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, September 2, 2014 at 5:30 p.m. at the* ***Blaine County Courthouse Annex Meeting Room****, Hailey, Idaho. The proposed agenda for the meeting is as follows:*

AGENDA
September 2, 2014

I. APPROVE AGENDA

II. PUBLIC COMMENT (10 Minutes Allotted)

III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

A. August 5, 2014 Regular Meeting – Attachment #1 — ACTION

IV. REPORTS

A. Chairman Report — DISCUSSION
B. Blaine County Report — DISCUSSION
C. City of Hailey Report — DISCUSSION
D. Airport Manager Report — DISCUSSION
E. Communication Director Report — DISCUSSION

V. AIRPORT STAFF BRIEF (5 Minutes Allotted)

A. Noise Complaints
B. Parking Lot Update
C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #2 - #4
D. Review Correspondence – Attachment #5
E. Airport Commercial Flight Interruptions
F. Employee of the 1st Quarter, 2014 – Attachment #6

VI. UNFINISHED BUSINESS

A. Airport Solutions
   1. Existing Site
      a. Plan to Meet 2015 Congressional Safety Area Requirement
         i. Formulation — DISCUSS/DIRECT
         ii. Project 1 Relocate Hangar Taxilane/Overlay Apron/Security Fence Improvements — DISCUSSION
         iii. Project 2 Relocate/Extend Taxiway B and Runway Safety Area Grading — DISCUSSION
         iv. Project 3 Terminal Reconfiguration — DISCUSS/DIRECT
         v. Project 4 Airport Operations Building — DISCUSS/DIRECT/ACTION
         vi. Project 5 Terminal Apron Reconstruction/Site Preparations — DISCUSS/DIRECT
         vii. Project 6 Relocate Taxiway B/Remove Taxiway A North Apron – Attachment #7 — ACTION
         viii. Facility Acquisitions — DISCUSS/DIRECT
         ix. Future Projects — DISCUSS/DIRECT
      b. Retain/Improve/Develop Air Service
         i. Fly Sun Valley Alliance Update – Attachments #8, #9 — DISCUSS/DIRECT
B. Master Plan Update – Attachments #10, #11 — DISCUSS/DIRECT
C. Bellevue/Flying Hat Ranch LLC 227 Acres Proposed Annexation Process – Attachment #12 — DISCUSS/DIRECT/ACTION

VII. NEW BUSINESS

A. October Regular FMAA Board Meeting — DISCUSS/DIRECT/ACTION

VIII. PUBLIC COMMENT

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

X. ADJOURNMENT

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

III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES

A. August 5, 2014 Regular Meeting – Attachment #1

BOARD ACTION: 1. Action

IV. REPORTS

A. Chairman Report

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

BOARD ACTION: 1. Discussion

B. Blaine County Report

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

BOARD ACTION: 1. Discussion

C. City of Hailey Report

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

BOARD ACTION: 1. Discussion

D. Airport Manager Report

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

BOARD ACTION: 1. Discussion

E. Communication Director Report

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

BOARD ACTION: 1. Discussion

V. AIRPORT STAFF BRIEF (5 Minutes Allotted)

A. Noise Complaints:

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Chantrelle	8/03	1:02 a	Jet	Late operation.	Even though the reporting party wanted no response, their somewhat acerbic comments warranted explanation of the incident. The aircraft delivered a heart defibrillator to a private patient. The defibrillator arrived late to the aircraft crew. The crew was familiar with FMA Voluntary Noise program and did elect to remain on the ground after arrival and delivery of the device, rather than immediately departing in the middle of the night, so as to cooperate with the community as best as possible. Reporting party did not respond.
Bellevue	8/06	2:35 p	Misc.	Arcrft flying over residences in Bellevue. Noisy.	This concern came via FMA Noise Complaint form. Ops Chief communicated several times with a very reasonable reporting party. The party agreed that he would like to arrange an appointment with the Airport Manager to better understand traffic at FMA. Reporting party has not as of yet called to arrange an appt.
Townsend Gulch	8/07	2:39 p	Jet	Executed a particularly low and sharp turn to line up for FMA arrival.	Research demonstrated that at the time this aircraft was on approach to FMA, weather conditions had rapidly and dramatically deteriorated to the south. Rather than attempt to dangerously maneuver through the weather, the aircraft executed final approach maneuvering safely, but in a much shorter distance. Airport Manager has called the reporting party, but received no response.
Woodside	8/09	7:50 a	Jet	Seemingly excessive warm up APU time	Research showed that on this day, winds were prohibiting several jet aircraft from scheduled departures. The aircraft were forced to hold, idling, in wait for favorable winds. Ops Chief spoke with caller, who appreciated the explanation.
Chantrelle	8/09	12:16 p	Jet	Low/Loud approach to FMA	Research indicates that this aircraft may have been slightly lower than normally observed. Research also demonstrated that this operation took place during significant weather conditions, yet was still conducted safely. Ops Chief spoke with the caller, who was very reasonable and appreciative of the response.

Chantrelle (4 separate reports)	8/19	12:50 p	Misc Jets	Arcft flying low over residences on arrival and departure. Loud. Filling houses with jet fuel exhaust. Caller insists that Hailey ATCT **"..must, rather than voluntarily.."** direct flights to depart to the west and adhere to noise abatement.	Airport Manager responded in writing to the first reporting party. The other three parties had been CC'd the original concern and simply repeated the same concern.

B. Parking Lot Update

The Car Park Gross/Net Revenues

Month	FY 2012 Gross	FY 2012 Net	FY 2013 Gross	FY 2013 Net	FY 2014 Gross	FY 2014 Net
July	$16,117.50	$6,682.26	$21,600.00	$11,100.28	$29,944.00	$18,735.13

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

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

June 2013/2014

*Total Non-Federal Revenue	June, 2014	$174,111.49
Total Non-Federal Revenue	June, 2013	$140,515.58
Total Non-Federal Revenue	FY '14 thru June	$1,557,685.11
Total Non-Federal Revenue	FY '13 thru June	$1,461,255.95
Total Non-Federal Expenses	June, 2014	$150,864.80
Total Non-Federal Expenses	June, 2013	$119,099.02
Total Non-Federal Expenses	FY '14 thru June	$1,584,203.82
Total Non-Federal Expenses	FY '13 thru June	$1,481,950.02
Net Income to include Federal Programs	FY '14 thru June	$-7,769,974.68
Net Income to include Federal Programs	FY '13 thru June	$-267,248.16

D. Review Correspondence - Attachment #5

Attachment #5 is information included for Board review.

E. Airport Commercial Flight Interruptions

Airline	Flight Cancellations	Flight Diversions
Horizon Air	4 WX	0
Delta	2 WX	0
United Express	4 WX	0

F. Employee of the 1st Quarter, 2014 – Attachment #6

Mr. Jeremy Marcotte, Atlantic Aviation – Sun Valley, was selected as the Employee of the 1st Quarter, 2014. Customer service, knowledge of the airport, responsibility, flexibility and professionalism are among the qualities considered in the selection process. Jeremy has worked for Atlantic Aviation – Sun Valley since May, 2007. His "exceptional assessment" in training, customer satisfaction and safety are specifically attributed to his selection as Employee of the Quarter. It is a pleasure to have Jeremy as part of the Atlantic Aviation – Sun Valley Team and to announce his nomination and selection as Employee of the Quarter.

VI. UNFINISHED BUSINESS

A. Airport Solutions

1. Existing Site

a. Plan to Meet 2015 Congressional Safety Area Requirement

i. Formulation

The final summary report for the Formulation Project is still under FAA review. The report will be finalized after FAA comments are received.

BOARD ACTION: 1. Discuss/Direct

ii. Project 1 Relocate Hangar Taxi Lane/Overlay Apron/Security Fence Improvements

Project 1 is complete, with the exception of final markings and a few other items to be completed this fall. T-O and Staff are coordinating these final project elements now.

BOARD ACTION: 1. None

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

Project 2 is complete, with the exception of final pavement markings and seeding, which are scheduled to be completed this fall.

BOARD ACTION: 1. None

iv. Project 3 Terminal Reconfiguration

The terminal project is out to bid. The pre-bid conference is scheduled for September 3, and the bid opening for September 16. A special meeting may

be necessary to award this project in a timely manner. This will be discussed at the meeting.

BOARD ACTION: 1. Discuss/Direct

v. **Project 4 Airport Operations Building**

Design of Project 4 is nearing completion and plans are scheduled to be available to contractors on September 5. A pre-bid conference is scheduled for September 10 and the bid opening for September 25.

BOARD ACTION: 1. Discuss/Direct/Action

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

Project 5 is underway. The contractor has begun mobilizing, setting up temporary fence and various other preliminary tasks. Pavement removal and earth moving will begin on September 2. The project schedule shows completion on October 31.

BOARD ACTION: 1. Discuss/Direct

vii. **Project 6 Relocate Taxiway B/Remove Taxiway A North Apron – Attachment #7**

As discussed at the August meeting, work is beginning on Project 6. A draft scope of work for services to be provided by T-O Engineers is included for Board review at Attachment #7. Dave Mitchell of T-O will attend the meeting to discuss the scope and address any questions or comments.

As directed by the Board at the August meeting, Staff and T-O prepared a draft grant application and submitted it to the FAA for review. Upon receipt of comments from FAA staff, the application will be completed and submitted.

BOARD ACTION: 1. Approve Scope of Work from T-O Engineers and direct staff to move forward with fee negotiations and an independent fee estimate for this project.

viii. **Facility Acquisitions**

Staff and legal counsel are negotiating new leases for two of the hangar owners whose hangars were acquired. Construction of one of the replacement hangars is scheduled to begin shortly, with the second to follow before winter. Staff has received an inquiry about construction of an additional hangar (by a new tenant), and those discussions are ongoing.

BOARD ACTION: 1. Discuss/Direct

ix. **Future Projects**

There are no further developments to report on the future projects discussed at the August meeting.

BOARD ACTION: 1. Discuss/Direct

b. Retain/Improve/Develop Air Service

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

Attachment #8 is the July 17, 2014 Fly Sun Valley Alliance Meeting Minutes. Attachment #9 is the August 14, 2014 Fly Sun Valley Alliance Meeting Agenda. This item is on the agenda to permit a Fly Sun Valley Alliance report if appropriate.

BOARD ACTION: 1. Discuss/Direct

B. Master Plan Update – Attachments #10, #11

As you know, the Board approved the Master Plan Scope of Work and proposed fee during the August Board meeting. Attachment #10 Task Order #2014-1 is included for your information and use as the project unfolds. The effective date of this agreement is September 2, 2014. Attachment #11 is an updated Project Schedule based on the September 2, 2014 effective date. The schedule reflects specific months for various Master Plan tasks. The team will start work on the inventory and forecast phases for the project and submit draft working papers for Board review, in advance of the Thanksgiving holiday. Team members will present the initial work product at the December Board meeting.

BOARD ACTION: 1. Discuss/Direct

C. Bellevue/Flying Hat Ranch LLC
227 Acres Proposed Annexation Process – Attachment #12

Last month, the Board had a spirited discussion regarding the above-referenced, proposed annexation. Airport Legal Counsel was tasked to develop a letter to the City of Bellevue regarding the annexation. The purpose of the letter is to reflect Board opinion regarding the outcome of the process. A draft letter is included as Attachment #12 for Board use.

BOARD ACTION: 1. Discuss/Direct/Action

VII. NEW BUSINESS

A. October Regular FMAA Board Meeting

The Northwest Chapter of the American Association of Airport Executives Annual Conference this year is October 5-8 in Boise. This conference is an opportunity for Staff and consultants to acquire information and networking benefits at an event conveniently located nearby. The October Regular Board meeting is scheduled October 7th. If the Board would consider moving the October Regular Board meeting to October 9th, it would afford Staff the ability to attend this valuable annual conference, close to home. If this change doesn't work for the Board, Staff will attend the sessions that are available before and after the Board meeting day.

BOARD ACTION: 1. Discuss/Direct/Action

VIII. PUBLIC COMMENT
IX. EXECUTIVE SESSION - I.C. §67- 2345
X. ADJOURNMENT

ATTACHMENT #1

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

August 5, 2014
5:30 P.M.

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Ron Fairfax, Vice-Chairman – Don Keirn, Board – Lawrence Schoen, Fritz Haemmerle, Jacob Greenberg, Pat Cooley
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird, Emergency/Operations Chief – Peter Kramer, Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant, Administrative Assistant/Alternate Airport Security Coordinator – Roberta Christensen, Administrative Assistant – Cecilia Vega
AIRPORT LEGAL COUNSEL: Lawson Laski Clark & Pogue, PLLC – Jim Laski
CONSULTANTS: T-O Engineers – Dave Mitchell, Todd Combs; ANTICIPATE – Candice Pate; R/L/B – Nick Latham; Mead & Hunt – Jan Horsfall
AIRPORT TENANTS/PUBLIC: Glass Cockpit Aviation – John Strauss; Atlantic Aviation – Mike Rasch; Evan Stelma, Donna Serrano, Len Harlig, Lory Sutliff, Chuck Matthiesen, Mark Reinemann
PRESS: Idaho Mountain Express – Greg Moore

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

I. APPROVE AGENDA The agenda was approved as presented.

II. PUBLIC COMMENT No public comment was made.

III. PUBLIC HEARING

A. FY '15 Rates & Charges (See Brief)

Airport Manager Baird briefed the Board on changes made to the Rates & Charges Schedule for FY '15.

Chairman Fairfax opened the discussion for public comment.

No public comment was made.

MOTION: ***Made by Board Member Greenberg to approve the Friedman Memorial Airport FY '15 Rates & Charges Schedule as presented. Seconded by Board Member Haemmerle.***

PASSED UNANIMOUSLY

B. FY '15 Budget (See Brief)

Airport Manager Baird briefed the Board on the changes and revisions made to the FY '15 Budget since the July Board Meeting.

Chairman Fairfax opened the discussion for public comment.

No public comment was made.

MOTION: ***Made by Board Member Haemmerle to approve the budget for FY '15 in the amount of $23,724,414.71. Seconded by Board Member Schoen.***

PASSED UNANIMOUSLY

IV. APPROVE FMAA MEETING MINUTES

A. July 1, 2014 Regular Meeting (See Brief)

The July 1, 2014 Friedman Memorial Airport Authority Meeting Minutes were approved as presented:

MOTION: ***Made by Board Member Haemmerle to approve the July 1, 2014 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Vice-Chairman Keirn.***

PASSED UNANIMOUSLY

V. REPORTS

A. Chairman Report

Chairman Fairfax thanked Pete Kramer for all his efforts in coordinating the Northern Rockies Music Festival for the last 32 years. He also thanked Lynn Campion-Waddell for her generous donation of $4.3 million to help in the construction of an outdoor ice rink in Hailey.

Chairman Fairfax commended Airport Staff and Atlantic Aviation for successfully coordinating the annual July corporate event that took place in July and thanked the community for their understanding regarding noise abatement.

B. Blaine County Report

No report was given.

C. City of Hailey Report

Board Member Haemmerle reported that in addition to the $4.3 million donation from the Campion family and their Trust to the Hailey Ice Project; $500,000 was also donated from the Eccles Trust as well as a $300,000 contribution from an anonymous donor. He thanked these donors as well as Chairman Fairfax for all the effort he put into the Hailey Ice Project for the last 15 years.

Board Member Haemmerle reported that private planes continue to disregard the noise abatement procedures every weekend. He also reported that he found the direct flight to LA to be a great concept and a pleasurable experience.

D. Airport Manager Report

Airport Manager Baird briefed the Board on airport operations and traffic coordination during the July corporate event and thanked Airport Staff, the tower operators, Atlantic Aviation, the community, and the pilots for making it another successful year.

Airport Manager Baird reported that the Blaine County Senior Connection has accepted a temporary lease with the airport to provide a coffee/snack service to passengers in the terminal.

E. Communication Director Report

Communications Director Candice Pate reported that no one attended the July Coffee Talk or Airport Tour and the "90 before 9 AM" campaign will continue through August.

VI. AIRPORT STAFF BRIEF

A. Noise Complaints (See Brief)

B. Parking Lot Update (See Brief)

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

D. Review Correspondence (See Brief)

E. Airport Commercial Flight Interruptions (See Brief)

F. Administrative Brief (See Brief)

G. Security Update (See Brief)

H. Terminal Coffee-Snack Service Update (See Brief)

I. Employee of the 1st Quarter, 2014 (See Brief)

VII. UNFINISHED BUSINESS

A. Airport Solutions

1. Existing Site

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

i. Formulation

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

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

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

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

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

iv. Project 3 Terminal Reconfiguration

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

v. Project 4 Airport Operations Building

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

vi. Project 5 Terminal Apron Reconstruction/Site Preparations

Engineer Mitchell updated the Board on the current status of Projects 5 and 5a of the RSA Improvements Project and asked the Board to award Western Construction as the lowest responsive bidder.

The Board discussed the justification for an $84,202 expense to relocate fencing for Project 5a.

MOTION: ***Made by Board Member Schoen to award Project 5 to Western Construction in an amount not to exceed $2,540,264.70 subject to FAA approval and to award the stand-alone gate project to Balanced Rock Electric in the amount of $84,202.00 subject to FAA approval. Seconded by Vice-Chairman Keirn.***

PASSED UNANIMOUSLY

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

Engineer Mitchell briefed the Board on Project 6 of the RSA Improvements Project and suggested that the Board consider directing Staff to proceed with processing a grant application for planned 2015 projects.

The Board discussed technical aspects of Engineer Mitchell's briefing including the possibility of leaving the airport open to small aircraft during the project and whether or not sealant is an additional expense when installing concrete pavement.

MOTION: ***Made by Board Member Greenberg to authorize Staff to proceed with processing a grant application for Project 6 and other remaining RSA projects scheduled for 2015. Seconded by Board Member Haemmerle.***

PASSED UNANIMOUSLY

Board Member Schoen asked if Blaine County could be given a week's prior notice before the grant offer is ready for them to sign.

viii. Facility Acquisitions

Engineer Mitchell updated the Board on the current status of the facility acquisition part the RSA Improvements Project.

The Board discussed possible future uses for the helipad and U.S. Forest Service hangar once it has been vacated.

ix. Future Projects

Engineer Mitchell updated the Board on upcoming future projects related to the RSA Improvements Project.

b. Retain/Improve/Develop Air Service

i. Fly Sun Valley Alliance Update (See Brief)

No update was given.

B. Master Plan Scope of Work (See Brief)

Airport Manager Baird updated the Board on the Master Plan Project and asked the Board to approve Mead & Hunt's fee proposal not-to-exceed $611,726 to develop the Master Plan Update.

Board Member Haemmerle expressed concerns that the open space to the south of the Airport has not been well-addressed in the Master Plan. He suggested that the Board discuss the City of Bellevue's recent annexation and development plans of the

property south of the Airport.

The Board discussed whether or not the Bellevue annexation should delay the Master Plan Project another month as well as the possibility of expanding Section 9 of the Master Plan Scope of Work (SOW) to address the Bellevue annexations specifically.

MOTION: ***Made by Board Member Schoen to approve the Mead and Hunt proposed fee to complete the approved Scope of Work not to exceed $611,726, authorize Chair execution of appropriate Work Order documents after Staff and Legal Counsel review, and authorize the Airport Manager to issue Notice to Proceed at the appropriate time. Seconded by Board Member Greenberg.***

Chairman Fairfax	***YES***
Vice-Chairman Keirn	***NO***
Secretary Schoen	***YES***
Treasurer Greenberg	***YES***
Board Member Haemmerle	***NO***
Board Member Cooley	***NO***

MOTION NOT PASSED

Board Member Haemmerle commented that there is not enough focus in the current Master Plan SOW on issues of safety and how safety guides decision-making processes and will not vote to approve the proposed fee and move forward with the Master Plan SOW.

Board Member Cooley suggested an amendment to the motion to direct Mead & Hunt to examine, direct, and emphasize safety issues as prominently as the marketing issue, as well as editing the word "may" to "shall" on page 13 of the SOW, and adding safety as a trigger point of the Master Plan.

Board Member Schoen commented that he does not support the suggested amendment to the motion and the matter of safety has been emphasized adequately in the Master Plan SOW. He commented that Board Member Cooley's suggested revisions are a separate issue than can be addressed later in the planning process.

Chairman Fairfax commented that the Master Plan SOW does not need to be changed as it was approved in April and no changes have been submitted by the Board in May, June, or July. He commented that the motion on the floor is regarding the fee to draft the Master Plan.

MOTION: ***Made by Board Member Schoen to approve the Mead and Hunt proposed fee to complete the approved Scope of Work not to exceed $611,726, authorize Chair execution of appropriate Work Order documents after Staff and Legal Counsel review, authorize the Airport Manager to issue Notice to Proceed at the appropriate time, and also to give special direction to Mead & Hunt to give special considerations to safety considerations throughout preparation of the Master Plan, on page 13 change the word "may" to "shall", and on page 15 add the word "safety considerations" after the word "influences" and before the word "etc." Seconded by Board Member Cooley.***

Chairman Fairfax	***YES***
Vice-Chairman Keirn	***YES***
Secretary Schoen	***YES***
Treasurer Greenberg	***NO***
Board Member Haemmerle	***YES***
Board Member Cooley	***YES***

MOTION PASSED

Engineer Mitchell commented that the goal of airport planning is to figure out how to accommodate demand in the safest way possible and any suggestions from the Board to emphasize safety at any time during the planning process will be met.

Board Member Greenberg expressed concern that the added terminology to the SOW may trigger the Airport's relocation due to safety concerns that cannot be supported economically and could not support the motion.

VIII. NEW BUSINESS

A. Bellevue/Flying Hat Ranch LLC 227 Acres Proposed Annexation Process

Board Member Haemmerle suggested that the Board voice their objection to development near the Airport.

Chairman Fairfax commented that he does not object to light industrial or residential development on the east side of Highway 75 as he does not think it is unsafe.

Board Member Schoen referred to item 7 of the terms of the Temporary Avigation License and Right of Entry Agreement for the Board's consideration (Minutes Attachment #1).

Chairman Fairfax directed Attorney Laski to draft a document voicing the Board's opinion that it does not oppose annexation but does discourage increasing density in the flight path as well as residential and business development on the property east of Highway 75.

IX. PUBLIC COMMENT

Atlantic Aviation Regional Manager, Mike Rasch, commented that safety comes first and foremost to Atlantic Aviation and is happy to announce that there was not one incident during the July corporate event. He also thanked the Board for re-stressing the ramp north of the FBO facility and Airport Staff for all their help during the event.

Glass Cockpit Aviation owner, John Strauss, commented that despite the fact that the RSA improvements are decreasing ramp space and access for the general aviation area, Airport Staff and Atlantic Aviation still managed to accommodate the July corporate event.

XI. ADJOURNMENT

The August 5, 2014 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 7:37 p.m.

_____
Lawrence Schoen, Secretary

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

TEMPORARY AVIGATION LICENSE AND
RIGHT OF ENTRY

NOW, THEREFORE, for and in consideration of the mutual covenants and agreements herein contained, the parties hereto, for themselves, and their respective successors and assigns, agree as follows:

1. Licensor does hereby grant and convey unto Licensee, its successors and assigns, an avigation license ("License") over and across that certain airspace over and above approximately 48.49 acres of the Eccles Flying Hat Ranch, which airspace is more particularly depicted and described on **Exhibit "B"** attached hereto and made a part hereof, for the sole purpose of allowing the use of the Runway Extension, for the benefit of the Licensee and its operation of the Airport, including the use by all persons and entities utilizing the Airport for the take-off, landing, and traffic patterns of aircraft of all types. The License herein granted shall also include the non-exclusive right of the Licensee to access and use certain portions of the surface area of the Ranch located directly below the above-referenced airspace for the purpose of thereon installing, maintaining, repairing, replacing, and operating solar powered lights, beacons, or other visual warning devices on existing cottonwood trees, substantially as and where shown as "Proposed Obstruction Lights" on **Exhibit "B"**.

2. The term of the License herein granted shall be ten (10) years, commencing on the date hereof, and it shall terminate exactly ten (10) years after said date and be of no further force or effect.

3. During the term of the License, Licensor shall accept the annual sum set forth in paragraph 4, in full settlement and satisfaction for any damages to the Ranch resulting from Negative Impacts, if any, resulting from the use and operation of the Airport, including the Runway Extension, and any intrusions into the air space above the Ranch or access and activity on the surface of the Ranch within the scope of the License. Licensee acknowledges and agrees that neither the granting of this License, nor the activities undertaken pursuant to this License in the operation of the Airport, including the authorization of aircraft to occupy and penetrate the airspace included in the License, shall upon termination of the License, preclude or limit the right of the Licensor to thereafter seek legal redress for any alleged taking of any property rights from the Ranch, occurring before or after the term of this License, including air and surface rights, or any damages for Negative Impacts to the Ranch or its operations or development potential resulting from, or in any way connected with, the improvement, management operation or use of the Airport, including the above-referenced Runway Extension. The Licensor does not, by the granting of this License waive, suspend or forego any rights which it may have to seek recovery for damages to the Ranch, or the taking by the Licensee of any property rights therein, caused by the use, improvement or operation of the Airport, except as expressly set forth herein.

4. Upon the execution of this Agreement, the Licensee agrees to pay to the Licensor the sum of Thirty Thousand Dollars ($30,000) as consideration for the above-referenced License, and to pay an equal amount on the same day in each and every succeeding year for the duration of the term of said License.

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5. Upon termination of the License, Licensee shall remove all of its warning devices and other personal property or equipment situated on the Ranch.

6. In the event the Friedman Memorial Airport is hereafter abandoned, and Licensee determines to sell the real property comprising said Airport, the Licensor, to the extent permitted by law, shall have the right of first refusal to purchase each of the Eccles/Airport Parcels described on Exhibit "A" hereto on the same terms and conditions as the Licensee may propose to sell the same to any third party. Said right of first refusal shall grant the Licensor not less than 30 days after receiving notice of any proposed sale of each of said parcels, including all applicable terms and conditions of such proposed sale, in which to exercise, in writing, its right of first refusal to purchase each of said parcels. For purposes of this paragraph, each of said Eccles/Airport Parcels shall be treated separately, and the right of first refusal shall be extended to the Licensor separately on each parcel.

7. Licensee acknowledges that the Licensor may hereafter seek a rezone of a portion of the Ranch located on the east side of Highway 75, near or adjacent to Woodside Industrial Park, to an industrial or light industrial zoning district designation, and the Licensee agrees not to oppose any such application as may be made by the Licensor.

8. Licensee agrees to indemnify and hold harmless Licensor from any claim, damage or cause of action, including attorney's fees, that may result from the use of the License, by Licensee, its agents, employees, contractors, or invitees.

9. Nothing herein shall preclude the Licensor from using and further developing the Ranch, including that portion of it situated below the airspace described in the Licenses, provided such use or development does not violate the License or its intended purposes, and complies with all applicable governmental ordinances and regulations. Without limiting the foregoing, Licensor may improve, enlarge, or expand its ranching and agricultural operations, including the construction of new or expanded structures and facilities and the increase of its cattle feeding, breeding and calving operations, or the construction of new residential structures. The Licensee agrees not to oppose any applications which might be filed with Blaine County or other governmental entities for such developments or expansions which comply with the provisions of this paragraph.

10. This Agreement shall be binding upon the heirs, successors and assigns of the parties hereto.

11. This Agreement shall be construed in accordance with the laws of the State of Idaho. In the event this Agreement shall become the subject matter of litigation, the prevailing party shall be entitled to recover all of its costs and attorney's fees from the non-prevailing party.

12. Facsimile signatures of this Agreement shall be regarded between the parties as an original for all purposes; provided, however, that at the request of either party, original signatures will be provided in order that this Agreement may be recorded in the records of Blaine County, Idaho.

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IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year first above written.

"LICENSOR"

ECCLES FLYING HAT RANCH,LLC

By: Marc E Rei
Marc Reinemann
Its: Authorized Agent

"LICENSEE"

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

By: Martha Burke
Martha Burke
Its: Chairman

STATE OF IDAHO)
ss.
County of Blaine)

On this 30th day of October, 2006, before me, a Notary Public for said County and State, personally appeared Martha Burke, known or identified to me, to be the Chairman of the Friedman Memorial Airport Authority that executed the said instrument, and acknowledged to me that such political subdivision executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

LISA N. EMERICK
NOTARY PUBLIC
STATE OF IDAHO

Lisa N Emerick
NOTARY PUBLIC FOR IDAHO
Residing at Hailey, ID
My commission expires 4/3/07

STATE OF IDAHO)
ss.
County of Blaine)

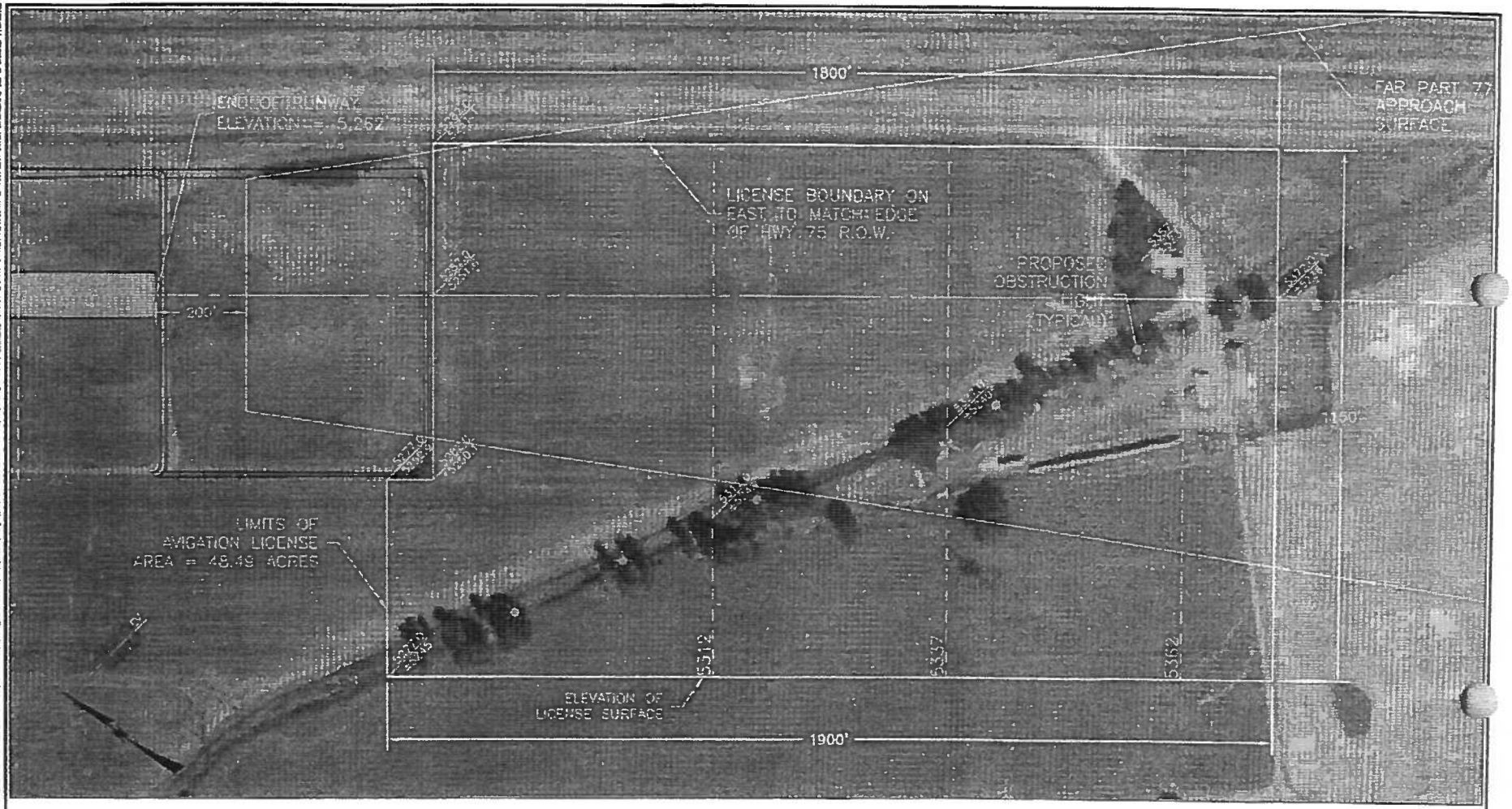
On this 30 day of October, 2006, before me, a Notary Public for said County and State, personally appeared Marc Reinemann, known or identified to me, to be an authorized agent of Eccles Flying Hat Ranch, L.L.C., duly authorized by said limited liability company to execute the foregoing instrument on its behalf, and acknowledged to me that he executed the same in said limited liability company name.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

NANCY A. WOLDBERG
NOTARY
PUBLIC
STATE OF IDAHO

Nancy A. Woldberg
NOTARY PUBLIC
Residing at Fairfield
My commission expires 9-15-11

!rlm\spec agree\avigation License_clean 102706



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FRIEDMAN MEMORIAL AIRPORT
PROPOSED AVIGATION LICENSE PLAN

SHEET 1 OF 2

TOOTHMAN-ORTON ENGINEERING CO.
ENGINEERS · SURVEYORS · PLANNERS
9777 CHINDEN BOULEVARD · BOISE, IDAHO 83714-2008
PHONE: 208-323-2288 · FAX: 208-323-2399
E-FILE: I:\04082\Approach Easement.DWG DATE: 10/5/08 JOB: 04082

EXHIBIT B
MER mcb

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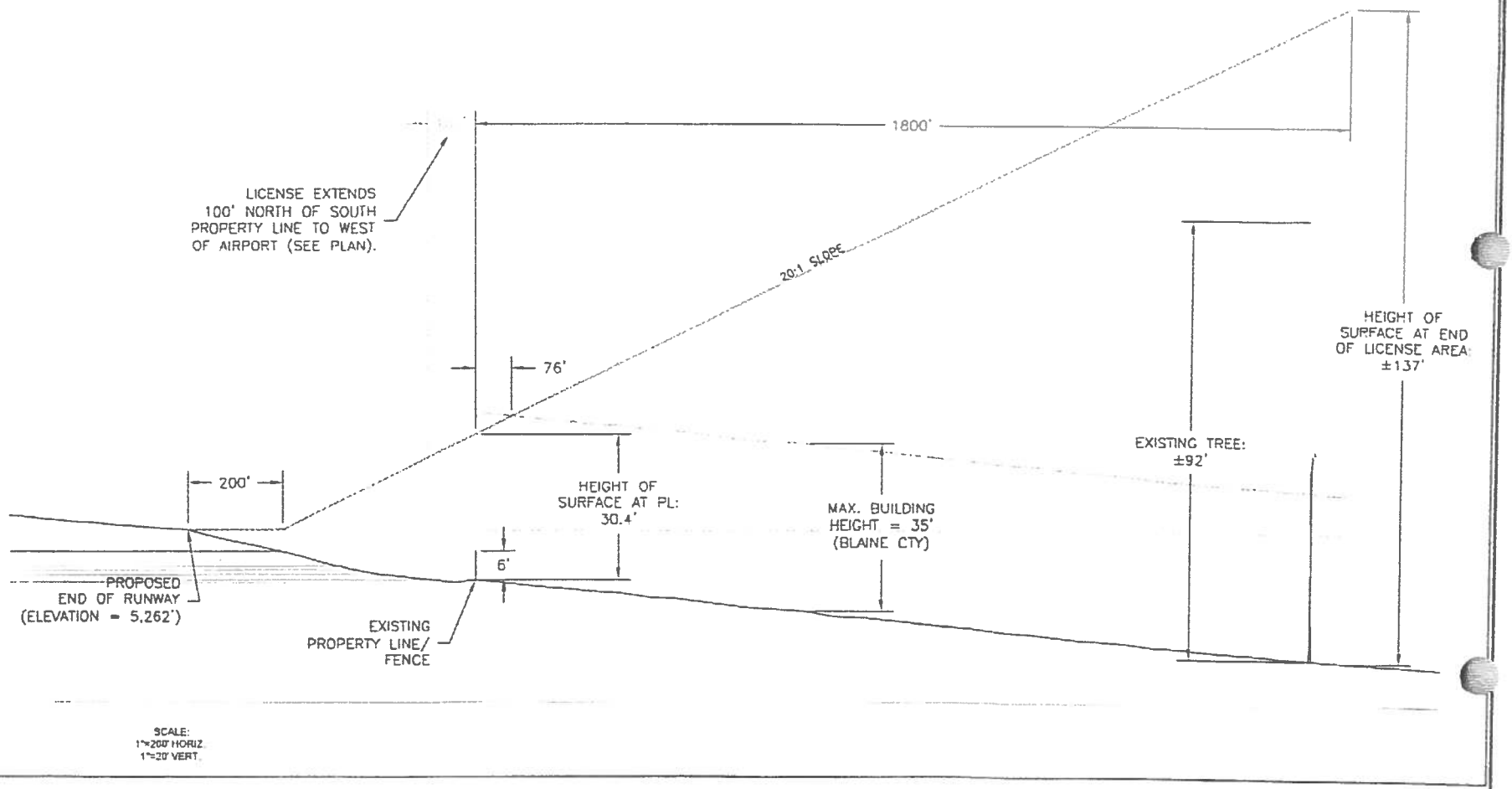

NOTE: THIS DRAWING DEPICTS THE PROFILE ALONG THE EXTENDED RUNWAY CENTERLINE TO THE LIMITS OF THE PROPOSED AVIGATION LICENSE AREA SHOWN ON SHEET 1. PROFILE BETWEEN EXISTING FENCE AND TREE SHOWN IS ESTIMATED.

