

**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, November 1, 2016 at 5:30 p.m. at the old Blaine County Courthouse Meeting Room Hailey, Idaho. All matters shall be considered Joint Decision Matters unless otherwise noted. The proposed Agenda for the meeting is as follows:*

**AGENDA  
November 1, 2016**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
  - A. October 4, 2016 Regular Meeting – Motion to Approve - Attachment #1 ACTION
- IV. REPORTS**
  - A. Chairman Report DISCUSSION
  - B. Blaine County Report DISCUSSION
  - C. City of Hailey Report DISCUSSION
  - D. Airport Manager Report DISCUSSION
  - E. Communications Director Report (Centerlyne) DISCUSSION
  - F. Fly Sun Valley Alliance Report DISCUSSION
- V. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
  - A. Noise Complaints
  - B. Parking Lot Update
  - C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #2 - #4
  - D. Airport Commercial Flight Interruptions
  - E. Review Correspondence – Attachment #5
- VI. OLD BUSINESS**
  - A. **AIRPORT COMMITTEE(S)**
    - a. Voluntary Noise Abatement Program Review Committee - Update DISCUSSION
  - B. **CONSTRUCTION and CAPITAL Projects**
    - a. Runway Safety Area Improvements Project - Update DISCUSSION
    - b. Runway 13-31 Pavement Maintenance - Update DISCUSSION
    - c. Terminal Concession – Update DISCUSSION
    - d. Terminal Air Carrier Apron and Parking Lot Improvements – Update DISCUSSION
    - e. Terminal Airline Ticketing Office Improvements – Update DISCUSSION
  - C. **AIRPORT PLANNING Projects**
    - a. Noise Modeling – Update DISCUSSION
    - b. Airport Master Plan
      - i. DRAFT Chapter F/Financial Plan – Consider approval of Chapter F - Attachment #6 DISCUSSION/PUBLIC COMMENT/ACTION
      - ii. Airport Layout Plan Inclusions – Consider revisions to the ALP DISCUSSION/PUBLIC COMMENT/ACTION
  - D. **OTHER**
    - a. Independent Board Member Selection Process – Next Steps DISCUSSION/PUBLIC COMMENT/ACTION
- VII. NEW BUSINESS**
  - A. December Meeting Date – Consideration of Rescheduling Date DISCUSS/DIRECT
- VIII. PUBLIC COMMENT**
- IX. EXECUTIVE SESSION – I.C. §74-206 (c) To acquire an interest in real property which is not owned by a public agency**  
**I.C. §74-206 (f) To communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated**
- X. ADJOURNMENT**



**III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**

**A. October 4, 2016 Regular Meeting – Motion to Approve - Attachment #1**

BOARD ACTION: 1. Action

**IV. REPORTS**

**A. Chairman Report**

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

BOARD ACTION: 1. Discussion

**B. Blaine County Report**

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

BOARD ACTION: 1. Discussion

**C. City of Hailey Report**

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

BOARD ACTION: 1. Discussion

**D. Airport Manager Report**

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

BOARD ACTION: 1. Discussion

**E. Communications Director Report (Centerlyne)**

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

BOARD ACTION: 1. Discussion

**F. Fly Sun Valley Alliance Report**

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

BOARD ACTION: 1. Discussion

**V. AIRPORT STAFF BRIEF - (5 Minutes Allotted)**

**A. Noise Complaints:**

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Halley	10/2/2016	11:40 pm	Turboprop KingAir	Airport Ops was advised of a Lifeguard flight	Return phone call made to caller and message left. Caller did not return call.



## B. Parking Lot Update

THE CAR PARK GROSS/NET REVENUES						
Month	FY 2014 Gross	FY 2014 Net	FY 2015 Gross	FY 2015 Net	FY 2016 Gross	FY 2016 Net
September	\$31,018.14	\$20,298.33	\$29,244.01	\$17,002.37	\$34,924.00	\$21,848.53

## 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 - 2016 ATCT Traffic Operations data comparison by month. **Attachment #4** is 2016 Enplanement, Deplanement and Seat Occupancy data. The following revenue and expense analysis is provided for Board information and review:

### August 2015/2016

Total Non-Federal Revenue	August, 2016	\$332,919.77
Total Non-Federal Revenue	August, 2015	\$288,671.52
Total Non-Federal Revenue	FY '16 thru August	\$2,911,251.02
Total Non-Federal Revenue	FY '15 thru August	\$2,458,857.50
Total Non-Federal Expenses	August, 2016	\$206,833.87
Total Non-Federal Expenses	August 2015	\$177,563.58
Total Non-Federal Expenses	FY '16 thru August	\$2,473,577.40
Total Non-Federal Expenses	FY '15 thru August	\$2,082,183.44
Net Income to include Federal Programs	FY '16 thru August	\$-683,709.60
Net Income to include Federal Programs	FY '15 thru August	\$-5,066,615.63

## D. Airport Commercial Flight Interruptions: Past 30 days through October 24, 2016

AIRLINE	FLIGHT CANCELLATIONS/MAJOR DELAYS	FLIGHT DIVERSIONS
Horizon Air	No flight cancellations/major delays in the past 30 days.	No flight diversions in the past 30 days.
Delta	September 30 <sup>th</sup> – five hour delay due to weather.  October 7 <sup>th</sup> – Remain Overnight flight could not get in due to equipment issues. Came in early the next morning with passengers from the night before and departed only one hour later than normal scheduled morning departure time.  October 18 <sup>th</sup> – 8.5 hour departure delay due to weather.	No flight diversions in the past 30 days
United Express	None	No flight diversions in the past 30 days



**E. Review Correspondence – Attachment #5**

**Attachment #5** is information included for Board review.

**VI. OLD BUSINESS**

**A. AIRPORT COMMITTEE(S)**

**a. Voluntary Noise Abatement Program Review Committee**

The Voluntary Noise Abatement Program Review Committee met on October 12. The committee participated in the development of noise modeling scenarios with guest Rob Adams from Landrum and Brown. The Chairman of the Committee will provide the Board with an update on the Committee's actions at the meeting.

BOARD ACTION: 1. Discussion

**B. CONSTRUCTION and CAPITAL Projects**

**a. Runway Safety Area Improvements Project – Update**

Construction of the change order to remodel the vending area in the secure area of the terminal for a "post-secure" concession is underway (see Item VI.B.c, below). All other tasks for the Runway Safety Area improvements effort are complete, with the exception of the closeout report for the AIP '041 grant. The closeout process is on hold until this change order is complete. Closeout of the grant will be completed before the end of the calendar year. No presentation or discussion of this item is anticipated at the meeting.

BOARD ACTION: 1. Discussion

**b. Runway Pavement Maintenance – Update**

As discussed at the October meeting, the Pavement Maintenance project was again impacted by the weather. Due to cold temperatures and precipitation, the pavement seal coat could not be applied within the coordinated closure window. The contractor was able, however, to remove rubber from the runway and re-stripe most of the airfield markings. These tasks are important for safe operations through the winter. The runway pavement is still in need of maintenance, and staff is considering a closure in June 2017 to complete this work. No presentation or discussion of this item is anticipated at the meeting.

BOARD ACTION: 1. Discussion

**c. Terminal Concession – Update**

Construction of the terminal concession area began on October 17. Construction is going well and is on schedule for an on time opening before the Thanksgiving holiday travel season. A short update will be provided to the Board during the meeting, with no need for direction or approvals anticipated.

BOARD ACTION: 1. Discussion



**d. Terminal Air Carrier Apron and Parking Lot Improvements – Update**

Work continues on design of the terminal air carrier apron and associated parking lot improvements. Dave Mitchell of T-O Engineers met with the Staff and the Board's design committee on October 17 to discuss the project. Elements of the wall aesthetics were discussed, but the focus of the meeting was the modifications to the parking lot and planned traffic flow within the lot. The consensus of the group was that the preferred route was to reconfigure the parking lot so that traffic will enter the terminal parking lot from the north via Airport Creek Road (immediately south of the St. Luke's Clinic, also the current exit road from the airport) and then to exit the lot to the south on Airport Circle. The design team has developed two options for this configuration, which will be presented and discussed at the meeting.

BOARD ACTION: 1. Discussion

**e. Terminal Airline Ticketing Office Improvements - Update**

Representatives from TSA, including the TSA funding program analyst from HQ in D.C. and a Baggage Handling System Engineer (contractor), recently visited the airport to discuss the proposed improvements to the airline ticketing and baggage handling areas of the terminal. They provided comments on the proposed configuration, along with insight into the potential for TSA funding for a portion of the project. There is some opportunity for funding, which is being researched further. Based on comments received, RLB is working to revise the floor plan in this area and the revised plan will be presented to the design review committee sometime during November. No presentation or discussion of this item is anticipated at the meeting.

BOARD ACTION: 1. Discussion

**C. AIRPORT PLANNING Projects**

**a. Noise Modeling – Update**

Rob Adams from Landrum and Brown visited the airport on October 12, 2016, and attended the Voluntary Noise Abatement Committee meeting. Rob provided insights into what the modeling process can accomplish and the steps necessary to accomplish the scope of work.

Based on the outcome of the meeting, the first step in the modeling process will be a data collection effort to gather necessary data to establish a baseline. Once the data has been collected and a baseline established, the two scoped alternative scenarios can be run. Staff is working with Rob to finalize a Notice-to-Proceed which is expected by the end of the month including an overall project schedule. It is anticipated that the initial data collection effort will take approximately two plus months.

BOARD ACTION: 1. Discussion

**b. Airport Master Plan**

**i. DRAFT Chapter F/Financial Plan – Attachment #6**

Ricondo & Associates previously delivered a draft version of Chapter F, Financial Feasibility Analysis, that was included in last month's Board packet for initial FMAA review and discussion (Attachment #6 in the **October 2016**



packet). Some initial, minor review comments were made by the Board at last month's meeting and will be incorporated into a final draft pending additional review comments by the Board at this meeting.

As requested, additional information regarding the demolition and potential financial return of the existing airport as it relates to the cost assumptions for a replacement site was researched and will be added to the new draft chapter. **Attachment #6** includes the proposed language (highlighted) to be added to Section 3.2.2 of the draft to address the request.

The project team requests additional Board comment on draft Chapter F. Based on the Board's input, Ricondo & Associates will make any necessary revisions to Chapter F prior to inclusion in the final Master Plan report.

BOARD ACTION:        1. Discussion/Public Comment/Action  
The planning team and staff are seeking approval of Chapter F at the Board's discretion.

## **ii. Airport Layout Plan Inclusions**

T-O Engineers is in the process of updating the Airport Layout Plan (ALP) drawing set.

The planning team and staff are seeking direction on two items for consideration on the ALP; the future potential land acquisition land envelope as it relates to a future property line for RPZ and approach protection purposes and revisions to future declared distances.

