

## 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, October 13, 2015 at 5:30 p.m. at the **old Blaine County Courthouse Meeting Room** Hailey, Idaho. The proposed Agenda for the meeting is as follows:

### AGENDA October 13, 2015

I.	APPROVE AGENDA	
II.	PUBLIC COMMENT (10 Minutes Allotted)	
III.	APPPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:  A. September 8, 2015 Regular Meeting Attachment #1	ACTION
IV.	REPORTS  A. Chairman Report  B. Blaine County Report  C. City of Hailey Report  D. Airport Manager Report	DISCUSSION DISCUSSION DISCUSSION DISCUSSION
V.	AlRPORT STAFF BRIEF (5 Minutes Allotted)  A. Noise Complaints  B. Parking Lot Update  C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #2 - #4  D. Review Correspondence – Attachment #5  E. Airport Commercial Flight Interruptions  F. Employee of the 1st Quarter, 2015 – Attachment #6  G. Employee of the 2nd Quarter, 2015 – Attachment #7	
VI.	UNFINISHED BUSINESS  A. Airport Solutions  1. Existing Site  a. Plan to Meet 2015 Congressional Safety Area Requirement i. Project 3 Terminal Reconfiguration ii. Project 4 Airport Operations Building iii. Project 6 Relocate Taxiway B/Remove Taxiway A/North Apron iv. Project 7 Demolish ARFF/SRE and Administration Buildings and Construct Central Bypass Taxiway v. Future Projects – Attachment #8 b. Retain/Improve/Develop Air Service i. Fly Sun Valley Alliance Update  B. Master Plan Update (Board Discretion)  C. Communication Director Selection Process – Attachments #9, #10	DISCUSS/DIRECT DISCUSS/DIRECT DISCUSS/DIRECT DISCUSS/DIRECT DISCUSS/DIRECT DISCUSS/DIRECT COMMENT/ACTION DISCUSS/DIRECT
VII.	NEW BUSINESS  A. Runway Use Program – Attachment #11	DISCUSS/DIRECT
VIII.	PUBLIC COMMENT	
IX.	EXECUTIVE SESSION – I.C. §67- 2345	

**ADJOURNMENT** 

X,

### III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES

### A. September 8, 2015 Regular Meeting - Attachment #1

BOARD ACTION: 1. Action

### IV. REPORTS

### A. Chairman Report

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

BOARD ACTION: 1. Discussion

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

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

BOARD ACTION: 1. Discussion

### C. City of Hailey Report

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

BOARD ACTION: 1. Discussion

### D. Airport Manager Report

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

BOARD ACTION: 1. Discussion

### V. AIRPORT STAFF BRIEF (5 Minutes Allotted)

### A. Noise Complaints:

Noise Complaints:	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
LOCATION					
Hailey	9/4	3:30 pm	Jet	Caller objects to jets approaching/departing over Hailey.	Ops Chief spoke with caller and explained that tail wind components in excess of 10 kts were the likely cause for these operations.
Bellevue	9/8	6:13 am	Jet	Caller was awakened by jet departure.	Ops Chief called and lft a msg. No response.
Hailey	9/8	11:30 am	Jet	Caller asserts that a jet almost hit the trees on 3 <sup>rd</sup> Ave.	Ops Chief returned the call and spoke with the caller's mother. Research did not support the assertion.
Hailey	9/18	11:30 am	Helo	Approaches from the north, over Hailey. Caller thought the aircraft should go around and approach from another direction.	Ops Chief spoke with caller and explained the circumstances. Caller understood and appreciated the info.
Bellevue	10/2	11:56 pm	Jet	Loud, late departure	Staff could not find any evidence supporting that this aircraft operated into or out of FMA. Staff believes this was a military aircraft overflying the area. Staff has submitted a formal inquiry to Mtn Home AFB, requesting information. Ops Chief spoke with caller.
Hailey	10/5	2:00 am	Jet	Loud, late departure	Staff could not find any evidence supporting that this aircraft operated into or out of FMA. Staff believes this was a military aircraft overflying the area. Staff has submitted a formal inquiry to Mtn Home AFB, requesting information. This caller had no voice mail and did not answer.
Deerfield	10/5	2:00 am	Jet	Loud, late departure	Staff could not find any evidence supporting that this aircraft operated into or out of FMA. Staff believes this was a military aircraft overflying the area. Staff has submitted a formal inquiry to Mtn Home AFB, requesting information. Ops Chief spoke with caller.
Bellevue	10/5	2:00 am	Jet	Loud, Late departure	Staff could not find any evidence supporting that this aircraft operated into or out of FMA. Staff believes this was a military aircraft overflying the area. Staff has submitted a formal inquiry to Mtn Home AFB, requesting information. Ops Chief spoke with caller.
Bellevue	10/5	3:15 pm	<b>Je</b> t	Low approach over Bellevue	Research indicates this was a normal approach to the airfield. Caller did not want a return call.

### **B. Parking Lot Update**

### The Car Park Gross/Net Revenues

Month	FY 2013	FY 2013	FY 2014	FY 2014	FY 2015	FY 2015
	Gross	Net	Gross	Net	Gross	Net
August	\$17,319.00	\$7,566.70	\$32,652.36	\$23,276.88	\$34,909.00	\$26,860.26

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

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

### July 2014/2015

Total Non-Federal Revenue Total Non-Federal Revenue	July, 2015 July, 2014	\$523,251.44 \$441,264.69
Total Non-Federal Revenue Total Non-Federal Revenue	FY '15 thru July FY '14 thru July	\$2,170,164.76 \$1,997,086.31
Total Non-Federal Expenses Total Non-Federal Expenses	July, 2015 July, 2014	\$174,980.51 \$161,720.72
Total Non-Federal Expenses Total Non-Federal Expenses	FY '15 thru July FY '14 thru July	\$1,909,993.07 \$1,741,958.95
Net Income to include Federal Programs  Net Income to include Federal Programs	FY '15 thru July FY '14 thru July	\$-4,612,577.23 \$-732,914.41

### D. Review Correspondence - Attachment #5

Attachment #5 is information included for Board review.

### E. Airport Commercial Flight Interruptions:

<u> Airline</u>	Flight Cancellations	Flight Diversions
Horizon Air	0	0
Delta	2	0
United Express	4	1

### F. Employee of the 1st Quarter, 2015 - Attachment #6

Mr. Jim Hicks, Atlantic Aviation – Sun Valley, was selected as the Employee of the 1st Quarter, 2015. Customer service, knowledge of the airport, responsibility, flexibility and professionalism are among the qualities considered in the selection process. Jim is a Line Manager and the primary point of contact during event and holidays. His customer service skills and ability to communicate safety needs of the airfield to customers, specifically attribute to his selection as Employee of the Quarter. It is a pleasure to have Jim a part of the Atlantic Aviation team and to announce his nomination and selection as Employee of the Quarter.

### G. Employee of the 2<sup>nd</sup> Quarter, 2015 – Attachment #7

Mr. Dean Miller, Atlantic Aviation – Sun Valley, was selected as the Employee of the 2<sup>nd</sup> Quarter, 2015. Customer service, knowledge of the airport, responsibility, flexibility and professionalism are among the qualities considered in the selection process. Dean has been an employee for nearly 5 years and is currently a Line Shift Manager. His good nature, teamwork and great work skills attribute to his selection as Employee of the Quarter. It is a pleasure to have Dean a part of the Atlantic Aviation team and to announce his nomination and selection as Employee of the Quarter.

### VI. UNFINISHED BUSINESS

### A. Airport Solutions

### 1. Existing Site

### a. Plan to Meet 2015 Congressional Safety Area Requirement

### i. Project 3 Terminal Reconfiguration

The project punch list is complete. Work has begun on the tenant finish out work, as well. Tenant finish work is anticipated to be complete before the end of 2015.

BOARD ACTION: 1. Discuss/Direct

### ii. Project 4 Airport Operations Building

The project is complete, with the exception of a few last-minute changes.

BOARD ACTION: 1. Discuss/Direct

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

Final markings still must be completed before winter.

BOARD ACTION: 1. Discuss/Direct

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

This project is well underway, with demolition of both buildings complete and earthwork underway. Paving is scheduled for the week of October 12, with final completion planned for October 16.

BOARD ACTION: 1. Discuss/Direct

### v. Future Projects - Attachment #8

Following are the status updates for the following smaller projects:

- Landscaping Improvements: This project is complete.
- Runway Rehabilitation: This project has been delayed until Spring, 2016 (Attachment #8)

BOARD ACTION: 1. Discuss/Direct

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

### i. Fly Sun Valley Alliance Update

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

BOARD ACTION: 1. Discuss/Direct

### B. Master Plan Update (Board Discretion)

### PROGRESS REPORT

A public hearing was held at the September 8th FMAA Board meeting. Comments were received from the public and the FMAA Board on the *Existing Airport Site Alternatives* working paper (Chapter D). It is anticipated that additional comments will be received on the preliminary Chapter D work product following the October 13th Board meeting. After receiving these additional comments, Mead & Hunt will revise and complete Chapter D and issue revised versions of the first four chapters of the Master Plan for posting on the Airport's website.

A preliminary draft version of Chapter E, *Replacement Airport Site Analysis* will be delivered to FMAA in October, for presentation at a future board meeting.

Mead & Hunt requests Board comments be provided regarding Chapter D following the October 13th FMAA meeting.

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

BOARD ACTION:

1. Discuss/Public Comment/Action

### C. Communication Director Selection Process - Attachments #9, #10

At the August meeting, the Board authorized Staff to engage in a search for a Communications Director and present the prospects to the Communications Committee for presentation to the Board. Attachment #9 is the Request for Proposals (RFP) advertisement Airport Staff posted in the local newspaper on September 23<sup>rd</sup>. Also included for Board review as Attachment #10 is the Communications & Marketing Request for Proposals.

Airport Staff received a total of 5 proposals by the October 7<sup>th</sup> deadline and submitted those proposals to the Board-appointed Communications Director Selection Committee for review and short-listing. A short-list firm interview/presentation to the committee is tentatively scheduled for October 21<sup>st</sup> and the Board can expect a recommendation in the November meeting.

BOARD ACTION: 1. Discuss/Direct

### VII. NEW BUSINESS

### A. Runway Use Program - Attachment #11

This item is on the agenda to discuss operations north of the Airport (arrivals from the north and departures to the north). Friedman Memorial Airport has a very successful Voluntary Noise Abatement program. Recently, questions have surfaced asking whether or not operations north of the Airport can be completely stopped. The answer is no. A better question might be, "Can the community's Voluntary Noise Abatement Program be more formalized?"....that answer is maybe. A more formalized program would be called a Runway Use Program. The official FAA criteria for and the pros and cons of, such a program will be presented and discussed.

A copy of FAA Order 8400.9 is included as Attachment #11.

BOARD ACTION: 1. Discuss/Direct

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

## MINUTES OF A REGULAR MEETINGTACHMENT #1 OF THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY\*

September 8, 2015 5:30 P.M.

IN ATTENDANCE:

**BOARD MEMBERS:** Chairman – Ron Fairfax, Vice-Chairman – Don Keirn, Board – Lawrence Schoen, Fritz Haemmerle, Jacob Greenberg, Angenie McCleary, Pat Cooley

FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager - Rick Baird,

Emergency/Operations Chief – Peter Kramer, Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant/Alternate Security Coordinator – Roberta Christensen, Administrative Assistant – Cecilia Vega

**CONSULTANTS:** T-O Engineers – Dave Mitchell; R/L/B – Nicholas Latham, Mike Smith; Mead & Hunt – Mark McFarland

AIRPORT TENANTS/PUBLIC: TSA – Curtis Vialpando, BCPA – Jim Perkins, Sharon Landay; SVED – Jack Bariteau, Doug Brown; FSVA – Carol Waller; Glass Cockpit Aviation – John Strauss; SVBR – Bob Crosby; FHR – Marc Reinemann; Bellevue Residents – Ed Jenkins, Al Yates, Evan Stelma, Craig Wolfrom, Felicity Roberts, Pam Matey, Chris Matey, Don & Carolyn Benson, James Stireman, Donna Serrano, Lisa Phillips; Hailey Residents – Linda Haavik, B. Rae, Jeff Anderson, Jack Sibbach, Walt Denekas, Kiki Tidwell, Judy Harvey, Tom Jergin; Ketchum/Sun Valley Residents – Eric Seder, Erin Smith, Dick Fenton, Peter Hendricks; Len Harlig, Michelle Griffith, Ben Schepps. Helen Stonl

AIRPORT LEGAL COUNSEL: Lawson Laski Clark & Pogue, PLLC – Jim Laski

PRESS: Idaho Mountain Express - Greg Moore

**CALL TO ORDER:** 

The meeting was called to order at 5:35 p.m. by Chairman Fairfax.

I. APPROVE AGENDA

The agenda was approved as presented.

II. PUBLIC COMMENT

Atlantic Aviation General Manger, Mike Rasch thanked the Board, Airport Staff, and Airport Engineers for all the wonderful improvements made at the Airport Passenger Terminal and the Airport Administrative Office/Airport Operations Building.

Bellevue resident Ed Jenkins asked why there could not be a horizontal separation between landings as there is during the July Corporate Event.

Sun Valley resident Peter Hendricks commented that improvements to the local option tax (LOT) are due in part to improvements made at the Airport and he has received several comments from business owners that they have experienced better access to the Wood River Valley. He commented that the Airport is the life-blood and economic driver of the community and without continued improvements and the Board's dedication there would be an unsettling business environment.

Sun Valley Resort representative Jack Sibbach thanked the Board for all the hard work and efforts they have put into the Airport Improvements and commented that he has also received comments from his guests about the increase in flight destinations and improved experience at the Airport.

### III. PUBLIC HEARING

## A. Master Plan Update – Draft Master Plan Chapter D – Existing Airport Site Alternatives (See Brief & Power Point Presentation)

T-O Engineers' Dave Mitchell presented the Air Traffic Control Tower location alternatives identified in Draft Chapter D of the Master Plan Update (MPU).

Board Member Cooley commented that public comments on Draft Chapter D submitted via email prior to this meeting should not be accepted as they were submitted to the County Commissioners rather than the FMAA Board Members.

Chairman Fairfax commented that the public comments received digitally will be forwarded to the entire Board for review (Minutes Attachment #1).

Board Member Haemmerle agreed with Board Member Cooley's comment and added that the City of Hailey feels negatively towards public comments only addressed to the County representatives of the Board. He encouraged the public to address the whole Board when submitting comments digitally.

Board Member Schoen commented that members of the public do not always know where to submit comments digitally for public hearings and the Board's past practice has been to forward public comments received to Airport Staff who then distributes it to the entire Board. He commented that he is open and interested in hearing the public's comments and the Board should be encouraging public participation, not putting up walls or barriers for it.

Vice-Chairman Keirn commented that the alternate ATCT location #5 will not be accepted by the City of Hailey and should therefore be deleted from the MPU. Board Member Haemmerle agreed.

Chairman Fairfax opened the discussion on the ATCT location alternatives to public comment.

Bellevue resident Chris Matey asked what the height of tower options 1 and 2 would be and commented that it would be less obtrusive to the surrounding community if the tower was relocated near the terminal rather than near Highway 75.

Chairman Fairfax answered that tower Sites 1 and 2 would have a height of 77' and 98', respectively.

The Board discussed the presented tower sites and agreed that Site 5 is an unacceptable alternative and would prefer the selection of either Sites 1 or 2 with the option to also consider a site located on top of the passenger terminal.

Engineer Mitchell continued with his presentation and presented the Passenger Terminal Building future expansion design identified in Chapter D of the MPU.

Chairman Fairfax commented that the architects of the current terminal designed the recent expansion with plans in mind for future expansion making it relatively easy for the terminal to accommodate the maximum capacity of 5 peak hour flights with another expansion in the future.

Chairman Fairfax opened the discussion on the Passenger Terminal Building expansion to public comment.

No public comment was made.

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The Board agreed that the Passenger Terminal Building designs were acceptable.

Engineer Mitchell continued with his presentation and presented the Commercial Aircraft Parking Alternatives identified in Chapter D of the MPU.

Chairman Fairfax commented that he does not favor the idea of tugging large commercial jets from a holding area to a terminal gate, especially in the winter months. He also commented that there is currently no room to relocate hangars elsewhere on Airport property.