FRIEDMAN MEMORIAL AIRPORT
PROPOSED AVIGATION LICENSE PROFILE

SHEET 2 OF 2

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E-FILE: t:\04082\Aper Easement Prof.DWG DATE: 10/5/06 JOB: 04082

EXHIBIT B
MER MEB

EXHIBIT A
(1 of 3)

PROPERTY ACQUIRED IN FEE SIMPLE ABSOLUTE

Commencing at the South Quarter Section Corner of Section 15, which is also the North Quarter Section Corner of Section 22, T. 2 N., R. 18 E., B.M., Blaine County, Idaho; thence on a bearing of

North 563 feet along the centerline of Section 15, to a point marking the southwesterly corner and point of beginning for the present airport boundary; thence,

N 88° 30' E, 928.91 feet along the southerly boundary of the present airport to a point which is the real point of beginning; thence,

N 88° 30' E, 724.02 feet along the same line to a point at the southeasterly corner of the present airport, and which is also on the westerly boundary line of U.S. Highway 93; thence

S 35° 32' E, 2318.4 feet along the westerly boundary line of U.S. Highway 93 to a point; thence

Along the easterly bank of a small irrigation ditch along the following courses and distances: N 68° 09' W, 183.94 feet; thence

N, 49°30' W, 110.76 feet; N, 41° 21' W, 148.12 feet;
N, 36°09' W, 124.74 feet; N, 53° 30' W, 261.37 feet;
N, 56°55' W, 170.50 feet; N, 35° 32' W, 176.50 feet to a point; thence

S 54° 28' W, 315 feet to a point; thence

N 35° 32' W, 1615.21 feet to the real point of beginning, comprising approximately 23.8 acres,

Less a square piece of land 2500 square feet, 50 feet on a side, which shall abut and have sidelines perpendicular to the easterly side of the above described property where it lies in common with the westerly boundary of U.S. Highway 93, which shall be centered around (sidelines equal distance from) the Grantor's well located in the northeasterly corner of the above described property. The Grantor shall not construct or cause to be placed on the above square piece of land any permanent object higher than eight feet above the existing land surface without permission of the owner or owners of the above described land acquired in fee simple.

Subject to an easement in Grantor for conveyance of irrigation water through an underground pipeline, open ditches and necessary diversion works which is described as follows:

A right of way extending across the northerly end of the above described property for the purpose of carrying 450 inches of water from the well referred to above in the northeast corner of the above described property to the Grantor's property which adjoins to the west. The easement shall be 20 feet wide, 10 feet on each side of the pipeline and ditch, extending from the well to the Grantor's property to the west. Water shall be conveyed under the above described property in a permanent, cement or metal conduit for a distance of not less than 700 feet from the well, after which point water may be conveyed in an open ditch. (The conduit shall be so constructed and laid to a depth that will not interfere with the Grantee's proposed runway extension. The conduit shall be laid prior to the Grantee commencing excavation for a runway

MER
10-30-06

MEB

EXHIBIT A
(2 OF 3)

EXHIBIT 'A' TO WARRANTY DEED FROM ECCLES TO HAILEY & BLAINE COUNTY

TOWNSHIP 2 NORTH, RANGE 18 EAST, BOISE MERIDIAN, BLAINE COUNTY, IDAHO.

A parcel of land located within the SE¼ of Section 15, the NE¼ of Section 22 and the NW¼ of Section 23, more particularly described as follows:

COMMENCING at a brass cap marking the N¼ corner of said Section 15; thence
S. 00° 05' 47" W., 5239.52 feet to a 1981 aluminum cap marking the S¼ corner of said Section 15; thence
N. 00° 05' 47" E., 321.40 feet to the Southeast corner of Lot 1, Block 1, Broadford Highlands Subdivision No. 1, as recorded in Blaine County, Idaho, and the TRUE POINT OF BEGINNING; thence
N. 00° 05' 47" E., 241.66 feet to a 5/8 inch rebar marking the Northwest corner of the Flying Hat Ranch, as shown on the Record of Survey recorded under Instrument No. 360345, records of Blaine County, Idaho; thence along the boundary of said Flying Hat Ranch the following 11 courses; thence
N. 89° 16' 14" E., 923.47 feet to a 5/8 inch rebar; thence
S. 35° 18' 35" E., 1609.03 feet; thence
N. 54° 44' 23" E., 314.99 feet; thence
S. 35° 18' 35" E., 176.50 feet; thence
S. 56° 38' 36" E., 170.50 feet; thence
S. 53° 13' 36" E., 261.37 feet; thence
S. 35° 52' 35" E., 124.74 feet; thence
S. 41° 04' 36" E., 148.12 feet; thence
S. 49° 10' 36" E., 110.78 feet; thence
S. 67° 49' 39" E., 182.39 feet to the Southwesterly boundary of Highway 75; thence
S. 35° 14' 56" E., 327.12 feet along the Southwesterly boundary of Highway 75; thence leaving the boundary of Flying Hat Ranch S. 54° 44' 55" W., 724.48 feet; thence
N. 35° 15' 05" W., 1798.19 feet; thence
S. 54° 44' 55" W., 402.00 feet; thence
N. 35° 15' 05" W., 1324.36 feet; thence
S. 89° 16' 14" W., 453.39 feet to the TRUE POINT OF BEGINNING.

MER
10-30-06
MCB

EXHIBIT A
(3 OF 3)

A parcel of land 50 feet by 50 feet centering on the former Eccles irrigation well site within Friedman Memorial Airport. Located within Section 15, Township 2 North, Range 18 East, Boise Meridian, Blaine County, Idaho, and more particularly described as follows;

COMMENCING at a Brass Cap marking the South ¼ corner of said Section 15;
THENCE North 0 ° 06 ' 22 " East, a distance of 2629.64 feet to the center section corner of said section 15;
THENCE North 89 ° 42 ' 30 " East, a distance of 201.23 feet to a point on the westerly boundary of State Highway 75;
THENCE South 35 ° 14 ' 54 " East, along the westerly boundary of state highway 75, a distance of 2562.38 feet;
THENCE South 54 ° 45 ' 06 " West, a distance of 26.00 feet to the TRUE POINT OF BEGINNING;

THENCE South 54 ° 45 ' 06 " West, a distance of 50.00 feet;
THENCE South 35 ° 14 ' 54 " East, a distance of 50.00 feet;
THENCE North 54 ° 45 ' 06 " East, a distance of 50.00 feet;
THENCE North 35 ° 14 ' 54 " West, a distance of 50.00 feet to the TRUE POINT OF BEGINNING. Containing approximately 2500 square feet or 0.0574 acres.

EXHIBIT "A"

MER
10-30-06

MCP

AUTHORIZATION

ECCLES FLYING HAT RANCH, L.L.C., a Utah limited liability company, by and through its managing member, Spencer F. Eccles, hereby authorizes and empowers **MARC E. REINEMANN** to negotiate and execute, on its behalf, a Temporary Avigation License and Right of Entry Agreement with the Friedmann Memorial Airport Authority, and pursuant thereto to grant unto said Authority the right to use certain described air space over and above the Eccles Flying Hat Ranch in the operation and use of Friedmann Memorial Airport for a specified term not to exceed ten (10) years, and to further grant said Authority the right to enter upon the Flying Hat Ranch for the purpose of attaching or installing to certain cottonwood trees situated thereon, aircraft warning lights or beacons during the same term.

By granting this Authorization to Marc E. Reinemann, Eccles Flying Hat Ranch, L.L.C., a Utah limited liability company, acknowledges and agrees that any such Temporary Avigation License and Right of Entry Agreement, upon its execution by Marc E. Reinemann, shall for all purposes be binding upon, and inure to the benefit of, Eccles Flying Hat Ranch, L.L.C., a Utah limited liability company.

DATED this 24 day of OCTOBER, 2006.

Spencer F Eccles

SPENCER F. ECCLES
Member of Eccles Flying Hat Ranch, L.L.C.

STATE OF HAWAII)
) ss.
County of HAWAII)

Comment:

On this 24 day of OCTOBER 2006, before me, a Notary Public for said County and State, personally appeared Spencer F. Eccles, known or identified to me, to be one of the members in the limited liability company of ECCLES FLYING HAT RANCH, L.L.C., and the member or one of the members who subscribed said limited liability company name to the foregoing instrument, and acknowledged to me that he executed the same in said limited liability company name.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

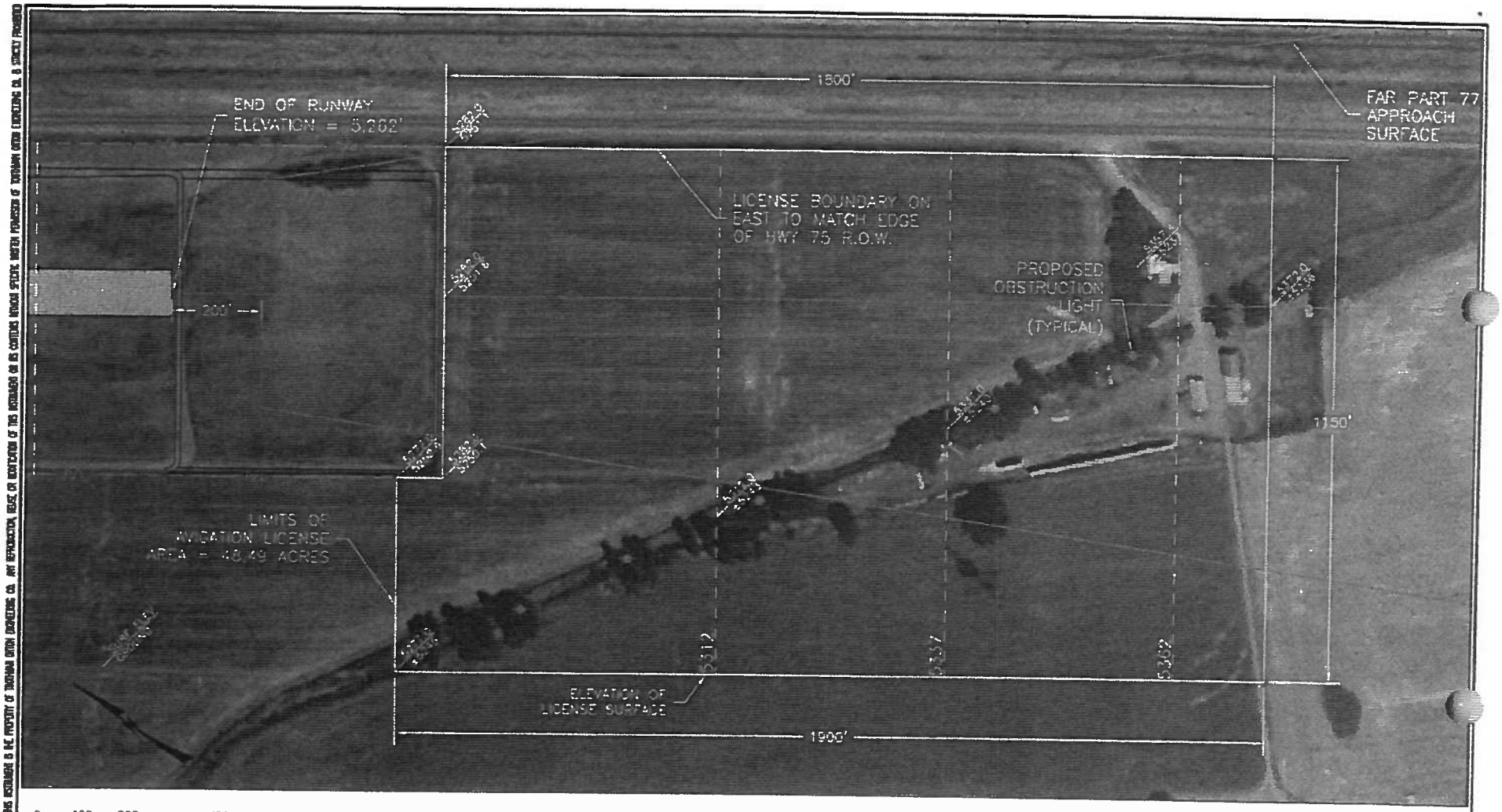
Diana C Prentiss

NOTARY PUBLIC
Residing at Hawaii
My commission expires _____

!rlm\corp\authorization to sign_LLC.Eccles

Diana C. Prentiss
My Commission Expires: 5/4/2007

DIANA C. PRENTISS NOTARY PUBLIC STATE OF HAWAII



FRIEDMAN MEMORIAL AIRPORT
PROPOSED AVIGATION LICENSE PLAN

SHEET 1 OF 2

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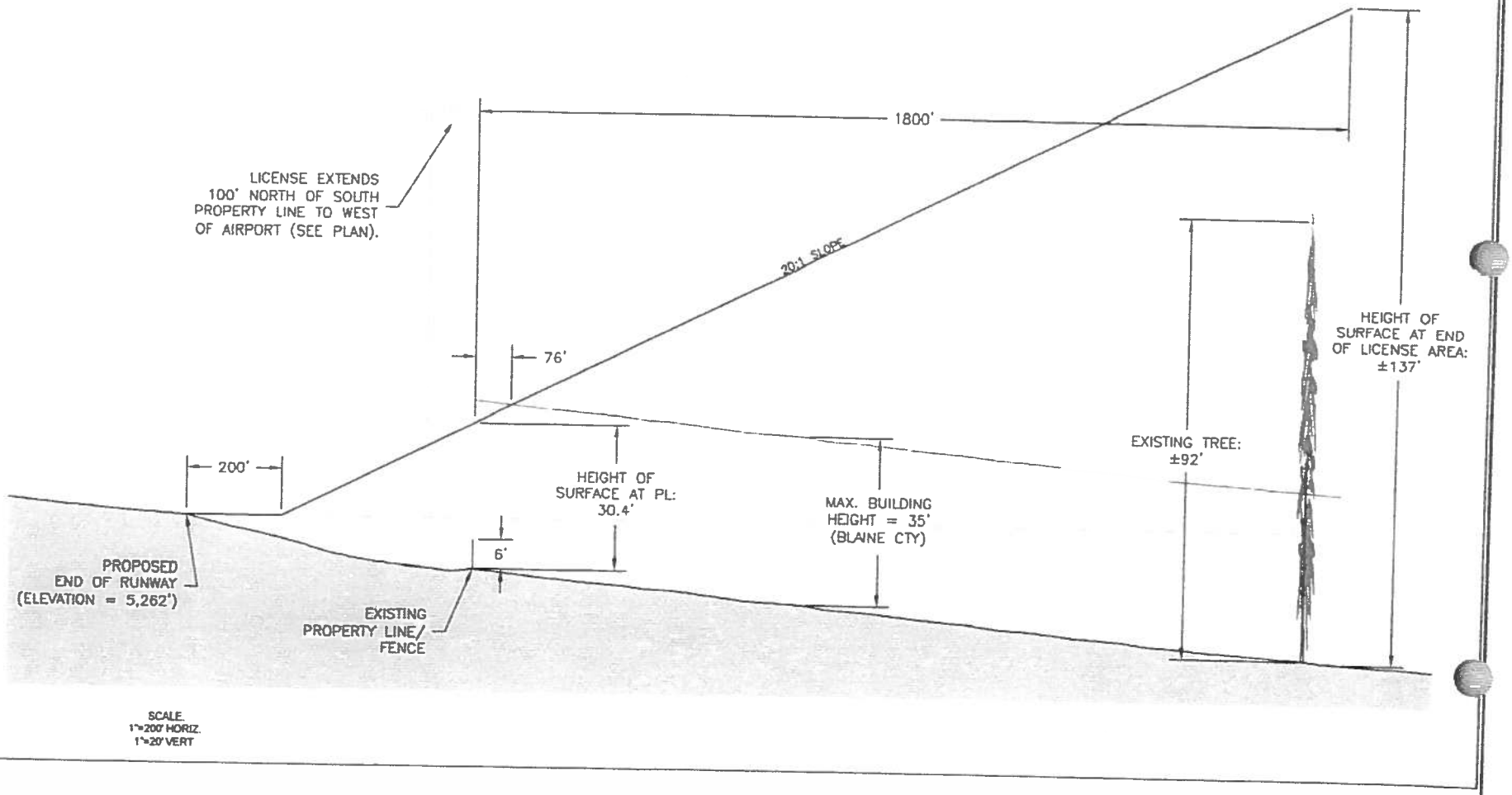

SCALE:
1"=200' HORIZ.
1"=20' VERT

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Instrument # 541478
HAILEY, BLAINE, IDAHO
2006-11-06 03:06:00 No. of Pages: 10
Recorded for : FRIEDMAN MEMORIAL AIRPORT AUTH
MARSHA RIEMANN Fee: 30.00
Ex-Officio Recorder Deputy DKS
Index to: AGREEMENT/CORRECTION

TEMPORARY AVIGATION LICENSE AND RIGHT OF ENTRY AGREEMENT

THIS AGREEMENT is made and entered into this 30 day of OCTOBER, 2006, by and between **ECCLES FLYING HAT RANCH, L.L.C.,** a Utah limited liability company ("Licensor"), and the **FRIEDMAN MEMORIAL AIRPORT AUTHORITY,** a political subdivision of the State of Idaho ("Licensee"), whose address is P.O. Box 929, Hailey, Idaho, 83333.

RECITALS:

A. The Licensee is the operator of Friedman Memorial Airport situated in Blaine County, Idaho, which is a general aviation airport for commercial and private aircraft ("Airport").

B. Licensor is the owner of the Eccles Flying Hat Ranch, an agricultural enterprise consisting of row crop farming, cattle grazing, cattle feeding, cattle breeding and calfing, and related residential and farm improvements and activities, which is in part adjacent to the southern boundary of the Airport ("Ranch").

C. The Licensee has in the past, under threat of condemnation, acquired three (3) parcels of the Ranch from the Licensor, which parcels are described on **Exhibit "A"** hereto ("Eccles/Airport Parcels").

D. Licensee has just extended the Airport's Runway No. 31/13 approximately 600 feet further south than said runway's previous southern boundary ("Runway Extension"), which, when operational, may be determined by a court of competent jurisdiction to result in negative impacts to the Ranch, including limitations on present and future uses and activities thereon, and improvements thereto ("Negative Impacts"). Said Negative Impacts may include, but not necessarily be limited to, lower penetrations of airspace over the Ranch; use of said airspace by larger aircraft; increased limitations on building heights and locations on the Ranch; increased noise; increased ground vibrations caused by aircraft; increased flight frequency; and the need to remove, or place warning lights or beacons on existing trees situated on the Ranch.

E. To enable the Airport to commence utilization of the above-referenced runway extension the Airport has sought, under the threat of eminent domain proceedings, to acquire a permanent avigation easement, together with the right to access, remove or place warning lights on existing mature cottonwood trees on the Ranch, which the Licensor has resisted.

F. The Licensee has informed the Licensor of its efforts to relocate the Airport to a new location, and to abandon the existing Friedman Memorial Airport as soon as possible, and in light of that effort the parties have negotiated this Temporary Avigation License and Right of Entry pursuant to the terms and conditions hereinafter set forth, in lieu of a permanent avigation easement.

MEB MEB

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '14)
October 2013 through June 2014

	Oct '13 - Jun 14	Budget	$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
4000-00 · AIRCARRIER				
4000-01 · Aircarrier - Lease Space	63,390.33	84,600.00	-21,209.67	74.9%
4000-02 · Aircarrier - Landing Fees	62,783.90	101,200.00	-38,416.10	62.0%
4000-03 · Aircarrier - Gate Fees	900.00	1,200.00	-300.00	75.0%
4000-04 · Aircarrier - Utility Fees	12,531.70	7,600.00	4,931.70	164.9%
4010-06 · Aircarrier - '12 PFC App	168,338.06			
Total 4000-00 · AIRCARRIER	307,943.99	194,600.00	113,343.99	158.2%
4020-00 · TERMINAL AUTO PARKING REVENUE				
4020-01 · Automobile Parking - Terminal	82,620.49	80,000.00	2,620.49	103.3%
Total 4020-00 · TERMINAL AUTO PARKING REVENUE	82,620.49	80,000.00	2,620.49	103.3%
4030-00 · AUTO RENTAL REVENUE				
4030-01 · Automobile Rental - Commission	238,455.93	350,000.00	-111,544.07	68.1%
4030-02 · Automobile Rental - Counter	9,100.76	7,500.00	1,600.76	121.3%
4030-03 · Automobile Rental - Auto Prkng	46,510.00	29,100.00	17,410.00	159.8%
4030-04 · Automobile Rental - Utilities	875.85	400.00	475.85	219.0%
4030-05 · Automobile Rental - Off. Airpt.	666.51	25,000.00	-24,333.49	2.7%
Total 4030-00 · AUTO RENTAL REVENUE	295,609.05	412,000.00	-116,390.95	71.7%
4040-00 · TERMINAL CONCESSION REVENUE				
4040-01 · Terminal Shops - Commission	0.00	1,200.00	-1,200.00	0.0%
4040-02 · Terminal Shops - Lease Space	1,965.62	6,120.00	-4,154.38	32.1%
4040-03 · Terminal Shops - Utility Fees	163.39	600.00	-436.61	27.2%
4040-10 · Advertising - Commission	23,578.75	35,000.00	-11,421.25	67.4%
4040-11 · Vending Machines - Commission	8,253.13			
4040-12 · Terminal ATM	51.12			
Total 4040-00 · TERMINAL CONCESSION REVENUE	34,012.01	42,920.00	-8,907.99	79.2%
4050-00 · FBO REVENUE				
4050-01 · FBO - Lease Space	175,762.99	230,000.00	-54,237.01	76.4%
4050-02 · FBO - Tiedown Fees	121,572.12	312,500.00	-190,927.88	38.9%
4050-03 · FBO - Landing Fees - Trans.	142,931.97	287,500.00	-144,568.03	49.7%
4050-04 · FBO - Commission	11,820.66	20,000.00	-8,179.34	59.1%
Total 4050-00 · FBO REVENUE	452,087.74	850,000.00	-397,912.26	53.2%
4060-00 · FUEL FLOWAGE REVENUE				
4060-01 · Fuel Flowage - FBO	108,253.68	200,000.00	-91,746.32	54.1%
Total 4060-00 · FUEL FLOWAGE REVENUE	108,253.68	200,000.00	-91,746.32	54.1%
4070-00 · TRANSIENT LANDING FEES REVENUE				
4070-02 · Landing Fees - Non-Comm./Gov't	306.48	500.00	-193.52	61.3%
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	306.48	500.00	-193.52	61.3%

ATTACHMENT #2

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '14)
October 2013 through June 2014

	Oct '13 - Jun 14	Budget	$ Over Budget	% of Budget
4080-00 · HANGARS REVENUE				
4080-01 · Land Lease - Hangar	366,389.53	495,000.00	-128,610.47	74.0%
4080-02 · Land Lease - Hangar/Trans. Fee	2,585.60			
4080-03 · Land Lease - Hangar/Utilities	1,127.81	1,400.00	-272.19	80.6%
4080-20 · Land Lease - Government Revenue	5,195.19	7,150.00	-1,954.81	72.7%
Total 4080-00 · HANGARS REVENUE	375,298.13	503,550.00	-128,251.87	74.5%
4090-00 · TIEDOWN PERMIT FEES REVENUE				
4090-01 · Tiedown Permit Fees (FMA)	11,422.78	16,000.00	-4,577.22	71.4%
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	11,422.78	16,000.00	-4,577.22	71.4%
4100-00 · POSTAL CARRIERS REVENUE				
4100-01 · Postal Carriers - Landing Fees	6,394.97	9,000.00	-2,605.03	71.1%
4100-02 · Postal Carriers - Tiedown	2,970.00			
Total 4100-00 · POSTAL CARRIERS REVENUE	9,364.97	9,000.00	364.97	104.1%
4110-00 · MISCELLANEOUS REVENUE				
4110-01 · Misc. Revenue	-1,220.25			
4110-06 · Misc. - Security-Prox. Cards	28,240.00	27,000.00	1,240.00	104.6%
4110-09 · Miscellaneous Expense Reimburse	2,011.50			
Total 4110-00 · MISCELLANEOUS REVENUE	29,031.25	27,000.00	2,031.25	107.5%
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	13,500.00	14,000.00	-500.00	96.4%
4120-02 · GTSP - Trip Fee	2,340.00	3,000.00	-660.00	78.0%
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	15,840.00	17,000.00	-1,160.00	93.2%
4400-00 · TSA				
4400-02 · Terminal Lease	4,908.33	6,600.00	-1,691.67	74.4%
Total 4400-00 · TSA	4,908.33	6,600.00	-1,691.67	74.4%
4520-00 · INTEREST INCOME				
4520-06 · Interest Income - '12 PFC	7.56			
4600-00 · Interest Income - General	4,232.60	12,000.00	-7,767.40	35.3%
Total 4520-00 · INTEREST INCOME	4,240.16	12,000.00	-7,759.84	35.3%
Total Income	1,730,939.06	2,371,170.00	-640,230.94	73.0%
Gross Profit	1,730,939.06	2,371,170.00	-640,230.94	73.0%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '14)
October 2013 through June 2014

	Oct '13 - Jun 14	Budget	$ Over Budget	% of Budget
Expense				
EXPENDITURES				
"A" EXPENSES				
5000-01 · Salaries - Airport Manager	95,578.54	127,402.00	-31,823.46	75.0%
5010-00 · Salaries -Contracts/Finance Adm	65,091.85	84,975.00	-19,883.15	76.6%
5010-01 · Salaries - Office Assist.	134,749.99	168,726.96	-33,976.97	79.9%
5020-00 · Salaries - ARFF/OPS Chief	65,798.34	84,975.00	-19,176.66	77.4%
5030-00 · Salaries - ARFF/OPS Specialist	232,009.79	309,170.06	-77,160.27	75.0%
5040-00 · Salaries-ASC/Sp.Prjct./Ex. Assi	47,338.98	60,966.69	-13,627.71	77.6%
5050-00 · Salaries - Temp.	6,712.25	15,000.00	-8,287.75	44.7%
5050-02 · Salaries - Merit Increase	0.00	19,392.11	-19,392.11	0.0%
5060-01 · Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 · Overtime - Snow Removal	6,151.27	10,000.00	-3,848.73	61.5%
5060-04 · OT - Security	0.00	2,500.00	-2,500.00	0.0%
5100-00 · Retirement	75,686.97	102,761.11	-27,074.14	73.7%
5110-00 · Social Security/Medicare	47,895.80	67,710.81	-19,815.01	70.7%
5120-00 · Life Insurance	1,753.80	2,000.00	-246.20	87.7%
5130-00 · Medical Insurance	121,519.64	166,924.92	-45,405.28	72.8%
5160-00 · Workman's Compensation	12,428.00	15,000.00	-2,572.00	82.9%
Total "A" EXPENSES	912,715.22	1,239,504.66	-326,789.44	73.6%
"B" EXPENDITURES				
"B" EXPENSES - ADMINISTRATIVE				
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	6,441.71	15,000.00	-8,558.29	42.9%
Total 6000-00 · TRAVEL EXPENSE	6,441.71	15,000.00	-8,558.29	42.9%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies - Office	5,614.88	13,000.00	-7,385.12	43.2%
6010-03 · Supplies - Computer	2,122.83			
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	7,737.71	13,000.00	-5,262.29	59.5%
6020-00 · INSURANCE				
6020-01 · Insurance - Liability	10,216.00	19,425.00	-9,209.00	52.6%
6020-02 · Insurance - Public Officials	4,081.00	14,700.00	-10,619.00	27.8%
6020-03 · Insurance-Bldg/Unlic.Veh./Prop	30,875.00	31,920.00	-1,045.00	96.7%
6020-04 · Insurance - Licensed Vehicles	6,054.00	6,195.00	-141.00	97.7%
6020-05 · Insurance - Crime	0.00	660.00	-660.00	0.0%
Total 6020-00 · INSURANCE	51,226.00	72,900.00	-21,674.00	70.3%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '14)
October 2013 through June 2014

