

**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 3, 2013 at 5:30 p.m. at the old Blaine County Courthouse Meeting Room, Hailey, Idaho. The proposed agenda for the meeting is as follows:*

**AGENDA  
September 3, 2013**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. AIRPORT STAFF BRIEF**
  - A. Employee of the 2<sup>nd</sup> Quarter, 2013 – Attachment #1
- IV. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
  - A. August 6, 2013 Regular Meeting – Attachment #2 ACTION
- V. REPORTS**
  - A. Chairman Report DISCUSSION
  - B. Blaine County Report DISCUSSION
  - C. City of Hailey Report DISCUSSION
  - D. Airport Manager Report DISCUSSION
  - E. Communication Director Report
    - 1. Coffee Talk DISCUSSION
    - 2. Airport Tour DISCUSSION
    - 3. Check SUN Fares First Campaign DISCUSSION
- VI. AIRPORT STAFF BRIEF (cont.) (5 Minutes Allotted)**
  - B. Noise Complaints
  - C. Parking Lot Update
  - D. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #3 - #5
  - E. Review Correspondence – Attachment #6
  - F. Fly Sun Valley Alliance Update – Attachments #7, #8
  - G. Airport Weather Interruptions
  - H. Operations Brief
  - I. Administrative Brief
- VII. UNFINISHED BUSINESS**
  - A. Airport Solutions
    - 1. Existing Site
      - a. Plan to Meet 2015 Congressional Safety Area Requirement – Attachments #9 -#11 DISCUSS/DIRECT/ACTION
        - Modifications of Standards
        - Formulation
        - Phase 1 Construction Project
      - b. RFQ – Engineer and Architect Services – Attachment #12 DISCUSS/DIRECT/ACTION
      - c. RFQ – On-call Planning Services – Attachment #13 DISCUSS/DIRECT/ACTION
      - d. Retain/Improve/Develop Air Service
        - 1. Fly Sun Valley Alliance Report – Attachment #14 DISCUSS/DIRECT
    - 2. Airport Relocation
      - a. EIS Termination DISCUSS/DIRECT
  - B. Auto Rental Concession Lease DISCUSS/DIRECT
  - C. Hailey ATCT Funding Update DISCUSS/DIRECT
  - D. Small Community Air Service Development Program Grant DISCUSS/DIRECT
- VIII. NEW BUSINESS**
  - A. Beaver Creek Fire Impact DISCUSS/DIRECT
- IX. PUBLIC COMMENT**
- X. EXECUTIVE SESSION – I.C. §67- 2345 (1)(f)**
- XI. ADJOURNMENT**

### **III. AIRPORT STAFF BRIEF**

#### **A. Employee of the 2<sup>nd</sup> Quarter, 2013 – Attachment #1**

Ms. Karen Brown, SkyWest Airlines, was selected as the Employee of the 2<sup>nd</sup> Quarter, 2013. Customer service, knowledge of the airport, responsibility, flexibility and professionalism are among the qualities considered in the selection process. Karen was recently promoted to Supervisor for SUN. She has a vast knowledge of all operational practices and demonstrates professionalism during the most challenging of situations. Karen exemplifies SkyWest's goals by placing safety first, taking care of customers and is fair and consistent with her employees. It is a pleasure to have Karen as part of the SkyWest Airline Team and to announce her nomination and selection as Employee of the Quarter.

### **IV. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES – Attachment #2**

#### **A. August 6, 2013 Regular Meeting**

BOARD ACTION: 1. Action

### **V. REPORTS**

#### **A. Chairman Report**

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

BOARD ACTION: 1. Discussion

#### **B. Blaine County Report**

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

BOARD ACTION: 1. Discussion

#### **C. City of Hailey Report**

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

BOARD ACTION: 1. Discussion

#### **D. Airport Manager Report**

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

BOARD ACTION: 1. Discussion

## **E. Communications Director Report**

### **1. Coffee Talk**

BOARD ACTION: 1. Discussion

### **2. Airport Tour**

BOARD ACTION: 1. Discussion

### **3. Check SUN Fares First Campaign**

BOARD ACTION: 1. Discussion

## **VI. AIRPORT STAFF BRIEF (cont.)**

### **B. Noise Complaints:**

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Hailey	8/6	7:16 pm	Misc.	Caller didn't care for helos flying over town or sgl engine aircraft flying north at 6:30 am.	Ops Chief spoke w/caller and explained that helos do in fact often fly over West Hailey, appropriately. Also explained that the Vol Noise Abatement Program calls for aircraft to operate between 6:00 am and 11:00 pm. All aircraft noise is louder in the summer.
Chantrelle (2 calls)	8/9	12:27a	E-120	Late arrival.	Caller thought it was a jet arriving late. This was an air carrier who had diverted to TWF due to high winds at FMA. The air carrier delayed on the ground in TWF until they could safely deliver their passengers to FMA. Ops Chief spoke w/caller.
Woodside	8/20	8:19 pm	Stage II Jet	Loud	Ops Chief spoke with caller. This was a Stage II jet, operating according to Vol Noise Abatement guidance. Stage II jets will be banned in the U.S. December 31, 2014.
Woodside	8/26	11:29 p	Jet	Late operations	Ops Chief spoke with caller. This was a lifeflight jet.

### C. Parking Lot Update

#### The Car Park Gross/Net Revenues

Month	FY 2011 Gross	FY 2011 Net	FY 2012 Gross	FY 2012 Net	FY 2013 Gross	FY 2013 Net
July	\$14,885.05	\$6,058.04	\$16,117.50	\$6,682.26	\$21,600.00	\$11,100.28

### D. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data - Attachments #3 - #5

Attachment #3 is Friedman Memorial Airport Profit & Loss Budget vs. Actual.  
Attachment #4 is 2001 - 2012 ATCT Traffic Operations data comparison by month.  
Attachment #5 is 2012 Enplanement, Deplanement and Seat Occupancy data. The following revenue and expense analysis is provided for Board information and review:

#### June 2012/2013

Total Non-Federal Revenue	June, 2013	\$140,515.58
Total Non-Federal Revenue	June, 2012	\$138,990.59
Total Non-Federal Revenue	FY '13 thru June	\$1,461,255.95
Total Non-Federal Revenue	FY '12 thru June	\$1,351,995.61
Total Non-Federal Expenses	June, 2013	\$119,099.02
Total Non-Federal Expenses	June, 2012	\$137,098.24
Total Non-Federal Expenses	FY '13 thru June	\$1,481,950.02
Total Non-Federal Expenses	FY '12 thru June	\$1,437,531.83
Net Income to include Federal Programs	FY '13 thru June	\$-262,360.92
Net Income to include Federal Programs	FY '12 thru June	\$-361,762.43

### E. Review Correspondence - Attachment #6

Attachment #6 is information included for Board review.

### F. Fly Sun Valley Alliance Update – Attachments #7, #8

Attachment #7 is the July 18, 2013 Fly Sun Valley Alliance Meeting Minutes.  
Attachment #8 is the August 15, 2013 Fly Sun Valley Alliance Meeting Agenda.

## G. Airport Weather Interruptions

August, 2013		
Airline	Flight Cancellations	Flight Diversions
Horizon Air	10 (wx)	2 (wx)
SkyWest	60 (wx)	

Note: All of the wx cancellations were smoke related.

## H. Operations Brief

We are pleased to announce that Mr. Robert Perry, FMA ARFF/Ops has successfully completed his 40 hour ARFF Certification Training and will soon be fully trained and qualified to assume normal, scheduled ARFF/Ops responsibilities at the Airport. Robert also assumes the position of Fleet Maintenance Supervisor. He comes to FMA from Santa Cruz, California, where he served many years as a fleet maintenance supervisor for CALFIRE. Robert's resume and experience give us every reason to be very excited to have an individual of his capability and expertise. We welcome Robert and his wife Sara, to our FMAA family.

## I. Administrative Brief

### 1. AIP Project Status

Project Description		Grant Amount	Expenditures to Date	95% of Eligible Expenses	93.75% of Eligible Expenses	Grant Amount Remaining	Grant/Project Status
Existing Airport							
37	Conduct 90-Day Airport Safety Area Standards Study	\$237,230.00	97,160.00	N/A	\$91,087.00	\$146,142.50	ACTIVE
38	RSA Project Formulation to bring airport into compliance with C-III standards.	\$710,000.00	333,188.00	N/A	665,625.00 See Note	353,262.00	PENDING
39	RSA Project Phase I & II	TBD	121,967.00		114,344.00		PENDING
<b>NOTE:</b> After the AIP '38 Application for funding was submitted, the project scope and costs have increased. The current project total is \$733,542.00 and is anticipated to be adjusted again prior to the FAA issuing the Grant Offer. Airport Staff and Engineer expect the AIP '38 Grant to reflect the revised project scope and total rather than the amount initially submitted.							
Replacement Airport							
04	Conduct environmental study for replacement airport for Friedman Memorial Airport, Hailey, Idaho (Phase 4)	\$2,500,000.00	\$1,543,246.77	\$1,466,084.00	N/A	\$1,033,916.00	ACTIVE

### 2. PFC Project Status

#### a. PFC 11-07-C-00-SUN

- PFC Closeout Acknowledgement of final project completion documentation received from the FAA on May 30, 2013.
- Notification to airlines sent on June 4, 2013.

- Mountain West Bank PFC 11 account closure and fund overage transferred to PFC 12-08-C-00-SUN on June 5, 2013.

**b. PFC 12-08-C-00-SUN**

**Project Status Summary as of 6-30-13**

Project No.	Project Description	PFC Approved Amount	PFC Actual Expense	Over/Under Contract	PFC Eligible Expense	Project Status
001	Purchase Snow Removal Equipment	\$300,000.00	\$326,773.00	\$26,773.00	\$300,000.00	Complete
002	Security Improvements	\$209,000.00	\$4,850.00	(\$204,150.00)	\$4,850.00	Active
003	Implementation & Admin Costs	\$18,500.00	\$17,722.00	(\$778.00)	\$17,772.00	Complete
<b>Total</b>		<b>\$527,500.00</b>	<b>\$344,495.00</b>	<b>(\$178,155.00)</b>	<b>\$322,572.00</b>	

**PFC 12-08-C-00-SUN Collection Summary as of 6-30-13**

PFC 12-08-C-00-SUN Accrued Expenditures as of 6-30-13

SRE Equipment	\$300,000.00	
Security Improvements	\$209,000.00	
Implementation and Admin.	\$17,772.00	\$526,722.00

Less:

PFC 11-07-C-00 Collections transferred to PFC '12	\$221,461.88
PFC 12-08-C-00 Collections as of 6-30-13	<u>\$18,232.22</u>
Total Collections as of 6-30-13	(\$239,694.10)

Total Remaining to Collect: \$287,027.90

**c. New PFC Application**

During the August 7, 2013 meeting, the Board approved T-O Engineers and Airport Staff to proceed with the new PFC application. T-O Engineers and Staff continue to work on preliminary projects, descriptions, justifications and eligibility listed below to submit to the Air Carriers/FAA.

Project Description	AIP Grant Number	Project Cost	AIP Grant Amount (93.75%)	AIP Grant Match/PFC Funds	Project Status
RSA Formulation	AIP 038	\$710,000.00	\$665,625.00	\$44,375.00	Preliminary
Purchase SRE	Non-AIP	\$500,000.00	N/A	\$500,000.00	Preliminary
Master Plan	Non-AIP	\$550,000.00	N/A	\$550,000.00	Preliminary
Relocate South Taxilane	AIP 039	\$2,685,000.00	\$2,517,187.00	\$167,813.00	Preliminary
Safety and Standard Improvements 2013-2016	N/A	\$21,728,976.00	\$20,370,915.00	\$1,358,061.00	Preliminary
Runway Rehabilitation	Non-AIP	\$150,000.00	N/A	\$150,000.00	Preliminary
PFC Administration	Non-AIP	\$16,920.00	N/A	\$16,920.00	Preliminary
<b>Total</b>		<b>\$26,340,896.00</b>	<b>\$23,553,727.00</b>	<b>\$2,787,169.00</b>	

## **VII. UNFINISHED BUSINESS**

### **A. Airport Solutions**

#### **1. Existing Site**

##### **a. Plan to Meet 2015 Congressional Safety Area Requirement – Attachments #9 - #11**

##### **Modifications of Standards**

After several months with little to report on the modifications to standards, it appears that some progress has been made. As of the last meeting, we were waiting for a final determination from FAA Headquarters regarding operational restrictions for Modification of Standards 1 – Runway to Parallel Taxiway Separation (MOS 1). At that time, the Flight Standards line of business at headquarters had requested that the MOS include restrictions on all C-III aircraft after the 25<sup>th</sup> operation in a given day. Though feasible, these restrictions would be difficult to manage and implement. Conversations within the FAA continued through the month of August and the final determination was that these requirements are *not* required. The final version of MOS 1 is included at Attachment #9. The main changes from previous versions of this document include (highlighted in the attached document):

- Short description of the SRM panel that was completed for this MOS.
- Prior permission will be required for any aircraft with wingspans greater than 100 feet.
- The FAA is undertaking a national safety audit of runway-taxiway separations and the outcome of this audit could result in the need for changes to the MOS.

Overall, Staff feels that this is an excellent outcome. At this time, MOS's 1-5 and 8 have been submitted for final approval, with no further delays anticipated.

##### **Formulation**

The formulation effort for the RSA improvements is entering the final phases. Work during the past month has focused on developing the phasing plan and a proposed plan has been developed. A draft version of the phasing plan is included at Attachment #10 for Board review prior to the meeting. This plan attempts to depict how all of the planned improvements will be made safely, while limiting impacts to the flying public and users of the airport. The proposed plan will close the airport during the month of May in both 2014 and 2015, during which the bulk of the airfield construction will be completed. Other project areas away from the operational surfaces will be accomplished during the remainder of each construction season. Staff has reviewed the plan several times and a meeting will be held with stakeholders prior to the Board meeting to gather input, as well. Dave Mitchell of T-O will attend the meeting to provide a detailed explanation of the plan and to receive Board

input. There are many challenges in scheduling closures of this length and Staff hopes to receive firm direction from the Board on the proposed phasing plan so that coordination efforts may begin immediately.

The next major task after the phasing plan is finalized will be development of the funding plan. Additional work underway includes development of a concept for a relocated ARFF/SRE building, further investigation into hangar acquisitions, updating the Airport Layout Plan and finalizing the other phases of the project. Environmental documentation is also underway for the overall effort.

### **Phase 1 Construction Project**

Bids were opened for the Phase 1 construction project on August 26, 2013. Four bids were received, with the two lowest separated by less than \$4,000. Bids appear to be within budget. A copy of the bid summary and tabulation is included at Attachment #11. Bids are currently under review by T-O and legal counsel and a recommendation regarding award will be made at the board meeting. We anticipate a grant offer no later than September 18 and hope to begin construction before the end of September.

BOARD ACTION:

1. Discuss/Direct
2. Authorize Staff to begin implementation of the RSA phasing plan.
3. Determine low responsive bidder (RSA Construction Project Phase 1)

### **b. RFQ – Engineer and Architect Services – Attachment #12**

When the Friedman Memorial Airport Authority last followed FAA guidelines and selected consultants for Engineering and Architectural Services the Authority's primary Engineering and Architectural workload was related to a replacement airport. Very little work was anticipated at the existing site. The suspension and later termination of the EIS and community process that followed has refocused the Board on necessary improvements at the existing site. This significant change in direction at the existing site has made it necessary to again follow FAA guidance and solicit statements of qualifications for engineering and architectural services. Attachment #12 is Request for Qualifications for Professional Service at the Friedman Memorial Airport. This process has been appropriately noticed and Statements of Qualifications (SOQ) are due September 26<sup>th</sup>. It is appropriate for the Board to establish a selection/evaluation process. In the past the Board has established a committee to evaluate SOQs and make a recommendation to the entire Board. Committee evaluation and recommendation in the past has steered the Board toward an interview process. Committee recommendation has also led to actual selection.

BOARD ACTION:

1. Discuss/Direct/Action  
(Establish an appropriate selection process)



**c. RFQ – On-call Planning Services – Attachment #13**

Similar to the discussion above all planning processes since development of the 2004 Master Plan have been associated with and related to a replacement airport. The suspension and subsequent termination of the EIS has changed Board needs with regard to future Planning processes and utilizing FAA guidance to select a consultant team or consultant for Planning Services is necessary. Attachment #13 is a Request for Qualifications for Airport On-Call Planning Services at the Friedman Memorial. This selection process has been appropriately noticed and Statements of Qualifications (SOQs) are due September 26<sup>th</sup>. In the past the Board has established a committee to evaluate SOQs and make a recommendation to the entire Board. Committee evaluation and recommendation in the past has steered the Board toward an interview process their recommendation has also led to actual selection.

BOARD ACTION: 1. Discuss/Direct/Action (Establish an appropriate selection process)

**d. Retain/Improve/Develop Air Service**

**1. Fly Sun Valley Alliance Report – Attachment #14**

Attachment #14 is a Press Release announcing New SFO-SUN nonstop flights begin December 12. Airport Staff is sure that FSVA members would like to report on this incredible news.

BOARD ACTION: 1. Discuss/Direct

**2. Airport Relocation**

**a. EIS Termination**

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

BOARD ACTION: 1. Discuss/Direct

**B. Auto Rental Concession Lease**

Last month, the Board received an updated recommendation from the Finance Committee regarding an appropriate way to proceed regarding the Auto Rental Concession Lease process. The recommendation was based on making an offer to each interested concessionaire. The parameters of the offer recommended by the Finance Committee were to be captured in the lease agreement. The Board directed Airport Staff to develop the Auto Rental Concession Lease Agreement based upon the updated recommendation from the Finance Committee. The Agreement has been updated and sent to each concessionaire. Each Concessionaire must execute the appropriate agreement by September 19<sup>th</sup>. The Agreements will be effective November 1, 2013.

BOARD ACTION: 1. Discuss/Direct

### **C. Hailey ATCT Funding Update**

The Board may recall that after the last financial crisis/threat regarding the Federal Contract Tower (FCT) Program was resolved thru September 30, 2013, Staff advised that this scenario may be replayed in FY '14. In fact, both the House and Senate, as well as POTUS have included funding in their proposed FY '14 budgets that is specifically earmarked for the Federal Contract Tower Program. So far, so good, right...?

The problem is that a federal FY '14 Budget is not likely to be mutually agreed upon, approved and implemented by October 1, 2013. A continuing resolution to fund the federal government is the likely action to occur at the beginning of FY '14. There is no certainty of funding for the FCT Program in a continuing resolution that we are aware of. In fact, the FAA Administrator, Michael Huerta, has already convened at least a dozen aviation industry stakeholders to discuss initial planning for the next round of sequestration, slated to activate unless a federal budget is approved. Administrator Huerta is already on record indicating that FAA will be facing more and potentially greater fiscal cuts, to include shrinkage of services, namely the FCT Program. The Airport Manager is already in communication with Idaho's elected U.S. delegates to continue seeking their support for the FCT Program in Idaho, as well as across the nation.

*The Beaver Creek Fire posed significant challenges to ongoing aviation operations at FMA. Imagine it with no air traffic control tower.....*

BOARD ACTION: 1. Discuss/Direct

### **D. Small Community Air Service Development Program Grant**

As you know, we are now simply waiting for Department of Transportation to complete their process and announce which communities were successful in their effort to secure grant money for their air service project. This item is on the agenda in case an announcement is made before the Board meeting,

BOARD ACTION: 1. Discuss/Direct

## **VIII. NEW BUSINESS**

### **A. Beaver Creek Fire Impact**

The Airport experienced significant impact from the Beaver Creek Fire in a few different areas. Most significantly, numerous air carrier operations were diverted or cancelled as a result of poor atmospheric conditions (smoke) that rendered approach and departure minimums prohibitive. See above **G. Airport Weather Interruptions**. Related to the atmospheric problems, The Fire Incident Management Team required the implementation of a Temporary Flight Restriction (TFR) for the purpose of establishing a safe air space in which fire aircraft could operate. A TFR prohibits all

other aircraft from operating in that air space. The TFR that was implemented absorbed part of the Hailey controlled air space both to the west and to the north. The TFR then prohibited aircraft from approaching the Airport from the north, when winds dictated that type of approach. Some aircraft, even when a south approach was feasible, elected to divert because the TFR would have also prohibited a missed approach to the north. Additionally, as a result of the evacuation orders, when air carrier flights could operate, inbound passenger loads were marginal.