Chairman Fairfax opened the discussion on the Commercial Aircraft Parking alternatives to public comment.

FSVA representative Carol Waller commented that the peak hour for commercial airlines is early in the morning due to the fact that heat decreases the amount of passengers the airlines can allow on the aircraft at one time.

Bellevue City Councilman Craig Wolfrom commented that he prefers the alternative of no action as there will be twice as many flights coming to/from the area as there are now.

Atlantic Aviation General Manager Mike Rasch commented that tugging commercial jets would not be very efficient and one of the hangars that would need to be destroyed in Alternative 3 is Atlantic Aviation's maintenance facility which would cause a significant revenue loss as they already have a limited supply of hangars.

Board Member Haemmerle commented that he would prefer the "no action" alternative and has no objections at this time to the other alternatives presented.

Board Members Greenberg and Schoen supported the inclusion of alternatives in the MPU. Board Member Schoen commented that the issue of needed space for commercial aircraft parking will become reality before airport relocation so it should be considered and planned for.

Board Member McCleary commented that it is important to include the impacts an alternative may have on other areas of the Airport, in order to make an informed decision.

Board Member Haemmerle clarified that finding no objections to an alternative at this time does not guarantee implementation of the alternative in the future, just the inclusion of it in the MPU.

Engineer Mitchell continued with his presentation and presented the Passenger Vehicle Parking Alternatives identified in Chapter D of the MPU.

Chairman Fairfax opened the discussion on the Passenger Vehicle Parking alternatives to public comment.

Ketchum/Sun Valley resident Dick Fenton commented that constructing a single-deck parking structure on the existing lower parking lot would increase parking space by 32%, a three level parking structure would increase it by 64%. He also suggested the possibility of mixing certain aspects of different alternatives in order to gain the amount of parking needed for future capacity.

Board Member Haemmerle commented that his preference would be to contain parking in an industrial area rather than a rural one. He also commented that he does

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not favor Alternative 3 but does not object to its inclusion in the MPU.

Chairman Fairfax commented that his preference would be to acquire land for parking rather than construct a parking structure as the latter alternative would be extremely expensive.

Board Member McCleary commented that all the alternatives should remain in the MPU. She also commented that the Board should consider vehicle parking as a revenue source.

Board Member Greenberg agreed with Board Member McCleary and commented that the options are not mutually exclusive from one another and alternatives can be combined to meet the needs and preferences of the Board.

Board Member Schoen commented that the Board should designate a capital fund for the building of a parking structure at the appropriate time in the future. He also commented that he does not favor the idea of buying property that would require a shuttle service. He agreed that combining the alternative of a parking structure and purchasing property adjacent to the Airport would be the preferable solution and asked that the consultants include that option in the MPU.

Vice-Chairman Keirn commented that rental car agencies operate off-site at most airports and shuttle customers to their offices. He suggested that the Board consider having the rental car agencies park vehicles off-site and provide shuttle service.

Sun Valley Economic Development representative Jack Sibbach commented that the Board's cheapest resource is the land they already own within the existing airport property and should consider a multi-deck parking structure.

Ketchum/SV resident Dick Fenton suggested that the Board consider acquiring lots to the west of the Airport as a relocation site for rental car staging.

Board Member Cooley asked what the height of a two story parking structure would be.

Engineer Mitchell answered that the height would be 30 feet, unless the Board chose to build a level underground, then it would be less than 30 feet.

Engineer Mitchell continued with his presentation and presented the General Aviation Apron and Hangars Alternatives identified in Chapter D of the MPU.

Board Member Haemmerle commented that he does not object to the inclusion of the alternatives presented regarding the general aviation apron and hangars. He suggested that the Board discuss the necessity of this part of the MPU once the document has been completed. He also asked that the reference to Alternative #7 in Assumption #8 of the MPU be removed from the document.

Mr. Rasch commented that from an operational standpoint, Alternatives #2 and #4 for the general aviation apron expansion are better options because an expansion to the south would not put airport operations as close to residential areas as much as an expansion to the west would. He added that he particularly favors Alternative #2.

Hailey resident Kiki Tidwell asked if anything could be done to limit general aviation's noise impact on the residents of Blaine County, particularly those residing south of the Airport. She also commented that early morning flight departures do not work well for the traveling public of this area.

Bellevue resident Ed Jenkins commented that he would be interested in seeing a comparison between the cost of purchasing and developing land for expansion and the cost of cancelled or diverted flights the airport averages annually. He commented that it does not make sense to expand the Airport to accommodate traffic for one week out of the year.

Hailey resident Linda Haavik commented that the land acquisition options should remain in the MPU as it is important to accommodate overnight aircraft thereby reducing the amount of takeoffs and landings and minimizing fuel consumption.

Bellevue Councilman Craig Wolfrom urged the Board to follow the guidelines of the FMAA Joint Powers Agreement and not expand outside the current airport property lines. He also asked if the Board could guarantee that no public funds will be used to fund an expansion and approximately how many additional acres will be necessary for snow storage in addition to parking spaces. Mr. Wolfrom requested that the Board develop a cost analysis for each proposed alternative for existing site projects as well as replacement site costs.

Board Member Haemmerle commented that an MPU simply outlines alternatives for future growth and no projects will go forward without being thoroughly discussed and approved by the Board. He also commented that he would appreciate hearing comments from residents of the north that recognize the safety and quality of life for the residents of Hailey and Bellevue, rather than commenting only on the economic benefit of the Airport.

Board Member Schoen commented that Alternatives #2 and #4 would have the least disruptive impact on the surrounding residents as well as be the most effective operationally. He suggested that the language in Assumption #8 of Chapter D of the MPU be amended to reflect the inclusion of parts of Alternative #7.

Chairman Fairfax commented that he prefers Alternatives #2 and #4 as it would be least disruptive to surrounding residents. He also suggested that the Board be mindful that they still must accommodate general aviation capacity while other areas of the Airport are being expanded as well.

Board Member Greenberg commented that the landowner may not agree to sell the amount of land required for the proposed expansion and will affect the cost analysis projections for these alternatives. He agreed that Alternatives #2 and #4 are the most viable options and also agreed with Board Member Schoen's suggested amendment to the language of Assumption #8 regarding Alternative #7.

Bellevue resident Don Benson asked if the space constraints of the Airport are experienced in summer months and not in winter months.

Airport Manager Baird commented that the Airport has reached capacity in a single weekend more than once a year. Chairman Fairfax added that the decrease of capacity in the winter is mainly due to weather but capacity is reached on both summer and winter weekends.

Board Member Haemmerle commented that the Airport's ultimate constraint is the airport's location.

The Board discussed the language regarding Alternative #7 included in Assumption #8 of the MPU and whether or not it should remain as is, be amended, or be removed from the document.

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Ed Jenkins suggested that the Board start with projections that are feasible regarding land acquisitions.

Dick Fenton appreciated the energy the Board has put into involving the public in MPU discussions and urged the Board to consider reviewing the Master Plan every five years.

Chairman Fairfax commented that the Board can review the projections in the MPU every five years and if they are considerably different the Board can update the Master Plan if deemed necessary.

Pam Matey asked if there has been, or if there will be a study of the health consequences of living under a flight path.

Airport Manager Baird answered that there have been no air quality studies done for residents under the flight path.

Kiki Tidwell asked if reliability can be increased.

Chairman Fairfax answered that an instrument approach study is still undergoing.

Sun Valley Economic Development (SVED) representative Doug Brown commented that he is in constant contact with local businesses and has learned that air service, airport operations, lodging, and government decisions affecting business are key topics of concern. After studying the draft MPU, SVED has concluded that the community must not risk the future of its economy by not having the Airport prepared for increased visitor and business travel during the years of waiting for a replacement airport solution and those who support keeping the Airport "inside the fence" stand to jeopardize the Airport and the economy. He also commented that safety is very important to all citizens of the Wood River Valley and he has faith that the FAA will keep the Airport up-to-date on safety standards. In regard to emailing public comments to the entire Board rather than Airport Staff or County representatives, Mr. Brown commented that, historically, he has had a difficult time receiving a response to email correspondence from Halley City Council members and the Mayor.

Erin Smith commented that she is in favor of the Airport remaining where it is and doing whatever is necessary to ensure that it is efficient and safe. She also commented that the expansion of air service helped to revitalize the local economy.

Board Member Haemmerle commented that he was disturbed by Mr. Brown's comment regarding the importance of the economy over public safety. He stated that the City of Hailey will never surrender the safety of the City for an economic advantage.

Craig Wolfrom commented that the Board should focus more on airport relocation and less on improving the existing site as relocation it is the only way to solve all of the issues the Airport currently has.

Ed Jenkins asked the Board to research a horizontal landing approach.

Kiki Tidwell commented that as a member of the traveling public she would be willing to drive and additional 15-40 minutes to get to the airport if it meant better reliability.

Chairman Fairfax closed the public hearing.

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Board Member Schoen briefed the Board that he submitted his suggested edits to the consultants drafting the MPU. His edits included formatting errors, clarity in language, and language changes.

The Board discussed the master planning process, what decisions the consultants required from the Board in order to complete Chapter D of the MPU, and further suggested changes to the MPU including:

- Decreasing the amount of goals or assumptions listed in Chapter D.
- The removal of the phrase "to allow the airport to operate efficiently" from the last page of Chapter D.
- Including language that addresses impacts with respect to the local community.

After a lengthy discussion the Board decided to table further discussion on what preferences they are required to submit regarding Chapter D until the next Board meeting.

## IV. APPROVE FMAA MEETING MINUTES

### A. August 4, 2015 Regular Meeting (See Brief)

The August 4, 2015 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

MOTION:

Made by Board Member McCleary to approve the August 4, 2015 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Board Member Cooley.

PASSED BOARD MEMBER HAEMMERLE ABSTAINED

### V. REPORTS

### A. Chairman Report

No report was given.

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

No report was given.

### C. City of Hailey Report

No report was given.

### D. Airport Manager Report

Airport Manager Baird reported that TSA representative Curtis Vialpando is here to answer questions or concerns that the Board may have regarding the delays passengers are experiencing in the security checkpoint line.

Mr. Vialpando briefed the Board that the TSA has been conducting an analysis of the security program at FMA specifically for the peak hour flight.

Board Member Schoen commented that the Board has received comments from passengers about specific activities at the Airport related to security and the perception that security screening has caused missed flights and delays. He asked Mr. Vialpando what his approach is to addressing on-time departures.

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Mr. Vialpando answered that the nature of the early hour of the morning flight sometimes causes people to not be as attentive in packing their bags and ensuring no liquids or other prohibited items are in their carry-on bags. He commented that the TSA has been working on public education efforts related to arriving at the Airport 90 minutes before the flight as well as bag packing procedures. They are also researching the possibilities of adding more TSA employees for the early morning flights and purchasing new scanning equipment.

Airport Manager Baird commented that the passengers that have complained to him about missing their flight did not arrive 90 minutes before their scheduled departure and Airport Staff will continue to work on public education on this matter.

### VI. AIRPORT STAFF BRIEF

- A. Noise Complaints (See Brief)
- **B.** Parking Lot Update (See Brief)
- C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (See Brief)
- D. Review Correspondence (See Brief)
- E. Airport Commercial Flight Interruptions (See Brief)

### VII. UNFINISHED BUSINESS

- A. Airport Solutions
  - 1. Existing Site
    - a. Plan to Meet 2015 Congressional Safety Area Requirement
      - i. Project 3 Terminal Reconfiguration (See Brief & Power Point Presentation)

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

ii. Project 4 Airport Operations Building (See Brief & Power Point Presentation)

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

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

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

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

Engineer Mitchell updated the Board on the current status of Project 7 of the RSA Improvements Project.

### v. Future Projects (See Brief & Power Point Presentation)

Engineer Mitchell updated the Board on the current status of the following projects of the RSA Improvements Project:

- Landscaping Improvements
- Runway Rehabilitation

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

### i. Fly Sun Valley Alliance Update

Fly Sun Valley Alliance representative Carol Waller reported that there will be more air service this winter with additional Denver and San Francisco flights and FSVA is currently negotiating flight schedules for summer and winter of 2016-2017.

### B. Master Plan Update (See Brief & Power Point Presentation)

### **VIII. NEW BUSINESS**

### A. FMAA October Meeting

Airport Manager Baird asked the Board to discuss rescheduling the October meeting as Chairman Fairfax will not be available to attend the regularly scheduled meeting on October 6<sup>th.</sup>

The Board discussed rescheduling the October meeting and agreed to schedule it for October 13, 2015.

### IX. PUBLIC COMMENT

Craig Wolfrom thanked the Board for allowing the Master Plan process to go forward with public comment.

### X. ADJOURNMENT

The September 8, 2015 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 8:53 p.m.

Lawrence Schoen	. Secretary	

FMAA Regular Meeting – 09/08/15

<sup>\*</sup> 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.

### **April Dieter**

From:

Harry Griffith <a href="mailto:harry@sunvalleyeconomy.org">harry Griffith <a href="mailto:harry@sunvalleyeconomy.org">harry Griffith <a href="mailto:harry@sunvalleyeconomy.org">harry Griffith <a href="mailto:harry@sunvalleyeconomy.org">harry @sunvalleyeconomy.org</a>

Sent:

Tuesday, September 08, 2015 9:18 AM

To:

Jacob Greenberg

Cc:

Doug Brown; Rick Baird

Subject:

INPUT FOR MEETING - FMAA Comp Plan

I want to go on record that I have read and support the Airport Master Plan Chapter D as written. The framework it provides to guide airport activities over the next 5+ years is appropriate for our economic situation and growth aspirations. It is also provides an acceptable framework for balancing public safety and health with the needs of the majority of Blaine Co citizens.

Please feel free to share my support with the FMAA board as appropriate.

### **Harry Griffith**

**Executive Director, Sun Valley Economic Development** 

www.SunValleyEconomy.org

### 9/8/2015

Larry Schoen, Jacob Greenberg, Angenie McCleary, Rick Baird

I have read and fully support the Airport Master Plan Chapter D. Many of us have worked for years on the boards of WREP, Sustain Blaine and currently SVED on two important goals for restoring our economic vitality in the Wood River Valley; getting hotels here and insuring air access. The Master Plan as written allows us to make significant progress on these goals and meet the needs of our community and citizens.

Steve Mils

### **April Dieter**

From:

Paul Kenny <paul@kenny-bogue.com>

Sent: Tuesday, September 08, 2015 11:19 AM

To: Rick Baird

**Subject:** FW: SEPT 8th AIRPORT PUBLIC COMMENTS

### Rick,

I want to go on record that I have read and support the Airport Master Plan Chapter D as written. The framework it provides to guide airport activities over the next 5+ years is appropriate for our economic situation and growth aspirations. It is also provides an acceptable framework for balancing public safety and health with the needs of the majority of Blaine Co citizens.

Please feel free to share my support with the FMAA board as appropriate.

Thanks,

Paul Kenny

Paul Kenny, CCIM
Broker
Paul Kenny & Matt Bogue Commercial
(208) 726-1918 \*17 - office
(208) 720-3125 - cell
(208) 726-1990 - fax
paul@kenny-bogue.com
www.kenny-bogue.com



### **April Dieter**

From:

Donald Benson <br/> <br/>bensod@cox.net>

Sent:

Wednesday, September 02, 2015 5:40 PM

To:

fafairfax@aol.com; ssmcb@hotmail.com; Lawrence Schoen; Angenie McCleary;

fritz.haemmerle@haileycityhall.org; donidaho@cox.net; Jacob Greenberg

Cc:

Craig Wolfrom

**Subject:** 

Friedman has outlived its location!

Dear Friedman Airport Authority Board Members,

I'm sure that you all have read the attached "Other View" that appeared in the Idaho Mountain Express on September 2, 2015. The City of Bellevue's Alderman Wolfrom has written a most concise and timely description of the current state of affairs at our local airport.

His views echo my thoughts perfectly and that is why I chose to "piggyback" his excellent piece.

It is well past the time to stop attempting to continually "upgrade" this outmoded, dangerous facility and instead concentrate on replacing and relocating Friedman with a safe, user friendly airport that can accommodate all types of aircraft in various weather conditions.

Please know that I fully subscribe to Mr. Wolfrom's thoughts and encourage each and every one of you to give serious consideration to the points that he has set forth.

