

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

AGENDA December 3, 2013

- I. **APPROVE AGENDA**
- II. **PUBLIC COMMENT (10 Minutes Allotted)**
- III. **AIRPORT STAFF BRIEF**
 - A. Employee of the 3rd Quarter, 2013 – Attachment #1
- IV. **APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. November 5, 2013 Regular Meeting – Attachment #2 ACTION
 - B. November 7, 2013 Special Meeting – Attachment #3 ACTION
- V. **REPORTS**
 - A. Chairman Report DISCUSSION
 - B. Blaine County Report DISCUSSION
 - C. City of Hailey Report DISCUSSION
 - D. Airport Manager Report DISCUSSION
 - E. Communication Director Report DISCUSSION
- VI. **AIRPORT STAFF BRIEF (cont.) (5 Minutes Allotted)**
 - A. Noise Complaints
 - B. Parking Lot Update
 - C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #4 - #6
 - D. Review Correspondence – Attachment #7
 - E. Airport Weather Interruptions
 - F. Administrative Brief
 - 1. PFC Project Status
 - a. New PFC Application
- VII. **UNFINISHED BUSINESS**
 - A. Airport Solutions
 - 1. Existing Site
 - a. Plan to Meet 2015 Congressional Safety Area Requirement
 - i. Modifications of Standards DISCUSSION
 - ii. Formulation – Attachments #8 - #10 DISCUSS/DIRECT/ACTION
 - iii. Project 1 Construction Project DISCUSS/DIRECT/ACTION
 - iv. Project 2 Construction Project – Attachments #11, #12 DISCUSS/DIRECT/ACTION
 - v. Architectural Projects DISCUSS/DIRECT/ACTION
 - b. Retain/Improve/Develop Air Service
 - i. Fly Sun Valley Alliance Report DISCUSS/DIRECT
 - LOT Update
 - Airport Survey Report
 - ii. Small Community Air Service Development Program Grant DISCUSS/DIRECT/ACTION
 - 2. Airport Relocation
 - a. EIS Termination – Attachments #13, #14 DISCUSS/DIRECT
- VIII. **NEW BUSINESS**
- IX. **PUBLIC COMMENT**
- X. **EXECUTIVE SESSION – I.C. §67- 2345 (1)(f)**
- XI. **ADJOURNMENT**

FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETINGS ARE OPEN TO ALL INTERESTED PARTIES. SHOULD YOU DESIRE TO ATTEND A BOARD MEETING AND NEED A REASONABLE ACCOMMODATION DO SO, PLEASE CONTACT THE AIRPORT MANAGER'S OFFICE AT LEAST ONE WEEK IN ADVANCE BY CALLING 788-4956 OR WRITING TO P.O. BOX 929, HAILEY, IDAHO 83333.

III. AIRPORT STAFF BRIEF

A. Employee of the 3rd Quarter, 2013 – Attachment #1

Mr. Tom Christian, SkyWest Airlines, was selected as the Employee of the 3rd Quarter, 2013. Customer service, knowledge of the airport, responsibility, flexibility and professionalism are among the qualities considered in the selection process. Tom has worked for SkyWest Airlines for eight years. He is recognized for his dedication, loyalty, compassion to passengers and co-workers and problem solving skills. It is a pleasure to have Tom as part of the SkyWest Airline Team and to announce his nomination and selection as Employee of the Quarter.

IV. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES

A. November 5, 2013 Regular Meeting – Attachment #2

BOARD ACTION: 1. Action

B. November 7, 2013 Special Meeting – Attachment #3

BOARD ACTION: 1. Action

V. REPORTS

A. Chairman Report

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

BOARD ACTION: 1. Discussion

B. Blaine County Report

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

BOARD ACTION: 1. Discussion

C. City of Hailey Report

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

BOARD ACTION: 1. Discussion

D. Airport Manager Report

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

BOARD ACTION: 1. Discussion

E. Communications Director Report

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

BOARD ACTION: 1. Discussion

VI. AIRPORT STAFF BRIEF (Cont.) (5 Minutes Allotted)

A. Noise Complaints:

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Lwr Brdfrd Rd	11/10	1:05 am	Jet	Late Operation	Aircraft ID'd. Ops Chief had a telephone discussion with the charter operator. Ops Chief left an unreturned msg with the caller.

B. Parking Lot Update

The Car Park Gross/Net Revenues

Month	FY 2012 Gross	FY 2012 Net	FY 2013 Gross	FY 2013 Net	FY 2014 Gross	FY 2014 Net
October	\$15,101.36	\$6,231.09	\$15,892.00	\$6,554.90	\$17,338.24	\$7,567.62

C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data - Attachments #4 - #6

Attachment #4 is Friedman Memorial Airport Profit & Loss Budget vs. Actual.
Attachment #5 is 2001 - 2012 ATCT Traffic Operations data comparison by month.
Attachment #6 is 2012 Enplanement, Deplanement and Seat Occupancy data. The following revenue and expense analysis is provided for Board information and review:

September 2012/2013

Total Non-Federal Revenue	September, 2013	\$152,972.01
Total Non-Federal Revenue	September, 2012	\$146,862.55
Total Non-Federal Revenue	FY '13 thru September	\$2,185,026.27
Total Non-Federal Revenue	FY '12 thru September	\$2,084,804.43
Total Non-Federal Expenses	September, 2013	\$162,204.70
Total Non-Federal Expenses	September, 2012	\$135,051.49
Total Non-Federal Expenses	FY '13 thru September	\$1,942,812.88

Total Non-Federal Expenses	FY '12 thru September	\$1,941,163.60
Net Income to include Federal Programs	FY '13 thru September	\$50,230.56
Net Income to include Federal Programs	FY '12 thru September	\$-244,479.96

D. Review Correspondence - Attachment #7

Attachment #7 is information included for Board review.

E. Airport Weather Interruptions

<u>Airline</u>	<u>November, 2013</u>	
	<u>Flight Cancellations</u>	<u>Flight Diversions</u>
Horizon Air	N/A	N/A
SkyWest	2	6

F. Administrative Brief

1. PFC Project Status

a. New PFC Application

John Anderson, T-O Engineers, submitted the Draft PFC Application with the projects listed below to Jason Garwood, FAA Helena ADO PM/PFC Specialist, for review on November 19, 2013. Small non-hub airports are permitted to submit a Draft Application for pre-approval to eliminate the 120 day Federal Register Notice. Upon approval of the Draft, the Application will be formally submitted. The FAA will determine whether the Application substantially complies with FAA requirements within 30 days and notify the Airport, in writing of the decision.

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

VII. UNFINISHED BUSINESS

A. Airport Solutions

1. Existing Site

a. Plan to Meet 2015 Congressional Safety Area Requirement

i. Modifications of Standards

The day after last month's Board meeting, Staff and Consultants received word from FAA that the Modifications of Standards documents had been approved by all FAA lines of business. The final signed documents have been received and are on file at the airport.

BOARD ACTION: 1. Discussion

ii. Formulation – Attachments #8 - #10

As you know, in October, the Airport Manager and Dave Mitchell attended a meeting at the Helen ADO of the Northwest Mountain Region. During that meeting, the FAA presented us with their concerns regarding the north end of TY 'B' and runway alignment/configuration (Attachment #8.) These concerns were presented to the Board in the November meeting, along with Staff and T-O's proposed Alternatives designed to address those concerns, which were also forwarded to the Helena ADO. Attachment #9 is the ADO's response to those alternatives. In the November meeting, the Board directed Staff and T-O to gather more information on the FAA's request to purchase property at the north end of the airport, to allow for a standard configuration of the parallel taxiway at that location. As a result of that study, Staff and T-O have learned that the acquisition would require the purchase of parts of three separate lots. Reconfiguring the lots at this location is possible, based on coordination with the City of Hailey. The Airport Manager contacted the recorded land owners of all three lots, however, and none have expressed any interest to date, in our project. Additional information will be provided to the Board at the meeting.

BOARD ACTION: 1. Discuss/Direct/Action

The draft Airport Layout Plan, reflecting the proposed Alternative 6 improvements, has been submitted to the FAA for review. A copy of the Airport Layout Plan sheet is included as Attachment #10, for Board review. The full drawing set will be presented briefly at the meeting.

BOARD ACTION: 1. Discussion

Staff and consultants continue to work on a Capital Improvement Program and associated cash flow analysis for the RSA improvements projects. A draft CIP and status update will be provided at the meeting for Board input and consideration.

BOARD ACTION: 1. Discuss/Direct/Action

iii. Project 1 Construction Project

Work on Construction Project #1 (Hangar Taxi Lane Relocation/Apron Rehabilitation) was limited during the month of November. Installation of

some of the automated gates and related work will take place during December, with winter shutdown to follow. Work will resume in the spring.

BOARD ACTION: 1. Discuss/Direct/Action

iv. Project 2 Construction Project – Attachments #11, #12

Construction Project #2 includes relocation of the south half of Taxiway B, removal of Taxiway A, Runway Safety Area grading, and associated tasks. T-O Engineers revised the draft Scope of Work for their services, based on input from the Board and FAA and the revised Scope is included at Attachment #11, with changes tracked. T-O has prepared and submitted a proposed fee for Staff review. An independent fee estimate for this project is being prepared and the Board can expect a fee comparison at the January meeting.

At the Board's direction, Staff and Consultants have proceeded with a contractor pre-qualification process. A copy of the notice and the qualification packet are included at Attachment #12. The notice inviting statements of qualifications was published November 27, with qualifications due back by December 16. Staff, consultants and legal council will review all statements immediately and prepare a summary of this review. The Board may want to consider a committee or special meeting to consider the qualifications before Christmas, so that the pre-qualification process can proceed without delay.

BOARD ACTION: 1. Discuss/Direct/Action

v. Architectural Projects

Work continues on concepts for both the Terminal and Airport Operations Building. (The Airport Operations Building will include the Snow Removal Equipment shop, Aircraft Rescue/Fire Fighting facility and Airport Administration offices.)

Mead & Hunt is evaluating the budget and phasing for the terminal project to determine a configuration that meets the desired needs for the facility and complies with budgetary constraints.

Ruscitto Latham Blanton continues work to refine programming for the proposed Airport Operations Facility. The overall scope of work and site planning concepts for the project also continue to be developed. Since the last Board meeting, the architects conducted interviews on November 19th with each member of the Administrative Staff and reviewed their work process and existing work areas. On November 22nd, they visited the existing ARFF and Snow Removal Equipment areas with Robert Perry to discuss current shop and maintenance procedures and operations, as well as take inventory and measurements of all existing ARFF and snow removal equipment, for schematic design phase activities. Board members should expect draft(s) of the concept(s) electronically, at some

point during the month of December, and the concept(s) will be presented in January.

The Board can also expect to see scopes of work and fees for both of these architectural projects at the January meeting.

BOARD ACTION: 1. Discuss/Direct/Action

b. Retain/Improve/Develop Air Service

i. Fly Sun Valley Alliance Report

- LOT Update
- Airport Survey Report

BOARD ACTION: 1. Discuss/Direct

ii. Small Community Air Service Development Program Grant

Airport Staff has been informed that the Grant Offers were mailed to communities starting on or about November 22nd. At the time this Board material was being assembled Staff had not received FMA's offer. An update may be available at the Board meeting.

BOARD ACTION: 1. Discuss/Direct/Action

2. Airport Relocation

a. EIS Termination – Attachments #13, #14

As you know, Staff has been waiting for FAA determination regarding documentation, if any, which is appropriate for transmittal to FMAA. Airport Staff has been told that FAA - Helena ADO Environmental Staff and FAA - NWMTN Region Environmental personnel have been working to develop a plan which will move this item towards completion. Attachment #13 is an addendum to the EIS Scope of Work that has been developed and approved by the FAA for Landrum & Brown to Terminate the EIS. Airport Staff will negotiate an amendment to the contract between the Authority and Landrum and Brown and ensure that the work contemplated is completed.

Task 4 of the Scope of Work is essentially an outcome of the Board's request for an effort to preserve as much of the project work product, data and analysis as possible, until the EIS was suspended by the FAA. The Board's request is Attachment #14. Task 4 is re-stated below for convenience of review.

"The FMAA has requested the FAA provide all documents related to the EIS to the FMAA. However, due to the timing of the termination of the EIS, some of the sections/reports in the EIS were in a deliberative state and are deemed not appropriate to be released. There are however sections/reports that are appropriate for release to the FMAA. These sections/reports will be provided

to the FMAA at the direction of the FAA. L&B will provide ten (10) DVDs in which all materials deemed appropriate will be provided. The following are the Appendices are deemed to be appropriate for release to the FMAA.”

BOARD ACTION: 1. Discuss/Direct

VIII. NEW BUSINESS

IX. PUBLIC COMMENT

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

XI. ADJOURNMENT



ATTACHMENT #1

RECEIVED

NOV 04 2013

FRIEDMAN MEMORIAL
AIRPORT

Date: November 4, 2013

To: Friedman Memorial Airport Tenant Managers

From: Karen Dick/SkyWest Supervisor

Re: Employee of Quarter Nomination

I would like to nominate Tom Christian as FMA employee of the quarter. TC has been with SkyWest for eight years and has brought much to the table. TC shows compassion to passengers and his co-workers alike. He stays calm under pressure and finds ways to make the next situation easier to handle. TC has a knack for fixing our equipment and utilizing our areas with space saving creations. His experience in the military gives him an alternative way to see the solution to problems. TC is an asset to SkyWest and FMA and deserves to be recognized for his dedication and loyalty.

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

Sincerely,

A handwritten signature in black ink, appearing to read "KAND", followed by a long horizontal line extending to the right.

Karen Dick

SkyWest Airlines

SUN-Supervisor

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

**November 5, 2013
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Ron Fairfax, Vice-Chairman – Susan McBryant, Board – Lawrence Schoen, Angenie McCleary, Fritz Haemmerle, Don Keirn, Jacob Greenberg
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird, Emergency/Operations Chief – Peter Kramer, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant/Alternate Airport Security Coordinator – Roberta Christensen, Administrative Assistant/IT Systems Maintenance Coordinator - April Dieter, Administrative Assistant – Cecilia Vega
AIRPORT LEGAL COUNSEL: Luboviski, Wygle, Fallowfield & Ritzau – Barry Luboviski;
CONSULTANTS: T-O Engineers – Dave Mitchell; ANTICIPATE – Candice Pate
AIRPORT TENANTS/PUBLIC: Mead & Hunt – Scott Cary, Mark McFarland; ATCT – George White; R/L/B – Nicholas Latham; Ricondo & Associates – Geoff Wheeler; Atlantic Aviation – Mike Rasch; Felicity Roberts, Donna Serrano, Richard Fassino; Ed and Jane Johnson

CALL TO ORDER:

The meeting was called to order at 5:31 p.m. by Chairman Fairfax.

I. APPROVE AGENDA

The agenda was approved as presented.

II. PUBLIC COMMENT

No public comment was made.

**III. APPROVE FMAA
MEETING MINUTES**

A. October 1, 2013 Regular Meeting (See Brief)

The October 1, 2013 Friedman Memorial Airport Authority Meeting Minutes were approved as presented:

MOTION:

Made by Board Member Haemmerle to approve the October 1, 2013 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Board Member Schoen.

PASSED UNANIMOUSLY

IV. REPORTS

A. Chairman Report

No report was given.

B. Blaine County Report

No report was given.

C. City of Hailey Report

Board Member Haemmerle reported that the Hailey City Council had a good discussion regarding the Airport's site selection and master planning process and looks forward to sharing that discussion with the Board.

D. Airport Manager Report

Airport Manager Baird reported that he attended an Airport Conference in Helena, Montana with T-O Engineer Dave Mitchell and received some productive information regarding FAA procedures and protocols. He also reported that the next Northwest Mountain Region Airport Conference will be held in June of 2014 and encouraged the Board to attend.

E. Communications Director Report

Communications Director Candice Pate reported that Airport Tour attendance continues to increase. She also reported that she and Operations Chief Pete Kramer were invited to present an Airport update at an economic round table held by Sun Valley Property News.

Ms. Pate reported that the messaging of the Check SUN Fares First campaign is slated to shift slightly in order to promote recent Board efforts regarding upcoming regional jet service and the newly awarded Small Community Air Service Grant. She also reported that the communications team is exploring the idea of developing a small radio campaign to air during the holidays in order to promote the Check SUN Fares First campaign.

Board Member McBryant asked at what point the Board will be able to quantify whether or not the Airport's communications outreach has met a goal.

Airport Manager Baird answered that the Board decided to hire a communications director to improve their communications with the community and that goal is being met with the monthly Airport Solutions updates, Coffee Talks and Airport Tours, the Airport Update presentations continuously being made to various groups in the community along with outreach efforts to send out the Board's message with campaigns such as Check SUN Fares First.

V. AIRPORT STAFF BRIEF

- A. Noise Complaints (See Brief)**
- B. Parking Lot Update (See Brief)**
- C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (See Brief)**
- D. Review Correspondence (See Brief)**
- E. Fly Sun Valley Alliance Update (See Brief)**
- F. Airport Weather Interruptions (See Brief)**
- G. Administrative Brief (See Brief)**
- H. Security Brief (See Brief)**
- I. Hailey ATCT Funding Update (See Brief)**

VI. UNFINISHED BUSINESS

- A. Airport Solutions**
 - 1. Existing Site**
 - a. Plan to Meet 2015 Congressional Safety Area Requirement (See Brief)**

T-O Engineer Dave Mitchell updated the Board on the current status of the Modifications of Standards (MOS) document and RSA Formulations project after discussing both in a meeting with the FAA in October.

Board Member Haemmerle asked if acquiring land in order to mitigate the FAA's concerns regarding the configuration of the north end of the runway is necessary for the MOS approval process to continue and approximately how long the land acquisition would take. He also asked if there are any further anticipated expansions necessary to complete Airport Alternative 6.

Airport Manager Baird answered that the MOST approval process should not be impacted however the FAA made it clear that they support land acquisition to configure a standard north end design. He answered that construction for the north end of the runway is not scheduled to begin until spring or early summer of 2015 so the Board has ample time to proceed with a land acquisition and there are no further expansions needed to complete Alternative 6.

The Board discussed technical aspects of Engineer Mitchell's presentation including the FAA's request to consider a land acquisition in order to mitigate concerns regarding the reconfiguration for the north end of the runway and the development of the non-standard configuration for the MOS.

Board Member Schoen commented that the Board should do whatever it takes in the context of the improvement projects at this time to reach the maximum level of compliance with FAA safety standards and supports investigating the real estate's status and potential so the Board can make an informed decision.

Board Member Haemmerle commented that he would like to receive a definitive response from the FAA regarding the alternative to construct an angled connector rather than acquire land before a decision is made. He also commented that he is not in favor of doing whatever it takes to reach maximum compliance as there are obvious limits to that. He agreed that the Board should investigate the option for land acquisition in order to make an informed decision.

Chairman Fairfax commented that he would prefer to be fully compliant with FAA safety standards as it is easier for pilots to navigate with a configuration they are used to. He agrees that the Board should further research the land acquisition alternative.

Board Member Keirn commented that the Board should research the possibility of land acquisition as it is the FAA's preference to acquire the land and the property in question is for sale.

Board Member McCleary commented that meeting safety guidelines is something the Board wants to achieve as well and agrees that the land acquisition should be researched.

Vice-Chairman McBryant commented that she is troubled that the non-standard design of the north end of the runway was developed with a full awareness that it did not meet the FAA's technical requirements and that the Board would have to potentially consider different alternatives this late in the process. She commented that she would support researching the property in order to meet the FAA's requirements.

Airport Manager Baird commented that the FAA representatives working on the MOS document expressed their discomfort with the configuration of the north end of the runway as they had experienced issues with another airport that was configured the same way.

Engineer Mitchell commented that T-O Engineers has not developed a configuration like this before however there are other airports with the same configuration and they had assumed that the design would be acceptable for this project.

Board Member Haemmerle commented that the same configuration has been included in the MOS since it was submitted to the FAA for review so it is not the fault of T-O Engineers that it was not addressed or noticed by the FAA sooner in the process.