Hailey ATCT was faced with an enormous challenge to as effectively, safely and successfully as possible, coordinate fire flight operations in the area at the same time as working diligently to maintain the continuity of normal commercial and GA flight operations into and out of FMA. At times, the tower was managing as many as 18 fire aircraft in the area and integrating them with GA and commercial traffic attempting to utilize the airport as best as possible, given the atmospheric and logistic conditions prevalent at the time. In light of some of the other exceptionally challenging air traffic conditions already experienced this summer and now the Beaver Creek Fire, Hailey ATCT has performed professionally, safely and as a full team member of the FMA operational community.

Atlantic Aviation – Sun Valley graciously offered their conference room to the Incident Management Team’s Aviation Command and Control division for the purpose of establishing their command post, which has been in continuous operation there for over two weeks, as of the preparation of this brief. Additionally, Atlantic Aviation – Sun Valley worked closely and coordinated with the fire’s aviation group to provide and assist with numerous refueling operations.

Airport Staff did advise Blaine County Staff that personnel and equipment were available to assist with any residents needing help with evacuations. Similarly, Airport Staff was prepared to respond with fire apparatus capable of delivering up to 1500 gallons of water or foam for structural protection, water re-supply or any other purpose. We did incur some overtime expense, compensating for the temporary deployment to the fire, of ARFF/Ops officer Greg Beaver, who also serves as the Bellevue Fire Chief.

BOARD ACTION:        1. Discuss/Direct

**IX. PUBLIC COMMENT**

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

**XI. ADJOURNMENT**



**Date:** July 30, 2013

**To:** Friedman Memorial Airport Tenant Managers

**From:** Stephanie Dwyer/SkyWest General Manager

**Re:** Employee of Quarter Nomination

It is my pleasure to nominate SkyWest employee Karen Brown for Employee of the 2<sup>nd</sup> Quarter 2013. Karen has been a SkyWest employee coming on eight years and she has always been a top performer. I am impressed with Karen's knowledge base of all operational practices as well her dedication in taking care of business. Karen demonstrates professionalism during the most challenging of situations and has a knack for turning things around. She was recently promoted to supervisor and has embraced her new role. Karen has the respect of her peers and sets a great example to them in all areas of her job. Karen exemplifies SkyWest's goals by putting safety first, taking care of our customers, and being fair and consistent with her employees.

Thank you for your consideration in awarding Karen this prestigious award.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephanie Dwyer", with a stylized, flowing script.

Stephanie Dwyer  
SkyWest Airlines  
SUN-General Manager

**MINUTES OF A REGULAR MEETING  
OF THE ATTACHMENT #2  
FRIEDMAN MEMORIAL AIRPORT AUTHORITY\***

**August 6, 2013  
5:30 P.M.**

**IN ATTENDANCE:**

**BOARD MEMBERS:** Chairman – Ron Fairfax, Vice-Chairman – Susan McBryant, Board – Lawrence Schoen, Angenie McCleary, Ron Fairfax, Fritz Haemmerle, Don Keirn  
**FRIEDMAN MEMORIAL AIRPORT STAFF:** Airport Manager – Rick Baird, Emergency/Operations Chief – Peter Kramer, Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant/Alternate Airport Security Coordinator – Roberta Christensen, Administrative Assistant/IT Systems Maintenance Coordinator – April Dieter, Administrative Assistant – Cecilia Vega  
**AIRPORT LEGAL COUNSEL:** Luboviski, Wygle, Fallowfield & Ritzau – Barry Luboviski;  
**CONSULTANTS:** T-O Engineers – Dave Mitchell, Mead & Hunt – Matt Dubbe, ANTICIPATE – Candice Pate  
**AIRPORT TENANTS/PUBLIC:** FMA - Frank Conrad, Atlantic Aviation – Kelly McFarland, Mike Rasch, Susan Harris, Makeyla Nielsen; FSVA – Carol Waller; Sustain Blaine – Harry Griffith; Hertz – Andy Miles; BCPA – Jim Perkins; Avis/Budget – Peter Scheurmier; SVBR – Bob Crosby; Amber McFarland, Donna Serrano, Ed Jenkins

**CALL TO ORDER:**

The meeting was called to order at 5:34 p.m. by Chairman Fairfax.

**I. APPROVE AGENDA**

The agenda was approved with the following changes:

**III. AIRPORT STAFF BRIEF**

**A. G. Operations Brief**

**B. H. Employee of the 1<sup>st</sup> Quarter, 2013 (See Brief)**

**VII. VI. AIRPORT STAFF BRIEF (cont.)**

**C. A. Noise Complaints (See Brief)**

**D. B. Parking Lot Update (See Brief)**

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

**F. D. Review Correspondence (See Brief)**

**G. E. Fly Sun Valley Alliance Update (See Brief)**

**H. F. Airport Weather Interruptions (See Brief)**

**G. Operations Brief**

**H. Employee of the 1st Quarter, 2013 (See Brief)**

**MOTION:**

*Made by Board Member Keirn to move the Employee of the 1<sup>st</sup> Quarter, 2013 and Operations Brief agenda items under agenda item II. Public Comment.  
Seconded by Board Member McCleary.*

**PASSED UNANIMOUSLY**

**II. PUBLIC COMMENT**

No public comment was made.

### III. AIRPORT STAFF BRIEF

#### A. ~~G.~~ Operations Brief (See Brief)

Airport Manager Baird announced that FMA ARFF/Ops Specialist Frank Conrad has celebrated twenty years of service with the Airport in July. He congratulated Mr. Conrad and thanked him for his twenty years of excellent service to the Friedman Memorial Airport Authority.

#### B. ~~H.~~ Employee of the 1<sup>st</sup> Quarter, 2013 (See Brief)

Airport Manager Baird announced that Mr. Kelly McFarland of Atlantic Aviation was selected as the Employee of the 1<sup>st</sup> Quarter for Calendar Year 2013. He congratulated Mr. McFarland and thanked him for his efforts and service to Friedman Memorial Airport and Atlantic-Sun Valley.

### IV. ~~III.~~ PUBLIC HEARING

#### A. FY '14 Rates and Charges (See Brief)

Airport Manager Baird briefly reviewed the proposed FY '14 Rates & Charges with the Board.

Chairman Fairfax opened the FY '14 Rates & Charges discussion for public comment.

No public comment was made.

#### **MOTION:**

***Made by Board Member Greenberg to approve the proposed Friedman Memorial Airport Fiscal Year 2014 Rates and Charges. Seconded by Board Member Keirn.***

**PASSED UNANIMOUSLY**

#### B. FY '14 Budget (See Brief)

Airport Manager Baird briefly reviewed the proposed FY '14 Budget with the Board.

The Board briefly discussed the inclusion of a salary increase for the Airport Manager in next year's budget process.

Chairman Fairfax opened the FY '14 Budget discussion for public comment.

No public comment was made.

#### **MOTION:**

***Made by Vice-Chairman McBryant to approve the proposed FMA Budget for Fiscal Year 2014 for \$19,595,964.66. Seconded by Board Member Keirn.***

**PASSED UNANIMOUSLY**

### V. ~~IV.~~ APPROVE FMAA MEETING MINUTES

#### A. July 2, 2013 Regular Meeting (See Brief)

The July 2, 2013 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

#### **MOTION:**

***Made by Board Member McCleary to approved the***

**PASSED UNANIMOUSLY**

## **VI. V. REPORTS**

### **A. Chairman Report**

Chairman Fairfax reported that he is pleased with the direction the Airport is going and encouraged the Board to keep pursuing relentless forward progress.

### **B. Blaine County Report**

Board Member Schoen reported that the Blaine County Commissioners discussed various Airport agenda items at their meeting today.

### **C. City of Hailey Report**

Board Member Keirn reported that the Hailey City Council is glad to see that projects to improve the Airport are moving forward.

### **D. Airport Manager Report**

Airport Manager Baird reported that Airport Staff will be developing Requests For Proposals for engineering services for the upcoming RSA Improvement projects and planning for an update to the Airport Master Plan in accordance with FAA protocol.

### **E. Communications Director Report**

Communications Director, Candice Pate, reported that she and Airport Staff had great success reaching out to local communities to ask support for the Small Community Air Service Development Program. She reported that the July Coffee Talk and Airport Tour were also successful with six people in attendance at the Airport Tour.

Communications Director Pate also reported that the Airport will be launching a new campaign called "Check SUN First" that will inform the public of RSA Improvements and encourage the community to book flights locally.

Airport Manager Baird added that they also presented an Airport Update for several events during July including the WREP AIR BAH, a Sun Valley City Council meeting and a Ketchum City Council meeting.

## **VII. VI. AIRPORT STAFF BRIEF (cont.)**

### **C. A. Noise Complaints (See Brief)**

Chairman Fairfax asked if the noise complaints from the Curtis and Chantrelle Subdivisions were received from the same people.

Operations Chief Pete Kramer answered that the two complaints in the Curtis Subdivision were from the same person and the two complaints from the Chantrelle Subdivision were from different people.

Airport Manager Baird commented that all public concerns are handled the same way regardless of where the concern comes from. When a concern is reported Airport Staff tries the best they can to ascertain that the pilot is aware of the Voluntary Noise Abatement Program and is operating in compliance with it.

### **D. B. Parking Lot Update (See Brief)**

- ~~E. G.~~ Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (See Brief)
- ~~F. D.~~ Review Correspondence (See Brief)
- ~~G. E.~~ Fly Sun Valley Alliance Update (See Brief)
- ~~H. F.~~ Airport Weather Interruptions (See Brief)
- ~~G.~~ Operations Brief (See Brief)
- ~~H.~~ Employee of the 1st Quarter, 2013 (See Brief)

## **VIII. ~~VII.~~ UNFINISHED BUSINESS**

### **A. Airport Solutions**

#### **1. Existing Site**

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

T-O Engineer Dave Mitchell updated the Board on the current status of the Modifications of Standards (MOS) process, the RSA Improvements Formulation Project and Phase I of the RSA Improvements Construction Project.

Mead & Hunt Architect, Matt Dubbe, briefed the Board on the initial three concepts for reconfiguring the Airport Terminal to access aircraft parking to the north and improving the overall functionality of the terminal.

The Board discussed technical aspects of Mr. Dubbe's presentation including the differences between the presented terminal building alternatives, funding for the terminal expansion and reconfiguration, and future master planning for the Airport.

**MOTION:** *Made by Board Member Schoen to authorize Chair execution of Work Order 13-06 for Phase I of the RSA Improvements Project for the amount of \$273,822. Seconded by Board Member Greenberg.*

**PASSED UNANIMOUSLY**

Board Member Schoen commented that there has been a tremendous amount of work continuously going into this project, which has allowed the Board to move forward on several different projects simultaneously.

##### **b. Retain/Improve/Develop Air Service**

##### **1. Small Community Air Service Development Program Grant (See Brief)**

Airport Manager Baird briefed the Board that numerous letters of support have been sent to the Airport to include in the SCASDP grant and the results will hopefully be available in September.

The Board thanked everyone who participated in putting together the grant as well as those who provided letters of support to include in the grant.

##### **2. Fly Sun Valley Alliance Report**

Fly Sun Valley Alliance representative, Carol Waller, reported that they are still engaged with Alaska Airlines for scheduling the upcoming winter season and 2015 summer season. She reported that the FSVA is also coordinating



future fundraising events and continuing to develop summer air service surveys, which will be combined with the upcoming winter survey to make an annual report.

## **2. Airport Relocation**

### **a. EIS Termination (See Brief)**

## **B. Auto Rental Concession Lease**

Board Member Greenberg presented the Board with an updated recommendation from the Finance Committee and Airport Staff on how to proceed with the Auto Rental Concession lease renewal process.

Hertz Rent-A-Car Local Manager, Andy Miles asked if agencies operating on-airport will not be allowed to operate off-airport as well. He also asked why the agencies are required to offer one premium brand and one discount brand if they decide to dual-brand.

Attorney Lubovski answered that the Board has not yet made that determination. Board Member Greenberg commented that if the Board finds that allowing agencies to operate on and off airport property causes a detriment to the other car rental agencies or to the Airport in terms of revenue, the renewal process for next year will be rigorous.

Board Member Greenberg answered that if a company decides to dual-brand, they will be required to offer one premium brand and one discount brand to deter agencies from trying to offer two discount brands which would be hard for other agencies to compete with.

Hertz Rent-A-Car Local Manager, Andy Miles, commented that at a certain point, premium and discount brands become obsolete as consumers now have the opportunity to name their own price on websites such as Priceline and Hotwire which makes the market very competitive despite what brand is used.

The Board discussed the updated recommendation and agreed to move forward with the proposed lease renewal process.

### **MOTION:**

***Made by Board Member Schoen to develop the Auto Rental Concession Lease Agreements based upon the updated recommendation from the Finance Committee. Seconded by Board Member Keirn.***

***PASSED UNANIMOUSLY***

## **IX. VIII. NEW BUSINESS**

### **A. Busy Summer Season**

Airport Manager Baird briefed the Board on the operational activity at the Airport during July. He thanked Airport Staff, Atlantic Aviation and the Hailey Air Traffic Control Tower Staff for all their hard work and efforts throughout the busy summer season.

Operations Chief Pete Kramer commented that part of the pre-planning and execution that makes this event successful is coordination with the FAA Salt Lake City Air Traffic Control Center, who have become essential and active partners.

Atlantic Aviation General Manager Mike Rasch commented that coordinating with NetJets made operations at the FBO run more smoothly and efficiently this year.

**B. PFC Application**

Airport Manager Baird briefed the Board on the new PFC Application Staff is currently developing.

**MOTION:**

***Made by Vice-Chairman McBryant to authorize Airport Staff to proceed with processing a new PFC Application to Impose and Use PFC. Seconded by Board Member Keirn.***

**PASSED UNANIMOUSLY**

**X. ~~IX.~~ PUBLIC COMMENT**

Mr. Rasch commented that safety is always a large part of the way Atlantic Aviation does business and there were no accidents whatsoever during this summer event.

**XI. ADJOURNMENT**

The August 6, 2013 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 7:55 p.m.

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Lawrence Schoen, Secretary

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

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (Combined)

October 2012 through June 2013

Ordinary Income/Expense	Oct '12 - Jun 13	Budget	\$ Over Budget	% of Budget
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	51,035.03	92,000.00	-40,964.97	55.5%
4000-03 · Aircarrier - Gate Fees	900.00	1,200.00	-300.00	75.0%
4000-04 · Aircarrier - Utility Fees	5,924.78	7,600.00	-1,675.22	78.0%
4010-05 · Aircarrier -11 PFC Application	129,730.32	213,000.00	-83,269.68	60.9%
Total 4000-00 · AIRCARRIER	250,980.46	398,400.00	-147,419.54	63.0%
4020-00 · TERMINAL AUTO PARKING REVENUE				
4020-01 · Automobile Parking - Terminal	55,326.14	70,000.00	-14,673.86	79.0%
Total 4020-00 · TERMINAL AUTO PARKING REVENUE	55,326.14	70,000.00	-14,673.86	79.0%
4030-00 · AUTO RENTAL REVENUE				
4030-01 · Automobile Rental - Commission	212,086.85	325,000.00	-112,913.15	65.3%
4030-02 · Automobile Rental - Counter	6,101.04	7,300.00	-1,198.96	83.6%
4030-03 · Automobile Rental - Auto Prkng	24,310.00	29,000.00	-4,690.00	83.8%
4030-04 · Automobile Rental - Utilities	269.28	500.00	-230.72	53.9%
4030-05 · Automobile Rental - Off. Airpt.	11,868.18	40,000.00	-28,131.82	29.7%
Total 4030-00 · AUTO RENTAL REVENUE	254,635.35	401,800.00	-147,164.65	63.4%
4040-00 · TERMINAL CONCESSION REVENUE				
4040-01 · Terminal Shops - Commission	66.00	3,500.00	-3,434.00	1.9%
4040-02 · Terminal Shops - Lease Space	5,009.60	8,500.00	-3,490.40	58.9%
4040-03 · Terminal Shops - Utility Fees	433.43	600.00	-166.57	72.2%
4040-10 · Advertising - Commission	22,988.73	33,000.00	-10,011.27	69.7%
4040-12 · Terminal ATM	47.90			
Total 4040-00 · TERMINAL CONCESSION REVENUE	28,545.66	45,600.00	-17,054.34	62.6%
4050-00 · FBO REVENUE				
4050-01 · FBO - Lease Space	174,157.09	229,466.00	-55,308.91	75.9%
4050-02 · FBO - Tiedown Fees	103,508.87	230,000.00	-126,491.13	45.0%
4050-03 · FBO - Landing Fees - Trans.	124,458.40	215,000.00	-90,541.60	57.9%
4050-04 · FBO - Commission	12,830.86	20,000.00	-7,169.14	64.2%
Total 4050-00 · FBO REVENUE	414,955.22	694,466.00	-279,510.78	59.8%
4060-00 · FUEL FLOWAGE REVENUE				
4060-01 · Fuel Flowage - FBO	114,173.48	172,000.00	-57,826.52	66.4%
Total 4060-00 · FUEL FLOWAGE REVENUE	114,173.48	172,000.00	-57,826.52	66.4%
4070-00 · TRANSIENT LANDING FEES REVENUE				
4070-02 · Landing Fees - Non-Comm./Gov't	278.64	500.00	-221.36	55.7%
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	278.64	500.00	-221.36	55.7%

ATTACHMENT #3

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (Combined)

October 2012 through June 2013

	Oct '12 - Jun 13	Budget	\$ Over Budget	% of Budget
4080-00 · HANGARS REVENUE				
4080-01 · Land Lease - Hangar	361,332.10	493,707.00	-132,374.90	73.2%
4080-02 · Land Lease - Hangar/Trans. Fee	744.00			
4080-03 · Land Lease - Hangar/Utilities	953.04	1,400.00	-446.96	68.1%
4080-20 · Land Lease - Government Revenue	5,133.39			
Total 4080-00 · HANGARS REVENUE	368,162.53	495,107.00	-126,944.47	74.4%
4090-00 · TIEDOWN PERMIT FEES REVENUE				
4090-01 · Tiedown Permit Fees (FMA)	13,513.80	17,000.00	-3,486.20	79.5%
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	13,513.80	17,000.00	-3,486.20	79.5%
4100-00 · POSTAL CARRIERS REVENUE				
4100-01 · Postal Carriers - Landing Fees	6,581.78	8,500.00	-1,918.22	77.4%
4100-02 · Postal Carriers - Tiedown	2,970.00			
Total 4100-00 · POSTAL CARRIERS REVENUE	9,551.78	8,500.00	1,051.78	112.4%
4110-00 · MISCELLANEOUS REVENUE				
4110-01 · Misc. Revenue	35,225.04			
4110-06 · Misc. - Security-Prox. Cards	25,135.00	27,000.00	-1,865.00	93.1%
4110-09 · Miscellaneous Expense Reimburse	-2,201.21			
Total 4110-00 · MISCELLANEOUS REVENUE	58,158.83	27,000.00	31,158.83	215.4%
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	13,000.00	16,000.00	-3,000.00	81.3%
4120-02 · GTSP - Trip Fee	2,320.00			
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	15,320.00	16,000.00	-680.00	95.8%
4400-00 · TSA				
4400-02 · Terminal Lease	6,790.23			
Total 4400-00 · TSA	6,790.23			
4500-00 · IDAHO STATE GRANT PROGRAM REV.				
4500-11 · SUN-11	0.00	0.00	0.00	0.0%
4500-13 · SUN-13	0.00	20,000.00	-20,000.00	0.0%
Total 4500-00 · IDAHO STATE GRANT PROGRAM REV.	0.00	20,000.00	-20,000.00	0.0%
4520-00 · INTEREST INCOME				
4520-05 · Interest Income - '11 PFC	201.67			
4600-00 · Interest Income - General	7,384.38	14,000.00	-6,615.62	52.7%
Total 4520-00 · INTEREST INCOME	7,586.05	14,000.00	-6,413.95	54.2%
4702-00 · AIP 02 New Airt. EIS Phs. II				
4702-01 · AIP 02	0.00	100,000.00	-100,000.00	0.0%
Total 4702-00 · AIP 02 New Airt. EIS Phs. II	0.00	100,000.00	-100,000.00	0.0%