While having lunch today in downtown Hailey I observed (once again) the absolutely ludicrous event of a plane approaching the airport directly over the heart of the city of Hailey.

It is time to do something other than "putting lipstick on this pig" and start thinking of a viable alternative to this outmoded facility that is located in a densely populated urban setting.

One other observation, hopefully all of you have ample umbrella insurance to cover your liability when an errant airplane crashes into Hailey Elementary School or any number of Hailey's residences and businesses.

Sincerely,

Donald H. Benson 800 Riverside Dr, Bellevue, Id. 83313

### OTHER VIEWS

## Friedman has outlived its location

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September 8, 2015

Blaine County Commissioners 219 1st Avenue South Hailey, ID 83333

RE: Sun Valley Economic Development

### Commissioners:

Furthering steps to fulfill the Airport Master Plan is a great initiative in reducing the filtration of capital into our economy set in place by (municipal and regional) policy along with the 'unpublished fear' to evolve as a community. Each and every step forward - bettering air service - is solid momentum to create a sustainable and competitive business environment in our community.

Most Sincerely,

Carter H. Ramsay, President Ramsay Solutions, Inc.

### **April Dieter**

From: Doug Brown <dougbrownsv@gmail.com>

Sent: Tuesday, September 08, 2015 10:16 AM

To: Angenie McCleary; Lawrence Schoen; Jacob Greenberg; Rick Baird; Derek Voss; Don

Keirn

Cc: dougbrownsv@gmail.com
Subject: Airport Master Plan Comment

few years the current airport is in use is essential.

Commissioners:

## After attending several FMAA meetings talking about the Master Plan, and studying it in depth, it is clear to me that it is important to stay the course on upgrading airport facilities so as to have an efficient and user friendly airport while the FAA looks into longer term location and funding issues. The federal government and airport user fees will fund any tune-ups, not the local public. Having adequate and safe parking for aircraft and users as the air traffic grows over the next

Blocking any of the initiatives in the Master Plan will likely create perceptions that we are not a business friendly valley and could impact the pace of the current climb out of the local Depression.

Doug Brown

**SVED Deputy Director** 

Outreach, Membership, Events

My name is Doug Brown and I am with SVED. Harry Griffith could not be here tonight.

Thank you for having another opportunity at PUBLIC Comment on the important Master Plan review.

**Authority Members:** 

Đ,

Our business membership includes the largest employers in the valley. We are in constant contact with them on issues important to business. I assure you AIR SERVICE, AIRPORT OPERATIONS, LODGING, and GOVERNMENT DECISIONS AFFECTING BUSINESS are the key topics of concern. They want us to speak up at public meetings so they don't have to. They don't want to be MASTER PLAN wonks.

As representatives of our members' best interest we have studied the MASTER PLAN and conclude that diminishing the effect of CHAPTER D would not be in our business members' best interest.

SVED has continually demonstrated the vital economic importance of our Airport and Air Service.

Why would we risk our future economy by not having our valley wide airport be prepared for increased visitor and business travel during the years we are waiting for the FAA process to:

- 1) Find a suitable location
- 2) Figure out how much it will cost
- 3) Determine who pays how much
- 4) Design it
- 5) Duild it
- 6) Construct it

History in our valley demonstrates this is a lengthy process. Playing political gamesmanship with our economy is NOT in our valley's self-interest. Those who play the "inside the fence game" stand to jeopardize our airport keeping up with short-

term demand and thus hurting our economy. If we need more aircraft parking, more travelor parking, a control tower site, then let's do what we need to do. This is simply a plan to be ready for needed growth.

Taking care of business on growing airport needs does not diminish the fact that at some time in the future we need a larger facility in a different location.

Our local economy is finally on an upward trajectory, but nowhere near where it was before the Depression hit. We cannot take this for granted and no way should this board take steps to hinder the economy's forward progress.

For too many years we have sent "unfriendly" messages to those who can invest in our economy. We need to send a positive message that we have an airport that meets the needs of the near future while we prepare for a new location.

Please consider the needs of the entire community as you deliberate on these important steps. Air Service and Airport capacity are vital for our economy. Please keep your eye on the big picture.

Thank you for listening

Deug Brown, SVED, dougbrownsv@gmail.com

### **April Dieter**

From: Baird Gourlay <BGourlay@ketchumidaho.org>

Sent: Tuesday, September 08, 2015 10:30 AM

To: Angenie McCleary; Lawrence Schoen; Jacob Greenberg

Cc: Harry Griffith
Subject: Chapter D

### Good Morning Honorable's,

I have a council meeting tonight so I can't make the FMAA meeting tonight.

I just want to make sure that you know, as Ketchum's representative that we support the Airport Master Plan Chapter D as written.

It has a good framework for health and Safety needs, balanced with the needs of a thriving community.

### Baird Gourlay 208 720 4769

hgourlay@ketchumidaho.org



### **April Dieter**

From: Rick LeFaivre <rlefaivre@gmail.com>

Sent: Tuesday, September 08, 2015 10:51 AM

To: Jacob Greenberg

Cc: Rick Baird; Harry Griffith; Doug Brown

Subject: Input for Airport Master Plan Discussions

Importance: High

Jacob, I would like to add my support for staying the course with the Airport Master Plan Chapter D as written. As you know, I am heavily involved with growing our business base in the Wood River Valley to create more of a year-round economy for our region. This has included the formation of a business incubator for new startups (the *Ketchum Innovation Center*); the launch of the *Sun Valley Band of Angels and Mentors* to mentor local companies and, as appropriate, raise investment capital to grow them (more than \$1M raised todate); and a focus on moving companies here that has brought several new companies and associated jobs to the region.

I can say that without question all of this requires a robust local airport for business travelers, not to mention the tourism benefits of outstanding air service. I think that the improvements to the existing airport have been outstanding, and the new flights definitely make it easier to locate businesses here. Personally I wish that the runway could be extended to deal with the tail-wind takeoff problem, but I know that that is a difficult discussion to have. Nevertheless, anything that can be done to improve our local air service is a winner for both our year-round and tourism economies, and I support the plan to continue to make the airport better.

Thank you for your consideration.

Best Regards,

Rick LeFaivre

Chair, Ketchum Innovation Center Chair, Sun Valley Band of Angels and Mentors Board Member, Sun Valley Economic Development Board Member, Sun Valley Institute for Resilience Board Member, Wild Gift



August 20, 2015

Rick Balrd, Airport Manager

Friedman Memorial Airport

1616 Airport Circle

Hailey, ID 83333

Dear Rick.

The busy summer and the large conference we host in July have highlighted the real <u>need</u> our airport has <u>to recapture lost aircraft parking</u> due to the FAA mandated reconfigurations of our taxiways, terminal, air carrier parking areas and General Aviation parking areas. We note that a number of aircraft during the conference had to relocate to other airports due to the lack of overnight parking. If we are to continue to efficiently host conferences and manage peak holiday days we need to recapture the lost space due to the reconfiguration.

Atlantic Aviation believes Alternative 1 and 3 should be rejected as both alternatives negatively impact the current operations area and will move operations closer to residential areas. Atlantic Aviation believes our community would not support either of these alternatives.

While Alternative 4 has desirable operational features and would provide for future demand, Atlantic Aviation does not support Alternative 4 as this alternative could be perceived by the community as an expansion of the airport since it is designed for future demand.

In conclusion, Atlantic Aviation picks Alternative 2 as our choice. Alternative 2 will provide the <u>needed</u> space to recapture lost aircraft parking due to the recent reconfiguration of the airfield. Alternative 2 also has many desirable operations features. Atlantic Aviation feels Alternative 2 could be supported by the authority and the community as it is not an expansion of the airport but a recapture of space lost due to the re-configuration.

Sincerely,

Michael T. Rasch, General Manager





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

October 2014 through July 2015

	Oct '14 - Jul 15	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income 4000-00 - AIRCARRIER				
4000-01 · Aircarrier - Lease Space	70,433.70	84,600.00	-14,166.30	83.3%
4000-02 · Aircarrier - Landing Fees	103,519.60	120,101.00	-16,581.40	86.2%
4000-03 - Aircarrier - Gate Fees	1,000.00	1,200.00	-200.00	83.3%
4000-04 - Aircarrier - Utility Fees	12,302.94	7,600.00	4,702.94	161.9%
4010-06 - Arcarrier - "12 PFC App 4010-07 - Aircarrier - "14 PFC App	56,731.64 162,192.32	250,000.00	-87,807.68	64.9%
Total 4000-00 - AIRCARRIER	406,180.20	463,501.00	-57,320.80	87.6%
4020-00 · TERMINAL AUTO PARKING REVENUE 4020-01 · Automobile Parking · Terminal	155,978.71	100,100.00	55,878.71	155.8%
Total 4020-00 - TERMINAL AUTO PARKING REVENUE	155,978.71	100,100.00	55,878.71	155.8%
4030-00 - AUTO RENTAL REVENUE	242 693 74	000000	46.246.26	9
4030-02 - Automobile Rental - Counter	10,651.20	12.800.00	-46,316.26	83.2%
4030-03 · Automobile Rental - Auto Prkng	47,830.24	60,900.00	-13,069.76	78.5%
4030-04 · Automobile Rental - Utilities	857.34	1,000.00	-142.66	85.7%
Total 4030-00 · AUTO RENTAL REVENUE	403,022.52	464,700.00	-61,677.48	86.7%
4040-00 TERMINAL CONCESSION REVENUE	•			į
4040-01 · 19minal Shops - Commission 4040-02 · Terminal Shops - Lease Space	0.00	1,200.00	-1,200.00	0.0% 25.2%
4040-03 · Terminal Shops - Utility Fees	116.90	00000	-483.10	19.5%
4040-10 · Advertising - Commission	24,776.02	33,000.00	-8,223.98	75.1%
4040-11 · Vending Machines - Commission 4040-12 · Terminal ATM	10,179.22 46.50	12,000.00	-1,820.78	84.8%
Total 4040-00 - TERMINAL CONCESSION REVENUE	36,661.02	52,920.00	-16,258.98	69.3%
4050-00 · FBO REVENUE				į
4050-01 · TBO - Lease Space 4050-02 · FBO - Tiedown Fees	345 284 67	375,000,00	-39,711.05	82.8%
4050-03 · FBO - Landing Fees - Trans.	217,840,89	345,000.00	-127.159.11	63.1%
4050-04 · FBO - Commission 4050-06 · FBO - Charter	16,176.11 936.38	20,000.00	-3,823.89	80.9%
Total 4050-00 · FBO REVENUE	742,024.00	971,500.00	-229,476.00	76.4%
4060-00 · FUEL FLOWAGE REVENUE 4060-01 · Fuel Flowage · FBO	171,752.00	200,000.00	-28,248.00	85.9%
Total 4060-00 · FUEL FLOWAGE REVENUE	171,752.00	200,000.00	-28,248.00	85.9%
A070-00 - TDANSIENT - ANDING EEES DEVENIE				

4070-00 · TRANSIENT LANDING FEES REVENUE

Accrual Basis 09/17/15

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

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3:49 PM 09/17/15 Accrual Basis

	Oct '14 - Jul 15	Budget	\$ Over Budget	% of Budget
4070-02 · Landing Fees - Non-Comm./Gov't	200.06	200.00	-299.94	40.0%
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	200.06	500.00	-299.94	40.0%
4080-00 · HANGARS REVENUE 4080-01 · Land Lease - Hangar 4080-02 · Land Lease - Hangar/Trans. Fee 4080-03 · Land Lease - Hangar/Utilities 4080-20 · Land Lease - Government Revenue	393,314.50 1,719.40 1,524.77 1,176.53	430,100.00 1,000.00 1,400.00 7,150.00	-36,785.50 719.40 124.77 -5,973.47	91.4% 171.9% 108.9% 16.5%
Total 4080-00 · HANGARS REVENUE	397,735.20	439,650.00	41,914.80	90.5%
4090-00 · TIEDOWN PERMIT FEES REVENUE 4090-01 · Tiedown Permit Fees (FMA)	9,558.35	10,000.00	-441.65	82.6%
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	9,558.35	10,000.00	-441.65	95.6%
4100-00 · POSTAL CARRIERS REVENUE 4100-01 · Postal Carriers - Landing Fees 4100-02 · Postal Carriers - Tiedown	8,576.33 2,970.00	12,000.00	-3,423.67	71.5%
Total 4100-00 · POSTAL CARRIERS REVENUE	11,546.33	12,000.00	-453.67	96.2%
4110-00 · MISCELLANEOUS REVENUE 4110-01 · Misc. Revenue 4110-06 · Misc Security-Prox. Cards 4110-09 · Miscellaneous Expense Reimburse	346.20 33,740.00 -458.31	27,000.00	6,740.00	125.0%
Total 4110-00 · MISCELLANEOUS REVENUE	33,627.89	27,000.00	6,627.89	124.5%
4120-00 · GROUND TRANSP. PERMIT REVENUE 4120-01 · Ground Transportation Permit 4120-02 · GTSP · Trip Fee	13,600.00	12,000.00	1,600.00	113.3% 81.9%
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	16,220.00	15,200.00	1,020.00	106.7%
4400-00 · TSA 4400-02 · Terminal Lease	5,453.70	6,545.00	-1,091.30	83.3%
Total 4400-00 · TSA	5,453.70	6,545.00	-1,091.30	83.3%
4510-00 · DOT/Small Community Air Service 4510-01 · Small Community Air Service	00.00	200,000.00	-200,000.00	%0.0
Total 4510-00 · DOT/Small Community Air Service	0.00	200,000.00	-200,000.00	0.0%
4520-00 · INTEREST INCOME 4520-06 · Interest income - '12 PFC 4520-07 · Interest income - '14 PFC 4600-00 · Interest income - General	17.94 36.77 5,518.82	10,000.00	-4,481.18	55.2%

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

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	Oct '14 - Jul 15	Budget	\$ Over Budget	% of Budget
Total 4520-00 · INTEREST INCOME	5,573.53	10,000.00	-4,426.47	25.7%
4739-00 · AIP 39 - Safety Area Proj. Imp. 4739-01 · AIP '39 Project I	51,483.75			
Total 4739-00 · AIP 39 - Safety Area Proj. Imp.	51,483,75			
4740-00 · AIP 40 - Safety Area Proj. Imp. 4740-01 · AIP '40 Project II 4740-00 · AIP 40 - Safety Area Proj. Imp Other	-84,475.00 9,730,326.00	9,375,000.00	-9,459,475.00	%6:0-
Total 4740-00 · AIP 40 - Safety Area Proj. Imp.	9,645,851.00	9,375,000.00	270,851.00	102.9%
4741-00 · AIP 41 - Safety Area Phase III 4741-01 · AIP '41 SA Phase III	5,540,993.38	7,500,000.00	-1,959,006.62	73.9%
Total 4741-00 · AIP 41 - Safety Area Phase III	5,540,993.38	7,500,000.00	-1,959,006.62	73.9%
Total Income	17,633,861.64	19,848,616.00	-2,214,754.36	88.8%
Gross Profit	17,633,861.64	19,848,616.00	-2,214,754.36	88.8%
Expense EXPENDITURES "A" EXPENSES 5000-01 · Salaries - Airport Manager	130,750.00	156.900.00	-26.150.00	83.3%
5010-00 · Salaries -Contracts/Finance Adm	76,856.00	88,841.37	-11,985.37	86.5%
5010-01 · Salaries - Office Assist.	148,290.61	176,404.04	-28,113.43	84.1%
5020-00 · Salaries - ARFF/OPS Chief	75,614.48	88,841.37	-13,226.89	85.1%
5030-00 · Salaries - ARFF/OPS Specialist	280,317.06	323,743.52	-43,426.46	%9'98
5040-00 · Salaries-ASC/Sp.Prjct./Ex. Assi	60,383.25	63,740.68	-3,357.43	94.7%
5050-00 · Salaries - Temp.	24,390.38	20,000.00	4,390.38	122.0%
5050-02 · Salaries - Merit Increase	0.00	22,247.13	-22,247.13	%0:0
5060-01 · Overtime - General	0.00	2,000.00	-2,000.00	%0.0
Coco of OT Charles - Show Removal	14,494.89	00.000,61	-505.11	36.6%
5060-04 · OI - Security	0.00	2,500.00	-2,500.00	0.0%
5440 00 - Continuo di continuo	83,038.01	111,481.32	-17,941.71	83.5%
5110-00 : Social Security/medicare	1 721 74	4 500 00	-13,441.34	415.4%
5420 00 - Modian Institute	# 1.10 °,1	00.000	47.167	%4.CI
5160-00 · Workman's Compensation	14,400.00	15,000.00	-31,107.46	%0.96 86.0%
Total "A" EXPENSES	1,132,675.90	1,344,656.11	-211,980.21	84.2%
"B" EXPENDITURES "B" EXPENSES - ADMINISTRATIVE 6000-00 · TRAVEL EXPENSE 6000-01 · Travel	5,732.70	15,000.00	-9,267.30	38.2%