Chairman Fairfax directed Staff to research the possibility of what it would take to procure the property in question in order to comply with FAA safety standards and present the findings to Board at the December meeting.

Engineer Mitchell updated the Board on Phase I and Phase II of the RSA Improvements Construction Project.

The Board discussed technical aspects of Engineer Mitchell's presentation including the pros and cons of pursuing a construction prequalification to bid in order to determine a bidder's eligibility and suggested edits to the Scope of Work for Phase II of the RSA Improvements Construction Project.

Attorney Lubovski commented that a prequalification would provide the Board more protection, however it could possibly create a problem as well. He suggested that the Board proceed with a prequalification as this is a large project and conducting a prequalification does not commit the Board to disqualifying anyone.

MOTION: *Made by Board Member Haemmerle to proceed with a prequalification process for selecting contractors for Phase II of the RSA Improvements Construction project. Seconded by Board Member Keirn.*

PASSED UNANIMOUSLY

MOTION: *Made by Board Member Schoen to authorize the Airport Manager to proceed with the Independent Fee Estimate pending approval of the revised Scope of Work for Phase II of the RSA Improvements Construction Project. Seconded by Board Member Haemmerle.*

PASSED UNANIMOUSLY

Engineer Mitchell updated the Board on the current architectural projects in progress for the SRE/ARFF and managerial office buildings.

The Board discussed technical aspects of Engineer Mitchell's presentation including how best to provide input to the architectural team regarding revisions to the SRE/ARFF building concepts.

Chairman Fairfax directed Staff to distribute the draft architectural plans to the Board electronically for review and comment.

b. RFQ – On-call Planning Services

Chairman Fairfax asked the Board to consider the Review Committee's recommendation to select Mead & Hunt, Inc. to provide the Airport on-call planning services.

The Board discussed the Review Committee's recommendation and supported their selection of Mead & Hunt, Inc. to provide on-call planning services.

MOTION:

Made by Board Member Schoen to select the proposal submitted by Mead & Hunt, Inc. for on-call planning services as their proposal meets the needs of projects going forward. Seconded by Board Member McCleary.

PASSED UNANIMOUSLY

c. Retain/Improve/Develop Air Service

i. Fly Sun Valley Alliance Report

No report was given.

ii. Small Community Air Service Development Program Grant

Airport Manager Baird briefed the Board that the Small Community Air Service Development Program Grant Offer is anticipated to be mailed on November 22, 2013.

2. Airport Relocation

a. EIS Termination (See Brief)

3. Site Selection/Master Plan

Airport Manager Baird asked that the Board begin formal discussions regarding a master planning and site selection process. He commented that the purpose of a master plan update is to give the Board the ability to plan for a short-term and long-term vision for the Airport.

Board Member Haemmerle briefed the Board that the City of Hailey would like to proceed as soon as possible on a master planning/site selection process as the long term solution for the Airport is a replacement airport.

The Board discussed the concept of whether or not to integrate a financial plan into the master planning process and agreed that developing a financial forecast to include it in the master plan would be beneficial and sensible. They also discussed the concept of developing trigger points to include in the master plan update.

Airport Manager Baird asked each Board Member to fill out a master planning survey he has developed in order to give Staff and Mead & Hunt the opportunity to develop a master planning scope of work that reflects the opinions of the entire Board.

B. Request for Information – Legal Services (See Brief)

VII. PUBLIC COMMENT

Ed Jenkins commented that he is grateful to hear of the path forward moving ahead and suggested that the master plan include trigger points such as having only one runway large enough for a Boeing 747 aircraft and for a minimum of 200 people to unload from and load onto an aircraft at one time.

VIII. ADJOURNMENT

The November 5, 2013 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 7:47 p.m.

Lawrence Schoen, Secretary

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

**MINUTES OF A SPECIAL MEETING ATTACHMENT #3
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY***

**November 7, 2013
12:00 P.M.**

IN ATTENDANCE: **BOARD MEMBERS:** Chairman – Ron Fairfax, Vice-Chairman – Susan McBryant, Board – Lawrence Schoen, Angenie McCleary, Fritz Haemmerle, Don Keirn, Jacob Greenberg
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird, Administrative Assistant/IT Systems Maintenance Coordinator - April Dieter,
AIRPORT LEGAL COUNSEL: Luboviski, Wygle, Fallowfield & Ritzau – Barry Luboviski;
AIRPORT TENANTS/PUBLIC: Jim Laski, Benjamin Worst

CALL TO ORDER: The meeting was called to order at 12:05 p.m. by Chairman Fairfax.

I. APPROVE AGENDA The agenda was approved as presented.

II. NEW BUSINESS

A. Public Comment

No public comment was made.

B. Executive Session – I.C §67-2345 (1)(a)

Chairman Fairfax commented that the purpose of this meeting is to interview candidates for provision of legal services to the Board pursuant to I.C. §67-2345 (1)(a).

Board Member Haemmerle excused himself from the meeting due to personal conflict.

MOTION:

Made by Board Member Greenberg to enter into Executive Session under Idaho code I.C. §67-2345 (1)(a) to consider hiring a public officer, employee, staff member or individual agent, wherein the respective qualities of individuals are to be evaluated in order to fill a particular vacancy or need. Seconded by Board Member Schoen.

ROLL CALL VOTE:

<i>Chairman Fairfax</i>	YES
<i>Vice-Chairman McBryant</i>	YES
<i>Secretary Schoen</i>	YES
<i>Treasurer Greenberg</i>	YES
<i>Board Member Keirn</i>	YES
<i>Board Member McCleary</i>	YES

PASSED UNANIMOUSLY

C. Discussion and Selection of Attorney

The Board discussed the candidates and agreed that although both were exemplary, attorney Jim Laski is part of a firm that will be able to provide additional staffing assistance and experience to the Board.

MOTION:

Made by Board Member Greenberg to engage Jim Laski along with Lawson Laski Clark & Pogue, PLLC to represent the Friedman Memorial Airport Authority. Seconded by Board Member Keirn.

PASSED UNANIMOUSLY

The Board directed Staff to begin preparing and developing a contract of services between the Board and Mr. Laski, as well as to thank the other candidates for participating in the Request for Information for Legal Services.

III. ADJOURNMENT

The November 7, 2013 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 2:29 p.m.

Lawrence Schoen, Secretary

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

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined)

October 2012 through September 2013

1:50 PM
11/21/13
Accrual Basis

Ordinary Income/Expense	Oct '12 - Sep 13	Budget	\$ Over Budget	% of Budget
Income				
4000-00 · AIRCARRIER				
4000-01 · Aircarrier - Lease Space	84,520.44	84,600.00	-79.56	99.9%
4000-02 · Aircarrier - Landing Fees	82,178.69	92,000.00	-9,821.31	89.3%
4000-03 · Aircarrier - Gate Fees	1,200.00	1,200.00	0.00	100.0%
4000-04 · Aircarrier - Utility Fees	8,853.78	7,600.00	1,253.78	116.5%
4010-05 · Aircarrier - '11 PFC Application	221,260.21	213,000.00	8,260.21	103.9%
4010-06 · Aircarrier - '12 PFC App	82,812.40			
Total 4000-00 · AIRCARRIER	480,825.52	398,400.00	82,425.52	120.7%
4020-00 · TERMINAL AUTO PARKING REVENUE				
4020-01 · Automobile Parking - Terminal	85,788.49	70,000.00	15,788.49	122.6%
Total 4020-00 · TERMINAL AUTO PARKING REVENUE	85,788.49	70,000.00	15,788.49	122.6%
4030-00 · AUTO RENTAL REVENUE				
4030-01 · Automobile Rental - Commission	330,656.61	325,000.00	5,656.61	101.7%
4030-02 · Automobile Rental - Counter	8,203.32	7,300.00	903.32	112.4%
4030-03 · Automobile Rental - Auto Prkng	29,080.00	29,000.00	80.00	100.3%
4030-04 · Automobile Rental - Utilities	404.48	500.00	-95.52	80.9%
4030-05 · Automobile Rental - Off. Airprt.	20,512.65	40,000.00	-19,487.35	51.3%
4030-00 · AUTO RENTAL REVENUE - Other	570.00			
Total 4030-00 · AUTO RENTAL REVENUE	389,427.06	401,800.00	-12,372.94	96.9%
4040-00 · TERMINAL CONCESSION REVENUE				
4040-01 · Terminal Shops - Commission	888.20	3,500.00	-2,611.80	25.4%
4040-02 · Terminal Shops - Lease Space	5,664.08	8,500.00	-2,835.92	66.6%
4040-03 · Terminal Shops - Utility Fees	685.41	600.00	85.41	114.2%
4040-10 · Advertising - Commission	31,911.98	33,000.00	-1,088.02	96.7%
4040-11 · Vending Machines - Commission	697.91			
4040-12 · Terminal ATM	67.50			
Total 4040-00 · TERMINAL CONCESSION REVENUE	39,915.08	45,600.00	-5,684.92	87.5%
4050-00 · FBO REVENUE				
4050-01 · FBO - Lease Space	226,243.90	229,466.00	-3,222.10	98.6%
4050-02 · FBO - Tie-down Fees	237,596.36	230,000.00	7,596.36	103.3%
4050-03 · FBO - Landing Fees - Trans.	209,036.22	215,000.00	-5,963.78	97.2%
4050-04 · FBO - Commission	18,428.42	20,000.00	-1,571.58	92.1%
Total 4050-00 · FBO REVENUE	691,304.90	694,466.00	-3,161.10	99.5%

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October 2012 through September 2013

	Oct '12 - Sep 13	Budget	\$ Over Budget	% of Budget
4060-00 · FUEL FLOWAGE REVENUE				
4060-01 · Fuel Flowage - FBO	190,493.40	172,000.00	18,493.40	110.8%
Total 4060-00 · FUEL FLOWAGE REVENUE	190,493.40	172,000.00	18,493.40	110.8%
4070-00 · TRANSIENT LANDING FEES REVENUE				
4070-02 · Landing Fees - Non-Comm./Gov't	278.64	500.00	-221.36	55.7%
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	278.64	500.00	-221.36	55.7%
4080-00 · HANGARS REVENUE				
4080-01 · Land Lease - Hangar	487,467.18	493,707.00	-6,239.82	98.7%
4080-02 · Land Lease - Hangar/Trans. Fee	969.00			
4080-03 · Land Lease - Hangar/Utilities	1,310.43	1,400.00	-89.57	93.6%
4080-20 · Land Lease - Government Revenue	6,844.52	0.00	6,844.52	100.0%
Total 4080-00 · HANGARS REVENUE	496,591.13	495,107.00	1,484.13	100.3%
4090-00 · TIEDOWN PERMIT FEES REVENUE				
4090-01 · Tiedown Permit Fees (FMA)	13,281.98	17,000.00	-3,718.02	78.1%
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	13,281.98	17,000.00	-3,718.02	78.1%
4100-00 · POSTAL CARRIERS REVENUE				
4100-01 · Postal Carriers - Landing Fees	8,722.49	8,500.00	222.49	102.6%
4100-02 · Postal Carriers - Tiedown	2,970.00			
Total 4100-00 · POSTAL CARRIERS REVENUE	11,692.49	8,500.00	3,192.49	137.6%
4110-00 · MISCELLANEOUS REVENUE				
4110-01 · Misc. Revenue	37,976.04			
4110-06 · Misc. - Security-Prox. Cards	28,435.00	27,000.00	1,435.00	105.3%
4110-09 · Miscellaneous Expense Reimburse	-2,201.21			
4110-00 · MISCELLANEOUS REVENUE - Other	-263.33			
Total 4110-00 · MISCELLANEOUS REVENUE	63,946.50	27,000.00	36,946.50	236.8%
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	13,300.00	16,000.00	-2,700.00	83.1%
4120-02 · GTSP - Trip Fee	3,200.00	0.00	3,200.00	100.0%
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	16,500.00	16,000.00	500.00	103.1%
4400-00 · TSA				
4400-02 · Terminal Lease	8,635.44	0.00	8,635.44	100.0%
Total 4400-00 · TSA	8,635.44	0.00	8,635.44	100.0%

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Profit & Loss Budget vs. Actual (Combined)
 October 2012 through September 2013

	Oct '12 - Sep 13	Budget	\$ Over Budget	% of Budget
4500-00 · IDAHO STATE GRANT PROGRAM REV.				
4500-11 · SUN-11	0.00	0.00	0.00	0.0%
4500-13 · SUN-13	0.00	20,000.00	-20,000.00	0.0%
Total 4500-00 · IDAHO STATE GRANT PROGRAM REV.	0.00	20,000.00	-20,000.00	0.0%
4520-00 · INTEREST INCOME				
4520-05 · Interest Income - '11 PFC	201.67			
4520-06 · Interest Income - '12 PFC	10.07			
4600-00 · Interest Income - General	9,053.69	14,000.00	-4,946.31	64.7%
Total 4520-00 · INTEREST INCOME	9,265.43	14,000.00	-4,734.57	66.2%
4702-00 · AIP 02 New Airpt. EIS Phs. II				
4702-01 · AIP 02	0.00	100,000.00	-100,000.00	0.0%
Total 4702-00 · AIP 02 New Airpt. 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 Arpt. EIS-Phs.III/IV				
4704-01 · AIP '04 - FAA	0.00	1,000,000.00	-1,000,000.00	0.0%
Total 4704-00 · AIP 04-New Arpt. EIS-Phs.III/IV	0.00	1,000,000.00	-1,000,000.00	0.0%
4705-00 · AIP 05-New Arpt. EIS-Phs.				
4705-01 · AIP '05 - FAA	0.00	500,000.00	-500,000.00	0.0%
Total 4705-00 · AIP 05-New Arpt. EIS-Phs.	0.00	500,000.00	-500,000.00	0.0%
4737-00 · AIP 37				
4737-01 · AIP '37 - FMA Altern. Analysis	32,772.00	525,000.00	-492,228.00	6.2%
Total 4737-00 · AIP 37	32,772.00	525,000.00	-492,228.00	6.2%
4738-00 · Existing Site Improvement				
4738-01 · AIP '38	0.00	750,000.00	-750,000.00	0.0%
4738-00 · Existing Site Improvement - Other	546,012.00			
Total 4738-00 · Existing Site Improvement	546,012.00	750,000.00	-203,988.00	72.8%

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Profit & Loss Budget vs. Actual (Combined)

October 2012 through September 2013

	Oct '12 - Sep 13	Budget	\$ Over Budget	% of Budget
4739-00 · AIP 39 - Safety Area Proj. Imp.				
4739-01 · AIP '39 Project I	219,597.00	1,725,000.00	-1,505,403.00	12.7%
Total 4739-00 · AIP 39 - Safety Area Proj. Imp.	219,597.00	1,725,000.00	-1,505,403.00	12.7%
Total Income	3,296,327.06	7,020,373.00	-3,724,045.94	47.0%
Gross Profit	3,296,327.06	7,020,373.00	-3,724,045.94	47.0%
Expense				
EXPENDITURES				
"A" EXPENSES				
5000-01 · Salaries - Airport Manager	127,402.79	127,403.00	-0.21	100.0%
5010-00 · Salaries - Contracts/Finance Adm	84,943.01	82,500.00	2,443.01	103.0%
5010-01 · Salaries - Office Assist.	169,064.56	163,812.58	5,251.98	103.2%
5020-00 · Salaries - ARFF/OPS Chief	88,067.09	82,500.00	5,567.09	106.7%
5030-00 · Salaries - ARFF/OPS Specialist	307,305.36	302,723.84	4,581.52	101.5%
5040-00 · Salaries-ASC/Sp.Prjct./Ex. Assi	63,207.29	59,190.96	4,016.33	106.8%
5050-00 · Salaries - Temp.	8,483.25	15,000.00	-6,516.75	56.6%
5050-02 · Salaries - Merit Increase	0.00	20,721.82	-20,721.82	0.0%
5060-01 · Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 · Overtime - Snow Removal	5,648.88	10,000.00	-4,351.12	56.5%
5060-04 · OT - Security	0.00	2,500.00	-2,500.00	0.0%
5070-05 · Compensated Absences Accrued	13,542.55			
5100-00 · Retirement	98,327.57	100,815.67	-2,488.10	97.5%
5110-00 · Social Security/Medicare	62,837.30	66,428.93	-3,591.63	94.6%
5120-00 · Life Insurance	1,995.12	2,000.00	-4.88	99.8%
5130-00 · Medical Insurance	143,431.02	155,000.00	-11,568.98	92.5%
5160-00 · Workman's Compensation	13,822.00	15,000.00	-1,178.00	92.1%
Total "A" EXPENSES	1,188,077.79	1,207,596.80	-19,519.01	98.4%
"B" EXPENDITURES				
"B" EXPENSES - ADMINISTRATIVE				
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	12,837.53	0.00	12,837.53	100.0%
6000-00 · TRAVEL EXPENSE - Other	0.00	15,000.00	-15,000.00	0.0%
Total 6000-00 · TRAVEL EXPENSE	12,837.53	15,000.00	-2,162.47	85.6%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies - Office	10,812.40	13,500.00	-2,687.60	80.1%
6010-03 · Supplies - Computer	2,673.87			
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	13,486.27	13,500.00	-13.73	99.9%

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Profit & Loss Budget vs. Actual (Combined)

October 2012 through September 2013

	Oct '12 - Sep 13	Budget	\$ Over Budget	% of Budget
6020-00 · INSURANCE				
6020-01 · Insurance - Liability	16,610.00	18,500.00	-1,890.00	89.8%
6020-02 · Insurance - Public Officials	14,601.83	13,600.00	1,001.83	107.4%
6020-03 · Insurance-Bldg/Unlic. Veh./Prop	30,393.00	29,600.00	793.00	102.7%
6020-04 · Insurance - Licensed Vehicles	5,700.00	5,900.00	-200.00	96.6%
6020-05 · Insurance - Crime	625.00	550.00	75.00	113.6%
Total 6020-00 · INSURANCE	67,929.83	68,150.00	-220.17	99.7%
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	5,659.64	13,000.00	-7,340.36	43.5%
6030-02 · Utilities - Gas/Maintenance	4,430.65	8,500.00	-4,069.35	52.1%
6030-03 · Utilities - Elect./Runway&PAPI	6,144.67	6,000.00	144.67	102.4%
6030-04 · Utilities - Elec./Office/Maint.	11,875.47	9,000.00	2,875.47	131.9%
6030-05 · Utilities - Electric/Terminal	11,815.69	7,500.00	4,315.69	157.5%
6030-06 · Utilities - Telephone	12,281.26	17,000.00	-4,718.74	72.2%
6030-07 · Utilities - Water	686.16	1,200.00	-513.84	57.2%
6030-08 · Utilities - Garbage Removal	7,428.42	6,000.00	1,428.42	123.8%
6030-09 · Utilities - Sewer	1,872.37	1,500.00	372.37	124.8%
6030-10 · Utilities - Elec./Sewer	322.26	500.00	-177.74	64.5%
6030-11 · Utilities - Electric/Tower	4,802.25	4,000.00	802.25	120.1%
6030-12 · Utilities - Elec./Brdfld.Hghl	461.88			
6030-15 · Utilities - Elec/AWOS	654.29	900.00	-245.71	72.7%
6030-16 · Utilities - Elec. Wind Cone	130.75	210.00	-79.25	62.3%
6030-17 · Utilities - Elec.- Rosenberg	64.66			
6040-01 · Service Provider - Weather	5,772.00	3,700.00	2,072.00	156.0%
6040-02 · Service Provider - Term. Music	862.06	1,000.00	-137.94	86.2%
6040-03 · Service Provider - Internet/ISP	5,447.05	7,500.00	-2,052.95	72.6%
6040-04 · Service Provider - AWOS NADN	0.00	2,000.00	-2,000.00	0.0%
6040-05 · Service Provider - ISP/Terminal	1,800.00	2,000.00	-200.00	90.0%
6040-06 · Service Provider - SSI Movement	0.00	8,035.00	-8,035.00	0.0%
Total 6030-00 · UTILITIES	82,511.53	99,545.00	-17,033.47	82.9%
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	20,506.65	27,500.00	-6,993.35	74.6%
6050-02 · Professional Services - Audit	28,224.43	25,000.00	3,224.43	112.9%
6050-03 · Professional Services - Enginee	6,595.89	27,000.00	-20,404.11	24.4%
6050-04 · Professional Services - ARFF	0.00	2,000.00	-2,000.00	0.0%
6050-05 · Professional Services - Gen.	13,537.08			
6050-06 · Professional Services - Litigat	46,311.73			
6050-07 · Professional Services - Archite	53.00	1,000.00	-947.00	5.3%
6050-08 · Professional Services - Securit	3,119.26	4,000.00	-880.74	78.0%
6050-10 · Prof. Svcs.-IT/Comp. Support	10,887.00	12,000.00	-1,113.00	90.7%