As previously discussed during the Board's consideration of Chapter D and Conceptual Development Plan, future potential land acquisition on the south end of the airport for RPZ and approach protection presents the possibility of amending the declared distances currently in place for Runway 13 departures should land be acquired and the existing property boundary fence line be relocated. 1000 ft. of Runway Safety Area (RSA) is required for aircraft departures on Runway 13. Current Runway 13/31 physical pavement length is 7,550 ft. Declared distances for Runway 13 take-off run and aborted take-off stop requirements is currently 7,150 ft. Current available calculable runway length for aircraft departures on Runway 31 is reduced by 400 ft. less than actual physical runway pavement length because the required 1000 ft. RSA is impacted by the current fence. The distance between the physical runway end and fence is 600 ft. Therefore, the additional 400 ft. needed to satisfy the departure RSA requirements is derived by use of declared distances. A Declared Distances table is required by the FAA to be included on our ALP and our existing approved ALP shows the Ultimate (future) Declared Distance to remain the "same" over the 20-year planning period.

The planning team and staff are seeking the Board's direction regarding a revised property line envelope and the Ultimate Declared Distances table to be included on the new ALP to "add back" the 400 ft. of calculable distance resulting in future published available length of 7,550 ft. for Runway 13 departures. The ability to revise the Ultimate Declared Distances table on the ALP is based on potential for future land acquisition on the south end resulting in a new property line and the opportunity to relocate the fence. Aircraft operators, including our air carriers, would benefit from being able to use full existing pavement length in their take-off calculations from a safety and performance perspective.



To be clear, revising the Ultimate Declared Distances table on the new ALP would not commit the Board to acquiring the land or relocating the fence should land be acquired in the future. It does reserve the future potential from a planning perspective based on the 20-year planning horizon of this master plan and ALP development. The planning team and staff recommend a note on the ALP clearly stating the conditions and approach to the change of the Ultimate Declared Distances table on the new ALP.

BOARD ACTION:      1. Discussion/Public Comment/Action  
The planning team and staff are seeking the Board's direction regarding the revisions to the ALP as described above and discussed at the meeting.

#### **D. OTHER**

##### **a. Independent Board Member Selection Process**

As directed during the October meeting, staff has published an advertisement soliciting interest and resumes for the Independent Board Member position. The advertisement closed October 27, after the completion of the Board packets. As of the writing of the packet brief, a total of four resumes have been submitted. All submitted resumes will be provided to the selection committee on Oct. 28<sup>th</sup> for initial review and further action. Additional discussion of the process at this meeting is at the discretion of the Board.

BOARD ACTION:      1. Discussion/Public Comment/Action

#### **VII. NEW BUSINESS**

##### **A. December Meeting Date**

The FMAA regular meeting date is December 6, 2016. Staff is requesting Board consideration to reschedule the December meeting date to accommodate ARFF training for the Airport Manager.

BOARD ACTION:      1. Discuss/Direct

#### **VIII. PUBLIC COMMENT**

**IX. EXECUTIVE SESSION - I.C. §74-206 (c)**      **To acquire an interest in real property which is not owned by a public agency**

**I.C. §74-206 (f)**      **To communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated**

#### **X. ADJOURNMENT**



ATTACHMENT 1

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

**October 4, 2016  
5:30 P.M.**

**IN ATTENDANCE:**

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

**FRIEDMAN MEMORIAL AIRPORT STAFF:** Airport Manager – Chris Pomeroy, Contracts/Finance Administrator – Lisa Emerick, Operations Manager – Todd Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant/Alternate Security Coordinator – Roberta Christensen, Administrative Assistant/IT Systems Maintenance Coordinator – April Matlock

**CONSULTANTS:** T-O Engineers – Dave Mitchell; Centerlyne – Nancy Glick and Sarah Shepard, Ruscitto/Latham/Blanton – Nick Latham, Mike Smith

**AIRPORT TENANTS/PUBLIC:** Atlantic Aviation – Mike Rasch; Walt Denekas, FSVA – Carol Waller; Bill Rae, Marc Reinemann

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

**CALL TO ORDER:**

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

**I. APPROVE AGENDA**

The agenda was approved as presented.

**II. PUBLIC COMMENT**

No public comment was made.

**III. APPROVE FMAA  
MEETING MINUTES**

**A. September 6, 2016 Regular Meeting (See Brief)**

The September 6, 2016 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

**MOTION:**

***Made by Board Member McCleary to approve the  
September 6, 2016 Friedman Memorial Airport  
Authority Regular Meeting Minutes as presented.  
Seconded by Board Member Haemmerle.***

**PASSED**

**BOARD MEMBER COOLEY ABSTAINED**

**IV. REPORTS**

**A. Chairman Report**

Chairman Fairfax commented that it has been 3 months since Chris Pomeroy was hired as the Airport Manager and he believes the Board selected the right person for the job. He thanked Airport Manager Pomeroy for all his hard work and complimented him for doing a great job in his new position.

**B. Blaine County Report**

No report was given.



**C. City of Hailey Report**

Board Member Haemmerle agreed with Chairman Fairfax's comments regarding Airport Manager Pomeroy and commented that he appreciates his attendance at the City of Hailey council meetings.

**D. Airport Manager Report (See Power Point Presentation)**

Operations Manager Emerick reported the following:

- Jamie Hoover has been hired as the new ARFF/Operations Specialist and will begin his employment at FMA on October 6<sup>th</sup>. Airport Manager Pomeroy commented that he is looking forward to strengthening the Airport's relationship with the City of Hailey Fire Department.

Airport Manager Pomeroy reported the following:

- Mountain Rides bussing service to/from the Airport will begin in December. Bus and commercial flight schedule coordination with Mountain Rides and FSVA are ongoing and Staff is currently planning and researching the best staging area location for the bus service at the Airport.
- The Soldier Field Airport in Camas County was approved by the FAA in April and Airport Manager Pomeroy will be monitoring the air strip for possible impacts to the Airport and keeping the Board updated on its construction.
- The Airport's RSA Project received a 2<sup>nd</sup> place Idaho Business Review Award in the Transportation Category for Idaho's top projects of the year.
- Airport Manager Pomeroy organized a team building and strategic planning day with Staff that was helpful, positive, and beneficial for Airport Staff. The vision and mission statement of the Airport were discussed, as well as five priority focus areas for the FMA team.

Contracts/Finance Administrator Emerick reported the following:

- The annual auditing process has begun with a review of internal control conducted with the auditors last week. They will be back to conduct the financial audit in November and present their findings to the Board at the January meeting.
- Staff is working with Attorney Laski to develop an updated Employee Handbook.

**E. Communications Director Report (See Power Point Presentation)**

Communications Director Nancy Glick summarized the Airport's communications goals to educate, engage and be responsive to the public, promote the main message, and increase brand awareness. She outlined what Centerlyne has accomplished towards achieving these goals.

Board Member Haemmerle asked Communications Director Glick to discuss what specific communication techniques are used to educate the public regarding Airport activity and Board decisions.

Communications Director Glick answered that their goal is to state the facts and effectively communicate the Board's decisions to the public in a way that does not attempt to persuade or change negative perceptions that some individuals may hold.

Board Member Schoen asked Communications Director Glick if Centerlyne would welcome Board input and involvement in the communications process. He also asked if there are any other kinds of media they plan to use in the future besides what is used now.

Communications Director Glick answered that Centerlyne would welcome the Board's input and involvement in the communications process and commented that the Board's participation would have a positive impact.



Communications Director Sarah Shepard added that if the Board becomes socially engaged it will be perceived positively by the community. She also answered that before any other media platforms can be explored, Centerlyne will be focusing their efforts on building up the website as it is the main media/communication channel for the public.

Board Member McCleary commented that she is looking forward to the website improvements and suggested that the website include information about the days of the week certain flights are offered.

Communications Director Glick commented that days of the week flight information will be included on the website.

Chairman Fairfax complimented the Communications Directors on doing a good job. He commented that the community outreach, social media and newsletters that have been distributed so far have been well received. He also agreed that the website needs to be updated.

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

Fly Sun Valley Alliance representative Carol Waller reported the following:

- The October Seattle flights are doing great again this year.
- Scheduling details for diversion bussing between the bussing company and airlines continues.
- Diversion bussing will start on November 1<sup>st</sup>.
- A new bussing company with better equipment will be providing diversion bussing services this year.
- The discussions with airlines regarding the schedule for next summer and fall are ongoing.

Board Member Haemmerle asked if enplanement numbers in the off-season months have been increasing.

Ms. Waller answered that enplanement numbers in historically slack months are increasing.

Board Member Greenberg asked if it is typical to overbook a flight by 10 or 11 people. He commented that a member of his family experienced this at the Airport on a recent flight.

Airport Manager Pomeroy answered that he discussed that specific occurrence with the airline station manager and they confirmed that it was uncommon to have 11 people overbooked on a flight and it is not a typical practice.

Chairman Fairfax commented that the X-Ray approach is no longer listed as an available approach.

Airport Manager Pomeroy answered that the X-Ray approach is still available and there is confusion regarding the "old" private X-Ray approach being listed as not available. He commented that he will research the issue with the FAA to try and clear up the confusion.

### **V. 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. **Airport Commercial Flight Interruptions (See Brief)**
- E. **Review Correspondence (See Brief)**

## **VI. OLD BUSINESS**

### **A. Airport Solutions**

#### **1. Current Projects**

##### **a. Runway Safety Area Improvements Project – Update (See Brief & Power Point Presentation)**

Airport Manager Pomeroy briefed the Board on the following:

- The AIP '041 close-out has been delayed to accommodate the concessions change order.
- The as-constructed survey data is being processed and final approval is pending.
- The TSA Metal Detector issue has been resolved.

##### **b. Terminal Air Carrier Apron Improvements - Update (See Brief & Power Point Presentation)**

Engineer Mitchell briefed the Board that the initial analysis for the Terminal Air Carrier Apron Improvements project is complete and presented the findings of the initial analysis to the Board (See Power Point Presentation).

Board Member Greenberg asked how many vehicle parking spaces will be lost by improving the terminal air carrier apron.

Engineer Mitchell answered that 36 parking spaces will be lost.

Board Member Schoen asked what the Board's Architectural Committee would be meeting with Engineer Mitchell about.

Engineer Mitchell answered that he would like to discuss the traffic flow and parking lot issues with the Architectural Committee as well as the concrete design of the retaining wall.

##### **c. Terminal Parking Lot Improvements - Update (See Brief)**

No presentation was given.

##### **d. Terminal Concession - Update (See Brief)**

Airport Manager Pomeroy briefed the Board that construction for the Terminal Concession project will begin on October 17<sup>th</sup> and is on schedule to open on Thanksgiving.

#### **2. Future Projects**

##### **a. Terminal Airline Ticketing Office Improvements – Update (See Brief)**

Airport Manager Pomeroy briefed the Board that he will be meeting with a TSA representative on October 11<sup>th</sup> to discuss options for a potential funding partnership.



**B. Runway 13-31 Pavement Maintenance - Update**

Airport Manager Pomeroy briefed the Board that the airport closure is in effect until October 5<sup>th</sup> at 5 p.m. however; due to weather, the projects to be completed during the closure were modified to include rubber removal, restriping of the runway, and the revision of taxiway striping. The seal coat portion of the project will be rescheduled for June, 2017.

