

**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 6, 2012 at 5:30 p.m. at the **old Blaine County Courthouse Meeting Room**, Hailey, Idaho. The proposed agenda for the meeting is as follows:

**AGENDA
November 6, 2012**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. UNFINISHED BUSINESS**
 - A. Airport Solutions
 - 1. Blaine County Report DISCUSSION
 - 2. City of Hailey Report DISCUSSION
 - 3. Airport Manager Report DISCUSSION
 - a. Instrument Procedures Feasibility Study Proposal DISCUSSION
 - 4. Communications Director Report DISCUSSION
 - a. Coffee Talk DISCUSSION
 - b. Airport Tour DISCUSSION
 - 5. Existing Site
 - a. Friedman Memorial Airport Alternatives – Technical Analysis DISCUSS/DIRECT/ACTION
 - 6. Retain/Improve/Develop Air Service DISCUSS/DIRECT
 - a. FSVA Report DISCUSS/DIRECT
 - b. First Time Schedule Commercial Jet Service Environmental Assessment (EA) Update DISCUSS/DIRECT
 - B. Joint Powers Agreement Property Transfer Update DISCUSS/DIRECT
 - C. FMAA Bylaws – Attachment #1 DISCUSS/DIRECT/ACTION
- IV. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. October 2, 2012 Regular Meeting - Attachment #2 ACTION
- V. NEW BUSINESS**
 - A. Legal Counsel Request for Qualification (RFQ) – Attachment #3 ACTION
 - B. Mini Truck Acquisition Process – Attachment #4 ACTION
- VI. AIRPORT STAFF BRIEF**
 - A. Noise Complaints
 - B. Parking Lot Update
 - C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #5 - #8
 - D. Review Correspondence – Attachment #9
 - E. Fly Sun Valley Alliance Update – Attachments #10, #11
 - F. Airport Weather Interruptions
 - G. Operations Brief
- VII. PUBLIC COMMENT**
- VIII. EXECUTIVE SESSION - I.C. §67- 2345 (1)(a)**
- IX. ADJOURNMENT**

III. UNFINISHED BUSINESS

A. Airport Solutions

1. Blaine County Report

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

BOARD ACTION: 1. Discussion

2. City of Hailey Report

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

BOARD ACTION: 1. Discussion

3. Airport Manager Report

a. Instrument Procedures Feasibility Study Proposal

BOARD ACTION: 1. Discussion

4. Communications Director Report

a. Coffee Talk

BOARD ACTION: 1. Discussion

b. Airport Tour

BOARD ACTION: 1. Discussion

5. Existing Site

a. Friedman Memorial Airport Alternatives – Technical Analysis

The Airport Alternatives Technical Analysis effort is nearing completion and will be presented to the Board at the meeting. The document will also be available to Board members at the meeting. The document will be in “final draft” form, but the Board will have an opportunity to provide comments before the document is finalized.

Airport Manager and members of the T-O team traveled to the FAA Seattle Airports District Office in Renton, Washington to meet regarding this study on October 23. The purpose of this meeting was to discuss our progress on the analysis and to get any feedback they had. The meeting was extremely productive and gave us the input we needed to finish the analysis and report. It is clear from this meeting that the FAA's priority is

to achieve Runway Safety Area compliance at the airport. The FAA is under a Congressional mandate to comply with Runway Safety Area standards at all airports by the end of 2015.

The final report will identify seven alternatives for consideration by the Board and FAA:

1. Shift Runway East (Move Highway East)
2. Shift Runway East (Relocate Highway West)
3. Shift Runway West
4. Shift Runway South and Rotate
5. Shift Runway South 1,700'
6. No Expansion
7. Modest Expansion

The first four alternatives represent full compliance with all FAA standards and the final three will require modifications of standards for approval. As you will recall, an eighth alternative was presented at the October meeting, Shift Runway South 500'. In further analysis, it was determined that this alternative had no distinct advantages over Alternative 5; therefore it was eliminated from further consideration. The narrative of the report will note that this option was considered. Of the final seven alternatives, only Alternatives 6 and 7 provide for compliance with Runway Safety Area standards by the end of 2015.

The next steps in this process will include finalizing the Technical Analysis Report and preparing draft Modifications of Design Standards documentation for the various standards that will require modification for Alternatives 6 and 7. At this time, those standards are anticipated to include Runway Object Free Area, Runway-To-Parallel Taxiway Separation, and Runway-To-Aircraft Parking Separation.

BOARD ACTION: 1. Discuss/direct/action

6. Retain/Improve/Develop Air Service

a. FSVA Report

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

BOARD ACTION: 1. Discuss/direct

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

The FAA has issued a Final Environmental Assessment (Final EA) and Finding of No Significant Impact (FONSI) for the Operations Specifications approval of regional jet operations at the airport by SkyWest Airlines. The Final EA document includes text revisions to

address comments received, the signed FONSI, and individual responses to the nine comment letters received during the public comment period.

A Notice of Availability for the Final EA and FONSI was published in the Idaho Mountain Express on October 24th. Copies of the final document are available on the Airport's website as well as the Sun Valley, Hailey, Ketchum, Bellevue, and Carey City Halls; the Hailey and Ketchum libraries; and at the Airport Manager's office.

The requirements of the National Environmental Policy Act (NEPA) for the associated federal actions have been completed and the next step in process is for the FAA to approve the changes to the Operations Specifications for SkyWest Airlines. After FAA approval, SkyWest will be able to initiate regional jet service. The timing for the start of regional jet service will be dependent on SkyWest's scheduling.

BOARD ACTION: 1. Discuss/direct

B. Joint Powers Agreement Property Transfer Update

This item is on the agenda so that Legal Counsel may update the Board on the Joint Powers Agreement Property transfer process.

BOARD ACTION: 1. Discuss/direct

C. FMAA Bylaws – Attachment #1

Board Member McCleary and Board Member McBryant have been working to clean up, clarify and insure that FMAA Bylaws are in line with the current version of the JPA and practices. Last month was the Board's first opportunity to view the draft document as a group. Several comments and thoughts were provided that might improve the draft document. Attachment #1 is included for Board use. It appears that Board comments and improvements have been captured in the newest version of the draft.

BOARD ACTION: 1. Discuss/direct/action

IV. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

A. October 2, 2012 Regular Meeting – Attachment #2

BOARD ACTION: 1. Action

V. NEW BUSINESS

A. Legal Counsel Request for Qualification (RFQ) – Attachment #3

Last month, Airport Legal Counsel reported that he will be submitting his resignation at the end of the year. To prepare for that eventuality, the Board asked Staff and Legal Counsel to prepare a Request of Qualification (RFQ) for Board review. That RFQ is included as Attachment #3. After Board review if appropriate direct Staff to begin a Legal Counsel selection process.

BOARD ACTION: 1. Action

B. Mini Truck Acquisition Process – Attachment #4

The Board-approved FMAA 2012/2013 Budget includes a line item for the acquisition of two vehicles in the coming year. One of those vehicles is planned to replace the Airport Manager's vehicle and the other is for an environmentally efficient Airport Operations vehicle (Mini Truck). Staff believes we can operate just as effectively and more efficiently with a smaller, all-purpose vehicle that also reduces our carbon foot print and maintenance costs. The total line item is \$43,000.00. Attachment #4 is a Request For Proposals (RFP) for the acquisition of the Mini Truck in the month of November. Anticipated expenditure for this vehicle is approximately \$10,000.00.

BOARD ACTION: 1. Authorize the Board Chair to execute appropriate acquisition documents upon favorable review by Staff and Legal Counsel, barring any unanticipated anomalies that may render an unclear determination.

VI. AIRPORT STAFF BRIEF

A. Noise Complaints:

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Hailey	10/03	1:00 pm	Jet	Low approach from the north.	This was a US Government aircraft, unfamiliar with the area. Winds at the time were out of the south, sustained at 15 kts and gusting to 22 kts, thus dictating an approach from the north. Ops Chief left a phone msg for the caller.
Chantrelle	10/14	11:34	Jet	Low approach from	Research indicated that

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
		pm		south.	the aircraft was operating under an instrument flight plan and as such, was fully within reasonable operating criteria. Ops Chief notified caller by e-mail, the caller's preferred method of communication.
Lwr Brdfrd Rd	10/21	3:00 pm	Stage II Jet	Low/Loud Departure	Research demonstrated a normal departure climb out. This was a Stage II jet, so noise levels were elevated. The caller's location is approximately 2.28 miles from the end (South) of the departure runway. Ops Chief left a phone msg for the caller.

B. Parking Lot Update

The Car Park Gross/Net Revenues

Month	FY 2010 Gross	FY 2010 Net	FY 2011 Gross	FY 2011 Net	FY 2012 Gross	FY 2012 Net
September	\$13,781.08	\$5,906.76	\$14,096.27	\$5,427.02	\$16,903.00	\$6,929.90

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

Attachment #5 is Friedman Memorial Airport Profit & Loss Budget vs. Actual through August 2012. Attachment #6 is air traffic control tower traffic operations data for September 2012. Attachment #7 is 2001 - 2012 air traffic control operations data comparison by month. Attachment #8 is 2012 enplanement, deplanement and seat occupancy data. The following revenue and expense analysis is provided for Board information and review:

August 2011/2012		
Total Non-Federal Revenue	August, 2012	\$225,206.06
Total Non-Federal Revenue	August, 2011	\$227,240.49
Total Non-Federal Revenue	FY '12 thru August	\$1,937,941.88
Total Non-Federal Revenue	FY '11 thru August	\$1,884,730.63
Total Non-Federal Expenses	August, 2012	\$129,354.24
Total Non-Federal Expenses	August, 2011	\$136,904.40
Total Non-Federal Expenses	FY '12 thru August	\$1,694,175.63
Total Non-Federal Expenses	FY '11 thru August	\$1,636,542.27
*Net Income to include Federal Programs	FY '12 thru August	\$-64,639.11
*Net Income to include Federal Programs	FY '11 thru August	\$-118,834.34
*Difference in net income is related to federal transactions.		

D. Review Correspondence - Attachment #9

Attachment #9 is information included for Board review.

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

Attachment #10 is the September 10, 2012 Fly Sun Valley Alliance Meeting Minutes.
Attachment #11 is the October 8, 2012 Fly Sun Valley Alliance Meeting Agenda.

F. Airport Weather Interruptions

October, 2012

Airline	Flight Cancellations	Flight Diversions
Horizon Air	0	0
SkyWest	2 wx	0

Wx: Weather Mech: Mechanical

NOTE: Horizon Airlines has suspended SUN service until the winter season.
SkyWest will commence bussing for diverted flights on Nov. 1

G. Operations Brief

The Emergency Services/airfield Ops Chief attended the Aircraft Rescue Fire Fighting Working Group (ARFFWG) Conference October 8-11. Conference presentations included but were not limited to:

- 1) Washington D.C. Dulles Jet Center Hangar Collapse From Snowfall
- 2) FAA Standards Update
- 3) Turkish Airlines B737 Accident – Amsterdam Airport – Schiphol
- 4) Reno Air Races Crash & Mass Casualty Incident Management
- 5) Air Stair Applications in Emergencies
- 6) ARFF Regulatory Panel Discussions
- 7) Numerous roundtables and work sessions for Board Members and Officers and former Board Members and Officers.

VII. PUBLIC COMMENT

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

IX. ADJOURNMENT

AMENDED AND RESTATED

BY-LAWS

DRAFT
10-4-12

FRIEDMAN MEMORIAL AIRPORT AUTHORITY BOARD OF COMMISSIONERS

ARTICLE I - AUTHORITY AND PURPOSE

The Friedman Memorial Airport Authority Board of Commissioners ("Board") has certain duties, responsibilities and limitations which are delineated in that certain Amended and Restated Joint Powers Agreement ("JPA"), between Blaine County and the City of Hailey, dated July 26, 2011. In order to help perform these duties and responsibilities and observe these limitations, the Board adopts these Amended and Restated By-Laws.

ARTICLE II - ORGANIZATION

- A. The Board shall consist of seven duly appointed persons serving as the Friedman Memorial Airport Authority Board of Commissioners pursuant to the JPA.
- B. The Board shall elect its Chairman, Vice Chairman, Secretary and Treasurer by a majority vote of the members of the Board. This election shall take place during the regular meeting of the Board in October in every odd-numbered year unless the Board, by majority vote, selects a different date for the election.
- C. A vacancy in any office shall be filled by a majority vote of the Board for the unexpired portion of the term.
- D. The Board may establish sub-committees, and/or advisory committees to advise and assist the Board in carrying out its legal and statutory responsibilities.

ARTICLE III – OFFICERS

- A. The Chairman shall preside at all regular and special meetings of the Board and shall have the powers generally assigned to such office in conducting the meetings. The Chairman shall assist the Manager and Staff in the preparation of meeting agendas and the implementation of Board directives. In addition, the Chairman shall be available, as needed, to travel with staff members to meetings with FAA and other government officials. The Chairman shall also establish and maintain a communications protocol which shall insure that all Board members are kept fully informed of FMAA actions on a timely basis.

- B. The Vice Chairman is the Board member elected by a majority vote of the Board who shall perform the duties of the Chairman if the Chairman is unable or unwilling to perform those duties.
- C. The Secretary is the Board member elected by a majority vote of the Board who shall supervise the keeping of the minutes of the meetings of the Board and in general shall perform all duties as from time to time may be assigned by the Chairman or the Board.
- D. The Treasurer is the Board member elected by a majority vote of the Board who shall chair the Finance Committee and shall ensure that the Airport Manager, Contract Administrator and staff approve accounts payable, have charge and custody of and are responsible for all funds and securities of the Authority; shall receive and give receipts for monies due and payable to the Authority from any source whatsoever and shall deposit all such monies in the name of the Authority in such banks, trust companies or other depositories as shall be selected by the Board and in general shall perform all duties incident to the office of Treasurer and such other duties as from time to time may be assigned by the Board.

ARTICLE III – MEETINGS, RECORDS AND VOTING

- A. The Board shall meet for every regular meeting and for each special meeting scheduled during the year. Workshop meetings shall be scheduled as necessary as special meetings. All regular meetings shall be conducted in the Old Blaine County Courthouse, Hailey, Idaho, unless a majority of the Board decides otherwise. Regular and special meetings of the Board shall be conducted in compliance with Section 67-2340 through 67-2347, Idaho Code.
- B. Regular meetings shall be held on the first Tuesday of each month unless that regular meeting date falls on a holiday as defined in Idaho Code Section 73-108, as such now exists or may hereafter be amended, in which case the regular meeting day shall fall on the next business day or on another date to be selected by a majority vote of the Board.
- C. A special meeting is any meeting of the Board other than a regular meeting which is ordered by a majority of the Board.
- D. Pursuant to the JPA, a quorum for all decisions of the Board, except for Joint Decision Matters, shall consist of at least two (2) County Members. For Joint Decision Matters, a quorum shall consist of at least two (2) County Members and at least two (2) City Members.
- E. The Board shall cause to be recorded all regular and special meetings and shall have prepared summaries of the recordings to be used as minutes of all meetings.

The recordings shall be retained for not less than ten (10) years. The Board shall maintain such other records as are approved by a majority of the Board.

- F. Pursuant to the JPA, before notification by FAA that the Existing Airport has been permanently closed to all air traffic, all members of the Board shall be entitled to deliberate, make decisions and exercise all powers with respect to the Existing Airport, as a Joint Decision Matter, but only the County members of the Board shall be entitled to deliberate, make decisions and exercise all powers with respect to the Replacement Airport for all other matters which come before the Board. To the greatest extent possible, the Chair and Authority staff shall work cooperatively to delineate and separate matters pertaining to the Existing Airport from those involving the Replacement Airport. If a Board Member has a conflict of interest as defined by the Idaho Code, the Board Member shall follow the procedures mandated by the "Ethics in Government of Act of 1990" of the Idaho Code.
- G. A quorum must be present during the discussion on any agenda item in order to conduct business concerning that item. Participation by a member of the Board through telecommunications devices shall constitute presence in person by such member at the meeting; provided however, that at least one (1) member of the Board shall be physically present at the location designated at the meeting notice, as required under Section 67-2343, Idaho Code, to ensure that the public may attend such meeting in person. The communications among members of the Board must be audible to the public attending the meeting in person and the members of the Board.
- H. Unless otherwise specifically provided for in the JPA, all decisions of the Board shall be by majority vote.
- I. Proxy votes of members shall not be allowed.
- J. By a majority vote of the Board, the Board may consider business which is not on the agenda.
- K. By a majority vote of the Board, the Board may consider business which is not on the agenda in conformance with I.C. 67-2343 regarding amendment of meeting agendas.