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October 2012 through September 2013

	Oct '12 - Sep 13	Budget	\$ Over Budget	% of Budget
6050-11 · Professional Services - Wildlif	0.00	2,000.00	-2,000.00	0.0%
6050-12 · Prof. Serv.- Planning Air Serv.	25,633.80	32,000.00	-6,366.20	80.1%
6050-13 · Prof. Serv.-Website Des.& Maint	2,607.98	6,500.00	-3,892.02	40.1%
6050-14 · Professional Services - EA	8,093.61			
6050-15 · Prof. Serv. - Public Outreach	0.00	0.00	0.00	0.0%
6050-00 · PROFESSIONAL SERVICES - Other	-90.00			
Total 6050-00 · PROFESSIONAL SERVICES	165,480.43	139,000.00	26,480.43	119.1%
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				
6060-01 · Maint.-Office Equip./Gen.	249.24	10,000.00	-9,750.76	2.5%
6060-02 · Maintenance - Computer	2,719.19			
6060-04 · Maintenance - Copier	3,958.80			
6060-05 · Maintenance - Phone	1,330.20			
Total 6060-00 · MAINTENANCE-OFFICE EQUIPM...	8,257.43	10,000.00	-1,742.57	82.6%
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-01 · Rent/Lease - Office Equip./Gen	0.00	1,500.00	-1,500.00	0.0%
6070-02 · Rent/Lease - Postage Meter	1,259.28	0.00	1,259.28	100.0%
6070-03 · Rent/Lease - Copier	0.00	4,000.00	-4,000.00	0.0%
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	1,259.28	5,500.00	-4,240.72	22.9%
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 · Dues/Memberships/Publications	16,451.28	15,000.00	1,451.28	109.7%
6080-02 · Membership - Internet/Website	864.48			
6080-04 · Airport Marketing	1,369.76	15,000.00	-13,630.24	9.1%
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICAT...	18,685.52	30,000.00	-11,314.48	62.3%
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	1,448.44	2,700.00	-1,251.56	53.6%
Total 6090-00 · POSTAGE	1,448.44	2,700.00	-1,251.56	53.6%
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	4,206.00	30,000.00	-25,794.00	14.0%
6100-02 · Education/Training - OPS	844.00			
6100-03 · Education/Training - ARFF	8,628.95			
6100-05 · Education - Neighborl Flight	4,285.16			
Total 6100-00 · EDUCATION/TRAINING	17,964.11	30,000.00	-12,035.89	59.9%

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Profit & Loss Budget vs. Actual (Combined)

October 2012 through September 2013

	Oct '12 - Sep 13	Budget	\$ Over Budget	% of Budget
6110-00 · CONTRACTS				
6110-01 · Contracts - General	1,165.00			
6110-02 · Contracts - FMAA	33,600.00	33,600.00	0.00	100.0%
6110-03 · Contracts - SVA/Fee Collection	58,800.00	58,860.00	-60.00	99.9%
6110-04 · Contracts - COH LEO	4,012.00	15,000.00	-10,988.00	26.7%
6110-05 · Contracts - Janitorial	0.00	10,000.00	-10,000.00	0.0%
6110-06 · Electronic Filing System	13,800.00	13,800.00	0.00	100.0%
6110-08 · Contracts - Eccles Tree Lights	30,000.00	30,000.00	0.00	100.0%
6110-09 · Contracts - Website	0.00	350.00	-350.00	0.0%
6110-10 · Online Email Server Access	930.74	2,000.00	-1,069.26	46.5%
6110-11 · Contracts -Security CMS	24,052.97	42,500.00	-18,447.03	56.6%
Total 6110-00 · CONTRACTS	166,360.71	206,110.00	-39,749.29	80.7%
6120-00 · PERMITS				
6120-01 · Permits - General	23.00	100.00	-77.00	23.0%
Total 6120-00 · PERMITS	23.00	100.00	-77.00	23.0%
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	7,868.23	6,500.00	1,368.23	121.0%
6140-00 · Bank Fees	965.28	1,000.00	-34.72	96.5%
Total 6130-00 · MISCELLANEOUS EXPENSES	8,833.51	7,500.00	1,333.51	117.8%
Total "B" EXPENSES - ADMINISTRATIVE	565,077.59	627,105.00	-62,027.41	90.1%
"B" EXPENSES - OPERATIONAL				
6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI				
6500-01 · Supplies/Equipment - General	716.23	10,000.00	-9,283.77	7.2%
6500-02 · Supplies/Equipment - Tools	2,050.51			
6500-03 · Supplies/Equipment - Clothing	936.75			
6500-04 · Supplies/Equipment - Janitorial	13,143.42			
6500-05 · Supplies/Equipment - Deice	0.00	15,000.00	-15,000.00	0.0%
6500-06 · Supplies/Equipment - ARFF	4,247.85	5,000.00	-752.15	85.0%
Total 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OP...	21,094.76	30,000.00	-8,905.24	70.3%
6510-00 · FUEL/LUBRICANTS				
6510-01 · Fuel/Lubricants - General	0.00	0.00	0.00	0.0%
6510-02 · Fuel	21,874.00	50,000.00	-28,126.00	43.7%
Total 6510-00 · FUEL/LUBRICANTS	21,874.00	50,000.00	-28,126.00	43.7%

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October 2012 through September 2013

	Oct '12 - Sep 13	Budget	\$ Over Budget	% of Budget
6520-00 · VEHICLES/MAINTENANCE				
6520-01 · R/M Equipment - General	3,504.02	27,000.00	-23,495.98	13.0%
6520-02 · R/M Equip. '93 Schmidt Snow	681.50			
6520-04 · R/M Equip. '84 Chevy Plow Truck	392.90			
6520-08 · R/M Equip. - '96 Tiger Tractor	2,722.25			
6520-17 · R/M Equip. '01 Case 921 Ldr.	23.16			
6520-19 · R/M Equip. '02 Ford F-150 PU	2,436.89			
6520-23 · R/M Equip. - '97 Ford Exped.	12.03			
6520-24 · R/M Equip. - '01 Ford F-250	592.84			
6520-28 · R/M Equip. -Case 621 Loader	217.02			
6520-30 · R/M Equip. '05 Ford F-350	117.62			
6520-32 · R/M Equip. - '09 Mini Truck	161.40			
Total 6520-00 · VEHICLES/MAINTENANCE	10,861.63	27,000.00	-16,138.37	40.2%
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. General	0.00	5,000.00	-5,000.00	0.0%
6530-04 · ARFF Maint. - Radios	2,670.79			
6530-05 · ARFF Maint. - '03 E-One	1,216.14			
Total 6530-00 · ARFF MAINTENANCE	3,886.93	5,000.00	-1,113.07	77.7%
6540-00 · REPAIRS/MAINTENANCE - BUILDING				
6540-01 · R/M Bldg. - General	2,403.86	29,000.00	-26,596.14	8.3%
6540-02 · R/M Bldg. - Terminal	19,543.27			
6540-03 · R/M Bldg. - Shop	3,154.44			
6540-04 · R/M Bldg. - Cold Storage	298.80			
6540-05 · R/M Bldg. - Manager's Bldg.	572.68			
6540-07 · R/M Bldg. - Tower	9,972.51			
6540-08 · R/M Bldg. - Parking Booth	215.97			
Total 6540-00 · REPAIRS/MAINTENANCE - BUILD...	36,161.53	29,000.00	7,161.53	124.7%
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	3,449.16			
6550-04 · R/M - Lights	2,222.85			
6550-05 · R/M - Grounds	1,368.00			
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE ...	168.17			
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSI...	7,208.18	15,000.00	-7,791.82	48.1%
6560-00 · SECURITY EXPENSE				
6560-01 · Security	22,704.68	20,000.00	2,704.68	113.5%
Total 6560-00 · SECURITY EXPENSE	22,704.68	20,000.00	2,704.68	113.5%

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11/21/13

Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined)

October 2012 through September 2013

	Oct '12 - Sep 13	Budget	\$ Over Budget	% of Budget
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	8,736.99	22,000.00	-13,263.01	39.7%
6570-02 · R/M Aeronautical Equip. - Tower	1,399.91			
6570-03 · R/M Aeronautical Equip.-Swt. Sys	2,400.00			
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	11,400.00			
6570-05 · R/M Aero.Equip. Flying Hat Lgts	375.00			
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICA...	24,311.90	22,000.00	2,311.90	110.5%
Total "B" EXPENSES - OPERATIONAL	148,103.61	198,000.00	-49,896.39	74.8%
Total "B" EXPENDITURES	713,181.20	825,105.00	-111,923.80	86.4%
"C" EXPENSES				
7000-00 · MISC. CAPITAL EXPENDITURES				
7000-01 · Contingency	175.00	50,000.00	-49,825.00	0.4%
7000-04 · Office Equip.-Telephone	7,807.00			
7000-05 · Computer Equipment/Software	7,443.29	25,600.00	-18,156.71	29.1%
7000-06 · Asphalt Repair	12,640.00	12,700.00	-60.00	99.5%
7000-07 · Website Design	6,850.00			
7000-08 · ATC Equipment	0.00	6,600.00	-6,600.00	0.0%
7000-26 · Acquisition - Licensed Vehicles	13,650.00	43,000.00	-29,350.00	31.7%
7000-30 · Tires	0.00	13,500.00	-13,500.00	0.0%
7000-36 · Drivers Training Software	7,125.00			
7000-37 · Tractor Rake Attachment	0.00	0.00	0.00	0.0%
7000-38 · Snow Monitoring Telemetry Eq.	0.00	0.00	0.00	0.0%
7000-39 · Air Pass. Terminal - Int. Paint	0.00	0.00	0.00	0.0%
7000-40 · Weather Viewing Equipment	0.00	0.00	0.00	0.0%
Total 7000-00 · MISC. CAPITAL EXPENDITURES	55,690.29	151,400.00	-95,709.71	36.8%
7500-00 · IDAHO STATE GRANT PROGRAM				
7500-13 · ITD (SUN-13 ITD/FMA)	0.00	40,000.00	-40,000.00	0.0%
Total 7500-00 · IDAHO STATE GRANT PROGRAM	0.00	40,000.00	-40,000.00	0.0%
7502-00 · AIP 02 EXPENSE				
7502-01 · AIP '02 - New Arpt. EIS-Ph.II	0.00	105,264.00	-105,264.00	0.0%
Total 7502-00 · AIP 02 EXPENSE	0.00	105,264.00	-105,264.00	0.0%
7503-00 · AIP 03 EXPENSE				
7503-01 · AIP '03 - New Arpt. EIS-Ph. III	0.00	42,106.00	-42,106.00	0.0%
Total 7503-00 · AIP 03 EXPENSE	0.00	42,106.00	-42,106.00	0.0%

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Accrual Basis

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

October 2012 through September 2013

	Oct '12 - Sep 13	Budget	\$ Over Budget	% of Budget
7504-00 · AIP 04 EXPENSE				
7504-01 · AIP '04-New Arpt.EIS-Phs.III/IV	0.00	1,052,632.00	-1,052,632.00	0.0%
Total 7504-00 · AIP 04 EXPENSE	0.00	1,052,632.00	-1,052,632.00	0.0%
7505-00 · AIP '05 EXPENSE				
7505-01 · AIP '05-New Arpt. EIS-Phs.	0.00	526,316.00	-526,316.00	0.0%
Total 7505-00 · AIP '05 EXPENSE	0.00	526,316.00	-526,316.00	0.0%
7537-00 · AIP '37 EXPENSE				
7537-01 · AIP '37 - FMA Altern. Analysis	36,362.00	552,632.00	-516,270.00	6.6%
7537-02 · AIP '37 - Non-Eligible	2,025.35			
Total 7537-00 · AIP '37 EXPENSE	38,387.35	552,632.00	-514,244.65	6.9%
7538-00 · Improvements to Existing Site				
7538-01 · AIP '38	582,413.78	789,474.00	-207,060.22	73.8%
7538-02 · AIP '38 - Non-Eligible	454.06			
Total 7538-00 · Improvements to Existing Site	582,867.84	789,474.00	-206,606.16	73.8%
7539-00 · AIP '39 EXPENSE - Imp. ALP				
7539-01 · AIP '39 - Eligible	234,237.28	1,818,947.00	-1,584,709.72	12.9%
Total 7539-00 · AIP '39 EXPENSE - Imp. ALP	234,237.28	1,818,947.00	-1,584,709.72	12.9%
7540-00 · AIP '40 EXPENSE - Safety Area				
7540-01 · AIP '40 Eligible	0.00	0.00	0.00	0.0%
Total 7540-00 · AIP '40 EXPENSE - Safety Area	0.00	0.00	0.00	0.0%
8000-00 · Replacement Airport				
8000-02 · Project Manager	0.00	10,000.00	-10,000.00	0.0%
8000-03 · Financial	0.00	10,000.00	-10,000.00	0.0%
8000-04 · Public Outreach	29,464.57	60,000.00	-30,535.43	49.1%
8000-05 · Current Site Master Plan	0.00	10,000.00	-10,000.00	0.0%
8000-06 · Legal	6,440.00			
8000-07 · General	353.60	50,000.00	-49,646.40	0.7%
Total 8000-00 · Replacement Airport	36,258.17	140,000.00	-103,741.83	25.9%

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11/21/13

Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined)

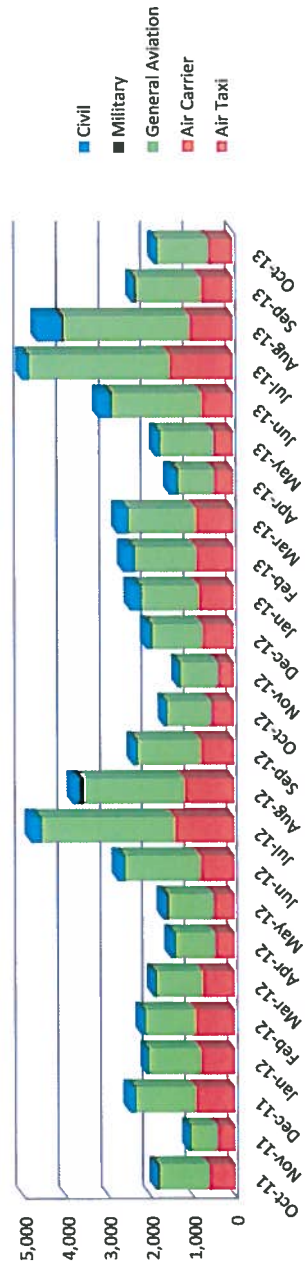
October 2012 through September 2013

	Oct '12 - Sep 13	Budget	\$ Over Budget	% of Budget
9000-00 · PFC EXPENSE				
9000-03 · PFC '12				
9000-04 · PFC '12 - SRE Equipment	0.00	0.00	0.00	0.0%
9000-05 · PFC '12 - Admin Expense	0.00	0.00	0.00	0.0%
9000-06 · PFC '12 - Security Improvements	82,381.13			
9000-03 · PFC '12 - Other	315,015.45	209,000.00	106,015.45	150.7%
Total 9000-03 · PFC '12	397,396.58	209,000.00	188,396.58	190.1%
Total 9000-00 · PFC EXPENSE	397,396.58	209,000.00	188,396.58	190.1%
Total "C" EXPENSES	1,344,837.51	5,427,771.00	-4,082,933.49	24.8%
Total EXPENDITURES				
Total Expense	3,246,096.50	7,460,472.80	-4,214,376.30	43.5%
Net Ordinary Income	3,246,096.50	7,460,472.80	-4,214,376.30	43.5%
Net Income	50,230.56	-440,099.80	490,330.36	-11.4%
	50,230.56	-440,099.80	490,330.36	-11.4%

ATCT Traffic Operations Record

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

Operations
2011-2013 YTD
(Cumulative)



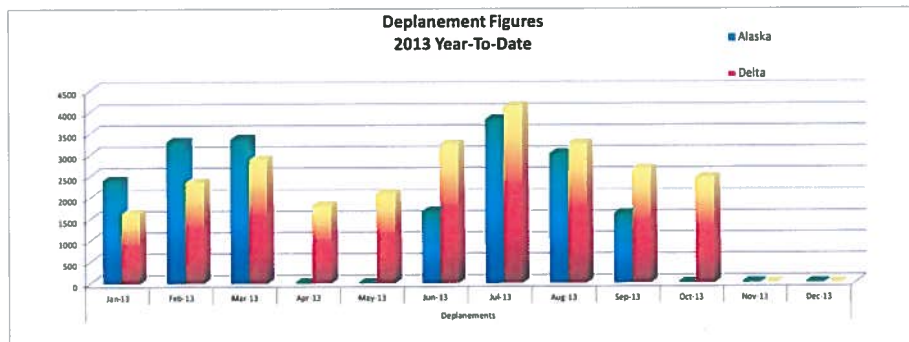
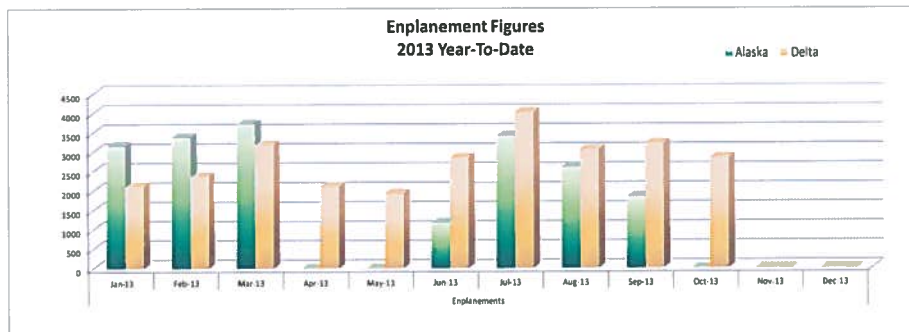
ATCT Operations Change (current month vs. same month last year)			
	2013	2012	% Change
Air Taxi	574	532	8%
Air Carrier	2	0	0%
General Aviation	1,214	1,052	15%
Military	4	2	100%
Civil	80	72	11%
Total	1874	1658	13.03%

2013 Enplanements													
Date	Alaska Airlines					Delta Airlines					Current Y-T-D	Prior Y-T-D	Y-T-Y % Change
	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change			
Jan-13	3,079	71	3,150	2,932	7%	2,047	66	2,113	2,395	-12%	5,263	5,327	-1.2%
Feb-13	3,307	67	3,374	2,839	19%	2,307	59	2,366	2,265	4%	11,003	10,431	5.5%
Mar-13	3,630	87	3,717	2,686	38%	3,114	71	3,185	2,827	13%	17,905	15,944	12.3%
Apr-13	0	0	0	0	0%	2,018	96	2,114	2,151	-2%	20,019	18,095	10.6%
May-13	0	0	0	0	0%	1,835	90	1,925	1,974	-2%	21,944	20,069	9.3%
Jun-13	1,132	41	1,173	1,426	-18%	2,742	105	2,847	2,558	11%	25,964	24,053	7.9%
Jul-13	3,331	74	3,405	3,563	-4%	3,893	121	4,014	3,662	10%	33,383	31,278	6.7%
Aug-13	2,545	63	2,608	3,348	-22%	2,968	94	3,062	3,984	-23%	39,053	38,610	1.1%
Sep-13	1,777	55	1,832	1,613	14%	3,086	128	3,214	3,176	1%	44,099	43,399	1.6%
Oct-13	0	0	0	0	0%	2,738	106	2,844	2,683	6%	46,943	46,082	1.9%
Totals	18,801	458	19,259	18,407	4.63%	26,748	936	27,684	27,675	0.03%			

