

**NOTICE OF A REGULAR MEETING
OF
THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

***PLEASE TAKE NOTICE** that a regular meeting of the Friedman Memorial Airport Authority shall be held Tuesday, November 29, 2016 at 5:30 p.m. at the **old Blaine County Courthouse Meeting Room** Hailey, Idaho. All matters shall be considered Joint Decision Matters unless otherwise noted. The proposed Agenda for the meeting is as follows:*

**AGENDA
November 29, 2016**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. November 1, 2016 Regular Meeting – Motion to Approve - Attachment #1 ACTION
- IV. REPORTS**
 - A. Chairman Report DISCUSSION
 - B. Blaine County Report DISCUSSION
 - C. City of Hailey Report DISCUSSION
 - D. Airport Manager Report DISCUSSION
 - E. Communications Director Report (Centerlyne) DISCUSSION
 - F. Fly Sun Valley Alliance Report DISCUSSION
- V. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
 - A. Noise Complaints
 - B. Parking Lot Update
 - C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #2 - #4
 - D. Airport Commercial Flight Interruptions
 - E. Review Correspondence – Attachment #5
- VI. OLD BUSINESS**
 - A. **AIRPORT COMMITTEE(S)**
 - a. Voluntary Noise Abatement Program Review Committee – Presentation DISCUSSION/PUBLIC COMMENT/ACTION
 - B. **CONSTRUCTION and CAPITAL Projects**
 - a. Runway Safety Area Improvements Project - Update DISCUSSION
 - b. Terminal Concession – Update DISCUSSION
 - c. Terminal Air Carrier Apron and Parking Lot Improvements – Update – Attachment #6 DISCUSSION
 - d. Terminal Airline Ticketing Office Improvements – Update DISCUSSION
 - C. **AIRPORT PLANNING Projects**
 - a. Noise Modeling – Update DISCUSSION
 - b. Airport Master Plan – Update DISCUSSION
 - D. **OTHER**
 - a. Surplus Property Disposal – Update and Approval of Additional Items – Attachment #7 DISCUSSION/PUBLIC COMMENT/ACTION
 - b. Independent Board Member Selection Process – Update DISCUSS/DIRECT
- VII. NEW BUSINESS**
 - A. Board Meeting Location – Consideration of Holding FMAA Board Meetings at the Airport Terminal Conference Room. DISCUSS/DIRECT
- VIII. PUBLIC COMMENT**
- IX. EXECUTIVE SESSION –**
 - I.C. §74-206 (c) To acquire an interest in real property which is not owned by a public agency**
 - I.C. §74-206 (f) To communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated**
- X. ADJOURNMENT**

III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

A. November 1, 2016 Regular Meeting – Motion to Approve - Attachment #1

BOARD ACTION: 1. Action

IV. REPORTS

A. Chairman Report

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

BOARD ACTION: 1. Discussion

B. Blaine County Report

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

BOARD ACTION: 1. Discussion

C. City of Hailey Report

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

BOARD ACTION: 1. Discussion

D. Airport Manager Report

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

BOARD ACTION: 1. Discussion

E. Communications Director Report (Centerlyne)

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

BOARD ACTION: 1. Discussion

F. Fly Sun Valley Alliance Report

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

BOARD ACTION: 1. Discussion

V. AIRPORT STAFF BRIEF - (5 Minutes Allotted)

A. Noise Complaints

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Hailey	11/5/2016	4:30 pm	Cessna Caravan	An aircraft was orbiting north of Hailey performing aerial survey work.	This was not a complaint but more of an inquiry. The caller was concerned the aircraft was illegally spotting elk for hunting season. The tower and operator were contacted and this was a legitimate aerial survey operation. This operator had been performing this work all week.

B. Parking Lot Update

THE CAR PARK GROSS/NET REVENUES						
Month	FY 2015 Gross	FY 2015 Net	FY 2016 Gross	FY 2016 Net	FY 2017 Gross	FY 2017 Net
October	\$30,478.00	\$19,331.22	\$28,322.00	\$16,174.32	\$28,891.00	\$16,402.49

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

Attachment #2 is Friedman Memorial Airport Profit & Loss Budget vs. Actual. **Attachment #3** is 2001 - 2016 ATCT Traffic Operations data comparison by month. **Attachment #4** is 2016 Enplanement, Deplanement and Seat Occupancy data. The following revenue and expense analysis is provided for Board information and review:

September 2015/2016

Total Non-Federal Revenue	September, 2016	\$223,974.86
Total Non-Federal Revenue	September, 2015	\$206,808.39
Total Non-Federal Revenue	FY '16 thru September	\$3,135,225.88
Total Non-Federal Revenue	FY '15 thru September	\$2,665,665.89
Total Non-Federal Expenses	September, 2016	\$160,135.59
Total Non-Federal Expenses	September, 2015	\$174,929.42
Total Non-Federal Expenses	FY '16 thru September	\$2,632,412.72
Total Non-Federal Expenses	FY '15 thru September	\$2,302,303.74
Net Income to include Federal Programs	FY '16 thru September	\$-404,439.07
Net Income to include Federal Programs	FY '15 thru September	\$-2,223,918.76

D. Airport Commercial Flight Interruptions: Past 30 days through November 17, 2016

AIRLINE	FLIGHT CANCELLATIONS/MAJOR DELAYS	FLIGHT DIVERSIONS
Horizon Air	None	None
Delta	None	Nov. 1 – First day of bussing. Diversion to Twin for weather. Aircraft refueled and tried again. Aircraft arrived SUN late afternoon. Bussing was activated but some passengers stayed with the aircraft and arrived by air while other arrived by bus.
United Express	None	None

E. Review Correspondence – Attachment #5

Attachment #5 is information included for Board review.

VI. OLD BUSINESS

A. AIRPORT COMMITTEE(S)

a. Voluntary Noise Abatement Program Review Committee - Presentation

At the FMAA Board meeting of November 29, the Voluntary Noise Abatement Committee will be presenting a summary of its findings and recommendations. After the presentation, the Committee will ask for some direction from the Board on its recommendations, so here is a summary of three key decisions that will be presented to the Board.

1. The 2007 Voluntary Noise Abatement Procedures called for aircraft inbound from the south to fly along the east side of the valley, while aircraft outbound to the south were asked to fly along the west side. The installation of Terrain Avoidance Warning systems on most large piston and turbine-powered aircraft prevent them from flying that close to the sides of the valley, forcing them to fly closer to the center of the valley.

Rather than set up multiple traffic paths for aircraft with different capabilities, the Committee is proposing the replacement of specific flight paths with wider traffic zones.

- Zones would be established to minimize head-to-head traffic.
- They would allow aircraft to fly as far from the center of the valley as they are capable, consistent with their equipment.
- They avoid concentrating traffic over any specific neighborhoods.

The Committee will request FMAA Board input on this proposal.

2. Under the 2007 Voluntary Noise Abatement Procedures, aircraft under 12, 500 lbs. were exempt from the preference for southbound operations. The Committee proposes removing this exemption, so that aircraft under 12,500 lbs. would be asked to conduct arrivals from and departures to the south, provided aircraft and pilot capabilities make it safe to do so.
3. The Committee would like to communicate its findings and recommendations with the community at large and is proposing “coffee talk” or “town hall” forums in Bellevue and Hailey to present the Committee’s findings and accept public comments and questions.

The Committee will ask that the Board approve scheduling these presentations.

BOARD ACTION: 1. Discussion/Public Comment/Action

B. CONSTRUCTION and CAPITAL Projects

a. Runway Safety Area Improvements Project – Update

Construction of the change order to remodel the vending area in the secure area of the terminal for a “post-secure” concession is complete. All other tasks for the Runway Safety Area Improvements effort are complete, with the exception of the closeout report for the AIP '041 grant. The closeout process for this grant is underway and will be completed before the end of the calendar year. No presentation or discussion of this item is anticipated at the meeting.

BOARD ACTION: 1. Discussion

b. Terminal Concession – Update

Construction of the terminal concession area is complete and operation of the concession began on November 21, 2016. No presentation or discussion of this item is anticipated at the meeting.

BOARD ACTION: 1. Discussion

**c. Terminal Air Carrier Apron and Parking Lot Improvements – Update
Attachment #6**

Work continues on design of the terminal air carrier apron and associated parking lot improvements. The parking lot configuration and routing has been revised based on comments received from the Board and Staff. The current concept is included at **Attachment #6**. At this point, design of the project will begin in earnest, with the goal of bidding the project in the March timeframe.

BOARD ACTION: 1. Discussion

d. Terminal Airline Ticketing Office Improvements - Update

There are no new developments on this project this month. No presentation or discussion of this item is anticipated at the meeting.

BOARD ACTION: 1. Discussion

C. AIRPORT PLANNING Projects

a. Noise Modeling – Update

A Professional Services Agreement and Notice-to-Proceed was issued to Landrum & Brown to complete the noise modeling project. A preliminary schedule was also developed with project completion slated for the end of February. The first phase of the project is underway and consists of a data collection effort by the consultant to develop a baseline scenario. The data collection effort and baseline scenario should be completed by the end of January.

BOARD ACTION: 1. Discussion

b. Airport Master Plan

Mead & Hunt has revised Chapter F, Financial Feasibility Analysis, to reflect comments received from the Board at their November meeting. These revised versions will be posted on the Airport's website and included in the final Master Plan report.

T-O Engineers continues to update the Airport Layout Plan based on the 20-year Conceptual Development Plan shown in the revised Chapter D. Mead & Hunt will update the noise contours based upon the forecasts contained in Chapter B, and provide to T-O for inclusion on the ALP land use sheet.

Once the ALP update is complete, the project team will submit the draft final report and ALP for Board approval. Following Board approval, these documents will be submitted for FAA review and approval.

BOARD ACTION: 1. Discussion

D. OTHER

a. Surplus Property Disposal – Update and Approval of Additional Items – Attachment #7

During the November Board meeting, Staff presented a list of surplus property and equipment for the Board to approve and authorize for proper disposal. The Board approved the list of items and authorized staff to dispose/donate/sell the items in a manner that meets FAA requirements, as applicable, and best benefits the airport. Staff conducted one public sealed bid process and was able to successfully sell a large number of non-AIP funded items.

After bids closed, Staff received additional bids for a portion of the remaining property and equipment. It is recommended by Council that we perform another sealed bid process to address renewed interest in the remaining property and equipment. This also provides us an opportunity to add additional items that we were not planning to dispose of until next spring. Staff has updated the list and is resubmitting it to the Board for review and approval. The revisions are as follows:

- Remove:
2002 F-150
Crafco Crack Filler – Donated to the City of Hailey Street Dept.
- Add:
1997 Ford Expedition
Intelligent Traffic Sign
Turbo Way Aircraft Passenger Boarding Ramp
Shelving – Clarified

With the assistance of the Division of Aeronautics and the Idaho Airport Manager's Association, staff distributed a list and description of the AIP funded equipment to determine if other Idaho airport's would be interested in a possible transfer. One airport expressed interest in the items offered, but ultimately determined none of the items meet their needs. As no additional interest has been received, staff has requested clarification from the FAA on the disposal requirements. All items available exceed the 20 year FAA Grant Assurance requirements; however, the disposal language refers to a requirement to reimburse a percentage of any sale

back to the FAA. Staff anticipates having this determination prior to the Board meeting.

Staff is requesting approval of the revised surplus property equipment disposal list and to continue efforts to dispose of the property as authorized in the November Board meeting.

BOARD ACTION: 1. Discussion/Public Comment/Action

b. Independent Board Member Selection Process – Update

As directed in the November Board meeting, Staff is coordinating with the Board to schedule a Special Meeting to conduct interviews and select the Independent Board Member prior to Board Member Fairfax's term expiration. As of the completion of the Board packet, coordination of a date is on-going. If a date has not been determined prior to the meeting, discussion amongst the Board during the meeting as to an agreeable date is recommended.

BOARD ACTION: 1. Discuss/Direct

VII. NEW BUSINESS

A. Board Meeting Location – Consideration of Holding FMAA Board Meeting at the Airport Terminal Conference Room

Staff is seeking the Board's input regarding a change in venue for FMAA Board Meetings to the airport terminal conference room starting in January. Upon completion of the terminal project, it was the plan of the Board to hold future meetings at the airport. Staff would like the Board to revisit and discuss this option.