ARTICLE V – ADOPTION AND AMENDMENT OF BY-LAWS

- A. Initial Adoption – These Amended and Restated By-Laws shall be adopted by a majority vote of the Board.
- B. Amendments – These By-Laws may be amended by a majority vote of the Board at a regular or special meeting. Amendments to these By-Laws may be proposed by any member of the Board at a regular meeting.
- C. Conflicts - In the event that any of these By-Laws conflict with the provisions of the JPA or the Idaho Code, the provisions of the JPA or the Idaho Code shall control.
- D. Gender - As used in these By-Laws and to the extent appropriate, references to the masculine, feminine and neuter gender shall each include the other two genders.

WE HEREBY CERTIFY that these Amended and Restated By-Laws of the Friedman Memorial Airport Authority were adopted by a majority of the members of the Friedman Memorial Airport Authority Board of Commissioners at a regular meeting of the Authority.

DATED this _____ day of _____, 2012.

Chairman

Secretary

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

**October 2, 2012
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman –Tom Bowman, Vice-Chairman – Martha Burke, Secretary – Susan McBryant, Board – Lawrence Schoen, Angenie McCleary, Ron Fairfax
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird, Emergency/Operations Chief – Peter Kramer; Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant/Alternate Airport Security Coordinator – Roberta Christensen, Administrative Assistant/IT Systems Maintenance Coordinator - April Dieter,
AIRPORT LEGAL COUNSEL: Luboviski, Wygle, Fallowfield & Ritzau – Barry Luboviski;
CONSULTANTS: T-O Engineers – Dave Mitchell; Mead & Hunt – Brad Rolf;
ANTICIPATE – Candice Pate
AIRPORT TENANTS/PUBLIC: Atlantic Aviation – Mike Rasch; ATCT – George White; Glass Cockpit Aviation – John Strauss; BCPA – Jim Perkins; SVBR – Bob Crosby; Chad TSA - Gilbertson, Felicity Roberts, Evan Stelma, Donna Serrano; Julie Lawson, Jacob Greenburg, Rick Fassino, Mary Crofts, Marc Reinemann
PRESS: Idaho Mountain Express – Kate Wutz

CALL TO ORDER:

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

I. APPROVE AGENDA

The agenda was approved as presented.

II. PUBLIC COMMENT

No public comment was made.

III. UNFINISHED BUSINESS

A. Airport Solutions

1. Blaine County Report

Board Member McCleary reported that the BCC discussed Chairman Bowman's retirement and announced that Chairman Bowman will continue as a County representative on the FMAA Board until December 2012.

Chairman Bowman presented Airport Manager Baird with an Award for 20 years of dedicated and loyal service to the Friedman Memorial Airport and Wood River Valley on behalf of the Board.

Airport Manager Baird thanked the Board and commented that he is honored by the award as it has been a pleasure and honor serving this community for the last 20 years.

2. City of Hailey Report

Board Member McBryant reported that the City of Hailey discussed the Technical Analysis and have concerns about the analysis, however they have not yet had the opportunity to review it. She reported that there will be a City meeting at the end of October to determine if any action is necessary relative to commenting on the document.

3. Airport Manager Report

Airport Manager Baird reported that Sarah Dalton has been announced as the new Manager of the FAA Airports Division - Northwest Mountain Region. He also gave the Board updates regarding the Voluntary Noise Abatement Program and the

Airport Appreciation Day that took place in September.

4. Legal Counsel Report

Attorney Luboviski reported that he will be submitting his resignation at the end of the year.

Chairman Bowman thanked Attorney Luboviski on behalf of the Board for his dedicated service to the Board and Airport Staff for the last 25 years.

5. Communications Director Report

Communications Director Pate reported that the Public Airport Tour for September was well-attended and included a representative from Senator Mike Crapo's office, two members of the Ketchum City Council and the Mayor of Ketchum. The tour for the Sustain Blaine Board was also well-attended. Ms. Pate reported that Airport Manager Baird and she also gave Airport update presentations to the Idaho Transportation Department Board and the Sun Valley Board of Realtors.

The Board asked questions related to Ms. Pate's public outreach and growing familiarity with Airport processes and information.

Airport Manager Baird commented that Ms. Pate has become familiar enough with the information provided in the Airport update presentations to soon be able to administer the presentations herself. He briefed the Board that the next Coffee Talk is scheduled for October 16th and the next Airport Tour is scheduled for October 17th.

6. Existing Site

a. Friedman Memorial Airport Alternatives – Technical Analysis

T-O Engineer Dave Mitchell gave a presentation to the Board summarizing the eight preliminary alternatives in the Technical Analysis for Board discussion and comment.

Chairman Bowman asked Engineer Mitchell to explain the difference between the highway reconfiguration processes in Alternatives 1 and 8.

Engineer Mitchell answered that Alternative 1 would require moving the runway which would push the highway 150 ft. to the east and require the purchase of residential properties. For Alternative 8 the runway would remain at its current location and only the fence would be moved further east and the highway would be relocated closer to the bike path's current location.

The Board discussed and clarified technical aspects of Engineer Mitchell's presentation regarding the eight alternatives.

Board Member McBryant commented that it is important to mention to the FAA that when the Airport is more space-constrained, snow removal storage is lost and that cost component would significantly increase.

Attorney Luboviski commented that it is important to remember that the point of developing the alternatives is not to convince the community to accept them but to present them to the FAA officials in order to explain why certain alternatives would not be financially viable options.

Chairman Bowman opened the Airport Alternatives Technical Analysis discussion for the public comment.

Jacob Greenburg commented that he is concerned about how close the highway would be to the bike path if it were moved to the east.

Engineer Mitchell commented that the highway would be located well away from the bike path and would comply with safety standards.

7. Retain/Improve/Develop Air Service

a. FSV Report

No report was given.

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

Mead & Hunt Consultant, Brad Rolf, updated the Board on the status of the Commercial Jet Service Environmental Assessment (EA) development.

The Board asked questions pertaining to whether or not the EA includes provisions if other airlines request to provide service at the Airport and if there are restrictions on the amount of SkyWest flights that can land/depart at the Airport per day.

Consultant Rolf answered that the EA is an assessment specific to SkyWest and the CRJ 700. If other airlines were to request permission to provide service to the Airport, the request would need to be evaluated by the FAA. He answered that the FAA does not regulate the amount of flights SkyWest is allowed to operate at the Airport and community air service development for the CRJ 700 would not require the completion of another EA.

Board Member Schoen commented that incorporating the CRJ 700 at the Airport will decrease the flight availability to each destination and asked that the Board consider the implications this would have on air service connectivity and how it would impact the traveling public and community efforts to develop air service.

Chairman Bowman opened the EA discussion for the public comment.

Julie Lawson commented that she has communicated to the FAA that the EA only addresses air quality and noise impacts and does not consider the impacts to the community if the amount of flights in and out of the Valley were significantly increased.

Glass Cockpit Aviation owner, John Strauss, commented that for some groups that travel to Sun Valley for recreational purposes, knowing in advance that there are fewer flights is not as critical as a lack of seating even though there are more flight options.

B. Joint Powers Agreement Property Transfer Update

Attorney Luboviski briefed the Board on the development of the Joint Powers Agreement Property Transfer.

IV. APPROVE FMAA MEETING MINUTES

A. September 4, 2012 Regular Meeting (See Brief)

The September 4, 2012 Friedman Memorial Airport Authority Meeting Minutes were approved with the following changes:

VI. III. UNFINISHED BUSINESS

A. Airport Solutions (See Brief)

1. Blaine County Report

Board Member McCleary reported that ~~in August the Blaine County Commissioners discussed the combined efforts from herself, she has worked with~~ Board Member McBryant and Attorney Luboviski to update the FMAA By-Laws. She proposed that the Board include the reconstructed By-Laws in the October Board meeting agenda for discussion.

Board Member Schoen reported that the Blaine County Commissioners also ~~re-signed~~ **agreed to sign** the **Amended Air Service Board** Joint Powers Agreement.

2. City of Hailey Report

Vice-Chairman Burke reported that in August the Hailey City Council had a special meeting to discuss the air service local-option tax being placed on the Fall ballot and the **Amended Air Service Board** Joint Powers Agreement. She reported that both the **Amended Air Service Board** Joint Powers Agreement and air service local-option tax language have been adopted and approved by the City.

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

MOTION: *Made by Vice-Chairman Burke to enter Executive Session under ~~federal Idaho~~ code I.C. §67-2345 (1)(d). Seconded by Board Member McBryant.*

ROLL CALL VOTE:

<i>Board Member Fairfax</i>	YES
<i>Board Member Schoen</i>	YES
<i>Board Member McBryant</i>	YES
<i>Chairman Bowman</i>	YES
<i>Vice-Chairman Burke</i>	YES
<i>Board Member McCleary</i>	YES

PASSED UNANIMOUSLY

MOTION: *Made by Board Member McCleary to approve the September 4, 2012 Friedman Memorial Airport Authority Regular Meeting Minutes as amended. Seconded by Vice-Chairman Burke.*

PASSED UNANIMOUSLY

V. NEW BUSINESS

A. FMAA Bylaws (See Brief)

Attorney Luboviski and Board Member McBryant briefed the Board on the proposed revisions to the FMAA Bylaws.

The Board discussed the proposed revisions of the FMAA Bylaws and suggested minor language additions and edits to be made to the document and presented to the Board for review in the November Board meeting.

VI. AIRPORT STAFF BRIEF

- A. Noise Complaints
- B. Parking Lot Update
- C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (See Brief)
- D. Review Correspondence (See Brief)
- E. Fly Sun Valley Alliance Update (See Brief)
- F. Airport Weather Interruptions
- G. Operations Brief
- H. Administrative Brief
- I. FY '12 Independent Audit
- J. Airport Appreciation Day

VII. PUBLIC COMMENT

Evan Stelma thanked Chairman Bowman for his service to the community and commented that she will miss his leadership as a County Commissioner for Blaine County.

John Strauss commented that he supports the update Mr. Baird gave regarding the Voluntary Noise Abatement Program. He commented that he has had to request additional copies of the FMA Voluntary Noise Abatement Program pamphlet because they have been so effective in the last few years in distributing them to pilots.

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

MOTION:

***Made by Board Member McBryant to enter Executive Session under Idaho code I.C. §67-2345 (1)(a).
Seconded by Board Member Keirn.***

ROLL CALL VOTE:

<i>Board Member Fairfax</i>	<i>YES</i>
<i>Board Member Schoen</i>	<i>YES</i>
<i>Board Member McBryant</i>	<i>YES</i>
<i>Chairman Bowman</i>	<i>YES</i>
<i>Vice-Chairman Burke</i>	<i>YES</i>
<i>Board Member McCleary</i>	<i>YES</i>

PASSED UNANIMOUSLY

IX. ADJOURNMENT

The October 2, 2012 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 7:54 p.m.

Susan McBryant, Secretary

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



ATTACHMENT #3

Request for Information Related To Provision of Legal Services For The Friedman Memorial Airport Authority Hailey, Idaho

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

The selection shall be based on our analysis of the professional qualifications necessary for satisfactory performance of the services required.

Information to be provided shall include:

- a. General description of firm: Include firm's organizational structure, firm history and background, size of firm, recent experience in comparable airport/aviation projects and other public projects, experience or familiarity with projects in a similar environment, experience with the Federal Aviation Administration (FAA), Airport Improvement Program (AIP) projects, and federal government projects.
- b. Local knowledge: Familiarity with Friedman Memorial Airport's political history and management structure.
- c. Work History: Knowledge, experience and capability to successfully perform legal services including, but not limited to, drafting leases and other business documents, personnel matters, administrative law matters and other general practice issues.
- d. Affiliations with other firm(s): Identify other firms that you plan to subcontract or joint venture with, if any, for this contract.
- e. Key Individuals: Identify key person(s) in firm(s) who will provide services and who will be directly responsible for supervising projects; describe the roles these key personnel will fill, their background and their experience.
- f. Current workload: Provide disclosure of any project(s) that may prevent services from being performed in a timely manner.
- g. Time Commitment: Ability and willingness to commit to a five year contract.
- h. References: Provide a list of references to include contact information.

All information shall be provided no later than November 15th and provided to:

Richard R. Baird, Airport Manager
Friedman Memorial Airport
P.O. Box 929
1616 Airport Way
Hailey, Idaho 83333

			Interview and Presentation										
			Bowman	Burke	Fairfax	Keirn	McBryant	McCleary	Schoen	Points Awarded	Average	Rank	
		MAX POINTS per criterion	Individual Board Member Evaluations										
	CRITERION	FIRMS											
1	Firm's organizational structure, firm history and background, size of firm, recent experience in comparable airport/aviation projects and other public projects, experience or familiarity with projects in a similar environment, experience with the Federal Aviation Administration (FAA, Airport Improvement Proram (AIP) projects, and federal government projects.	20									0		1
		20									0		1
		20									0		1
		20									0		1
2	Familiarity with Friedman Memorial Airport's political history and management structure.	30									0		1
		30									0		1
		30									0		1
		30									0		1
3	Knowledge, experience and capability to successfully perform legal services including, but not limited to, drafting leases and other business documents, personnel matters, administrative law matters and other general practice issues.	30									0		1
		30									0		1
		30									0		1
		30									0		1
4	The ability and willingness to commit to a five year contract.	20									0		1
		20									0		1
		20									0		1
		20									0		1

TOTALS	Bowman	Burke	Fairfax	Keirn	McBryant	McCleary	Schoen	SOQ Total
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0

Friedman Memorial Airport Invites Proposals on Pick Up Truck

The Friedman Memorial Airport Authority, Hailey, Idaho, hereby requests proposals for one (1) "Mini-truck" This vehicle will have 20,000 miles or less and be compliant with the latest safety standards. This vehicle will be "road ready" with all applicable lighting, signals, mirrors, bumpers etc... The following are vehicle specifications, which must be adhered to as closely as possible. In your proposal, specifically discuss any differences in your specifications compared to the specifications listed herein.

Detailed pictures of proposed vehicle must be included with proposal and shall include: 360 exterior view, front and rear under carriage, engine compartment, interior cab from both entries, inside of bed and dash to include odometer and VIN.

Specifications:

1. Cab:

- 2 door Single/Regular Cab
- Factory air conditioning
- Power steering
- AM/FM Radio
- Cab/windshield heater
- Windshield wipers
- Turn Signals
- Brake Lights
- Seatbelts

2. Body:

- Body shall be structurally sound and in such a condition as to protect the operator from injury or weather.
- Cab when closed must seal out wind and water.
- Factory windshield rear and side glass required. Glass must be undamaged.
- Straight bed with fold down sides or dump bed.
- 8-10 gal fuel capacity
- Receiver bumper

3. Drive train

- 45hp gas engine
- 4WD
- 5 speed manual or auto transmission
- 95" WB
- 4 wheel Brakes
- Tires shall be all season highway rated for maximum gross vehicle load, retaining 95% tread or new.

Drive Train components shall be free of all fluid leaks. To include engine, transmission, transfer case, front/rear differentials, wheel ends, and shocks. NO EXCEPTIONS.

Delivered to Friedman Memorial Airport, Hailey, ID

Proposals for procurement of this vehicle will be received by the Friedman Memorial Airport Authority at the office of the Airport Manager, Friedman Memorial Airport, Airport Way, Hailey, Idaho until 2:00 p.m., November 14, 2012. The proposed vehicle must be available for review at Friedman Memorial Airport, if requested. Full payment will be made upon bid acceptance and delivery.