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

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3:49 PM 09/17/15 Accrual Basis

Budget \$ Over Budget % of Budget	15,000.00 -9,267.30 38.2%	13,000.00 4,972.78 61.7%	13,000.00 277.51 102.1%	11,237.60 -1,537.60 86.3% 4,489.10 378.62 108.4%	12,366.50	56,348.60 10,824.12 119.2%		-7,845.52	6.700.00 -1.876.69 72.0%	-2.166.40	-2,457.70	1,036.36	-357.21	2 500 00 -668.00 92.1%	-741.75	-1.709.29		2,000.00 583.44 129.2%	00:60-	-2,000.00	-224.00	-1,935.04	75.00 00 -5.00.00 75.0% 12.00 00 -2.150 00 82.1%	-3,750.00	130,610.00 -29,798.77 77.2%	35,000.00 137.70 100.4%	-10,000.00	2,000.00 1,000.00 150.0%	1,000.00 -1,000.00 0.0% 4,000.00 -4,000.00 0.0%
Oct '14 - Jul 15	5,732.70	8,027,22 5,250.29	13,277.51	9,700.00	46,329.00 6,276.00	67,172.72		5,154.48	4,110.95	8,833.60	27,542.30	13,036.36	842.79	7,832.00	8.25	4.290.71	374.60	2,583.44	1.963.58	00:0	776.00	4,564.96	1,500.00	0.00	100,811.23	35,137.70	0.00	3,000.00 23,113.31	0.00
	Total 6000-00 · TRAVEL EXPENSE	6010-00 · SUPPLIES/EQUIPMENT EXPENSE 6010-01 · Supplies - Office 6010-03 · Supplies - Computer	Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	6020-00 · INSURANCE 6020-01 · Insurance - Liability 6020-02 · Insurance - Public Officials	6020-03 · Insurance-Bidg/Unlic.Veh./Prop 6020-04 · Insurance - Licensed Vehicles	Total 6020-00 - INSURANCE	6030-00 · UTILITIES	6030-01 · Utilities - Gas/Terminal	6030-03 · Utilities - Gas/maintenance 6030-03 · Utilities - Elect./Runwav&PAPI	6030-04 · Utilities - Elec./Office/Maint.	6030-05 · Utilities - Electric/Terminal	6030-06 · Utilities - Telephone	6030-07 · Utilities - Water	6030-08 · Utilities - Garbage Removal	6030-10 · Utilities - Elec/Sewer	6030-11 · Utilities - Electric/Tower	6030-12 · Utilities - Elec./Brdfrd.Hghl	6030-15 · Utilities - Elec/AWOS	6030-17 · Utilities - Elec. Hangar	6040-01 · Service Provider - Weather	6040-02 · Service Provider - Term, Music	6040-03 - Service Provider - Internet/ISP	6040-09 · Service Provider - ISP/Terminal	6040-07 - Serv. Provider - Arpt Ins. Soft	Total 6030-00 · UTILITIES	6050-00 · PROFESSIONAL SERVICES 6050-01 · Professional Services - Legal 6050-02 · Professional Services - Audit	6050-03 - Professional Services - Engine	6050-04 · Professional Services - ARFF 6050-05 · Professional Services - Gen.	6050-07 · Professional Services - Archite 6050-08 · Professional Services - Securit

# Profit & Loss Budget vs. Actual Combined October 2014 through July 2015 Friedman Memorial Airport

		6050-11 · Professional Services - Wildlif 6050-12 · Prof. Serv Planning Air Serv.	6050-13 · Prof. ServWebsite Des.& Maint	6050-15 · Prof. Serv Public Outreach 6050-16 · Professional Services - SCASDP	Total 6050-00 · PROFESSIONAL SERVICES	6060-00 · MAINTENANCE-OFFICE EQUIPMENT 6060-01 · MaintOffice Equip./Gen. 6060-02 · Maintenance - Computer 6060-04 · Maintenance - Copier 6060-05 · Maintenance - Phone	Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	6070-00 · RENT/LEASE OFFICE EQUIPMENT 6070-01 · Rent/Lease - Office Equip./Gen 6070-02 · Rent/Lease - Postage Meter	Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E 6080-01 · Dues/Memberships/Publications	6080-04 - Airport Marketing 6080-06 - Marketing - SCASDP	Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E	6090-00 · POSTAGE 6090-01 · Postage/Courier Service	Total 6090-00 · POSTAGE	6100-00 · EDUCATION/TRAINING 6100-01 · Education/Training · Admin. 6100-02 · Education/Training · OPS 6100-03 · Education/Training · ARFF 6100-05 · Education · Neighborl Flight 6100-07 · Education · Public Outreach	Total 6100-00 · EDUCATION/TRAINING	6110-00 · CONTRACTS 6110-01 · Contracts - General 6110-02 · Contracts - FMAA 6110-03 · Contracts - SVA/Fee Collection 6110-04 · Contracts - COH LEO
Oct '14 - Jul 15	13,995.50	3,801.80	276.25	3,828.35 4,227.20	123,468.49	143.64 178.00 3,430.31 1,393.20	5,145.15	0.00	968.00	13,704.18	4,619.37 5,763.13	24,390.61	1,900.71	1,900.71	6,311.00 1,271.33 10,240.25 8,986.90 2,169.31	28,978.79	14,556.00 28,000.00 49,000.00 2,720.00
Budget	14,000.00	15,000.00		20,000.00	132,000.00	10,000.00	10,000.00	3,400.00	4,800.00	15,000.00	25,000.00 225,000.00	265,000.00	1,500.00	1,500.00	25,000.00	25,000.00	33,600.00 58,900.00 10,000.00
\$ Over Budget	4.50	-1,000.00		-16,171.65	-8,531.51	-9,856.36	-4,854.85	-3,400.00	-3,832.00	-1,295.82	-20,380.63 -219,236.87	-240,609.39	400.71	400.71	-18,689.00	3,978.79	-5,600.00 -9,900.00 -7,280.00
% of Budget	100.0%	0.0% 25.3%		19.1%	93.5%	1.4%	51.5%	0.0% 69.1%	20.2%	91.4%	18.5% 2.6%	9.2%	126.7%	126.7%	25.2%	115.9%	83.3% 83.2% 27.2%

# Profit & Loss Budget vs. Actual Combined October 2014 through July 2015 Friedman Memorial Airport

	Oct '14 - Jul 15	Budget	\$ Over Budget	% of Budget
6110-05 · Contracts - Janitorial 6110-06 · Electronic Filing System	14,508.40 12,650.00	20,000.00	-5,491.60	72.5% 91.7%
6110-07 · Contracts - Snow Removal	0.00	15,000.00	-15,000.00	0.0%
6110-09 - Contracts - Eccles Hee Lights	240.00	350.00	-110.00	.00.0% 68.6%
6110-10 · Online Email Server Access	1,775,29	2,500,00	-72471	71.0%
6110-11 · Contracts -Security CMS	35,738.00	50,000.00	-14,262.00	71.5%
Total 6110-00 · CONTRACTS	189,187.69	234,150.00	-44,962.31	80.8%
6120-00 · PERMITS 6120-01 · Permits - General	23.00	100.00	-77.00	23.0%
Total 6120-00 · PERMITS	23.00	100.00	-77.00	23.0%
6130-00 · MISCELLANEOUS EXPENSES 6130-01 · Misc General 6140-00 · Bank Fees	7,515.94 379.40	6,500.00	1,015.94	115.6% 37.9%
Total 6130-00 · MISCELLANEOUS EXPENSES	7,895.34	7,500.00	395.34	105.3%
Total "B" EXPENSES - ADMINISTRATIVE	568,951.94	895,008.60	-326,056.66	63.6%
"B" EXPENSES - OPERATIONAL 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI 6500-01 · Supplies/Equipment - General 6500-02 · Supplies/Equipment - Tools 6500-03 · Supplies/Equipment - Clothing 6500-04 · Supplies/Equipment - Janitorial	1,569.76 2,252.27 2,092.59 15,024.74	10,000.00	-8,430.24	15.7%
6500-05 · Supplies/Equipment - Delce 6500-06 · Supplies/Equipment - ARFF	25,691.75 4,328.24	15,000.00 5,000.00	10,691.75 - <b>671.76</b>	171.3% 86.6%
Total 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI	50,959.35	30,000.00	20,959.35	169.9%
6510-00 · FUEL/LUBRICANTS 6510-01 · Fuel/Lubricants - General 6510-02 · Fuel	33.39 20,172.49	45,000.00	-44,966.61	0.1%
Total 6510-00 · FUEL/LUBRICANTS	20,205.88	45,000.00	-24,794.12	44.9%
6520-00 · VEHICLES/MAINTENANCE 6520-01 · R/M Equipment - General 6520-02 · R/M Equip. '93 Schmidt Snow 6520-08 · R/M Equip. '96 Tiger Tractor 6520-17 · R/M Equip. '01 Case 921 Ldr. 6520-19 · R/M Equip. '02 Ford F-150 PU 6520-20 · R/M Equip. '02 Kodiak Blower 6520-24 · R/M Equip '02 Kodiak Blower 6520-25 · R/M Equip '04 Batts De-Ice 6520-25 · R/M Equip '04 Batts De-Ice	2,584.30 2,800.56 555.87 98.00 1,511.68 11,195.86 439.71 7,713.31	25,000.00	-22,415.70	10.3%

# Profit & Loss Budget vs. Actual Combined October 2014 through July 2015 Friedman Memorial Airport

	6520-30 · R/M Equip'05 Ford F-350 6520-35 · R/M Equip '14 Ford Explorer	Total 6520-00 · VEHICLES/MAINTENANCE	6530-00 · ARFF MAINTENANCE 6530-01 · ARFF Maint. General 6530-04 · ARFF Maint Radios 6530-05 · ARFF MAint '03 E-One	Total 6530-00 · ARFF MAINTENANCE	6540-00 · REPAIRS/MAINTENANCE - BUILDING 6540-01 · R/M Bidg General 6540-02 · R/M Bidg Terminal 6540-03 · R/M Bidg Shop 6540-04 · R/M Bidg Cold Storage 6540-05 · R/M Bidg Manager's Bidg. 6540-07 · R/M Bidg Tower 6540-08 · R/M Bidg Parking Booth	Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	6550-00 · REPAIRS/MAINTENANCE - AIRSIDE 6550-01 · R/M · General 6550-04 · R/M · Lights 6550-05 · R/M · Grounds	Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	6560-00 · SECUR!TY EXPENSE 6560-01 · Security	Total 6560-00 · SECURITY EXPENSE	6570-00 · REPAIRS/MAINTAERONAUTICAL EQU 6570-01 · R/M Aeronautical Equp - NDB/DME 6570-02 · R/M Aeronautical Equp Tower 6570-04 · R/M Aeron. Equip AWOS/ATIS	Total 6570-00 · REPAIRS/MAINTAERONAUTICAL EQU	Total "B" EXPENSES - OPERATIONAL	Total "B" EXPENDITURES	"C" EXPENSES 7000-00 · MISC. CAPITAL EXPENDITURES 7000-01 · Contingency 7000-03 · Landscaping 7000-05 · Computer Equipment/Software
Oct '14 - Jul 15	7,996.43 6.76	34,915.00	450.33 512.32 1,542.33	2,504.98	955.82 6,422.67 1,350.53 4,224.88 221.65 1,733.78 850.36	15,759.69	48.97 7,243.42 5,380.05	12,672.44	14,266.24	14,266.24	8,604.33 3,740.21 16,203.00	28,547.54	179,831.12	748,783.06	5,373.21 3,201.67 5,525.82
Budget		25,000.00	7,000.00	7,000.00	29,000.00	29,000.00	12,000.00	12,000.00	20,000.00	20,000.00	25,000.00	25,000.00	193,000.00	1,088,008.60	20,000.00 0.00 30,000.00
\$ Over Budget		9,915.00	-6,549.67	-4,495.02	-28,044.18	-13,240.31	-11,951.03	672.44	-5,733.76	-5,733.76	-16,395.67	3,547.54	-13,168.88	-339,225.54	-14,626.79 3,201.67 -24,474.18
% of Budget		139.7%	6.4%	35.8%	3.3%	54.3%	0.4%	105.6%	71.3%	71.3%	34.4%	114.2%	93.2%	68.8%	26.9% 100.0% 18.4%

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

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	Oct '14 - Jul 15	Budget	\$ Over Budget	% of Budget
7000-08 · ATC Equipment 7000-24 · ARFF Radios 7000-26 · Acquisition - Licensed Vehicles 7000-34 · Security Upgrades/Equipment 7000-34 · Terminal Air Service Support 7000-42 · Runway Improvements 7000-42 · Parking Lot Improvements 7000-45 · Heavy Duty Shelving 7000-45 · Heavy Duty Shelving 7000-45 · Tower Roof 7000-46 · Tower Roof 7000-49 · Heavy Duty Air Over Hydraulic J 7000-50 · Welding Equipment 7000-51 · Impact Compressor Gun	5,945.00 5,294.36 0.00 0.00 0.00 13,184.38 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	16,000.00 20,000.00 200,000.00 20,000.00 2,000.00 4,000.00 4,000.00 4,500.00 3,500.00 3,500.00 3,500.00	16,000.00 -20,000.00 -20,000.00 -20,000.00 -2,500.00 -2,500.00 -4,000.00 -4,000.00 -4,000.00 -4,000.00 -4,500.00 -3,500.00	%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%
Total 7000-00 · MISC. CAPITAL EXPENDITURES	38,524,44	850,000.00	-811,475.56	4.5%
7539-00 · AIP '39 EXPENSE - Imp. ALP 7539-03 · AIP '39 -AIP/PFC 7539-04 · AIP '39 RETAINER	62,218.65 91,066.13			
Total 7539-00 · AIP '39 EXPENSE - imp. ALP	153,284.78			
7540-00 · AIP '40/PFC EXPENSE - Safety Ar 7540-01 · AIP '40 7540-02 · AIP '40 Non-Eligible 7540-03 · AIP '40 AIP/PFC 7540-04 · AIP '40 Non Eligible - Terminal 7540-05 · AIP '40 AIP 40/PFC 14 7540-06 · AIP '40 Non-Eligible - OPS/Adm. 7540-07 · AIP '40 RETANIER	112.50 149,461.51 10,735,680.08 82,690.49 0.00 304,947.36	9,375,000.00 990,750.00 401,000.00	-9,374,887.50 -908,059.51 -401,000.00	0.0% 8.3% 0.0%
7540-07 Project 5 Retainer 7540-10 - AOB Retainage 7540-11 · Terminal Retainer 7540-12 · Non-Eligible OPS Retainer 7540-13 · Non-Eligible Terminal Retainer 7540-07 · AIP · 40 RETAINER - Other	105,402.76 -13,198.52 -435,113.92 -12,228.99 -6,945.36 40,081.68			
Total 7540-07 · AIP '40 RETAINER	-322,002.35			
Total 7540-00 · AIP '40/PFC EXPENSE - Safety Ar	10,950,889.59	10,766,750.00	184,139.59	101.7%
7541-00 · AIP 41 SA Ph. III -Runway/Term. 7541-01 · AIP '41 7541-02 · AIP '41 - Non-Eligible 7541-05 · Non-Eligible - TSA 7541-06 · Non-Eligible - Terminal	7,636,592.25 187,256.40 63,237.10 79,691.70	7,500,000.00	136,592.25	101.8%