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

2013 Deplanements													
Date	Alaska Airlines					Delta Airlines					Current Y-T-D	Prior Y-T-D	Y-T-Y % Change
	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change			
Jan-13	2,320	78	2,398	2,259	6%	1,575	57	1,632	1,679	-3%	4,030	3,938	2.3%
Feb-13	3,226	68	3,294	3,061	8%	2,300	60	2,360	2,260	4%	9,684	9,259	4.6%
Mar-13	3,268	87	3,355	2,506	34%	2,807	84	2,891	2,404	20%	15,930	14,169	12.4%
Apr-13	0	0	0	0	0%	1,739	67	1,806	1,891	-4%	17,736	16,060	10.4%
May-13	0	0	0	0	0%	2,005	81	2,086	2,057	1%	19,822	18,117	9.4%
Jun-13	1,608	54	1,662	1,854	-10%	3,129	113	3,242	2,739	18%	24,726	22,710	8.9%
Jul-13	3,735	84	3,819	3,911	-2%	3,994	143	4,137	3,819	8%	32,682	30,440	7.4%
Aug-13	2,941	72	3,013	3,700	-19%	3,154	96	3,250	3,550	-8%	38,945	37,690	3.3%
Sep-13	1,560	51	1,611	1,236	30%	2,568	97	2,665	2,663	0%	43,221	41,589	3.9%
Oct-13	0	0	0	0	0%	2,348	110	2,458	2,378	3%	45,679	43,967	3.9%
Totals	18,658	494	19,152	18,527	3.37%	25,619	908	26,527	25,440	4.27%			

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



Friedman Memorial Airport

October 2013

2013 Seat Occupancy

Month	Alaska Airlines					Delta Airlines					Annual Seat Occupancy Year-to-Year Comparison			
	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Total Seats Occupied Y-T-D	Annual Seat Occupancy Totals Year-to-Year Comparison			Current Y-T-D % Occupied	Prior Y-T-D % Occupied
										Total Seats Occupied	Prior Y-T-D	Y-T-Y % Change		
Jan-13	59	4,484	3,150	70%	107	3,210	2,113	66%	5,263	5,327	5,327	-1%	68.40%	70.07%
Feb-13	55	4,180	3,374	81%	116	3,480	2,366	68%	11,003	10,431	10,431	5%	71.66%	71.95%
Mar-13	59	4,484	3,717	83%	140	4,200	3,185	76%	17,905	15,944	15,944	12%	74.49%	73.12%
Apr-13	0	0	0	0%	98	2,940	2,114	72%	20,019	18,095	18,095	11%	74.20%	73.84%
May-13	0	0	0	0%	92	2,742	1,925	70%	21,944	20,069	20,069	9.3%	73.84%	73.69%
Jun-13	27	1,836	1,173	64%	167	5,010	2,847	57%	25,964	24,053	24,053	7.9%	71.01%	71.43%
Jul-13	61	4,148	3,405	82%	211	6,330	4,014	63%	33,383	31,278	31,278	7%	70.96%	72.05%
Aug-13	56	3,808	2,608	68%	185	5,550	3,062	55%	39,053	38,610	38,610	1%	69.24%	73.47%
Sep-13	41	2,788	1,832	66%	152	4,560	3,214	70%	44,099	43,399	43,399	2%	69.17%	73.99%
Oct-13	0	0	0	0%	123	3,690	2,844	77%	46,943	46,082	46,082	2%	69.61%	74.02%
Totals	358	25,728	19,259	75%	1,391	41,712	27,684	66%						

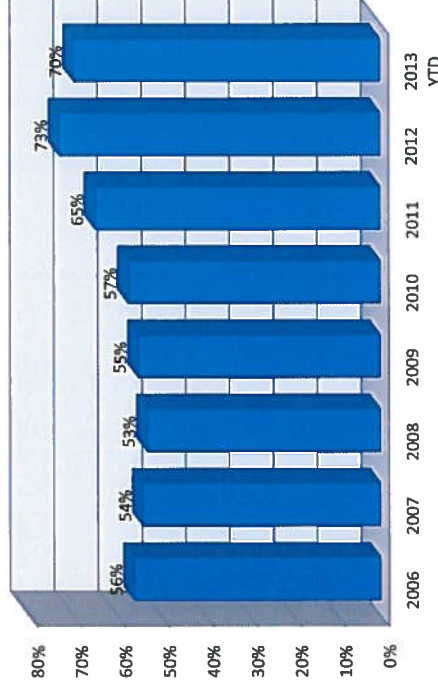
Total of 68 Seats Available on aircraft for summer months
Total of 76 Seats Available on aircraft for winter months

Total of 30 Seats Available on aircraft

Y-T-Y = Year-To-Year

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

Historical Seat Occupancy Comparison
2001-2013 YTD



Historical Enplanment Comparison
2001 - 2013 YTD





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Dassault Reveals New Falcon 5X Business Jet

AVIATION INTERNATIONAL NEWS • NOVEMBER 2013

by IAN SHEPPARD



The Falcon 5X will have a range of 5,200 nm (with eight pax, three crew, NBAA IFR reserves at ISA and full fuel).

November 1, 2013, 3:10 AM

Dassault took the wraps off the airplane known thus far as "SMS" at the NBAA Convention late last month. The Falcon 5X is a Mach 0.8 fly-by-wire twinjet powered by Snecma Silvercrest turbofans, and it is decidedly not the super-midsize that its project initials suggested.

In fact, SMS could have stood for smokescreen. The 5X, slated to fly before mid-2015 and enter service in the first half of 2017, is bigger inside

than the company's current flagship, the Falcon 7X.

The first batch of 40 standardized 5Xs will be fully equipped and priced "in the mid-40s [millions] in today's dollars," said Dassault. Three development aircraft will be built and aircraft number one will be retained for future development work.

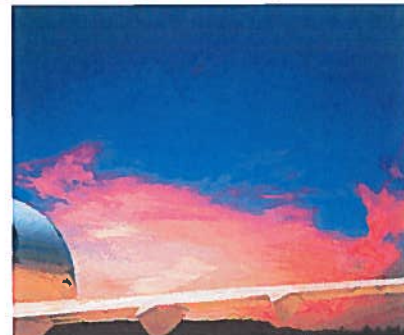
"It's time now to introduce a new airplane," said John Rosanvallon, president and CEO of Dassault Falcon Jet, based at Teterboro Airport. "The best is coming now." He made clear that the 5X likely will launch a new line of jets that could ultimately grow to provide Dassault with a competitor for new large-cabin jets from Bombardier and Gulfstream.

"There is no doubt that the 5X will be creating new derivatives in the future," said Olivier Villa, senior v-p for civil aircraft, who suggested an "8X" would be well suited to China and other developing regions.

Maximum takeoff weight for the 5X is 69,600 pounds and ratio of max landing weight to max takeoff weight is 95 percent, said Villa. "So you can land almost straight away to pick up passengers, then go on a long mission—typically 5,200 nm or 11 hours 30 minutes—off a 5,000-foot runway, landing at 105 knots." High-speed cruise will reduce range, and the Mmo (maximum operating Mach number) is pegged at Mach 0.9.

Dassault claims that the 5X will be "the most efficient airplane, 50 percent more efficient than competitors and 30 percent less costly to operate." For example, Dassault expects the 5X will fly 1,500 nm on 10,000 pounds of fuel, whereas the Global 5000, it says, can fly just over 1,000 nm on that much fuel. "The Falcon 5X will save up to \$4 million over six years (based on an average of 500 hours per year)," the French company claims.

New Technology



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Villa said that although for the 5X design there was a “special focus on the availability of the aircraft” (reliability), there is also a range of technological enhancements, including a new wing “about the same size as the 7X wing” and the new engine. Notably, the aircraft benefits from Dassault’s fighter heritage with flaperons, not seen on a Falcon before, and a full fly-by-wire flight control system, which can employ all the control surfaces together to enhance efficiency throughout the flight profile, including benefits in maneuvering and comfort in turbulence.

“We could have kept the same wing and digital flight control system [as the 7X],” said Villa, “but we decided to bring a new wing and DFCS to the 5X, both being developed by Dassault in-house, and a new cockpit standard, optimal use of manufacturing technology, pressurized fuel tanks and a new step-in digital mock-up. We are using Catia version 6, which brings a 4-D mockup, with simulation capability for all the systems.”

The “sophisticated” wing, he said, features three slats, “efficient winglets and a new curved trailing edge, and flaperons, which we’ve [used] so far only on military aircraft.” The wing buffet margin has been increased by 15 percent and the lift-to-drag ratio is up by 5 to 10 percent, said Villa. Differential use of the flaperons helps to achieve this improvement.

Francois Dupré, 5X flight control system project manager, said, “We moved up a step with the 7X by integrating all the primary control surfaces, taking [pilot] commands and translating them using new functions that drastically reduce pilot workload, for example autotrim. Also it [will be] comfortable in turbulence.

“With the 5X we went even further, integrating the high-lift devices and airbrakes and nosewheel steering into the FCS architecture. So we can realize the high lift and airbrake functions using all surfaces, increasing the [overall] efficiency of the system.” As part of this, said Dupré, Dassault “took the opportunity to introduce new flaperons with high-speed servo-actuators. These can deflect differentially or symmetrically to complement the slats and flaps and can be used as airbrakes.”

The handling qualities and degradation mode philosophies are “close to those of the 7X,” said Dupré, with normal laws, reverting to alternate laws, reverting to direct laws as the minimum required for aircraft control.

Cockpit Features

The cockpit has 32 percent more window area than the 7X, and the compartment is also larger. “The larger cockpit makes it easier for the pilots to rest during cruise,” he said. The pilot seats (supplied by Zodiac Aerospace’s Sicma Aero Seat subsidiary) recline to 130 degrees.

The new flight management system (FMS) is by Honeywell, which will also supply its RDR-4000 3D digital weather radar. Dual EFBs are integrated, one on each side of the instrument panel. The plan eventually is to have dual Elbit head-up displays (HUDs) but initially there will be only one, for the left seat.

The HUDs will offer a new combined vision system (CVS), which includes both synthetic vision system (SVS) and enhanced vision system (EVS) information. “We decided to go further to have a near-IR [infrared] camera and new EVS camera too, fitted to the top of the nose but integrated. We worked hard with Elbit on this,” said Philippe Deleume, Dassault’s chief test pilot. “We designed a brand-new HUD with Elbit, providing a wider field of view and new symbology, which is completely consistent head-down or head-up. The goal is to go to a primary display in the HUD. This is a proof-of-concept now as it is a long process to get certification, and later we’ll move to two HUDs and they’ll be primary displays. This will be a first for a business aircraft.” He also hopes it will lead to “an alternative to autoland” right down to zero-zero.

A new engine control unit, supplied by Ratier-Figeac, offers another innovative feature, movable or mobile detents (using the Hall effect in magnetism). The mobile detents adjust for ambient conditions and can help facilitate noise-sensitive departures, for example. "This is so the pilot can easily find the new N1 setting to reduce noise," Deleume said.

Dassault has designed a new fixed-base development simulator for the 5X. "The 5X flight deck is based on the [Honeywell] EASy cockpit, with a T-configuration for the 10-inch displays," he said. "There is better integration of the EFBs now, sidesticks and twin HUDs and full consistency with the other Falcons." The EFBs are still Class 2 devices. Deleume said developing a Class 3 solution would be expensive and subject to rapid obsolescence.

"There is more automation to decrease the overall pilot workload and decrease pilot errors," he said. "Also it has simple and reliable initialization, with simple on/off functions and a routine sequence."

On the maintenance side, Villa said, "We are starting the MSG-3 process for defining the maintenance, but the intervals will be at least 800 hours/12 months between inspections—that's 30 percent longer than the 7X." The 5X will also have "a new standard in integrated maintenance," he said, with a maintenance computer that can store up to 10,000 parameters, accessible on the ground or in the air via Falcon Broadcast. Finally, warranty coverage will be extended to 12 years, although some components will be covered for only five years and paint and interior two years, Villa said.

Most Spacious Cabin in Class

Dassault envisions the 5X ushering in "a new generation of cabin comfort." With that in mind, said Olivier Villa, Dassault senior v-p for civil aircraft, "We have worked a lot to define the volume and to look at how the 7X is used for long flights, to find the most comfortable and efficient way to use the new 5X."

The cabin volume of the 5X is 1,770 cu ft compared with 1,550 cu ft on the 7X. The unfinished cabin interior height is 78 inches, which is four inches more than the 7X/900LX, and the maximum width is increased by 10 inches.

Dassault displayed a full-size mock-up at last month's NBAA gathering. Its second mock-up will be designed with a more flamboyant interior. This one will be ready by year-end and displayed at EBACE next May in Geneva, among other events.

Villa believes that the windows are an important feature of the new aircraft, in that they will provide 30 percent more area than on the 7X. The cabin altitude will be only 3,900 feet at 41,000 feet, he said, and 6,000 feet at the airplane's 51,000-foot ceiling. Passengers will also benefit from a 155 cu ft baggage compartment accessible in flight and a second unpressurized baggage compartment as well.

"We've been working for two years on a real breakthrough on what you'll see in the cabin," said Jim Hurley, Dassault Falcon v-p of sales. "The two most important things were cabin comfort and speed." The cabin can sleep six and it features a skylight over the flight attendant working area/galley area.

Agnes Gervais, interior designer for Dassault, said, "It is a new and sleek design that gives the impression of space. The passenger will be wrapped in a cocoon." Seats have also been completely redesigned with "an outer shell giving a feeling of protection."

5X Suppliers

Dassault has chosen many of its usual suppliers for the 5X, although Héroux-Devtek got the landing-gear contract (Messier Dowty provides the 7X gear). The nosegear will have a “dual chamber, for comfort.”

UTC's Hamilton Sundstrand is providing the electrically started APU (“easy start, all the time”), with Thales AES supplying the new starter-generator system.

“We worked a lot on the acoustic treatment to ensure the 5X is a good neighbor on the ground, too,” said Olivier Villa, Dassault senior v-p for civil aircraft. United Technologies will also supply the emergency ram air turbine, the scoop for which will be on the nose (unlike other Falcons).

UTC Aerospace Systems is supplying the air data system. Its architecture builds on the 7X's system: four smart probes, associated with angle-of-attack sensors and “compliant with new requirements for icing systems.”

Eaton is supplying the hydraulics system (with non-corrosive Mil-H-83282 red-oil hydraulic fluid). The electrical system will be a 115-VAC network, which is “new to the Falcons,” said Villa. With the fuel system, he said, “We have ensured that fueling will be fast and accurate.” French company Zodiac Intertechnique is supplying the fuel and oxygen systems. Zodiac will also supply the flight-deck oxygen system, and the crew masks have a new “saver function,” said Villa.

TAGS: [DASSAULT FALCON 7X](#) [TRIJEETS](#) [DASSAULT FALCON](#) [FLY-BY-WIRE](#) [BOMBARDIER GLOBAL EXPRESS](#)
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latimes.com/travel/deals/la-trb-travelers-spending-more-airport-food-retail-20131112,0,4911450.story

latimes.com

Travelers, you're spending more on airport food and retail goods

By Christopher Reynolds

7:45 AM PST, November 13, 2013

A new survey says U.S. travelers spent \$5.15 per person per departure on airport food last year. advertisement

That might sound pretty frugal, given the prices at many airport shops and eateries, even if you're just looking for a salad in a plastic box. But a trade group known as “the voice of the airports” says that passenger spending in airports has been steadily rising since 2009, both on food and on retail items.

The [survey](#) was conducted by the [Airports Council International – North America](#) and drew on data from 94 airports that together handle nearly 80% of the country’s air passenger traffic.

The survey also cited FAA statistics (for all airports) showing that U.S. travelers spent \$533 million on airport food and beverages in 2012.

Other findings of the ACI-NA survey:

- Those upscale vending boxes from Best Buy and others might be earning more than you are. Automated retail units that peddle electronics, cosmetics, apparel and other items are present in half of the airports surveyed, and produce an average gross sales of more than \$100,000 per year.
- Shoppers at the surveyed airports in 2012 spent an average of \$3.31 per departure on news, gifts and specialty retail items. That’s up from \$3.10 the year before.
- Some 39% of the airports surveyed now have their own smartphone apps, up from 33% the year before.

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FAA raises priority for Tri-Cities Airport remodel funding

By Kristi Pihl, Tri-City Herald November 18, 2013

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September 14, 2013 - A potential \$8 million Federal Aviation Administration grant for the Tri-Cities Airport would double the size of the terminal from almost 55,000 to 110,000 square feet.

BOB BRAWDY — Tri-City Herald [Buy Photo](#)

The Tri-Cities Airport terminal remodel has been moved up in priority by the Federal Aviation Administration, increasing the chances of receiving grant funding next year.

But Port of Pasco officials are still taking a more conservative stance on paying for the \$43.5 million project meant to double the size of the Pasco terminal.

Commissioners asked architect Mead & Hunt on Monday to find another \$1 million piece of the project that can be pulled from the base design.

That piece will be included among the alternatives port officials plan to include when they ask for bids from subcontractors this spring. Other alternatives include adding space back to Gate 5 and a baggage delivery system.

However, Stephen Horton of Leibowitz & Horton Airport Management Consultants told port commissioners they may be able to add back in the \$1 million in alternatives even if the port does not receive an \$8 million grant from the FAA this spring.

Port officials were told Monday that the FAA has moved the terminal up in priority and will be among the first to receive any discretionary funding.

Port Commissioner Ron Reimann said as far as he is concerned, the \$8 million discretionary grant is nonexistent. If it does come, it will be like a Christmas present.

Randy Hayden, the port's deputy executive director, recommended that commissioners base project planning on using the annual Airport Improvement Program, or AIP, payments from the FAA, but not the \$8 million grant.

The annual AIP amount is based on the number of boardings. This year, it will be about \$2.4 million, said Linda O'Brien, the port's finance and administration director.

The port has permission from the FAA to use those entitlement dollars even though they normally cannot be spent on terminal projects.

And even if the port does receive the grant, FAA officials have said the port will still be able to use a couple of years of AIP money for the terminal remodel, Hayden said.

The reliability of AIP entitlement funding has been solid since 1987 when the program was created, Horton said. While there have been delays in payments and reductions, eventually those have been made up, he said.

Port Executive Director Jim Toomey urged commissioners to continue forward with the planning process, despite the uncertainty over the federal funding. The goal is for construction to begin around July 1.

The project includes moving the staircase and restrooms to the front of the terminal building to open up the area near the security checkpoint. Security, ticketing and baggage areas also would be expanded. A new concourse beyond the security area would feature a view of the airfield, with gates to the right and left.

In other business, port commissioners unanimously approved a change order of \$973,000 for the relocation of the FAA-owned VOR, or Very High Frequency Omnidirectional Range radio beacon, which is used for navigation.

The VOR is in the way of the terminal remodel, and has to be moved before the port can expand the concourse.

The cost to move the equipment has more than doubled, now reaching \$4.5 million including the change order, port officials said.

The FAA will reimburse the port for 90 percent of the cost. The \$450,000 the port is responsible for will be paid from airport revenues, O'Brien said.

The port has already recouped \$2.9 million from the FAA, she said.

Construction to move the VOR is scheduled to begin in January, said Ron Foraker, the port's airport director.

-- Kristi Pihl: 582-1512; kpohl@tricityherald.com

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Alaska Airlines makes check-in time 10 minutes earlier

VICKI HILLHOUSE

SOURCE: WALLA WALLA UNION-BULLETIN, WASH.

CREATED: NOVEMBER 18, 2013

Nov. 15--If you arrive at the Walla Walla Regional Airport 30 minutes before your flight, you'll soon find out you're 10 minutes too late. Alaska Airlines has changed its check-in times at airports across the country, said Walla Walla Regional Airport Manager Jennifer Skoglund.

Checking bags or not, those traveling on domestic flights must arrive 40 minutes before departure. That time does not account for the line through security. Skoglund said those traveling to Seattle should plan to arrive an hour before departure.

The change has been a slightly painful one, said Greg Sullivan, the Alaska's local customer service manager.

