

**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 4, 2012 at 5:30 p.m. at the **old Blaine County Courthouse Meeting Room, Hailey, Idaho**. The proposed agenda for the meeting is as follows:

**AGENDA
September 4, 2012**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. UNFINISHED BUSINESS**
 - A. Airport Solutions
 - 1. Blaine County Report DISCUSSION
 - 2. City of Hailey Report DISCUSSION
 - 3. Airport Manager Report DISCUSSION
 - 4. Communications Director Report
 - a. Coffee Talk DISCUSSION
 - b. Airport Tour (Public) DISCUSSION
 - c. Sustain Blaine Airport Tour DISCUSSION
 - 5. Existing Site
 - a. Friedman Memorial Airport Alternatives – Technical Analysis DISCUSS/DIRECT
 - 6. Retain/Improve/Develop Air Service
 - a. FSVA Report DISCUSS/DIRECT
 - b. First Time Schedule Commercial – Jet Service Environmental Assessment (EA) Update DISCUSS/DIRECT
 - 7. Airport Appreciation Day – Attachment #1 DISCUSS/DIRECT
- IV. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. August 7, 2012 Regular Meeting - Attachment #2 ACTION
- V. NEW BUSINESS**
 - A. Mountain West Bank Account ACTION
 - B. Surplus Property Disposal – Attachment #3 ACTION
 - C. iflysun.com – Attachment #4 ACTION
- VI. AIRPORT STAFF BRIEF**
 - A. Noise Complaints
 - B. Parking Lot Update
 - C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #5 - #8
 - D. Review Correspondence – Attachment #9
 - E. Fly Sun Valley Alliance Update – Attachments #10, #11
 - F. Airport Weather Interruptions
 - G. Operations Brief
 - H. Administrative Brief
 - I. Employee of the Quarter – Attachment #12
- VII. PUBLIC COMMENT**
- VIII. EXECUTIVE SESSION - I.C. §67- 2345 (1)(d)**
- IX. ADJOURNMENT**

III. UNFINISHED BUSINESS

A. Airport Solutions

1. Blaine County Report

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

BOARD ACTION: 1. Discussion

2. City of Hailey Report

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

BOARD ACTION: 1. Discussion

3. Airport Manager Report

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

BOARD ACTION: 1. Discussion

4. Communications Director Report

a. Coffee Talk

BOARD ACTION: 1. Discussion

b. Airport Tour (Public)

BOARD ACTION: 1. Discussion

c. Sustain Blaine Airport Tour

BOARD ACTION: 1. Discussion

5. Existing Site

a. Friedman Memorial Airport Alternatives – Technical Analysis

Work is underway on the Airport Alternatives Technical Analysis effort. Airport Manager and members of the T-O team participated in a teleconference with representatives from the FAA Seattle Airports District Office on August 23. This was a productive meeting that helped to further solidify the goals and parameters for the study. In addition, T-O has completed work on documentation of the existing situation at the airport and to re-evaluate the "full compliance" options at the existing site. Next steps will include development of alternatives within the existing airport

fence. Dave Mitchell of T-O Engineers will attend the meeting to answer any questions the board may have and will plan to provide a detailed status update at the October meeting.

BOARD ACTION: 1. Discuss/direct

6. Retain/Improve/Develop Air Service

a. FSVA Report

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

BOARD ACTION: 1. Discuss/direct

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

The Draft Environmental Assessment document has been reviewed by airport staff and provided to the FAA for their review. The review of the document by the FAA has taken longer than anticipated due to FAA staff changes and availability.

After FAA review is completed, the Environmental Assessment document will be released for a 30-day public review and comment period. Public release of the document is expected to occur in early September. The notice of availability for review will be published on the Airport website and in the Mountain Express newspaper. During the public review period, Dave Mitchell of T-O Engineers and Brad Rolf of Mead & Hunt will attend an Airport Authority meeting to provide a brief presentation and answer any questions the Board may have.

Following the public review period, comments will be reviewed and a Final Environmental Assessment document will be prepared for FAA acceptance. It is expected that the FAA will issue a Finding of No Significant Impact (FONSI) after preparation of the Final document.

BOARD ACTION: 1. Discuss/direct

7. Airport Appreciation Day – Attachment #1

Planning for Airport Appreciation Day, Sept. 15 is progressing and all plans are nearly in place. Attachment #1 is the poster developed for this year's event.

BOARD ACTION: 1. Discuss/direct

IV. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

A. August 7, 2012 Regular Meeting – Attachment #2

BOARD ACTION: 1. Action

V. NEW BUSINESS

A. Mountain West Bank Account

Staff is requesting approval to open an account at Mountain West Bank for the new PFC Application 12-08-C-00-SUN.

BOARD ACTION: 1. Action

B. Surplus Property Disposal – Attachment #3

Staff has prepared a list of items to be declared as SURPLUS by the Board, so that we can dispose of them via a closed-bid sale process. Some of the items were declared surplus once before, however we were unable to successfully dispose of them. We are trying again. We hope to conduct this disposal process in October, or at the latest, in early November. (See Attachment #3)

BOARD ACTION: 1. Action

C. iflysun.com – Attachment #4

In March, the Board agreed that combining the flyfma.com and flysvra.com would be an appropriate action to take and gave Staff permission to explore how best to combine the two sites. Staff has been diligently working with Marketing By Design (MBD) consultants to form a vision for the combined website and progress is going well so far (See Attachment #4). Staff hopes that the two websites will be combined and live by the beginning of the New Year.

During review of other websites, Staff found that several airport websites are beginning their web address with ifly as a designation, including major airports in Boise, Pocatello, Los Angeles, and San Francisco as well as smaller hub airports in Alabama, Florida and Wyoming. Staff and MBD consultants both feel that the domain name, www.iflySUN.com, will achieve the following:

- Enhance user experience consistent with airport marketing trends and today's competition for destination flights.
- Promotional benefits, indicates this is an airport personal flight preference.
- FLYSUN branding, based on airport code, has already been approved, developed and implemented for both FMA and Airport Solutions.

- All currently registered domains (flyfma.com, flyksun.com and flysvra.com) would continue to forward to the main website url (www.iflySUN.com).
- Staff email addresses will continue to source flyfma.com.

Staff is requesting approval to proceed with the combined website development using the domain name requested (www.iflySUN.com).

BOARD ACTION: 1. Action

VI. AIRPORT STAFF BRIEF

A. Noise Complaints:

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Lwr Brdfrd	8/6	10:50 p	Air Carrier	Low/Loud	Research demonstrated a normal approach to the airport. It appears that smoke conditions in the valley are affecting aircraft noise, as well as appearance, resulting in louder noise and a perception of lower operations.
Lwr Brdfrd	8/7	12:22 a	Twin Turbo	After hours operation.	This was an emergency Life Flight operation. E-mailer was notified.
Lwr Brdfrd	8/10	8:38 p	Jet	Low Arrival	Research demonstrated nothing unusual about this approach. Caller notified.
Indian Creek	8/11	9:30 a	Sgl Eng	Flying low over Indian Creek Sub. Caller thought aircraft must remain 1000' AGL.	Unable to identify this aircraft. Aircraft are required to maintain 500' AGL over sparsely populated areas. Caller notified.
Chantrelle	8/12	2:45 a 4:30 a	Twin Turbo	After hours operation.	This was an emergency Life Flight operation. E-mailer was notified.
China Gardens	8/14	5:07 am	NA	Caller rptd loud engine noise for an extended period of time from the airport.	Research demonstrated that there was no activity at the airport at that time. In fact, the City of Hailey was running a street

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
					sweeper at that time, on the west side of town. Caller was advised.
Deerfield	8/14	3am	NA	Same as above	Same as above.
Bellevue	8/15	9:15 a	NA	Aircraft operating low/loud in general.	Smoke. Caller notified.
Bellevue	8/16	10:50 p	Air Carrier	Low/Loud arrival	Smoke. Caller notified.
None Given	8/17	3am	Twin Turbo	Caller concerned about 2 operations – 2a and 2:51 a. Unacceptable.	This was an emergency Life Flight transport. No name or number was left, so no return call.
Bellevue	8/21	9:05 p	Air Carrier	Low Loud arrival	Smoke. Caller notified.
Chantrelle	8/22	8:50 a	Jet	Low Loud arrival	Smoke. E-mailer notified.
Lwr Brdfrd	8/22	9:20 a	Jet	Low/Loud	Smoke. Caller notified.

B. Parking Lot Update

The Car Park Gross/Net Revenues

Month	FY 2010 Gross	FY 2010 Net	FY 2011 Gross	FY 2011 Net	FY 2012 Gross	FY 2012 Net
July	\$17,193.68	\$8,295.58	\$14,885.05	\$6,058.04	\$16,117.50	\$6,682.26

C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data - Attachments #5 - #8

Attachment #5 is Friedman Memorial Airport Profit & Loss through June 2012.
Attachment #6 is air traffic control tower traffic operations data for July 2012.
Attachment #7 is 2001 - 2012 air traffic control operations data comparison by month. Attachment #8 is 2006 - 2012 enplanement data. The following revenue and expense analysis is provided for Board information and review:

June 2011/2012

Total Non-Federal Revenue	June, 2012	\$138,990.59
Total Non-Federal Revenue	June, 2011	\$127,685.73
Total Non-Federal Revenue	FY '12 thru June	\$1,351,995.61
Total Non-Federal Revenue	FY '11 thru June	\$1,314,975.18
Total Non-Federal Expenses	June, 2012	\$137,098.24
Total Non-Federal Expenses	June, 2011	\$115,099.25

Total Non-Federal Expenses	FY '12 thru June	\$1,438,034.33
Total Non-Federal Expenses	FY '11 thru June	\$1,373,453.75
*Net Income to include Federal Programs	FY '12 thru June	\$-362,531.07
*Net Income to include Federal Programs	FY '11 thru June	\$-437,343.28
*Difference in net income is related to federal transactions.		

D. Review Correspondence - Attachment #9

Attachment #9 is information included for Board review.

E. Fly Sun Valley Alliance Update – Attachments #10, #11

Attachment #10 is the July 16, 2012 Fly Sun Valley Alliance Meeting Minutes.
Attachment #11 is the August 13, 2012 Fly Sun Valley Alliance Meeting Agenda.

F. Airport Weather Interruptions for August, 2012

Airline	Flight Cancellations	Flight Diversions
Horizon Air	14 - Wx	0
SkyWest	28 - Wx	0

Wx: Weather Mech: Mechanical

NOTE: Wx cancellations this month are attributable to poor visibility due to smoke.

G. Operations Brief

The ARFF/Ops Staff has been busy in August. Along with oversight and cooperation in the Passenger Terminal Carpet Project, which should be completed in the first full week of September, we recently completed re-painting of some critical airfield surface markings. Some of this work was conducted under warranty and some was simple maintenance. We will likely be conducting more, ongoing maintenance of painted markings next summer. Beginning in September, Staff will also commence preparation for the upcoming winter. Vehicle preparation and maintenance, along with a scheduled FMA Snow Committee Meeting in October and airfield preparation are all aspects of that process. Staff will also be undergoing FAA-mandated, recurring annual Wildlife Hazard Management Plan training with the USDA in September. Of course, all ARFF/Ops Staff will be on hand for the preparation, conduct and take down of the September 15 Airport Appreciation Day.

H. Administrative Brief

Financial Closeout documentation for AIP '35 and AIP '36 was received from the FAA on August 15, 2012.

Grant No.	Project Description	Grant Amount	Expenditures to Date	95% of Eligible Expenses	Grant Amount Remaining	Grant/ Project Status
Existing Airport						
34	Acquire snow removal equipment (SRE) (broom and plow) (Phase 2); Rehabilitate apron (Phase 1), design only; Rehabilitate parallel taxiway (Phase 1), design only; Rehabilitate taxi lanes (Phase 1); design only	\$266,000.00	\$269,697.83	\$256,213.00	\$9,787.00	CLOSED 02/06/12
35	Rehabilitate parallel taxiways A & B and connector taxiways A2-A28 and B1-B5 and taxi lanes (seal coat) (Phase 2), construction; Rehabilitate aprons (seal coat), (Phase 2)(Phase 2)	\$218,200.00	\$224,573.28	\$213,344.00	\$4,856.00	CLOSED 8/15/12
36	Acquire snow removal equipment (SRE), including truck and rotary plow	\$545,500.00	\$565,880.30	\$537,586.00	\$7,914	CLOSED 8/15/12
Replacement Airport						
01	Conduct environmental study for replacement airport for Friedman Memorial Airport, Hailey, Idaho	\$2,245,094.00	\$2,363,256.76	\$2,245,093.00	\$0.00	CLOSED 07/08/11
02	Conduct environmental study for replacement airport for Friedman Memorial Airport, Hailey, Idaho (Phase 2)	\$2,500,000.00	\$2,437,377.81	\$2,315,508.00	\$184,492.00	ACTIVE
03	Conduct environmental study for replacement airport for Friedman Memorial Airport, Hailey, Idaho (Phase 3)	\$453,818.00	\$429,914.00	\$408,418.00	\$45,400.00	ACTIVE
04	Conduct environmental study for replacement airport for Friedman Memorial Airport, Hailey, Idaho (Phase 4)	\$2,500,000.00	\$1,543,246.77	\$1,466,084.00	\$1,033,916.00	ACTIVE

I. Employee of the Quarter – Attachment #12

Ms. April Dieter, Friedman Memorial Airport Staff, was selected as the Friedman Memorial Airport Employee of the 2nd Quarter, 2012. Customer service, knowledge of the airport, responsibility, flexibility and professionalism are among the qualities in the selection process. In the 5 years that April has been a member of the Airport

Staff, she routinely and consistently has demonstrated a “can-do” attitude towards any and all assignments. Furthermore, her unfaltering, friendly demeanor is a pleasure to be around. April offers a professional, attentive and caring approach to all customers and co-workers. It is a pleasure to have April as part of the Friedman Memorial Airport Team and to announce her nomination and selection as Employee of the Quarter.

VII. PUBLIC COMMENT

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

IX. ADJOURNMENT

F R I E D M A N M E M O R I A L A I R P O R T

AIRPORT APPRECIATION DAY!

SEPTEMBER 15, 2012 • 9 AM - 3 PM



Be sure to check out the
B-17 Flying Fortress Sentimental Journey!

FREE ADMISSION & EVENTS! • VINTAGE & UNIQUE AIRPLANES ON DISPLAY • KIDS ACTIVITIES • AIRPLANE RIDES • FOOD & DRINK

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

**August 7, 2012
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman –Tom Bowman, Vice-Chairman – Martha Burke, Secretary – Susan McBryant, Board – Lawrence Schoen, Don Keirn, Ron Fairfax
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird, Emergency/Operations Chief – Peter Kramer; Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant/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, Chris Pomeroy; ANTICIPATE – Candice Pate
AIRPORT TENANTS/PUBLIC: BCPA – Jim Perkins; Len Harlig, Charles Matthiesen, Dick Fenton; ATCT – George White; Evan Stelma, Janet Duffy, Tim Martz, Felicity Roberts; FSVA- Eric Seder

CALL TO ORDER:

The meeting was called to order at 5:32 p.m. by Chairman Bowman.

I. APPROVE AGENDA

The agenda was amended with the following changes:

VI. NEW BUSINESS

A. September Meeting Date Change

III. UNFINISHED BUSINESS

4. Interim Communications Director Report

MOTION:

Made by Board Member McBryant to amend the agenda to include a discussion regarding the September meeting date under New Business. Seconded by Vice-Chairman Burke.

PASSED UNANIMOUSLY

II. PUBLIC COMMENT

No public comment was made.

III. PUBLIC HEARING

A. FY '13 Rates & Charges (See Brief)

Airport Manager Baird briefly reviewed the proposed FY '13 Rates & Charges with the Board.

Chairman Bowman opened the FY '13 Rates & Charges discussion for public comment.

Charles Matthiesen asked why a fee of \$150 for training after an airport infraction occurrence has been added to the Security/Airport Identification section of the Rates & Charges.

Airport Manager Baird answered that responding to airport infractions requires significant action for Staff in order to prevent the individual and Airport from being fined. He commented that the TSA is strict when it comes to the retraining and reissuing of a badge once an infraction has occurred. As this is not an inexpensive process, Staff thought it appropriate to associate a fee.

MOTION:

Made by Board Member Schoen to approve the proposed FY 2013 Friedman Memorial Airport Rates and Charges Schedule. Seconded by Vice-Chairman Burke.

PASSED UNANIMOUSLY

B. FY '13 Budget (See Brief)

Airport Manager Baird briefly reviewed the proposed FY '13 Budget with the Board. and

Chairman Bowman opened the FY '13 Budget discussion for public comment.

No public comment was made.

MOTION:

Made by Board Member Schoen to approve the proposed FY 2013 Friedman Memorial Airport Budget in the amount of \$7,460,472.80. Seconded by Board Member Fairfax.

PASSED UNANIMOUSLY

Vice-Chairman Burke proposed that the Board include a discussion regarding a salary increase for Airport Manager Baird during the FY '14 Budget process as Airport Manager Baird has not accepted an increase since FY '09 in order to be sensitive to the state of the local economy.

III. UNFINISHED BUSINESS

A. Airport Solutions

1. Blaine County Report

Board Member Schoen briefed the Board on what was discussed at the Board of Blaine County Commissioners meeting that took place earlier today.

2. City of Hailey Report

Vice-Chairman Burke reported that the Hailey City Council discussed the award of a \$100,000 grant for a technical study; a presentation given to them by FSVA and the Council's desire to place a ballot initiative in November. The City has decided to make minor changes to the proposed Joint Powers Agreement (JPA) at this time, and she has suggested that the city attorneys, mayors and council presidents of the cities of Sun Valley, Ketchum and Hailey, meet to discuss any proposed changes to the JPA. She reported that the City also discussed whether or not Hailey would consider extending the local-option taxes that support air service to the Wood River Valley.

Chairman Bowman opened the discussion for public comment.

Board Member Fairfax commented that most of the Hailey citizens that are regular patrons to local restaurants depend on jobs created through the airport and are therefore directly or indirectly supported by the airport and the tourism industry in some way. He commented that it would be his personal recommendation to look at local marketing statistics from that perspective as well when considering local-option taxes.

Vice-Chairman Burke thanked Board Member Fairfax for his comment and indicated that she would relay it to the City Council.

Board Member Schoen commented that the County has serious concerns about the JPA that's presently drafted and if it becomes desirable for the County to be involved in the process of amending the JPA, those concerns will need to be addressed.

Vice-Chairman Burke commented that there won't be an FMAA Board member on the JPA Board. She recommended that the County contact the City Attorney and request that the County and their attorney be present at a meeting that will be held tomorrow regarding the matter.