Friedman Memorial Airport reserves the right to waive any and all formalities, irregularities and technicalities in the bidding process and further reserves the right, at its sole discretion, to reject any and all bids or to accept the bid deemed in the best interest of the Friedman Memorial Airport Authority.

Attn: Pete Kramer
Friedman Memorial Airport
P.O. Box 929
Hailey, ID 83333
208-788-4956 x24
208-788-9853 (FAX)

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Accrual Basis

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

Ordinary Income/Expense	Oct '11 - Aug 12	Budget	\$ Over Budget	% of Budget
Income				
4000-00 · AIRCARRIER				
4000-01 · Aircarrier - Lease Space	77,477.07	84,600.00	-7,122.93	91.6%
4000-02 · Aircarrier - Landing Fees	69,936.63	96,500.00	-26,563.37	72.5%
4000-03 · Aircarrier - Gate Fees	1,100.00	1,200.00	-100.00	91.7%
4000-04 · Aircarrier - Utility Fees	5,868.70	7,600.00	-1,731.30	77.2%
4010-05 · Aircarrier -'11 PFC Application	187,463.38	205,000.00	-17,536.62	91.4%
Total 4000-00 · AIRCARRIER	341,845.78	394,900.00	-53,054.22	86.6%
4020-00 · TERMINAL AUTO PARKING REVENUE				
4020-01 · Automobile Parking - Terminal	63,781.37	92,500.00	-28,718.63	69.0%
Total 4020-00 · TERMINAL AUTO PARKING REVENUE	63,781.37	92,500.00	-28,718.63	69.0%
4030-00 · AUTO RENTAL REVENUE				
4030-01 · Automobile Rental - Commission	319,332.70	312,000.00	7,332.70	102.4%
4030-02 · Automobile Rental - Counter	6,834.90	7,500.00	-665.10	91.1%
4030-03 · Automobile Rental - Auto Prkng	27,490.00	28,000.00	-510.00	98.2%
4030-04 · Automobile Rental - Utilities	263.78	500.00	-236.22	52.8%
Total 4030-00 · AUTO RENTAL REVENUE	353,921.38	348,000.00	5,921.38	101.7%
4040-00 · TERMINAL CONCESSION REVENUE				
4040-01 · Terminal Shops - Commission	1,244.76	3,500.00	-2,255.24	35.6%
4040-02 · Terminal Shops - Lease Space	6,270.35	8,300.00	-2,029.65	75.5%
4040-03 · Terminal Shops - Utility Fees	373.45	725.00	-351.55	51.5%
4040-10 · Advertising - Commission	26,285.75	33,000.00	-6,714.25	79.7%
4040-12 · Terminal ATM	59.90			
Total 4040-00 · TERMINAL CONCESSION REVENUE	34,234.21	45,525.00	-11,290.79	75.2%
4050-00 · FBO REVENUE				
4050-01 · FBO - Lease Space	205,768.98	223,220.00	-17,451.02	92.2%
4050-02 · FBO - Tiedown Fees	204,090.58	193,000.00	11,090.58	105.7%
4050-03 · FBO - Landing Fees - Trans.	194,656.76	197,000.00	-2,343.24	98.8%
4050-04 · FBO - Commission	13,314.24	17,000.00	-3,685.76	78.3%
Total 4050-00 · FBO REVENUE	617,830.56	630,220.00	-12,389.44	98.0%
4060-00 · FUEL FLOWAGE REVENUE				
4060-01 · Fuel Flowage - FBO	170,133.88	168,600.00	1,533.88	100.9%
Total 4060-00 · FUEL FLOWAGE REVENUE	170,133.88	168,600.00	1,533.88	100.9%

ATTACHMENT #5

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

	Oct '11 - Aug 12	Budget	\$ Over Budget	% of Budget
4070-00 · TRANSIENT LANDING FEES REVENUE				
4070-02 · Landing Fees - Non-Comm./Gov't	208.98	500.00	-291.02	41.8%
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	208.98	500.00	-291.02	41.8%
4080-00 · HANGARS REVENUE				
4080-01 · Land Lease - Hangar	447,129.94	477,512.00	-30,382.06	93.6%
4080-02 · Land Lease - Hangar/Trans. Fee	4,703.26			
4080-03 · Land Lease - Hangar/Utilities	1,225.97	1,300.00	-74.03	94.3%
4080-20 · Land Lease - Government Revenue	6,844.52			
Total 4080-00 · HANGARS REVENUE	459,903.69	478,812.00	-18,908.31	96.1%
4090-00 · TIEDOWN PERMIT FEES REVENUE				
4090-01 · Tiedown Permit Fees (FMA)	15,929.22	30,000.00	-14,070.78	53.1%
4090-02 · Tiedown - Gov. Fire Support	0.00	5,000.00	-5,000.00	0.0%
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	15,929.22	35,000.00	-19,070.78	45.5%
4100-00 · POSTAL CARRIERS REVENUE				
4100-01 · Postal Carriers - Landing Fees	7,857.07	8,900.00	-1,042.93	88.3%
4100-02 · Postal Carriers - Tiedown	2,970.00			
Total 4100-00 · POSTAL CARRIERS REVENUE	10,827.07	8,900.00	1,927.07	121.7%
4110-00 · MISCELLANEOUS REVENUE				
4110-06 · Misc. - Security-Prox. Cards	24,690.00	25,000.00	-310.00	98.8%
4110-09 · Miscellaneous Expense Reimburse	6,368.00			
Total 4110-00 · MISCELLANEOUS REVENUE	31,058.00	25,000.00	6,058.00	124.2%
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	12,400.00	25,000.00	-12,600.00	49.6%
4120-02 · GTSP - Trip Fee	2,570.17			
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	14,970.17	25,000.00	-10,029.83	59.9%
4400-00 · TSA				
4400-01 · LEO Expense Reimbursement	107,185.72	135,000.00	-27,814.28	79.4%
4400-02 · Terminal Lease	8,299.17			
Total 4400-00 · TSA	115,484.89	135,000.00	-19,515.11	85.5%
4500-00 · IDAHO STATE GRANT PROGRAM REV.				
4500-12 · SUN-12	20,000.00	20,000.00	0.00	100.0%
Total 4500-00 · IDAHO STATE GRANT PROGRAM REV.	20,000.00	20,000.00	0.00	100.0%

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Accrual Basis

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

	Oct '11 - Aug 12	Budget	\$ Over Budget	% of Budget
4520-00 · INTEREST INCOME				
4520-05 · Interest Income - '11 PFC	204.84			
4600-00 · Interest Income - General	10,543.72	14,000.00	-3,456.28	75.3%
Total 4520-00 · INTEREST INCOME	10,748.56	14,000.00	-3,251.44	76.8%
4702-00 · AIP 02 New Arprt. EIS Phs. II				
4702-01 · AIP 02	0.00	100,000.00	-100,000.00	0.0%
Total 4702-00 · AIP 02 New Arprt. EIS Phs. II	0.00	100,000.00	-100,000.00	0.0%
4703-00 · AIP 03 FMA/FAA				
4703-01 · AIP 03	0.00	40,000.00	-40,000.00	0.0%
Total 4703-00 · AIP 03 FMA/FAA	0.00	40,000.00	-40,000.00	0.0%
4704-00 · AIP 04-New Arprt. EIS-Phs.III/IV				
4704-01 · AIP '04 - FAA	73,625.00	1,000,000.00	-926,375.00	7.4%
Total 4704-00 · AIP 04-New Arprt. EIS-Phs.III/IV	73,625.00	1,000,000.00	-926,375.00	7.4%
4705-00 · AIP 05-New Arprt. EIS-Phs.				
4705-01 · AIP '05 - FAA	0.00	1,000,000.00	-1,000,000.00	0.0%
Total 4705-00 · AIP 05-New Arprt. EIS-Phs.	0.00	1,000,000.00	-1,000,000.00	0.0%
4706-00 · AIP 06-New Arprt. EIS-Phs.				
4706-01 · AIP 06-New Arprt. EIS-Phs.	0.00	1,000,000.00	-1,000,000.00	0.0%
Total 4706-00 · AIP 06-New Arprt. EIS-Phs.	0.00	1,000,000.00	-1,000,000.00	0.0%
4737-00 · AIP 37				
4737-01 · AIP '37 - FMA Altern. Analysis	27,930.00	500,000.00	-472,070.00	5.6%
Total 4737-00 · AIP 37	27,930.00	500,000.00	-472,070.00	5.6%
Total Income	2,362,432.76	6,061,957.00	-3,699,524.24	39.0%
Gross Profit	2,362,432.76	6,061,957.00	-3,699,524.24	39.0%

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

Expense	Oct '11 - Aug 12	Budget	\$ Over Budget	% of Budget
EXPENDITURES				
"A" EXPENSES				
5000-01 · Salaries - Airport Manager	116,785.90	127,403.00	-10,617.10	91.7%
5010-00 · Salaries -Contracts/Finance Adm	79,055.60	82,500.00	-3,444.40	95.8%
5010-01 · Salaries - Office Assist.	150,424.98	159,195.91	-8,770.93	94.5%
5020-00 · Salaries - ARFF/OPS Chief	79,397.30	82,500.00	-3,102.70	96.2%
5030-00 · Salaries - ARFF/OPS Specialist	273,890.66	294,193.00	-20,302.34	93.1%
5040-00 · Salaries-ASC/Sp.Prjct./Ex. Assi	54,049.01	57,523.00	-3,473.99	94.0%
5050-00 · Salaries - Temp.	9,558.50	15,000.00	-5,441.50	63.7%
5050-02 · Salaries - Merit Increase	0.00	14,816.45	-14,816.45	0.0%
5060-01 · Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 · Overtime - Snow Removal	9,027.44	10,000.00	-972.56	90.3%
5060-04 · OT - Security	0.00	2,500.00	-2,500.00	0.0%
5100-00 · Retirement	89,214.11	98,410.00	-9,195.89	90.7%
5110-00 · Social Security/Medicare	56,431.16	64,843.80	-8,412.64	87.0%
5120-00 · Life Insurance	1,871.41	2,000.00	-128.59	93.6%
5130-00 · Medical Insurance	128,146.70	155,000.00	-26,853.30	82.7%
5160-00 · Workman's Compensation	13,341.00	15,000.00	-1,659.00	88.9%
Total "A" EXPENSES	1,061,193.77	1,182,885.16	-121,691.39	89.7%
"B" EXPENDITURES				
"B" EXPENSES - ADMINISTRATIVE				
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	4,245.36	15,000.00	-10,754.64	28.3%
6000-02 · Travel - GSA	988.00			
Total 6000-00 · TRAVEL EXPENSE	5,233.36	15,000.00	-9,766.64	34.9%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies - Office	12,519.38	13,500.00	-980.62	92.7%
6010-03 · Supplies - Computer	1,302.46			
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	13,821.84	13,500.00	321.84	102.4%
6020-00 · INSURANCE				
6020-01 · Insurance - Liability	16,500.00	18,500.00	-2,000.00	89.2%
6020-02 · Insurance - Public Officials	12,715.00	13,600.00	-885.00	93.5%
6020-03 · Insurance-Bldg/Unlic.Veh./Prop	25,834.00	29,600.00	-3,766.00	87.3%
6020-04 · Insurance - Licensed Vehicles	5,503.00	5,900.00	-397.00	93.3%
6020-05 · Insurance - Crime	278.00	550.00	-272.00	50.5%
Total 6020-00 · INSURANCE	60,830.00	68,150.00	-7,320.00	89.3%

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

	Oct '11 - Aug 12	Budget	\$ Over Budget	% of Budget
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	5,889.96	13,000.00	-7,110.04	45.3%
6030-02 · Utilities - Gas/Maintenance	4,678.90	8,500.00	-3,821.10	55.0%
6030-03 · Utilities - Elect./Runway&PAPI	5,639.39	6,000.00	-360.61	94.0%
6030-04 · Utilities - Elec./Office/Maint.	10,180.67	9,000.00	1,180.67	113.1%
6030-05 · Utilities - Electric/Terminal	9,081.39	7,500.00	1,581.39	121.1%
6030-06 · Utilities - Telephone	12,796.38	17,000.00	-4,203.62	75.3%
6030-07 · Utilities - Water	560.10	1,200.00	-639.90	46.7%
6030-08 · Utilities - Garbage Removal	7,283.46	6,000.00	1,283.46	121.4%
6030-09 · Utilities - Sewer	1,262.16	1,500.00	-237.84	84.1%
6030-10 · Utilities - Elec./Sewer	371.16	500.00	-128.84	74.2%
6030-11 · Utilities - Electric/Tower	4,052.19	4,000.00	52.19	101.3%
6030-15 · Utilities - Elec/AWOS	627.53	900.00	-272.47	69.7%
6030-16 · Utilities - Elec. Wind Cone	115.94	210.00	-94.06	55.2%
6030-17 · Utilities - Elec.- Rosenberg	55.48			
6040-01 · Service Provider - Weather	2,484.00	2,500.00	-16.00	99.4%
6040-02 · Service Provider - Term. Music	762.28	1,000.00	-237.72	76.2%
6040-03 · Service Provider - Internet/ISP	4,778.19	7,000.00	-2,221.81	68.3%
6040-04 · Service Provider - AWOS NADN	0.00	8,000.00	-8,000.00	0.0%
6040-05 · Service Provider - ISP/Terminal	1,972.95			
Total 6030-00 · UTILITIES	72,592.13	93,810.00	-21,217.87	77.4%
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	21,416.55	27,500.00	-6,083.45	77.9%
6050-02 · Professional Services - CPA	24,652.72	24,000.00	652.72	102.7%
6050-03 · Professional Services - Engineer	4,707.87	27,000.00	-22,292.13	17.4%
6050-04 · Professional Services - ARFF	4,000.00	4,000.00	0.00	100.0%
6050-05 · Professional Services - Gen.	22,065.96			
6050-07 · Professional Services - Archite	0.00	1,000.00	-1,000.00	0.0%
6050-08 · Professional Services - Securit	5,225.00	4,000.00	1,225.00	130.6%
6050-10 · Prof. Svcs.-IT/Comp. Support	10,430.00	12,000.00	-1,570.00	86.9%
6050-11 · Professional Services - Wildlif	528.00	2,000.00	-1,472.00	26.4%
6050-13 · Prof. Serv.-Website Des.& Maint	460.00			
6050-14 · Professional Services - EA	53,638.47			
Total 6050-00 · PROFESSIONAL SERVICES	147,124.57	101,500.00	45,624.57	145.0%

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 October 2011 through August 2012

	Oct '11 - Aug 12	Budget	\$ Over Budget	% of Budget
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				
6060-01 · Maint.-Office Equip./Gen.	271.99	10,000.00	-9,728.01	2.7%
6060-02 · Maintenance - Computer	421.86			
6060-04 · Maintenance - Copier	4,009.89			
6060-05 · Maintenance - Phone	292.70			
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	4,996.44	10,000.00	-5,003.56	50.0%
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-02 · Rent/Lease - Postage Meter	943.21	1,500.00	-556.79	62.9%
6070-03 · Rent/Lease - Copier	231.00			
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	1,174.21	1,500.00	-325.79	78.3%
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 · Dues/Memberships/Publications	14,757.90	15,000.00	-242.10	98.4%
6080-02 · Membership - Internet/Website	44.98			
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS	14,802.88	15,000.00	-197.12	98.7%
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	1,782.47	2,700.00	-917.53	66.0%
Total 6090-00 · POSTAGE	1,782.47	2,700.00	-917.53	66.0%
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	1,690.00	30,000.00	-28,310.00	5.6%
6100-02 · Education/Training - OPS	229.60			
6100-03 · Education/Training - ARFF	6,417.81			
6100-05 · Education - Neighborl Flight	2,613.99			
6100-06 · Education - Security	375.00			
Total 6100-00 · EDUCATION/TRAINING	11,326.40	30,000.00	-18,673.60	37.8%
6110-00 · CONTRACTS				
6110-01 · Contracts - General	600.00			
6110-02 · Contracts - FMAA	30,800.00	24,000.00	6,800.00	128.3%
6110-03 · Contracts - SVA/Fee Collection	53,900.00	58,800.00	-4,900.00	91.7%
6110-04 · Contracts - COH LEO	147,116.90	145,000.00	2,116.90	101.5%
6110-05 · Contracts - Janitorial	0.00	10,000.00	-10,000.00	0.0%
6110-06 · Electronic Filing System	12,650.00	13,800.00	-1,150.00	91.7%
6110-08 · Contracts - Eccles Tree Lights	30,000.00	30,000.00	0.00	100.0%
6110-09 · Contracts - Website	750.00	750.00	0.00	100.0%
6110-10 · Online Email Server Access	487.04	36,000.00	-35,512.96	1.4%
6110-11 · Contracts -Security CMS	15,995.78			
Total 6110-00 · CONTRACTS	292,299.72	318,350.00	-26,050.28	91.8%