The check-in counter closes 40 minutes before takeoff, meaning those who haven't checked in by then will be left behind. "We, of course, have been getting a few passengers that show up late and aren't making it on" the plane, Sullivan said.

He said the change makes passenger screening more efficient and ensures the bags will be on the plane.

As winter weather rolls in, he believes it will also help reduce delays, even for de-icing.

Although the airline has technically had a 40-minute cutoff for checked bags in place over the past year or so, Sullivan said employees have continued to accept them until about 30 minutes before the flight. That isn't the case any longer.

"We only have one checkpoint lane. We don't have multiple lanes," he said. "And still if everybody shows up at 50 minutes prior (to takeoff) that's going to take a long time to get through the checkpoints."

He said the local colleges have been alerted to the changes as a reminder to students, faculty and staff.

Sullivan said travelers can check in at home and get their boarding passes online.

By the end of the year, he said TSA may have a mobile boarding pass station, which would help clear congestion for those traveling without checked bags.

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Bombardier Launches Extra Seat Option for Q400

By Steve Costley
Source: AWIN First



November 19, 2013

Bombardier Aerospace has launched an extra capacity seating configuration option for the Q400 NextGen that adds up to 14 more seats to accommodate up to 86 passengers.

Credit: Bombardier

Nok Air of Thailand, as launch customer, has placed a firm order for two with two options and purchase rights for another four. The total list value of the deal is approximately \$258 million.

Mike Arcamone, president of Bombardier Commercial Aircraft, confirmed that Nok Air will be the first to operate the Q400 NextGen in the Southeast Asia region.

Using the existing airframe, the new extra capacity seating configuration option is achieved by converting the front right-hand side baggage door into an emergency exit door, eliminating the front baggage compartment and modifying the galley and wardrobe closet.

At maximum capacity of 86 seats, the seat pitch would drop from 30 in. for standard 76-seat configuration to 29 in., Bombardier says. An 82-seat configuration will be available with the standard 30-in. pitch.

Earlier this week, a panel of current and future Q400 customers, including WestJet, Ark Air, Ethiopian Airlines and Air Ivoire, welcomed the higher density plan, saying the move would help bring down unit costs. Ethiopian, which operates five of its 13 Q400s in a dual class layout, was happy with the move, but said this configuration would not be suitable for its home market.

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FLY SUN VALLEY ALLIANCE BOARD OF DIRECTORS MEETING
Thursday, November 21, 8:00am – 10:00am
FRIEDMAN MEMORIAL AIRPORT

AGENDA: THREE CHEERS FOR PASSAGE OF 1% LOT!

1. Consent Items:

- Review/approval of October Meeting Minutes *(attached)*
- Review/approval of October financials & Nov payables *(attached)*
- Review/approval of FSVA Bylaw changes – Article 1: Board of Directors *(attached)*

2. Program Reports:

Funding

- FY14 Budget update – FSVA city contracts: Oct-March
- 1% LOT:
 - Overview of 2012 vs. 2013 vote *(attached)*
 - Projected timeline *(attached)*
 - Projected FY14 1% LOT collection: Jan-Sept *(attached)*
- FY14 Draft 1% LOT budget: April-Sept *(to be distributed)*
- Realtors for Air: **\$52,000 committed to date, 100% offices=15**
- Air Support Business Ski Pass program: **\$150,000 sold YTD!** Budget was \$140K, last year was \$137K
- Ski for Air Service Day: Sunday, January 26, 2014

3. Air Service Initiatives/Research/Promotion

- Summer 2013 AS YTD Final Booking & MRG Report – not good news, big fire impact *(attached)*
- Advance Winter Booking report summary for AS and UA flights *(attached)*
- UA Local Discount Program; new UA, AS fare deals -Carol
- Winter diversion bussing update - Carol
- SCASDP GRANT update – Carol/Rick
- Air Service Marketing update – Jack/Arlene
- Airport update – Rick
- Research – 2012.13 final Air Pax survey report due in Nov; preparing winter survey for 2013.14
- Other

Other attachments:

- October FSVA Report
- 2013 YTD SUN Enplanement & Seat Occupancy Report

Recap of 2012 & 2013 – 1% LOT Vote (60% to pass)

2012 Sun Valley City 1% LOT vote

<input checked="" type="checkbox"/> Yes - 61.4%	492
No - 38.7%	310

Total Sun Valley votes: 802

2012 Ketchum City 1% LOT vote

Yes - 57.9%	1,016
<input checked="" type="checkbox"/> No - 42.08%	738

Total Ketchum votes:1754 #votes needed:1053 #votes short:37

2013 Ketchum City 1% LOT vote

<input checked="" type="checkbox"/> Yes - 64%	825
No - 36%	463

Total Ketchum votes: 1288

2012 Hailey City 1% LOT vote

Yes - 58.7%	1,865
<input checked="" type="checkbox"/> No - 41.3%	1,310

Total Hailey votes:3175 #votes needed: 1905 #votes short: 40

2013 Hailey City 1% LOT vote

<input checked="" type="checkbox"/> Yes - 66%	578
No - 34%	296

Total Hailey votes: 874

1% LOT & FSVA ACTION PLAN/TIMELINE

November

Cities/County start discussing Air Service Board formation
Meet with SVC re: FSVA fundraising programs
Draft FY14 1% LOT budget (Air service & marketing)
FSVA FY 14 City of Ketchum contract for services (6 month) approved
UA Proposal for summer 2014 flight/cost (SCASDP grant)

December

Develop FY14 Air Service marketing plan (FSVA/SVMA/SVR)

January

FSVA FY 14 City of SV contract for services (6 month) approved
Cities/County appoint Air Service Board reps
Air Service board starts meeting, gets organized
Present FY14 strategic plan/budget to FSVA Board (air service & marketing)
Develop air service/mktg strategic plan (1-5 years)

February

Present FY14 plan/budget to FSVA Board (air service & marketing)
Develop FY15 strategic plan/budget (air service & marketing)

March

FY14 FSVA/SVMA Contract for Services (April-Sept) approved by Air Service Board

Estimated CASH FLOW of 1% LOT for 2014 (January -Sept revenues and receipt of funds)

GENERATE	RCVD	Sun Valley	Ketchum	Hailey	TOTAL
JAN	MAR	31,923	\$225,511	\$6,538	\$263,972
FEB	APR	37,760	\$141,886	\$4,423	\$184,069
MAR	MAY	37,733	\$145,532	\$4,917	\$188,182
APR	JUN	12,951	\$139,282	\$2,484	\$154,717
MAY	JUL	14,724	\$73,972	\$2,261	\$90,957
JUN	AUG	32,989	\$75,554	\$4,165	\$112,708
JUL	SEP	76,315	\$114,560	\$10,947	\$201,822
AUG	OCT	56,239	\$175,691	\$10,438	\$242,368
SEP	NOV	40,777	\$166,278	\$4,886	\$211,941
Total		\$341,411	\$1,258,266	\$51,059	\$1,650,736

TOTAL 12M \$2,062,923

SUN VALLEY	BEDS 3%	BEDS 1%	LIQUOR 3%	LIQUOR 1%	RETAIL 2.5%	RETAIL 1%
OCT	21,712	7,237	4,112	1,371	30,436	10,145
NOV	13,014	4,338	2,804	935	25,537	8,512
DEC	46,347	15,449	9,167	3,056	71,156	23,719
JAN	41,194	13,731	6,830	2,277	47,746	15,915
FEB	54,235	18,078	7,479	2,493	51,566	17,189
MAR	52,824	17,608	6,946	2,315	53,430	17,810
APR	9,715	3,238	1,837	612	27,301	9,100
MAY	9,152	3,051	3,142	1,047	31,877	10,626
JUN	36,811	12,270	4,273	1,424	57,884	19,295
JUL	96,446	32,149	10,520	3,507	121,980	40,660
AUG	70,471	23,490	4,336	1,445	93,909	31,303
SEPT	45,171	15,057	2,381	794	74,778	24,926
Total	497,092	165,697	63,827	21,276	687,600	229,200

TOTAL 3%	TOTAL 1%
56,260	18,753
41,355	13,785
126,671	42,223
95,770	31,923
133,281	37,760
113,200	37,733
38,852	12,951
44,172	14,724
98,969	32,989
228,946	76,315
168,716	56,239
122,330	40,777
1,268,522	416,173

KETCHUM	BEDS 2%	BEDS 1%	LIQUOR 2%	LIQUOR 1%	RETAIL 1%	RETAIL 1%	BDLG 1%	BDLG 1%	TOTAL	TOTAL 1%
OCT	12,470	6,235	15,718	7,859	113,339	113,339	25,780	25,780	12,470	153,213
NOV	7,386	3,693	11,881	5,941	62,387	62,387	16,848	16,848	98,501	88,869
DEC	3,568	1,784	9,686	4,843	63,831	63,831	16,080	16,080	93,166	86,538
JAN	22,499	11,250	23,949	11,975	178,271	178,271	24,015	24,015	248,733	225,511
FEB	16,776	8,388	21,499	10,750	103,788	103,788	18,960	18,960	161,022	141,886
MAR	15,622	7,811	21,913	10,957	112,535	112,535	14,229	14,229	164,300	145,532
APR	15,645	7,822	23,841	11,921	103,971	103,971	15,568	15,568	159,025	139,282
MAY	6,472	3,236	10,811	5,406	51,231	51,231	14,099	14,099	82,613	73,972
JUNE	4,148	2,074	10,129	5,065	49,178	49,178	19,237	19,237	82,691	75,554
JULY	11,796	5,898	14,859	7,430	74,734	74,734	26,498	26,498	127,887	114,560
AUG	28,462	14,231	23,462	11,731	129,499	129,499	20,230	20,230	201,652	175,691
SEPT	21,031	10,515	21,372	10,686	125,309	125,309	19,768	19,768	187,481	166,278
Total YTD	165,875	82,937	209,120	104,560	1,168,073	1,168,073	231,312	231,312	1,619,541	1,586,882

HAILEY	BED/CAR 3%	BED/CAR 1%	TOTAL	TOTAL 1%
OCT	10,989	3,663	10,989	3,633
NOV	5,680	1,893	5,680	1,893
DEC	9,850	3,283	9,849	3,283
JAN	19,616	6,539	19,615	6,538
FEB	13,269	4,423	13,268	4,423
MARCH	14,752	4,917	14,751	4,917
APRIL	7,451	2,484	7,451	2,484
MAY	6,783	2,261	6,783	2,261
JUNE	12,495	4,165	12,494	4,165
JULY	32,995	10,998	32,842	10,947
AUG	29,520	9,840	31,315	10,438
SEPT	16,985	5,662	14,659	4,886
TOTAL YTD	180,385	60,128	179,605	59,868



Monthly Report October 2013

1. AIR SERVICE

AIR SERVICE RETENTION, IMPROVEMENT, DEVELOPMENT

- Received/reviewed Alaska Airlines booking reports and MRG final report for YTD summer 2013
- Successfully completed negotiations with Alaska Airlines for new annual 2013.14 contract for expanded service
- Coordinated communication outreach with all parties re: \$500K SCASDP grant that was awarded to FMA
- Promoted new AS expanded service via communication channels – press release, social media, enews, local business
- Participated in reviewing marketing opportunities with Delta for upcoming winter season
- Ongoing communication/work with airlines, M&H consultant, FMA, other partners
- Attended various meetings/sent correspondence on air service with local officials, FMAA, local business, etc.
- Arranged meetings with all local candidates in Ketchum, Hailey, Sun Valley to update on air service issues
- Provided information via FSVA Enews and ongoing social media postings; updated website content as needed
- Attended Sustain Blaine Economic Summit on behalf of FSVA

2. FUNDING

REALTORS FOR AIR PROGRAM

Continued implementation of RFA FY14 which included: new materials, recognition ads, meetings, tracking of commitments and benefits follow-up, etc. **Have 15 offices committed as 100% offices as of Oct 31.**

BUSINESS SUPPORT SKI PASS PROGRAM 2013.14

Results: **\$150,204 in passes sold through Sept 30. 8% higher than projected budget; 11% higher than FY13.**

1% LOT: Served as information resource to campaign teams and candidates.

▪ **BOARD/ADMIN BUSINESS**

- Developed/compiled/distributed all materials for monthly Board Packets; prepared minutes from meeting(s) Prepared Monthly Report. Reviewed Financials, approved invoices/signed & processed checks, reviewed payables list, presented to Board for review/approval. Made deposits as needed.
- Coordinated JPA update and collecting of signatures from all parties, met as needed.

4. RESEARCH/OTHER

- Finished summer air passenger survey, compilation of final results with RRC Associates; revised form for winter
- Continued work on compiling/tracking relevant comparative data and information of air service

FY14 KEY PERFORMANCE METRICS PROGRESS

- **RETAIN/EXPAND CURRENT AIR SERVICE:**
 - Retain contracted nonstop SEA, LAX, and new SFO flights; **DONE**
 - Expand seats by 10% (2,500) for SEA and LAX flights in 2014 calendar year, by extending flights in spring and fall. **DONE**
 - **Total 2014 air service improvements YTD: 30% increase in seats with new seasonal daily nonstop flight SFO-SUN, and daily year-round RJ service via Delta. Awarded \$500K USDOT grant to pursue additional service in 2014 from eastern hub.**
- **MINIMIZE AIR SERVICE CONTRACT COSTS:** Work with airlines & marketing partners to increase load factors & minimize air service contract costs. (2012 average annual load factors; Alaska 78%; SkyWest 71%)
- **NEW AIR SERVICE:** Pursue at least one new non-stop market flight for 2014.15
- **RESEARCH:** Conduct 1000+ air passenger surveys at SUN; continue with competitive analysis, economic impact and air service ROI research.
- **FUNDRAISING:** Raise at least \$250K in private sector funding for air service contract expense by 9/30/14.
 - **Raised \$198,065 as of 10/31/13.**



FLY SUN VALLEY ALLIANCE BOARD MEETING MINUTES

Thursday, October 17, 2013 8:00am, Sun Valley Resort

Board Members Present: Eric Seder, Dick Fenton, Jack Sibbach, Tim Silva, , Arlene Schieven, Peter Scheurmier, Rick Baird, , Wally Huffman, Michelle Griffith, Patrick Buchanan. **Staff:** Carol Waller.

Board Members Absent: Deb Fox, Lisa Horowitz, Jacob Greenberg Martha Burke, Maurice Charlat

TOPIC DISCUSSED:

Consent Items:

- **Sept Minutes:** Jack moved to approve, Pat seconded VOTE: All in favor
- **Sept FY13 YTD Financials & Payables:** Wally moved to approve, Jack seconded VOTE: All in favor

Reports:

Funding

- **FSVA City/County Updates:** Carol is working on FY14 contracts with Ketchum/Sun Valley/Blaine County.
- **1% LOT Update:**
 - Keep Hailey Vibrant campaign is underway
 - Ketchum Tourism & Jobs campaign is underway

Programs/Fundraising

- **Realtors for Air:** 15 offices have signed on as 100% offices with \$46,250 committed to date. FSVA is providing greater ongoing recognition for 100% offices through ads, posters, etc.
- **2013.14 Air Support Business Ski Pass Program:** \$150K in passes sold, budget was \$140K, last year was \$137K

Air Service Initiatives/Research/Promotions:

\$550K USDOT SCASDP grant awarded to Friedman Memorial Airport for new east coast connecting service!

Planning discussions already underway with UA and partners. It was a team effort that made this successful.

New SFO-SUN flight: Planning for Dec 12 Inaugural flight to begin; Eric, Carol, Rick, Jack, Arlene, Peter will work on it.

Booking Update: Summer 2013 booking report YTD was reviewed. August took a hit due to fires, do not have results yet. September bookings lower than last year. All flights for winter getting strong holiday bookings including SFO

Seat Capacity Increase for FY14: Carol shared chart which shows 30% increase in seat capacity over 2013

SUN Airport Update: FMAA is working ahead on its airport improvement program, estimated at \$35M, which will primarily be paid by FAA. Rick reminded everyone to thank FMAA board for their commitment to improving the airport and air service.

Research:

- Summer air passenger survey report will be received by Nov. Carol working on modifications for winter survey.

Air Service Marketing Update: SVC and SVMA have winter marketing planning underway, major effort will start in November. SVC is currently implementing launch marketing of new SFO service through multiple channels.

Monthly Directors Report: Provided for review.

Respectfully Submitted, Carol Waller, FSVA Director

For Immediate Release

Sun Valley Air Club Launches Charter Flights Dec. 15

Sun Valley, ID, Nov. 22, 2013 – [Sun Valley Air Club \(SVAC\)](#) will launch flight service for members on Dec. 15 with two aircraft staged at Atlantic Aviation. The hourly rates are lower than those of other jet charter services. There are no repositioning charges to move a plane to Sun Valley to pick up passengers, and there are no fees for the deadhead leg on key routes.

Another unique feature is that an online “Virtual Clubhouse” facilitates members sharing flights or grabbing a deadhead leg to save even more money and think green. “This will be a game-changer for Sun Valley air travel,” predicts Norman Nie, Founder and CEO of SVAC.

SVAC’s new partner, Mountain Aviation (MA), will be in charge of all flight operations, including aircraft and flight crews. Headquartered in Broomfield, CO, [Mountain Aviation](#) is the largest aircraft management and charter company based in the Rocky Mountain Region.

“For 20 years Mountain Aviation has operated to and from the most challenging airports of the Mountain West, including Sun Valley. Safety is our core company value and we believe this will bring peace of mind to the SVAC members and guests whom we will have the privilege of serving,” said Founder and President Rich Bjelkevig. “We are excited about being part of this vision to bring unique value to this community.”

Having two aircraft dedicated to serving SVAC members, Learjet 60 and Piaggio P180 Avanti, based at Friedman Memorial Airport and pilots also housed nearby will expedite response time to flight requests and upgrade ability to get flights out during storm seasons.

If additional aircraft are needed to meet membership demand, Mountain Aviation will draw on its young fleet of over 20 jet and turboprop aircraft in bases such as Aspen, Denver, Fort Collins and Boise.

2 of 2 Air Club

“We are exuberant about this partnership because Mountain Aviation is an elite organization with unswerving commitment to quality, integrity, safety and service,” noted Nie. Mountain Aviation maintains an ARGUS Platinum safety rating, the highest grade possible.

SVAC members will also be able to charter flights out of the USA because Mountain Aviation has international certificates.

The public and SVAC members are invited to a 4 to 7 pm Hangar Open House on Monday, Dec. 16, at the Atlantic Aviation terminal to meet representatives from the SVAC and Mountain Aviation teams and see the Lear and Piaggio.

“SVAC and Mountain Aviation are about to revolutionize private air travel in and out of Sun Valley. It’s time to join the Club!” states Nie.

Membership director Eiron Schofield can be contacted at 208-720-6438 or <mailto:eiron@svairclub.com>. Visit <http://svairclub.com> for more information.

#

Contact:

Juli Miller
916-717-4118 mobile
208-788-4177

<mailto:juli@svairclub.com>



Rick Baird

From: Steve.Engebrecht@faa.gov
Sent: Monday, October 28, 2013 10:14 AM
To: Rick Baird
Cc: dmitchell@to-engineers.com; Dave.Stelling@faa.gov; Paul.Johnson@faa.gov
Subject: Friedman Memorial Airport Runway Safety Area Improvements
Attachments: RSA BUDGET EXHIBIT 10-16-2013.pdf

Rick-

Thanks for coming to Helena to update us on the runway safety area improvements project. We look forward to continue working closely with you to get these important improvements completed.

Per our discussion, we are concerned about the current plan to angle the north end of the new parallel taxiway towards the runway as shown on the attached drawing. We understand the layout is shown this way in order to keep the new taxiway on existing airport property.

As you are aware the standard runway to taxiway separation for your airport is 400'. Due to site constraints a Modification of Standards (MOS) has been prepared to allow the separation to be reduced to 320'. Also, as you are aware, keeping portions of taxiing aircraft out of the Runway Safety Area (RSA) was a significant consideration during review of the MOS. Given the proposed layout, keeping portions of aircraft outside of the RSA would require the runway holding position marking to be located in a non-typical location on the angle portion of taxiway.