3. Airport Manager Report

Airport Manager Baird reported that the Hailey Air Traffic Control Tower (ATCT), Atlantic Aviation and Airport Staff managed the annual heavy traffic of the first two weeks of July extremely well and thanked them all for their efforts and a job well done.

Chairman Bowman commented that he had the opportunity to visit the Hailey ATCT during a day of heavy traffic and observed the controllers in action. He commented that the controllers were very professional and he was very impressed with Hailey ATCT Manager George White and his staff. He thanked Mr. White and his staff for a job well done and allowing him to observe.

Airport Manager Baird updated the Board on the status of a revised Letter of Agreement (LOA) and briefed them on a new FAA directive that was released today that suspends opposite direction traffic runway operations at Part 139 airfields, which will have a significant effect on current Airport operations.

4. Interim Communications Director Report

a. Coffee Talk

Communications Director Candice Pate reported on the "Coffee Talk" meeting that took place on July 24th and announced that the next meeting is scheduled for August 21st.

b. Airport Tour

Communications Director Candice Pate reported on the "Airport Tour" event that took place on July 26th and announced that the next tour is scheduled for August 20th. She commented that she is still working on coordinating a backyard gathering in Bellevue and also hopes to have Airport Manager Baird give a presentation regarding Airport Solutions at the next Sustain Blaine meeting.

5. Existing Site

a. Friedman Memorial Airport Alternatives – Technical Analysis (See Brief)

Airport Engineer Dave Mitchell gave the Board a presentation regarding the further development and current status of the Airport Alternatives Technical Analysis Scope of Work (SOW).

Board Member Fairfax asked at what point the Board will receive feedback from the FAA regarding which alternatives or modifications to standards may or may not provide an acceptable solution.

Airport Engineer Mitchell answered that the FAA cannot make any decisions without investigating all possible scenarios. He also ensured that the Board would not be liable to pay T-O Engineers for contracted work that the Board is unable to complete due to an FAA decision to forego completion of the technical analysis.

Attorney Luboviski added that a termination clause is always included in contracts with T-O Engineers.

Board Member Schoen suggested an edit to page 1 of the SOW to name the sponsors as the City of Hailey and Blaine County instead of the Friedman Memorial Airport Authority.

MOTION: *Made by Board Member Fairfax to approve the Friedman Memorial Airport Alternatives – Technical Analysis Scope of Work with the suggested edit , determine that the proposed fees are reasonable and Authorize Chair execution of the appropriate contract documents after Staff/Legal Counsel review and after the applicable Grant is in place. Seconded by Vice-Chairman Burke.*

Airport Manager Baird suggested that Board Member Fairfax amend his motion to authorize chair execution of the contract documents before the applicable grant is in place.

MOTION: *Made by Board Member Fairfax to approve the Friedman Memorial Airport Alternatives – Technical Analysis Scope of Work with the suggested edit, determine that the proposed fees are reasonable and Authorize Chair execution of the appropriate contract documents after Staff and Legal Counsel review. Seconded by Vice-Chairman Burke.*

PASSED UNANIMOUSLY

6. Replacement Airport

Airport Manager Baird briefed the Board that the FAA is interested in completing the Airport Alternatives Technical Analysis prior to discussing the continuation or suspension of the EIS.

7. Retain/Improve/Develop Air Service

a. FSVA Report

Fly Sun Valley Alliance President, Eric Seder, announced that a new website, www.yestoair.com, has been developed and has information and continuous posts regarding air service financing and statistics. He also reported that Boise Airport announced that they are starting their summer air service survey in two weeks and are including a question in the survey at FSVA's request, regarding final destination in order to find out how much traffic is coming to Sun Valley through Boise.

Dick Fenton reported that the Sun Valley Board of Realtors has developed a program that asks local realtors to donate 1% of their annual commission to fund air service. He reported that the response from local realtors has so far

been very positive and Sun Valley Company has graciously offered an incentive to those who participate in the program.

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

Airport Engineer Mitchell Airport Engineer Dave Mitchell gave the Board a presentation regarding the further development and status of the Environmental Assessment for Commercial Jet Service project.

Chairman Bowman opened the discussion for public comment.

No public comment was made.

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

Airport Manager Baird briefed the Board on the status of the Air Service Scope of Work for developing seasonal true market estimates and airfare monitoring.

Chairman Bowman opened the discussion for public comment.

Len Harlig commented that one of the things the Board should research in this air service study is whether or not there will be an impact on the existing airlines by the addition of more airlines servicing the Valley.

8. FMAA Primary Snow Removal Equipment With Attachments (See Brief)

Airport Manager Baird briefed the Board on the status of the procurement of primary snow removal equipment with attachments and asked the Board to approve Staff's recommendation to select Burks Tractor as the responsive bidder and present them with the Notice of Award for the snow removal equipment.

MOTION:

Made by Vice-Chairman Burke to approve the Notice of Award to Burks Tractor for \$314,870 and authorize Chair to sign the award documents and Agreement after Staff and Legal Counsel review. Seconded by Board Member Schoen.

PASSED UNANIMOUSLY

**V. APPROVE FMAA
MEETING MINUTES**

A. July 3, 2012 Regular Meeting (See Brief)

The July 3, 2012 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

MOTION:

Made by Board Member Schoen to approve the July 3, 2012 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Vice-Chairman Burke.

PASSED UNANIMOUSLY

VI. NEW BUSINESS

A. September Meeting Date Change

Board Member Keirn asked the Board to consider changing the September meeting date in order to accommodate the City of Hailey's schedule so that they may review the FMAA Agenda before the FMAA meeting takes place.

Chairman Bowman asked the Board to check their schedules and he will coordinate with the Board via email to discuss a different meeting date for the September meeting.

VII. VI. AIRPORT STAFF BRIEF

A. Noise Complaints

B. Parking Lot Update

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

D. Review Correspondence (See Brief)

E. Fly Sun Valley Alliance Update (See Brief)

F. Airport Weather Interruptions

G. Administrative Brief

H. Operations Brief

VIII. VII. PUBLIC COMMENT

No public comment was made.

IX. VIII. ADJOURNMENT

The August 7, 2012 Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 6:50 p.m.

Susan McBryant, Secretary

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

Surplus/Auction Items 8/27/2012

Item		Estimated Value
1	1989 John Deere 644ER Wheel Loader	\$30,000
2	1988 GMC C-30 Service Truck	\$2,000
3	1980 Ferguson Portable Compactor Roller	\$2,000
4	Neal 550 Gal. Sealcoating Machine	\$2,000
5	Tiger Manufacturing Loader Attachment Model 7414	\$1,000
6	Viking Cives 12' angle plow	\$1,000
7	Military Portable Light Tower Gen-Set	\$500
8	Gray Model TNT 550 Bumper Jack	\$500
9	PowerGard 2.5KW Portable Diesel Gen-Set	\$300
10	Tennant Floor Cleaning Attachment	\$300
11	Military 60KW Diesel Gen-Set	\$300
12	Bush Hog 3-Point Mower Attachment	\$250
13	(2) Lincoln 10 ton Floor Jacks	\$200
14	2-Ton Portable "Engine Hoist"	\$100
15	7500# Engine Stand	\$50
16	John Wood 30 Gal. Air Compressor	\$50
17	Tanks Inc. 30 Gal. Air Compressor	\$50
18	(2) 100' Lengths 1" "Booster Hose"	\$20

All items are deemed surplus/unused inventory



FRIEDMAN MEMORIAL AIRPORT

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FRIEDMAN MEMORIAL AIRPORT

HOME



Halley, ID - 2:46 PM



84°

Mostly Cloudy

Humidity: 25%
Wind: N 12 mph

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Welcome to the Friedman Memorial Airport

Friedman Memorial Airport (SUN) is located in South Central Idaho in the city of Halley, the fastest growing city in the Wood River Valley. At an elevation of 5,317 feet the airport is nestled within the Idaho Rockies and is at the edge of the Sawtooth and Challis National Forests. Just north of the airport you will find the resort communities of Ketchum and Sun Valley, popular Winter and Summer destinations, and to the south is the community of Bellevue.

Friedman Memorial Airport is serviced by two commuter airlines, three automobile rental agencies, a gift shop and a photo gallery, all are conveniently located within the passenger terminal. The airport is also serviced by charter operators and has a full-service fixed base operator.

Friedman Memorial Site

- [Home](#)
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FRIEDMAN MEMORIAL AIRPORT

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AIRPORT SOLUTIONS

CONNECT WITH US



Halley, ID - 2:46 PM



84°

Mostly Cloudy

Humidity: 25%
Wind: N 12 mph



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84°

Mostly Cloudy

Humidity: 25%
Wind: N 12 mph

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Friedman Memorial Airport

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

October 2011 through June 2012

Ordinary Income/Expense Income	Oct '11 - Jun 12	Budget	\$ Over Budget	% of Budget
4000-00 . AIRCARRIER				
4000-01 . Aircarrier - Lease Space	63,390.33	84,800.00	-21,209.67	74.9%
4000-02 . Aircarrier - Landing Fees	48,718.03	96,500.00	-47,781.97	50.5%
4000-03 . Aircarrier - Gate Fees	900.00	1,200.00	-300.00	75.0%
4000-04 . Aircarrier - Utility Fees	5,808.70	7,600.00	-1,791.30	76.4%
4010-05 . Aircarrier -T1 PFC Application	143,185.50	205,000.00	-61,814.50	69.8%
Total 4000-00 . AIRCARRIER	262,002.56	394,900.00	-132,897.44	66.3%
4020-00 . TERMINAL AUTO PARKING REVENUE				
4020-01 . Automobile Parking - Terminal	50,588.21	92,500.00	-41,931.79	54.7%
Total 4020-00 . TERMINAL AUTO PARKING REVENUE	50,588.21	92,500.00	-41,931.79	54.7%
4030-00 . AUTO RENTAL REVENUE				
4030-01 . Automobile Rental - Commission	202,663.65	312,000.00	-109,336.35	65.0%
4030-02 . Automobile Rental - Counter	5,492.18	7,500.00	-2,007.82	73.2%
4030-03 . Automobile Rental - Auto Prkng	24,310.00	28,000.00	-3,690.00	86.8%
4030-04 . Automobile Rental - Utilities	263.78	500.00	-236.22	52.8%
Total 4030-00 . AUTO RENTAL REVENUE	232,729.61	348,000.00	-115,270.39	66.9%
4040-00 . TERMINAL CONCESSION REVENUE				
4040-01 . Terminal Shops - Commission	1,244.76	3,500.00	-2,255.24	35.6%
4040-02 . Terminal Shops - Lease Space	5,837.49	8,300.00	-2,462.51	70.3%
4040-03 . Terminal Shops - Utility Fees	373.45	725.00	-351.55	51.5%
4040-10 . Advertising - Commission	19,701.25	33,000.00	-13,298.75	59.7%
4040-12 . Terminal ATM	38.80			
Total 4040-00 . TERMINAL CONCESSION REVENUE	27,195.75	45,525.00	-18,329.25	59.7%
4050-00 . FBO REVENUE				
4050-01 . FBO - Lease Space	171,402.88	223,220.00	-51,817.12	76.8%
4050-02 . FBO - Tiedown Fees	89,258.12	193,000.00	-103,741.88	46.2%
4050-03 . FBO - Landing Fees - Trans.	117,474.17	197,000.00	-79,525.83	59.6%
4050-04 . FBO - Commission	10,670.20	17,000.00	-6,329.80	62.8%
Total 4050-00 . FBO REVENUE	388,805.37	630,220.00	-241,414.63	61.7%
4060-00 . FUEL FLOWAGE REVENUE				
4060-01 . Fuel Flowage - FBO	99,244.92	168,600.00	-69,355.08	58.9%
Total 4060-00 . FUEL FLOWAGE REVENUE	99,244.92	168,600.00	-69,355.08	58.9%
4070-00 . TRANSIENT LANDING FEES REVENUE				
4070-02 . Landing Fees - Non-Comm./Gov't	208.98	500.00	-291.02	41.8%
Total 4070-00 . TRANSIENT LANDING FEES REVENUE	208.98	500.00	-291.02	41.8%
4080-00 . HANGARS REVENUE				
4080-01 . Land Lease - Hangar	347,059.39	477,512.00	-130,452.61	72.7%
4080-02 . Land Lease - Hangar/Trans. Fee	3,771.26			
4080-03 . Land Lease - Hangar/Utilities	969.45	1,300.00	-310.55	76.1%
4080-20 . Land Lease - Government Revenue	5,133.39			
Total 4080-00 . HANGARS REVENUE	356,953.49	478,812.00	-121,858.51	74.5%
4090-00 . TIEDOWN PERMIT FEES REVENUE				
4090-01 . Tiedown Permit Fees (FMA)	15,449.84	30,000.00	-14,550.16	51.5%
4090-02 . Tiedown - Gov. Fire Support	0.00	5,000.00	-5,000.00	0.0%
Total 4090-00 . TIEDOWN PERMIT FEES REVENUE	15,449.84	35,000.00	-19,550.16	44.1%
4100-00 . POSTAL CARRIERS REVENUE				
4100-01 . Postal Carriers - Landing Fees	6,284.85	8,900.00	-2,615.15	70.6%
4100-02 . Postal Carriers - Tiedown	2,970.00			
Total 4100-00 . POSTAL CARRIERS REVENUE	9,254.85	8,900.00	354.85	104.0%
4110-00 . MISCELLANEOUS REVENUE				
4110-06 . Misc. - Security-Prox. Cards	23,220.00	25,000.00	-1,780.00	92.9%
4110-09 . Miscellaneous Expense Reimburse	6,068.00			
Total 4110-00 . MISCELLANEOUS REVENUE	29,288.00	25,000.00	4,288.00	117.2%
4120-00 . GROUND TRANSP. PERMIT REVENUE				
4120-01 . Ground Transportation Permit	12,400.00	25,000.00	-12,600.00	49.6%
4120-02 . GTSP - Trip Fee	2,090.17			
Total 4120-00 . GROUND TRANSP. PERMIT REVENUE	14,490.17	25,000.00	-10,509.83	58.0%
4400-00 . TSA				
4400-01 . LEO Expense Reimbursement	87,407.40	135,000.00	-47,592.60	64.7%
4400-02 . Terminal Lease	6,790.23			
Total 4400-00 . TSA	94,197.63	135,000.00	-40,802.37	69.8%

ATTACHMENT 5

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

10:19 AM
06/22/12
Accrual Basis

	Oct '11 - Jun 12	Budget	\$ Over Budget	% of Budget
4500-00 · IDAHO STATE GRANT PROGRAM REV.				
4500-12 · SUN-12	20,000.00	20,000.00	0.00	100.0%
Total 4500-00 · IDAHO STATE GRANT PROGRAM REV.	20,000.00	20,000.00	0.00	100.0%
4520-00 · INTEREST INCOME				
4520-05 · Interest Income - '11 PFC	177.72			
4600-00 · Interest Income - General	8,751.03	14,000.00	-5,248.97	62.5%
Total 4520-00 · INTEREST INCOME	8,928.75	14,000.00	-5,071.25	63.8%
4702-00 · AIP 02 New Arprt. EIS Phs. II				
4702-01 · AIP 02	0.00	100,000.00	-100,000.00	0.0%
Total 4702-00 · AIP 02 New Arprt. EIS Phs. II	0.00	100,000.00	-100,000.00	0.0%
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 Arprt. EIS-Phs.III/IV				
4704-01 · AIP '04 - FAA	73,625.00	1,000,000.00	-926,375.00	7.4%
Total 4704-00 · AIP 04-New Arprt. EIS-Phs.III/IV	73,625.00	1,000,000.00	-926,375.00	7.4%
4705-00 · AIP 05-New Arprt. EIS-Phs.				
4705-01 · AIP '05 - FAA	0.00	1,000,000.00	-1,000,000.00	0.0%
Total 4705-00 · AIP 05-New Arprt. EIS-Phs.	0.00	1,000,000.00	-1,000,000.00	0.0%
4706-00 · AIP 06-New Arprt. EIS-Phs.				
4706-01 · AIP 06-New Arprt. EIS-Phs.	0.00	1,000,000.00	-1,000,000.00	0.0%
Total 4706-00 · AIP 06-New Arprt. EIS-Phs.	0.00	1,000,000.00	-1,000,000.00	0.0%
4737-00 · AIP 37 - SRE Equipment				
4737-01 · AIP '37	0.00	1,000,000.00	-1,000,000.00	0.0%
Total 4737-00 · AIP 37 - SRE Equipment	0.00	1,000,000.00	-1,000,000.00	0.0%
Total Income	1,682,943.13	500,000.00	-500,000.00	0.0%
	1,682,943.13	6,061,957.00	-4,379,013.87	27.8%
Gross Profit				
Expense				
EXPENDITURES				
"A" EXPENSES				
5000-01 · Salaries - Airport Manager	95,552.10	127,403.00	-31,850.90	75.0%
5010-00 · Salaries -Contracts/Finance Adm	65,306.80	82,500.00	-17,193.20	79.2%
5010-01 · Salaries - Office Asst.	123,329.54	159,195.91	-35,866.37	77.5%
5020-00 · Salaries - ARFF/OPS Chief	62,345.52	82,500.00	-20,154.48	75.6%
5030-00 · Salaries - ARFF/OPS Specialist	226,057.08	294,193.00	-68,135.92	76.8%
5040-00 · Salaries-ASO/Sp.Prjct./Ex. Asst	44,125.21	57,523.00	-13,397.79	76.7%
5050-00 · Salaries - Temp.	9,558.50	15,000.00	-5,441.50	63.7%
5050-02 · Salaries - Merit Increase	0.00	14,816.45	-14,816.45	0.0%
5060-01 · Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 · Overtime - Snow Removal	9,027.44	10,000.00	-972.56	90.3%
5060-04 · OT - Security	0.00	2,500.00	-2,500.00	0.0%
5100-00 · Retirement	73,321.57	96,410.00	-25,088.43	74.5%
5110-00 · Social Security/Medicare	46,251.14	64,843.80	-18,592.66	71.3%
5120-00 · Life Insurance	1,538.89	2,000.00	-461.11	76.9%
5130-00 · Medical Insurance	104,847.30	155,000.00	-50,152.70	67.6%
5160-00 · Workman's Compensation	13,341.00	15,000.00	-1,659.00	88.9%
Total "A" EXPENSES	874,602.09	1,182,885.16	-308,283.07	73.9%
"B" EXPENDITURES				
"B" EXPENSES - ADMINISTRATIVE				
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	4,245.36	15,000.00	-10,754.64	28.3%
Total 6000-00 · TRAVEL EXPENSE	4,245.36	15,000.00	-10,754.64	28.3%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies - Office	11,235.33	13,500.00	-2,264.67	83.2%
6010-03 · Supplies - Computer	1,242.46			
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	12,477.79	13,500.00	-1,022.21	92.4%
6020-00 · INSURANCE				
6020-01 · Insurance - Liability	16,500.00	18,500.00	-2,000.00	89.2%
6020-02 · Insurance - Public Officials	12,715.00	13,600.00	-885.00	93.5%
6020-03 · Insurance-Bldg/Unlic.Veh./Prop	25,834.00	29,600.00	-3,766.00	87.3%
6020-04 · Insurance - Licensed Vehicles	5,503.00	5,900.00	-397.00	93.3%
6020-05 · Insurance - Crime	278.00	550.00	-272.00	50.5%
Total 6020-00 · INSURANCE	60,830.00	68,150.00	-7,320.00	88.3%