BOARD ACTION: 1. Discuss/Direct

VIII. PUBLIC COMMENT

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

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

X. ADJOURNMENT

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

**November 1, 2016
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Ron Fairfax, Vice-Chairman – Don Keirn, Secretary - Lawrence Schoen, Treasurer - Jacob Greenberg, Angenie McCleary, Pat Cooley
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Chris Pomeroy, Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant/Alternate Security Coordinator – Roberta Christensen, Administrative Assistant – Cecilia Vega
CONSULTANTS: T-O Engineers – Dave Mitchell; Centerlyne – Nancy Glick
AIRPORT TENANTS/PUBLIC: Atlantic Aviation – Mike Rasch; FHR - Marc Reinemann; Comp Plan – Len Harlig, Walt Denekas
AIRPORT LEGAL COUNSEL: Lawson Laski Clark & Pogue, PLLC – Jim Laski

CALL TO ORDER:

The meeting was called to order at 5:37 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 4, 2016 Regular Meeting (See Brief)

The October 4, 2016 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

MOTION:

Made by Board Member McCleary to approve the October 4, 2016 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Board Member Greenberg.

PASSED UNANIMOUSLY

IV. REPORTS

A. Chairman Report

No report was given.

B. Blaine County Report

No report was given.

C. City of Hailey Report

No report was given.

D. Airport Manager Report (See Power Point Presentation)

Airport Manager Pomeroy reported the following:

- The FAA Helena ADO Conference was attended by the Airport Manager and the Contracts/Finance Administrator. FAA policy and use of hangars at obligated airports was emphasized. They were also able to visit with the new FAA Regional Airports Division Manager, Randy Fiertz.
- Work on the Soldier Field Airport airstrip has been suspended due to Camas County ordinance violations.
- Airport Staff has identified the best operating space for Mountain Rides to stage buses. The bus stop will be located on the south end of the terminal building for both arriving and departing passengers.
- Airport Manager Pomeroy has been appointed to the United States Contract Tower Association Policy Board and has also been solicited to create a State of Idaho Contract Tower Coalition with the three other Idaho airports with contract towers including Idaho Falls, Lewiston, Pocatello, and the State Aeronautics/Aero Board.
- Airport Manager Pomeroy met with representatives from the Idaho Congressional delegation offices on October 20th to update them on recent airport improvements.
- Airport Staff and Tenants have met to discuss snow removal operations and new FAA NOTAM airfield condition reporting processes and procedures.

Contracts/Finance Administrator Emerick reported the following:

- Airport financials are being compiled and the financial audit site visit is tentatively scheduled for the week of November 14th.

Board Member Schoen suggested that the dumpsters be relocated to a more discreet location. He also suggested the airport build a bus shelter in the future if the proposed bussing location proves to be an appropriate area to conduct public transit operations.

The Board discussed in more detail the new process and procedure for the operations staff for reporting airfield conditions to the FAA.

E. Communications Director Report

Communications Director Nancy Glick updated the Board on the finalization of the new website. She also briefed the Board that Centerlyne will be contacting them to discuss their participation in public outreach.

F. Fly Sun Valley Alliance Report

Carol Waller from FSVA was unable to attend the meeting. Airport Manager Pomeroy briefed the Board that airline diversion bussing began on November 1st for the winter season and that he will be coordinating a meeting with FSVA and SkyWest to discuss future plans and aircraft fleet evolution.

V. AIRPORT STAFF BRIEF

A. Noise Complaints (See Brief)

B. Parking Lot Update (See Brief)

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

D. Airport Commercial Flight Interruptions (See Brief)

E. Review Correspondence (See Brief)

VI. OLD BUSINESS

A. Airport Committee(s)

a. Voluntary Noise Abatement Program Review Committee – Update (See Power Point Presentation)

Committee Representative Walt Denekas briefed the Board that the Committee will be summarizing everything they have accomplished in the last five months into a power point presentation to present to the Board at the December meeting. The Committee will be organizing coffee talks or town hall meetings with the local communities to discuss the Committee's findings thus far and gather public comment and input.

Mr. Denekas asked the Board to decide whether the Committee should begin to schedule dates for the coffee talks now or wait until after the Committee's presentation to the Board at the December Meeting.

The Board agreed that the community meetings should be scheduled after the Committee's presentation at the December Board meeting.

B. Construction and Capital Projects

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

Engineer Mitchell briefed the Board that the concession construction project should be completed this month after which the AIP '041 grant closeout process will continue.

b. Runway 13-31 Pavement Maintenance – Update (See Brief & Power Point Presentation)

Engineer Mitchell briefed the Board that the repaving has been rescheduled for June, 2017 due to weather. During the October closure, rubber removal, runway restriping and revision of taxiway striping was completed.

Airport Manager Pomeroy commented that he will be coordinating with FSVA representative Carol Waller to schedule closure dates that, historically, have had the lowest traffic activity for June.

c. Terminal Concession - Update (See Brief & Power Point Presentation)

Airport Manager Pomeroy briefed the Board that Airport Staff and Jersey Girl owner, Hannah McKnees, traveled to the Idaho Falls Airport to view their concession area and discuss their security operations procedures. He also briefed the Board that construction for the terminal concession began on October 17th and they remain on schedule for a Thanksgiving opening.

d. Terminal Air Carrier Apron and Parking Lot Improvements - Update (See Brief & Power Point Presentation)

Engineer Mitchell presented the Board with the design alternatives for the traffic flow of the parking lot. He also discussed the FMAA Architectural Committee's preference for Alternative 2 and next steps for the project.

The Board discussed technical aspects of the two traffic flow alternatives including the logic behind entering the parking lot from the north and exiting to the south and their preference for Alternative 2.

e. Terminal Airline Ticketing Office Improvements – Update (See Brief & Power Point Presentation)

Airport Manager Pomeroy briefed the Board that he met with TSA representatives to discuss the Board's preferred alternative design scheme and potential funding from the TSA. The TSA did not indicate whether or not they would provide financial support for the project at this time. He briefed the Board that coordination with the TSA, FAA, and airlines will continue.

C. Airport Planning Projects

a. Noise Modeling – Update (See Brief & Power Point Presentation)

Airport Manager Pomeroy briefed the Board that the Notice to Proceed for the Noise Modeling project will be issued this week. For the next two months, data will be collected and a baseline established, after which two alternative scenarios for Board consideration will be developed.

Board Member Cooley commented that he thought the noise modeling would be based on data from a period of high aircraft traffic in order to gain the ability to possibly mitigate noise impacts from such periods.

Mr. Denekas commented that the issue with the Airport is not ambient noise from frequent operations but noise from certain types of aircraft. He commented that once the aircraft types are identified, the frequency of flight operations can be changed to lower or higher levels and the noise impacts measured based on those levels.

Board Member Schoen recalled that the Board mentioned monitoring noise data during a high traffic period at the time when the possibility of doing a noise monitoring study was being discussed.

Airport Manager Pomeroy commented that a grid point map of the ground can be created that will reveal what the noise impacts would be from specific aircraft at any location.

b. Airport Master Plan (See Brief & Power Point Presentation)

i. DRAFT Chapter F/Financial Plan – Consider approval of Chapter F

Airport Manager Pomeroy briefed the Board on Chapter F of the Master Plan Update (MPU) (See November 1, 2016 Power Point Presentation). He also requested that the Board consider approval of Chapter F of the MPU.

Chairman Fairfax commented that the revised paragraph on page F-24 of Chapter F should mention that any land purchased during the 20-year planning period could be sold and any proceeds from the sale could go towards the Airport's contribution for construction of a replacement airport.

Board Member Greenberg asked if funds from the sale of property are rolled forward to the new property even if FAA funds were used to purchase the existing property.

Vice-Chairman Keirn commented that it was his understanding that any profits from the sale of existing land purchased with FAA funds would roll forward to the replacement site.

Board Member Cooley commented that it may not be appropriate to include the sale of the existing site as a possible funding source for a replacement airport as such an exchange would occur outside of the 20-year scope of the MPU.

Engineer Mitchell commented that he will research and verify whether or not funds from the sale of land from the existing site would go towards the Airport's contribution or the FAA's contribution for the construction of a replacement airport.

Board Member Greenberg asked Engineer Mitchell to also research whether or not there is a reversionary clause for the family that donated a portion of the land for the existing site.

Vice-Chairman Keirn and Board Member Cooley suggested that the Board accept the revised paragraph as presented and not include Chairman Fairfax's suggested addition.

Len Harlig commented that his recollection of the use of the existing property from the original donation was that as long as it was used for airport purposes, then it belonged to the FMAA. If the land were to be used for any other purpose it would revert back to the family that donated the land.

Attorney Laski commented that there are also parcels of land with reversionary clauses currently owned by the FMAA that were once owned by the City or the County.

Board Member Schoen suggested to delete the word "local" from the first sentence of the revised paragraph. He also suggested that because of the substantial number of qualifications related to the sale of the existing land, the words "up to" or "as much as" should be added before the \$34.25 million figure in the revised paragraph.

Board Member Greenberg commented that the value of the existing Airport site should be presented more generically in the revised paragraph.

Board Member Cooley agreed that deleting "local" from the first sentence is appropriate. He suggested that the portion of the revised paragraph related to the estimated value and costs of the existing site be removed from the revised paragraph.

Board Member Schoen commented that the last sentence of the revised paragraph does not need to be included as it is speculative.

The Board agreed to remove the word "local" from the first sentence and remove the portion of the paragraph that discusses costs and estimated value of the existing site.

Chairman Fairfax opened the discussion for public comment.

Mr. Denekas asked if the Board would be able to borrow against the existing Airport property to finance a replacement airport. He commented that it had been mentioned previously that funds from the sale of the existing Airport site would not be available until after the replacement airport was built because the existing airport would have to continue operations during the replacement airport's construction.

Attorney Laski answered that there are significant limitations on the ability of a government entity to borrow funds.

Board Member Schoen commented that borrowing against the existing site would have to be researched but he has never heard of a collateralized general revenue bond using municipal funds.

MOTION: *Made by Board Member Greenberg to accept Chapter F – Financial Feasibility Analysis of the Master Plan Update as amended this evening. Seconded by Vice-Chairman Keirn.*

PASSED UNANIMOUSLY

ii. Airport Layout Plan Inclusions – Consider revisions to the ALP

Airport Manager Pomeroy briefed the Board on the Airport Layout Plan (ALP) Inclusions (See November 1, 2016 Power Point Presentation).

Chairman Fairfax commented that with the removal of the trees at the south end of the runway, aircraft would be able to take off with a higher tail wind component and possibly reduce some of the northern departures.

Board Member Cooley commented that the ALP is a conceptual drawing that will go to the FAA for review and approval. The purpose of the document is to allow the Board the option to acquire the FAA-eligible property identified on the ALP if the need to do so arises in the future.

Vice-Chairman Keirn commented that in previous discussions, the FAA has indicated that they will be directing the Board to proceed with some of the land acquisitions identified on the ALP.

Board Member Schoen commented that he is uncertain as to how the Board will be able to practically and cooperatively acquire the parcels of land as specified in the ALP.

Chairman Fairfax opened the discussion for public comment.

No public comment was made.

D. Other

a. Independent Board Member Selection Process – Next Steps (See Brief & Power Point Presentation)

Board Member Schoen briefed the Board that the Independent Board Member Selection Committee met on October 31st to review the four resumes received for the Independent Board Member position. The Committee recommends that the Board schedule a special meeting to interview three of the four candidates that submitted resumes by the October 27th deadline. He briefed the Board that three resumes were submitted after the deadline and were not included in the Committee's selection process.

Board Member Greenberg asked when the Board will get the final candidate resumes to review.

Board Member Schoen answered that if the Board accepts the Committee's recommendation, the Committee will thank all candidates for their submissions and inform the remaining three of the special meeting date and interview process. He answered that if the Board does not accept the Committee's recommendation, the Committee will meet again to include in their review the resumes that were submitted after the deadline.

Board Member McCleary asked if there were extenuating circumstances connected to those applicants that submitted resumes after the deadline.

Board Member Schoen answered that the Committee was unaware of any extenuating circumstances.

Mr. Denekas commented that he could not find the deadline date on the Airport's website or the Idaho Mountain Express website.