	Oct '13 - Jun 14	Budget	$ Over Budget	% of Budget
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	4,344.96	13,000.00	-8,655.04	33.4%
6030-02 · Utilities - Gas/Maintenance	6,198.92	7,000.00	-801.08	88.6%
6030-03 · Utilities - Elect./Runway&PAPI	5,200.84	6,700.00	-1,499.16	77.6%
6030-04 · Utilities - Elec./Office/Maint.	9,231.79	11,000.00	-1,768.21	83.9%
6030-05 · Utilities - Electric/Terminal	20,360.30	11,000.00	9,360.30	185.1%
6030-06 · Utilities - Telephone	9,457.56	17,000.00	-7,542.44	55.6%
6030-07 · Utilities - Water	491.33	1,200.00	-708.67	40.9%
6030-08 · Utilities - Garbage Removal	7,188.63	8,500.00	-1,311.37	84.6%
6030-09 · Utilities - Sewer	1,667.13	1,500.00	167.13	111.1%
6030-10 · Utilities - Elec./Sewer	577.39	500.00	77.39	115.5%
6030-11 · Utilities - Electric/Tower	4,248.15	5,000.00	-751.85	85.0%
6030-12 · Utilities - Elec./Brdfrd.Hghl	579.32			
6030-15 · Utilities - Elec/AWOS	2,053.80	900.00	1,153.80	228.2%
6030-16 · Utilities - Elec. Wind Cone	98.97	210.00	-111.03	47.1%
6030-17 · Utilities - Elec.- Rosenberg	48.48			
6040-01 · Service Provider - Weather	2,079.00	4,000.00	-1,921.00	52.0%
6040-02 · Service Provider - Term. Music	591.80	1,000.00	-408.20	59.2%
6040-03 · Service Provider - Internet/ISP	4,300.87	6,500.00	-2,199.13	66.2%
6040-05 · Service Provider - ISP/Terminal	1,350.00	2,000.00	-650.00	67.5%
6040-06 · Service Provider - SSI Movement	0.00	12,000.00	-12,000.00	0.0%
Total 6030-00 · UTILITIES	80,069.24	109,010.00	-28,940.76	73.5%
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	24,010.85	35,000.00	-10,989.15	68.6%
6050-02 · Professional Services - Audit	26,210.20	30,000.00	-3,789.80	87.4%
6050-03 · Professional Services - Enginee	10,899.25	10,000.00	899.25	109.0%
6050-04 · Professional Services - ARFF	2,000.00	2,000.00	0.00	100.0%
6050-05 · Professional Services - Gen.	63.75			
6050-07 · Professional Services - Archite	0.00	1,000.00	-1,000.00	0.0%
6050-08 · Professional Services - Securit	1,135.00	4,000.00	-2,865.00	28.4%
6050-10 · Prof. Srvcs.-IT/Comp. Support	6,113.51	14,000.00	-7,886.49	43.7%
6050-11 · Professional Services - Wildlif	0.00	1,000.00	-1,000.00	0.0%
6050-12 · Prof. Serv.- Planning Air Serv.	9,641.49	35,000.00	-25,358.51	27.5%
6050-13 · Prof. Serv.-Website Des.& Maint	1,423.75			
6050-15 · Prof. Serv. - Public Outreach	18,600.00	20,000.00	-1,400.00	93.0%
Total 6050-00 · PROFESSIONAL SERVICES	100,097.80	152,000.00	-51,902.20	65.9%
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				
6060-01 · Maint.-Office Equip./Gen.	287.15	10,000.00	-9,712.85	2.9%
6060-02 · Maintenance - Computer	153.44			
6060-04 · Maintenance - Copier	1,969.63			
6060-05 · Maintenance - Phone	1,393.20			
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	3,803.42	10,000.00	-6,196.58	38.0%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '14)
October 2013 through June 2014

	Oct '13 - Jun 14	Budget	$ Over Budget	% of Budget
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-01 · Rent/Lease - Office Equip./Gen	0.00	3,400.00	-3,400.00	0.0%
6070-02 · Rent/Lease - Postage Meter	624.00	1,400.00	-776.00	44.6%
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	624.00	4,800.00	-4,176.00	13.0%
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 · Dues/Memberships/Publications	13,037.57	15,000.00	-1,962.43	86.9%
6080-02 · Membership - Internet/Website	69.97			
6080-04 · Airport Marketing	17,828.35	20,000.00	-2,171.65	89.1%
6080-06 · Marketing - SCASDP	15,412.92			
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E	46,348.81	35,000.00	11,348.81	132.4%
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	908.25	1,500.00	-591.75	60.6%
Total 6090-00 · POSTAGE	908.25	1,500.00	-591.75	60.6%
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	2,611.00	25,000.00	-22,389.00	10.4%
6100-02 · Education/Training - OPS	1,055.00			
6100-03 · Education/Training - ARFF	7,074.47			
6100-05 · Education - Neighborl Flight	6,147.55			
6100-07 · Education - Public Outreach	536.88			
Total 6100-00 · EDUCATION/TRAINING	17,424.90	25,000.00	-7,575.10	69.7%
6110-00 · CONTRACTS				
6110-01 · Contracts - General	31,200.00			
6110-02 · Contracts - FMAA	25,200.00	33,600.00	-8,400.00	75.0%
6110-03 · Contracts - SVA/Fee Collection	44,100.00	58,900.00	-14,800.00	74.9%
6110-04 · Contracts - COH LEO	2,448.00	10,000.00	-7,552.00	24.5%
6110-05 · Contracts - Janitorial	2,491.03	10,000.00	-7,508.97	24.9%
6110-06 · Electronic Filing System	10,350.00	13,800.00	-3,450.00	75.0%
6110-08 · Contracts - Eccles Tree Lights	0.00	30,000.00	-30,000.00	0.0%
6110-09 · Contracts - Website	0.00	350.00	-350.00	0.0%
6110-10 · Online Email Server Access	1,227.27	2,500.00	-1,272.73	49.1%
6110-11 · Contracts -Security CMS	32,000.00	42,500.00	-10,500.00	75.3%
Total 6110-00 · CONTRACTS	149,016.30	201,650.00	-52,633.70	73.9%
6120-00 · PERMITS				
6120-01 · Permits - General	0.00	100.00	-100.00	0.0%
Total 6120-00 · PERMITS	0.00	100.00	-100.00	0.0%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '14)
October 2013 through June 2014

	Oct '13 - Jun 14	Budget	$ Over Budget	% of Budget
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	6,722.06	6,500.00	222.06	103.4%
6140-00 · Bank Fees	777.68	1,000.00	-222.32	77.8%
6130-00 · MISCELLANEOUS EXPENSES - Other	-31.60			
Total 6130-00 · MISCELLANEOUS EXPENSES	7,468.14	7,500.00	-31.86	99.6%
Total "B" EXPENSES - ADMINISTRATIVE	471,166.28	647,460.00	-176,293.72	72.8%
"B" EXPENSES - OPERATIONAL				
6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI				
6500-01 · Supplies/Equipment - General	1,102.84	10,000.00	-8,897.16	11.0%
6500-02 · Supplies/Equipment - Tools	1,037.83			
6500-03 · Supplies/Equipment - Clothing	350.77			
6500-04 · Supplies/Equipment - Janitorial	9,891.53			
6500-05 · Supplies/Equipment - Deice	0.00	15,000.00	-15,000.00	0.0%
6500-06 · Supplies/Equipment - ARFF	159.00	5,000.00	-4,841.00	3.2%
Total 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI	12,541.97	30,000.00	-17,458.03	41.8%
6510-00 · FUEL/LUBRICANTS				
6510-01 · Fuel/Lubricants - General	26.37	45,000.00	-44,973.63	0.1%
6510-02 · Fuel	27,517.02			
6510-03 · Lubricants	80.93			
Total 6510-00 · FUEL/LUBRICANTS	27,624.32	45,000.00	-17,375.68	61.4%
6520-00 · VEHICLES/MAINTENANCE				
6520-01 · R/M Equipment - General	4,862.58	25,000.00	-20,137.42	19.5%
6520-02 · R/M Equip. '93 Schmidt Snow	3,187.98			
6520-04 · R/M Equip. '84 Chevy Plow Truck	-8.00			
6520-06 · R/M Equip. -'85 Ford Dump	310.89			
6520-09 · R/M Equip. - '96 Oshkosh Swp.	340.83			
6520-13 · R/M Equip. - Crafco Crack Flr.	1,523.78			
6520-17 · R/M Equip. '01 Case 921 Ldr.	127.02			
6520-19 · R/M Equip. '02 Ford F-150 PU	292.25			
6520-23 · R/M Equip. - '97 Ford Exped.	10.00			
6520-24 · R/M Equip. - '01 Ford F-250	34.29			
6520-28 · R/M Equip.-Case 621 Loader	494.11			
6520-29 · R/M Equip.- 2010 Wausau Plow	3,633.57			
6520-30 · R/M Equip.-'05 Ford F-350	148.33			
6520-32 · R/M Equip. - '09 Mini Truck	53.53			
Total 6520-00 · VEHICLES/MAINTENANCE	15,011.16	25,000.00	-9,988.84	60.0%
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. General	65.00	5,000.00	-4,935.00	1.3%
6530-04 · ARFF Maint. - Radios	4,189.28			
6530-05 · ARFF MAint. - '03 E-One	296.39			
Total 6530-00 · ARFF MAINTENANCE	4,550.67	5,000.00	-449.33	91.0%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '14)
October 2013 through June 2014

	Oct '13 - Jun 14	Budget	$ Over Budget	% of Budget
6540-00 · REPAIRS/MAINTENANCE - BUILDING				
6540-01 · R/M Bldg. - General	3,679.38	29,000.00	-25,320.62	12.7%
6540-02 · R/M Bldg. - Terminal	11,760.48			
6540-03 · R/M Bldg. - Shop	169.49			
6540-04 · R/M Bldg. - Cold Storage	1,536.12			
6540-05 · R/M Bldg. - Manager's Bldg.	529.57			
6540-07 · R/M Bldg. - Tower	109.97			
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	17,785.01	29,000.00	-11,214.99	61.3%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	924.95	15,000.00	-14,075.05	6.2%
6550-02 · R/M - Airfield	1,405.37			
6550-04 · R/M - Lights	2,544.69			
6550-05 · R/M - Grounds	1,829.56			
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	6,704.57	15,000.00	-8,295.43	44.7%
6560-00 · SECURITY EXPENSE				
6560-01 · Security	11,389.15	20,000.00	-8,610.85	56.9%
Total 6560-00 · SECURITY EXPENSE	11,389.15	20,000.00	-8,610.85	56.9%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equp - NDB/DME	7,095.00	22,000.00	-14,905.00	32.3%
6570-02 · R/M Aeronautical Equp. - Tower	2,478.68			
6570-03 · R/M Aeronautical Eqp.-Swt. Sys	2,921.32			
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	8,550.00			
6570-05 · R/M Aero.Equip. Flying Hat Lgts	1,189.00			
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	22,234.00	22,000.00	234.00	101.1%
Total "B" EXPENSES - OPERATIONAL	117,840.85	191,000.00	-73,159.15	61.7%
Total "B" EXPENDITURES	589,007.13	838,460.00	-249,452.87	70.2%
"C" EXPENSES				
7000-00 · MISC. CAPITAL EXPENDITURES				
7000-01 · Contingency	0.00	35,000.00	-35,000.00	0.0%
7000-08 · ATC Equipment	157.05			
7000-13 · Parking Mngmnt. Equipment	26,555.55			
7000-36 · Drivers Training Software	9,850.00			
7000-37 · Tractor Rake Attachment	0.00	6,000.00	-6,000.00	0.0%
7000-38 · Snow Monitoring Telemetry Eq.	0.00	7,000.00	-7,000.00	0.0%
7000-39 · Air Pass. Terminal - Int. Paint	6,830.00	10,000.00	-3,170.00	68.3%
7000-40 · Weather Viewing Equpment	0.00	20,000.00	-20,000.00	0.0%
7000-41 · Terminal Air Service Support	52,639.70			
Total 7000-00 · MISC. CAPITAL EXPENDITURES	96,032.30	78,000.00	18,032.30	123.1%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '14)
October 2013 through June 2014

	Oct '13 - Jun 14	Budget	$ Over Budget	% of Budget
7504-00 · AIP 04 EXPENSE				
7504-01 · AIP '04-New Arpt.EIS-Phs.III/IV	11,805.50			
Total 7504-00 · AIP 04 EXPENSE	11,805.50			
7538-00 · Improvements to Existing Site				
7538-01 · AIP '38	148,809.30	425,000.00	-276,190.70	35.0%
Total 7538-00 · Improvements to Existing Site	148,809.30	425,000.00	-276,190.70	35.0%
7539-00 · AIP '39 EXPENSE - Imp. ALP				
7539-01 · AIP '39 - Eligible	75.00	535,000.00	-534,925.00	0.0%
7539-02 · AIP '39 Non-Eligible	4,500.00			
7539-03 · AIP '39 -AIP/PFC	1,828,217.07			
Total 7539-00 · AIP '39 EXPENSE - Imp. ALP	1,832,792.07	535,000.00	1,297,792.07	342.6%
7540-00 · AIP '40/PFC EXPENSE - Safety Ar				
7540-01 · AIP '40	7,050.32	16,000,000.00	-15,992,949.68	0.0%
7540-02 · AIP '40 Non-Eligible	44,072.36			
7540-03 · AIP '40 AIP/PFC	5,149,871.44			
7540-04 · AIP '40 Non Eligible - Terminal	2,822.57			
7545-07 · AIP '40 RETAINER	97,268.96			
Total 7540-00 · AIP '40/PFC EXPENSE - Safety Ar	5,301,085.65	16,000,000.00	-10,698,914.35	33.1%
7600-00 · PFC - Security Equipment	535.00			
8000-00 · Replacement Airport				
8000-04 · Public Outreach	294.12			
8000-07 · General	-40.00			
Total 8000-00 · Replacement Airport	254.12			
9000-00 · PFC EXPENSE				
9000-03 · PFC 12-08-C-00-SUN				
9000-06 · PFC '12 - Security Improvements	127,230.00			
Total 9000-03 · PFC 12-08-C-00-SUN	127,230.00			
Total 9000-00 · PFC EXPENSE	127,230.00			
9001-00 · PFC 14-09-C-00-SUN				
9001-04 · PFC '14 Relocate SW Taxilane By	66,252.47			
9001-05 · PFC '14 Relocate GA Apron	55,635.66			
9001-06 · PFC '14 Perimeter Fence Relocat	8,006.58			
9001-07 · PFC '14 RSA Grading	61,682.75			
9001-08 · PFC '14 Relocate Taxiway A & B	100,917.21			
9001-09 · PFC '14 Relocate Power to PAPI	6,668.71			
9001-10 · PFC '14 Relocate AWOS	523.81			
9001-11 · PFC '14 Relocate SRE/ARFF Bldg.	16,824.97			
9001-12 · PFC '14 Relocate Terminal Apron	2,107.73			
9001-13 · PFC '14 Relocate Cargo Apron	125.00			
9001-14 · PFC '14 Relocate Hangars	107,267.03			

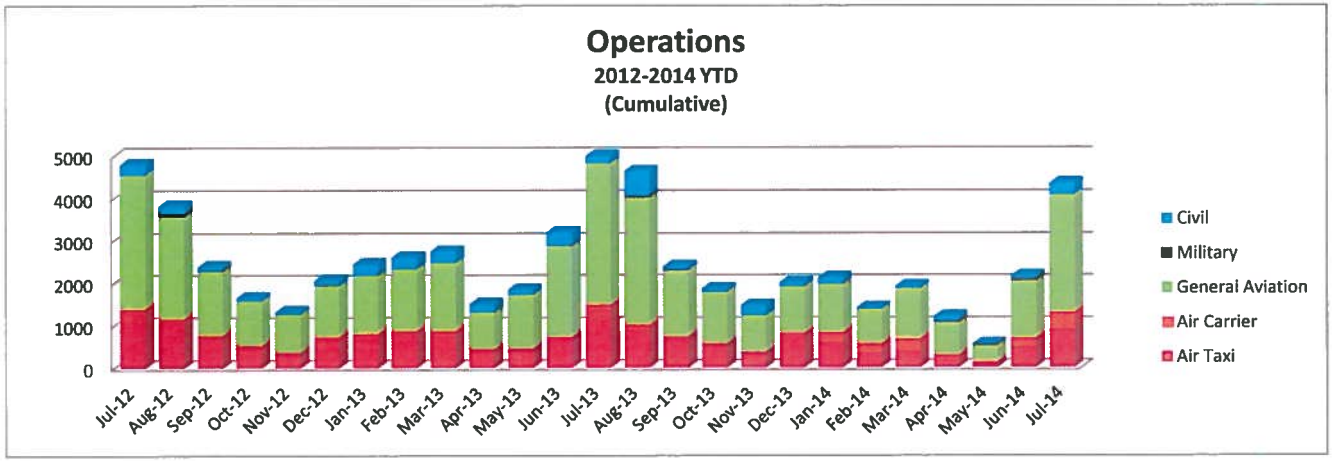
Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '14)
October 2013 through June 2014

	Oct '13 - Jun 14	Budget	$ Over Budget	% of Budget
9001-15 · PFC '14 Rehab Terminal Bldg.	39,209.53			
9001-19 · PFC '14 Administration	8,941.40			
9001-20 · PFC '14 RETAINER	6,484.60			
Total 9001-00 · PFC 14-09-C-00-SUN	480,647.45			
Total "C" EXPENSES	7,999,191.39	17,038,000.00	-9,038,808.61	46.9%
Total EXPENDITURES	9,500,913.74	19,115,964.66	-9,615,050.92	49.7%
Total Expense	9,500,913.74	19,115,964.66	-9,615,050.92	49.7%
Net Ordinary Income	-7,769,974.68	-16,744,794.66	8,974,819.98	46.4%
Net Income	**-7,769,974.68**	**-16,744,794.66**	**8,974,819.98**	**46.4%**

July 2014

ATCT Traffic Operations Record

Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
January	3,622	3,893	3,912	2,600	3,028	2,787	4,547	2,520	2,070	2,379	2,408	2,098	2,454	2,128	
February	4,027	4,498	3,073	3,122	3,789	3,597	3,548	2,857	2,244	2,647	2,117	2,205	2,612	1,417	
March	4,952	5,126	3,086	4,097	3,618	2,918	4,677	3,097	2,145	2,709	1,813	1,921	2,753	1,924	
April	2,494	3,649	2,213	2,840	2,462	2,047	2,581	2,113	1,724	1,735	1,604	1,513	1,509	1,210	
May	3,905	4,184	2,654	3,282	2,729	2,134	1,579	2,293	2,280	1,891	1,533	1,693	1,852	555	
June	4,787	5,039	4,737	4,438	3,674	3,656	5,181	3,334	2,503	3,019	2,898	2,761	3,203	2,164	
July	6,359	8,796	6,117	5,910	5,424	5,931	7,398	4,704	4,551	5,005	5,004	4,810	5,345	4,345	
August	6,479	6,917	5,513	5,707	5,722	6,087	8,196	4,570	4,488	4,705	4,326	3,823	4,644		
September	3,871	4,636	4,162	4,124	4,609	3,760	4,311	2,696	3,376	3,128	3,359	2,396	2,403		
October	3,879	3,656	3,426	2,936	3,570	3,339	3,103	2,134	2,145	2,012	1,886	1,658	1,874		
November	3,082	2,698	2,599	2,749	2,260	2,912	2,892	1,670	1,901	1,309	1,114	1,325	1,475		
December	3,401	2,805	3,247	3,227	2,722	3,834	2,699	1,848	2,272	1,811	2,493	2,066	2,016		
Totals	**50,858**	**55,897**	**44,739**	**45,032**	**43,607**	**43,002**	**50,712**	**33,836**	**31,699**	**32,350**	**30,555**	**28,269**	**32,140**	**13,743**	



ATCT Operations Change (current month vs. same month last year)			
	2014	2013	% Change
Air Taxi	909	1,371	-34%
Air Carrier	405	127	219%
General Aviation	2,765	3,330	-17%
Military	0	8	-100%
Civil	266	509	-48%
Total	4345	5345	-18.71%

ATTACHMENT #3

Friedman Memorial Airport

July 2014

2014 Enplanements

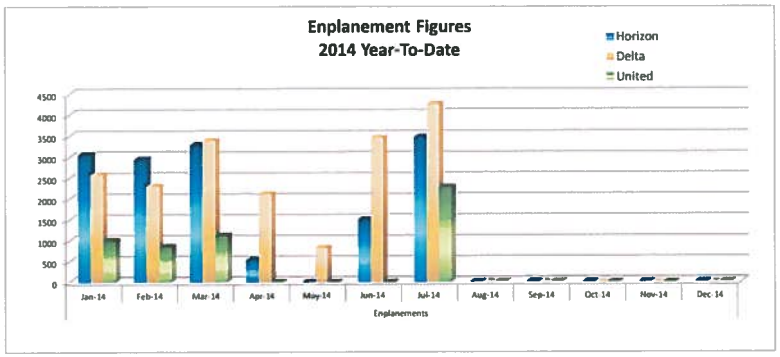
Date	Alaska Airlines					Delta Airlines					United Airlines							
	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Current Y-T-D	Prior Y-T-D	Y-T-Y % Change
Jan-14	2,991	67	3,058	3,150	-3%	2,483	102	2,585	2,113	22%	965	27	992	0	0%	6,635	5,263	26.1%
Feb-14	2,871	76	2,947	3,374	-13%	2,249	62	2,311	2,366	-2%	841	13	854	0	0%	12,747	11,003	15.9%
Mar-14	3,187	98	3,285	3,717	-12%	3,275	119	3,394	3,185	7%	1,097	28	1,125	0	0%	20,551	17,905	14.8%
Apr-14	514	16	530	0	530%	2,011	107	2,118	2,114	0%	0	0	0	0	0%	23,199	20,019	15.9%
May-14	0	0	0	0	0%	792	31	823	1,925	-57%	0	0	0	0	0%	24,022	21,944	9.5%
Jun-14	1,437	66	1,503	1,173	28%	3,368	97	3,465	2,847	22%	0	0	0	0	0%	28,990	25,964	11.7%
Jul-14	3,413	66	3,479	3,405	2%	4,144	115	4,259	4,014	6%	2,217	60	2,277	0	0%	39,005	33,383	16.8%
Totals	**14,413**	**389**	**14,802**	**14,819**	**0%**	**18,322**	**633**	**18,955**	**18,564**	**2%**	**5,120**	**128**	**5,248**	**0**	**0%**			

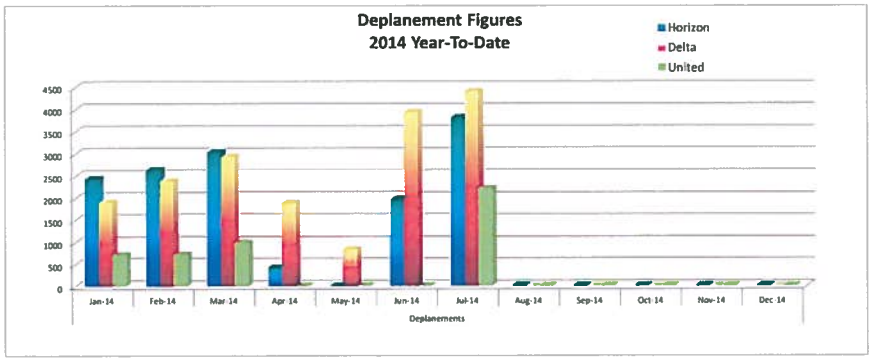
Legend for Chart: Y-T-D = Year-To-Date Y-T-Y = Year-To-Year

2014 Deplanements

Date	Alaska Airlines					Delta Airlines					United Airlines							
	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Current Y-T-D	Prior Y-T-D	Y-T-Y % Change
Jan-14	2,366	66	2,432	2,398	1%	1,820	81	1,901	1,632	16%	696	23	719	0	0%	5,052	4,030	25.4%
Feb-14	2,543	88	2,631	3,294	-20%	2,334	52	2,386	2,360	1%	711	12	723	0	0%	10,792	9,684	11.4%
Mar-14	2,940	91	3,031	3,355	-10%	2,815	111	2,926	2,891	1%	966	27	993	0	0%	17,742	15,930	11.4%
Apr-14	408	17	425	0	425%	1,768	99	1,867	1,806	3%	0	0	0	0	0%	20,034	17,736	13.0%
May-14	0	0	0	0	0%	805	28	833	2,086	-60%	0	0	0	0	0%	20,867	19,822	5.3%
Jun-14	1,888	70	1,958	1,662	18%	3,832	96	3,928	3,242	21%	0	0	0	0	0%	26,753	24,726	8.2%
Jul-14	3,738	77	3,815	3,819	0%	4,308	87	4,395	4,137	6%	2,160	54	2,214	0	0%	37,177	32,682	13.8%
Totals	**13,883**	**409**	**14,292**	**14,528**	**-2%**	**17,682**	**554**	**18,236**	**18,154**	**0%**	**4,533**	**116**	**4,649**	**0**	**0%**			

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





ATTACHMENT #4

Friedman Memorial Airport

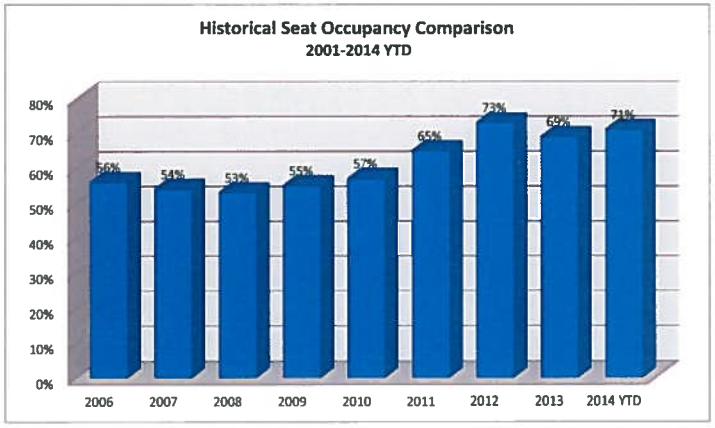
July 2014

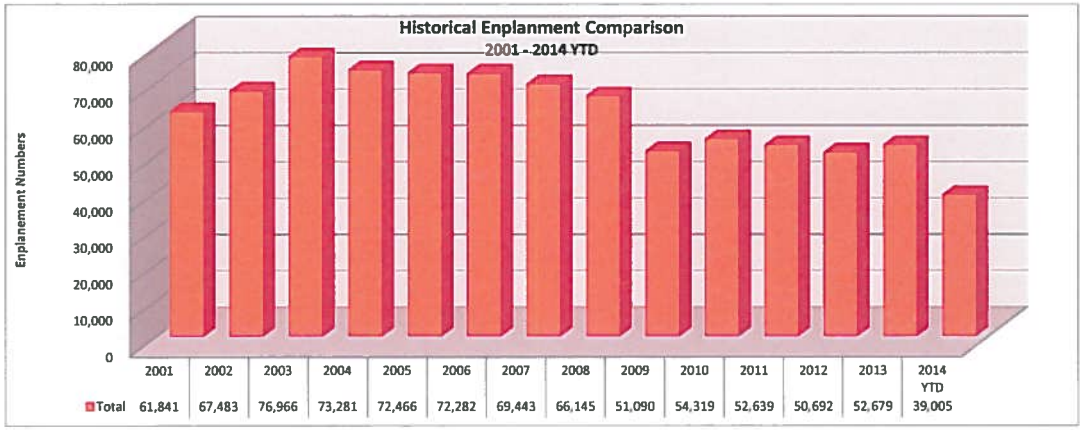
2014 Seat Occupancy

Date	Alaska Airlines				Delta Airlines				United Airlines				Annual Seat Occupancy Totals Year-to-Year Comparison			Annual Seat Occupancy Percentages Year-to-Year Comparison		
	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Total Seats Occupied Y-T-D	Total Seats Occupied Prior Y-T-D	Y-T-Y % Change	Current Y-T-D % Occupied	Prior Y-T-D % Occupied	Y-T-Y % Change
Jan-14	52	3,952	3,058	77%	74	3,390	2,585	76%	25	1,650	992	60%	6,635	5,263	26%	74%	68%	6%
Feb-14	44	3,344	2,947	88%	54	3,726	2,311	62%	19	1,254	854	68%	12,747	11,003	16%	74%	72%	2%
Mar-14	50	3,800	3,285	86%	71	4,899	3,394	69%	24	1,584	1,125	71%	20,551	17,905	15%	75%	74%	1%
Apr-14	9	684	530	77%	48	3,312	2,118	64%	0	0	0	0%	23,199	20,019	16%	74%	74%	0%
May-14	0	0	0	0%	20	1,380	823	60%	0	0	0	0%	24,022	21,944	9.5%	73%	74%	-1%
Jun-14	34	2,312	1,503	65%	80	5,520	3,465	63%	0	0	0	0%	28,990	25,964	11.7%	72%	71%	1%
Jul-14	62	4,216	3,479	83%	88	6,072	4,259	70%	60	3,960	2,277	58%	39,005	33,383	17%	71%	71%	0%
Totals	**251**	**18,308**	**14,802**	**81%**	**435**	**28,299**	**18,955**	**67%**	**128**	**8,448**	**5,248**	**62%**						

Note: Total of 68 Seats Available on aircraft for summer months; Total of 76 Seats Available on aircraft for winter months. Total of 69 Seats Available on aircraft. Total of 66 Seats Available on aircraft. Legend: Y-T-D = Year-to-Date Y-T-Y = Year-To-Year

*Seats are capped at 68 during some periods in the summer due to weight and balance requirements and other times of the year seats may be capped due to environmental conditions





August 4, 2014

The Honorable Mike Crapo
United States Senate
239 Dirksen Senate Bldg.
Washington, DC 20510

Dear Senator Crapo:

On behalf of the Friedman Memorial Airport Authority, I would like to thank you for supporting the July 31, 2014 U.S. Senate letter to the Administrator of the Federal Aviation Administration. Your continued support of the Federal Contract Control Tower Program is extremely important to the Friedman Memorial Airport, the Wood River Valley and the State of Idaho.

Maintaining air access and air traffic safety is critical to the economy of not only the four communities in Idaho that are served by contract towers (Hailey, Idaho Falls, Pocatello and Lewiston), but the entire State.

Sincerely,

Ronald E. Fairfax
Chairman

c: U.S. Senator Mike Crapo
202 Falls Ave., Ste. 2
Twin Falls, ID 83301

August 4, 2014

The Honorable Mike Simpson
United States House of Representatives
2312 Rayburn House Office Building
Washington, DC 20515-1202

Dear Representative Simpson:

On behalf of the Friedman Memorial Airport Authority, I would like to thank you for supporting the July 31, 2014 House of Representatives letter to the Administrator of the Federal Aviation Administration. Your continued support of the Federal Contract Control Tower Program is extremely important to the Friedman Memorial Airport, the Wood River Valley and the State of Idaho.

Maintaining air access and air traffic safety is critical to the economy of not only the four communities in Idaho that are served by contract towers (Hailey, Idaho Falls, Pocatello and Lewiston), but the entire State.

Sincerely,

Ronald E. Fairfax
Chairman

c: U.S. Representative Mike Simpson
1341 Fillmore Street #202
Twin Falls, Idaho 83301

FRIEDMAN MEMORIAL AIRPORT
TEL 208.788.4956 / 208.788.9003 • FAX 208.788.9852 • WEB www.iflysun.com
STREET 1616 Airport Way • Hailey, ID 83333

August 4, 2014

The Honorable Raúl Labrador
United States House of Representatives
1523 Longworth HOB
Washington, DC 20515

Dear Representative Labrador:

On behalf of the Friedman Memorial Airport Authority, I would like to thank you for supporting the July 31, 2014 House of Representatives letter to the Administrator of the Federal Aviation Administration. Your continued support of the Federal Contract Control Tower Program is extremely important to the Friedman Memorial Airport, the Wood River Valley and the State of Idaho.

Maintaining air access and air traffic safety is critical to the economy of not only the four communities in Idaho that are served by contract towers (Hailey, Idaho Falls, Pocatello and Lewiston), but the entire State.

Sincerely,

Ronald E. Fairfax
Chairman

c: U.S. Representative Raúl Labrador
33 East Broadway Ave, Ste. 251
Meridian, ID 83642

FRIEDMAN MEMORIAL AIRPORT
TEL 208.788.4956 / 208.788.9003 • FAX 208.788.9852 • WEB www.iflysun.com
STREET 1616 Airport Way • Hailey, ID 83333

August 4, 2014

The Honorable James E, Risch
United States Senate
Russell Senate Office Building, SR-483
Washington, DC 20510

Dear Senator Risch:

On behalf of the Friedman Memorial Airport Authority, I would like to thank you for supporting the July 31, 2014 U.S. Senate letter to the Administrator of the Federal Aviation Administration. Your continued support of the Federal Contract Control Tower Program is extremely important to the Friedman Memorial Airport, the Wood River Valley and the State of Idaho.