# Friedman Memorial Airport Profit & Loss Budget vs. Actual (Combined)

October 2012 through June 2013

	Oct '12 - Jun 13	Budget	\$ Over Budget	% of Budget
4703-00 · AIP 03 FMA/FAA				
4703-01 · AIP 03	0.00	40,000.00	-40,000.00	0.0%
Total 4703-00 · AIP 03 FMA/FAA	0.00	40,000.00	-40,000.00	0.0%
4704-00 · AIP 04-New Arpt. EIS-Phs.III/IV				
4704-01 · AIP '04 - FAA	0.00	1,000,000.00	-1,000,000.00	0.0%
Total 4704-00 · AIP 04-New Arpt. EIS-Phs.III/IV	0.00	1,000,000.00	-1,000,000.00	0.0%
4705-00 · AIP 05-New Arpt. EIS-Phs.				
4705-01 · AIP '05 - FAA	0.00	500,000.00	-500,000.00	0.0%
Total 4705-00 · AIP 05-New Arpt. EIS-Phs.	0.00	500,000.00	-500,000.00	0.0%
4737-00 · AIP 37				
4737-01 · AIP '37 - FMA Altern. Analysis	32,772.00	525,000.00	-492,228.00	6.2%
Total 4737-00 · AIP 37	32,772.00	525,000.00	-492,228.00	6.2%
4738-00 · Existing Site Improvement				
4738-01 · AIP '38	0.00	750,000.00	-750,000.00	0.0%
4738-00 · Existing Site Improvement - Other	312,363.00			
Total 4738-00 · Existing Site Improvement	312,363.00	750,000.00	-437,637.00	41.6%
4739-00 · AIP 39 - Implement ALP				
4739-01 · AIP 39	0.00	1,725,000.00	-1,725,000.00	0.0%
Total 4739-00 · AIP 39 - Implement ALP	0.00	1,725,000.00	-1,725,000.00	0.0%
Total Income	1,943,113.17	7,020,373.00	-5,077,259.83	27.7%
Gross Profit	1,943,113.17	7,020,373.00	-5,077,259.83	27.7%
Expense				
EXPENDITURES				
"A" EXPENSES				
5000-01 · Salaries - Airport Manager	95,552.09	127,403.00	-31,850.91	75.0%
5010-00 · Salaries -Contracts/Finance Adm	63,701.02	82,500.00	-18,798.98	77.2%
5010-01 · Salaries - Office Assist.	126,887.35	163,812.58	-36,925.23	77.5%
5020-00 · Salaries - ARFF/OPS Chief	64,371.83	82,500.00	-18,128.17	78.0%
5030-00 · Salaries - ARFF/OPS Specialist	231,403.56	302,723.84	-71,320.28	76.4%
5040-00 · Salaries-ASC/Sp.Prjct./Ex. Assi	48,201.93	59,190.96	-10,989.03	81.4%
5050-00 · Salaries - Temp.	8,483.25	15,000.00	-6,516.75	56.6%
5050-02 · Salaries - Merit Increase	0.00	20,721.82	-20,721.82	0.0%
5060-01 · Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 · Overtime - Snow Removal	5,648.88	10,000.00	-4,351.12	56.5%
5060-04 · OT - Security	0.00	2,500.00	-2,500.00	0.0%
5100-00 · Retirement	74,585.45	100,815.67	-26,230.22	74.0%
5110-00 · Social Security/Medicare	47,179.20	66,428.93	-19,249.73	71.0%
5120-00 · Life Insurance	1,496.34	2,000.00	-503.66	74.8%

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (Combined)

October 2012 through June 2013

	Oct '12 - Jun 13	Budget	\$ Over Budget	% of Budget
5130-00 · Medical Insurance	110,595.78	155,000.00	-44,404.22	71.4%
5160-00 · Workman's Compensation	13,250.00	15,000.00	-1,750.00	88.3%
<b>Total "A" EXPENSES</b>	891,356.68	1,207,596.80	-316,240.12	73.8%
<b>"B" EXPENDITURES</b>				
<b>"B" EXPENSES - ADMINISTRATIVE</b>				
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	11,367.60			
6000-00 · TRAVEL EXPENSE - Other	0.00	15,000.00	-15,000.00	0.0%
<b>Total 6000-00 · TRAVEL EXPENSE</b>	11,367.60	15,000.00	-3,632.40	75.8%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies - Office	5,600.80	13,500.00	-7,899.20	41.5%
6010-03 · Supplies - Computer	2,453.87			
<b>Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE</b>	8,054.67	13,500.00	-5,445.33	59.7%
6020-00 · INSURANCE				
6020-01 · Insurance - Liability	16,610.00	18,500.00	-1,890.00	89.8%
6020-02 · Insurance - Public Officials	13,925.00	13,600.00	325.00	102.4%
6020-03 · Insurance-Bldg/Unlic.Veh./Prop	30,393.00	29,600.00	793.00	102.7%
6020-04 · Insurance - Licensed Vehicles	5,700.00	5,900.00	-200.00	96.6%
6020-05 · Insurance - Crime	625.00	550.00	75.00	113.6%
<b>Total 6020-00 · INSURANCE</b>	67,253.00	68,150.00	-897.00	98.7%
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	5,569.66	13,000.00	-7,430.34	42.8%
6030-02 · Utilities - Gas/Maintenance	4,407.17	8,500.00	-4,092.83	51.8%
6030-03 · Utilities - Elect./Runway&PAPI	4,648.13	6,000.00	-1,351.87	77.5%
6030-04 · Utilities - Elec./Office/Maint.	10,059.65	9,000.00	1,059.65	111.8%
6030-05 · Utilities - Electric/Terminal	6,383.24	7,500.00	-1,116.76	85.1%
6030-06 · Utilities - Telephone	8,539.40	17,000.00	-8,460.60	50.2%
6030-07 · Utilities - Water	495.87	1,200.00	-704.13	41.3%
6030-08 · Utilities - Garbage Removal	5,507.16	6,000.00	-492.84	91.8%
6030-09 · Utilities - Sewer	1,343.98	1,500.00	-156.02	89.6%
6030-10 · Utilities - Elec./Sewer	275.19	500.00	-224.81	55.0%
6030-11 · Utilities - Electric/Tower	3,741.73	4,000.00	-258.27	93.5%
6030-12 · Utilities - Elec./Brdfrd.Hghl	329.77			
6030-15 · Utilities - Elec/AWOS	475.14	900.00	-424.86	52.8%
6030-16 · Utilities - Elec. Wind Cone	99.88	210.00	-110.12	47.6%
6030-17 · Utilities - Elec.- Rosenberg	47.61			
6040-01 · Service Provider - Weather	5,772.00	3,700.00	2,072.00	156.0%
6040-02 · Service Provider - Term. Music	643.42	1,000.00	-356.58	64.3%
6040-03 · Service Provider - Internet/ISP	4,050.00	7,500.00	-3,450.00	54.0%
6040-04 · Service Provider - AWOS NADN	0.00	2,000.00	-2,000.00	0.0%

**Friedman Memorial Airport**  
**Profit & Loss Budget vs. Actual (Combined)**

October 2012 through June 2013

	Oct '12 - Jun 13	Budget	\$ Over Budget	% of Budget
6040-05 · Service Provider - ISP/Terminal	1,350.00	2,000.00	-650.00	67.5%
6040-06 · Service Provider - SSI Movement	0.00	8,035.00	-8,035.00	0.0%
<b>Total 6030-00 · UTILITIES</b>	<b>63,739.00</b>	<b>99,545.00</b>	<b>-35,806.00</b>	<b>64.0%</b>
<b>6050-00 · PROFESSIONAL SERVICES</b>				
6050-01 · Professional Services - Legal	15,228.60	27,500.00	-12,271.40	55.4%
6050-02 · Professional Services - Audit	24,924.43	25,000.00	-75.57	99.7%
6050-03 · Professional Services - Engineer	3,484.89	27,000.00	-23,515.11	12.9%
6050-04 · Professional Services - ARFF	0.00	2,000.00	-2,000.00	0.0%
6050-05 · Professional Services - Gen.	13,537.08			
6050-06 · Professional Services - Litigat	46,311.73	1,000.00	-947.00	5.3%
6050-07 · Professional Services - Archite	53.00	4,000.00	-3,700.00	7.5%
6050-08 · Professional Services - Securit	300.00	12,000.00	-2,483.00	79.3%
6050-10 · Prof. Svcs.-IT/Comp. Support	9,517.00	2,000.00	-2,000.00	0.0%
6050-11 · Professional Services - Wildlif	0.00	32,000.00	-20,791.20	35.0%
6050-12 · Prof. Serv.- Planning Air Serv.	11,208.80	6,500.00	-6,500.00	0.0%
6050-13 · Prof. Serv.-Website Des.& Maint	0.00			
6050-14 · Professional Services - EA	8,093.61			
<b>6050-00 · PROFESSIONAL SERVICES - Other</b>	<b>-90.00</b>			
<b>Total 6050-00 · PROFESSIONAL SERVICES</b>	<b>132,569.14</b>	<b>139,000.00</b>	<b>-6,430.86</b>	<b>95.4%</b>
<b>6060-00 · MAINTENANCE-OFFICE EQUIPMENT</b>				
6060-01 · Maint.-Office Equip./Gen.	0.00	10,000.00	-10,000.00	0.0%
6060-02 · Maintenance - Computer	1,504.00			
6060-04 · Maintenance - Copier	2,632.76			
6060-05 · Maintenance - Phone	1,062.00			
<b>Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT</b>	<b>5,198.76</b>	<b>10,000.00</b>	<b>-4,801.24</b>	<b>52.0%</b>
<b>6070-00 · RENT/LEASE OFFICE EQUIPMENT</b>				
6070-01 · Rent/Lease - Office Equip./Gen	0.00	1,500.00	-1,500.00	0.0%
6070-02 · Rent/Lease - Postage Meter	947.28			
6070-03 · Rent/Lease - Copier	0.00	4,000.00	-4,000.00	0.0%
<b>Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT</b>	<b>947.28</b>	<b>5,500.00</b>	<b>-4,552.72</b>	<b>17.2%</b>
<b>6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E</b>				
6080-01 · Dues/Memberships/Publications	12,962.95	15,000.00	-2,037.05	86.4%
6080-02 · Membership - Internet/Website	810.50			
6080-04 · Airport Marketing	1,264.76	15,000.00	-13,735.24	8.4%
<b>Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E</b>	<b>15,038.21</b>	<b>30,000.00</b>	<b>-14,961.79</b>	<b>50.1%</b>
<b>6090-00 · POSTAGE</b>				
6090-01 · Postage/Courier Service	729.95	2,700.00	-1,970.05	27.0%
<b>Total 6090-00 · POSTAGE</b>	<b>729.95</b>	<b>2,700.00</b>	<b>-1,970.05</b>	<b>27.0%</b>

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (Combined)

October 2012 through June 2013

	Oct '12 - Jun 13	Budget	\$ Over Budget	% of Budget
<b>6100-00 · EDUCATION/TRAINING</b>				
6100-01 · Education/Training - Admin.	2,776.00	30,000.00	-2,224.00	9.3%
6100-02 · Education/Training - OPS	844.00			
6100-03 · Education/Training - ARFF	7,425.89			
6100-05 · Education - Neighborl Flight	3,813.46			
<b>Total 6100-00 · EDUCATION/TRAINING</b>	<b>14,859.35</b>	<b>30,000.00</b>	<b>-15,140.65</b>	<b>49.5%</b>
<b>6110-00 · CONTRACTS</b>				
6110-01 · Contracts - General	1,165.00			
6110-02 · Contracts - FMAA	25,200.00	33,600.00	-8,400.00	75.0%
6110-03 · Contracts - SVA/Fee Collection	44,100.00	58,860.00	-14,760.00	74.9%
6110-04 · Contracts - COH LEO	2,108.00	15,000.00	-12,892.00	14.1%
6110-05 · Contracts - Janitorial	0.00	10,000.00	-10,000.00	0.0%
6110-06 · Electronic Filing System	10,350.00	13,800.00	-3,450.00	75.0%
6110-08 · Contracts - Eccles Tree Lights	30,000.00	30,000.00	0.00	100.0%
6110-09 · Contracts - Website	0.00	350.00	-350.00	0.0%
6110-10 · Online Email Server Access	552.74	2,000.00	-1,447.26	27.6%
6110-11 · Contracts -Security CMS	13,452.97	42,500.00	-29,047.03	31.7%
<b>Total 6110-00 · CONTRACTS</b>	<b>126,928.71</b>	<b>206,110.00</b>	<b>-79,181.29</b>	<b>61.6%</b>
<b>6120-00 · PERMITS</b>				
6120-01 · Permits - General	23.00	100.00	-77.00	23.0%
<b>Total 6120-00 · PERMITS</b>	<b>23.00</b>	<b>100.00</b>	<b>-77.00</b>	<b>23.0%</b>
<b>6130-00 · MISCELLANEOUS EXPENSES</b>				
6130-01 · Misc. - General	6,049.65	6,500.00	-450.35	93.1%
6140-00 · Bank Fees	866.68	1,000.00	-133.32	86.7%
<b>Total 6130-00 · MISCELLANEOUS EXPENSES</b>	<b>6,916.33</b>	<b>7,500.00</b>	<b>-583.67</b>	<b>92.2%</b>
<b>Total "B" EXPENSES - ADMINISTRATIVE</b>	<b>453,625.00</b>	<b>627,105.00</b>	<b>-173,480.00</b>	<b>72.3%</b>
<b>"B" EXPENSES - OPERATIONAL</b>				
<b>6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI</b>				
6500-01 · Supplies/Equipment - General	508.43	10,000.00	-9,491.57	5.1%
6500-02 · Supplies/Equipment - Tools	1,599.03			
6500-03 · Supplies/Equipment - Clothing	472.90			
6500-04 · Supplies/Equipment - Janitorial	8,951.54	15,000.00	-15,000.00	0.0%
6500-05 · Supplies/Equipment - Deice	0.00	5,000.00	-3,317.18	33.7%
6500-06 · Supplies/Equipment - ARFF	1,682.82			
<b>Total 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI</b>	<b>13,214.72</b>	<b>30,000.00</b>	<b>-16,785.28</b>	<b>44.0%</b>
<b>6510-00 · FUEL/LUBRICANTS</b>				
6510-02 · Fuel	20,206.79	50,000.00	-29,793.21	40.4%
<b>Total 6510-00 · FUEL/LUBRICANTS</b>	<b>20,206.79</b>	<b>50,000.00</b>	<b>-29,793.21</b>	<b>40.4%</b>



# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (Combined)

October 2012 through June 2013

	Oct '12 - Jun 13	Budget	\$ Over Budget	% of Budget
<b>6520-00 · VEHICLES/MAINTENANCE</b>				
6520-01 · R/M Equipment - General	2,977.47	27,000.00	-24,022.53	11.0%
6520-02 · R/M Equip. '93 Schmidt Snow	681.50			
6520-04 · R/M Equip. '84 Chevy Plow Truck	392.90			
6520-08 · R/M Equip. - '96 Tiger Tractor	1,833.85			
6520-17 · R/M Equip. '01 Case 921 Ldr.	23.16			
6520-19 · R/M Equip. '02 Ford F-150 PU	559.96			
6520-23 · R/M Equip. - '97 Ford Exped.	1.34			
6520-24 · R/M Equip. - '01 Ford F-250	162.96			
6520-28 · R/M Equip.-Case 621 Loader	217.02			
<b>Total 6520-00 · VEHICLES/MAINTENANCE</b>	<b>6,850.16</b>	<b>27,000.00</b>	<b>-20,149.84</b>	<b>25.4%</b>
<b>6530-00 · ARFF MAINTENANCE</b>				
6530-01 · ARFF Maint. General	0.00	5,000.00	-5,000.00	0.0%
6530-04 · ARFF Maint. - Radios	2,670.79			
6530-05 · ARFF MAInt. - '03 E-One	5.49			
<b>Total 6530-00 · ARFF MAINTENANCE</b>	<b>2,676.28</b>	<b>5,000.00</b>	<b>-2,323.72</b>	<b>53.5%</b>
<b>6540-00 · REPAIRS/MAINTENANCE - BUILDING</b>				
6540-01 · R/M Bldg. - General	1,911.70	29,000.00	-27,088.30	6.6%
6540-02 · R/M Bldg. - Terminal	14,398.36			
6540-03 · R/M Bldg. - Shop	1,556.09			
6540-04 · R/M Bldg. - Cold Storage	298.80			
6540-05 · R/M Bldg. - Manager's Bldg.	539.70			
6540-07 · R/M Bldg. - Tower	5,458.43			
6540-08 · R/M Bldg. - Parking Booth	215.97			
<b>Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING</b>	<b>24,379.05</b>	<b>29,000.00</b>	<b>-4,620.95</b>	<b>84.1%</b>
<b>6550-00 · REPAIRS/MAINTENANCE - AIRSIDE</b>				
6550-01 · R/M - General	0.00	15,000.00	-15,000.00	0.0%
6550-02 · R/M - Airfield	3,280.99			
6550-04 · R/M - Lights	1,186.33			
6550-05 · R/M - Grounds	1,083.00			
<b>Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE</b>	<b>5,550.32</b>	<b>15,000.00</b>	<b>-9,449.68</b>	<b>37.0%</b>
<b>6560-00 · SECURITY EXPENSE</b>				
6560-01 · Security	6,411.05	20,000.00	-13,588.95	32.1%
<b>Total 6560-00 · SECURITY EXPENSE</b>	<b>6,411.05</b>	<b>20,000.00</b>	<b>-13,588.95</b>	<b>32.1%</b>

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (Combined)

October 2012 through June 2013

	Oct '12 - Jun 13	Budget	\$ Over Budget	% of Budget
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	6,636.99	22,000.00	-15,363.01	30.2%
6570-02 · R/M Aeronautical Equip. - Tower	402.69			
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	8,550.00			
6570-05 · R/M Aero.Equip. Flying Hat Lgts	375.00			
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	15,964.68	22,000.00	-6,035.32	72.6%
Total "B" EXPENSES - OPERATIONAL	95,253.05	198,000.00	-102,746.95	48.1%
Total "B" EXPENDITURES	548,878.05	825,105.00	-276,226.95	66.5%
"C" EXPENSES				
7000-00 · MISC. CAPITAL EXPENDITURES				
7000-01 · Contingency	175.00	50,000.00	-49,825.00	0.4%
7000-04 · Office Equip.-Telephone	7,807.00			
7000-05 · Computer Equipment/Software	7,443.29	25,600.00	-18,156.71	29.1%
7000-06 · Asphalt Repair	12,640.00	12,700.00	-60.00	99.5%
7000-08 · ATC Equipment	0.00	6,600.00	-6,600.00	0.0%
7000-26 · Acquisition - Licensed Vehicles	13,650.00	43,000.00	-29,350.00	31.7%
7000-30 · Tires	0.00	13,500.00	-13,500.00	0.0%
7000-36 · Drivers Training Software	7,125.00			
Total 7000-00 · MISC. CAPITAL EXPENDITURES	48,840.29	151,400.00	-102,559.71	32.3%
7500-00 · IDAHO STATE GRANT PROGRAM				
7500-13 · ITD (SUN-13 ITD/FMA)	0.00	40,000.00	-40,000.00	0.0%
Total 7500-00 · IDAHO STATE GRANT PROGRAM	0.00	40,000.00	-40,000.00	0.0%
7502-00 · AIP 02 EXPENSE				
7502-01 · AIP '02 - New Arpt. EIS-Ph.II	0.00	105,264.00	-105,264.00	0.0%
Total 7502-00 · AIP 02 EXPENSE	0.00	105,264.00	-105,264.00	0.0%
7503-00 · AIP 03 EXPENSE				
7503-01 · AIP '03 - New Arpt. EIS-Ph. III	0.00	42,106.00	-42,106.00	0.0%
Total 7503-00 · AIP 03 EXPENSE	0.00	42,106.00	-42,106.00	0.0%
7504-00 · AIP 04 EXPENSE				
7504-01 · AIP '04-New Arpt.EIS-Phs.III/IV	0.00	1,052,632.00	-1,052,632.00	0.0%
Total 7504-00 · AIP 04 EXPENSE	0.00	1,052,632.00	-1,052,632.00	0.0%
7505-00 · AIP '05 EXPENSE				
7505-01 · AIP '05-New Arpt. EIS-Phs.	0.00	526,316.00	-526,316.00	0.0%
Total 7505-00 · AIP '05 EXPENSE	0.00	526,316.00	-526,316.00	0.0%

Friedman Memorial Airport  
Profit & Loss Budget vs. Actual (Combined)