Airport Manager Pomeroy answered that a notice for the Independent Board Member position was advertised twice in the Idaho Mountain Express, it was posted on the homepage of the Airport website, and also on the Airport's social media.

Board Member McCleary commented that the Board has the option to open the Independent Board Member selection process again if they are not satisfied with the three candidates selected by the Committee.

Board Member Schoen commented that the Board also has the option to amend the Independent Board Member selection procedures for future selection processes.

Chairman Fairfax opened the discussion for public comment.

No public comment was made.

Chairman Fairfax directed Staff to coordinate a special meeting date, time, and location with the Board and selected candidates.

VII. NEW BUSINESS

A. December Meeting Date – Consideration of Rescheduling Date

Airport Manager Pomeroy asked the Board to consider rescheduling the December Board Meeting to accommodate his attendance at Aircraft Rescue Fire Fighting training school in Salt Lake City.

The Board agreed to reschedule the December 6, 2016 Board Meeting to November 29, 2016.

VIII. PUBLIC COMMENT

Len Harlig commented that the proposed configuration changes to the entrance of the parking facility may present potential conflicts for new and winter time users.

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

Made by Board Member McCleary to enter into executive session pursuant to Idaho Code §74-206 paragraph (c) to acquire an interest in real property and paragraph (f) to communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated. Seconded by Board Member Cooley.

ROLL CALL VOTE:

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

PASSED UNANIMOUSLY

X. ADJOURNMENT

The November 1, 2016 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 7:45 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.*

4:11 PM

11/08/16

Accrual Basis

Friedman Memorial Airport

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

October 2015 through September 2016

Ordinary Income/Expense	Oct '15 - Sep 16	Budget	\$ Over Budget	% of Budget
Income				
4000-00 • AIRCARRIER				
4000-01 • Aircarrier - Lease Space	84,521.16	84,520.44		100.0%
4000-02 • Aircarrier - Landing Fees	155,991.60	150,000.00	5,991.60	104.0%
4000-03 • Aircarrier - Gate Fees	1,200.00	1,200.00	0.00	100.0%
4000-04 • Aircarrier - Utility Fees	24,651.40	16,041.00	8,610.40	153.7%
4000-05 • Aircarrier - Misc.	0.00	0.00	0.00	0.0%
4010-06 • Aircarrier - '12 PFC App	-27,654.23			
4010-07 • Aircarrier - '14 PFC App	303,117.58	301,500.00	1,617.58	100.5%
Total 4000-00 • AIRCARRIER	541,827.51	553,261.44	-11,433.93	97.9%
4020-00 • TERMINAL AUTO PARKING REVENUE				
4020-01 • Automobile Parking - Terminal	197,500.58	200,000.00	-2,499.42	98.8%
Total 4020-00 • TERMINAL AUTO PARKING REVENUE	197,500.58	200,000.00	-2,499.42	98.8%
4030-00 • AUTO RENTAL REVENUE				
4030-01 • Automobile Rental - Commission	503,087.01	485,000.00	18,087.01	103.7%
4030-02 • Automobile Rental - Counter	26,745.84	25,000.00	1,745.84	107.0%
4030-03 • Automobile Rental - Auto Prkng	64,413.92	59,285.27	5,128.65	108.7%
4030-04 • Automobile Rental - Utilities	1,735.08	2,500.00	-764.92	69.4%
Total 4030-00 • AUTO RENTAL REVENUE	595,981.85	571,785.27	24,196.58	104.2%
4040-00 • TERMINAL CONCESSION REVENUE				
4040-10 • Advertising - Commission	46,533.75	33,000.00	13,533.75	141.0%
4040-11 • Vending Machines - Commission	24,353.03	15,000.00	9,353.03	162.4%
4040-12 • Terminal ATM	179.75	0.00	179.75	100.0%
Total 4040-00 • TERMINAL CONCESSION REVENUE	71,066.53	48,000.00	23,066.53	148.1%
4050-00 • FBO REVENUE				
4050-01 • FBO - Lease Space	231,560.50	225,189.60	6,370.90	102.8%
4050-02 • FBO - Tie-down Fees	467,915.68	460,000.00	7,915.68	101.7%
4050-03 • FBO - Landing Fees - Trans.	313,842.20	275,000.00	38,842.20	114.1%
4050-04 • FBO - Commission	20,207.57	18,000.00	2,207.57	112.3%
Total 4050-00 • FBO REVENUE	1,033,525.95	978,189.60	55,336.35	105.7%
4060-00 • FUEL FLOWAGE REVENUE				
4060-01 • Fuel Flowage - FBO	254,836.16	210,000.00	44,836.16	121.4%
Total 4060-00 • FUEL FLOWAGE REVENUE	254,836.16	210,000.00	44,836.16	121.4%
4070-00 • TRANSIENT LANDING FEES REVENUE				
4070-02 • Landing Fees - Non-Comm./Gov't	200.06	500.00	-299.94	40.0%
Total 4070-00 • TRANSIENT LANDING FEES REVENUE	200.06	500.00	-299.94	40.0%

4:11 PM

11/08/16

Accrual Basis

Friedman Memorial Airport

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

October 2015 through September 2016

	Oct '15 - Sep 16	Budget	\$ Over Budget	% of Budget
4080-00 • HANGARS REVENUE				
4080-01 • Land Lease - Hangar	408,536.96	571,006.43	-162,469.47	71.5%
4080-02 • Land Lease - Hangar/Trans. Fee	11,841.40	5,384.00	6,457.40	219.9%
4080-03 • Land Lease - Hangar/Utilities	1,785.75	1,563.00	222.75	114.3%
Total 4080-00 • HANGARS REVENUE	422,164.11	577,953.43	-155,789.32	73.0%
4090-00 • TIEDOWN PERMIT FEES REVENUE				
4090-01 • Tiedown Permit Fees (FMA)	8,390.47	11,649.00	-3,258.53	72.0%
Total 4090-00 • TIEDOWN PERMIT FEES REVENUE	8,390.47	11,649.00	-3,258.53	72.0%
4100-00 • POSTAL CARRIERS REVENUE				
4100-01 • Postal Carriers - Landing Fees	9,284.48	13,000.00	-3,715.52	71.4%
4100-02 • Postal Carriers - Tiedown	2,970.00			
Total 4100-00 • POSTAL CARRIERS REVENUE	12,254.48	13,000.00	-745.52	94.3%
4110-00 • MISCELLANEOUS REVENUE				
4110-01 • Misc. Revenue	445.20			
4110-06 • Misc. - Security-Prox. Cards	31,340.00	32,000.00	-660.00	97.9%
4110-09 • Miscellaneous Expense Reimburse	0.00			
Total 4110-00 • MISCELLANEOUS REVENUE	31,785.20	32,000.00	-214.80	99.3%
4120-00 • GROUND TRANSP. PERMIT REVENUE				
4120-01 • Ground Transportation Permit	13,900.00	13,500.00	400.00	103.0%
4120-02 • GTSP - Trip Fee	3,419.60	3,080.00	339.60	111.0%
Total 4120-00 • GROUND TRANSP. PERMIT REVENUE	17,319.60	16,580.00	739.60	104.5%
4400-00 • TSA				
4400-02 • Terminal Lease	217,372.75	40,000.00	177,372.75	543.4%
Total 4400-00 • TSA	217,372.75	40,000.00	177,372.75	543.4%
4510-00 • DOT/Small Community Air Service				
4510-01 • Small Community Air Service	0.00	150,000.00	-150,000.00	0.0%
Total 4510-00 • DOT/Small Community Air Service	0.00	150,000.00	-150,000.00	0.0%
4520-00 • INTEREST INCOME				
4520-07 • Interest Income - '14 PFC	14.78			
4600-00 • Interest Income - General	6,463.98	3,080.00	3,383.98	209.9%
Total 4520-00 • INTEREST INCOME	6,478.76	3,080.00	3,398.76	210.3%

4:11 PM

11/08/16

Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '16)
 October 2015 through September 2016

	Oct '15 - Sep 16	Budget	\$ Over Budget	% of Budget
4740-00 · AIP 40 - Safety Area Proj. Imp.				
4740-01 · AIP '40 Project II	0.00			
4740-00 · AIP 40 - Safety Area Proj. Imp. - Other	-31,495.30	25,000.00	-25,000.00	0.0%
Total 4740-00 · AIP 40 - Safety Area Proj. Imp.	-31,495.30	25,000.00	-56,495.30	-126.0%
4741-00 · AIP 41 - Safety Area Phase III				
4741-01 · AIP '41 SA Phase III	1,307,215.50	1,500,000.00	-192,784.50	87.1%
4741-02 · TSA Office RA	0.00	210,000.00	-210,000.00	0.0%
Total 4741-00 · AIP 41 - Safety Area Phase III	1,307,215.50	1,710,000.00	-402,784.50	76.4%
4742-00 · AIP 42 - Project TBD				
4742-01 · AIP '42 Project TBD	35,699.06	1,125,000.00	-1,089,300.94	3.2%
Total 4742-00 · AIP 42 - Project TBD	35,699.06	1,125,000.00	-1,089,300.94	3.2%
Total Income	4,722,123.27	6,265,998.74	-1,543,875.47	75.4%
Gross Profit	4,722,123.27	6,265,998.74	-1,543,875.47	75.4%

4:11 PM

11/08/16

Accrual Basis

Friedman Memorial Airport

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

October 2015 through September 2016

Expense	Oct '15 - Sep 16	Budget	\$ Over Budget	% of Budget
EXPENDITURES				
"A" EXPENSES				
5000-01 · Salaries - Airport Manager	156,130.11	156,900.00	-769.89	99.5%
5010-00 · Salaries -Contracts/Finance Adm	98,579.94	92,217.86	6,362.08	106.9%
5010-01 · Salaries - Office Assiet.	184,109.08	181,696.16	2,412.92	101.3%
5020-00 · Salaries - ARFF/OPS Manager	75,341.77	92,217.86	-16,876.09	81.7%
5030-00 · Salaries - ARFF/OPS Specialist	303,106.19	319,890.40	-16,784.21	94.8%
5040-00 · Salaries-ASC/Sp.Prjct./Ex. Assi	72,374.50	65,652.90	6,721.60	110.2%
5050-00 · Salaries - Temp.	18,503.75	25,000.00	-6,496.25	74.0%
5050-02 · Salaries - Merit Increase	0.00	36,000.00	-36,000.00	0.0%
5060-01 · Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 · Overtime - Snow Removal	29,847.96	20,000.00	9,847.96	149.2%
5060-04 · OT - Security	0.00	2,500.00	-2,500.00	0.0%
5100-00 · Retirement	105,101.66	114,290.95	-9,189.29	92.0%
5110-00 · Social Security/Medicare	67,375.94	75,307.99	-7,932.05	89.5%
5120-00 · Life Insurance	1,502.27	1,500.00	2.27	100.2%
5130-00 · Medical Insurance	167,470.85	190,000.00	-22,529.15	88.1%
5160-00 · Workman's Compensation	12,436.00	15,000.00	-2,564.00	82.9%
5170-00 · Unemployment Claims	67.91			
Total "A" EXPENSES	1,291,947.93	1,390,174.12	-98,226.19	92.9%
"B" EXPENDITURES				
"B" EXPENSES - ADMINISTRATIVE				
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	14,213.16	12,000.00	2,213.16	118.4%
Total 6000-00 · TRAVEL EXPENSE	14,213.16	12,000.00	2,213.16	118.4%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies - Office	36,345.81	13,000.00	23,345.81	279.6%
6010-03 · Supplies - Computer	8,560.56			
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	44,906.37	13,000.00	31,906.37	345.4%
6020-00 · INSURANCE				
6020-01 · Insurance - Liability	9,700.00	11,800.00	-2,100.00	82.2%
6020-02 · Insurance - Public Officials	5,161.54	4,715.00	446.54	109.5%
6020-03 · Insurance-Bldg/Unlic.Veh./Prop	37,842.42	35,660.00	2,182.42	106.1%
6020-04 · Insurance - Licensed Vehicles	6,064.00	6,992.00	-928.00	86.7%
Total 6020-00 · INSURANCE	58,767.96	59,167.00	-399.04	99.3%

