are secured through airline MRG contracts.

For SUN, 50% of our current peak season seats are retained through MRG contract with Alaska Airlines/Horizon Air for the daily summer & winter non-stop Seattle and Los Angeles flights.

What will the LOT funds be used for?

The voters in each city (Ketchum, Sun Valley and Hailey) will need to vote to approve the 1% FOR AIR dedicated Local Option Tax. It would not affect the current LOT in effect in each City. This 1% is expected to raise \$2 million dollars per year if all cities approve it. All funds from this tax, will go for the following specific air service retention and development purposes:

- **Maintaining and increasing commercial air service to the local area through the use of Minimum Revenue Guarantees or other inducements to providers;**
- **Promoting the existing service and any future service to increase passengers;**
- **For all ancillary costs which are associated with the ongoing effort to maintain and increase commercial air service, including reasonable program management costs; and**
- **Direct costs to collect and enforce the tax.**

What is the Mechanism for Accountability and Oversight?

The proceeds from this tax will be administered by representatives from each City that passes the tax, along with a representative from Blaine County (co-owner of Friedman Memorial Airport) under a Joint Powers Agreement (JPA). The public is involved through both the JPA oversight and the City Council appointed members of the JPA board, a separate legal entity whose sole purpose is to direct the use of the new dedicated 1% tax for air service. The JPA meetings will be open for all interested citizens to attend. The JPA will contract with organization(s) such as Fly Sun Valley Alliance to execute a Strategic Air Service Development Plan and to provide regular performance and financial reporting to the JPA.

What is the Return on Investment for Air Service?

Our MRG expense currently runs about \$50 per visitor/2nd homeowner and each of those guests spend approximately \$1700 with local retailers (lodging, shopping, dining, recreation, events, etc) during each visit– not including expenditures on items such as real estate, construction, property management, financial services, etc.

From recent air passenger surveys we know that:

- **77% OF AIR PASSENGERS INTO SUN are Visitors/2nd Homeowners**
- **40,510 SUN visitors/2nd homeowners in 2011 had a direct economic impact of nearly \$68MM**

This new air service support initiative would:

- Maintain existing non-stop seasonal flights from LAX and SEA
- Allow for more promotion & extend season to increase passengers on current flights by 20% = (4000 visitors per year)
- Procure SFO seasonal non-stop service with a resulting load of 9000 passengers per year.
- Allow for adequate promotion of new SFO service
- Procure 2 additional non-stop destinations over the 5 year period, resulting in an additional 18,000 passengers per year.

The results would be:

- **31,000 more passengers per year.** Of these, **24,000 would be visitors/second home owners.**
- These new visitor passengers would **spend \$40MM per year** directly in our local economy
- With a 3x multiplier effect, **this means \$120MM annually** into our local economy.
- Over the 5 year period of the tax, **this could add over \$400 MM into our local economy.**

What will Sun Valley Company's Role be in Supporting Air Service?

For over 20 years, the Sun Valley Resort has carried the financial burden, both directly and indirectly, for over 95% of costs to secure and retain air service to the valley, and for the last 10 years has been supporting the non-stop flights from Seattle and Los Angeles that annually bring in an estimated **14,000 visitors/second homeowners and \$24MM** in direct spending each year with businesses throughout our community. But because the costs to retain service and secure new service have risen dramatically over the past 2 years due to fuel escalation and other factors, the Sun Valley Resort cannot continue to carry this financial burden alone – and it is not reasonable to expect them to do so when the rest of the community benefits so significantly from this air service.

The Sun Valley Resort remains committed to pay 50% of airline MRG costs, in addition to continuing to provide its share of the direct costs to promote air service as part of this community effort. Additionally, if there are not enough funds from the other sources to meet the contracted obligations with the airlines, the Resort would be obligated to cover the shortfall as the contract signatory, not the taxpayers.

Why This Tax Instead of Other Options?

Securing a long-term sustainable funding source for air service to our community is imperative if we are to achieve a vibrant local economy. The amount of funds needed to support air service MRGs is significant and in many other competing resorts, air service is supported with a similar combination of private and public sector fund generated through a dedicated tax. We have researched and evaluated various funding options, and have determined that the only viable strategy to retain our current service and secure new service to help our economy is the 1% LOT FOR AIR.

The 1% LOT FOR AIR is spread across the entire tax base to limit impacts on one individual or group; over 60% is paid by visitors and it costs just \$1 out of every \$100 spent. Other options explored:

Arrival/Departure Tax:

Federal government regulates what taxes may be imposed upon passengers. It would not be possible legally to impose this type of tax.

Raise all Income from Private Sector:

Fly Sun Valley Alliance has been able to raise \$150,000 per year from local businesses and residents through the sales of AIR SUPPORT Transferable Employee Ski Passes, events such as Ski for Air Service Day, Access Sun Valley Card sales, etc. We need a minimum of \$500,000 to just pay for 50% of current MRG and related program costs, and more than twice that to pay for 50% of MRG cost for additional seasonal non-stop service from a new city. *(Note: The cities of Ketchum & Sun Valley currently help fund about 30% of FSVA's non-MRG costs, which include program management, airline consulting services, research, etc.)*

Business Improvement District:

While Idaho statutes allow for formation of a Business Improvement District with the consent of the businesses affected, it would have required businesses to assess themselves for the payments and was clearly not a practical approach.