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

October 2011 through June 2012

10:19 AM

06/22/12

Accrual Basis

	Oct '11 - Jun 12	Budget	\$ Over Budget	% of Budget
6030-00 - UTILITIES				
6030-01 - Utilities - Gas/Terminal	5,859.85	13,000.00	-7,140.15	45.1%
6030-02 - Utilities - Gas/Maintenance	4,668.38	8,500.00	-3,831.62	54.9%
6030-03 - Utilities - Elect/Runway&PAPI	4,732.20	6,000.00	-1,267.80	78.9%
6030-04 - Utilities - Elect/Office/Maint.	9,040.41	9,000.00	40.41	100.4%
6030-05 - Utilities - Electric/Terminal	7,251.01	7,500.00	-248.99	96.7%
6030-06 - Utilities - Telephone	11,239.61	17,000.00	-5,760.39	66.1%
6030-07 - Utilities - Water	458.00	1,200.00	-742.00	38.2%
6030-08 - Utilities - Garbage Removal	5,730.58	6,000.00	-269.42	95.5%
6030-09 - Utilities - Sewer	1,037.73	1,500.00	-462.27	69.2%
6030-10 - Utilities - Electric/Sewer	342.86	500.00	-157.14	68.6%
6030-11 - Utilities - Electric/Tower	3,479.67	4,000.00	-520.33	87.0%
6030-15 - Utilities - Elec/AWOS	520.60	900.00	-379.40	57.8%
6030-16 - Utilities - Elec. Wind Cone	96.75	210.00	-113.25	46.1%
6030-17 - Utilities - Elec. Rosenberg	43.92	2,500.00	-16.00	99.4%
6040-01 - Service Provider - Weather	2,484.00	1,000.00	-378.48	62.2%
6040-02 - Service Provider - Term. Music	621.52	7,000.00	-3,121.81	55.4%
6040-03 - Service Provider - Internet/ISP	3,878.19	8,000.00	-8,000.00	0.0%
6040-04 - Service Provider - AWOS NADN	0.00			
6040-05 - Service Provider - ISP/Terminal	1,672.95			
Total 6030-00 - UTILITIES	63,158.23	93,810.00	-30,651.77	67.3%
6050-00 - PROFESSIONAL SERVICES				
6050-01 - Professional Services - Legal	18,497.40	27,500.00	-9,002.60	67.3%
6050-02 - Professional Services - CPA	24,652.72	24,000.00	652.72	102.7%
6050-03 - Professional Services - Engineer	2,934.66	27,000.00	-24,065.34	10.9%
6050-04 - Professional Services - ARFF	0.00	4,000.00	-4,000.00	0.0%
6050-05 - Professional Services - Gen.	22,065.96			
6050-07 - Professional Services - Archite	0.00	1,000.00	-1,000.00	0.0%
6050-08 - Professional Services - Securit	4,970.00	4,000.00	970.00	124.3%
6050-10 - Prof. Svcs.-IT/Comp. Support	7,357.50	12,000.00	-4,642.50	61.3%
6050-11 - Professional Services - Wildlif	528.00	2,000.00	-1,472.00	26.4%
6050-13 - Prof. Serv.-Website Des.& Maint	460.00			
6050-14 - Professional Services - EA	980.00			
Total 6050-00 - PROFESSIONAL SERVICES	82,446.24	101,500.00	-19,053.76	81.2%
6060-00 - MAINTENANCE-OFFICE EQUIPMENT				
6060-01 - Maint.-Office Equip/Gan.	271.99	10,000.00	-9,728.01	2.7%
6060-04 - Maintenance - Copier	3,057.33			
6060-05 - Maintenance - Phone	119.10			
Total 6060-00 - MAINTENANCE-OFFICE EQUIPMENT	3,448.42	10,000.00	-6,551.58	34.5%
6070-00 - RENT/LEASE OFFICE EQUIPMENT				
6070-02 - Rent/Lease - Postage Meter	943.21	1,500.00	-556.79	62.9%
Total 6070-00 - RENT/LEASE OFFICE EQUIPMENT	943.21	1,500.00	-556.79	62.9%
6080-00 - DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 - Dues/Memberships/Publications	14,394.81	15,000.00	-605.19	96.0%
Total 6080-00 - DUES/MEMBERSHIPS/PUBLICATIONS E	14,394.81	15,000.00	-605.19	96.0%
6090-00 - POSTAGE				
6090-01 - Postage/Courier Service	1,384.54	2,700.00	-1,315.46	51.3%
Total 6090-00 - POSTAGE	1,384.54	2,700.00	-1,315.46	51.3%
6100-00 - EDUCATION/TRAINING				
6100-01 - Education/Training - Admin.	1,030.00	30,000.00	-28,970.00	3.4%
6100-02 - Education/Training - OPS	229.60			
6100-03 - Education/Training - ARFF	6,417.81			
6100-05 - Education - Neighborl Flight	195.00			
6100-06 - Education - Security	375.00			
Total 6100-00 - EDUCATION/TRAINING	8,247.41	30,000.00	-21,752.59	27.5%
6110-00 - CONTRACTS				
6110-01 - Contracts - General	600.00			
6110-02 - Contracts - FMAA	25,200.00	24,000.00	1,200.00	105.0%
6110-03 - Contracts - SVA/Free Collection	44,100.00	58,800.00	-14,700.00	75.0%
6110-04 - Contracts - COH LEO	119,889.30	145,000.00	-25,110.70	82.7%
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	750.00	750.00	0.00	100.0%
6110-10 - Online Email Server Access	148.40			
6110-11 - Contracts-Security CMS	12,445.78	36,000.00	-35,851.60	0.4%
Total 6110-00 - CONTRACTS	243,483.48	318,350.00	-74,866.52	75.5%

Friedman Memorial Airport

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

October 2011 through June 2012

	Oct '11 - Jun 12	Budget	\$ Over Budget	% of Budget
6130-00 . MISCELLANEOUS EXPENSES				
6130-01 . Misc. - General	5,962.90	6,500.00	-537.10	91.7%
6130-04 . Misc. Green Program	0.00	2,500.00	-2,500.00	0.0%
6140-00 . Bank Fees	793.78			
Total 6130-00 . MISCELLANEOUS EXPENSES	6,756.68	9,000.00	-2,243.32	75.1%
Total "B" EXPENSES - ADMINISTRATIVE	501,816.17	678,510.00	-176,693.83	74.0%
"B" EXPENSES - OPERATIONAL				
6500-00 . SUPPLIES/EQUIPMENT-ARFF/OPERATI				
6500-01 . Supplies/Equipment - General	1,334.19	10,000.00	-8,665.81	13.3%
6500-02 . Supplies/Equipment - Tools	3,075.76			
6500-03 . Supplies/Equipment - Clothing	1,247.60			
6500-04 . Supplies/Equipment - Janitorial	8,266.25	35,000.00	-6,055.00	82.7%
6500-05 . Supplies/Equipment - Deice	28,945.00	5,000.00	-383.70	92.3%
6500-06 . Supplies/Equipment - ARFF	4,616.30			
Total 6500-00 . SUPPLIES/EQUIPMENT-ARFF/OPERATI	47,485.10	50,000.00	-2,514.90	95.0%
6510-00 . FUEL/LUBRICANTS				
6510-01 . Fuel/Lubricants - General	179.50	50,000.00	-49,820.50	0.4%
6510-02 . Fuel	28,156.16			
Total 6510-00 . FUEL/LUBRICANTS	28,335.66	50,000.00	-21,664.34	56.7%
6520-00 . VEHICLES/MAINTENANCE				
6520-01 . R/M Equipment - General	5,575.50	27,000.00	-21,424.50	20.7%
6520-02 . R/M Equip. '93 Schmidt Snow	1,778.06			
6520-04 . R/M Equip. '84 Chevy Plow Truck	8.00			
6520-06 . R/M Equip. '96 Tiger Tractor	4,044.29			
6520-09 . R/M Equip. '96 Oshkosh Swp.	3,562.10			
6520-11 . R/M Equip. '98 J. Deere Ldr.	171.49			
6520-17 . R/M Equip. '01 Case 921 Ldr.	104.05			
6520-18 . R/M Equip. '97 Chevy Blazer	22.46			
6520-19 . R/M Equip. '02 Ford F-150 PU	1,050.99			
6520-20 . R/M Equip. '02 Kodiak Blower	37.98			
6520-23 . R/M Equip. '97 Ford Exped.	166.25			
6520-24 . R/M Equip. '01 Ford F-250	743.20			
6520-25 . R/M Equip. '04 Batts De-Ice	9.73			
6520-29 . R/M Equip.- 2010 Wausau Plow	1,134.49			
6520-30 . R/M Equip.-05 Ford F-350	148.75			
6520-31 . R/M Equip. - Oshkosh Blower	65.98			
Total 6520-00 . VEHICLES/MAINTENANCE	18,623.32	27,000.00	-8,376.68	69.0%
6530-00 . ARFF MAINTENANCE				
6530-01 . ARFF Maint. General	2,257.10	5,000.00	-2,742.90	45.1%
6530-04 . ARFF Maint. - Radios	202.38			
6530-05 . ARFF Maint. - '03 E-One	16.97			
Total 6530-00 . ARFF MAINTENANCE	2,476.45	5,000.00	-2,523.55	49.5%
6540-00 . REPAIRS/MAINTENANCE - BUILDING				
6540-01 . R/M Bldg. - General	1,069.40	29,000.00	-27,930.60	3.7%
6540-02 . R/M Bldg. - Terminal	16,114.13			
6540-03 . R/M Bldg. - Shop	4,575.37			
6540-05 . R/M Bldg. - Manager's Bldg.	1,043.33			
6540-07 . R/M Bldg. - Tower	7,517.08			
Total 6540-00 . REPAIRS/MAINTENANCE - BUILDING	30,319.31	29,000.00	1,319.31	104.5%
6550-00 . REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 . R/M - General	0.00	15,000.00	-15,000.00	0.0%
6550-02 . R/M - Airfield	6,882.07			
6550-04 . R/M - Lights	15,940.07			
6550-05 . R/M - Grounds	3,491.55			
Total 6550-00 . REPAIRS/MAINTENANCE - AIRSIDE	26,313.69	15,000.00	11,313.69	175.4%
6560-00 . SECURITY EXPENSE				
6560-01 . Security	9,933.43	20,000.00	-10,066.57	49.7%
6560-00 . SECURITY EXPENSE - Other	350.00			
Total 6560-00 . SECURITY EXPENSE	10,283.43	20,000.00	-9,716.57	51.4%

Friedman Memorial Airport

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

October 2011 through June 2012

	Oct '11 - Jun 12	Budget	\$ Over Budget	% of Budget
6570-00 - REPAIRS/MAINT.-AERONAUTICAL EOU				
6570-01 - R/M Aeronautical Equip. - NDB/OME	4,200.00	22,000.00	-17,800.00	19.1%
6570-02 - R/M Aeronautical Equip. - Tower	4,463.15			
6570-04 - R/M Aeron. Equip. - AWOS/ATIS	5,700.00			
Total 6570-00 - REPAIRS/MAINT.-AERONAUTICAL EOU	14,363.15	22,000.00	-7,636.85	65.3%
Total "B" EXPENSES - OPERATIONAL	178,200.11	218,000.00	-39,799.89	81.7%
Total "B" EXPENDITURES	680,016.28	896,510.00	-216,493.72	75.9%
"C" EXPENSES				
7000-00 - MISC. CAPITAL EXPENDITURES				
7000-01 - Contingency	0.00	20,000.00	-20,000.00	0.0%
7000-04 - Office Equip.-Telephone	7,590.50	8,000.00	-409.50	94.9%
7000-05 - Computer Equipment/Software	9,842.53	12,000.00	-2,157.47	82.0%
7000-08 - ATC Equipment	-336.99			
7000-33 - Passenger Terminal Carpet	0.00	50,000.00	-50,000.00	0.0%
7000-34 - Security Upgrades/Equipment	95.00	14,500.00	-14,405.00	0.7%
Total 7000-00 - MISC. CAPITAL EXPENDITURES	17,191.04	104,500.00	-87,308.96	16.5%
7500-00 - IDAHO STATE GRANT PROGRAM				
7500-11 - '11 ITD (SUN-11 ITD/FMA)	21,989.48	40,000.00	-15,658.33	60.9%
7500-12 - '12 ITD (SUN-12 ITD/FMA)	24,341.67			
Total 7500-00 - IDAHO STATE GRANT PROGRAM	46,331.15	40,000.00	6,331.15	115.8%
7502-00 - AIP '02 EXPENSE				
7502-01 - AIP '02 - New Arpt. EIS-Ph.II	0.00	105,264.00	-105,264.00	0.0%
Total 7502-00 - AIP '02 EXPENSE	0.00	105,264.00	-105,264.00	0.0%
7503-00 - AIP '03 EXPENSE				
7503-01 - AIP '03 - New Arpt. EIS-Ph. III	0.00	42,106.00	-42,106.00	0.0%
Total 7503-00 - AIP '03 EXPENSE	0.00	42,106.00	-42,106.00	0.0%
7504-00 - AIP '04 EXPENSE				
7504-01 - AIP '04-New Arpt.EIS-Phs.IIIIV	77,500.00	1,052,632.00	-975,132.00	7.4%
7504-02 - AIP '04 - Non-eligible	750.00			
Total 7504-00 - AIP '04 EXPENSE	78,250.00	1,052,632.00	-974,382.00	7.4%
7505-00 - AIP '05 EXPENSE				
7505-01 - AIP '05-New Arpt. EIS-Phs.	0.00	1,052,632.00	-1,052,632.00	0.0%
Total 7505-00 - AIP '05 EXPENSE	0.00	1,052,632.00	-1,052,632.00	0.0%
7506-00 - AIP '06 EXPENSE				
7506-01 - AIP '06-New Arpt. EIS-Phs.	0.00	1,052,632.00	-1,052,632.00	0.0%
Total 7506-00 - AIP '06 EXPENSE	0.00	1,052,632.00	-1,052,632.00	0.0%
7537-00 - AIP '37 EXPENSE				
7537-01 - AIP '37 - TBD	0.00	526,316.00	-526,316.00	0.0%
Total 7537-00 - AIP '37 EXPENSE	0.00	526,316.00	-526,316.00	0.0%
8000-00 - Replacement Airport				
8000-01 - EIS Project Formulation	1,625.28	50,000.00	-50,000.00	0.0%
8000-02 - Project Manager	0.00	50,000.00	-50,000.00	0.0%
8000-03 - Financial	0.00	60,000.00	-13,745.65	77.1%
8000-04 - Public Outreach	46,254.35			
8000-05 - Current Site Master Plan	2,342.68	50,000.00	-43,435.81	13.1%
8000-06 - Legal	6,564.19	200,000.00	-66,098.15	67.0%
8000-07 - General	133,901.85			
8000-00 - Replacement Airport - Other	114.00			
Total 8000-00 - Replacement Airport	150,802.35	410,000.00	-219,197.65	46.5%
9000-00 - PFC EXPENSE				
9000-02 - PFC'11 - ATCT Switching System	131,843.01			
9000-03 - PFC '12 - SRE Equipm./Sec. Impr	26,338.28			
Total 9000-00 - PFC EXPENSE	158,281.29			
Total "C" EXPENSES	490,855.83	4,396,082.00	-3,895,226.17	11.2%
Total EXPENDITURES	2,045,474.20	6,465,477.16	-4,420,002.96	31.6%
Total Expense	2,045,474.20	6,465,477.16	-4,420,002.96	31.6%
Net Ordinary Income	-362,531.07	-403,520.16	40,989.09	88.8%
Net Income	-362,531.07	-403,520.16	40,989.09	88.8%

4537

Location: Hailey, ID

FAA CONTRACT TOWER - AIRPORT OPERATIONS COUNT RECORD														
Facility Name: Halley Tower										Location: Halley, ID				
<div> <div>Mo. Yr.</div> <div>Q 1 2</div> <div>1 2</div> </div>														
<div> <div>Location Ident.</div> <div>S U I N</div> <div>1 5 0</div> </div>														
Facility Operating Hours →														
LOCAL														
Airport Operations Count														
<div> <div>ITINERANT</div> <div>VFR</div> <div>LOCAL</div> </div>														
Day	AC	AT	GA	Mi	Total IFR Inherent Ops	AC	AT	GA	Mi	Total VFR Inherent Ops	Civil	Military	Total Local Ops	Total Airport Operations
01	4	34	23		61		1	87		88	18		18	167
02	4	24	23		51		3	69		72	28		28	151
03	4	36	20		60		4	63		67	54		54	181
04	4	23	9		36			79		79	15		15	130
05	4	35	23		62		7	45		52				114
06	4	41	26		71		3	105	1	109	10		10	190
07	4	36	19		59		2	62		64				123
08	4	58	52		114		3	73		76	4		4	190
09	4	36	40		80		3	36		39	4		4	123
10	4	81	110		195		4	37		41	23		23	259
11	4	46	53		103		6	32		38				141
12	4	49	49		102		6	76		82	19		19	203
13	4	47	51		102		4	65		69	4		4	175
14	4	73	77		154		2	19		21				175
15	4	80	57		141		2	71		73				214
16	4	30	26		60		2	23		25				85
17	4	26	20		50		4	64		68	8		8	126
18	4	28	25		57		4	88		72	10		10	139
19	4	31	33		68		4	71		75	4		4	147
20	4	29	26		59		1	42		43				102
21	4	28	16		48		2	41		43				97
22	4	25	29		58			38		38				98
23	4	26	31		61		3	49		52	10		10	123
24	4	26	24		54		5	41		46	2		2	102
25	4	39	18		61		8	57		65	4		4	130
26	4	32	32		68		2	80		82				150
27	4	32	32		68		10	76		86				154
28	4	31	14		49		5	45		50	17		17	116
29	4	34	41		79		1	73		74	6		6	159
30	4	19	24		48		4	57		61	6		6	115
31	4	26	27		58		2	64		66	4		4	123
Total	124	1161	1050	2	2337		107	1808	1	1916	246		246	4493