Until a couple of years ago, we had an exact layout at one of our airports in Montana. At that location, the holding position marking was relocated to the beginning of the angled section of taxiway to keep taxiing aircraft out of the RSA prior to ATCT clearance. Immediately following the relocation of the holding position marking the airport experienced a significant number of pilot deviations due to aircraft taxiing beyond the holding position without first contacting ATCT. These issues resulted in a significant reconstruction project to remove and re-align the angled segment of taxiway, so that the holding position marking could be in its typical location. There have been no pilot deviations at the relocated hold line since this project was completed.

Given the following concerns, FAA concurrence with the angled section of taxiway is not likely.

- The proposed layout does not fully meet the MOS.
- Runway to taxiway centerline separation is already less than standard, and will be further reduced with this layout.
- Per recent experience with an exact layout, the holding position marking at a non-typical location will result in increased pilot deviations, contrary to our nation-wide goal of reducing runway incursions.

It appears a small property acquisition would allow you to eliminate the angled section of taxiway. We recommend that you acquire the property needed to keep the runway to taxiway centerline separation at 320' per the existing MOS.

Steve L. Engebrecht, P.E.
Civil Engineer
Helena Airports District Office

steve.engebrecht@faa.gov
PH (406) 449-5279
FAX (406) 449-5274

Rick Baird

From: Steve.Engbrecht@faa.gov
Sent: Tuesday, November 05, 2013 10:17 AM
To: Mitchell, Dave
Cc: Rick Baird
Subject: Re: Hailey North End

Dave/Rick-

Bill Watson and Paul Johnson both agreed with my proposal below:

I propose that SUN should first make an attempt to acquire the 0.42 acres so we can build this correctly. SUN needs to demonstrate that Alternative 1 is not a feasible option (can't acquire land, land acquisition would be contentious, have to go to eminent domain, can't possibly be done in time to complete construction in 2015, etc.).

If Alternative 1 is not feasible, I could live with Alternative 3. The hold line is in the correct location and aircraft won't enter the RSA until after receiving clearance from ATC. As shown, this alternative shows quite a bit more pavement, including wider pavement at the hold line. I'd want them to look at this closer to see if the paved area could be reduced.

Please let me know if you have any questions.

Steve L. Engbrecht, P.E.
 Civil Engineer
 Helena Airports District Office

steve.engbrecht@faa.gov
 PH (406) 449-5279
 FAX (406) 449-5274

From: "Mitchell, Dave" <dmitchell@to-engineers.com>
 To: Steve Engbrecht/ANM/FAA@FAA
 Cc: <Rick@flyfma.com>
 Date: 11/04/2013 02:27 PM
 Subject: Hailey North End

This message contains attachments delivered via [ShareFile](#).

- 130005-North End Alternative 1.pdf (1.9 MB)
- 130005-North End Alternative 2.pdf (1.8 MB)
- 130005-North End Alternative 3.pdf (1.8 MB)

Download the attachments by [clicking here](#).

Steve,

We have been looking into the details of the north end at Hailey and are preparing to discuss the issue with the Board tomorrow night. Attached are three graphics that I'd like your input on, if possible, so that we have as much information

as we can get before the meeting.

- Alternative 1 shows what it looks like it would take to build the parallel all the way to the end of the runway. We would need to buy about 0.42 acres of land, that actually is spread across three lots. The northernmost one (with the buildings) is for sale right now. That lot and the one west of it total 1 acre and are on the market for \$750K. The two lots south of those two are currently vacant but, as far as we know, not for sale. Complicating the acquisition shown will be the two buildings.
- Alternative 2 shows one alternative of what could be done if the land acquisition was not completed. This would require shortening the runway 60', which is not very attractive to any of us.
- Alternative 3 shows a "hybrid", which allows us to avoid purchasing property now, but still gets to the end of the runway. As you can see, the connector is shown with an angle on the north edge.

We are most interested in your thoughts on Alternative 3. How would you respond to something like this, if we have to go in that direction? How do you think other lines of business would see it? Please let us know, if you have time. Thanks.

Dave Mitchell, P.E.
Aviation Services Manager/Vice President



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Boise, Idaho 83714
Phone (208) 323-2288
Fax: (208) 323-2399
Email: dmitchell@to-engineers.com

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BALANCE AND FACTURES			
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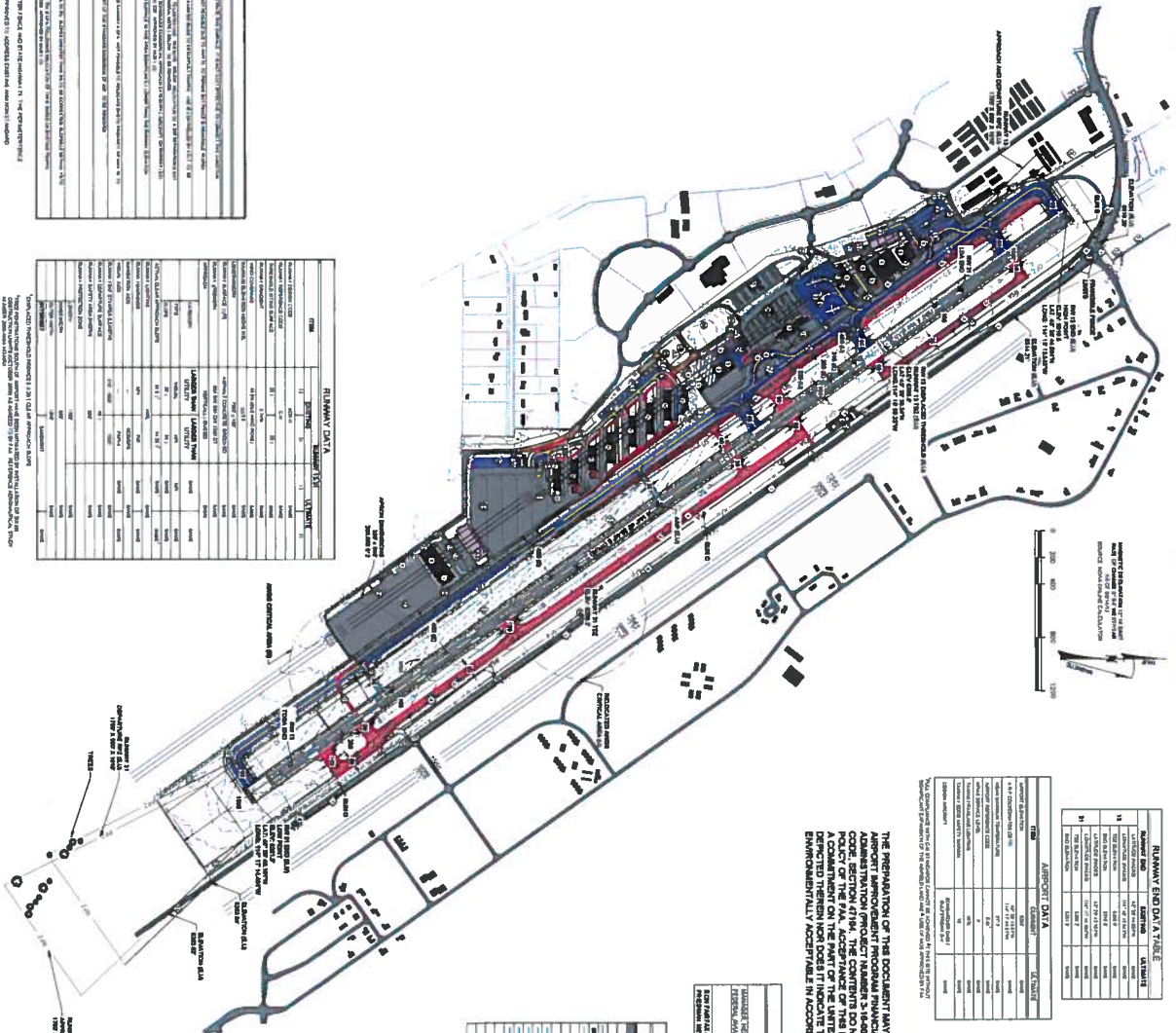
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Unit 2	47:30:00	14:11:03	42:30:00	VAL
Unit 3	42:30:00	14:11:03	42:30:00	VAL

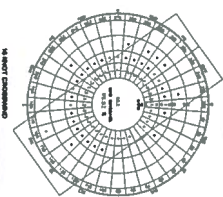
ESTIMATED DECLARED DISTANCES					
DISTANCES	TOTAL	ADEN	USA		
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Estimated 20	2000	2000	2000	2000	2000
Estimated 30	3000	3000	3000	3000	3000
Estimated 40	4000	4000	4000	4000	4000
Estimated 50	5000	5000	5000	5000	5000
Estimated 60	6000	6000	6000	6000	6000
Estimated 70	7000	7000	7000	7000	7000
Estimated 80	8000	8000	8000	8000	8000
Estimated 90	9000	9000	9000	9000	9000
Estimated 100	10000	10000	10000	10000	10000

[illegible]

FBI LABORATORY										FBI	
IDENTIFICATION DIVISION										SERIAL	
Q101	Q102	Q103	Q104	Q105	Q106	Q107	Q108	Q109	Q110	Q111	Q112
Q113	Q114	Q115	Q116	Q117	Q118	Q119	Q120	Q121	Q122	Q123	Q124
Q125	Q126	Q127	Q128	Q129	Q130	Q131	Q132	Q133	Q134	Q135	Q136
Q137	Q138	Q139	Q140	Q141	Q142	Q143	Q144	Q145	Q146	Q147	Q148
Q149	Q150	Q151	Q152	Q153	Q154	Q155	Q156	Q157	Q158	Q159	Q160
Q161	Q162	Q163	Q164	Q165	Q166	Q167	Q168	Q169	Q170	Q171	Q172
Q173	Q174	Q175	Q176	Q177	Q178	Q179	Q180	Q181	Q182	Q183	Q184
Q185	Q186	Q187	Q188	Q189	Q190	Q191	Q192	Q193	Q194	Q195	Q196
Q197	Q198	Q199	Q200	Q201	Q202	Q203	Q204	Q205	Q206	Q207	Q208
Q209	Q210	Q211	Q212	Q213	Q214	Q215	Q216	Q217	Q218	Q219	Q220
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Q449	Q450	Q451	Q452	Q453	Q454	Q455	Q456	Q457	Q458	Q459	Q460
Q461	Q462	Q463	Q464	Q465	Q466	Q467	Q468	Q469	Q470	Q471	Q472
Q473	Q474	Q475	Q476	Q477	Q478	Q479	Q480				



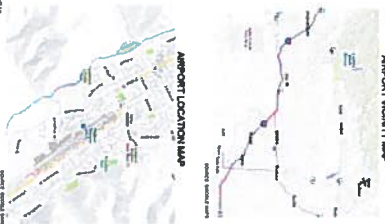
RUNWAY END DATA TABLE			
	APPROVED END	EXISTING	LA TRAVEL
11	LA TRAVEL PAVEMENT	42' 7" to existing	60' 0"
	ASPHALT PAVEMENT	10' 0" to 42' 7" to existing	60' 0"
	EXIST. DRIVE WAY	EXIST. 2'	60' 0"
12	LA TRAVEL PAVEMENT	42' 7" to 42' 7" to existing	60' 0"
	ASPHALT PAVEMENT	10' 0" to 42' 7" to existing	60' 0"
	EXIST. DRIVE WAY	EXIST. 2'	60' 0"

[illegible]

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APPROVALS	
MANAGER, POLICE TRAFFIC CONTROL OFFICE	APPROVAL LETTER DATES
FEDERAL AVIATION ADMINISTRATION	
ALICE MARTEL, CHAIRMAN FEDERAL AVIATION AUTHORITY	DATE

DATE/TIME	LA TIME	LOCATION
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WORK ORDER 14-01

EXHIBIT A – Scope of Work

Friedman Memorial Airport (SUN)

Hailey, Idaho

RSA Improvements - ~~Project~~hase-2

Relocate/Extend Taxiway B and Runway Safety Area Grading

This ~~Work Order 14-01 shall be attached to, made a part of, and incorporated by reference into the above Agreement.~~ Scope of Work describes professional services to be provided in support of the project identified above. Proposed project work is to include the following generally described physical improvements to Airport Facilities:

1. Relocate the south half of Taxiway B ~~to from~~ a runway-parallel taxiway separation of ~~250 feet~~ to 320 feet. This will require reconstruction of apron areas, relocation of the airport's Automated Weather Observation System, modifications to power supply for the airport's Precision Approach Path Indicator (PAPI) and various other improvements.
2. Extend Taxiway B to the south end of Runway 13-31. This will require extensive modifications to the airport's storm drainage system.
3. Remove the south half of Taxiway A.
4. Grade the south half of the Runway Safety Area (RSA). On the west side of the runway, the RSA grades exceed FAA standards and will be raised and re-graded. On the east side of the runway, the grades are flatter than FAA standards and will be graded to improve drainage.

INTRODUCTION:

The Friedman Memorial Airport is located in Hailey, Idaho. This airport serves the Wood River Valley region of Idaho, including the Sun Valley resort area. The Airport is currently served by two commercial service air carriers (SkyWest and Horizon Air), with service by United scheduled to begin in December 2013. A large number of corporate jets and other general aviation aircraft also use the airfield for business, recreation and travel to and from the large number of second homes in the area. The Friedman Memorial Airport Authority (FMAA) governs and manages the airport under a joint powers agreement between the City of Hailey and Blaine County, who co-sponsor the airport.

The airport does not meet current FAA design standards in several critical areas. Traffic by aircraft such as the Bombardier Q400, operated by Horizon Air, and several models of large GA aircraft (e.g., Gulfstream G-V and Bombardier Global Express) dictates that the Runway Design Code for the airport is C-III. Due to the geometry and spatial limitations of the existing site, the airport does not meet standards for many criteria, most critically the Runway Safety Area (RSA).

Until recently, the planned solution was to relocate the airport to a new site south of the existing airport and away from the valley cities. The FAA was conducting an Environmental Impact Statement (EIS)



study for a new location until the decision was made to suspend the study in August 2011, due to financial and environmental concerns ~~with the final two sites under consideration.~~

At the direction of the FAA, FMAA recently completed a Technical Analysis of available alternatives for improving the airport to meet standards where practical and to identify required Modifications of Standards, where standards cannot be met. This Analysis identified seven alternative airport configurations and the costs and possible environmental impacts associated with each. Upon review of the Analysis, the conclusion of the community and the FAA was that Alternative 6 would be pursued, with additional future planning to consider elements of Alternative 7 that are necessary to accommodate airport uses displaced by construction of Alternative 6. A graphic of Alternative 6 is attached.

Alternative 6 identifies projects within the existing perimeter fence at SUN that will accomplish the following:

1. Full compliance with C-III RSA dimensions.
2. Minimum runway to parallel taxiway separation of 320'.
3. All aircraft parking outside of the Runway OFA.

In order to accomplish this, a large amount of construction must be done, including relocation and extension of the primary parallel taxiway on the west side of Runway 13/31 (Taxiway B), removal of a secondary parallel taxiway on the east side of the runway (Taxiway A), relocation of multiple hangars and various other improvements. All of these improvements must be completed prior to December 31, 2015. By Congressional mandate, all commercial service airports must have compliant Runway Safety Areas by that date.

Following ~~the selection of this alternative,~~ the airport proceeded with a Formulation Study to refine Alternative 6 and determine how the proposed projects would be completed. This study is nearing completion at this time, ~~but analysis relative to this proposed project has been completed and~~ analysis related to this specific project is available to assist with the design.

Additional ~~phases~~ projects are planned for later in FY 2014 and FY 2015.

PROJECT APPROACH:

This ~~effort~~ project includes construction of the second project necessary to implement ~~phase of major airfield improvements identified in~~ Alternative 6. In order to provide a compliant RSA, Taxiway B must be relocated 70 feet to the west and Taxiway A must be removed. Without Taxiway A, access to the south end of Runway 13-31 must be provided by extending Taxiway B to that end of the runway.

The relocation of this portion of Taxiway B includes ~~will require~~ several challenging elements. The northernmost portion of the taxiway included in this project is constructed on a fairly steep grade. Significant earthwork will be necessary to construct the taxiway and associated Taxiway Safety Area, especially between the taxiway and the existing t-hangars. In this area, a small retaining wall will be necessary in order to meet grading requirements for both the taxiway and the taxilane. The remainder of the taxiway between the bottom of that grade and the beginning of the proposed extension is contiguous with apron areas. In these areas, the profile of the taxiway will be raised and the taxiway section graded with a "shed section" that drains away from the runway. This is necessary, due to the grading requirements of the RSA. Portions of the aprons will need to be reconstructed, as well, in order to grade all of the pavements to drain.



The taxiway relocation will also include construction/relocation of connecting taxiways, as shown on the attached exhibit. Two of the connecting taxiways will be designed for smaller aircraft only, as the longitudinal grade of these taxiways will be too steep for larger aircraft, according to FAA design standards.

In order to extend Taxiway B, the airport's Automated Weather Observation System (AWOS) must be relocated and the airport's stormwater system must be reconfigured. The AWOS is non-federal equipment, but coordination with the FAA's non-federal facilities coordinator will be necessary regarding the proposed site for the AWOS. The extension of Taxiway B will also require modifications to the power supply for the airport's PAPI units. The existing power supply is located within the extended taxiway's Object Free Area, and may require relocation. As the PAPI is FAA-owned, these modifications will require a Reimbursable Agreement with the FAA. Coordination of this is included in this scope.

Currently, all of the storm drainage from the airfield is disposed of in a series of swales in the southwest corner of the airport, where the taxiway extension will be constructed. As this will reduce capacity of the swales, a general analysis of the overall storm drainage system was completed during the project formulation study. This analysis will be further refined and the appropriate changes to the storm drainage system designed to ensure proper disposal of the storm drainage. Significant changes to the storm drainage system on the airport will be necessary.

In addition to removing Taxiway A and relocating Taxiway B, grading improvements are necessary so that the RSA will meet FAA standards. FAA grading standards in the RSA permit grades of 1% to 3% for airports with aircraft traffic like ~~SUNthis airport's~~ (Runway Design Code C-III). The airport has an approved Modification of Standards that permits grading flatter than ~~standards~~ 1%. On the west side of the runway, existing grades between the runway and Taxiway B are as high as 5%, and this area will be re-graded to meet standards. On the east side of the runway, some areas are actually higher than the runway, and, after Taxiway A is removed, these areas will be graded to improve drainage away from the runway and meet the minimum grading standards to the extent possible. Material cut on the east side will be used to fill the west side. Limited area is available on the airport to dispose of excess cut, therefore the design will carefully consider excavation disposal and attempt to balance earthwork to avoid importing or exporting fill.

~~The proposed project improvements are shown on the attached exhibit.~~

One of the primary challenges in the design and construction of this project is construction phasing. All work within the Runway Safety Area will be completed with the airport closed. Some phases of the work will be completed when the runway is open, however, and significant analysis will be necessary to determine the phasing details.

It is anticipated that AIP will fund 93.75% of eligible project costs. (Match for small hub and non-hub airports in Idaho is 93.75%.) Friedman Memorial Airport will provide all other required funds. The estimated total construction budget for the work items is approximately \$6.7 million.

Professional services shall be provided during ~~to be provided shall include~~ all ~~phases~~ elements of the project, including design, bidding, construction, closeout and grant administration.

Design professional services to be provided shall include incidental planning, civil design, grant administration, preliminary design, final design, and the overall coordination of all phases of the project with the Owner and the FAA. Design Services and associated expenses (~~Tasks~~ Phases 1-4 below) will be provided on a lump sum basis. Basic planning for this design was completed under the Formulation Study mentioned above.



~~Construction~~ Services provided under this Work Order also will include bidding, construction inspection/administration, closeout and additional services necessary to complete the project. ~~Construction~~ These services and associated expenses (~~Tasks~~ Phases 5-8 below) will be provided on a time and materials basis.