4:11 PM

11/08/16

Accrual Basis

Friedman Memorial Airport

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

October 2015 through September 2016

	Oct '15 - Sep 16	Budget	\$ Over Budget	% of Budget
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	12,173.31	9,000.00	3,173.31	135.3%
6030-02 · Utilities - Gas/Maintenance	6,199.77	5,062.00	1,137.77	122.5%
6030-03 · Utilities - Elect./Runway&PAPI	7,343.16	7,000.00	343.16	104.9%
6030-04 · Utilities - Elec./Office/Maint.	9,912.06	15,000.00	-5,087.94	66.1%
6030-05 · Utilities - Electric/Terminal	41,536.19	34,600.00	6,936.19	120.0%
6030-06 · Utilities - Telephone	14,619.90	12,184.46	2,435.44	120.0%
6030-07 · Utilities - Water	6,604.72	798.90	5,805.82	826.7%
6030-08 · Utilities - Garbage Removal	9,586.75	9,849.99	-263.24	97.3%
6030-09 · Utilities - Sewer	3,000.32	2,384.52	615.80	125.8%
6030-11 · Utilities - Electric/Tower	4,945.11	6,000.00	-1,054.89	82.4%
6030-12 · Utilities - Elec./Brdfnd.Hghl	748.79	723.18	25.61	103.5%
6030-15 · Utilities - Elec./AWOS	3,209.39	2,552.53	656.86	125.7%
6030-16 · Utilities - Elec. Wind Cone	136.42	140.24	-3.82	97.3%
6030-17 · Utilities - Elec. - Hangar	64.91	210.82	-145.91	30.8%
Total 6030-00 · UTILITIES	120,080.80	105,506.64	14,574.16	113.8%
6040-00 · SERVICE PROVIDER				
6040-01 · Service Provider - Weat/Flight	5,748.00	2,079.00	3,669.00	276.5%
6040-02 · Service Provider - Term. Music	468.00	895.00	-427.00	52.3%
6040-03 · Service Provider - Internet AOB	9,035.44	25,000.00	-15,964.56	36.1%
6040-05 · Service Provider - Internet Ter	1,800.00	1,800.00	0.00	100.0%
6040-06 · Service Provider - SSI Movement	9,850.00	9,850.00	0.00	100.0%
6040-07 · Service Provider - Security CMS	42,600.00	50,000.00	-7,400.00	85.2%
6040-08 · Service Provider - Part 139 Arp	4,000.00	3,000.00	1,000.00	133.3%
6040-09 · Service Provider - Elec. Filling	13,800.00	13,800.00	0.00	100.0%
6040-10 · Service Provider - Term. Flight	1,680.00	6,200.00	-4,520.00	27.1%
6040-11 · Service Provider - Term. Satell	1,210.96	6,000.00	-4,789.04	20.2%
Total 6040-00 · SERVICE PROVIDER	90,192.40	118,624.00	-28,431.60	76.0%
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	81,614.60	35,000.00	46,614.60	233.2%
6050-02 · Professional Services - Audit	42,126.89	45,000.00	-2,873.11	93.6%
6050-03 · Professional Services - Engines	14,610.89	10,000.00	4,610.89	146.1%
6050-04 · Professional Services - ARFF	2,000.00	2,000.00	0.00	100.0%
6050-05 · Professional Services - Gen.	17,957.50	63.75	17,893.75	28,168.6%
6050-07 · Professional Services - Archite	0.00	66,000.00	-66,000.00	0.0%
6050-08 · Professional Services - Securit	6,300.00	4,000.00	2,300.00	157.5%
6050-10 · Prof. Svcs.-IT/Comp. Support	22,072.75	14,000.00	8,072.75	157.7%
6050-12 · Prof. Serv.- Planning Air Serv.	16,642.42	15,000.00	1,642.42	110.9%
6050-13 · Prof. Serv.-Website Des.& Maint	9,957.72	2,262.50	7,695.22	440.1%
6050-15 · Prof. Serv. - Public Outreach	24,072.86	20,000.00	4,072.86	120.4%
6050-16 · Professional Services - SCASDP	5,000.00			
Total 6050-00 · PROFESSIONAL SERVICES	242,355.63	213,326.25	29,029.38	113.6%

4:11 PM

11/08/16

Accrual Basis

Friedman Memorial Airport

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

October 2015 through September 2016

	Oct '15 - Sep 16	Budget	\$ Over Budget	% of Budget
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				
6060-01 · Maint.-Office Equip./Gen.	0.00	10,000.00	-10,000.00	0.0%
6060-04 · Maintenance - Copier	2,370.44			
6060-05 · Maintenance - Phone	1,401.38			
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	3,771.82	10,000.00	-6,228.18	37.7%
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-01 · Rent/Lease - Office Equip./Gen	0.00	3,400.00	-3,400.00	0.0%
6070-02 · Rent/Lease - Postage Meter	1,280.00	1,400.00	-120.00	91.4%
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	1,280.00	4,800.00	-3,520.00	26.7%
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 · Dues/Memberships/Publications	20,590.50	13,000.00	7,590.50	158.4%
6080-04 · Airport Marketing	17,085.03	20,000.00	-2,914.97	85.4%
6080-06 · Marketing - SCASDP	750.00	0.00	750.00	100.0%
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E	38,425.53	33,000.00	5,425.53	116.4%
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	1,971.42	1,500.00	471.42	131.4%
Total 6090-00 · POSTAGE	1,971.42	1,500.00	471.42	131.4%
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	6,615.00	15,000.00	-8,385.00	44.1%
6100-02 · Education/Training - OPS	3,825.49	0.00	3,825.49	100.0%
6100-03 · Education/Training - ARFF	7,490.78	0.00	7,490.78	100.0%
6100-04 · Education/Training - Tri-Ann	0.00	0.00	0.00	0.0%
6100-05 · Education - Neighborl Flight	14,781.75	0.00	14,781.75	100.0%
6100-06 · Education - Security	5,060.00	0.00	5,060.00	100.0%
6100-07 · Education - Public Outreach	13,886.07			
Total 6100-00 · EDUCATION/TRAINING	51,659.09	15,000.00	36,659.09	344.4%
6110-00 · CONTRACTS				
6110-01 · Contracts - General	740.00			
6110-02 · Contracts - FMAA	42,000.00	42,000.00	0.00	100.0%
6110-03 · Contracts - SVAFee Collection	58,800.00	58,900.00	-100.00	99.8%
6110-04 · Contracts - COH LEO	3,264.00	5,000.00	-1,736.00	65.3%
6110-05 · Contracts - Janitorial	50,862.24	30,000.00	20,862.24	169.5%
6110-06 · Electronic Filing System	0.00	0.00	0.00	0.0%
6110-07 · Contracts - Snow Removal	49,598.25	15,000.00	34,598.25	330.7%
6110-08 · Contracts - Eccles Tree Lights	30,000.00	30,000.00	0.00	100.0%
6110-09 · Contracts - Website	0.00	350.00	-350.00	0.0%
6110-10 · Online Email Server Access	0.00	25,000.00	-25,000.00	0.0%
6110-11 · Contracts -Security CMS	0.00	0.00	0.00	0.0%
6110-13 · Contracts - FIDS	0.00	0.00	0.00	0.0%

Friedman Memorial Airport

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

October 2015 through September 2016

	Oct '15 - Sep 16	Budget	\$ Over Budget	% of Budget
6110-14 · Contracts - TV	0.00	0.00	0.00	0.0%
6110-15 · Contracts - 139 Airfield Rcord	0.00	0.00	0.00	0.0%
Total 6110-00 · CONTRACTS	235,264.49	206,250.00	29,014.49	114.1%
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	25,497.64	6,500.00	18,997.64	392.3%
6140-00 · Bank Fees	2,346.71	1,000.00	1,346.71	234.7%
6130-00 · MISCELLANEOUS EXPENSES - Other	0.00			
Total 6130-00 · MISCELLANEOUS EXPENSES	27,844.35	7,500.00	20,344.35	371.3%
Total "B" EXPENSES - ADMINISTRATIVE	930,756.02	799,773.89	130,982.13	116.4%
"B" EXPENSES - OPERATIONAL				
6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI				
6500-01 · Supplies/Equipment - General	1,782.99	10,000.00	-8,217.01	17.8%
6500-02 · Supplies/Equipment - Tools	7,715.92			
6500-03 · Supplies/Equipment - Clothing	1,483.55			
6500-04 · Supplies/Equipment - Janitorial	20,959.43			
6500-05 · Supplies/Equipment - Deice	73,681.23	20,000.00	53,681.23	368.4%
6500-06 · Supplies/Equipment - ARFF	2,044.09	5,000.00	-2,955.91	40.9%
Total 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI	107,667.21	35,000.00	72,667.21	307.6%
6510-00 · FUEL/LUBRICANTS				
6510-01 · General	505.90	35,000.00	-34,494.10	1.4%
6510-02 · Fuel	23,140.48			
6510-03 · Lubricants	2,089.16			
Total 6510-00 · FUEL/LUBRICANTS	25,735.54	35,000.00	-9,264.46	73.5%
6520-00 · VEHICLES/MAINTENANCE				
6520-01 · R/M Equipment - General	4,351.00	25,000.00	-20,649.00	17.4%
6520-02 · R/M Equip. '93 Schmidt Snow	4,297.32			
6520-06 · R/M Equip. -'85 Ford Dump	2,317.37			
6520-08 · R/M Equip. - '96 Tiger Tractor	723.22			
6520-09 · R/M Equip. - '96 Oshkosh Swp.	1,306.67			
6520-17 · R/M Equip. '01 Case 921 Ldr.	1,814.49			
6520-18 · R/M Equip. - '97 Chevy Blazer	780.02			
6520-19 · R/M Equip. '02 Ford F-150 PU	1,701.06			
6520-20 · R/M Equip. - '02 Kodiak Blower	252.20			
6520-24 · R/M Equip. - '01 Ford F-250	2,115.07			
6520-25 · R/M Equip. - '04 Batts De-ice	39.39			
6520-28 · R/M Equip.-Case 621 Loader	2,382.56			

Friedman Memorial Airport

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

October 2015 through September 2016

	Oct '15 - Sep 16	Budget	\$ Over Budget	% of Budget
6520-29 · R/M Equip.- 2010 Wausau Plow	11,058.27			
6520-30 · R/M Equip.-'05 Ford F-350	11,781.73			
6520-31 · R/M Equip. - Oshkosh Blower	320.46			
6520-32 · R/M Equip. - '09 Mini Truck	480.05			
6520-34 · R/M Equip. - '12 Case 921F Load	1,894.85			
6520-35 · R/M Equip. - '14 Ford Explorer	616.57			
Total 6520-00 · VEHICLES/MAINTENANCE	48,232.30	25,000.00	23,232.30	192.9%
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. General	314.62	7,000.00	-6,685.38	4.5%
6530-03 · ARFF Maint. - '87 Oshkosh	6,240.62			
6530-04 · ARFF Maint. - Radios	240.00			
6530-05 · ARFF MAINT. - '03 E-One	123.96			
Total 6530-00 · ARFF MAINTENANCE	6,919.20	7,000.00	-80.80	98.8%
6540-00 · REPAIRS/MAINTENANCE - BUILDING				
6540-01 · R/M Bldg. - General	6,753.23	20,000.00	-13,246.77	33.8%
6540-02 · R/M Bldg. - Terminal	22,249.12			
6540-03 · R/M Bldg. - Shop	5,494.86			
6540-05 · R/M Bldg. - AOB	420.48			
6540-07 · R/M Bldg. - Tower	3,850.55			
6540-08 · R/M Bldg. - Parking Booth	12.98			
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	38,781.22	20,000.00	18,781.22	193.9%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	0.00	10,000.00	-10,000.00	0.0%
6550-02 · R/M - Airfield	5,863.15			
6550-03 · R/M - Runway	639.65			
6550-04 · R/M - Lights	12,767.34			
6550-05 · R/M - Grounds	4,084.61			
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	23,354.75	10,000.00	13,354.75	233.5%
6560-00 · SECURITY EXPENSE				
6560-01 · Security	17,901.71	20,000.00	-2,098.29	89.5%
Total 6560-00 · SECURITY EXPENSE	17,901.71	20,000.00	-2,098.29	89.5%