Maintaining air access and air traffic safety is critical to the economy of not only the four communities in Idaho that are served by contract towers (Hailey, Idaho Falls, Pocatello and Lewiston), but the entire State.

Sincerely,

Ronald E. Fairfax
Chairman

c: U.S. Senator James E. Risch
1411 Falls Ave. E., Suite 201
Twin Falls, ID 83301

FRIEDMAN MEMORIAL AIRPORT
TEL 208.788.4956 / 208.788.9003 • FAX 208.788.9852 • WEB www.iflysun.com
STREET 1616 Airport Way • Hailey, ID 83333

Congress of the United States
House of Representatives
Washington, DC 20515
July 31, 2014

The Honorable Michael Huerta
Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, D.C. 20591

Dear Administrator Huerta:

We are writing to inquire about the Federal Aviation Administration's (FAA) long term strategy and plan for the Federal Contract Tower Program (FCTP).

As you know the FCTP has been in place for over 30 years and has exemplified how the private sector and Federal government can form and implement a working partnership aimed at improving air traffic safety. Currently, 252 airports and their surrounding communities around the nation participate in this program that has, without question, enhanced safety and improved air traffic control services in a cost-effective manner to the FAA and the American taxpayer as validated numerous times by the Department of Transportation's Office of Inspector General.

Federal contract towers supplement FAA staffed facilities around the country, buttressing a unified national air traffic control system. In addition, contract towers play a vital role in connecting smaller airports and rural communities with the national air transportation system.

We recognize the FAA—like all Federal agencies – has had to deal with recent discretionary budgetary constraints. However, this aviation safety program handles approximately 28% of all U.S. tower operations, but accounts for only 14% of the budget allocation for FAA's air traffic control tower operations. This Congress, as well as past ones, has clearly demonstrated in a bi-partisan and bi-cameral fashion that there is merit and need for the FCTP.

We are aware that the FAA has initiated a planning effort aimed at "rightsizing the NAS" under the direction of Deputy Administrator Michael Whitaker as well as the formation of a low activity tower working group. It is not clear if, or how, these two efforts are related. The initiative to "rightsize the NAS" has been mentioned in testimony before Congress, in numerous speeches by FAA executives, and FAA documents. Despite these public references to this initiative, few details are known other than a vague statement to match the FAA services and its facilities with the demand from aviation stakeholders. We believe it is critically important that FAA work collaboratively and in partnership with the key aviation stakeholders before making important policy decisions that impact the long term sustainability of contract towers nationwide.

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Therefore, we would like you to address some questions we have in a specific and transparent format:

- What is FAA's long term strategy and plan for the FCTP?
- In addition, how does the FCTP factor in to "Rightsizing the National Airspace System"?
- How does the FCTP factor into the Low Activity Tower Working Group, recently formed by the FAA from our understanding, within FAA's Air Traffic Organization?

Thank you for your time and we look forward to your response.

Sincerely,

Bob Goodlatte
Member of Congress

Frederica S. Wilson
Member of Congress

Steve Scalise
Member of Congress

Nick J. Rahall, II
Member of Congress

Cathy McMorris Rodgers
Member of Congress

G. K. Butterfield
Member of Congress

Jeb Hensarling
Member of Congress

Corrine Brown
Member of Congress

Lamar Smith
Member of Congress

Eddie Bernice Johnson
Member of Congress

Blake Farenthold
Member of Congress

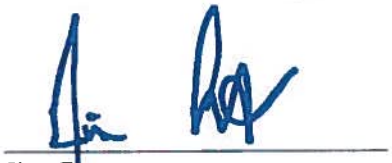
Walter Jones
Member of Congress

Michele Bachmann
Member of Congress

Filemon Vela
Member of Congress

Bill Posey
Member of Congress

Frank D. Lucas
Member of Congress



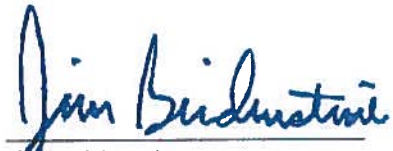
Jim Costa
Member of Congress

Bruce Braley
Member of Congress

Tim Huelskamp
Member of Congress

Rubén Hinojosa
Member of Congress

Vicky Hartzler
Member of Congress



Jim Bridenstine
Member of Congress

Sanford Bishop
Member of Congress

Raúl M. Grijalva
Member of Congress

Alan Grayson
Member of Congress

Sam Farr
Member of Congress

Andy Harris, M.D.
Member of Congress

Paul Gosar
Member of Congress

Kurt Schrader
Member of Congress

Louie Gohmert
Member of Congress

Ron Barber
Member of Congress

Rob Bishop
Member of Congress

Steve Southerland, II
Member of Congress

Richard Hanna
Member of Congress

Julia Brownley
Member of Congress

Sam Graves
Member of Congress

Martha Roby
Member of Congress

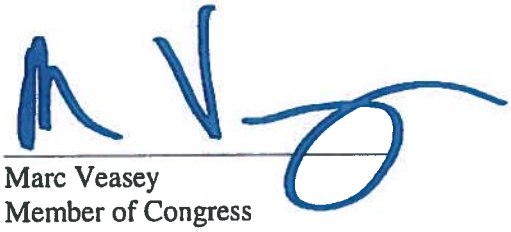
Bill Flores
Member of Congress

Rodney Davis
Member of Congress

Glenn 'GT' Thompson
Member of Congress

Dennis A. Ross
Member of Congress

Lois Frankel
Member of Congress

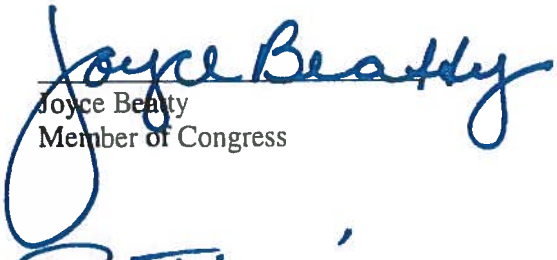


Marc Veasey
Member of Congress

Mario Diaz-Balart
Member of Congress

Markwayne Mullin
Member of Congress

Rosa L. DeLauro
Member of Congress



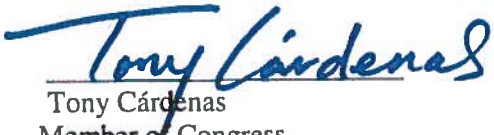
Joyce Beatty
Member of Congress

Joe Courtney
Member of Congress

Patrick J. Tiberi
Member of Congress

Don Young
Member of Congress

Joe Barton
Member of Congress



Tony Cárdenas
Member of Congress

Trent Franks
Member of Congress

Scott DesJarlais, M.D.
Member of Congress

Lynn Jenkins
Member of Congress

Patrick E. Murphy
Member of Congress

Ed Whitfield
Member of Congress

Ileana Ros-Lehtinen
Member of Congress

John Carter
Member of Congress

David B. McKinley, PE
Member of Congress

Ralph M. Hall
Member of Congress

Brett Guthrie
Member of Congress

Tom Cole
Member of Congress

Elizabeth Esty
Member of Congress

Pete Olson
Member of Congress

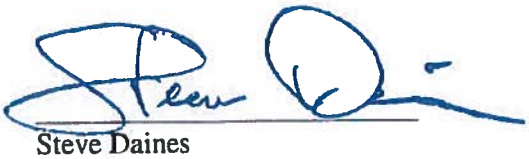
Steve Stivers
Member of Congress

Tim Walberg
Member of Congress

Kevin Yoder
Member of Congress

Ron Kind
Member of Congress

F. James Sensenbrenner, Jr.
Member of Congress

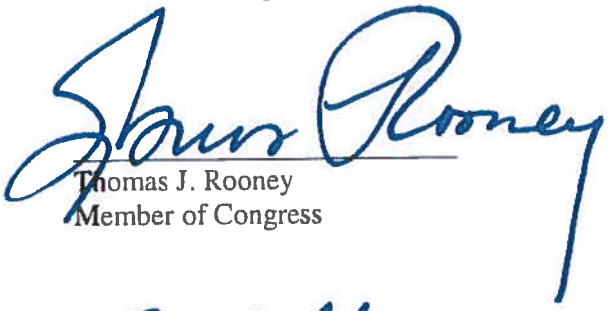


Steve Daines
Member of Congress

Richard Hudson
Member of Congress

Ann McLane Kuster
Member of Congress

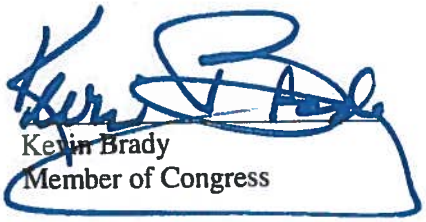
James Lankford
Member of Congress



Thomas J. Rooney
Member of Congress

David P. Joyce
Member of Congress

Tom Cotton
Member of Congress

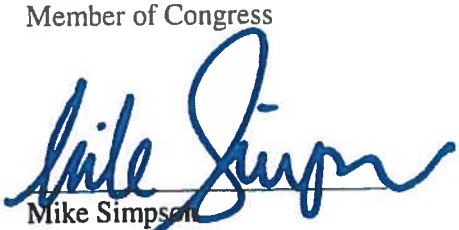


Kevin Brady
Member of Congress

Aaron Schock
Member of Congress

Ed Royce
Member of Congress

Billy Long
Member of Congress



Mike Simpson
Member of Congress

Ben Ray Luján
Member of Congress

John K. Delaney
Member of Congress

Bill Johnson
Member of Congress

James P. McGovern
Member of Congress

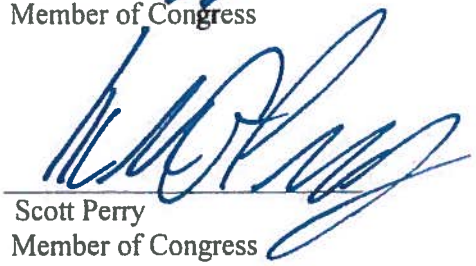
Steven M. Palazzo
Member of Congress

Brad Schneider
Member of Congress

Sean Duffy
Member of Congress

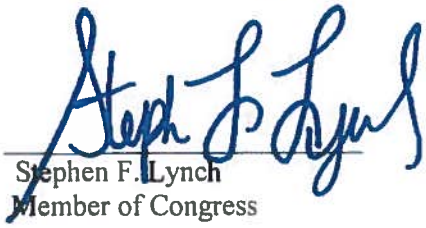
Tim Griffin
Member of Congress

Jason Chaffetz
Member of Congress



Scott Perry
Member of Congress

Jim Himes
Member of Congress



Stephen F. Lynch
Member of Congress

Steve Cohen
Member of Congress

Ted Deutch
Member of Congress

Bennie G. Thompson
Member of Congress

Justin Amash
Member of Congress

Kay Granger
Member of Congress

Tim Bishop
Member of Congress

Colleen Hanabusa
Member of Congress

Tulsi Gabbard
Tulsi Gabbard
Member of Congress

Joe Garcia
Member of Congress

Mark Takano
Member of Congress

Debbie Wasserman Schultz
Member of Congress

William L. Enyart
Member of Congress

Steve Womack
Member of Congress

Robert Hurt
Member of Congress

Curt Clawson
Member of Congress

Earl Blumenauer
Member of Congress

Raúl Labrador
Member of Congress

Frank A. LoBiondo
Member of Congress

Rush Holt
Member of Congress

Tom Reed
Member of Congress

United States Senate

WASHINGTON, DC 20510

July 31, 2014

The Honorable Michael Huerta
Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, D.C. 20591

Dear Administrator Huerta:

We are writing to inquire about the Federal Aviation Administration's (FAA) long-term strategy and plan for the Federal Contract Tower Program.

The Federal Contract Tower Program, in place for over 30 years, has exemplified how the private sector and Federal government can form and implement a working partnership aimed at improving air traffic safety. Currently, 252 airports and their surrounding communities around the nation benefit from the enhanced safety and improved air traffic control services provided by contract towers.

Federal contract towers supplement FAA-staffed facilities around the country, buttressing a unified national air traffic control system and playing a vital role in connecting smaller airports and rural communities with the national air transportation system.

The contract tower program is one of the FAA's most cost-effective programs. Contract towers handle approximately 28 percent of the nation's air traffic control tower operations but account for only 14 percent of the FAA's total tower operations budget. Congress has clearly demonstrated numerous times—in bipartisan and bicameral fashions—the merit and need for the federal contract tower program.

Recently, FAA has initiated a planning effort aimed at right-sizing the national airspace system under the direction of Deputy Administrator Michael Whitaker as well as the formation of a low activity tower working group. It is not clear if, or how, these two efforts are related. The initiative to right-size the national airspace system has been mentioned in testimony before Congress, in numerous speeches by FAA executives, and FAA documents. Despite these public references to this initiative, few details are known other than vague statements by FAA officials indicating an intention to match FAA's services and facilities with the demand from aviation stakeholders.

We believe it is critically important that FAA work collaboratively and in partnership with the key aviation stakeholders before making important policy decisions that impact the long term sustainability of contract towers nationwide. As such, we request a detailed explanation to the following questions by August 29, 2014:

- The Federal Contract Tower Program has been supporting the national air traffic control system and enhancing air traffic safety for over thirty years. How does the FAA plan to support the continued operation of this program in its long term strategic planning?
- In February 2014, you announced four strategic initiatives that included an effort to match the services the FAA provides and the facilities the FAA maintains with the demand from stakeholders, calling it right-sizing the national airspace system. How does the FAA currently believe the Federal Contract Tower Program fits within efforts to right-size the national airspace system?
- The FAA recently created the Low Activity Tower Working Group within the Air Traffic Organization. How does the Federal Aviation Administration currently believe the Federal Contract Tower Program fits within the current mission of the working group?
- As the Federal Aviation Administration develops its long-term strategic plan for the Federal Contract Tower Program, how are you going to continue and maintain engagement with Congress and the variety of stakeholder groups, including users of the national airspace system, to ensure all perspectives are considered?

Thank you for your time and we look forward to your response.

Sincerely,

James M. Inhofe
United States Senator

Joe Manchin III
United States Senator

Kelly Ayotte
United States Senator

Mark Begich
United States Senator

Richard Blumenthal
United States Senator

Roy Blunt
United States Senator

John Boozman
United States Senator

Richard Burr
United States Senator

Maria Cantwell
United States Senator

Saxby Chambliss
United States Senator

Tom Coburn, M.D.
United States Senator

Susan M. Collins
United States Senator

Mike Enzi
United States Senator

Deb Fischer
United States Senator

Jeff Flake
United States Senator

Chuck Grassley
United States Senator

Kay Hagan
United States Senator

Tom Harkin
United States Senator

Mazie K. Hirono
United States Senator

Johnny Isakson
United States Senator

Mike Johanns
United States Senator

Ron Johnson
United States Senator

Tim Kaine
United States Senator

Mark Kirk
United States Senator

Amy Klobuchar
United States Senator

Mary L. Landrieu
United States Senator

Carl Levin
United States Senator

Edward J. Markey
United States Senator

John McCain
United States Senator

Mitch McConnell
United States Senator

Jeff A. Merkley
United States Senator

Barbara A. Mikulski
United States Senator

Jerry Moran
United States Senator

Lisa Murkowski
United States Senator

Christopher S. Murphy
United States Senator

Patty Murray
United States Senator

Bill Nelson
United States Senator

Rand Paul
United States Senator

Mark Pryor
United States Senator

James E. Risch
United States Senator

Pat Roberts
United States Senator

Marco Rubio
United States Senator

Tim Scott
United States Senator

Jeanne Shaheen
United States Senator

Debbie Stabenow
United States Senator

Jon Tester
United States Senator

John Thune
United States Senator

Pat Toomey
United States Senator

David Vitter
United States Senator

John Walsh
United States Senator

Elizabeth Warren
United States Senator

Roger Wicker
United States Senator

Ron Wyden
United States Senator

Mike Crapo
United States Senator

Rob Portman
United States Senator

Birmingham Airport Opens New Terminal Facilities

The Birmingham (Ala.) Airport Authority last week marked the opening of Phase II of Birmingham-Shuttlesworth International's terminal modernization project.

The $201.6 million project will provide a new level of travel amenities, luxury and modern facilities at the airport, according to the authority. Concourses A and B opened in March 2013 with 13 gates. The entire inventory of 19 gates and ticketing counters, two baggage claims areas and several art exhibits is scheduled to open by the end of this month.

Asheville Regional Begins New Runway Project

Asheville (N.C.) Regional Airport last week broke ground on a $64 million, five-year, four-phase project slated for completion in 2018 that will result in a replacement runway, a second taxiway and more than 40 acres of land suitable for aeronautical development.

"This is a milestone event," said airport Executive Director Lew Bleiweis, A.A.E. "This day is one that will be remembered 50 years from now as a major step that helped position western North Carolina for additional growth in aviation."

Republic Airways Holdings Posts Second-Quarter Earnings

Republic Airways Holdings posted net income of $20.1 million for the second quarter, compared with $24.6 million in profit for the same quarter in 2013.

The carrier reported improved results in several financial areas and said it remains focused on executing its strategic plan to simplify and streamline its business.

SkyWest Posts Loss For Second Quarter

SkyWest posted a net loss of $14.7 million for the quarter ended June 30, compared with a profit of $20.7 million for the same period last year.

The company pointed to a number of factors that accounted for the reduced profit, including the need to write off certain asset values obtained through the ExpressJet acquisition. SkyWest said it expects 56 of its unprofitable 50-seat aircraft contracts will expire in the second half of 2014, and the aircraft will be returned to lessors. In addition, the company said it expects by Dec. 31, 2015, an additional 101 unprofitable 50-seat aircraft contracts will expire, and the planes will be removed from service.

Frontier To Add 10 New Routes

Frontier said it will expand its network with 10 new routes from Trenton, St. Louis, Milwaukee, Chicago, Atlanta, Denver and Washington, D.C.

The routes and effective dates are: Denver-Palm Beach, Oct. 26; Washington Dulles-Palm Beach, Nov. 21; Washington Dulles-Cancun, Nov. 22; St. Louis-Fort Lauderdale, Jan. 8, 2015; St. Louis-Orlando, Dec. 21; Milwaukee-Orlando, Jan. 7,

Angeles World Airports. Prior to that, he was employed at the San Francisco City Attorney's Office, which acts as counsel to San Francisco International.

NAC delegates also will have the opportunity to hear from Eric Sprunk, Nike's chief operating officer, who will discuss effective strategies to develop leaders within your organization.

Brad Tilden, CEO of Alaska Airlines, will deliver the Monday, Sept. 29, luncheon keynote address and will discuss the potential for air service expansion in today's market.

For NAC information and to register, go to http://events.aaae.org/sites/140901/.

FEATURED MEETING

AAAE/Southwest Chapter AAAE Accreditation Final Interview Workshop
September 27 - 27, 2014 | Portland, OR

UPCOMING EVENTS

AAAE Regional Advanced Airport Safety and Operations Specialist School
August 16 - 17, 2014 | Eugene, OR

AAAE/Northwest Chapter AAAE Airfield and Facilities Management Conference
August 17 - 19, 2014 | Eugene, OR

AAAE/Unison Consulting, Inc. CIP Planning and Finance Workshop
August 24 - 26, 2014 | Monterey, CA

AAAE ACE-Airfield Operations Training Course
August 25 - 28, 2014 | Nashville, TN

AAAE Airport Credentialing and Access Control Conference
August 27 - 28, 2014 | Boston, MA

AAAE Certifed Member (C.M.) Prep Webinar Series - Part 1
September 2, 2014 | Web based,

AAAE Airport Social Media Summit
September 8 - 9, 2014 | San Diego, CA

AAAE Presentation Advantage Training Seminar
September 11 - 12, 2014 | Alexandria, VA

Regional ACE Airfield Operations Review Course - OAK
September 15 - 18, 2014 | ,

AAAE Certifed Member (C.M.) Prep Webinar Series - Part 2
September 16, 2014 | Web based,

Rick Baird

From: Barbara Cook <barbara.cook@aaae.org>
Sent: Tuesday, August 19, 2014 5:32 PM
To: Rick Baird
Subject: Airport Report Today, August 20, 2014

DELIVERING THE NEWS YOU NEED AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES AUGUST 20, 2014

TOP STORIES IN THIS ISSUE — VOL. V, NUMBER 65

Need Help? **Editorial Suggestions/Questions** | **Technical Assistance** | **E-mail Address Changes**

Light Rail Connects DFW To Downtown Dallas

Dallas/Fort Worth International and Dallas Area Rapid Transit (DART) have launched light rail passenger service connecting downtown Dallas to the airport. "This is a momentous day for our customers and for DFW airport, because passenger rail is a critical component to DFW's status as a top-tier international gateway," said Sean Donohue, the airport's CEO. "With the DART Orange Line connecting DFW to downtown Dallas, DFW is now on a par with global hub airports that have integrated rail, which is a major selling point for customers and conventions."

DART's DFW Airport Station is located less than a three-minute walk to the Terminal A entry doors and ticketing hall. The walkway between the terminal and the DART station features landscaping and partial cover to protect customers from the elements. High-speed, high-capacity elevators carry customers to the Terminal A ticketing hall on the concourse level.

JetBlue To Increase Reagan National-Florida Service

FEATURED MEETING

30th Annual AAAE Basics of Airport Law Workshop and 2014 Legal Update
October 19 - 21, 2014 | Atlanta, GA

UPCOMING EVENTS

AAAE Airport Credentialing and Access Control Conference
August 27 - 28, 2014 | Boston, MA

AAAE Certifed Member (C.M.) Prep Webinar Series - Part 1
September 2, 2014 | Web based,

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September 11 - 12, 2014 | Alexandria, VA

Regional ACE Airfield Operations Review Course - OAK
September 15 - 18, 2014 |

waiver countries. Visa waiver country visitors must have Electronic System for Travel Authorization approval prior to travel and have visited the U.S. on at least one occasion after 2008.

"Tampa International Airport is proud to be a part of the national effort to ease entry for travelers coming to the United States from other countries," said airport CEO Joe Lopano. "Tourism is an important part of the economy throughout the country and in Florida in particular. Tampa International has long placed an emphasis on exemplary customer service, and the automated passport control program fits right in with that. Making it easier and quicker to get through CBP creates a positive experience for all travelers and gives our international guests a great first impression of this country."

Airline Ticket Sales Increase In July

The sale of domestic airline tickets in July rose 6.2 percent over the same month in 2013, the Airlines Reporting Corp. (ARC) said. ARC handles the banking of agency ticket sales for the airlines.

For the first seven months of this year, domestic ticket sales are 6.4 percent ahead of last year, according to ARC.

On international routes, July ticket sales reached $2.7 billion, a gain of 2.3 percent over July 2013. For the year so far, international ticket sales are 2.5 percent ahead of last year at this time.

FAA Recognizes Florida's Page Field For Safety Efforts

FAA's Southern Region Airports Division honored Page Field, a reliever airport to Southwest Florida International, with its 2013 General Aviation Airport Safety Award. This award is given annually to a general aviation airport that has taken actions, instituted programs or otherwise operated in a manner deserving of special recognition for improving airport safety.

Some of the year 2013 initiatives to promote and improve airport safety at Page Field included the construction of an airport perimeter road, which allowed operations and service vehicles access to various portions of the airport while reducing the need to operate on active runways and taxiways; providing a professional line service training program with an emphasis on safe procedures and policies for ground handling and fueling personnel; conducting safety risk assessments to identify potential airfield hazards; and adopting a safety checklist for Aviation Day, a community event hosted by the Lee County Port Authority to promote airports and aviation in Southwest Florida.

"The Lee County Port Authority is focused on airfield safety at Page Field, our business and general aviation airport," said Robert Ball, A.A.E., executive director of the Lee County Port Authority. "Our employees also proactively work with aircraft owners and tenants to encourage a safe operating environment."

Accreditation/Certification Academy held in Alexandria, Va.

AAAE, in conjunction with the South Central Chapter of AAAE, offered the Loretta

Rick Baird

From: Barbara Cook <barbara.cook@aaae.org>
Sent: Friday, August 22, 2014 4:05 PM
To: Rick Baird
Subject: Airport Report Today, August 25, 2014

DELIVERING THE NEWS YOU NEED AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES AUGUST 25, 2014

TOP STORIES IN THIS ISSUE VOL. V, NUMBER 66

Labor Day Travel Expected To Increase Over 2013

Airlines for America (A4A) last week projected that airline passenger traffic will increase by 2 percent during the Labor Day travel period over the same period in 2013.

From Wednesday, Aug. 27, through Tuesday, Sept. 2, 14 million air travelers are expected to fly on an airplane, up from an estimated 13.8 million in 2013, with the busiest day of the period occurring on Friday, Aug. 29. Airlines are adding seats to the marketplace to accommodate the expected increase in demand, the association said.

A4A also reported that nine U.S. passenger airlines – Alaska, Allegiant, American, Delta, Hawaiian, JetBlue, Southwest, Spirit and United – collectively reported a net profit of approximately $3.8 billion during the first half of the year, up from $1.6 billion during the same period last year. This translated to a net margin of 5 percent, an improvement from the 2.1 percent margin reported in the

REGISTER NOW FOR THE NATIONAL AIRPORTS CONFERENCE

AAAE's 2014 National Airports Conference (NAC), set for Sept. 28-30 in Portland, Oregon, offers airport executives, finance and administration personnel, operations personnel, general aviation professionals and companies that do business with airports the opportunity to meet and exchange ideas in an informal setting.

Registration and full agenda information are available at http://events.aaae.org/sites/140901/index.cfm.

Five reasons to attend the 2014 NAC

COPY ATTACHMENT #6

JUN 2 3 2014

FRIEDMAN MEMORIAL AIRPORT

June 23, 2014

Nomination for Employee of the 1st Quarter

Jeremy Marcotte has been an employee of Atlantic Aviation – Sun Valley (Sun Valley Aviation, Inc.) since May of 2007. During that time he has distinguished himself by being the first to step up to help Customers of Atlantic. He will take on projects without ever being asked to when things are slow. Our company has recognized his efforts many times.

In reviewing his performance it is not uncommon to note an "exceptional assessment" in Training, Customer Satisfaction, and Safety.

Without exception, the management team at Atlantic recommends Jeremy for the honor of being employee of the first quarter, 2014.

Michael T. Rasch, General Manager

WORK ORDER 14-06
EXHIBIT A – Scope of Work
Friedman Memorial Airport (SUN)
Hailey, Idaho

RSA Improvements – Project 6

Relocate Taxiway B, Relocate and Reconfigure Connecting Taxiways, Remove Taxiway A, Runway Safety Area Grading, Construct North Apron and Taxilane

This Scope of Work describes professional services to be provided in support of the project identified above. Proposed project work is part of an ongoing effort to improve the Runway Safety Area at SUN. This project will include the following generally described physical improvements to Airport Facilities:

1. Relocate the north half of Taxiway B to a runway-parallel taxiway separation of 320 feet. This will require reconstruction of apron areas, relocation of existing airfield lighting and signs and various other improvements.
2. Relocate Taxiway B-4 to a new location south of the existing location. Taxiways B-1, B-2 and B-3 are not being relocated, but will require grading modifications and extensions in order to connect with the new Taxiway B location.
3. Remove the north half of Taxiway A.
4. Grade the north half of the Runway Safety Area (RSA). The RSA will need to be re-graded following the removal of Taxiway A and relocation of Taxiway B to provide a smooth surface and improve drainage.
5. Construct a new apron at the north end of the airport. This apron will provide space for cargo aircraft displaced by other elements of the RSA improvement program, as well as providing space for a bypass apron and for overflow aircraft parking.
6. Construct a new taxilane adjacent to the north apron, to provide access to new hangar sites in that area of the airfield.

The proposed improvements are illustrated in the following graphic:

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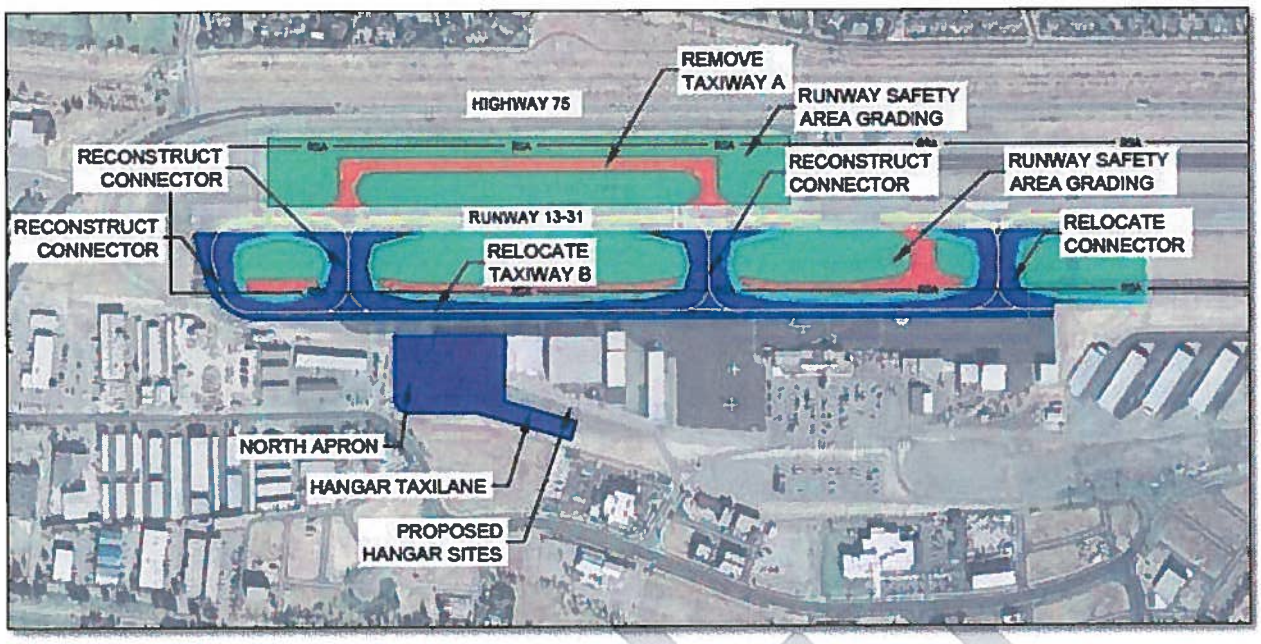

INTRODUCTION:

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), with service by United scheduled to begin in December 2013. A large number of corporate jets and other general aviation aircraft also use the airfield for business, recreation and travel to and from the large number of second homes in the area. The Friedman Memorial Airport Authority (FMAA) governs and manages the airport under a joint powers agreement between the City of Hailey and Blaine County, who co-sponsor the airport.

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

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

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

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

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

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

Following selection of this alternative, the airport proceeded with a Formulation Study to refine Alternative 6 and determine how the proposed projects would be completed. This study resulted in refinements of Alternative 6, as shown on the attached exhibit.

Extensive construction has been completed and is about to begin in 2014 that will complete large portions of the RSA improvements, including relocating the south half of Taxiway B, relocating the terminal apron, reconfiguring the terminal and constructing a new ARFF/SRE building. This project is the last major step to completing the program, with one smaller project planned to follow this effort.

PROJECT APPROACH:

The project will complete all of the proposed construction elements in a manner that minimizes the impact to the operation of the airport.

The relocation of northern portion of Taxiway B includes several challenging elements. Most of the taxiway is contiguous with large apron areas, requiring special attention to grading design along the entire length of the taxiway. Portions of the apron will likely require reconstruction in order to meet grading requirements and provide positive drainage. The north end of the taxiway will require a significant amount of fill, as the existing grade in that area is much lower than the finished profile for the taxiway. A retaining wall may be necessary in this area, due to the close proximity of the fence to the taxiway in that area.

Connecting Taxiway B-4 will be relocated from its current location south to a more optimal location for aircraft landing on the runway. The existing taxiway will be removed completely. Taxiway B-1 will require extensive analysis during design, as the airport property line in this area does not leave enough space to design the connector to be constructed with a 90 degree angle and meet full FAA standards. Therefore, several configurations will be evaluated and coordinated with FAA to determine which is best for this situation. Taxiways B-2 and B-3 will remain in their current locations, but will be analyzed for horizontal and vertical geometry and will be designed to extend to the new Taxiway B location. All taxiways will be designed in accordance with current design guidance in FAA AC 150/5300-13A.

The north of half of Taxiway A will be removed completely, including lights and signs.