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

	Oct '11 - Aug 12	Budget	\$ Over Budget	% of Budget
6120-00 · PERMITS				
6120-01 · Permits - General	100.00			
Total 6120-00 · PERMITS	100.00			
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	7,254.07	6,500.00	754.07	111.6%
6130-04 · Misc. Green Program	0.00	2,500.00	-2,500.00	0.0%
6140-00 · Bank Fees	869.58			
Total 6130-00 · MISCELLANEOUS EXPENSES	8,123.65	9,000.00	-876.35	90.3%
Total "B" EXPENSES - ADMINISTRATIVE	634,207.67	678,510.00	-44,302.33	93.5%
"B" EXPENSES - OPERATIONAL				
6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI				
6500-01 · Supplies/Equipment - General	1,487.28	10,000.00	-8,512.72	14.9%
6500-02 · Supplies/Equipment - Tools	3,382.58			
6500-03 · Supplies/Equipment - Clothing	1,247.60			
6500-04 · Supplies/Equipment - Janitorial	11,406.98			
6500-05 · Supplies/Equipment - Deice	28,945.00	35,000.00	-6,055.00	82.7%
6500-06 · Supplies/Equipment - ARFF	4,616.30	5,000.00	-383.70	92.3%
Total 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPE...	51,085.74	50,000.00	1,085.74	102.2%
6510-00 · FUEL/LUBRICANTS				
6510-01 · Fuel/Lubricants - General	179.50	50,000.00	-49,820.50	0.4%
6510-02 · Fuel	30,742.37			
Total 6510-00 · FUEL/LUBRICANTS	30,921.87	50,000.00	-19,078.13	61.8%
6520-00 · VEHICLES/MAINTENANCE				
6520-01 · R/M Equipment - General	5,651.95			
6520-02 · R/M Equip. '93 Schmidt Snow	1,778.06	27,000.00	-21,348.05	20.9%
6520-04 · R/M Equip. '84 Chevy Plow Truck	8.00			
6520-08 · R/M Equip. - '96 Tiger Tractor	4,671.92			
6520-09 · R/M Equip. - '96 Oshkosh Swp.	3,562.10			
6520-11 · R/M Equip. - '89 J. Deere Ldr.	171.49			
6520-17 · R/M Equip. '01 Case 921 Ldr.	104.05			
6520-18 · R/M Equip. - '97 Chevy Blazer	22.46			
6520-19 · R/M Equip. '02 Ford F-150 PU	1,050.99			
6520-20 · R/M Equip. - '02 Kodiak Blower	37.98			
6520-23 · R/M Equip. - '97 Ford Exped.	175.25			
6520-24 · R/M Equip. - '01 Ford F-250	743.20			
6520-25 · R/M Equip. - '04 Batts De-Ice	9.73			
6520-29 · R/M Equip.- 2010 Wausau Plow	1,134.49			

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

	Oct '11 - Aug 12	Budget	\$ Over Budget	% of Budget
6520-30 · R/M Equip.-'05 Ford F-350	487.50			
6520-31 · R/M Equip. - Oshkosh Blower	65.98			
Total 6520-00 · VEHICLES/MAINTENANCE	19,675.15	27,000.00	-7,324.85	72.9%
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. General	2,257.10	5,000.00	-2,742.90	45.1%
6530-04 · ARFF Maint. - Radios	202.38			
6530-05 · ARFF Maint. - '03 E-One	16.97			
Total 6530-00 · ARFF MAINTENANCE	2,476.45	5,000.00	-2,523.55	49.5%
6540-00 · REPAIRS/MAINTENANCE - BUILDING				
6540-01 · R/M Bldg. - General	1,069.40	29,000.00	-27,930.60	3.7%
6540-02 · R/M Bldg. - Terminal	16,780.39			
6540-03 · R/M Bldg. - Shop	4,758.51			
6540-05 · R/M Bldg. - Manager's Bldg.	1,093.32			
6540-07 · R/M Bldg. - Tower	7,517.08			
Total 6540-00 · REPAIRS/MAINTENANCE - BUILD...	31,218.70	29,000.00	2,218.70	107.7%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	0.00	15,000.00	-15,000.00	0.0%
6550-02 · R/M - Airfield	6,882.07			
6550-04 · R/M - Lights	16,095.43			
6550-05 · R/M - Grounds	3,681.55			
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	26,659.05	15,000.00	11,659.05	177.7%
6560-00 · SECURITY EXPENSE				
6560-01 · Security	12,375.19	20,000.00	-7,624.81	61.9%
6560-00 · SECURITY EXPENSE - Other	350.00			
Total 6560-00 · SECURITY EXPENSE	12,725.19	20,000.00	-7,274.81	63.6%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	8,400.00	22,000.00	-13,600.00	38.2%
6570-02 · R/M Aeronautical Equip. - Tower	4,463.15			
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	11,400.00			
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL ...	24,263.15	22,000.00	2,263.15	110.3%
Total "B" EXPENSES - OPERATIONAL	199,025.30	218,000.00	-18,974.70	91.3%
Total "B" EXPENDITURES	833,232.97	896,510.00	-63,277.03	92.9%

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

	Oct '11 - Aug 12	Budget	\$ Over Budget	% of Budget
"C" EXPENSES				
7000-00 · MISC. CAPITAL EXPENDITURES				
7000-01 · Contingency	0.00	20,000.00	-20,000.00	0.0%
7000-04 · Office Equip.-Telephone	7,590.50	8,000.00	-409.50	94.9%
7000-05 · Computer Equipment/Software	9,842.53	12,000.00	-2,157.47	82.0%
7000-08 · ATC Equipment	-336.99			
7000-33 · Passenger Terminal Carpet	0.00	50,000.00	-50,000.00	0.0%
7000-34 · Security Upgrades/Equipment	95.00	14,500.00	-14,405.00	0.7%
Total 7000-00 · MISC. CAPITAL EXPENDITURES	17,191.04	104,500.00	-87,308.96	16.5%
7500-00 · IDAHO STATE GRANT PROGRAM				
7500-11 · '11 ITD (SUN-11 ITD/FMA)	21,989.48			
7500-12 · '12 ITD (SUN-12 ITD/FMA)	24,341.67	40,000.00	-15,658.33	60.9%
Total 7500-00 · IDAHO STATE GRANT PROGRAM	46,331.15	40,000.00	6,331.15	115.8%
7502-00 · AIP 02 EXPENSE				
7502-01 · AIP '02 - New Arpt. EIS-Ph.II	0.00	105,264.00	-105,264.00	0.0%
Total 7502-00 · AIP 02 EXPENSE	0.00	105,264.00	-105,264.00	0.0%
7503-00 · AIP 03 EXPENSE				
7503-01 · AIP '03 - New Arpt. EIS-Ph. III	0.00	42,106.00	-42,106.00	0.0%
Total 7503-00 · AIP 03 EXPENSE	0.00	42,106.00	-42,106.00	0.0%
7504-00 · AIP 04 EXPENSE				
7504-01 · AIP '04-New Arpt.EIS-Phs.III/IV	77,500.00	1,052,632.00	-975,132.00	7.4%
7504-02 · AIP '04 - Non-eligible	750.00			
Total 7504-00 · AIP 04 EXPENSE	78,250.00	1,052,632.00	-974,382.00	7.4%
7505-00 · AIP '05 EXPENSE				
7505-01 · AIP '05-New Arpt. EIS-Phs.	0.00	1,052,632.00	-1,052,632.00	0.0%
Total 7505-00 · AIP '05 EXPENSE	0.00	1,052,632.00	-1,052,632.00	0.0%
7506-00 · AIP '06 EXPENSE				
7506-01 · AIP '06-New Arpt. EIS-Phs.	0.00	1,052,632.00	-1,052,632.00	0.0%
Total 7506-00 · AIP '06 EXPENSE	0.00	1,052,632.00	-1,052,632.00	0.0%
7537-00 · AIP '37 EXPENSE				
7537-01 · AIP '37 - FMA Altern. Analysis	29,792.50	526,316.00	-496,523.50	5.7%
Total 7537-00 · AIP '37 EXPENSE	29,792.50	526,316.00	-496,523.50	5.7%

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

	Oct '11 - Aug 12	Budget	\$ Over Budget	% of Budget
8000-00 · Replacement Airport				
8000-01 · EIS Project Formulation	1,625.28	50,000.00	-50,000.00	0.0%
8000-02 · Project Manager	0.00	50,000.00	-50,000.00	0.0%
8000-03 · Financial	0.00	60,000.00	-6,689.61	88.9%
8000-04 · Public Outreach	53,310.39			
8000-05 · Current Site Master Plan	2,342.68	50,000.00	-42,990.31	14.0%
8000-06 · Legal	7,009.69	200,000.00	-64,578.57	67.7%
8000-07 · General	135,421.43			
8000-07 · General	114.00			
8000-00 · Replacement Airport - Other				
Total 8000-00 · Replacement Airport	199,823.47	410,000.00	-210,176.53	48.7%
9000-00 · PFC EXPENSE				
9000-02 · PFC'11 - ATCT Switching System	131,843.01			
9000-03 · PFC '12 - SRE Equipm./Sec. Impr	29,413.96			
Total 9000-00 · PFC EXPENSE	161,256.97			
Total "C" EXPENSES	532,645.13	4,386,082.00	-3,853,436.87	12.1%
Total EXPENDITURES	2,427,071.87	6,465,477.16	-4,038,405.29	37.5%
Total Expense	2,427,071.87	6,465,477.16	-4,038,405.29	37.5%
Net Ordinary Income	-64,639.11	-403,520.16	338,881.05	16.0%
Net Income	-64,639.11	-403,520.16	338,881.05	16.0%

FAA CONTRACT TOWER - AIRPORT OPERATIONS COUNT RECORD																													
Facility Name: Hailey Tower					Location: Hailey, ID					Mo.		Yr.		Location Ident															
										0 9		1 2		S U N															
Airport Operations Count					Facility Operating Hours →										1 6 0														
ITINERANT															LOCAL														
IFR															VFR														
Day	AC	AT	GA	MI	Total IFR Inherent Ops	AC	AT	GA	MI	Total VFR Inherent Ops	Civil	Military	Total Local Ops	Total Airport Operations															
01	4	29	20		53		1	30		31	6		8	90															
02	4	28	13		45		1	41		42	14		14	101															
03	4	47	50		101			60		60				161															
04	4	33	25		62		2	42		46				108															
05	4	25	22		51		1	33		34				35															
06	4	21	12		37		1	19		20	4		4	61															
07	4	15	25		44		1	42		43				37															
08	4	25	10		39		1	10		11				50															
09	4	30	18		52			36		36				38															
10	4	15	14		33		1	18		19				52															
11	4	21	8		33		1	14		15				48															
12	4	20	10		34		1	24		25				59															
13	4	31	10		45		1	12	4	17				62															
14	4	26	14		44		2	12		14				58															
15	4	18	11		33		1	112		113				146															
16	4	29	22		55			11		11	2		2	68															
17		20	17		37		1	11		12				49															
18		15	22		37		1	14		15				52															
19		24	24		48			15		15				63															
20		21	11		32			23		23	32		32	87															
21		25	19		44			16		16				60															
22		13	15		28		1	4		5				33															
23		19	20		39			16		16				55															
24		14	9		23		2	13		15	8		8	46															
25		19	11		30		1	30		31	6		6	67															
26		17	8		25		1	21		22	2		2	49															
27		25	16		41		1	24		25				66															
28		20	14		34		1	38		39	12		12	85															
29		19	4		23		2	34		36	4		4	63															
30		26	18		44			46		46				90															
31																													
Total	64	690	492		1246		26	823	4	853	90		90	2189															

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2011

FAA CONTRACT TOWER OVERFLIGHT SUMMARY RECORD

Facility Name Hailey Tower	Location: Hailey, ID	Mo. 09	Yr. 12	Loc Ident. S U N
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OVERFLIGHT COUNT

Day	IFR OVERFLIGHTS					VFR OVERFLIGHTS					Total Overflights
	AC	AT	GA	MI	Total	AC	AT	GA	MI	Total	
01											
02								6		6	6
03								6		6	6
04								2		2	2
05								2		2	2
06								8	4	12	12
07			4		4			4	6	10	14
08								10		10	10
09								4		4	4
10								2		2	2
11								2		2	2
12								4		4	4
13								6		6	6
14							4	4		8	8
15								20		20	20
16								2		2	2
17								3		3	3
18								4		4	4
19								12		12	12
20								6		6	6
21								2		2	2
22								2		2	2
23								2		2	2
24								2	4	6	6
25								16		16	16
26								8		8	8
27								6		6	6
28								12		12	12
29								18		18	18
30								10		10	10
31											
Total			4		4		6	187	10	203	207

390

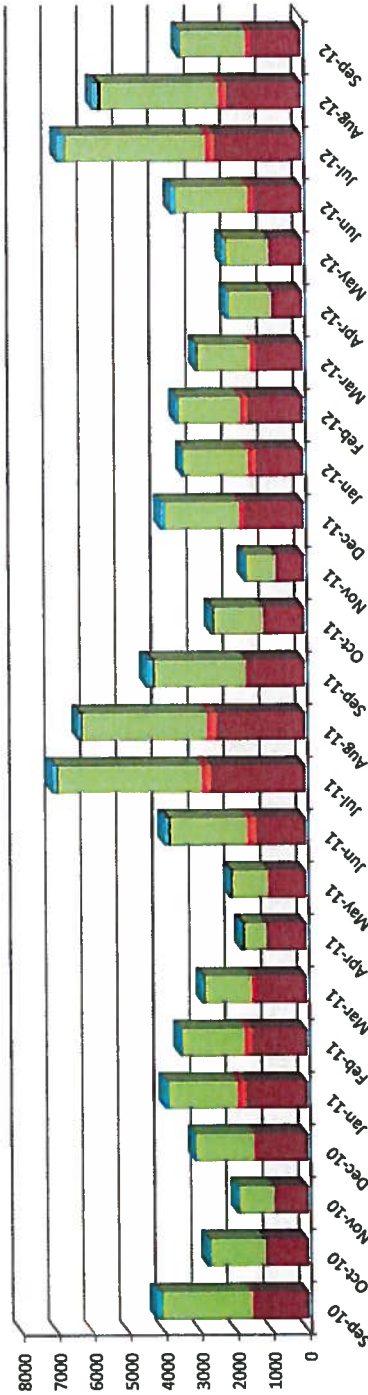
2011

ATCT Traffic Operations Record

Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
January	3,622	3,893	3,912	2,600	3,028	2,787	4,547	2,520	2,070	2,379	2,408	2,098			
February	4,027	4,498	3,073	3,122	3,789	3,597	3,548	2,857	2,244	2,647	2,117	2,205			
March	4,952	5,126	3,086	4,097	3,618	2,918	4,677	3,097	2,145	2,709	1,813	1,921			
April	2,494	3,649	2,213	2,840	2,462	2,047	2,581	2,113	1,724	1,735	1,604	1,513			
May	3,905	4,184	2,654	3,282	2,729	2,134	1,579	2,293	2,280	1,891	1,533	1,693			
June	4,787	5,039	4,737	4,438	3,674	3,656	5,181	3,334	2,503	3,019	2,898	2,761			
July	6,359	8,796	6,117	5,910	5,424	5,931	7,398	4,704	4,551	5,005	5,004	4,810			
August	6,479	6,917	5,513	5,707	5,722	6,087	8,196	4,570	4,488	4,705	4,326	3,823			
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			
October	3,879	3,656	3,426	2,936	3,570	3,339	3,103	2,134	2,145	2,012	1,886				
November	3,082	2,698	2,599	2,749	2,260	2,912	2,892	1,670	1,901	1,309	1,114				
December	3,401	2,805	3,247	3,227	2,722	3,834	2,699	1,848	2,272	1,811	2,493				
Totals	50,858	55,897	44,739	45,032	43,607	43,002	50,712	33,836	31,699	32,350	30,555	23,220			