4:11 PM

11/08/16

Accrual Basis

Friedman Memorial Airport

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

October 2015 through September 2016

	Oct '15 - Sep 16	Budget	\$ Over Budget	% of Budget
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	10,296.00	25,000.00	-14,704.00	41.2%
6570-02 · R/M Aeronautical Equip. - Tower	3,507.89			
6570-03 · R/M Aeronautical Equip.-Swt. Sys	682.89			
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	10,296.00			
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	24,782.78	25,000.00	-217.22	99.1%
Total "B" EXPENSES - OPERATIONAL	293,374.71	177,000.00	116,374.71	165.7%
Total "B" EXPENDITURES	1,224,130.73	976,773.89	247,356.84	125.3%
"C" EXPENSES				
7000-00 · MISC. CAPITAL EXPENDITURES				
7000-01 · Contingency	0.00	20,000.00	-20,000.00	0.0%
7000-05 · Computer Equipment/Software	20,867.94	30,000.00	-9,132.06	69.6%
7000-14 · Retrofit Kit - Broom	3,280.30	4,000.00	-709.70	82.3%
7000-17 · Battery Jump Kit Lrg. System	0.00	2,200.00	-2,200.00	0.0%
7000-18 · Sweeper Brushes	0.00	10,000.00	-10,000.00	0.0%
7000-19 · Fork Lift	17,450.00	20,000.00	-2,550.00	87.3%
7000-20 · Sweeper Axles (Brushes)	0.00	8,000.00	-8,000.00	0.0%
7000-21 · Truck Spreader	0.00	8,000.00	-8,000.00	0.0%
7000-22 · Airline Ticketing Office Improv	20,301.22	200,000.00	-179,698.78	10.2%
7000-23 · SRE (Tool Cat)	60,698.01	60,000.00	698.01	101.2%
7000-24 · ARFF Equipment	0.00	0.00	0.00	0.0%
7000-26 · Acquisition - Licensed Vehicles	0.00	0.00	0.00	0.0%
7000-47 · AOB Improvements	22,062.40	0.00	22,062.40	100.0%
Total 7000-00 · MISC. CAPITAL EXPENDITURES	144,669.87	362,200.00	-217,530.13	39.9%
7110-00 · Small Comm. Air Service				
7110-01 · Small Comm. Air Serv. 2013	0.00	150,000.00	-150,000.00	0.0%
Total 7110-00 · Small Comm. Air Service	0.00	150,000.00	-150,000.00	0.0%
7540-00 · AIP '40/PFC EXPENSE - Safety Ar				
7540-01 · AIP '40	0.00	26,565.00	-26,565.00	0.0%
7540-02 · AIP '40 Non-Eligible	14,425.18			
7540-03 · AIP '40 AIP/PFC	-31,495.29			
7540-04 · AIP '40 Non Eligible - Terminal	32,414.00			
7540-06 · AIP '40 Non-Eligible - OPS/Adm.	2,955.06			
Total 7540-00 · AIP '40/PFC EXPENSE - Safety Ar	18,298.95	26,565.00	-8,266.05	68.9%

4:11 PM

11/08/16

Accrual Basis

Friedman Memorial Airport

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

October 2015 through September 2016

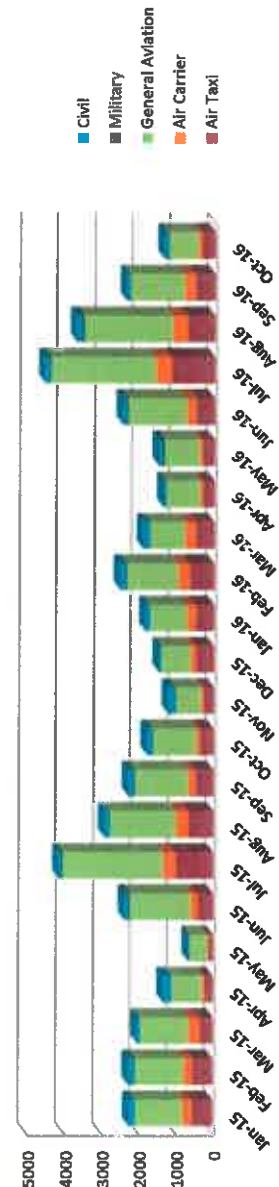
	Oct '15 - Sep 16	Budget	\$ Over Budget	% of Budget
7541-00 · AIP 41 SA Ph. III -Runway/Term.				
7541-01 · AIP '41	1,016,120.45	1,600,000.00	-583,879.55	63.5%
7541-02 · AIP '41 - Non-Eligible	63,892.03			
7541-05 · Non-Eligible - TSA	191,967.60	260,000.00	-68,032.40	73.8%
7541-06 · Non-Eligible - Terminal	88,619.86			
7541-07 · AIP '41 RETAINER	293,103.63			
7541-08 · AIP '41 RETAINER PFC	19,652.91			
7541-09 · AIP '41 Non-Elig Retainer	8,620.28			
Total 7541-00 · AIP 41 SA Ph. III -Runway/Term.	1,681,976.76	1,860,000.00	-178,023.24	90.4%
7542-00 · AIP '42 EXPENSE - Air Carr. Apr				
7542-01 · AIP '42 - Eligible	35,699.06	1,200,000.00	-1,164,300.94	3.0%
7542-02 · AIP '42 Non-Eligible	3,714.94			
7542-00 · AIP '42 EXPENSE - Air Carr. Apr - Other	0.00	0.00	0.00	0.0%
Total 7542-00 · AIP '42 EXPENSE - Air Carr. Apr	39,414.00	1,200,000.00	-1,160,586.00	3.3%
9001-00 · PFC 14-09-C-00-SUN				
9001-02 · PFC '14 Acquire SRE	466,601.75	500,000.00	-33,398.25	93.3%
9001-03 · PFC '14 Master Plan	190,557.19	175,000.00	15,557.19	108.9%
9001-04 · PFC '14 Relocate SW Taxiway By	29,076.02			
9001-07 · PFC '14 RSA Grading	5,497.66			
9001-08 · PFC '14 Relocate Taxiway A & B	9,035.78			
9001-09 · PFC '14 Relocate Power to PAPI	141.71			
9001-11 · PFC '14 Relocate SRE/ARFF Bldg.	7,224.11			
9001-13 · PFC '14 Relocate Cargo Apron	1,718.42			
9001-14 · PFC '14 Relocate Hangars	4,222.11			
9001-14 · PFC '14 Relocate Terminal Bldg.	7,009.86			
9001-15 · PFC '14 Relocate N. Taxiway	700.47			
9001-16 · PFC '14 Relocate Central Bypass	743.69			
9001-17 · PFC '14 Relocate Runway Rehabilitation	3,595.33			
9001-18 · PFC '14 Retainer	0.00	131,700.00	-128,104.67	2.7%
Total 9001-00 · PFC 14-09-C-00-SUN	726,124.10	806,700.00	-80,575.90	90.0%
Total "C" EXPENSES	2,610,483.68	4,405,465.00	-1,794,981.32	59.3%
Total EXPENDITURES	5,126,562.34	6,772,413.01	-1,645,850.67	75.7%
Total Expense	5,126,562.34	6,772,413.01	-1,645,850.67	75.7%
Net Ordinary Income	-404,439.07	-506,414.27	101,975.20	79.9%
Net Income	-404,439.07	-506,414.27	101,975.20	79.9%

**Friedman Memorial Airport
October 2016**

ATCT Traffic Operations Record

Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
January	3,622	3,893	3,912	2,600	3,028	2,787	4,547	2,520	2,070	2,379	2,408	2,098	2,454	2,128	2,249	1,842
February	4,027	4,498	3,073	3,122	3,789	3,597	3,548	2,857	2,244	2,647	2,117	2,205	2,612	1,417	2,268	2,533
March	4,952	5,126	3,086	4,097	3,618	2,918	4,677	3,097	2,145	2,709	1,813	1,921	2,753	1,924	2,023	1,917
April	2,494	3,649	2,213	2,840	2,462	2,047	2,581	2,113	1,724	1,735	1,604	1,513	1,509	1,210	1,337	1,380
May	3,905	4,184	2,654	3,282	2,729	2,134	1,579	2,293	2,280	1,891	1,533	1,693	1,852	555	668	1,501
June	4,787	5,039	4,737	4,438	3,674	3,656	5,181	3,334	2,503	3,019	2,898	2,761	3,203	2,164	2,387	2,475
July	6,359	8,796	6,117	5,910	5,424	5,931	7,398	4,704	4,551	5,005	5,004	4,810	5,345	4,345	4,159	4,562
August	6,479	6,917	5,513	5,707	5,722	6,087	8,196	4,570	4,488	4,705	4,326	3,823	4,644	3,114	2,932	3,719
September	3,871	4,636	4,162	4,124	4,609	3,760	4,311	2,696	3,376	3,128	3,359	2,396	2,403	2,237	2,292	2,379
October	3,879	3,656	3,426	2,936	3,570	3,339	3,103	2,134	2,145	2,012	1,886	1,658	1,874	1,760	1,789	1,377
November	3,082	2,698	2,599	2,749	2,260	2,912	2,892	1,670	1,901	1,309	1,114	1,325	1,475	908	1,229	0
December	3,401	2,805	3,247	3,227	2,722	3,834	2,699	1,848	2,272	1,811	2,493	2,066	2,016	1,545	1,482	0
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	32,140	23,307	24,815	23,685

**Operations
2015-2016
(Cumulative)**



ATCT Operations Change (current month vs. same month last year)			
	2016	2015	% Change
Air Taxi	350	366	-4%
Air Carrier	123	111	11%
General Aviation	786	1,165	-33%
Military	14	8	75%
Civil	104	139	-25%
Total	1,377	1,789	-23.03%

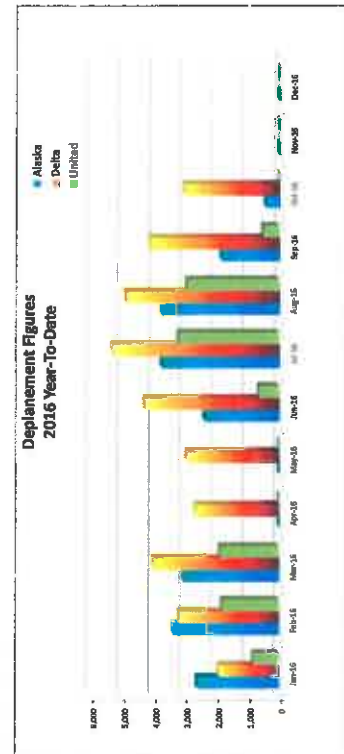
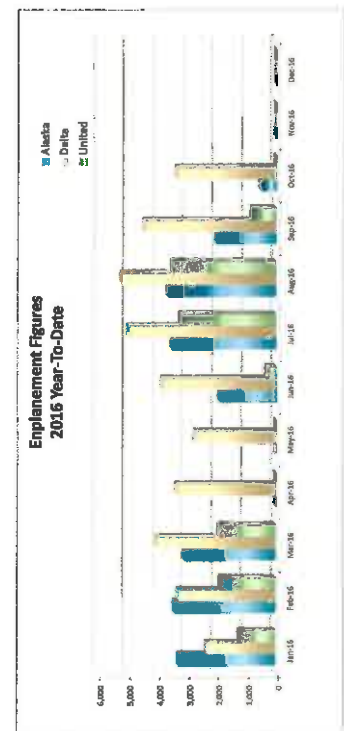
Friedman Memorial Airport
October 2016

Date	2016 Enplanements						2016 Deplanements					
	Alaska Airlines			Delta Airlines			Alaska Airlines			Delta Airlines		
	Revenue	Non- Revenue	Total	Prior Year Month	Total % Change	Revenue	Revenue	Non- Revenue	Total	Prior Year Month	Total % Change	Total Dep.
Jan-16	3,184	38	3,232	2,616	24%	2,285	41	2,326	2,996	2,326	-22%	7,555
Feb-16	3,348	59	3,407	3,261	4%	3,192	70	3,262	2,703	2,703	21%	8,519
Mar-16	2,975	73	3,048	3,362	-9%	3,929	94	4,023	4,264	4,264	-6%	8,993
Apr-16	0	0	0	0	0%	3,232	95	3,327	2,373	2,373	40%	3,327
May-16	0	0	0	0	0%	2,642	93	2,735	935	935	193%	2,735
Jun-16	1,839	54	1,893	1,661	14%	3,705	120	3,825	3,444	3,444	14%	6,017
Jul-16	3,426	66	3,492	3,508	0%	4,867	97	4,964	3,801	3,801	31%	11,643
Aug-16	3,559	81	3,640	3,661	-1%	5,072	124	5,196	3,786	3,786	37%	12,342
Sep-16	1,968	36	2,004	2,071	-3%	4,326	117	4,443	3,599	3,599	23%	7,266
Oct-16	511	6	517	511	1%	3,288	59	3,347	3,615	3,615	-7%	3,864
Totals	20,820	413	21,233	20,651	3%	36,538	910	37,448	31,416	31,416	19%	71,461