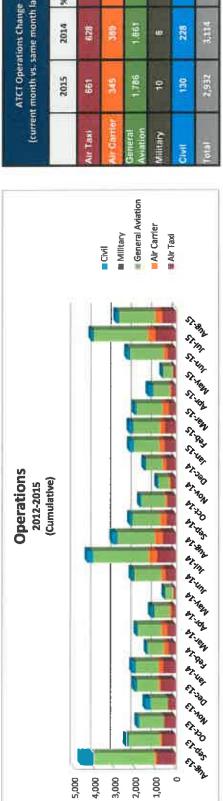
# Profit & Loss Budget vs. Actual Combined October 2014 through July 2015 Friedman Memorial Airport

Accrual Basis 09/17/15 3:49 PM

	Oct '14 - Jul 15	Budget	\$ Over Budget	% of Budget
7541-07 · AIP '41 RETAINER	-319,169.62			
Total 7541-00 · AIP 41 SA Ph. ill -Runway/Term.	7,647,607.83	7,500,000.00	147,607.83	102.0%
9001-00 · PFC 14-09-C-00-SUN 9001-02 · PFC '14 Acquire SRE 9001-03 · PFC '14 Master Plan 9001-04 · PFC '14 Relocate SW Taxilane By 9001-05 · PFC '14 Relocate GA Apron 9001-06 · PFC '14 Relocate GA Apron 9001-06 · PFC '14 Relocate Fence Relocat 9001-07 · PFC '14 Relocate Taxiway A & B 9001-09 · PFC '14 Relocate Power to PAPI 9001-10 · PFC '14 Relocate AWOS 9001-11 · PFC '14 Relocate Gargo Apron 9001-12 · PFC '14 Relocate Gargo Apron 9001-13 · PFC '14 Relocate Hangars 9001-15 · PFC '14 Relocate Cargo Apron 9001-16 · PFC '14 Relocate Cargo Apron 9001-17 · PFC '14 Relocate Central Bypass 9001-17 · PFC '14 Relocate Central Bypass 9001-18 · PFC '14 Relocate Central Bypass	4,344.95 318,112.20 2,298.00 1,849.91 107,313.85 175,103.52 1,890.34 13,585.90 38,965.69 81,496.85 493,798.90 13,537.91 892.61 39,753.35	550,000.00	-495,655.05 -231,887.80	0.9% 57.8%
9001-00 - PFC 14-09-C-00-SUN - Other	0.00	1,125,000.00	-1,125,000.00	%0.0
Total 9001-00 · PFC 14-09-C-00-SUN	1,574,958.92	2,175,000.00	-600,041.08	72.4%
Total "C" EXPENSES	20,365,265.56	21,291,750.00	-926,484.44	95.6%
Total EXPENDITURES	22,246,724.52	23,724,414.71	-1,477,690.19	93.8%
Total Expense	22,246,724.52	23,724,414.71	-1,477,690.19	93.8%
Net Ordinary Income	-4,612,862.88	-3,875,798.71	-737,064.17	119.0%
Other Income/Expense Other Income Finance Charges	285.65			
Total Other Income	285.65			
Net Other Income	285.65	00.00	285.65	100.0%
Net Income	-4,612,577.23	-3,875,798.71	-736,778.52	119.0%

# Friedman Memorial Airport August 2015

Month         2001         2002         2003         2004         2005         2006         2007           January         3,622         3,893         3,912         2,600         3,028         2,787         4,547           February         4,027         4,498         3,073         3,122         3,789         3,597         3,548           March         4,952         5,126         3,086         4,097         3,618         2,918         4,677           April         2,494         3,649         2,213         2,840         2,462         2,047         2,581           May         3,905         4,184         2,654         3,282         2,729         2,134         1,579           June         4,787         5,039         4,737         4,438         3,674         3,656         5,181           July         6,359         8,796         6,117         5,910         5,424         5,931         7,398           August         6,479         6,917         5,513         5,707         5,722         6,087         8,196           September         3,879         3,426         2,936         2,749         2,892           November         3,401						Management of the	100					
lonth         2001         2002         2003         2004         2005         2006         2007           arry         3,622         3,893         3,912         2,600         3,028         2,787         4,547           uary         4,027         4,498         3,073         3,122         3,789         3,597         3,548           ih         4,952         5,126         3,086         4,097         3,618         2,918         4,677           2,494         3,649         2,213         2,840         2,462         2,047         2,581           3,905         4,184         2,654         3,282         2,729         2,134         1,579           4,787         5,039         4,737         4,438         3,674         3,656         5,181           st         6,359         8,796         6,117         5,910         5,424         5,931         7,398           lost         6,479         6,917         5,513         5,707         5,722         6,087         8,196           ber         3,871         4,636         4,162         4,124         4,609         3,760         4,311           ber         3,879         2,566         2,749												
ary 3,622 3,893 3,912 2,600 3,028 2,787 4,547 uary 4,027 4,498 3,073 3,122 3,789 3,597 3,548 1.6 2,494 3,649 2,213 2,840 2,462 2,047 2,581 3,905 4,184 2,654 3,282 2,729 2,134 1,579 1.5 6,359 8,796 6,117 5,910 5,424 5,931 7,398 1.8t 6,479 6,917 5,513 5,707 5,722 6,087 8,196 ember 3,871 4,636 4,162 4,124 4,609 3,760 4,311 ber 3,082 2,698 2,599 2,749 2,260 2,912 2,892 3,401 2,805 3,247 3,227 2,722 3,834 2,699	2003		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
uary         4,027         4,498         3,073         3,122         3,789         3,597         3,548           ih         4,952         5,126         3,086         4,097         3,618         2,918         4,677           2,494         3,649         2,213         2,840         2,462         2,047         2,581           3,905         4,184         2,654         3,282         2,729         2,134         1,579           4,787         5,039         4,737         4,438         3,674         3,656         5,181           ist         6,359         8,796         6,117         5,910         5,424         5,931         7,398           lost         6,479         6,917         5,513         5,707         5,722         6,087         8,196           ember         3,871         4,636         4,162         4,162         4,609         3,760         4,311           ber         3,879         3,656         3,426         2,749         2,760         2,912         2,892           smber         3,802         2,698         2,599         2,742         2,722         3,834         2,699           smber         3,401         2,805         3,	3,912	3	2,787	4,547	2,520	2,070	2,379	2,408	2,098	2,454	2,128	2,249
th 4,952 5,126 3,086 4,097 3,618 2,918 4,677 2,494 3,649 2,213 2,840 2,462 2,047 2,581 3,905 4,184 2,654 3,282 2,729 2,134 1,579 1,579 2,134 2,737 4,438 3,674 3,656 5,181 2,396 6,117 5,910 5,424 5,931 7,398 1,910 6,479 6,917 5,513 5,707 5,722 6,087 8,196 ember 3,871 4,636 4,162 4,124 4,609 3,760 4,311 ber 3,082 2,698 2,599 2,749 2,260 2,912 2,892 amber 3,401 2,805 3,247 3,227 2,722 3,834 2,699	3,073	ന	3,597	3,548	2,857	2,244	2,647	2,117	2,205	2,612	1,417	2,268
2,494 3,649 2,213 2,840 2,462 2,047 2,581 3,905 4,184 2,654 3,282 2,729 2,134 1,579 1,539 4,787 4,438 3,674 3,656 5,181 2,589 1,184 6,359 8,796 6,117 5,910 5,424 5,931 7,398 1,81 6,479 6,917 5,513 5,707 5,722 6,087 8,196 1,917 8,879 3,871 4,636 4,162 4,124 4,609 3,760 4,311 1,918 3,879 3,656 3,426 2,936 3,570 3,339 3,103 1,918 3,011 2,805 3,247 3,227 2,722 3,834 2,699	5,126 3,086	ന	2,918	4,677	3,097	2,145	2,709	1,813	1,921	2,753	1,924	2,023
3,905 4,184 2,654 3,282 2,729 2,134 4,787 5,039 4,737 4,438 3,674 3,656 6,359 8,796 6,117 5,910 5,424 5,931 6,479 6,917 5,513 5,707 5,722 6,087 3,871 4,636 4,162 4,124 4,609 3,760 3,879 3,656 3,426 2,936 3,570 3,339 3,082 2,698 2,599 2,749 2,260 2,912 3,401 2,805 3,247 3,227 2,722 3,834	3,649 2,213 2		2,047	2,581	2,113	1,724	1,735	1,604	1,513	1,509	1,210	1,337
4,787       5,039       4,737       4,438       3,674       3,656         6,359       8,796       6,117       5,910       5,424       5,931         6,479       6,917       5,513       5,707       5,722       6,087         7,871       4,636       4,162       4,124       4,609       3,760         3,879       3,656       3,426       2,936       3,570       3,339         3,082       2,698       2,599       2,749       2,260       2,912         3,401       2,805       3,247       3,227       2,722       3,834	4,184 2,654		2,134	1,579	2,293	2,280	1,891	1,533	1,693	1,852	555	899
6,359 8,796 6,117 5,910 5,424 5,931 6,479 6,917 5,513 5,707 5,722 6,087 3,871 4,636 4,162 4,124 4,609 3,760 3,879 3,656 3,426 2,936 3,570 3,339 3,082 2,698 2,599 2,749 2,260 2,912 3,401 2,805 3,247 3,227 2,722 3,834	4,737	(c)	3,656	5,181	3,334	2,503	3,019	2,898	2,761	3,203	2,164	2,387
6,479 6,917 5,513 5,707 5,722 6,087 3,871 4,636 4,162 4,124 4,609 3,760 3,879 3,656 3,426 2,936 3,570 3,339 3,082 2,698 2,599 2,749 2,260 2,912 3,401 2,805 3,247 3,227 2,722 3,834	6,117	Ω.	5,931	7,398	4,704	4,551	5,005	5,004	4,810	5,345	4,345	4,159
3,871     4,636     4,162     4,124     4,609     3,760       3,879     3,656     3,426     2,936     3,570     3,339       3,082     2,698     2,599     2,749     2,260     2,912       3,401     2,805     3,247     3,227     2,722     3,834	6,917 5,513	цр	6,087	8,196	4,570	4,488	4,705	4,326	3,823	4,644	3,114	2,932
3,879     3,656     3,426     2,936     3,570     3,339       3,082     2,698     2,599     2,749     2,260     2,912       3,401     2,805     3,247     3,227     2,722     3,834	4,636 4,162 4	4	3,760	4,311	2,696	3,376	3,128	3,359	2,396	2,403	2,237	•
3,082 2,698 2,599 2,749 2,260 2,912 3,401 2,805 3,247 3,227 2,722 3,834	3,426	<u>ო</u>	3,339	3,103	2,134	2,145	2,012	1,886	1,658	1,874	1,760	•
3,401 2,805 3,247 3,227 2,722 3,834	2,599	_	2,912	2,892	1,670	1,901	1,309	1,114	1,325	1,475	806	•
	3,247	_	3,834	2,699	1,848	2,272	1,811	2,493	2,066	2,016	1,545	1
Totals   50,858   55,897   44,739   45,032   43,607   43,002   50,712	55,897 44,739	4	43,002	50,712	33,836	31,699	32,350	30,555	28,269	32,140	23,307	18,023



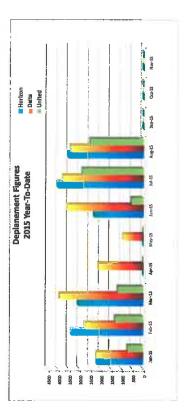
	2015	2014	% Change
AiriTaxi	199	629	NG.
Ur Carrier	346	388	7444
Juneral Wation	1,786	1,861	**
William	10	100	100%
Civil	130	228	100
Total	2,842	3,1114	5.84%

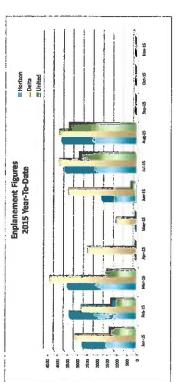
#### **ATTACHMENT #4**

# Friedman Memorial Airport August 2015

								20	2015 Enplanements	sments								
		R	Alaska Airlines	seu			۵	Delta Airlines	Se				United Airlines	nes				
																	Prior	
əj		Non-		Prior Year	Total %		Non		Prior Year	Total %		No.		Prior Voor	Total %		Year	i i
вQ	Revenue	Revenue Revenue	Total	Month	Change	Revenue	Revenue	Total	Month		Revenue Revenue	Revenue	Total	Month	Change	Total Enp.	Enp	Change
Jan-15	2,562	54	2,616	3,058	-14%		521	2,996	2,585	16%	1,240	37	1,277	992	29%	6,889	6,635	3.8%
Feb-15		92	3,261	2,947	11%	2,616	87	2,703	2,311	17%	1,169	22	1,194	854	40%	7,158	6,112	17.1%
Mar-15	3,266	8	3,362	3,285	2%	4,160	\$	4,264	3,394	56%	1,395	42	1,437	1,125	28%	9,063	7,804	16.1%
Apr-15	0	0	0	530	-100%	2,296	1	2,373	2,118	12%	0	0	0	0	%0	2,373	2,648	-10.4%
May-15	0	0	0	0	%0	915	20	935	823	14%	0	0	0	0	%0	935	823	13.6%
Jun-15	1,622	38	1,661	1,503	11%	3,255	68	3,344	3,465	-3%	192	<del>-</del>	203	0	%0	5,208	4,968	4.8%
Jul-15	• •	20	3,508	3,479	1%	3,694	107	3,801	4,259	-11%	2,728	79	2,807	2,277	23%	10,116	10,015	1.0%
Aug-15	3,602	69	3,661	3,622	1%	3,685	101	3,786	4,596	-18%	3,241	58	3,299	2,710	22%	10,746	10,928	-1.7%
Totals	17,695	374	18,069	18,424	-2%	23,566	636	24,202	23,551	3%	9,965	252	10,217	7,958	28%	52,488	49,933	5.1%
Pegend	Legend for Chart:																	

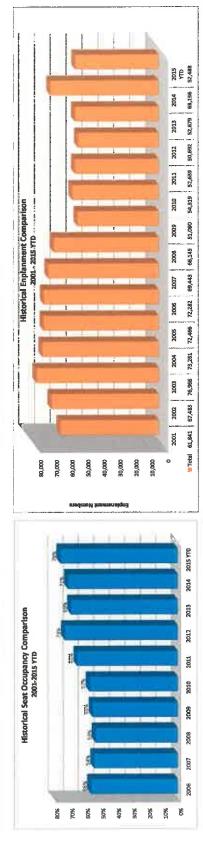
	j							20	2015 Deplanements	ments								
	ł	A	Alaska Airlines	nes			۵	Jelta Airlines	38				Jnited Airlines	nes			,	
				Y									Ī				Y Prior	
ete		-uoN		Prior Year	Total %		Non-		Prior Year	Total %		-uoN		Prior Year	Total %		Total	Total
a	Revenue	Revenue Revenue	Total	Month	Change	Revenue	Revenue	Total	Month	Change	Revenue	Revenue	Total	Month	Change	Total Dep.	Dep	% Change
Jan-15	2,113	22	2,168	2,432	-11%	2,117	29	2,176	1,901	14%	069	32	722	719	%0	5,066	5,052	0.3%
Feb-15		25	3,390	2,631	29%	2,654	75	2,729	2,386	14%	1,306	13	1,319	723	85%	7,438	5,740	29.6%
Mar-15	2,967	66	3,066	3,031	1%	3,815	104	3,919	2,926	34%	1,130	62	1,192	993	20%	8,177	6,950	17.7%
Apr-15	0	0	0	425	-100%	2,021	71	2,092	1,867	12%	0	0	0	0	%0	2,092	2.292	-8.7%
May-15	0	0	0	0	%0	886	83	928	833	11%	0	0	0	0	%0	928	833	11.4%
Jun-15		46	2,323	1,958	19%	3,543	61	3,604	3,928	-8%	531	16	547	0	%0	6,474	5.886	10.0%
Jul-15	3,986	20	4,036	3,815	%9	3,725	75	3,800	4,395	-14%	2,813	69	2,882	2,214	30%	10,718	10.424	2.8%
Aug-15	3,468	28	3,546	3,879	%6-	3,330	94	3,424	4,499	-24%	2,460	62	2,522	2,233	13%	9,492	10,611	-10.5%
	Ц.																	
Totals	18,149	380	18,529	18,171	2%	22,104	568	22,672	22,735	%0	8,930	254	9,184	6,882	33%	50,385	47,788	5.4%
Legend	Legend for Chart:																	