**C. Voluntary Noise Abatement Program Review Committee – Opportunity for the Committee to Update the FMAA on Activity**

Airport Manager Pomeroy briefed the Board that Rob Adams with Landrum & Brown will be in attendance at the October 12<sup>th</sup> Voluntary Noise Abatement Program Review Committee Meeting at his own expense. Mr. Adams will be assisting the Committee in developing noise modeling scenarios.

Board Member Haemmerle commented that the initial scope of the Committee was initially to research possible improvements to the Voluntary Noise Abatement Program as well as research the implementation of a Runway Use Program.

Chairman Fairfax commented that he thought the Committee had decided that the Runway Use Program was not a feasible option after their discussion about it with Airport Attorney Peter Kirsch.

Airport Manager Pomeroy commented that the use of a Runway Use Program is allowable and restrictions are in place at our Airport for departures to the south and arrivals from the south; however; these restrictions are voluntary and the Airport is not allowed to make them mandatory.

Board Member Haemmerle commented that it is important that the Committee explores all options regarding a Runway Use Program.

Board Member Schoen commented that the role of the Committee is to explore all options that address noise related impacts at the Airport and then present a summary report or recommendations to the Board for consideration.

Board Member Cooley commented that he would like assurance that the Runway Use Program discussion has not been set aside in the Committee meetings and would like comments related to that discussion included in the Committee's summary report.

**D. Master Plan – Introduction of DRAFT Chapter F – Financial Plan (See Brief & Power Point Presentation)**

Airport Manager Pomeroy briefed the Board on Chapter F of the Master Plan Update (See October 4, 2016 Power Point Presentation).

Board Member Greenberg commented that for the 7<sup>th</sup> bullet point on page F.15, the fiscal years 2017-2019 for land acquisition costs do not match the corresponding table on page F.14. He also asked why land acquisitions costs were split between two years.

Airport Manager Pomeroy answered that land acquisition costs are split between two years in order to reduce its fiscal impact per fiscal year.

Chairman Fairfax commented that the title for the long-term CIP portion of Table F6 should be amended to "Long-Term CIP (FY 2025 – FY 2034)." He also asked why equipment acquisition items under the Mid-Term CIP category were estimated using current values for 2016 while the related income for the same period show an increase.



Airport Manager Pomeroy answered that the CIP Costs and Funding Table is calculated according to what is deemed typical for these types of analysis.

The Board discussed that projects and funding scenarios for projects will change in the future, therefore it is difficult to predict or assume future projects and costs.

Board Member Haemmerle asked if an assumption can be included in Table F5 that addresses the financial impact if the current Airport were no longer operational.

Airport Manager Pomeroy answered that that assumption was not considered in the financial feasibility analysis but he will research it.

Chairman Fairfax opened the discussion to public comment.

No public comment was made.

**E. Noise Modeling – Update**

Please see the Voluntary Noise Abatement Program Review Committee – Opportunity for the Committee to Update the FMAA on Activity agenda item for this discussion.

Chairman Fairfax opened the discussion for public comment.

No public comment was made.

**VII. NEW BUSINESS**

**A. Surplus Property Disposal – review of surplus property list and declaration of the items as surplus property (See Brief)**

Airport Manager Pomeroy requested that the Board review the list of surplus property that Airport Staff has compiled and declare the items as surplus property if appropriate.

Board Member Schoen commented that he would like the property to be sold in a manner that would receive the most amount of revenue.

***MOTION:***

***Made by Board Member Haemmerle to declare the listed property as surplus property. Seconded by Vice-Chairman Keirn.***

***PASSED UNANIMOUSLY***

Board Member Schoen commented that he would like a stipulation that Airport Staff will pursue avenues for disposal that would earn as much revenue as feasible. He suggested that the Airport hire an auctioneer and conduct an auction to dispose of the surplus property.

The Board agreed to leave the decision on how to sell the surplus property for the most revenue at Airport Manager Pomeroy's discretion.

**B. Independent Board Member Selection Process – The Board-established term of the Independent Board Member ends on December 31<sup>st</sup>. Discussion of the selection process as desired. (See Brief)**

Airport Manager Pomeroy briefed the Board that the Independent Board Member position expires on December 31<sup>st</sup> and requested that the Board discuss a selection process.



Board Member Haemmerle commented that the Independent Board Member position should be opened to the public in order to allow those interested an opportunity to apply.

Board Member Schoen commented that for the last selection process, the Board elected a Selection Committee to work with Staff to publish a notice of availability, review submitted applications, and make a recommendation to the Board on how to proceed.

Board Member McCleary commented that she would support that process as it is important that the Board remains open to the public.

Attorney Laski commented that there was a criteria document for the Independent Board Member position developed for the last selection process that seems as though it would still be relevant. He also commented that the appointment of the Independent Board Member position has to be unanimous.

Board Member Schoen and Board Member Cooley volunteered to serve on the Selection Committee.

Atlantic Aviation General Manager, Mike Rasch, commented that one of the assets that Chairman Fairfax brings to the Board is the aviation aspect and suggested that the selected Independent Board Member be involved in the aviation community.

Board Member Schoen suggested that Mr. Rasch be included in the Selection Committee.

Board Member Haemmerle commented that he does not have an objection to input from the pilot community; however, it does seem as though people believe that the Independent member must be from the pilot community.

Board Member Schoen commented that the list of criteria for the Independent Board Member position does require some aviation background. He suggested that he circulate the prior list of criteria to the Selection Committee for review and then to the Board for final approval before it is published.

Airport Manager Pomeroy commented that he will send the prior list of criteria and previous advertisement used for the last selection process to the Board tomorrow.

## **VIII. PUBLIC COMMENT**

No public comment was made.



**IX. EXECUTIVE SESSION – MOTION:  
I.C. §74-206 (c)(f)**

*Made by Board Member Schoen to enter into executive session pursuant to Idaho Code §74-206 paragraph (c) to acquire an interest in real property which is not owned by a public agency and paragraph (f) to communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated. Seconded by Vice-Chairman Keirn.*

**ROLL CALL VOTE:**

<b>Chairman Fairfax</b>	<b>Yes</b>
<b>Vice-Chairman Keirn</b>	<b>Yes</b>
<b>Board Member Greenberg</b>	<b>Yes</b>
<b>Board Member Schoen</b>	<b>Yes</b>
<b>Board Member Haemmerle</b>	<b>Yes</b>
<b>Board Member McCleary</b>	<b>Yes</b>
<b>Board Member Cooley</b>	<b>Yes</b>

**PASSED UNANIMOUSLY**

**IX. ADJOURNMENT**

The October 4, 2016 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 7:30 p.m.

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Lawrence Schoen, Secretary

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



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10/18/16

Accrual Basis

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (Combined '16)

### October 2015 through August 2016

	Oct '15 - Aug 16	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
4000-00 · AIRCARRIER				
4000-01 · Aircarrier - Lease Space	77,477.73	84,520.44	-7,042.71	91.7%
4000-02 · Aircarrier - Landing Fees	141,071.60	150,000.00	-8,928.40	94.0%
4000-03 · Aircarrier - Gate Fees	1,100.00	1,200.00	-100.00	91.7%
4000-04 · Aircarrier - Utility Fees	19,275.64	16,041.00	3,234.64	120.2%
4000-05 · Aircarrier - Misc.	0.00	0.00	0.00	0.0%
4010-07 · Aircarrier - '14 PFC App	302,841.89	301,500.00	1,341.89	100.4%
Total 4000-00 · AIRCARRIER	541,766.86	553,261.44	-11,494.58	97.9%
4020-00 · TERMINAL AUTO PARKING REVENUE				
4020-01 · Automobile Parking - Terminal	175,652.05	200,000.00	-24,347.95	87.8%
Total 4020-00 · TERMINAL AUTO PARKING REVENUE	175,652.05	200,000.00	-24,347.95	87.8%
4030-00 · AUTO RENTAL REVENUE				
4030-01 · Automobile Rental - Commission	465,584.44	485,000.00	-19,415.56	96.0%
4030-02 · Automobile Rental - Counter	24,517.02	25,000.00	-482.98	98.1%
4030-03 · Automobile Rental - Auto Prkng	60,212.76	59,285.27	927.49	101.6%
4030-04 · Automobile Rental - Utilities	1,353.24	2,500.00	-1,146.76	54.1%
Total 4030-00 · AUTO RENTAL REVENUE	551,667.46	571,785.27	-20,117.81	96.5%
4040-00 · TERMINAL CONCESSION REVENUE				
4040-10 · Advertising - Commission	44,161.25	33,000.00	11,161.25	133.8%
4040-11 · Vending Machines - Commission	21,624.96	15,000.00	6,624.96	144.2%
4040-12 · Terminal ATM	166.25	0.00	166.25	100.0%
Total 4040-00 · TERMINAL CONCESSION REVENUE	65,952.46	48,000.00	17,952.46	137.4%
4050-00 · FBO REVENUE				
4050-01 · FBO - Lease Space	214,456.95	225,189.60	-10,732.65	95.2%
4050-02 · FBO - Tiedown Fees	421,096.78	460,000.00	-38,903.22	91.5%
4050-03 · FBO - Landing Fees - Trans.	291,962.03	275,000.00	16,962.03	106.2%
4050-04 · FBO - Commission	18,740.18	18,000.00	740.18	104.1%
Total 4050-00 · FBO REVENUE	946,255.94	978,189.60	-31,933.66	96.7%
4060-00 · FUEL FLOWAGE REVENUE				
4060-01 · Fuel Flowage - FBO	234,995.04	210,000.00	24,995.04	111.9%
Total 4060-00 · FUEL FLOWAGE REVENUE	234,995.04	210,000.00	24,995.04	111.9%
4070-00 · TRANSIENT LANDING FEES REVENUE				
4070-02 · Landing Fees - Non-Comm./Gov't	200.06	500.00	-299.94	40.0%
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	200.06	500.00	-299.94	40.0%



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Accrual Basis

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (Combined '16)