FAA CONTRACT TOWER OVERFLIGHT SUMMARY RECORD

Facility Name Hailey Tower		Location: Hailey, ID		Mo. 07		Yr. 12		Loc Ident. S U N	
OVERFLIGHT COUNT									
IFR OVERFLIGHTS					VFR OVERFLIGHTS				
Day	AC	AT	GA	MI	Total	AC	AT	GA	MI
01								8	
02								6	
03								10	
04								22	
05							4		
06								11	
07								24	
08								10	
09								6	
10								8	
11								6	
12							2	26	
13								21	
14								6	
15								12	
16								2	
17								8	
18								10	
19								10	
20								6	
21								18	
22								6	
23									
24								4	
25								2	
26								8	
27								4	
28								6	
29								11	
30								16	
31								8	
Total				4		4	18	289	
									307
									311

2011

467

ATCT TRAFFIC OPERATIONS RECORDS																				
Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
January	3,622	3,893	3,912	2,600	3,028	2,787	4,547	2,520	2,070	2,379	2,408	2,098								
February	4,027	4,498	3,073	3,122	3,789	3,597	3,548	2,857	2,244	2,647	2,117	2,205								
March	4,942	5,126	3,086	4,097	3,618	2,918	4,677	3,097	2,145	2,709	1,813	1,921								
April	2,494	3,649	2,213	2,840	2,462	2,047	2,581	2,113	1,724	1,735	1,604	1,513								
May	3,905	4,184	2,654	3,282	2,729	2,134	1,579	2,293	2,280	1,891	1,533	1,693								
June	4,787	5,039	4,737	4,438	3,674	3,656	5,181	3,334	2,503	3,019	2,898	2,761								
July	6,359	8,796	6,117	5,910	5,424	5,931	7,398	4,704	4,551	5,005	5,004	4,810								
August	6,479	6,917	5,513	5,707	5,722	6,087	8,196	4,570	4,488	4,705	4,326									
September	3,871	4,636	4,162	4,124	4,609	3,760	4,311	2,696	3,376	3,128	3,359									
October	3,879	3,656	3,426	2,936	3,570	3,339	3,103	2,134	2,145	2,012	1,886									
November	3,082	2,698	2,599	2,749	2,260	2,912	2,892	1,670	1,901	1,309	1,114									
December	3,401	2,805	3,247	3,227	2,722	3,834	2,699	1,848	2,272	1,811	2,493									
Total	50,848	55,897	44,739	45,032	43,607	43,002	50,712	33,836	31,699	32,350	30,555	17,001	0	0	0	0	0	0	0	0

TRAFFIC/ATC OPS.2001-2020

Airport Occupancy Data
January 2012 - December 2012

Horizon	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	YTD	Jul-11
Enplanements														
Revenue	2,859	2,782	2,598		0	0	1,336	3,472					13,047	3,362
Non-Revenue	73	57	88		0	0	90	91					399	93
Total	2,932	2,839	2,686		0	0	1,426	3,563	0	0	0	0	13,446	3,455
Departure Flights	57	41	48		0	0	36	62					244	62
Seats per plane	70	70	70		70	70	70	70					840	70
Seats	3,990	2,870	3,360		0	0	2,520	4,340					17,080	4,340
% occupied	73%	99%	80%		0%	0%	57%	82%					79%	80%

Skywest	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	YTD	Jul-11
Enplanements														
Revenue	2,326	2,161	2,749		1,858	2,468	3,520						17,150	4,078
Non-Revenue	69	104	78		83	90	142						682	135
Total	2,395	2,265	2,827		1,974	2,558	3,662	0	0	0	0	0	17,832	4,213
Departure Flights	109	126	122		91	133	184						855	221
Seats per plane	30	30	30		30	30	30						360	30
Seats	3,270	3,780	3,660		2,730	3,990	5,520						25,650	6,630
% occupied	73%	60%	77%		72%	64%	66%						70%	64%

TOTAL YTD	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	YTD	Jul-11
Enplanements														
Revenue	5,185	4,943	5,347		1,858	3,804	6,992						30,197	31,161
Non-Revenue	142	161	166		116	180	233						1,081	1,200
Total	5,327	5,104	5,513		1,974	3,984	7,225	0	0	0	0	0	31,278	32,361
Departure Flights	166	167	170		91	169	246						1,099	2,221
Seats	7,260	6,650	7,020		2,730	6,510	9,860						42,730	80,670
% occupied	73%	77%	79%		72%	61%	73%						73%	40%

ATTACHMENT #8

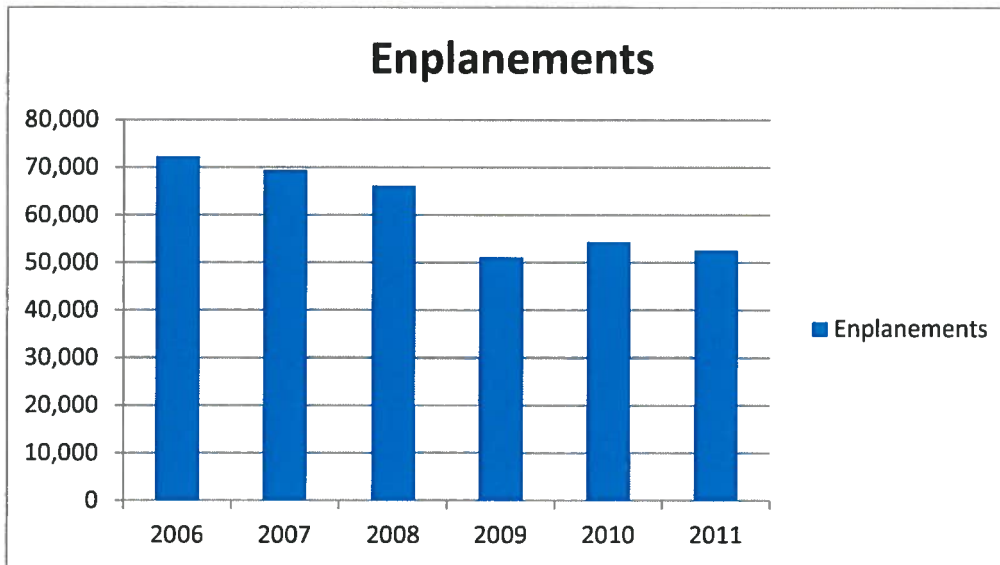
	2006	2007	2008	2009	2010	2011	Jul-12
Horizon							
Enplanements							
Revenue	23,218	22,029	20,940	11,002	15,331	17,253	13,047
Non-Revenue	1,113	995	1,016	488	537	584	399
Total	24,331	23,024	21,956	11,490	15,868	17,837	13,446
Departure Flights	594	551	624	325	452	351	244
Seats per plane	840	840	840	840	840	840	840
Seats	41,580	38,570	43,680	22,750	31,640	24,570	17,080
% occupied	59%	60%	50%	51%	50%	73%	79%

Skywest							
Enplanements							
Revenue	46,262	44,981	42,599	38,078	37,004	33,444	17,150
Non-Revenue	1,689	1,143	1,609	1,522	1,447	1,330	682
Total	47,951	46,419	44,208	39,600	38,451	34,774	17,832
Departure Flights	2,950	3,038	2,714	2,319	2,077	1,870	855
Seats per plane	360	360	360	360	360	360	360
Seats	88,500	91,140	81,420	69,570	62,310	56,100	25,650
% occupied	54%	51%	54%	57%	62%	62%	70%

TOTAL YTD							
Enplanements							
Revenue	69,480	67,010	63,539	49,080	52,335	50,697	30,197
Non-Revenue	2,802	2,433	2,625	2,010	1,984	1,914	1,081
Total	72,282	69,443	66,164	51,090	54,319	52,611	31,278
Departure Flights	3,544	3,589	3,338	2,644	2,529	2,221	1,099
Seats	130,080	129,710	125,100	92,320	93,950	80,670	42,730
% occupied	56%	54%	53%	55%	58%	65%	73%

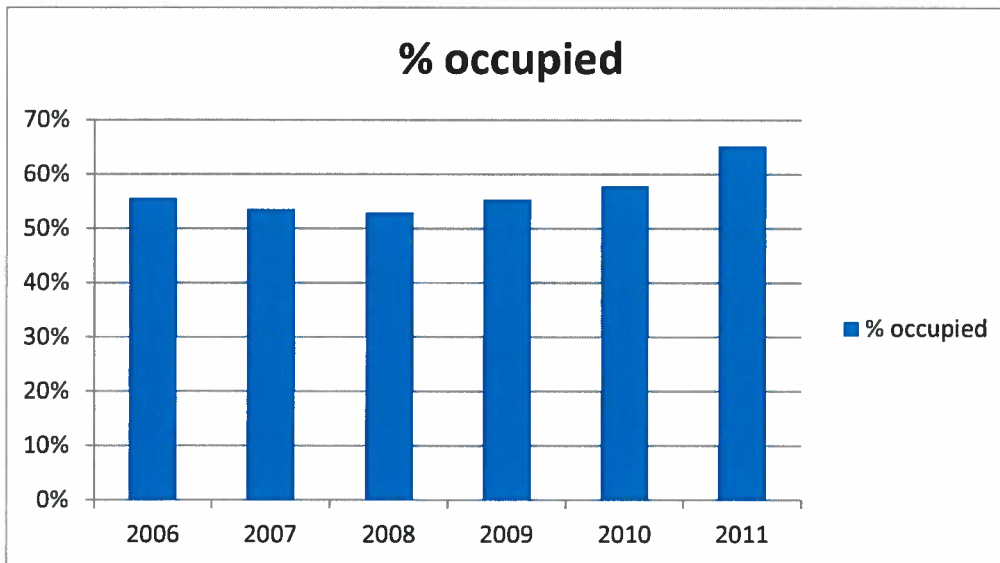
Graphic 1

	2006	2007	2008	2009	2010	2011	Jul-12
Enplanements	72,282	69,443	66,164	51,090	54,319	52,611	31,278



Graphic 2

	2006	2007	2008	2009	2010	2011	Jul-12
% occupied	56%	54%	53%	55%	58%	65%	73%




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Learjet, a Work in Progress

By William Garvey

Source: Business & Commercial Aviation



July 01, 2012

Much attention and commentary regarding Bombardier's aviation interests have focused on the Canadian company's most ambitious projects, namely its CSeries jetliner and Global 7000 and 8000 ultra-long-range business jets. For good reasons.

The 100- to 149-seat CSeries is the largest aircraft ever produced by Bombardier and represents a gamble that's consuming \$3.5 billion of development dollars. It is also the first Bombardier aircraft to threaten the near total market control of Boeing and Airbus.

Thus it was no surprise when Pierre Beaudoin, president and CEO of Bombardier Inc., focused almost entirely on the CSeries during a Wings Club luncheon speech in New York early this year. "The comfortable days of duopolies in commercial and regional aircraft are over," he said.

"Some may believe that re-engined aircraft with a 20-year-old design will be good enough," he continued, taking a sideswipe at the heavy selling A320neo and Boeing 737 MAX. "We believe that 'good enough' is not what operators expect or need."

Two weeks after Beaudoin's speech, NetJets announced a firm order for 50 Global 5000, 6000, 7000 and 8000 business jets, with options for another 70. Should all options be exercised, the total retail price would exceed \$6.7 billion. It touted the sale as "the largest aircraft purchase agreement in the history of private aviation."

The first of the ultra-Globals, the 7000, is to enter service in 2016. The development of those top-of-the-line models, along with the Global Vision Flight Deck and the CSeries, consume a good chunk of the \$1 billion to \$1.5 billion Bombardier Aerospace President and CEO Guy Hachey says his company has been investing annually in R&D.

With two such high-profile and high-cost programs under way involving high-ticket airplanes, an OEM could be expected to ease up elsewhere, particularly if involved in the light jet business, a market segment that crashed four years ago and remains depressingly down. However, Bombardier has chosen quite another course and actually appears to be investing more in Learjet than at any time since it acquired the line from its bankrupt owner in 1990.

The company is now at work on three Learjet models. There's the Model 85, launched in 2007 and at 66 ft. long with a double-club cabin, the largest aircraft to bear the Lear marque. And, announced at the European Business Aviation Convention and Exhibition (EBACE) in May, the Model 70 and 75. While the latter two are upgrades of the current 40XR and 45XR, the 85 is an all-new design with all-composite construction, a first for Bombardier.

Compared to the models they will succeed, the six-passenger Model 70 and eight-passenger Model 75 will feature more thrust, improved takeoff performance, faster climb-to-cruise, better fuel efficiency and lower operating costs. They will be powered by 3,850-lb.-thrust Honeywell TFE731-40BR turbofans, have Bombardier's signature Vision cockpit layout with three-screen Garmin G5000 avionics and sport canted winglets. The two are priced at \$11.1 million and \$13.5 million, respectively.

With its stand-up, 6 ft., 1 in.-wide cabin, the Model 85 is not only the largest Lear ever, its Mach 0.82 high-speed cruise and 3,000-nm range will make it the fastest and longest-legged one as well. Powered by Pratt & Whitney Canada PW307B turbofans rated at 6,100 lb. thrust, and featuring a three-screen Vision cockpit with Rockwell Collins Pro Line Fusion avionics, the aircraft lists for \$19.66 million.

While Bombardier doesn't disclose its investment in any particular aircraft development program, the amount of money needed to bring the Model 85 to life is obviously formidable. First, there was the construction of a 185,000-sq.-ft. production facility in Querétaro, Mexico, plus equipping it with composite tooling, where about 85% of the aircraft will be manufactured.

Then there's the rejuvenation and expansion of Learjet's home at Wichita's Mid-Continent Airport where the aircraft will be flight tested, assembled, completed, painted and delivered. Bombardier's investment in Wichita goes well beyond accommodating the Model 85 and includes expanding the company's flight test center, establishing an engineering and information technology hub, and building a new paint facility and customer delivery facilities.

All totaled, the new jet and the facilities expansion, the largest in Learjet's history, represents an investment of more than \$600 million, including grants and financial incentives from the state, county and federal governments. In 2010, Kansas offered \$27 million in bond financing to help secure Bombardier's commitment to the Wichita site and the 450 new jobs it represents; this past January, the state approved another \$16 million in bonds for the project.

Considering that Learjet has been particularly hard hit by the light jet recession — it delivered just 46, 28 and 43 airplanes in 2009, 2010 and 2011, respectively — that still shows little signs of improvement, Bombardier's investment in the division is notable.

"It's been a long, long time since Learjet has seen this level of transformation and excitement," said Ralph Acs, vice president and general manager. "The market is tough," he acknowledged, "but that doesn't mean you don't invest. We prefer to be bold" by investing in new models, infrastructure and personnel. "We feel good about that," he said.

— William Garvey

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Rick Baird

From: Spencer Dickerson <Spencer.Dickerson@aaae.org>
Sent: Wednesday, August 01, 2012 12:20 PM
To: Spencer Dickerson
Subject: Important Info on the Contract Tower Program - PLEASE REVIEW
Attachments: 2013ContractTowerPaper.docx

Importance: High

TO: Airports and Others Interested in the FAA Contract Tower Program

You should carefully review the report below from the **Center for American Progress** that highlights the draconian measures FAA might be forced to take **if** the automatic spending cuts under “sequestration” go into effect on January 1, 2013.

This **EXACTLY** why each airport with a FAA contract tower must continue to tell your Congressional delegation about the importance of the contract tower to your community for safety and economic development/job reasons!

Congress will be on recess starting this Friday for the next six weeks. As such, your respective House member and Senators may be traveling through your airport during that time, which would provide you an excellent opportunity to promote the contract tower program, especially considering the battle we will have to protect contract tower funding in these challenging federal budget times. We encourage you to contact your delegation’s district/state offices (see link below for phone numbers) to determine if they will be traveling through your airport. If they are, it would be helpful if you can try and schedule just a few minutes with them and give them the attached one-pager on the contract tower program. **Please make sure you add your airport name to the attachment.**

Thanks for your time and let me know if you have any questions. As you can see, it’s never boring in Washington.

<http://capwiz.com/c-span/home/>

Oops, I Lost the Airport

Automatic Federal Budget Cuts Will Wreak Havoc in the Skies

SOURCE: AP/Danny Johnston

Air Force One splashes water on the runway at Northwest Regional Airport in Arkansas. This airport and many like it face possible closure if budget sequestration forces the Federal Aviation Administration to make severe budget cuts.

By [Scott Lilly](#) | August 1, 2012

See also: [U.S. Airports That Face Closure Under Looming Automatic Spending Cuts](#)

As many as 106 U.S. airports could lose air traffic control service—and effectively be shut down—under automatic spending cuts scheduled to take effect January 2, 2013, according to a new Center for American Progress analysis. Here's a [list](#) of airports that could be affected. And here's an interactive [map](#) showing how the entire country will be affected.

The Federal Aviation Administration will have to slash its budget in 2013 by about \$1.35 billion, under across-the-board spending cuts known as "sequestration." And under the terms of the 2011 law dictating the cuts, FAA officials will be unable to shield air traffic control (or any other FAA-funded service) from cuts. To minimize disruption at major airports, therefore, FAA officials will likely be forced to cut air traffic service at airports where they would have the least impact on the traveling public—the smaller airports.

The crisis facing the Federal Aviation Administration is illustrative of problems every federal agency will face in the coming months, unless Congress finds a smarter way to ease deficits—one that includes a combination of responsible budget cuts and tax increases.

Here's how we came up with this troubling conclusion.

One year ago the nation was enduring the spectacle of Congress refusing to enact legislation necessary for the government to pay its bills. After months of wrangling and only hours away from the country defaulting on its payments, lawmakers finally agreed to adopt the legislation needed to increase the federal debt ceiling—but only on the provision that a rider be added. That rider required deep automatic spending cuts to discretionary programs in fiscal year 2013 if a bipartisan "super committee" could not agree to specific cuts or revenue increases. To absolutely no one's surprise, the so-called super committee failed to agree to any budget cutting, which means the clock is now ticking down to some \$1.2 trillion in automatic spending cuts, also called budget sequestration.

It is hard to imagine that this rider could have been crafted in a way that would make it more onerous or destructive. By law, the same amount must be cut from every "program, project and account." In some instances program managers will have a certain degree of latitude as they try to minimize the damage. In others cases their hands will be tied. As a consequence, the results of these mandated spending cuts to vital programs and services will be unexpected and sometimes bizarre.

In recent weeks there has finally been a great awakening to that reality—but solely with respect to the impact this process will have on the Department of Defense. Rep. Paul Ryan (R-WI) has introduced legislation to block the defense cuts:

Any sequestration order issued by the President under the Balanced Budget and Emergency Deficit Control Act of 1985 to carry out reductions to direct spending for the defense function (050) for fiscal year 2013 pursuant to section 251A of such Act shall have no force or effect.