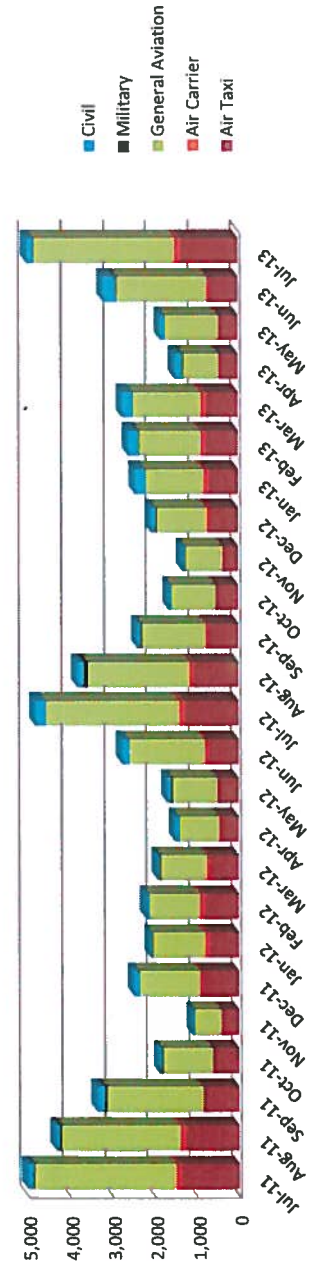
October 2012 through June 2013

	Oct '12 - Jun 13	Budget	\$ Over Budget	% of Budget
7537-00 · AIP '37 EXPENSE				
7537-01 · AIP '37 - FMA Altern. Analysis	36,362.00	552,632.00	-516,270.00	6.6%
7537-02 · AIP '37 - Non-Eligible	2,025.35			
Total 7537-00 · AIP '37 EXPENSE	38,387.35	552,632.00	-514,244.65	6.9%
7538-00 · Improvements to Existing Site				
7538-01 · AIP '38	333,188.15	789,474.00	-456,285.85	42.2%
Total 7538-00 · Improvements to Existing Site	333,188.15	789,474.00	-456,285.85	42.2%
7539-00 · AIP '39 EXPENSE - Imp. ALP				
7539-01 · AIP '39 - Eligible	150.00	1,818,947.00	-1,818,797.00	0.0%
Total 7539-00 · AIP '39 EXPENSE - Imp. ALP	150.00	1,818,947.00	-1,818,797.00	0.0%
8000-00 · Replacement Airport				
8000-02 · Project Manager	0.00	10,000.00	-10,000.00	0.0%
8000-03 · Financial	0.00	10,000.00	-10,000.00	0.0%
8000-04 · Public Outreach	21,624.52	60,000.00	-38,375.48	36.0%
8000-05 · Current Site Master Plan	0.00	10,000.00	-10,000.00	0.0%
8000-06 · Legal	6,440.00			
8000-07 · General	1,753.60	50,000.00	-48,246.40	3.5%
Total 8000-00 · Replacement Airport	29,818.12	140,000.00	-110,181.88	21.3%
9000-00 · PFC EXPENSE				
9000-03 · PFC '12	314,855.45	209,000.00	105,855.45	150.6%
Total 9000-00 · PFC EXPENSE	314,855.45	209,000.00	105,855.45	150.6%
Total "C" EXPENSES	765,239.36	5,427,771.00	-4,662,531.64	14.1%
Total EXPENDITURES	2,205,474.09	7,460,472.80	-5,254,998.71	29.6%
Total Expense	2,205,474.09	7,460,472.80	-5,254,998.71	29.6%
Net Ordinary Income	-262,360.92	-440,099.80	177,738.88	59.6%
Net Income	-262,360.92	-440,099.80	177,738.88	59.6%

# ATCT Traffic Operations Record

Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
January	3,622	3,893	3,912	2,600	3,028	2,787	4,547	2,520	2,070	2,379	2,408	2,098	2,454		
February	4,027	4,498	3,073	3,122	3,789	3,597	3,548	2,857	2,244	2,647	2,117	2,205	2,612		
March	4,952	5,126	3,086	4,097	3,618	2,918	4,677	3,097	2,145	2,709	1,813	1,921	2,753		
April	2,494	3,649	2,213	2,840	2,462	2,047	2,581	2,113	1,724	1,735	1,604	1,513	1,509		
May	3,905	4,184	2,654	3,282	2,729	2,134	1,579	2,293	2,280	1,891	1,533	1,693	1,852		
June	4,787	5,039	4,737	4,438	3,674	3,656	5,181	3,334	2,503	3,019	2,898	2,761	3,203		
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		
August	6,479	6,917	5,513	5,707	5,722	6,087	8,196	4,570	4,488	4,705	4,326	3,823	0		
September	3,871	4,636	4,162	4,124	4,609	3,760	4,311	2,696	3,376	3,128	3,359	2,396	0		
October	3,879	3,656	3,426	2,936	3,570	3,339	3,103	2,134	2,145	2,012	1,886	1,658	0		
November	3,082	2,698	2,599	2,749	2,260	2,912	2,892	1,670	1,901	1,309	1,114	1,325	0		
December	3,401	2,805	3,247	3,227	2,722	3,834	2,699	1,848	2,272	1,811	2,493	2,066	0		
<b>Totals</b>	<b>50,858</b>	<b>55,897</b>	<b>44,739</b>	<b>45,032</b>	<b>43,607</b>	<b>43,002</b>	<b>50,712</b>	<b>33,836</b>	<b>31,699</b>	<b>32,350</b>	<b>30,555</b>	<b>28,269</b>	<b>19,728</b>		

**Operations**  
2011-2013 YTD  
(Cumulative)



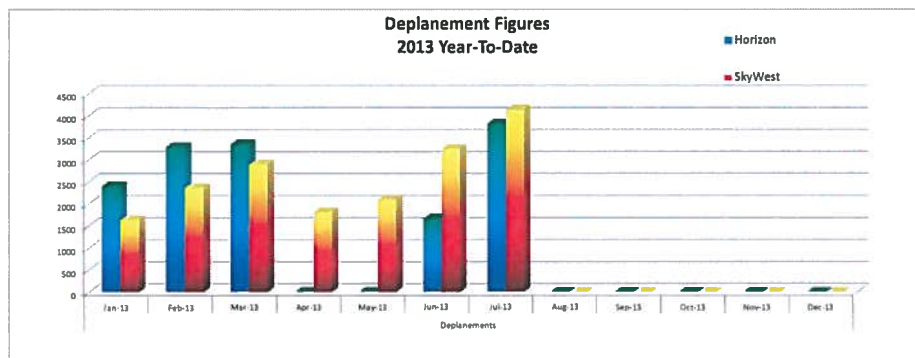
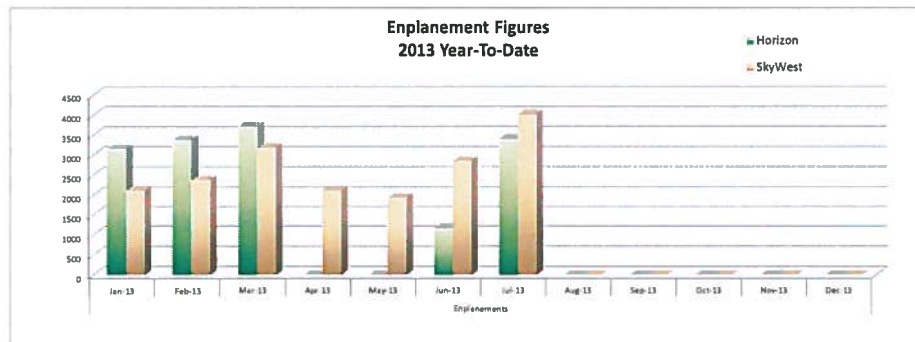
ATCT Operations Change (current month vs. same month last year)			
	2013	2012	% Change
Air Taxi	1,371	1,286	7%
Air Carrier	127	124	2%
General Aviation	3,330	3,151	6%
Military	8	3	167%
Civil	509	246	107%
Total	5345	4810	11%

2013 Enplanements													
Date	Alaska Airlines					SkyWest					Current Y-T-D	Prior Y-T-D	Y-T-Y % Change
	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change			
Jan-13	3,079	71	3,150	2,932	7%	2,047	66	2,113	2,395	-12%	5,263	5,327	-1.2%
Feb-13	3,307	67	3,374	2,839	19%	2,307	59	2,366	2,265	4%	11,003	10,431	5.5%
Mar-13	3,630	87	3,717	2,686	38%	3,114	71	3,185	2,827	13%	17,905	15,944	12.3%
Apr-13	0	0	0	0	0%	2,018	96	2,114	2,151	-2%	20,019	18,095	10.6%
May-13	0	0	0	0	0%	1,835	90	1,925	1,974	-2%	21,944	20,069	9.3%
Jun-13	1,132	41	1,173	1,426	-18%	2,742	105	2,847	2,558	11%	25,964	24,053	7.9%
Jul-13	3,331	74	3,405	3,563	-4%	3,893	121	4,014	3,662	10%	33,383	31,278	6.7%
<b>Totals</b>	<b>14,479</b>	<b>340</b>	<b>14,819</b>	<b>13,446</b>	<b>10%</b>	<b>17,956</b>	<b>608</b>	<b>18,564</b>	<b>17,832</b>	<b>4%</b>			

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

2013 Deplanements													
Date	Alaska Airlines					SkyWest					Current Y-T-D	Prior Y-T-D	Y-T-Y % Change
	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change			
Jan-13	2,320	78	2,398	2,259	6%	1,575	57	1,632	1,679	-3%	4,030	3,938	2.3%
Feb-13	3,226	68	3,294	3,061	8%	2,300	60	2,360	2,260	4%	9,684	9,259	4.6%
Mar-13	3,268	87	3,355	2,506	34%	2,807	84	2,891	2,404	20%	15,930	14,169	12.4%
Apr-13	0	0	0	0	0%	1,739	67	1,806	1,891	-4%	17,736	16,060	10.4%
May-13	0	0	0	0	0%	2,005	81	2,086	2,057	1%	19,822	18,117	9.4%
Jun-13	1,608	54	1,662	1,854	-10%	3,129	113	3,242	2,739	18%	24,726	22,710	8.9%
Jul-13	3,735	84	3,819	3,911	-2%	3,994	143	4,137	3,819	8%	32,682	30,440	7.4%
<b>Totals</b>	<b>14,157</b>	<b>371</b>	<b>14,528</b>	<b>13,591</b>	<b>7%</b>	<b>17,549</b>	<b>605</b>	<b>18,154</b>	<b>16,849</b>	<b>8%</b>			

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





# Friedman Memorial Airport

July 2013

## 2013 Seat Occupancy

Month	Alaska Airlines				SkyWest Airlines				Annual Seat Occupancy Year-to-Year Comparison			
	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Total Seats Occupied Y-T-D		Total Seats Occupied Prior Y-T-D	
Jan-13	59	4,484	3,150	70%	107	3,210	2,113	66%	5,263	5,327	5,327	5,327
Feb-13	55	4,180	3,374	81%	116	3,480	2,366	68%	11,003	10,431	10,431	10,431
Mar-13	59	4,484	3,717	83%	140	4,200	3,185	76%	17,905	15,944	15,944	15,944
Apr-13	0	0	0	0%	98	2,940	2,114	72%	20,019	18,095	18,095	18,095
May-13	0	0	0	0%	92	2,742	1,925	70%	21,944	20,069	20,069	20,069
Jun-13	27	1,836	1,173	64%	167	5,010	2,847	57%	25,964	24,053	24,053	24,053
Jul-12	61	4,148	3,405	82%	211	6,330	4,014	63%	33,383	31,278	31,278	31,278
<b>Totals</b>	<b>261</b>	<b>19,132</b>	<b>14,819</b>	<b>77%</b>	<b>931</b>	<b>27,912</b>	<b>18,564</b>	<b>67%</b>				

Total of 68 Seats Available on aircraft for summer months

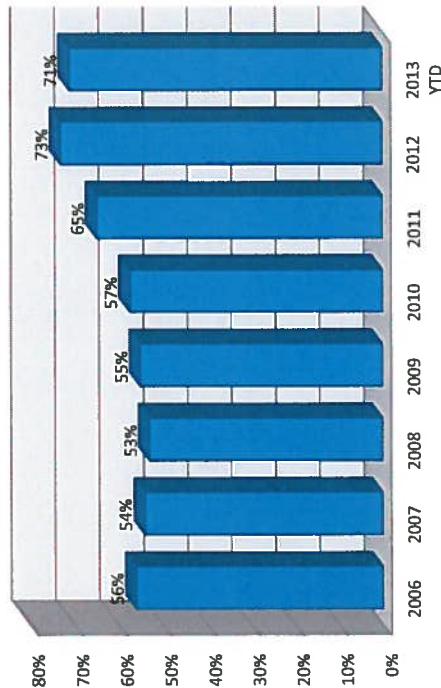
Total of 76 Seats Available on aircraft for winter months

Total of 30 Seats Available on aircraft

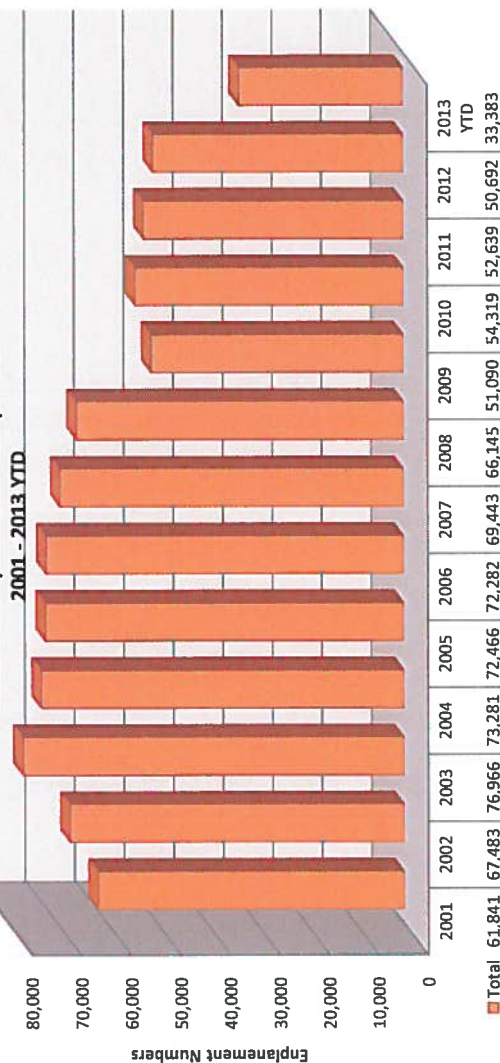
Legend: Y-T-D = Year-to-Date  
Y-T-Y = Year-To-Year

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

Historical Seat Occupancy Comparison  
2001-2013 YTD



Historical Enplanment Comparison  
2001 - 2013 YTD



**From:** Rick Baird  
**Sent:** Friday, August 16, 2013 12:51 PM  
**To:** 'Church, Andrew (Crapo)'  
**Cc:** 'ron fairfax'; 'susan schou mcbryant'; 'Lawrence Schoen'; 'Jacob Greenberg'; 'Candice Pate'; April Dieter (april@flyfma.com)  
**Subject:** Contract tower program

Hi A.J.:

First, on behalf of our entire community, we would like to again thank Senator Crapo for support in keeping FAA contract towers open, including four contract towers in the State of Idaho, through the end of fiscal year 2013 – September 30. We are also very grateful for the dedicated funding that both the House and Senate have provided as part of pending DOT/FAA appropriations bills to keep all FAA contract towers open beyond the end of September and through fiscal year 2014.

Although both Houses of Congress are firmly on record in support of keeping contract towers open and operational beyond September 30, it is unclear at this point if those measures will be enacted into law by October 1, and the entire Wood River Valley remains concerned that DOT and FAA may target towers for closure once again in the absence of certainty within the budget process.

As was evident when the FAA announced its intention to close contract towers earlier this year, any uncertainty of funding for these towers will create significant safety and operational concerns in our community and with the flying public. This program is critical to the State of Idaho, and we are fearful that absent direction from Congress Idaho Towers could face closure in the months ahead. We cannot allow that to happen.

Senator Crapo, a bipartisan majority in Congress, local community leaders, airlines, airports, the National Air Traffic Controllers Association, the general aviation industry and others joined together to warn of the adverse safety and economic impacts that would follow closure of the towers. That spontaneous alliance of interests was successful due to a unified public assessment of the situation: air traffic control towers add important aviation safety and national security benefits, link communities to the national aviation system, create jobs and bolster the economy of small communities.

FAA long has touted this program as a financial and safety success, stating that controllers at contract towers perform a host of important functions, including separating aircraft; issuing safety and weather alerts; and assisting with military, emergency response and medical flights. The DOT Inspector General repeatedly has validated the value of contract towers and the contract tower program in enhancing safety, improving aviation system efficiency, and delivering cost-effective services

Yesterday afternoon, FAA Administrator Michael Huerta hosted a meeting of a dozen aviation industry stakeholders to discuss initial planning for the next round of sequestration, slated to kick-in in early 2014 unless Congress acts.

Administrator Huerta reviewed the FY2013 actions taken by the agency (which involved reductions of \$486 million) and indicated that the FY2014 target would be \$697 million. In outlining possible additional cuts to meet the required \$697 million, the Administrator discussed a series of "bad choices" including furloughs, deferring controller hiring, reductions in the efficiency of the system and shrinkage of services. Specific examples of shrinking services identified by the Administrator included phased out funding for contract towers, flight service stations, and contract weather observers, with the explanation that "this allows FAA to target remaining resources to serve the largest number of passengers at the most utilized locations."

We cannot allow these critically important facilities to again become a pawn in ongoing budget battles. Thank you for your time and continuing efforts to support the FAA Contract Tower Program. We look forward to working with you to ensure its future success.

Best Regards,





## Rick Baird

---

**From:** Rick Baird  
**Sent:** Friday, August 16, 2013 1:45 PM  
**To:** 'Culver, Linda'  
**Cc:** 'ron fairfax'; 'susan schou mcbryant'; 'Lawrence Schoen'; 'Jacob Greenberg'; 'Candice Pate'; April Dieter (april@flyfma.com)  
**Subject:** Contract Tower Program

Hi Linda:

First, on behalf of our entire community, we would like to again thank Congressman Simpson for support in keeping FAA contract towers open, including four contract towers in the State of Idaho, through the end of fiscal year 2013 – September 30. We are also very grateful for the dedicated funding that both the House and Senate have provided as part of pending DOT/FAA appropriations bills to keep all FAA contract towers open beyond the end of September and through fiscal year 2014.

Although both Houses of Congress are firmly on record in support of keeping contract towers open and operational beyond September 30, it is unclear at this point if those measures will be enacted into law by October 1, and the entire Wood River Valley remains concerned that DOT and FAA may target towers for closure once again in the absence of certainty within the budget process.

As was evident when the FAA announced its intention to close contract towers earlier this year, any uncertainty of funding for these towers will create significant safety and operational concerns in our community and with the flying public. This program is critical to the State of Idaho, and we are fearful that absent direction from Congress Idaho Towers could face closure in the months ahead. We cannot allow that to happen.

Congressman Simpson, a bipartisan majority in Congress, local community leaders, airlines, airports, the National Air Traffic Controllers Association, the general aviation industry and others joined together to warn of the adverse safety and economic impacts that would follow closure of the towers. That spontaneous alliance of interests was successful due to a unified public assessment of the situation: air traffic control towers add important aviation safety and national security benefits, link communities to the national aviation system, create jobs and bolster the economy of small communities.

FAA long has touted this program as a financial and safety success, stating that controllers at contract towers perform a host of important functions, including separating aircraft; issuing safety and weather alerts; and assisting with military, emergency response and medical flights. The DOT Inspector General repeatedly has validated the value of contract towers and the contract tower program in enhancing safety, improving aviation system efficiency, and delivering cost-effective services

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**Richard R. Baird**

Friedman Memorial Airport

Airport Manager

(208) 788-4956 ext.106 Work

(208) 720-1830 Mobile

Rick@flyma.com

P.O. Box 929

Hailey, ID 83333

## Rick Baird

---

**From:** Rick Baird  
**Sent:** Friday, August 16, 2013 2:29 PM  
**To:** 'Mathews, Mike (Risch)'  
**Cc:** April Dieter (april@flyfma.com)  
**Subject:** FW: Contract Tower Program

Hi Mike:

It did not get to you the first time. Rick

---

**From:** Rick Baird  
**Sent:** Friday, August 16, 2013 12:57 PM  
**To:** Mike Matthews ([mike-mathews@risch.senate.gov](mailto:mike-mathews@risch.senate.gov))  
**Cc:** 'ron fairfax'; 'susan schou mcbryant'; 'Lawrence Schoen'; 'Jacob Greenberg'; 'Candice Pate'; April Dieter ([april@flyfma.com](mailto:april@flyfma.com))  
**Subject:** Contract Tower Program

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**Richard R. Baird**  
Friedman Memorial Airport  
Airport Manager  
(208) 788-4956 ext.106 Work  
(208) 720-1830 Mobile  
Rick@flyfma.com  
P.O. Box 929  
Hailey, ID 83333

## Reader Comment: General Aviation: Helping Businesses Get through the World's Daily Grind

AUGUST 11, 2013 1:00 AM • [TOM BOYER](#)

Throughout our vast state, it is often a challenge for businesses to get from one location to another, forcing us to spend hours on the road or thousands of dollars on commercial air travel.