### October 2015 through August 2016

	Oct '15 - Aug 16	Budget	\$ Over Budget	% of Budget
<b>4080-00 · HANGARS REVENUE</b>				
4080-01 · Land Lease - Hangar	398,268.87	571,006.43	-172,737.56	69.7%
4080-02 · Land Lease - Hangar/Trans. Fee	9,789.20	5,384.00	4,405.20	181.8%
4080-03 · Land Lease - Hangar/Utilities	1,648.42	1,563.00	85.42	105.5%
<b>Total 4080-00 · HANGARS REVENUE</b>	409,706.49	577,953.43	-168,246.94	70.9%
<b>4090-00 · TIEDOWN PERMIT FEES REVENUE</b>				
4090-01 · Tiedown Permit Fees (FMA)	8,390.47	11,649.00	-3,258.53	72.0%
<b>Total 4090-00 · TIEDOWN PERMIT FEES REVENUE</b>	8,390.47	11,649.00	-3,258.53	72.0%
<b>4100-00 · POSTAL CARRIERS REVENUE</b>				
4100-01 · Postal Carriers - Landing Fees	8,484.32	13,000.00	-4,515.68	65.3%
4100-02 · Postal Carriers - Tiedown	2,970.00			
<b>Total 4100-00 · POSTAL CARRIERS REVENUE</b>	11,454.32	13,000.00	-1,545.68	88.1%
<b>4110-00 · MISCELLANEOUS REVENUE</b>				
4110-01 · Misc. Revenue	40.20			
4110-06 · Misc. - Security-Prox. Cards	31,280.00	32,000.00	-720.00	97.8%
4110-09 · Miscellaneous Expense Reimburse	0.00			
<b>Total 4110-00 · MISCELLANEOUS REVENUE</b>	31,320.20	32,000.00	-679.80	97.9%
<b>4120-00 · GROUND TRANSP. PERMIT REVENUE</b>				
4120-01 · Ground Transportation Permit	13,900.00	13,500.00	400.00	103.0%
4120-02 · GTSP - Trip Fee	3,119.60	3,080.00	39.60	101.3%
<b>Total 4120-00 · GROUND TRANSP. PERMIT REVENUE</b>	17,019.60	16,580.00	439.60	102.7%
<b>4400-00 · TSA</b>				
4400-02 · Terminal Lease	214,009.00	40,000.00	174,009.00	535.0%
<b>Total 4400-00 · TSA</b>	214,009.00	40,000.00	174,009.00	535.0%
<b>4510-00 · DOT/Small Community Air Service</b>				
4510-01 · Small Community Air Service	0.00	150,000.00	-150,000.00	0.0%
<b>Total 4510-00 · DOT/Small Community Air Service</b>	0.00	150,000.00	-150,000.00	0.0%
<b>4520-00 · INTEREST INCOME</b>				
4520-07 · Interest Income - '14 PFC	14.78			
4600-00 · Interest Income - General	5,702.96	3,080.00	2,622.96	185.2%
<b>Total 4520-00 · INTEREST INCOME</b>	5,717.74	3,080.00	2,637.74	185.6%



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Accrual Basis

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (Combined '16)

### October 2015 through August 2016

	Oct '15 - Aug 16	Budget	\$ Over Budget	% of Budget
4740-00 · AIP 40 - Safety Area Proj. Imp.				
4740-01 · AIP '40 Project II	0.00	25,000.00		0.0%
4740-00 · AIP 40 - Safety Area Proj. Imp. - Other	-31,495.30		-25,000.00	
<b>Total 4740-00 · AIP 40 - Safety Area Proj. Imp.</b>	<b>-31,495.30</b>	<b>25,000.00</b>	<b>-56,495.30</b>	<b>-126.0%</b>
4741-00 · AIP 41 - Safety Area Phase III				
4741-01 · AIP '41 SA Phase III	1,075,237.38	1,500,000.00	-424,762.62	71.7%
4741-02 · TSA Office RA	0.00	210,000.00	-210,000.00	0.0%
<b>Total 4741-00 · AIP 41 - Safety Area Phase III</b>	<b>1,075,237.38</b>	<b>1,710,000.00</b>	<b>-634,762.62</b>	<b>62.9%</b>
4742-00 · AIP 42 - Project TBD				
4742-01 · AIP '42 Project TBD	0.00	1,125,000.00	-1,125,000.00	0.0%
<b>Total 4742-00 · AIP 42 - Project TBD</b>	<b>0.00</b>	<b>1,125,000.00</b>	<b>-1,125,000.00</b>	<b>0.0%</b>
<b>Total Income</b>	<b>4,257,849.77</b>	<b>6,265,998.74</b>	<b>-2,008,148.97</b>	<b>68.0%</b>
<b>Gross Profit</b>	<b>4,257,849.77</b>	<b>6,265,998.74</b>	<b>-2,008,148.97</b>	<b>68.0%</b>



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Accrual Basis

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (Combined '16)

### October 2015 through August 2016

Expense	Oct '15 - Aug 16	Budget	\$ Over Budget	% of Budget
<b>EXPENDITURES</b>				
<b>"A" EXPENSES</b>				
5000-01 · Salaries - Airport Manager	144,880.11	156,900.00	-12,019.89	92.3%
5010-00 · Salaries - Contracts/Finance Adm	90,587.54	92,217.86	-1,630.32	98.2%
5010-01 · Salaries - Office Assist.	168,196.07	181,696.16	-13,500.09	92.6%
5020-00 · Salaries - ARFF/OPS Chief	67,080.21	92,217.86	-25,137.65	72.7%
5030-00 · Salaries - ARFF/OPS Specialist	281,151.79	319,890.40	-38,738.61	87.9%
5040-00 · Salaries-ASC/Sp.Prjct./Ex. Assi	66,683.96	65,652.90	1,031.06	101.6%
5050-00 · Salaries - Temp.	18,503.75	25,000.00	-6,496.25	74.0%
5050-02 · Salaries - Merit Increase	0.00	36,000.00	-36,000.00	0.0%
5060-01 · Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 · Overtime - Snow Removal	29,847.96	20,000.00	9,847.96	149.2%
5060-04 · OT - Security	0.00	2,500.00	-2,500.00	0.0%
5100-00 · Retirement	98,490.43	114,290.95	-15,800.52	86.2%
5110-00 · Social Security/Medicare	62,098.04	75,307.99	-13,209.95	82.5%
5120-00 · Life Insurance	1,808.12	1,500.00	308.12	120.5%
5130-00 · Medical Insurance	166,309.80	190,000.00	-33,690.20	82.3%
5160-00 · Workman's Compensation	12,436.00	15,000.00	-2,564.00	82.9%
5170-00 · Unemployment Claims	67.91			
<b>Total "A" EXPENSES</b>	<b>1,198,141.69</b>	<b>1,390,174.12</b>	<b>-192,032.43</b>	<b>86.2%</b>
<b>"B" EXPENDITURES</b>				
<b>"B" EXPENSES - ADMINISTRATIVE</b>				
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	13,141.30	12,000.00	1,141.30	109.5%
<b>Total 6000-00 · TRAVEL EXPENSE</b>	<b>13,141.30</b>	<b>12,000.00</b>	<b>1,141.30</b>	<b>109.5%</b>
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies - Office	35,926.25	13,000.00	22,926.25	276.4%
6010-03 · Supplies - Computer	8,276.21			
<b>Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE</b>	<b>44,202.46</b>	<b>13,000.00</b>	<b>31,202.46</b>	<b>340.0%</b>
6020-00 · INSURANCE				
6020-01 · Insurance - Liability	9,700.00	11,800.00	-2,100.00	82.2%
6020-02 · Insurance - Public Officials	5,161.54	4,715.00	446.54	109.5%
6020-03 · Insurance-Bldg/Unlic.Veh./Prop	37,842.42	35,660.00	2,182.42	106.1%
6020-04 · Insurance - Licensed Vehicles	6,064.00	6,992.00	-928.00	86.7%
<b>Total 6020-00 · INSURANCE</b>	<b>58,767.96</b>	<b>59,167.00</b>	<b>-399.04</b>	<b>99.3%</b>



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Accrual Basis

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (Combined '16)

### October 2015 through August 2016

	Oct '15 - Aug 16	Budget	\$ Over Budget	% of Budget
<b>6030-00 · UTILITIES</b>				
6030-01 · Utilities - Gas/Terminal	11,956.20	9,000.00	2,956.20	132.8%
6030-02 · Utilities - Gas/Maintenance	6,148.33	5,062.00	1,086.33	121.5%
6030-03 · Utilities - Elect./Runway&PAPI	6,733.00	7,000.00	-267.00	96.2%
6030-04 · Utilities - Elec./Office/Maint.	9,253.22	15,000.00	-5,746.78	61.7%
6030-05 · Utilities - Electric/Terminal	38,242.77	34,600.00	3,642.77	110.5%
6030-06 · Utilities - Telephone	13,895.51	12,184.46	1,711.05	114.0%
6030-07 · Utilities - Water	5,145.80	798.90	4,346.90	644.1%
6030-08 · Utilities - Garbage Removal	8,706.92	9,849.99	-1,143.07	88.4%
6030-09 · Utilities - Sewer	2,731.37	2,384.52	346.85	114.5%
6030-11 · Utilities - Electric/Tower	4,655.36	6,000.00	-1,344.64	77.6%
6030-12 · Utilities - Elec./Brdrfd.Hghl	695.58	723.18	-27.60	96.2%
6030-15 · Utilities - Elec/AWOS	2,987.45	2,552.53	434.92	117.0%
6030-16 · Utilities - Elec. Wind Cone	126.91	140.24	-13.33	90.5%
6030-17 · Utilities - Elec.- Hangar	59.54	210.82	-151.28	28.2%
<b>Total 6030-00 · UTILITIES</b>	<b>111,337.96</b>	<b>105,506.64</b>	<b>5,831.32</b>	<b>105.5%</b>
<b>6040-00 · SERVICE PROVIDER</b>				
6040-01 · Service Provider - Weat/Flight	5,623.00	2,079.00	3,544.00	270.5%
6040-02 · Service Provider - Term. Music	429.00	895.00	-466.00	47.9%
6040-03 · Service Provider - Internet AOB	8,281.44	25,000.00	-16,718.56	33.1%
6040-05 · Service Provider - Internet Ter	1,650.00	1,800.00	-150.00	91.7%
6040-06 · Service Provider - SSI Movement	9,850.00	9,850.00	0.00	100.0%
6040-07 · Serv. Provider - Security CMS	39,050.00	50,000.00	-10,950.00	78.1%
6040-08 · Service Provider - Part 139 Arp	4,000.00	3,000.00	1,000.00	133.3%
6040-09 · Service Provider - Elec. Filing	12,650.00	13,800.00	-1,150.00	91.7%
6040-10 · Service Provider - Term. Flight	1,470.00	6,200.00	-4,730.00	23.7%
6040-11 · Service Provider - Term. Satell	1,117.57	6,000.00	-4,882.43	18.6%
<b>Total 6040-00 · SERVICE PROVIDER</b>	<b>84,121.01</b>	<b>118,624.00</b>	<b>-34,502.99</b>	<b>70.9%</b>
<b>6050-00 · PROFESSIONAL SERVICES</b>				
6050-01 · Professional Services - Legal	75,727.60	35,000.00	40,727.60	216.4%
6050-02 · Professional Services - Audit	41,243.39	45,000.00	-3,756.61	91.7%
6050-03 · Professional Services - Engineer	13,515.89	10,000.00	3,515.89	135.2%
6050-04 · Professional Services - ARFF	2,000.00	2,000.00	0.00	100.0%
6050-05 · Professional Services - Gen.	17,957.50	63.75	17,893.75	28,168.6%
6050-07 · Professional Services - Archite	0.00	66,000.00	-66,000.00	0.0%
6050-08 · Professional Services - Securit	6,060.00	4,000.00	2,060.00	151.5%
6050-10 · Prof. Svcs.-IT/Comp. Support	19,629.00	14,000.00	5,629.00	140.2%
6050-12 · Prof. Serv.-Planning Air Serv.	16,642.42	15,000.00	1,642.42	110.9%
6050-13 · Prof. Serv.-Website Des.& Maint	9,082.72	2,262.50	6,820.22	401.4%
6050-15 · Prof. Serv. - Public Outreach	21,072.86	20,000.00	1,072.86	105.4%
6050-16 · Professional Services - SCASDP	5,000.00			
<b>Total 6050-00 · PROFESSIONAL SERVICES</b>	<b>227,931.38</b>	<b>213,326.25</b>	<b>14,605.13</b>	<b>106.8%</b>