Operations
(Cumulative)

Civil
 General Aviation
 Air Taxi



Operations Percentage
 Change (current month
 vs. same month last
 year

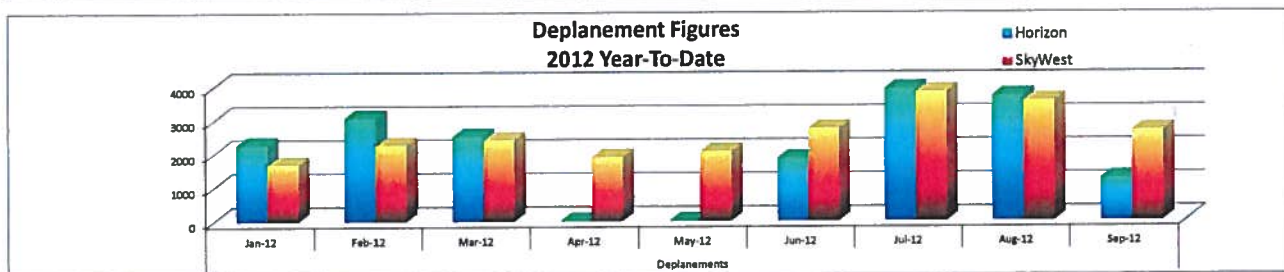
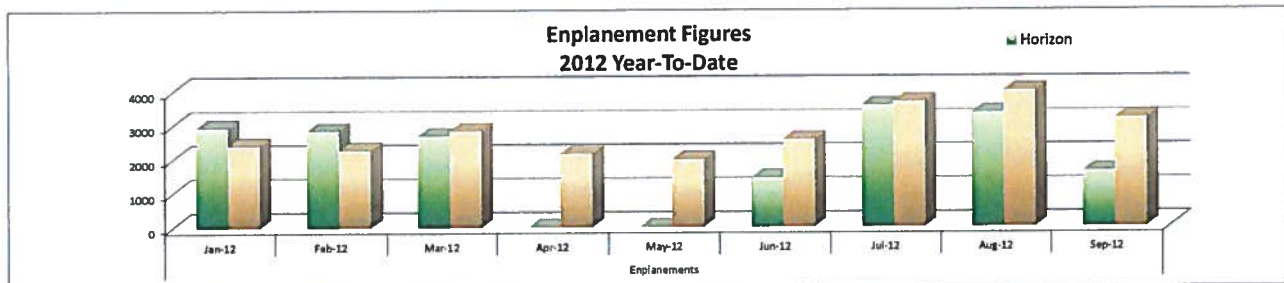
Air Taxi	-11%
Air Carrier	167%
General Aviation	-29%
Military	-85%
Civil	-49%
Total	-22%

2012 Enplanements												
Date	Horizon			SkyWest			Monthly Total	Prior Year Month	M-T-M % Change	Current Y-T-D	Prior Y-T-D	Y-T-Y % Change
	Revenue	Non-Revenue	Total	Revenue	Non-Revenue	Total						
Jan-12	2,859	73	2,932	2,326	69	2,395	5,327	5,732	-7%	5,327	5,732	-7.1%
Feb-12	2,782	57	2,839	2,161	104	2,265	5,104	5,210	-2%	10,431	10,942	-4.7%
Mar-12	2,598	88	2,686	2,749	78	2,827	5,513	4,561	21%	15,944	15,503	2.8%
Apr-12	0	0	0	2,068	83	2,151	2,151	2,366	-9%	18,095	17,869	1.3%
May-12	0	0	0	1,858	116	1,974	1,974	2,352	-16%	20,069	20,221	-0.8%
Jun-12	1,336	90	1,426	2,468	90	2,558	3,984	4,500	-11%	24,053	24,721	-2.7%
Jul-12	3,472	91	3,563	3,520	142	3,662	7,225	7,668	-6%	31,278	32,389	-3.4%
Aug-12	3,304	44	3,348	3,894	90	3,984	7,332	8,627	-15%	38,610	41,016	-5.9%
Sep-12	1,568	45	1,613	3,045	131	3,176	4,789	4,112	16%	43,399	45,128	-3.8%
Totals	17,919	488	18,407	24,089	903	24,992	43,399					

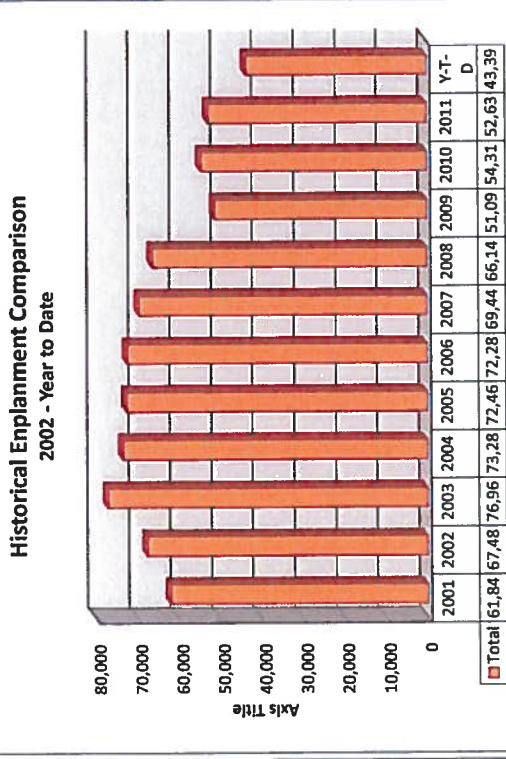
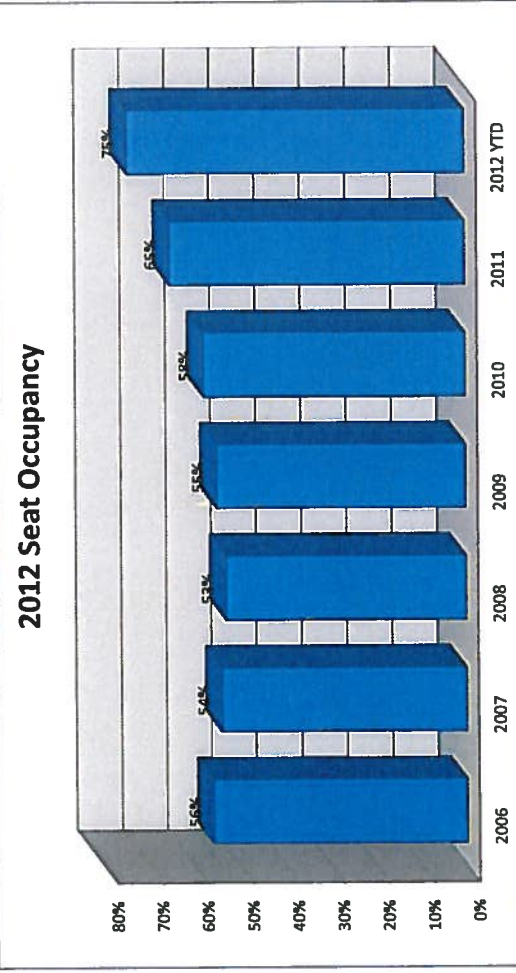
Legend for Chart: Y-T-D = Year-To-Date Y-T-Y = Year-To-Year

2012 Deplanements												
Date	Horizon			SkyWest			Monthly Total	Prior Year Month Total	M-T-M % Change	Current Y-T-D	Prior Y-T-D	Y-T-Y % Change
	Revenue	Non-Revenue	Total	Revenue	Non-Revenue	Total						
Jan-12	2,188	71	2,259	1,604	75	1,679	3,938	4,056	-3%	3,938	4,056	-2.9%
Feb-12	3,002	59	3,061	2,172	88	2,260	5,321	5,130	4%	9,259	9,186	0.8%
Mar-12	2,428	78	2,506	2,335	69	2,404	4,910	4,300	14%	14,169	13,486	5.1%
Apr-12	0	0	0	1,813	78	1,891	1,891	1,868	1%	16,060	15,354	4.6%
May-12	0	0	0	1,959	98	2,057	2,057	2,540	-19%	18,117	17,894	1.2%
Jun-12	1,760	94	1,854	2,653	86	2,739	4,593	5,388	-15%	22,710	23,282	-2.5%
Jul-12	3,821	90	3,911	3,672	147	3,819	7,730	8,203	-6%	30,440	31,485	-3.3%
Aug-12	3,629	71	3,700	3,448	102	3,550	7,250	7,989	-9%	37,690	39,474	-4.5%
Sep-12	1,195	41	1,236	2,547	116	2,663	3,899	3,536	10%	41,589	43,010	-3.3%
Totals	18,023	504	18,527	22,203	859	23,062	41,589					

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



2012 Seat Occupancy												
Month	Horizon			SkyWest			Seat Occupancy Monthly Percentages				Totals	
	Departure Flights	Seats Occupied	Percent Occupied	Departure Flights	Seats Occupied	Percent Occupied	Current Month Total % Occupied	Prior Month Total % Occupied	M-T-M % Change	Y-T-D % Occupied	Current Total Seats Y-T-D	Prior Total Seats Y-T-D
Jan-12	57	3,990	73%	109	3,270	73%	73%	66%	11%	73.4%	7,260	8,660
Feb-12	41	2,870	99%	126	3,780	60%	77%	66%	16%	75.0%	13,910	16,530
Mar-12	48	3,360	80%	122	3,660	77%	79%	71%	11%	76.2%	20,930	22,950
Apr-12	0	0	0%	90	2,700	80%	80%	61%	30%	76.6%	23,630	26,820
May-12	0	0	0%	91	2,730	72%	72%	48%	49%	76.1%	26,360	31,680
Jun-12	36	2,520	57%	133	3,990	64%	61%	46%	32%	73.2%	32,870	41,400
Jul-12	62	4,340	82%	184	5,520	66%	73%	70%	5%	73.2%	42,730	52,370
Aug-12	59	4,130	81%	171	5,130	78%	79%	79%	1%	74.3%	51,990	63,340
Sep-12	32	2,240	72%	131	3,930	81%	78%	74%	5%	74.6%	58,160	68,910
Totals	335	23,450	78%	1,157	34,710							
Note: 70 Seats per plane			30 Seats per plane			Legend: Y-T-D = Year-To-Date			Y-T-Y = Year-To-Year			
2010 Deplanements												



The Seattle Times

Winner of a 2012 Pulitzer Prize

Travel / Outdoors

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More fees, less choice for air travelers — as airlines are making money again

U.S. Department of Transportation sees trends of consolidation, more fees and soaring fuel costs, but a leaner, more stable air industry. Some consumers have fled the market.

By JOAN LOWY

The Associated Press

WASHINGTON — Airline passengers can expect fewer carriers to choose from, fewer flights to smaller cities and more baggage and other fees as the industry continues to grapple with high fuel prices and a weak economy, according to a government report released Tuesday.

The airline industry is still in transition after a tumultuous decade in which bankruptcies and mergers cut the number of airlines accounting for the bulk of domestic flights in half, to just five: American, Delta, Southwest, United and US Airways, the report by the Department of Transportation's inspector general said. If US Airways and American — which are in merger discussions — were to combine, that would drop to four.

There are dozens of other airlines in the U.S., but collectively those smaller carriers account for less than 15 percent of total passenger traffic. Twelve years ago, there were 10 major U.S. airlines accounting for 90 percent of domestic flights. But high fuel prices, the 2008 recession and a slow economic recovery have taken a toll, the report said.

In 2000, fuel costs were just 10 percent of airline operating expenses. Fuel costs peaked at 40 percent of expenses in 2008, outdistancing payroll as the airlines' biggest expense. Last year, fuel accounted for 35 percent of expenses.

Less competition has enabled airlines to try to offset higher costs by eliminating less profitable flights to smaller cities, the report said. Airlines cut the number of scheduled domestic flights by 14 percent between June 2007 and June 2012, the report said. As a result, flights have fewer empty seats and airlines have been able to increase fares, especially on short-haul flights.

Last year, the industry attempted 22 fare increases, of which 11 were successful, the report said. Airfare increases are considered successful if competitors also adopt an increase. If there's not widespread matching by other airlines, the result is usually a withdrawal of the original increase. So far this year airlines have attempted eight fare increases, four of which have been successful, the report said.


Since 2008, airlines have also supplemented their fares by charging a wide range of fees for services that in most cases used to be free. Baggage fees alone contributed \$2.7 billion in added revenue to airlines last year. Besides fees for checked bags, at least two airlines — Allegiant and Spirit — now charge passengers for carry-on bags.

As a result of these trends, the industry in general has become profitable again after years of red ink. And having fewer flights has resulted in a drop in flight delays and cancellations.

"The good news is that the (carrier) consolidation and ancillary fee revenue stream have stabilized the airline industry," said Kevin Mitchell, chairman of the Business Travel Coalition, which represents corporate travel managers. "The bad news is airlines can disregard consumers' interests much more easily when there are fewer carriers."

John Heimlich, vice president and chief economist for Airlines for America, a trade association representing major airlines, said one reason airlines have cut back on flights is that more passengers traveling less than 700 miles are choosing other forms of transportation such as cut-rate intercity buses and Amtrak's higher-speed Acela trains in the Northeast. He said some people would also rather drive than hassle with security checks in the post-9/11 world.

"Airlines have been more cautious about a glut of seats in the marketplace relative to the demand, and such caution has helped the industry get back on more solid financial footing," Heimlich said.

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Bloomberg Businessweek**News From Bloomberg**

TSA Horror Stories Prompt Plan to Add Private Screeners

By Jeff Plungis on September 27, 2012

<http://www.businessweek.com/news/2012-09-27/tsa-horror-stories-prompt-plan-to-add-private-screeners>

The U.S. congressman who held 22 hearings over a year and a half that tracked public backlash against the Transportation Security Administration said he's ready to offer legislation to save the agency from itself.

"The truth is this is a very dangerous world," Representative Mike Rogers, chairman of the House Transportation Security Subcommittee, said in an interview. "TSA not surviving isn't an option. We have got to make it, though, smarter and leaner."

The Alabama Republican said he plans to offer a proposal next year, and its chances will improve if Republicans win control of the Senate in the November elections. The legislation would be shaped to force change onto a reluctant agency and congressional Democrats while blunting calls from within his own party to eliminate the TSA altogether, he said.

The legislation would give airports more power to hire private contractors for screening and make it tougher for the TSA to refuse, Rogers says. It also would scale back passenger pat-downs; require changes in how the agency buys screening equipment; mandate periodic reassessments of security procedures; and possibly eliminate the agency's list of items that can't be carried onto planes, he said.

"There's not another department inside the U.S. government that interacts with the American public more intimately and on a more regular basis than the TSA," said Rick "Ozzie" Nelson, director of the homeland security and counter-terrorism program at the Center for Strategic and International Studies in Washington. "As long as every conversation about the TSA starts with a horror story, we're not going to have the agency we want."

'TSA's Responsible'

Congress has an important oversight role and TSA has to be able to work with lawmakers, agency Administrator John Pistole said in an interview.