In the case of my business, which roasts and distributes coffee, we have to travel frequently throughout the inland northwest to meet with customers, delivering products and everything from servicing vending machines and fixing equipment. The purchase of a small airplane for my business has helped tremendously, making it possible for me to get from point to point quickly, allowing me to meet with my employees quickly, easily transport tools and demonstration materials to any one of the 120 or more communities around the state that are close to an airport, and even letting me get beautiful panoramic photographs for labels in the areas where I sell coffee. Being able to meet with my employees in their area is a great asset by the way of quick travel time.

My story is not unique; countless other small business owners, especially in rural areas, rely on general aviation as a tool to increase overall productivity and to do what they otherwise would not be able to do. This added value for businesses, according to state figures, creates an estimated economic impact of \$429 million every year and supports more than 4,000 jobs in Idaho. Across the country, general aviation is responsible for \$150 million in economic activity annually and supports more than 1.2 million jobs.

But general aviation is not only an economic asset. The versatility that makes general aviation such a vital tool for businesses also makes it a great resource for public safety. Idaho citizens are safer because of the services of groups such as Air Idaho Rescue. Specialized care for certain patients is often too far away from their home or community hospital. Air Idaho Rescue allows these patients to get the care they need in emergency situations and when time is critical.

This general aviation service can reach the back country by which normal means would take hours to reach. Just recently, a friend contacted me by way of satellite phone in the wilderness area of Idaho that they needed medical supplies. This location is 5800 elevation and at 85 degrees it would be hours before they could get out due to density altitude. I picked up the supplies and flew it in and the young man was taken care of by 3 p.m.

General aviation also played a crucial role in fighting the 2012 Mustang Complex Fire. Each year, helicopters and air tankers help control the fires that blaze through our forests, threaten our wildlife, homes and citizens. With anticipation of an especially difficult 2013 fire season, such services will be critical in keeping Idaho safe and helping our law enforcement and firefighters do their job effectively.

Even with the countless benefits and services provided by general aviation, some in Washington, DC have proposed a \$100-per-flight "user fee" tax on every take-off and landing for many businesses, farmers and groups that use turbine aircraft. This would mean endless fees upon fees for businesses like mine that make many take-offs and landings and needless bureaucracy. Others have proposed shortening the depreciation schedule for the purchase of a new business aircraft, dis-incentivizing businesses like mine from investing in this critical tool.

Luckily, many of our local leaders, such as Governor Butch Otter and Mayor Leo Marshall of Salmon, ID recognize the critical benefits of general aviation and community airports for our state. As part of these efforts, Governor Butch Otter has declared June General Aviation Appreciation Month.

These efforts by the Governor and others should be applauded and I hope will encourage others in Idaho and around the country to send a strong message to others to protect this important economic driver and lifeline to rural communities around the nation.

Tom Boyer is a member of the Alliance for Aviation Across America.

## Rick Baird

**From:** Barbara Cook <barbara.cook@aaa.org>  
**Sent:** Friday, August 16, 2013 4:40 PM  
**To:** Rick Baird  
**Subject:** Airport Report Today, August 19, 2013



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AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES



AUGUST 19, 2013

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[Spirit Air Dispatchers Ratify Contract](#)

[Port Columbus To Open New South Runway](#)

[GSA Announces Federal Airline Contracts For 2014](#)

[FAA Receives New NextGen Software Tool](#)

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[JetBlue, British Airways To Interline](#)

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## Huerta Discusses Plans For 2014 Sequestration

FAA Administrator Michael Huerta on Aug. 15 hosted a meeting of a dozen aviation industry stakeholders to discuss initial planning for the next round of sequestration, slated to begin in early 2014 unless Congress acts before then.

AAAE Gov President Todd Hauptli attended for AAAE. Huerta reviewed the fiscal year 2013 actions taken by his agency, which involved reductions of \$486 million, and said that the fiscal year 2014 target would be \$697 million.

Huerta outlined nearly \$500 million in cuts through reductions in overtime, travel, contracts, service cuts and attrition and hiring freezes for the next fiscal year. With more than \$100 million in mandated pay increases, FAA still would have an unresolved shortfall of \$337 million.

In outlining possible other cuts to meet the required \$697 million, Huerta discussed a series of "bad choices," including furloughs, deferring controller hiring, reductions in the efficiency of the system and shrinkage of services. Specific examples of shrinking services identified by the administrator included phased-out funding for contract towers, flight service stations, and contract weather observers, with the explanation that, "This allows FAA to target remaining resources to serve the largest number of

### NAC PANEL TO PREVIEW AIRPORT AIRLINE INDUSTRY IN 2014

A preview of what's ahead for the aviation industry in 2014 will open 2013 F. Russell Hoyt National Airport Conference (NAC), scheduled for 20-22 in Nashville.

Panelists for this session are: Chri Fornarotto, associate administrator airports, FAA; Sharon Pinkerton, s vice president, legislative and regulatory policy, Airlines for America; Mark C A.A.E., CEO, Philadelphia International; Bonnie Allin, A.A.E., president/CEO Tucson International; Todd McNar A.A.E., director of airports; Ventura County Department of Airports; an Barry Bateman, A.A.E. director G



passengers at the most utilized locations.”

Huerta said that a broad sequestration solution needs to be implemented, not a rifle shot “one-year fix.” He also expressed concern about the challenges associated with a series of short-term continuing resolutions. He pledged to remain in contact with the aviation industry as the process moves forward.

### Fitch: DOJ Lawsuit Could Benefit Airports

The Justice Department’s move to block the proposed merger between US Airways and American could have a “marginally positive” impact on U.S airports, according to Fitch Ratings.

“If this move signals the end of the consolidation trend in the airline business, airports will generally benefit as more carriers (and competition) increase the routes and require more services,” the firm said. In addition, Fitch noted that, “Smaller regional airports may fare the best if the trend toward consolidation is at an end. They are more vulnerable to airline service cutbacks after a merger of large carriers.”

In other news regarding the proposed merger, instead of approving American’s bankruptcy reorganization plan, Judge Sean Lane gave the airline and its creditors until August 23 to submit briefs on how he should proceed. According to published reports, Lane requested the parties to submit more information as a result of the antitrust challenge.

### Port Columbus To Open New South Runway

FAA Administrator Michael Huerta on Aug. 22 is scheduled to commission Port Columbus International’s new south runway. FAA funded nearly 63 percent of the project cost.

The three-year, \$140 million capital project was finished on schedule and under original budget estimates, according to the airport. The multi-phase venture is one of several major airport improvement projects designed to position Port Columbus for long-term growth. The former south runway, which includes sections of original 1928 pavement, will be converted to a taxiway after the new runway opens.

### FAA Receives New NextGen Software Tool

FAA announced that the National Aeronautics and Space Administration (NASA) has provided the agency with a new NextGen software tool designed to improve the flow of aircraft from runways to cruising altitudes.

The tool, called Precision Departure Release Capability (PDRC), was developed by NASA and transferred to FAA to allow the agency to develop and implement PDRC. This marks the third time in the past two years the two agencies have collaborated on the development of new technologies to enable aircraft to fly more efficiently, easing congestion in the nation’s skies and reducing aviation’s impact on the environment, FAA said.

More information is available at <http://www.faa.gov/news/updates/?newsId=73374>.

### JetBlue, British Airways To Interline

JetBlue and British Airways (BA) announced an interline agreement to connect their networks at New York’s Kennedy International, Boston Logan International, Orlando International and Washington Dulles International airports.

Mitchell International.

This signature AAAE conference a airport executives; finance, administration and operations personnel; general aviation professionals; and management of small, medium and hub airports.

The NAC will begin with a welcome reception on Sunday evening, Oct. 21 and conclude on Tuesday, Oct. 22 p.m. with a cash drawing. This event has become a tradition at the NAC, so be sure to plan to stay. In addition, a special event is scheduled for Saturday, Oct. 20 at 1 p.m.

For NAC and special event information and to register, go to <http://events.aaae.org/sites/13090>. For program questions, contact Barbara Cook at [barbara.cook@aaae.org](mailto:barbara.cook@aaae.org). For registration/hotel questions, contact Stacey DeClue at [stacey.declue@aaae.org](mailto:stacey.declue@aaae.org).

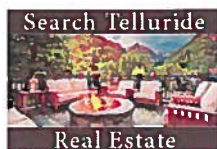
#### FEATURED MEETING

**AAAE/CDA Airports Going Green Conference**  
November 12 - 14, 2013 | Chicago, IL

#### UPCOMING EVENTS

**AAAE/Unison Consulting, Inc. CIP Finance Workshop**  
August 25 - 27, 2013 | Dana Point, CA  
**USTDA U.S.-China Aviation Symposium**  
September 9 - 11, 2013 | Beijing, China  
**AAAE Airport Social Media Summit**  
September 9 - 10, 2013 | Dallas, TX  
**AAAE ACE-Airfield Operations Training Course**  
September 10 - 13, 2013 | Orlando, FL  
**AAAE Airport Wildlife Trainers Conference**  
September 15 - 18, 2013 | Minneapolis, MN  
**AAAE Airfield Construction Management Workshop**  
September 25 - 26, 2013 | Portland, ME  
**AAAE Airport Pavement Maintenance and Evaluation Workshop**  
September 26 - 27, 2013 | Portland, ME  
**Northwest Chapter AAAE Annual Conference and Exposition**  
September 30 - October 2, 2013 | Vancouver, BC





HOME NEWS SPORTS BUSINESS ARTS AND ENTERTAINMENT OPINION LETTERS TO THE EDITOR CLASSIFIEDS Tuesday, August 20, 2013

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## Telluride airport activates new air traffic control system

*New radar tracks planes at low altitudes*

By Heather Sackett  
Associate Editor

Published Tuesday, August 20, 2013 6:06 AM CDT

The Telluride Airport has received a new ground and satellite-based air traffic control system that helps eliminate delays, enhances the flow of air traffic and improves safety.

According to a press release, the Federal Aviation Administration Next Generation Air Transportation system expands radar coverage of the airspace at three airports: Telluride, Gunnison and Durango. The new system was funded by the Colorado Division of Aeronautics, the FAA and a \$110,000 contribution by the Telluride Regional Airport Authority.

Telluride Airport Manager Rich Nuttall said the system, which became operational on July 31, works fine so far, and will really be put to the test come winter.

"We will know even more this winter when we get really busy," Nuttall said. "That's the important thing. When we have our busy time it will help the flow of traffic."

Previously, Longmont-based air traffic controllers couldn't see traffic at low altitudes because the mountains interfered with traditional radar. This meant planes had to wait for flights ahead of them to clear 12,000 feet before they could take off. The new system allows air traffic controllers in Longmont to track planes below 12,000 feet, all the way to the ground. The FAA maintains and operates the system.

"This is great news for aviation safety in Colorado," said CDOT Executive Director Don Hunt in the release. "This completed system will help deliver more on-time flights, reduce fuel consumption and will help boost tourism and economic development. This system is consistent with the goals of Gov. Hickenlooper and CDOT to deliver the most efficient and safest transportation system for Colorado."

Over the last year, a system of ground-based equipment for the Wide Area Multilateration technology, including antennas, was installed at the Telluride Airport. The technology works with a network of sensors around each of the airports that receive and send aircraft transponder signals, according to the press release. Computers analyze the signals and allow air traffic controllers to determine the location of the aircraft.

Telluride, Gunnison and Durango now join a system that includes Montrose, which got the technology in 2012 and Rifle/Garfield County, Craig, Steamboat Springs and Hayden, which received the system upgrade in 2010.

"CDOT's Aeronautics Division has been involved with this system for the past eight years," said Aeronautics Division Director David Gordon in the release. "This has been a great partnership with the FAA. The technology which was first used in western Colorado is now being installed across the United States to help our aviation system stay safe, on-time and dependable."

The new system also allows pilots to fly search and rescue missions in weather conditions that would previously have kept them grounded and helps reduce weather-related diversions and delays.

"This is going to enhance traffic flow in Telluride and Montrose and the other airports they installed previously," Nuttall said. "It's just a good system all the way around for this part of the state."

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# TELLURIDE DAILY PLANET

## NEWS

### Telluride airport looks to get the word out

[Print Page](#)

*Airport to promote facilities, work with the resort community*

**By Collin McRann**  
**Staff reporter**

Published: Wednesday, August 21, 2013 6:06 AM CDT

The Telluride Regional Airport Authority wants to make sure the many improvements made to the airport over the past few years are not going unnoticed.

Getting the word out on its facilities is part of a larger effort the board has been discussing recently. The airport is also looking to create consistency with its image and work more closely with the local resort community. Things such as the new radar system and runway improvements have allowed the airport to offer expanded services with larger planes. And if future construction projects continue as planned, a bigger variety of planes could land there eventually. With all the activity, the airport board wants to make sure the general public is aware of what is going on.

"Over \$50 million has gone into safety and the airport facility itself in the last few years," said Telluride Mayor Stu Fraser, who represents the town on the TRAA board. "Right now we don't have the commercial flights that we need for the airport to be as successful. But we're working very hard to make sure that we get those flights. And we're also trying to build the general aviation aspect of it too, which is where the profitability is coming from at this point."

Michael Martelon, president of the Telluride Tourism Board, said the effort is also focused on trying to get the airport's image under the same umbrella as the rest of the Telluride resort community, all while promoting the improvements.

Many of the airport's upgrades over the past five years have focused on the runway. Approaches have been improved, and there is an ongoing project to mitigate landslide potential. Future improvements to the runway's approach are also being considered, and a design feasibility study is due to be complete this fall, according to airport documents.

"Our master plan has been in place for quite a while," Fraser said. "If we continue to get the funding that we need to get, that airport will change dramatically in the next few years. It'll look different than it looks now. It already looks different than it did five years ago."

He added that as part of the process, the airport board is trying to be as transparent as possible. And as part of the consistency effort, the board is working closely with other regional groups. The board has been involved with the TTB and the Colorado Flights Alliance to make the airport a stronger entity within the region.

"What we're really trying to do is make the airport more known for what it is," Fraser said. "Which is a high quality airport located at the highest elevation within the U.S. and it's very safe. We have a new radar system in place. Everything meets all the FAA standards, and we've got a board in place that is striving to really make sure that the public is aware of what it is and what we have."

The Telluride Airport is the highest commercial airport the U.S., and it is located on top of the Deep Creek Mesa. The airport offers daily commercial flights to and from Denver and has service for private flights.



## FLY SUN VALLEY ALLIANCE BOARD MEETING MINUTES

Thursday, July 18, 2013 8:00am, Friedman Memorial Airport

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

Board Members Absent: Wally Huffman

### TOPIC DISCUSSED:

#### Consent Items:

- June Minutes: Tim moved to approve, Jack seconded VOTE: All in favor
- June FY13 YTD Financials & Payables: Jack moved to approve, Peter seconded VOTE: All in favor
  - Carol noted that FSVA is in process of transitioning accounting services to McPherson & Keppler CPA by August 1
  - Board will be presented with final FY14 budget for review/approval at Sept meeting

### Reports:

#### Funding

- **FSVA City/County Updates:** No final decisions made on funding yet by cities/county, will happen in August.

#### Programs/Fundraising

- **Realtors for Air:** Continuing to work on wrapping up FY13 RFA Program, total received through 6/30 = \$67,261 with some additional contributions still to come in. FY14 program has been launched, 14 offices have already re-signed on as 100% offices. FSVA will be providing greater ongoing recognition for 100% offices through ads, posters, etc.
- **2013.14 Air Support Business Ski Pass Program:** Carol to meet with SVC to launch program by end of July.

#### Air Service Initiatives/Research/Promotions:

##### Alaska Airlines MRG performance update:

- Summer 2013 booking report YTD was reviewed. September needs extra marketing push to stimulate bookings.

##### New Service Update: Discussions continuing to progress

USDOT SCASDP Grant: FMAA, FSVA and Sun Valley Resort have partnered on grant for Denver/east coast connecting service. FMAA paying for 75% of M&H grant preparation cost, FSVA will pay 25% of cost. Grant application will be completed and submitted by July 19. Grant awards will be made sometime in Sept/Oct.

##### SUN Airport Update:

Much positive progress has been made in last few months.

- FMAA board is committed to infrastructure and reliability improvements as well as air service development.
- FMAA actively involved with SCASDP grant
- FMAA will soon be launching a Fly Local marketing campaign

##### Research:

- Summer survey collection being done and will run through Sept.

Air Service Marketing Update: Marketing efforts continue in SEA and LAX markets to drive demand

Monthly Directors Report: Provided for review.

*Respectfully Submitted, Carol Waller, FSVA Director*



EXPLORE  
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An aerial, black and white photograph of a roller coaster track. The track is a complex, looping structure that curves through a landscape dotted with palm trees. The coaster cars are visible along the track, and the overall scene is captured from a high angle, looking down on the ride.