Friedman Memorial Airport August 2015

Percent   Percent   Percent   Deptarture   Seats   Percent   Available   Occupaed   Oc	İ									2015	2015 Seal Occupancy	upancy							
Percent   Seats   Seats   Seats   Percent   Total Seats   Percent   Change Total			Allen	Willes				Virlines			United 4	Anlines		Seat	coupancy Total	SIC	Seat Occupanc	y Totals Pnor Year Compenson	Month-to-Month
1	eji	Departure	Seats	Seats	Flercent	Departure	Seats	Seats	Percent	Denarture	Seats	Seats	Percent	Total Seats	Total Seats	Total	Pnor Year % Change Total	Phor Year % Change Total	Prior Year % Change Total %
1.5   44   3,344   2,616   78   56   3,684   2,996   78%   31   2,046   1,277   62%   9,254   6,889   74%   39%   4%   4%   4%   4%   4%   4%   4%	BQ	Flights	Available*	Occupied	Ontoned	Flights	Available	Occupied	Occupied	Flights	Available	Occupied	Occupied	Avadable	Occupied	Occupied	Seats Available	Seats Occupied	Occupied
Pure   Secondary   Pure   Pure   Secondary   Pure   Pure   Pure   Secondary   Pure	Jan-15	Ĺ	3,344	2,616	78%	56	3,864	2,996	78%	31	2,046	1,277	62%	9,254	688'9	74%	3%	4%	%0
1-15   55   4,180   3,362   100	Feb-15		4,180	3,261	78%	5	3,519	2,703	77%	29	1,914	1,194	62%	9,613	7,158	74%	15%	17%	1%
National Color   Nati	Mar-15		4,180	3,362	7600	62	5,451	4,264	78%	33	2,178	1,437	%99	11,809	9,063	77%	15%	16%	1%
y-15         0	Apr-15	_	0	0	075	21	3,519	2,373	%29	0	0	0	%0	3,519	2,373	%29	-12%	-10%	2%
11-15   38   2,584   1,661   10   10   10   10   10   10   10	day-15	0	0	0	960	48	1,242	835	75%	0	0	0	%0	1,242	935	75%	-10%	14%	25%
14-15   60   4,080   3,508   100	Jun-15		2,584	1,661	510	99	4,554	3,344	73%	12	792	203	26%	7,930	5,208	%0 99	1%	2%	2%
9-15 60 4,080 3,661 with the control of the control	Jul-15		4,080	3,508	900%	69	4,761	3,801	%08	8	4,340	2,807	65%	13,181	10,116	77%	%6-	1%	12%
Sala   312   22,448   18,069   80%   457   31,533   24,202   77%   224   15,260   10,217   67%   69,241   52,488   10 or 10	Aug-15		4,080	3,661	Depte	29	4,623	3,786	82%	25	3,990	3,299	83%	12,693	10,746	85%	%6-	-2%	%6
als         312         22,448         18,069         80%         457         31,533         24,202         77%         224         15,260         10,217         67%         69,241         52,488             Total of 70 Seats starting in July         Total of 70 Seats starting in July																			
Total of 88 Seats Aveilable on aircraft for summer months Total of 69 Seats Available on aircraft	otals	312	22,448	_	%08	457	31,533	24,202	- %//	224	15,260	10,217	%29	69,241	52,488	%92			
	56	Total of 68 Seats Total of 78 Seats	Aveilable on air.	creft for summer reft for winter m		Total of 69 \$	Seats Availal	ble on aircrai		Total of 66 See Total of 70 See	ats Available or ats starting in Ju	n aircraft from . uly	Jan, - June						



From:

Spencer Dickerson < Spencer.Dickerson@aaae.org>

Sent:

Monday, August 24, 2015 10:37 AM

To:

Spencer Dickerson

Subject:

**DOT IG Report on ATC Tower Efficiency** 

#### TO: Airports in the FAA Contract Tower Program and ATC Contractors

We thought you would be interested in this report from DOT Inspector General Office on tower efficiency at FAA-staffed towers – please see info below. Thanks.

August 20, 2015

#### Efficiency of FAA's Air Traffic Control Towers Ranges Widely

Requested by the Chairmen of the House Committee on Transportation and Infrastructure and its Subcommittee on Aviation

**Project ID:** 

ST-2015-080

TO REVIEL REPORT CONTACT

MANAGEL

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#### **Summary**

Total air traffic operations handled by Federal Aviation Administration (FAA) facilities declined 19 percent between 2004 and 2013, yet FAA's operations budget increased slightly during that time. Consequently, the Chairmen of the House Transportation and Infrastructure Committee and its Aviation Subcommittee requested that we assess FAA's plans to enhance controller productivity, the factors that need to be addressed to achieve the expected benefits, and the estimated cost savings that could be achieved with improved controller productivity. Our prior audit of FAA's controller productivity initiatives found that they did not achieve the expected benefits. We also found that FAA does not regularly analyze the information in its numerous databases to determine if it could reduce costs.

For this audit, we used FAA data to assess the relative efficiency of FAA air traffic control (ATC) towers. We found that FAA towers function at considerably different levels of efficiency relative to each other. The least efficient towers used from 42 to 98 percent more resources than those of comparable relatively efficient towers, depending on the year and airport type. We estimated that the additional costs associated with the relatively inefficient towers averaged \$142 million annually over fiscal years 2008 through 2013, for a total of \$853 million. The 10 least efficient hub airport ATC towers alone accounted for 57 percent, on average, of this amount.

We are recommending that FAA identify the factors contributing to greater resource use by the least efficient towers as compared with the relatively efficient towers and develop a plan for addressing them. FAA partially concurred with our recommendation.

From: Sent:

Barbara Cook <barbara.cook@aaae.org> Tuesday, September 08, 2015 5:43 PM

To:

Rick Baird

Subject:

Airport Report Today, September 9, 2015

# airport report today

**Upcoming Events** 

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#### TOP STORIES IN THIS ISSUE

Congress Faces Busy Fall Agenda

FAA Awards Contracts To Lower Aircraft Emissions, Noise

United To Add Quad City-Washington Dulles Service

**FAA Proposes Fines For Alleged Violations** 

Miami-Dade Aviation Dept. Wins Budget Award

VOL VI. NUMBER 70

Delta VP To Discuss Airport Planning At AAAE's NAC

Airline Employment Increases In July

Digicast Offers Part 139 Training

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#### Congress Faces Busy Fall Agenda

Lawmakers on Capitol Hill returned to work Sept. 8 following the month-long August recess, and they face a busy agenda with a number of high-profile items.

Senators and representatives will need to pass an extension of FAA programs and funding before the end of September, but there are only 10 days in the entire month when both chambers of Congress will be in session. Lawmakers face a busy work stretch over the next few months that includes work on other issues such as a longdelayed highway and transit bill, the U.S.-Iran nuclear deal, reauthorizing the Export-Import Bank and annual appropriations for the federal government.

AAAE and ACI-NA, under the Airports United banner, wrote to House and Senate committee leaders requesting a single, long-term FAA extension that gives airports needed planning certainty while lawmakers continue to work on a multi-year FAA reauthorization bill. "With airports facing more than \$15 billion in annual capital needs, we simply cannot afford to go through another tumultuous period of shortterm extensions and potential FAA shutdowns," AAAE President and CEO Todd Hauptli and ACI-NA President and CEO Kevin Burke wrote. "Airports and the entire aviation system need a 'safety net' to ensure that the mistakes of the past are not repeated once again."

#### IIGHLIGHT

DELTA VP TO DISCUSS AIRPORT PLANNING AT AAAE'S NAC

Shane Jones, Delta Air Lines' vice president-corporate real estate, will speak at the Sept. 21 luncheon at AAAE's National Airports Conference (NAC), scheduled for Sept. 20-22 in Savannah, Georgia, hosted by Savannah/Hilton Head International.

Jones is responsible for managing Delta's airport and facility assets, including long-term airport planning and development, design and construction, airport affairs, and property transactions. He will be prepared to answer NAC delegate questions about airport real estate strategy and asset management.

From: Barbara Cook <barbara.cook@aaae.org> Sent: Tuesday, September 15, 2015 5:04 PM

To: Rick Baird

Subject: Airport Report Today, September 16, 2015

# ortreporttod



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DELIVERING THE NEWS YOU NEED AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES SEPTEMBER 16, 2015

#### TOP STORIES IN THIS ISSUE

SkyWest To Increase Flying For United

Delta Ends Interline Agreement With American

Allegiant Plans Expansion At Cincinnati/N. Kentucky

Porter Airlines To Add Toronto-Orlando Melbourne Flights

FAA Expands No Drone Zone During Pope's Visit

International Travel To U.S. Increases In First Quarter

VOL. VI. NUMBER 72

Washington Airports Offer Virtual Navigation Websites

Salt Lake City International Selects AAAE Training System

Kissimmee's Terry Lloyd Named 'Veteran Of Influence'

Digicast Offers ARFF Training

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#### SkyWest To Increase Flying For United

SkyWest announced that its wholly owned subsidiary SkyWest Airlines will operate an additional 18 new Embraer E175 regional jet aircraft for United.



"We're pleased to secure additional dual-class flying for United," said SkyWest President Chip Childs. "This agreement represents ongoing execution of our plans to improve overall fleet mix, as we continue our commitment to deliver what our partners need through solid, reliable service."

The aircraft will be a dual-class configuration of 76 seats and will be equipped with Wi-Fi.

Embraer said that the aircraft order has an estimated value of \$800 million. Delivery of the planes will begin in late 2016, with all 18 aircraft being delivered by mid-2017.

#### **Delta Ends Interline Agreement With American**

#### FEATURED MEETING

AAAE Military/Civilian Joint Use Issues **Training Workshop** December 6 - 8, 2015 | Boise, ID

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



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#### UPCOMING EVENTS

AAAE/Sixel Consulting Group Airport Digital Media Summit

Barbara Cook <barbara.cook@aaae.org> Friday, September 18, 2015 5:11 PM From:

Sent: Rick Baird

Airport Report Today, September 21, 2015 To: Subject:

# rreporttoda



Upcoming Events

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VOL. VI, NUMBER 73

DELIVERING THE NEWS YOU NEED AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES SEPTEMBER 21, 2015

## TOP STORIES IN THIS ISSUE

President To Sign Airport Active Shooter Bill

DOT Awards Small Community Air Service Grants

FAA Awards \$24.5 Million in Emissions Grants

Washington Airports To Allow Ride-Hailing Services

Fitch Rates MWAA Bonds

San Diego Airport Promotes Sustainable Travel

Boca Raton Airport Introduces New Branding

Southwest Reaches Accord With Pilots

Digicast Offers Part 139 Training

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## **President To Sign Airport Active Shooter Bill**

President Obama is expected to sign legislation passed by the House last week that requires airports to develop plans for dealing with active shooters.

The Gerardo Hernandez Airport Security Act (H.R. 720) is named after the TSA worker who was killed in a shooting at Los Angeles International in 2013. The bill would:



 Require TSA to verify that U.S. airports have incorporated procedures for responding to active shooters, including adding security checkpoints into their existing incident plans;

- Direct the TSA administrator to report, within 180 days, to the appropriate congressional committees on the administrator's findings regarding the levels of preparedness at airports;
- Mandate that TSA identify establish a mechanism by which best practices in security incident mitigation can be shared with airports across the country and require that the agency certify to the appropriate congressional committees that all screening personnel have participated in training for active shooter scenarios;

### FEATURED MEETING

Airport Construction Safety and SRM

December 7 - 7, 2015 | San Diego, CA

Prime Partners are AAAE corporate member companies that iation to support the airport community.



O DOF LY 4 papers



#### UPCOMING EVENTS

AAAE/Sixel Consulting Group Airport Digital Media Summit September 28 - 29, 2015 | Raleigh-Durham, NC

- Require TSA to provide an analysis to the appropriate congressional committees on how cost savings can be used to increase funding for reimbursable agreements for airport law enforcement over the next five years;
- Require the TSA administrator to verify that high-threat surface transportation hubs, as identified by the administrator, have similar active shooter training programs; and
- •Require TSA to conduct a review of the interoperable communications capabilities of the law enforcement, fire, and medical personnel responsible for responding to a security incident at airports in the U.S.

#### **DOT Awards Small Community Air Service Grants**

DOT said it would provide \$5.5 million to help 11 small communities in 11 states develop solutions to improve their local air service needs under the Small Community Air Service Development Program.

This year, DOT received 49 eligible applications from 29 states. The communities that will receive grant awards this year are: Tallahassee, Florida (\$750,000); Salmon, Idaho (\$150,000); Presque Isle, Maine (\$250,000); Traverse City, Michigan (\$750,000); Great Falls, Montana (\$385,000); Fargo, North Dakota (\$500,000); Redmond, Oregon (\$500,000); Sioux Falls, South Dakota (\$500,000); College Station, Texas (\$475,000); Pasco, Washington (\$750,000); and Riverton, Wyoming (\$481,810).

The communities that have been selected are contributing more than \$4.6 million in local financial resources to complement the federal support, DOT said.

#### FAA Awards \$24.5 Million in Emissions Grants

FAA has awarded \$24.5 million in Voluntary Airport Low Emission (VALE) and Zero Emissions Airport Vehicle (ZEV) programs to 11 airports around the country.

The \$23.4 million in VALE grants went to:

- Chicago O'Hare International, \$2 million to purchase and install 15 ground power units (GPUs) and pre-conditioned air (PCA) units that will allow aircraft arriving at overnight parking positions to shut off their auxiliary power units and connect to a clean central heating and cooling system. The project will save fuel and reduce aircraft emissions on the ground.
- Memphis International, \$1.3 million to purchase and install three GPUs and PCA units.
- Baltimore-Washington International, \$2.5 million to purchase and install eight GPUs and eight PCAs for passenger gates.
- Phoenix Sky Harbor International, \$1 million to install 28 charging stations in Terminal 4 for electric ground service equipment.

AAAE 2015 C.M. Prep Webinar Series
Part 5

September 29, 2015 | Web based,
AAAE Airport Wildlife Management
Techniques and Manager's Course
October 4 - 9, 2015 | Minneapolis, MN
15th Annual Airport Noise Mitigation
Symposium

October 7 - 9, 2015 | Los Angeles, CA

AAAE 2015 C.M. Prep Webinar Series

Part 6

October 13, 2015 | Web based,

AAAE Advanced Airport Safety and Operations Specialist (ASOS) School October 14 - 15, 2015 | Greenville, SC 20th Annual North America/Central Europe Airport Issues Conference October 19 - 21, 2015 | Dubrovnik, Croatia (Hrvatska)

AAAE/LeighFisher Parking and Landside Management Workshop October 19 - 20, 2015 | Dallas, TX AAAE Airfield Construction

Management Workshop
October 20 - 21, 2015 | San Antonio, TX

AAAE Airport Pavement Maintenance and Evaluation Workshop October 21 - 22, 2015 | San Antonio, TX

From: Sent:

Barbara Cook <barbara.cook@aaae.org> Tuesday, September 29, 2015 4:18 PM

To:

Rick Baird

Subject:

Airport Report Today, September 30, 2015

# rreporttod

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DELIVERING THE NEWS YOU NEED AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES SEPTEMBER 30, 2015

#### TOP STORIES IN THIS ISSUE

Congress Passes FAA Extension Bill

Rating Firms Act On O'Hare, SFO Bond Ratings

Startup Charter Carrier Announces Routes

**DOT Proposes Fining Sun Country Airlines** 

American To Add Mexico Destination

JetBlue Plans Increase In Flights To Cuba

FAA Signs Agreements On Regulatory Systems

Clinton Airport Adds Parking Guidance System

U.S. Overseas Travel Increases In July

Detroit Metro Honored For Service Excellence

2015 F. Russell Hoyt Conference Held In Savannah

Digicast Offers ARFF Training

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#### Congress Passes FAA Extension Bill

The Senate on Tuesday passed a short-term FAA extension that will fully fund AIP through March 31, 2016, and allow the agency to begin distributing grants in the first half of the new fiscal year, which begins Oct. 1, 2015.



The action clears the way for the President to sign the bill into law before FAA programs and taxes are set to expire at midnight on Sept. 30.

The six-month extension includes \$1.675 billion for AIP through March 31, 2016. This is half of the \$3.35 billion that Congress authorized and appropriated for the program in fiscal year 2015.