"If something goes wrong today at Dulles, I don't think people will be blaming Congress," Pistole said, referring to Washington Dulles International Airport. "They might, but they'll definitely be

looking at TSA. It's good to have ideas and suggestions and everything, but ultimately somebody's responsible for it -- and TSA's responsible."

The Senate has been more satisfied with TSA. In contrast to repeated House hearings under Rogers, the Senate Commerce Committee, headed by West Virginia Democrat Jay Rockefeller, has held one general oversight hearing in the past two years. Despite "growing pains" in TSA's 10 years of existence, the agency has become leaner and more nimble under Pistole, Rockefeller said in a statement today.

Evolving Threats

"Every agency must efficiently and wisely use taxpayer money," Rockefeller said. "Congress will continue to conduct oversight of TSA's programs and policies to make certain the agency has the resources necessary to meet evolving threats."

The size of TSA's workforce, and especially the number of airport screeners, has been a particular focus of Republican lawmakers. About \$5.3 billion of the TSA's \$7.8 billion budget and almost 95 percent of its 55,722 employees are devoted to aviation security, according to the Homeland Security Department's most recent budget request.

House Transportation Committee Chairman John Mica, another Republican eager to scale back TSA, wrote language into this year's Federal Aviation Administration authorization bill to force TSA to approve airports' applications to hire private screening companies unless it can demonstrate that the change wouldn't improve security.

Before that bill passed, Pistole had ordered a freeze on moves to private screeners besides the 16 airports where they had been approved. Pistole said he still isn't convinced that private companies will reduce costs, and said federal screeners can respond more rapidly to changing security threats.

Philosophical Difference

"The notion that all-privatized is all better -- I have a philosophical difference with him on that," Pistole said. "Whether every airport is privatized or TSA provides the security, the taxpayer is still paying."

TSA compared costs at airports using private screeners versus government employees in a 2011 study, concluding that private screeners cost 3 percent more, according to the Government Accountability Office.

Orlando Sanford International Airport, Sacramento International Airport and three Montana airports have sought to switch to private screeners since the FAA bill passed. The TSA has given the airports preliminary approval to seek proposals from prospective contractors.

Private Screeners

The shortcoming in that approach, according to a staff report published this month by Rogers's subcommittee, is that most airports don't want to risk the TSA's wrath by seeking permission to

replace the agency's screeners. An alternative, Rogers said, would be to create a list of pre-approved screening contractors that airports could choose from, leaving the TSA to supervise security.

Private screeners, employed at the time by the airlines, failed in the Sept. 11 terrorist attacks, said J. David Cox, national president of the American Federation of Government Employees, the union that represents TSA screeners.

Companies may underbid to win contracts that will appear at first to save money, Cox said. Experience throughout the government shows that costs rise as contracts grow more complicated, he said.

"This country has been there and done that," Cox said. "We saw what a disaster it was."

Airports' Decisions

Airports will support Rogers's approach on screeners, said Deborah McElroy, executive vice president of policy and external affairs at the Airports Council International-North America, a Washington-based trade group. Some airport managers prefer contractors while others think their relationship with the TSA is fine, she said.

"We strongly believe that airports should make the decision," McElroy said. "If the airports decide to do it, there shouldn't be barriers."

TSA has wasted a great deal of money through procurement mistakes, such as the \$29.6 million purchase of 207 explosives-detecting "puffer" machines that didn't work in an airport environment, Rogers said. Machines intended to read boarding passes and check for fraudulent documents may cost more than \$100 million without a clear justification of the cost, according to the report by Rogers's staff.

"We waste a lot of money jumping through too quickly to buy the latest and greatest shiny thing," Rogers said.

Wanting to change TSA is easier than doing it, said Kip Hawley, who ran the agency under President George W. Bush from 2005 to 2009.

A lawmaker proposing an overhaul would probably be invited to a closed-door briefing about the hundreds of known al-Qaeda operatives and how a small chunk of C4 plastic explosive could down an airplane, Hawley said. It's easier to add security steps than eliminate them, he said.

Pain Cycle

Still, the public perception of the TSA, dominated by stories of encounters between low-risk passengers and overzealous agency officers, has created tension in airports that hurts security, Hawley said.

"It's a cycle of pain that appears endless," Hawley said.

No congressman wants to be held responsible for changes to security that backfire, said Jeff Price, an aviation consultant with Leading Edge Strategies in Denver, Colorado.

"If you're the one who successfully made the switch, and there's another terrorist attack, not only are lives lost, but you can kiss your career goodbye," Price said.

Teenaged Awkwardness

Rogers said there's more risk in not giving TSA direction.

"It's like a teenager," Rogers said. "Their limbs are growing faster than their coordination. It was understandable that they would have some problems, just like teenagers do. We're at the point now where people expect more maturity."

Rogers says he hasn't acted so far because it was clear the Senate, controlled by Democrats, wouldn't go along.

When he does propose a bill, Rogers said he expects to see amendments proposed to eliminate the agency. He said he'll work to prevent those from getting enough votes.

Still, he said, sentiment among House Republicans to dismantle the TSA is growing and agency officials aren't taking that threat seriously enough.

"I've got a lot of folks who want to get rid of TSA, a bunch of them," Rogers said.

Keeping it from being killed may be as far as Rogers is willing to go to protect it.

"This is not just a passing period of time they can endure," Rogers said. "I'm not going anywhere. I will be here for a very long time."

To contact the reporter on this story: Jeff Plungis in Washington at jplungis@bloomberg.net

To contact the editor responsible for this story: Bernard Kohn at bkohn2@bloomberg.net

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LAX Can't Get Off the Ground

Neighbors' resistance to much needed field improvements has clipped the airport's wings.

By CHRISTOPHER THORNBURG
and DUSTIN SCHRADER

FOR many travelers, Los Angeles International Airport is their first impression of the city. What do they see? Terminals that date to the 1960s. Airfields that fail to meet Federal Aviation Administration standard operational specifications for some modern aircraft. Obsolete facilities. Severe airport congestion and security services that cannot keep up with the flow of passenger traffic. Persistent delays.

Attempts to modernize the airport have had a long and frustrating history and, unfortunately, a plan being studied by the city that would significantly improve the airport's safety and efficiency once again is likely to face the NIMBY-istic resistance that has kept LAX in the dark ages.

Despite the merits of a plan to renovate the airport's North Airfield—according to the Specific Plan Amendment Study Draft Environmental Impact Report released July 27, a proposal to move the North Airfield 100 feet, 260 feet or 350 feet closer to Westchester developments to facilitate large modern aircraft like the B-747 and the Airbus A-380 would be a boon to safety—the plan's success depends heavily on how much resistance the city receives from communities surrounding LAX. Stiff opposition or, even worse, lawsuits could stall or ultimately kill the project.

Studies have shown that the airfield would be as much as 55 percent safer with a move. And travelers would experience fewer delays because, incredibly, LAX is currently forced to shut down almost the entire North Airfield to accommodate takeoffs and landings of very large aircraft.

Los Angeles World Airports, the city agency that oversees LAX, is also reviewing other parts of the plan, including how to site and finance improvements to the North Airfield and LAX terminals, and improve surface transportation by building a people mover connected to a ground transportation center and a rental car facility. These and other improvements detailed in the study would cost taxpayers nothing. At the

same time, according to a study by the Los Angeles County Economic Development Corp., modernization would generate 90,500 jobs in Los Angeles County and \$14.4 billion in economic output, for \$8.5 billion in spending.

LAX is the sixth busiest airport in the world, accommodating 62 million passengers in 2011. It is the flagship transportation hub for the entire West Coast. It receives more international passenger traffic from Asia than any other U.S. airport and the second most from Latin America.

City officials have recognized LAX's problems for years. In 1996, Mayor Richard Riordan proposed expanding LAX by over 40 percent from almost 60 million passengers to over 100 million. His plan called for expanding cargo facilities, renovating infrastructure and lengthening a runway. It fizzled because residents of nearby communities fought bitterly against the expansion, claiming more planes would pose a safety hazard and increase the likelihood of crashes despite evidence to the contrary. El Segundo even sued the city of Los Angeles. Riordan turned out before his plan gained traction.

His successor, James Hahn, proposed the LAX Master Plan in 2004. Again, neighboring communities rejected the changes, and residents in Manchester Square refused to accept a planned buyout of homes and apartments. El Segundo sued again, this time with support from other communities. Los Angeles shelved the plan in exchange for having the lawsuits dropped. These communities functionally held the gateway to the L.A. economy hostage.

Much of the LAX Master Plan has moved forward under Mayor Antonio Villaraigosa, but transforming the airport into a 21st century facility might entail moving the North Airfield further north, something that could once again draw resistance from LAX neighbors.

Competition heats up

While LAX spends year after year battling opposition to its essential improvement projects, many of the West Coast's busiest airports are completing the modernization necessary to compete with LAX for air traffic.

San Francisco International Airport completed a \$1 billion international terminal in 2000 and a Bay Area Rapid Transit rail extension to the airport in 2003. This month, the airport began construction on a new \$102 million air traffic control tower.

Seattle-Tacoma International Airport is undergoing a more



Turbulence: Westchester side of LAX.

RINGO H.W. CHIU/LABJ

than \$4 billion capital improvement plan that includes reconstructing one of its runways, building another, as well as rebuilding airport infrastructure.

Last month, McCarran International Airport in Las Vegas completed the \$2.4 billion construction of an international terminal that will expand airport capacity to 53 million passengers a year.

NIMBY-ism in the county has prevented needed improvements to highway infrastructure, threatens the ability to expand the light train system and is threatening the region's status as the West Coast's predominant portal of entry. With LAX facilities and airfields long outdated, and other major airports equipping themselves to take on more and more traffic, the L.A. community needs to put localized interests aside and support modernization, including renovation of the North Airfield. There is no neutral ground. The plan will have a significant positive impact on the long-term L.A. economy if completed. If not, the potential decline in LAX passenger traffic might have a very negative impact on the city's quality of life.

Christopher Thornberg is the founding partner of Beacon Economics and a board member of the Los Angeles Area Chamber of Commerce. Dustin Schrader is a research associate at Beacon Economics.

Airport Modernization Means More Local Jobs

By Ashleigh Ruhl

Editor | Posted: Monday, October 15, 2012 4:00 am

The modernization of Long Beach Airport, currently underway, has resulted in new, permanent job opportunities for more than 100 area residents. There will be a job fair this week for those seeking employment.

“These job openings are just fantastic,” Long Beach Airport Director Mario Rodriguez said. “This is what we all strive for — just to make the Long Beach community a better place.”

The new airport concourse, expected to be complete ahead of schedule in early 2013 or sooner, will include more than 10,000 square feet of retail and restaurant space managed by The Paradies Shops. Based in Atlanta, The Paradies Shops operates more than 550 stores in more than 75 airports and hotels across the United States and Canada.

That new concessionaire incorporates local companies into the LGB’s new concourse and is hosting the job fair from 9 a.m. to 6 p.m. Oct. 15 through Oct. 20 at the Marriott Long Beach Airport, 4700 Airport Plaza Drive.

Local vendors featured by The Paradies Shops include 4th Street Vine, Long Beach Clothing Company, McKenna’s on the Bay (which is going to be called McKenna’s on the Fly), Polly’s Gourmet Coffee, Sweet Jill’s Bakery and others.

Part-time and full-time jobs, from minimum wage to \$16 per hour, are available for those interested in working as sales associates, servers, bartenders, greeters, baristas, counter helpers, cashiers, prep cooks, line cooks, dishwashers and more.

Those who attend the job fair should be prepared and appropriately dressed for one-on-one interviews. Attendees should bring resumes to the event and be prepared to complete a job application. A background check may be required.

New hires should be prepared to start work as early as mid-November.

Rodriguez said there are still a few more aspects of the modernization to complete, including a new car rental facility, a valet service/transportation center and curb improvements.

“We are really excited about improving and enhancing the airport and creating more jobs,” Rodriguez said. “We want to make sure we elevate the level of customer service here.”

For details about the job fair, visit www.LGB.org.

WHAT: Job Fair

WHEN: 9 a.m. to 6 p.m., Oct. 15 to Oct. 20

WHERE: Marriott Long Beach Airport, 4700 Airport Plaza Drive

Rick Baird

From: Barbara Cook <barbara.cook@aaae.org>
Sent: Friday, October 12, 2012 3:57 PM
To: Rick Baird
Subject: Airport Report Today, October 15, 2012




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**AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES**

OCTOBER 15, 2012

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Alaska Airlines Orders 50 Boeing Airplanes

Alaska Airlines announced an order for 50 Boeing aircraft, including the 737 MAX. The aircraft, which will be delivered between 2015 and 2022, represent the largest order in the carrier's history and are worth \$5 billion at manufacturer's list prices.

The agreement includes firm orders for 13 Boeing Next-Generation 737-900ERs, 20 737 MAX 8s and 17 737 MAX 9s, the airline said.

"This order positions us for growth and ensures that we'll continue to operate the quietest and most fuel-efficient aircraft available for the foreseeable future," airline President and CEO Brad Tilden said.

Two-thirds of the new aircraft ordered are expected to replace older airplanes, according to the company. The remaining firm orders and options will allow the airline to exercise growth options.

Existing and new orders for the 737-900ER will be delivered starting in late October 2012 and continue through 2017. The first 737 MAX 8 is scheduled to enter Alaska's

LEARN ABOUT UNMANNED AERIAL VEHICLES AT THE NAC IN NEW ORLEANS, OCT. 21-23

Plan to attend the 2012 National Airports Conference (NAC), scheduled for Oct. 21-23 in New Orleans, to learn the latest about integrating unmanned aerial vehicles into the nation's airspace system and what it will mean for your airport.

In addition to sessions on the topic, a Raven hand-launched UAV system will be on display.

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

fleet in 2018 followed by the first 737 MAX 9 in 2019.

Airline Ticket Sales Decline In September

The sale of domestic airfares in September fell by 5.9 percent, to reach \$2.9 billion, according to the Airlines Reporting Corp. (ARC), which handles the banking of agency ticket sales.

For the first nine months of 2012, domestic ticket sales are ahead of last year by 2.1 percent.

On international routes, ticket sales in September reached \$2.5 billion, a drop of 10 percent from the same month in 2011, ARC said. For the year so far, international ticket sales are down by almost 2 percent.

Minneapolis-St. Paul Opens New Screening Checkpoint

Minneapolis-St. Paul International last week opened a new, six-lane security screening checkpoint, designed to increase processing efficiency and reduce wait times at the airport's Terminal 2-Humphrey.

The new checkpoint, which can accommodate processing of 150 more people per hour than the existing checkpoint, is designed so that additional queuing and equipment can be added in the future without structural changes to the facility, according to the airport.

With the new checkpoint open, the pre-existing five-lane checkpoint located in the center of the terminal has closed for remodeling to better accommodate the advanced screening equipment in use today. When the renovated checkpoint reopens in early 2013, screening operations will be split between the two checkpoints.

DOT IG To Audit Effects Of Limited Competition

DOT's Inspector General is initiating an audit of the effects of limited competition on airline cancellations and delays, as required by the FAA Modernization and Reform Act of 2012.

The IG explained that, over the past decade, concerns have been raised about the effect that limited air carrier service options may have on delays and cancellations. However, studies to date have disagreed on whether reduced competition increases airline delays, and there has been little research on its effect on cancellations, the IG noted.

Compass Airlines Attendants Authorize Strike

Compass Airlines flight attendants, represented by the Association of Flight Attendants-CWA, have authorized a strike should negotiations with management fail to reach an agreement that can be ratified, the union announced. Compass is a

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

Sponsorships for this conference still are available. For information, contact Dan Duggan at dan.duggan@aaae.org.

The date of the NAC golf tournament has been changed from Saturday, Oct. 20, to Sunday, Oct. 21, at 1 p.m. at the Stonebridge Golf Club.

Play golf at the NAC and help to fund a scholarship. Proceeds from the tournament benefit the AAAE Foundation, which provides the largest student-focused scholarship program in aviation.