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*Alaska Airlines*®

<b>WONG DOODY CRANDALL WIENER</b>										JOB: 13ALM245		SCHEDULED FROM: Sun Valley Ave 5:30		ADDRESS: 4120 N 151 ST		LEAD PRD: SE		LAST PRD: 10th Nov	
FLOOR NAME: 13ALM245 F100, 13ALM245 W5, 13ALM245 W6, 13ALM245 W7, 13ALM245 W8, 13ALM245 W9, 13ALM245 W10, 13ALM245 W11, 13ALM245 W12, 13ALM245 W13, 13ALM245 W14, 13ALM245 W15, 13ALM245 W16, 13ALM245 W17, 13ALM245 W18, 13ALM245 W19, 13ALM245 W20, 13ALM245 W21, 13ALM245 W22, 13ALM245 W23, 13ALM245 W24, 13ALM245 W25, 13ALM245 W26, 13ALM245 W27, 13ALM245 W28, 13ALM245 W29, 13ALM245 W30, 13ALM245 W31, 13ALM245 W32, 13ALM245 W33, 13ALM245 W34, 13ALM245 W35, 13ALM245 W36, 13ALM245 W37, 13ALM245 W38, 13ALM245 W39, 13ALM245 W40, 13ALM245 W41, 13ALM245 W42, 13ALM245 W43, 13ALM245 W44, 13ALM245 W45, 13ALM245 W46, 13ALM245 W47, 13ALM245 W48, 13ALM245 W49, 13ALM245 W50, 13ALM245 W51, 13ALM245 W52, 13ALM245 W53, 13ALM245 W54, 13ALM245 W55, 13ALM245 W56, 13ALM245 W57, 13ALM245 W58, 13ALM245 W59, 13ALM245 W60, 13ALM245 W61, 13ALM245 W62, 13ALM245 W63, 13ALM245 W64, 13ALM245 W65, 13ALM245 W66, 13ALM245 W67, 13ALM245 W68, 13ALM245 W69, 13ALM245 W70, 13ALM245 W71, 13ALM245 W72, 13ALM245 W73, 13ALM245 W74, 13ALM245 W75, 13ALM245 W76, 13ALM245 W77, 13ALM245 W78, 13ALM245 W79, 13ALM245 W80, 13ALM245 W81, 13ALM245 W82, 13ALM245 W83, 13ALM245 W84, 13ALM245 W85, 13ALM245 W86, 13ALM245 W87, 13ALM245 W88, 13ALM245 W89, 13ALM245 W90, 13ALM245 W91, 13ALM245 W92, 13ALM245 W93, 13ALM245 W94, 13ALM245 W95, 13ALM245 W96, 13ALM245 W97, 13ALM245 W98, 13ALM245 W99, 13ALM245 W100, 13ALM245 W101, 13ALM245 W102, 13ALM245 W103, 13ALM245 W104, 13ALM245 W105, 13ALM245 W106, 13ALM245 W107, 13ALM245 W108, 13ALM245 W109, 13ALM245 W110, 13ALM245 W111, 13ALM245 W112, 13ALM245 W113, 13ALM245 W114, 13ALM245 W115, 13ALM245 W116, 13ALM245 W117, 13ALM245 W118, 13ALM245 W119, 13ALM245 W120, 13ALM245 W121, 13ALM245 W122, 13ALM245 W123, 13ALM245 W124, 13ALM245 W125, 13ALM245 W126, 13ALM245 W127, 13ALM245 W128, 13ALM245 W129, 13ALM245 W130, 13ALM245 W131, 13ALM245 W132, 13ALM245 W133, 13ALM245 W134, 13ALM245 W135, 13ALM245 W136, 13ALM245 W137, 13ALM245 W138, 13ALM245 W139, 13ALM245 W140, 13ALM245 W141, 13ALM245 W142, 13ALM245 W143, 13ALM245 W144, 13ALM245 W145, 13ALM245 W146, 13ALM245 W147, 13ALM245 W148, 13ALM245 W149, 13ALM245 W150, 13ALM245 W151, 13ALM245 W152, 13ALM245 W153, 13ALM245 W154, 13ALM245 W155, 13ALM245 W156, 13ALM245 W157, 13ALM245 W158, 13ALM245 W159, 13ALM245 W160, 13ALM245 W161, 13ALM245 W162, 13ALM245 W163, 13ALM245 W164, 13ALM245 W165, 13ALM245 W166, 13ALM245 W167, 13ALM245 W168, 13ALM245 W169, 13ALM245 W170, 13ALM245 W171, 13ALM245 W172, 13ALM245 W173, 13ALM245 W174, 13ALM245 W175, 13ALM245 W176, 13ALM245 W177, 13ALM245 W178, 13ALM245 W179, 13ALM245 W180, 13ALM245 W181, 13ALM245 W182, 13ALM245 W183, 13ALM245 W184, 13ALM245 W185, 13ALM245 W186, 13ALM245 W187, 13ALM245 W188, 13ALM245 W189, 13ALM245 W190, 13ALM245 W191, 13ALM245 W192, 13ALM245 W193, 13ALM245 W194, 13ALM245 W195, 13ALM245 W196, 13ALM245 W197, 13ALM245 W198, 13ALM245 W199, 13ALM245 W200, 13ALM245 W201, 13ALM245 W202, 13ALM245 W203, 13ALM245 W204, 13ALM245 W205, 13ALM245 W206, 13ALM245 W207, 13ALM245 W208, 13ALM245 W209, 13ALM245 W210, 13ALM245 W211, 13ALM245 W212, 13ALM245 W213, 13ALM245 W214, 13ALM245 W215, 13ALM245 W216, 13ALM245 W217, 13ALM245 W218, 13ALM245 W219, 13ALM245 W220, 13ALM245 W221, 13ALM245 W222, 13ALM245 W223, 13ALM245 W224, 13ALM245 W225, 13ALM245 W226, 13ALM245 W227, 13ALM245 W228, 13ALM245 W229, 13ALM245 W230, 13ALM245 W231, 13ALM245 W232, 13ALM245 W233, 13ALM245 W234, 13ALM245 W235, 13ALM245 W236, 13ALM245 W237, 13ALM245 W238, 13ALM245 W239, 13ALM245 W240, 13ALM245 W241, 13ALM245 W242, 13ALM245 W243, 13ALM245 W244, 13ALM245 W245, 13ALM245 W246, 13ALM245 W247, 13ALM245 W248, 13ALM245 W249, 13ALM245 W250, 13ALM245 W251, 13ALM245 W252, 13ALM245 W253, 13ALM245 W254, 13ALM245 W255, 13ALM245 W256, 13ALM245 W257, 13ALM245 W258, 13ALM245 W259, 13ALM245 W260, 13ALM245 W261, 13ALM245 W262, 13ALM245 W263, 13ALM245 W264, 13ALM245 W265, 13ALM245 W266, 13ALM245 W267, 13ALM245 W268, 13ALM245 W269, 13ALM245 W270, 13ALM245 W271, 13ALM245 W272, 13ALM245 W273, 13ALM245 W274, 13ALM245 W275, 13ALM245 W276, 13ALM245 W277, 13ALM245 W278, 13ALM245 W279, 13ALM245 W280, 13ALM245 W281, 13ALM245 W282, 13ALM245 W283, 13ALM245 W284, 13ALM245 W285, 13ALM245 W286, 13ALM245 W287, 13ALM245 W288, 13ALM245 W289, 13ALM245 W290, 13ALM245 W291, 13ALM245 W292, 13ALM245 W293, 13ALM245 W294, 13ALM245 W295, 13ALM245 W296, 13ALM245 W297, 13ALM245 W298, 13ALM245 W299, 13ALM245 W300, 13ALM245 W301, 13ALM245 W302, 13ALM245 W303, 13ALM245 W304, 13ALM245 W305, 13ALM245 W306, 13ALM245 W307, 13ALM245 W308, 13ALM245 W309, 13ALM245 W310, 13ALM245 W311, 13ALM245 W312, 13ALM245 W313, 13ALM245 W314, 13ALM2																			



## Monthly Report July 2013

### 1. AIR SERVICE

#### AIR SERVICE RETENTION, IMPROVEMENT, DEVELOPMENT

- Received/reviewed Alaska Airlines advance booking reports for YTD summer 2013
- Continued negotiations with Alaska for new annual 2013.14 winter/summer contract
- Continued discussions with parties regarding new service
- Assisted in compilation of SCASDP grant for new service in concert with M&H, FMA, other partners
- Ongoing communication/work with airlines, M&H consultant, FMA re: booking & enplanement reports, fare monitoring, etc
- Attended various meetings/sent correspondence on air service with local officials, FMAA, local business, etc.
- Develop presentation materials for WREP Air BAH held on July 24, and attended sessions.
- Provided information via FSVA Enews and ongoing social media postings; updated website content as needed
- Updated FSVA website, social media, enews, other materials with new logo

### 2. FUNDING

#### REALTORS FOR AIR PROGRAM

- Continued to promote, track & coordinate benefits for offices; provided air service update, tracked payments.  
**Results YTD: \$67,000+ received for FY13 from 187 realtors in 16 offices. (ending June 30)**
- Continued implementation of RFA FY14 which included: new materials, recognition ads, meetings, tracking of commitments and benefits follow-up, etc. **Have 13 offices already committed as 100% offices.**

#### BUSINESS SUPPORT SKI PASS PROGRAM 2013.14

- Launched 2013.14 program: met with SVC to review changes, created new materials, updated website and online shopping cart, begin outreach to businesses via EDM, social media, etc

### ▪ 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
- Coordinated transition of accounting services to McPherson & Keppler CPAs to begin 8/1. Provided information for tax return.
- Followed up on FY14 budget presentations for public funding partners

### 4. RESEARCH/OTHER

- Continued to managed summer air passenger survey implementation, coordination with survey and RRC Associates
- Continued work on compiling/tracking relevant comparative data and information of air service; sharing info, updating materials

### KEY PERFORMANCE METRICS PROGRESS

1. Retain 24,000 current seats on non-stop service from SEA and LAX in winter 2012/13 and summer 2013.  
**Exceeded: Winter 2012/13 contract successfully negotiated and completed – extended service to March 31, 1064 more seats. Summer 2013 negotiations completed – expanded schedule to September 22**
2. Reduce 2012-13 winter & summer MRG payout for contracted service by 20%, (\$150,000) through combination of negotiated MRG cap, modification of schedule, and yield pricing mgmt, assuming the cost per trip identified by airline remains constant with prior year.  
**Exceeded: Negotiated lower MRG cap for winter 2012-13 contract, reduced MRG payout by over 30%; Negotiated better schedule and contract terms for summer 2013 MRG contract.**
3. Conduct 1500 air passenger surveys in 2012-13 at SUN (in conjunction with professional research firm) and work with FMA and consultants on other research to utilize in decision-making to improve air service and enplanements.  
**In progress; 500 winter surveys completed –summer surveys being done June - September.**
4. Raise at least \$150,000 in private sector funds for air service support program by 9/30/13.  
**Exceeded: Raised/received \$252,576 in private sector funds ytd thru 6/30/13.**



## FLY SUN VALLEY ALLIANCE BOARD OF DIRECTORS MEETING

Thursday, August 15, 8:00am – 10:00am

**SUN VALLEY RESORT – SAGE ROOM, SV LODGE**

### AGENDA:

#### **1. Consent Items:**

- Approval of July Meeting Minutes (*attached*)
- Approval of July YTD financials & payables (*to be distributed*)

#### **2. Program Reports:**

##### **Funding**

- FY14 Budget update
- Realtors for Air: collecting commitments for FY14; continuing recognition ads
- 2013.14 Business Ski Pass program: sales underway, price increases after 9/2.
- 1% LOT update
  - City of Hailey to consider putting it on ballot at August 26 special meeting (5:30pm)
  - Ketchum Tourism & Jobs campaign organization created

#### **3. Air Service Initiatives/Research/Promotion**

- Summer 2013 AS YTD Booking report – Sept fare sale thru 8/19
- AS Negotiations for 2013.14 - to be completed this week
- Potential new service update
- SCASDP Grant for FY14 – submitted, expect to hear in Oct
- Airport update – Jacob (for Rick Baird)
- Air Service Marketing Update – Jack & Arlene
- Research: SUN Air Pax surveys – *summer surveys underway, 500 collected so far*
- Other

#### Other attachments:

- *July FSVA Report*
- *2013 YTD SUN Enplanement & Seat Occupancy Report*
  - YTD THROUGH JULY: Total Seats +8%, Enplanements +7%
  - SUMMER ONLY (June-July): Total Seats -7% Enplanements -2%
  - Alaska: June seats -33% June enplanements -18%  
July seats -1% July enplanements -4%

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

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

## MODIFICATION OF AIRPORT DESIGN STANDARDS

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

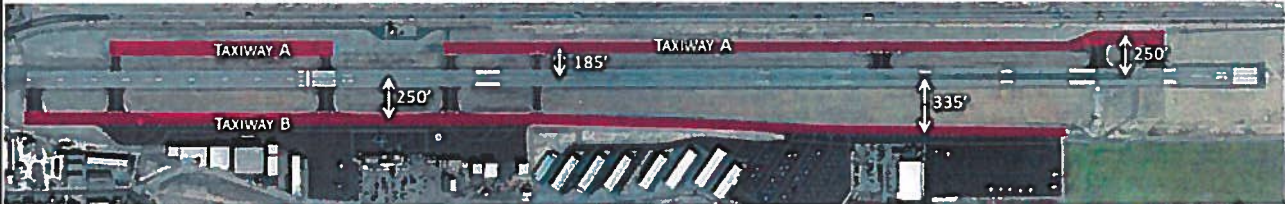


U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
NORTHWEST MOUNTAIN REGION  
AIRPORT IMPROVEMENT PROGRAM

## MODIFICATION OF AIRPORT DESIGN STANDARDS

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

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



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

In order to meet RSA standards, Taxiway A must be removed and Taxiway B relocated.

The published pavement strength at SUN is 95,000 pounds. For the current fleet of all available aircraft, no aircraft with a maximum takeoff weight of 95,000 pounds or less has a wingspan greater than 100 feet. Therefore, at 320 feet runway to taxiway centerline separation, the wingtip of aircraft in the current fleet will not penetrate the runway safety area.

A Safety Risk Assessment was conducted at the airport on June 4-5, 2013. This MOS was considered by that panel, and given the existing controls of the published pavement strength limiting aircraft wingspan, the ATCT, and overall low activity, the panel determined that the safety risk was acceptable.

The following additional measures will be taken to provide an acceptable level of safety.

- This MOS will be re-evaluated a minimum of every five (5) years starting with the MOS approval date.
- The following note will be added to the Airport/Facility Directory: *"PPR for aircraft with wingspan greater than 100 feet"*.
- Additional operational conditions may be necessary based on the Runway to Taxiway distance for larger aircraft based on a FAA national safety audit. Once completed, a national implementation plan will be developed to include SUN and may result in future changes to this MOS.


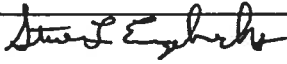
With these measures, not only does the relocation of Taxiway B to 320' provide an acceptable level of safety, the proposed improvements will also provide additional safety improvements including:

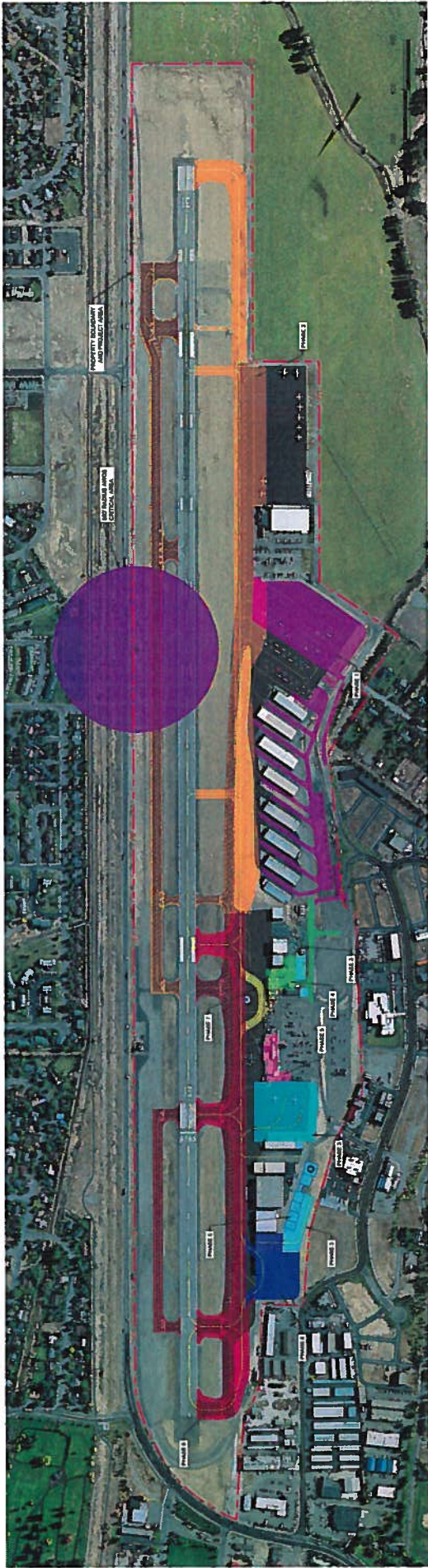
- Full Length Parallel Taxiway (Eliminate the need for back taxing)
- Removal of four (4) Runway crossings
- Compliant RSA, OFZ and Part 77 Primary Surface



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

## MODIFICATION OF AIRPORT DESIGN STANDARDS

MODIFICATION: Runway to Parallel Taxiway Separation		LOCATION: Friedman Memorial Airport, Halley, Idaho		PAGE 2 OF 2	
14. SIGNATURE OF ORIGINATOR: 		15. ORIGINATOR'S ORGANIZATION: Friedman Memorial Airport		16. TELEPHONE: (208) 788-9003	
17. DATE OF LATEST FAA SIGNED ALP: <div align="center">March 31, 2010</div>					
18. ADO RECOMMENDATION: <div align="center">Approve</div>		19. SIGNATURE:  Steve Engebrecht, Acting Manager		20. DATE: 8/27/2013	
21. FAA DIVISIONAL REVIEW (AT, AF, FS):					
ROUTING SYMBOL	SIGNATURE	DATE	CONCUR	NON-CONCUR	
COMMENTS:					
22. AIRPORTS' DIVISION FINAL ACTION:					
<input type="checkbox"/> UNCONDITIONAL APPROVAL		<input type="checkbox"/> CONDITIONAL APPROVAL		<input type="checkbox"/> DISAPPROVAL	
DATE:		SIGNATURE:		TITLE:	
CONDITIONS OF APPROVAL:					



### **PROJECT SCHEDULE DIAGRAM**

PROJECT SCHEDULE DIAGRAM																		
PHASE	PHASE DESCRIPTION	DURATION (CALENDAR DAYS)	START	RW CLOSURE	2013				2014				2015					
					SPR	SUM	FALL	WIN	SPR	SUM	FALL	WIN	SPR	SUM	FALL	WIN		
PHASE 1	FUEL LOOP / GA APRON EXTENSION AND OVERLAY / SECURITY FENCE	75	08-08-13	N/A														
PHASE 1	SOUTH HANGAR TAXIWAYS	30	05-15-14	N/A														
PHASE 2	TWY B EXTENSION / RELOCATE B5 / RELOCATE SOUTH TAXIWAY B	60	05-01-14	35														
PHASE 2	GRADE RSA / DEMO TWY A PAVEMENT	60	05-01-14	35														
PHASE 3	BRE / AIRFF / SHOP PAD / NORTH TAXIWAYS / HANGAR PAD / HELIPAD	30	07-15-14	N/A														
PHASE 3	TERMINAL APRON RECONSTRUCTION	45	07-15-14	N/A														
PHASE 4	RELOCATE BRE / AIRFF / SHOP / OFFICE	270	08-15-14	N/A														
PHASE 5	TERMINAL EXPANSION / RELOCATE HANGARS / CONSTRUCT HELIPAD	270	09-01-14	N/A														
PHASE 6	RELOCATE TWY B4 / NORTH TWY B / DEMO TWY A NORTH / GRADE RSA	35	05-01-15	35														
PHASE 7	CENTRAL BYPASS APRON	15	08-01-15	N/A														
PHASE 8	AIR CARGO RAMP	30	06-01-15	N/A														
PHASE 8	RELOCATE ANVOS	35	05-01-14	N/A														

NOTE: ACTUAL DATES ARE SUBJECT TO CHANGE. BASED

NOTE: ACTUAL DATES ARE SUBJECT TO CHANGE. BASED ON CURRENT INFORMATION.

35 DAY RUNWAY CLOSURE

### 35 DAY RUNWAY CLOSURE

### 35 DAY RUNWAY CLOSURE

### 35 DAY RUNWAY CLOSURE

ATTACHMENT #10

**T.O ENGINEERS**

SUN RSA IMPROVEMENTS  
PRELIMINARY PHASING PLAN OPTION 1  
2 EXTENDED RUNWAY CLOSURES  
(7-9-2013 SUBJECT TO CHANGE)

9777 CHINDEN BOULEVARD

BOISE, IDAHO 83714-2008

PHONE: (208) 323-2288 FAX: (208) 327-7199

E:\FILE 1\EXHIBITC BM PR Opt.1 DATE MAY 2013 JOB: 1300057

E-FILE I-Exhibiting BM PR Opt.1 DATE MAY 2013 JOB: 1300057

# BID SUMMARY

**PROJECT TITLE:** Friedman Memorial Airport, Runway Safety Area Improvements, Phase 1  
**PROJECT NUMBER:** AIP 3-16-0016-039  
**OWNER:** Friedman Memorial Airport Authority  
**ENGINEER:** T-O Engineers  
**BID OPENING:** August 26, 2013, 11:00 am  
**LOCATION:** Airport Manager's Office, Friedman Memorial Airport, Hailey, Idaho

## BID INFORMATION:

CONTRACTOR:	Bidder #1					Bidder #2		Bidder #3		Bidder #4		Bidder #5	
	Engineer's Estimate	Knife River Corporation Northwest	Western Construction	Idaho Sand and Gravel Co.	Granite Excavation Inc.								
Acknowledge All Addenda	N/A	X	X	X	X								
Idaho Public Works License	N/A	X	X	X	X								
Bid Signed	N/A	X	X	X	X								
Supplemental Equipment Rate Schedule	N/A	X	X	X	X								
Bid Security	N/A	X	X	X	X								
Additional Bid Forms													
Designation of Subcontractors and Suppliers	N/A	X	X	X	X								
Non-Collusion Affidavit	N/A	X	X	X	X								
Certification of Non-Segregated Facilities	N/A	X	X	X	X								
Joint Venture Statement	N/A	X	X	X	X								
DBE Utilization	N/A	X	X	X	X								
Letter of Intent	N/A	X	X	X	X								
Buy American Certificate	N/A	X	X	X	X								

Bid Schedule A, Relocate South Hangar Taxilane	\$1,127,877.00	\$1,014,793.80	\$966,039.50	\$1,175,005.80	\$1,079,649.36
Bid Schedule B, Overlay Aircraft Parking Apron	\$836,714.50	\$843,768.70	\$860,463.60	\$955,609.20	\$824,864.10
Bid Schedule C, Security Fence Modifications	\$443,248.00	\$412,131.50	\$448,073.00	\$391,226.50	\$754,381.50
Total, All Schedules	\$2,407,839.50	\$2,270,694.00	\$2,274,576.10	\$2,521,841.50	\$2,658,894.96
Bidder Rank		1	2	3	4

Notes: Granite Excavation Bid Schedule A Total, Bid Schedule B Total and Bid Total corrected to reflect written unit price values in item 3 on Schedule A and item 2 on Schedule B.