Professional services anticipated include services necessary to accomplish the following:

- Contract Administration
- Planning and Formulation
- Preliminary Design
- Final Design
- Project bidding assistance and administration
- Grant Aadministration
- Construction Inspection/Aadministration
- Closeout
- Coordination of all ~~phases~~ elements of the Project with the Owner and the FAA.

CONTRACTS AND BIDDING:

The bidding and construction documents will be structured with one bid schedule and at least four construction phases, as described below:

1. RSA Grading/Taxiway B Relocation/Taxiway A Removal (airport completely closed)
2. Taxiway B Relocation, North Section (partial closure)
3. Taxiway B Relocation and Extension (partial closure)
4. Final Markings/Seeding (partial closure)

After bids are opened, Engineer and Owner will discuss possible award options. If adequate funds are available from all sources, all work will be awarded. Award of all elements may not be possible. This Work Order does not include any services related to repackaging or re-bidding work elements at a later date. If such services are necessary, they will be added by amendment or considered an additional service to this agreement.

It is anticipated that the project will be completed during the spring and summer of 2014. The project will be funded primarily with discretionary funds. The planned airport closure is scheduled for April and May of 2014. Funding with discretionary and this planned closure both drive bidding early in 2014. Due to this early bidding period, a very aggressive design schedule will be necessary.

ANTICIPATED STAFFING:

Due to the importance of this project and aggressive schedule, the Owner expects the project to be staffed with experienced personnel in all leadership positions. The project will be led by a Principal, with two Project Managers leading various elements of the design and construction services. Additional production staff will include an experienced specifier/construction manager and multiple staff engineers/technicians to complete the design. During construction, multiple resident project representatives will be required, due to extended work hours and a very aggressive construction schedule.

AVAILABLE INFORMATION:

- Previous Airport Layout Plan (ALP) drawings, most recently updated by T-O Engineers in 2010.



- Design, construction and as-constructed drawings, survey data and geotechnical information from AIP 3-16-0016-007 through '036 projects, prepared by Toothman-Orton Engineering Co. (now T-O Engineers).
- 2012 Technical Analysis, prepared by T-O Engineers.
- Analysis completed under a separate Project Formulation effort, including an abbreviated updated to the ALP to reflect the projects identified in Alternative 6.



SCOPE OF PROFESSIONAL SERVICES

PHASE TASK 1 - ADMINISTRATION

During the course of the Project the following general administrative services shall be provided.

- 1.1 Coordinate with Owner to evaluate scope, budget and approach to project. Travel to and meet with the Airport to discuss the project scope and approach.
- 1.2 Prepare a Work Order specifically addressing this project. The Work Order shall include a detailed Scope of Professional Services narrative. Review the Scope with Owner and FAA and modify as necessary, based on comments received. The Work Order shall also include a detailed cost proposal based on estimates of professional service man hours, hourly rates and lump sum costs required to accomplish the design development and construction administration of the work.
- 1.3 Provide Scope of Work and blank cost proposal spreadsheet to Owner for use in obtaining an Independent Fee Estimator for review. One teleconference is anticipated to describe and discuss the project scope.
- 1.4 Advise and coordinate with Owner and FAA through the Phase 1 tasks.
- 1.5 Project management and administration to include monthly cost accounting and budget analysis, invoicing and monitoring of project progress.

PHASE TASK 2 – PRELIMINARY (35%) DESIGN

The following Consultant tasks are necessary to complete the initial design of the project. This design will incorporate project formulation and planning completed under previous planning and formulation efforts. ~~shall be considered planning and formulation relative to this project:~~

- 2.1 Prepare for and participate in a pre-design conference with FAA personnel and the Owner. This conference shall be conducted according to current guidance from the FAA Northwest Mountain Region. The conference will take place via conference call. After the meeting, prepare notes to document what was discussed.
- 2.2 Utilize topographic survey gathered in May of 2013 to design the project. Engineer shall analyze the data and prepare base drawings and digital terrain models for use in the analysis and design. Base drawings shall include all topographic information plus known underground utilities, structures, NAVAIDs, etc.
- 2.3 Determine geotechnical information required to design the project and prepare a scope of geotechnical services. Geotechnical services will include investigation for all future phases of the project, including the north half of Taxiway B, new terminal aircraft parking, terminal building additions and new snow removal equipment maintenance building. A qualified geotechnical subconsultant will collect the required data for the project (see TaskPhase 8 – additional services). After data has been collected, Engineer shall analyze and summarize the data for use in subsequent phases of this project, as well as future phases of the RSA improvement effort.



- 2.4 Refine the taxiway and grading geometry prepared during the previous project formulation effort. This will consist of checking the proposed horizontal geometry, profiles and connections to existing runway and apron pavements. With the assistance of a qualified subconsultant, design a small retaining wall (approximately 3 feet tall) in order to maintain access to the existing t-hangars after completion of grading in this area.
- 2.5 Develop a preliminary Construction Safety and Phasing Plan (CSPP). This CSPP shall clearly describe the different construction phases and aircraft operations during each phase. The preliminary CSPP shall be submitted to FAA for review and comment as early in the project development process as possible.
- 2.6 Identify utilities that must be relocated and coordinate with various public utilities responsible. It is anticipated that this will include ~~only~~ underground power and associated transformer, which provide power to the PAPI and abandonment of telephone service to the existing Automated Weather Observation System (AWOS). Water and sewer lines are located adjacent to the proposed Taxiway B extension, and coordination with the City of Hailey to ensure no impact on these utilities will be necessary. Coordination with Idaho Power (electrical), CenturyLink (telephone) and City of Hailey is included in TaskPhase 8 – Additional Services.
- ~~2.6.2.7~~ Develop a plan for relocation of the Automated Weather Observation System (AWOS). An alternate site was identified during the Formulation project, and this task will further develop that installation. Develop a drawing and short narrative describing the proposed location and submit to FAA for review and discussion. Coordinate with the FAA non-federal equipment coordinator regarding the proposed site and revise the plan, based on comments received. Develop a preliminary plan to provide power and telephone service to the proposed site.
- ~~2.7.2.8~~ Prepare a preliminary surface and subsurface drainage design for disposal of storm drainage from the project areas and modifications to the existing storm drainage system. It is assumed the existing storm drainage system will be modified to remove storm water from the area adjacent to pavements and transported to swales for pretreatment in grassy swales and disposal in drywells.
- ~~2.8.2.9~~ Based on aircraft traffic on the airport, design a recommended pavement section. Design analysis shall be based on the current version of FAA AC 150/5320-6 ~~as well as other FAA design procedures considered to be applicable, i.e., layered elastic design.~~ Prepare a report for inclusion in the Engineer's Design Report. Prepare a separate pavement design for the two connecting taxiways that will be designed for small aircraft only. Both pavement designs shall include preparation of an FAA Form 5100-1 and design output from FAA's pavement design program, FAARFIELD.
- ~~2.9.2.10~~ Develop a draft table of contents for bid and contract documents and technical specifications, which will identify appropriate sections necessary for completion of the project.
- ~~2.10.2.11~~ Prepare preliminary drawings for the project, which will be limited to: Cover Sheet; Construction Layout Plan; Safety and Phasing Sheets, Plan and Profile Sheets and Grading and Drainage Sheets (estimated ~~22~~⁴² sheets, total).
- ~~2.11.2.12~~ Prepare preliminary opinions of construction cost and construction time required to complete construction of the various elements of the project.



~~2.12~~2.13 Meet with Owner in Hailey to discuss preliminary design, including review of preliminary plans. This meeting is anticipated to take place at the airport, with three members of the project team (Project Manager, Specifier and Engineer in Training) in attendance.

~~2.13~~2.14 Coordinate with the Owner and FAA during this phase of the project. This will include one meeting in Hailey with the Airport Staff and airport users (separate from the preliminary plan review above) to discuss the preliminary design ~~drawings~~ and refine the project approach, schedule, phasing and budget. This meeting will be attended by Principal and one Project Manager.

2.15 Coordinate internally with T-O staff during this phase of the project as necessary ~~to discuss key aspects of the design.~~

~~2.14~~2.16 Travel time required for Task 2.

~~PHASE~~ TASK 3 – 65% DESIGN

The ~~65% preliminary~~ design services shall commence upon completion of Phase 2 tasks. Preliminary design phase services shall include:

3.1 Finalize grading design for the project area.

3.2 Finalize surface and subsurface drainage design for disposal of storm drainage from the project areas. Prepare a report for inclusion in the Engineer's Design Report.

3.3 Develop an erosion and sediment control plan for the project, to be included in the bidding and construction drawings. This plan shall apply approved Best Management Practices for the State of Idaho.

3.4 Develop a pavement marking plan and submit to FAA for review.

~~3.5~~ Design airfield lighting modifications required for the project. This will include removal of taxiway lights and signs on Taxiway A and reconfiguring the lighting circuit on that side of the runway, along with removal and reinstallation of lights on the west side of the runway for Taxiway B and the associated connecting taxiways. With the assistance of a qualified subconsultant, verify that no changes to the lighting circuit will be necessary due to the changes to the system (the project will result in a net loss of total fixtures and signs). Prepare a preliminary lighting and signage plan and submit to FAA for review.

~~3.6~~ Design new primary and secondary wind cones to replace existing wind cones that will be removed during the Taxiway B relocation. The proposed location of the new wind cones will be on the east side of the airport. With the assistance of a qualified subconsultant, evaluate power supply options for the proposed wind cone locations, considering power supply from the airfield lighting circuit and from a dedicated power circuit on that side of the airfield.

~~3.5~~3.7 Finalize design of relocated AWOS installation, including power and telephone connections. The assistance of a qualified electrical subconsultant will be necessary for utility connections.

~~3.6~~3.8 Prepare preliminary construction specifications and bid documents. Specifications shall be based on the current version of FAA AC 150/5370-10 and current regional notices. Bid documents shall include Notice Inviting Bids, Bid Schedules, Agreement, forms and other contract documents and "boiler plate" items necessary to solicit bids and execute contracts following award.



~~3.7~~3.9 Prepare a preliminary design and construction plan set to a completion level of approximately 65%. The anticipated number of sheets in this submittal is ~~5~~40 sheets. Submit two sets to Owner for review and comment. Meet with Owner in Hailey to review the plans and obtain additional direction for completion of the design and construction plans. This meeting will be held in Hailey with three members of the project team (two Project Managers and Specifier) in attendance.

~~3.8~~3.10 Revise preliminary cost estimates, based on preliminary design.

~~3.9~~3.11 Coordinate internally with T-O staff during this phase of the project to discuss key aspects of the design.

3.12 Coordinate with the Owner and FAA during this phase of the project, including a separate visit to discuss the design revisions and progress.

~~3.10~~3.13 Travel time required for Task 3.

TASKPHASE 4 - FINAL DESIGN

The Final Design ~~task phase~~ shall include the preparation of detailed construction plans and specifications, required design report, cost estimates, bid and contract documents suitable for obtaining competitive bids for construction of improvements. Final Design Services shall include the following work tasks:

- 4.1 Revise design to reflect comments from Owner at the 65% design review phase.
- 4.2 Prepare 95% design and construction plans. Total number of sheets is anticipated to be ~~60~~42.
- 4.3 Prepare 95% construction specifications and bid documents based on the current version of FAA AC 150/5370-10 "Standards for Specifying Construction on Airports", including regional Notices published by the FAA ~~Seattle Airports Districts Office~~ Northwest Mountain Region.
- 4.4 Prepare a final engineer's opinion of probable construct cost, based on the final design.
- 4.5 Prepare a stand-alone Construction Safety and Project Phasing plan, including final versions of drawings submitted in Task 2.5, along with a narrative plan describing the project phasing implementation, ~~for submittal to the FAA for review~~.
- 4.6 Prepare the Engineer's Design Report including plan review checklists in conformance with FAA guidelines and submit with plans and specifications for FAA review.
- 4.7 Submit 95% design drawings, specifications and design report to Owner and FAA for final review and comment. An on-site design review meeting with airport staff will be held at the airport in Hailey, with four members of the design team (Principal, two Project Managers and Specifier) in attendance. Review comments from the FAA will be received by telephone or electronically.
- 4.8 Revise drawings and specifications based on final review comments and prepare 100% (bid set) documents. Submit up to three complete sets of final documents to Owner and one set of final documents to the FAA.
- 4.9 Coordinate internally with T-O staff during this phase of the project to discuss key aspects of the design.

4.10 Coordinate with the Owner and FAA during this phase of the project.

~~4.10~~4.11 Travel time required for Task 4.

TASKPHASE 5 - BIDDING



Assist the Owner in the competitive sealed bid and contractor selection process. The Owner intends to conduct a pre-qualification process for contractors interested in bidding on this project, and Consultant shall provide assistance with that process. This Task also includes services to ~~P~~prepare and process contract award and construction agreement documents for the Owner. Bidding phase services shall include the following tasks:

5.1 Assist the Owner to conduct a pre-qualification process for bidders, in accordance with Idaho State law and FAA bidding requirements. This process will include preparation of an advertisement inviting contractors to submit their qualifications. Provide forms and instruction documents for contractors' use in providing qualifications. Answer contractors' questions during the pre-qualification process. Review all submitted qualifications and prepare a summary document for Owner's use in evaluation of the qualifications. Prepare for and attend a meeting of the FMAA to discuss the pre-qualification process. Coordinate with FAA and Owner's attorney, as required.

Note: It is assumed that the pre-qualification process will be orderly and will not include any protests or other difficulties. Should services associated with protests or other conflicts be required, these services will be negotiated as an additional service to this Work Order.

~~5.1~~5.2 Administer the public bid advertisement process including bid document reproduction and distribution of documents to plan rooms, contractors and suppliers. Prepare ~~advertisement(s) for the project and submit to appropriate newspaper(s) for publication~~notice inviting bids and distribute to pre-qualified contractors. Maintain a "bidders list" and distribute plans as requested. Assist Owner in promoting subcontractor bidder interest in an appropriate geographic area for project work tasks.

~~5.2~~5.3 Prepare a detailed Pre-Bid Conference agenda and conduct a Pre-Bid Conference to familiarize bidders and interested parties with the construction project scope and requirements. Prepare and issue minutes of the conference after the meeting. The meeting will be held at the Airport. It is assumed ~~a~~the Project Manager and ~~one~~two additional staff memberss will attend the Pre-Bid Conference.

~~5.3~~5.4 Respond to questions that arise during the Contractors' bid preparation process. Issue addenda or other clarifications as required.

~~5.4~~5.5 Assist the Owner in preparation for the project Bid Opening as required, including preparation of a Project Bid Summary form. It is anticipated that the Consultant (Project Manager) will attend and conduct the Bid Opening in Hailey. After opening bids, Consultant will take copies back to the Boise office, to evaluate the qualifications of bidders and responsiveness to bidding criteria, including compliance with Buy American requirements.

~~5.5~~5.6 Prepare a detailed Bid Tabulation documenting bid results and submit to Owner and FAA.

~~5.6~~5.7 Assist the Owner with review and analysis of bids received, in accordance with Program Guidance Letter 12-03. Provide Engineer's recommendation of award letter to Owner.



~~5.7~~5.8 Prepare and distribute Notice of Award, Construction Agreement and other contract documents. Review Construction Agreement, bonds and insurance documents submitted by Contractor, and assist Owner and Contractor in processing documents for the project.

~~5.8~~5.9 Coordinate with FAA and Owner throughout the bid and award process. Submit bid documentation including copies of all executed contract documents as required by the FAA.

~~5.9~~5.10 Travel time ~~for Consultant personnel associated with tasks listed in Phase 5. Anticipate 2 round trips required for Task 5.~~

~~PHASE~~ TASK 6 - CONSTRUCTION

During ~~the construction phase~~, the Consultant shall administer all aspects of the construction contract over which the Consultant can be expected to have realistic control in order to assist the Owner in monitoring and documenting the construction process for design compliance, quality assurance, and cost control. Time for construction ~~phase~~ services assumes completion of the project on a very aggressive schedule, in order to limit closure times and associated impact on operations and safety. Permitted work hours for this project will be 7 days per week at 14 hours per day on weekdays and 12 hours per day on weekends. Due to the size of the project and aggressiveness of the schedule, multiple field representatives will be required at all times. The total number of working days for this project is anticipated to be 65. Any construction time overruns beyond the assumptions stated here may require additional Consultant time and associated fees. These additional fees will be negotiated by addendum to this Work Order. Construction ~~phase~~ services shall more specifically include the following work tasks:

- 6.1 Provide pre-construction coordination; prepare a detailed Pre-Construction Conference agenda and displays; conduct a Pre-Construction Conference on behalf of the Owner in Hailey, and prepare and issue minutes of the Pre-Construction Conference; advise the FAA of Pre-Construction Conference dates and include FAA items in conference agenda. Complete FAA Pre-Construction conference checklist. It is anticipated the Principal, both project managers and three Resident Project Representatives will attend the pre-construction conference.
- 6.2 Prepare a construction management plan for the project, in accordance with FAA guidance.
- 6.3 Review, comment, and process Contractors' material submittals (including review of compliance with Buy American requirements), particularly Work Schedule, Operational Safety Plan, ~~and~~ Quality Control Plan, mix designs for all materials and material and equipment materials. Assist Contractor as required, clarifying specification and documenting submittal requirements. Coordinate construction activity schedule with Owner.
- 6.4 Provide at least two experienced Resident Project Representative at all times during construction to monitor and document construction activities, conformance with schedules, plans and specifications; review and document construction quantities; document significant conversations, situations, events or changed conditions; document input or visits from local authorities and officials; prepare and submit routine inspection reports (FAA Form 5370-1); and maintain a project diary. During paving operations, an additional experienced staff member will also be onsite.



- 6.5 Organize and conduct two weekly construction meetings with Owner, Contractor and others as appropriate. Contractor's schedule review and work progress will be discussed at all meetings. The Resident Project Representative will hold these meetings on or near the construction site at the airport. Project Manager will also attend all meetings. Anticipate 18 total meetings during project duration.
- 6.6 Provide office administration support and assistance to the Resident Project Representatives with senior design, management or other personnel as field activities may require.
- 6.7 Review and approve Contractor monthly Pay Requests. Submit approved pay requests to the Owner for approval and payment.
- 6.8 Monitor and coordinate Contractor Quality Control Program pursuant to current FAA specifications for Quality Control and Quality Assurance. This will include all required Quality Assurance testing, to be performed by a qualified testing laboratory.
- 6.9 Conduct Substantial Completion and Final Completion Inspections with the Owner and Contractor. Advise and coordinate with FAA of inspection dates. Produce substantial and final completion inspection certificates and document "punch list" items. It is anticipated that senior design or management personnel will attend either the Substantial Completion or Final Inspection at the Airport. Prepare a letter requesting grant reimbursement up to 97.5% following substantial completion.
- 6.10 Assist Owner with review of Contractor Wage and EEO documentation review.
- 6.11 Prepare, negotiate and process Contract Change Orders/Supplemental Agreements, as required. Man-hour estimates and costs are to be based on normal construction events as experienced by the Consultant for projects of this type and size.
- 6.12 Coordinate with Owner and FAA throughout the construction process. Submit required construction documentation, including weekly activity report forms, mix designs, change orders, etc. Coordinate with Owner and FAA verbally concerning change orders, as required.
- 6.13 Travel time required for ~~Consultant personnel associated with tasks listed in Task~~ Phase 6.

PHASE TASK 7 – CLOSEOUT/DOCUMENTATION

Phase Task 7 shall consist of project closeout and documentation services. Operational phase services shall include the following tasks:

- 7.1 Prepare As-Constructed Revisions to Design and Construction Drawings for project improvements. Provide Owner with copies of Record Drawings, including two electronic copies (PDF) – one for Owner and one to be submitted to the FAA.
- 7.2 Prepare an As-Constructed Airport Layout Plan (ALP) to document improvements.
- 7.3 Document the Project work and accomplishments in a Final Construction Report in accordance with FAA guidelines.



- 7.4 Coordinate with Contractors on Owner's behalf to obtain lien releases from subcontractors and Prime Contractor in preparation to making final payment. Coordinate with Contractors, Owner and the Idaho State Tax Commission to obtain a tax release prior to releasing any retainage.
- 7.5 Assist Owner with overall budget status analysis and reports, closeout documentation review, and coordination with the FAA, as requested by the Owner. Assist in preparation of required project certifications.