But what about the other automatic spending cuts? Is there any evidence that the budget sequestration process, which most agree would wreak havoc at the Pentagon, wouldn't have similar negative impacts elsewhere? Moreover, does anyone care?

The answer to that last question, at least at this juncture, is apparently no. But certainly these are questions that a prudent member of Congress should ask—if not before voting on the legislation, at least before going home to campaign in October with no guarantee that such cuts will be averted.

I decided to take a closer look at the specific impact this sequestration process will have on the Federal Aviation Administration, a subject I have written about in the past. That agency, which is responsible for the safety and efficiency of all aspects of civil aviation in the United States, has a \$15 billion annual budget distributed among a range of activities. It provides nearly a fourth of those funds as grants-in-aid to local airports. That might be a place where the largest share of the cut could be taken, but the sequestration law won't allow it. Nor will it allow a disproportionate whack to be taken at facilities and equipment, which accounts for another fifth of the agency's budget. The required 9 percent to 10 percent cut in Federal Aviation Administration spending, about \$1.35 billion, must be taken equally from all activities, and that includes operations—in other words, the control towers.

Even within the agency's operations account there is little flexibility. Some airports, mostly smaller ones, are operated under contract, which means the control towers are run by employees of a private contractor and not by Federal Aviation Administration controllers. But since the money that supports those contracted services are discussed separately in the Appropriations Committee reports that fund the agency, they are, under the terms of the sequestration law, a separate activity and must be cut by no more or no less than the funding provided for agency-operated control towers.

Then there is this additional complication: If employees are released temporarily, sometimes referred to as furloughed, the government does not face employment termination costs. But under federal law, if an employee is furloughed for more than 20 workdays (four weeks), that becomes what is termed a reduction in force, or a permanent separation. As is the case with many private-sector employers, a formal separation triggers a number of procedural options for the employee, as well as separation benefits. As a result, the government saves only a portion of the first-year salary from a reduction in force, and if the reduction is not initiated until the second quarter of a fiscal year, then that portion is quite small. In many cases it might be less than a third of the annual pay and benefits of the employee.

Similar to other government budget accounts that are made up entirely of salaries and expenses, the air traffic operations budget can only be cut by cutting personnel, and if the sequestration lasts beyond a month or two, the size of the personnel cuts will have to be at least two or three times larger than the dollar reduction in the budget to obtain that level of savings within the requisite timeframe. As a result, the Federal Aviation Administration is quite likely to start with furloughs, which entail no termination costs, in hopes that Congress will shut the sequestration process off before the agency is forced to go to reductions in force.

So where would the agency furloughs be targeted? I mentioned in a previous column the possibility of "flightless Fridays." That, of course, would be an economic calamity of unprecedented proportions and the agency administrator and the secretary of the Department of Transportation can be expected to do everything possible to avoid such an outcome. Ultimately, that kind of large-scale disruption in the nation's air transportation system is where we are headed if the sequestration lasts a full nine months, and the Federal Aviation Administration is forced to make large

reductions in force to live within the sequestration spending levels. In the beginning, however, they are likely to consider simply furloughing staff, and I expect that they will be guided by the following statistics when deciding where to cut.

Every year about 730 million passengers board commercial air flights in the United States. While the Federal Aviation Administration provides direct services to a little more than 200 airports and funds contracts that provide service to nearly 250 more, 70 percent of the nation's passengers board planes at the nation's 29 largest airports, otherwise known as the "major hubs." Another 70 of the larger airports account for an additional 25 percent of enplanements, leaving the remaining 341 or so towered airports with only 5 percent of all passengers.

In 2011 the Federal Aviation Administration had 15,236 controllers working directly for the agency. The budget cut mandated by sequestration is about a 9 percent cut to the annual budget, but the law passed by Congress this past year requires that cut to be made in a period of only nine months (January 2013 through September 2013), meaning that it is actually a 12 percent cut during that period. A cut of that size would require 1,828 controllers to be furloughed, even if administrative, relocation, facility-shutdown, and other costs associated with executing such a large furlough are not counted. The actual number of furloughs required would certainly be more than 2,000 and perhaps in excess of 2,200. But exactly which 2,000 controllers would get notices? An educated guess would be that the cuts would come from the airports where the loss of controllers would have the least impact on the traveling public, specifically the smaller airports.

To determine which airports would be most likely targeted for controller downsizing, I consulted the Federal Aviation Administration's annual report to Congress on the status of the air traffic controller workforce that details the number of controllers assigned to each airport and the agency's "Passenger Boarding (Enplanement) and All-Cargo Data." If you sort U.S. airports by the number of passengers boarding at each airport, you will find that you have to eliminate service to at least those airports with fewer than 600,000 enplanements a year in order to scrape together the 2,000 controllers to furlough. That would total about 94 airports.

In reality, that number probably understates the size of the service reduction because a significant number of the controllers assigned to smaller airports are directing traffic flying through their sector and not just takeoffs or landings at the airport to which they have been assigned. Assuming many of those controllers must be retained for the integrity of the overall system and the safety of the flights that are not being canceled, then the number of airports and the size of the airports that will be eliminated increases to those with between 700,000 and 800,000 enplanements per year.

An air travel catastrophe in the making

The Sarasota-Bradenton International Airport, serving Florida's southwest Gulf coast with 657,000 enplanements in 2011, is right on the cusp of being one of the airports to lose air traffic control. Rep. Vern Buchanan (R-FL) of Sarasota voted for the sequestration package this past summer. Similar to others in his caucus, he opposed increases in the debt limit, saying in 2010 that, "Enough is enough, we need to stop borrowing and spending more than we take in." But he reversed himself and voted for the package proposed by Speaker of the House John Boehner (R-OH) this past

summer, explaining that, "The bottom line is, we're willing to raise the debt ceiling, but at the same time we want to make sure the cuts are delivered."

But those cuts may result in Rep. Buchanan having to drive some 60 miles to and from the Tampa International Airport in Tampa Bay, Florida, every time he returns to his home district from Washington. The closure of Sarasota-Bradenton airport will be far more inconvenient for many of his constituents.

You could start with Sarasota-Bradenton's 15 controllers, who will lose their jobs on January 2, 2013, but they are only the beginning of a much larger story. Without controllers, the airport simply can't handle scheduled commercial flights. That means the four major airline carriers servicing Sarasota-Bradenton will have to cancel the two dozen or so flights in and out of that airport each day. Unless those flights are diverted elsewhere, the jobs of the pilots and flight attendants working those flights will be in jeopardy. Those almost certain to lose their jobs without air traffic control are the ground crews, airline mechanics, and baggage handlers. Equally at risk are the employees of the airport's concessionaires and very likely some of the concessionaires themselves. Also endangered are the desk attendants, the car washers, and processing personnel at the eight rental car companies operating out of the airport, as well as the parking lot attendants and cab drivers who help get passengers to and from their hotels.

But undoubtedly the biggest hit will be absorbed by the local tourism industry. The managers and staff of the 12 hotels adjacent to the airport will be at greatest risk, but there will undoubtedly be some fallout for hotel and vacation condo rentals scattered all across the Sarasota and Manatee counties. Also likely to pay some price for an airport shutdown will be restaurants, drinking establishments, and even local theater and dance groups. How many of the 650,000 people who had been expected to visit the Sarasota area next year will pass on booking stays at Long Boat, Lido, Siesta Keys, or at the other golf resorts dotting the region if the airport closes? Sequestration may give us the definitive answer, but it is a question that most local businesses would rather see left unanswered.

The situation for Northwest Arkansas Regional Airport is less ambiguous. More than 20 years ago the legendary Sam Walton, founder of Wal-Mart stores, called then-Rep. John Paul Hammerschmidt (R-AR) to see what could be done to get air service for northwest Arkansas. In 1998 the airport was inaugurated by a visit from former President Bill Clinton, who landed in Air Force One on the newly completed runway. He told the gathered crowd of 8,000 that, "Today, in a sentence, at long last, northwest Arkansas can fly. To me, this symbolizes America at its best, people working on a common goal, across party lines, putting people first, thinking about the future."

That airport and the bustling commercial center it serves is now represented by Rep. Steve Womack (R-AR), who argued for most of 2011 that, "It is unconscionable to consider an increase in the debt ceiling without significant and guaranteed limits on federal spending." The sequestration rider which Speaker Boehner inserted in the debt ceiling bill in July 2011 clearly seemed tailored to meet Womack's demand, as he joined with 217 other House Republicans to make it law. But similar to Rep. Buchanan, Rep. Womack may find it easier to talk the antigovernment talk than to live with the consequences. He may also find that the residents of northwest Arkansas are capable of being even more unhappy about sequestering parts of the domestic budget than he and his fellow Republicans are about sequestration at the Pentagon.

There will be a lot of unhappy members of Congress when the Federal Aviation Administration announces its sequestration plans, and many House members such as Reps. Buchanan and Womack will be directly responsible for placing the agency in the position that requires closing control towers in their home districts. Included on this list will be Rep. Womack's neighbor to the north, Rep. Billy Long (R-MO), who represents the Springfield–Branson National Airport that boards about 350,000 passengers a year; Rep. Chuck Fleischmann (R-TN), who represents the Chattanooga Metropolitan Airport enplaning a little more than 300,000 passengers a year; Rep. Randy Neugebauer (R-TX), who represents Preston Smith International Airport with 500,000 passengers annually; Reps. Chip Cravaak (R-MN) and Sean Duffy (R-WI), who share the Duluth International Airport; Rep. Reid Ribble (R-WI), who represents Green Bay's Austin Straubel International Airport providing service to 350,000 passengers a year; Reps. Tim Walberg and Fred Upton, Michigan Republicans who share the Kalamazoo-Battle Creek International Airport; Reps. John Barrow (R-GA), who represents the Augusta Regional Bush Field Airport; and Rep. Kevin McCarthy (R-CA), who represents Bakersfield, California, served by Meadows Field Airport.

For the past 18 months Washington has been rife with cavalier ideas about a broad retrenchment in the role of government, with little or no attention being paid to the real world consequences that would flow from such policies. The Federal Aviation Administration is only one example of the kind of mindless economic chaos that a know-nothing approach to budget cutting can create. Such reckless slashing of vital services will not only fail to diminish the deficit but will also help strangle a struggling economy.

The 112th Congress does not presently look like one that will be viewed favorably by historians. And perhaps its greatest contribution will be unintended—providing the American people with a clear lesson on the importance of government services that we have long taken for granted.

Scott Lilly is a Senior Fellow at the Center for American Progress, who writes and researches in a wide range of areas, including governance, federal budgeting, national security, and the economy.



**Federal Aviation
Administration**

Press Release – U.S. Transportation Secretary LaHood and Acting FAA Administrator Huerta Address July 31 Incident at Reagan National Airport

For Immediate Release

August 2, 2012

Contact: Brie Sachse

Phone: (202) 267-3883

WASHINGTON – U.S. Transportation Secretary Ray LaHood and Acting Federal Aviation Administrator Michael Huerta today addressed the July 31, 2012 incident at Reagan National Airport with a press conference at the U.S. Department of Transportation headquarters.

Audio from the press conference is available here: <https://dotmediacenter.onehub.com/d/ik1v/>

(<http://www.faa.gov/exit/?pageName=https%3A%2F%2Fdotmediacenter%2Eonehub%2Ecom%2Fd%2Fik1v%2F&pgLnk=https%3A%2F%2Fdotmediacenter%2Eonehub%2Ecom%2Fd%2Fik1v%2F>)

Video of the radar replay is available here: <https://dotmediacenter.onehub.com/d/v9yf/>

(<http://www.faa.gov/exit/?pageName=https%3A%2F%2Fdotmediacenter%2Eonehub%2Ecom%2Fd%2Fv9yf%2F&pgLnk=https%3A%2F%2Fdotmediacenter%2Eonehub%2Ecom%2Fd%2Fv9yf%2F>)

Transportation Secretary LaHood prepared remarks are available here: <http://www.dot.gov/affairs/2012/lahood08022012.html> (<http://www.dot.gov/affairs/2012/lahood08022012.html>)

FAA Acting Administrator Huerta's prepared remarks are available here:

https://www.faa.gov/news/speeches/news_story.cfm?newsId=13793

(https://www.faa.gov/news/speeches/news_story.cfm?newsId=13793)

Summary of the July 31, 2012 incident:

Safety is the FAA's top priority. The agency is investigating an incident that took place just after 2 p.m. on Tuesday, July 31, 2012, when the Potomac TRACON initiated a change in the traffic flow at Reagan National Airport (DCA) due to bad weather developing south of the airport.

"At no point were the three aircraft on a head-to-head course. They were not on a collision course," said Acting FAA Administrator Huerta. "The two departing aircraft came within these margins in relation to a plane that was landing. But, at no point were any of the planes headed directly for one another."

DCA had been landing and departing aircraft on Runway 1, from the south to the north. Due to the bad weather developing, the TRACON was reversing operations at the airport to land and depart aircraft from the north to the south on Runway 19.

During the switchover of operations, there was a miscommunication between a manager at the TRACON and two traffic management coordinators at the DCA tower. The miscommunication should not have happened. FAA safety officials are investigating why the miscommunication occurred and will take action as appropriate.

The miscommunication led to a loss of the required separation between two regional jets (Chautauqua Airlines 3071 and Republic Airlines 3467) departing from Runway 1 and a regional jet (Republic Airlines 3329) inbound for Runway 19.

An air traffic controller at DCA tower immediately realized that a loss of separation was occurring and acted quickly to correct the situation. The loss of separation should not have occurred. However, at no point were the three aircraft on a head to head course.

Both departing aircraft were cleared for takeoff while Republic Airlines 3329 was inbound. At the closest proximity, Chautauqua Airlines 3071 and Republic Airlines 3329 were separated by .82 nautical miles (lateral) and 800 feet (vertical) as Chautauqua Airlines 3071 continued its climb. The closest proximity of the two Republic Airlines aircraft was 2.07 nautical miles (lateral) and 800 feet (vertical) – both aircraft were moving away from each other.

###

This page can be viewed online at: http://www.faa.gov/news/press_releases/news_story.cfm?newsId=13794

Rick Baird

From: Gwen Papineau Basaria <gwen.papineau@aaae.org>
Sent: Tuesday, August 07, 2012 3:05 PM
To: Rick Baird
Subject: AAAE Regulatory Affairs Alert: FAA Temporarily Suspends Opposite Direction Runway Operations at Part 139 Airports



FAA Temporarily Suspends Opposite Direction Runway Operations at Part 139 Airports

August 7, 2012

In a call with industry associations today, David Grizzle, Chief Operating Officer for FAA's Air Traffic Organization, announced that FAA temporarily will be suspend opposite direction runway operations as of 12:01 am, August 8, 2012. This action is taken in response to the loss of separation that occurred near Washington Reagan National Airport last week.

Opposite direction procedures occur when an aircraft is cleared to depart or land in a direction opposite the current flow of traffic. This procedure may be used during the time a runway change is being made. The procedure may also be requested by an aircraft operator based on the aircraft type being used or the configuration of a specific aircraft making it necessary for those aircraft to use a different runway than the runway that is currently active.

What will happen at midnight: IFR opposite direction procedures for both arrivals and departures will be suspended until detailed plans are submitted on how future operations will be handled at each airport. These plans will be submitted to FAA Headquarters for review and approval. FAA has indicated that it will work diligently to expedite these reviews.

Impact to airports: Delays in traffic and possible disruption of noise abatement procedures could occur but every airport will be impacted differently. Each airport should contact its respective tower chief or air traffic manager for specifics on how it will affect operations.

Click [here](#) to read the FAA memo describing the change. For more information on last week's events, click [here](#).

Please contact [Natalie Johnston](#), Director of Regulatory Affairs with any questions.



[Melissa Sabatine](#), Vice President
[Gwen Papineau Basaria](#), Director
[Natalie Johnston](#), Director
[Janet Skelly](#), Manager

[Forward email](#)



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AAAE | 601 Madison Street, Suite 400 | Alexandria | VA | 22314

Rick Baird

From: Barbara Cook <barbara.cook@aaae.org>
Sent: Tuesday, August 14, 2012 4:27 PM
To: Rick Baird
Subject: Airport Report Today, August 15, 2012



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AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES



AUGUST 15, 2012

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Federal Budget Cuts Could Heavily Impact Aviation

As many as 132,000 aviation jobs could be lost to "sequestration" or automatic cuts in the federal budget, according to a study released this week by the Aerospace Industries Association (AIA).

The failure of last year's so-called Super Committee to identify and pass a massive spending reduction plan means that, unless Congress moves to delay the sequester, it will take effect Jan. 2, 2013.

Before leaving for the August break, congressional leaders announced that, in September, they would pass a six-month continuing resolution (CR) to fund the programs of the federal government through the end of March 2013, avoiding a government shutdown fight before the November elections. It is unknown whether, as a part of that CR, Congress also will delay the automatic cuts scheduled to take effect on Jan. 2.

At a press event hosted by AIA this week, AAAE Senior Executive Vice President Todd Hauptli stated that, if sequestration takes effect in January, FAA will have to cut \$1 billion from its budget, and TSA would be forced to cut more than \$500

NAC NEWS: NEW ORLEANS DIRECTOR TO DESCRIBE AIRPORT'S 'COMEBACK'

Armstrong New Orleans International Aviation Director Iftikhar Ahmad will deliver the Tuesday, Oct. 23, keynote speech at this year's National Airports Conference (NAC), scheduled for Oct. 21-23 in New Orleans.

In addition, a number of AAAE committees will meet during the conference, so plan to attend and participate. Committee meetings scheduled so far are:

Sunday, Oct. 21, 3 – 4:30 p.m.

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

million. While AIP would be exempt from sequestration cuts, reductions to other parts of the FAA budget are expected to have a significant impact on day-to-day operations at the agency and potentially throughout the aviation system, Hauptli said.

AIA President and former FAA Administrator Marion Blakey and former DOT Secretary Norman Mineta spoke at the event, urging Congress to act to forestall these automatic reductions. Representatives from the Aircraft Owners and Pilots Association and ACI-NA also participated.

United, IAM Agree To Expedite Contract Talks

United announced that the airline and the International Association of Machinists (IAM), which represents fleet service employees, passenger service employees and certain other work groups, have reached an agreement to expedite contract negotiations for joint collective bargaining agreements for those work groups.

The parties have agreed to a bargaining process and timeline designed to achieve joint collective agreements before the end of the year, according to United.

The company also announced an agreement with the IAM to in-source airport operations work at Terminal A in Houston, currently handled by third-party suppliers. As part of the company's ongoing review of sourcing, the parties are actively discussing other opportunities for United employees to perform certain customer service work currently performed by suppliers at additional locations, the airline said.

Frontier Plans Orlando-Trenton, N.J., Service

Frontier said it will institute new nonstop service between Orlando and Trenton-Mercer Airport (N.J.). The carrier will offer twice weekly nonstop flights, beginning Nov. 16.