ACI-NA President and CEO Kevin Burke and AAAE President and CEO Todd Hauptli welcomed congressional passage of the legislation. "The U.S. airport industry applauds today's congressional action to extend FAA authorization at full funding levels for the next six months, and we look forward to President Obama signing the measure as quickly as possible," they stated. "While today's action is

#### FEATURED MEETING

Webinar Sponsored by Thales: Deploying & Funding Navaids in a **NextGen World** 

October 27 - 27, 2015 | Web based,

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UPCOMING EVENTS

certainly important in ensuring continued federal funding for airport infrastructure projects in the short-term, airports need a long-term solution that provides them with the self-help they need to meet growing infrastructure development needs."

#### Rating Firms Act On O'Hare, SFO Bond Ratings

Fitch has acted on the ratings for O'Hare International and San Francisco International bonds.

The firm assigned an A minus rating to O'Hare International's \$2 billion senior lien general airport revenue and revenue refunding bonds, series 2015A-E. Fitch also affirmed its A minus rating on O'Hare's \$6.4 billion parity senior lien general airport revenue bonds and the A rating on the \$636.7 million PFC revenue bonds.

The rating outlook for O'Hare's general airport senior lien bonds has been revised to positive from stable, Fitch said. The rating outlook for the PFC bonds remains stable.

In a second action, Fitch affirmed the A plus rating on \$4.5 billion of outstanding San Francisco International second series revenue bonds. The rating outlook is stable.

Separately, Standard & Poor's raised its underlying rating on the general revenue bonds issued for Chicago O'Hare International to A from A minus and raised the long-term rating on the airport's stand-alone PFC revenue bonds to A from A minus. The outlook is stable.

#### **Startup Charter Carrier Announces Routes**

GLO, a New Orleans-owned and based startup public charter operator, announced that it will begin nonstop service from Armstrong New Orleans International to three destinations in November.

The destinations are Little Rock, Arkansas; Memphis; and Shreveport, Louisiana. GLO will use 30-passenger Saab 340B aircraft on the routes.

#### **DOT Proposes Fining Sun Country Airlines**

DOT has proposed fining Sun Country Airlines \$114,975 for allegedly violating federal drug and alcohol testing regulations.

The agency said that Sun Country failed to conduct pre-employment drug tests and receive verified negative results before hiring or transferring one mechanic and three flight attendants into safety-sensitive positions. The agency said that one of the flight attendants performed in-flight duties before she was subjected to a pre-employment drug test.

Additionally, FAA alleged that the carrier transferred another employee from a non-safety-sensitive position into the safety-sensitive position of in-flight supervisor, a flight attendant position, more than 180 days after she had taken a pre-employment drug test. The flight attendant performed in-flight duties on four occasions before being re-tested, FAA said.

15th Annual Airport Noise Mitigation Symposium

October 7 - 9, 2015 | Los Angeles, CA

AAAE 2015 C.M. Prep Webinar Series
Part 6

October 13, 2015 | Web based,

AAAE Advanced Airport Safety and Operations Specialist (ASOS) School October 14 - 15, 2015 | Greenville, SC

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

AAAE/LeighFisher Parking and Landside Management Workshop October 19 - 20, 2015 | Dallas, TX

AAAE Airfield Construction
Management Workshop

October 20 - 21, 2015 | San Antonio, TX

AAAE Airport Pavement Maintenance and Evaluation Workshop

October 21 - 22, 2015 | San Antonio, TX

Advanced ASOS October 21 - 23, 2015 | Anchorage, AK

AAAE/CDA Airports Going Green
Conference

October 26 - 28, 2015 | Chicago, IL

Webinar Sponsored by Thales: Deploying & Funding Navaids in a NextGen World

October 27, 2015 | Web based,

From: Adam Snider <adam.snider@aaae.org>

Sent: Wednesday, September 30, 2015 3:08 PM

To: Rick Baird

Subject: Airport Alert: House Passes Government Funding Bill, Clearing It for President's

Signature



#### House Passes Government Funding Bill, Clearing It for President's Signature

#### September 30, 2015

The House has passed a government-wide funding bill, and the President is expected to sign it quickly to avoid a government shutdown before funding runs out at midnight tonight.

The Senate passed the Continuing Resolution earlier today, the final day of the fiscal year. As we have reported, the bill extends funding for government agencies through December 11, and Congress will face another tough debate - and another threat of a government shutdown - later this fall.

We will continue to monitor the government funding situation in Washington over the coming weeks and months and pass along any updates. Please reach out if you have any questions.

Congress has already cleared a separate bill to extend FAA programs and taxes for six months, through March 31, 2016, which was summarized in an earlier Airport Alert.

Joel Bacon, Executive Vice President Brad Van Dam, Senior Vice President Gwen Basaria, Staff Vice President Adam Snider, Director





From:

To:

Barbara Cook <barbara.cook@aaae.org>

Sent: Friday, October 02, 2015 4:00 PM

Rick Baird

Subject:

Airport Report Today, October 5, 2015

## oort**report**toda



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DELIVERING THE NEWS YOU NEED AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES COTOBER 5, 2015

#### TOP STORIES IN THIS ISSUE

House Panel Approves Airport Employee Screening Bill

TSA's Neffenger Testifies On Checkpoint Vulnerabilities

Work Completed On JFK Runway Project

Charlotte Douglas Revenue Bond Rating Affirmed

Global Airline Passenger, Freight Traffic Rises In August

San Francisco To Gain Flights To India

JetBlue To Add Routes From Fort Lauderdale

AAAE/Safe Skies Distribute Access System Standards

**DFW Unveils New Brand** 

Digicast Offers ARFF Training

Did You Know

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#### House Panel Approves Airport Employee Screening Bill

The House Committee on Homeland Security last week approved 15 bills, including a measure sponsored by Transportation Security Subcommittee Chairman John Katko (R-N.Y.) to address airport employee screening and access control issues.



The legislation, H.R. 3102, the Airport Access Control Security Improvement Act of 2015, from Katko and Ranking Member Kathleen Rice (D-N.Y.), directs TSA to develop a risk-based, intelligence-driven model for the screening of airport employees that would take into account a number of factors, including restricting employee access points to an operational minimum. Earlier versions of the bill would have required airports to conduct 100 percent screening of employees.

The bill also instructs TSA to conduct a study to determine the cost and feasibility of requiring all employee access points to have secure doors with card and pin entry or biometric technology, surveillance video recording, and advanced screening technologies.

#### FEATURED MEETING

15th Annual AAAE/TSA/DHS Aviation **Security Summit** 

December 9 - 10, 2015 | Arlington, VA

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UPCOMING EVENTS

The measures approved by the committee next move to consideration by the full House. The Senate has not yet considered these or similar bills.

#### TSA's Neffenger Testifies On Checkpoint Vulnerabilities

The Senate Appropriations Subcommittee on Homeland Security last week convened a hearing to discuss TSA's efforts to address the DHS Inspector General's findings on checkpoint screening vulnerabilities.

The DHS IG released a one-page public version of the report, "Covert Testing of the Transportation Security Administration's (TSA) Passenger Screening Technologies and Processes at Airport Security Checkpoints."



In early June, results of the covert testing were leaked to the media and revealed that TSA failed to detect 67 out of 70 attempts to introduce prohibited items into the sterile area.

TSA Administrator Peter Neffenger testified at last week's hearing that he is deeply troubled by the findings of the report — which came to light during his confirmation process — adding that his highest priority for TSA is determining the root causes and implementing solutions to address the recent covert testing. Neffenger stated repeatedly that the agency must focus on the basic fundamentals of security and, in doing so, adjust the measurements of success to focus on security rather than speed and wait times.

## AAAE 2015 C.M. Prep Webinar Series Part 6

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Webinar Sponsored by Thales: Deploying & Funding Navaids in a NextGen World

October 27, 2015 | Web based,

AAAE 2015 C.M. Prep Webinar Series Part 7

October 27, 2015 | Web based,

#### **Work Completed On JFK Runway Project**

The Port Authority of New York and New Jersey announced the resumption of flights on a major runway at Kennedy International, following substantial completion of a \$400 million modernization project designed to help reduce delays, enhance safety and increase the surface's lifespan.

The airport now has all four of its runways in full use for the first time since the spring, when the port authority began the major portion of rehabilitative work on Runway 4Left-22Right, which stretches more than two miles in a northeast-southwest direction.

The modernization project also added a high-speed taxiway, allowing arriving aircraft to exit the runway faster and help to reduce ground delays.

#### **Charlotte Douglas Revenue Bond Rating Affirmed**

Fitch has affirmed the A plus rating on \$532.8 million of Charlotte, North Carolina's, senior lien general airport revenue bonds issued on behalf of Charlotte Douglas International. The rating outlook remains stable.

The rating reflects the large hub airport's stable traffic performance, ample liquidity, and low cost per enplanement, Fitch said.



September 3, 2015

Nomination for Employee of the Quarter, 2015

James H Hicks has been an employee of Atlantic Aviation – Sun Valley (Sun Valley Aviation, Inc.) since November of 1993. During that time he has distinguished himself by being our line manager. That title does not do him justice as he our main point person during our conference and holidays. At Atlantic, our line manager needs to meet all the needs of our customers. Jim is particularly good and this year he has really stepped up to the plate and worked many extra hours to cover for another line manager that could not work. This position requires a person that can communicate to our customers of the safety needs of the airfield.

Jim would be a great choice for this honor.

The management team at Atlantic recommends Jim for the honor of being employee of the quarter, 2015.

Michael T. Rasch, General Manager





September 3, 2015

Nomination for Employee of the Quarter, 2015

Maurice Dean Miller "Deano" has been an employee of Atlantic Aviation – Sun Valley (Sun Valley Aviation, Inc.) since December of 2011. Deano is a line shift supervisor since September of 2014. One of "Deano" character traits is his good nature. He always has a smile on his face. He is quick to lend a hand to anyone. He also brings a great work skillset to the airport.

With great pleasure we nominate "Deano" as our choice for an employee of the quarter.

Michael T. Rasch, General Manager





**September 21, 2015** 

Friedman Memorial Airport Tenants

Re: Friedman Memorial Airport (SUN) Closure

**Dear Tenants:** 

Friedman Memorial Airport had scheduled runway seal-coating and re-painting to take place during the Runway Safety Area Improvement Project closure in May/June 2015. As you may recall, significant rainy weather impeded and in fact delayed the Runway Safety Area Improvement Project to the point of having to extend it in order to safely place the Airport back in operation. Unfortunately, that inclement weather also prevented the runway seal-coating and re-painting that had been scheduled and remains incomplete.

Therefore, Friedman Memorial Airport has scheduled a very short closure for the purpose of completing the runway seal-coating and re-painting (surface markings) project. That closure will begin at 8:00 am (lcl) on Tuesday, May 17 and terminate with full airport re-opening at 5:00 pm (lcl) Thursday, May 19. Naturally, projects such as these are also weather-dependent. We know that you will join us in a collective "crossed fingers" effort to insure the successful completion of the project within the prescribed time frame.

We greatly appreciate your support and patience as we bring our airport into compliance with FAA criteria and at the same time, create an operating environment that will serve you and our customers safely, efficiently and pleasantly well into the future. Should you have any questions or concerns, by all means contact this office at your earliest convenience.

Sincerely,

Peter R. Kramer

Chief, Emergency Services/Airfield Operations

Friedman Memorial Airport



# REQUEST FOR PROPOSALS TO PROVIDE COMMUNICATIONS & MARKETING SERVICES FOR THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY HAILEY, IDAHO

The Friedman Memorial Airport Authority, Hailey, Idaho is soliciting proposals from individuals or organizations to determine ability and qualifications to provide communication and marketing services related to the operation of the Friedman Memorial Airport.

The complete Request for Proposals (RFP) is available at the Airport Manager's Office as well as on our website at <a href="https://www.iflysun.com">www.iflysun.com</a>. For all inquiries, please contact:

All submittals are due on or before 2:00 p.m. October 7, 2015.

Lisa N. Emerick Contracts/Finance Administrator Friedman Memorial Airport (208) 788-4956 ext. 102 lisa@flyfma.com

## Friedman Memorial Airport Authority

## REQUEST FOR PROPOSALS TO PROVIDE COMMUNICATIONS AND MARKETING SERVICES

Friedman Memorial Airport Airport Manager's Office 1616 Airport Circle Hailey, ID 83333

Upon review of all proposals, the Friedman Memorial Airport Authority (FMAA) may enter into discussions with a proposer(s) to negotiate a contract. Any such contract is subject to approval by the FMAA. The FMAA reserves the right to accept or reject any or all proposals or suggested contracts.

Elaborate proposals (e.g. expensive artwork) beyond what is sufficient to present a complete and effective proposal, are not necessary or desired.

Disadvantaged Business Enterprises (DBE) are encouraged to submit. Selection will be based on qualifications.

#### SECTION I

#### REQUEST FOR PROPOSALS (RFP)

Friedman Memorial Airport Authority (FMAA) is requesting responses (Proposal) from professional communications and marketing firms and individuals (Consultant) for a wide variety of "as needed" professional services. Marketing and communications projects may include, but not be limited to:

- Online and print communications through emails
- Website updates and/or maintenance
- Social media
- Radio
- Brochures
- Flyers
- Signage
- Annual reports
- Advertisements
- Media buying and market research
- The creation of a professional community focused brand identity and other published materials as requested by the FMAA
- Attendance at special functions and public meetings as a representative of FMAA

#### BACKGROUND

The FMAA is seeking to update old, and develop new, marketing and communications strategies. The FMAA is seeking a Consultant that can work closely with FMA staff to create a professional and consistent feel among various FMAA messages through branding; utilizing both Staff's and the Consultant's skill and creativity. The FMAA's materials serve a variety of purposes by informing and educating the public and marketing FMAA programs, services and special projects.

#### SECTION II

#### **TERMS & CONDITIONS**

The selected Consultant(s) shall enter into a written agreement with the FMAA to provide the services required under the Scope of Services included herein. The Scope of Services may be modified, as mutually agreed to in writing by the FMAA and Consultant. All provisions of the final agreement must be in accordance with requirements set forth herein and in compliance with established State Law and City Ordinance. Consultants shall include as part of their proposal a list of any proposed changes to the draft agreement.

#### TERM OF AGREEMENT

The term of agreement with the Consultant shall expire one year from the date the written agreement is executed. The agreement will include one extension of two years or less to be agreed upon by the written approval of both the FMAA and Consultant. The FMAA reserves the right to cancel the agreement at any time.

#### RIGHT TO REJECT/WAIVER OF IRREGULARITIES

The FMAA reserves the right to reject any and all proposals and to waive any irregularity, informality or technicality in proposals received in the interest of the FMAA.

#### **PUBLIC INFORMATION**

Consultants are hereby advised that the information provided as part of all submissions shall become FMAA property at the time of submission and will not be returned to the Consultant unless requested. Information contained in the proposals will be available to the public upon inquiry immediately following the execution of a written agreement with the FMAA's selected Consultant.

#### FMAA'S RIGHT TO NEGOTIATE CHANGES

The FMAA reserves the right to negotiate changes in services as may be required throughout the term of the resulting agreement.

#### SECTION III

#### SCOPE OF SERVICES

As requested by the FMAA, Consultant(s) shall provide the following services:

- A. Provide advice and recommendations to the FMAA and Airport Staff for the development and implementation of designated communications and marketing objectives.
- B. Design, develop and deliver promotional materials for designated initiatives and events.
- C. Provide advice and recommendations for marketing strategies and improving public awareness.
- D. Identify appropriate communication channels, using traditional and non-traditional media as well as social media, for marketing strategies and tactics in order to meet rapidly changing conditions and needs of the Airport, aviation industry and the public.
- E. Create a comprehensive media plan designed to reach proposed target audiences in venues such as print, outdoor, television, radio, internet/website, social media, and or advertorials.
- F. Provide marketing and communications services including: conceptual and creative development, copywriting, social media planning and implementation, illustration, photography, art direction, graphic design and production, television and radio production, audio and video production, website design, mobile marketing, and media planning and buying services.
- G. Attend monthly board meetings where consultant will report on work completed, results of that work and make recommendations on future efforts.
- H. Attend weekly brief/planning meetings with the Airport Manager and staff.
- I. Create and design informational and marketing/communications outlets including online and print resources.
- J. Act as information liaison between the FMAA and community.
- K. Services may include management of the collection and evaluation of attitudinal research, pre-test and/or post-test analysis, or other customer research. Contractor is not required to possess market research capabilities for this RFP but can submit this qualification if desired.