Once Taxiway A is removed and Taxiway B is relocated, the Runway Safety Area will be graded to improve drainage, meet RSA smoothness requirements and generate fill for construction of other project elements. RSA transverse grading will likely not meet FAA grading requirements, in that the finished

grade may be flatter in some areas than the 1.5% minimum required by AC 150/5300-13A. The airport has an approved Modification of Standards for approving this deviation from standards.

Currently, all of the storm drainage from the airfield is disposed of in a series of swales in the southwest corner of the airport, where the taxiway extension will be constructed. As this will reduce capacity of the swales, a general analysis of the overall storm drainage system was completed during the project formulation study. This analysis will be further refined and the appropriate changes to the storm drainage system designed to ensure proper disposal of the storm drainage. Significant changes to the storm drainage system on the airport will be necessary.

In addition to removing Taxiway A and relocating Taxiway B, grading improvements are necessary so that the RSA will meet FAA standards. FAA grading standards in the RSA permit grades of 1% to 3% for airports with aircraft traffic like SUN's (Runway Design Code C-III). The airport has an approved Modification of Standards that permits grading flatter than 1%. On the west side of the runway, existing grades between the runway and Taxiway B are as high as 5%, and this area will be re-graded to meet standards. On the east side of the runway, some areas are actually higher than the runway, and, after Taxiway A is removed, these areas will be graded to improve drainage away from the runway and meet the minimum grading standards to the extent possible. Material cut on the east side will be used to fill the west side. Limited area is available on the airport to dispose of excess cut, therefore the design will carefully consider excavation disposal and attempt to balance earthwork to avoid importing or exporting fill.

One of the primary challenges in the design and construction of this project is construction phasing. All work within the Runway Safety Area will be completed with the airport closed. Some phases of the work will be completed when the runway is open, however, and significant analysis will be necessary to determine the phasing details.

It is anticipated that AIP will fund 93.75% of eligible project costs. (Match for small hub and non-hub airports in Idaho is 93.75%.) Friedman Memorial Airport will provide all other required funds. The estimated total construction budget for the work items is approximately $6.7 million.

Professional services shall be provided during all elements of the project, including design, bidding, construction, closeout and grant administration.

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

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

Professional services anticipated include services necessary to accomplish the following:

- Contract Administration
- Planning and Formulation
- Preliminary Design
- Final Design
- Project bidding assistance and administration
- Grant Administration
- Construction Inspection/Administration

- Closeout
- Coordination of all elements of the Project with the Owner and the FAA.

CONTRACTS AND BIDDING:

The bidding and construction documents will be structured with one bid schedule and at least four construction phases, as described below:

1. RSA Grading/Taxiway B Relocation/Taxiway A Removal (airport completely closed)
2. Taxiway B Relocation, North Section (partial closure)
3. Taxiway B Relocation and Extension (partial closure)
4. Final Markings/Seeding (partial closure)

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

It is anticipated that the project will be completed during the spring and summer of 2014. The project will be funded primarily with discretionary funds. The planned airport closure is scheduled for April and May of 2014. Funding with discretionary and this planned closure both drive bidding early in 2014. Due to this early bidding period, a very aggressive design schedule will be necessary.

ANTICIPATED STAFFING:

Due to the importance of this project and aggressive schedule, the Owner expects the project to be staffed with experienced personnel in all leadership positions. The project will be led by a Principal, with one Project Manager leading various elements of the design and construction services. Additional production staff will include an experienced specifier/construction manager and multiple staff engineers/technicians to complete the design. During construction, multiple resident project representatives will be required, due to extended work hours and a very aggressive construction schedule.

AVAILABLE INFORMATION:

- Previous Airport Layout Plan (ALP) drawings, most recently updated by T-O Engineers in 2010.
- Design, construction and as-constructed drawings, survey data and geotechnical information from AIP 3-16-0016-007 through '036 projects, prepared by Toothman-Orton Engineering Co. (now T-O Engineers).
- 2012 Technical Analysis, prepared by T-O Engineers.
- Analysis completed under a separate Project Formulation effort, including an abbreviated updated to the ALP to reflect the projects identified in Alternative 6.

SCOPE OF PROFESSIONAL SERVICES

TASK 1 - ADMINISTRATION

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

1.1 Coordinate with Owner to evaluate scope, budget and approach to project. Travel to and meet with the Airport to discuss the project scope and approach.

1.2 Prepare a Work Order specifically addressing this project. The Work Order shall include a detailed Scope of Professional Services narrative. Review the Scope with Owner and FAA and modify as necessary, based on comments received. The Work Order shall also include a detailed cost proposal based on estimates of professional service man hours, hourly rates and lump sum costs required to accomplish the design development and construction administration of the work.

1.3 Provide Scope of Work and blank cost proposal spreadsheet to Owner for use in obtaining an Independent Fee Estimator for review. One teleconference is anticipated to describe and discuss the project scope.

1.4 Advise and coordinate with Owner and FAA through the Phase 1 tasks.

1.5 Project management and administration to include monthly cost accounting and budget analysis, invoicing and monitoring of project progress.

TASK 2 – PRELIMINARY (35%) DESIGN

The following Consultant tasks are necessary to complete the initial design of the project. This design will incorporate project formulation and planning completed under previous planning and formulation efforts.

2.1 Prepare for and participate in a pre-design conference with FAA personnel and the Owner. This conference shall be conducted according to current guidance from the FAA Northwest Mountain Region. The conference will take place via conference call. After the meeting, prepare notes to document what was discussed.

2.2 Utilize topographic survey gathered in May of 2013, along with supplemental survey data gathered on several other occasions to design the project. Analyze the data in the areas of this project and prepare base drawings and digital terrain models for use in the analysis and design. Base drawings shall include all topographic information plus known underground utilities, structures, NAVAIDs, etc.

2.3 Review and summarize geotechnical information gathered in December 2013 for the areas applicable to this project. It is anticipated that collection of additional data will not be necessary for this project. However, analysis of the available data relative to pavement, grading and drainage design will be included in this task. Services of a qualified geotechnical subconsultant will be required to evaluate construction of retaining walls in the area of the north apron and taxilane area (see Task 8 – Additional Services).

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2.4 Refine the taxiway, arpron and grading geometry prepared during the previous project formulation effort. This will consist of checking the proposed horizontal geometry, profiles and connections to existing runway and apron pavements.

2.5 With the assistance of a qualified structural subconsultant, design retaining walls along the northern and western edges of the cargo apron and north hangar taxilane, as required to construct these areas. The maximum height of wall anticipated is approximately 12 feet, and walls will be designed using modular blocks or similar construction techniques, if feasible.

2.6 Develop a preliminary Construction Safety and Phasing Plan (CSPP). This CSPP shall clearly describe the different construction phases and aircraft operations during each phase. The preliminary CSPP shall be submitted to FAA for review and comment as early in the project development process as possible.

2.7 Identify utilities that must be relocated and coordinate with various public utilities responsible. Significant effort has been expended on utility relocations during previous projects, and this task will only include final refinement of the utilities required to be moved. It is anticipated that utilities requiring relocation will include underground power and associated transformer(s), telephone, natural gas, water and sewer. Coordination with individual utilities and City of Hailey is included in Task 8 – Additional Services.

2.8 Prepare a preliminary surface and subsurface drainage design for disposal of storm drainage from the project areas and modifications to the existing storm drainage system. It is assumed the existing storm drainage system will be modified to remove storm water from the area adjacent to pavements and transported to swales for pretreatment in grassy swales and disposal in drywells.

2.9 Based on aircraft traffic on the airport, design a recommended pavement section. Design analysis shall be based on the current version of FAA AC 150/5320-6. Prepare a report for inclusion in the Engineer's Design Report. Utilize pavement design prepared under a previous project for Taxiway B and north apron pavements. Prepare a separate pavement design for the north hangar taxilane, which will be designed for smaller aircraft only. This new pavement design shall include preparation of an FAA Form 5100-1 and design output from FAA's pavement design program, FAARFIELD.

2.10 Develop a draft table of contents for bid and contract documents and technical specifications, which will identify appropriate sections necessary for completion of the project.

2.11 Prepare preliminary drawings for the project, which will be limited to: Cover Sheet; Construction Layout Plan; Safety and Phasing Sheets, Plan and Profile Sheets and Grading and Drainage Sheets (estimated 22 sheets, total).

2.12 Prepare preliminary opinions of construction cost and construction time required to complete construction of the various elements of the project.

2.13 Meet with Owner in Hailey to discuss preliminary design, including review of preliminary plans. This meeting is anticipated to take place at the airport, with three members of the project team (Principal, Project Manager and Engineer in Training) in attendance.

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2.14 Coordinate with the Owner and FAA during this phase of the project. This will include one meeting in Hailey with the Airport Staff and airport users (separate from the preliminary plan review above) to discuss the preliminary design and refine the project approach, schedule, phasing and budget. This meeting will be attended by Principal and Project Manager. This will also include one meeting at the Airports District Office in Helena, Montana, which will be attended by the project Principal.

2.15 Coordinate internally with T-O staff during this phase of the project as necessary.

2.16 Travel time required for Task 2.

TASK 3 – 65% DESIGN

The 65% design services shall commence upon completion of Phase 2 tasks. Preliminary design phase services shall include:

3.1 Finalize grading design for the project area.

3.2 Finalize surface and subsurface drainage design for disposal of storm drainage from the project areas. Prepare a report for inclusion in the Engineer's Design Report.

3.3 Develop an erosion and sediment control plan for the project, to be included in the bidding and construction drawings. This plan shall apply approved Best Management Practices for the State of Idaho.

3.4 Develop a pavement marking plan and submit to FAA for review.

3.5 Design airfield lighting modifications required for the project. This will include removal of taxiway lights and signs on Taxiway A and reconfiguring the lighting circuit on that side of the runway, along with removal and reinstallation of lights on the west side of the runway for Taxiway B and the associated connecting taxiways. With the assistance of a qualified subconsultant, verify that no changes to the lighting circuit will be necessary due to the changes to the system (the project will result in a net loss of total fixtures and signs). Prepare a preliminary lighting and signage plan and submit to FAA for review.

3.6 Prepare preliminary construction specifications and bid documents. Specifications shall be based on the current version of FAA AC 150/5370-10 and current regional notices. Bid documents shall include Notice Inviting Bids, Bid Schedules, Agreement, forms and other contract documents and "boiler plate" items necessary to solicit bids and execute contracts following award.

3.7 Prepare a preliminary design and construction plan set to a completion level of approximately 65%. The anticipated number of sheets in this submittal is 50 sheets. Submit two sets to Owner for review and comment. Meet with Owner in Hailey to review the plans and obtain additional direction for completion of the design and construction plans. This meeting will be held in Hailey with three members of the project team (Principal, Project Manager and Specifier) in attendance.

3.8 Revise preliminary cost estimates, based on preliminary design.

3.9 Coordinate internally with T-O staff during this phase of the project to discuss key aspects of the design.

3.10 Coordinate with the Owner and FAA during this phase of the project, including a separate visit to discuss the design revisions and progress.

3.11 Travel time required for Task 3.

TASK 4 - FINAL DESIGN

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

4.1 Revise design to reflect comments from Owner at the 65% design review phase.

4.2 Prepare 95% design and construction plans. Total number of sheets is anticipated to be 60.

4.3 Prepare 95% construction specifications and bid documents based on the current version of FAA AC 150/5370-10 "Standards for Specifying Construction on Airports", including regional Notices published by the FAA Northwest Mountain Region.

4.4 Prepare a final engineer's opinion of probable construct cost, based on the final design.

4.5 Prepare a stand-alone Construction Safety and Project Phasing plan, including final versions of drawings submitted in Task 2.5, along with a narrative plan describing the project phasing implementation.

4.6 Prepare the Engineer's Design Report including plan review checklists in conformance with FAA guidelines and submit with plans and specifications for FAA review.

4.7 Submit 95% design drawings, specifications and design report to Owner and FAA for final review and comment. An on-site design review meeting with airport staff will be held at the airport in Hailey, with three members of the design team (Principal, Project Manager and Specifier) in attendance. Review comments from the FAA will be received by telephone or electronically.

4.8 Revise drawings and specifications based on final review comments and prepare 100% (bid set) documents. Submit up to three complete sets of final documents to Owner and one set of final documents to the FAA.

4.9 Coordinate internally with T-O staff during this phase of the project to discuss key aspects of the design.

4.10 Coordinate with the Owner and FAA during this phase of the project.

4.11 Travel time required for Task 4.

TASK 5 - BIDDING

Assist the Owner in the competitive sealed bid and contractor selection process. The Owner completed a pre-qualification process for contractors interested in bidding on this project, and bidding for this project will be limited to contractors pre-qualified under that process. This Task also includes services to prepare and process contract award and construction agreement documents for the Owner. Bidding phase services shall include the following tasks:

5.1 Administer the public bid advertisement process including bid document reproduction and distribution of documents to plan rooms, contractors and suppliers. Prepare notice inviting bids and distribute to pre-qualified contractors. Maintain a "bidders list" and distribute plans as requested. Assist Owner in promoting subcontractor bidder interest in an appropriate geographic area for project work tasks.

5.2 Prepare a detailed Pre-Bid Conference agenda and conduct a Pre-Bid Conference to familiarize bidders and interested parties with the construction project scope and requirements. Prepare and issue minutes of the conference after the meeting. The meeting will be held at the Airport. It is assumed a Project Manager and two additional staff members will attend the Pre-Bid Conference.

5.3 Respond to questions that arise during the Contractors' bid preparation process. Issue addenda or other clarifications as required.

5.4 Assist the Owner in preparation for the project Bid Opening as required, including preparation of a Project Bid Summary form. It is anticipated that the Consultant (Project Manager) will attend and conduct the Bid Opening in Hailey. After opening bids, Consultant will take copies back to the Boise office, to evaluate the qualifications of bidders and responsiveness to bidding criteria, including compliance with Buy American requirements.

5.5 Prepare a detailed Bid Tabulation documenting bid results and submit to Owner and FAA.

5.6 Assist the Owner with review and analysis of bids received, in accordance with Program Guidance Letter 12-03. Provide Engineer's recommendation of award letter to Owner.

5.7 Prepare and distribute Notice of Award, Construction Agreement and other contract documents. Review Construction Agreement, bonds and insurance documents submitted by Contractor, and assist Owner and Contractor in processing documents for the project.

5.8 Coordinate with FAA and Owner throughout the bid and award process. Submit bid documentation including copies of all executed contract documents as required by the FAA.

5.9 Travel time required for Task 5.

TASK 6 - CONSTRUCTION

During construction, the Consultant shall administer all aspects of the construction contract over which the Consultant can be expected to have realistic control in order to assist the Owner in monitoring and documenting the construction process for design compliance, quality assurance, and cost control. Time for construction services assumes completion of the project on a very aggressive schedule, in order to limit closure times and associated impact on operations and safety. Permitted work hours for this project will be 7 days per week at 14 hours per day on weekdays and 12 hours per day on weekends. Due to the size of the project and aggressiveness of the schedule, multiple field representatives will be required at all times. The total number of working days for this project is anticipated to be 65. Any construction time overruns beyond the assumptions stated here may require additional Consultant time and associated fees. These additional fees will be negotiated by addendum to this Work Order. Construction services shall more specifically include the following work tasks:

6.1 Provide pre-construction coordination; prepare a detailed Pre-Construction Conference agenda and displays; conduct a Pre-Construction Conference on behalf of the Owner in Hailey; and prepare and issue minutes of the Pre-Construction Conference; advise the FAA of Pre-Construction Conference dates and include FAA items in conference agenda. Complete FAA

Pre-Construction conference checklist. It is anticipated the Principal, both project managers and three Resident Project Representatives will attend the pre-construction conference.

6.2 Prepare a construction management plan for the project, in accordance with FAA guidance.

6.3 Review, comment, and process Contractors' material submittals (including review of compliance with Buy American requirements), particularly Work Schedule, Operational Safety Plan, Quality Control Plan, mix designs for all materials and material and equipment materials. Assist Contractor as required, clarifying specification and documenting submittal requirements. Coordinate construction activity schedule with Owner.

6.4 Provide at least three experienced Resident Project Representatives at all times during construction to monitor and document construction activities, conformance with schedules, plans and specifications; review and document construction quantities; document significant conversations, situations, events or changed conditions; document input or visits from local authorities and officials; prepare and submit routine inspection reports (FAA Form 5370-1); and maintain a project diary. During paving operations, an additional experienced staff member will also be onsite.

6.5 Organize and conduct two weekly construction meetings with Owner, Contractor and others as appropriate. Contractor's schedule review and work progress will be discussed at all meetings. The Resident Project Representative will hold these meetings on or near the construction site at the airport. Project Manager will also attend all meetings. Anticipate 18 total meetings during project duration.

6.6 Provide office administration support and assistance to the Resident Project Representatives with senior design, management or other personnel as field activities may require.

6.7 Review and approve Contractor monthly Pay Requests. Submit approved pay requests to the Owner for approval and payment.

6.8 Monitor and coordinate Contractor Quality Control Program pursuant to current FAA specifications for Quality Control and Quality Assurance. This will include all required Quality Assurance testing, to be performed by a qualified testing laboratory.

6.9 Conduct Substantial Completion and Final Completion Inspections with the Owner and Contractor. Advise and coordinate with FAA of inspection dates. Produce substantial and final completion inspection certificates and document "punch list" items. It is anticipated that senior design or management personnel will attend either the Substantial Completion or Final Inspection at the Airport. Prepare a letter requesting grant reimbursement up to 97.5% following substantial completion.

6.10 Assist Owner with review of Contractor Wage and EEO documentation review.

6.11 Prepare, negotiate and process Contract Change Orders/Supplemental Agreements, as required. Man-hour estimates and costs are to be based on normal construction events as experienced by the Consultant for projects of this type and size.

6.12 Coordinate with Owner and FAA throughout the construction process. Submit required construction documentation, including weekly activity report forms, mix designs, change orders, etc. Coordinate with Owner and FAA verbally concerning change orders, as required.

6.13 Travel time required for Task 6.

TASK 7 – CLOSEOUT/DOCUMENTATION

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

7.1 Prepare As-Constructed Revisions to Design and Construction Drawings for project improvements. Provide Owner with copies of Record Drawings, including two electronic copies (PDF) – one for Owner and one to be submitted to the FAA.

7.2 Prepare an As-Constructed Airport Layout Plan (ALP) to document improvements.

7.3 Document the Project work and accomplishments in a Final Construction Report in accordance with FAA guidelines.

7.4 Coordinate with Contractors on Owner's behalf to obtain lien releases from subcontractors and Prime Contractor in preparation to making final payment. Coordinate with Contractors, Owner and the Idaho State Tax Commission to obtain a tax release prior to releasing any retainage.

7.5 Assist Owner with overall budget status analysis and reports, closeout documentation review, and coordination with the FAA, as requested by the Owner. Assist in preparation of required project certifications.

TASK 8 – ADDITIONAL SERVICES

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

8.1 Assist the Owner with Grant Administration tasks.

8.1.1 Prepare a Grant Application for submittal to FAA. Update the Grant Application for FAA-AIP funding assistance based on project bid results. Assist Owner in coordination of Grant Application submittal and process.

8.1.2 Assist the Owner to prepare and process required certifications for submittal to the FAA.

8.1.3 Provide periodic project budget updates to Owner during prosecution of the work.

8.2 Assist the Owner with Disadvantaged Business Enterprise (DBE) reporting. Development of DBE goals is not necessary for this project, as the airport completed three-year goals in 2013. DBE services to be provided shall include annual reporting for FY 2014 only.

8.3 Provide geotechnical services required for the project. These services are anticipated to be performed by a qualified subconsultant and will include services in the following areas:

8.3.1 Design: Geotechnical subconsultant services for this project shall be limited to evaluation of the retaining wall adjacent to the north apron and taxilane. Consultant's services for

this task shall including providing all applicable information and coordination with the subconsultant.

8.3.2 Construction: Provide testing necessary for quality assurance testing during construction, specifically for P-401 and P-209. Consultant's services will include coordination with the subconsultant to ensure that appropriate testing is completed.

8.4 Utility Coordination: Coordinate with Idaho Power regarding relocation of power lines and transformer(s) in the area of the North Apron. Idaho Power will design and complete this work under a separate agreement with the airport. Coordinate with CenturyLink regarding relocation of telephone service lines in the area of the North Apron. Coordinate with Intermountain Gas regarding existing gas lines in the location of the apron and determine if relocation is necessary. Coordinate with City of Hailey regarding existing water and sewer lines in the area of the North Apron, and to discuss any required relocations of these utilities.

8.5 Environmental Coordination: Coordinate environmental clearance for the project with the FAA to ensure no further coordination is necessary. This project was included in an approved categorical exclusion checklist completed in Fall 2013.

8.6 Coordinate with electrical subconsultant to assist with calculations of airfield lighting loads and verification of airfield lighting layout and design.

8.7 Assist and coordinate with independent auditors to locate appropriate documents for performing A-133 annual audit. In addition to finding appropriate project files, answer questions concerning Contractors wage rates and interview forms as required.

8.8 Assist the Owner with preparation of a Notice of Intent to be filed for the project Storm Water Pollution Prevention Plan (SWPPP). The Contractor will be responsible to file a separate Notice of Intent and comply with the SWPPP as shown in the plans. Consultant shall monitor the Contractor's performance of these tasks throughout construction.

8.9 Prepare for and participate in a Safety Risk Management panel to evaluate the safety of the proposed construction project. Preparation will include graphics (in PowerPoint and/or mounted on display boards) and a narrative description of the project. Participation will include travel to and from Hailey by Principal or Project Manager and participation in the panel as an observer.

8.10 Prepare and submit the following FAA forms related to the work included in this project:

- FAA Form 7460-1s for the construction project.
- FAA Form 7480-1s for the removal of Taxiway A and the Taxiways B and B4 relocations.
- FAA Form 5010 (Airport Master Record) to reflect construction changes, including a graphic to be published in the Facilities Directory.
- Prepare and submit Strategic Interruptions Service Level Agreement form no less than 45 days prior to closure of the runway.

PROJECT SCHEDULE

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

ACTIVITY	COMPLETION
Preliminary Scope of Work Approval	September 2, 2014
Complete Independent Fee Estimate Review	October 1, 2014
Work Order Negotiation Complete	October 10, 2014
Initiate Design	October 10, 2014
Preliminary Design Complete	November 1, 2014
65% Design Complete	December 1, 2014
95% Design Complete	January 1, 2015
Final Design Complete/Advertise for Bids	January 15, 2015
Bid Opening	February 15, 2015
Award Project	March 15, 2015
Begin Phase 1 (Airport Closed)	April 27, 2015
Phase 1 Complete	May 21, 2015
Construction Complete	June 30, 2015
Closeout	September 2015

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

DRAFT

ATTACHMENT #8

FLY SUN VALLEY ALLIANCE BOARD MEETING MINUTES

Thursday, July 17, 2014 8:00am, Sun Valley Resort

Board Members Present: Eric Seder, Jack Sibbach, Rick Baird, , Peter Scheurmier, Wally Huffman, Michelle Griffith, Patrick Buchanan, Baird Gourlay, Arlene Schieven, Jacob Greenberg Staff: Carol Waller.
Board Members Absent: Martha Burke, Maurice Charlat, Deb Fox, Tim Silva, Walt Denekas, Dick Fenton

TOPIC DISCUSSED:

Consent Items:

- June Minutes: Jack moved to approve, Peter seconded VOTE: All in favor
- June FY14 YTD Financials & Payables: Wally moved to approve, Peter seconded VOTE: All in favor
- Draft FY15 Budget: Board reviewed budget, will wait to approve at September meeting when more information on projected collections and bussing costs are available.
- September Board meeting will be moved to Sept 25

Reports:

Funding

- **1% LOT/Air Service Board Update:**
  - The latest report, showing Jan-March 1% LOT collections and disbursements, was shared.
  - FSVA & SVMA presented proposed FY15 budgets to ASB on July 2, no vote was taken
  - ASB will meet again on August 27th to vote on FY15 budgets.

- **Other Fundraising**
  - **Realtors for Air:** FY15 Program has been launched, $28,400 in commitments received to date from 7 offices. Carol still working on collecting remaining commitments for FY14, and working on recognition ads and promotion.
  - **Air Support Business Ski Pass Program:** FY15 Ski Pass sales began in July - $4200 sales made so far.

Air Service Initiatives/Research/Promotions:

- **Jumpstart Airline meetings recap:** Rick spoke to the importance of these face-to-face meetings FSVA and FMAA had with United, Alaska, Americanand Seaport airlines. Consultant Ron McNeil is a great asset in preparations/participation.
- **DEN-SUN Inaugural flight July 2:** Was a success, thanks to all who participated, lots of great press and feedback.
- **Booking & MRG Reports:** Summer YTD report was provided and reviewed.
- **Airline Contracts for FY15** –have finalized terms and MRG caps with both United and Alaska for winter 2014.15
- **Diversion Bussing:** SV Express working on new proposal for improved bussing, should have for review in August.
- **Research:** FSVA Summer SUN Air Passenger Survey underway, new surveyor has been hired to assist.
- **Air Service Marketing**
  - **Local Air Service Marketing (FSVA/FMAA):** FSVA and FMAA continuing to partner on local marketing; FMAA also doing their own new testimonial campaign for Check SUN fares first. Carol prepared/distributed press release, eblast on new winter flights announcement, promoted air service to SV Elkhorn Association annual meeting and quarterly SV Economic Development meeting.
  - **External Air Service Marketing:** SVC and SVMA joint media plan for summer is underway and plans in the works for promotion of winter, including a special "save $100 off airfare" through ski.com to launch in August.
- **SUN Airport Update:**
  - Project 1 & 2 are complete – were done on time and under budget
  - Project 3 (terminal expansion) and Project 4 (operations bldg.) – will be out to bid in 3 weeks
  - Project 5 is out to bid
  - Project 6 is under development

Monthly Directors Report: Provided for review.
2014 YTD SUN Enplanements & Seat Occupancy Reports: Provided for review

Respectfully Submitted, Carol Waller, FSVA Director

FY 14 1% LOT COLLECTIONS

1% LOT Generated	1% LOT Reported Received	Sun Valley		Ketchum		Hailey		TOTAL	Cities Direct Costs	ASB Admin Expenses	ASB Legal Reserve	ASB Admin Fund Reserves	Total Available for Contracts	FSVA Contract	% of Avail Funds	SVMA Contract	% of Avail Funds
Jan-14	March	$31,923		$141,886		$6,538		$180,347	-$8,176	-$1,938	-$50,000	-$13,000	$107,233	$48,255	45%	$58,978	55%
ACT Jan	March	$31,418		$103,456		$6,189		$141,064	-$8,191	-$1,938	-$50,000	-$31,349	$49,587	$22,314	45%	$27,273	55%
Feb-14	April	$37,760		$145,532		$4,423		$187,715	-$8,176	-$438			$179,101	$80,595	45%	$98,506	55%
ACT Feb	April	$43,238		$128,702		$3,688		$175,629	-$8,120	-$438			$167,071	$75,182		$91,889	
Mar-14	May	$37,733		$139,282		$4,917		$181,932	-$8,176	-$438			$173,318	$77,993	45%	$95,325	55%
ACT Mar	May	$37,137		$129,372		$5,057		$171,566	-$8,159	-$438			$162,970	$73,336		$89,633	
Apr-14	June	$12,951		$73,972		$2,484		$89,407	-$8,176	-$438			$80,793	$36,357	45%	$44,436	55%
ACT April	JUne	$12,792		$115,707		$2,283		$130,782	-$8,081	-$438			$122,263	$55,018		$67,244	
May-14	July	$14,724		$75,554		$2,261		$92,539	-$8,176	-$438			$83,925	$37,766	45%	$46,159	55%
ACT May	July	$13,764		$80,504		$2,293		$96,560	-$8,081	-$438			$88,040	$39,618		$48,422	
FY13 Total YTD		**$135,091**		**$576,226**		**$20,623**		**$731,940**	**-$40,880**	**-$3,690**			**$624,370**	**$280,967**		**$343,404**	
FY14 Total YTD		**$138,349**		**$557,741**		**$19,511**		**$715,601**	**-$40,632**	**-$3,690**			**$589,930**	**$265,468**		**$324,461**	
% Diff		**2%**		**-3%**		**-6%**		**-2%**	**-1%**	**0%**			**-6%**	**-6%**		**-6%**	
Jun-14	Aug	$32,989		$114,560		$4,165		$151,714	-$8,176	-$1,438			$142,100	$63,945	45%	$78,155	55%
Jul-14	Sept	$76,315		$175,691		$10,947		$262,953	-$8,176	-$6,938			$247,839	$210,663	85%	$37,176	15%
Aug-14	Oct	$56,239		$166,278		$10,438		$232,955	-$8,176	-$542			$224,237	$200,647		$23,590	
Sep-14	Nov	$40,777		$142,845		$4,886		$188,508	-$8,176	-$542			$179,790	$159,277		$20,513	
		$344,669		**$1,157,115**		**$49,947**		**$1,551,731**	**-$73,336**	**-$13,150**	**-$50,000**	**-$31,349**	**$1,383,896**	**$900,000**		$483,895	

Friedman Memorial Airport

July 2014

2014 Enplanements

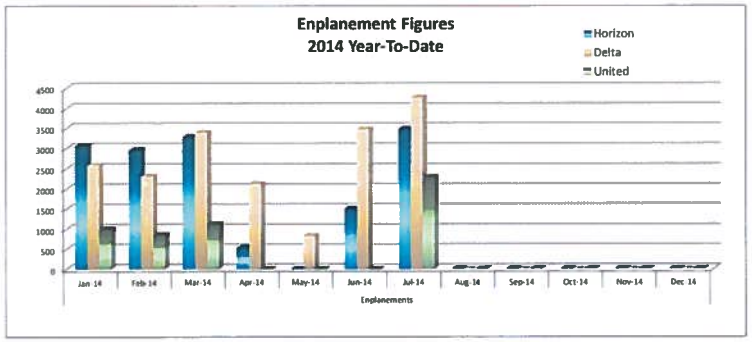
Date	Alaska Airlines					Delta Airlines					United Airlines							
	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Current Y-T-D	Prior Y-T-D	Y-T-Y % Change
Jan-14	2,991	67	3,058	3,150	-3%	2,483	102	2,585	2,113	22%	965	27	992	0	0%	6,635	5,263	26.1%
Feb-14	2,871	76	2,947	3,374	-13%	2,249	62	2,311	2,366	-2%	841	13	854	0	0%	12,747	11,003	15.9%
Mar-14	3,187	98	3,285	3,717	-12%	3,275	119	3,394	3,185	7%	1,097	28	1,125	0	0%	20,551	17,905	14.8%
Apr-14	514	16	530	0	530%	2,011	107	2,118	2,114	0%	0	0	0	0	0%	23,199	20,019	15.9%
May-14	0	0	0	0	0%	792	31	823	1,925	-57%	0	0	0	0	0%	24,022	21,944	9.5%
Jun-14	1,437	66	1,503	1,173	28%	3,368	97	3,465	2,847	22%	0	0	0	0	0%	28,990	25,964	11.7%
Jul-14	3,413	66	3,479	3,405	2%	4,144	115	4,259	4,014	6%	2,217	60	2,277	0	0%	39,005	33,383	16.8%
Totals	**14,413**	**389**	**14,802**	**14,819**	**0%**	**18,322**	**633**	**18,955**	**18,564**	**2%**	**5,120**	**128**	**5,248**	**0**	**0%**			

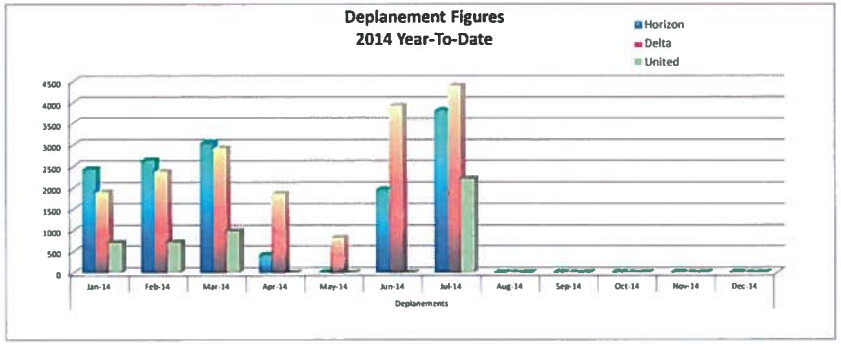
Legend for Chart: Y-T-D = Year-To-Date Y-T-Y = Year-To-Year