Qatar Airways To Add Doha-Chicago Flights

Qatar Airways said it will launch daily passenger flights between Doha and Chicago O'Hare, effective April 10, 2013.

The carrier, which now operates twice-weekly cargo flights to Chicago O'Hare, will use long-haul Boeing 777-300 Extended Range passenger aircraft on the new route with an approximate flying time of 15 hours.

Study Finds Lower Airfares For Labor Day

Labor Day airfares to top vacation spots across the U.S. and Europe are down year-over-year, according to the Orbitz Insider Index.

While gas prices are on the rise again, travelers still can find better airfare deals to seven of the top 10 most popular Labor Day destinations compared with last year, the company said.

Las Vegas, New York and Chicago top the Orbitz Insider Index. European

Monday, Oct. 22, 7:30 – 8:30 a.m.

- Military Relations
- Corporate

Tuesday, Oct. 23, 7:30 – 8:30 a.m.

- Operations/Safety/Planning
- Technical Services

Abstracts of the many business sessions planned for the NAC along with registration information are posted on the meeting website,

<http://events.aaae.org/sites/120901>.

Hotel space is rapidly filling up, so don't delay in making reservations.

FEATURED MEETING

AAAE Pathway to Prosperity Summit
November 14 - 16, 2012 | Little Rock, AR

UPCOMING EVENTS

AAAE Airport Wildlife Trainer's Course
September 16 - 19, 2012 | Bloomington, MN

ASC Onsite
September 17, 2012 | Burlington, VT

AAAE/Unison Consulting, Inc. CIP Finance Workshop
September 18 - 20, 2012 | St. Louis, MO

AAAE Airport Social Media Summit
September 23 - 25, 2012 | Alexandria, VA

Northwest Chapter AAAE Annual Conference and Exposition
September 26 - 28, 2012 | Park City, UT

12th Annual Airport Noise Mitigation Symposium
September 30 - October 2, 2012 | Buffalo, NY

AAAE Passenger Facility Charges (PFC) Workshop
October 1, 2012 | Tucson, AZ

AAAE Rates and Charges Workshop
October 1 - 3, 2012 | Tucson, AZ

28th Annual Basics of Airport Law Workshop and 2012 Legal Update
October 7 - 9, 2012 | Washington, DC

Regional Advanced ASOS Onsite
October 8 - 9, 2012 | South Padre Island, TX

Rick Baird

From: Rebecca Hupp <RHupp@cityofboise.org>
Sent: Tuesday, August 14, 2012 3:58 PM
To: Rick Baird
Cc: 'MarcJ@gallatinpa.com'; 'mikeb@aviationplanning.com'
Subject: We were not selected - announcement of 2012 SCASDP Awards
Attachments: SELECTION ORDER - SCASDP 2012 Final.pdf

All,

Unfortunately, our application to the US DOT for the Small Community Air Service Grant was not selected. I think we had a good proposal, we'll have to try again next year. Thanks for your help with this project.

Rebecca

From: Michael.F.Martin@dot.gov [<mailto:Michael.F.Martin@dot.gov>]
Sent: Tuesday, August 14, 2012 2:44 PM
To: Rebecca Hupp
Subject: Announcement of 2012 SCASDP Awards

Dear Ms. Hupp,

The attached selection order lists the communities chosen to receive Small Community Air Service Development Grants for 2012. Your application was not among those selected to receive a grant this year. Nevertheless, we appreciate your interest in the Small Community Air Service Development Program and we encourage you to apply again in the future.

Best Regards,

Michael Martin
Program Analyst, Small Community Air Service Development Program (SCASDP)

Order 2012-8-14
Served: August 14, 2012



**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.**

Issued by the Department of Transportation
on the 14th day of August, 2012

In the Matter of the

**SMALL COMMUNITY AIR SERVICE
DEVELOPMENT PROGRAM**

DOCKET DOT-OST-2012-0069

under 49 U.S.C. 41743 *et seq.*

ORDER AWARDING GRANTS

Summary

By this order, the Department awards 33 grants benefitting 34 communities in 25 states/territories to receive financial grants under the Small Community Air Service Development Program (Small Community Program) to implement the air service initiatives proposed in their grant applications. The communities, the amount of each award, and the rationale for each award are listed in the Appendix to this Order. Award recipients must affirm their grant awards by entering into grant agreements with the Department on or before August 31, 2012. Award recipients may not seek to be reimbursed funds under the Small Community Program until they affirm their grant awards.

Background

The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21), Pub. L. No. 106-181 (April 5, 2002), established a new pilot program, to be administered by the Department of Transportation, designed to help smaller communities enhance their air service and address issues related to high airfares.¹ AIR-21 authorized the Small Community Program through FY 2003. Vision 100-Century of Aviation Reauthorization Act (Vision 100), Pub. L. No. 108 (December 12, 2003), amended the program, reauthorized it through FY 2008, and eliminated the "pilot" status of the program. Appropriations are provided for this program for award in FY 2012 pursuant to the FAA Modernization and Reform Act of 2012, Pub. L. No.

¹ See Orders 2002-6-14 and 2003-9-14 for a complete description of the history of the Small Community Program.

112-95 (February 14, 2012). The Department has up to \$14 million available for FY 2012 grant awards to carry out this program.

When selecting applicants to participate in the Small Community Program, the Department is statutorily required to apply the following eligibility criteria:

1. As of calendar year 1997, the airport serving the community was not larger than a small hub airport, and had insufficient air carrier service or had unreasonably high air fares;
2. The airport presents characteristics, such as geographic diversity or unique circumstances that demonstrate the need for, and feasibility of, the Small Community Program;
3. No more than 4 communities or consortia of communities, or a combination thereof, from the same state may be selected to participate in the program in any fiscal year;
4. No more than 40 communities or consortia of communities, or a combination thereof, may be selected to participate in the program in each year for which the funds are appropriated;
5. An applicant may not receive an additional grant to support the same project;²
6. An applicant may not receive an additional grant prior to the completion of its previous grant.³

In addition, the law directs the Department to give priority to those communities or consortia of communities⁴ where: a) air fares are higher than the average air fares for all communities; b) a portion of the cost of the activity contemplated by the community is provided from local, non-airport revenue sources; c) a public-private partnership has been or will be established to facilitate air carrier service to the public; d) improved service will bring the material benefits of scheduled air transportation to a broad section of the traveling public, including businesses, educational institutions, and other enterprises whose access to the national air transportation system is limited; e) the funds will be used in a timely manner;⁵ and f) multiple communities cooperate to submit a regional or multistate application to consolidate air service into one regional airport.⁶

The Department is authorized to award grants to communities that seek to provide assistance to:

- An air carrier to subsidize service to and from an underserved airport for a period not to exceed 3 years;
- An underserved airport to obtain service to and from the underserved airport; and/or
- An underserved airport to implement such other measures to improve air service both in terms of the cost of such service to consumers and the availability of such service, including improving air service through marketing and promotion of air service and

² However, as stated in our Request for Proposals (Order 2012-5-8), previous grant recipients could submit grant proposals and seek funds for new projects. See Order 2012-5-8 for a discussion on same projects.

³ 49 U.S.C. § 41743(c).

⁴ A consortium of communities is defined as a single entity. 49 U.S.C. § 41743.

⁵ 49 U.S.C. § 41743(c)(5).

⁶ This is a new statutory priority criterion, added pursuant to Section 429 of the FAA Modernization and Reform Act of 2012, Pub. L. No. 112-95 (February 14, 2012).

enhanced utilization of airport facilities.⁷

On May 9, 2012, the Department issued an Order Soliciting Small Community Grant Proposals (Solicitation Order) from communities interested in receiving a grant this year, and requested that such proposals be filed no later than June 11, 2012 (Order 2012-5-8). The Solicitation Order required each applicant to submit a completed Standard Form 424, a cover sheet, and a Summary Information schedule to www.grants.gov. Communities were requested to provide information that would help in consideration of their grant requests, including details about their existing air services, historical services, current service needs and deficiencies, a full description of the community's proposal, plans for implementation, funding requirements, and plans for monitoring the success of the project, including modifying or discontinuing funding if the project is not meeting expectations.

Drawing on our experience from previous years, the Solicitation Order clarified various issues relating to the grant application process, including the sources of local funding, the consideration of in-kind contributions, the use of grant funds, and the eligibility to participate by past grant recipients and communities now receiving subsidized air service under the Essential Air Service (EAS) program. The Solicitation Order further emphasized that communities would be expected to meet the financial-contribution commitments that they include in their proposals.

2012 Grant Applications

In response to the Solicitation Order, we received 61 grant applications from communities in 32 states. Collectively, these communities sought over \$27 million in federal assistance to support new and ongoing air service development projects. Most of the applications were filed by individual communities, with a few filed by consortia of communities. Of the 61 applications, eight (8) applications were from communities with small-hub airports and six (6) were from communities now receiving subsidized air service under the Department's EAS program. Twenty-five (25) applications were submitted by communities that received grants in previous years. As required, all applicants provided information on historical and current air service and airfare issues facing their communities, the economic benefits of air service, proposed initiatives to remedy air service or airfare problems, and arguments in support of their proposals. Nearly all the communities pledged local contributions – funds collected from local, state, airport, or in-kind sources – to complement their requests for federal assistance.

As in previous years, this year's applications included proposals for feasibility studies, new or expanded service initiatives, service upgrades, and assorted combinations thereof. Many applicants cited both service deficiencies and/or high airfares as problems affecting patronage of their air services, and they stated that passengers often drive to other, more distant airports that have lower fares or offer a wider range of services to more destinations. Despite these "leakage" issues, the communities seeking funds believe that demand for improved service at their local airports can be stimulated with financial assistance.

The large majority of applicants specified the need to attract new and/or additional air services to their communities. Similar to previous years, a majority of applicants also proposed to

⁷ 49 U.S.C. § 41743(d).

implement their projects using revenue guarantees or subsidies, together with a variety of marketing and promotional initiatives. A critical component of most proposals was funding to support community-based marketing and promotional initiatives to stimulate demand and community awareness of local airport services. These efforts are directed at publicizing not only the availability of air services, but also the convenience of using the local airport compared to more congested air service hubs or other, larger, nearby airports.

This year, several applications either did not meet the basic eligibility criteria for participation outlined above and were determined ineligible for consideration, or the application itself was deemed incomplete and was not considered. Of these applications, most were found ineligible because the applicant sought additional funding for the same, or essentially the same, project that was funded in a previous grant.

2012 Grant Awards

The Small Community Program is unique in that it encourages and affords communities the opportunity to develop their own solutions to their air service problems based on their particular needs and circumstances. By providing communities the opportunity to develop and implement air service projects tailored to their individual needs, the program aims to maximize the potential for success in the communities' endeavors. Since the program's inception, the Department has sought to maximize the number of participating communities, promote geographic diversity of the selections, and support a variety of solutions to the problems identified by applicants in order to provide a wide range of approaches for dealing with the challenges faced by similarly situated communities.

With these considerations in mind, we are selecting 33 grant proposals with the objective of entering into grant agreements with the communities/consortia identified in the Appendix to this Order. Award recipients must enter into grant agreements with the Department before the recipients may seek to be reimbursed expenses incurred under their Small Community Program projects. In addition, grant recipients are subject to all grant conditions and assurances required by federal law, regulations and executive orders.⁸ The Department's grant agreements will be transmitted to the selected communities subsequent to the issuance of this Order.

The proposals we selected incorporate the purpose of the statute, and provide an expanded opportunity to test a variety of approaches to improving small community air service in all regions of the country. The attached Appendix provides a description of each project, the basis for its selection, and the amount of grant funding it will receive.⁹ As an overview:

⁸ See http://ostpxweb.dot.gov/aviation/X-50%20Role_files/scasdp/Assurances.pdf for applicable conditions and assurances.

⁹ We note that grant applicants currently receiving subsidized air service under the EAS Program are precluded from using SCASDP funds to secure air service by other carriers to additional destinations. As we stated in the Solicitation Order (Order 2012-5-8), we are prepared to entertain applications from EAS-subsidized communities that are directed toward improving use of the EAS being provided. However, we will not select proposals that would conflict with long-standing EAS policies, including financial support through this program of air services that would compete with EAS, thus drawing traffic from the already subsidized services and potentially increasing the subsidy requirements for those services.

- Nineteen of the awards are made to communities proposing revenue guarantee and/or marketing support as means to attract new carriers, restore lost service or capacity, and/or provide air travelers with access to additional markets. These communities are: Bentonville/Northwest Arkansas; Arcata-Eureka, California; Santa Maria, California; Telluride, Colorado; Sarasota-Bradenton, Florida; Twin Falls, Idaho; Champaign-Urbana, Illinois; Bloomington-Normal, Illinois; Topeka, Kansas; Rochester, Minnesota; Asheville, North Carolina; Los Alamos, New Mexico; Youngstown, Ohio; Redmond, Oregon; Williamsport, Pennsylvania; Block Island, Rhode Island-Culebra, Puerto Rico Consortium; St. George, Utah; Newport News, Virginia; and Burlington, Vermont.
- The award to St. Croix, U.S. Virgin Islands, will assist the community in the development of a risk-sharing incentive program to improve commercial air service between St. Croix and the U.S. mainland.
- The award to Punta Gorda, Florida, will provide assistance to promote existing and future expanded service from an existing carrier, and the award to St. Augustine, Florida will provide assistance for marketing programs to recruit and launch new air service. The awards to Ogden, Utah, and Casper, Wyoming, will enable each community to market proposed new or expanded services.
- The awards to Springfield, Illinois, and Kalispell, Montana, will enable the communities to support future new services with marketing programs and reduced ground-handling costs, while the awards to Medford, Oregon, Corpus Christi, Texas, and Walla Walla, Washington, will provide assistance for marketing campaigns to support existing service and draw more passengers to the communities' airports.
- Four grant awards at EAS communities – Sioux City, Iowa, Tupelo, Mississippi, Butte, Montana, and Pendleton, Oregon – will be used to market EAS service.

Most of the selected communities are contributing financial resources to their respective grant projects. In addition, many communities have pledged in-kind contributions in further support of their air service initiatives. The local contributions reflect a commitment that is important to the potential success of the proposed initiatives. Moreover, nearly all of the communities have (1) established robust public-private partnerships to enhance community participation and facilitate access to air services, and (2) provided a specific plan and timetable for using their grant funds in a timely manner.

For some awards, we have reduced the grant award amount below the amount requested by each community in its proposal. Accordingly, we are also reducing the required local cash contribution match offered by the communities by the same percentage as the reduction in grant award. We believe that our reductions should not adversely affect any of the community's air service projects.

Air Service Development Zone

The statute directs the Department to designate an airport in one community awarded a grant under this program as an “Air Service Development Zone” (ASDZ), and to work with the community or consortium on means to attract business to the area surrounding the airport, to develop land-use options for the area, and to provide data, working with the Department of Commerce and other agencies. 49 U.S.C. 41743(h). The Department did not receive any applications requesting ASDZ designation.

Grant Agreements

As noted above, the Department will execute grant agreements with each recipient. In the Solicitation Order, we stated that a community cannot accept a new Small Community Program grant while it is a party to an existing grant under the program, either as an individual community or as a member of a consortium. Accordingly, a community still party to an agreement pursuant to a SCASDP grant awarded in a previous year must terminate its participation in that agreement before it can accept a 2012 grant award and execute a new implementing agreement with the Department.

We also stated in the Solicitation Order that communities must establish milestones to monitor the progress of the proposed projects to determine whether amendments are necessary or whether the grant agreement should be terminated. As we have done in the past, milestones and progress reporting requirements will be included in the grant agreements. Federal funds under this grant program are disbursed on a reimbursable basis, with the communities expending funds for the grant project and then seeking reimbursement. Communities will not be reimbursed for funds expended prior to the date on which the grant agreement is executed. In seeking reimbursements, grant recipients must provide invoices or other evidence of the expenditure, details about the expenditure and how it relates to the grant project, and evidence of payment. In addition, the legal sponsor is required to certify that each invoice is relevant to the authorized grant project and has been paid. Communities will be required to comply fully with the terms of their proposals and the grant agreements.

ACCORDINGLY,

1. We select the communities/consortia listed in the Appendix to receive grant awards under the Small Community Air Service Development Program as described in this Order;
2. Grant recipients are subject to all grant conditions and assurances that appear at http://ostpxweb.dot.gov/aviation/X-50%20Role_files/scasdp/Assurances.pdf. In addition, to the extent that the grant agreement permits expenditure of the awarded Small Community Program funds in any manner that would not be permitted for funds received as part of Federal Aviation Administration’s Airport Improvement Program (AIP), such permission is strictly limited to the expenditure of the Small Community Program funds awarded under the grant agreement. Nothing in the grant agreement negates the recipient’s obligations to fully comply with FAA Order 5100-38C;
3. Each award recipient must affirm this award by entering into a grant agreement with the

Department on or before August 31, 2012. Award recipients may not seek to be reimbursed under the Small Community Program until they affirm their grant awards; and

4. A copy of this Order will be served on the legal sponsor for each of the communities awarded grants.

By:

SUSAN L. KURLAND
Assistant Secretary for Aviation
and International Affairs

(SEAL)

*An electronic version of this document is available
at <http://www.regulations.gov>*

**2012 SCASDP
Funded Projects**

					Appendix
State	Community	Requested Funding	Federal Funding	Project Description	Basis for Selection
AR	Bentonville/NW Arkansas	\$1,000,000	\$950,000	Revenue guarantee to attract low fare service	The application is selected because it aligns with several priority and secondary selection criteria. The project aligns with the higher than average air fares selection criterion because the community's fares are around 38% higher than the national average and the community seeks to address their deficiency by targeting a low cost carrier. In addition, the applicant provided a detailed timetable indicating that the proposed project will use the requested funds in a timely manner, and the application proposes partnerships with local chambers of commerce to carry out the project. Due to the limited amount of funding available, the project could not be fully funded, but the amount awarded should be sufficient to accomplish the intent of the project.
CA	Arcata-Eureka	\$750,000	\$750,000	Revenue guarantee, landing fee waivers, and marketing programs to improve eastbound connections (targeting Denver)	This application is selected because it aligns with several priority and secondary selection criteria. The project aligns with the local contribution priority criterion because the community is contributing 25% of the proposed project's cost. The project also aligns with the public/private partnership priority criterion because the application proposes a strong public/private partnership, which shows good support from the community. In addition to the strong public/private partnership, the application aligns with the participation secondary criterion because the community offers significant non-airport cash contributions and provided letters of support from local city and county governments and businesses.
CA	Santa Maria	\$490,000	\$490,000	Revenue guarantee for service to a major carrier's hub east of Santa Maria (targeting Denver or Salt Lake City)	This application is selected because it aligns with several priority criteria. The project aligns with the local contribution priority criterion because the community is contributing nearly 20% of the project's cost. The project also aligns with the material benefits priority criterion because the community has limited existing air service and the proposed project would enhance the community's access to a large hub airport to which it does not currently have direct access and which would provide a wide variety of connecting opportunities. Currently, Santa Maria only has service to one hub airport (LAX); connecting the community to another hub airport would benefit a wide range of travelers.