#### **SECTION IV**

#### DOCUMENT SUBMISSION REQUIREMENTS & PROCEDURES

- A. It is the Consultant's sole responsibility to read and interpret this Request for Proposals and the written instructions contained herein.
- B. All prices and notations shall be printed in ink or typewritten. No erasers are permitted. Errors may be crossed out and corrections may be made printed in ink or typewritten adjacent to the error. All corrections shall be initialed in ink by the person signing the proposal. The proposal shall be signed by an officer or employee of the Consultant authorized to bind the Consultant contractually.
- C. The Consultant shall submit five (5) hard copies of all documents required as a part of the Proposal. Submissions lacking one or more of the requested documents may be considered irregular.
- D. Consultant shall submit one (1) digital version on a flash drive.
- E. Responses shall be submitted in a sealed envelope with the Consultant's name, address, date of response deadline and the Request for Proposals title shown on the outside of the envelope to:

Friedman Memorial Airport Authority
ATT: Communications & Marketing Selection Committee
Airport Manager's Office
1616 Airport Circle
Hailey, ID 83333

#### RFP Schedule

Proposals due to FMAA October 7, 2015 by 2:00 p.m. MST Short-list firm interviews/presentations Announcement of selected firm October 21, 2015 November 3, 2015

It is the Consultant's responsibility to ensure delivery of its proposal to the FMAA prior to or at the designated date and time. In order to facilitate review by the FMAA, please submit materials in accordance with the indicated format. Responses to the Request for Proposals which are not received in the FMA manager's offices prior to the time and date specified will be considered late. LATE RESPONSES WILL NOT BE CONSIDERED FOR AWARD. The FMAA reserves the right to reject any and all proposals.

F. The FMAA reserves the right to waive or not waive informalities or irregularities in proposals or proposal procedures. They reserve the right to accept or further negotiate cost, terms and/or conditions of any proposal determined by the FMAA to be in their best interests regardless of the proposed amount.

#### PROPOSAL REQUIREMENTS

Consultant's proposal shall include all of the following:

- A. A one page Program Abstract of the proposal highlighting key elements regarding services proposed, implementation plans, organizational capability, specialties, a brief history of business and contact information including a phone number and email address. The Abstract should include information on how your work will help the FMAA further its mission.
- B. All hourly rates, fees and costs as requested per the Pricing Structure Form (Exhibit "A").
- C. At least three (3) References from organizations currently under contract or for whom the Consultant has performed work in the last three (3) years. Include the following information:
  - 1. Company or organization name.
  - 2. A company representative who can be contacted for reference.
  - 3. Telephone number of contact.
  - 4. Brief description of services performed or product created.
  - 5. At least four (4) Work Samples of similar scope which were completed on time and within budget. At least one (1) sample must be a pamphlet or brochure. Other samples can include branding campaigns, flyers, booklets, or signage (PDF or photograph is sufficient). The FMAA will assume that production and printing of all samples was not performed by the Consultant unless indicated.
  - 6. A statement of any proposed changes to the Communications and Marketing Agreement.
  - 7. The consultant is allowed no more than one additional page of information attached to the proposal as an appendix. Statements should be complete but as brief as possible.

#### **SECTION V**

#### SELECTION AND AWARD PROCESS AND CRITERIA

An FMAA-appointed Selection Committee will evaluate all proposals. The Committee will then recommend proposals to the FMAA to make the final selection. Proposals will be evaluated using the following criteria:

- Demonstrated ability of the proposed Consultant to produce attractive, well organized, and professional work products.
- Innovative and creative quality of work product.
- Quality of services.
- Demonstrated ability to work well with clients, references, and other organizations.
- Proposal completeness with requested documentation that demonstrates ability to provide requested services.
- Rates and pricing structure of Consultant's graphic design services.

The FMAA may choose to request an interview with one or more Consultants.

#### AWARD AND AGREEMENT

The FMAA will attempt to negotiate and enter into a formal written agreement with the selected Consultant within <u>30 days</u> following the selection. In the event that the FMAA and the selected Consultant fail to negotiate an acceptable agreement, the FMAA reserves the right to end negotiations with the selected Consultant and open negotiations with other Consultants in an order determined by the FMAA.

#### **EXHIBIT "A" PRICING STRUCTURE FORM**

As indicated in the Request for Proposals for Communications and Marketing Services (RFP), the FMAA is seeking several services. Please refer to the Scope of Services; (page 3), Section III of the RFP.

If Consultant wishes to clarify the breakdown of pricing structure, it may include no more than one (1) additional page showing pricing structure and fees with the completed Pricing Structure Form.

#### COMMUNICATIONS AND MARKETING SERVICES AND FEES

Administration/Meetings	\$ per <b>hour</b>
Production	\$ per hour
Copywriting	\$ per hour
Editing	\$ per hour
Social Media Marketing	\$ per hour
Search Engine Optimization	\$ per hour
Strategy Development/Design	\$ per hour
Web/Graphic Design	\$ per hour
Web Maintenance	\$ per hour
Add a line item for Media Buying	\$ per hour
Add a line item for Market Research	\$ per hour

## ORDER

## DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

8400.9	
0400.3	

11/9/81

SUBJ: NATIONAL SAFETY AND OPERATIONAL CRITERIA FOR RUNWAY USE PROGRAMS

- 1. <u>PURPOSE</u>. The purpose of this order is to provide safety and operational criteria for runway use programs. These criteria are applicable to all runway use programs developed for turbojet aircraft. This order provides parameters in the form of safety and operational criteria which must be used in the evaluation and/or approval of runway use programs.
- 2. <u>DISTRIBUTION</u>. This Order is distributed to selected offices in Washington and Regional Headquarters, Mike Monroney Aeronautical Center, and FAA Technical Center; Air Traffic Field Offices and Facilities; General Aviation and Air Carrier District Offices, Flight Standards District Offices, Flight Inspection District Offices, Field Offices and Groups, Airports District Offices, and interested aviation public.

#### 3. BACKGROUND.

- a. FAA has responsibility to provide the public right of freedom of transit through the navigable airspace of the United States and to regulate air commerce in such a manner as to best promote its development. FAA also has the responsibility for, and must maintain a detailed knowledge of, the safe operation of aircraft at our nation's airports. A primary function of this responsibility is determining under what conditions flight operations may be conducted without causing a degradation of safety.
- b. Under ideal conditions aircraft takeoffs and landings should be conducted into the wind. However, other considerations such as delay and capacity problems, runway length, available approach aids, noise abatement, and other factors may require aircraft operations to be conducted on runways not directly aligned into the wind.
- c. The Aviation Noise Abatement Policy of 1976 and Order 1050.11, Noise Control Plans, identify airport proprietors as responsible for taking the lead in local aviation noise control plans. Accordingly, airport proprietors may propose specific noise abatement programs to the FAA. Order 1050.11 assigns FAA responsibilities in relation to noise control plans. It requires the Air Traffic Service to "Provide guidance and administer programs for aircraft noise abatement procedures. . . ." Further, it requires that the Office of Flight Operations "Evaluate and make decisions in conjunction with the regional offices, as appropriate, concerning safety factors for flight operational procedures. . . " The criteria in this order

Distribution: ZFS-840; ZAT-710 (minus field facilities); Initiated By: AFO-210/AAT-320 A-FAT-2,3,4,5,6,8 (STD); A-FFS-1,2,4,7 (STD); A-FAS-1 (STD)

8400.9

will be utilized by Flight Standards personnel in evaluating the safety of proposed programs and by Air Traffic personnel in administering Formal and Informal Runway Use Programs.

- d. This order is not intended to restrict a pilot's use of the full certificated capability of an aircraft. This order also does not limit a pilot in the use of instrument approach procedures or any other such factors. Applicable FAR's, flight and operations manuals and advisory material address the necessary safety aspects of aircraft operations for pilots and aircraft operators.
- 4. EFFECTIVE DATE. January 1, 1982.

#### 5. DEFINITIONS.

- a. Runway Use Programs. A noise abatement runway selection plan designed to enhance noise abatement efforts with regard to airport communities for arriving and departing aircraft. These plans are developed into runway use programs and apply to all turbojet aircraft 12,500 pounds or heavier; turbojet aircraft less than 12,500 pounds are included only if the airport proprietor determines that the aircraft creates a noise problem. Runway use programs are coordinated with FAA offices as outlined in Order 1050.11. Safety criteria used in these programs are developed by the Office of Flight Operations. Runway use programs are administered by the Air Traffic Service as "Formal" or "Informal" programs.
- b. Formal Runway Use Program. An approved noise abatement program which is defined and acknowledged in a Letter of Understanding between Flight Standards, Air Traffic Service, the airport proprietor and the users. Once established, participation in the program is mandatory for aircraft operators and pilots as provided for in FAR Section 91.87.
- c. Informal Runway Use Program. An approved noise abatement program which does not require a Letter of Understanding and participation in the program is voluntary for aircraft operators/pilots.

#### 6. RESPONSIBILITIES.

#### a. Terminal Facility Chiefs.

- (1) Provide technical assistance upon request of the airport proprietor in developing a runway use program.
- (2) Before any runway use program is implemented, ensure coordination with, and encourage participation in the development of the program by the airport proprietor, the local community, and aircraft operators who regularly use the airport.
- (3) Forward the completed runway use program to the Regional Air Traffic Division for review, further intra-agency coordination, and approval.

Page 2 Par 3

11/9/81 8400.9

#### b. Regional Air Traffic Division.

(1) Review and coordinate all runway use programs with the regional Flight Standards and Airports Divisions, and the appropriate office for environmental/noise matters. When necessary as outlined in paragraph 8 of this order, or if concurrence cannot be reached within the region, forward the program with comments to the Air Traffic Service, AAT-1, for final approval.

- (2) Upon completing proper coordination, return the runway use program to the facility with approval or disapproval and rationale.
- (3) Maintain a current status of all runway use programs and periodically review for accuracy and completeness in accordance with this directive.
- c. Regional Flight Standards Division. Coordinate with the regional Air Traffic Division on all runway use programs and review them for compliance with the criteria in this order. If the program is within the criteria of this order, return it to the Air Traffic Division with concurrence and supporting rationale. If it is not within the criteria in this order, return it to the Air Traffic Division with nonconcurrence and rationale. If a waiver is requested in accordance with paragraph 8, perform a safety analysis to evaluate the proposed alternate criteria and return the program to the Air Traffic Division with concurrence or nonconcurrence, recommendations, and supporting rationale (see Appendix 2).
- 7. OPERATIONAL SAFETY CRITERIA FOR RUNWAY USE PROGRAMS. Except as provided for in paragraph 8, the following criteria shall be applied to all runway use programs:
- a. Wind Shear or Thunderstorms. There should be no significant wind shear or thunderstorms which affect the use of the selected runway(s) such as:
- (1) That reported by an operating Low Level Wind Shear Alert System (LLWSAS), or
  - (2) Pilot report (PIREP) of wind shear, or
- (3) No thunderstorms on the initial takeoff departure path or final approach path (within 5 nm) of the selected runway(s).
- b. Visibility. In order to utilize landing runways associated with a runway use program, the reported visibility shall not be less than one statute mile (runway visual range [RVR] 5000).
- c. Runway Braking Effectiveness. There should be no snow, slush, ice or standing water present or reported (other than isolated patches which do not impact braking effectiveness) on that width of the applicable runway or stopway (overrun) to be used. Braking effectiveness must be "good" (e.g., not "fair," "poor," or "nil") and no reports of hydroplaning or unusual slippery runway surfaces (e.g., as may occur on ungrooved new pavement or contaminated surfaces).

8400 9 11/9/81

#### d. Winds.

#### (1) Clear and Dry Runways.

- (a) Unless a greater crosswind component is approved by the applicable Flight Standards office considering local weather factors, facilities and characteristics of aircraft normally using the facility, the crosswind component for the selected runway (including gust values) must not be greater than 20 knots (Appendix 1, Table 1).
- (b) Except for (c) below, the tailwind component must not be greater than 5 knots (Appendix 1, Table 4).
- (c) Where anemometers are installed near the touchdown zone of the candidate runway for landings, or near the departure end for takeoffs, any tailwind component must not be greater than 7 knots (Appendix 1, Table 3).

#### (2) Runways Not Clear or Not Dry.

- (a) The crosswind component (including gust values) must not exceed 15 knots (Appendix 1, Table 2), and
- (b) No tailwind component may be present except the nominal range of winds reported as calm (0-3 knots) may be considered to have no tailwind component.
- (c) Unless otherwise approved by the applicable FAA Flight Standards office based on runway available and field lengths required for aircraft normally using the runway, the runway must be grooved or have a porous friction course surface.
- e. Other Safety Factors. Factors peculiar to a specific airport must also be considered to the extent that they have been identified. These factors may include: runway length, runway gradient, aircraft type and performance characteristics, approach aids, etc.
- 8. WAIVERS. When necessary to accommodate unique site-specific situations, requests for waivers to the criteria contained in this order shall be submitted with justification, a safety analysis, and supporting data to AAT-1 who shall coordinate with AFO-1 for concurrence before granting final approval.

#### 9. APPLICABILITY.

a. This order applies to FAA personnel who may be called upon to advise, evaluate, or coordinate on specific noise abatement plans for runway use programs for particular airports.

b. This order does not require development or use of a runway use program where such a program has not been used or is not needed.

J. Lynn Helms Administrator

Mean

### APPENDIX 1. TABLE OF MAXIMUM WIND VALUES

The following table illustrates the maximum components for wind directions in 10-degree increments relative to a runway. No headwind component limitation is stated because strong headwinds would dictate use of a runway aligned into the wind due to the crosswind limitation. Velocity values are rounded down to the nearest whole number.

C	ROSSWIND COMPONENT TABLE 1
	(DRY RUNWAY)
Wind Angle (Degrees)	
From Runway Heading	Wind Velocity (Knots)
	Walter Velocity (MDCS)
10 20	114
20 30	58
40	40
45	31
50	28 26
60	23
70	21
80	20
90	20
CR	OSSWIND COMPONENT TABLE 2
	(RUNWAY NOT DRY)
Wind Angle (Degrees)	
From Runway Heading	Wind Velocity (Knots)
40	(12000)
10 20	86
30	44
40	30
45	23 21
50	19
60	17
70	16
80 90	15
30	15

## TAILWIND COMPONENT TABLE 3 (WITH ANEMOMETERS) DRY RUNWAY

100 20 110 20 110 14 120 10 130 9 135 9 140 8 150 7 160 7 170 7	Wind Angle (Degrees) From Runway Heading	Wind Velocity (Knots)
100 110 110 114 120 110 130 10 135 9 140 8 150 7 160 7 170		20
110 120 130 135 140 150 160 17	100	
120 130 130 9 135 9 140 8 150 7 160 7	110	
130 135 140 150 160 17		
135 140 8 150 7 160 7	· -	10
140 8 150 7 160 7 170 7		9
140 150 160 17 170		9
150 7 160 7 170 7	140	
160 7 170 7	150	
170		•
,		7
180		7
8 de m.	180	

## TAILWIND COMPONENT TABLE 4 (WITHOUT ANEMOMETERS) DRY RUNWAY

Wind Angle (Degrees) From Runway Heading	Wind Velocity (Knots)
	20
100	14
110	10
120	7
130	<u>′</u>
135	7
	6
140	5
150	5
160	
170	5
180	5

#### APPENDIX 2. EVALUATION OF REQUESTS FOR WAIVERS

When reviewing waiver requests in accordance with paragraph 8 of the order, Flight Standards personnel must consider the operational impact of the following factors when providing a safety analysis to support alternate criteria:

- a. Are there significant occurrences of wind shear or thunderstorms?
- b. Is a low level wind shear alert system (LINSAS) installed?
- c. Do runways significantly exceed critical field length for aircraft commonly using the airport?
  - d. Are runways grooved or do they have a porous friction course surface?
  - e. Are precision approach aids available to these runways?
  - f. Is a VASI present if these runways require a nonprecision approach?
  - g. Are 2 transmissometers installed?
  - h. Is runway slope a factor? If so, does it impact aircraft performance?
- i. Is Maximum Brake Energy  $V_{\mbox{\scriptsize MBE}}$  a factor? If so, does it impact aircraft performance?