Format will be a four-person scramble. Participation is limited to the first 24 players. Corporate sponsorships are available. For information and to register for the tournament, contact A. M. Rivera, Tournament Chair, P.O. Box 2379, Friendswood, TX 77549-2379, or email clover3@flash.net.

FEATURED MEETING

AAAE Basic Airport Safety and Operations Specialist School (ASOS)
November 14 - 15, 2012 | Alexandria, VA

UPCOMING EVENTS

AAAE/SW Chapter AAAE Accreditation Final Interview Workshop
October 20, 2012 | New Orleans, LA
AAAE/ABS Essentials of Airport Business Management Workshop
October 20 - 21, 2012 | New Orleans, LA
AAAE Safety Risk Assessment Compliance Workshop
October 20, 2012 | New Orleans, LA
F. Russell Hoyt National Airports Conference (NAC)
October 21 - 24, 2012 | New Orleans, LA
13th Annual AAAE Airport Customer Service/Volunteer Ambassador Conference
October 21 - 23, 2012 | Portland, OR
AAAE Advanced Airport Safety and Operations Specialist (ASOS) School
October 22 - 24, 2012 | Phoenix, AZ
USTDA Asia Pacific Business Aviation Access Workshop and Reverse Trade Mission (RTM)
October 28 - November 5, 2012 | Orlando

Rick Baird

From: Barbara Cook <barbara.cook@aaae.org>
Sent: Tuesday, October 16, 2012 4:30 PM
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TOP STORIES IN THIS ISSUE

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Denver International Bonds Rated	ANTN Digicast Now Offers A Pay-Per-View Option
DOT Fines British Airways Over Ads	Did You Know

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IATA Boosts Prediction For Airline Earnings

The International Air Transport Association (IATA) announced an upward revision to its global aviation outlook for 2012. Airlines now are expected to earn \$4.1 billion this year, up \$1.1 billion from the \$3 billion forecast in June.

Further, in a first look at 2013, IATA predicted global profits will increase modestly to \$7.5 billion.

"The European sovereign debt crisis lingers on," stated IATA Director General and CEO Tony Tyler. "China continues to moderate its growth. And the impact of recent quantitative easing in Japan and the U.S. will take time to yield growth. While some of these risks have diminished slightly over recent months, they continue to take their toll on business confidence. The outlook improvement is due to airlines performing better in a difficult environment."

North American carriers are expected to post profits of \$1.9 billion in 2012, up \$500 million from the previous forecast and from the \$1.3 billion that the region made in 2011, IATA said. This is the largest improvement among all the regions, owing

NAC GOLF TOURNAMENT DATE CHANGED TO SUNDAY, OCT. 21

The date of the NAC golf tournament in New Orleans has been changed from Saturday, Oct. 20, to Sunday, Oct. 21, at the Stonebridge Golf Club.

Play golf at the NAC and help to fund a scholarship. Proceeds from the tournament benefit the AAAE Foundation, which provides the largest student-focused scholarship program in aviation.

Tournament registration is at 1 p.m. and tee times begin at 1:30 p.m. Format will be a four-person scramble. Participation is limited to the first 24 players.

primarily to the impact of tight capacity management. Over the first eight months of the year, passenger demand grew by 1.3 percent, while capacity expanded by just 0.2 percent. As a result, the region has also maintained consistently high load factors — averaging 83.2 percent for the January to August period, IATA said.

Tower Dedicated At Wilkes-Barre/Scranton International

DOT Secretary Ray LaHood and Acting FAA Administrator Michael Huerta this week dedicated the new \$20.5 million airport traffic control tower at Wilkes-Barre/Scranton International.

The 118-foot-tall tower gives controllers better airfield views and contains state-of-the-art equipment to support and enable future NextGen technologies, DOT said. It replaces a 52-foot-tall tower built in 1952. The tower was funded through the American Recovery and Reinvestment Act. Construction began in December 2009, and air traffic controllers began handling flights from the new tower Aug. 29.

A 12,683-square-foot base building houses a new Terminal Radar Approach Control that provides radar service to flights within a 57-mile radius of the airport up to an altitude of 10,000 feet. The base building also accommodates electronic equipment, administrative offices and building support systems.

The new facility has the latest radar and communications technology, as well as a high-tech climate control system and was constructed with energy-efficient materials to reduce heating and ventilation costs, DOT said.

JetBlue Breaks Ground On JFK Facility

JetBlue on Tuesday broke ground on an extension to its facilities at John F. Kennedy's Terminal 5 to create an international arrivals hall.

Set to open in early 2015, the space includes six international arrivals gates — three new and three converted from Terminal 5 — and an International Arrivals Hall with full U.S. Custom and Federal Inspection Services (FIS).

Some highlights of the international arrivals terminal extension include:

- An overall constructed area of 150,000 square feet;
- Two additional baggage claim belts and a U.S. Custom and Border Protection, Federal Inspection Service (FIS) facility designed to accommodate up to 1,200 customers per hour; and
- Circulation paths designed to move customers through gates and Customs in the most efficient way possible with walking time and travel minimized.

Corporate sponsorships are available. For information and to register for the tournament, contact A. M. Rivera, Tournament Chair, P.O. Box 2379, Friendswood, TX 77549-2379, or email clover3@flash.net.

For information on the NAC and to register, go to <http://events.aaae.org/sites/120901>.

FEATURED MEETING

AAAE Law Enforcement Officers (LEO) Training School
December 5 - 7, 2012 | Greenville, SC

UPCOMING EVENTS

USTDA Asia Pacific Business Aviation Access Workshop and Reverse Trade Mission (RTM)
October 28 - November 5, 2012 | Orlando, FL; Washington, D.C., United States of America

AAAE/IAAE 18th Annual North America/Central Europe Airport Issues Conference
October 29 - 31, 2012 | Budapest, Hungary

Regional Advanced ASOS - SLC Airport
November 3 - 4, 2012 | Salt Lake City, UT

AAAE/Chicago Department of Aviation Airports Going Green Conference
November 4 - 7, 2012 | Chicago, IL

AAAE Airport Security Coordinator (ASC) School
November 8, 2012 | Alexandria, VA

AAAE/SC Chapter AAAE Loretta Scott, A.A.E. Accreditation/Certification Academy
November 11 - 17, 2012 | The Colony, TX

AAAE Basic Airport Safety and Operations Specialist School (ASOS)
November 14 - 15, 2012 | Alexandria, VA

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

AAAE Runway Safety Summit
December 2 - 4, 2012 | Baltimore, MD

USTDA Latin America & Caribbean Aviation Summit
December 3 - 5, 2012 | Miami, FL



DOT Announces Airport Project Grants

DOT this week announced grants for a number of airport projects.

--\$1.3 million for Chicago O'Hare, Denver International and San Francisco

International to buy vehicle surveillance equipment to increase safety by helping to reduce the risk of conflicts between airport vehicles and aircraft. Each of the three airports will receive \$421,875 to purchase up to 75 Automatic Dependent Surveillance-Broadcast (ADS-B) units that will allow air traffic controllers and vehicle drivers to precisely identify vehicle locations on the airfield, especially during low visibility conditions. The ADS-B units will be installed in vehicles such as fire trucks, snow plows and other airport operations vehicles.

--\$5.4 million for 13 airports that are taking innovative steps to reduce their impact on the environment. Airports selected for sustainability planning dollars are: Bert Mooney (Butte, Mont.), \$247,500; Colorado State Airports, \$500,000; Dallas/Fort Worth International, \$600,000; Fort Lauderdale-Hollywood International, \$356,250; Gulfport-Biloxi International (Miss.), \$135,000; James M. Cox Dayton International (Ohio), \$315,000; Logan International (Mass.) \$750,000; Monterey (Calif.) \$189,930; Northwest Arkansas Regional \$270,000; Salt Lake City International, \$500,000; Seattle-Tacoma International, 750,000; Tampa International, \$607,500, and University Park (Pa.) \$217,800.

--\$3.4 million to build a solar farm to provide power at Albuquerque International Sunport in New Mexico. The grant will pay for installing solar panels on the canopy covering the airport's long-term public parking lot to provide power for the airport's use. The project will produce approximately 1,600 megawatt-hours of electrical energy annually, which is enough to power about 139 average U.S. homes for one year. The project began in August 2012 and is scheduled for completion in May 2013.

--5.1 million to design and construct a runway safety area for Runway 6L/24R at Cleveland's BurkeLakefront Airport.

--\$3 million for continued construction of a solar farm to provide power for Lovell Field/Chattanooga Metropolitan Airport. When the 4,000 panel solar farm is complete, it will yield three megawatts of electrical power that will provide one-third of the airport's energy needs. The reduction in greenhouse gas emissions from this clean energy will be equivalent to taking 200 cars off Chattanooga's roads each year. Work will begin in October 2012 and take about four months to complete. FAA funded the first phase with a \$4 million grant last year.

-- \$5.7 million to build a solar farm that will provide power for Tucson International. The grant will pay for the installation of solar panels on five acres of outdoor parking lot canopies to provide power for the airport's use. The project will produce approximately 2,100 megawatt-hours of electrical energy annually, which is enough to power about 183 average U.S. homes for one year. Construction is expected to begin in March 2013 and take about five months to complete.

Denver International Bonds Rated

Standard & Poor's assigned its A plus long-term rating to Denver's \$806 million series 2012A, 2012B and 2012C airport system revenue bonds, issued for Denver International.

In addition, Standard & Poor's affirmed its A plus long-term rating and underlying

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Five most family-friendly airports

By

Published October 19, 2012 | MiniTime

Face it, family air travel often comes with the baggage of long layovers and delays. And there's nothing worse for parents with kids in tow than getting stuck in a crowded airport with nothing to do. But not all airports are created equal. The following five have turned their terminals into family fun zones. These airports not only help you avert travel nightmares, but they also make the airports themselves a part of your vacation.

Orlando International Airport combines the modern conveniences of free Wi-Fi and a tram between terminals with plenty of diversions for families: colorful artwork, a 3,000-gallon aquarium in the food court, an arcade, and stores from the Kennedy Space Center, the Magic of Disney, SeaWorld, Universal Studios and Cold Stone Creamery. You can even get your picture taken with your favorite theme park characters. And better yet, it places fifth in on-time departures among the world's busiest airports.

Chicago O'Hare also cracks the top 10 in on-time departures among the world's busiest, but there's plenty to do if you have to wait. Check out the 75-foot brachiosaurus skeleton on loan from the Field Museum. Let the kids roam the Chicago Children's Museum's interactive playground called Kids on the Fly, featuring models of an airplane, helicopter and control tower. The colorful, dancing neon lights and music accompanying the United terminal's moving walkway even makes a long trek feel like an amusement park ride.

Seattle's Sea-Tac International, which has a stellar 91 percent on-time departure rate, features a 1,400-square-foot padded play area with bright murals, models of airplanes, cars and a baggage cart. Families with infants appreciate the private nursery room with rocking chairs, while older kids love the talking water fountain that gurgles loudly when you drink. Check out more than 100 works of art, many of them whimsical, contemporary pieces with kid appeal. And teens will love the airport's music initiative, Experience the City of Music, showcasing the region's music culture on video screens and through the airport's free Wi-Fi network. There's even a Quiet Zone for those wanting to sit in peace and read.

Dallas Fort/Worth Airport has a Junior Flyer's Club play area with a pretend runway, bridge, air traffic control tower, car and plane. The more than 200 restaurants and shops include Natalie's Candy Jar, the Rocky Mountain Chocolate Factory and the Lone Star Kids store. Children also will love the 20-foot tall wishbone sculpture in North Ticket Hall and the modern, elevated high-speed train called Skylink, which makes connecting between all five terminals not only fast but fun.

Boston Logan International has two separate Kidport play areas featuring climbing structures modeled on vintage airplanes, a replica of the control tower, slides and walls hand-painted to look like sky and clouds. The airport also provides rocking chairs throughout the airport, private rooms for nursing moms, art from local artists and free Wi-Fi. Check out the Kids Works store for educational toys and games from Disney, Sesame Street, Nickelodeon and Ty.

More from MiniTime:

[What Not to Pack for Your Next Family Vacation](#)

[Top 5 Family Travel Blunders](#)

[Childproofing Your Home Away from Home](#)

[Top 5 Road Trip Games](#)

[How to Ensure an Away-from-Home Crib Is Baby Safe](#)

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Idaho: Airport Scanners Upgraded

SOURCE: US OFFICIAL NEWS
CREATED: OCTOBER 28, 2012

Department of Transportation, The State of Idaho has issued the following press release:

The federal government is quietly removing full-body X-ray scanners from seven major airports and replacing them with a different type of machine that produces a cartoon-like outline instead of the naked images that have been compared to a virtual strip search.

The Transportation Security Administration says it is making the switch in technology to speed up lines at crowded airports, not to ease passenger privacy concerns. But civil liberties groups hope the change signals that the equipment will eventually go to the scrap heap.

"Hopefully this represents the beginning of a phase-out of the X-ray-type scanners, which are more privacy intrusive and continue to be surrounded by health questions," said Jay Stanley, a privacy expert at the American Civil Liberties Union.

The machines will not be retired. They are being moved to smaller airports while Congress presses the TSA to adopt stronger privacy safeguards on all of its imaging equipment.

In the two years since they first appeared at the nation's busiest airports, the "backscatter" model of scanner has been the focus of protests and lawsuits because it uses X-rays to peer beneath travelers' clothing.

The machines are being pulled out of New York's LaGuardia and Kennedy airports, Chicago's O'Hare, Los Angeles International and Boston Logan, as well as airports in Charlotte, N.C., and Orlando, Fla.

The TSA would not comment on whether it planned to remove machines from any other locations.

Some of the backscatter scanners have gone to airports in Mesa, Ariz., Key West, Fla., and San Juan, Puerto Rico. The TSA is still deciding where to send others.

The switch is being made as the TSA is under political pressure. Legislation approved in February gave the agency until June to get rid of the X-ray scanners or upgrade them with software that produces only a generic outline of the human form, not a blurry naked image. The agency, however, has the authority to grant itself extensions, and the current deadline is now May 31.

So far, the upgrades have been made only to the TSA's other type of scanner. Called millimeter-wave scanners, they resemble a large glass phone booth and use radio frequencies instead of X-rays to detect objects concealed beneath clothing.

The scan is processed by software instead of an airport security worker. If the software identifies a potential threat, a mannequin-like image is presented to the operator showing yellow boxes over areas requiring further inspection.

Besides eliminating privacy concerns, the machine requires fewer people to operate, takes up less space and completes a scan in less than two seconds, allowing screening lines to move faster.

"It's all done automatically to look for threats, so you don't have anybody in a back room that has to look at the imaging," said Doug McMakin, who led the team that developed the millimeter-wave technology at the Pacific Northwest National Laboratory.

In addition to speed and space advantages, the millimeter-wave technology does not produce the ionizing radiation that has led to safety concerns with the X-ray machines.

For further information please visit: <http://apps.itd.idaho.gov/> (<http://apps.itd.idaho.gov/>). In case of any query regarding this article or other content needs please contact: editorial@plusmediasolutions.com (<mailto:editorial@plusmediasolutions.com>)



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FLY SUN VALLEY ALLIANCE MEETING MINUTES

Monday, September 10, 8:00am – 8am, Sun Valley Resort

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

Board Members Absent: Deb Fox, Maurice Charlat, Tim Silva

TOPIC DISCUSSED:

Consent Items:

- August Board Minutes: Jack moved to approve, Wally seconded VOTE: All in favor
- August FY12 YTD Financials: not ready to present to the board, will be sent when completed.
- FY 13 Budget: Wally moved to approve, Peter seconded VOTE: All in favor
(Budget reflects no change in LOT. If LOT passes a revised FSVA budget will be developed to present to JPA as part of a strategic air service development plan.)

Committee Reports:

1. Funding Committee

FY13 Budget Process: Will be presenting proposed Contract for Services to City of SV on Sept 20 and City of Ketchum in early October 1 (TBC). Addition of specific performance measures to include were discussed and approved.

Long-Term Funding/1% for Air Initiative: Cities have all approved ballot initiative and JPA, a big feat in a small time frame. YestoAir campaign team is meeting weekly and full-fledged, independently financed, campaign effort is underway.