Legend for Chart:

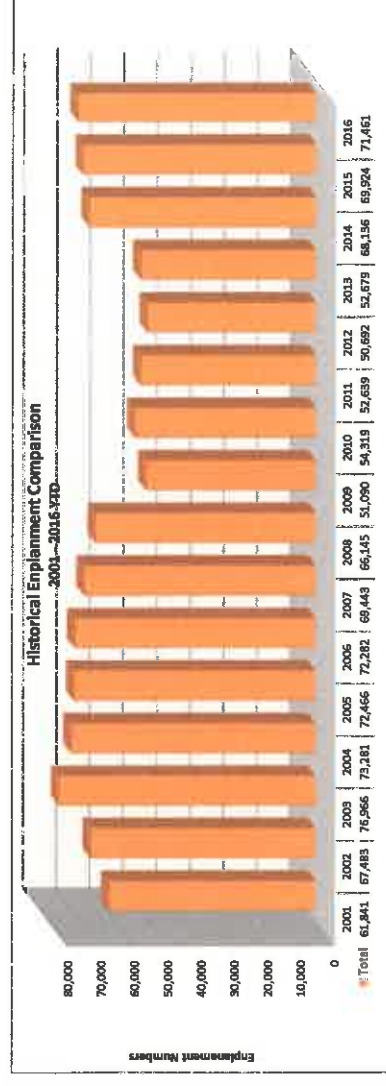
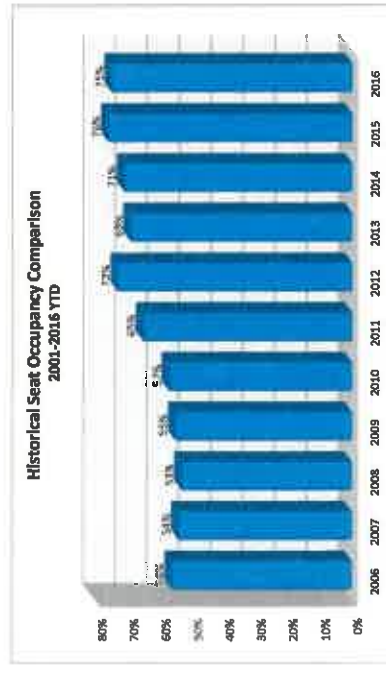
Date	2016 Enplanements						2016 Deplanements					
	Alaska Airlines			Delta Airlines			Alaska Airlines			Delta Airlines		
	Revenue	Non- Revenue	Total	Prior Year Month	Total % Change	Revenue	Revenue	Non- Revenue	Total	Prior Year Month	Total % Change	Total Dep.
Jan-16	2,555	34	2,589	2,168	19%	1,851	37	1,888	2,176	2,176	-13%	5,267
Feb-16	3,267	74	3,341	3,390	-1%	3,082	64	3,146	2,729	2,729	15%	8,274
Mar-16	2,967	66	3,033	3,066	-1%	3,924	81	4,005	3,919	3,919	2%	8,886
Apr-16	0	0	0	0	0%	2,567	71	2,638	2,092	2,092	281%	2,638
May-16	0	0	0	0	0%	2,798	86	2,885	928	928	211%	2,885
Jun-16	2,293	69	2,362	2,323	2%	4,149	108	4,257	3,604	3,604	18%	7,255
Jul-16	3,667	53	3,740	4,036	-7%	5,170	105	5,275	3,800	3,800	38%	12,213
Aug-16	3,663	80	3,743	3,546	6%	4,737	125	4,862	3,424	3,424	42%	11,533
Sep-16	1,768	58	1,826	1,994	-8%	3,983	122	4,105	3,291	3,291	25%	6,444
Oct-16	432	4	436	499	-13%	2,934	65	2,999	3,222	3,222	-7%	3,435
Totals	20,832	438	21,070	21,022	0%	35,196	864	36,060	29,185	29,185	24%	68,840

Legend for Chart:



Friedman Memorial Airport
October 2016

2016 Seat Occupancy																			
Month	Alaska Airlines				Delta Airlines				United Airlines				Seat Occupancy Totals				Seat Occupancy Totals Prior Year Comparison		
	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Total Seats Available	Total Seats Occupied	Total Percent Occupied	Prior Year % Change Total Seats Available	Prior Year % Change Total Seats Occupied	Prior Year % Change Total % Occupied	
Jan-16	60	4,560	3,232	71%	44	3,036	2,326	77%	30	1,980	1,197	60%	9,576	6,755	71%	3%	-2%	-4%	
Feb-16	56	4,256	3,407	80%	60	4,140	3,262	79%	38	2,508	1,850	74%	10,904	8,519	78%	13%	19%	5%	
Mar-16	51	3,876	3,048	79%	80	5,520	4,023	73%	37	2,442	1,922	79%	11,838	8,993	76%	0%	-1%	-1%	
Apr-16	0	0	0	0%	62	4,278	3,327	78%	0	0	0	0%	4,278	3,327	78%	22%	40%	16%	
May-16	0	0	0	0%	56	3,864	2,735	71%	0	0	0	0%	3,864	2,735	71%	21%	193%	-5%	
Jun-16	42	2,856	1,893	66%	86	5,934	3,825	64%	14	924	299	32%	9,714	6,017	62%	22%	16%	-6%	
Jul-16	61	4,148	3,492	84%	101	6,969	4,964	71%	62	4,340	3,187	73%	15,457	11,643	75%	17%	15%	-3%	
Aug-16	61	4,148	3,640	88%	96	6,624	5,196	78%	62	4,340	3,506	81%	15,112	12,342	82%	19%	15%	-4%	
Sep-16	36	2,448	2,004	82%	85	5,865	4,443	76%	21	1,386	819	59%	9,699	7,266	75%	24%	13%	-9%	
Oct-16	8	608	517	85%	56	3,864	3,347	87%	0	0	0	0%	4,472	3,864	86%	-7%	-6%	0%	
Totals	375	26,900	21,233	79%	726	50,094	37,448	75%	264	17,920	12,780	71%	94,914	71,461	75%	7%	8%	1%	
Notes:	Total of 68 Seats Available on aircraft for summer months Total of 76 Seats Available on aircraft for winter months				Total of 69 Seats Available on aircraft				Total of 66 Seats Available on aircraft from Jan. - June Total of 70 Seats starting in July										



Chris Pomeroy

From: Adam Snider <adam.snider@aaaee.org>
Sent: Friday, November 18, 2016 3:21 PM
To: Chris Pomeroy
Subject: Airport Alert: The Week Ahead in Aviation: Extension of Federal Funding Through March 2017 Looking Likely



The Week Ahead in Aviation: Extension of Federal Funding Through March 2017 Looking Likely

November 18, 2016

Congress is out of session next week for the Thanksgiving holiday, but lawmakers will be back in town the week after that with all eyes on an expected extension of current FY 2017 spending levels.

FY 2017 appropriations are set to expire on December 9 under a stopgap funding bill Congress passed in late September. At the urging of the incoming Donald Trump Administration, lawmakers are planning to consider another continuing resolution (CR) that would extend current spending rates through March 31, 2017, allowing the new Congress to work on a spending package with President Trump.

There are several details that have not yet been worked out - such as whether the funding package will include aid for Flint, Mich., or supplemental funds for the Department of Defense - so a CR is not a certainty at this point. Some members of Congress are also opposed to another temporary funding bill. Sen. John McCain (R-AZ), for example, has argued it would hurt defense procurement. Still, a CR is likely given the fact that House and Senate Republicans and Trump transition leaders are pushing for that outcome.

With the current deadline of December 9, lawmakers will have only two week after the Thanksgiving holiday to finalize a CR and pass it through both the House and Senate.

Updates on Expected Committee Leaders in 115th Congress

Although nothing will be formalized until next year when the new Congress meets, we are already getting a clearer picture of who will lead aviation-related committees in 2017.

Sen. Patrick Leahy (D-VT) will become the Ranking Member of the Senate Appropriations Committee, taking the spot vacated by Sen. Barbara Mikulski (D-MD), who is retiring at the end of the year. Sen. Leahy gave up his Ranking Member spot on the Senate Judiciary Committee to move to Appropriations. Sen. Thad Cochran (R-MS) will again be the Chairman of the Appropriations Committee next year.

On the Senate Homeland Security and Governmental Affairs Committee, Sen. Claire McCaskill (D-MO) will replace Sen. Tom Carper (D-DE) as the Ranking Member. Sen. Carper is taking over the top Democratic spot on the Environment and Public Works Committee. Sen. Ron Johnson (R-WI), who won reelection last week, is expected to continue as the Senate Homeland Security Committee Chairman.

At the Senate Commerce Committee, Chairman John Thune (R-SD) and Ranking Member Bill Nelson (D-FL) will both return.

The Chairman of the Aviation Operations Subcommittee is still up in the air, however. Current Chair Kelly Ayotte (R-NH) narrowly lost her reelection bid last week. It is unclear who will be the next subcommittee chair at this point. Current Republican members of the panel include Sens. Roger Wicker (MS), Roy Blunt (MO), Marco Rubio (FL), Ted Cruz (TX) and Deb Fischer (NE). Not all of these members are likely candidates, however, because of other committee assignments. In addition, there will be a game of musical chairs at committees with a new Congress and several GOP senators potentially leaving the chamber to serve in the Trump Administration.

Leadership Teams Mostly Finalized with Notable Exception of House Democrats

The leaders of each party in the House and Senate are almost finalized heading into 2017.

In the House, Republicans unanimously voted to nominate Rep. Paul Ryan (R-WI) for another term as Speaker. The official vote for Speaker will happen in January at the start of the 115th Congress, but the GOP's unanimous vote for Ryan is a sign that conservative opposition to him is at a minimum for now.

House Democrats will elect their leaders after the Thanksgiving break. Following tough election results for Democrats, Rep. Tim Ryan (D-OH) is challenging Minority Leader Nancy Pelosi (D-CA) for the top House Democratic spot. Despite Ryan's campaign, most expect Pelosi will easily win another term as House Democrats' leader, a position she has held since 2003 as either Minority Leader or Speaker.

On the other side of the Capitol, in the Senate, Charles Schumer (D-NY) was elected by Democrats to be the new Minority Leader in 2017, taking over from retiring Senate Minority Leader Harry Reid (D-NV). Sen. Patty Murray (D-WA) was elected as assistant Democratic leader, and Sen. Dick Durbin (D-IL) will be Minority Whip.

The Senate Republican leadership remains unchanged, led by Senate Majority Leader Mitch McConnell (R-KY), who will continue to serve in that post next year. Commerce Committee Chairman Thune will remain as Chairman of the Senate Republican Conference in the 115th Congress.

Updates on the Trump Transition Effort

Meanwhile, lots of work is happening behind the scenes as President-elect Trump and his surrogates go through the tough task of vetting people and deciding who will lead federal agencies in the new Administration.

Shirley Ybarra, a former Virginia Secretary of Transportation and Reason Foundation analyst, is heading up the transportation portion of Trump's transition efforts, according to media reports. There have not been any announcements regarding who might lead DOT or DHS, although several people have put their names forward or conversely indicated they are not interested.

House Transportation Committee Chairman Bill Shuster (R-PA) said this week that he's not interested in becoming Transportation Secretary under President Trump. Shuster, who only has two more years left as Chairman before facing term limits, was the source of some early speculation that he could be a candidate for the DOT job.

Former House T&I Chairman John Mica (R-FL) - who lost his reelection battle last week - said he would like to be Transportation Secretary, although there have been no signals from Trump officials about if or how seriously he is being considered.

House Homeland Security Committee Chairman Mike McCaul (R-TX) is reportedly in the running to be DHS Secretary and has expressed his interest in the job to Trump's team.