Friedman Memorial Airport  
Runway Safety Area Improvements, Phase 1  
AIP 3-16-0016-039

BID TABULATION  
August 26, 2013

BID SCHEDULE A - Relocate South Hangar Taxilane

Item No.	Item Description	Unit Measure	Estimated Quantity	ENGINEER'S ESTIMATE			Knife River			Western Construction			Idaho Sand and Gravel			Granite Excavation		
				Unit Price	Total Price		Unit Price	Total Price		Unit Price	Total Price		Unit Price	Total Price		Unit Price	Total Price	
1.	Mobilization	L.S.	1	\$100,000.00	\$100,000.00		\$55,000.05	\$55,000.05		\$45,000.00	\$45,000.00		\$26,500.00	\$26,500.00		\$81,000.00	\$81,000.00	
2.	Safety Compliance	L.S.	1	\$20,000.00	\$20,000.00		\$10,000.00	\$10,000.00		\$4,500.00	\$4,500.00		\$14,500.00	\$14,500.00		\$10,000.00	\$10,000.00	
3.	Contractor Quality Control	L.S.	1	\$20,000.00	\$20,000.00		\$45,000.00	\$45,000.00		\$13,000.00	\$13,000.00		\$37,000.00	\$37,000.00		\$33,000.00	\$33,000.00	
4.	Contractor Surveys	L.S.	1	\$15,000.00	\$15,000.00		\$7,500.00	\$7,500.00		\$2,700.00	\$2,700.00		\$16,500.00	\$16,500.00		\$32,000.00	\$32,000.00	
5.	Dust Control	L.S.	1	\$10,000.00	\$10,000.00		\$5,000.00	\$5,000.00		\$5,000.00	\$5,000.00		\$11,000.00	\$11,000.00		\$12,500.00	\$12,500.00	
6.	Stormwater Pollution, Soil Erosion, Siltation Control	L.S.	1	\$5,000.00	\$5,000.00		\$1,500.00	\$1,500.00		\$900.00	\$900.00		\$4,850.00	\$4,850.00		\$1,650.00	\$1,650.00	
	A) SWPPP Implementation	L.F.	1,000	\$6.00	\$6,000.00		\$2.50	\$2,500.00		\$4.60	\$4,600.00		\$4.00	\$4,000.00		\$1.67	\$1,670.00	
	B) Silt Fence	E.A.	2	\$2,500.00	\$5,000.00		\$900.00	\$1,800.00		\$800.00	\$1,600.00		\$1,500.00	\$3,000.00		\$1,000.00	\$2,000.00	
	C) Stabilized Construction Entrance	E.A.	9	\$100.00	\$900.00		\$100.00	\$900.00		\$100.00	\$900.00		\$125.00	\$1,125.00		\$75.00	\$675.00	
	D) Inlet Protection	E.A.	9	\$100.00	\$900.00		\$100.00	\$900.00		\$100.00	\$900.00		\$125.00	\$1,125.00		\$75.00	\$675.00	
7.	Asphalt Pavement Removal	S.Y.	9,335	\$2.00	\$18,670.00		\$1.65	\$15,402.75		\$6.00	\$56,010.00		\$2.20	\$20,537.00		\$2.75	\$25,671.25	
8.	Saw Cut Asphalt	L.F.	4,750	\$1.50	\$7,125.00		\$0.60	\$2,850.00		\$0.30	\$1,425.00		\$2.60	\$12,350.00		\$0.85	\$4,037.50	
9.	Grate and Recompact Existing Base	S.Y.	6,096	\$2.00	\$12,192.00		\$1.00	\$6,096.00		\$2.00	\$12,192.00		\$1.30	\$7,924.80		\$1.31	\$7,985.76	
10.	Excavation and Embankment (P-152)	C.Y.	12,925	\$10.00	\$129,250.00		\$8.50	\$109,862.50		\$8.00	\$103,400.00		\$11.00	\$142,175.00		\$8.50	\$109,862.50	
	A) Unclassified Excavation, Disposal On-Site	C.Y.	5,000	\$20.00	\$100,000.00		\$8.50	\$42,500.00		\$9.00	\$45,000.00		\$19.50	\$97,500.00		\$13.00	\$65,000.00	
	B) Unclassified Excavation, Disposal Off-Site	C.Y.	220	\$35.00	\$7,700.00		\$20.00	\$4,400.00		\$15.00	\$3,300.00		\$54.00	\$11,880.00		\$43.00	\$9,460.00	
	C) Unsuitable Overdepth Excavation - Remove/Replace	C.Y.	300	\$2.50	\$750.00		\$4.50	\$1,350.00		\$2.00	\$600.00		\$2.00	\$600.00		\$1.30	\$390.00	
11.	Geotextile Fabric	C.Y.	1,480	\$20.00	\$29,600.00		\$30.00	\$44,400.00		\$8.00	\$11,840.00		\$32.50	\$48,100.00		\$23.00	\$33,900.00	
12.	Structural Fill	C.Y.	1,330	\$45.00	\$59,850.00		\$45.00	\$59,850.00		\$25.00	\$33,250.00		\$53.00	\$70,490.00		\$30.00	\$39,900.00	
13.	Base Course (P-208)	Ton	3,250	\$95.00	\$308,750.00		\$93.00	\$302,250.00		\$90.00	\$292,500.00		\$96.50	\$313,625.00		\$84.00	\$305,000.00	
14.	Plant Mix Bituminous Pavement (P-401)	C.Y.	1,325	\$12.00	\$15,900.00		\$15.00	\$19,875.00		\$24.00	\$31,800.00		\$12.00	\$15,900.00		\$16.00	\$21,200.00	
15.	Subbase	C.Y.	830	\$40.00	\$33,200.00		\$40.00	\$33,200.00		\$21.00	\$17,430.00		\$35.00	\$29,050.00		\$29.00	\$24,070.00	
16.	Road Base Course	Ton	1,060	\$75.00	\$79,500.00		\$91.00	\$96,460.00		\$90.00	\$95,400.00		\$104.00	\$110,240.00		\$92.00	\$97,520.00	
17.	Plant Mix Bituminous Road Pavement	C.Y.	745	\$24.00	\$17,880.00		\$33.00	\$24,585.00		\$22.00	\$16,390.00		\$39.00	\$29,055.00		\$32.00	\$23,840.00	
18.	Shoulder																	
19.	Install Storm Drain Dry Well																	
	A) Standard Drywell	E.A.	4	\$4,000.00	\$16,000.00		\$3,100.00	\$12,400.00		\$8,500.00	\$34,000.00		\$3,200.00	\$12,800.00		\$2,400.00	\$9,600.00	
	B) Extended Drywell 10 Ft. X 10 Ft.	E.A.	2	\$8,000.00	\$16,000.00		\$4,500.00	\$9,000.00		\$6,900.00	\$13,800.00		\$5,000.00	\$10,000.00		\$5,400.00	\$10,800.00	
	C) Extended Drywell 25 Ft. X 25 Ft.	E.A.	1	\$12,000.00	\$12,000.00		\$7,600.00	\$7,600.00		\$13,200.00	\$13,200.00		\$11,000.00	\$11,000.00		\$11,500.00	\$11,500.00	
20.	Install Underground Conduit																	
	A) 2-inch PVC or HDPE, 1-Way Direct Earth Burial	L.F.	1,100	\$7.00	\$7,700.00		\$9.00	\$9,900.00		\$8.50	\$9,350.00		\$11.00	\$12,100.00		\$8.00	\$8,800.00	
	B) 2-inch PVC or HDPE, 3-Way Concrete Encased	L.F.	95	\$35.00	\$3,325.00		\$35.00	\$3,325.00		\$35.00	\$3,325.00		\$41.00	\$3,895.00		\$36.00	\$3,420.00	
21.	Water Distribution																	
	A) Relocate Existing Fire Hydrant	E.A.	3	\$750.00	\$2,250.00		\$1,800.00	\$5,400.00		\$3,000.00	\$9,000.00		\$2,050.00	\$6,150.00		\$790.00	\$2,370.00	
	B) Install 6-inch C900 Water Line	L.F.	380	\$35.00	\$13,300.00		\$33.00	\$12,540.00		\$25.00	\$9,500.00		\$60.50	\$22,990.00		\$26.00	\$9,860.00	
22.	Topsailing (T-905)	C.Y.	1,900	\$8.00	\$15,200.00		\$12.00	\$22,800.00		\$22.00	\$41,800.00		\$26.50	\$50,350.00		\$20.00	\$38,000.00	
23.	Seeding (T-301)	Acre	4	\$2,000.00	\$8,000.00		\$3,000.00	\$12,000.00		\$2,100.00	\$8,400.00		\$3,700.00	\$14,800.00		\$4,300.00	\$17,200.00	
24.	Pavement Markings Removal	S.F.	60	\$4.00	\$240.00		\$5.25	\$315.00		\$5.30	\$318.00		\$7.00	\$420.00		\$5.50	\$330.00	
25.	Pavement Markings (P-620)																	
	A) Temporary Yellow Paint with Glass Beads	S.F.	2,285	\$1.00	\$2,285.00		\$0.50	\$1,142.50		\$0.50	\$1,142.50		\$0.60	\$1,371.00		\$0.50	\$1,142.50	
	B) Permanent Yellow Paint with Glass Beads	S.F.	2,285	\$1.00	\$2,285.00		\$0.60	\$1,371.00		\$0.60	\$1,371.00		\$0.80	\$1,828.00		\$0.61	\$1,393.65	
26.	Install Tie Down Anchors	E.A.	39	\$350.00	\$13,650.00		\$450.00	\$17,550.00		\$380.00	\$14,820.00		\$417.00	\$16,263.00		\$370.00	\$14,430.00	
27.	Install Taxiway Reflector	E.A.	107	\$125.00	\$13,375.00		\$67.00	\$7,169.00		\$68.00	\$7,276.00		\$91.00	\$9,737.00		\$73.00	\$7,811.00	
	TOTAL BID SCHEDULE A				\$1,127,877.00			\$1,014,793.80			\$966,039.50			\$1,175,005.80			\$1,079,649.36	

Friedman Memorial Airport  
Runway Safety Area Improvements, Phase 1  
AIP 3-16-0016-039

BID TABULATION  
August 26, 2013

BID SCHEDULE B - Overlay Aircraft Parking Apron

Item No.	Item Description	Unit Measure	Estimated Quantity	ENGINEER'S ESTIMATE			Knife River			Western Construction			Idaho Sand and Gravel			Granite Excavation		
				Unit Price	Total Price		Unit Price	Total Price		Unit Price	Total Price		Unit Price	Total Price		Unit Price	Total Price	
1.	Mobilization	L.S.	1	\$60,000.00	\$60,000.00		\$80,000.00	\$80,000.00		\$85,000.00	\$85,000.00		\$102,000.00	\$102,000.00		\$45,000.00	\$45,000.00	
2.	Safety Compliance	L.S.	1	\$10,000.00	\$10,000.00		\$22,000.00	\$22,000.00		\$14,000.00	\$14,000.00		\$29,000.00	\$29,000.00		\$5,000.00	\$5,000.00	
3.	Contractor Quality Control	L.S.	1	\$12,000.00	\$12,000.00		\$10,000.00	\$10,000.00		\$28,000.00	\$28,000.00		\$37,000.00	\$37,000.00		\$25,000.00	\$25,000.00	
4.	Contractor Surveys	L.S.	1	\$12,000.00	\$12,000.00		\$7,500.00	\$7,500.00		\$4,800.00	\$4,800.00		\$1,550.00	\$1,550.00		\$5,500.00	\$5,500.00	
5.	Dust Control	L.S.	1	\$7,000.00	\$7,000.00		\$5,000.00	\$5,000.00		\$6,000.00	\$6,000.00		\$13,500.00	\$13,500.00		\$10,000.00	\$10,000.00	
6.	Rotomilling Asphalt Removal, Retain for Reuse	S.Y.	1,862	\$1,750	\$3,258.50		\$2,500	\$4,655.00		\$10,000	\$18,620.00		\$3.30	\$6,144.60		\$5.00	\$9,310.00	
7.	Saw Cut Asphalt	L.F.	1,322	\$1,500	\$1,983.00		\$0.60	\$793.20		\$0.30	\$396.60		\$2.60	\$3,437.20		\$1.00	\$1,322.00	
8.	Grade and Recompact Existing Base	S.Y.	1,414	\$7.00	\$9,898.00		\$1.00	\$1,414.00		\$3.00	\$4,242.00		\$3.10	\$4,383.40		\$2.00	\$2,828.00	
9.	Unclassified Excavation Placed as Embankment	C.Y.	412	\$10.00	\$4,120.00		\$10.00	\$4,120.00		\$9.00	\$3,708.00		\$17.00	\$7,004.00		\$15.00	\$6,180.00	
10.	Structural Fill	C.Y.	180	\$20.00	\$3,600.00		\$30.00	\$5,400.00		\$25.00	\$4,500.00		\$36.00	\$6,480.00		\$27.00	\$4,860.00	
11.	Base Course (P-208)	C.Y.	215	\$45.00	\$9,675.00		\$45.00	\$9,675.00		\$25.00	\$5,375.00		\$45.50	\$9,782.50		\$32.00	\$6,880.00	
12.	Plant Mix Bituminous Pavement (P-401)	Ton	6,750	\$95.00	\$641,250.00		\$93.00	\$627,750.00		\$90.00	\$607,500.00		\$96.00	\$648,000.00		\$94.00	\$634,500.00	
13.	Tack Coat (P-603)	Gal	3,160	\$4.00	\$12,640.00		\$3.50	\$11,060.00		\$7.50	\$23,700.00		\$2.80	\$8,848.00		\$3.91	\$12,355.60	
14.	Shouldering	C.Y.	255	\$24.00	\$6,120.00		\$33.00	\$8,415.00		\$22.00	\$5,610.00		\$46.50	\$11,857.50		\$34.00	\$8,670.00	
15.	Install Storm Drain Dry Well	E.A.	1	\$12,000.00	\$12,000.00		\$8,000.00	\$8,000.00		\$13,250.00	\$13,250.00		\$11,000.00	\$11,000.00		\$11,500.00	\$11,500.00	
16.	(A) Extended Drywell 25 Ft. X 25 Ft.	S.F.	510	\$4.00	\$2,040.00		\$3.15	\$1,606.50		\$3.20	\$1,632.00		\$5.00	\$2,550.00		\$3.35	\$1,708.50	
17.	Pavement Markings (P-620)																	
	A) Temporary Yellow Paint with Glass Beads	S.F.	1,300	\$1.00	\$1,300.00		\$0.50	\$650.00		\$0.50	\$650.00		\$0.60	\$780.00		\$0.50	\$650.00	
	B) Permanent Yellow Paint with Glass Beads	S.F.	1,300	\$1.00	\$1,300.00		\$0.60	\$780.00		\$0.60	\$780.00		\$0.80	\$1,040.00		\$0.60	\$780.00	
18.	Abandon Existing Tie Down Anchors	E.A.	210	\$50.00	\$10,500.00		\$25.00	\$5,250.00		\$50.00	\$10,500.00		\$113.00	\$23,730.00		\$40.00	\$8,400.00	
19.	Install Tie Down Anchors	E.A.	66	\$350.00	\$23,100.00		\$450.00	\$29,700.00		\$380.00	\$25,080.00		\$417.00	\$27,522.00		\$370.00	\$24,420.00	
TOTAL BID SCHEDULE B					\$836,714.50			\$843,768.70			\$860,463.60			\$955,609.20			\$824,864.10	

Friedman Memorial Airport  
Runway Safety Area Improvements, Phase 1  
AIP 3-16-0016-039

BID TABULATION  
August 26, 2013

BID SCHEDULE C - Security Fence Modifications

Item No.	Item Description	Unit Measure	Estimated Quantity	ENGINEER'S ESTIMATE			Knife River			Western Construction			Idaho Sand and Gravel			Granite Excavation		
				Unit Price	Total Price		Unit Price	Total Price		Unit Price	Total Price		Unit Price	Total Price		Unit Price	Total Price	
1.	Mobilization	L.S.	1	\$30,000.00	\$30,000.00		\$2,000.00	\$2,000.00		\$5,200.00	\$5,200.00		\$2,950.00	\$2,950.00		\$92,000.00	\$92,000.00	
2.	Safety Compliance	L.S.	1	\$4,000.00	\$4,000.00		\$1,000.00	\$1,000.00		\$4,000.00	\$4,000.00		\$2,800.00	\$2,800.00		\$2,800.00	\$2,800.00	
3.	Contractor Surveys	L.S.	1	\$8,000.00	\$8,000.00		\$2,300.00	\$2,300.00		\$1,200.00	\$1,200.00		\$1,550.00	\$1,550.00		\$1,100.00	\$1,100.00	
4.	Remove and Dispose of Existing Chain Link Fence	L.F.	3,325	\$8.00	\$26,600.00		\$6.50	\$21,612.50		\$7.00	\$23,275.00		\$3.50	\$11,637.50		\$9.50	\$31,587.50	
5.	Install Chain Link Fence - 7 Ft. Height (F-162)	L.F.	2,610	\$24.00	\$62,640.00		\$35.00	\$91,350.00		\$37.00	\$96,670.00		\$22.50	\$58,725.00		\$47.00	\$122,670.00	
6.	Modify Existing Fence Posts (Frangible)	L.F.	284	\$1.00	\$1,988.00		\$6.00	\$1,704.00		\$7.00	\$1,988.00		\$62.50	\$23,430.00		\$11.00	\$3,124.00	
7.	Install Complete Automatic Vehicle Gate																	
	(A) 24 Ft. Gate at Fuel Loop Road - 7 Ft. Height	E.A.	2	\$60,000.00	\$120,000.00		\$48,000.00	\$96,000.00		\$48,000.00	\$96,000.00		\$42,500.00	\$85,000.00		\$89,000.00	\$178,000.00	
8.	Install Pedestrian Gate - 7 Ft. Height	E.A.	1	\$750.00	\$750.00		\$2,500.00	\$2,500.00		\$2,600.00	\$2,600.00		\$737.00	\$737.00		\$1,700.00	\$1,700.00	
9.	Demolish Existing Vehicle Gates	E.A.	2	\$1,000.00	\$2,000.00		\$5,600.00	\$11,200.00		\$8,500.00	\$17,000.00		\$1,800.00	\$3,600.00		\$9,000.00	\$18,000.00	
10.	Electrical Service	L.S.	2	\$4,000.00	\$8,000.00		\$5,600.00	\$11,200.00		\$5,900.00	\$11,800.00		\$6,850.00	\$13,700.00		\$7,100.00	\$14,200.00	
11.	Install Security Lights	E.A.	6	\$5,000.00	\$30,000.00		\$5,200.00	\$31,200.00		\$5,500.00	\$33,000.00		\$6,450.00	\$38,700.00		\$3,800.00	\$22,800.00	
PFC - Eligible Items																		
12.	Remove and Dispose of Existing Chain Link Fence	L.F.	110	\$8.00	\$880.00		\$6.50	\$715.00		\$7.00	\$770.00		\$3.50	\$385.00		\$23.00	\$2,530.00	
13.	Install Chain Link Fence - 7 Ft. Height (F-162)	L.F.	110	\$24.00	\$2,640.00		\$35.00	\$3,850.00		\$37.00	\$4,070.00		\$22.50	\$2,475.00		\$47.00	\$5,170.00	
14.	Replace Automatic Vehicle Gates																	
	(A) 16.5 Ft. Gate - 6 Ft. Height	E.A.	2	\$45,000.00	\$90,000.00		\$44,000.00	\$88,000.00		\$50,000.00	\$100,000.00		\$48,500.00	\$97,000.00		\$85,000.00	\$170,000.00	
15.	Install Complete Automatic Vehicle Gate																	
	(A) 18.5 Ft. Gate - 7 Ft. Height	E.A.	1	\$55,000.00	\$55,000.00		\$45,000.00	\$45,000.00		\$48,000.00	\$48,000.00		\$48,000.00	\$48,000.00		\$87,000.00	\$87,000.00	
16.	Install Pedestrian Gate - 7 Ft. Height	E.A.	1	\$750.00	\$750.00		\$2,500.00	\$2,500.00		\$2,600.00	\$2,600.00		\$737.00	\$737.00		\$1,700.00	\$1,700.00	
TOTAL BID SCHEDULE C					\$443,248.00			\$412,131.50			\$448,073.00			\$391,226.50			\$754,381.50	



**REQUEST FOR QUALIFICATIONS  
FOR  
PROFESSIONAL SERVICES AT THE  
FRIEDMAN MEMORIAL AIRPORT**

**I. INTRODUCTION**

The Friedman Memorial Airport Authority (FMAA) as a sponsor of a public use airport facility, is soliciting statements of qualifications for Engineering and Architectural Services at the Friedman Memorial Airport. The selection process is intended to be in compliance with the FAA Advisory Circular entitled *Architectural Engineering and Planning Consultant Services Grant Projects (AC, 150/5100-14D)*.