2. Program Committee/Fundraising

- Air Support Ski Pass Program: Was launched in July, a few pass sales to date, will expect most in October as deadline is Nov 1. Will continue to promote to local/regional businesses.
- Realtors to Air; Dick & Jed are making good progress getting offices signed up for the program and contributions have already been coming in.

Air Service Initiatives/Research/Promotions:

- Alaska Airlines MRG performance update from Mead & Hunt: Summer season bookings tracking relatively strong for July and August, similar to 2011. September (after Labor Day) bookings picked up significantly with the 2 fare sales that were launched. Negotiating later start date for both flights significantly reduced MRG loss in early part of season. Should receive MRG summer projection update soon.
- Alaska Airlines Winter 2012-13 Service: Flights will start Dec 14 and end March 31. More favorable terms were successfully negotiated.
- Airline meeting: A group from FSVA and SVC met with key management officials from SkyWest on Aug 17 in Sun Valley to discuss future operations at SUN, and potential for new service initiatives. Meeting was very positive.
- Air Service Marketing Update: Sun Valley Resort working on placing winter ads, coordinating promotions with Alaska in Seattle and LA.
- Airport Update:
 - On September 6, Airport staff received comments from the FAA on the Draft Environmental Assessment regarding SkyWest use of regional jets at Friedman and the 30-day public review process will begin September 12.
 - FAA has approved EA for SkyWest use of regional jets at Friedman; 60 day comment period begins Sept 12.
 - Rick working with M&H on Scope of Work for consultants to include elements such as detailed analysis of passenger leakage at SUN by season/destination, ongoing tracking/comparison of fares, and other methods of identifying potential improvements that could be made to reduce leakage and stimulate increased use of SUN.
 - FMA Appreciation Day set for Sept. 15; all invited to attend
- Research:
 - Rocky Mountain Air Service News: (compilations of articles related to air service in competitive set) provided.

Monthly Directors Report: Provided for review.

Respectfully Submitted, Carol Waller, FSVA Director



Monthly Director's Report September, 2012

1. TRANSPORTATION SERVICES

AIR SERVICE PROGRAM

- Received/reviewed Alaska Airlines booking/MRG projection reports for summer 2012.
- Ongoing communication/work with airlines, M&H consultant re: booking & enplanement reports, etc
- Helped promote fall (Sept) air fare sales; via social media, Enews, to lodging partners, SVMA, SVR, etc
- Secured tickets from SkyWest and Alaska for Airport Appreciation Day raffle; helped FMA with promotion
- Attended various meetings re: air service with local officials, FMAA, etc.
- Updated FSVA website as needed with information on fall/winter airline schedules, promotions, etc.

2. FUNDING

STATE/LOCAL FUNDING OPTIONS:

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

AIR SUPPORT TRANSFERABLE SKI PASS PROGRAM (2012-13)

- Continued promotion of program via FSVA Enews, SVMA, Hailey Chamber and WREP Enews, press release, email to Ketchum Biz License list, etc.

➤ **Results To Date: Sold 9 First Class passes and 2 Company Ski Day upgrade = \$26,712**

REALTORS FOR AIR PROGRAM:

- Worked with SV Board of Realtors and SVR to promote program. FSVA will be responsible for tracking & coordinating benefits to participating real estate offices and SV Resort.

➤ **Results to Date: \$56,000 received in pledges from 11 offices.**

FSVA COMMUNITY SKI DAY – no action

ACCESS SUN VALLEY CARD

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

3. BOARD/ADMIN BUSINESS

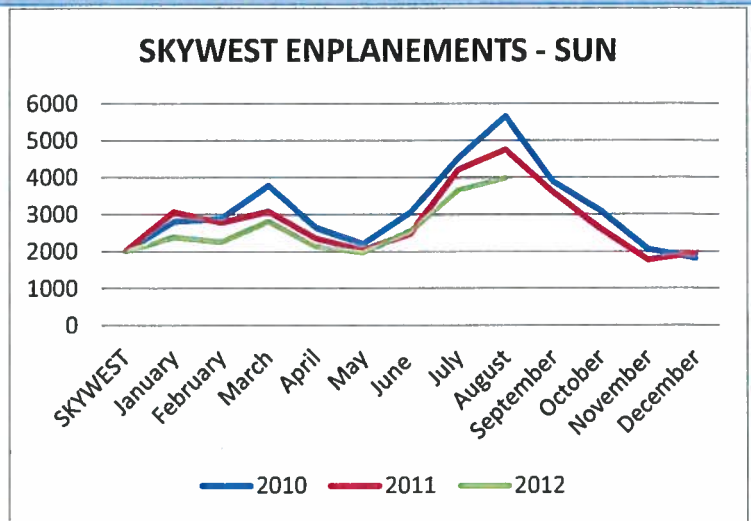
- Developed/compiled/distributed all materials for monthly Board Packets; prepared minutes from meeting(s). Prepared Monthly Report. Reviewed Financials, approved invoices/signed & processed checks, reviewed payables list, presented to President for review/approval. Made deposits as needed.
- Finalized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

4. RESEARCH/OTHER

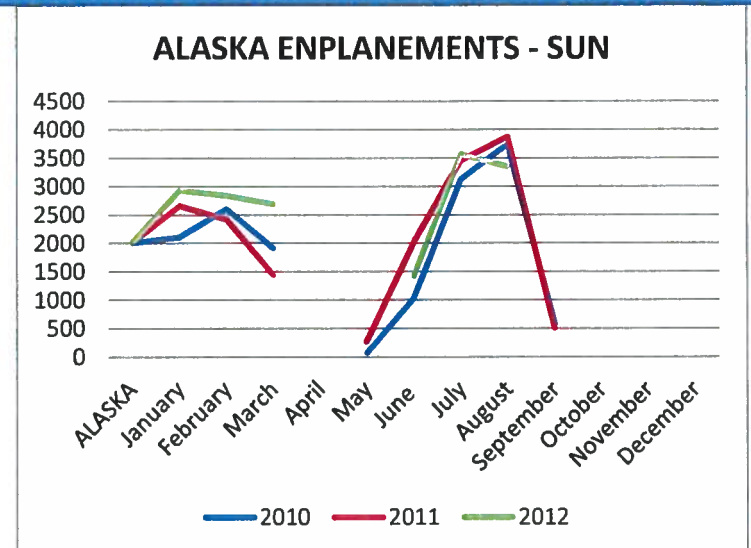
- Continued work on compiling/tracking relevant comparative data and information of air service re: SUN and within competitive set of ski resorts.
- Compiled monthly issue of FSVA Rocky Mtn Air Services News, and distributed to key stakeholders.
- Began work with RRC Associates re: upcoming winter air passenger surveys.
- Updated FSVA website as needed.

MONTHLY ENPLANEMENTS -SUN

SKYWEST	2010	2011	%Chg	2012	%Chg
January	2823	3072	9%	2395	-22%
February	2889	2791	-3%	2265	-19%
March	3787	3095	-18%	2827	-9%
April	2650	2366	-11%	2151	-9%
May	2202	2050	-7%	1974	-4%
June	3062	2488	-19%	2558	3%
July	4519	4213	-7%	3662	-13%
August	5655	4754	-16%	3984	-16%
September	3883	3604	-7%		
October	3107	2626	-15%		
November	2063	1768	-14%		
December	1811	1947	8%		



ALASKA	2010	2011	%Chg	2012	%Chg
January	2107	2660	26%	2932	10%
February	2602	2419	-7%	2839	17%
March	1915	1446	-24%	2686	86%
April					
May	71	274	286%		-100%
June	1035	2012	94%	1426	-29%
July	3125	3455	11%	3563	3%
August	3744	3873	3%	3348	-14%
September	575	508	-12%		
October					
November					
December	694	1170	69%		



* As reported by airlines to FMAA

NOTE: August 2012 enplanements do not include diverted flights/pax due to smoke from forest fires



9/26/12

Allegiant Flight Schedule

Fly G-CB, via Montrose? RTA asked to help with regional attempt to lure 'low-cost carrier'

With ever-increasing attempts at drawing more visitors, leaders of the Gunnison Valley Rural Transportation Authority (RTA) are considering a concept that would entail spending local tax dollars outside the county. The Telluride Montrose Regional Air Organization (TMRAO) — a somewhat similar entity to Gunnison County's RTA — has been making the rounds among local governments in recent weeks, attempting to generate more funding for drawing a "low-cost carrier" to the Montrose Regional Airport.

Friday, TMRAO's pitch was to the local RTA, requesting \$45,000 to help cover part of the program's cost for this coming winter season. RTA board members have yet to decide whether it's a partnership they want to pursue. There are still numerous questions — such as how transportation from Montrose to the Gunnison Valley would be handled, whether the RTA board is willing to commit the funds and whether or not they can even legally do so.

Scott Stewart, executive director of TMRAO, said that the organization is in the midst of negotiations and can not yet name the specific carrier that would provide the service. But the concept would entail service from two major metropolitan cities "west of Montrose." Neither market currently serves Montrose, he said. It's hoped that the program can be extended into summer, if successful.

"They're also attractive areas," he added, which he believes will also benefit locals looking to travel at a cheaper rate. "There's a leisure demand in those areas." Stewart said the unidentified carrier's aircraft can not fly in or out of the Gunnison-Crested Butte Regional Airport, due to technical requirements for the planes. Also, he said that the carrier tends to average more than a 90 percent "load factor" — or seats filled. "That alone means that whatever we're spending on a partnership basis, it's going to hopefully produce a good return on investment," he said.

Low-cost carriers are known for offering significantly cheaper fares than larger airlines — with fewer bells and whistles on flights and typically higher density loads. For folks who have been priced out of ski trips to, say, Telluride or Crested Butte, "this is one piece that could help in getting some of those folks back," Stewart indicated. Unlike maximum revenue guarantees that groups like the RTA and TMRAO typically pay for covering airlines' operating losses and thereby enticing them to fly to resort towns, plans for the low-cost carrier would entail a slightly different set of expenses.

The expected total budget for the project is at least \$650,000, which TMRAO is attempting to cobble together. Most of the dollars under the agreement would actually market the program, with only a small amount planned to cover "risk mitigation," Stewart said. In addition to the \$45,000 commitment asked from the RTA to help cover that expense, an additional \$105,000 is being asked from Gunnison County entities for marketing. Where that money would come from is still unclear. Talks of the possible partnership began between TMRAO and Crested Butte Mountain Resort (CBMR).

Jeff Moffett, CBMR's director of Crested Butte Vacations, said that regionalization is currently a trend in the airport industry amid higher fares and fewer passengers. He noted that seats into Gunnison have declined more than 30 percent in the last five years. "I think it's had a negative impact on Gunnison County's economy," he said. "The question we really have to ask is, 'How are we going to get people into the county?' If there's not as many seats into Gunnison, seats into Montrose is one way."

While the RTA board opted this past spring to pass on guaranteeing flights into the Montrose airport as part of a five-year planning process, some see the low-cost carrier concept as a different proposition. Still, the question of whether local funds should be allocated outside the county is likely to be at the root of talks among the RTA board about the idea.

"There were more questions than there were answers from the board," Gunnison Mayor and RTA board member Jonathan Houck said. "But I don't think it's something that we can just shrug our shoulders and say we're not interested." Should the board agree to the partnership, RTA Executive Director Scott Truex indicated that the money would come from the sales tax-funded entity's reserves. RTA's unrestricted fund balance is projected to be \$324,000 by year's end, and \$445,000 by year-end 2013. However, the board has adopted a policy of attempting to keep the fund balance in excess of \$400,000, said Truex.

Board members Friday directed Truex, consultant Kent Myers and Chair Chris Morgan to further study the feasibility of the partnership in coming weeks. While TMRAO is hoping for a decision quickly from the RTA, it's not yet clear when it might be made. "We are going to have to as a community begin to get more resourceful about the ways we bring people to the area — whether it's hunting, skiing, fishing or summer time activities," Morgan opined. "Or else we're going to fall behind. We have to look at all opportunities out there and carefully evaluate them, whether it's public or private resources."

WSCU chips into support Gunnison-Crested Butte airline program

In related news, an \$89,000 revenue shortfall for this coming winter's local airline program has been covered. Western State Colorado University committed to covering the remaining \$9,000 after four local government entities chipped in a combined \$80,000 to fill a shortfall of funding for the 2012-13 winter season's revenue guarantees. RTA Director Truex said the commitment was extended by President Jay Helman in recent weeks. As a result, the Gunnison Valley will see service to Gunnison from Houston and Dallas on United and American airlines, respectively, similar to last year — with a few minor tweaks. The RTA does not pay guarantees for daily service from Denver on United.

Air service group argues for surcharge in Mammoth

August 17, 2012 By Wendilyn Grasseschi - Mammoth Times Staff Writer

It is going to take about \$1.2 million a year to maintain year-round air service and Mammoth's tourism chief thinks the best way to pay for it is to add a small fee to every transaction to go toward an air-service fund. "Business improvement districts," or **BIDs**, are a common way for groups of business owners and/or community members to raise money for a specific project, said Mammoth Lake Tourism Director John Urdi.

"Let's think about a BID, a way to put a 0.5 percent surcharge (or fifty cents for every \$100 spent) on most transactions, like lodging and food and retail products, that we could then target toward air service and eliminate the need to scramble every year to find funding," he said. He said such a surcharge would be mostly paid for by visitors—added to the bill they got for their meal or their room—but local residents would also contribute toward the fund, whenever they spent money within the borders of the BID.

It's similar to the more familiar "resort fee," he said, except this surcharge would be targeted only toward maintaining year-round air service. For the years when fewer subsidies are needed—say in a banner snow year when the airlines have no problems filling seats and need few or no subsidies—the surcharge money would be left in the account as a hedge against inevitable dry winters to come, he said. At all times, at least several hundred-thousand dollars of the annual surcharge revenues would go toward marketing Mono County and Mammoth, to make sure as little air service subsidies as possible are required.

The benefit would be a long-term sustainable commitment to year-around air service, with some of the \$1.2 million always used for marketing, he said. Creating a BID can happen when business owners who generate at least 50 percent plus one of the revenue coming into the community vote to create such a district. In Mammoth's case, it might only take a few business owners, since just getting Mammoth Mountain and Snowcreek and Sierra Nevada Lodge on board would go a long way toward achieving that 50 percent number, Urdi said. If other business owners don't want the surcharge to be levied against their customers, they don't have the choice to withdraw from the BID—in other words, the vote makes the surcharge mandatory for everyone within the borders of the BID. Urdi is one of several members of the newly formed Eastern Sierra Air Alliance group, composed of Mammoth Mountain Ski Area, the Airport Commission members, the Town of Mammoth Lakes, and Mono County. That group came into existence earlier this year and will be the group educating businesses about the hoped-for BID.



FLY SUN VALLEY ALLIANCE BOARD OF DIRECTORS MEETING
Monday, October 8, 8:00am – 10:00am – FRIEDMAN AIRPORT

AGENDA:

1. Consent Items:

- Approval of Sept Meeting Minutes (*attached*)
- Approval of Sept preliminary year-end financials (*attached*)

2. Committee Reports:

Funding Committee:

- FY13 Contract for Services w/SV & Ketchum (*month-to-month*)
- YES TO AIR update

Other Programs:

- 2012-13 Air Support Ski Pass program – \$26,712 sales to date; 5 businesses
- 2012-13 Realtors Support Program – Over \$56,000 in commitments to date; 11 firms

3. Air Service Initiatives/Research/Promotion

- Summer AS 2012 SUN Booking & MRG projection Update (*to be distributed*)
- Winter AS 2012/13 Contract; *successfully negotiated more favorable terms*
- Airline meeting update
- Air Service Marketing Update – Jack & Arlene
- Airport update – Rick
 - EA update/timeline
 - Mead&Hunt Scope of Work for Leakage Study Follow-Up

Other attachments:

- SUN Enplanement Update
- Sept Director Report
- October Rocky Mtn Air Service News