2014 Deplanements

Date	Alaska Airlines					Delta Airlines					United Airlines							
	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Current Y-T-D	Prior Y-T-D	Y-T-Y % Change
Jan-14	2,366	66	2,432	2,398	1%	1,820	81	1,901	1,632	16%	696	23	719	0	0%	5,052	4,030	25.4%
Feb-14	2,543	88	2,631	3,294	-20%	2,334	52	2,386	2,360	1%	711	12	723	0	0%	10,792	9,684	11.4%
Mar-14	2,940	91	3,031	3,355	-10%	2,815	111	2,926	2,891	1%	966	27	993	0	0%	17,742	15,930	11.4%
Apr-14	408	17	425	0	425%	1,768	99	1,867	1,806	3%	0	0	0	0	0%	20,034	17,736	13.0%
May-14	0	0	0	0	0%	805	28	833	2,086	-60%	0	0	0	0	0%	20,867	19,822	5.3%
Jun-14	1,888	70	1,958	1,662	18%	3,832	96	3,928	3,242	21%	0	0	0	0	0%	26,753	24,726	8.2%
Jul-14	3,738	77	3,815	3,819	0%	4,308	87	4,395	4,137	6%	2,160	54	2,214	0	0%	37,177	32,682	13.8%
Totals	**13,883**	**409**	**14,292**	**14,528**	**-2%**	**17,682**	**554**	**18,236**	**18,154**	**0%**	**4,533**	**116**	**4,649**	**0**	**0%**			

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





Friedman Memorial Airport

July 2014

2014 Seat Occupancy

Date	Alaska Airlines				Delta Airlines				United Airlines				Annual Seat Occupancy Totals Year-to-Year Comparison			Annual Seat Occupancy Percentages Year-to-Year Comparison		
	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Total Seats Occupied Y-T-D	Total Seats Occupied Prior Y-T-D	Y-T-Y % Change	Current Y-T-D % Occupied	Prior Y-T-D % Occupied	Y-T-Y % Change
Jan-14	52	3,952	3,058	77%	74	3,390	2,585	76%	25	1,650	992	60%	6,635	5,263	26%	74%	68%	6%
Feb-14	44	3,344	2,947	88%	54	3,726	2,311	62%	19	1,254	854	68%	12,747	11,003	16%	74%	72%	2%
Mar-14	50	3,800	3,285	86%	71	4,899	3,394	69%	24	1,584	1,125	71%	20,551	17,905	15%	75%	74%	1%
Apr-14	9	684	530	77%	48	3,312	2,118	64%	0	0	0	0%	23,199	20,019	16%	74%	74%	0%
May-14	0	0	0	0%	20	1,380	823	60%	0	0	0	0%	24,022	21,944	9.5%	73%	74%	-1%
Jun-14	34	2,312	1,503	65%	80	5,520	3,465	63%	0	0	0	0%	28,990	25,964	11.7%	72%	71%	1%
Jul-14	62	4,216	3,479	83%	88	6,072	4,259	70%	60	3,960	2,277	58%	39,005	33,383	17%	71%	71%	0%
Totals	**251**	**18,308**	**14,802**	**81%**	**435**	**28,299**	**18,955**	**67%**	**128**	**8,448**	**5,248**	**62%**						

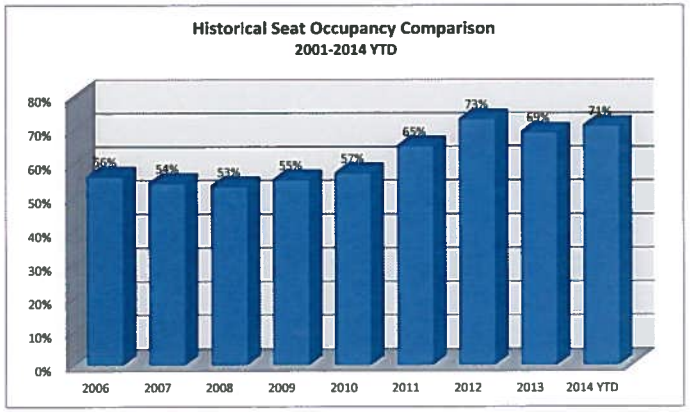
Note: Total of 68 Seats Available on aircraft for summer months; Total of 76 Seats Available on aircraft for winter months

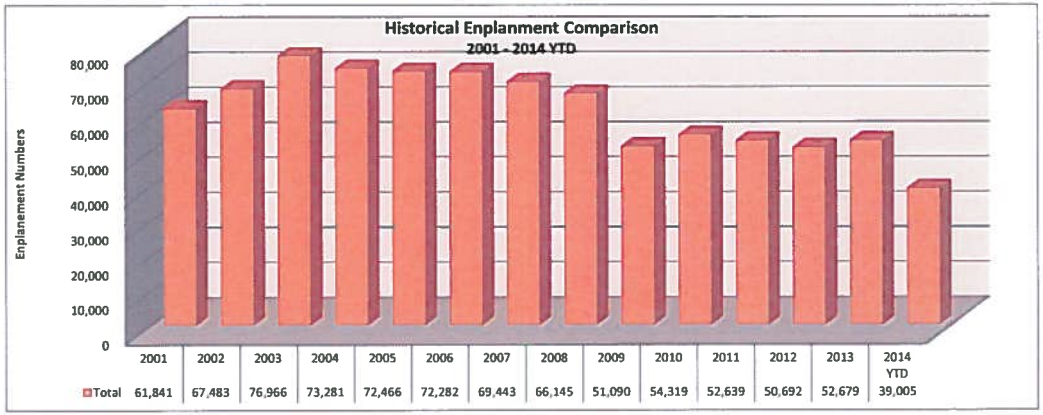
Total of 69 Seats Available on aircraft

Total of 66 Seats Available on aircraft

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

*Seats are capped at 68 during some periods in the summer due to weight and balance requirements and other times of the year seats may be capped due to environmental conditions





Monthly Report JULY 2014

1. AIR SERVICE

AIR SERVICE RETENTION, IMPROVEMENT, DEVELOPMENT

- Reviewed/monitored weekly booking tracking reports for AS and UA summer flights; fares, etc
- Finalized negotiations with airlines re: contracts for winter FY15 flights
- Coordinated July 2 DEN-SUN Inaugural Celebration at Friedman Memorial Airport
- Continued discussions regarding potential enhancements to diversion bussing operation
- Ongoing communication/meetings with airlines, M&H consultant, FMAA, customers, stakeholders.
- Met with Horizon and SkyWest SUN station managers to discuss operations, winter bussing, etc.

LOCAL AIR MARKETING/COMMUNITY OUTREACH

- Provided information via monthly FSVA Enews and ongoing social media postings; updated website as needed
- Shared updated flight information for *South Bay Accent* (SFO area) magazine doing winter story on Sun Valley
- Created/distributed press release re: winter 2014/15 flight announcement; did media interviews *(KMVT, other)*
- Provided Air Service information at SV Elkhorn Association annual meeting, SVED Quarterly meeting
- Implemented ongoing marketing/advertising for air service; Alaska flight sales, etc
- Worked with Alaska Airlines and fall event organizers *(SV Harvest Festival, Trailing of the Sheep)* on new fall Sweepstakes promotions to support/promote Sept & October flights.

RESEARCH/OTHER

- Managed 2014 Summer Air Passenger survey collection at airport – scheduling surveyors, arranging supplies, assisting with survey collection, etc
- Continued work on compiling/tracking relevant comparative data and information of air service

2. FUNDING

TOTAL PRIVATE SECTOR INCOME RAISED FY14 YTD: $253,831 – Projected $270K by 9/30

REALTORS FOR AIR PROGRAM

- RFA FY14 – continued to work to wrap up program, collect commitments, distribute additional benefits due, etc.
  FY14 Results: 15 offices as 100% offices; $51,000 committed, $48,955 paid YTD as of 7/31
- Launched program for FY15 program – collected commitments, processed benefits, created new recognition ads
  FY15 Results YTD: 7 offices as 100% offices: $28,000 committed as of 7/31

AIR SUPPORT BUSINESS SUPPORT SKI PASS PROGRAM

- Launched FY15 Program – marketing/promotion to local businesses, handling sales and follow up, etc.
  FY15 Results to Date: $4200 in passes sold as of 7/31

AIR SERVICE BOARD:

- Prepared/presented FY14 update and FY15 budget to Air Service Board, monthly invoicing
- Formulated projected contractor funding based on FY15 ASB revenue projections and budget.

▪ BOARD/ADMIN BUSINESS

- Developed/compiled/distributed all materials for monthly Board Packets; prepared minutes from meeting(s), prepared Monthly Report. Reviewed Financials, approved invoices/signed & processed checks, reviewed payables list, presented to Board for review/approval. Made deposits as needed.
- Prepared draft FY15 projected budget, tracked 1% LOT income projections; cash flow analysis, revised as necessary
- Filed annual report with ID Secretary of State

ATTACHMENT #9

FLY SUN VALLEY ALLIANCE BOARD OF DIRECTORS MEETING

Thursday, August 14, 2014 8:00am – 10:00am

SAGE ROOM – SUN VALLEY LODGE

AGENDA:

1. **Consent Items:**
   - **July Meeting Minutes:** review/approval *(attached)*
   - **July YTD financials & payables:** review/approval *(attached)*
   - **Updated FY15 Budget:** review *(attached)*
   - **Sept FSVA Board meeting:** date changed to Thursday, Sept 25 at airport

2. **Reports/Funding:**
   - **Air Service Board:**
     - YTD 1% LOT collections and distribution report *(attached)*
     - August 27, 2pm, Hailey City Hall – summer update, vote on FY15 ASB budget; FSVA contract
   - **FSVA Fundraising/Private Sector:** Raised $253,831 YTD – projected $270K by 9/30
     - **Realtors for Air** - still collecting final commitments for FY14; FY15 program launched - $28,650 commitments secured to date
     - **Air Support Business Ski Pass Program**- launched early July, $4200 sales to date
     - **Ski for Air Service Day** (Jan 25, 2015) – SVC has agreed to work with us on this one more year

3. **Air Service Initiatives/Research/Promotion**
   - **Airline Booking Report:** summary for AS and UA summer YTD *(attached)*
   - **SUN Enplanement & Seat Occupancy Reports:** July YTD *(attached)*
   - **Diversion Bussing:** update on improvement plans, potential costs
   - **Research:** Summer air passenger surveys underway; 385 collected through 7/31
   - **Local Air Marketing (FSVA/FMA):** update
   - **External Air Service Marketing (SVR, VSV):** update
   - **FMAA Airport:** update
   - **Other**

Other attachments:

- *July FSVA Monthly Report*

ATTACHMENT #10

TASK ORDER #2014-1
TO
PROFESSIONAL SERVICES AGREEMENT

BETWEEN: Friedman Memorial Airport Authority (CLIENT)
Hailey, Idaho

AND: Mead & Hunt, Inc. (CONSULTANT)
A Wisconsin Corporation

EFFECTIVE DATE: 2nd day of September, 2014

RECITALS

This is the First Task Order to the Master Services Agreement dated effective 2nd day of September, 2014, between the Friedman Memorial Airport Authority and Mead & Hunt, Inc. The Master Services Agreement effective January 29, 2014, is referred to herein as the Contract.

AGREEMENT

1. Services to be Provided. The Scope of Services is to provide an update to the Friedman Memorial Airport Master Plan. The full Scope of Services is defined in Exhibit A.

2. Schedule. The project shall be completed within 24 months from notice to proceed.

3. Consideration. The services shall be provided for the lump sum of $611,726, as described in Exhibit B. Progress payments shall be made in accordance with the Contract.

APPROVAL AND ACCEPTANCE: Approval and acceptance of the TASK ORDER including any attachments shall incorporate this document as part of the CONTRACT between the OWNER and the CONSULTANT dated January 29, 2014. All work and services defined in this TASK ORDER shall be performed in accordance with the terms and conditions of the aforementioned CONTRACT between the OWNER and CONSULTANT."

Accepted by:
FRIEDMAN MEMORIAL AIRPORT AUTHORITY

By: _____
Name: RONALD E. FAIRFAX
Title: CHAIR FMAA
The above person is authorized to sign for Client and bind the Client to the terms hereof.

Date: August 27, 2014

Approved by:
MEAD & HUNT, INC.

By: _____
Name: Laura Morland
Title: Vice President

Date: August 26, 2014

Exhibit A
Master Plan Update
Scope of Services

Friedman Memorial Airport
Hailey, Idaho

In an effort to establish a solid plan for development of the Friedman Memorial Airport in the future, the Friedman Memorial Airport Authority (FMAA), operators of the Friedman Memorial Airport (Airport), along with the Federal Aviation Administration (FAA) Helena Airports District Office (FAA-ADO) in Helena, Montana, have elected to undertake a study to update the Master Plan for the Airport. This study will address changes in the airport's operational and improvement environment since the completion of previous planning processes, including, but not limited to: changes in air service patterns; changes in development priorities; changes in natural environment and land use compatibility considerations; changing regional economic impact considerations; and, evolving factors related to proper financial management to enable the airport to meet operational and capital improvement fiscal needs. Mead & Hunt (Consultant) was selected to lead the consulting team in the provision of the services required to update the Airport's Master Plan. This Scope of Services covers the planning services and tasks associated with an update of the Airport's Master Plan. This document provides information on the following important aspects of the project:

- Background information describing the context in which the master planning effort will be accomplished;
- Areas of emphasis for this master planning effort; and
- Project scope elements, describing the actual work activities, responsibilities, and level of effort.

Background Information

The Friedman Memorial Airport is located on approximately 209 acres in the City of Hailey, Idaho. The Airport is the primary airport providing commercial and general aviation air services for the Wood River Valley and South Central Idaho, including the communities of Hailey, Bellevue, Ketchum, Sun Valley, and Carey. It is located at the southern limits of the City of Hailey, north of the City of Bellevue.

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

- 1985 Airport Master Plan and Noise Compatibility Study
- 1990 Airport Feasibility Study
- 1994 Master Plan Update

- 2004 Master Plan Update
- 2006 Airport Site Selection and Feasibility Study

Based on the findings and recommendations of these previous planning studies, the FAA and FMAA began an Environmental Impact Statement (EIS) process for a proposed replacement airport for the Wood River Valley. The EIS was suspended by the FAA in August 2011 due to project cost and environmental concerns. Following the suspension, FAA requested that the community go through a public process and determine a path forward. The FMAA led an 18 month process and adopted a "dual path" approach, which is supported by the FAA. The "dual path" approach is based on a continued effort to pursue a replacement airport in the long-term, while exploring solutions to issues associated with the current site that will allow the Airport to maintain, support, and develop air service in the near-term.

Following suspension of the EIS process for the replacement airport, the FAA issued a Finding of No Significant Impact (FONSI) for an airline operations specification revision that allowed initiation of service by CRJ-700 regional jets, and reinforced the Congressionally-mandated deadline of December 31, 2015, for the current Airport site to comply with runway safety area criteria. For these reasons, there has been a renewed focus on solving long-standing issues at the existing Airport site. An Airport Alternatives Technical Analysis study completed in January 2013 explored several alternatives for modifying the airfield to comply with FAA runway protection and separation standards, as well as alternatives for solving existing issues with a combination of airfield improvements and FAA Modifications to Standards (MOS's). The Technical Analysis study resulted in a preferred alternative for the immediate future (Alternative 6) that includes taxiway modifications, removal of some on-Airport buildings and structures, and several MOS's. Based on the recommendations of the Technical Analysis, the FAA approved six MOS's in November 2013 that stipulate specific airfield improvements while imposing restrictions on aircraft types and operating procedures.

The recently approved MOS's essentially limit use of the Airport to aircraft less than 95,000 pounds gross weight with wingspans less than 100'. Another similar alternative (Alternative 7) proposed by the Technical Analysis study could involve some land acquisition (41 acres) in order to allow for replacement of displaced aircraft parking and structures associated with the taxiway modifications proposed under Alternative 6. However, there is currently an intergovernmental agreement between Blaine County and the City of Hailey that restricts the Airport from growing outside its existing boundary. Thus, any land acquisition recommendations for the existing airport site will need to be based on necessity to support the survival and quality of future air service. Alternative 6 will be used as basis for airport development until the end of 2015 in order to resolve runway safety area issues.

Given the renewed focus on the existing Airport site, and because the MOS's will be re-evaluated by FAA a minimum of every five years, the FMAA has identified the need to update its Master Plan to identify near-term and long-term facility needs, and to further evaluate the ability of the existing Airport site to meet those needs. In accordance with the FMAA's "dual path" approach, the over-arching purpose of the Master Plan Update is to satisfy the operational requirements of all existing and potential future commercial and general aviation users, whether at the existing Airport site or at a replacement site, when activity levels warrant.

In accordance with the FAA's guidance included in FAA Advisory Circular 150/5070-6B, *Airport Master Plans*, an airport master plan is a comprehensive study that address short-, medium- and long-term plans for airport development includes the following elements:

1) Existing conditions inventory;
2) Aviation activity forecasts;
3) Facility requirements (needs) determination;
4) Improvement alternative development and evaluation;
5) Preparation of recommended airport improvement plan;
6) Rationale for unusual design features and/or modifications to FAA Airport Design Standards;
7) Summary of the various stages of airport development and layout sketches of the major items of development in each stage;
8) Preparation long-range Capital Improvement Plan;
9) Update of Airport Layout Plan drawing set.

Master Plan Areas of Emphasis

- Pursuit of a "dual path" approach that utilizes the existing airport site for the near-term, and identifies the "most technically feasible" relocation sites for the long-term.
- Update of forecasts of aviation activity in consideration of constraints associated with existing airport site.
- Define ultimate airside configuration for SUN, using Airport Alternatives Technical Analysis Alternative 6 as a basis.
- Define ultimate landside configuration for SUN, using Airport Alternatives Technical Analysis Alternative 7 as a basis.
- Identification of an ultimate concept for the layout of passenger terminal area for SUN, including space reservation for terminal building and support facilities.
- Identification of a site for a relocated airport traffic control tower for SUN, including initial coordination with FAA.
- Identification of "necessity based" land acquisition priorities for SUN in consideration of City of Hailey and Blaine County established strategic guidance.
- Identification of potential improvements related to SUN's instrument approach capabilities from available data.
- Provide guidance on requirements for future environmental studies required to implement improvement recommendations.
- Summarize previously prepared planning documents related to a replacement airport site and recommend the most feasible sites to "protect".

Reference Documents

Components and preparation for both the Master Plan Update narrative and revisions to the Airport Layout Plan shall include all items required by the new ALP checklist contained in FAA Standard Operating Procedure (SOP) 2.00, *Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs);* the Airport Master Plans Advisory Circular (AC 150/5070-6B – including latest changes and revisions); the Airport Design Advisory Circular (AC 150/5300-13A – including latest changes and revisions); and other applicable FAA Orders, Federal Aviation Regulations (FAR) and Advisory Circulars. In particular, the project shall be completed in conformance with applicable portions of:

- FAA Order 1050.1 Policies and Procedures for considering Environmental Impacts.
- FAA Order 5050.4 Airport Environmental Handbook, including current federal and state environment laws and requirements.
- FAA Order 8260.3, TERPS.
- 14 CFR Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace.
- FAA Order 5000.3 Coordination with the Federal Highway Administration.
- FAA Order 7400.2, Procedures for Handling Airspace Matters.
- FAA Order 5100.38, Airport Improvement Program (AIP) Handbook.
- FAA Order 7031.2, Airway Planning Standard Number One – Terminal Air Navigation Facilities and Air Traffic Control Standard.
- AC 150/5060-5, Airport Capacity and Delay.
- AC 150/5300-16A General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey.
- AC 150/5300-17C General Guidance and Specifications for Aeronautical Survey Airport Imagery Acquisition and Submission to the National Geodetic Survey.
- AC 150/5300-18B General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic information System (GIS) Standards.
- Other Applicable FAA Advisory Circulars, Orders and Regulations.

Project Scope Elements

The following sections describe the project scope elements for this master planning effort. They are organized as follows:

1. Study Design
2. Project Management, Coordination, Communication
3. Public Information, Education, and Outreach (Study Committee Meetings, Public Information Meetings, Meetings with Airport Authority, etc.)
4. Data Collection / Inventory
5. Projections of Aviation Demand
6. Demand Capacity Analysis
7. Facility Requirements
8. Alternatives Analysis
9. Environmental Overview and Land Use Plan
10. Financial Feasibility Analysis
11. Airport Layout Plan Update
12. Master Plan Approval Process
13. Documentation

1. Study Design

It is important at the onset of the planning process to define a detailed Scope of Services for conduct of the master planning effort. The study design includes development of a comprehensive Scope of Services, definition of effort necessary to accomplish the work scope, and preparation of realistic work effort and cost budgets for completing the work. It also serves to organize the project planning team, which includes Mead & Hunt, its sub-consultants, Airport Management, and other consultants working for the Airport, so that the necessary study efforts are effectively executed and the participant roles and responsibilities are clearly defined.

1.1 Scope of Services and Contract Documents

The effort for this task includes preparation of this scope of services for the master planning efforts. The deliverables for this element will be draft and final scope of services, project schedule, an agreed-upon project planning budget and an agreement for the proposed planning work. Specialty sub-consultants and their scope of work will be identified and included in the process. The scope of services, the schedule and the budget will all be detailed by study element. In addition, the budget will be identified using rates by role, labor hours by task, person-trips, reimbursable costs and specialty sub-consultant budgets.

These documents will form the basis of the agreement to provide professional services for this project. This task includes one (1) trip to Hailey by Mead & Hunt's project manager to review scope with the FMAA.

Following agreement on the draft scope and fee basis with the Sponsor and the FAA, a final scope will be prepared, along with sponsor and sub-consultant contracts.

2. Project Management, Coordination and Communication

Projects such as this study demand a refined approach to project management to achieve success. This is especially true at the beginning of the process when the goals, direction, criteria, assumptions, roles, and expectations are developed. Continuous and timely coordination with the Airport and its designated project manager will be provided throughout the study. Project management tasks will continue throughout all aspects of the agreed-upon 18-month project schedule. The project management and coordination process includes the following tasks:

2.1 Project Management

This effort includes communication among the project team for purposes of tracking the progress of the studies. Managing the various technical work tasks among the project team is necessary for a successful project. Project management duties will include:

- Developing and documenting the project plan
- Organizing the project team
- Launching the project activities
- Executing project activities
- Monitoring and controlling the project to achieve results
- Managing/mitigating risks and solving challenges
- Invoicing and monitoring project budget
- Preparing FAA Grant Applications and/or requests for reimbursements
- Closing out the project

2.2 Sponsor Coordination

Regular project status briefings will take place throughout the study process. These briefings will take place in person or via a telephone call or email between the Airport Manager and Mead & Hunt's Project Manager or Assistant Project Manager. These briefings will include status reports of current work, upcoming meetings and work effort and discussion of any challenges in the study effort which may affect the schedule, process or budget.

Airport Primary Point of Contact
Rick Baird, Airport Manager

Point of Contact – Project Manager
Mark McFarland, FASLA

Point of Contact - Program Manager
Scott Cary PE, LEED AP

Point of Contact - Assistant Project Manager
Evan Barrett, AICP

Specific critical needs of this project will be identified for related consultant support. This scope of services anticipates 18 monthly meetings, 5 of which will be on site (held in conjunction with other meetings) and 13 via teleconference or videoconference.

3. Public Information, Education, and Outreach

For this master planning effort, the public outreach effort will focus on regular briefings to the FMAA Board and two public information meetings (open houses).

3.1 FMAA Board Meetings

Mead & Hunt believes that coordinating with the Friedman Memorial Airport Authority will be a vital part of the overall project and will help to best assess airport issues and proposed development options. Interaction with the FMAA Commissioners and Staff will be essential for the review and assessment of project information.

Mead & Hunt staff will conduct five (5) presentations at regular meetings of the FMAA board over the course of the project to provide briefings on project progress, and to promote interaction among the FMAA Commissioners, Staff, and Consultant team. These meetings will be scheduled to coincide with critical decision points in the process and be used to solicit information and responses from FMAA Commissioners and Staff regarding information presented by the Consultant team. For budgeting purposes, two of the presentations are programmed to be attended by 2 Mead & Hunt employees (project manager and assistant project manager) and three will be attended by 1 Mead & Hunt employee (project manager).

It is anticipated that if additional FMMA briefings are needed, these will be conducted via videoconference.

The content and format of the FMAA board presentations will be decided upon by the Airport Staff and Mead & Hunt. It is anticipated that FMAA board presentations will be held following the preparation of the following draft work products:

- Forecasts of Aviation Activity
- Facility requirements and preliminary airport development alternatives
- Finalized development alternatives and conceptual airport development plan
- Improvement project recommendations and project phasing
- Draft final report

The draft work products will be provided to the FMAA Board approximately two weeks before each presentation to allow advance review by FMAA Commissioners.

3.2 Public Information Meetings

Two (2) Public Information Meetings will be held during the course of the master planning process. The purpose of these meetings is to inform interested citizens about progress on the Master Plan Update. The Consultant will be responsible for the preparation of all meeting materials, while the Sponsor will be responsible for securing a location for the meeting, along with publicity and meeting notifications. For budgeting purposes, it is assumed the Public Information Meetings can be scheduled to coincide with the FMAA board presentations described above and that 2 Mead & Hunt Employees will attend (project

manager and assistant project manager). It is anticipated that Public Information Meetings will be held following the preparation of the following draft work products:

- Facility requirements and preliminary airport development alternatives
- Improvement project recommendations and project phasing

4. Background Information / Inventory

This phase of the project involves the establishment of a sound basis for plan and program development through the assimilation and documentation of appropriate base data. Maximum utilization of existing information which is current and applicable to the objectives and overall intent of this study will be made to avoid redundancy and unnecessary data collection.

In addition to the traditional airport master plan inventory tasks (existing on-airport facilities, surrounding land use, airspace considerations, etc.) this element will include a review of Blaine County and City of Hailey established strategic guidance, along with a summary review of the planning and environmental documentation which has been completed for the replacement airport.

4.1 Identification of Available Information

Existing (secondary) data and information, such as, but not necessarily limited to, documents, maps, studies and projects currently underway or in the planning stages (on and off airport property and in the vicinity) that may directly or indirectly influence this study effort will be identified, reviewed, and documented. Such information would include, but not be limited to:

- Existing regional and state airport system plans.
- Existing airport layout plans.
- Comprehensive planning/growth management documents.
- Existing land use and land use zoning.
- Surface transportation plans.
- Utility plans.
- Engineering reports.
- City/County master plans.
- Previous environmental studies.
- Minimum revenue guarantee (MRG) agreements.
- Documentation prepared for airport improvement projects.

This effort will assure initial and continued coordination among local governments and will involve research in locating secondary data sources, and notifying and consulting appropriate local and regional officials and agencies in this regard.

State enabling legislation and local land use controls will be documented. The Consultant will review State and FAA airport plans and Capital Improvement Program files with regard to Friedman Memorial Airport. The product of this task will be a summarization of all data, information and plans relating to the development of the Airport to serve as input to future tasks.

In accordance with the Master Plan's "dual path" approach, Landrum & Brown will develop a summary of information related to planning and environmental documentation previously completed for the replacement airport process.

4.2 Update Base Mapping and Create Master Plan Report Graphics

A complete Airports GIS survey effort was conducted in 2012 as part of project formulation for the Airport Alternatives Technical Analysis study completed in January 2013. This survey included collection of aerial photography imagery, planimetric/topographic mapping, and obstruction identification. The base mapping for the airport will be updated using the existing information, data and mapping provided by the Airport to the consultant and used to create master plan report graphics.

4.3 Facilities Inventory

From secondary information sources and on-site observations, the Consultant team will inventory facilities within the boundaries of Friedman Memorial Airport. The inventory will include the physical layout of buildings (exterior only), runways, taxiways, airfield lighting, aprons, on-airport roadways, and navigational/electronic landing aids. This will result in a facilities inventory recording, serving as information for the demand/capacity analysis and overall database and informational program. The facilities information that is gathered will result in written and graphic documentation in the Airport Master Plan, as well as technical drawing file documentation (AutoCAD) for use in preparation of the Airport Layout Plan.

4.4 Existing Land Use and Zoning Inventory

Existing land uses and land use zoning in the vicinity of the Airport will be reviewed as part of this task. General boundaries can be initially established for ascertaining land use and zoning patterns based on flight tracks and the delineation of the airport environs. This environs area would then be refined, but would extend a minimum of one mile off each runway end and one-half mile off the sides of the runway. Potential wildlife hazards and other natural characteristics that will impact development and planning on and off Airport property will be identified. Key transportation routes and public utility rights-of-way will also be identified.

The product of this task is a comprehensive inventory of existing land use and land use zoning patterns within the vicinity of the Airport and input to later tasks.

4.5 Airspace and NAVAIDS Inventory

The Consultant team will identify and present how airspace utilization affects operations and is affected by operations at the Airport. This will provide an inventory and assessment of all procedures and the utilization of airspace that is potentially affected by, or affects, operational activity at the Airport.

The product of this task is a complete inventory and assessment of the utilization of airspace which is potentially affected by or affects operational activity at the Airport.

4.6 Environmental Conditions Inventory

Through the use of existing (secondary) sources, prior environmental documents, and internet-based research, the Consultant will prepare an environmental inventory/overview of the Airport's environmental setting, which will identify critical environmental resources. The Consultant will identify and map physical

and environmental conditions in the Study Area from existing information sources. If existing, the Consultant will describe the natural limitations for development, including floodplains and flood ways, prime farmlands, wetlands, air concerns, Brownfield areas, remediation areas, Section 4(f) recreational land, and any other potential environmental issues. The Consultant is not responsible for the accuracy of information that is provided by other sources, but will use standard resources, such as FEMA floodplain mapping, NRCS Soil Surveys, and the US Fish and Wildlife Service National Wetland Inventory, etc., along with previously prepared environmental documentation, as available. This task does not include any on-site surveys of environmental conditions or resources.

4.7 Wind Data Collection and Analysis (existing airport site only)

Wind data for use and analysis in the Facility Requirements element will be acquired from the FAA Airports GIS website, and will be formatted as specified by the FAA for use on the Airport Layout Plan and for runway orientation analysis. This task includes analysis of historic wind data for all-weather, instrument flight rules (IFR), and visual flight rules (VFR) conditions.

Deliverables

The data collection and inventory effort will summarize existing facilities and conditions at the Airport as well as information and direction necessary to develop subsequent elements of the Airport Master Plan Update. Deliverables for this task will include a text and graphic summary pertaining to the existing facilities at the Airport along with existing land use, zoning, City/County Master Plans, and previous planning studies. This summary will provide the basis for the Inventory chapter of the Master Plan Update.

5. Forecasts of Aviation Activity

Development of projections of aviation demand is a key element in the planning process and is important data to be used in determining current and future Airport needs; in assessing the environmental effects of proposed actions; and in determining the economic implications of future growth and development.

Projections will take into consideration the physical constraints associated with the existing airport site and related aircraft use restrictions. Regarding establishment of a recommended forecast, a low forecast scenario will be established to use in testing to assure that financial recommendations are fiscally judicious and a high forecast will be established to test the adequacy of programmed facility improvements to accommodate demand that is beyond the recommended forecast. In accordance with the Master Plan's "dual-path" approach, activity level triggers will be identified that would require relocating the Airport to a replacement site.

5.1 Collect and Evaluate Existing Aviation Activity Data

This task will focus on reviewing and evaluating existing operational data for airport operations, collecting and updating, as appropriate, the aircraft fleet mix and flight procedures. Sources of information may include local, regional and national economic determinants and trends, airport tenants, and, potentially, ground observations.

The importance of assessing future trends relating to airport utilization and operational activity levels is significant in the development of an Airport Master Plan. Many of the proposals and recommendations of the plan are based on projected demands identified in the forecasts. To a certain degree, this aspect of the master planning process acts as the hub for the recommendations provided in remainder of the plan. Therefore, the importance of accurate and defensible forecasts must be emphasized.

5.2 Aviation Activity Evaluation and Projections

Mead & Hunt will compile a summary of aviation activity and operational data for Friedman Memorial Airport to indicate historical growth and present a basis for statistical analysis of based aircraft, aircraft fleet mix, annual aircraft operations, and related factors.

Projections of aviation demand will be established for the 5-year, 10-year and 20-year planning horizons. As part of this element, appropriate regional, state, and national aviation trends and existing (independent) projections will be investigated. Historical aviation activity will also be analyzed for the Airport by demand component. Through interviews, as well as Airport records, the FAA's Terminal Area Forecast (TAF), the FAA's Traffic Flow Management System Counts (TFMSC), and the Bureau of Transportation Statistics, data will be obtained on activity levels, fleet mix, and based aircraft.