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Accrual Basis

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (Combined '16)

### October 2015 through August 2016

	Oct '15 - Aug 16	Budget	\$ Over Budget	% of Budget
<b>6060-00 · MAINTENANCE-OFFICE EQUIPMENT</b>				
6060-01 · Maint.-Office Equip./Gen.	0.00	10,000.00	-10,000.00	0.0%
6060-04 · Maintenance - Copier	2,370.44			
6060-05 · Maintenance - Phone	1,401.38			
<b>Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT</b>	<b>3,771.82</b>	<b>10,000.00</b>	<b>-6,228.18</b>	<b>37.7%</b>
<b>6070-00 · RENT/LEASE OFFICE EQUIPMENT</b>				
6070-01 · Rent/Lease - Office Equip./Gen	0.00	3,400.00	-3,400.00	0.0%
6070-02 · Rent/Lease - Postage Meter	988.00	1,400.00	-432.00	69.1%
<b>Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT</b>	<b>988.00</b>	<b>4,800.00</b>	<b>-3,832.00</b>	<b>20.2%</b>
<b>6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E</b>				
6080-01 · Dues/Memberships/Publications	17,264.94	13,000.00	4,264.94	132.8%
6080-04 · Airport Marketing	13,384.23	20,000.00	-6,615.77	66.9%
6080-06 · Marketing - SCASDP	750.00	0.00	750.00	100.0%
<b>Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E</b>	<b>31,399.17</b>	<b>33,000.00</b>	<b>-1,600.83</b>	<b>95.1%</b>
<b>6090-00 · POSTAGE</b>				
6090-01 · Postage/Courier Service	1,914.21	1,500.00	414.21	127.6%
<b>Total 6090-00 · POSTAGE</b>	<b>1,914.21</b>	<b>1,500.00</b>	<b>414.21</b>	<b>127.6%</b>
<b>6100-00 · EDUCATION/TRAINING</b>				
6100-01 · Education/Training - Admin.	6,615.00	15,000.00	-8,385.00	44.1%
6100-02 · Education/Training - OPS	3,825.49	0.00	3,825.49	100.0%
6100-03 · Education/Training - ARFF	7,419.98	0.00	7,419.98	100.0%
6100-04 · Education/Training - Tri-Ann	0.00	0.00	0.00	0.0%
6100-05 · Education - Neighborl Flight	14,781.75	0.00	14,781.75	100.0%
6100-06 · Education - Security	5,060.00	0.00	5,060.00	100.0%
6100-07 · Education - Public Outreach	11,725.12			
<b>Total 6100-00 · EDUCATION/TRAINING</b>	<b>49,427.34</b>	<b>15,000.00</b>	<b>34,427.34</b>	<b>329.5%</b>
<b>6110-00 · CONTRACTS</b>				
6110-01 · Contracts - General	740.00			
6110-02 · Contracts - FMAA	38,500.00	42,000.00	-3,500.00	91.7%
6110-03 · Contracts - SVA/Fee Collection	53,900.00	58,900.00	-5,000.00	91.5%
6110-04 · Contracts - COH LEO	2,992.00	5,000.00	-2,008.00	59.8%
6110-05 · Contracts - Janitorial	45,602.24	30,000.00	15,602.24	152.0%
6110-06 · Electronic Filing System	0.00	0.00	0.00	0.0%
6110-07 · Contracts - Snow Removal	49,598.25	15,000.00	34,598.25	330.7%
6110-08 · Contracts - Eccles Tree Lights	30,000.00	30,000.00	0.00	100.0%
6110-09 · Contracts - Website	0.00	350.00	-350.00	0.0%
6110-10 · Online Email Server Access	0.00	25,000.00	-25,000.00	0.0%
6110-11 · Contracts -Security CMS	0.00	0.00	0.00	0.0%
6110-13 · Contracts - FIDS	0.00	0.00	0.00	0.0%



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# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (Combined '16)

### October 2015 through August 2016

	Oct '15 - Aug 16	Budget	\$ Over Budget	% of Budget
6110-14 · Contracts - TV	0.00	0.00	0.00	0.0%
6110-15 · Contracts - 139 Airfield Rcord	0.00	0.00	0.00	0.0%
<b>Total 6110-00 · CONTRACTS</b>	<b>221,332.49</b>	<b>206,250.00</b>	<b>15,082.49</b>	<b>107.3%</b>
6120-00 · PERMITS				
6120-01 · Permits - General	23.00	100.00	-77.00	23.0%
<b>Total 6120-00 · PERMITS</b>	<b>23.00</b>	<b>100.00</b>	<b>-77.00</b>	<b>23.0%</b>
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	25,273.08	6,500.00	18,773.08	388.8%
6140-00 · Bank Fees	2,346.71	1,000.00	1,346.71	234.7%
6130-00 · MISCELLANEOUS EXPENSES - Other	0.00			
<b>Total 6130-00 · MISCELLANEOUS EXPENSES</b>	<b>27,619.79</b>	<b>7,500.00</b>	<b>20,119.79</b>	<b>368.3%</b>
<b>Total "B" EXPENSES - ADMINISTRATIVE</b>	<b>875,957.89</b>	<b>799,773.89</b>	<b>76,184.00</b>	<b>109.5%</b>
"B" EXPENSES - OPERATIONAL				
6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI				
6500-01 · Supplies/Equipment - General	1,537.00	10,000.00	-8,463.00	15.4%
6500-02 · Supplies/Equipment - Tools	7,673.94			
6500-03 · Supplies/Equipment - Clothing	1,483.55			
6500-04 · Supplies/Equipment - Janitorial	19,512.61			
6500-05 · Supplies/Equipment - Deice	73,681.23	20,000.00	53,681.23	368.4%
6500-06 · Supplies/Equipment - ARFF	1,854.58	5,000.00	-3,145.42	37.1%
<b>Total 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI</b>	<b>105,742.91</b>	<b>35,000.00</b>	<b>70,742.91</b>	<b>302.1%</b>
6510-00 · FUEL/LUBRICANTS				
6510-01 · General	505.90	35,000.00	-34,494.10	1.4%
6510-02 · Fuel	23,008.96			
6510-03 · Lubricants	2,089.16			
<b>Total 6510-00 · FUEL/LUBRICANTS</b>	<b>25,604.02</b>	<b>35,000.00</b>	<b>-9,395.98</b>	<b>73.2%</b>
6520-00 · VEHICLES/MAINTENANCE				
6520-01 · R/M Equipment - General	4,291.56	25,000.00	-20,708.44	17.2%
6520-02 · R/M Equip. '93 Schmidt Snow	4,297.32			
6520-06 · R/M Equip. '85 Ford Dump	2,317.37			
6520-08 · R/M Equip. - '96 Tiger Tractor	723.22			
6520-09 · R/M Equip. - '96 Oshkosh Swp.	725.51			
6520-17 · R/M Equip. '01 Case 921 Ldr.	1,796.20			
6520-18 · R/M Equip. - '97 Chevy Blazer	780.02			
6520-19 · R/M Equip. '02 Ford F-150 PU	1,701.06			
6520-20 · R/M Equip. - '02 Kodiak Blower	252.20			
6520-24 · R/M Equip. - '01 Ford F-250	2,115.07			
6520-25 · R/M Equip. - '04 Batts De-Ice	39.39			
6520-28 · R/M Equip.-Case 621 Loader	2,382.56			



10:13 AM

10/18/16

Accrual Basis

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (Combined '16)

### October 2015 through August 2016

	Oct '15 - Aug 16	Budget	\$ Over Budget	% of Budget
6520-29 · R/M Equip.- 2010 Wausau Plow	11,058.27			
6520-30 · R/M Equip.-'05 Ford F-350	11,781.73			
6520-31 · R/M Equip. - Oshkosh Blower	320.46			
6520-32 · R/M Equip. - '09 Mini Truck	480.05			
6520-34 · R/M Equip. - '12 Case 921F Load	1,894.85			
6520-35 · R/M Equip. - '14 Ford Explorer	616.57			
<b>Total 6520-00 · VEHICLES/MAINTENANCE</b>	<b>47,573.41</b>	<b>25,000.00</b>	<b>22,573.41</b>	<b>190.3%</b>
<b>6530-00 · ARFF MAINTENANCE</b>				
6530-01 · ARFF Maint. General	314.62			
6530-03 · ARFF Maint. - '87 Oshkosh	5,884.34	7,000.00	-6,685.38	4.5%
6530-04 · ARFF Maint. - Radios	240.00			
6530-05 · ARFF Maint. - '03 E-One	123.96			
<b>Total 6530-00 · ARFF MAINTENANCE</b>	<b>6,562.92</b>	<b>7,000.00</b>	<b>-437.08</b>	<b>93.8%</b>
<b>6540-00 · REPAIRS/MAINTENANCE - BUILDING</b>				
6540-01 · R/M Bldg. - General	6,753.23			
6540-02 · R/M Bldg. - Terminal	22,196.72	20,000.00	-13,246.77	33.8%
6540-03 · R/M Bldg. - Shop	5,315.70			
6540-05 · R/M Bldg. - Manager's Bldg.	336.37			
6540-07 · R/M Bldg. - Tower	3,657.47			
6540-08 · R/M Bldg. - Parking Booth	12.98			
<b>Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING</b>	<b>38,272.47</b>	<b>20,000.00</b>	<b>18,272.47</b>	<b>191.4%</b>
<b>6550-00 · REPAIRS/MAINTENANCE - AIRSIDE</b>				
6550-01 · R/M - General	0.00			
6550-02 · R/M - Airfield	5,855.17	10,000.00	-10,000.00	0.0%
6550-04 · R/M - Lights	12,767.34			
6550-05 · R/M - Grounds	3,206.24			
<b>Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE</b>	<b>21,828.75</b>	<b>10,000.00</b>	<b>11,828.75</b>	<b>218.3%</b>
<b>6560-00 · SECURITY EXPENSE</b>				
6560-01 · Security	17,484.71	20,000.00	-2,515.29	87.4%
<b>Total 6560-00 · SECURITY EXPENSE</b>	<b>17,484.71</b>	<b>20,000.00</b>	<b>-2,515.29</b>	<b>87.4%</b>
<b>6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU</b>				
6570-01 · R/M Aeronautical Equip - NDB/DME	10,296.00	25,000.00	-14,704.00	41.2%
6570-02 · R/M Aeronautical Equip. - Tower	3,507.89			