**II. SCOPE OF WORK**

This contract is for basic engineering and architectural services, along with additional services, as defined below. The FMAA reserves the right to inquire into the prospective proposer's ability to provide Professional Services, as defined below and to amend the Schedule of Projects and contract scope of work, at the FMAA's sole discretion, to include any or all of the below-listed services. The projects for which services to be provided may include, but are not limited to, the following:

- A. Runway Safety Area Improvements: The FMAA will be undertaking a significant effort (currently planned for Calendar years 2014 and 2015) to improve the Airport and meet FAA Runway Safety Area standards. This effort includes the following elements:
  - Relocate/extend Taxiway B
  - Construct/reconstruct connecting taxiways
  - Remove Taxiway A
  - Runway Safety Area grading
  - Relocate bypass aprons
  - Rehabilitate/strengthen aircraft parking aprons
  - Construct new aircraft parking apron
  - Acquire and demolish/remove existing hangars and other structures
  - Construct addition to, and remodel of terminal building
  - Construct new Snow Removal Equipment/ARFF building, including Airport Administrative Offices.
  - Relocate Automated Weather Observation System
  - Relocate existing USFS Helitack Site
  - Drainage system modifications/improvements
  - Airfield lighting modifications/improvements
- B. Airfield Pavement Maintenance and Rehabilitation
- C. Relocate Air Traffic Control Tower
- D. Land Acquisition
- E. Construct New Aircraft Parking Aprons and/or Hangar Development Area(s)
- F. Acquire Snow Removal Equipment (SRE)
- G. Other Equipment Acquisitions as may be needed i.e. ARFF, airport maintenance, deicing, pavement maintenance.

- H. Electrical, and lighting or security system improvements as may be needed.
- I. Miscellaneous civil improvements as may be needed.
- J. Miscellaneous architectural or building improvements as may be needed.
- K. Additional professional and technical services required to support FMA operational and management needs.

Engineer Services include the basic engineering, architecture and project management services normally required for airport development projects. The services of specialty sub-consultants, (i.e., electrical, mechanical and geotechnical) are considered incidental to basic engineering services.

Basic engineering services are conducted in four distinct and sequential phases:

- A. Preliminary Phase. This phase involves those activities required for defining the scope of project and establishing preliminary requirements including, without limitation, as follows:
  - 1. Conferring with owner on project requirements, programming, finances, schedules, early phases of the project, and other pertinent matters; meeting with the FAA and other concerned agencies and parties on matters affecting the project.
  - 2. Planning, procuring and/or preparing necessary surveys, geotechnical engineering investigation, field investigations and engineering studies required for design considerations.
  - 3. Develop design schematics, sketches, environmental and esthetic considerations, project recommendations, and preliminary layouts and cost estimates.
- B. Design Phase. This phase involves all activities required to undertake and accomplish a full and complete project design including, without limitation, as follows:
  - 1. Conduct and attend meetings and design conferences to obtain information and to coordinate or resolve design matters.
  - 2. Preparing necessary engineering design reports and documents.
  - 3. Preparing detailed plans, specifications and cost estimates. Conducting a detailed value engineering analysis, if applicable and requested.
  - 4. Participate in final design review meetings with owner, FAA and others as may be required.
  - 5. Printing and providing necessary copies of engineering drawings and contract specifications.
- C. Bidding and Negotiation Phase. This phase involves providing sets of plans and specifications for this phase, and all bid documents; acting for the owner in advertising and securing bids, responding to bidders' questions, conduct of pre bid conferences, analyzing the results, furnishing recommendations on the award of contracts, assisting in contract negotiations, and preparing contract documents.



D. Construction Phase. This phase involves all basic services rendered after the award of a construction contract including, without limitation, as follows:

1. Providing consultation and advice to the owner during all phases of construction.
2. Representing the owner at preconstruction conferences.
3. On-site construction inspection and management, including the services of a resident engineer or inspector and periodic site visits by the project manager, during the construction or installation phase of a project, as well as providing appropriate progress documentation and final reports to the owner.
4. Reviewing and approving shop drawings submitted by contractors for compliance and design concept.
5. Reviewing, analyzing, and approving laboratory and milling test reports of materials and equipment.
6. Preparing and negotiating change orders and supplemental agreements.
7. Observing or reviewing performance tests required by specifications.
8. Determining payment amounts to contractors and assisting owners in the preparation of payment requests for amounts reimbursable from grant projects.
9. Conduct wage rate interviews in accordance with federal standards.
10. Making final inspections and submitting a final construction report for the completed project to the owner.
11. Assist owner with grant closeout requirements and document action, including As-Built Airport Layout Plan (ALP).

Other Additional Services In addition to the basic services required to complete specific projects the selected, consultant must also demonstrate the ability to provide "Additional Services" to the Friedman Memorial Airport. Additional Services may range from conceptual planning or formulation of a future AIP-eligible project, to technical support on non-AIP eligible operations and/or airport management issues. Type of services required may include but not necessarily be limited to the following:

1. Review and update of Capital Improvement Program (CIP).
2. Airspace reviews and preparation of Form 7480 or 7460, review development proposals.
3. Landside development planning issues, i.e. auto parking, utilities, access.
4. Updates to various airport manuals, i.e. certifications, SWPPP, DBE programs, airport sign plan, etc.
5. Updates to airport's Passenger Facility Charge application.
6. Act as FMA's technical representative in review of on-airport private development proposals, i.e. hangars.

7. Provide technical support to airport management personnel on short and long term airport development alternatives or proposals.
8. Miscellaneous surveys, both topographic and property.
9. Miscellaneous architectural services related to building improvements or modifications.
10. Participation in public information programs or meetings relating to airport development and planning projects.
11. Technical review of documents prepared in association with other ongoing studies or efforts underway at the airport.
12. Environmental analysis and support for specific projects and/or for general environmental issues, including preparation of FAA Categorical Exclusion Checklists for projects.
13. Other services as may be required.

### **III. CONTRACT LIMITATIONS**

- A. All parties competing for work are advised that the work may be accomplished over the course of several grant projects.
- B. All parties are advised that some of the services may not be required and that the owner reserves the right to initiate additional procurement action for any of the services included in the initial procurement.
- C. The services are limited to those projects which are expected to be initiated within five (5) years of the date the first contract is signed by the sponsor.

### **IV. SELECTION PROCESS**

- A. The selection of a consultant shall be based on a comparative analysis of the professional qualifications necessary for satisfactory performance of the services required.
- B. Statements of Qualifications.

For the RFQ stage, Proposers shall submit ten (10) hard copies and one electronic copy on a CD or USB thumb drive of the below described statement of qualifications for engineering services at the Friedman Memorial Airport in response to this Request for Qualifications (RFQ). The format for the qualifications statement shall be as follows:

1. General description of firm: Include company organizational structure, company history and background, size of company, Companies experience and capability to perform and/or administer all of the requirements for the described scope of services.
2. Recent experience in comparable airport/aviation projects, experience and familiarity with project in a similar environment, experience with federally funded projects, specifically FAA.
3. Affiliations with other firm(s): Identify other firms that you plan to subcontract or joint venture with, if any, for this contract.

4. Identify key person(s) in firm(s) who will work on the design and field engineering portion of the projects and who will be directly in charge of the project; describe the roles these key persons will fill, their background and their experience.
  5. Technical Approach: A brief description of the tasks or steps that the consultant will undertake to accomplish the work described in the scope of work. Describe or highlight important considerations in completing successful projects at airports like Friedman Memorial. Provide your general understanding of the Airport, local conditions and issues regarding implementation of projects.
  6. References, from other similar airport projects, (include contact person, airport, project(s), address and phone number(s).
  7. Demonstrated capability to meet schedules/deadlines, without delays, cost escalations or overruns and contractor claims.
  8. Evidence of establishment and implementation of Affirmative Action Program, specifically as it may apply to this contract.
- C. All submittals must be sent, and any questions or comments directed to: Richard R. Baird, Airport Manager, Friedman Memorial Airport, P.O. Box 929, 1616 Airport Way, Hailey, Idaho 83333.
- D. All submittals must be received at the address and by the date and time specified herein.
- E. Submittals must contain the name, address and daytime phone number for contact person(s) to whom additional selection process requests should be communicated.
- F. After review of submitted Statements of Qualifications, the FMAA may conduct either phone interviews or oral on-site interviews to complete the consultant selection process; however, the Selection Committee reserves the right to make a selection based solely upon the submittals received.

## **V. EVALUATION CRITERIA AND WEIGHING**

Proposers shall be ranked based upon the following criteria and relative importance as applied by the Selection Committee to the material in the required submittals:

- A. Capability of the firm or firm(s) to perform all or most aspects of the services required. (10)
- B. Relevant experience in comparable airport projects, and experience with similar size and type airport(s) in similar environments. (20)
- C. Qualifications and experience of key personnel and ability to provide qualified onsite inspections with FAA or similar project experience. (10)
- D. Technical understanding of projects and services required; understanding of special problems, needs, and considerations associated with performance of services. (25)
- E. Demonstrated ability to meet schedules and to complete schedules without major cost escalations or disputes and to support airports in project closeout requirements and documentation. (20)

- F. Demonstrated capability to properly administer projects funded by the Federal Aviation Administration (references and examples) (10)
- G. Evidence that engineer has assisted sponsors with establishing and implementing DBE requirements associated with federal grants (5)

**VI. TIME SCHEDULE**

Qualifications Statements must be received at the Airport Manager's Office by 5:00 p.m., September 26, 2013. The FMAA will endeavor to review Statements of Qualifications and select the top ranked proposer at the regularly-scheduled FMAA meeting on October 1, 2013.

**VII. SELECTION COMMITTEE**

- A. The selection committee will be made up of members of the FMAA, appointed by the FMAA.

**VIII. USE OF QUALIFICATIONS DOCUMENTS**

- A. All Qualifications documents submitted shall become the property of the FMAA and may thereafter be used by the FMAA, without compensation to the Proposers, for any lawful purpose.
- B. Any Qualifications documents received after the above date and/or time will be returned unopened. All envelopes must be clearly marked "Statement of Qualifications". The FMAA reserves the right to reject any and all Qualifications statements and to accept any Qualifications Statement that is deemed to be in the best interest of the FMAA.
- C. The contents of any Qualification Statement shall not be disclosed so as to be available to competing proposers during the negotiations process.

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Richard R. Baird  
Airport Manager  
Friedman Memorial Airport

**REQUEST FOR QUALIFICATIONS  
FOR  
AIRPORT ON-CALL PLANNING SERVICES AT THE  
FRIEDMAN MEMORIAL AIRPORT**

**I. INTRODUCTION**

The Friedman Memorial Airport Authority (FMAA) as a sponsor of a public use airport facility, is soliciting Statements of Qualifications for On-Call Planning Services, including but not limited to an update to the Airport's Master Plan. The selection process is intended to be in compliance with the FAA Advisory Circular entitled *Architectural Engineering and Planning Consultant Services Grant Projects (AC, 150/5100-14D)*.

**II. SCOPE OF WORK**

The FMAA has undertaken many years of airport planning in an effort to resolve various standards deficiencies at the Airport. This planning has included evaluation of the existing airport site and consideration of a new site. The Authority was pursuing a relocated airport until August 2011, when the FAA suspended and ultimately ended, an Environmental Impact Statement study, due to both environmental and funding concerns. Following the end of the EIS process, additional study was completed and the community is now pursuing a "dual path": Continue to pursue a relocated airport as the ultimate solution, but improve the existing airport to meet standards to the extent feasible to meet demand until a new airport becomes a reality.

In order to pursue these dual paths, the FMAA requires the assistance of a qualified planning consultant. This consultant's primary task will be an update to the Airport's Master Plan, along with additional on-call planning services as needed, during the term of the selection. Specific anticipated services include the following:

- A. Update the Airport's Master Plan in accordance with current FAA requirements and Advisory Circulars (ACs). The purpose of this update will be to build on previously-completed planning studies and develop a plan that will guide the Airport forward. Specific areas of emphasis are anticipated to include, but are not limited to the following:
  - Terminal area planning in support of commercial and general aviation facilities and services (i.e. passenger terminal and commercial service aircraft parking, general aviation aircraft parking and hangars, etc.)
  - Planning related to potential land acquisition
  - Air Traffic Control Tower siting
  - Airport Site selection document review
  - NEPA planning
- B. Additional airport planning services, as required.
- C. Additional environmental planning and analysis, as required.

**III. CONTRACT LIMITATIONS**

- A. All parties competing for work are advised that the work may be accomplished over the course of several grant projects.

- B. All parties are advised that some of the services may not be required and that the owner reserves the right to initiate additional procurement action for any of the services included in the initial procurement.
- C. The services are limited to those projects which are expected to be initiated within five (5) years of the date the first contract is signed by the sponsor.

#### **IV. SELECTION PROCESS**

- A. The selection of a consultant shall be based on a comparative analysis of the professional qualifications necessary for satisfactory performance of the services required.
- B. Statements of Qualifications.

For the RFQ stage, proposers shall submit ten (10) hard copies and one electronic copy on a CD or USB thumb drive of the below-described Statement of Qualifications for on-call planning services at the Friedman Memorial Airport in response to this Request for Qualifications (RFQ). The format for the qualifications statement shall be as follows:

1. General description of firm: Include company organizational structure, company history and background, size of company, company's experience and capability to perform and/or administer all of the requirements for the described scope of services.
  2. Experience and Qualifications: Provide a description of your firm's experience and qualifications in Master Plans. Include experience with FAA and State procedures and requirements regarding airport planning/development.
  3. Consultant Team: Identify proposed team members and responsibilities. Provide individual resumes with credentials and experience.
  4. Airport Understanding/Familiarity: Provide your general understanding of the airport, local conditions and issues regarding the Master Plan Update. Identify potential challenges and concerns.
  5. Provide the name and phone number for four (4) references familiar with your Planning Consulting Services.
  6. Submittal Quality and Completeness: Detail and completeness of the submittal and overall quality of the response.
- C. All submittals must be sent, and any questions or comments directed to: Richard R. Baird, Airport Manager, Friedman Memorial Airport, P.O. Box 929, 1616 Airport Way, Hailey, Idaho 83333.
  - D. All submittals must be received at the address and by the date and time specified herein.
  - E. Submittals must contain the name, address and daytime phone number for contact person(s) to whom additional selection process requests should be communicated.

- F. After review of submitted Statements of Qualifications, the FMAA may conduct either phone interviews or oral on-site interviews to complete the consultant selection process; however, the Selection Committee reserves the right to make a selection based solely upon the submittals received.

**V. EVALUATION CRITERIA AND WEIGHING**

Proposers shall be ranked based upon the following criteria and relative importance as applied by the Selection Committee to the material in the required submittals:

- A. Capability of the firm or firm(s) to perform all or most aspects of the services required. (10)
- B. Qualifications and experience of key personnel and ability to provide qualified planning services. (15)
- C. Relevant experience in comparable airport projects and experience with similar size and type airport(s) in similar environments. (25)
- D. Familiarity with the airport and an understanding of special problems, needs and considerations associated with performance of these planning services. (30)
- E. Demonstrated ability to meet schedules and to complete schedules without major cost escalations or disputes and to support airports in project closeout requirements and documentation. (10)
- F. Submittal quality and completeness/References (10)

**VI. TIME SCHEDULE**

Qualifications Statements must be received at the Airport Manager's Office by 5:00 p.m., September 26, 2013. The FMAA will endeavor to review Statements of Qualifications and select the top ranked proposer at the regularly-scheduled FMAA meeting on October 1, 2013.

**VII. SELECTION COMMITTEE**

- A. A selection committee will be made up of members of the FMAA, appointed by the FMAA.

**VIII. USE OF QUALIFICATIONS DOCUMENTS**

- A. All Qualifications documents submitted shall become the property of the FMAA and may thereafter be used by the FMAA, without compensation to the Proposers, for any lawful purpose.
- B. Any Qualifications documents received after the above date and/or time will be returned unopened. All envelopes must be clearly marked "Statement of Qualifications". The FMAA reserves the right to reject any and all Qualifications statements and to accept any Qualifications Statement that is deemed to be in the best interest of the FMAA.
- C. The contents of any Qualification Statement shall not be disclosed so as to be available to competing

proposers during the negotiations process.

- D. The Airport is not liable for any cost incurred by the consultant in the preparation of the statement of qualifications and interview, if interviews are conducted.

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Richard R. Baird

Airport Manager

Friedman Memorial Airport



**Rick Baird**

**From:** Carol Waller <carol@flysunvalleyalliance.com>  
**Sent:** Friday, August 23, 2013 2:00 PM  
**To:** Carol Waller  
**Subject:** PRESS RELEASE: NEW SFO-SUN NONSTOP FLIGHTS BEGIN DEC 12  
**Attachments:** direct-flights-united-300x250-FSV-version.jpg



August 23, 2013

### **FOR IMMEDIATE RELEASE**

## **“New San Francisco-Sun Valley non-stop flights begin December 12” United Express will serve the route winter and summer with regional jet**

*Sun Valley, ID....* Fly Sun Valley Alliance and Sun Valley Resort announce that United Airlines will begin new daily non-stop seasonal winter and summer service between San Francisco (SFO) and Sun Valley (SUN) effective December 12. The United Express flights will be operated by SkyWest Airlines using a CRJ 700 regional jet aircraft with 66 seats; 6 in United First, 28 in United Economy Plus and 32 in United Economy.

The new service between Sun Valley and United’s San Francisco hub, which has strong domestic and international connections, will run daily from Dec. 12 through March 30 for the 2013.14 winter season and from July 2 through September 23 for the 2014 summer season.

“We are pleased to add Sun Valley to the list of worldwide resort destinations United serves,” said Vic Kerckhoff, United’s director of leisure sales. “These new flights provide travelers from the San Francisco area and beyond with convenient access to the wide variety of winter and summer recreational and cultural activities Sun Valley has to offer.”

The flight schedule for upcoming winter ski season will be:

- Departs SFO at 10:40am, arrives SUN at 1:22pm
- Departs SUN at 1:57pm, arrives SFO at 2:54pm

“With these new non-stop flights travelers can fly between San Francisco and Sun Valley in just under 2 hours. Our community is very proud to welcome United Express regional jet service into the Sun Valley market,” said Eric Seder, Board President of Fly Sun Valley Alliance, an organization engaged in strategic air service development efforts for the Sun Valley area.

Passengers on the new United Express San Francisco flights to Sun Valley will also receive great benefits from the Sun Valley Resort. For the upcoming winter season passengers who present their SFO-SUN boarding pass to the Sun Valley ticket window receive a free demo ski/board package or a free morning two hour group lesson the day following arrival. Some date restrictions apply.

Sun Valley has been a leading ski and summer resort destination for over 77 years, and boasts one of the highest customer return rates in the industry. Developed as the first destination ski resort in America in 1936, Sun Valley invented the chairlift and became known as “America’s Shangri La” for its unique and unrivaled combination of recreation, culture and facilities set amidst the majestic beauty of the central Idaho Rockies. Sun Valley Resort has 2 ski mountains with over 2000 acres of skiable terrain, world-class mountain amenities, consistent snow, plenty of sunshine, and no lift lines. Sun Valley area is also known as a top Nordic ski destination, and is a designated US Olympic/Paralympic Nordic Training Site where world-class skiers come to train.

To book the new flights: [www.united.com](http://www.united.com)

For information on Sun Valley go to [www.sunvalley.com](http://www.sunvalley.com) and [www.visitsunvalley.com](http://www.visitsunvalley.com)

**Media Contact:**

Carol Waller, [carol@flysunvalleyalliance.com](mailto:carol@flysunvalleyalliance.com), 208-720-3965 [www.flysunvalleyalliance.com](http://www.flysunvalleyalliance.com)

**Carol Waller, Director**

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