**2012 SCASDP
Funded Projects**

State	Community	Requested Funding	Federal Funding	Project Description	Basis for Selection
CO	Telluride	\$500,000	\$500,000	Revenue guarantee and marketing program to recruit seasonal service to a western hub	The application is selected because it aligns with several priority and secondary selection criteria. The project aligns with the higher than average air fares and local contribution priority criteria because the fares at the airport are 27 percent higher than the national average and the community is contributing 16.7% towards the project. It aligns with the location secondary criterion because the airport has geographical and operational challenges that limit the types of aircraft that can operate at Telluride Regional Airport. The proposal targets carriers and/or equipment that can successfully meet operational requirements and it also targets unserved markets to the West Coast.
FL	Punta Gorda	\$140,000	\$140,000	Market new and existing service on Allegiant	The application is selected because it aligns with several priority and secondary selection criteria. The project aligns with the local contribution priority criterion because the community is contributing 15% towards the proposed project's cost. The applicant also has proposed a reasonable timetable for use of the requested funding, which demonstrates that the funds would be used in a timely manner. The application aligns with the public-private partnership priority criterion and the participation secondary criterion because of the strong community support and strong public-private partnership for the proposed project. The project is likely to be a success as Allegiant is building on its current service.
FL	Sarasota-Bradenton	\$500,000	\$500,000	Revenue guarantee, fee waiver and marketing program to recruit service to a western hub	This application is selected because it aligns with several priority and secondary selection criteria. The proposed project aligns with the local contribution priority criterion because there is a 20% local contribution. In addition, the project aligns with the public/private partnership priority criterion and the participation secondary criterion because there is strong community involvement and a strong public/private partnership that will help the proposed project succeed.

**2012 SCASDP
Funded Projects**

State	Community	Requested Funding	Federal Funding	Project Description	Basis for Selection
FL	St. Augustine	\$250,000	\$250,000	Marketing campaign to recruit and launch new air service	This application is selected because it aligns with several priority and secondary selection criteria. The proposed project aligns with the local contribution priority criterion because the community is contributing 30% in local cash towards the project. In addition, the project aligns with the public/private partnership priority criterion because there is a very strong public/private partnership that will be important to ensuring the success of the program. The applicant proposed a reasonable timetable for use of the requested funds. The project has support from both Allegiant and Silver Airways.
IA	Sioux City	\$160,000	\$160,000	Marketing campaign for new EAS service to Chicago O'Hare on American Eagle	This application is selected because it aligns with several priority and secondary selection criteria. The project aligns with the local contribution priority criterion and public/private partnership priority criteria because the community is contributing 16.5% towards the project and has a strong partnership that will ensure the new EAS service will be successfully marketed. In addition, the application aligns with the participation secondary criterion because a large number of businesses support the proposed project and because the community received a letter of support from American Airlines.
ID	Twin Falls	\$500,000	\$500,000	Revenue guarantee and marketing program to increase frequencies to Salt Lake City or upgauge existing turboprop service	The application is selected because it aligns with several priority and secondary selection criteria. The project aligns with the local contribution and public/private partnership priority criteria because the community is contributing 9.7% towards the project and has an established public-private partnership. The application also aligns with the participation secondary criterion because there appears to be strong community support based on the diversity of letters received in support of the application and the community received a letter of support from SkyWest Airlines.

**2012 SCASDP
Funded Projects**

State	Community	Requested Funding	Federal Funding	Project Description	Basis for Selection
IL	Bloomington-Normal	\$500,000	\$500,000	Revenue guarantees to launch service to Washington or New York	This application is selected because it aligns with several priority and secondary selection criteria. The project aligns with the local contribution priority criterion because the community is contributing funds from multiple sources towards the project. The community shows organization and initiative as well as strong community involvement, which aligns with the participation secondary criterion. Bloomington has a large business and educational base, and there is currently no nonstop service to any city in the northeast, so the proposed service would materially benefit the traveling public.
IL	Champaign-Urbana	\$600,000	\$500,000	Revenue guarantee and marketing support for new service to Washington Dulles	This application is selected because it aligns with several priority and secondary selection criteria. The community conducted its own market and leakage analysis that substantiates its need for a revenue guarantee and marketing project for service to Washington Dulles. The community has done a thorough job of analyzing the statistics regarding their community, and the data suggests that there is a demand for service and that the business community would support the service, thus providing material benefits to the traveling public. In addition, the community aligns with the air fares priority criterion because its air fares are higher than the national average. Due to the limited amount of funding available, the project could not be fully funded, but the amount awarded should be sufficient to accomplish the underlying intent of the project.
IL	Springfield	\$250,000	\$250,000	Ground handling and marketing program to support new low-cost service	This application is selected because it aligns with several priority and secondary selection criteria. The community seeks low fare leisure air service to Florida, Myrtle Beach, Las Vegas, and/or Phoenix. The project aligns with the local contribution priority criterion because the community is contributing funds from multiple sources towards the project. In addition, the application demonstrates strong community participation and therefore aligns with the participation secondary criterion.

**2012 SCASDP
Funded Projects**

State	Community	Requested Funding	Federal Funding	Project Description	Basis for Selection
KS	Topeka	\$1,000,000	\$950,000	Revenue guarantee, start-up cost offsets, and marketing for new nonstop service (targeting Chicago O'Hare)	The application is selected because it aligns with several priority and secondary selection criteria. The project aligns with the local contribution, public-private partnership, and material benefits priority criteria because the community is contributing 50% towards the project, has an established public/private partnership to assist with implementing the project, and currently does not have air service. The large investment by the community and local economic growth in the community reinforces the material benefit the service will bring to the community. It aligns with participation secondary criterion because the project is supported through broad community participation. Due to the limited amount of funding available, the project could not be fully funded, but the amount awarded should be sufficient to accomplish the intent of the project.
MN	Rochester	\$500,000	\$500,000	Revenue guarantee and marketing to attract service (targeting Denver)	The application is selected because it aligns with several priority and secondary selection criteria. The project aligns with the higher than national average air fares, local contribution, and public-private partnership priority criteria because the community's air fares are over 13% higher than the national average, Rochester is contributing 27.6% towards the project and it has an established public/private partnership to assist with implementing the project. In addition, it aligns with the secondary criteria because it received a letter of support from Frontier Airlines.
MS	Tupelo	\$75,000	\$75,000	Market new EAS carrier to new hub	The application is selected because it aligns with several priority and secondary selection criteria. The project aligns with the local contribution and public-private partnership priority criteria because the community is contributing 25% towards the project and has an established public-private partnership to assist with implementing the project. The applicant provided a timetable through which the proposed project would provide marketing support to the new EAS service on Silver Airways to Atlanta, scheduled to begin on October 1, 2012. It aligns with the secondary criteria because it received a letter of support from Silver Airways.

**2012 SCASDP
Funded Projects**

State	Community	Requested Funding	Federal Funding	Project Description	Basis for Selection
MT	Butte	\$150,000	\$150,000	Marketing existing EAS service to Salt Lake City on SkyWest/Delta Connection	This application is selected because it aligns with several priority criteria. The community recently became an EAS-subsidized community and now seeks to market the SkyWest service. The project aligns with the local contribution and public-private partnership priority criteria because Butte is contributing 7.6% towards the project and it has an established public-private partnership to assist with implementing the project.
MT	Kalispell	\$200,000	\$200,000	Ground handling cost offsets and marketing for new nonstop service to Los Angeles Basin	The application is selected because it aligns with several priority and secondary selection criteria. The community has a strong local contribution of 23%, aligning with the local contribution priority criterion, and it also has a strong public-private partnership and community participation, with 28 local organizations offering to contribute non-airport funding and multiple businesses and groups backing the proposed project. It aligns with the secondary criteria because it received a letter of support from Allegiant.
NC	Asheville	\$300,000	\$300,000	Revenue guarantee to launch low fare service to Denver	This application is selected because it aligns with several priority and secondary selection criteria. The community has a highly-focused proposal targeting western North Carolina's business and tourism ties to Colorado, one of its top O&D markets currently without nonstop service. Therefore, the proposed project would materially benefit the traveling public. In addition, the community has a large cash contribution (28.6%), which aligns with the local contribution priority criterion, as well as strong commitment letters from the private sector that aligns with the participation secondary criterion.

**2012 SCASDP
Funded Projects**

State	Community	Requested Funding	Federal Funding	Project Description	Basis for Selection
NM	Los Alamos	\$272,000	\$272,000	Revenue guarantee and marketing for service to Albuquerque	This application is selected because it aligns with several priority and secondary selection criteria. Its local cash contribution would help to support the first air service at the community and aligns with the local contribution priority criterion. In addition, because the community currently has no scheduled air service, the proposed project could provide material benefits to the traveling public. It aligns with the secondary criteria because it received a letter of support from Pacific Wings.
OH	Youngstown	\$780,000	\$780,000	Revenue guarantee for service to a major carrier's hub in the east, southeast, or midwest	This application is selected because it aligns with several priority and secondary selection criteria. The community is seeking turboprop service from Silver Airways, and it aligns with the local contribution priority criterion because it proposes a cash contribution of 35%. The application also has substantial local support, aligning with the participation secondary criterion. The community includes a detailed timetable for implementing the proposed project, demonstrating that the requested funds would be used in a timely manner, and Silver Airways provided a letter of support.
OR	Medford	\$150,000	\$150,000	Marketing and advertising campaign to increase enplanements	This application is selected because it aligns with several priority and secondary selection criteria. The application shows a high level of community involvement, including a strong public-private partnership, which aligns with the participation secondary criterion and the public-private partnership priority criterion. In addition, the application includes an 8.8% cash contribution, which aligns with the local contribution priority criterion.

**2012 SCASDP
Funded Projects**

State	Community	Requested Funding	Federal Funding	Project Description	Basis for Selection
OR	Pendleton	\$50,000	\$50,000	Market existing EAS Service to Portland on SeaPort Airlines	This application is selected because it aligns with several priority and secondary selection criteria. The community seeks to market the EAS service by informing the community of SeaPort's service, new reservation system, new interline agreements, and its move to the main terminal at Portland International Airport. The application also includes a 9% local contribution, which aligns with the local contribution priority criterion. It aligns with the secondary criteria because it received a letter of support from SeaPort Airlines.
OR	Redmond	\$500,000	\$500,000	Revenue guarantee, landing fee waivers, and marketing to recruit nonstop service to Southern California (targeting Los Angeles Basin or San Diego)	This application is selected because it aligns with several priority and secondary selection criteria. There is strong public-private partnership and a high level of community involvement (including the support of many local public and private entities), thereby aligning with the public-private partnership priority criterion and the participation secondary criterion. In addition, the application aligns with the local contribution priority criterion because it includes a contribution (36% of the project's cost). The application also would offer material benefits to the community due to its far proximity to air service options.
PA	Williamsport	\$500,000	\$500,000	Revenue guarantee and marketing for new service (targeting Washington Dulles)	This application is selected because it aligns with several priority and secondary selection criteria. The community has a strong local contribution of 47%, which aligns with the local contribution priority criterion. In addition, the application has a partnership with two foundations and the local chamber of commerce funding the service, thereby aligning with the public/private partnership priority criterion and the participation secondary criterion. The community has experienced an air traffic increase of 31%, demonstrating the economic growth in the community. It aligns with the secondary criteria because it received a letter of support from Silver Airways.

**2012 SCASDP
Funded Projects**

State	Community	Requested Funding	Federal Funding	Project Description	Basis for Selection
PR/RI	Block Island RI-Culebra Consortium	\$900,000	\$900,000	Revenue guarantee to recruit service from Block Island, RI (BID), to T.F. Green Airport (PVD) in Providence, RI, from May through October, and from Culebra, PR (CPX), to Luis Munoz Marin Int'l Airport (SJU) in San Juan, PR, from October through May	This application is selected because it aligns with several priority and secondary selection criteria. The project aligns with the local contribution priority criterion because it has a local match of 8.9%. The project aligns with the innovation secondary criterion because the project targets an innovative solution by the Consortium to gain air service by sharing a revenue guarantee and working together with Cape Air to gain alternating seasonal service. The application also has support from public agencies and the government of Puerto Rico, aligning with the participation secondary criterion. In addition, it is also supported by Cape Air and targets an appropriate aircraft type to provide service on both islands. Both locations have high tourism demand and the type of service proposed would materially benefit the traveling public.
TX	Corpus Christi	\$300,000	\$300,000	Marketing campaign to educate travelers on benefits of local air service	The application is selected because it aligns with several priority and secondary selection criteria. The project aligns with the higher than average air fares criterion because its air fares are over 13% higher than the national average. Corpus Christi is relatively geographically isolated, so the project would materially benefit the community. Additionally, the community is included in order to provide equitable and geographic distribution of available funds.
UT	Ogden	\$200,000	\$200,000	Marketing program to support Allegiant's new service to Phoenix-Mesa	The application is selected because it aligns with several priority and secondary selection criteria. The project meets the local contribution and timely use of funds priority criteria because the community is providing a large priority contribution at 50% of project cost and has demonstrated broad community support. It aligns with the secondary criteria because it received a letter from Allegiant in support of the service.

2012 SCASDP Funded Projects

State	Community	Requested Funding	Federal Funding	Project Description	Basis for Selection
UT	St. George	\$550,000	\$550,000	Revenue guarantee, landing fee waivers, and a marketing program to recruit new service to Denver	This application is selected because it aligns with several priority and secondary selection criteria. The community shows a high level of community involvement, including a financial contribution (15% of the project's cost), as well as partnerships with a local college, industrial park, and a national park. Thus, it aligns with the local contribution and public-private partnership priority criteria and the participation secondary criterion. A new airport with longer runways was completed in 2011, and the community conducted an air service study in 2009 using SCASDP funds, which substantiates the community's strategy for growth (along with its regional tourist attractions) and indicates that the proposed project will materially benefit the traveling public. It aligns with the secondary criteria because it received a letter of support from SkyWest Airlines.
VA	Newport News	\$2,000,000	\$950,000	Revenue guarantee to attract service (targeting New York, Boston, Chicago, or Dallas/Fort Worth), and/or upgauge aircraft on flights to Charlotte	The application is selected because it aligns with several priority and secondary selection criteria. The project meets the local contribution and public-private partnership priority criteria because it has a local cash contribution of 34.5% of the project cost and the community shows evidence of a strong public-private partnership by forming a coalition of economic development leaders from seven municipalities. It aligns with secondary criteria because it received an airline letter of intent from US Airways in support of the grant proposal. Due to the limited amount of funding available, the project could not be fully funded, but the amount awarded should be sufficient to give the community a substantial start towards its project.

**2012 SCASDP
Funded Projects**

State	Community	Requested Funding	Federal Funding	Project Description	Basis for Selection
VI	St. Croix	\$300,000	\$300,000	Development of risk-sharing/incentive program to improve commercial air service between St. Croix and the U.S. mainland	This application is selected because it aligns with several priority and secondary selection criteria. The community shows a high level of involvement, thereby aligning with the participation secondary criterion. The application also includes a developed public-private partnership, thereby aligning with the public-private partnership priority criterion, and a strong cash contribution (25%), thereby aligning with the local contribution priority criterion. The community is targeting its top mainland markets where it currently lacks nonstop service, suggesting material benefits to the traveling public from the proposed project.
VT	Burlington	\$450,000	\$450,000	Revenue guarantee and marketing for nonstop service to a hub airport in the southeastern U.S. (targeting Atlanta or Charlotte)	This application is selected because it aligns with several priority and secondary selection criteria. The community has a large contribution (16% of the project's cost), which aligns with the local contribution priority criterion, and the application includes letters of support from Delta and US Airways, its targeted carriers. Atlanta and Charlotte are Burlington's 10th and 12th top O&D destinations, respectively, and will provide travelers a hub in the southeast, where the airport currently does not have nonstop service, so the proposed project will likely provide material benefits to the traveling public. In addition, the application contained a well-defined plan of how the community intends to continue service after the SCASDP funds have expired.

**2012 SCASDP
Funded Projects**

State	Community	Requested Funding	Federal Funding	Project Description	Basis for Selection
WA	Walla Walla	\$250,000	\$250,000	Marketing campaign to improve awareness and use of existing Alaska Airlines (Horizon) service to Seattle/Tacoma	This application is selected because it aligns with several priority and secondary selection criteria. The community proposes a two-year marketing campaign to improve awareness and use of the existing Alaska Airlines service to Seattle. The project seeks to increase enplanements to help ensure the service continues, which would provide material benefits to the community. The application provides a thorough market analysis, and the community is contributing 16.6% towards the project, aligning with the local contribution priority criterion. The community is geographically challenged, and its application shows that the community understands their challenges as it identifies ways to preserve its air service by providing many potential marketing strategies to improve ridership of both inbound and outbound travelers, aligning with the location secondary criterion. Alaska Airlines supports the community's attempt at increasing marketing of its existing service. The community includes a public-private partnership, aligning with that priority criterion. There is broad community support for the project, aligning with the participation secondary criterion.
WY	Casper	\$100,000	\$100,000	Marketing and advertising program to support expanded service to Denver, Las Vegas, and/or Salt Lake City, and/or new service to Phoenix	This application is selected because it aligns with several priority and secondary selection criteria. The community has a local cash contribution of 17.9%, aligning with the local contribution priority criterion. In addition, the community is geographically isolated, which aligns with the location secondary criterion. There also is an active community public-private partnership, thereby aligning with that priority criterion.
		\$15,167,000	\$13,917,000		

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Hertz buying Dollar Thrifty for about \$2.3 billion

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The Associated Press

NEW YORK — Rental car company Hertz is buying its rival Dollar Thrifty Automotive Group Inc. for approximately \$2.3 billion, giving it more ways to attract business and leisure travelers and an expanded international presence.

Dollar Thrifty's stock jumped 7 percent in premarket trading Monday.

Hertz Global Holdings Inc. said late Sunday that it will pay \$87.50 for each Dollar Thrifty share. That's an 8 percent premium to the company's closing price of \$81 per share on Friday.

Media reports had said last week that Hertz of Park Ridge, N.J., was considering a new bid for Dollar Thrifty, a Tulsa, Oklahoma-based company it had pursued for two years.

The push-and-pull between two of the nation's largest car rental companies started in 2010. Avis Budget Group was also in the mix, pursuing a bid for Dollar Thrifty for more than a year.