10:13 AM

10/18/16

Accrual Basis

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (Combined '16)

### October 2015 through August 2016

	Oct '15 - Aug 16	Budget	\$ Over Budget	% of Budget
6570-03 · R/M Aeronautical Eqp.-Swt. Sys	682.89			
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	10,296.00			
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	24,782.78	25,000.00	-217.22	99.1%
Total "B" EXPENSES - OPERATIONAL	287,851.97	177,000.00	110,851.97	162.6%
Total "B" EXPENDITURES	1,163,809.86	976,773.89	187,035.97	119.1%
<b>"C" EXPENSES</b>				
7000-00 · MISC. CAPITAL EXPENDITURES				
7000-01 · Contingency	0.00	20,000.00	-20,000.00	0.0%
7000-05 · Computer Equipment/Software	18,305.94	30,000.00	-11,694.06	61.0%
7000-14 · Retrofit Kit - Broom	3,290.30	4,000.00	-709.70	82.3%
7000-17 · Battery Jump Kit Lrg. System	0.00	2,200.00	-2,200.00	0.0%
7000-18 · Sweeper Brushes	0.00	10,000.00	-10,000.00	0.0%
7000-19 · Fork Lift	17,450.00	20,000.00	-2,550.00	87.3%
7000-20 · Sweeper Axles (Brushes)	0.00	8,000.00	-8,000.00	0.0%
7000-21 · Truck Spreader	0.00	8,000.00	-8,000.00	0.0%
7000-22 · Airline Ticketing Office Improv	20,301.22	200,000.00	-179,698.78	10.2%
7000-23 · SRE (Tool Cat)	60,698.01	60,000.00	698.01	101.2%
7000-24 · ARFF Equipment	0.00	0.00	0.00	0.0%
7000-26 · Acquisition - Licensed Vehicles	0.00	0.00	0.00	0.0%
7000-47 · AOB Improvements	18,462.80	0.00	18,462.80	100.0%
Total 7000-00 · MISC. CAPITAL EXPENDITURES	138,508.27	362,200.00	-223,691.73	38.2%
7110-00 · Small Comm. Air Service				
7110-01 · Small Comm. Air Serv. 2013	0.00	150,000.00	-150,000.00	0.0%
Total 7110-00 · Small Comm. Air Service	0.00	150,000.00	-150,000.00	0.0%
7540-00 · AIP '40/PFC EXPENSE - Safety Ar				
7540-01 · AIP '40	0.00	26,565.00	-26,565.00	0.0%
7540-02 · AIP '40 Non-Eligible	14,425.18			
7540-03 · AIP '40 AIP/PFC	-31,495.29			
7540-04 · AIP '40 Non Eligible - Terminal	32,414.00			
7540-06 · AIP '40 Non-Eligible - OPS/Adm.	2,955.06			
Total 7540-00 · AIP '40/PFC EXPENSE - Safety Ar	18,298.95	26,565.00	-8,266.05	68.9%



10:13 AM

10/18/16

Accrual Basis

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (Combined '16)

### October 2015 through August 2016

	Oct '15 - Aug 16	Budget	\$ Over Budget	% of Budget
7541-00 · AIP 41 SA Ph. III -Runway/Term.				
7541-01 · AIP '41	1,016,120.45	1,600,000.00	-583,879.55	63.5%
7541-02 · AIP '41 - Non-Eligible	63,892.03			
7541-05 · Non-Eligible - TSA	191,967.60	260,000.00	-68,032.40	73.8%
7541-06 · Non-Eligible - Terminal	88,619.86			
7541-07 · AIP '41 RETAINER	293,103.63			
7541-08 · AIP '41 RETAINER PFC	19,652.90			
7541-09 · AIP '41 Non-Elig Retainer	8,620.28			
Total 7541-00 · AIP 41 SA Ph. III -Runway/Term.	1,681,976.75	1,860,000.00	-178,023.25	90.4%
7542-00 · AIP '42 EXPENSE - TBD				
7542-01 · AIP '42 - Eligible	25,140.00	1,200,000.00	-1,174,860.00	2.1%
7542-02 · AIP '42 Non-Eligible	3,011.00			
7542-00 · AIP '42 EXPENSE - TBD - Other	0.00	0.00	0.00	0.0%
Total 7542-00 · AIP '42 EXPENSE - TBD	28,151.00	1,200,000.00	-1,171,849.00	2.3%
9001-00 · PFC 14-09-C-00-SUN				
9001-02 · PFC '14 Acquire SRE	466,039.25	500,000.00	-33,960.75	93.2%
9001-03 · PFC '14 Master Plan	178,465.93	175,000.00	3,465.93	102.0%
9001-04 · PFC '14 Relocate SW Taxiway By	29,076.02			
9001-07 · PFC '14 RSA Grading	5,497.66			
9001-08 · PFC '14 Relocate Taxiway A & B	9,035.78			
9001-09 · PFC '14 Relocate Power to PAPI	141.71			
9001-11 · PFC '14 Relocate SRE/ARFF Bldg.	7,224.11			
9001-13 · PFC '14 Relocate Cargo Apron	1,718.42			
9001-14 · PFC '14 Relocate Hangars	4,222.11			
9001-15 · PFC '14 Rehab Terminal Bldg.	7,009.86			
9001-16 · PFC '14 Relocate N. Taxiway	700.48			
9001-17 · PFC '14 Relocate Central Bypass	743.69			
9001-18 · PFC '14 Runway Rehabilitation	2,797.83	131,700.00	-128,902.17	2.1%
9001-20 · PFC '14 RETAINER	0.00			
Total 9001-00 · PFC 14-09-C-00-SUN	712,672.85	806,700.00	-94,027.15	88.3%
Total "C" EXPENSES	2,579,607.82	4,405,465.00	-1,825,857.18	58.6%
Total EXPENDITURES	4,941,559.37	6,772,413.01	-1,830,853.64	73.0%
Total Expense	4,941,559.37	6,772,413.01	-1,830,853.64	73.0%
Net Ordinary Income	-683,709.60	-506,414.27	-177,295.33	135.0%
Net Income	-683,709.60	-506,414.27	-177,295.33	135.0%

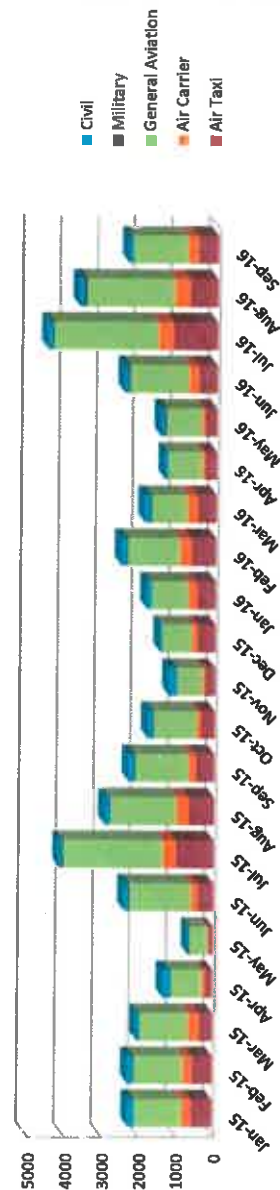


Friedman Memorial Airport  
September 2016

ATCT Traffic Operations Record

Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
January	3,622	3,893	3,912	2,600	3,028	2,787	4,547	2,520	2,070	2,379	2,408	2,098	2,454	2,128	2,249	1,842
February	4,027	4,498	3,073	3,122	3,789	3,597	3,548	2,857	2,244	2,647	2,117	2,205	2,612	1,417	2,268	2,533
March	4,952	5,126	3,086	4,097	3,618	2,918	4,677	3,097	2,145	2,709	1,813	1,921	2,753	1,924	2,023	1,917
April	2,494	3,649	2,213	2,840	2,462	2,047	2,581	2,113	1,724	1,735	1,604	1,513	1,509	1,210	1,337	1,380
May	3,905	4,184	2,654	3,282	2,729	2,134	1,579	2,293	2,280	1,891	1,533	1,693	1,852	555	668	1,501
June	4,787	5,039	4,737	4,438	3,674	3,656	5,181	3,334	2,503	3,019	2,898	2,761	3,203	2,164	2,387	2,475
July	6,359	8,796	6,117	5,910	5,424	5,931	7,398	4,704	4,551	5,005	5,004	4,810	5,345	4,345	4,159	4,562
August	6,479	6,917	5,513	5,707	5,722	6,087	8,196	4,570	4,488	4,705	4,326	3,823	4,644	3,114	2,932	3,719
September	3,871	4,636	4,162	4,124	4,609	3,760	4,311	2,696	3,376	3,128	3,359	2,396	2,403	2,237	2,292	2,379
October	3,879	3,656	3,426	2,936	3,570	3,339	3,103	2,134	2,145	2,012	1,886	1,658	1,874	1,760	1,789	0
November	3,082	2,698	2,599	2,749	2,260	2,912	2,892	1,670	1,901	1,309	1,114	1,325	1,475	908	1,229	0
December	3,401	2,805	3,247	3,227	2,722	3,834	2,699	1,848	2,272	1,811	2,493	2,066	2,016	1,545	1,482	0
<b>Totals</b>	<b>50,858</b>	<b>55,897</b>	<b>44,739</b>	<b>45,032</b>	<b>43,607</b>	<b>43,002</b>	<b>50,712</b>	<b>33,836</b>	<b>31,699</b>	<b>32,350</b>	<b>30,555</b>	<b>28,269</b>	<b>32,140</b>	<b>23,307</b>	<b>24,815</b>	<b>22,308</b>

Operations  
2015-2016  
(Cumulative)