Although there have been only a handful of official selections this early in the process, one of the few picks already announced has a tie to aviation policy. Rep. Mike Pompeo (R-KS) has been announced as the Administration's pick for CIA Director. Earlier this year, Pompeo argued against Chairman Shuster's proposal to remove Air Traffic Control from the FAA, which was a key component of Shuster's stalled FAA reauthorization proposal. Rep. Pompeo wrote an op-ed titled "The wrong way to fix the FAA" that argued that the potential fees associated with the proposal could severely hurt the general aviation industry.

Chairman Shuster Signals Continued ATC Push

Chairman Shuster used the release of a DOT Inspector General's report this week to again push for his proposal to separate ATC from the FAA. The DOT IG report on FAA's NextGen implementation efforts found that the total costs and timeline for individual parts of the program "remain unclear."

"The IG's findings confirm my long-held belief, and the belief of many experts, that the FAA's bureaucracy is simply unable to manage large, multi-year, technologically complex capital projects, particularly when tied to an annual funding cycle," Chairman Shuster said in a statement. "ATC reform will address this flawed construct and allow NextGen to be managed in a sound, businesslike manner that ensures the efficiency and continued safety of our system."

Shuster's ATC proposal drew widespread opposition from within Congress and aviation industry groups, but he has made clear he will continue to pursue the idea going into the 115th Congress. In a new development, President-elect Trump is generally supportive of his ATC plan, Chairman Shuster said in an AP [article](#) published this afternoon.

Meanwhile, Democrats on the House Transportation Committee have pounced on a separate report, from the Government Accountability Office, that said there was no clear consensus in the industry on restructuring ATC.

"Any proposal to overhaul the existing ATC system must be thoroughly vetted, not rushed through Congress just because the political landscape makes it easier," House T&I Committee Ranking Member Peter DeFazio (D-OR) said. "This GAO report raises serious concerns about whether ATC privatization will guarantee safety, expedite new technology, and keep the ATC system, solvent - concerns which have not been addressed."

We will keep you up to date on all of the twists and turns of the Trump transition effort and how it could impact the FAA reauthorization bill over the weeks and months to come.

Please reach out to [Adam](#) if you have any questions. Have a great weekend and happy early Thanksgiving!

[Joel Bacon](#), Executive Vice President
[Brad Van Dam](#), Senior Vice President
[Justin Towles](#), Vice President
[Adam Snider](#), Director
[Maribeth Sarnecki](#), Coordinator



AMERICAN ASSOCIATION  OF AIRPORT EXECUTIVES

AAAE DELIVERS SERVICE. INNOVATION. RESULTS.

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

[SafeUnsubscribe™](#) Chris@iflysun.com

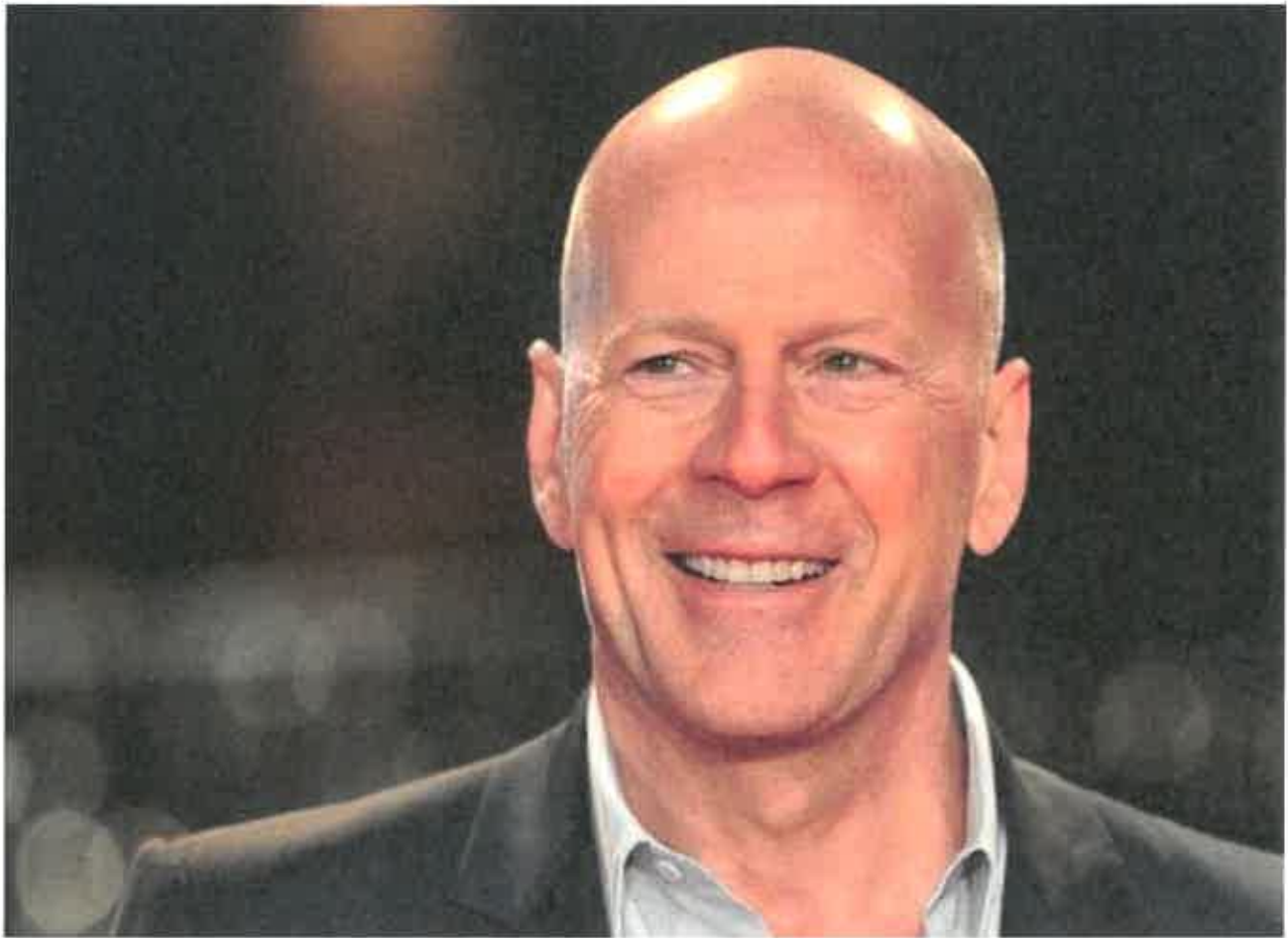
[Update Profile](#) | [About our service provider](#)

Sent by adam.snider@aaae.org

IDAHO

NOVEMBER 10, 2016 12:08 PM

Bruce Willis may get his Camas County airstrip after all



BY ERIN FENNER

efenner@idahostatesman.com

Bruce Willis may get to have his rural Idaho airstrip after all, the Idaho Mountain Express reports.

The airstrip project in Camas County, already underway, was halted in September when Ketchum attorney Ben Worst cited planning and zoning codes that the strip wasn't in accordance with agricultural use allowed on the property. Now the future of the strip is still uncertain, but officials are seeking a solution, according to the Ketchum-based weekly.

Camas County Planning and Zoning Administrator Dwight Butlin told the Mountain Express that his P&Z is considering a zoning ordinance that would allow airports on agricultural land with a conditional use permit.

The new ordinance would allow such a permit as long as it doesn't negatively impact "adjacent developed land," according to the article.



MORE IDAHO

YOU MAY LIKE

Sponsored Links by Taboola

Congress Gives Homeowners Who Owe Less Than \$300-625k ...
LowerMyBills

Inside Look at 2017 SUVs - What Dealers Don't Want You To Kn...
FinanceBuzz.io

Homeowners In Hailey Must Do This Before December 31 2016
HarpConnect.com

Actress Haley Bennett is being touted as a Jennifer Lawrence loo...
OddChatter



About Us Contact Us Subscribe in-Editor



Welcome! Login Sign up



News Wood River Journal Sports Opinion Arts & Events Calendar Obituaries Classifieds Advertise Area Guides Real Estate Guide Contact Us

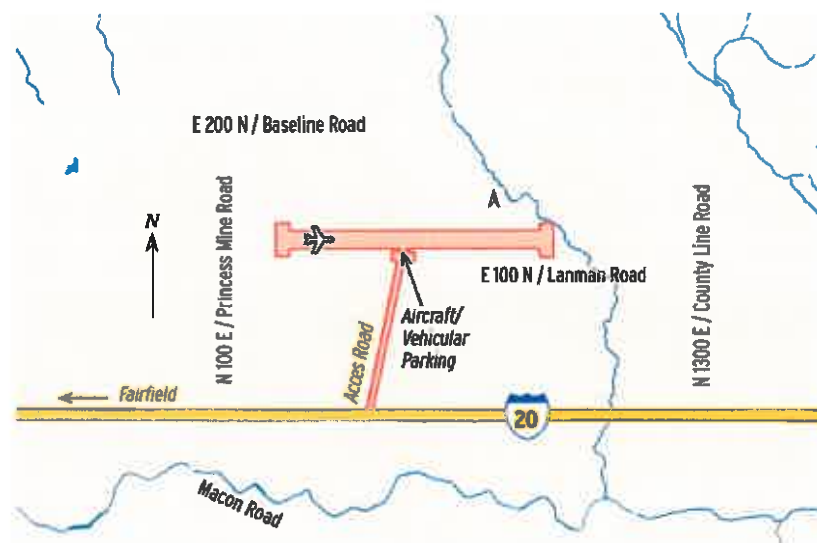
48° Broken Clouds

Serving Sun Valley, Ketchum, Hailey, Bellevue and Carey

November 15, 2016

Search this site...

Home News Transportation



SUBMIT YOUR NEWS!

We're always interested in hearing about news in our community. Let us know what's going on!

[Submit news](#)

Questions about Willis airstrip linger

Site could remain on agricultural land with new draft zoning ordinances

Story Comments (4)

Print Font Size:

Recommend 0

Share

Tweet

G+1 0

Share

Above Express graphic by Kristen Kalser

This map shows the location of Bruce Willis' private airstrip, located about 10 miles east of Fairfield in Camas County. Work on the runway was halted Sept. 21 after it was discovered that the project violated a county zoning ordinance.

Posted: Wednesday, November 9, 2016 4:00 am

4 comments



Posted on Nov 9, 2016
by [Ryan Thorne](#)

The property manager for actor Bruce Willis is remaining quiet about plans that the part-time Wood River Valley resident has for a partly constructed airstrip 10 miles east of Fairfield.



Dale Smith, Camas County P&Z commissioner

I think there ought to be a distinction between landing fields and airports."

Camas County residents are still left with questions surrounding potential uses of the airstrip, which at 8,500 feet long is 1,050 feet longer than the runway at Friedman Memorial Airport.

During an Oct. 4 Camas County Planning and Zoning Commission public hearing in Fairfield on a draft zoning ordinance that would allow the dirt airstrip to be built with a conditional-use permit, several Camas County residents expressed concerns that it may soon be paved and even expanded into a commercial airport or a parking space for private jets.

Mike Grbic, Willis' property manager, declined to comment on the matter when contacted by the Idaho Mountain Express on Nov. 3.

Grbic said in mid-September that Willis is building the dirt airstrip, called Soldier Field Airport.

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

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

During the Oct. 4 meeting, both Worst and Konrad spoke against the zoning change.

Worst said that if the P&Z allowed someone to build an airport instead of just a dirt airstrip, the structure would be at odds with several sections of the county's comprehensive plan.

"Under Land Use, Section 1, 'Agricultural use must be protected above all other uses in the county given its importance to the economy and way of life,'" Worst quoted from the plan. "My client objects to the addition of airports in Camas County on the basis that it violates all of those provisions of the comp plan. It is going to create noise, dust, vibrations. It's going to disturb livestock. It's going to actually eliminate the land where the airport goes in and it's going to inhibit cultural uses and quality of life on the surrounding properties."

Butlin said the comprehensive plan will soon be updated to address airports because it is required under state code. However, he noted that how airports are included in comp plans or zoning ordinances is not mentioned in the code.

Suggested changes mentioned in a Camas County staff report also included removing a vague sentence on what can be approved in Agricultural zoning districts and that existing airstrips should be "grandfathered" in.

Butlin said during the meeting that he didn't know if the partially built Soldier Field Airport would also be grandfathered into the ordinance.