Avis dropped its bid nearly a year ago citing market conditions. Then in October of last year, Hertz dropped its bid, too. But Dollar Thrifty didn't trust that the years of attempts were over. In February, it extended its shareholder rights plan known as a "poison pill" - a maneuver designed to deter any unsolicited attempts to take over the company - through May 2013.

Hertz Chairman and CEO Mark P. Frissora said in a statement that the Dollar Thrifty buyout will give it access to two well-known rental car brands - Dollar and Thrifty - as well as make it a more competitive player in Europe and other markets overseas.

"We are pleased to have finally reached an agreement with Dollar Thrifty after a lengthy - but worthwhile - pursuit," he said.

Dollar Thrifty President, CEO and Chairman Scott Thompson said that the transaction is not only compelling for its stockholders but also will help broaden its reach.

"Hertz is the logical partner for us with the resources to expand our value focused leisure brands in key car rental markets around the world," he said.

Hertz anticipates that the acquisition will result in at least \$160 million in annual cost savings, with additional sales growth opportunities.

Hertz is also selling its Advantage business to rental car company Franchise Services of North America and Macquarie Capital for undisclosed terms. The Advantage deal depends upon Hertz completing the Dollar Thrifty buyout.

Both Hertz and Dollar Thrifty's boards have unanimously approved the deal, which still needs antitrust clearance from the Federal Trade Commission. Hertz said it has stayed in close contact with the FTC to secure clearance and that Dollar Thrifty will fully cooperate with the process.

Hertz has about 8,650 corporate and licensee locations in approximately 150 countries in North America, Europe, Latin America, Asia, Australia, Africa, the Middle East and New Zealand. Dollar and Thrifty have approximately 280 corporate locations in the United States and Canada. The company also has about 1,300 franchise locations in 82 countries.

Shares of Dollar Thrifty gained \$5.65, or 7 percent, to \$86.65 before the market open.

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Tiffany 2Q misses expectations, cuts 2012 outlook

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Deltek to be taken private for \$890.5M

THE SACRAMENTO BEE [sacbee.com](http://www.sacbee.com)

Airport security costs go beyond TSA budget, report says

Published Wednesday, Aug. 29, 2012

CALIFORNIA WATCH

The roughly \$6.5 billion Washington spent last year alone to make air travel safe from terrorists is not the only expense being shouldered by taxpayers. There are lesser-noticed costs that factor into the total bill, according to a new report from the Santa Monica-based think tank RAND Corp.

Among those additional costs are state and local police placed at airports, the amount of time spent by travelers to pass through long security lines and the economic impact of new counterterrorism mandates placed on private corporations.

Bruce Schneier, a security expert and longtime critic of the Transportation Security Administration, said businesses have an incentive to consider such costs, such as cash-register wait times and how much consumer loyalty would be lost by installing security cameras in dressing rooms. But, he said, government officials are afraid of the political consequences of a terror attack occurring after a seemingly wasteful or controversial security measure was removed.

"Businesses do it all the time," Schneier said of cost-benefit analyses. "Why should the TSA be any different?"

Patience from the public could wear thin as authorities pile on layers of security for each new threat that emerges, according to the report, which was done by RAND's Homeland Security and Defense Center.

"More complete understanding of the costs and benefits of security measures is needed," the report concludes. "Only with clear understanding of what security measures truly cost and what we get when we buy those measures will it be possible to get close to the efficient security we must aspire to in a world of finite resources and many varied policy areas that demand funding and attention."

The magnitude of risk that terrorism poses to the aviation industry never has been well understood, according to the report, so it's difficult to determine how successful one security measure is over another. It's also difficult to know how much the additional security officers, costly baggage screening machines and controversial X-ray body scanners have meaningfully contributed to improved safety, or whether some other factor played a role that was never considered.

Despite a shortage of data to inform security investments, such as clearly being able to predict future attacks, it's still possible to develop a formula that considers historical threats and known attack methods, researchers found. Even a cost-benefit analysis that relies on

estimates can help in comparing one security measure to another before major investments are made.

"Though the security strategy of combining many types of security measures into a 'layered defense' has been accepted doctrine for many years," says the report, "many analyses of that strategy have not fully explored how different layers interact with one another to deliver a net protective posture for the aviation system."

It also remains difficult to determine just how much Americans are paying for airline security beyond the \$6.5 billion spent annually by the Transportation Security Administration. But RAND experts point to a number of examples.

The police department at the Los Angeles World Airports, which owns and operates three airports in the L.A. area, had a 2010 price tag of \$100 million. A 2006 total for the Port Authority of New York and New Jersey, which operates the region's major airports, climbed to more than \$450 million. The International Air Transport Association estimated in 2002 that costs to the airline industry for security reached into the billions of dollars. Researchers complained about a shortage of reliable spending data, but it's clear that additional overlooked costs are substantial, they argued.

"Because of the number of travelers that use the system in a given year," the report says, "estimates combining even modest wait times with reasonable values for business and leisure travelers' time can produce values in the billions of dollars for that less-tangible cost alone."

View this story on California Watch



FLY SUN VALLEY ALLIANCE MEETING MINUTES

Monday, July 16, 8:00am – 8am, Sun Valley Resort

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

TOPIC DISCUSSED:

Consent Items:

- June Board Minutes: Jack moved to approve, Dick seconded VOTE: All in favor
- June FY12 YTD Financials: Wally moved to approve, Jack seconded. VOTE: All in favor

Committee Reports:

1. Funding Committee

FY13 Budget Process: Presentations have been made to all cities/county for FY13; waiting to hear final decisions
Long-Term Funding/1% for Air Initiative: FSVA working to advance details for sustainable long-term funding for FSVA air service support/development efforts. Ongoing meetings with city/council attorneys and others on JPA, Ballot, etc. Working to get 1% for Air approved for Nov ballot by all cities no later than August 30. YestoAir Campaign Team and strategy being formed.

2. Program Committee

Fundraising: New 2012-13 Air Support Business Ski Pass program has been launched. FSVA also working with SV Board of Realtors to launch new Realtors for Air support program.

Air Service Initiatives/Research/Promotions:

- Alaska Airlines MRG performance update from Mead & Hunt: Summer season bookings tracking relatively strong for July and August, similar to 2011. Early June flights still ended up fairly weak, September (after Labor Day) bookings still also weak.
- Alaska Airlines Boarding Pass Deals: Sun Valley Resort and another local business offering special AS boarding pass holder deals for summer season which FSVA is helping promote, locally via email, airport signage at Horizon and rental car counters, airport information station, etc.
- Air Service Marketing Update: SVMA and SVR continuing marketing efforts
- New Horizon Air President Glenn Johnson visit to Sun Valley: Carol working to arrange this summer.
- Alaska Airlines Winter 2012-13 Service: Winter season negotiations in progress, to be completed by August 1.
- Airport Update: Environmental Assessment, which FMAA will need to approve, for SkyWest regional jet service is on track and expected by Sept. Rick will work with FSVA to review potential expanded Scope of Work for consultants to include elements such as detailed analysis of passenger leakage at SUN by season/destination, ongoing tracking/comparison of fares, and other methods of identifying potential improvements that could be made to reduce leakage and stimulate increased use of SUN. FMA Appreciation Day set for Sept. 15; FSVA is involved in planning, and will have a strong presence at the event.
- Potential new service/BOI Grant:
 FSVA helped coordinate partnership support regarding BOI FY13 USDOT SCASDG to secure funding for new service from DFW-BOI and also new service BOI-SUN. Grant decisions expected in August.
- Research:
 - Rocky Mountain Air Service News: (compilations of articles related to air service in competitive set) provided.

Monthly Directors Report: Provided for review.

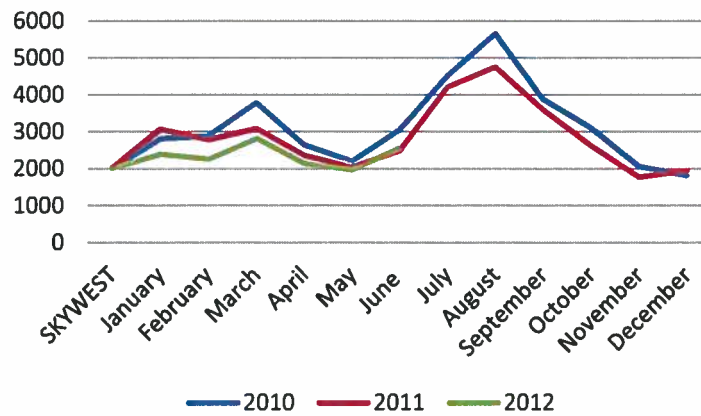
Respectfully Submitted, Carol Waller, FSVA Director

MONTHLY ENPLANEMENTS - SUN

SKYWEST

	2010	2011	2012
January	2823	3072	2395
February	2889	2791	2265
March	3787	3095	2827
April	2650	2366	2151
May	2202	2050	1974
June	3062	2488	2558
July	4519	4213	
August	5655	4754	
September	3883	3604	
October	3107	2626	
November	2063	1768	
December	1811	1947	

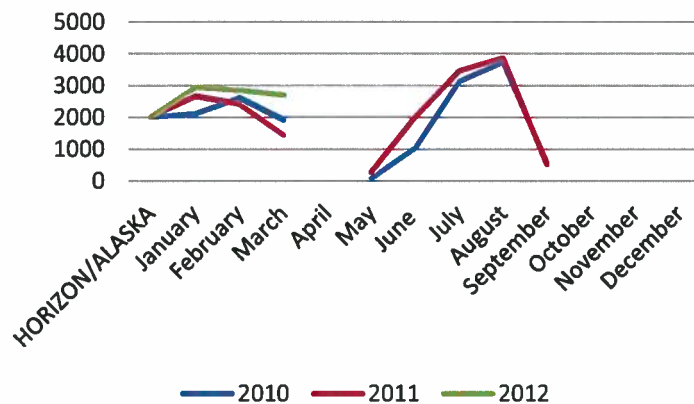
SKYWEST ENPLANEMENTS - SUN



HORIZON/ALASKA

	2010	2011	2012
January	2107	2660	2932
February	2602	2419	2839
March	1915	1446	2686
April			
May	71	274	
June	1035	2012	1426
July	3125	3455	
August	3744	3873	
September	575	508	
October			
November			
December	694	1170	

HORIZON/ALASKA ENPLANEMENTS - SUN





More travelers might find themselves flying into and out of Eagle or Denver and using ground transportation for the leg to and from Aspen as flights fill up. This summer, commercial traffic was up in the early going. Enplanements (the number of people boarding a commercial flight) increased about 3 percent for the month of June in Aspen, with service from United and a half-month of operations by American. American's performance in Aspen so far could bode well for

future expansion of its local service, according to Tomcich. The airline is in bankruptcy proceedings and has a limited fleet of the CRJ-700 jets that it uses for its Aspen service. Both factors are constraints on its ability to make changes to its local schedule at this point, he said.

“The good news is when it's all said and done, I think they're going to be very pleased with their numbers,” Tomcich said. “I know they'd like to be able to fly more — the question is how and when and with what.” During American's fall hiatus, travelers will have only United Express service into and out of Aspen. United's nonstop connections with Chicago and Houston will end Aug. 28, but the airline will offer a connection with Los Angeles through Oct. 2, running the flight six days a week.

In addition, United will offer seven to nine connections with Denver daily in September before dropping to five daily flights from Oct. 1 through Dec. 18. The L.A. connection will resume Nov. 27. Connections to Chicago and Houston resume Dec. 19, as does United's winter service between Aspen and San Francisco. The Los Angeles service bumps up to four flights daily on Dec. 19, and the Denver service will increase to an average of 11 daily flights on the same date.

On a side note, the four Q400 turboprops that Frontier used for its Aspen service before parent company Republic grounded them are back in the air — flying as United Express. They're being repainted in United's colors and have become part of a fleet of Q400s owned by Republic and operated as United Express through an agreement between the two airlines. It is SkyWest Airlines that operates United's Aspen service, using exclusively the CRJ-700.



DELIVERING THE NEWS YOU NEED ■ AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES ■ AUGUST 6, 2012

SkyWest To Receive Additional RJs

SkyWest said that it has reached an understanding with Delta on a transaction that will provide SkyWest with 34 additional dual-class regional jet aircraft and allow the early termination of 66 Bombardier CRJ200 regional jet aircraft under its existing Delta Connection agreements.

The 34 additional aircraft consist of five Bombardier CRJ700 aircraft and 29 Bombardier CRJ900. SkyWest said that it will take delivery of the 34 aircraft incrementally between August 2012 and June 2013.

Boise airport gains nonstop vacation flights to Las Vegas, Hawaii

Idaho Business Review by Brad Iverson-Long Published: August 7, 2012

Allegiant flights from Boise will touch down in Las Vegas starting Oct. 26. The airline will also start flying to Hawaii in February. Allegiant Travel Co. will offer nonstop flights between Boise and Honolulu later this year, giving the [Boise Airport](#) a new airline. Allegiant, which also flies out of Idaho Falls, will also add nonstop flights between Boise and Las Vegas.

Airport director Rebecca Hupp said staff worked for two years to line up the service with Allegiant. The airline needed much of that time to win approval to fly to Hawaii. Allegiant bought Boeing 757 planes in 2010 specifically to fly to Hawaii and received the go-ahead from the Federal Aviation Administration in June.

The airline is launching direct service to Hawaii from mid-size and smaller markets, including Spokane and Bellingham, Wash. and several smaller California airports, including Fresno and Monterey. "They're going to put those planes where they see the best business opportunity," Hupp said. "We had to show them that there is a market for Hawaii service and the Vegas service." Flights to Las Vegas will start Oct. 26, while planes will take off for Hawaii next February. Allegiant is already selling tickets on its website. Currently, Southwest Airlines Co. offers daily direct flights from Boise to Las Vegas.

Increasing air service is a priority for Boise leaders, including Mayor Dave Bieter and the Boise Metro Chamber of Commerce. In 2007, Boise had 21 nonstop destinations; before the Honolulu announcement, it was down to 15. While the new flights are intended for leisure trips more than business trips, it is an indication that Allegiant expects demand from Idahoans looking to travel. Boise Airport officials say the next airports they're working to gain service to include a southeastern hub, potentially in Dallas, Houston, Atlanta or Charlotte, and Reno, Nev. Allegiant caters more to vacation travel, including packaging flights with hotels and destinations. Some of the airlines flights are seasonal, though Brian Davis, the airline's director of communications, said the airline is expecting to keep the two new routes going year-round. He said Las Vegas and Hawaii have more year-round travel than other leisure spots, including Florida. "Almost every route in our system is one that no one has ever flown before, so there's not a lot of history to go back and look at," Davis said. "We're trying to match seats to when people want to go."

Allegiant canceled its flights from the Magic Valley Regional Airport in Twin Falls to Las Vegas in January. The airline will offer flights to and from Las Vegas every Monday and Friday, and to Honolulu on Sunday with return legs on Saturday. Bieter said increasing air service is vital for Boise, especially since the City of Trees isn't close to other large cities. "When I speak to businesses and talk to folks around the country, that's what's on people's minds," Bieter said. "The more business that we can bring, the better off we are. This is a sign of good things happening in our economy and people placing bets on us and investing in our future."



Monthly Director's Report July, 2012

1. TRANSPORTATION SERVICES

AIR SERVICE PROGRAM

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

2. FUNDING

STATE/LOCAL FUNDING OPTIONS:

- Continued follow-up/communications with legal counsel, board, stakeholders on draft 1% for Air JPA and Ballot
- Attended meetings, prepared background materials/made presentations, organized campaign team.

AIR SUPPORT TRANSFERABLE SKI PASS PROGRAM (2012-13)

- Created all new marketing materials/information, updated FSVA website and launched program via FSVA Enews, SVMA, Hailey Chamber and WREP Enews, press release, email to Ketchum Biz License list, etc.
 - **Results To Date: Sold 4 First Class passes in June to 1 business = \$10,400**

REALTORS FOR AIR PROGRAM:

- Worked with SV Board of Realtors and SVR to finalize details and functional logistics of program to launch in July. FSVA will be responsible for tracking & coordinating benefits to participating real estate offices and SV Resort.

FSVA COMMUNITY SKI DAY – no action

ACCESS SUN VALLEY CARD

- Answered customer and business questions, handled customer & business issues

3. BOARD/ADMIN BUSINESS

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

4. RESEARCH/OTHER

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



FLY SUN VALLEY ALLIANCE BOARD OF DIRECTORS MEETING

Monday, August 13, 8:00am – 10:00am – **AIRPORT**

AGENDA:

1. Consent Items:

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

2. Committee Reports:

Funding Committee:

- FY13 Contract for Services update. *Board vote on final FY13 budget in Sept.*
- 1% FOR AIR update
- Upcoming Meetings/Events re LOT initiative: see www.yestoair.com/learn-more/

Other Programs:

- FY 2013 Air Support Ski Pass program – *emails notices sent to all city of Ketchum businesses, in FSVAs enews, Hailey Chamber & SVMA Enews, etc. One sale of 4 passes to date.*
- FY 2013 Realtors Support Program –*new*

3. Air Service Initiatives/Research/Promotion

- Summer AS 2012 SUN 7/31 Booking & MRG projection Update *(to be distributed)*
- New fare sale launching 8/14 to stimulate September flight bookings – still quite weak
- Winter AS 2012/13 Contract/Schedule Negotiations; still in progress
- Airline meeting
- FMA Airport Appreciation Day – Sept 15
- Air Service Marketing Update – Jack & Arlene
- Airport update – Rick
 - EA update/timeline
 - Mead&Hunt Scope of Work for Leakage Study Follow-Up

Other attachments:

- *SUN Enplanement Update*
- *July Director Report*
- *July Rocky Mtn Air Service News*



August 29, 2012

I would like to nominate Ms. April Dieter for the Employee of the Quarter, 2nd Quarter, 2012.

April has been employed by the FMAA as an Administrative Assistant since October, 2007. During this time, she has become involved with most aspects of the airport administrative and management functions.

While April is competent and takes ownership when work is assigned, I think that the most valuable quality April possesses is her ability to take on new tasks with a positive attitude and with genuine interest. Most notably, in the last year, April has welcomed the challenge of taking over the Airport's computer support, a telephone system acquisition project, a contact management software upgrade and the role as the lead coordinator and editor for the Airport's new website development project. All of these tasks can be time consuming and overwhelming. April demonstrates her ability to manage each task with ease, exhausts all options until a solution is presented and takes personal ownership. All of these qualities reflect in the final product. I am honored to have April as part of our staff.

I believe April deserves recognition and would like to invite you to select her as the Employee of the Quarter.

Thank you,

A handwritten signature in cursive script, reading "Lisa N. Emerick".

Lisa N. Emerick

Contracts/Finance Administrator