**Friedman Memorial Airport  
September 2016**

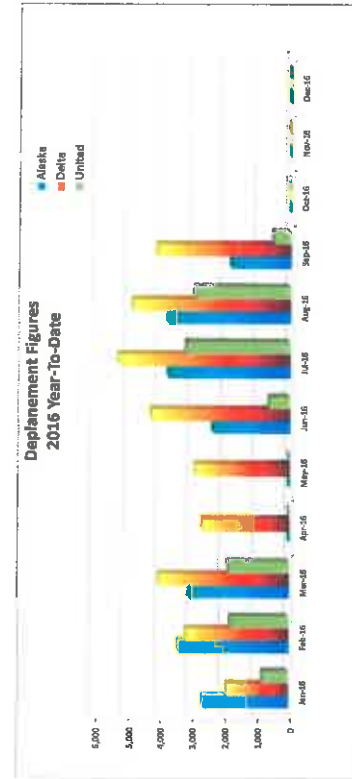
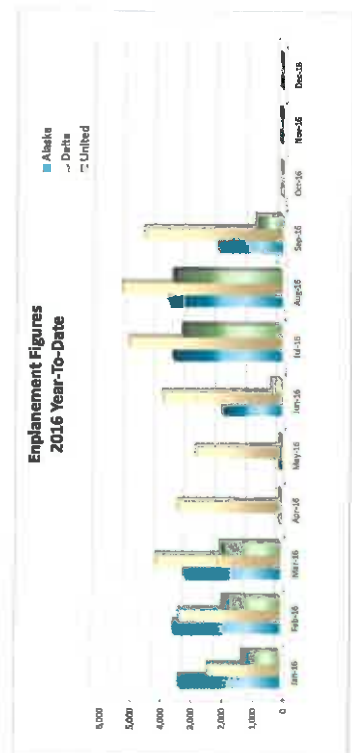
By Month	2016 Enplanements														
	Alaska Airlines				Delta Airlines				United Airlines						
	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change
Jan-16	3,194	38	3,232	2,616	24%	2,285	41	2,326	2,996	-22%	1,166	31	1,197	1,277	-6%
Feb-16	3,348	59	3,407	3,261	4%	3,192	70	3,262	2,703	21%	1,818	32	1,850	1,194	55%
Mar-16	2,975	73	3,048	3,362	-9%	3,929	94	4,023	4,284	-6%	1,899	23	1,922	1,437	34%
Apr-16	0	0	0	0	0%	3,232	95	3,327	2,373	40%	0	0	0	0	0%
May-16	0	0	0	0	0%	2,642	93	2,735	935	193%	0	0	0	0	0%
Jun-16	1,839	54	1,893	1,661	14%	3,705	120	3,825	3,344	14%	291	8	299	203	47%
Jul-16	3,426	66	3,492	3,508	1%	4,867	97	4,964	3,801	31%	3,133	54	3,187	2,807	14%
Aug-16	3,559	81	3,640	3,661	-1%	5,072	124	5,196	3,786	37%	3,458	48	3,506	3,299	6%
Sep-16	1,968	36	2,004	2,071	-3%	4,326	117	4,443	3,599	23%	801	18	819	756	8%
Totals	20,309	407	20,716	20,140	3%	33,250	851	34,101	27,801	23%	12,566	214	12,780	10,973	16%
Legend for Chart:															

Legend for Chart:

Month	2016 Enplanements										2016 Deplanements									
	Alaska Airlines					Delta Airlines					United Airlines					Total				
	Revenue	Non- Revenue	Total	Prior Year Month	Total % Change	Revenue	Non- Revenue	Total	Prior Year Month	Total % Change	Revenue	Non- Revenue	Total	Prior Year Month	Total % Change	Total Revenue	Total Dep.	Prior Year Total	Total % Change	
Jan-16	2,555	34	2,589	2,168	19%	1,851	37	1,888	2,176	-13%	767	23	790	722	9%	5,267	5,066	5,066	4.0%	
Feb-16	3,267	74	3,341	3,390	-1%	3,082	64	3,146	2,729	15%	1,757	30	1,787	1,319	35%	8,274	7,438	7,438	11.2%	
Mar-16	2,967	66	3,033	3,066	-1%	3,924	81	4,005	3,919	2%	1,810	48	1,858	1,192	56%	8,896	8,177	8,177	8.8%	
Apr-16	0	0	0	0	0%	2,567	71	2,638	2,092	26%	0	0	0	0	0%	2,638	2,092	2,092	26.1%	
May-16	0	0	0	0	0%	2,799	86	2,885	928	211%	0	0	0	0	0%	2,885	928	2,885	210.9%	
Jun-16	2,293	69	2,362	2,323	2%	4,149	108	4,257	3,804	18%	627	9	636	547	16%	7,255	6,474	6,474	12.1%	
Jul-16	3,687	53	3,740	4,036	-7%	5,170	105	5,275	3,800	39%	3,133	65	3,198	2,882	11%	12,213	10,718	10,718	13.9%	
Aug-16	3,663	80	3,743	3,546	6%	4,737	125	4,862	3,424	42%	2,881	47	2,928	2,522	16%	11,533	9,492	9,492	21.5%	
Sep-16	1,768	58	1,826	1,994	-8%	3,983	122	4,105	3,291	25%	498	15	513	506	1%	6,444	5,791	5,791	11.3%	
Totals	20,200	434	20,634	20,523	1%	32,262	799	33,061	25,963	27%	11,473	237	11,710	9,690	21%	65,405	56,176	56,176	16.4%	

Legend for Chart:

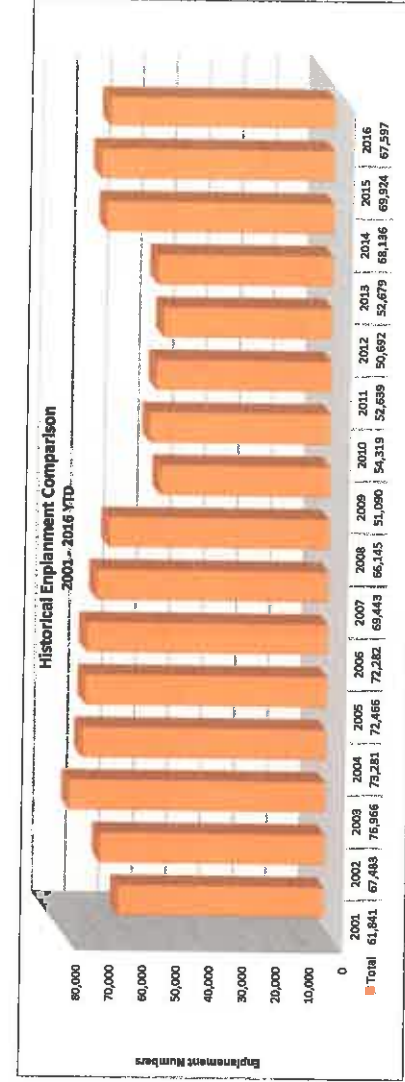
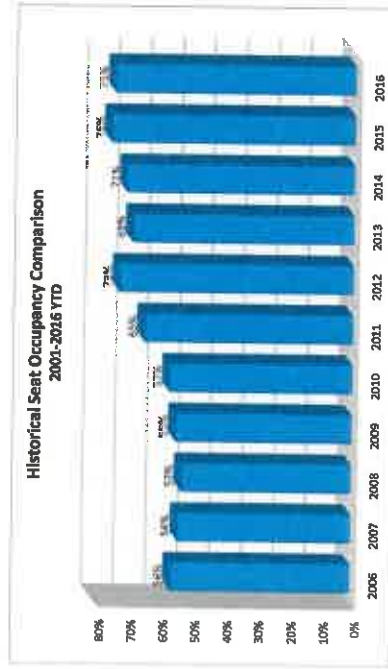
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Friedman Memorial Airport  
September 2016

2016 Seat Occupancy																		
Month	Alaska Airlines				Delta Airlines				United Airlines					Seat Occupancy Totals			Seat Occupancy Totals Prior Year Comparison	
	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Total Seats Available	Total Seats Occupied	Total Percent Occupied	Prior Year % Change Total Seats Available	Prior Year % Change Total Seats Occupied	Prior Year % Change Total % Occupied
Jan-16	60	4,560	3,232	71%	44	3,036	2,326	77%	30	1,980	1,197	60%	9,576	6,755	71%	3%	-2%	-4%
Feb-16	56	4,256	3,407	80%	60	4,140	3,262	79%	38	2,508	1,850	74%	10,904	8,519	78%	13%	19%	5%
Mar-16	51	3,876	3,048	79%	80	5,520	4,023	73%	37	2,442	1,922	79%	11,838	8,993	76%	0%	-1%	-1%
Apr-16	0	0	0	0%	62	4,278	3,327	78%	0	0	0	0%	4,278	3,327	78%	22%	40%	16%
May-16	0	0	0	0%	56	3,864	2,735	71%	0	0	0	0%	3,864	2,735	71%	21%	193%	-5%
Jun-16	42	2,856	1,893	66%	86	5,934	3,825	64%	14	824	299	32%	9,714	6,017	62%	22%	16%	-6%
Jul-16	61	4,148	3,492	84%	101	6,969	4,964	71%	62	4,340	3,187	73%	15,457	11,643	75%	17%	15%	-3%
Aug-16	61	4,148	3,640	88%	96	6,824	5,196	78%	62	4,340	3,506	81%	15,112	12,342	82%	19%	15%	-4%
Sep-16	36	2,448	2,004	82%	85	5,865	4,443	76%	21	1,366	819	59%	9,689	7,266	75%	24%	13%	-9%
Totals	367	26,292	20,716	79%	670	46,230	34,101	74%	264	17,920	12,780	71%	90,442	67,597	75%	7%	8%	1%
Note: Total of 68 Seats Available on aircraft for summer months Total of 76 Seats Available on aircraft for winter months Seats are capped at 68 during some periods in the summer due to weight and balance requirements and other times of the year seats may be capped due to environmental conditions															Total of 68 Seats Available on aircraft from Jan. - June Total of 70 Seats starting in July			





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## Work on Willis airstrip suspended

Attorney says runway project violates Camas County zoning

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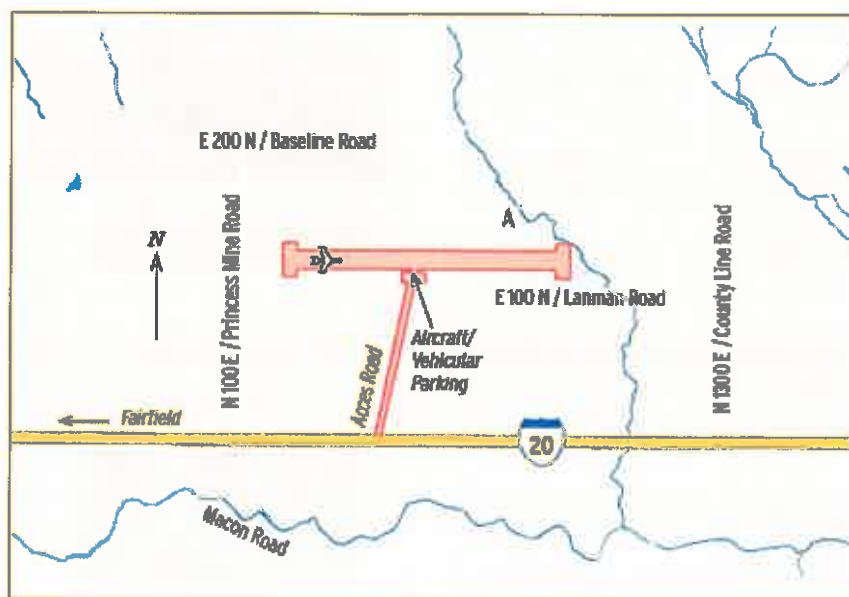
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### Soldier Field Airport



This rough overhead sketch shows the location of Bruce Willis' private airstrip, Soldier Field Airport, about 10 miles east of Fairfield in Camas County. The runway is being built by Bellevue-based Sluder Construction and work should be completed by mid-October. Express map by Kristen Kaiser

Posted: Wednesday, September 28, 2016 4:00 am

5 comments

Posted on Sep 28, 2016  
by Ryan Thorne

Construction on a private airstrip near Fairfield has been halted after it was discovered that the project violated a county zoning ordinance.