The following components of aviation demand will be projected for 5-, 10-, and 20-years:

- Passenger enplanements
- Aircraft operations
  - Commercial Service
  - General aviation (local/itinerant)
  - Military
- Based aircraft by type
  - Single-engine
  - Multi-engine
  - Turboprop
  - Turbojet
  - Rotor
- Aircraft fleet mix (based and operational)
- Air cargo volume
- Critical aircraft by Airport Reference Code (ARC)

Projections of aviation demand will be developed using standard forecasting methodologies, such as share of the market, regression analysis, time series analysis, and trend line analysis. Mead & Hunt will assess these forecasts with varying levels of certainty, analyzing the probability of a low, mid-level and

high forecast scenario for total based aircraft, total aircraft operations, and total enplanements, and ultimately recommending a preferred forecast for each factor. Given the Airport's dynamic commercial service, the effort for this task includes strong focus on identifying enplanements and aircraft operations associated with a variety of commercial service scenarios.

Results of this element will be used to determine future needs for airside, landside, and support facility components at the Airport. Methodologies used in this task will be reviewed with the Sponsor and the FAA Helena Airports District Office before the element is finalized. Close coordination will be maintained to ensure acceptance of the approach to the aviation activity projections.

Deliverables associated with this task will include a report which summarizes, with appropriate graphs, charts, maps, and drawings, the methods and results of the projections of aviation demand.

5.3 Forecasts Approval

The Airport Master Plan forecasts will be compared with the FAA's TAF using the recommended FAA excel spreadsheets. The forecasts will be submitted to the FAA Helena Airports District Office for review and approval. Once reviewed by the FAA, these findings will be used as part of a chapter in the final Master Plan report.

Deliverable: Working Paper

Deliverables for this task will include an Inventory/Forecast working paper for review by Airport Authority, staff, and FAA. This working paper will provide the basis for chapters in the Master Plan report.

6. Demand/Capacity Analysis and Facility Requirements

Within this task, current activity levels will be compared to the Airport's operational capacity, using established FAA criteria and the findings from previous work efforts (i.e. inventory and projections). Mead & Hunt will review the existing runway configuration to determine its capacity and limitations. The capacity of the Airport's existing aviation facilities will be compared to demand projections for the short-, intermediate-, and long-range planning periods (5-, 10-, and 20-years). Surpluses and deficiencies will be identified.

The Airport's ability to accommodate existing and projected activity will be determined using approved FAA capacity methodologies. The capacity, or level of activity at which unacceptable delay occurs, will be compared with aviation projections to determine if and when additional capacity should be provided in the future.

Required facilities will be identified through the inventory of existing facilities and the capacity analyses when compared to projections of aviation demand. Anticipated timing of required improvements will also be identified. FAA Advisory Circulars (AC) referenced as part of this task will include but not be limited to: AC 150/5300-13A, *Airport Design*; FAR Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*; 150/5060-5 *Airport Capacity and Delay*; and 150/5070-6B *Airport Master Plans*.

In consideration of the capacity of existing airport facilities to accommodate aircraft operations, passenger activity, landside access, aircraft parking/storage, etc., as well as the current FAA standards related to the physical layout of airport facilities, recommendation will be made with regard to improvements that will be necessary to adequately accommodate future demand. In accordance with the Master Plan's "dual path" approach, circumstances that would "trigger" the need for the airport to be relocated from its existing location to a less constrained site will be identified. Such triggers shall include:

- Changes in commercial service aircraft size;
- Safety considerations;
- New FAA guidance on airfield configuration, design standards, and acceptable Modifications of Standards;
- National economic conditions and changes in demand for Sun Valley recreational facilities;
- Changes in the needs of the local community.

6.1 Airfield Capacity

Using the FAA's methodology for calculating annual service volume (ASV), the Airport's annual operational processing capacity will be estimated. Inputs for this analysis include aircraft fleet mix, navigation aids, physical orientation of runways and taxiways, spacing of taxiway exits, percentage of the Airport's training activity, and peaking characteristics.

The recently published Airport Cooperative Research Program (ACRP) Report 79, *Evaluating Airfield Capacity*, will also be referenced as a cross check of the traditional ASV calculation as described in the previous paragraph. ACRP Report 79 includes a Prototype Airfield Capacity Spreadsheet Model for estimating an airport's ASV.

6.2 Landside Capacity

Landside facilities at the Airport will also be analyzed in terms of their capacity and ability to accommodate current and projected demand. Using FAA guidelines, as well as consultant-developed factors, capacities of landside facilities such as general aviation hangars and apron space will be determined. To determine their adequacy, these capacities will be compared to current and projected demand identified during the inventory and forecast elements.

The passenger terminal area facilities (air carrier apron, passenger terminal building, terminal area parking facilities) will also be analyzed. Special consideration will be given to the ability of the terminal building, air carrier apron, and parking facilities to satisfy the needs of the existing and potential future commercial aircraft fleet. Consideration will also be given to the terminal area roadway system (including the terminal building/roadway system interface area and roadway signage).

6.3 Design Standard Review/Evaluation

Using the 2013 Airfield Alternatives Technical Analysis study and recently approved Modifications of Standards as a starting point, existing and potential future airfield dimensional criteria will be evaluated. The facility analysis and recommendations related to the design aircraft and the existing and future physical layout of the runway/taxiway system at Friedman Memorial Airport are critical issues that will be addressed as soon as possible within the process of preparing the Master Plan Update. Existing and

potential future deviations from FAA design standards, along with proposed remedies for those deviations, will be noted in the Master Plan Update document as well as on the ALP. General design/layout issues to be considered include: runway safety areas, runway/taxiway/apron separation, runway length, runway width, airfield layout, instrument approach capabilities, and navigational aids/lighting.

This task will also include an assessment of FAA's recent update to AC 150/5300-13A, *Airport Design.* Recent airfield design standard changes such as the Runway Design Code (RDC), the Runway Reference Code (RRC) for each runway and the Taxiway Design Group (TDG) for each taxiway) will be reviewed and the potential impacts to airport facilities will be assessed.

6.4 Facility Requirements – Airfield and Support Facilities

Utilizing current FAA planning criteria and the existing master plan documents, Mead & Hunt will review the overall facility needs based on projected future activity and the Airport's role in the local, regional and national aviation and economic system. Facilities to be analyzed include:

- Runways
- Taxiways
- Aircraft apron areas
- FBO, corporate, and general aviation facilities
- Aircraft storage and hangar areas
- Air cargo areas
- Support facilities such as maintenance, ARFF training facilities, and utilities
- Fuel farms
- Airport access and circulation

Future requirements will provide the basis for evaluating alternative development actions that might be adopted to satisfy the need for improved facilities. The facility requirements analysis for the Airport will focus on a number of specific issues that are most important to the Airport's future growth and development, including issues associated with both commercial and general aviation activity. This assessment will take into account existing facilities that the Airport will lose due to the Modifications of Standards, including aircraft parking apron, hangars, air traffic control tower, and fuel facilities. The alternatives analysis will identify, review, and evaluate options for accommodating these activities in their existing location over the planning period. The objective of the facility requirements analysis will be to ensure that each of the Airport's functional aviation areas has long-term flexibility and growth potential that will enable it to respond to changing demand scenarios. Facility requirements will generally be tied to the 5-, 10-, and 20-year demand projections developed as part of this study.

6.5 Triggers for Replacement Airport

Potential demand related to operational capacity; changes in commercial service aircraft types; local, regional and national economic influences; safety considerations, etc., which would "trigger" the need to relocate the airport's operation to a new site will be identified. Along with the acknowledging the potential triggers, the expected timing for the occurrence of the triggers will be identified with the goal being to allow sufficient time to appropriately plan and finance the replacement airport.

Deliverable: Working Paper
Deliverables for this task will include a facility requirements working paper for review by Airport commissioners, staff, and FAA. This working paper will provide the basis for a chapter in the Master Plan report.

7. Development Alternatives and Recommended Plans

Based on established goals and desires of the appropriate entities, a specific plan and program for airport development and improvement will be prepared representing recommendations which are workable, implementable, and defensible.

Using Technical Analysis Alternatives 6 and 7 as a starting point, and in consideration of anticipated facility needs, improvement alternatives will be formulated which will allow SUN to best accommodate forecast demand and best meet FAA facility layout standards. In addition, this element will include a recommended improvement program with planning-level cost estimates for capital improvement projects, preliminary phasing recommendations for capital projects and a preliminary financial feasibility review. In accordance with the Master Plan's "dual path" approach, this element will also include a siting evaluation and improvement program for a potential replacement airport based on sites and criteria developed for previous planning studies.

7.1 Goals Development
Based on inventory findings, demand considerations, forecasts of aviation activity and input from airport staff and FAA; Mead & Hunt will assemble a series of goals that subscribe to the intent, direction and purpose of and for the existing Airport site. These goals will serve as a basis for the preparation of the Development Plan.

7.2 Prepare Airside Development Alternatives
This task will identify and document feasible alternatives for an ultimate airside configuration (runways and taxiways) at the existing Airport site, using Airport Alternatives Technical Analysis Alternative 6 as a basis. This will include evaluation of options related to:

- The projected ultimate design aircraft;
- The existing and potential future Airport Reference Code (including the three factors that make up an ARC, the Aircraft Approach Category, the Airplane Design Group and the Taxiway Design Group) for the Airport in general and each runway and taxiway in particular;
- The operational capacity of the Airport;
- Implications with regard to instrument approach capabilities;
- Implications for runway length; and
- A comprehensive approach to the layout of the runway system in support of on-airport aviation-use development areas.

Such specific considerations as the configuration of the runway and taxiway system will be investigated, including alternatives related to the development of appropriate on-airport sites, including operational scenarios, runway length analysis, additional navigational facilities, utility influences, off-airport

development, potential land acquisition, site development projects, regional roadway and other airport proposals and programs, as well as many other considerations to be determined as the planning process evolves. It is important that the alternative analysis and evaluation give adequate consideration to the physical development feasibility, environmental impact potential, noise exposure implications and development costs, all of which are included in various sections of this work program. This task will also have a specific focus on potential improvements related to SUN's instrument approach capabilities, based on available data.

Each airside alternative will be considered and evaluated in the process of establishing the development plan for the Airport, with generalized implications and consequences of each alternative being presented in written and graphic form. In doing so, the airside alternatives will be tested against established criteria, goals of the Airport and the County, and consistency with State and Federal requirements. If important, the fiscal impact of each alternative will be determined for purposes of comparative analysis. The results of this effort will assist in yielding a positive and unified direction for specific projects and establishing an overall framework for airport development.

7.3 ATCT Siting Analysis

The recently approved Modification of Standards related to the Airport's runway object free area (ROFA) is conditioned on removal of the existing air traffic control tower (ATCT) located east of the runway, as it is currently within the ROFA. Therefore a future site for the ATCT will be identified by the Master Plan Update. Based on an analysis of United States Standards for Terminal Instrument Procedures (TERPS) criteria, FAR Part 77 criteria, sight distances and shadowing effects, and physical considerations such as infrastructure development, access, topography, and general location factors, and facility construction costs (using information obtained from FAA ANM-510 or other FAA sources), the Consultant shall prepare a location analysis for a new Airport Traffic Control Tower (ATCT). Potential sites shall be identified, based on the foregoing, with the opportunities and constraints of each site being presented. A final site shall be recommended that best meets the above criteria. This task includes initial coordination (via telephone and/or email) with FAA regarding the siting analysis and recommended site; however, it does not include a meeting with FAA personnel in any location other than Hailey.

7.4 Landside Development Alternative Concepts, Including Terminal Area Considerations

This task will identify and document feasible alternatives for an ultimate landside configuration at the existing Airport site (terminal, apron, hangars, FBO, etc.), using Airport Alternatives Technical Analysis Alternative 7 as a basis. The analysis will take into account facilities lost as a result of the recently approved Modifications of Standards, including aircraft parking and hangars.

Landside alternatives development will include an evaluation of existing and potential future airport land use, as well as constraints and opportunities associated with the terminal area. Mead & Hunt will identify and quantify major physical constraints in the terminal area, as well as for other airport land that is not part of the "airside reservation" (i.e., those areas that are reserved for runway, taxiway and associated safety/object clearance criteria). Specifically, this will include alternatives related to development on all appropriate on-airport sites, including operational scenarios, utility influences, off-airport development, land acquisition, site development projects and programs, regional roadway and other airport proposals and programs, as well as many other considerations to be determined as the planning process evolves.

Although all potential landside uses will be considered (e.g., FBO facilities, general aviation, commercial/industrial aviation, airport operational support facilities and non-aviation airport support areas), alternatives that examine the long-term location and arrangement of facilities in the passenger terminal area, will be a special focus. Terminal area considerations include:

- The passenger terminal building size and location
- Commercial aircraft parking positions, including their relation to the terminal building
- The access roadway system
- The terminal building curb frontage area
- Passenger parking
- Employee parking
- Rental car facilities

It should be noted that initial design and construction of near-term passenger terminal area improvements will occur simultaneously with the Master Plan Update. The purpose of these improvements is to allow the Airport to maintain service to the existing commercial fleet while also complying with conditions and restrictions imposed by the recently approved Modifications of Standards. Therefore, a primary purpose of this task is to identify an ultimate terminal area layout that is not only consistent with the near-term improvements currently underway, but that can also accommodate projected long-term changes in the commercial aircraft fleet and passenger enplanements. This task will result in identification of an ultimate concept for the layout of passenger terminal area for the existing Airport site, including space reservation for terminal building and support facilities.

7.5 Conceptual Development Plan, Improvement Recommendations and Phasing

A Conceptual Development Plan will be prepared showing improvement recommendations for SUN. These recommendations will identify program requirements, goals and objectives which will drive the layout of future airport facilities; and show airside, landside and terminal elements in plan view. The development program will delineate the preferred concept in drawings described above, finalize conceptual construction phasing plans (including the preparation of a Phasing Plan Drawing or Drawings), provide conceptual, planning level, cost estimates for each project and for each phase of construction, show total estimated project costs for each phase, as well as develop and prioritize a list for improvement projects.

The implementation program will be "demand based" with activity triggers to facilitate timed development activities which are focused on project need, available resources, anticipated activity levels and prevailing conditions.

This task will also identify land acquisition priorities for SUN in consideration of City of Hailey and Blaine County established strategic guidance.

7.6 Preliminary Financial Feasibility Analysis (SUN)

Using project costs and phasing recommendations for the preferred development alternative selected in Task 7.5 as well as enplanement projections developed in Element 5, a preliminary financial feasibility analysis will be prepared to determine whether capital development costs can be covered by available

funding sources, while achieving adequate cash flow. The feasibility analysis conducted under this task will be based on the general methodologies outlined in Task 9, but will be driven by preliminary cost and phasing information developed in Task 7.5.

The preliminary feasibility analysis is intended to be used as an evaluation tool to determine if modifications need to be made to the preferred development alternative to reduce costs, or to modify the timing/phasing of certain capital program elements. The work effort for this task will be led by Ricondo & Associates, Inc. with support from Mead & Hunt.

7.7 Siting Evaluation for Replacement Airport

The primary goal of the Master Plan Update is to identify an ultimate development concept that will allow the Airport to maximize its safety, reliability, and utility within its existing footprint. However, in accordance with the Master Plan's "dual path" approach, this task will re-evaluate sites that have been identified as potential replacement sites once the Airport outgrows its current footprint. In an effort to allow sufficient time to appropriately plan and finance the replacement airport, "demand triggers" have been identified in previous tasks (see task 6.5), which also identifies the anticipated timing for the occurrence of the "demand triggers".

Using previously prepared planning documents; replacement airport sites will be identified and re-evaluated with a focus on technical considerations. Based on the results of this re-evaluation, the most favorable potential sites will be identified and the minimum acceptable criteria required for each site will be validated. The following efforts will be conducted as part of this task. The work effort for this task will be led by Landrum & Brown with support from Mead & Hunt. This work effort includes one (1) one-person trip to Hailey by a Landrum & Brown employee.

Identify Sites to be Re-evaluated

This task will involve identifying previously documented potential replacement Airport sites for re-evaluation. Brief summaries of each identified Airport site will be provided for review and approval by the Sponsor before moving forward. No additional replacement sites will be identified as part of this task, as replacement airport sites already identified by previous studies will be relied upon.

Verify and Validate Technical Considerations to be used in Re-Evaluation of the Sites

The evaluation criteria identified by previous planning efforts will be summarized for review and approval by the Sponsor. These technical considerations will be evaluated, amended and modified as required to reflect current industry planning and design standards. Although the previous evaluation criteria continue to provide for a thorough assessment of alternatives, each criteria should be reviewed to ensure nothing has changed that might influence the results of the evaluations. No additional evaluation criteria will be developed or applied as part of this task, as evaluation criteria already identified by previous studies will be relied upon. A narrative report identifying all criteria to be used in the evaluation of the replacement airport sites and the adequacy of these criteria for site evaluation, along with suggested refinements to the criteria, will be provided and the basis for these changes explained.

Re-Evaluate Sites

The alternative replacement Airport sites identified by efforts outlined above and approved by the Sponsor will be reviewed and evaluated against the refined and Sponsor approved evaluation criteria. The most favorable potential sites will be identified and the minimum acceptable criteria required for each site will be validated.

7.8 Improvement Program for Replacement Airport

A "generic" improvement program for the replacement airport will be prepared in consideration of previously identified "triggers" along with planning level project costs and phasing to show initial opening requirements and subsequent phases. If appropriate, a matrix of the various triggers will be developed as part of this task, with the guidance of FMAA commissioners and staff.

Recommendations for the process and timing of the site selection; and environmental documentation that will be required for the development of the replacement airport will be provided. In addition, recommendations will be provided with regard to the steps which can be taken to protect the most favorable sites to enable future development when demand dictates.

7.9 Preliminary Financial Feasibility Analysis – Replacement Site

Initial enplanement projections, cost estimates, and phasing assumptions for developing an airport replacement at the most favorable site will serve as the basis for a preliminary financial feasibility analysis that will determine whether capital development costs can be covered by available (or projected) funding sources. The preliminary feasibility analysis will be based on the general methodologies outlined in Task 9, although it is anticipated that this analysis will be conducted using a lower level of refinement compared to the detailed analyses conducted in Task 9.

Similar to Task 7.6, the preliminary feasibility analysis conducted in this task is intended to be used to determine if modifications need to be made to the preferred replacement site development alternative to reduce costs, or to modify the timing/phasing of certain capital program elements.

Although more than one replacement airport site may be identified as being favorable for potential future development only one "representative" site will be taken forward into the financial review. The work effort for this task will be led by Ricondo & Associates with support from Mead & Hunt.

Deliverable: Working Paper

The alternatives analysis will result in identification of a recommended course of action for the Airport to follow over the ensuing 20-year planning period. The logic and justification for following the recommended plan will be detailed. At this stage of the study, the preferred alternatives will be conceptual in nature and will be subject to further refinement during subsequent project elements, particularly as the financial feasibility analysis, environmental overview, and detailed layout plans are prepared.

Deliverables for this task will include graphics and text as appropriate to summarize and document the merits and deficiencies of each alternative. This information will be presented in a working paper format which will ultimately be included in the master plan report document.

8. Environmental Review and Environs Land Use Planning (existing airport site only)

The objectives of this element are to prepare an overview of environmentally sensitive features on and surrounding the Airport, and to identify the potential impacts upon those as part of the recommended development plan. In consideration of the programmed improvements identified for both the existing and relocated airport sites, potential environmental concerns will be identified, along with the likely extent and cost of environmental documentation which will be required before improvement programs can be implemented. The primary purpose of this element is to provide guidance on future environmental studies that will be required to implement improvement recommendations.

8.1 Environmental Review

Utilizing information gathered in the *Background Information/Inventory* phase (Environmental Conditions Inventory), an environmental screening review of the proposed development plan will be prepared to identify significant environmental issues that may be of concern with the proposed improvements. The potential for environmental impacts will also be considered in the alternatives analysis. This document will summarize the general environmental resources associated with the recommended Plan in a non-quantified fashion and identify the likely environmental processing necessary for the improvements.

This will include characterization of the existing conditions and preparation of a general site condition description that summarizes earth, air quality, surface and ground water, wetlands, plants and animals, energy and natural resources, land use and shoreline resources, population and housing, surface transportation, public services, and utilities. Focus will be placed on environmental conditions that could be affected by recommended Plan actions.

8.2 Environs Land Use Planning

In consideration existing local land use zoning and comprehensive planning capabilities, along with environmental and sustainability factors, environs land-use planning recommendations will be formulated with a focus on land-use compatibility concerns.

Aircraft noise has been a consistent concern within the local community. This task includes an update to existing and future noise contours (65, 70 and 75 DNL noise contours) prepared for the 2012 airline operations specifications Environmental Assessment (EA), based on the aviation activity projections developed for the Master Plan. This update will not include any changes to runway usage and flight track assumptions used for the EA.

An environs land use plan will be prepared that that describes (in text and graphic formats) the existing and recommended land uses for land surrounding the Airport (generally defined as at least one mile off the runway ends and one-half mile parallel to the sides of the runway).

Deliverables

Deliverables for this task will be incorporated into the appropriate chapters such as existing conditions and alternatives development and evaluation.

9. Financial Implementation Analysis

A detailed financial analysis will be prepared which will examine the fiscal feasibility of the proposed improvement program (for both the existing and the relocated airport sites). The financial implementation analysis will consider project costs, proposed timing (phasing) of improvements and funding sources. As a result of this analysis, the recommended phasing of projects will be refined to achieve fiscal goals of the FMAA. The work effort for these tasks will be led by Ricondo & Associates with support from Mead & Hunt. This work effort includes one (1) two-person trip to Hailey to brief the FMAA.

To the extent practicable, the financial analysis will utilize information and methodologies included in previous financial planning efforts conducted on behalf of the FMAA. The financial analysis will consist of the following two tasks:

9.1 Inventory of Financial Information

The purpose of this task is to compile, present, and analyze all applicable financial information for the Airport. This task will include a comprehensive review of FMAA's financial structure to determine the composition of Airport management, relevant leases, and other operating issues that will affect future cash flow at the Airport. The budgeting process used by the Airport will be examined and historical O&M expenses, operating revenue, and capital expenditures will be analyzed. The existing rates and charges schedule will also be examined, including airline and tenant lease terms and rates. The financial information inventory will be used as a basis for development of a comprehensive financial plan.

9.2 Financial Plan Development

This task includes the preparation of a comprehensive financial plan for carrying out the proposed capital improvement program for both the existing and the most favorable (or representative) relocated airport site, maintaining airport viability, and other recommendations/goals specified in the Master Plan. Included in the financial plan would be the identification and quantification of the need for and availability of specific funding sources, projections of revenues and expenses, and a cash flow analysis. The output of this effort would consist of a financial plan that the FMAA can use as a basis for implementing its proposed capital program.

Given capital development costs and potential phasing of proposed capital improvements, a funding plan will be developed. Funding sources to be examined in the financial plan may include federal entitlement and discretionary funds, PFC revenues, State funds, third party funds, local funds, and bond proceeds. Additional funding sources may also be considered, as applicable.

A feasibility analysis will assess, through the development of pro-forma financial projections, the financial implications of the funding plan. Pro-forma projections of operating expenses, operating revenues, and capital requirements at the existing site and replacement site will be developed in this task. Enplanement projections developed in Element 5 will also be utilized. Projections of operating revenues and expenses at both the existing site and the replacement site will be based on the Master Plan activity projections, assumptions regarding existing and anticipated future tenant leases, additional revenue enhancement opportunities, and estimated operating costs of proposed capital development projects.

Basic feasibility would be measured primarily by calculating the potential impacts on tenant rates and charges (as applicable), Airport cash flow, bond covenant requirements should bond funding be feasible, and cost per enplaned passenger.

Sensitivity scenarios will be developed to assess the potential financial implications of changes to key assumptions and variables, such as projected revenues, expenses, and activity. These sensitivity scenarios are not intended to be updated projections of activity, revenues, expenses, or other factors. Rather, the sensitivity scenarios will identify the projected range of financial outcomes that could occur.

Deliverable: Working Paper
Master Plan financial implementation analysis chapter and detailed Financial Implementation Plan for the recommended capital development plan.

10. Airport Layout Plan Update (existing airport site only)

In consideration of current FAA guidance and standards an Airport Layout Plan (ALP) drawing set will be prepared for the existing Airport site. All airport plans will be drawn according to FAA standards as defined in most current versions of *Advisory Circular 150/5070-6B, Airport Master Plans* and *AC 150/5300-13A, Airport Design.* The ALP update shall include all items required by the new ALP checklist contained in FAA Standard Operating Procedure (SOP) 2.00, *Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs)*

In addition to the aerial photography, planimetric/topographic mapping, and obstruction survey conducted in 2012, sources of information for the ALP drawings in this element will include previous ALPs and master planning documentation, the Obstruction Chart (OC) for the Airport, USGS mapping, legal descriptions, property surveys, local and regional government mapping, FAA/state aeronautics databases, and any other secondary sources readily available to the Sponsor/Consultant team.

Preparation of the ALP will be based on the findings of the previous tasks and will include the following individual drawings:

- Title Sheet
- Airport Layout Drawing
- Airport Layout Data Summary (if required as a separate sheet)
- Airport Airspace Drawing – Plan View
- Airport Airspace Drawing – Profile View
- Runway Inner Portion of Approach Surface Drawings
- Runway departure surface drawings
- Terminal Area Plan (Individual Area Plans)
- Land Use Drawing
- Airport Property Map

The work effort for these tasks will be led by T-O Engineers with support from Mead & Hunt.

10.1 Airport Layout Plan

An Airport Layout Plan (ALP) shall be prepared in accordance with the findings, recommendations and approvals resulting from the study. The ALP shall be developed utilizing the current FAA electronic file, supplemented with new aerial information from previous tasks, Aerial Photography and Mapping and "As Built" information, and AutoCAD Civil 3D 2012 or the most current version. The ALP will depict the configuration and general dimensions of the initial and proposed ultimate airport facilities, including building height of all buildings on airport property. The Airport Layout Plan will include such information as: 1) Airport Layout; 2) Existing and Future Boundaries; 3) Location Map; 4) Vicinity Map; 5) Basic Data Tables; 6) Utility Data; and 7) Wind Information.

Mead & Hunt will be responsible for submitting a signed copy of the ALP checklist with the ALP submittal to the FAA. The Airport Layout Plan will contain sufficient data to obtain approvals from the FAA.

Any deviations to FAA design standards will be noted on the existing and future Airport Layout Plan as well as in the Airport Master Plan narrative. All issues identified by FAA airspace review will be remedied in the final ALP. Large-scale reproducible drawings shall be prepared on a sheet size no smaller than 24" by 36".

10.2 On-Airport Individual Area Plans

Mead & Hunt will revise the existing Terminal Area Plan and develop new area plans for any other potential development areas within the bounds of airport property as required. The plans will generally be comprised of, but not necessarily limited to, the terminal area, the general aviation areas, commercial and industrial complexes, hangar areas, and other special use areas. The Individual Area Plans will illustrate existing and proposed facilities, including such elements as building configuration and location, taxiway and apron development, vehicle access roads (including recommendations for service road locations) and parking areas, specifically indicating those facilities which currently exist and those which are proposed and labeling the various components of each of the Individual Areas Plans. The relationship with surrounding airfield and landside components (i.e., runway, taxiways, object free area, runway protection zones, external roadways, on-airport navigational aids, airport boundary, among other considerations) will also be illustrated as will available topographical characteristics.

Specific utilization for undeveloped/underdeveloped areas on the Airport will be considered and recommendations made. Plans shall be established for these areas to guide improvement activity for the benefit of the Airport and the airport environs in keeping with the overall objectives established for airport enhancement.

These drawings will include apron utilization information to provide a feasible plan for apron expansion and/or reconfiguration, and new taxiway/taxilane alignments. The information on these drawings shall be depicted at a scale not less than 1"=100', unless another scale is mutually agreed upon by the Sponsor, the FAA, and Mead & Hunt.

10.3 Land Use Plan

The existing Land Use Plan will be will be updated to depict existing and recommended uses of all land within the ultimate airport property line (on-airport) and within the vicinity of the Airport (off-airport), generally identified as that area surrounding the Airport associated with the Airport Influence Area. Land

uses will be depicted by general land use categories, including such categories as agriculture, residential, industrial, commercial, parks and open space, aviation-related, public, floodplains, and DOT Section 4(f) resources, among others as appropriate. Special note will be made of noise sensitive uses, and the DNL 65 noise contour will be shown.

The Land Use Plan will be illustrated on a drawing (same sheet size as the ALP) and described within the body of the Airport Master Plan document. A digital version as a .pdf file will also be provided.

10.4 Airport Airspace Drawing, Inner Portion of the Approach Surface Drawings and Runway Departure Surface Drawings

The ALP set also includes updates to the Airport Airspace Drawings, the Inner Portion of the Approach Surface Drawings and the Runway Departure Surfaces Drawings in accordance with the findings, recommendations and approvals resulting from the study. These drawings supplement information on the Airport Layout Drawing.

A plan showing the existing and ultimate runway protection zones, and associated approach and departure areas will be developed for each runway end. Plan and profile views of each area will be developed identifying all physical obstructions. The obstruction's height and location will be noted by dimension lines. Any obstruction requiring removal or relocation to meet FAA standards will be noted and an action plan identified.

The Inner Portion of the Approach Surface Drawings and Runway Departure Surfaces Drawings will be prepared depicting the following: 1) Areas under imaginary surfaces as defined in FAR Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*; 2) Existing and planned approach slopes and any height zoning ordinance limitations; 3) A plan and profile of runway protection zones, approach and departure areas showing controlling objects and other objects penetrating the runway protection zones and approach/departure areas; 4) Location and elevation of obstructions exceeding threshold siting surface requirements [using current NOAA Obstruction Chart information and/or survey information collected in 2012]; and 5) Areas attracting large numbers of birds or other potential hazards to aircraft flight within the approach zones.

A height zoning analysis, per FAR Part 77, will be performed to determine existing obstructions and the potential for future obstructions. A map will be prepared showing the Part 77 surfaces, the existing structures, existing variances from the Part 77 criteria and areas of potential development that will not affect airspace utilization or present a hazard to aircraft.

Like the Airport Layout Drawing, these drawings will be developed utilizing AutoCAD Civil 3D 2012 or the most current version.

10.5 Property Map

As specified in AC 150/5070-6B, *Airport Master Plans* an Airport Property Map will be prepared using the existing Airport Property Map as a basis, including updates to any existing or supplemental property and/or easement information supplied by the airport sponsor. This scope of services does not include any title or parcel research or title commitment work and will not incorporate any property/parcel information other than that provided by the airport sponsor or other secondary sources.

11. Documentation

An effective airport plan places emphasis on developing concise, effective study documentation. Several types of materials will be produced to document the planning process as noted below. The report sections or chapters will be provided for FAA and local review, as will the Draft and Final reports.

11.1 Working Papers and Meeting Materials

It is anticipated that five Working Papers or Planning Memorandums (containing draft report sections that will, when finalized, become chapters in the Final Report) will be developed during the course of the preparation of the Master Plan Update for distribution to the FMAA Board and others as directed by Airport Staff. In addition to digital copies which will be distributed in advance of any meeting, as many as Twenty (20) copies of each working paper will be prepared. In addition other meeting materials documenting each phase of the study's technical analysis will be prepared as needed and distributed for FMAA commissioner and staff review and comment. Handouts will be developed for distribution to the FMAA Board. Handouts may be distributed in advance of the meetings to facilitate review.

Mead & Hunt will also develop graphics (boards, handouts, PowerPoint presentations, etc.) to convey the project information as necessary for various meetings.

11.2 Master Plan Report

Mead & Hunt shall prepare 25 hard copies and 25 digital copies (on CD) of the Draft and Final Master Plan Reports which will summarize the planning process and document the findings of the elements outlined in this scope of services. This report will be written so that it can be easily understood by the general public. The format of the report will be determined through discussions with the Airport staff, but will be based on the individual sections or chapters developed in the individual technical elements of this project. The final product will include a locally adopted Master Plan Update report.

Anticipated sections/chapters of the master plan report include:

- Introduction
- Inventory of Facilities
- Forecasts of Aviation Demand
- Demand/Capacity and Facility Requirements Analysis
- Alternative Analysis
- Environmental Overview
- Preferred Development Concepts
- Financial Analysis
- Appendices

11.3 Executive Summary

Mead & Hunt will prepare an Executive Summary of the Master Plan Update, summarizing the results of the analysis and outcome of the study. The format of the Executive Summary is to be determined, but it will likely be similar to other Master Plan documents to enable it to be easily bound into the Final Report. Fifty (50) copies of the Executive Summary will be prepared as stand-alone documents and provide to Airport Staff for distribution as needed.