Why 5 Years?

Air service is the "lifeline" for a community such as ours, and the failure to preserve it would have significant adverse consequences to all. With this measure, the community will be taking the one step within our control to influence our economic success: retaining our current non-stop service and attracting more passengers on those flights, and adding new non-stop seasonal service from new key cities. Over the five years we will: regain air seats lost; expand service to bring in new visitors; make it easier for local businesses to operate from here; make travel more convenient for local residents and second homeowners; and, as a result, revitalize our economy and stop our slide in property values. Air service development efforts will add to our economic recovery in a very immediate way and the results of the tax will be measurable to determine the effectiveness of the program. The metrics to measure the effectiveness are really quite simple: increased seats=increase in visitors=increase in dollars spent=more tax and community revenues.

Marketing, Demand & Supply

Robust commercial air access is a critical component to many facets of the Wood River Valley economy and high quality of life; tourism, non-tourism business, healthcare, education, real estate/construction, second homeowners and more. We must make every effort to retain and improve our air service access if we hope to regain our economic strength and continue to support a high quality of life and visitor experience. Extensive analysis goes into determining which flight markets offer the highest potential economic value for our community. Sun Valley Resort, the Sun Valley Marketing Alliance and other businesses/organization across lodging, retail, recreation, activities, restaurants and events, collectively spend millions to market Sun Valley, but we operated in a highly competitive environment, and we know our potential customers are making travel choices based on ease of accessibility. This 1% LOT FOR AIR will provide critically important funds to bring more people to this great place so that the entire community benefits.



Monthly Director's Report June, 2012

1. TRANSPORTATION SERVICES

AIR SERVICE PROGRAM

- Received/reviewed Alaska Airlines booking/MRG projection reports for summer 2012.
- Helped promote air fare sales in June; created displays on AS Sun Valley Boarding Pass benefits for Horizon Air & car rental counters at airport, promoted via social media, Enews, etc
- Continued negotiations with AS for winter 2012-13, with input from M&H and SVR.
- Ongoing communication/work with M&H consultant re: winter summary, booking & enplanement reports, etc.
- Attended various meetings re: air service with local officials, FMAA, etc.

2. FUNDING

STATE/LOCAL FUNDING OPTIONS:

- Continued follow-up/communications with legal counsel, board, stakeholders on assessment of MRG funding options. Continued with additional research collection from other destinations. Prepared presentation overview. Attended meetings with various stakeholders, prepared background materials.

ACCESS SUN VALLEY CARD

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

BUSINESS SUPPORT PROGRAM/TRANSFERABLE SKI PASSES – Met with SVR to discuss proposed expanded 2012-13 Business Support program; revised accordingly. Prepared marketing plan for program launch July 1. Met with SVBR to discuss possible benefit options.

FSVA COMMUNITY SKI DAY – no action

3. BOARD/ADMIN BUSINESS

- Developed/compiled/distributed all materials for monthly Board Packets; prepared minutes from meeting(s). Prepared Monthly Report. Reviewed Financials, approved invoices/signed & processed checks, reviewed payables list, presented to President for review/approval. Made deposits as needed.
- Prepared and presented FY13 funding requests to City of Hailey & Ketchum. Attended city budget meetings.

4. RESEARCH/OTHER

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



FLY SUN VALLEY ALLIANCE BOARD OF DIRECTORS MEETING
Monday, July 16, 8:00am – 10:00am – SUN VALLEY INN – LUPINE ROOM

AGENDA:

1. Consent Items:

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

2. Committee Reports:

Funding Committee:

- Budget proposals update
- Long-term funding – legal & strategy, research, mtgs update (*Overview to be distributed*)
- Upcoming Meetings re LOT initiative: Ketchum-July 16; SV-July 19; County-July 24, Hailey –Aug 6 TBD
- Campaign Organization, Plan Overview, Timeline

Other Programs:

- FY 2013 Air Support Ski Pass program – *has just launched (attached)*
- FY 2013 Realtors Support Program –*new*

3. Air Service Initiatives/Research/Promotion

- Summer AS 2012 SUN Booking Update (*to be distributed*)
- Air Service Marketing Update – Jack & Arlene
(promotion Sept flights; 30th anniversary of Alaska/Horizon service to SUN in Dec, marketing overview)
- Winter AS 2012/13 Contract/Schedule Negotiations; nearly complete
- FMA Airport Appreciation Day planning – Sept 15
- Airport update – Rick
 - EA update/timeline
 - Mead&Hunt Scope of Work for Leakage Study Follow-Up

Other attachments:

- June Director Report
- June Rocky Mtn Air Service News