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Ben Worst, Attorney

**We hope to slow the [construction] process until we can have more public hearings and to make sure the project complies with the law."**

Mike Grbic, property manager for movie star Bruce Willis, said in mid-September that Willis is building a dirt airstrip, Soldier Field Airport, about 10 miles east of Fairfield in Camas County.

But work on the 8,500-foot-long and 100-foot-wide airstrip was halted after Ketchum attorney Ben Worst notified Camas County Planning and Zoning Administrator Dwight Butlin that the airstrip site is on land zoned for agricultural use and that the airstrip would have negative impacts on adjacent neighbors, agriculture and wildlife habitat.

Worst is representing Dave Konrad, who lives and farms near the airstrip site.

Under the current Camas County zoning ordinance, only feedlots, employee housing, stockyards, nurseries and roadside stands can be built on land zoned for agricultural use.

Butlin issued a stop-work notice at the airstrip site Sept. 21, writing that "airports are not listed in the zoning ordinance as approved use in the Agricultural District."

In mid-September, Butlin said in an interview that Camas County "does not regulate private airstrips under the current zoning ordinance." He said that if the airport changes from private to public use, it would have to be properly zoned and obtain a conditional-use permit, and any further site development would have to be approved by the county.

Butlin declined to comment on the matter when reached Monday, as did Grbic.

Camas County Commissioners Barb McMurdo, Kenneth Backstrom and Ron Chapman could not be reached for comment as of press deadline Tuesday.

Butlin said the Camas County Planning and Zoning Commission is holding a public hearing on a new draft county zoning ordinance Tuesday, Oct. 4, at 7:15 p.m. in the Camas County Annex building, at 517 Soldier Field Road in Fairfield.

Under the new draft county zoning ordinance, "aircraft landing fields and airports" could be built on land zoned for agriculture under a conditional-use permit as long as they "will not have an adverse effect upon adjacent developed land."

Butlin said that after public comment is taken Oct. 4, P&Z commissioners will deliberate on the matter and make recommendations to the Camas County commissioners.

Konrad said Monday that he and several neighbors have pooled resources to continue to have Worst represent them.

"It's part of their duties as county officials to pay attention to land use," he said. "We want to address the threat to the environment and quality of life for residents."

Konrad said he and county residents support county government services through taxes and that county officials did residents a disservice by allowing construction to begin on the airport before public comment was taken.

Konrad expressed concerns that the private airstrip could one day be converted to a "full-size, commercial airport."

Worst said Monday that the county comprehensive plan and zoning ordinances were designed with citizen input to "clearly protect agricultural land."

In regard to the airstrip, he said, any changes to the comp plan and zoning ordinances would have to take place through a public process.



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"The county officials have an obligation to explain why a runway 1,000 feet longer than the one at Friedman Memorial Airport is being built," he said. "We hope to slow the [construction] process until we can have more public hearings and to make sure the project complies with the law."

In a hand-delivered letter to Butlin dated Sept. 19, Worst wrote, "Mr. Konrad is concerned that dust, noise, vibrations, lights, etc. from the airport activities will interfere with his ranching and farming and his quality of life."

He also wrote that the "airport in question will replace productive farmland with a landing surface on which one of these [agricultural] activities could be performed."

Worst told Butlin in the letter that he would "pursue the matter to the fullest extent of the law including, without limitation, obtaining a Writ of Mandate to force the County to do its job and enforce its own laws" if the county failed to stop work at the airstrip site.

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## **AAAE/USCTA FAA CONTRACT TOWER LEGISLATIVE RECOMMENDATIONS**

The 253 airports with FAA contract towers were disappointed that Congress did not include in the 14-month FAA reauthorization extension any of the excellent safety-enhancing FAA contract tower provisions that were part of the House FAA reauthorization (H.R. 4441) and the Senate FAA reauthorization (S. 2658) bills, despite widespread and deep bipartisan congressional support. The airport industry believes this was a missed opportunity to settle once and for all the long overdue reforms to the contract tower program that would provide needed stability for participating airports, particularly considering recent comments from some FAA officials regarding their intent to shut down the program entirely.

FAA issued a moratorium in April 2014 on any new airports to be considered for the contract tower program. Additionally, the agency continues working to revise the benefit/cost (b/c) eligibility criteria for the contract tower program in a manner that could close some contract towers and/or unfairly shift tower staffing costs as an unfunded mandate to the vast majority of airports with contract towers. The airport industry has attempted to work collaboratively with FAA on these overdue b/c reforms over the past few years without any tangible results.

Both House and Senate FY '17 Transportation, Housing and Urban Development (THUD) appropriations bills provide \$159 million in bill language to fund the contract tower program, as requested by the industry. The aviation community expresses great thanks to both THUD appropriations subcommittees for providing this funding level. In addition, the Senate THUD appropriations bill includes positive bill language that will require FAA to issue benefit/cost ratios on airports in the cost share program and airports that have applied to enter the contract tower program as of January 1, 2016.

### **HILL REQUEST**

The airport industry respectfully asks that Congress include in the FY '17 minibus/omnibus appropriations bill during the lame duck session the pro-safety contract tower provisions that were part of the House and Senate reauthorization bills. Specifically, the industry recommends that Congress (1) adopt Section 119D of the Senate-passed THUD FY '17 appropriations bill, and (2) add Section 135 of H.R. 4441 and Section 1204(f) (exemption) from S. 2658 in the FY '17 minibus/omnibus appropriations bill. Including these provisions would provide needed and long overdue stability for the contract tower program and would end the moratorium by requiring FAA to issue b/c ratios on airports that have applied for the program and those in the cost share program.

Adoption of these legislative measures will ensure that this cost-effective and highly successful government/industry partnership program continues to provide long proven safety and air traffic efficiency benefits to 253 airports across the country.

Thank you very much for your time and consideration.



## **FAA Contract Tower Background – *The Government/Industry Partnership Dedicated to Air Traffic Safety***

- The FAA Contract Tower Program (FCT) enjoys strong bipartisan and bicameral support in Congress in recognition of the enhanced safety, improved air traffic control services, and significant FAA cost savings these control towers provide the agency and taxpayers. These benefits have been validated repeatedly by the Department of Transportation's Office of Inspector General. Currently, 253 airports in 46 states participate in the program (237 in the fully funded program and 16 in the cost-share program).
- To illustrate the cost-effectiveness of the program to taxpayers, according to FAA statistics, the towers in the FCT Program handle approximately **28 percent** of all U.S. tower operations, but account for just **14 percent** of FAA's overall budget allotted to air traffic control tower operations.
- As a result of this 33-year highly successful government/industry partnership, the FCT Program: (1) enhances aviation safety at airports that otherwise would not have a tower; (2) provides significant cost savings to FAA and taxpayers; (3) plays a key role in connecting smaller airports and rural communities with the national air transportation system; (4) helps smaller airports retain and develop commercial air service and general aviation; (5) promotes economic development and creates jobs locally; (6) provides significant support for military readiness/training and national security operations (47 percent of all military operations at civilian airports in the U.S. occur at FAA contract towers), and (7) consistently receives high marks for customer service from aviation users (pilots, airlines, FBOs, flight schools and corporate flight departments).
- The vast majority of federal contract air traffic controllers are former FAA or military controllers. In addition, approximately 70 percent of all contract controllers are veterans.
- All federal contract controllers are FAA-certified air traffic controllers who meet the identical training and operating standards as FAA-employed controllers. FAA manages and oversees all aspects of the FCT Program, including operating procedures, staffing plans, certification and medical tests of contract controllers, security and facility evaluations.
- Federal contract towers operate together with FAA-staffed facilities throughout the country as part of a unified national air traffic control system.
- Without a federal program that provides necessary funding, sets safety and training standards, certifies operations and monitors all aspects of contract tower facilities, many of these towers would be forced to close.

For further information or questions, please contact Spencer Dickerson of AAAE/USCTA at 703/824-0500, ext. 130 or [sdickerson@aaae.org](mailto:sdickerson@aaae.org)



## CHAPTER F Financial Feasibility Analysis

One potential source of local funding for the replacement airport would be proceeds generated by sale of the existing Airport site for redevelopment. According to a Redevelopment Plan and Feasibility Analysis completed in 2011, the estimated land value of the existing Airport site was \$34.25 million at that time. It is expected that there would be substantial demolition and site preparation required prior to sale of the land, and that it would take 10 years to sell all of the property. A preliminary statement of airport demolition costs prepared in 2011 estimated \$5.24 million for these activities, including removal of pavements, buildings, fencing, and lighting, and associated revegetation. However this statement did not include potential costs associated with removal of pavement base material; backfill and compaction for areas where building foundations and pavements have been removed; removal of subsurface utilities; removal of stockpiled paving material; subdivision approvals, engineering, and infrastructure costs; or permitting fees and contingencies. The statement also did not consider potential cost savings associated with re-use of materials. A more focused redevelopment plan would be required to maximize revenues from the sale of the land. Because sale of the existing Airport site would occur after the replacement airport is open, this revenue source would not be available until after the 20-year planning period and is therefore outside the scope of this analysis. However, proceeds from sale of the existing Airport site could be used to pay off a portion of required local government bonds.

### 4. Conclusion and Recommendations

Based on the analysis documented in this chapter, implementation of the Existing Airport Scenario appears to be financially feasible given the funding sources anticipated to be available to the Authority through the planning period. However, implementation of the Replacement Airport Scenario is not financially feasible given the anticipated availability of funding sources. Given a choice between implementation of the two scenarios, from a financial feasibility standpoint, the Existing Airport Scenario is the most viable at this point in time.

As implementation of the CIP progresses it is recommended that Airport Management, in conjunction with the Authority, assess the financial feasibility of each project included in the CIP. Future considerations regarding the funding of the CIP include the following:

- **Enplaned passenger/traffic growth** – As applicable, the financial plan was developed and analyzed in consideration of the FAA approved aviation activity forecast developed for the Airport (see Chapter B). Actual year-to-year enplaned passengers and aircraft operations will likely deviate from the forecast. Significant changes in enplaned passenger and aircraft operations levels may impact revenues and expenses, as well as PFC revenues and the availability of AIP grants.
- **Availability of AIP funds** – The current funding plan analyzed for each development scenario assumes that the FAA will continue to authorize and appropriate AIP funds for eligible projects. Because the level of authorized and appropriated AIP funds may vary from year to year, alternative funding sources may need to be identified if grants cannot be obtained for certain eligible projects.
- **Potential increase in maximum PFC level** – Airport industry groups have requested that federal PFC regulations be changed to increase the PFC program's maximum PFC level from its current level of \$4.50 per eligible enplaned passenger. Although current FAA authorizing legislation does not address the issue, it is possible that future reauthorization legislation will address it, as industry pressure to raise the maximum PFC level increases. The financial projections and the funding plans reflected in this chapter assume the Airport's current \$4.50 PFC level is in place for the entire planning period. If federal PFC