11.4 Airport Layout Plans

The Airport Layout Plan sets will be provided in a final draft form for FAA airspace review and local approval. It will then be published as a final document for distribution upon receipt of FAA airspace review. The documentation will include the following:

- Four (4) draft ALP sets (1 for consultant and 3 for Airport review)
- Eight (8) final draft ALP sets (1 for Airport, 1 for consultant, and 6 for FAA review)
- Eight (8) final ALP sets for FAA and Airport signature (6 for the FAA, 1 for the Airport and 1 for consultant)
- Two Disks (2) of CADD/pdf drawings of the final approved ALP

A transmittal package will be prepared as required containing supporting documentation for FAA review. This information will include preliminary justification for development recommended, forecasts of operations, brief descriptions of alternatives reviewed, and a general environmental overview of the project. If required, this task will also include a copy of the ALP checklist prior to development of the line-drawing of the ALP set.

Preparation of these documents will be coordinated closely with the FAA-ADO, and Airport Management. Final documents will reflect appropriate responses to comments received on draft materials from all reviewing agencies. Deliverables will include an FAA-approved ALP. The work effort for this task will be led by T-O Engineers with support from Mead & Hunt.

EXHIBIT B - MASTER PLAN UPDATE FEE BASIS
FRIEDMAN MEMORIAL AIRPORT
Hailey, Idaho

July 18, 2014
Mead & Hunt

	MEAD & HUNT: LABOR HOURS, COSTS, & EXPENSES																							
	Prog Manager		Proj Manager		Proj Planner/ Proj Engineer		Airport Planner		Technician		Clerical		TOTAL LABOR HOURS	TOTAL LABOR COST		Expenses		TOTAL M&H COST						
Hourly Rates by Personnel Category		$ 236		$ 194		$ 168		$ 137		$ 121		$ 66												
Phase 1 / STUDY DESIGN	8	$ 1,888	54	$ 10,476	40	$ 6,720	0	$ -	0	$ -	8	$ 528	110	$ 19,612	$	1,900	$	21,512						
1.1. Scope of Services and Contract Documents	8	$ 1,888	54	$ 10,476	40	$ 6,720		$ -		$ -	8	$ 528	110	$ 19,612	$	1,900	$	21,512						
Phase 2 / PROJECT MANAGEMENT, COORDINATION AND COMMUNICATION	24	$ 5,664	168	$ 32,592	72	$ 12,096	0	$ -	0	$ -	0	$ -	264	$ 50,352	$	900	$	51,252						
2.1. Project Management		$ -	144	$ 27,936	72	$ 12,096		$ -		$ -	0	$ -	216	$ 40,032	$	900	$	40,932						
2.2. Sponsor Coordination	24	$ 5,664	24	$ 4,656		$ -		$ -		$ -	0	$ -	48	$ 10,320	$	-	$	10,320						
Phase 3 / PUBLIC INFORMATION, EDUCATION AND OUTREACH	28	$ 6,608	140	$ 27,160	56	$ 9,408	0	$ -	44	$ 5,324	0	$ -	268	$ 48,500	$	15,200	$	63,700						
3.1. FMAA Board Meetings		$ -	140	$ 27,160		$ -		$ -	20	$ 2,420		$ -	160	$ 29,580	$	9,500	$	39,080						
3.2. Public Information Meetings	28	$ 6,608		$ -	56	$ 9,408		$ -	24	$ 2,904		$ -	108	$ 18,920	$	5,700	$	24,620						
Phase 4 / BACKGROUND INFORMATION/INVENTORY	0	$ -	10	$ 1,940	34	$ 5,712	56	$ 7,672	80	$ 9,680	0	$ -	180	$ 25,004	$	-	$	25,004						
4.1. Identification of Available Information		$ -	2	$ 388	4	$ 672	24	$ 3,288		$ -		$ -	30	$ 4,348	$	-	$	4,348						
4.2. Update Base Mapping and Create Report Graphics		$ -	4	$ 776	8	$ 1,344	8	$ 1,096	40	$ 4,840		$ -	60	$ 8,056	$	-	$	8,056						
4.3. Facilities Inventory		$ -	1	$ 194	4	$ 672	8	$ 1,096	16	$ 1,936		$ -	29	$ 3,898	$	-	$	3,898						
4.4. Existing Land Use and Zoning Inventory		$ -	1	$ 194	4	$ 672	4	$ 548	8	$ 968		$ -	17	$ 2,382	$	-	$	2,382						
4.5. Airspace and NAVAIDS Inventory		$ -	1	$ 194	4	$ 672	4	$ 548	4	$ 484		$ -	13	$ 1,898	$	-	$	1,898						
4.6. Environmental Conditions Inventory		$ -	1	$ 194	8	$ 1,344	8	$ 1,096	8	$ 968		$ -	25	$ 3,602	$	-	$	3,602						
4.7. Wind Data Collection and Analysis (SUN only)		$ -		$ -	2	$ 336		$ -	4	$ 484		$ -	6	$ 820	$	-	$	820						
Phase 5 / FORECASTS OF AVIATION ACTIVITY	0	$ -	24	$ 4,656	56	$ 9,408	84	$ 11,508	32	$ 3,872	4	$ 264	200	$ 29,708	$	-	$	29,708						
5.1. Collect and Evaluate Existing Aviation Activity Data		$ -	8	$ 1,552	16	$ 2,688	16	$ 2,192		$ -		$ -	40	$ 6,432	$	-	$	6,432						
5.2. Aviation Activity Evaluation and Projections		$ -	8	$ 1,552	40	$ 6,720	60	$ 8,220	32	$ 3,872		$ -	140	$ 20,364	$	-	$	20,364						
5.3. Forecasts Approval		$ -	8	$ 1,552		$ -	8	$ 1,096		$ -	4	$ 264	20	$ 2,912	$	-	$	2,912						
Phase 6 / DEMAND/CAPACITY ANALYSIS AND FACILITY REQURIEMENTS	0	$ -	22	$ 4,268	52	$ 8,736	48	$ 6,576	40	$ 4,840	0	$ -	162	$ 24,420	$	-	$	24,420						
6.1. Airfield Capacity		$ -	4	$ 776	12	$ 2,016	12	$ 1,644	8	$ 968		$ -	36	$ 5,404	$	-	$	5,404						
6.2. Landside Capacity		$ -	4	$ 776	4	$ 672	12	$ 1,644	8	$ 968		$ -	28	$ 4,060	$	-	$	4,060						
6.3 Design Standards Review/Evaluation		$ -	2	$ 388	4	$ 672	8	$ 1,096	8	$ 968		$ -	22	$ 3,124	$	-	$	3,124						
6.4. Facility Requirements - Airfield and Support Facilites		$ -	4	$ 776	16	$ 2,688	16	$ 2,192	16	$ 1,936		$ -	52	$ 7,592	$	-	$	7,592						
6.5 Demand Triggers for Replacement Airport		$ -	8	$ 1,552	16	$ 2,688		$ -		$ -		$ -	24	$ 4,240	$	-	$	4,240						
Phase 7 / DEVELOPMENT ALTERNATIVES AND RECOMMENDED PLAN	0	$ -	111	$ 21,534	188	$ 31,584	92	$ 12,604	180	$ 21,780	0	$ -	571	$ 87,502	$	-	$	87,502						
7.1. Goals Development		$ -	8	$ 1,552	4	$ 672		$ -		$ -		$ -	12	$ 2,224	$	-	$	2,224						
7.2. Prepare Airside Development Alternatives		$ -	2	$ 388	40	$ 6,720	16	$ 2,192	40	$ 4,840		$ -	98	$ 14,140	$	-	$	14,140						
7.3 ATCT Siting Analysis		$ -	1	$ 194	16	$ 2,688	16	$ 2,192	20	$ 2,420		$ -	53	$ 7,494	$	-	$	7,494						
7.4. Landside Dev. Alt Concepts w/ Terminal Considerations		$ -	2	$ 388	40	$ 6,720	20	$ 2,740	40	$ 4,840		$ -	102	$ 14,688	$	-	$	14,688						
7.5 Conceptual Development Plan, Imp. Rec. & Phasing		$ -	8	$ 1,552	32	$ 5,376	20	$ 2,740	20	$ 2,420		$ -	80	$ 12,088	$	-	$	12,088						
7.6. Preliminary Financial Feasibility Analysis (SUN)		$ -	40	$ 7,760	8	$ 1,344		$ -		$ -		$ -	48	$ 9,104	$	-	$	9,104						
7.7. Siting Evaluation for Replacement Airport		$ -	2	$ 388	16	$ 2,688		$ -	20	$ 2,420		$ -	38	$ 5,496	$	-	$	5,496						
7.8. Improvement Program for Replacement Airport		$ -	8	$ 1,552	24	$ 4,032	20	$ 2,740	40	$ 4,840		$ -	92	$ 13,164	$	-	$	13,164						
7.9. Preliminary Financial Feasibility Analysis - Replacement Site		$ -	40	$ 7,760	8	$ 1,344		$ -	0	$ -		$ -	48	$ 9,104	$	-	$	9,104						
Phase 8 / ENV. REVIEW & ENVIRONS L.U. PLAN	0	$ -	4	$ 776	10	$ 1,680	52	$ 7,124	52	$ 6,292	0	$ -	118	$ 15,872	$	-	$	15,872						
8.1. Environmental Review		$ -	2	$ 388	2	$ 336	12	$ 1,644	12	$ 1,452		$ -	28	$ 3,820	$	-	$	3,820						
8.2. Environs Land Use Planning		$ -	2	$ 388	8	$ 1,344	40	$ 5,480	40	$ 4,840		$ -	90	$ 12,052	$	-	$	12,052						
Phase 9 / FINANCIAL IMPLEMENTATION ANALYSIS	0	$ -	16	$ 3,104	20	$ 3,360	0	$ -	0	$ -	0	$ -	36	$ 6,464	$	-	$	6,464						
9.1. Inventory of Financial Information		$ -		$ -	4	$ 672		$ -		$ -		$ -	4	$ 672	$	-	$	672						
9.2. Financial Plan Development		$ -	16	$ 3,104	16	$ 2,688		$ -		$ -		$ -	32	$ 5,792	$	-	$	5,792						
Phase 10 / AIRPORT LAYOUT PLAN UPDATE	0	$ -	0	$ -	8	$ 1,344	0	$ -	12	$ 1,452	0	$ -	20	$ 2,796	$	-	$	2,796						
10.1. Airport Layout Plan		$ -		$ -	4	$ 672		$ -	4	$ 484		$ -	8	$ 1,156	$	-	$	1,156						
10.2. On-Airport Individual Area Plans		$ -		$ -	1	$ 168		$ -	2	$ 242		$ -	3	$ 410	$	-	$	410						
10.3. Land Use Plan		$ -		$ -	1	$ 168		$ -	2	$ 242		$ -	3	$ 410	$	-	$	410						
10.4. Airspace Drawing, IPAS Drawing & Departure Sur. Drawings		$ -		$ -	1	$ 168		$ -	2	$ 242		$ -	3	$ 410	$	-	$	410						
10.5. Property Map		$ -		$ -	1	$ 168		$ -	2	$ 242		$ -	3	$ 410	$	-	$	410						
Phase 11 / DOCUMENTATION	0	$ -	38	$ 7,372	106	$ 17,808	56	$ 7,672	140	$ 16,940	52	$ 3,432	392	$ 53,224	$	8,000	$	61,224						
11.1. Working Papers and Meeting Materials		$ -	10	$ 1,940	40	$ 6,720	24	$ 3,288	64	$ 7,744	8	$ 528	146	$ 20,220	$	2,500	$	22,720						
11.2. Master Plan Draft and Final Reports		$ -	24	$ 4,656	40	$ 6,720	24	$ 3,288	64	$ 7,744	40	$ 2,640	192	$ 25,048	$	5,000	$	30,048						
11.3. Executuve Summary		$ -	4	$ 776	24	$ 4,032	8	$ 1,096	8	$ 968	4	$ 264	48	$ 7,136	$	500	$	7,636						
11.4. Airport Layout Plans		$ -		$ -	2	$ 336		$ -	4	$ 484		$ -	6	$ 820	$	-	$	820						
GRAND TOTALS	60	$ 14,160	587	$113,878	642	$107,856	388	$ 53,156	580	$ 70,180	64	$ 4,224	2321	$363,454	$	26,000	$	389,454						

EXHIBIT B - MASTER PLAN UPDATE FEE BASIS
FRIEDMAN MEMORIAL AIRPORT
Hailey, Idaho

July 18, 2014
Mead & Hunt

	SUB-CONSULTANT RICONDO & ASSOCIATES: LABOR HOURS, COSTS, & EXPENSES										SUB-CONSULTANT LANDRUM & BROWN: LABOR HOURS, COSTS, & EXPENSES									
	Officer Labor Cost	Consultant Labor Cost	Tech/Support Labor Cost	TOTAL LABOR HOURS	TOTAL LABOR COST	Expenses	TOTAL RICONDO COST		Principal Labor Cost	Sr Proj Manager Labor Cost	Proj Manager Labor Cost	Consultant Labor Cost	Admin Support Labor Cost	TOTAL LABOR HOURS	TOTAL LABOR COST	Expenses	TOTAL LAB COST	
Hourly Rates by Personnel Category	$ 328	$ 234	$ 124						$ 250	$215	$210	$175	$75					
Phase 1 / STUDY DESIGN	0 $ -	0 $ -	0 $ -	0	$ -	$ -	$ -		0 $ -	0 $ -	0 $ -	0 $ -	0 $ -	0	$ -	$ -	$ -	
1.1. Scope of Services and Contract Documents	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
Phase 2 / PROJECT MANAGEMENT, COORDINATION AND COMMUNICATION	0 $ -	0 $ -	0 $ -	0	$ -	$ -	$ -		0 $ -	0 $ -	0 $ -	0 $ -	0 $ -	0	$ -	$ -	$ -	
2.1. Project Management	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
2.2. Sponsor Coordination	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
Phase 3 / PUBLIC INFORMATION, EDUCATION AND OUTREACH	4 $ 1,312	4 $ 936	0 $ -	8	$ 2,248	$ 1,600	$ 3,848		0 $ -	0 $ -	0 $ -	0 $ -	0 $ -	0	$ -	$ -	$ -	
3.1. FMAA Board Meetings	4 $ 1,312	4 $ 936	$ -	8	$ 2,248	$ 1,600	$ 3,848		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
3.2. Public Information Meetings	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
Phase 4 / BACKGROUND INFORMATION/INVENTORY	0 $ -	0 $ -	0 $ -	0	$ -	$ -	$ -		0 $ -	0 $ -	0 $ -	0 $ -	0 $ -	0	$ -	$ -	$ -	
4.1. Identification of Available Information	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
4.2. Update Base Mapping and Create Report Graphics	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
4.3. Facilities Inventory	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
4.4. Existing Land Use and Zoning Inventory	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
4.5. Airspace and NAVAIDS Inventory	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
4.6. Environmental Conditions Inventory	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
4.7. Wind Data Collection and Analysis (SUN only)	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
Phase 5 / FORECASTS OF AVIATION ACTIVITY	0 $ -	0 $ -	0 $ -	0	$ -	$ -	$ -		0 $ -	0 $ -	0 $ -	0 $ -	0 $ -	0	$ -	$ -	$ -	
5.1. Collect and Evaluate Existing Aviation Activity Data	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
5.2. Aviation Activity Evaluation and Projections	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
5.3. Forecasts Approval	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
Phase 6 / DEMAND/CAPACITY ANALYSIS AND FACILITY REQUIREMENTS	0 $ -	0 $ -	0 $ -	0	$ -	$ -	$ -		0 $ -	0 $ -	0 $ -	0 $ -	0 $ -	0	$ -	$ -	$ -	
6.1. Airfield Capacity	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
6.2. Landside Capacity	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
6.3. Design Standards Review/Evaluation	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
6.4. Facility Requirements - Airfield and Support Facilities	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
6.5. Demand Triggers for Replacement Airport	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
Phase 7 / DEVELOPMENT ALTERNATIVES AND RECOMMENDED PLAN	29 $ 9,512	74 $ 17,316	2 $ 248	105	$ 27,076	$ -	$ 27,076		24 $ 6,000	72 $ 15,480	24 $ 5,040	120 $ 21,000	18 $ 1,350	258	$ 48,870	$ 1,500	$ 50,370	
7.1. Goals Development	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
7.2. Prepare Airside Development Alternatives	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
7.3 ATCT Siting Analysis	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
7.4. Landside Dev. Alt Concepts w/ Terminal Considerations	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
7.5 Conceptual Development Plan, Imp. Rec. & Phasing	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
7.6. Preliminary Financial Feasibility Analysis (SUN)	11 $ 3,608	32 $ 7,488	1 $ 124	44	$ 11,220	$ -	$ 11,220		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
7.7 Siting Evaluation for Replacement Airport	$ -	$ -	$ -	0	$ -	$ -	$ -		24 $ 6,000	72 $ 15,480	24 $ 5,040	120 $ 21,000	18 $ 1,350	258	$ 48,870	$1,500	$ 50,370	
7.8. Improvement Program for Replacement Airport	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
7.9. Preliminary Financial Feasibility Analysis - Replacement Site	18 $ 5,904	42 $ 9,828	1 $ 124	61	$ 15,856	$ -	$ 15,856		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
Phase 8 / ENV. REVIEW & ENVIRONS L.U. PLAN	0 $ -	0 $ -	0 $ -	0	$ -	$ -	$ -		0 $ -	0 $ -	0 $ -	0 $ -	0 $ -	0	$ -	$ -	$ -	
8.1. Environmental Review	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
8.2. Environs Land Use Planning	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
Phase 9 / FINANCIAL IMPLEMENTATION ANALYSIS	44 $ 14,432	160 $ 37,440	4 $ 496	208	$ 52,368	$ 100	$ 52,468		0 $ -	0 $ -	0 $ -	0 $ -	0 $ -	0	$ -	$ -	$ -	
9.1. Inventory of Financial Information	7 $ 2,296	36 $ 8,424	$ -	43	$ 10,720	$ -	$ 10,720		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
9.2. Financial Plan Development	37 $ 12,136	124 $ 29,016	4 $ 496	165	$ 41,648	$ 100	$ 41,748		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
Phase 10 / AIRPORT LAYOUT PLAN UPDATE	0 $ -	0 $ -	0 $ -	0	$ -	$ -	$ -		0 $ -	0 $ -	0 $ -	0 $ -	0 $ -	0	$ -	$ -	$ -	
10.1. Airport Layout Plan	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
10.2. On-Airport Individual Area Plans	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
10.3. Land Use Plan	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
10.4. Airspace Drawing, IPAS Drawing & Departure Sur. Drawings	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
10.5. Property Map	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
Phase 11 / DOCUMENTATION	0 $ -	0 $ -	0 $ -	0	$ -	$ -	$ -		0 $ -	0 $ -	0 $ -	0 $ -	0 $ -	0	$ -	$ -	$ -	
11.1. Working Papers and Meeting Materials	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
11.2. Master Plan Draft and Final Reports	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
11.3. Executive Summary	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
11.4. Airport Layout Plans	$ -	$ -	$ -	0	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	0	$ -	$ -	$ -	
GRAND TOTALS	77 $ 25,256	238 $ 55,692	6 $ 744	321	$ 81,692	$ 1,700	$ 83,392		24 $ 6,000	72 $ 15,480	24 $ 5,040	120 $ 21,000	18 $ 1,350	258	$ 48,870	$ 1,500	$ 50,370	

EXHIBIT B - MASTER PLAN UPDATE FEE BASIS
FRIEDMAN MEMORIAL AIRPORT
Hailey, Idaho

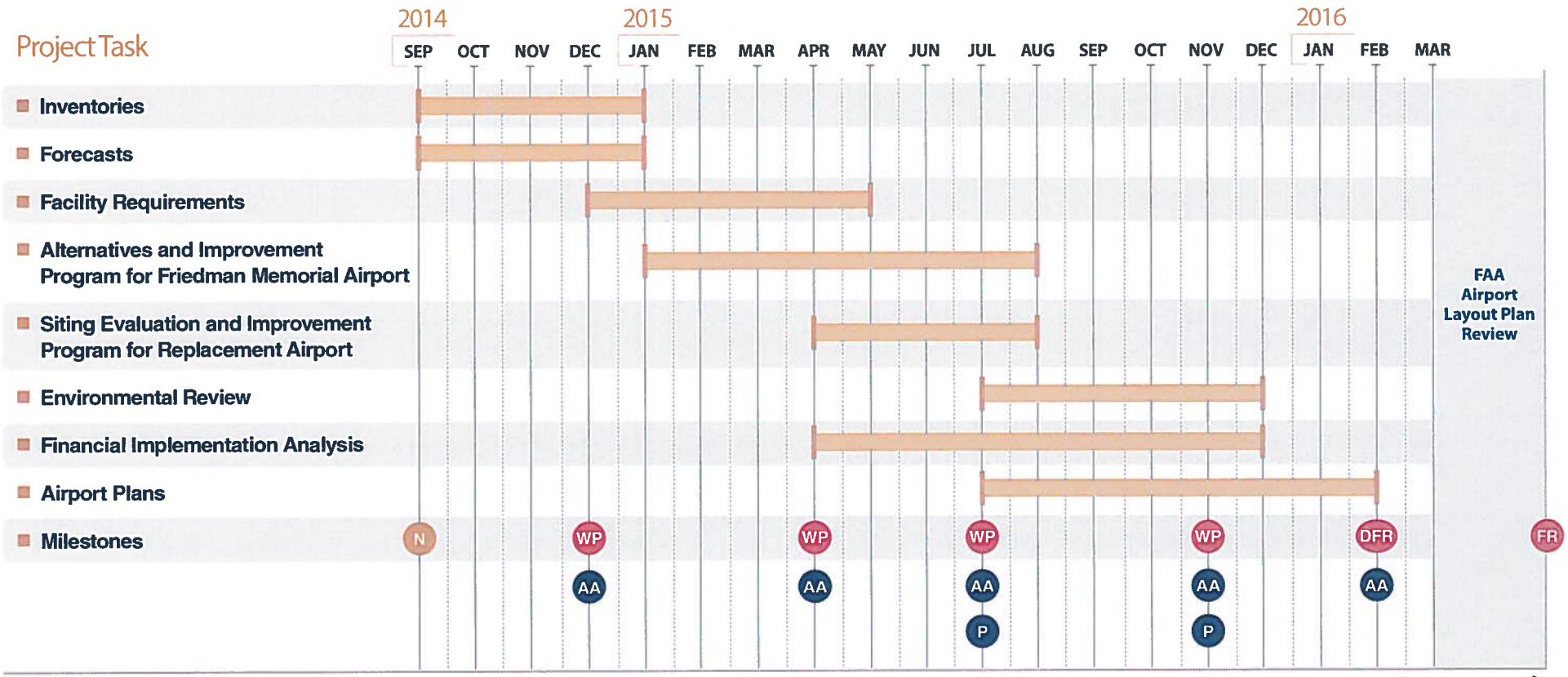
July 18, 2014
Mead & Hunt

	SUB-CONSULTANT CO ENGINEERS: LABOR HOURS, COST & EXPENSES																							
	Proj Principal Labor Cost		Proj Manager Labor Cost		Proj Planner Labor Cost		Construct Mgr Labor Cost		CAD Tech Labor Cost		Admin Labor Cost		TOTAL LABOR HOURS	TOTAL LABOR COST		Expenses		TOTAL T-O COST		OVERALL TOTAL COST	
Hourly Rates by Personnel Category	$	175	$	145	$	125	$	120	$	75	$	65												
Phase 1 / STUDY DESIGN	3	$ 525	13	$ 1,885	2	$ 250	0	$ -	0	$ -	2	$ 130	20	$ 2,790	$	-	$	2,790	$	24,302				
1.1. Scope of Services and Contract Documents	3	$ 525	13	$ 1,885	2	$ 250	0	$ -	0	$ -	2	$ 130	20	$ 2,790	$	-	$	2,790	$	24,302				
Phase 2 / PROJECT MANAGEMENT, COORDINATION AND COMMUNICATION	8	$ 1,400	16	$ 2,320	0	$ -	0	$ -	0	$ -	4	$ 260	28	$ 3,980	$	-	$	3,980	$	55,232				
2.1. Project Management	4	$ 700	8	$ 1,180	0	$ -	0	$ -	0	$ -	2	$ 130	14	$ 1,990	$	-	$	1,990	$	42,922				
2.2. Sponsor Coordination	4	$ 700	8	$ 1,180	0	$ -	0	$ -	0	$ -	2	$ 130	14	$ 1,990	$	-	$	1,990	$	12,310				
Phase 3 / PUBLIC INFORMATION, EDUCATION AND OUTREACH	74	$ 12,950	42	$ 6,090	0	$ -	0	$ -	0	$ -	2	$ 130	118	$ 19,170	$	1,855	$	21,025	$	88,573				
3.1. FMAA Board Meetings	38	$ 6,650	6	$ 870	0	$ -	0	$ -	0	$ -	1	$ 65	45	$ 7,585	$	1,855	$	9,440	$	52,368				
3.2. Public Information Meetings	36	$ 6,300	36	$ 5,220	0	$ -	0	$ -	0	$ -	1	$ 65	73	$ 11,585	$	-	$	11,585	$	36,205				
Phase 4 / BACKGROUND INFORMATION/INVENTORY	1	$ 175	5	$ 725	9	$ 1,125	0	$ -	0	$ -	1	$ 65	16	$ 2,090	$	-	$	2,090	$	27,094				
4.1. Identification of Available Information	1	$ 175	5	$ 725	9	$ 1,125	0	$ -	0	$ -	1	$ 65	16	$ 2,090	$	-	$	2,090	$	6,438				
4.2. Update Base Mapping and Create Report Graphics		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	8,056				
4.3. Facilities Inventory		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	3,898				
4.4. Existing Land Use and Zoning Inventory		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	2,382				
4.5. Airspace and NAVAIDS Inventory		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	1,898				
4.6. Environmental Conditions Inventory		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	3,602				
4.7. Wind Data Collection and Analysis (SUN only)		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	820				
Phase 5 / FORECASTS OF AVIATION ACTIVITY	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$	-	$	-	$	29,708				
5.1. Collect and Evaluate Existing Aviation Activity Data		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	6,432				
5.2. Aviation Activity Evaluation and Projections		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	20,364				
5.3. Forecasts Approval		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	2,912				
Phase 6 / DEMAND/CAPACITY ANALYSIS AND FACILITY REQUIREMENTS	3	$ 525	4	$ 580	6	$ 750	0	$ -	0	$ -	0	$ -	13	$ 1,855	$	-	$	1,855	$	26,275				
6.1. Airfield Capacity		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	5,404				
6.2. Landside Capacity		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	4,060				
6.3 Design Standards Review/Evaluation		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	3,124				
6.4. Facility Requirements - Airfield and Support Facilities	3	$ 525	4	$ 580	6	$ 750	0	$ -	0	$ -	0	$ -	13	$ 1,855	$	-	$	1,855	$	9,447				
6.5 Demand Triggers for Replacement Airport		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	4,240				
Phase 7 / DEVELOPMENT ALTERNATIVES AND RECOMMENDED PLAN	6	$ 1,050	4	$ 580	4	$ 500	0	$ -	9	$ 675	0	$ -	23	$ 2,805	$	-	$	2,805	$	167,753				
7.1. Goals Development		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	2,224				
7.2. Prepare Airside Development Alternatives	6	$ 1,050	4	$ 580	4	$ 500	0	$ -	9	$ 675	0	$ -	23	$ 2,805	$	-	$	2,805	$	16,945				
7.3 ATCT Siting Analysis		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	7,494				
7.4. Landside Dev. Alt Concepts w/ Terminal Considerations		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	14,688				
7.5 Conceptual Development Plan, Imp. Rec. & Phasing		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	12,088				
7.6. Preliminary Financial Feasibility Analysis (SUN)		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	20,324				
7.7. Siting Evaluation for Replacement Airport		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	55,866				
7.8. Improvement Program for Repacement Airport		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	13,164				
7.9. Preliminary Financial Feasibility Analysis - Replacement Site		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	24,960				
Phase 8 / ENV. REVIEW & ENVIRONS L.U. PLAN	0	$ -	26	$ 3,770	4	$ 500	0	$ -	6	$ 450	0	$ -	36	$ 4,720	$	-	$	4,720	$	20,592				
8.1. Environmental Review	0	$ -	2	$ 290	2	$ 250	0	$ -	0	$ -	0	$ -	4	$ 540	$	-	$	540	$	4,360				
8.2. Environs Land Use Planning	0	$ -	24	$ 3,480	2	$ 250	0	$ -	6	$ 450	0	$ -	32	$ 4,180	$	-	$	4,180	$	16,232				
Phase 9 / FINANCIAL IMPLEMENTATION ANALYSIS	10	$ 1,750	6	$ 870	6	$ 750	60	$ 7,200	40	$ 3,000	0	$ -	122	$ 13,570	$	-	$	13,570	$	72,502				
9.1. Inventory of Financial Information	2	$ 350	4	$ 580	2	$ 250	0	$ -	0	$ -	0	$ -	8	$ 1,180	$	-	$	1,180	$	12,572				
9.2. Financial Plan Development	8	$ 1,400	2	$ 290	4	$ 500	60	$ 7,200	40	$ 3,000	0	$ -	114	$ 12,390	$	-	$	12,390	$	59,930				
Phase 10 / AIRPORT LAYOUT PLAN UPDATE	3	$ 525	15	$ 2,175	79	$ 9,875	0	$ -	240	$ 18,000	0	$ -	337	$ 30,575	$	-	$	30,575	$	33,371				
10.1. Airport Layout Plan	2	$ 350	5	$ 725	33	$ 4,125	0	$ -	86	$ 6,450	0	$ -	126	$ 11,650	$	-	$	11,650	$	12,806				
10.2. On-Airport Individual Area Plans	0	$ -	2	$ 290	8	$ 1,000	0	$ -	32	$ 2,400	0	$ -	42	$ 3,690	$	-	$	3,690	$	4,100				
10.3. Land Use Plan	0	$ -	3	$ 435	10	$ 1,250	0	$ -	26	$ 1,950	0	$ -	39	$ 3,635	$	-	$	3,635	$	4,045				
10.4. Airspace Drawing, IPAS Drawing & Departure Sur. Drawings	0	$ -	3	$ 435	22	$ 2,750	0	$ -	72	$ 5,400	0	$ -	97	$ 8,585	$	-	$	8,585	$	8,995				
10.5. Property Map	1	$ 175	2	$ 290	6	$ 750	0	$ -	24	$ 1,800	0	$ -	33	$ 3,015	$	-	$	3,015	$	3,425				
Phase 11 / DOCUMENTATION	8	$ 1,400	10	$ 1,450	0	$ -	0	$ -	0	$ -	0	$ -	18	$ 2,850	$	2,250	$	5,100	$	66,324				
11.1. Working Papers and Meeting Materials		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	22,720				
11.2. Master Plan Draft and Final Reports		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	30,048				
11.3. Executuve Summary		$ -		$ -		$ -		$ -		$ -		$ -	0	$ -	$	-	$	-	$	7,636				
11.4. Airport Layout Plans	6	$ 1,400	10	$ 1,450	0	$ -	0	$ -	0	$ -	0	$ -	16	$ 2,850	$	2,250	$	5,100	$	5,920				
GRAND TOTALS	116	$ 20,300	141	$ 20,445	110	$ 13,750	60	$ 7,200	295	$ 22,125	9	$ 585	731	$ 84,405	$	4,105	$	88,510	$	611,726				

PRELIMINARY

Project Schedule

Mead & Hunt



Time Frame

N Notice to Proceed

AA Airport Authority

P Public Information Meeting

CC County Commission Meeting

WP Working Papers

DFR Draft Master Plan Final Report

FR Master Plan Final Report

ATTACHMENT #11

Friedman Memorial Airport
Master Plan Update

v1

ATTACHMENT #12

[Airport Letterhead]

August 18, 2014

Bellevue Common Council
c/o Bellevue City Clerk
P.O. Box 825
Bellevue, ID 83313

Re: Request for Annexation of approximately 227 acres in the City of Bellevue by Eccles Flying Hat Ranch, LLC

Dear Mayor and Council Members:

As a neighbor to the North and West of the property subject to the above-referenced annexation request, the Friedman Memorial Airport Authority ("Airport") would like to provide input on the annexation proposal. While the Airport is neutral with respect to the appropriateness of the annexation as a whole, it does have some concerns with respect to the ultimate zoning designations of the underlying property upon annexation. In short, the Airport discourages the increase of density under the flight path. While the Airport does not oppose light industrial uses on the annexed property, we do have concerns with business and residential zoning that may result in future conflicts with the air traffic and other impacts associated with Airport operations.

Please keep these issues in mind when considering the ultimate zoning of this property if it is ultimately annexed into the City of Bellevue. Should you have any questions, please contact the Airport Manager, Rick Baird at (208) 788-4956.

Sincerely,

Friedman Memorial Airport Authority

_____

Ron Fairfax, Chair

DRAFT