"As you are aware, in the past, the county has not regulated airfields," P&Z Commissioner Jerry Nelson said. "And what has happened is that there are several airfields developed in the county, and the feeling was that in the new ordinance, that because we've allowed airport fields really illegally, against the zoning ordinance, that we put [the changes] in the zoning ordinance."

The Willis airstrip has been approved by the Federal Aviation Administration for airspace use as long as all operations are conducted in visual flight rules weather conditions, meaning aircraft can only land and depart in conditions when pilots have enough visibility to ensure their aircraft can fly safely.

FAA "conditional no objection" approval for Soldier Field Airport also mandates that all operations remain private.

Butlin said in an interview in September that the private airstrip is not regulated under the county's zoning ordinances, but he wrote in an email to Grbic on Sept. 21 that "[i]t has been brought to my attention that the current zoning ordinance does not list airports and according to a recent Idaho Supreme Court decision, if an item is not listed in the uses of a zone it is not allowed."



2 friends like this



Idaho Mountain Express shared a link
1 hr



Ketchum companies...

The Idaho chapter of the American Mountain Express Company
MTEXPRESS.COM

Like Comment Share

Idaho Mountain Express

CURRENT E-EDITION

He continued, "We are in the process of adopting a new Zoning Ordinance and airstrips are listed as a conditional use."

The new draft zoning ordinance stipulates that "aircraft landing fields and airports" can be built on areas zoned for agricultural uses with a conditional-use permit as long as they don't have "an adverse effect upon the adjacent developed land."

Bellevue-based Sluder Construction was working on the field before Butlin issued the stop-work order. Company owner Chad Sluder said in early October that there would be about six weeks of work left before the airstrip would be completed—if and when the stop order is lifted.

Sluder also said there is no plan to pave the airstrip.

Email records obtained via a public records request show Butlin was corresponding with developers over FAA approval of the airstrip as far back as May 9.

An email from Butlin to Grbic dated Sept. 21 indicates that Sluder Construction installed runoff culverts after the stop-work order was issued.

Idaho Department of Water Quality Wastewater Engineering Manager Larry Waters said in an interview Tuesday that Idaho law requires that runoff water at a construction site be contained within the site.

"We don't want runoff going over onto neighboring lands or ending up in a nearby river," he said.

During a Camas County P&Z deliberation meeting Nov. 1, P&Z commissioners voted to recommend to Camas County commissioners that a distinction be made between landing strips and airports in the new draft zoning ordinance and that airports and landing strips should have length and size limits.

Butlin said during the meeting that the county cannot be less restrictive than the Idaho statute, on which the new zoning ordinance definition of an airport or airstrip is based.

County Attorney Matt Pember said that often a more restrictive definition is ultimately rejected by the state.

"We don't know what they have in mind with the airport that is being built right now," said P&Z Commissioner Dale Smith. "I think there ought to be a distinction between landing fields and airports."

Butlin said Monday that public comment will be taken during a Camas County Commission hearing regarding the P&Z recommendations on the new draft zoning ordinances, which will be held at the Fairfield Senior Center, 125 Willow Ave. in Fairfield, on Monday, Nov. 28, at 9:30 a.m.



Sign up for our e-Mail Lists

Email

Subscribe

Manage Your Lists

TWITTER

Recommend 0 Share Tweet G+1 0 Share

Discuss Print

Posted in Transportation, State/Regional on Wednesday, November 9, 2016 4:00 am.

Similar Stories

- Camas residents fear potential CAFO impacts
- Brody wins Idaho Supreme Court seat
- District 26 voters preserve status quo
- State creates new Snake River plain groundwater management area
- Airport plans changes to aircraft, vehicle parking

Most Read

- Trump appears unlikely to support transfer of federal lands
- Skating is still on for Thanksgiving
- House Seat A contest too close to call
- An open letter to Bruce Willis
- Blaine County breaks for Clinton

Rules of Conduct

- 1

Keep it Clean.
Please avoid obscene, vulgar, lewd, racist or sexually-oriented language.

Don't Threaten or Abuse.
- 4

Be Nice.
No racism, sexism or any sort of -ism that is degrading to another person.

Be Proactive.

- 2 Threats of harming another person will not be tolerated. AND PLEASE TURN OFF CAPS LOCK.
- 3 Be Truthful. Don't knowingly lie about anyone or anything.
- 5 Use the 'Report' link on each comment to let us know of abusive posts.
- 6 Share with Us. We'd love to hear eyewitness accounts, the history behind an article.

Welcome to the discussion.

[Forgot?](#)

☒ Remember me on this computer

[Login](#)

[Need an account? Create one now.](#)

4 comments:

Traditionist posted at 4:27 pm on Wed, Nov 9, 2016.



Posts: 131

All this attention needs to be directed to Friedman Airport.

[Log In to report.](#) | [Link](#) [Reply](#)

badger posted at 4:54 pm on Wed, Nov 9, 2016.



Posts: 604

Some attention needs to be directed to the other half of the Duel Path Agreement which has conveniently (for some) been totally ignored and is becoming a taboo subject.

[Log In to report.](#) | [Link](#) [Reply](#)

westhalley posted at 8:43 pm on Wed, Nov 9, 2016.



Posts: 24

So why does this need to be directed toward Friedman Airport? This is a zoning issue in Camas county, people on the eastern side of the county do not want an airport here. This is all about how rich folks could care less about the people already living there! Diehard airport go away!!!!

[Log In to report.](#) | [Link](#) [Reply](#)

badger posted at 8:58 am on Thu, Nov 10, 2016.



Posts: 604

The failures of Halley's Jetport are evident in Willie's desire for another one. What you say is true and I would suggest that Halley (and Bellevue's) issues with Friedman have not been addressed by our leaders and the disconnect is spreading. I would hope that the WRV supports Camas in denying Willie and that OUR region can come together in a cooperative effort to find a common solutiona practical site for a regional airport that is acceptable (to the many) and provides a better service for south central Idaho.

[Log In to report.](#) | [Link](#) [Reply](#)

[Print comments](#)

Tweets by @IdahoMtExpress

IdahoMountainExpress
@IdahoMtExpress
Ketchum companies win architecture awards
mtexpress.com/news/business/...



1h

IdahoMountainExpress
@IdahoMtExpress

Firefighters' Ball to offer hot tunes

[Embed](#)

[View on Twitter](#)

Nov. 15, 2016

Contact:

Media Relations

(206) 304-0008

newsroom@alaskaair.com

Alaska Airlines to use Advanced Technology to improve Sun Valley airport access
New procedures will increase reliability and reduce weather-related diversions by 95 percent

SEATTLE — Alaska Airlines' sister carrier, Horizon Air, has received approval from the Federal Aviation Administration (FAA) to begin using its proprietary Required Navigation Performance (RNP) instrument approach procedure at Friedman Memorial Airport near Sun Valley. The procedure is expected to reduce weather-related diversions by 95 percent allowing Horizon to have the best access to Sun Valley of any airline. It is projected to reduce diversions for Horizon from an average of 40 to 50 per year down to one to two estimated diversions per year.

RNP technology allows aircraft to follow precise three-dimensional curved flight paths through difficult terrain using a combination of onboard navigation technology and the Global Positioning System (GPS) satellite network. It allows aircraft to fly safer flight paths, provides more reliable landings, and eliminates reliance on ground-based navigation aids. This enables pilots to navigate aircraft more precisely and efficiently, while also being able to fly to lower altitudes in to airports where limited visibility upon approach is common due to weather and characteristics of the terrain.

"Friedman Memorial Airport is located deep in a valley with surrounding mountain peaks. As a result, instrument approaches used by pilots are often hampered by low cloud ceiling and extensive visibility requirements, resulting in a higher than average percentage of flight cancellations or diversions," said Cody Hargreaves, RNP engineer at Alaska Airlines who was integral in the approval and implementation of this approach. "The RNP approach Horizon uses will increase safety in this challenging environment and will drastically reduce the number of diversions."

This effort, which has been in development for more than 10 years, will allow Horizon to deliver more reliable service for its valued customers. Additionally, the company expects to save up to \$600,000 a year by completing flights that would have otherwise been diverted or cancelled due to

weather. Alaska and Horizon Air are the only major U.S. carriers with a fully RNP-equipped fleet and fully-trained flight crews.

“Just in time for the ski season and holiday travel, the expected improvement in reliability this brings to our airport during inclement weather will greatly benefit our customers traveling to the area as well as local residents,” said Chris Pomeroy, airport manager at Friedman Memorial Airport. “This is a fantastic complement to the other recent facility improvements, including our newly renovated passenger terminal and new concessions.”

Horizon’s seasonal service from Seattle to Sun Valley, Idaho will resume Nov. 23, just in time for the 81st winter season opening at the ski resort on Thanksgiving Day. Beginning Dec. 16, Horizon Air will inaugurate daily direct service from Los Angeles, and will begin twice weekly direct service from Portland, Oregon on Dec. 17.

Since 1996, Alaska has been using similar RNP approach procedures across 65 percent of the airports it serves in the state of Alaska, as well as San Diego; Pullman, Washington; Palm Springs, California; and later this month in Mammoth Lakes, California.

Alaska Airlines, together with its regional partners, flies 32 million customers a year to more than 110 cities with an average of 970 daily flights throughout the United States, Canada, Costa Rica, Mexico and soon Cuba. With Alaska’s global [airline partners](#), customers can earn and redeem miles to more than 800 destinations worldwide. Onboard, customers are invited to make the most of their flight with amenities like power outlets at every seat, streaming entertainment direct to their device, Wi-Fi and an inspired food and beverage selection featured on most flights. Alaska Airlines ranked “Highest in Customer Satisfaction Among Traditional Carriers in North America” in the J.D. Power North American Airline Satisfaction Study for nine consecutive years from 2008 to 2016. Alaska Airlines Mileage Plan also ranked “Highest in Customer Satisfaction with Airline Loyalty Rewards Programs” in the J.D. Power Airline Loyalty/Rewards Program Satisfaction Report for the last three consecutive years. Alaska Airlines is a subsidiary of Alaska Air Group (NYSE: ALK). Learn more on the airline’s [newsroom](#), [blog](#), [alaskaair.com](#), [@AlaskaAir](#), [facebook.com/alaskaairlines](#) and [linkedin.com/company/alaska-airlines](#).

###



NO.	REVISIONS		E-FILE NAME #####
	DATE		
		DESIGNED #####	
		DRAWN #####	
		CHECKED #####	
		APPROVED #####	

T-O ENGINEERS
CONSULTING ENGINEERS, SURVEYORS & PLANNERS
2471 S. TITANUM PLACE
MERIDIAN, IDAHO 83642-4703
PHONE: (208) 323-5258 FAX: (208) 323-5289
COEUR D'ALENE, IDAHO
NAUPO, IDAHO
SPOKANE, WA

**FRIEDMAN MEMORIAL AIRPORT
PARKING LOT CONFIGURATION
CONCEPT**

DATE: OCTOBER 2016
PROJECT: 160020
SHEET 1 OF 2

ATTACHMENT #7



Surplus Property/Equipment List					
Description	Qty.	Vin #	Serial #	Mileage	AIP Y/N
1991 Schmidt DA6000 Snow Blower	1	W41CF8S199534		8,370	Y
1997 Ford Expedition	1	1FMEU18W4VLA65735		203,256	
1996 Oshkosh Sweepster Broom	1				Y
1996 Oshkosh Sweepster Plow	1				Y
1978 Dodge Truck w/ custom flat bed	1	W41CF8S199534		8,370	
1994 DH1000SLD Intelligent Traffic Sign	1	1A9H12103RM157168	583663		
Turbo Way AC Passenger Boarding Ramp	1				Y
Hardware Bins	2				
Nut & Bolt Bins	2				
Plumbing Fitting Chest	1				
Vinyl Table Edge Trim	1 Roll				
Office Space Partitions	2				
Metal Book Case	1				
Large Ball Values	1 Bx.				
Heavy Duty Truck Parts	1 Bx.				
Heavy Duty Metal Shelves - Blue	13				
Light Duty Black Shelves - Black	1				
Heavy Duty Metal Shelves - Black	3				
File Cabinets	3				
Fiberglass Partition with Metal Frame	1				
3 Bin Recycle Containers	6				
Hon Office Desks	5				
Misc. Oak Cabinets	6				
1 Metal TV Cabinet w Wheels	1				