TASKPHASE 8 – ADDITIONAL SERVICES

Consultant shall provide the following services as "Additional Services":

- 8.1 Assist the Owner with Grant Administration tasks.
 - 8.1.1 Prepare a Grant Application for submittal to FAA. Update the Grant Application for FAA-AIP funding assistance based on project bid results. Assist Owner in coordination of Grant Application submittal and process.
 - 8.1.2 Assist the Owner to prepare and process required certifications for submittal to the FAA.
 - 8.1.3 Provide periodic project budget updates to Owner during prosecution of the work.
- 8.2 Assist the Owner with Disadvantaged Business Enterprise (DBE) reporting. Development of DBE ~~G~~goals are not necessary for this project, as the airport completed three-year goals in 2013. DBE services to be provided shall include annual reporting for FY 2014 only.
- 8.3 Provide geotechnical services required for the project. These services are anticipated to be performed by a qualified subconsultant and will include services in the following areas:
 - 8.3.1 Design: Collect geotechnical information necessary to design the project and future phases of the RSA Improvements effort. Consultant's services for this task will include coordination with the Owner and subconsultant during the course of the data collection, along with escorting the subconsultant on site during collection of samples. Geotechnical investigation is described in the attached exhibit. Consultant will provide one person to escort geotechnical consultant on the airfield (including travel to and from Hailey). In addition to investigation, geotechnical subconsultant shall assist with design of retaining wall adjacent to the t-hangar taxi lane.
 - 8.3.2 Construction: Provide testing necessary for quality assurance testing during construction, specifically for P-401 and P-209. Consultant's services will include coordination with the subconsultant to ensure that appropriate testing is completed.
- 8.4 Utility Coordination: Coordinate with Idaho Power regarding relocation of power lines and transformer in the area of the Taxiway B extension. Idaho Power will design and complete this work under a separate agreement with the airport. Coordinate with CenturyLink regarding closure of service at existing AWOS site and installation of service at the new AWOS site. Coordinate with City of Hailey to verify no impact to existing water and sewer lines adjacent to the Taxiway B extension section.
- 8.5 Environmental Coordination: Coordinate environmental clearance for the project with the FAA. It is assumed that this project will be categorically excluded from further environmental study. Complete~~Prepare~~ and submit the FAA Northwest Mountain Region's Categorical Exclusion



Checklist. This checklist will address not only this project, but also future phases of the RSA Improvements. Approximately half of this effort was completed during the Formulation project and this task includes completing the work necessary to finalize the checklist.

- 8.6 Coordinate with FAA's non-federal facilities coordinator regarding ~~the relocation of the airport's AWOS. There is no site on the airport that meets all FAA criteria for AWOS siting, therefore this coordination will include discussions with the FAA's coordinator regarding the proposed site. Preparation of graphics, email and telephone communication and one on-site meeting are anticipated.~~ certification and commissioning of the airport's AWOS during and after construction.
- 8.7 Coordinate with electrical subconsultant to assist with calculations of airfield lighting loads and verification of airfield lighting layout and design and to provide electrical service to new wind cone locations, AWOS and PAPI.
- 8.8 Coordinate with FAA Technical Operations regarding FAA-owned PAPI units on the airport. The PAPI units will not be affected by the project, but relocation of the power supply to these units may be necessary. It is anticipated a Reimbursable Agreement for these modifications will be required. Provide assistance and coordination regarding this Reimbursable Agreement, including graphics, teleconferences with FAA personnel and other coordination as required. ~~The requirement for a reimbursable agreement related to the PAPIs is not anticipated.~~
- 8.9 Assist and coordinate with independent auditors ~~to in~~ locate appropriate documents for performing A-133 annual audit. In addition to finding appropriate project files, answer questions concerning Contractors wage rates and interview forms as required.
- 8.10 Assist the Owner with preparation of a Notice of Intent to be filed for the project Storm Water Pollution Prevention Plan (SWPPP). The Contractor will be responsible to file a separate Notice of Intent and comply with the SWPPP as shown in the plans. Consultant shall monitor the Contractor's performance of these tasks throughout construction.
- 8.11 Prepare for and participate in a Safety Risk Management panel to evaluate the safety of the proposed construction project. Preparation will include graphics (in PowerPoint and/or mounted on display boards) and a narrative description of the project. Participation will include travel to and from Hailey by Principal or Project Manager and participation in the panel as an observer.
- 8.12 Prepare and submit the following FAA forms related to the work included in this project:
- FAA Form 7460-1s for the AWOS installation, wind cones relocation and taxiway relocation (three forms, total).
 - FAA Form 7480-1s for the removal of Taxiway A and the Taxiway B extension/relocation and new connecting taxiway construction (two forms, total).
 - FAA Form 5010 (Airport Master Record) to reflect construction changes, including a graphic to be published in the Facilities Directory.
 - Prepare and submit Strategic Interruptions Service Level Agreement form no less than 45 days prior to closure of the runway.



PROJECT SCHEDULE

The following dates summarize the target completion of significant project tasks.

ACTIVITY	COMPLETION
<u>Preliminary</u> Scope of Work Approval	November 5, 2013
Complete Independent Fee Estimate Review	December 3, 2013
Work Order Negotiation Complete	December 3, 2013
Initiate Design	December 2013
Preliminary Design – Complete	December 31, 2014
65% Design Complete	January 15, 2014
95% Design Complete	January 31, 2014
Final Design Complete/Advertise for Bids	February 12, 2014
Bid Opening	March 14, 2014
Award Project	April 1, 2014
Begin Phase 1 (Airport Closed)	April 28, 2014
Phase 1 Complete	May 22, 2014
Construction Complete	June 30, 2014
Closeout	September 2014

Dates are subject to change, based on grant timing, weather and the needs of the Owner.

NOTICE INVITING PRIME CONTRACTOR PREQUALIFICATION APPLICATIONS

OWNER: Friedman Memorial Airport Authority
P.O. Box 929
1616 Airport Way
Hailey, Idaho 83333

Friedman Memorial Airport Authority is seeking prequalification applications from prime contractors for construction projects at the Friedman Memorial Airport, Hailey, Idaho. Bids will be accepted only from prequalified prime contractors.

Prequalification applications will be received by the OWNER at the OFFICE of the Airport Manager, Friedman Memorial Airport, 1616 Airport Way, Hailey, Idaho until 5:00 p.m., Monday, December 16, 2013.

The Owner intends to solicit bids from prequalified prime contractors for multiple construction projects in FY2014 and FY2015. Prime construction contracts anticipated to be awarded in FY2014 have an estimated total value of \$10,000,000 and prime construction contracts anticipated to be awarded in FY2015 have an estimated total value of \$4,000,000.

Spring 2014 Runway Safety Area and Relocate Taxiway B Project generally consists of relocating Taxiway B to increase separation from Runway 13-31, removing Taxiway A and grading the Runway Safety Area. The Owner has scheduled the Airport to be closed from April 28 to May 22, 2012 to allow work inside the Runway Safety Area to be completed. The remainder of the work will be completed with the Airport open to aircraft. Approximate quantities include: 60,000 SY pavement removal, 50,000 CY of excavation and embankment, 15,000 CY base course, 16,000 tons bituminous pavement, 50 acres of topsoiling and seeding. Other work includes drainage improvements, pavement marking, edge lighting, airfield guidance signs, and other items.

Summer 2014 Terminal Apron Project generally consists of replacing an existing bituminous apron with concrete pavement. The apron to be reconstructed requires approximately 14,000 SY bituminous pavement removal, 5,000 CY excavation, 4,000 CY concrete and 2,000 CY base course. Other work includes drainage improvements, pavement marking, and other items.

Summer 2014 Hangar Taxilanes and SRE/ARFF Shop Project generally consists of constructing a taxilane and a paved pad for shop relocation. Approximate quantities include: 4,000 CY of embankment, 5,000 CY base course, 1,400 tons bituminous pavement, as well as drainage improvements, pavement marking and other items.

Spring 2015 Runway Safety Area and Relocate Taxiway B Project generally consists of the second phase of relocating Taxiway B, removing Taxiway A and grading the Runway 13-31 Safety Area. The Owner intends to close the Airport in Spring 2015 to allow work inside the Runway Safety Area. The remainder of the work will be completed with the Airport open to aircraft. Approximate quantities include: 35,000 SY pavement removal, 15,000 CY of excavation, 2,000 CY base course, 1,500 tons bituminous pavement, 20 acres of topsoiling and seeding. Other work includes drainage improvements, pavement marking, edge lighting, airfield guidance signs, and other items.

Summer 2015 Cargo Apron and Bypass Apron Project generally consists of reconstructing a portion of an existing apron and constructing a new apron. Approximate quantities include: 3,500 SY pavement removal, 7,000 CY of excavation and embankment, 7,000 CY base course and 3,500

tons bituminous pavement. Other work includes drainage improvements, pavement marking, and other items.

The Friedman Memorial Airport Authority Board will evaluate each applicant for demonstrated technical competence, experience constructing similar facilities, prior experience with the Owner, equipment, personnel and overall performance history. Each of the factors will be assessed as qualified, or not qualified, or additional information will be requested. Applicants with any not qualified factors as assessed by the Board will be disqualified from bidding. Applicants not selected as a qualified bidder will be provided with a written statement explaining why they failed to meet prequalification standards. Prequalification of prime contractors will be conducted according to Idaho Code Section 67-2805.

Applicants will not be disqualified from bidding if they have not previously contracted with the Owner.

Contact the Engineer, T-O Engineers, 9777 Chinden Boulevard, Boise, Idaho 83714, (208) 323-2288 for a Prime Contractor Prequalification Application.

By: Friedman Memorial Airport Authority

PUBLICATION DATES:

November 27, 2013

December 4, 2013

PRIME CONTRACTOR PREQUALIFICATION APPLICATION

SUBMIT APPLICATION TO OWNER:

FRIEDMAN MEMORIAL AIRPORT AUTHORITY
P.O. BOX 929
1616 AIRPORT DRIVE
HAILEY, IDAHO 83333

1. Contractor Name _____
2. Business Address _____

3. Telephone _____
4. Email _____
5. Idaho Public Works Contractor's License Number _____
6. Business Structure (Check One):
 - ☐ Corporation
 - ☐ Partnership
 - ☐ Joint Venture
 - ☐ Individual
 - ☐ Other _____
7. Number of years Applicant has been in business under the business name _____
List any prior name or assumed name and years in business _____

8. Name of person completing application _____
Telephone _____
Email _____
9. Name of person to appear on Planholders List _____
Telephone _____
Email _____

10. If Applicant is:

A Corporation

(Corporation Name)

(State of Incorporation)

By _____
(Signature of Person Authorized to Sign)

(Name and Title of Person Authorized to Sign)

Attest _____
(Secretary)

Business Address _____

Telephone _____

A Joint Venture

By _____
(Signature)

(Name)

(Address)

By _____
(Signature)

(Name)

(Address)

(Each joint venturer must sign. The manner of signing for each individual, partnership and corporation that is a party to the joint venture should be in the manner indicated above.)

Attest _____
(Secretary)

Business Address _____

Telephone _____

A Partnership

(Firm Name)

(Signature of General Partner)

(Name of General Partner)

Business address _____

Telephone _____

Attest _____
(Secretary)

Business Address _____

Telephone _____

An Individual

By _____
(Signature of Individual)

By _____
(Individual's Name)

Doing business as _____

Business address _____

Telephone _____

Attest _____
(Secretary)

Business address _____

Telephone _____

11. Largest Payment and Performance Bond amount ever furnished by the Contractor to an awarding authority or owner.

Class of Work _____

Bond Amount _____

Project Description _____

Location _____

Owner _____

Owner's Representative _____

Telephone _____

Engineer _____

Engineer's Representative _____

Telephone _____

Original contract amount \$ _____ Original completion date _____

Final contract amount \$ _____ Final completion date _____

Percentage of work self-performed _____

12. Has Applicant firm ever failed to complete any publically-financed project or has any officer, partner, member or principal listed in item 10. above been an officer, partner, member or principal of another firm that has failed to complete any publically-financed project in the last 10 years? ☐ YES ☐ NO

If YES, provide the following information for each project Applicant firm or one of Applicant firm's officers, partners, members or principles have failed to complete: (Attach additional sheets, if necessary.)

Company awarded the contract _____

Principal involved in this company, if company is not the Applicant _____

Class of work _____

Project Description _____

Location _____

Owner _____

Owner's Representative _____

Telephone _____

Contract Amount \$ _____

Reason for failure to complete _____

13. Is Applicant firm presently debarred or suspended as a contractor or subcontractor by any Federal department or agency? ☐ YES ☐ NO

If YES, attach a copy of the debarment and a full explanation.

14. List at least three completed airfield construction projects that included paving and had a final contract amount greater than \$500,000.00. If Applicant does not have the relevant airfield construction experience, list at least three completed highway projects with a final contract amount greater than \$500,000.00 and up to three completed airfield projects of any amount. List only projects completed by the Applicant from the location listed in item 2 above.

Project Number 1.

Project title _____

Classes of work performed:

Dollar value/Percentage of work:

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Location _____

Owner _____

Owner's Representative _____

Telephone _____

Engineer _____

Engineer's Representative _____

Telephone _____

Original contract amount \$ _____ Original completion date _____

Final contract amount \$ _____ Final completion date _____

Percentage of work completed with own forces _____

Value of work completed with own forces \$ _____

Detailed scope of work _____

Project Number 2.

Project title _____

Classes of work performed:

Dollar value/Percentage of work:

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Location _____

Owner _____

Owner's Representative _____

Telephone _____

Engineer _____

Engineer's Representative _____

Telephone _____

Original contract amount \$ _____ Original completion date _____

Final contract amount \$ _____ Final completion date _____

Percentage of work completed with own forces _____

Value of work completed with own forces \$ _____

Detailed scope of work _____

Project Number 3. (Attach additional sheets, if necessary.)

Project title _____

Classes of work performed:

Dollar value/Percentage of work:

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Location _____

Owner _____

Owner's Representative _____

Telephone _____

Engineer _____

Engineer's Representative _____

Telephone _____

Original contract amount \$ _____ Original completion date _____

Final contract amount \$ _____ Final completion date _____

Percentage of work completed with own forces _____

Value of work completed with own forces \$ _____

Detailed scope of work _____

- [illegible]

- [illegible]

17. List of technical, supervisory and key personnel employed by the Applicant that will be available to manage the project if awarded a contract. (Attach additional sheets, if necessary.)

[illegible]

18. List all construction projects contracted with City of Hailey, Blaine County, or Friedman Memorial Airport Authority in the past ten years. (Attach additional sheets, if necessary.)

Project title _____

Classes of work performed:

Dollar value/Percentage of work:

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Location _____

Owner _____

Owner's Representative _____

Telephone _____

Original contract amount \$ _____ Original completion date _____

Final contract amount \$ _____ Final completion date _____

Percentage of work completed with own forces _____

Value of work completed with own forces \$ _____

Detailed scope of work _____

Reason for failure to complete (if applicable) _____

SCOPE OF WORK

NOVEMBER 2013

**ENVIRONMENTAL IMPACT STATEMENT
TERMINATION**

FRIEDMAN MEMORIAL AIRPORT

THE LANDRUM & BROWN TEAM

This Addendum to the Scope of Work outlines the task to be performed or performed by Landrum & Brown, Incorporated and its subconsultants (Consultant Team), in closing out the Environmental Impact Statement (EIS) for a replacement airport for Friedman Memorial Airport, located in Blaine County, Idaho. The EIS was terminated by the FAA on May 3, 2013.

Task 1: Abandon Test Well

A test well was drilled on Site 10a, which is located on BLM managed lands, during the preparation of the EIS to confirm the presence of a useable groundwater supply. SPF Water Engineering will coordinate permanent abandonment of the well. The work will include obtaining re-approval for abandonment from the Idaho Department of Water Resources, hiring a licensed well driller to do the work, overseeing the abandonment process, and issuing a letter certifying that the work has been complete. SPF Water Engineering would provide a final inspection of the work site. BLM and the Idaho Department of Water Resources have agreed upon the methodology proposed to complete the well abandonment (see Attachment 1).

Task 2: Administrative File

During the preparation of the EIS an Administrative File was prepared to assist the FAA at the time a ROD was issued. The Administrative File (A/F) provides a digital catalog and electronic and paper copy of all information used in developing the methodology, analysis, and the decision-making process for the EIS. Due to the termination of the EIS the Administrative File is no longer being maintained. L&B will provide the FAA four (4) DVDs in which all materials contained in the Administrative File will be provided.

Task 3: Public Website

An EIS website was developed for use by the general public for obtaining information about the EIS process and study. General information regarding the EIS, the NEPA process, and EIS Team contact information was posted. Due to the termination of the EIS the EIS website is no longer warranted. L&B will provide the FAA ten (10) DVDs in which all materials contained on the EIS website will be provided..

Task 4: Appendices from the Preliminary Draft EIS dates 1/11

The FMAA has requested the FAA provide all documents related to the EIS to the FMAA. However, due to the timing of the termination of the EIS, some of the sections/reports in the EIS were in a deliberative state and are deemed not appropriate to be released. There are however sections/reports that are appropriate for release to the FMAA. These sections/reports will be provided to the FMAA at the direction of the FAA. L&B will provide ten (10) DVDs in which all materials deemed appropriate will be provided. The following are the Appendices are deemed to be appropriate for release to the FMAA:

- Appendix A – Agency Scoping and Coordination
- Appendix B – Public Involvement
- Appendix C – Forecast and Economic Reports
- Appendix E – Air Quality
- Appendix F – Tribal Consultation
- Appendix G – Farmlands
- Appendix I – Water Resources
- Appendix J – Wetlands
- Appendix K – Historic Resources Consultation
- Appendix L – Energy Supply and Natural Resources
- Appendix N – Minerals Potential Report
- Appendix O – Airport Vicinity Land Use Plan Concepts
- Appendix Q – Construction Costs



March 13, 2013

David S. Stelling, P.E.
Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, Montana 59602

Dear Mr. Stelling:

During their regular board meeting on March 12, the Friedman Memorial Airport Authority decided by motion to request that the FAA formally terminate the Friedman Memorial Replacement Airport Environmental Impact Statement that was suspended by the FAA August 22, 2011. This decision was based on the Talking Points for Moving Forward, Friedman Memorial Airport (KSUN); Hailey, Idaho January 4, 2013 document. We request that the agency concur that, upon termination of the EIS, the FMAA should terminate the Landrum & Brown contract according to its terms.

The Board also made it clear that their request is conditioned on an effort to preserve as much of the work product, data and analysis as possible from the project up until the EIS was suspended by the FAA. The Authority believes it would be appropriate for Landrum & Brown to prepare an index and at least organize their workpapers in a coherent way so that the workpapers are usable in the future. We think it reasonable that Landrum & Brown should be appropriately compensated for that work. As you may be aware, pursuant to the terms of the Landrum & Brown contract, the Landrum & Brown work product becomes the property of the Airport Authority upon termination of the contract. Before formal termination of the contract, we propose to work with your office and the regional office to have L&B catalog their documentation and to segregate material that can be retained as confidential under federal and Idaho law from materials that are not exempt from public disclosure. We can undoubtedly set forth a protocol for this effort through an informal exchange of letters among your office, Landrum & Brown and the Authority.

Preserving the work effort discussed above and resolution of all contract matter prior to EIS termination and associated grant closeout is imperative. Please let me know how we can work together to ensure that all matter related to the EIS are resolved before the termination is put in process.

FRIEDMAN MEMORIAL AIRPORT

TEL 208.788.4956 / 208.788.9003 • FAX 208.788.9852 • WEB www.flyfma.com
MAIL P.O. Box 929 • STREET 1616 Airport Way • Hailey, ID 83333

David S. Stelling, P.E.
Helena Airports District Office
Page 2 of 2

If you have any questions, or if you need additional information, please contact our office at your earliest convenience.

Sincerely,

A handwritten signature in black ink, appearing to read "RE Fairfax", written over a horizontal line.

Ronald E. Fairfax
Chairman
Friedman Memorial Airport Authority